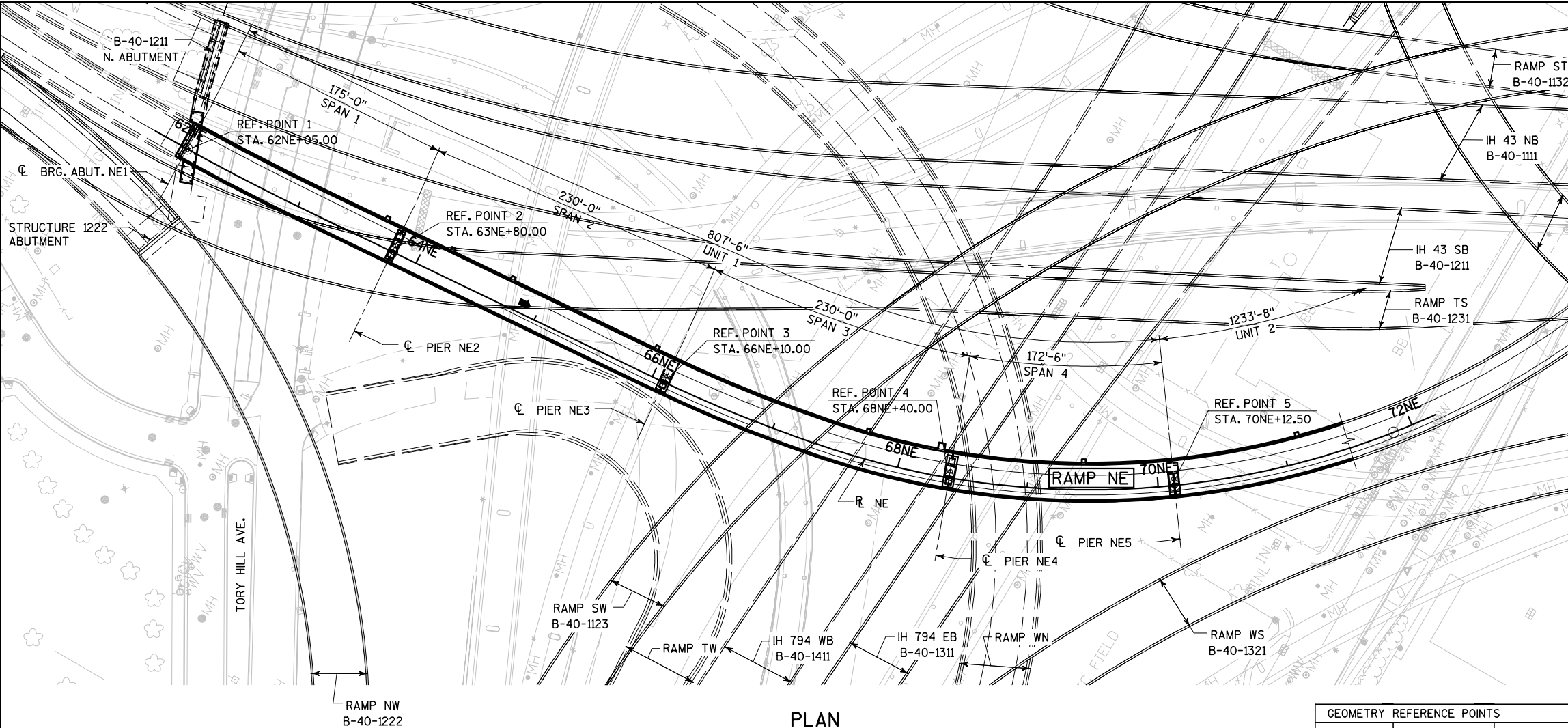
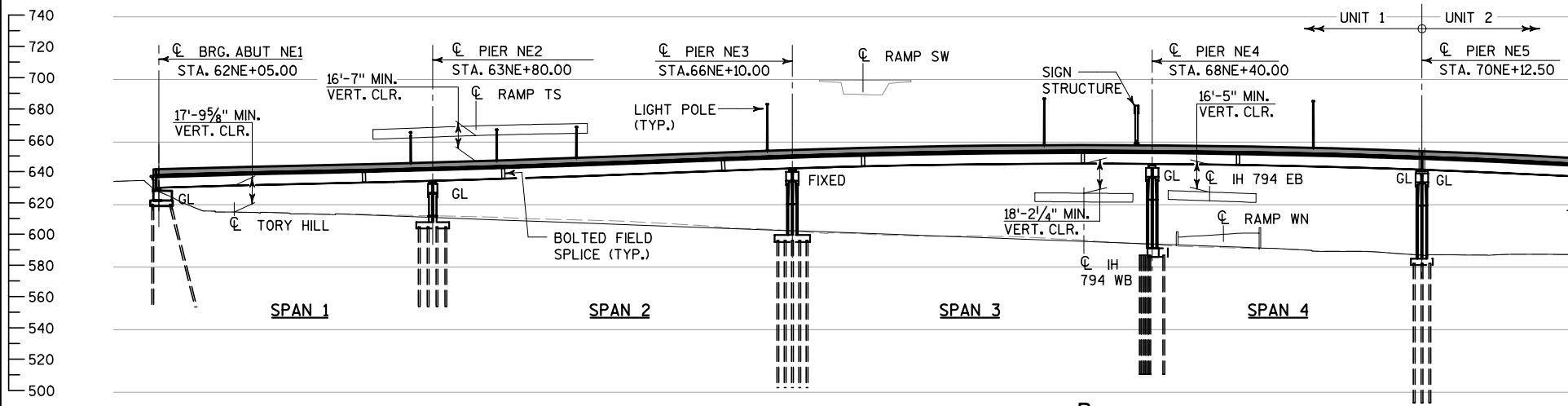




PLAN

NE RAMP: 10 SPAN STEEL BOX GIRDER
ALL PIERS ARE NORMAL OR RADIAL TO R NE
DIMENSIONS SHOWN ARE ALONG R NE

GEOMETRY REFERENCE POINTS							
POINT	STATION	EASTING	NORTHING	ELEV'N	BEARING	SUPER (%)	GRADE (%)
RP 1	62NE+05.00	601750.80	299089.88	637.55	S 1°05'47" E	4.50	2.99
RP 2	63NE+80.00	601761.01	298915.20	642.00	S 4°21'15" E	2.00	2.80
RP 3	66NE+10.00	601778.51	298685.86	649.92	S 4°50'28" E	3.62	3.14
RP 4	68NE+40.00	601824.04	298461.13	652.70	S 20°19'36" E	5.80	-0.72
RP 5	70NE+12.50	601905.01	298309.41	648.96	S 35°51'06" E	5.80	-3.62
RP 6	71NE+85.00	602023.64	298184.90	640.91	S 51°22'36" E	5.80	-5.00
RP 7	74NE+20.00	602229.86	298075.02	629.16	S 72°31'36" E	5.80	-5.00
RP 8	76NE+55.00	602461.84	298046.96	619.63	N 86°19'24" E	5.80	-1.58
RP 9	78NE+90.00	602688.34	298104.43	623.19	N 65°38'45" E	5.80	4.61
RP 10	81NE+00.00	602870.76	298208.08	633.15	N 58°11'00" E	-0.49	3.88
RP 11	82NE+46.17	602996.07	298283.26	637.49	N 62°03'23" E	-5.90	2.05



ELEVATION ALONG R

LEGEND

GL : MULTI-ROTATIONAL UNI-DIRECTIONAL BEARING
FIXED : MULTI-DIRECTIONAL FIXED BEARING

BRIDGE OFFICE CONTACTS:
PHIL CIHA (262) 548-8742
CONSULTANT CONTACT:
TONY SHKURTI (414) 359-2300

Milwaukee
Transportation
Partners
LLC

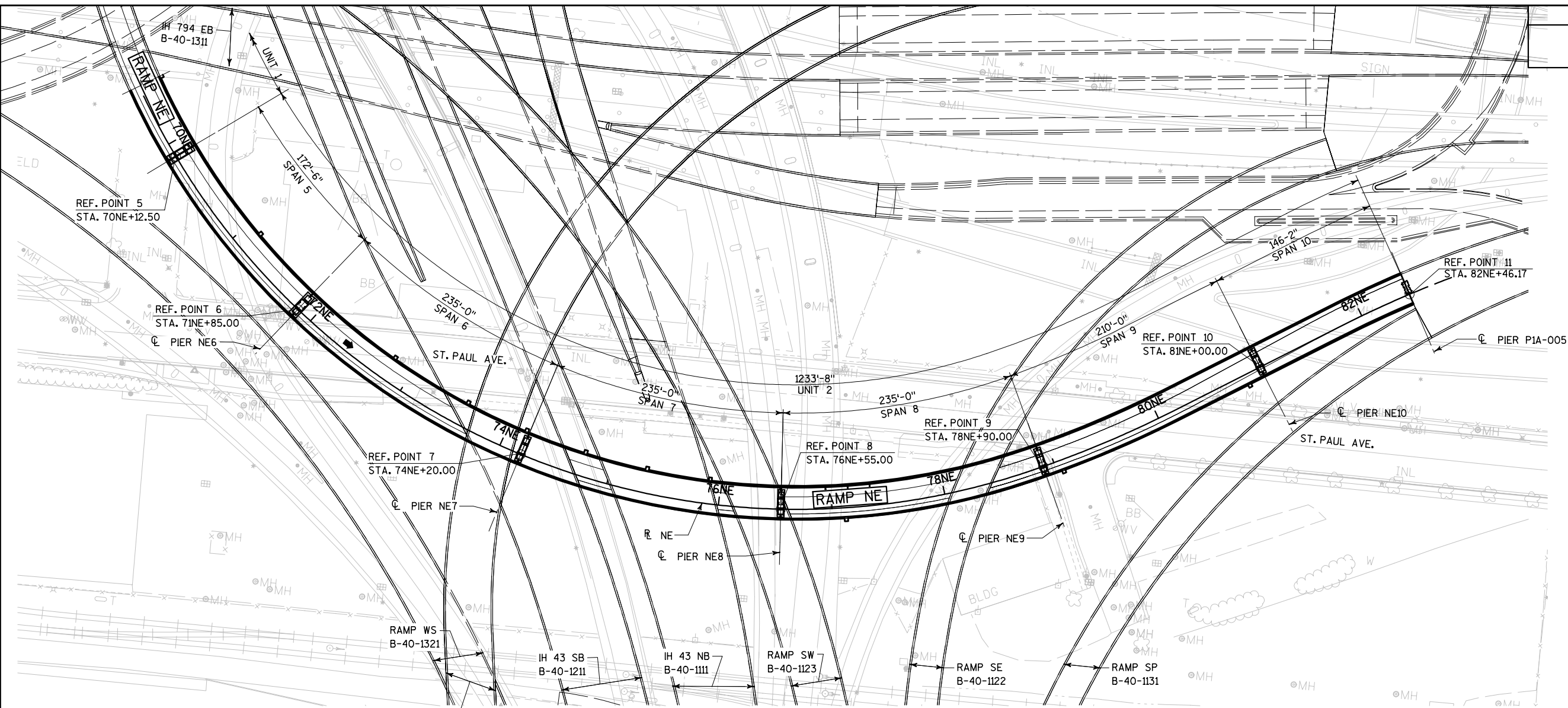
NO.	DATE	REVISION	BY

WISDOT
BUREAU OF STRUCTURES

STRUCTURE B-40-1221

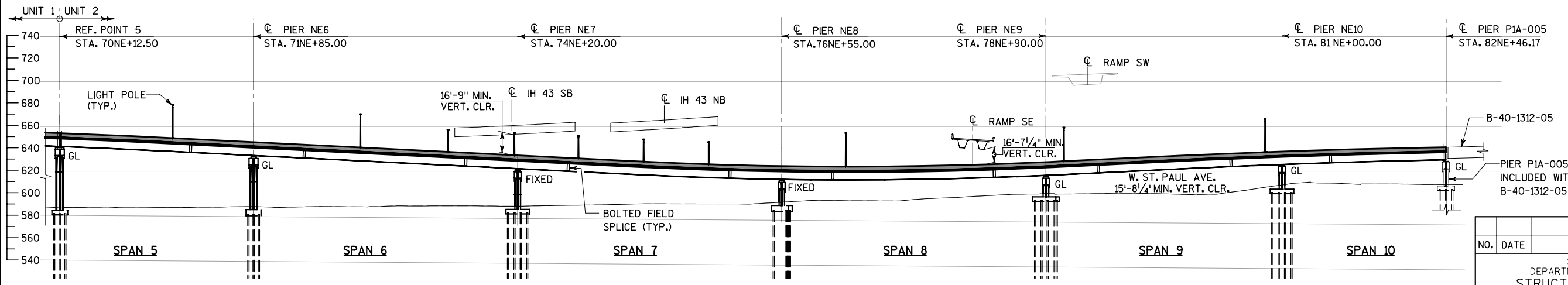
MARQUETTE INTERCHANGE - NORTH TO EAST RAMP

COUNTY	MILWAUKEE	TOWN/CITY/VILLAGE	MILWAUKEE
DESIGN SPEC.	AASHTO 2002	LOAD SPEC.	HS-25
DESIGNED BY	JCP	DRAWN BY	RWN
APPROVED	CHIEF STRUCTURAL DESIGN ENGINEER		DATE
GENERAL PLAN AND ELEVATION UNIT 1			SHEET 1 OF 162
			DATE: APRIL 2005



PLAN

NE RAMP: 10 SPAN STEEL BOX GIRDER
ALL PIERS ARE NORMAL OR RADIAL TO R NE
DIMENSIONS SHOWN ARE ALONG R NE



ELEVATION ALONG R

LEGEND

GL. : MULTI-ROTATIONAL UNI-DIRECTIONAL BEARING
FIXED : MULTI-DIRECTIONAL FIXED BEARING

NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION					
STRUCTURE B-40-1221					
CONST. SPEC.	2004	DRAWN BY	RWN	PLANS CK'D.	JCP
GENERAL PLAN AND ELEVATION UNIT 2			SHEET 2 OF 162		

				STATE PROJECT NUMBER			
				1060-05-75			



R/L VERTICAL PROFILE								
LOC'N	STATION	ELEV'N	GRADE AHEAD (%)	SEGMENT LENGTH	VPI		MAX/MIN POINT	
					STATION	ELEV'N	STATION	ELEV'N
VPC	60NE+00.00	629.62	4.735	300.00	61NE+50.00	636.72	65NE+57.82	642.83
VPRC	63NE+00.00	640.01	2.188	200.00	64NE+00.00	642.20	60NE+15.59	636.90
VPT	65NE+00.00	645.92	3.727	75.00				
VPC	65NE+75.00	648.72	3.727	520.00	68NE+35.00	658.41	67NE+97.09	652.86
VPT	70NE+95.00	645.41	-5.000	430.00				
VPC	75NE+25.00	623.91	-5.000	380.00	77NE+15.00	614.41	77NE+15.00	619.16
VPT	79NE+05.00	623.91	5.000	105.00				
VPC	80NE+10.00	629.16	5.000	270.00	81NE+45.00	635.91	84NE+10.86	639.18
VPT	82NE+80.00	638.11	1.632	20.00				

* POSITIVE SUPERELEVATION MEANS RIGHT
EDGE OF DECK IS HIGHER WHEN LOOKING
IN THE DIR'N OF INCREASING STATION.

ALL OTHER DIMENSIONS SHALL REMAIN UNMODIFIED AND
TAKEN ALONG THE SLOPE AS SHOWN.

NO.	DATE	REVISION					BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION							
STRUCTURE B-40-1221							
CONST. SPEC.	2004	DRAWN BY	KGW	PLANS CK'D.	JCP		
TYPICAL SECTION AND LAYOUT DATA					SHEET 4 OF 162		
					MAR 21 2005		

STATE PROJECT NUMBER

1060-05-75

GENERAL NOTES

1. DRAWINGS SHALL NOT BE SCALED.

2. ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET.

3. VERTICAL CLEARANCES GREATER THAN 20'-0" ARE NOT DIMENSIONED.

4. ELEVATIONS ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD). ELEVATIONS ON ORIGINAL EXPRESSWAY DRAWINGS WERE REFERENCED TO CITY OF MILWAUKEE DATUM. MILWAUKEE DATUM + 580.60' = NGVD DATUM.

5. 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.

6. TRANSVERSE DIMENSIONS ARE RADIAL TO THE REFERENCE LINE UNLESS NOTED OTHERWISE.

7. 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

8. THE FINISHED GRADE LINE SHALL BE THE UPPER LIMIT OF EXCAVATION FOR STRUCTURES.

9. PROVIDE STRUCTURE BACKFILL WITH GRADATION CONFORMING TO THE REQUIREMENTS FOR GRADE 1 MATERIAL IN ACCORDANCE WITH SECTION 209 OF THE SPECIFICATIONS.

EXISTING STRUCTURES

10. SEVERAL EXISTING STRUCTURES IN THE CORE AREA ARE TO BE REMOVED AS PART OF THIS CONTRACT. ALL EXISTING STRUCTURE REMOVALS ARE INCLUDED IN A SINGLE LUMP SUM PAY ITEM. SEE SPECIAL PROVISIONS AND REMOVAL PLANS FOR MORE INFORMATION.

11. EXISTING BRIDGE PLANS ARE AVAILABLE FOR REVIEW AT:

WISCONSIN DEPT OF TRANSPORTATION - DISTRICT 2
WAUKESHA STATE OFFICE BUILDING
141NW BARSTOW STREET
WAUKESHA, WI

CONTACT: PHIL CIHA (262) 548-8742

DESIGN

12. DESIGN IS IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION, 2002, LOAD FACTOR DESIGN UNLESS NOTED OTHERWISE.

13. STEEL BOX GIRDERS ARE DESIGNED IN ACCORDANCE WITH THE 2003 AASHTO GUIDE SPECIFICATIONS FOR HORIZONTALLY CURVED STEEL GIRDER HIGHWAY BRIDGES MODIFIED AS FOLLOWS:

FATIGUE EFFECTS WERE ASSESSED USING HS20 LOADING 2,000,000 CYCLES FOR MULTIPLE LANES LOADED OVER 2,000,000 CYCLES FOR SINGLE LANE LOADED.

14. LIVE LOAD DEFLECTION LIMIT = SPAN / 1000 (HS20).

DESIGN LIVE LOAD

15. STRENGTH DESIGN RATING: HS25

16. FATIGUE AND DEFLECTION DESIGN RATING: HS20

17. INVENTORY RATING: HS29 GIRDERS, HS25 DECK, HS21 FATIGUE

18. OPERATING RATING: HS49 GIRDERS, HS42 DECK

19. MAXIMUM STANDARD PERMIT VEHICLE: 250 KIPS

OTHER DESIGN LOADS

20. STRUCTURE IS DESIGNED FOR THE WEARING SURFACE OVERLAY SHOWN ON THE DRAWINGS AND PLACED AT INITIAL CONSTRUCTION (25 PSF). NO ADDITIONAL DEAD LOADS FOR FUTURE WEARING SURFACE HAVE BEEN INCLUDED.

21. RELATIVE TEMPERATURE RANGE FOR DETERMINING SUBSTRUCTURE FORCES = -90°F TO +90°F

22. ABSOLUTE TEMPERATURE RANGE FOR DETERMINING BEARING AND EXPANSION JOINT MOVEMENTS = -30°F TO +120°F

23. DESIGN ASSUMED A WEIGHT PER GIRDER OF 70 LB/FT FOR STAY-IN-PLACE METAL FORMS AND 95 LB/FT FOR CONCRETE

WITHIN THESE FORMS.

24. DESIGN ASSUMED 7.5 PSF (111 LB/FT ON EACH GIRDER) FOR TEMPORARY FORMWORK IN ADDITION TO STAY-IN-PLACE FORMS.

25. PARAPETS WERE ASSUMED TO WEIGHT 600 PLF AND 490 PLF FOR 42" AND 32" SECTIONS RESPECTIVELY.

26. ALL OTHER LOADS IN ACCORDANCE WITH AASHTO.

TRAFFIC DATA

DESIGN SPEED = 40 MPH

EXISTING ADT = 9,200

ESTIMATED ADT (2025) = 9,200

ESTIMATED PCT TRUCKS = 5%

FOUNDATION DESIGN DATA

27. ALL FOUNDATIONS SHALL BE SUPPORTED BY HIGH CAPACITY CONCRETE-FILLED STEEL PIPE PILES AS FOLLOWS:

ABUT NE1: 14" DIAMETER BY 1/2 " WALL THICKNESS
REQUIRED ALLOWABLE LOAD 130 TONS
ESTIMATED LENGTH 55'

PIER NE2 : 14" DIAMETER BY 1/2 " WALL THICKNESS
REQUIRED ALLOWABLE LOAD 170 TONS
ESTIMATED LENGTH 51'

PIER NE3 : 14" DIAMETER BY 1/2" WALL THICKNESS
REQUIRED ALLOWABLE LOAD 190 TONS
ESTIMATED LENGTH 94'

PIER NE4 : 14" DIAMETER BY 1/2" WALL THICKNESS
REQUIRED ALLOWABLE LOAD 200 TONS
ESTIMATED LENGTH 76'

PIER NE5 : 14" DIAMETER BY 1/2" WALL THICKNESS
REQUIRED ALLOWABLE LOAD 190 TONS
ESTIMATED LENGTH 89'

PIER NE6 : 14" DIAMETER BY 1/2" WALL THICKNESS
REQUIRED ALLOWABLE LOAD 200 TONS
ESTIMATED LENGTH 108'

PIER NE7 : 14" DIAMETER BY 1/2" WALL THICKNESS
REQUIRED ALLOWABLE LOAD 180 TONS
ESTIMATED LENGTH 110'

PIER NE8 : 14" DIAMETER BY 1/2" WALL THICKNESS
REQUIRED ALLOWABLE LOAD 170 TONS
ESTIMATED LENGTH 93'

PIER NE9 : 14" DIAMETER BY 1/2" WALL THICKNESS
REQUIRED ALLOWABLE LOAD 170 TONS
ESTIMATED LENGTH 102'

PIER NE10 : 14" DIAMETER BY 1/2" WALL THICKNESS
REQUIRED ALLOWABLE LOAD 170 TONS
ESTIMATED LENGTH 85'

PIER NE11: INCLUDED WITH B-40-1312

28. PILE LENGTHS SHOWN ARE ESTIMATED FROM DEPTH TO CAPACITY CURVES INCLUDED IN THE FOUNDATION DESIGN REPORT AND ARE INCLUDED FOR INFORMATION ONLY. THESE LENGTHS SHOULD BE CONSIDERED AS THE EXPECTED MINIMUM VALUES - ACTUAL INSTALLED LENGTHS MAY EXCEED THESE VALUES AND WILL BE CONTROLLED BY THE REQUIRED LOAD CAPACITY.

29. BASED ON THE RESULTS OF A NON-LINEAR SOIL-STRUCTURE INTERACTION ANALYSIS, PILE FORCES UNDER OVERTURNING MOMENTS HAVE BEEN CALCULATED ASSUMING FULL PILE CAPACITY IS MOBILIZED AT ALL LOCATIONS.

REINFORCING STEEL

30. REINFORCEMENT SCHEDULES AND BREAKDOWNS IN THIS PLAN SET ARE FOR INFORMATION ONLY. VERIFY ALL REINFORCING BAR PLAN QUANTITIES AND BE RESPONSIBLE FOR ANY QUANTITY VARIATIONS.

31. REINFORCING STEEL SHALL BE HIGH STRENGTH, GRADE 60 WITH Fy=60 ksi.

32. REINFORCING STEEL SHALL BE UNCOATED IN FOUNDATIONS (EXCEPT COLUMN DOWELS) AND EPOXY COATED IN ALL OTHER LOCATIONS (INCLUDING COLUMN DOWELS).

33. ALL REINFORCING BARS ARE ENGLISH SIZES. THE FIRST TWO DIGITS OF THE MARK NUMBER SPECIFY THE BAR SIZE, THE LAST 3 DIGITS SPECIFY A SEQUENTIAL BAR IDENTIFIER.

34. PLACE ALL REINFORCEMENT WITH A MINIMUM CLEAR COVER OF 2" UNLESS NOTED OTHERWISE.

35. PLACE REINFORCEMENT IN FOOTINGS AND PILECAPS WITH A MINIMUM CLEAR COVER OF 3" ON SIDES AND 4" TOP AND BOTTOM UNLESS NOTED OTHERWISE.

36. PLACE TOP LAYER OF REINFORCING STEEL IN THE DECK SURFACE WITH 2½" CLEAR COVER TO TOP OF SLAB (EXCLUDING WEARING SURFACE OVERLAY).

37. PLACE BOTTOM LAYER OF REINFORCING STEEL IN THE DECK WITH 1½" CLEAR COVER.

38. BENT SHAPES ARE DIMENSIONED TO THE INTERSECTION POINT OF THE LINES DEFINING THE OUTSIDE BAR SURFACES.

39. 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.

40. 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

41. ALL STRUCTURAL STEEL FOR BOX GIRDERS SHALL BE HIGH STRENGTH ASTM A709 (AASHTO M270) GRADE HPS 70W (Fy=70 ksi) OR HPS 50W (Fy=50 ksi) - SEE STEEL DRAWINGS FOR SPECIFIC LOCATIONS.

SOME MEMBERS REQUIRE FABRICATION AND TESTING IN ACCORDANCE WITH REQUIREMENTS FOR FRACTURE CRITICAL MEMBERS (FCM). SEE SHEET 65 FOR SPECIFICS.

42. ALL ROLLED SECTIONS SHALL BE IN ACCORDANCE WITH ASTM A709 GRADE 50 (Fy=50 ksi).

43. CHARPY V-NOTCH TOUGHNESS REQUIREMENTS FOR ALL STEEL SHALL CONFORM TO THE REQUIREMENTS FOR ZONE 2.

44. ALL WELDING SHALL BE IN ACCORDANCE WITH AASHTO D15 BRIDGE WELDING CODE. FABRICATION OF HPS 70W MATERIAL SHALL IN ADDITION BE IN ACCORDANCE WITH THE AASHTO GUIDE FOR HIGHWAY BRIDGE FABRICATION WITH HPS70W STEEL.

45. USE WELD MATERIAL WITH A TENSILE STRENGTH AT LEAST 20 KSI GREATER THE YIELD STRENGTH OF THE STEEL BEING WELDED. NOTE ADDITIONAL REQUIREMENTS FOR ELECTRODES USED WITH HPS 70W MATERIAL IN THE GUIDE PUBLICATION REFERENCED ABOVE. NON-WEATHERING CONSUMABLES MAY BE USED FOR SINGLE-PASS FILLET WELDS.

46. 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.

47. ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM F1554 (GRADE 105). HOT-DIP GALVANIZED IN ACCORDANCE WITH AASHTO M232.

48. 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.

49. 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.

50. 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.

51. TEMPORARY SUPPORTS AND FALSEWORK (INCLUDING CANTILEVER BRACKETS) SHALL NOT BE ATTACHED TO OR BEAR ON GIRDER WEBS EXCEPT AT WEB STIFFENER LOCATIONS.

52. STAY-IN-PLACE METAL FORMS SHALL BE GALVANIZED, SHALL BE SIZED TO DEFLECT NO MORE THAN 1/2 " UNDER THE WEIGHT OF WET CONCRETE AND FOR PAYMENT PURPOSES WILL BE CONSIDERED INCIDENTAL TO ITEM SPV.0035.2025 'HIGH PERFORMANCE CONCRETE (HPC) MASONRY SUPERSTRUCTURES'.

53. DESIGN CONNECTION BETWEEN STAY-IN-PLACE METAL FORMS AND GIRDER FLANGES TO PROVIDE ADJUSTMENT OF VERTICAL POSITION BASED ON THE ACTUAL HAUNCH HEIGHT REQUIRED.

54. TOP OF STAY-IN-PLACE METAL FORMS SHALL BE ALIGNED WITH

THE UNDERSIDE OF THE 9" DECK SLAB AS SHOWN IN THE SECTIONS ON SHEET 112.

CONCRETE

55. MINIMUM 28-DAY STRENGTH (F'c) SHALL BE AS FOLLOWS:

CONCRETE MASONRY, SUBSTRUCTURES: 5000 psi

CONCRETE MASONRY (HPC), SUPERSTRUCTURE: 5000 psi

CONCRETE MASONRY (HPC), PARAPETS: 5000 psi

CONCRETE MASONRY (HPC), WEARING SURFACE: 5000 psi

56. PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP AND INSIDE FACE OF BOTH PARAPETS AND TO THE WEARING SURFACE OVERLAY.

57. 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.

58. CHAMFER ALL EXPOSED OUTSIDE CORNERS ¾" UNLESS NOTED OTHERWISE.

59. ALL EXPOSED CONCRETE SURFACES (EXCEPT THE WEARING SURFACE OVERLAY, UNDERSIDE OF DECK SLAB AND ABUTMENT SEATS) SHALL BE STAINED AS INDICATED ON SHEETS 160 TO 162.

BENCH MARKS

NO.	LOCATION	DESCRIPTION	ELEVATION
	E : 603105 N : 298670	N FLANGE BOLT OF HYD @ NE QUAD OF LOVELL AND CLYBOURN	623.54
	E : 602315 N : 298880	NW FLANGE BOLT OF HYD @ NE QUAD OF 9TH AND W.MCCAULEY RD.	624.95
	E : 601025 N : 298200	N FLANGE BOLT IN HYD NE QUAD, 13TH & ST. PAUL	598.99
	E : 601355 N : 298185	N FLANGE BOLT IN HYD NE QUAD, 12TH & ST. PAUL	593.39
	E : 602000 N : 298175	N FLANGE BOLT IN HYD +/-100'E OF 10TH & ST. PAUL, N SIDE OF ST. PAUL	588.82
	E : 603115 N : 298095	SE COR OF RETAINING WALL +/-25' W OF CP-RAIL EMP PARKING S-SIDE ST. PAUL	594.16
	E : 602750 N : 297820	RR SPK S-SIDE OF LIGHT POLE ON N-SIDE WESTERLY MOST POLE ON N-SIDE OF RD. NO *, (10MPH SIGNED)	588.17
	E : 602670 N : 297505	RR SPK W-SIDE OF 22" COTTONWOOD (TALLEST TREE) 250'+/- N. 180'E. OF BM #813	587.49
	E : 602545 N : 297265	RR SPK IN RETAINING WALL 6'S. OF FENCE CORNER	582.95

8

NO.

DATE

REVISION

BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-40-1221

CONST. SPEC.

2004

DRAWN BY

KGW

PLANS CKD.

JCP

GENERAL NOTES

SHEET 5 OF 162

MAR 21 2005

FILE NAME: C:\M01C\1221\cads\1221-0050050.dgn

PEN TABLE: **mtp\$FindDgn+confi\$plot+pentbls+brldge.pen

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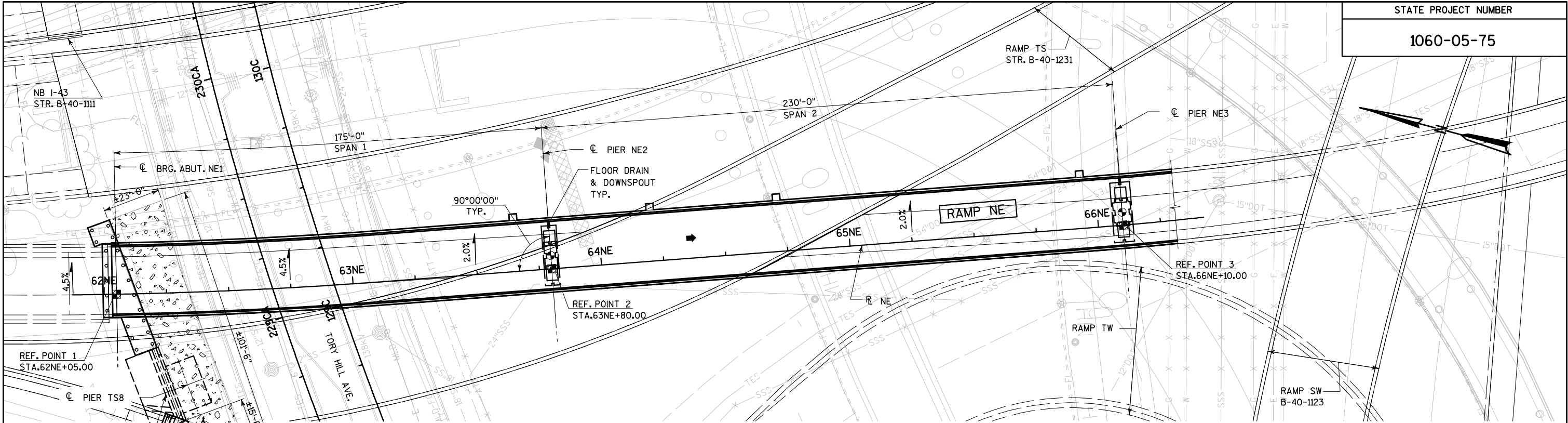
Plotted by: jpeterson

ITEM CATEGORY	BID ITEM	DESCRIPTION	UNIT	SUPER	NE1	NE2	NE3	NE4	NE5	NE6	NE7	NE8	NE9	NE10	P1A-005	TOTAL
3090	206.1000.0014	EXCAVATION FOR STRUCTURES BRIDGES B-40-1221	LS													1
3090	206.6000.S	TEMPORARY SHORING	SF						180				490			670
3090	210.0100	BACKFILL STRUCTURE	CY		620											620
3090	502.0100	CONCRETE MASONRY BRIDGES	CY		520	116	208	243	209	227	135	160	101	108		2027
3090	502.3200	PROTECTIVE SURFACE TREATMENT	SY	7557												7557
3090	502.6500	PROTECTIVE COATING CLEAR	GAL		6				3						3	12
3090	505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB		2177	7996	13294	13179	4572	13179	7996	14195	7996	7996		92580
3090	505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	527688	7030	19202	36081	41752	43126	38634	25364	18577	16522	18104		792080
3090	506.0605	STRUCTURAL STEEL HS	LB	292000												292000
3090	506.3015	WELDED STUD SHEAR CONNECTORS 7/8X6-INCH	EACH	22200												22200
3090	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY		45											45
3090	604.0400	SLOPE PAVING CONCRETE	SY		240											240
3090	612.0106	PIPE UNDERDRAIN 6-INCH	LF		64											64
3090	645.0111	GEOTEXTILE FABRIC TYPE DF SCHEDULE A	SY		480											480
3090	SPV.0035.2020	QMP CONCRETE MASONRY SUBSTRUCTURES	CY			116	208	243	209	227	135	160	101	108		1507
3090	SPV.0035.2025	HIGH PERFORMANCE CONCRETE (HPC) MASONRY SUPERSTRUCTURES	CY	1965												1965
3090	SPV.0035.2030	CONCRETE MASONRY OVERLAY DECKS (HPC)	CY	339												339
3090	SPV.0035.2035	QMP HIGH PERFORMANCE CONCRETE (HPC) MASONRY SUPERSTRUCTURES	CY	2794												2794
3090	SPV.0060.2020	BEARINGS HIGH-LOAD MULTI-ROTATIONAL FIXED	EACH				2				2	2				6
3090	SPV.0060.2025	BEARINGS HIGH-LOAD MULTI-ROTATIONAL UNI-DIRECTIONAL	EACH		2	2		2	4	2			2	2	2	18
3090	SPV.0060.2060	DYNAMIC PILE LOAD TESTING	EACH		2	2	2	2	2	2	2	2	2	2	2	20
3090	SPV.0060.2065	DYNAMIC PILE RESTRIKE LOAD TESTING	EACH		2	2	2	2	2	2	2	2	2	2	2	20
3090	SPV.0060.2070	PILE SPLICES CIP CONCRETE HIGH CAPACITY	EACH			2	2	2	1	2	2	2	2	2		17
3090	SPV.0060.2075	FLOOR DRAIN SPECIAL TYPE A	EACH	11												11
3090	SPV.0060.2100	UNDERDECK LIGHTING ANCHORAGE	EACH	4												4
3090	SPV.0085.2010	STRUCTURAL STEEL HPS 50W	LB	2339000												2339000
3090	SPV.0085.2015	STRUCTURAL STEEL HPS 70W	LB	1415000												1415000
3090	SPV.0090.2005	PILING CIP CONCRETE DELIVERED AND DRIVEN HIGH CAPACITY 14-INCH	LF		1100	620	1136	1072	809	1520	1328	1310	1232	1028		11155
3090	SPV.0090.2020	CORING EXISTING TIMBER PILES FOR INSTALLATION OF HIGH CAPACITY PIPE PILES	LF							700						700
3090	SPV.0090.2030	DOWNSPOUT 8-INCH	LF			41	57	68		62	50	37	33	37		385
3090	SPV.0105.2105	MODULAR EXPANSION DEVICE STRUCTURE B-40-1221	LS	1												1
3090	SPV.0105.2305	FIELD PAINTING STUD SHEAR CONNECTORS STRUCTURE B-40-1221	LS	1												1
3090	SPV.0105.2395	PAINTING POLYSILOXANE SYSTEM STRUCTURE B-40-1221	LS	1												1
3090	SPV.0165.2010	LONGITUDINAL GROOVING BRIDGE DECK	SF	54850												54850
6120	SPV.0165.2005	STAINING CONCRETE	SF	26100		1325	2125	2575	2700	2325	1675	1150	975	1150		42100
6160	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	1965	29											1994
6160	SPV.0060.2005	ANCHOR ASSEMBLIES LIGHT POLES STRUCTURES	EACH	16												16
6160	SPV.0060.2015	ANCHOR ASSEMBLIES SIGN BRIDGE STRUCTURES	EACH	1												1
6160	SPV.0060.2200	JUNCTION BOXES 14 X 8 X 6-INCH MANDATORY SUB	EACH	17												17
6160	SPV.0090.2040	PARAPET BRIDGE TYPE LF	LF	1991												1991
6160	SPV.0090.2045	PARAPET BRIDGE TYPE HF	LF	2051												2051
		NON-BID ITEMS														
		JOINT FILLER	SIZE		¾"	¾"	¾"	¾"	¾"	¾"	¾"	¾"	¾"	¾"	¾"	
		NAME PLATE	EACH	1												1

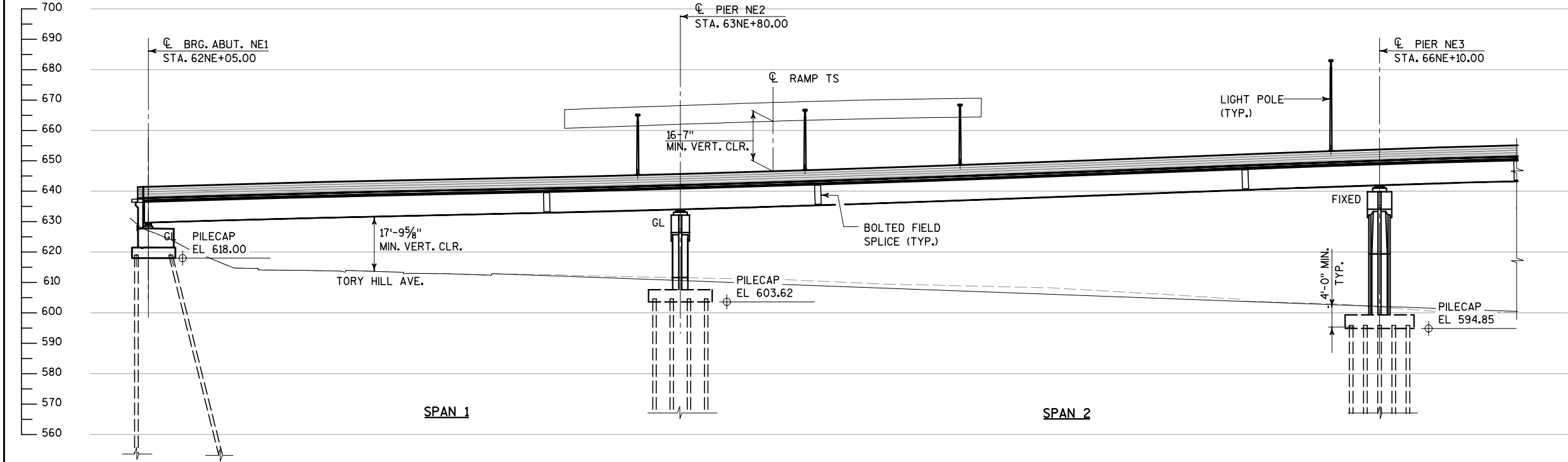
LEGEND

- STRUCTURE BACKFILL QUANTITY ASSUMES 20% SHRINKAGE FACTOR.
- PROTECTIVE COATING CLEAR SHALL BE APPLIED TO FRONT FACE OF BACKWALL AND TO BEARING SEAT / PEDESTAL AT ABUTMENT AND EXTENDING 1FT DOWN THE FRONT FACE.
PROTECTIVE COATING CLEAR SHALL ALSO BE APPLIED TO THE TOP SURFACE OF EXPANSION PIERS (INCLUDING ALL EXPOSED BEARING PEDESTAL SURFACES) AND EXTENDING 1FT DOWN ALL SIDES.
- 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.
FOR PAYMENT PURPOSES, ALL PARAPET REINFORCEMENT (BAR MARKS BEGINNING WITH 'R') IS CONSIDERED INCIDENTAL TO THE PARAPET PAY ITEMS SPV.0090.2040 AND SPV.0090.2045.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
ESTIMATE OF QUANTITIES			SHEET 6 OF 162
			MAR 27 2005



PLAN



ELEVATION

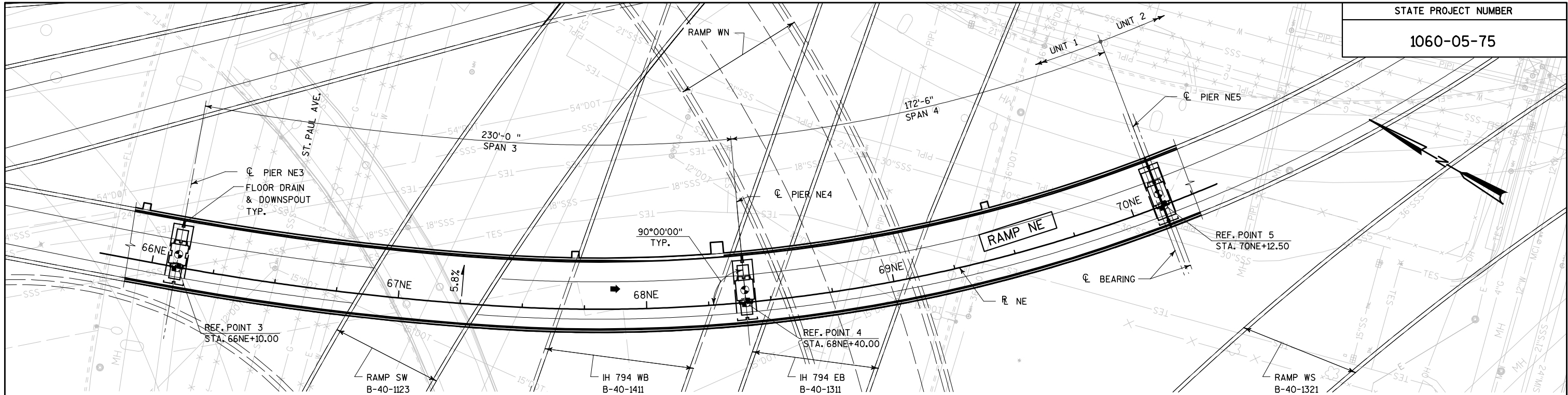
LEGEND

- GEOMETRY REFERENCE POINT
- WORK POINT/CENTER POINT
- GL : MULTI-ROTATIONAL UNI-DIRECTIONAL BEARING
- FIXED : MULTI-DIRECTIONAL FIXED BEARING

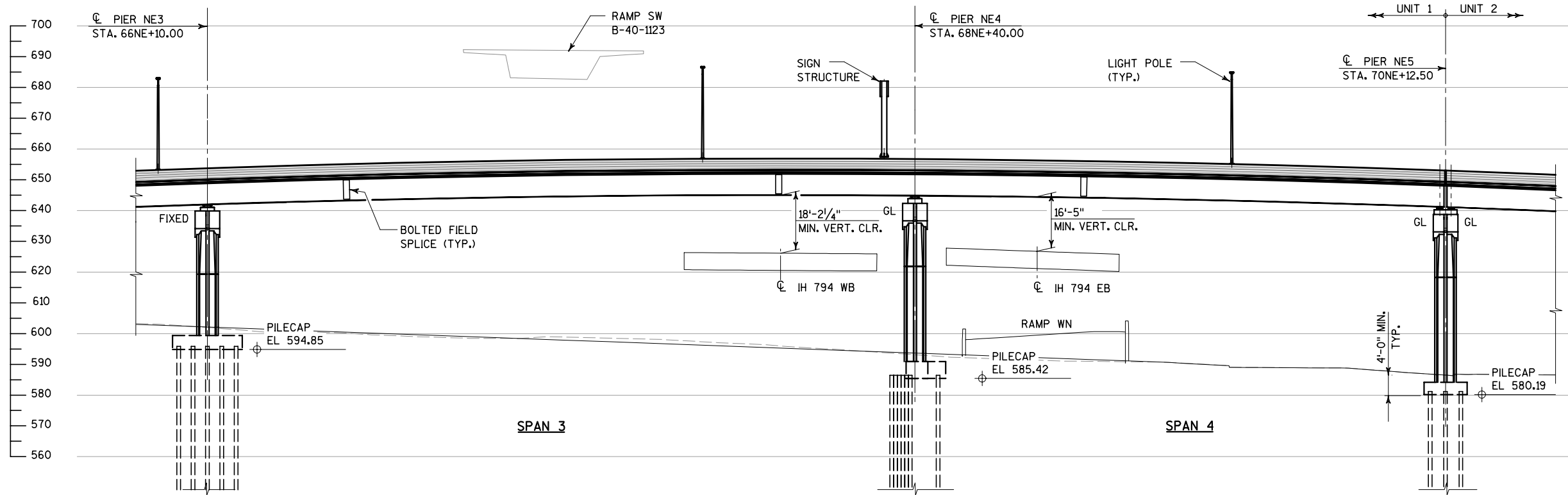
NOTES

- SEE SHT. 5 FOR GENERAL NOTES.
- SEE SHT. 4 FOR ADDITIONAL SUPERELEVATION INFORMATION.
- SEE SHT. 81 FOR FIELD SPLICE INFORMATION.
- SEE SHTS. 113 THRU 122 FOR FLOOR DRAIN AND LIGHT POLE LOCATIONS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY RWN	PLANS CK'D. JCP
PLAN AND ELEVATION SPANS 1 & 2			SHEET 7 OF 162



PLAN



ELEVATION

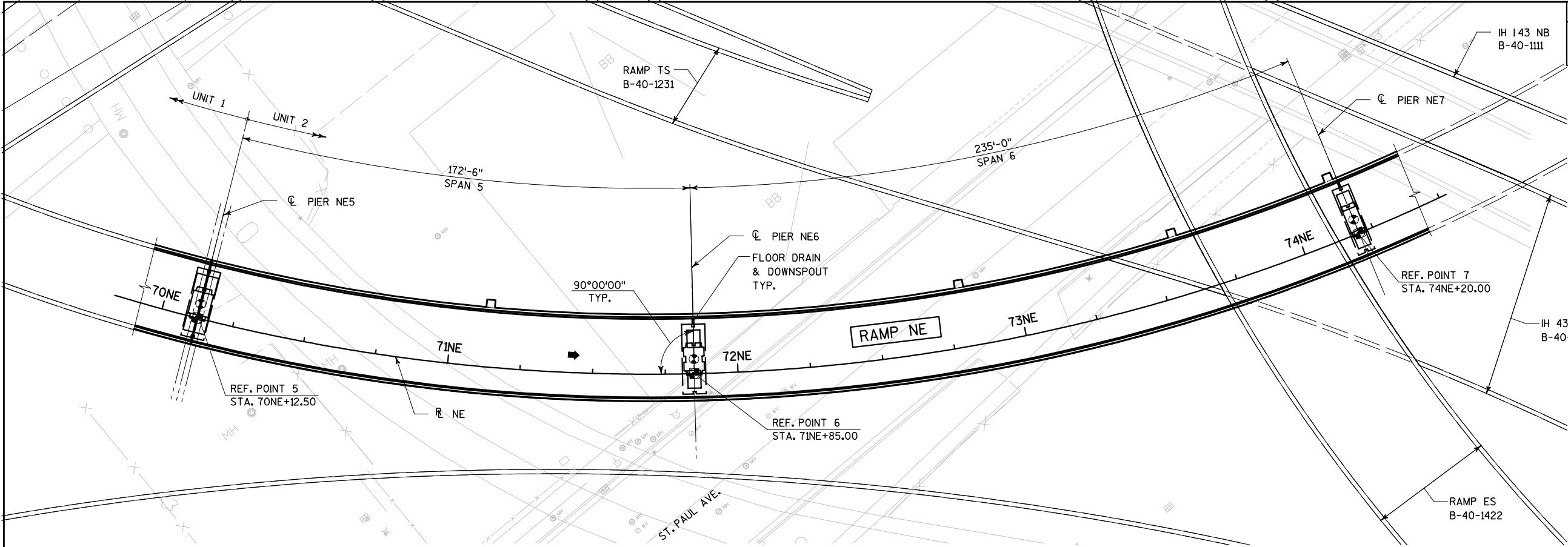
LEGEND

- GEOMETRY REFERENCE POINT
- WORK POINT/CENTER POINT
- GL : MULTI-ROTATIONAL UNI-DIRECTIONAL BEARING
- FIXED : MULTI-DIRECTIONAL FIXED BEARING

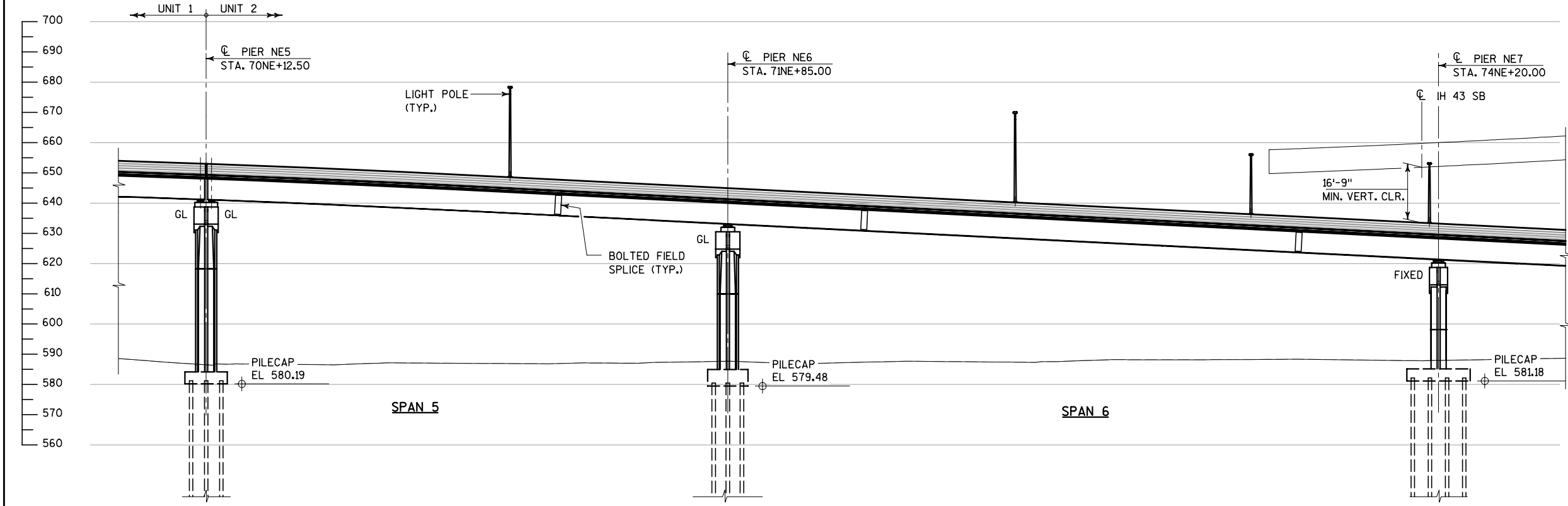
NOTES

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NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY RWN	PLANS CK'D. JCP
PLAN AND ELEVATION SPANS 3 & 4			SHEET 8 OF 162



PLAN



ELEVATION

STATE PROJECT NUMBER

1060-05-75

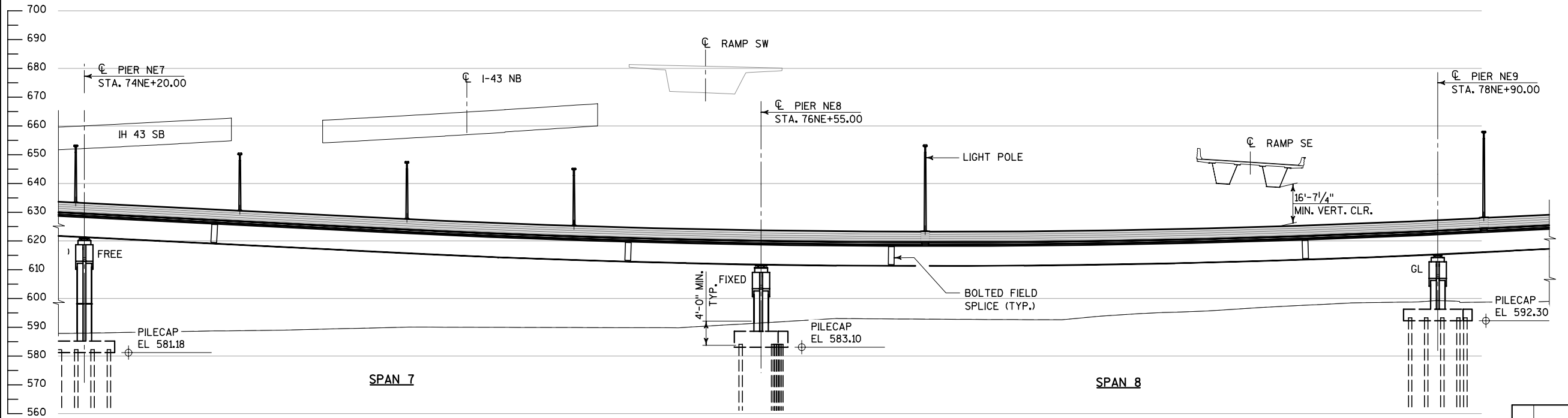
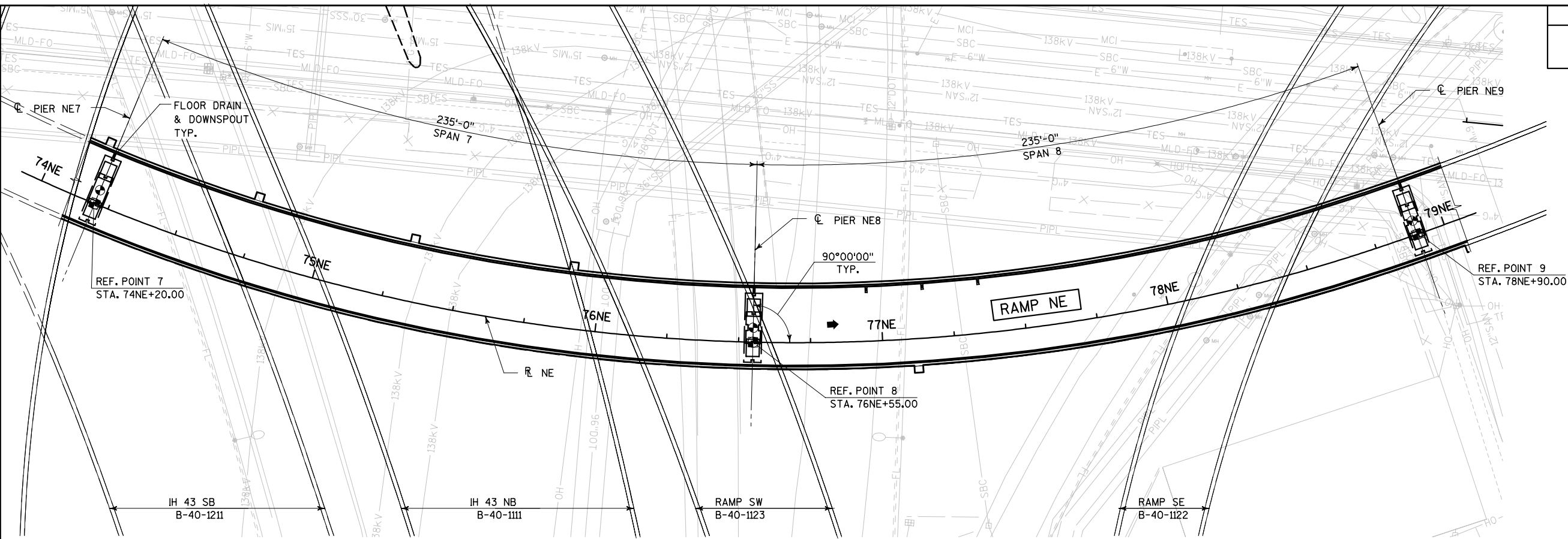
NOTES

1. SEE SHT. 5 FOR GENERAL NOTES.
2. SEE SHT. 4 FOR ADDITIONAL SUPERELEVATION INFORMATION.
3. SEE SHT. 81 FOR FIELD SPLICE INFORMATION.
4. SEE SHTS. 113 THRU 122 FOR FLOOR DRAIN AND LIGHT POLE LOCATIONS.

LEGEND

- GEOMETRY REFERENCE POINT
- WORK POINT/CENTER POINT
- GL : MULTI-ROTATIONAL UNI-DIRECTIONAL BEARING
- FIXED : MULTI-DIRECTIONAL FIXED BEARING

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY RWN	PLANS CK'D. JCP
PLAN AND ELEVATION SPANS 5 & 6			SHEET 9 OF 162

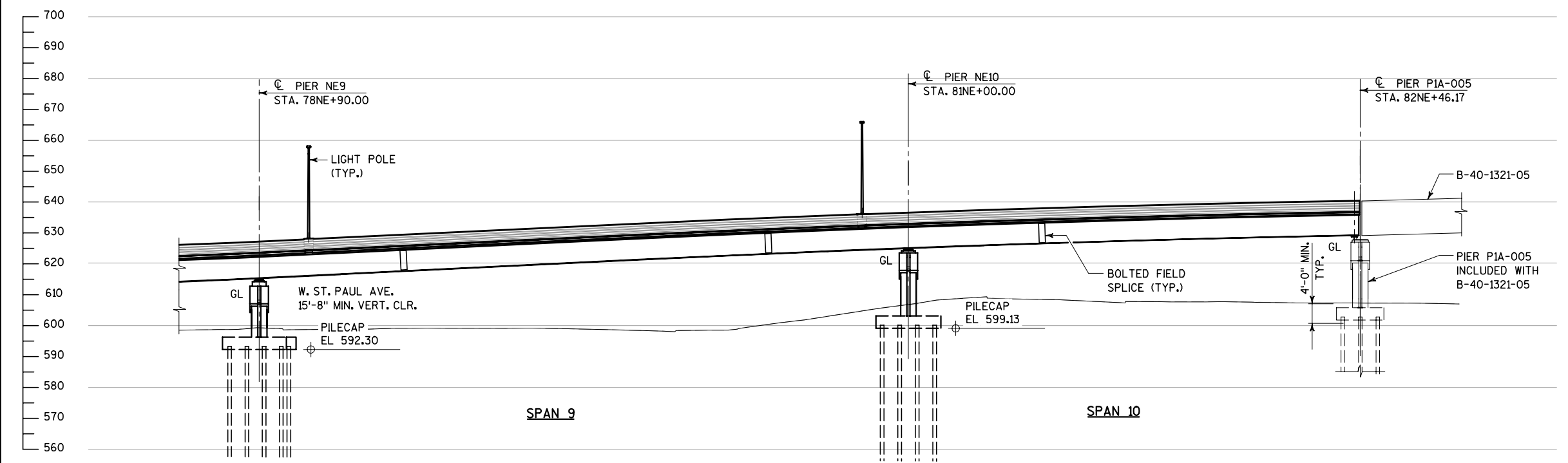
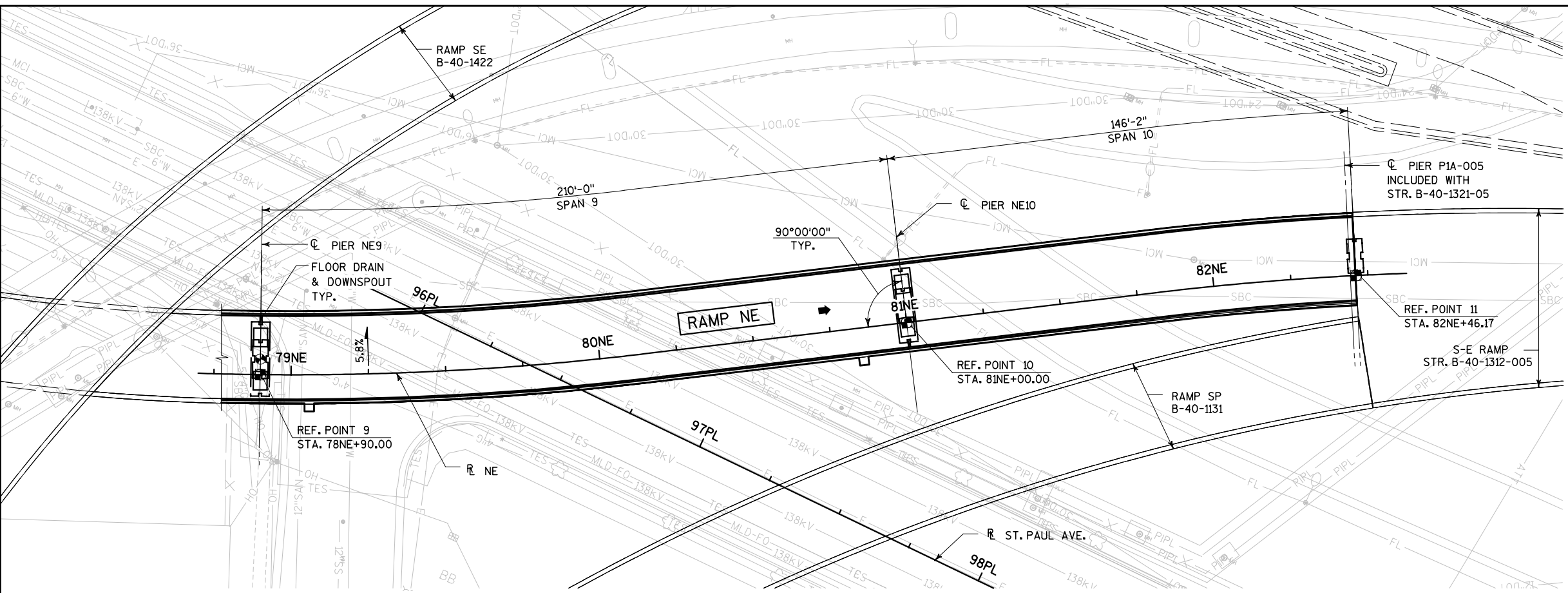
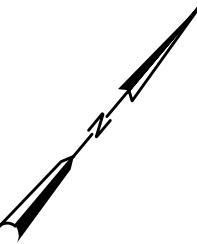


- NOTES
1. SEE SHT. 5 FOR GENERAL NOTES.
 2. SEE SHT. 4 FOR ADDITIONAL SUPERELEVATION INFORMATION.
 3. SEE SHT. 81 FOR FIELD SPLICE INFORMATION.
 4. SEE SHTS. 113 THRU 122 FOR FLOOR DRAIN AND LIGHT POLE LOCATIONS.

* NB I-43 TO BE REMOVED BEFORE RAMP NE COMPLETED

- LEGEND
- GEOMETRY REFERENCE POINT
 - WORK POINT/CENTER POINT
 - GL : MULTI-ROTATIONAL UNI-DIRECTIONAL BEARING
 - FIXED : MULTI-DIRECTIONAL FIXED BEARING

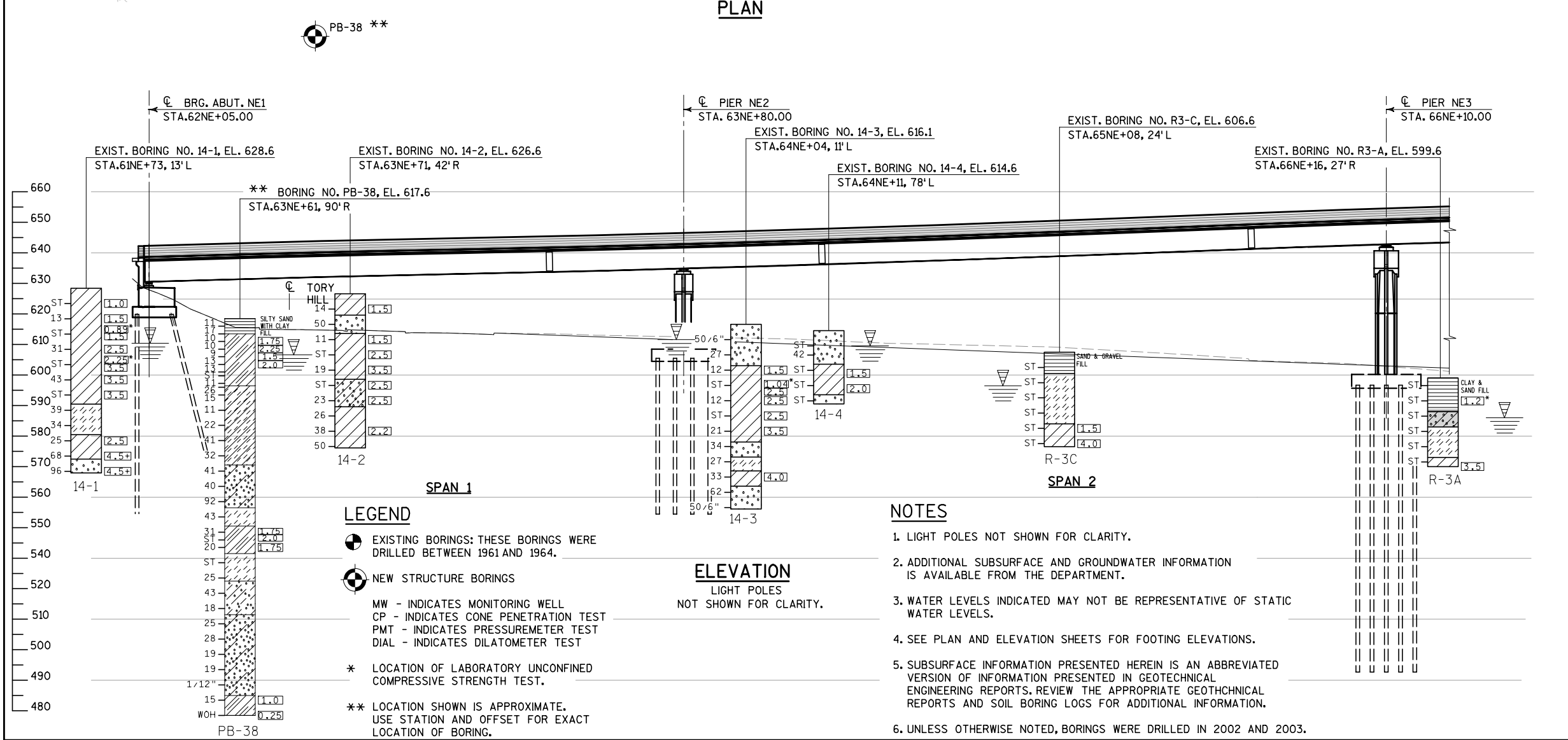
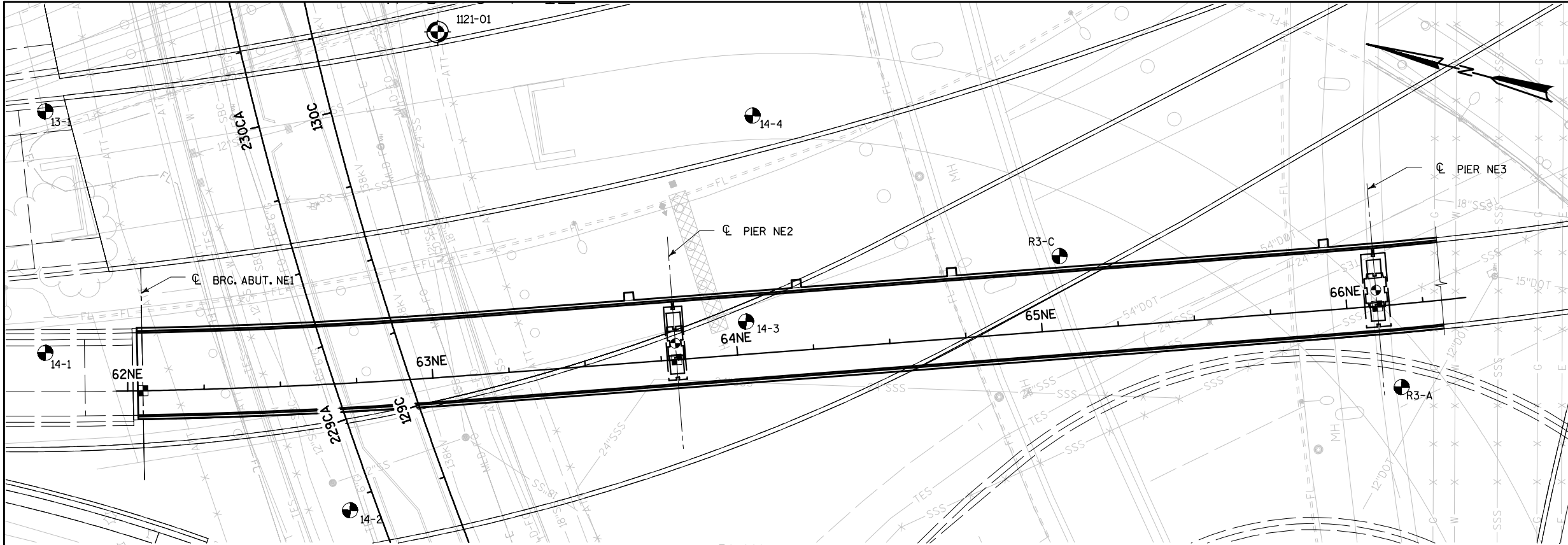
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY RWN	PLANS CK'D. JCP
PLAN AND ELEVATION SPANS 7 & 8			SHEET 10 OF 162



- LEGEND**
- GEOMETRY REFERENCE POINT
 - WORK POINT/CENTER POINT
 - GL : MULTI-ROTATIONAL UNI-DIRECTIONAL BEARING
 - FIXED : MULTI-DIRECTIONAL FIXED BEARING

- NOTES**
- SEE SHT. 5 FOR GENERAL NOTES.
 - SEE SHT. 4 FOR ADDITIONAL SUPERELEVATION INFORMATION.
 - SEE SHT. 81 FOR FIELD SPLICE INFORMATION.
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NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY RWN	PLANS CK'D. JCP
PLAN AND ELEVATION SPANS 9 & 10			SHEET 11 OF 162



STATE PROJECT NUMBER

1060-05-75

ABBREVIATIONS

F— FINE M— MEDIUM C— COARSE
WS— WEATHERED SO— SOUND

MATERIAL SYMBOLS

TOPSOIL/ FILL
SAND
GRAVEL

SILT
PEAT
CLAY

SANDSTONE
LIMESTONE
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

ELEV.
BORING NO.
STA.

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

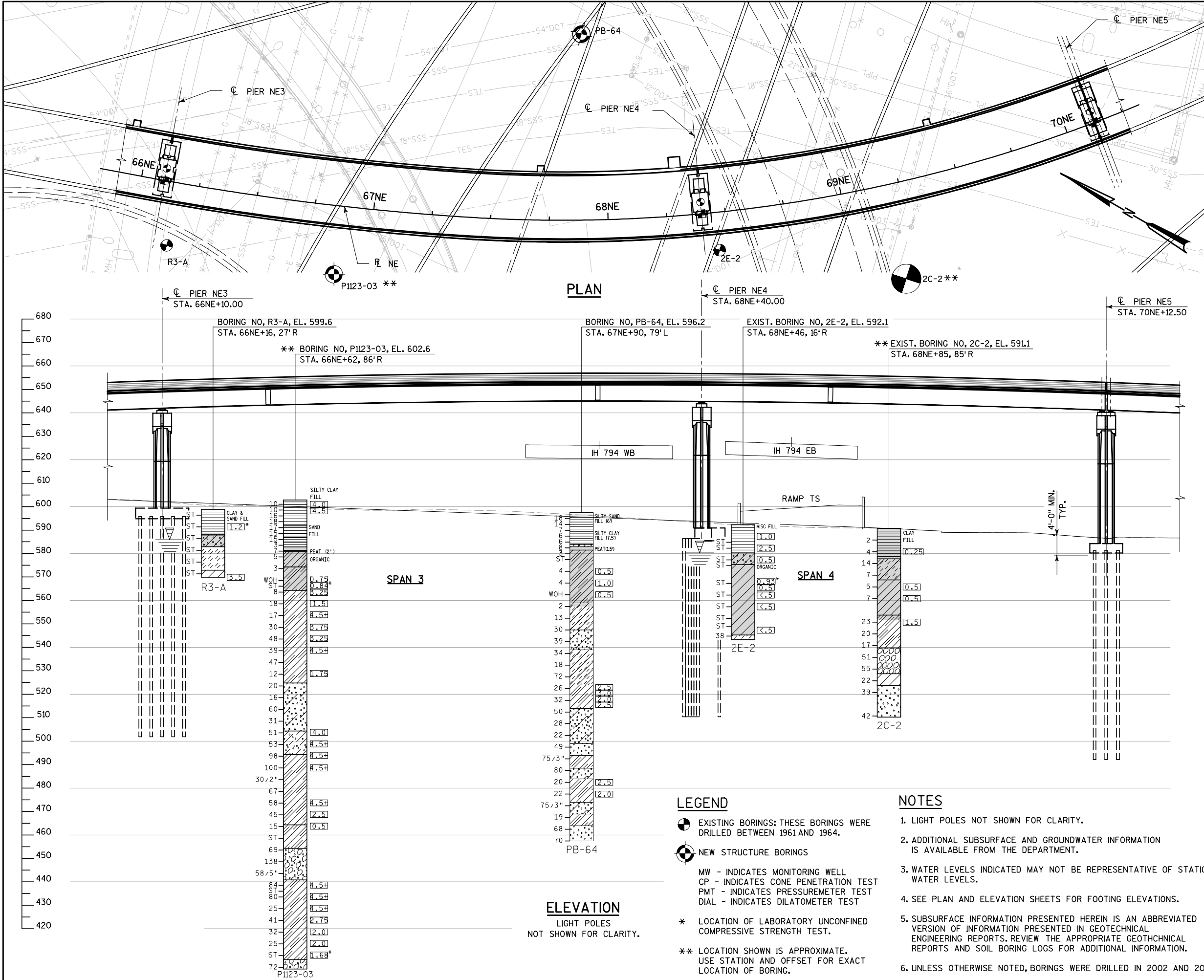
SANDY GRAVEL
F. BOULDERS OR COBBLES
SAND
SILTY CLAY
SO
LIMESTONE

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 CAGED 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 WISCONSIN DEPARTMENT OF TRANSPORTATION 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 STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY RWN	PLANS CK'D. JCP
SUBSURFACE EXPLORATION 1 OF 5			SHEET 12 OF 162



STATE PROJECT NUMBER

1060-05-75

ABBREVIATIONS

F— FINE
WS— WEATHERED

M— MEDIUM
SO— SOUND

C— COARSE

MATERIAL SYMBOLS

TOPSOIL/ FILL
SAND
GRAVEL

SILT
PEAT
CLAY

SANDSTONE
LIMESTONE
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

ELEV.
BORING NO.
STA.

UNCONFINED STRENGTH
BLOWS PER FT. USING 140* WT. FALLING 30"

WASH SAMPLE

SHELBY TUBE — S.T.

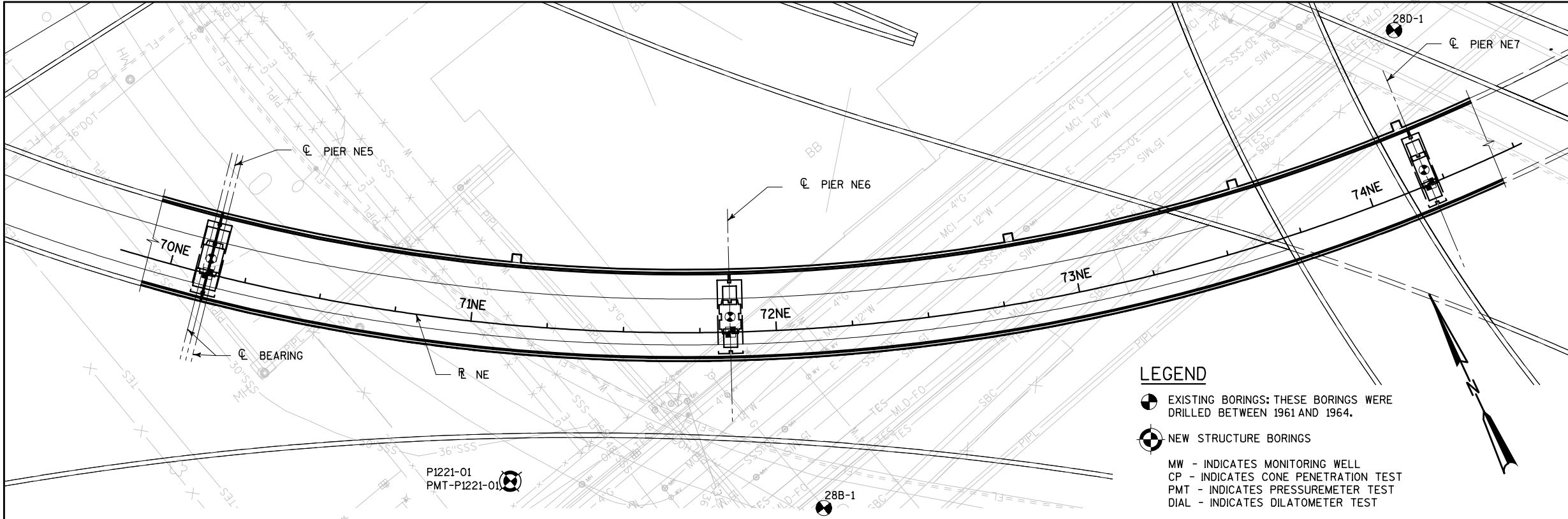
GROUND WATER ELEVATION

NO GROUND WATER OBSERVED ABOVE THIS ELEVATION

SANDY GRAVEL
F. BOULDERS OR COBBLES
SAND
SILTY CLAY
SO
LIMESTONE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

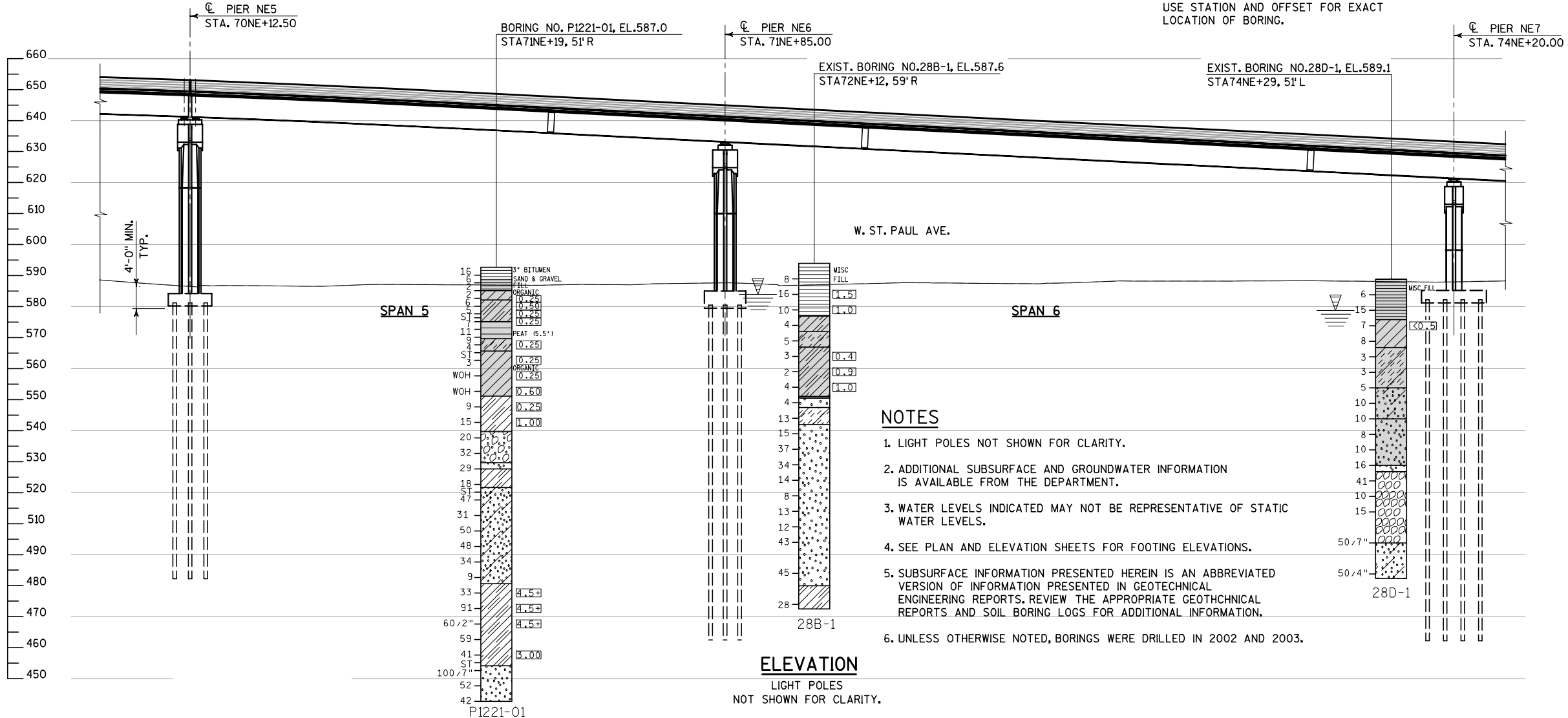
TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION 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.



PLAN

LEGEND

- EXISTING BORINGS: THESE BORINGS WERE DRILLED BETWEEN 1961 AND 1964.
- NEW STRUCTURE BORINGS
- MW - INDICATES MONITORING WELL
- CP - INDICATES CONE PENETRATION TEST
- PMT - INDICATES PRESSUREMETER TEST
- DIAL - INDICATES DILATOMETER TEST
- * LOCATION OF LABORATORY UNCONFINED COMPRESSIVE STRENGTH TEST.
- ** LOCATION SHOWN IS APPROXIMATE. USE STATION AND OFFSET FOR EXACT LOCATION OF BORING.



ELEVATION

LIGHT POLES
NOT SHOWN FOR CLARITY.

NOTES

- LIGHT POLES NOT SHOWN FOR CLARITY.
- ADDITIONAL SUBSURFACE AND GROUNDWATER INFORMATION IS AVAILABLE FROM THE DEPARTMENT.
- WATER LEVELS INDICATED MAY NOT BE REPRESENTATIVE OF STATIC WATER LEVELS.
- SEE PLAN AND ELEVATION SHEETS FOR FOOTING ELEVATIONS.
- SUBSURFACE INFORMATION PRESENTED HEREIN IS AN ABBREVIATED VERSION OF INFORMATION PRESENTED IN GEOTECHNICAL ENGINEERING REPORTS. REVIEW THE APPROPRIATE GEOTECHNICAL REPORTS AND SOIL BORING LOGS FOR ADDITIONAL INFORMATION.
- UNLESS OTHERWISE NOTED, BORINGS WERE DRILLED IN 2002 AND 2003.

STATE PROJECT NUMBER

1060-05-75

ABBREVIATIONS

F— FINE M— MEDIUM C— COARSE
WS— WEATHERED SO— SOUND

MATERIAL SYMBOLS

TOPSOIL/ FILL 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

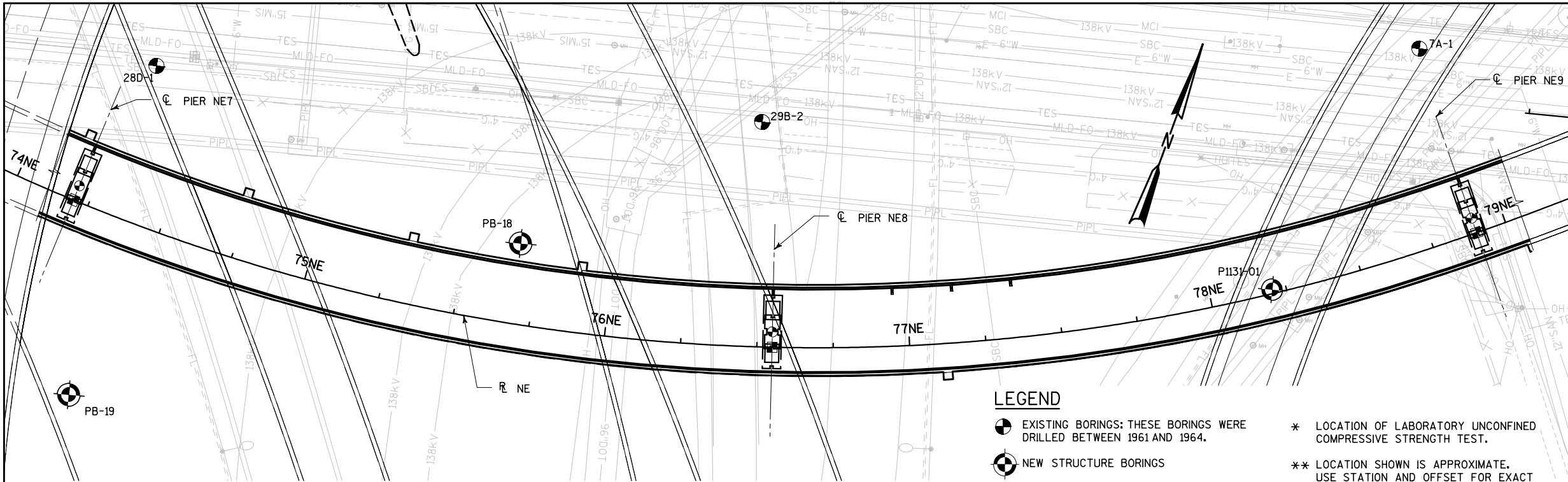
BORING NO.
STA.
ELEV.
UNCONFINED STRENGTH → 7.7
BLOWS PER FT. USING 140* WT. FALLING 30"
WASH SAMPLE
SHELBY TUBE — S.T.
GROUND WATER ELEVATION
NO GROUND WATER OBSERVED ABOVE THIS ELEVATION
SANDY GRAVEL
F. BOULDERS OR COBBLES
SAND
SILTY CLAY
SO
LIMESTONE

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 CAGED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

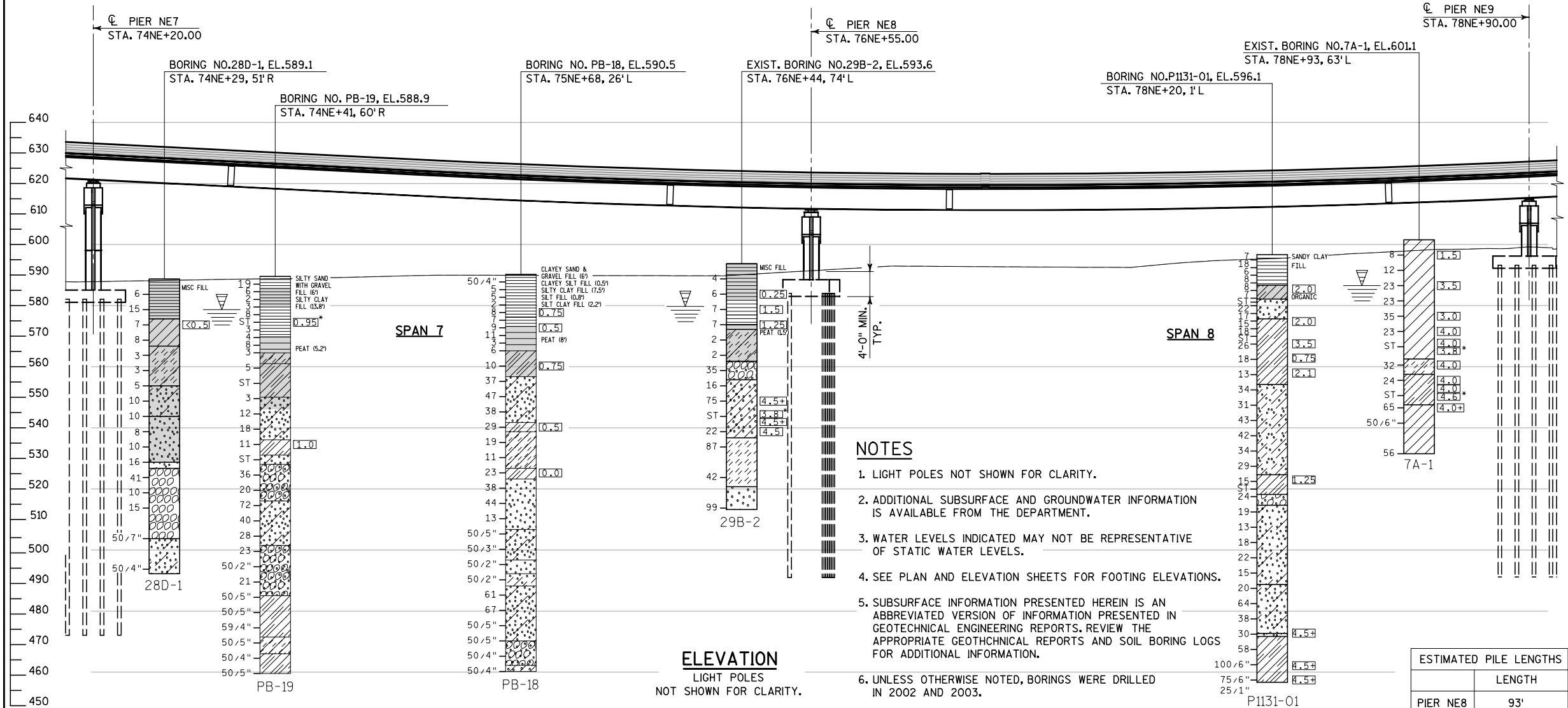
SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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 WISCONSIN DEPARTMENT OF TRANSPORTATION 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 STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY RWN	PLANS CK'D. JCP
SUBSURFACE EXPLORATION 3 OF 5			SHEET 14 OF 162



PLAN



ELEVATION

NOTES

- LIGHT POLES NOT SHOWN FOR CLARITY.
- ADDITIONAL SUBSURFACE AND GROUNDWATER INFORMATION IS AVAILABLE FROM THE DEPARTMENT.
- WATER LEVELS INDICATED MAY NOT BE REPRESENTATIVE OF STATIC WATER LEVELS.
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- UNLESS OTHERWISE NOTED, BORINGS WERE DRILLED IN 2002 AND 2003.

STATE PROJECT NUMBER
1060-05-75

ABBREVIATIONS
F— FINE M— MEDIUM C— COARSE
WS— WEATHERED SO— SOUND

MATERIAL SYMBOLS
TOPSOIL/ FILL SILT SANDSTONE
SAND PEAT LIMESTONE
GRAVEL CLAY IGNEOUS ROCK

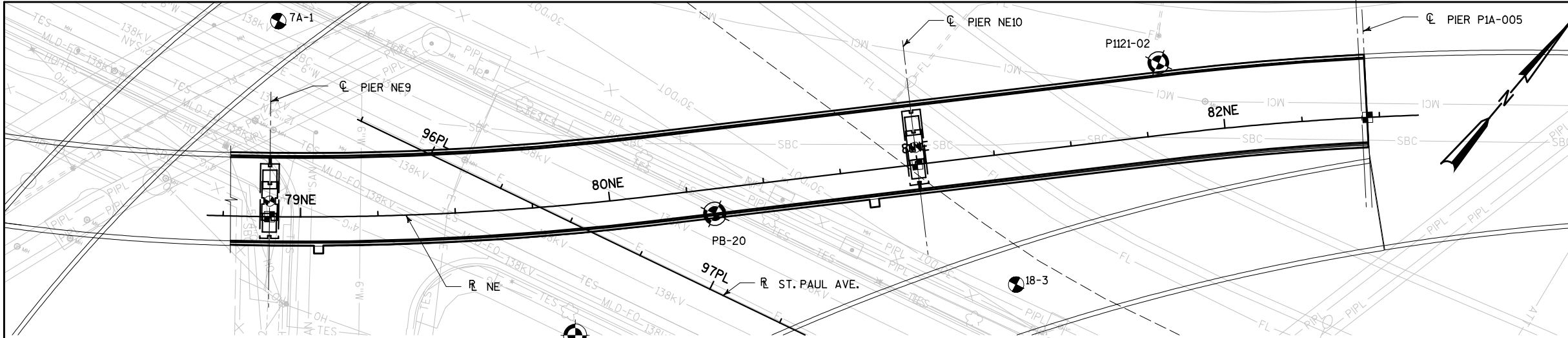
LEGEND OF PROBING
PROBING NO.
STA.
ELEVATION
7 AVERAGE BLOWS PER FOOT
REFUSAL 95/6
95/6=95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350* WT. FALLING 18" ON A 2" O.D. POINT.

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

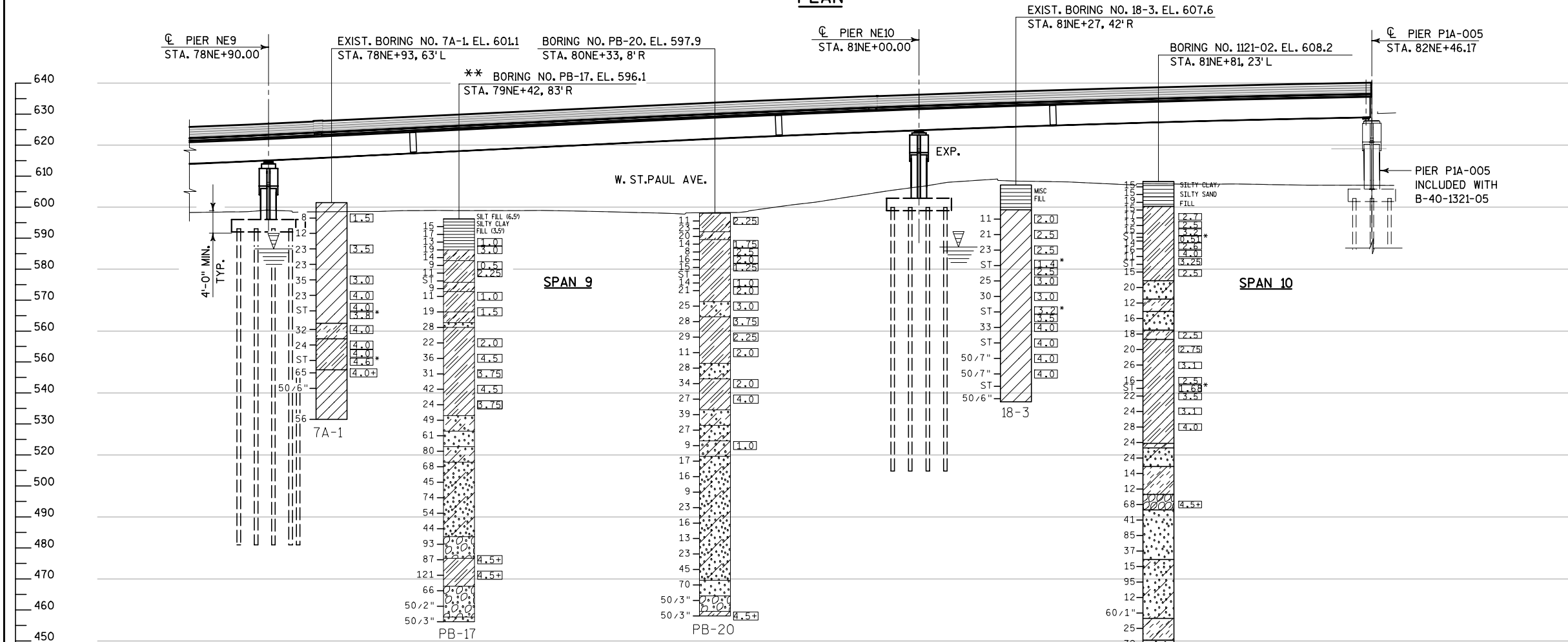
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SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION
TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED 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 WISCONSIN DEPARTMENT OF TRANSPORTATION 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 STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	RWN
SHEET 15 OF 162		PLANS CK'D.	JCP
SUBSURFACE EXPLORATION		4 OF 5	



PLAN



ELEVATION

NOTES

1. LIGHT POLES NOT SHOWN FOR CLARITY.
2. ADDITIONAL SUBSURFACE AND GROUNDWATER INFORMATION IS AVAILABLE FROM THE DEPARTMENT.
3. WATER LEVELS INDICATED MAY NOT BE REPRESENTATIVE OF STATIC WATER LEVELS.
4. SEE PLAN AND ELEVATION SHEETS FOR FOOTING ELEVATIONS.
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6. UNLESS OTHERWISE NOTED, BORINGS WERE DRILLED IN 2002 AND 2003.

LEGEND

- EXISTING BORINGS: THESE BORINGS WERE DRILLED BETWEEN 1961 AND 1964.
- NEW STRUCTURE BORINGS
- MW - INDICATES MONITORING WELL
- CP - INDICATES CONE PENETRATION TEST
- PMT - INDICATES PRESSUREMETER TEST
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- * LOCATION OF LABORATORY UNCONFINED COMPRESSIVE STRENGTH TEST.
- ** LOCATION SHOWN IS APPROXIMATE. USE STATION AND OFFSET FOR EXACT LOCATION OF BORING.

STATE PROJECT NUMBER

1060-05-75

ABBREVIATIONS

F— FINE M— MEDIUM C— COARSE
WS— WEATHERED SO— SOUND

MATERIAL SYMBOLS

TOPSOIL/ FILL 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 WISCONSIN DEPARTMENT OF TRANSPORTATION 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 STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY RWN	PLANS CK'D. JCP
SUBSURFACE EXPLORATION 5 OF 5			SHEET 16 OF 162

POTENTIAL CONSTRUCTION SEQUENCE

(2 CRANES LOCATED AT L-1 AND L-2)

1. GROUND ASSEMBLE FS8-R AND FS9-R.
2. LIFT GIRDERS IN PLACE AND SHORE TEMPORARILY FOR STABILITY.
3. GROUND ASSEMBLE FS8-L AND FS9-L.
4. LIFT GIRDERS IN PLACE AND SHORE TEMPORARILY FOR STABILITY.
5. ASSEMBLE PIER DIAPHRAGM.

(2 CRANES LOCATED AT L-2 AND L-3)

6. GROUND ASSEMBLE FS10-R AND FS11-R.
7. LIFT GIRDERS IN PLACE & BOLT FIELD SPLICE.
8. GROUND ASSEMBLE FS10-L AND FS11-L.
9. LIFT GIRDERS IN PLACE & BOLT FIELD SPLICE.
10. ASSEMBLE PIER DIAPHRAGM.

(2 CRANES LOCATED AT L-4 AND L-5)

11. GROUND ASSEMBLE FS12-L AND FS13-L.
12. LIFT GIRDERS IN PLACE & BOLT FIELD SPLICE.
13. GROUND ASSEMBLE FS12-R AND FS13-R.
14. LIFT GIRDERS IN PLACE & BOLT FIELD SPLICE.
15. ASSEMBLE PIER DIAPHRAGM.

LEGEND

- CRANE LOCATION
- PIER WORK POINT / CENTER POINT.
- INDICATOR PILE SITES
- POTENTIAL EXCAVATION SPECIAL OR CONTAMINATED MATERIAL

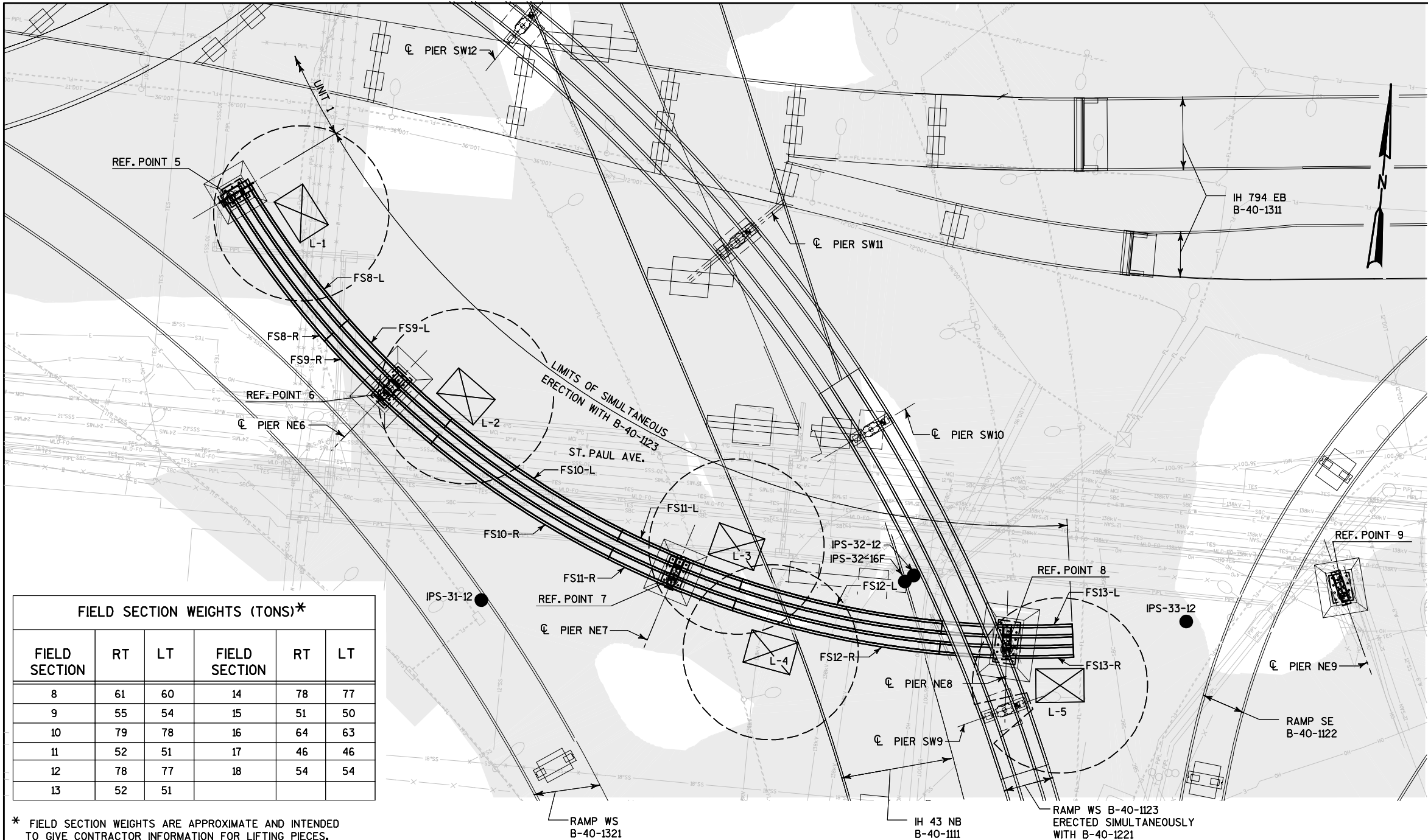
FS8-R FIELD SECTION 8 - RIGHT

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.
2. SEE SHEET 1 FOR REFERENCE POINT COORDINATES.
3. THE POTENTIAL CONSTRUCTION SEQUENCE PLAN GIVEN IS PRESENTED FOR CONSIDERATION ONLY.
4. CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE CONSTRUCTION SEQUENCE CHOSEN.
5. PREPARE A CONSTRUCTION SEQUENCE SCHEDULE AND SUBMIT IT TO THE ENGINEER FOR REVIEW NO LATER THAN 30 DAYS PRIOR TO BEGINNING CONSTRUCTION OPERATIONS.
6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY UTILITY LOCATION AND TO PROVIDE ANY NECESSARY PROTECTION MEASURE TO AVOID UTILITY DAMAGE.
7. 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 TO AVOID DAMAGE.
8. EXCAVATION EXTENTS SHOWN ARE APPROXIMATE ONLY AND ARE BASED ON A CLEAR SPACE OF 2'-0" AROUND THE PILECAP AND AN EXCAVATION SLOPE OF 1.0H : 1.0V.

EXTENT WILL VARY BASED ON THE WORKING AREA REQUIRED AND ON THE MAXIMUM EXCAVATION SLOPE THAT CAN BE SAFELY MAINTAINED.
9. CONTRACTOR SHALL PROVIDE NECESSARY PRECAUTIONS FOR STABILITY DURING ERECTION.

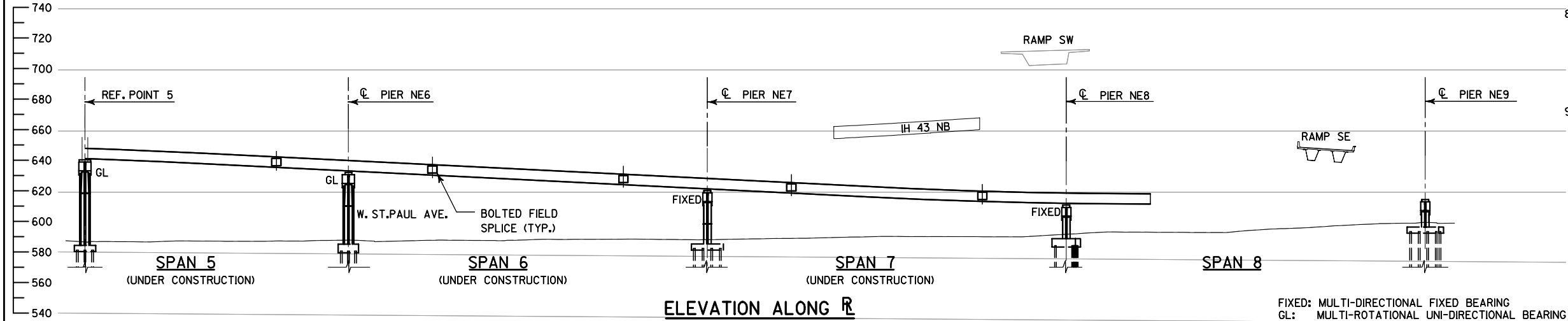
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	OD
CONSTRUCTION STAGING		PLANS CK'D.	TP
1 OF 4		SHEET 17 OF 162	



FIELD SECTION WEIGHTS (TONS)*					
FIELD SECTION	RT	LT	FIELD SECTION	RT	LT
8	61	60	14	78	77
9	55	54	15	51	50
10	79	78	16	64	63
11	52	51	17	46	46
12	78	77	18	54	54
13	52	51			

* FIELD SECTION WEIGHTS ARE APPROXIMATE AND INTENDED TO GIVE CONTRACTOR INFORMATION FOR LIFTING PIECES. CONTRACTOR IS RESPONSIBLE FOR MAKING A DETERMINATION OF ACTUAL PIECE WEIGHT PRIOR TO LIFTING.

PLAN



FIXED: MULTI-DIRECTIONAL FIXED BEARING
GL: MULTI-ROTATIONAL UNI-DIRECTIONAL BEARING

POTENTIAL CONSTRUCTION SEQUENCE

(2 CRANES LOCATED AT L-5 AND L-6)

- GROUND ASSEMBLE FS14-L AND FS15-L.
- LIFT GIRDERS IN PLACE & BOLT FIELD SPLICE.
- GROUND ASSEMBLE FS14-R AND FS15-R.
- LIFT GIRDERS IN PLACE & BOLT FIELD SPLICE.
- ASSEMBLE PIER DIAPHRAGM.

(2 CRANES LOCATED AT L-7 AND L-8)

- GROUND ASSEMBLE FS16-R AND FS17-R.
- LIFT GIRDERS IN PLACE & BOLT FIELD SPLICE.
- GROUND ASSEMBLE FS16-L AND FS17-L.
- LIFT GIRDERS IN PLACE & BOLT FIELD SPLICE.
- ASSEMBLE PIER DIAPHRAGM.

(1 CRANE LOCATED AT L-9)

- LIFT FS18-R IN PLACE & BOLT FIELD SPLICE.
- LIFT FS18-L IN PLACE & BOLT FIELD SPLICE.
- ASSEMBLE PIER DIAPHRAGM.

LEGEND

- CRANE LOCATION
- PIER WORK POINT / CENTER POINT.
- INDICATOR PILE SITES
- STATIC LOAD TEST SITES
- POTENTIAL EXCAVATION SPECIAL OR CONTAMINATED MATERIAL

FS13-L FIELD SECTION 13 - LEFT

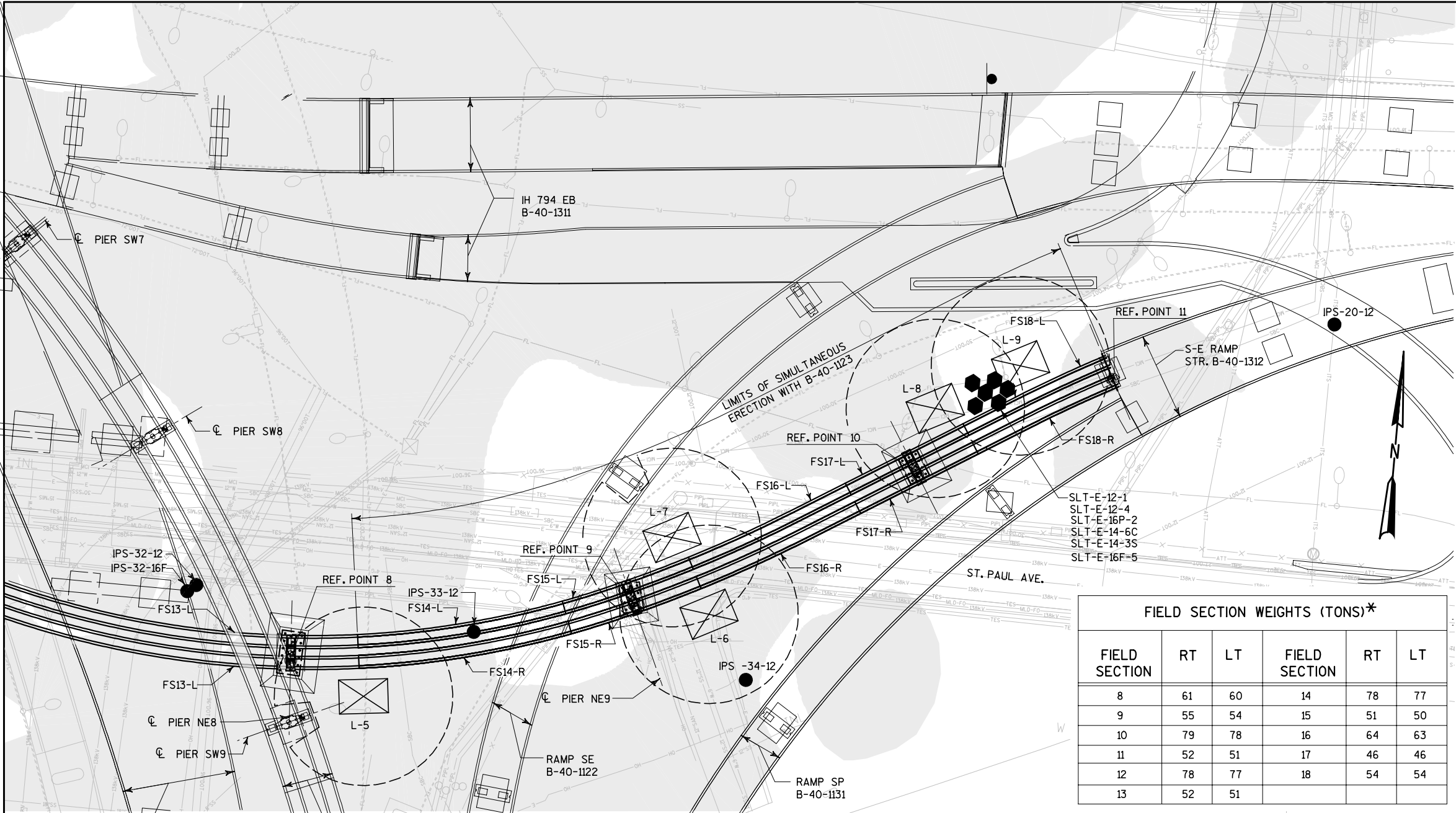
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- SEE SHEET 1 FOR REFERENCE POINT COORDINATES.
- THE POTENTIAL CONSTRUCTION SEQUENCE PLAN GIVEN IS PRESENTED FOR CONSIDERATION ONLY.
- CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE CONSTRUCTION SEQUENCE CHOSEN.
- PREPARE A CONSTRUCTION SEQUENCE SCHEDULE AND SUBMIT IT TO THE ENGINEER FOR REVIEW NO LATER THAN 30 DAYS PRIOR TO BEGINNING CONSTRUCTION OPERATIONS.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY UTILITY LOCATION AND TO PROVIDE ANY NECESSARY PROTECTION MEASURE TO AVOID UTILITY DAMAGE.
- 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 TO AVOID DAMAGE.
- EXCAVATION EXTENTS SHOWN ARE APPROXIMATE ONLY AND ARE BASED ON A CLEAR SPACE OF 2'-0" AROUND THE PILECAP AND AN EXCAVATION SLOPE OF 1.0 H : 1.0V.

EXTENT WILL VARY BASED ON THE WORKING AREA REQUIRED AND ON THE MAXIMUM EXCAVATION SLOPE THAT CAN BE SAFELY MAINTAINED.

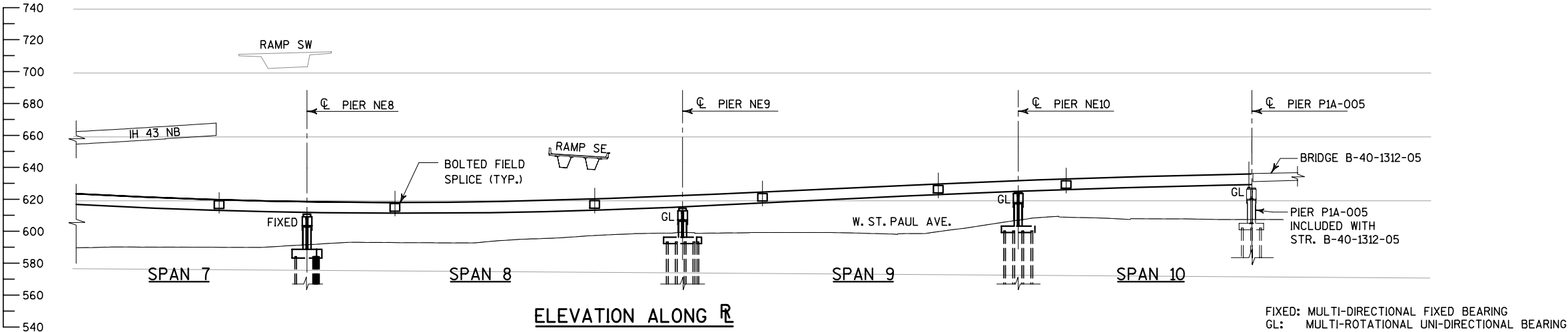
- CONTRACTOR SHALL PROVIDE NECESSARY PRECAUTIONS FOR STABILITY DURING ERECTION.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CK'D. TP
CONSTRUCTION STAGING 2 OF 4			SHEET 18 OF 162



FIELD SECTION WEIGHTS (TONS)*					
FIELD SECTION	RT	LT	FIELD SECTION	RT	LT
8	61	60	14	78	77
9	55	54	15	51	50
10	79	78	16	64	63
11	52	51	17	46	46
12	78	77	18	54	54
13	52	51			

* FIELD SECTION WEIGHTS ARE APPROXIMATE AND INTENDED TO GIVE CONTRACTOR INFORMATION FOR LIFTING PIECES. CONTRACTOR IS RESPONSIBLE FOR MAKING A DETERMINATION OF ACTUAL PIECE WEIGHT PRIOR TO LIFTING.



POTENTIAL CONSTRUCTION SEQUENCE

(2 CRANES LOCATED AT L-10 AND L-11)

1. GROUND ASSEMBLE FS1-L AND FS2-L.
2. LIFT GIRDER SECTIONS IN PLACE AND SHORE TEMPORARILY FOR STABILITY.
3. LIFT GIRDER SECTIONS IN PLACE BETWEEN AND BOLT FIELD SPLICES.
4. ASSEMBLE ABTUMENT DIAPHRAGM.

(2 CRANES LOCATED AT L-11 AND L-12)

5. GROUND ASSEMBLE FS3-L AND FS4-L.
6. LIFT GIRDER SECTIONS IN PLACE BETWEEN AND BOLT FIELD SPLICES.
7. GROUND ASSEMBLE FS3-R AND FS4-R.
8. LIFT GIRDER SECTIONS IN PLACE BETWEEN AND BOLT FIELD SPLICES.
9. ASSEMBLE PIER DIAPHRAGM.

LEGEND

-  CRANE LOCATION
-  PIER WORK POINT / CENTER POINT.
-  INDICATOR PILE
-  POTENTIAL EXCAVATION SPECIAL OR CONTAMINATED MATERIAL

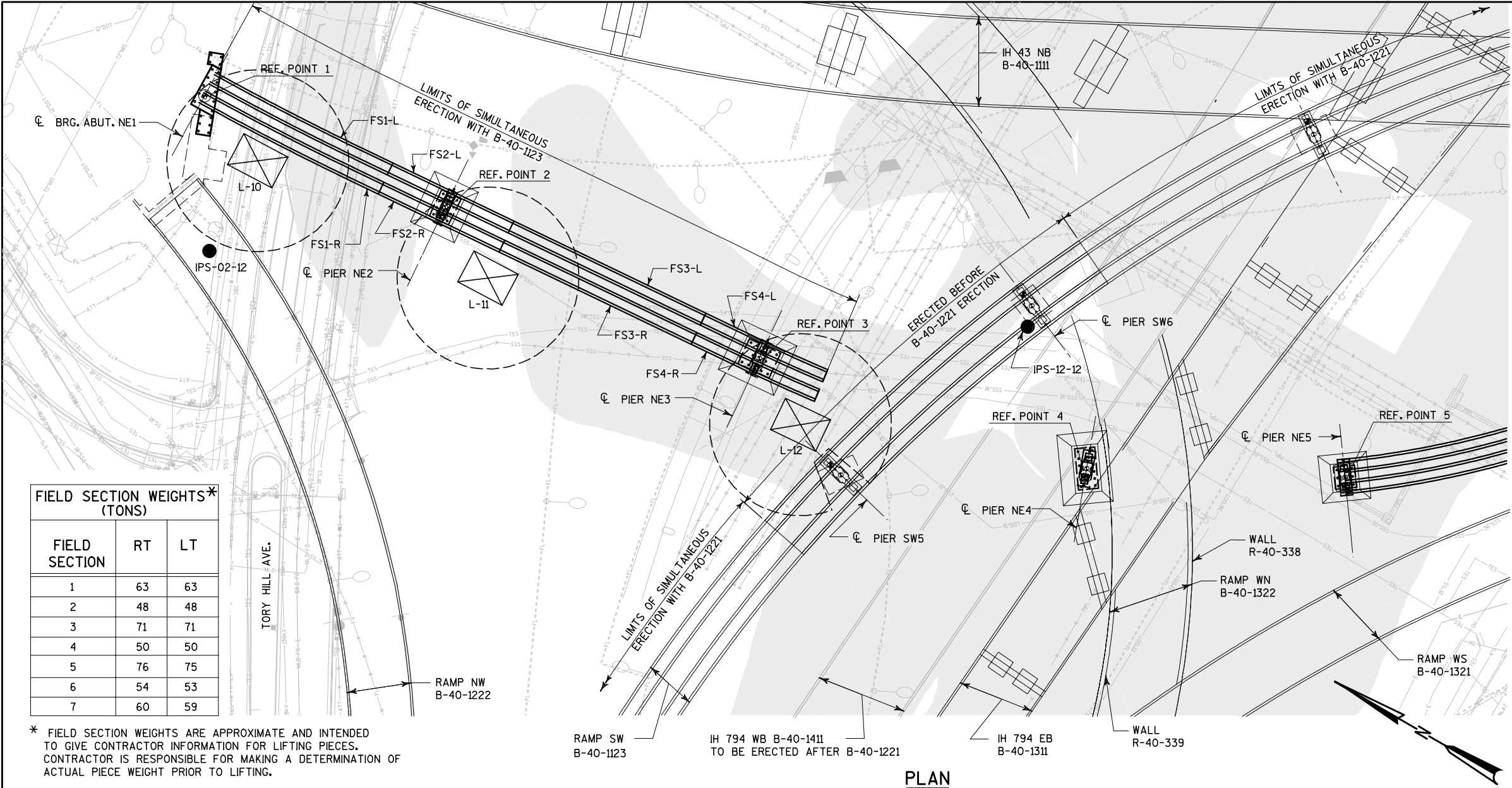
FS5-L FIELD SECTION 5 - LEFT

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.
2. SEE SHEET 1 FOR REFERENCE POINT COORDINATES.
3. THE POTENTIAL CONSTRUCTION SEQUENCE PLAN GIVEN IS PRESENTED FOR CONSIDERATION ONLY.
4. CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE CONSTRUCTION SEQUENCE CHOSEN.
5. PREPARE A CONSTRUCTION SEQUENCE SCHEDULE AND SUBMIT IT TO THE ENGINEER FOR REVIEW NO LATER THAN 30 DAYS PRIOR TO BEGINNING CONSTRUCTION OPERATIONS.
6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY UTILITY LOCATION AND TO PROVIDE ANY NECESSARY PROTECTION MEASURE TO AVOID UTILITY DAMAGE.
7. 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 TO AVOID DAMAGE.
8. EXCAVATION EXTENTS SHOWN ARE APPROXIMATE ONLY AND ARE BASED ON A CLEAR SPACE OF 2'-0" AROUND THE PILECAP AND AN EXCAVATION SLOPE OF 1.0 H : 1.0V.

EXTENT WILL VARY BASED ON THE WORKING AREA REQUIRED AND ON THE MAXIMUM EXCAVATION SLOPE THAT CAN BE SAFELY MAINTAINED.
9. CONTRACTOR SHALL PROVIDE NECESSARY PRECAUTIONS FOR STABILITY DURING ERECTION.

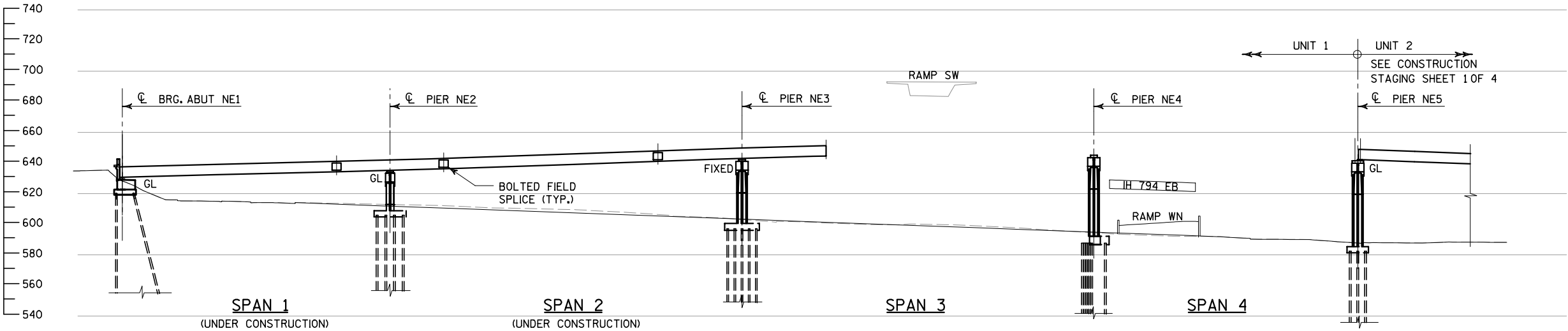
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	OD
CONSTRUCTION STAGING		PLANS CK'D.	TP
3 OF 4		SHEET 19 OF 162	



PLAN

FIELD SECTION WEIGHTS* (TONS)		
FIELD SECTION	RT	LT
1	63	63
2	48	48
3	71	71
4	50	50
5	76	75
6	54	53
7	60	59

* FIELD SECTION WEIGHTS ARE APPROXIMATE AND INTENDED TO GIVE CONTRACTOR INFORMATION FOR LIFTING PIECES. CONTRACTOR IS RESPONSIBLE FOR MAKING A DETERMINATION OF ACTUAL PIECE WEIGHT PRIOR TO LIFTING.



ELEVATION ALONG R

FIXED: MULTI-DIRECTIONAL FIXED BEARING
GL: MULTI-ROTATIONAL UNI-DIRECTIONAL BEARING

POTENTIAL CONSTRUCTION SEQUENCE

(2 CRANES LOCATED AT L-12 AND L-13)

1. GROUND ASSEMBLE FS5-L AND FS6-L.
2. LIFT GIRDERS IN PLACE AND BOLT FIELD SPLICES.
3. GROUND ASSEMBLE FS5-R AND FS6-R.
4. LIFT GIRDERS IN PLACE AND BOLT FIELD SPLICES.
5. ASSEMBLE PIER DIAPHRAM.

(1 CRANE LOCATED AT L-14)

6. LIFT GIRDER FS7-L IN PLACE AND BOLT FIELD SPLICES.
7. LIFT GIRDER FS7-R IN PLACE AND BOLT FIELD SPLICES.
8. ASSEMBLE PIER DIAPHRAM.

LEGEND

-  CRANE LOCATION
-  PIER WORK POINT / CENTER POINT.
-  INDICATOR PILE
-  POTENTIAL EXCAVATION SPECIAL OR CONTAMINATED MATERIAL

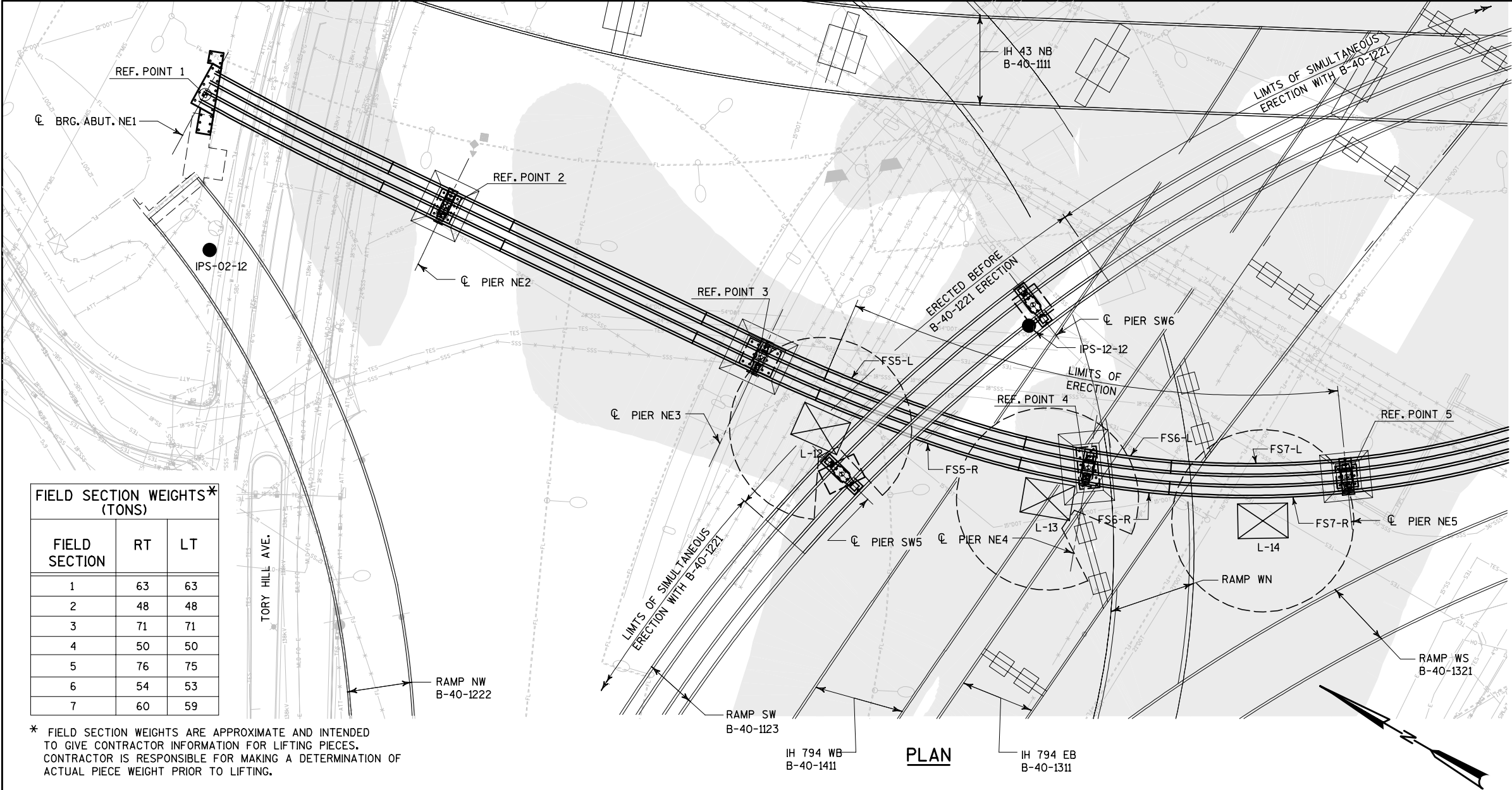
FS9-L FIELD SECTION 9 - LEFT

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.
2. SEE SHEET 1 FOR REFERENCE POINT COORDINATES.
3. THE POTENTIAL CONSTRUCTION SEQUENCE PLAN GIVEN IS PRESENTED FOR CONSIDERATION ONLY.
4. CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE CONSTRUCTION SEQUENCE CHOSEN.
5. PREPARE A CONSTRUCTION SEQUENCE SCHEDULE AND SUBMIT IT TO THE ENGINEER FOR REVIEW NO LATER THAN 30 DAYS PRIOR TO BEGINNING CONSTRUCTION OPERATIONS.
6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY UTILITY LOCATION AND TO PROVIDE ANY NECESSARY PROTECTION MEASURE TO AVOID UTILITY DAMAGE.
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8. EXCAVATION EXTENTS SHOWN ARE APPROXIMATE ONLY AND ARE BASED ON A CLEAR SPACE OF 2'-0" AROUND THE PILECAP AND AN EXCAVATION SLOPE OF 1.0 H : 1.0 V.

EXTENT WILL VARY BASED ON THE WORKING AREA REQUIRED AND ON THE MAXIMUM EXCAVATION SLOPE THAT CAN BE SAFELY MAINTAINED.
9. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS FOR STABILITY DURING ERECTION.

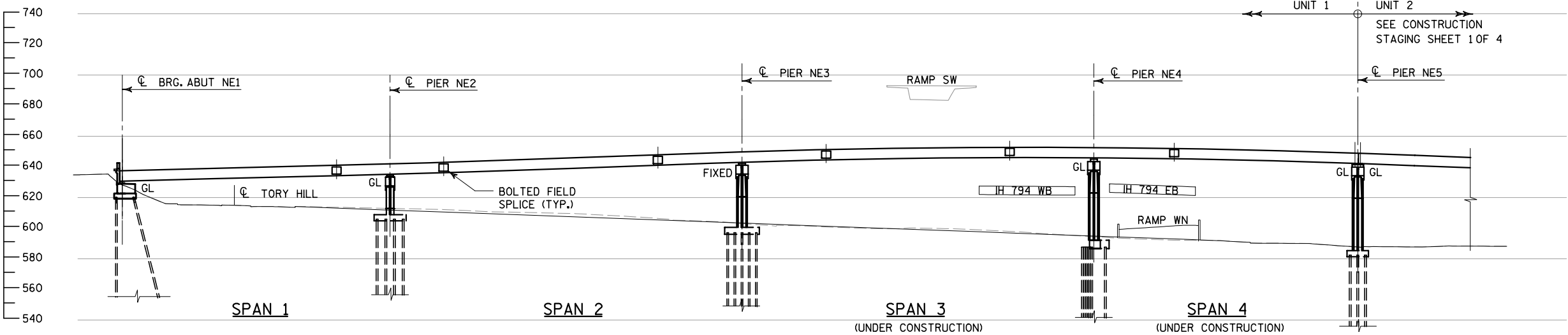
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CK'D. TP
CONSTRUCTION STAGING 4 OF 4			SHEET 20 OF 162



FIELD SECTION WEIGHTS* (TONS)

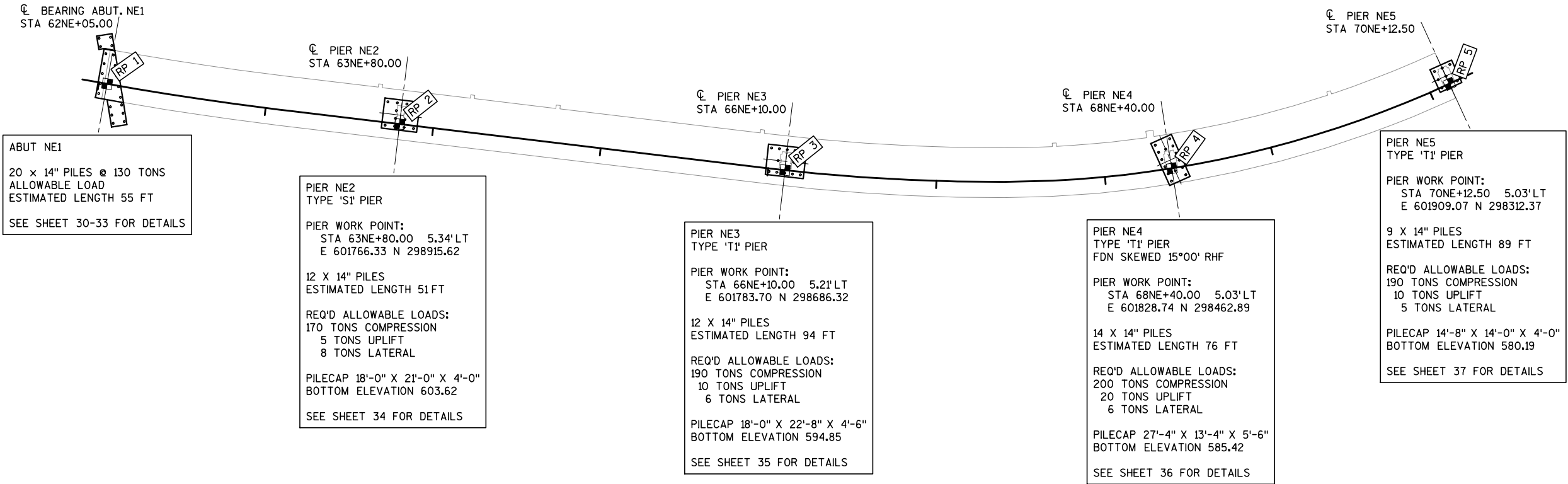
FIELD SECTION	RT	LT
1	63	63
2	48	48
3	71	71
4	50	50
5	76	75
6	54	53
7	60	59

* FIELD SECTION WEIGHTS ARE APPROXIMATE AND INTENDED TO GIVE CONTRACTOR INFORMATION FOR LIFTING PIECES. CONTRACTOR IS RESPONSIBLE FOR MAKING A DETERMINATION OF ACTUAL PIECE WEIGHT PRIOR TO LIFTING.



ELEVATION ALONG R

FIXED: MULTI-DIRECTIONAL FIXED BEARING
GL: MULTI-ROTATIONAL UNI-DIRECTIONAL BEARING

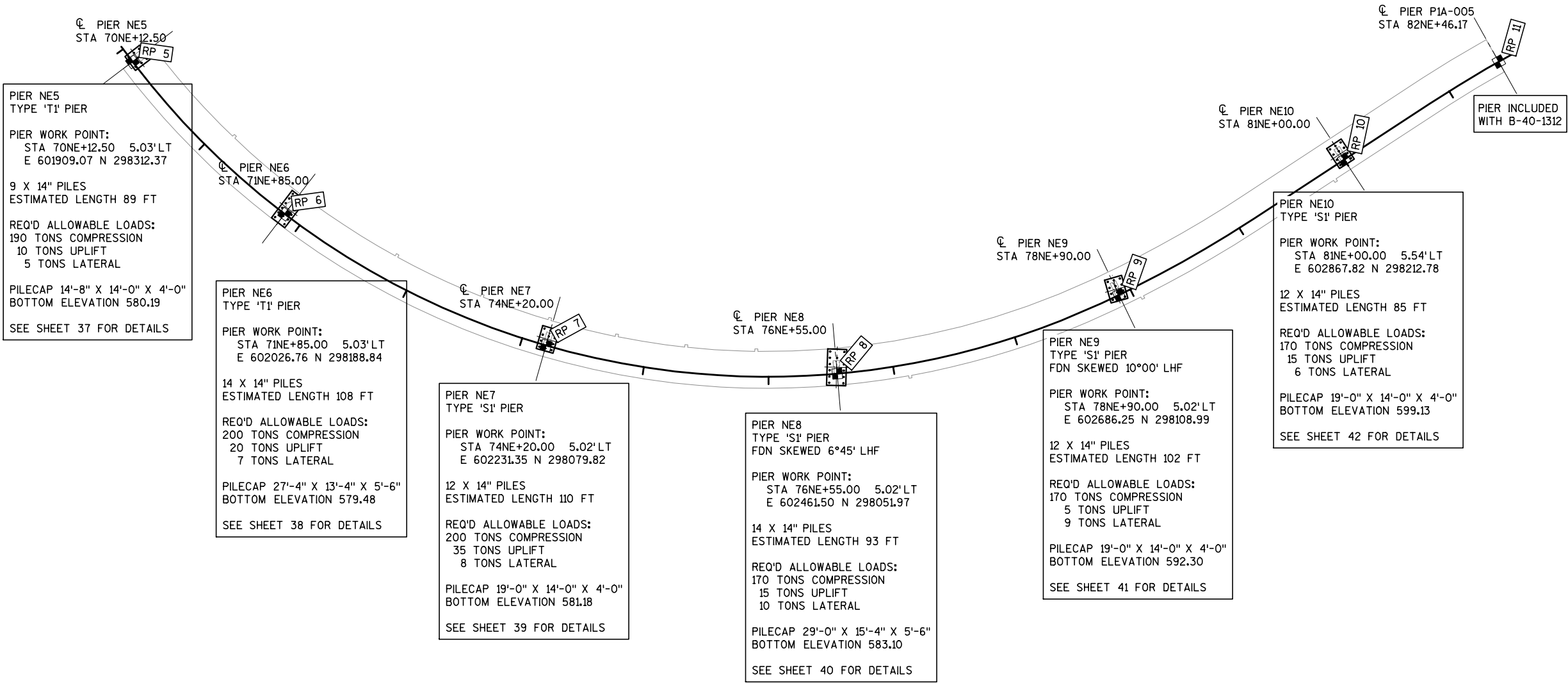


LEGEND
■ GEOMETRY REFERENCE POINTS. SEE SHEET 1 FOR COORDINATES.

- NOTES**
- 1. SEE SHEET 1 FOR REFERENCE POINT LOCATIONS. SEE SHEET 4 FOR REFERENCE LINE GEOMETRY.
 - 2. SEE SHEET 5 FOR GENERAL NOTES.
 - 3. SEE SHEETS 23 TO 27 FOR ADDITIONAL FOUNDATION EXCAVATION INFORMATION.
 - 4. SEE SHEETS 30 TO 33 FOR DETAILED ABUTMENT PLANS.
 - 5. SEE SHEETS 34 TO 42 FOR DETAILED PIER FOUNDATION PLANS.

PIER / SUBSTRUCTURE WORK POINTS				
LOCATION	STATION	OFFSET	EASTING	NORTHING
CL BEARING	62NE+05.00	5.14' LT	601755.94	299089.99
CL PIER NE2	63NE+80.00	5.34' LT	601766.33	298915.62
CL PIER NE3	66NE+10.00	5.21' LT	601783.70	298686.32
CL PIER NE4	68NE+40.00	5.03' LT	601828.74	298462.89
CL PIER NE5	70NE+12.50	5.03' LT	601909.07	298312.37
CL PIER NE6	71NE+85.00	5.03' LT	602026.76	298188.84
CL PIER NE7	74NE+20.00	5.02' LT	602231.35	298079.82
CL PIER NE8	76NE+55.00	5.02' LT	602461.50	298051.97
CL PIER NE9	78NE+90.00	5.02' LT	602686.25	298108.99
CL PIER NE10	81NE+00.00	5.54' LT	602867.82	298212.78
CL BEARING	82NE+44.31	5.97' LT	602991.64	298287.66

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
FOUNDATION LAYOUT AND PILE DATA UNIT 1			SHEET 21 OF 162
			MAR 21 2005



LEGEND

- GEOMETRY REFERENCE POINTS. SEE SHEET 1 FOR COORDINATES.

NOTES

- SEE SHEET 1 FOR REFERENCE POINT LOCATIONS. SEE SHEET 4 FOR REFERENCE LINE GEOMETRY.
- SEE SHEET 5 FOR GENERAL NOTES.
- SEE SHEETS 23 TO 27 FOR ADDITIONAL FOUNDATION EXCAVATION INFORMATION.
- SEE SHEETS 30 TO 33 FOR DETAILED ABUTMENT PLANS.
- SEE SHEETS 34 TO 42 FOR DETAILED PIER FOUNDATION PLANS.

PIER / SUBSTRUCTURE WORK POINTS				
LOCATION	STATION	OFFSET	EASTING	NORTHING
CL BEARING	62NE+05.00	5.14' LT	601755.94	299089.99
CL PIER NE2	63NE+80.00	5.34' LT	601766.33	298915.62
CL PIER NE3	66NE+10.00	5.21' LT	601783.70	298686.32
CL PIER NE4	68NE+40.00	5.03' LT	601828.74	298462.89
CL PIER NE5	70NE+12.50	5.03' LT	601909.07	298312.37
CL PIER NE6	71NE+85.00	5.03' LT	602026.76	298188.84
CL PIER NE7	74NE+20.00	5.02' LT	602231.35	298079.82
CL PIER NE8	76NE+55.00	5.02' LT	602461.50	298051.97
CL PIER NE9	78NE+90.00	5.02' LT	602686.25	298108.99
CL PIER NE10	81NE+00.00	5.54' LT	602867.82	298212.78
CL BEARING	82NE+44.31	5.97' LT	602991.64	298287.66

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
FOUNDATION LAYOUT AND PILE DATA UNIT 2		SHEET 22 OF 162	
		MAR 21 2005	

LEGEND

- PIER WORK POINT / CENTER POINT.
SEE UTILITY PLANS FOR ABBREVIATIONS NOT EXPLICITLY DEFINED ON THIS SHEET.

NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- THIS DRAWING IS INTENDED TO PROVIDE A QUICK REFERENCE FOR EXCAVATION EXTENT, PIER AND FOUNDATION ALIGNMENT, UTILITIES AND OTHER OBSTRUCTIONS BUT IS NOT ALL-INCLUSIVE.
- SEE FOUNDATION DRAWINGS (SHEETS 34 TO 42) FOR PILECAP DIMENSIONS AND ELEVATIONS.
- EXISTING AND PROPOSED GRADING ELEVATIONS ARE GIVEN AT CENTERLINE OF PIER AND ARE APPROXIMATE ONLY. SEE ROADWAY DRAWINGS FOR EXISTING AND PROPOSED GRADING PLANS.
- THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE.

UTILITY ELEVATIONS ARE SCHEMATIC ONLY AND SHALL NOT BE SCALED OR OTHERWISE INTERPRETED FROM THIS DRAWING.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

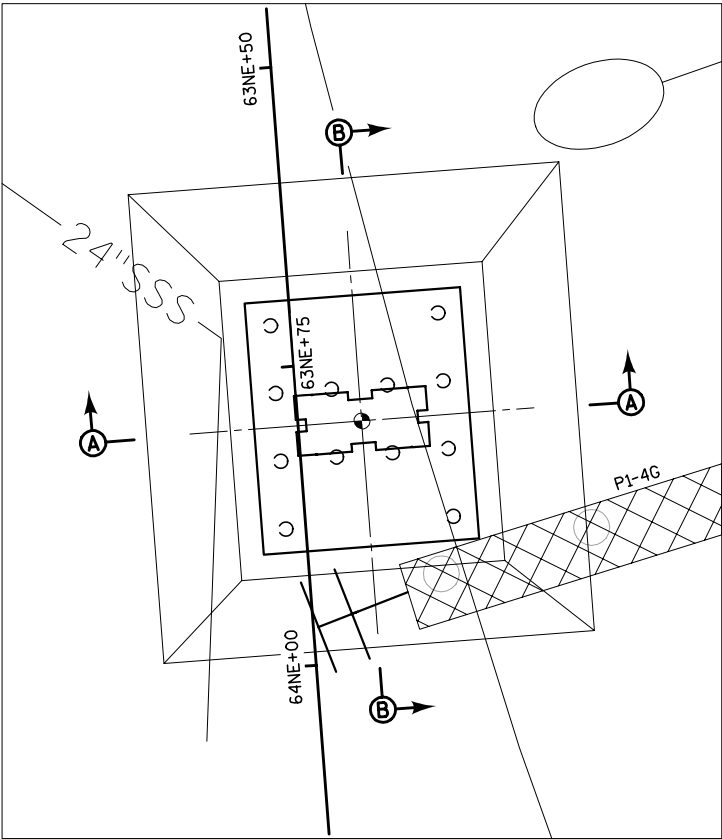
PROVIDE TEMPORARY SUPPORT FOR ANY UTILITIES TO REMAIN IN PLACE THAT ARE IMPACTED BY THE FOUNDATION EXCAVATION.

SEE ROADWAY PLANS, UTILITY PLANS AND REMOVAL PLANS FOR MORE INFORMATION.

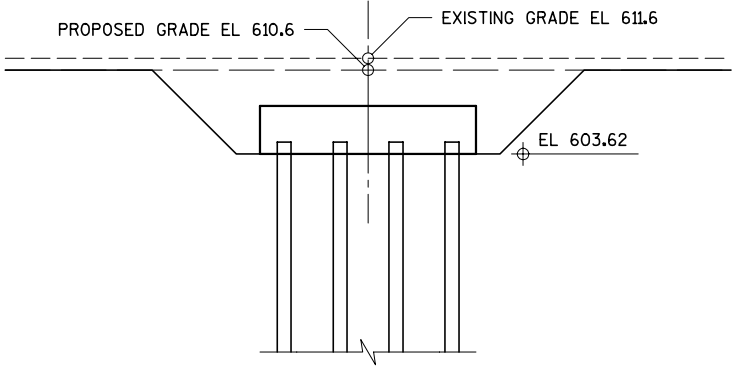
- EXCAVATION EXTENTS SHOWN ARE APPROXIMATE ONLY AND ARE BASED ON A CLEAR SPACE OF 2'-0" AROUND THE PILECAP AND AN EXCAVATION SLOPE OF 1.0 H : 1.0 V.

EXTENT WILL VARY BASED ON THE WORKING AREA REQUIRED AND ON THE MAXIMUM EXCAVATION SLOPE THAT CAN BE SAFELY MAINTAINED.

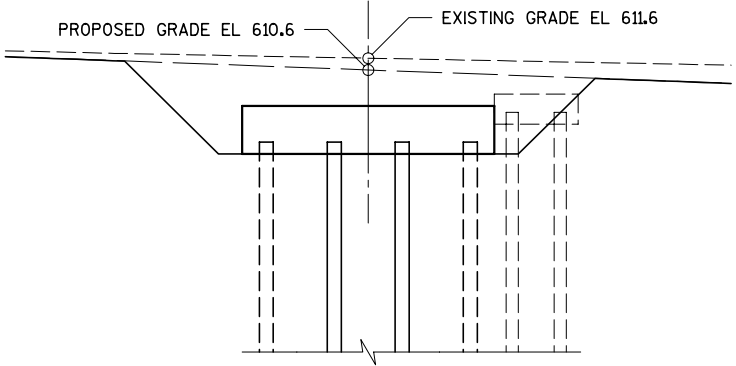
- SEE CONSTRUCTION STAGING PLANS OR SUBSURFACE EXPLORATION LOCATION PLAN FOR EXTENT OF POSSIBLY CONTAMINATED MATERIAL REQUIRING SPECIAL EXCAVATION PROCEDURES. SEE ROADWAY PLANS FOR ADDITIONAL INFORMATION.



EXCAVATION PLAN - PIER NE2
STATION 63NE+80.00



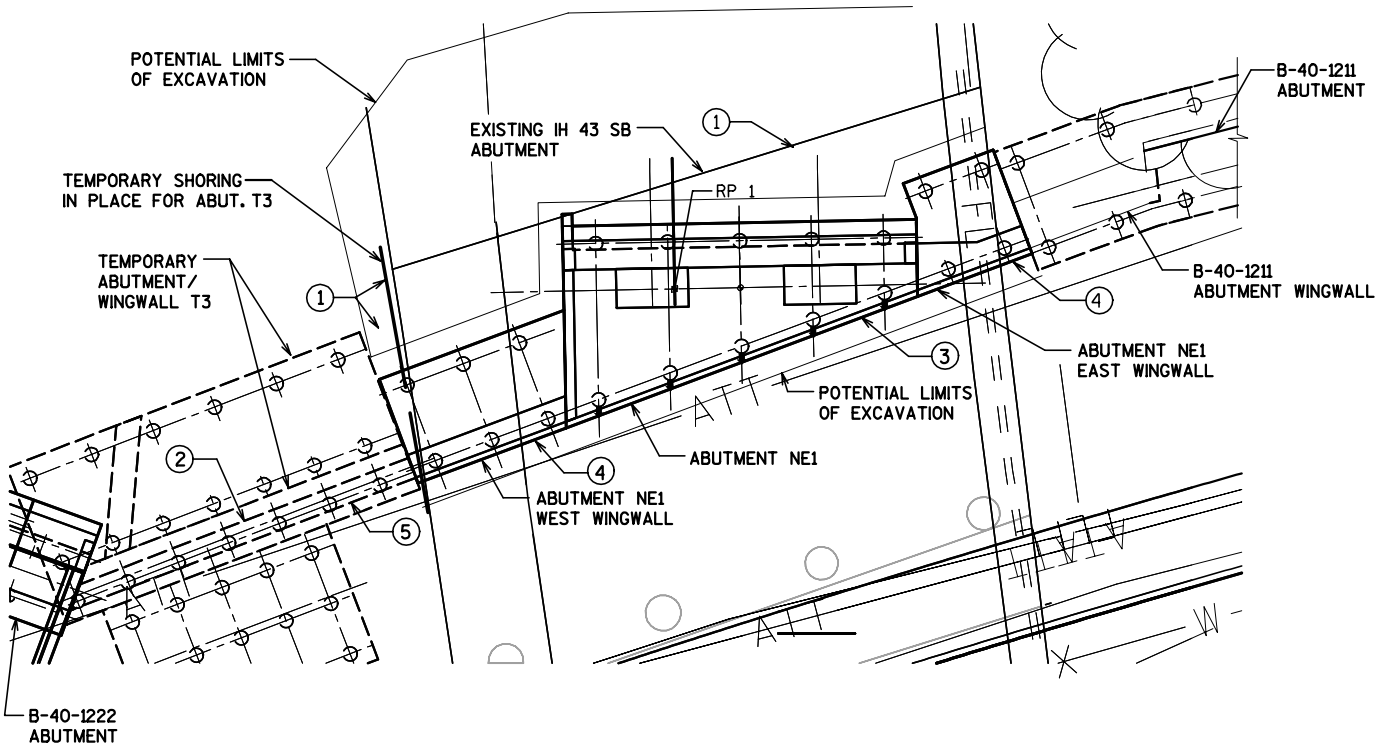
SECTION A-A



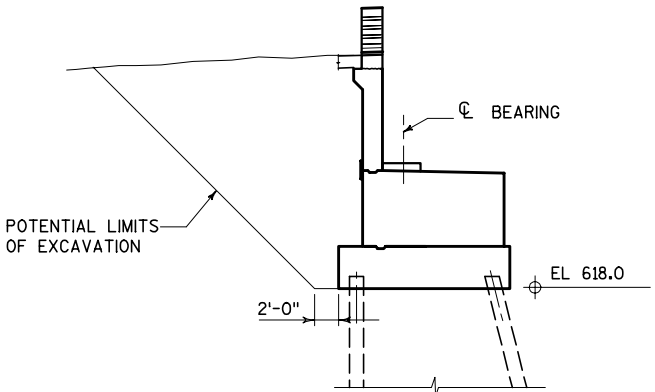
SECTION B-B

POTENTIAL CONSTRUCTION SEQUENCE

- REMOVE EXISTING ABUTMENT AND TEMPORARY SHORING.
- REMOVE ABUTMENT T3 BACKWALL ABOVE EL. 632.00
- CONSTRUCT ABUTMENT NE1
- CONSTRUCT ABUTMENT NE1 WINGWALLS.
- COMPLETE ABUTMENT T3 BACKWALL. (SEE SHT. 32 FOR DETAILS)



EXCAVATION PLAN - ABUTMENT NE1



SECTION- ABUTMENT NE1

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
EXCAVATION PLAN ABUT NE1 AND PIER NE2			SHEET 23 OF 162
			MAR 21 2005

LEGEND

- PIER WORK POINT / CENTER POINT.
SEE UTILITY PLANS FOR ABBREVIATIONS NOT EXPLICITLY DEFINED ON THIS SHEET.

NOTES

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- THIS DRAWING IS INTENDED TO PROVIDE A QUICK REFERENCE FOR EXCAVATION EXTENT, PIER AND FOUNDATION ALIGNMENT, UTILITIES AND OTHER OBSTRUCTIONS BUT IS NOT ALL-INCLUSIVE.
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- EXISTING AND PROPOSED GRADING ELEVATIONS ARE GIVEN AT CENTERLINE OF PIER AND ARE APPROXIMATE ONLY. SEE ROADWAY DRAWINGS FOR EXISTING AND PROPOSED GRADING PLANS.
- THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE.

UTILITY ELEVATIONS ARE SCHEMATIC ONLY AND SHALL NOT BE SCALED OR OTHERWISE INTERPRETED FROM THIS DRAWING.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

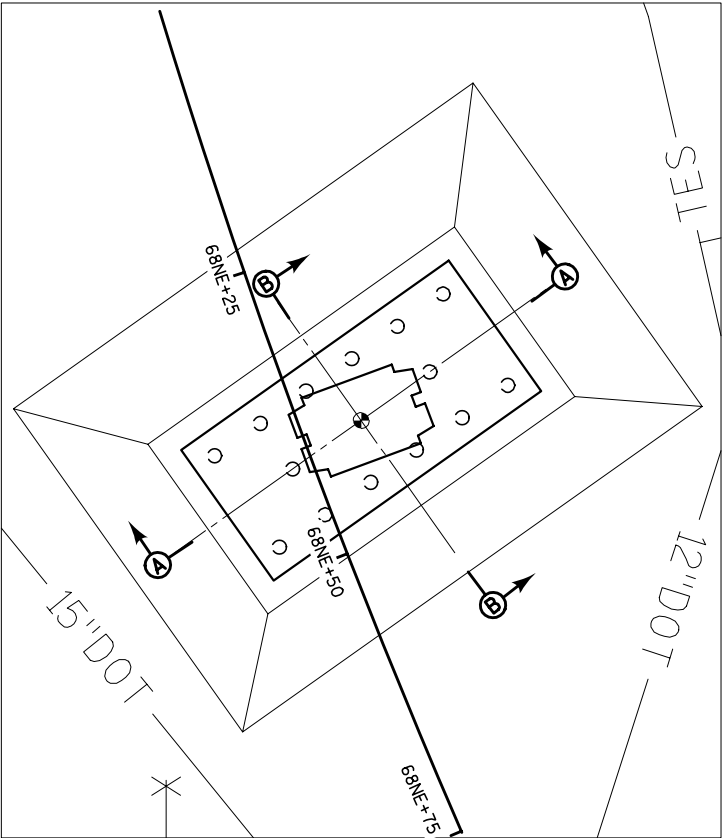
PROVIDE TEMPORARY SUPPORT FOR ANY UTILITIES TO REMAIN IN PLACE THAT ARE IMPACTED BY THE FOUNDATION EXCAVATION.

SEE ROADWAY PLANS, UTILITY PLANS AND REMOVAL PLANS FOR MORE INFORMATION.

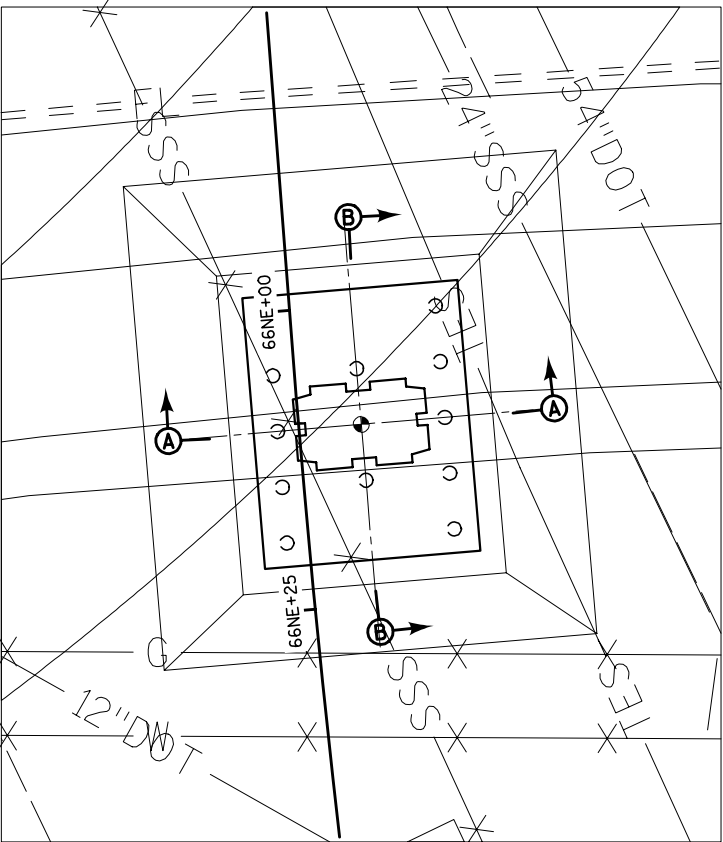
- EXCAVATION EXTENTS SHOWN ARE APPROXIMATE ONLY AND ARE BASED ON A CLEAR SPACE OF 2'-0" AROUND THE PILECAP AND AN EXCAVATION SLOPE OF 1.0 H : 1.0 V.

EXTENT WILL VARY BASED ON THE WORKING AREA REQUIRED AND ON THE MAXIMUM EXCAVATION SLOPE THAT CAN BE SAFELY MAINTAINED.

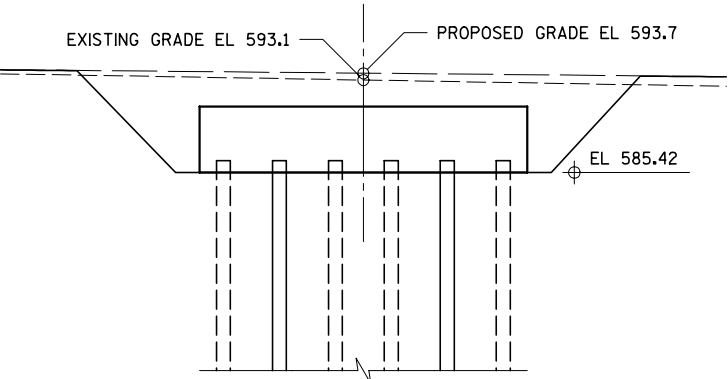
- SEE CONSTRUCTION STAGING PLANS OR SUBSURFACE EXPLORATION LOCATION PLAN FOR EXTENT OF POSSIBLY CONTAMINATED MATERIAL REQUIRING SPECIAL EXCAVATION PROCEDURES. SEE ROADWAY PLANS FOR ADDITIONAL INFORMATION.



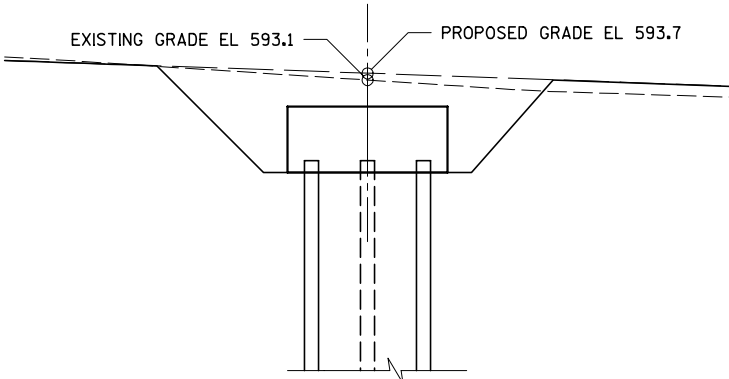
EXCAVATION PLAN - PIER NE4
STATION 68NE+40.00



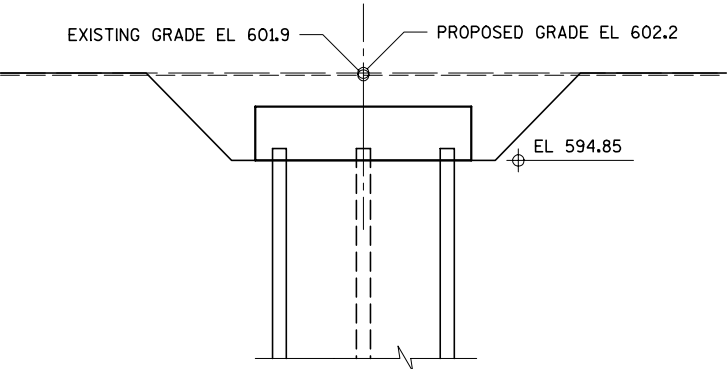
EXCAVATION PLAN - PIER NE3
STATION 66NE+10.00



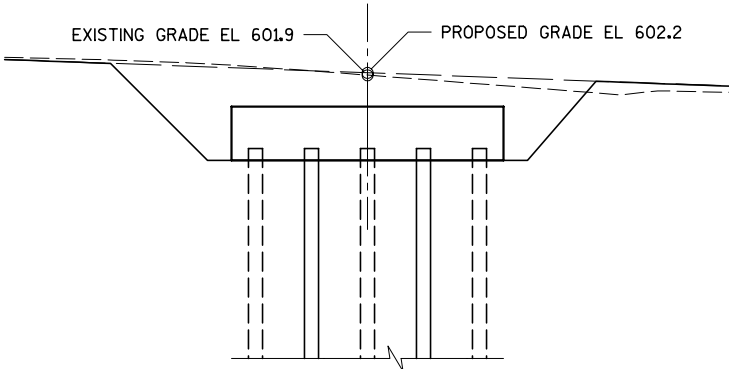
SECTION A-A



SECTION B-B



SECTION A-A



SECTION B-B

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
EXCAVATION PLAN PIER NE3 AND PIER NE4		SHEET 24 OF 162 MAR 21 2005	

LEGEND

PIER WORK POINT / CENTER POINT.
SEE UTILITY PLANS FOR ABBREVIATIONS NOT
EXPLICITLY DEFINED ON THIS SHEET.

NOTES

- 1. SEE SHEET 5 FOR GENERAL NOTES.
- 2. THIS DRAWING IS INTENDED TO PROVIDE A QUICK REFERENCE FOR EXCAVATION EXTENT, PIER AND FOUNDATION ALIGNMENT, UTILITIES AND OTHER OBSTRUCTIONS BUT IS NOT ALL-INCLUSIVE.
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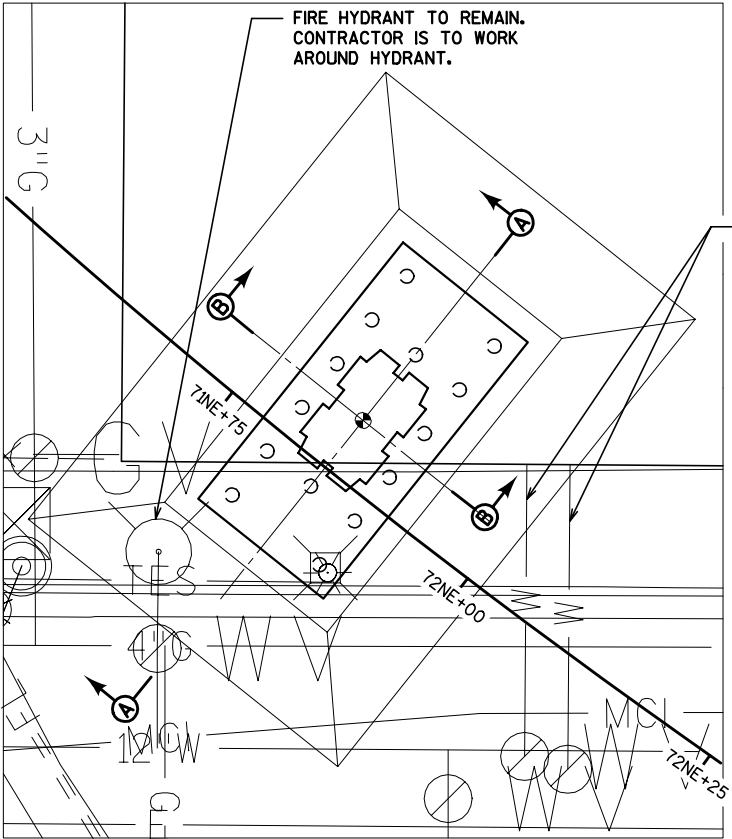
SEE ROADWAY PLANS, UTILITY PLANS AND REMOVAL PLANS FOR MORE INFORMATION.

- 6. EXCAVATION EXTENTS SHOWN ARE APPROXIMATE ONLY AND ARE BASED ON A CLEAR SPACE OF 2'-0" AROUND THE PILECAP AND AN EXCAVATION SLOPE OF 1.0 H : 1.0 V.

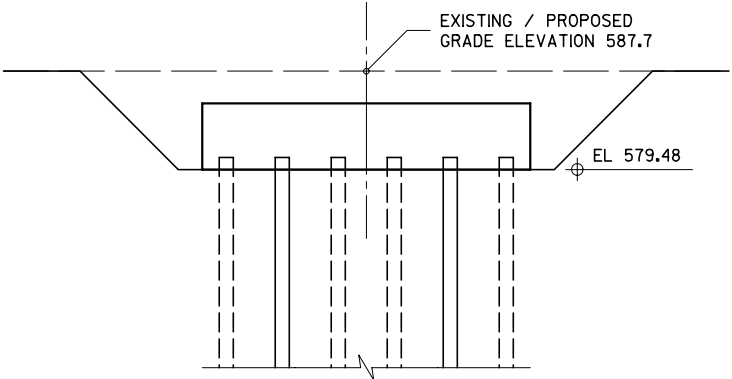
EXTENT WILL VARY BASED ON THE WORKING AREA REQUIRED AND ON THE MAXIMUM EXCAVATION SLOPE THAT CAN BE SAFELY MAINTAINED.

- 7. SEE CONSTRUCTION STAGING PLANS OR SUBSURFACE EXPLORATION LOCATION PLAN FOR EXTENT OF POSSIBLY CONTAMINATED MATERIAL REQUIRING SPECIAL EXCAVATION PROCEDURES. SEE ROADWAY PLANS FOR ADDITIONAL INFORMATION.

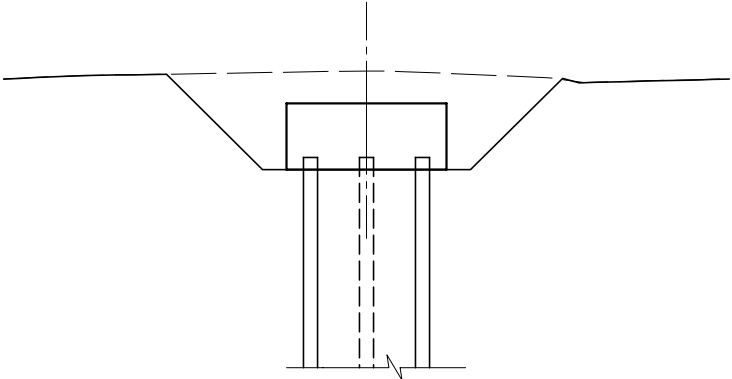
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	KGW PLANS CK'D. JCP
EXCAVATION PLAN PIER NE5 AND PIER NE6		SHEET 25 OF 162	
		MAR 21 2005	



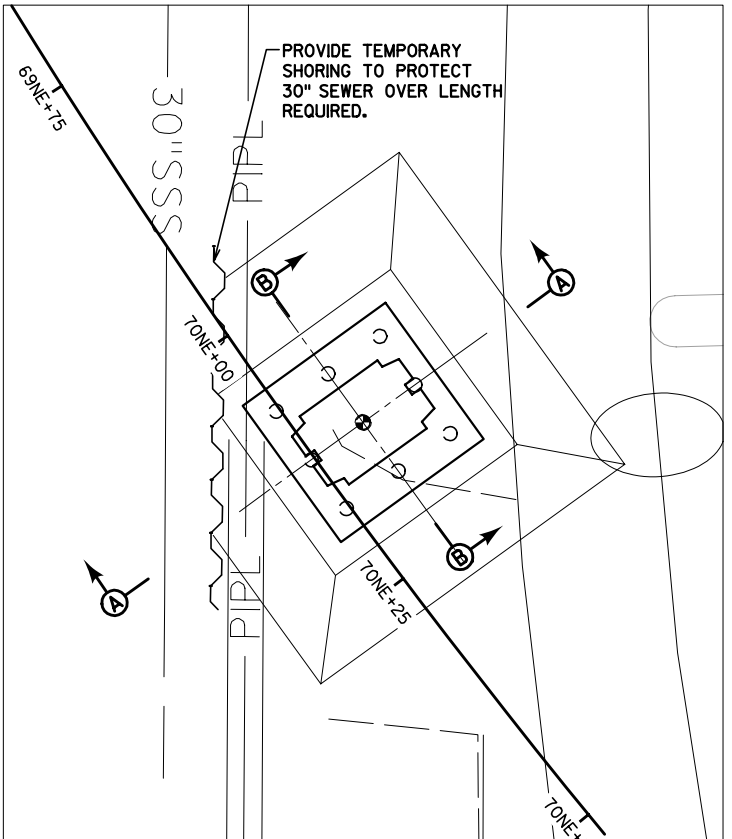
EXCAVATION PLAN - PIER NE6
STATION 71NE+85.00



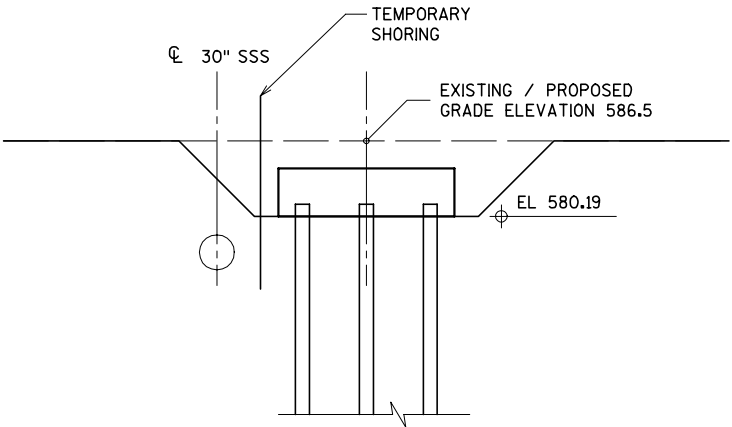
SECTION A-A



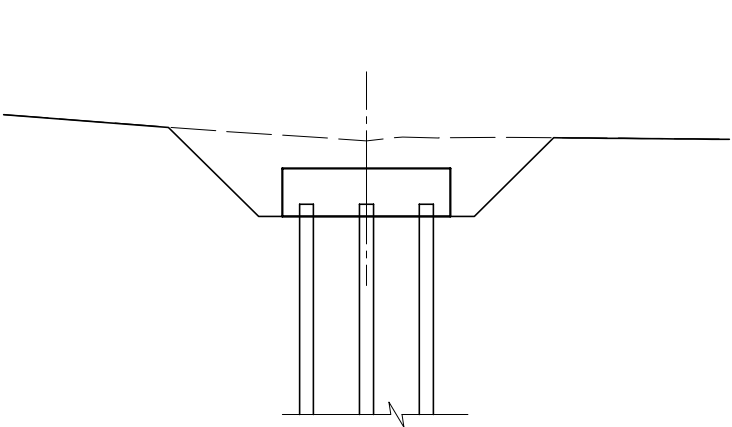
SECTION B-B



EXCAVATION PLAN - PIER NE5
STATION 70NE+12.50



SECTION A-A



SECTION B-B

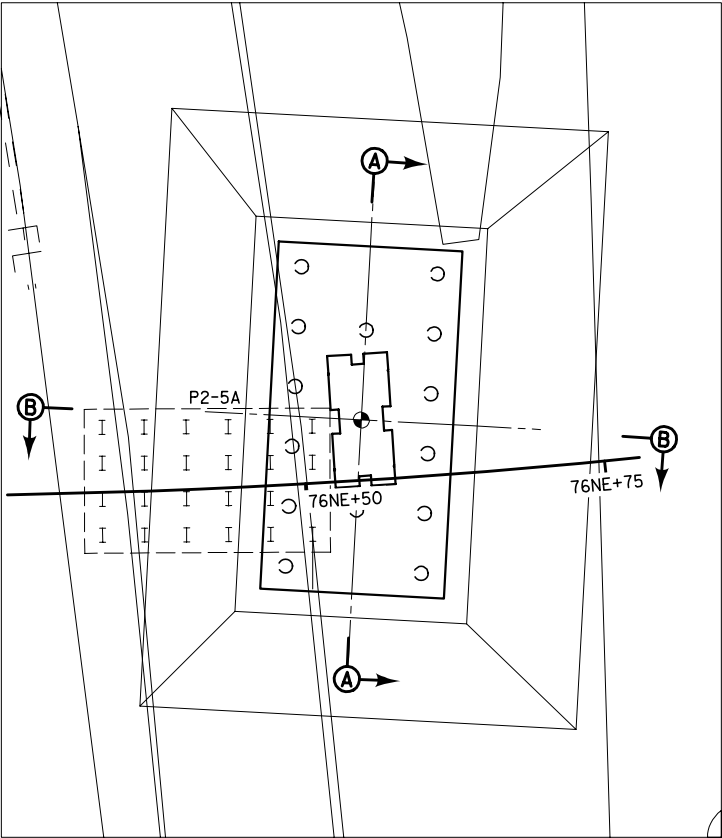
LEGEND

PIER WORK POINT / CENTER POINT.
SEE UTILITY PLANS FOR ABBREVIATIONS NOT EXPLICITLY DEFINED ON THIS SHEET.

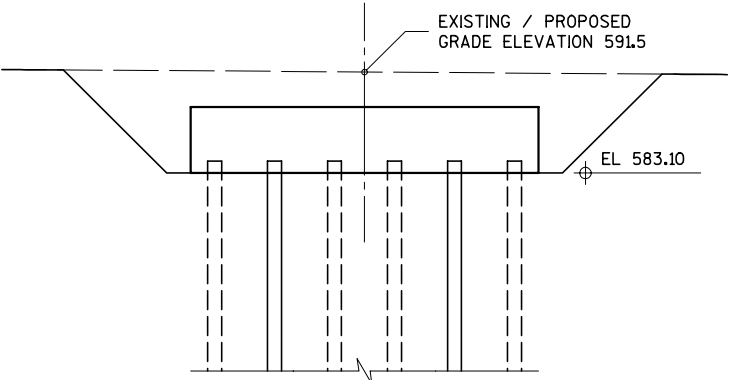
NOTES

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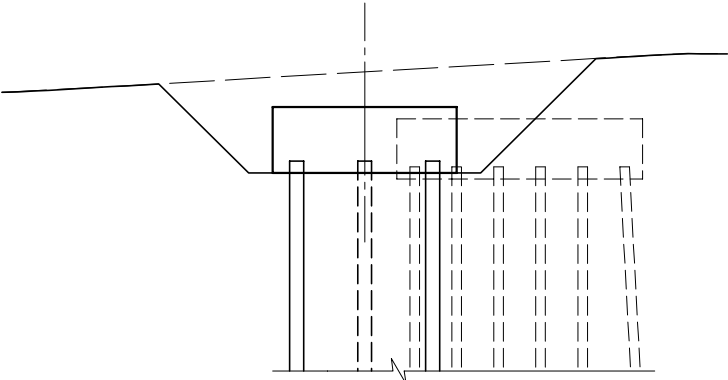
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
EXCAVATION PLAN PIER NE7 AND PIER NE8		SHEET 26 OF 162 MAR 21 2005	



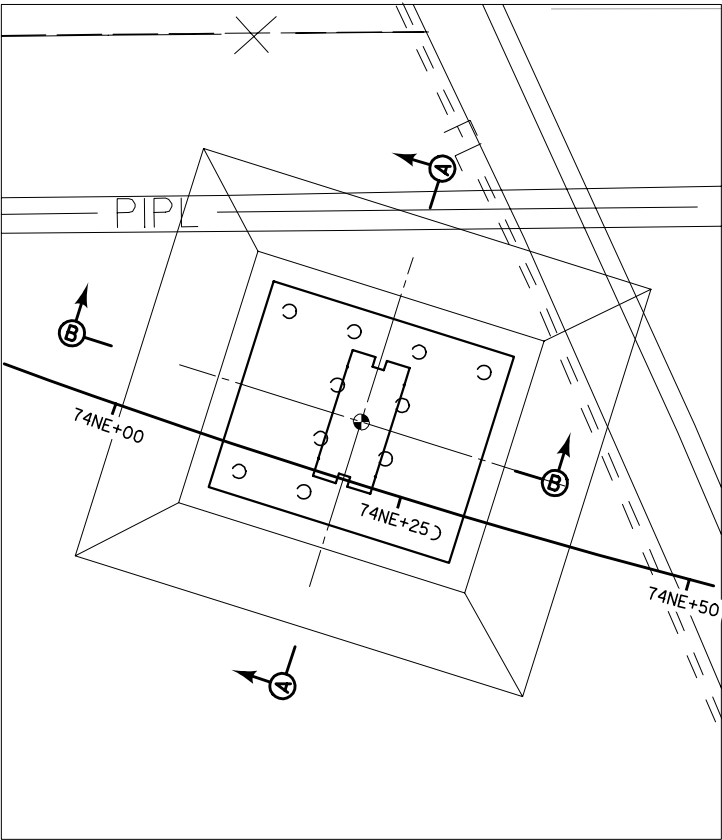
EXCAVATION PLAN - PIER NE8
STATION 76NE+55.00



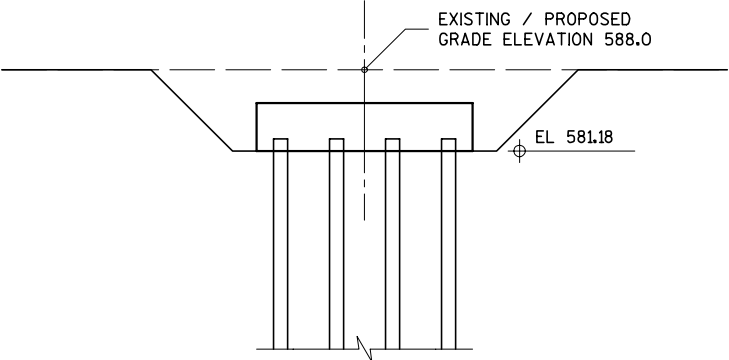
SECTION A-A



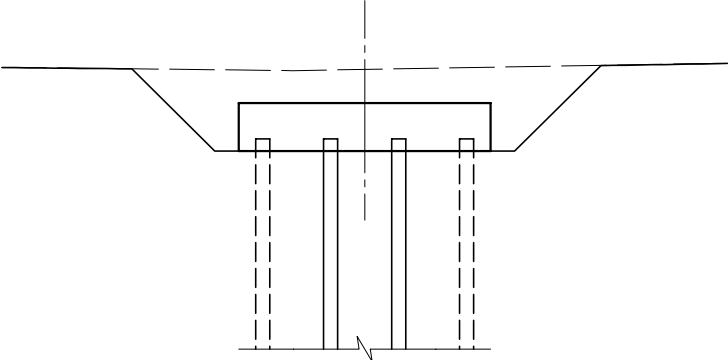
SECTION B-B



EXCAVATION PLAN - PIER NE7
STATION 74NE+20.00



SECTION A-A



SECTION B-B

LEGEND

PIER WORK POINT / CENTER POINT.
SEE UTILITY PLANS FOR ABBREVIATIONS NOT EXPLICITLY DEFINED ON THIS SHEET.

NOTES

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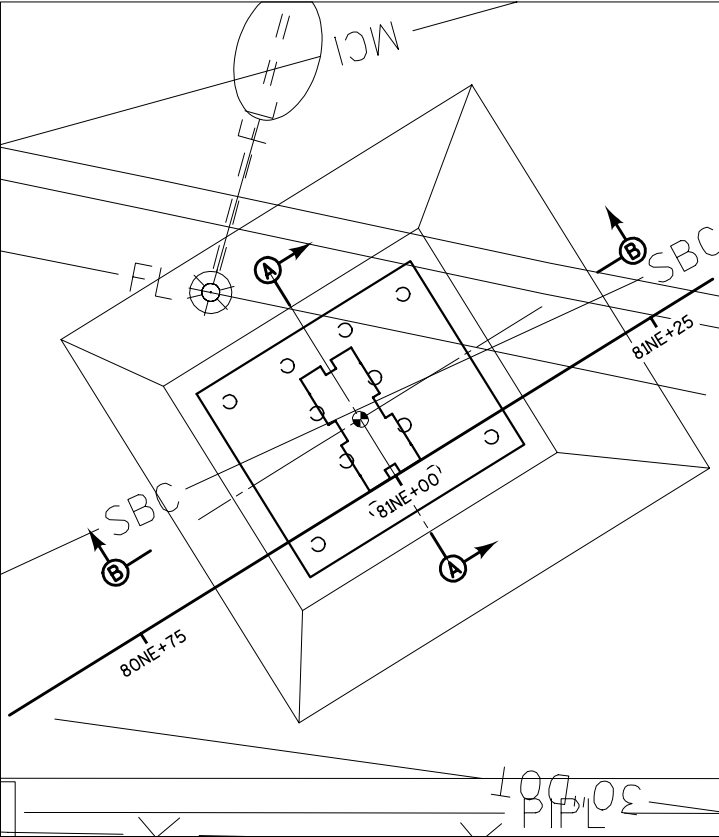
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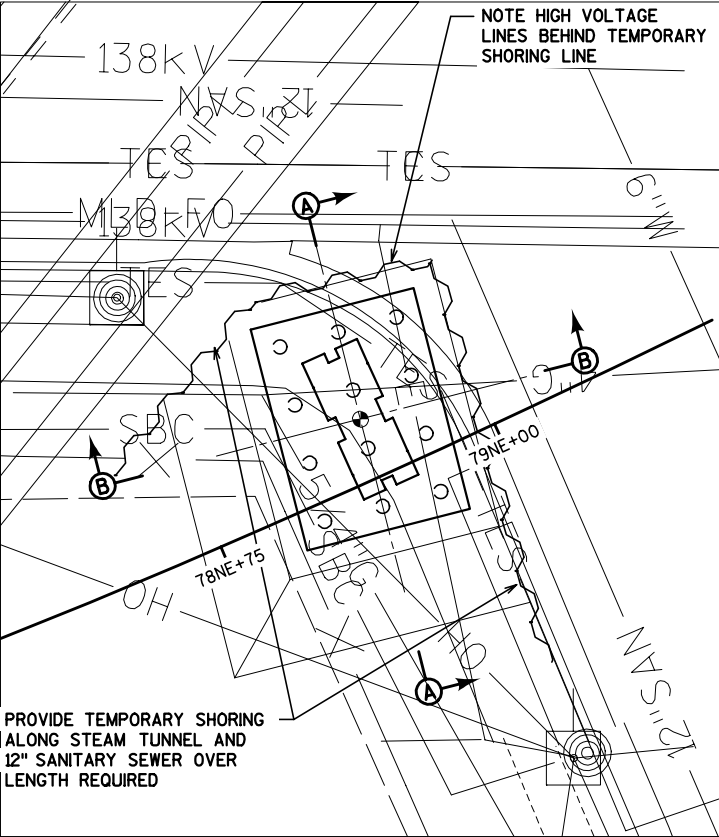
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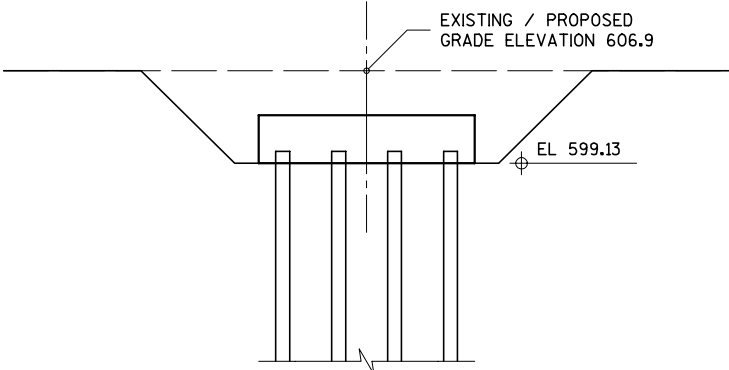
EXTENT WILL VARY BASED ON THE WORKING AREA REQUIRED AND ON THE MAXIMUM EXCAVATION SLOPE THAT CAN BE SAFELY MAINTAINED.
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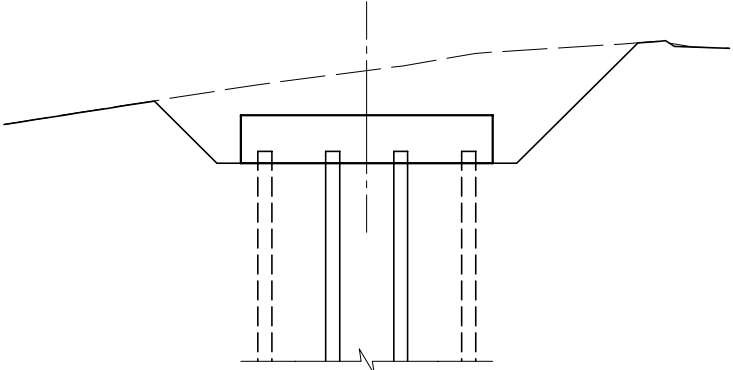
EXCAVATION PLAN - PIER NE10
STATION 81NE+00.00



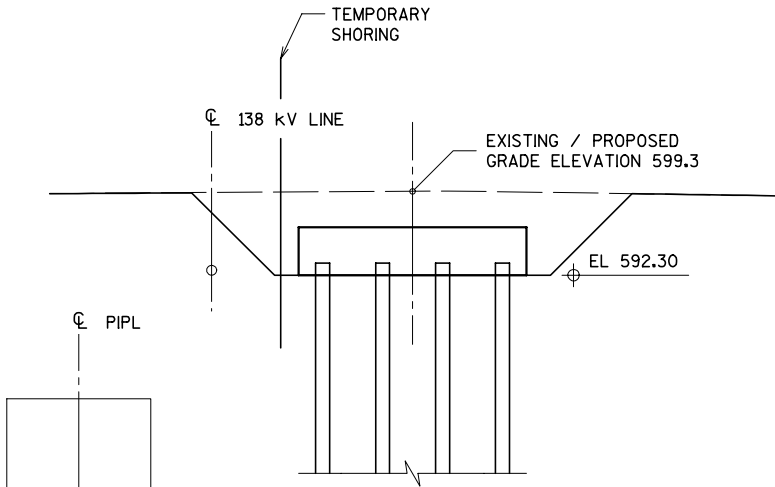
EXCAVATION PLAN - PIER NE9
STATION 78NE+90.00



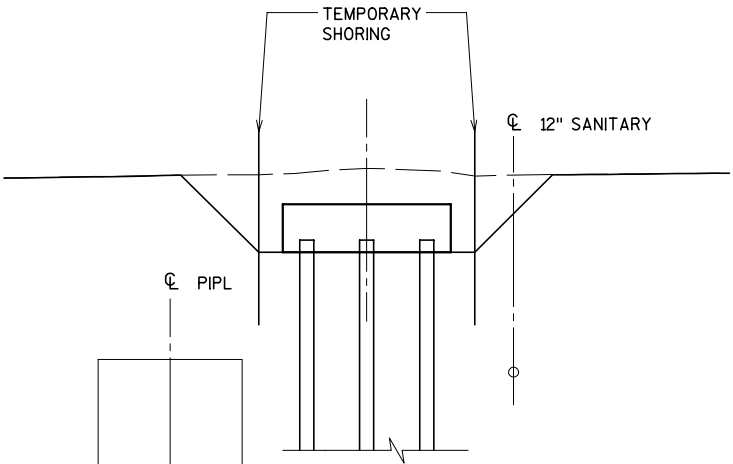
SECTION A-A



SECTION B-B

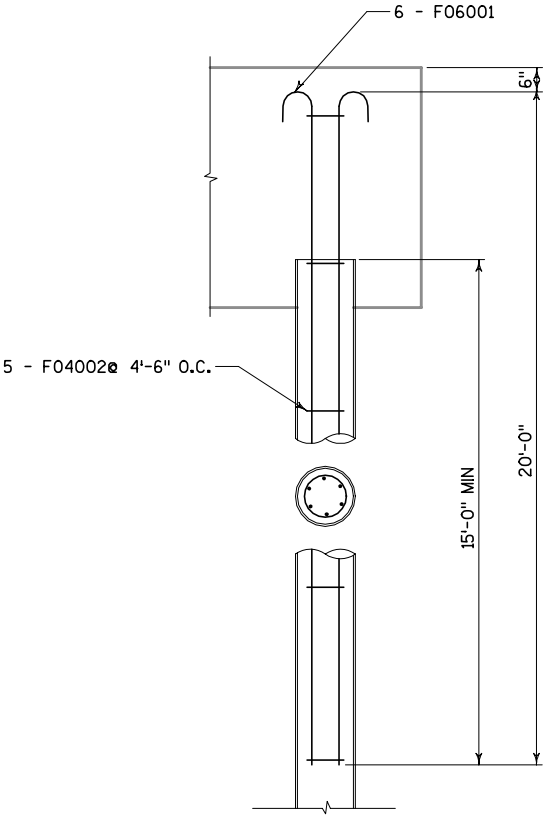


SECTION A-A

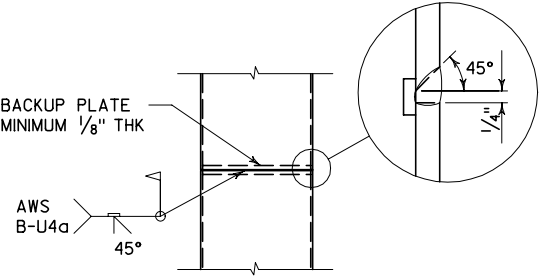


SECTION B-B

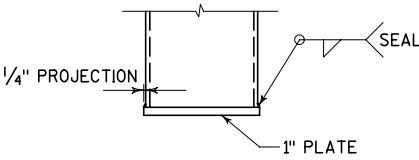
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
EXCAVATION PLAN PIER NE9 AND PIER NE10			SHEET 27 OF 162
			MAR 21 2005



PERIMETER PILE UPLIFT CONNECTION
(REQUIRED AT PIER LOCATIONS ONLY)



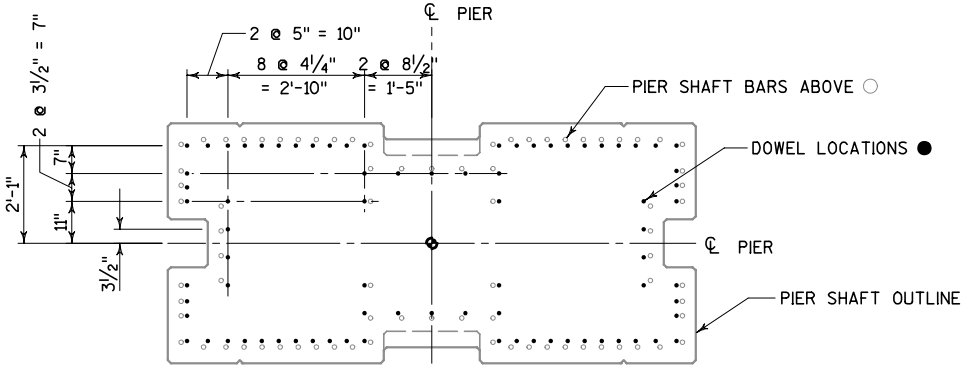
PILE SPLICE DETAIL



PILE TIP DETAIL

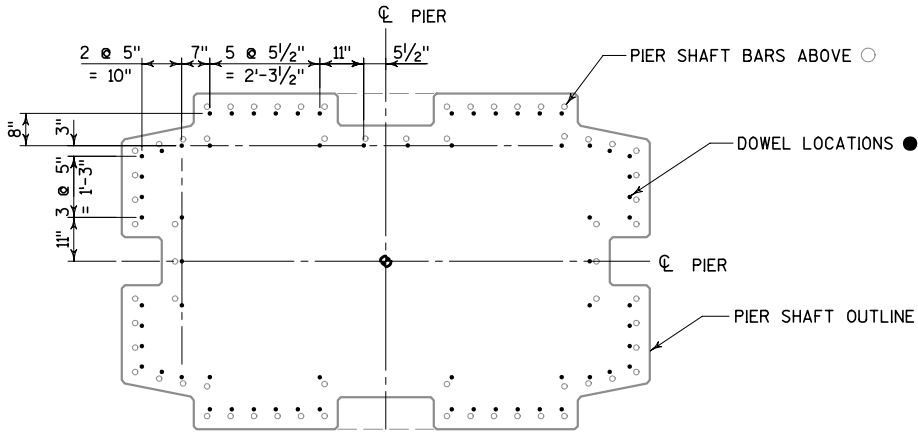
- NOTES
1. SEE SHEET 5 FOR GENERAL NOTES.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
FOUNDATION DETAILS		SHEET 28 OF 162	
		MAR 21 2005	



DOWEL PLACEMENT LAYOUT

PIER NE2, PIER NE7, PIER NE8, PIER NE9 AND PIER NE10
78 #9 DOWELS SYMMETRIC IN EACH DIRECTION AS SHOWN



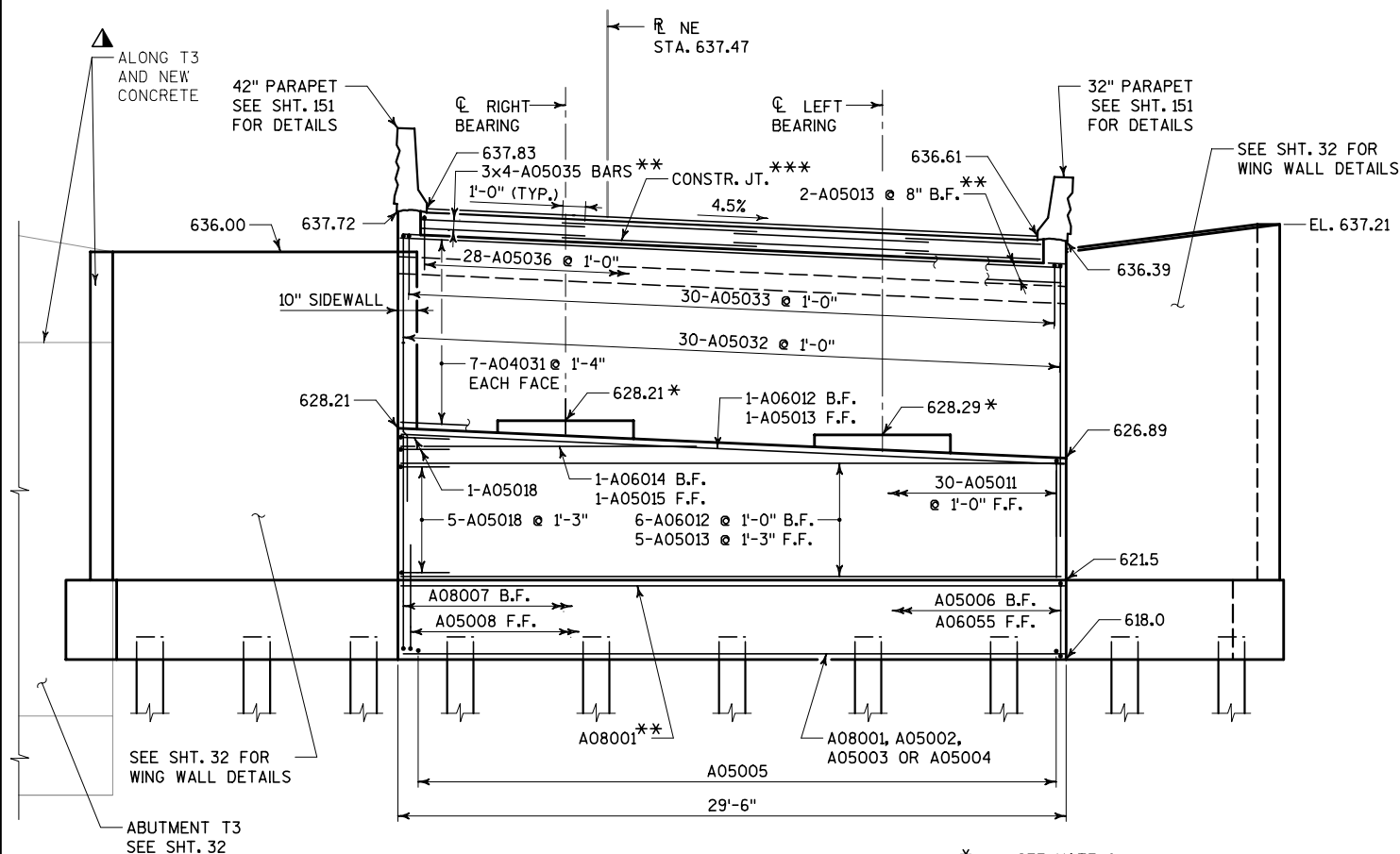
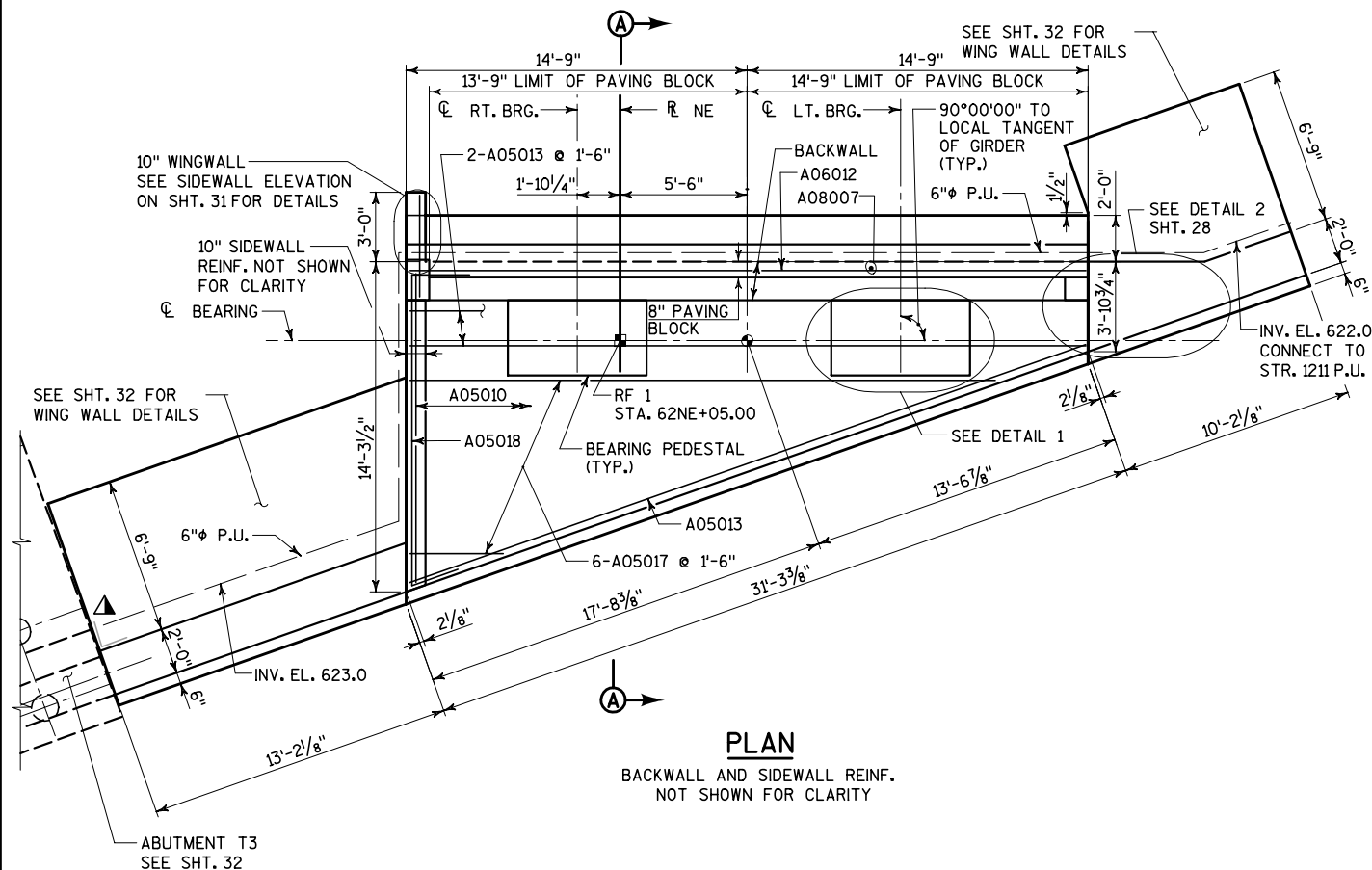
DOWEL PLACEMENT LAYOUT

PIER NE3, PIER NE4, PIER NE5 AND PIER NE6
66 #11 DOWELS SYMMETRIC IN EACH DIRECTION AS SHOWN

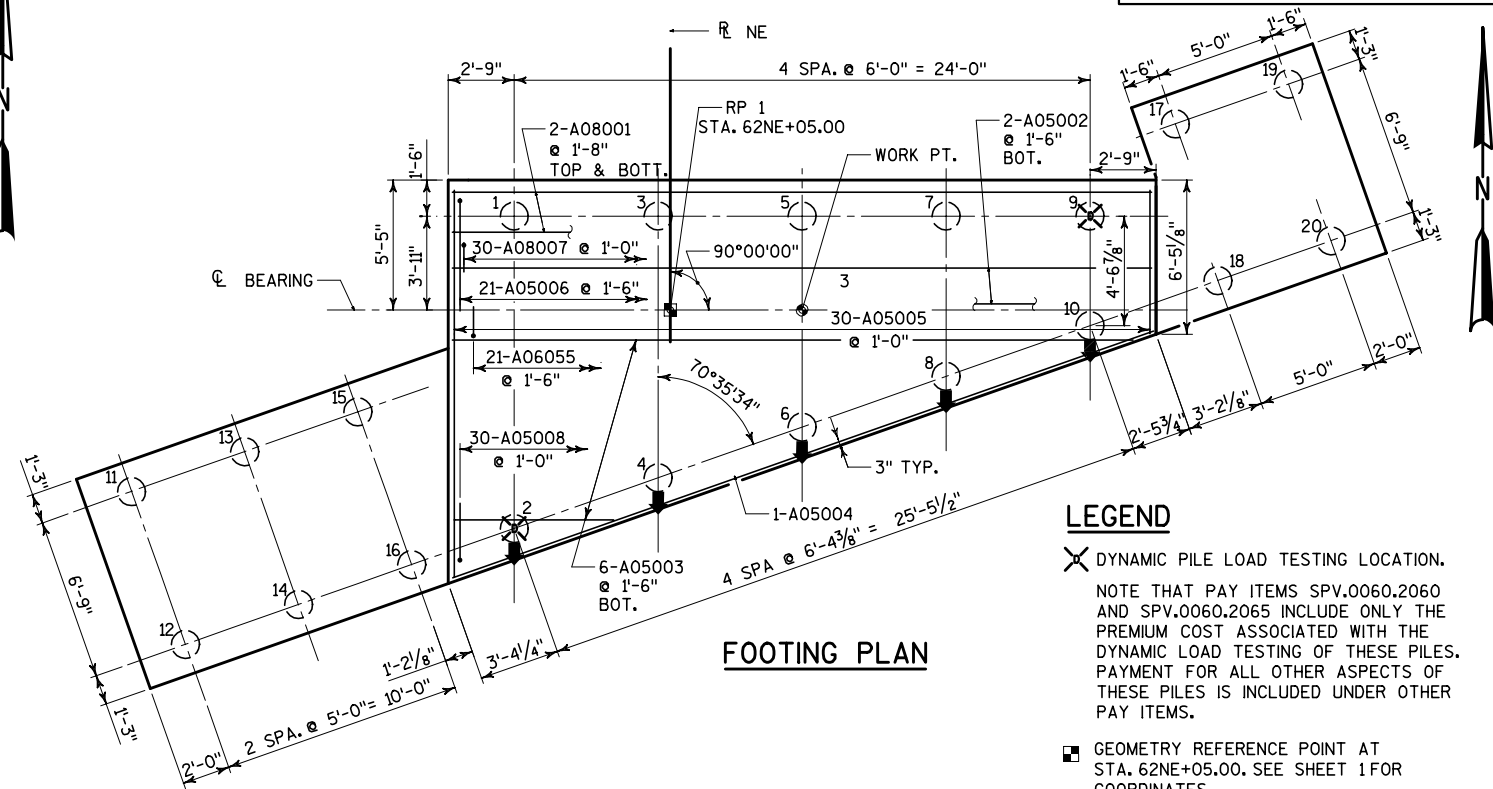
LEGEND
PIER WORK POINT / CENTER POINT.

NOTES
1. SEE SHEET 5 FOR GENERAL NOTES.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
FOUNDATION DOWEL LAYOUTS			SHEET 29 OF 162
			MAR 21 2005



* SEE NOTE 2
** SEE SECTION A-A ON SHT. 31 FOR LOCATION.
*** POUR CONCRETE ABOVE THIS JOINT AFTER
SUPERSTRUCTURE CONCRETE IS INPLACE.
STRIKE OFF & LEAVE ROUGH.



LEGEND

✕ DYNAMIC PILE LOAD TESTING LOCATION.

NOTE THAT PAY ITEMS SPV.0060.2060
AND SPV.0060.2065 INCLUDE ONLY THE
PREMIUM COST ASSOCIATED WITH THE
DYNAMIC LOAD TESTING OF THESE PILES.
PAYMENT FOR ALL OTHER ASPECTS OF
THESE PILES IS INCLUDED UNDER OTHER
PAY ITEMS.

■ GEOMETRY REFERENCE POINT AT
STA. 62NE+05.00. SEE SHEET 1 FOR
COORDINATES.

⊙ ABUTMENT WORK POINT / CENTER POINT.
COORDINATES AS FOLLOWS:

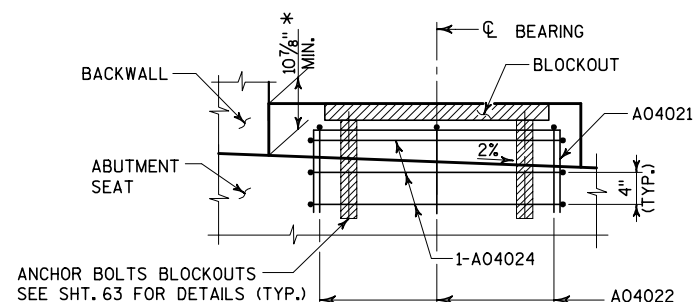
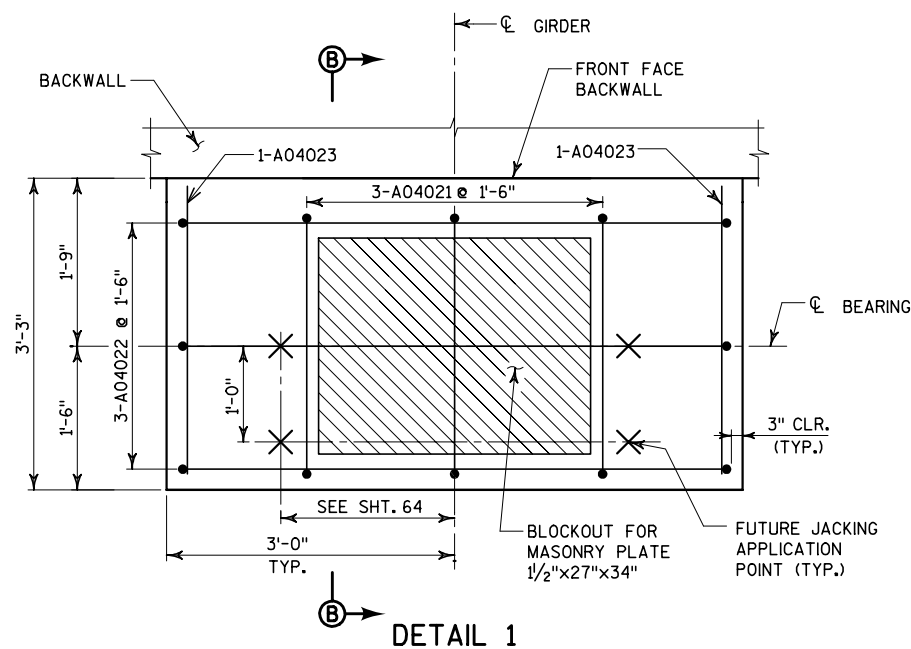
STA. 62NE+05.00 OFFSET 5.13' LT.
E 601755.93
N 299089.98

✕ SUGGESTED JACKING LOCATIONS FOR
FUTURE BEARING REPLACEMENT.
FOR ESTIMATED JACK FORCE
SEE SHEET 64.

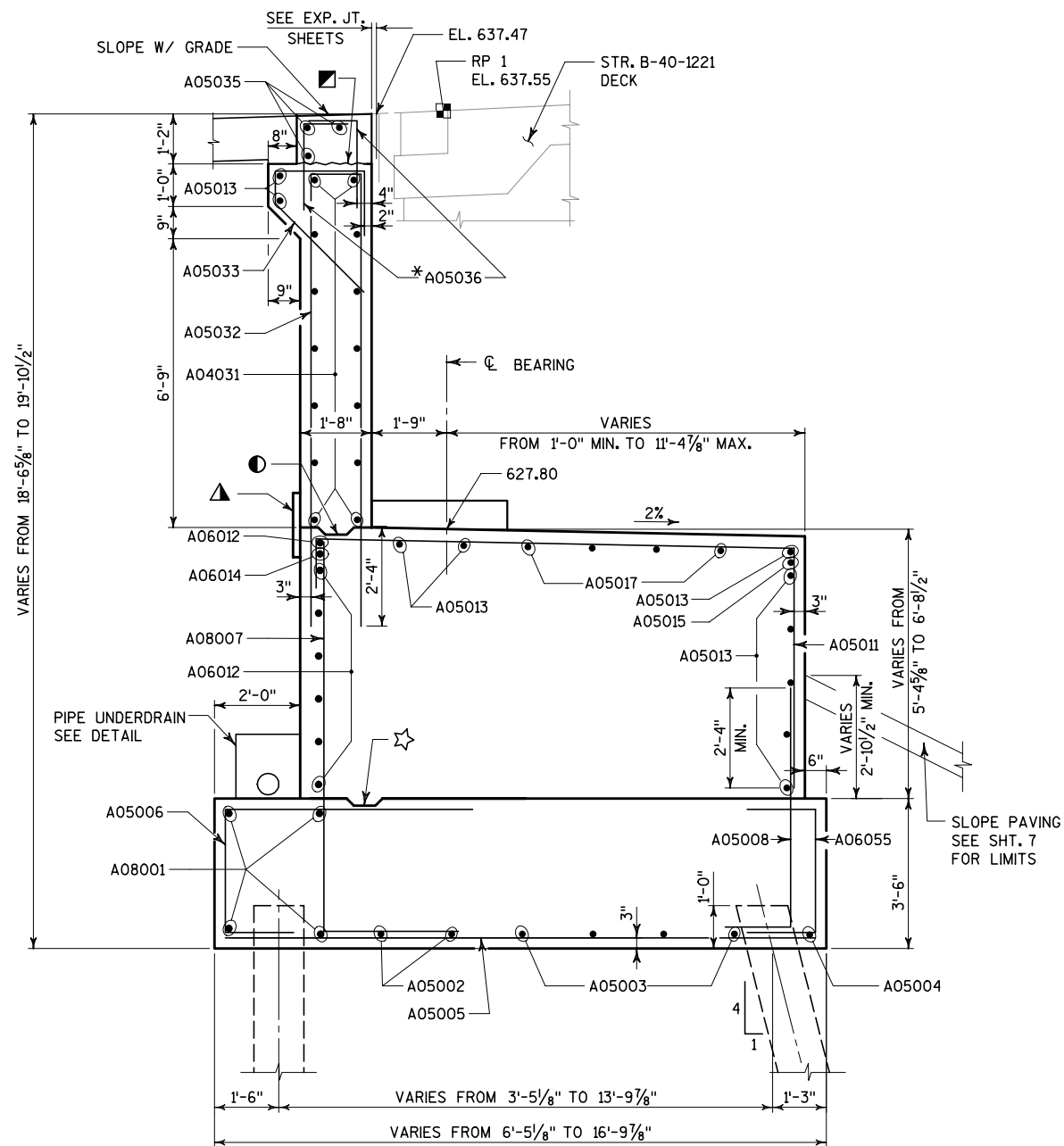
▲ 18" RUBBERIZED MEMBRANE WATERPROOFING.

NOTES

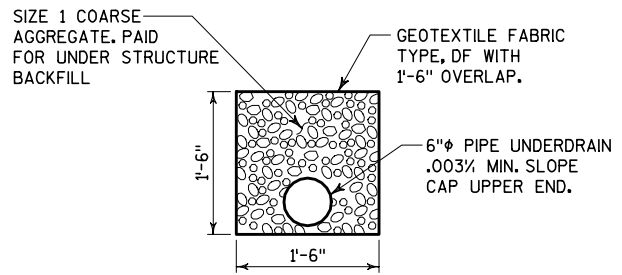
- SEE SHEET 5 FOR GENERAL NOTES.
- ELEVATIONS AND DIMENSIONS MARKED BY
* ** DEPEND ON THE ASSUMED BEARING
DIMENSIONS TABULATED ON SHEET 58.
CONTRACTOR SHALL ADJUST AS REQUIRED
TO SUIT THE ACTUAL BEARINGS SELECTED.
MINIMUM PEDESTAL HEIGHT IS 6 $\frac{3}{8}$ ".
- EYELETS TO BE PROVIDED AT THE FRONT FACE OF
ABUTMENTS DIRECTED BY ENGINEER.
- P.U. = PIPE UNDERDRAIN
B.F. = BACK FACE
F.F. = FRONT FACE
E.F. = EACH FACE
- BARS INDICATED THUS: 3x4-A05035 INDICATES
3 LINES OF BARS WITH 4 LENGTHS PER LINE.



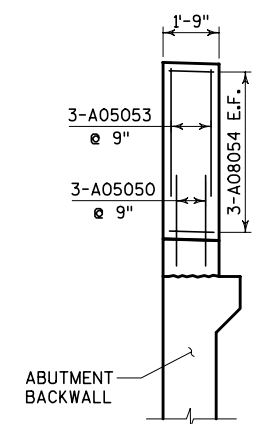
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	OD
			PLANS CK'D. TFS
ABUTMENT NE1			SHEET 30 OF 162



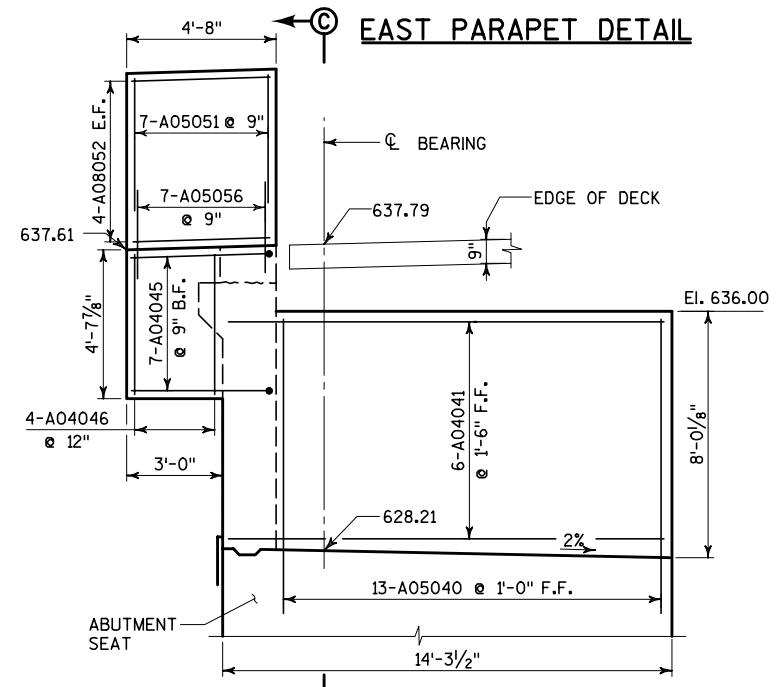
SECTION A-A



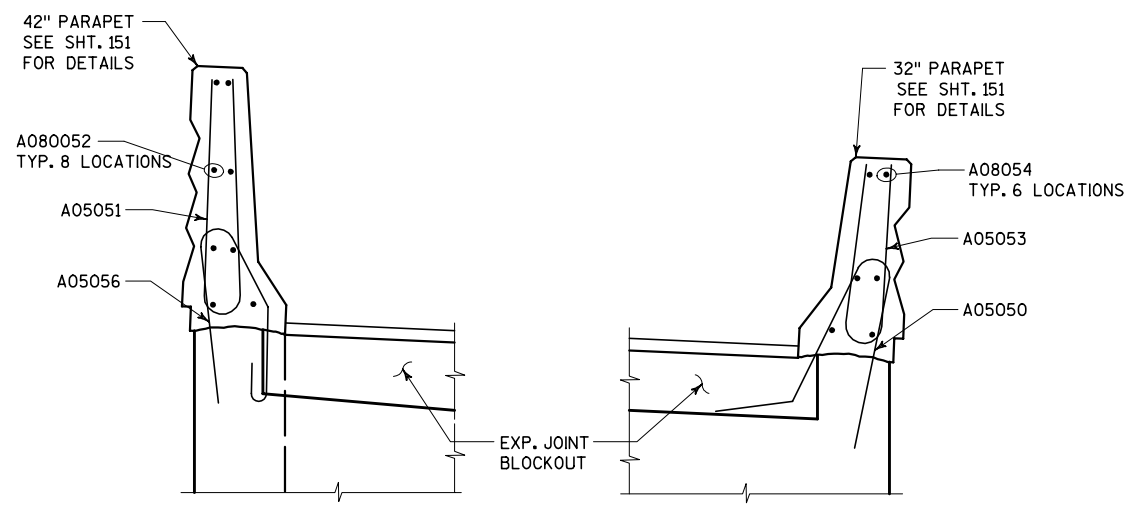
PIPE UNDERDRAIN DETAIL



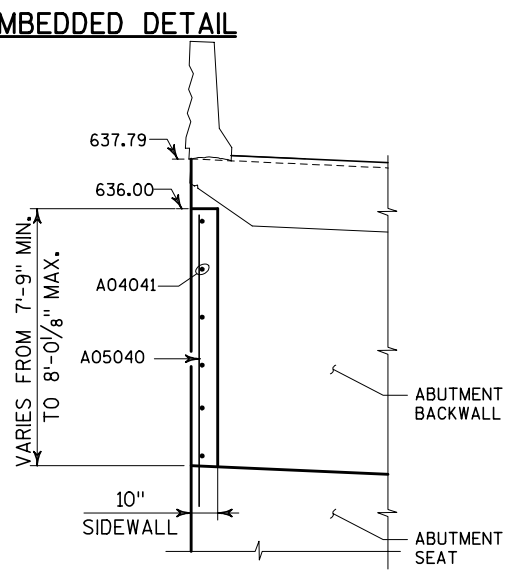
EAST PARAPET DETAIL
LOOKING WEST



SIDEWALL & WEST PARAPET ELEVATION
LOOKING EAST
ALL ELEVATIONS @ OUTSIDE FACE OF ABUT./SIDEWALL



PARAPET EMBEDDED DETAIL
LOOKING NORTH

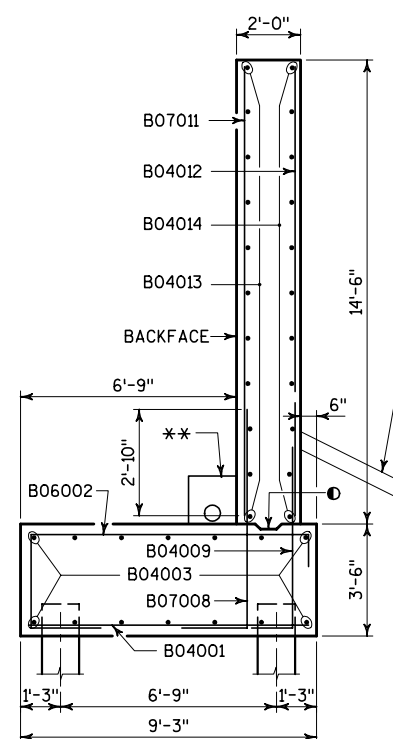
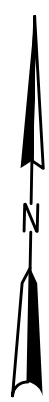
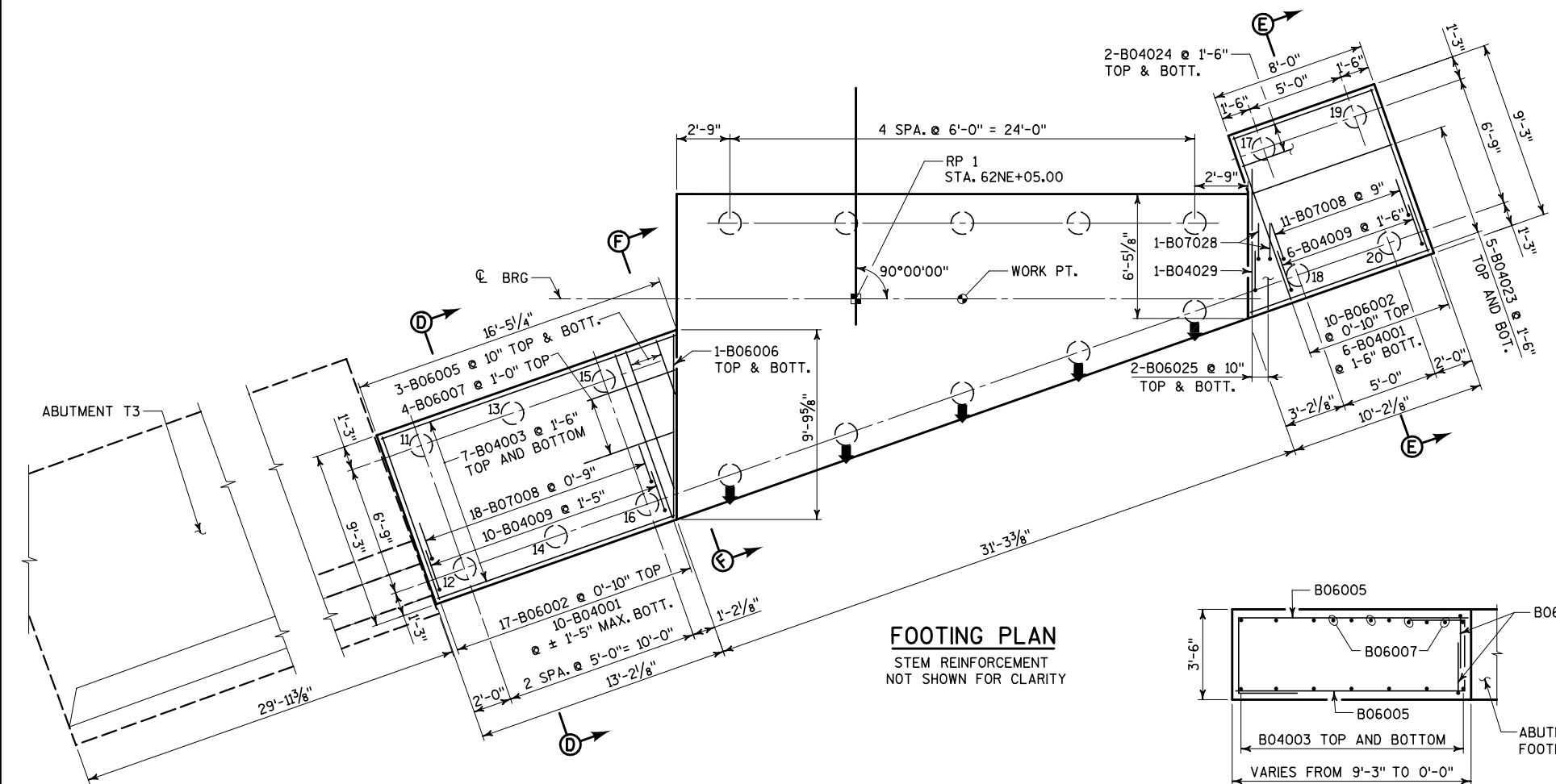


SECTION C-C
ALL ELEVATIONS @ CL OF BEARING

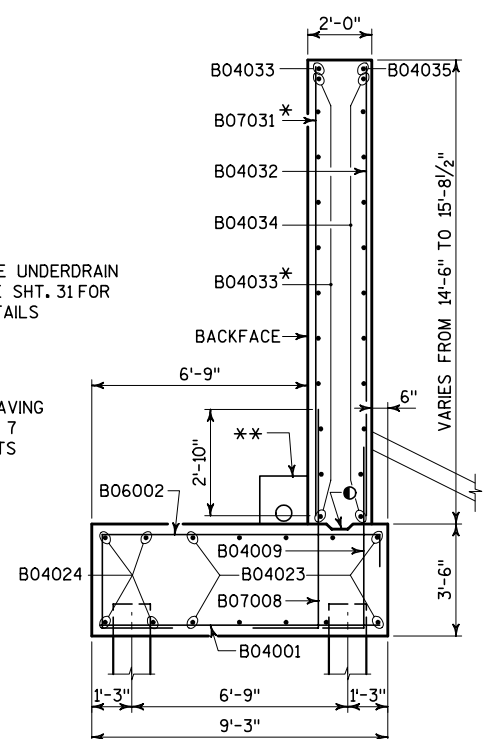
LEGEND

- ☆ KEYED CONST. JOINT FORMED BY A BEVELED 2" x 6".
- OPTIONAL KEYED CONT. JOINT FORMED BY BEVELED 2" x 6".
- POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE. STRIKE OFF AND LEAVE ROUGH.
- * ANCHOR INTO PLACE W/ EPOXY RESIN AFTER MODULAR JOINT IS IN POSITION. FOLLOW STD. SPEC. FOR CONCRETE MASONRY ANCHOR, TYPE S WITH A MIN. PULLOUT CAPACITY OF 20 KIPS AND EMBEDM'T OF 1'-0".
- ▲ 18" RUBBERIZED MEMBRANE WATERPROOFING.

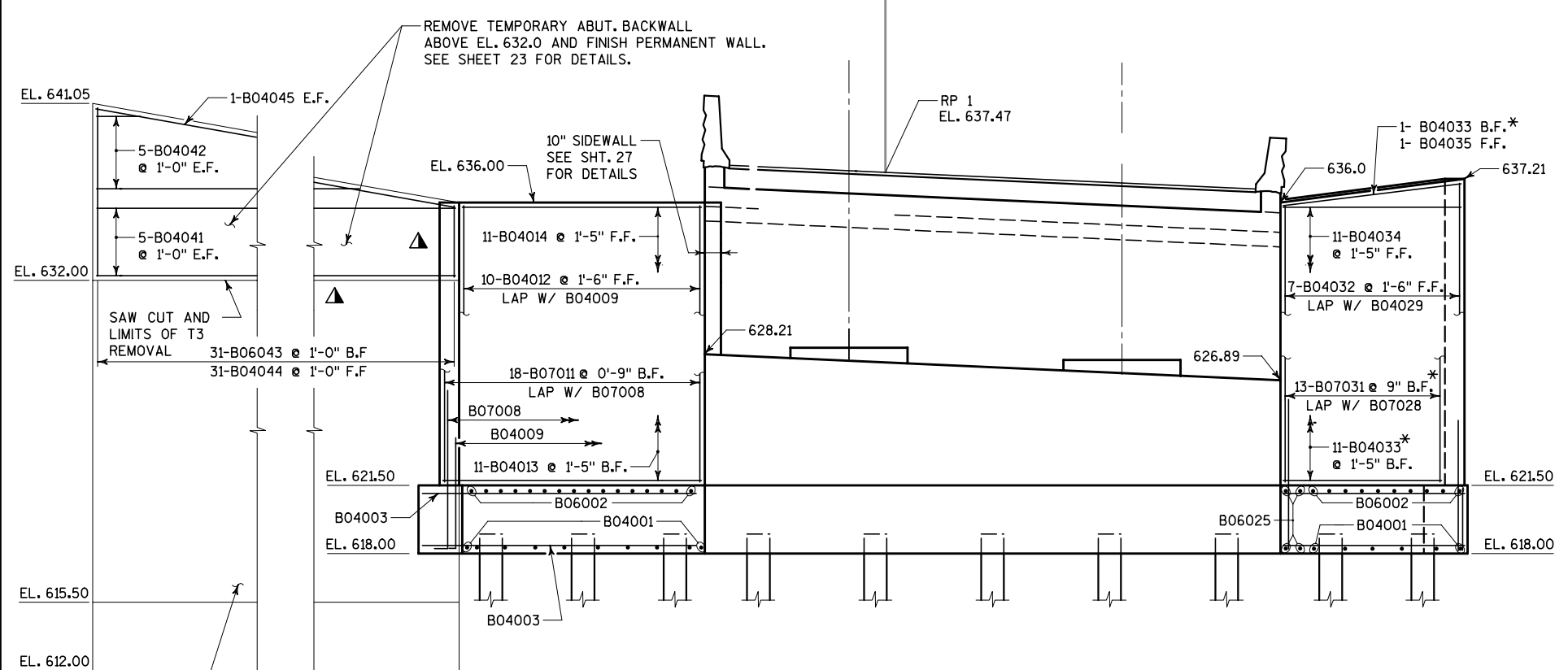
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	OD
ABUTMENT NE1 DETAILS		PLANS CK'D. JCP	
		SHEET 31 OF 162	



SECTION D-D

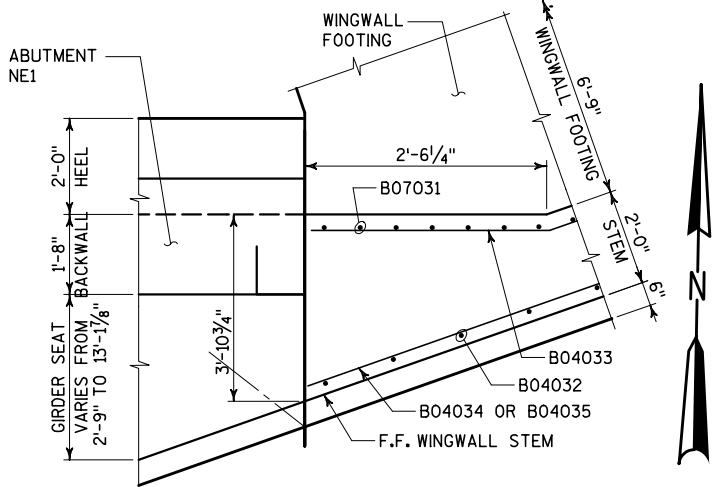


SECTION E-E



ELEVATION

LOOKING NORTH-DOWNSTATION
FOOTING AND SEAT EL. AT ϕ BEARING
BACKWALL EL. AT F.F. BACKWALL
SIDEWALL REINFORCEMENT AND
BACKROW PILES NOT SHOWN FOR CLARITY.



DETAIL 2

NOTE

SEE SHEET 23 FOR EXCAVATION AND
NOTES RELATED TO T3 REMOVAL
AND WINGWALL CONSTRUCTION.

LEGEND

- KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6"
- ▲ 18" RUBBERIZED MEMBRANE WATERPROOFING.

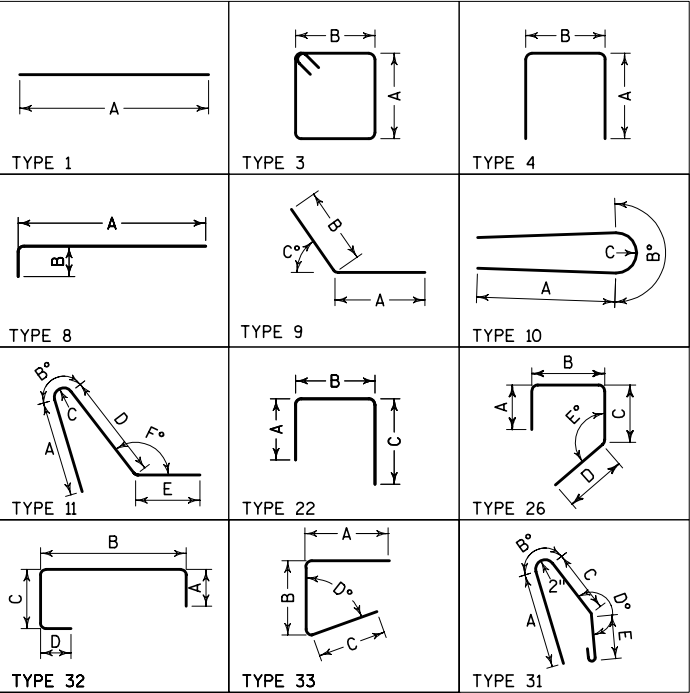
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CK'D. JCP
ABUTMENT NE1 WING WALLS			SHEET 32 OF 162

NORTH ABUTMENT NE1

BAR INFORMATION						BAR DIMENSIONS						LOCATION	REMARKS
BAR MARK	COAT	NO. REQ'D	CUT LENGTH	TOTAL WT (LB)	BEND TYPE	A	B	C	D	E	F		
A08001		4	29'-0"	310	1	29'-0"						FOOTING HORIZONTAL	
A05002		2	29'-0"	60	1	29'-0"						FOOTING HORIZONTAL	
A05003		6	17'-4"	108	1	17'-4"						FOOTING HORIZONTAL	DIM'N A VARIES FROM 6'-8" TO 28'-0"
A05004		1	30'-9"	32	1	30'-9"						FOOTING HORIZONTAL	
A05005		30	10'-11"	342	1	10'-11"						FOOTING HORIZONTAL	DIM'N A VARIES FROM 5'-9" TO 16'-2"
A05006		21	10'-8"	234	22	3'-0"	3'-0"	4'-11"				FOOTING HORIZONTAL AND BACK	
A08007	E	30	12'-1"	968	8	9'-1"	3'-2"					FOOTING DOWEL	DIM'N A VARIES FROM 5'-2" TO 6'-6"
A05008	E	30	7'-8"	240	8	6'-11"	0'-10"					FOOTING DOWEL	
A05011	E	30	16'-3"	508	33	1'-5"	10'-1"	5'-0"	91.15°			BODY FRONT AND TOP	DIM'N B VARIES FROM 4'-10" TO 15'-3"
A06012	E	7	29'-0"	305	1	29'-0"						BODY HORIZONTAL	
A05013	E	10	29'-0"	302	1	29'-0"						BODY HORIZONTAL	
A06014	E	1	14'-0"	21	1	14'-0"						BODY HORIZONTAL	
A05015	E	1	14'-0"	15	1	14'-0"						BODY HORIZONTAL	
A05017	E	6	14'-8"	92	1	14'-8"						BODY HORIZONTAL	DIM'N A VARIES FROM 3'-11" TO 25'-4"
A05018	E	7	16'-10"	123	33	1'-8"	13'-9"	1'-8"	70.6°			BODY HORIZONTAL	
A04021	E	6	6'-7"	26	4	2'-0"	2'-9"					PEDESTAL	
A04022	E	6	9'-4"	37	4	2'-0"	5'-6"					PEDESTAL	
A04023	E	4	2'-10"	8	1	2'-10"						PEDESTAL	
A04024	E	6	12'-10"	51	3	3'-1"	3'-1"					PEDESTAL	
A04031	E	14	29'-0"	271	1	29'-0"						BACKWALL HORIZONTAL	
A05032	E	30	22'-4"	699	4	10'-8"	1'-3"					BACKWALL VERTICAL	
A05033	E	30	6'-8"	209	26	1'-5"	2'-0"	0'-8"	2'-10"	135°		BACKWALL HAUNCH	
A05035	E	12	7'-9"	97	1	7'-9"						JOINT HORIZONTAL	
A05036	E	56	3'-4"	195	8	2'-2"	1'-3"					JOINT VERTICAL	
A05040	E	13	9'-1"	123	1	9'-1"						SIDEWALL VERTICAL	
A04041	E	6	13'-8"	55	1	13'-8"						SIDEWALL HORIZONTAL	
A04045	E	7	4'-11"	23	8	4'-4"	0'-8"					WINGWALL HORIZONTAL	
A04046	E	4	4'-2"	11	1	4'-2"						WINGWALL VERTICAL	
A05050	E	3	5'-4"	56	11	1'-9"	159°	0'-2"	2'-0"	1'-0"	116°	PARAPET DOWEL	
A05051	E	7	6'-10"	50	10	3'-0"	184°	0'-3"				42" PARAPET HAIRPINS	
A08052	E	8	4'-4"	93	1	4'-4"						42" PARAPET HORIZONTAL	
A05053	E	3	5'-3"	16	10	2'-2"	186°	0'-3"				32" PARAPET HAIRPINS	
A08054	E	6	1'-5"	23	1	1'-5"						32" PARAPET HORIZONTAL	
A06055		21	8'-9"	276	4	3'-0"	3'-0"					FOOTING HOR. AND FRONT	
A05056	E	7	5'-3"	39	31	1'-9"	159°	1'-1"	209°	1'-3"		PARAPET DOWEL	WITH STANDARD HOOK ON "E" LEG
B04001		16	8'-9"	94	1	8'-9"						WINGWALL FOOTING HOR. BOTT.	
B06002		17	13'-3"	338	32	1'-0"	3'-0"	1'-0"				WINGWALL FTG. HOR. TOP & FRONT	DIM'N 'A' VARIES FROM 12'-8" TO 15'-11"
B04003		14	14'-3"	133	1	14'-3"						WINGWALL FOOTING HOR.	DIM'N 'C' VARIES FROM 2'-7" TO 7'-4"
B06005		6	8'-10"	80	22	1'-0"	5'-0"					WINGWALL FOOTING HOR.	
B06006		2	12'-1"	36	8	9'-3"						WINGWALL FOOTING HOR.	
B06007	E	4	9'-0"	54	1	9'-0"						WINGWALL FOOTING HOR.	
B07008	E	31	7'-1"	449	8	6'-1"						WINGWALL FOOTING DOWEL	
B04009	E	17	5'-4"	61	8	4'-9"						WINGWALL FOOTING DOWEL	
B07011	E	18	14'-1"	518	1	14'-1"						WINGWALL BODY VERT.	
B04012	E	10	14'-1"	94	1	14'-1"						WINGWALL BODY VERT.	
B04013	E	11	13'-7"	100	1	13'-7"						WINGWALL BODY HOR.	
B04014	E	11	13'-0"	96	1	13'-0"						WINGWALL BODY HOR.	DIM'N 'A' VARIES FROM 9'-9" TO 7'-7"
B04023		10	8'-8"	58	1	8'-8"						WINGWALL FOOTING HOR.	
B04024		4	7'-6"	20	1	7'-6"						WINGWALL FOOTING HOR.	
B06025		4	9'-4"	56	1	9'-4"						WINGWALL FOOTING HOR.	DIM'N 'A' VARIES FROM 14'-1" TO 15'-3"
B07031	E	13	14'-8"	390	1	14'-8"						WINGWALL BODY VERT.	DIM'N 'A' VARIES FROM 14'-1" TO 15'-3"
B04032	E	7	14'-8"	69	1	14'-8"						WINGWALL BODY VERT.	
B04033	E	12	8'-7"	69	9	2'-6"	20°					WINGWALL BODY HOR.	
B04034	E	11	9'-6"	70	1	9'-6"						BODY HOR.WINGWALL	
B04035	E	1	9'-10"	7	1	9'-10"						ABUT. T3 WINGWALL HOR.	
B04041	E	10	29'-5"	197	1	29'-5"						ABUT. T3 WINGWALL HOR.	DIM'N 'A' VARIES FROM 2'-7" TO 27'-1"
B04042	E	10	14'-8"	98	1	14'-8"						ABUT. T3 WINGWALL HOR.	DIM'N 'A' VARIES FROM 3'-6" TO 8'-6"
B06043	E	31	6'-0"	279	1	6'-0"						ABUT. T3 WINGWALL VERT.	DIM'N 'A' VARIES FROM 3'-6" TO 8'-6"
B04044	E	31	6'-0"	124	1	6'-0"						ABUT. T3 WINGWALL VERT.	
B04045	E	2	30'-0"	40	1	30'-0"						WINGWALL BODY HOR.	

STATE PROJECT NUMBER

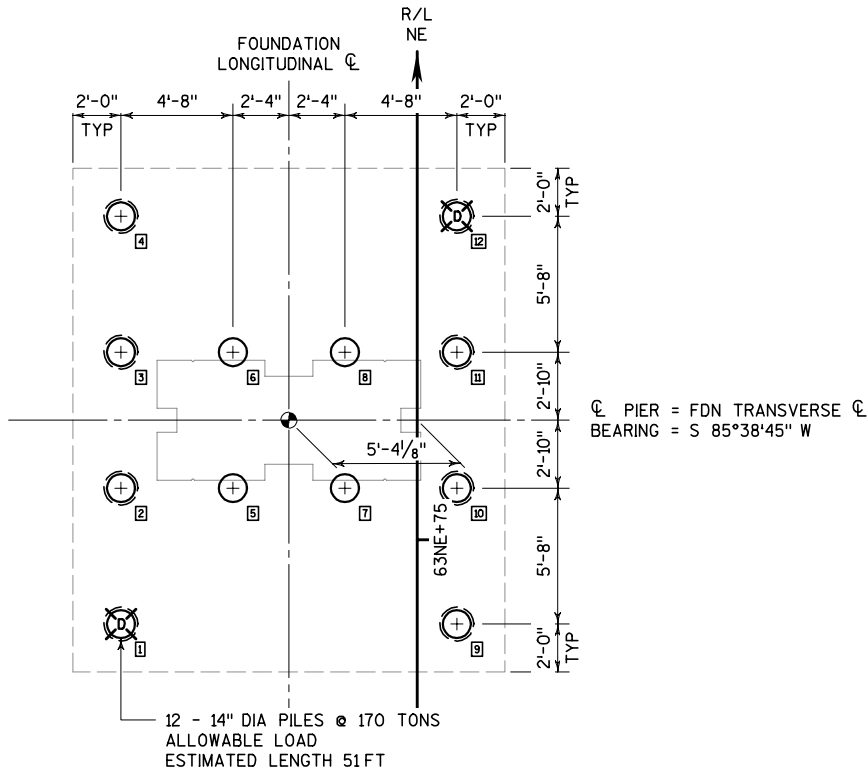
1060-05-75



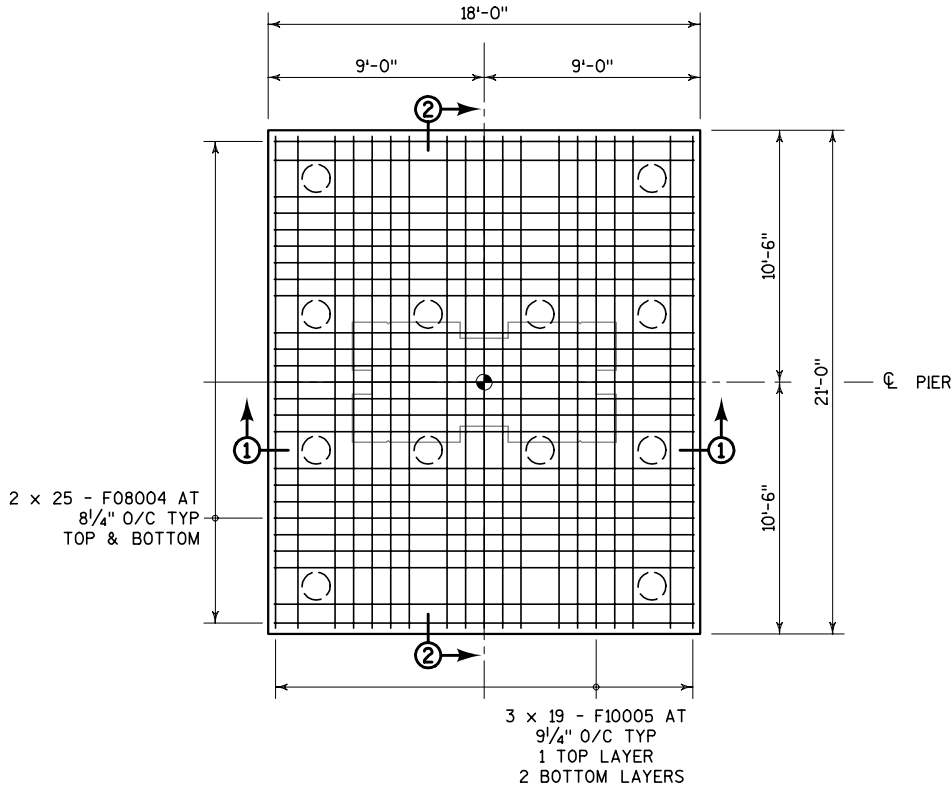
NOTES:

- THE FIRST ONE OR TWO DIGITS IN THE BAR MARK DENOTES THE BAR SIZE.
- THE ENTRY IN THE 'COAT' COLUMN IS DEFINED AS FOLLOWS:
BLANK = UNCOATED
E = EPOXY COATED
- BAR SERIES ARE INDICATED BY A CUT LENGTH AND ONE DIMENSION THAT VARIES. SEE THE ACCOMPANYING BAR SERIES TABLE FOR SET COUNT AND BAR LENGTHS.
- ALL BENDS AND BAR EXTENSIONS ARE STANDARD AASHTO DIMENSIONS UNLESS OTHERWISE NOTED.
- BARS ARE SYMMETRIC UNLESS OTHERWISE NOTED.

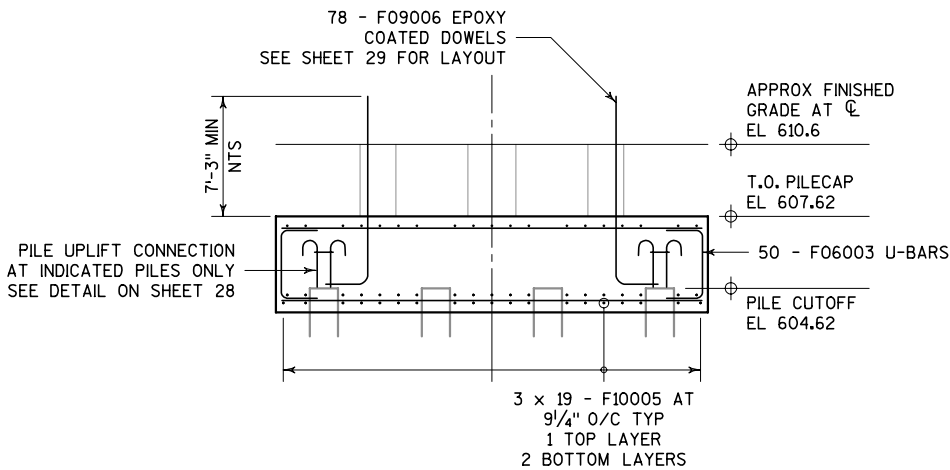
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CK'D. JCP
ABUTMENT NE1 REINFORCEMENT SCHEDULE			SHEET 33 OF 162



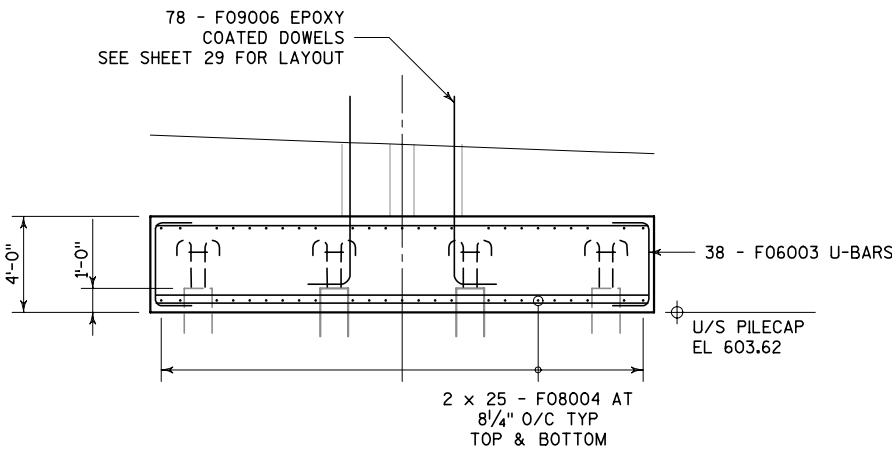
PILE LAYOUT



PLAN SECTION



TRANSVERSE SECTION 1-1
(LONGITUDINAL U-BARS NOT SHOWN FOR CLARITY)

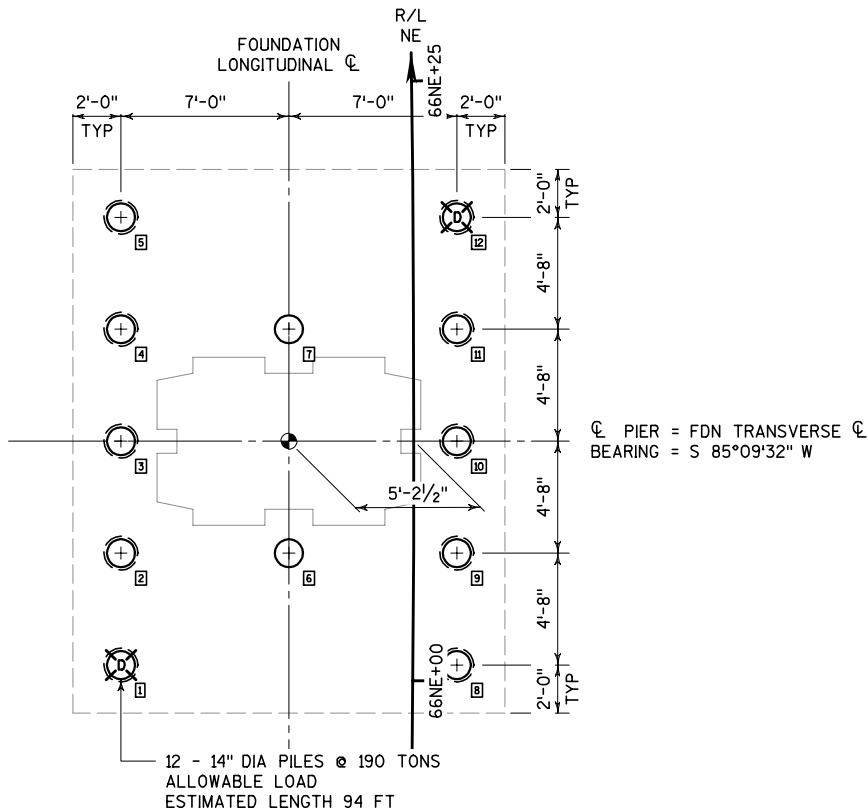


LONGITUDINAL SECTION 2-2
(TRANSVERSE U-BARS NOT SHOWN FOR CLARITY)

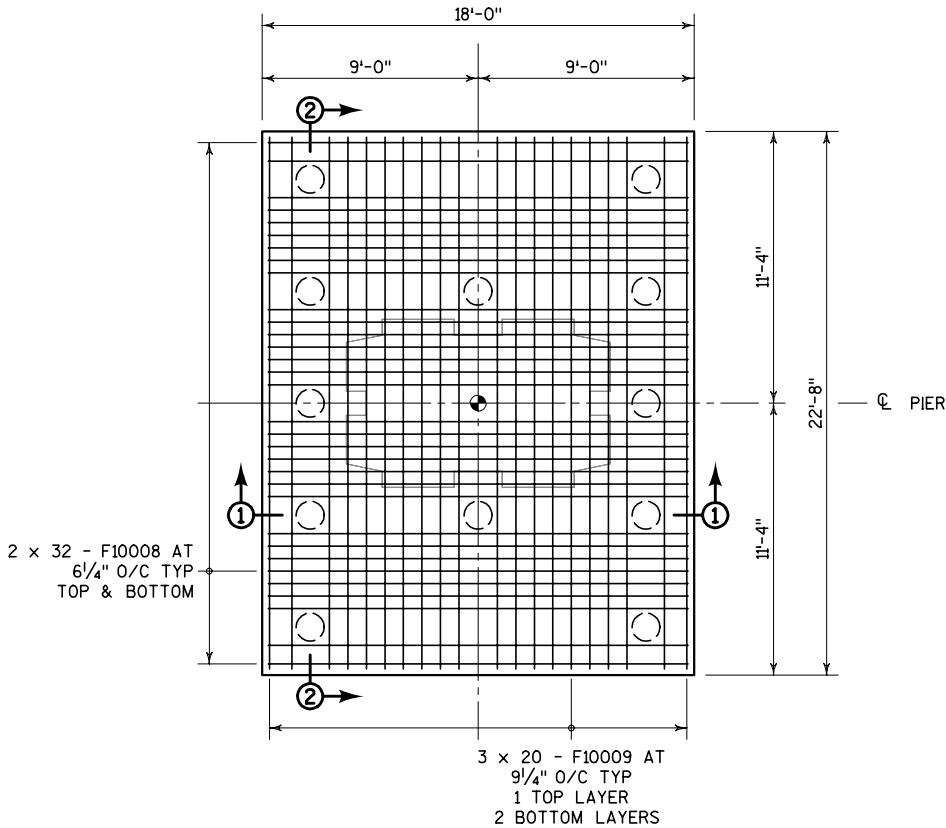
- LEGEND**
- DYNAMIC PILE LOAD TESTING LOCATION.
 - NOTE THAT PAY ITEMS SPV.0060.2060 AND SPV.0060.2065 INCLUDE ONLY THE PREMIUM COST ASSOCIATED WITH THE DYNAMIC LOAD TESTING OF THESE PILES. PAYMENT FOR ALL OTHER ASPECTS OF THESE PILES IS INCLUDED UNDER OTHER PAY ITEMS.
 - TEST PILES REQUIRE AN INTERIM CUTOFF ELEVATION THAT IS HIGHER THAN THE FINAL CUTOFF ELEVATION. THIS ADDITIONAL LENGTH WILL BE PAID FOR UNDER THE PILING PAY ITEM AND HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES.
 - FOUNDATION WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 63NE+80.00
OFFSET 5.34' LT
E 601766.33
N 298915.62
 - PILE LOCATION WHERE UPLIFT CONNECTION IS REQUIRED.
 - PILE LOCATION - UPLIFT CONNECTION NOT REQUIRED.
 - PILE NUMBER.

- NOTES**
- SEE SHEET 5 FOR GENERAL NOTES.
 - MAINTAIN MINIMUM 4" CLEAR COVER FROM TOP OR BOTTOM FACE TO MAIN REINFORCEMENT. MAINTAIN MINIMUM 3" CLEAR COVER FROM SIDE FACE TO ALL BARS.
 - FOR CLARITY, TOP REINFORCEMENT IS SHOWN DIRECTLY ABOVE BOTTOM REINFORCEMENT. TOP REINFORCEMENT MAY BE SPACED UNIFORMLY AND MAY BE SHIFTED OR BENT AS REQUIRED TO CLEAR PIER SHAFT DOWELS.
SPACING GIVEN IS ACTUAL SPACING OF BARS ARRANGED IN GROUPS BETWEEN PILES AS SHOWN.
 - SEE SHEET 21 FOR FOUNDATION LAYOUT.
 - SEE SHEET 28 FOR FOUNDATION DETAILS.
 - SEE SHEET 29 FOR DOWEL LAYOUTS.
 - SEE SHEET 23 FOR FOUNDATION EXCAVATION INFORMATION.
 - SEE SHEET 50 FOR PIER DESIGN INFORMATION.

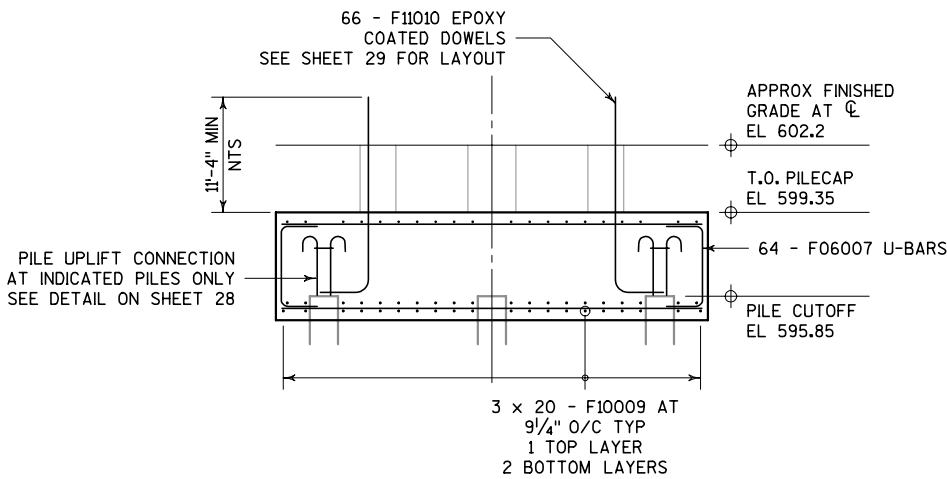
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CKD. JCP
FOUNDATION PIER NE2			SHEET 34 OF 162 MAR 21 2005



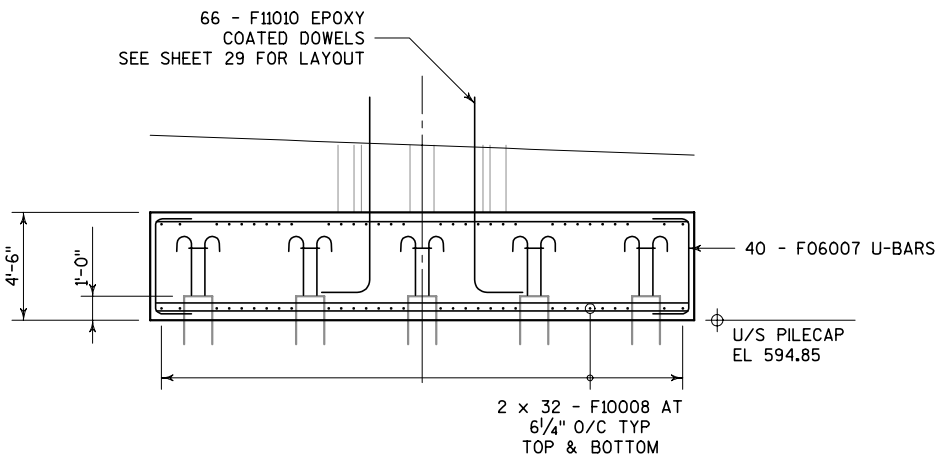
PILE LAYOUT



PLAN SECTION



TRANSVERSE SECTION 1-1
(LONGITUDINAL U-BARS NOT SHOWN FOR CLARITY)

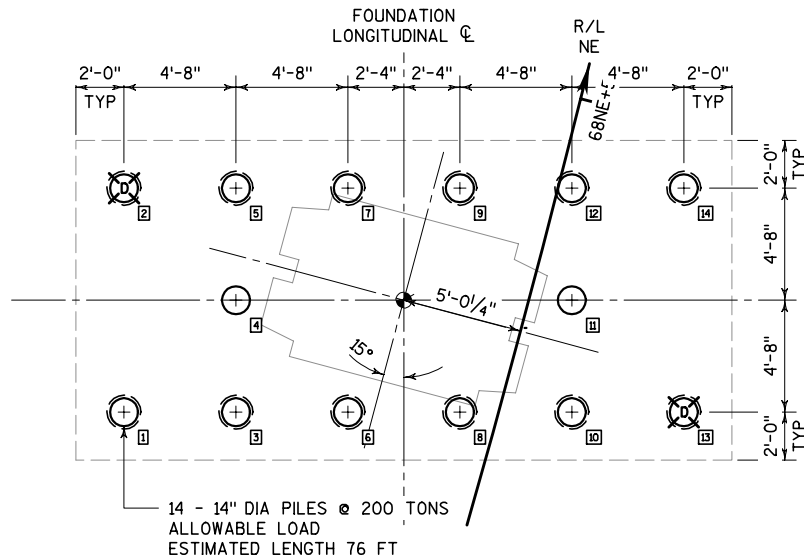


LONGITUDINAL SECTION 2-2
(TRANSVERSE U-BARS NOT SHOWN FOR CLARITY)

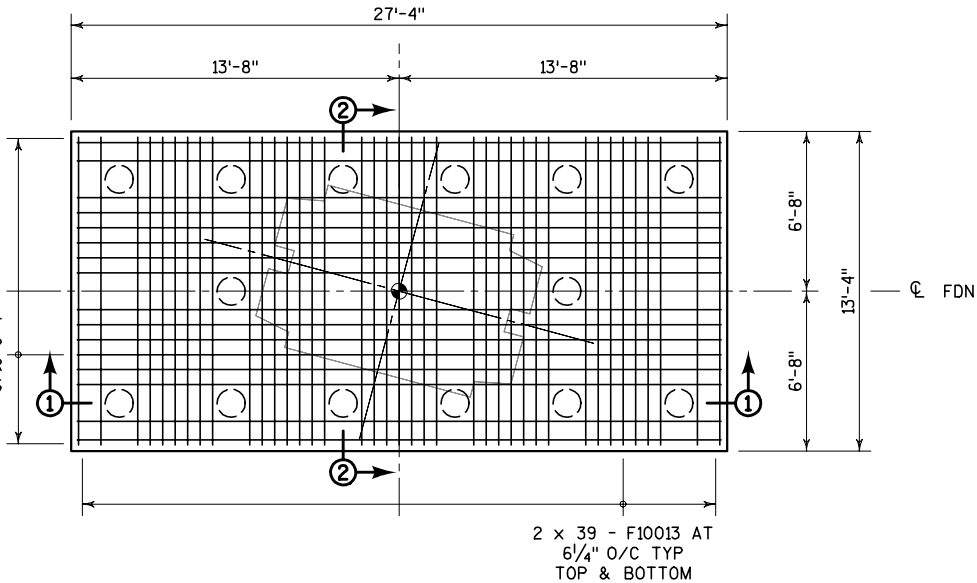
- LEGEND**
- DYNAMIC PILE LOAD TESTING LOCATION.
NOTE THAT PAY ITEMS SPV.0060.2060 AND SPV.0060.2065 INCLUDE ONLY THE PREMIUM COST ASSOCIATED WITH THE DYNAMIC LOAD TESTING OF THESE PILES. PAYMENT FOR ALL OTHER ASPECTS OF THESE PILES IS INCLUDED UNDER OTHER PAY ITEMS.
TEST PILES REQUIRE AN INTERIM CUTOFF ELEVATION THAT IS HIGHER THAN THE FINAL CUTOFF ELEVATION. THIS ADDITIONAL LENGTH WILL BE PAID FOR UNDER THE PILING PAY ITEM AND HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES.
 - FOUNDATION WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 66NE+10.00
OFFSET 5.2' LT
E 601783.70
N 298686.32
 - PILE LOCATION WHERE UPLIFT CONNECTION IS REQUIRED.
 - PILE LOCATION - UPLIFT CONNECTION NOT REQUIRED.
 - PILE NUMBER.

- NOTES**
- SEE SHEET 5 FOR GENERAL NOTES.
 - MAINTAIN MINIMUM 4" CLEAR COVER FROM TOP OR BOTTOM FACE TO MAIN REINFORCEMENT. MAINTAIN MINIMUM 3" CLEAR COVER FROM SIDE FACE TO ALL BARS.
 - FOR CLARITY, TOP REINFORCEMENT IS SHOWN DIRECTLY ABOVE BOTTOM REINFORCEMENT. TOP REINFORCEMENT MAY BE SPACED UNIFORMLY AND MAY BE SHIFTED OR BENT AS REQUIRED TO CLEAR PIER SHAFT DOWELS.
SPACING GIVEN IS ACTUAL SPACING OF BARS ARRANGED IN GROUPS BETWEEN PILES AS SHOWN.
 - SEE SHEET 21 FOR FOUNDATION LAYOUT.
 - SEE SHEET 28 FOR FOUNDATION DETAILS.
 - SEE SHEET 29 FOR DOWEL LAYOUTS.
 - SEE SHEET 24 FOR FOUNDATION EXCAVATION INFORMATION.
 - SEE SHEET 51 FOR PIER DESIGN INFORMATION.

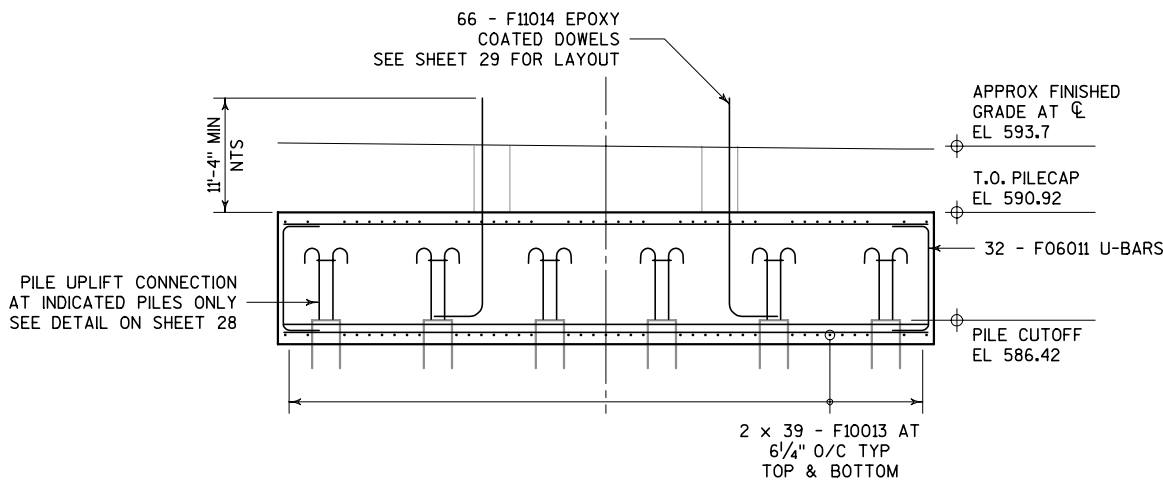
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
FOUNDATION PIER NE3			SHEET 35 OF 162
			MAR 21 2005



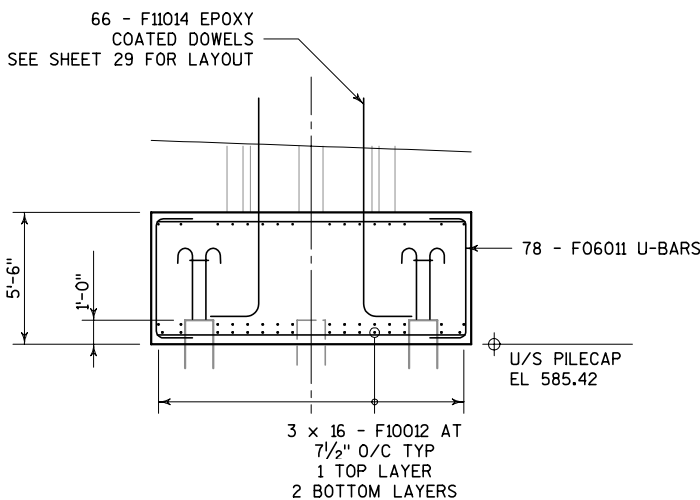
PILE LAYOUT



PLAN SECTION



TRANSVERSE SECTION 1-1
(LONGITUDINAL U-BARS NOT SHOWN FOR CLARITY)



LONGITUDINAL SECTION 2-2
(TRANSVERSE U-BARS NOT SHOWN FOR CLARITY)

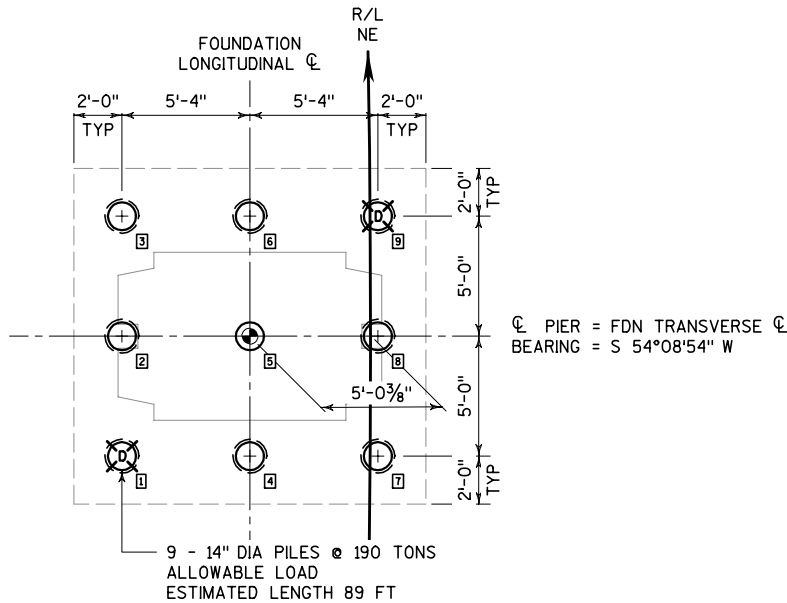
LEGEND

- ✕ DYNAMIC PILE LOAD TESTING LOCATION.
- NOTE THAT PAY ITEMS SPV.0060.2060 AND SPV.0060.2065 INCLUDE ONLY THE PREMIUM COST ASSOCIATED WITH THE DYNAMIC LOAD TESTING OF THESE PILES. PAYMENT FOR ALL OTHER ASPECTS OF THESE PILES IS INCLUDED UNDER OTHER PAY ITEMS.
- TEST PILES REQUIRE AN INTERIM CUTOFF ELEVATION THAT IS HIGHER THAN THE FINAL CUTOFF ELEVATION. THIS ADDITIONAL LENGTH WILL BE PAID FOR UNDER THE PILING PAY ITEM AND HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES.
- FOUNDATION WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
- STA 68NE+40.00
OFFSET 5.03' LT
E 601828.74
N 298462.89
- PILE LOCATION WHERE UPLIFT CONNECTION IS REQUIRED.
- PILE LOCATION - UPLIFT CONNECTION NOT REQUIRED.
- 2 PILE NUMBER.

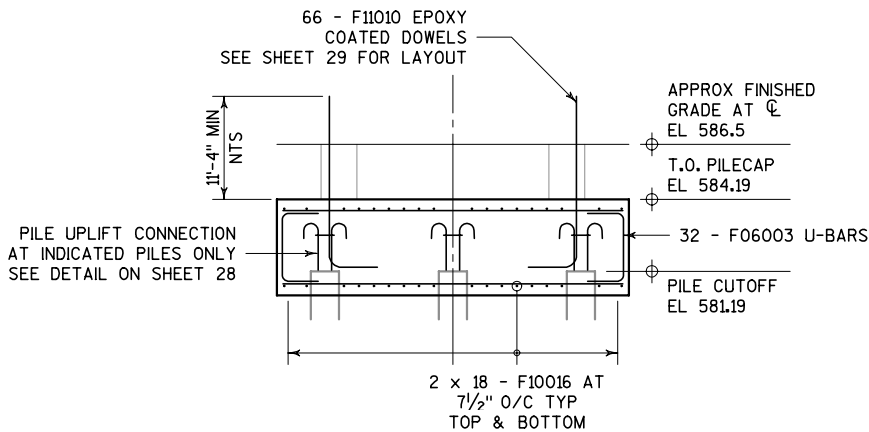
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- MAINTAIN MINIMUM 4" CLEAR COVER FROM TOP OR BOTTOM FACE TO MAIN REINFORCEMENT. MAINTAIN MINIMUM 3" CLEAR COVER FROM SIDE FACE TO ALL BARS.
- FOR CLARITY, TOP REINFORCEMENT IS SHOWN DIRECTLY ABOVE BOTTOM REINFORCEMENT. TOP REINFORCEMENT MAY BE SPACED UNIFORMLY AND MAY BE SHIFTED OR BENT AS REQUIRED TO CLEAR PIER SHAFT DOWELS. SPACING GIVEN IS ACTUAL SPACING OF BARS ARRANGED IN GROUPS BETWEEN PILES AS SHOWN.
- SEE SHEET 21 FOR FOUNDATION LAYOUT.
- SEE SHEET 28 FOR FOUNDATION DETAILS.
- SEE SHEET 29 FOR DOWEL LAYOUTS.
- SEE SHEET 24 FOR FOUNDATION EXCAVATION INFORMATION.
- SEE SHEET 52 FOR PIER DESIGN INFORMATION.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CKD. JCP
FOUNDATION PIER NE4			SHEET 36 OF 162 MAR 21 2005

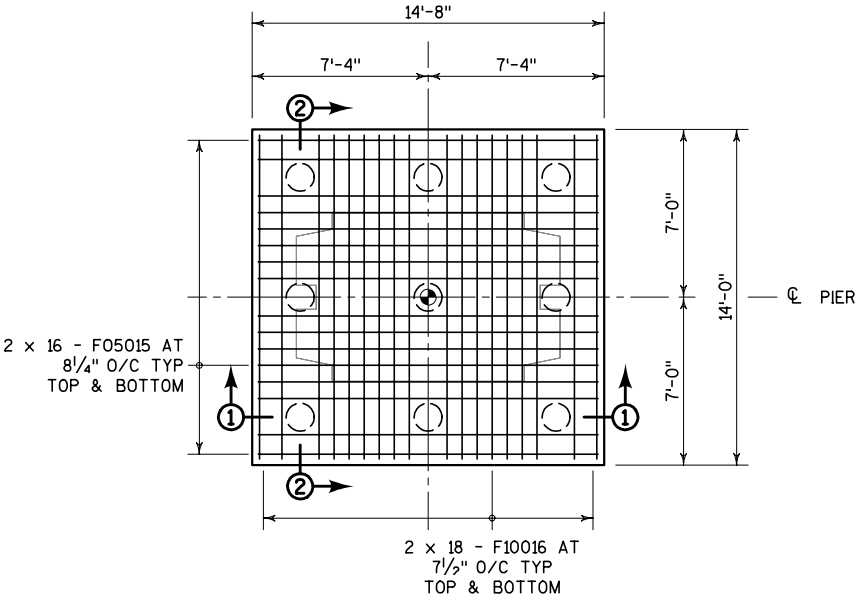


PILE LAYOUT

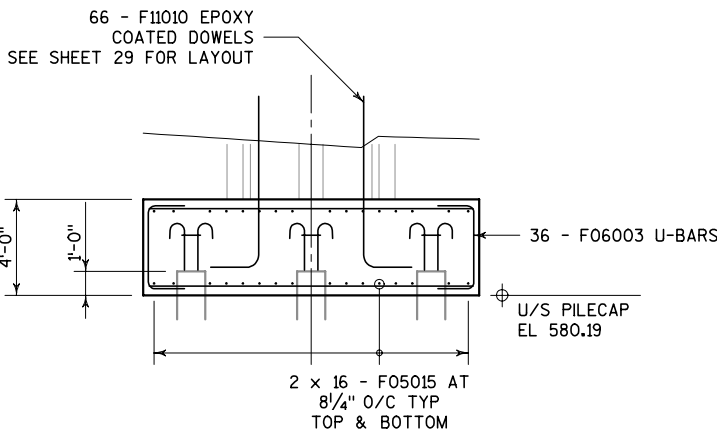


TRANSVERSE SECTION 1-1

(LONGITUDINAL U-BARS NOT SHOWN FOR CLARITY)



PLAN SECTION



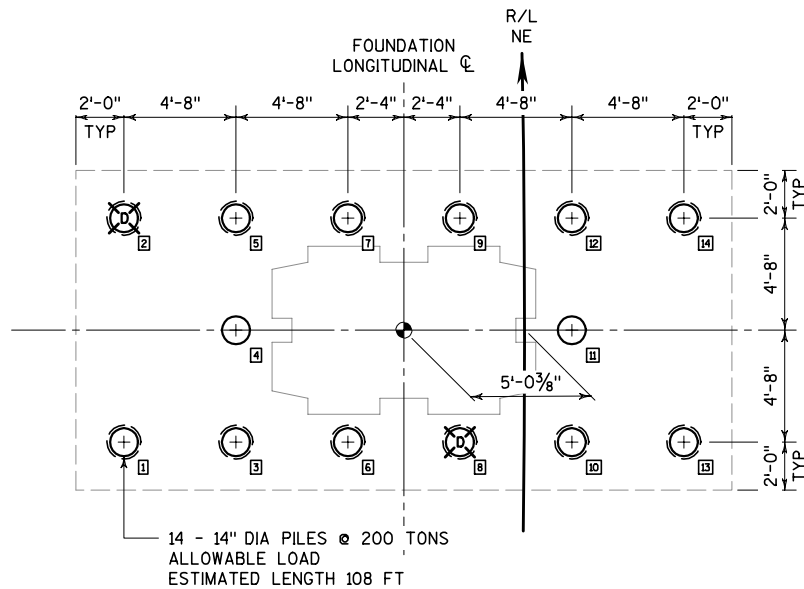
LONGITUDINAL SECTION 2-2

(TRANSVERSE U-BARS NOT SHOWN FOR CLARITY)

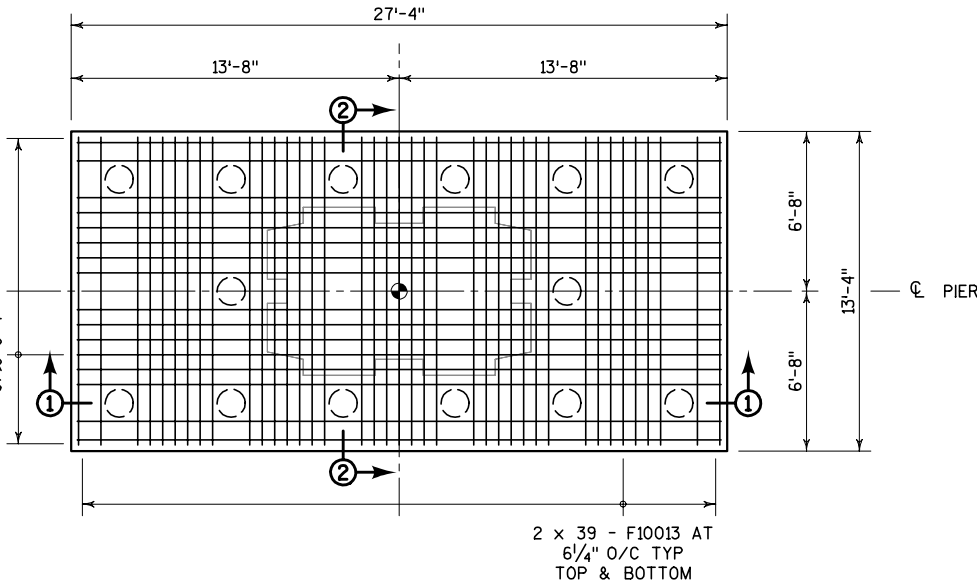
- LEGEND**
- DYNAMIC PILE LOAD TESTING LOCATION.
NOTE THAT PAY ITEMS SPV.0060.2060 AND SPV.0060.2065 INCLUDE ONLY THE PREMIUM COST ASSOCIATED WITH THE DYNAMIC LOAD TESTING OF THESE PILES. PAYMENT FOR ALL OTHER ASPECTS OF THESE PILES IS INCLUDED UNDER OTHER PAY ITEMS.
TEST PILES REQUIRE AN INTERIM CUTOFF ELEVATION THAT IS HIGHER THAN THE FINAL CUTOFF ELEVATION. THIS ADDITIONAL LENGTH WILL BE PAID FOR UNDER THE PILING PAY ITEM AND HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES.
 - FOUNDATION WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 70NE+12.50
OFFSET 5.03' LT
E 601909.07
N 298312.37
 - PILE LOCATION WHERE UPLIFT CONNECTION IS REQUIRED.
 - PILE LOCATION - UPLIFT CONNECTION NOT REQUIRED.
 - PILE NUMBER.

- NOTES**
- SEE SHEET 5 FOR GENERAL NOTES.
 - MAINTAIN MINIMUM 4" CLEAR COVER FROM TOP OR BOTTOM FACE TO MAIN REINFORCEMENT. MAINTAIN MINIMUM 3" CLEAR COVER FROM SIDE FACE TO ALL BARS.
 - FOR CLARITY, TOP REINFORCEMENT IS SHOWN DIRECTLY ABOVE BOTTOM REINFORCEMENT. TOP REINFORCEMENT MAY BE SPACED UNIFORMLY AND MAY BE SHIFTED OR BENT AS REQUIRED TO CLEAR PIER SHAFT DOWELS.
SPACING GIVEN IS ACTUAL SPACING OF BARS ARRANGED IN GROUPS BETWEEN PILES AS SHOWN.
 - SEE SHEET 21 FOR FOUNDATION LAYOUT.
 - SEE SHEET 28 FOR FOUNDATION DETAILS.
 - SEE SHEET 29 FOR DOWEL LAYOUTS.
 - SEE SHEET 25 FOR FOUNDATION EXCAVATION INFORMATION.
 - SEE SHEET 53 FOR PIER DESIGN INFORMATION.

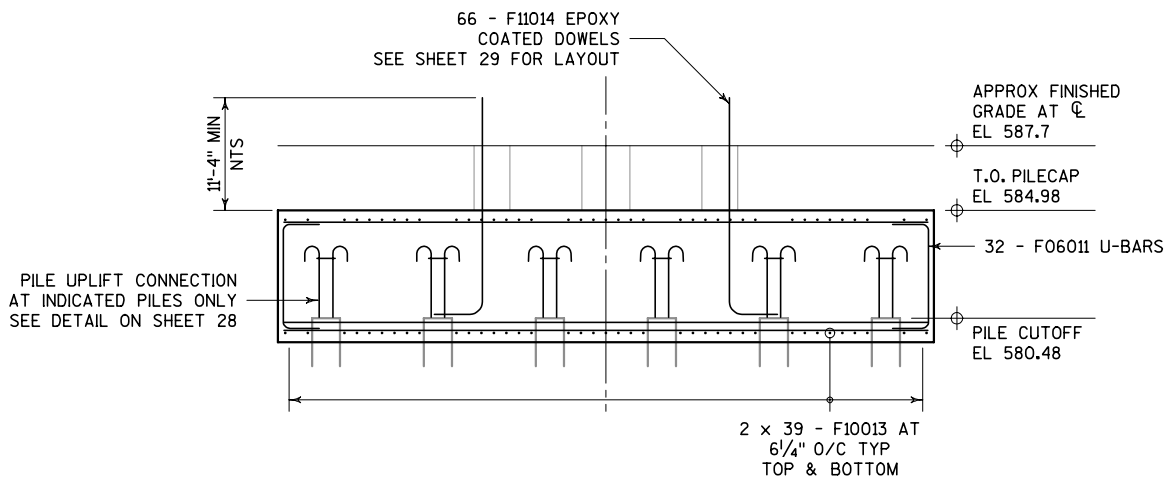
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
FOUNDATION PIER NE5			SHEET 37 OF 162
			MAR 21 2005



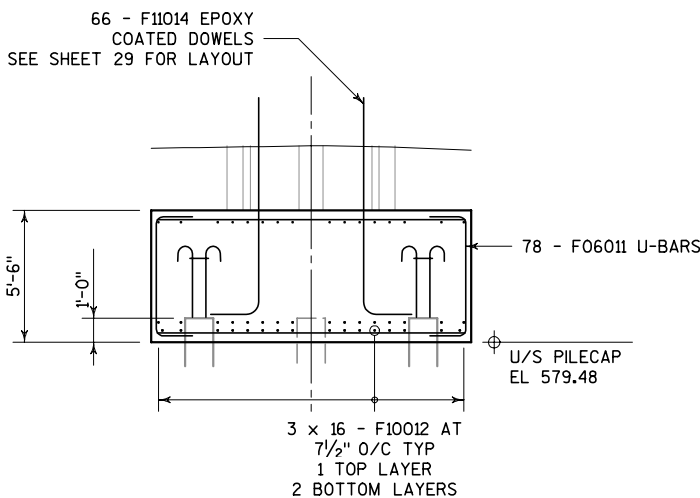
PILE LAYOUT



PLAN SECTION



TRANSVERSE SECTION 1-1
(LONGITUDINAL U-BARS NOT SHOWN FOR CLARITY)



LONGITUDINAL SECTION 2-2
(TRANSVERSE U-BARS NOT SHOWN FOR CLARITY)

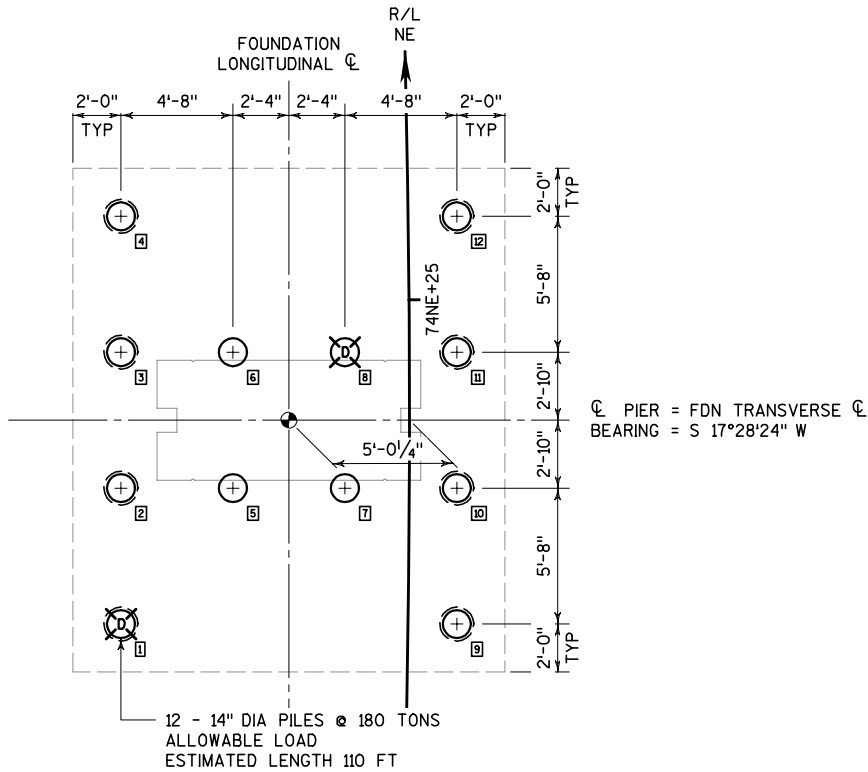
LEGEND

- ✕ DYNAMIC PILE LOAD TESTING LOCATION.
NOTE THAT PAY ITEMS SPV.0060.2060 AND SPV.0060.2065 INCLUDE ONLY THE PREMIUM COST ASSOCIATED WITH THE DYNAMIC LOAD TESTING OF THESE PILES. PAYMENT FOR ALL OTHER ASPECTS OF THESE PILES IS INCLUDED UNDER OTHER PAY ITEMS.
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- FOUNDATION WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 71NE+85.00
OFFSET 5.03'LT
E 602026.76
N 298188.84
- PILE LOCATION WHERE UPLIFT CONNECTION IS REQUIRED.
- PILE LOCATION - UPLIFT CONNECTION NOT REQUIRED.
- 2 PILE NUMBER.

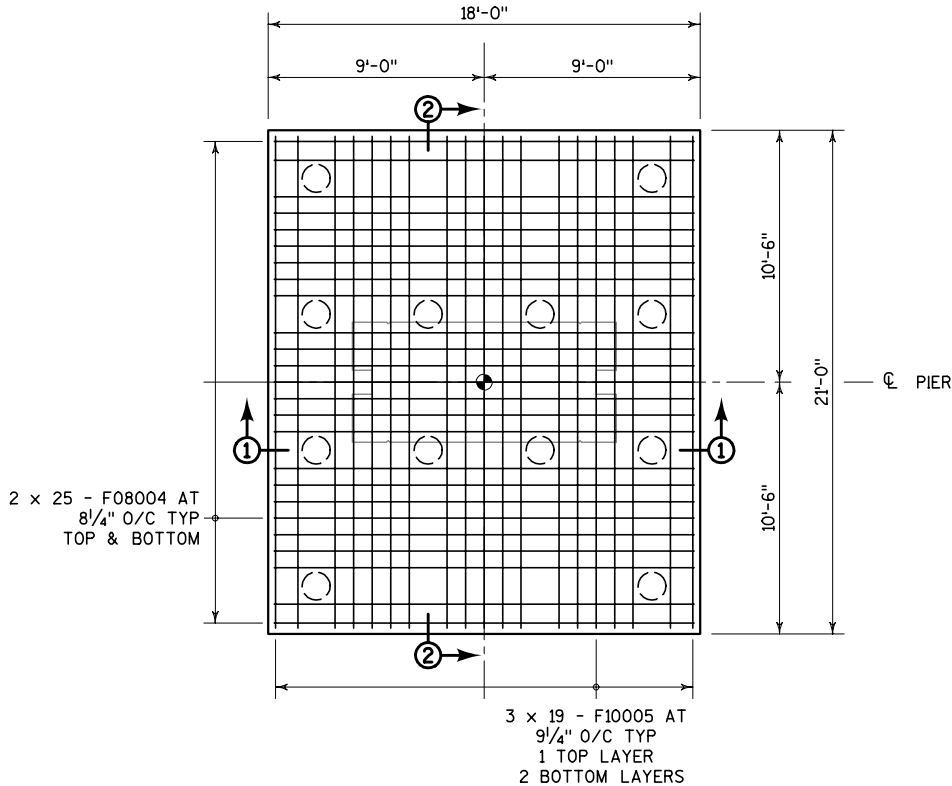
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- MAINTAIN MINIMUM 4" CLEAR COVER FROM TOP OR BOTTOM FACE TO MAIN REINFORCEMENT. MAINTAIN MINIMUM 3" CLEAR COVER FROM SIDE FACE TO ALL BARS.
- FOR CLARITY, TOP REINFORCEMENT IS SHOWN DIRECTLY ABOVE BOTTOM REINFORCEMENT. TOP REINFORCEMENT MAY BE SPACED UNIFORMLY AND MAY BE SHIFTED OR BENT AS REQUIRED TO CLEAR PIER SHAFT DOWELS. SPACING GIVEN IS ACTUAL SPACING OF BARS ARRANGED IN GROUPS BETWEEN PILES AS SHOWN.
- SEE SHEET 22 FOR FOUNDATION LAYOUT.
- SEE SHEET 28 FOR FOUNDATION DETAILS.
- SEE SHEET 29 FOR DOWEL LAYOUTS.
- SEE SHEET 25 FOR FOUNDATION EXCAVATION INFORMATION.
- SEE SHEET 54 FOR PIER DESIGN INFORMATION.
- EXISTING TIMBER PILE FOUNDATIONS IN THE VICINITY OF THIS PIER MAY REQUIRE CORING PRIOR TO INSTALLATION OF PILES - SEE SPECIAL PROVISIONS.

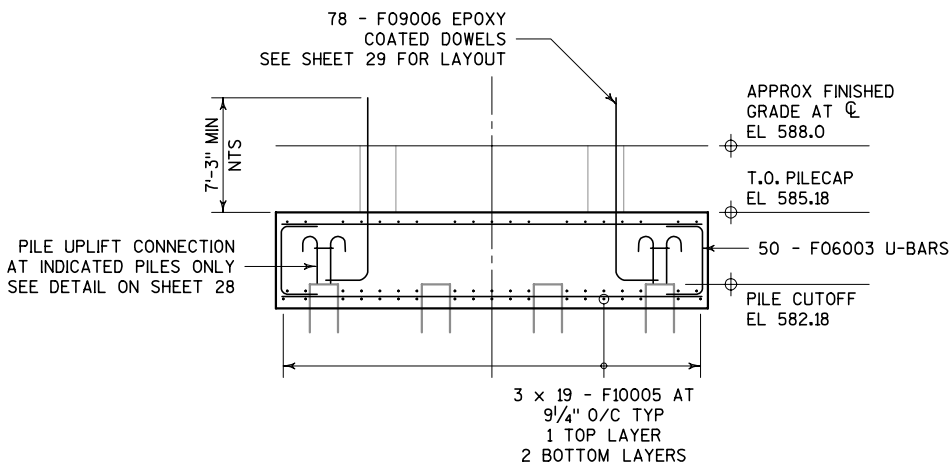
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CKD. JCP
FOUNDATION PIER NE6			SHEET 38 OF 162 MAR 21 2005



PILE LAYOUT

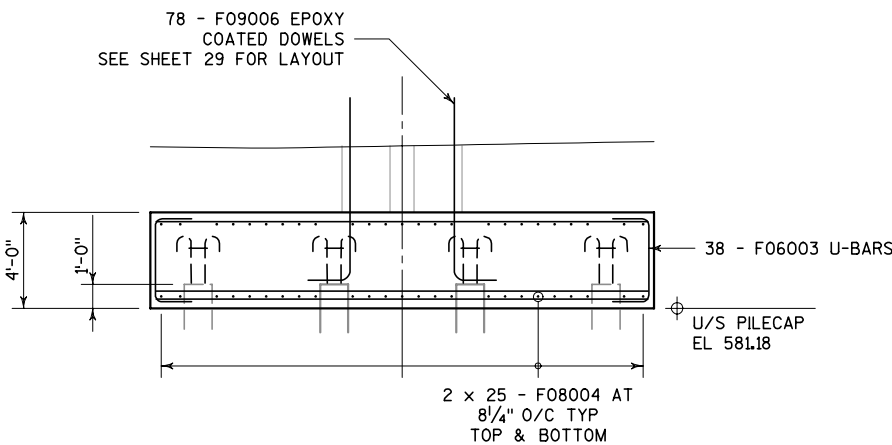


PLAN SECTION



TRANSVERSE SECTION 1-1

(LONGITUDINAL U-BARS NOT
SHOWN FOR CLARITY)



LONGITUDINAL SECTION 2-2

(TRANSVERSE U-BARS NOT
SHOWN FOR CLARITY)

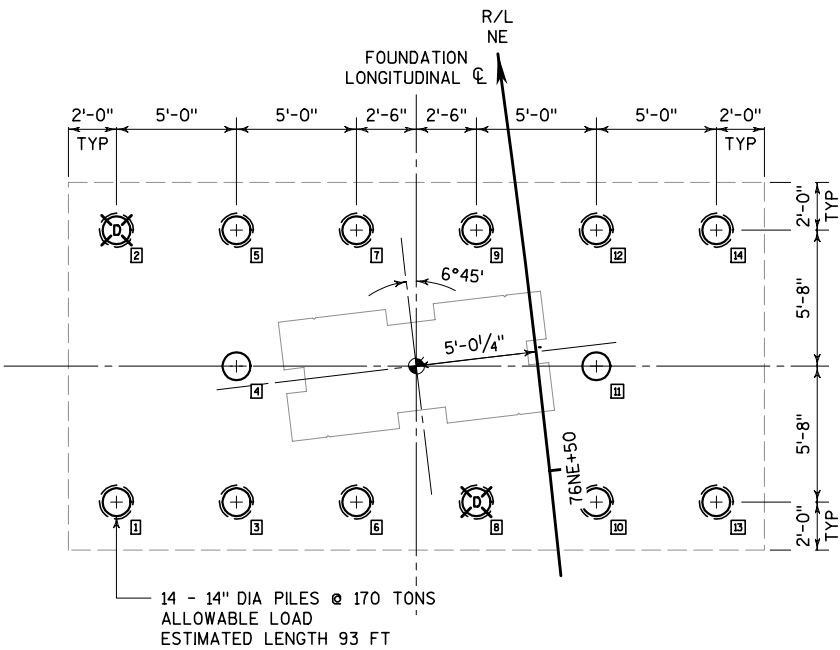
LEGEND

- DYNAMIC PILE LOAD TESTING LOCATION.
- NOTE THAT PAY ITEMS SPV.0060.2060 AND SPV.0060.2065 INCLUDE ONLY THE PREMIUM COST ASSOCIATED WITH THE DYNAMIC LOAD TESTING OF THESE PILES. PAYMENT FOR ALL OTHER ASPECTS OF THESE PILES IS INCLUDED UNDER OTHER PAY ITEMS.
- TEST PILES REQUIRE AN INTERIM CUTOFF ELEVATION THAT IS HIGHER THAN THE FINAL CUTOFF ELEVATION. THIS ADDITIONAL LENGTH WILL BE PAID FOR UNDER THE PILING PAY ITEM AND HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES.
- FOUNDATION WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
- STA 74NE+20.00
OFFSET 5.02' LT
E 602231.35
N 298079.82
- PILE LOCATION WHERE UPLIFT CONNECTION IS REQUIRED.
- PILE LOCATION - UPLIFT CONNECTION NOT REQUIRED.
- PILE NUMBER.

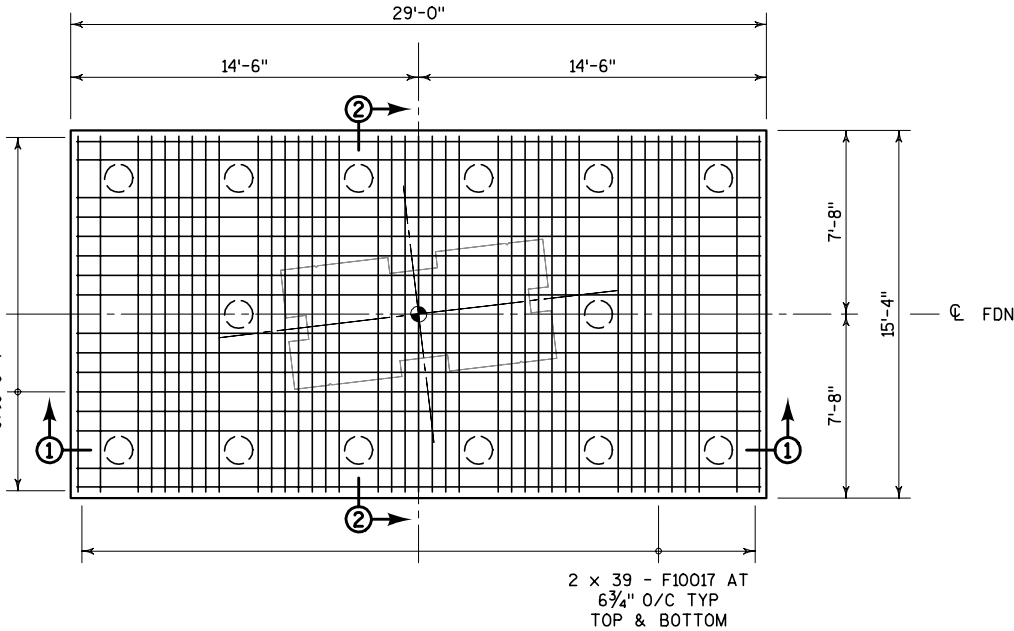
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
 - MAINTAIN MINIMUM 4" CLEAR COVER FROM TOP OR BOTTOM FACE TO MAIN REINFORCEMENT. MAINTAIN MINIMUM 3" CLEAR COVER FROM SIDE FACE TO ALL BARS.
 - FOR CLARITY, TOP REINFORCEMENT IS SHOWN DIRECTLY ABOVE BOTTOM REINFORCEMENT. TOP REINFORCEMENT MAY BE SPACED UNIFORMLY AND MAY BE SHIFTED OR BENT AS REQUIRED TO CLEAR PIER SHAFT DOWELS.
 - SEE SHEET 22 FOR FOUNDATION LAYOUT.
 - SEE SHEET 28 FOR FOUNDATION DETAILS.
 - SEE SHEET 29 FOR DOWEL LAYOUTS.
 - SEE SHEET 26 FOR FOUNDATION EXCAVATION INFORMATION.
 - SEE SHEET 55 FOR PIER DESIGN INFORMATION.
- SPACING GIVEN IS ACTUAL SPACING OF BARS ARRANGED IN GROUPS BETWEEN PILES AS SHOWN.

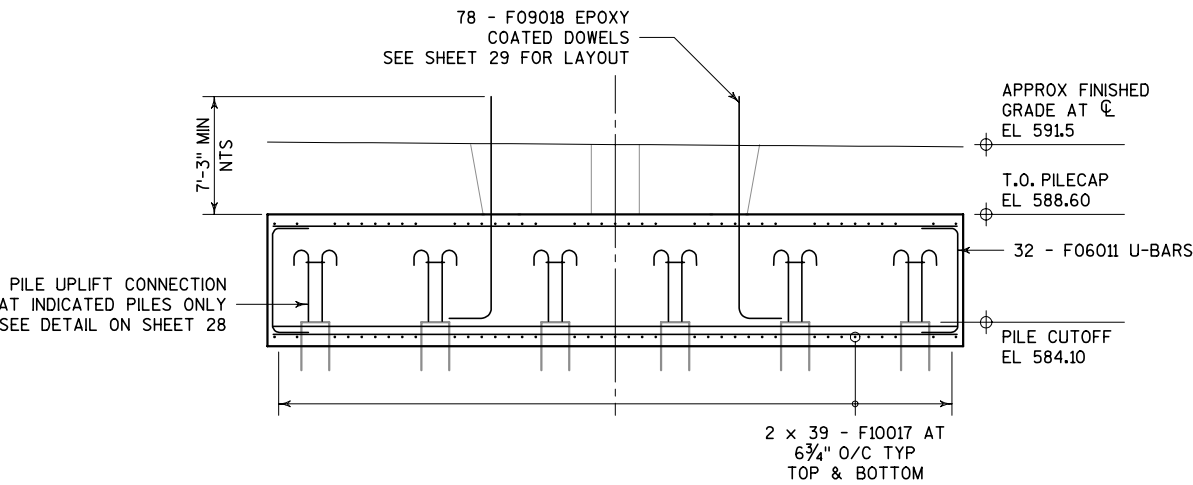
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
FOUNDATION PIER NE7			SHEET 39 OF 162
			MAR 21 2005



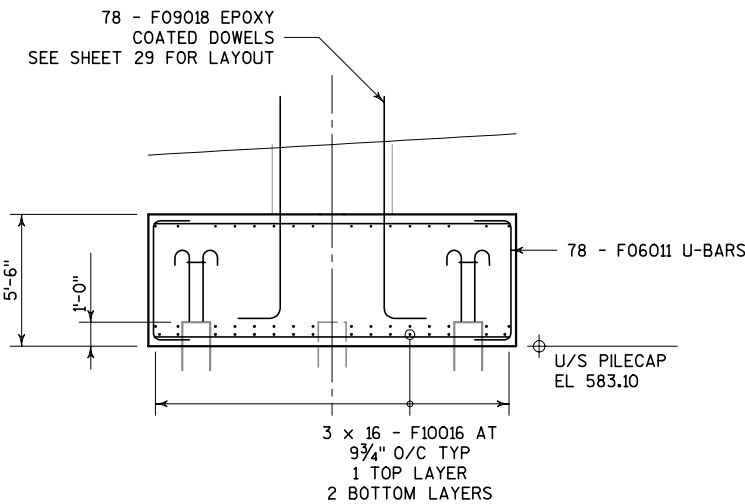
PILE LAYOUT



PLAN SECTION



TRANSVERSE SECTION 1-1
(LONGITUDINAL U-BARS NOT SHOWN FOR CLARITY)

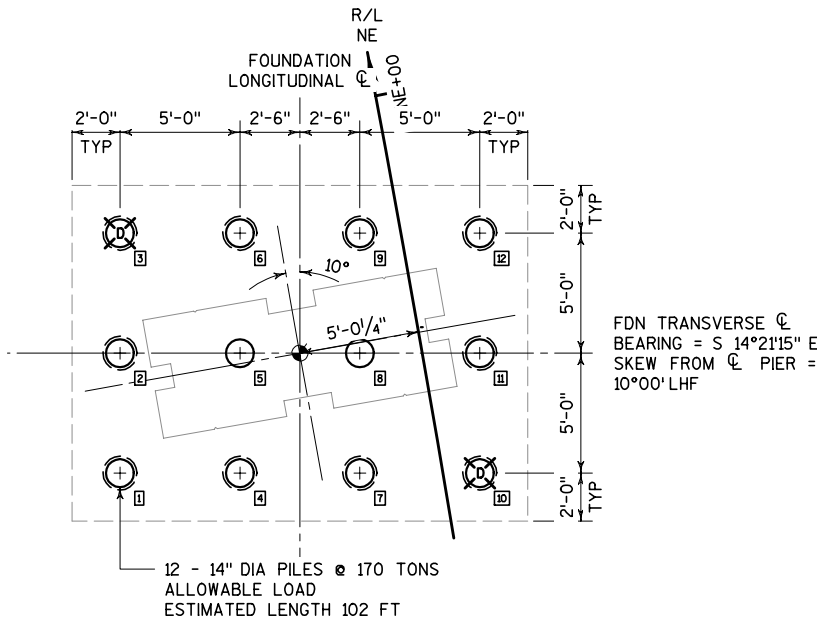


LONGITUDINAL SECTION 2-2
(TRANSVERSE U-BARS NOT SHOWN FOR CLARITY)

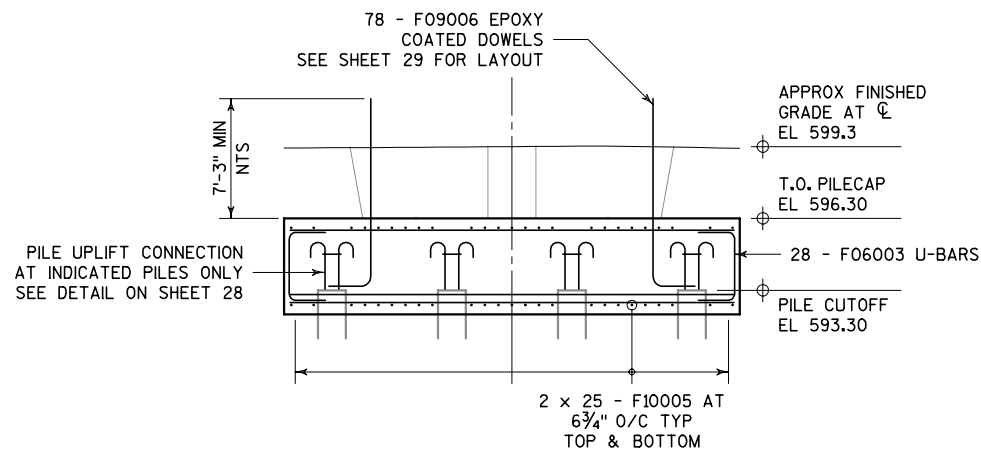
- LEGEND**
- ✕ DYNAMIC PILE LOAD TESTING LOCATION.
NOTE THAT PAY ITEMS SPV.0060.2060 AND SPV.0060.2065 INCLUDE ONLY THE PREMIUM COST ASSOCIATED WITH THE DYNAMIC LOAD TESTING OF THESE PILES. PAYMENT FOR ALL OTHER ASPECTS OF THESE PILES IS INCLUDED UNDER SPV.0090.2005.
TEST PILES REQUIRE AN INTERIM CUTOFF ELEVATION THAT IS HIGHER THAN THE FINAL CUTOFF ELEVATION. THIS ADDITIONAL LENGTH WILL BE PAID FOR UNDER PAY ITEM SPV.0090.2005 AND HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES.
 - FOUNDATION WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 76NE+55.00
OFFSET 5.02' LT
E 602461.50
N 298051.97
 - PILE LOCATION WHERE UPLIFT CONNECTION IS REQUIRED (12 OF 14).
 - PILE LOCATION - UPLIFT CONNECTION NOT REQUIRED (2 OF 14).
 - 2 PILE NUMBER.

- NOTES**
- SEE SHEET 5 FOR GENERAL NOTES.
 - SEE SHEET 26 FOR LOCATION OF EXISTING PILES THAT CONFLICT WITH THIS FOUNDATION.
THESE PILE LOCATIONS ARE SHOWN BASED ON AS-BUILT DRAWINGS ONLY. FIELD VERIFY PILE LOCATIONS IMMEDIATELY AFTER EXPOSURE AND NOTIFY THE ENGINEER OF ANY DEVIATIONS NOTED. EXISTING PILES ARE TO REMAIN IN PLACE BELOW THE SPECIFIED CUTOFF ELEVATION.
NEW PILES MAY BE ADJUSTED UP TO 6" EACH WAY TO PROVIDE CLEARANCE TO EXISTING PILES. IF GREATER ADJUSTMENT IS REQUIRED, CONTACT THE ENGINEER FOR ADDITIONAL INSTRUCTIONS BEFORE PROCEEDING.
 - MAINTAIN MINIMUM 4" CLEAR COVER FROM TOP OR BOTTOM FACE TO MAIN REINFORCEMENT. MAINTAIN MINIMUM 3" CLEAR COVER FROM SIDE FACE TO ALL BARS.
 - FOR CLARITY, TOP REINFORCEMENT IS SHOWN DIRECTLY ABOVE BOTTOM REINFORCEMENT. TOP REINFORCEMENT MAY BE SPACED UNIFORMLY AND MAY BE SHIFTED OR BENT AS REQUIRED TO CLEAR PIER SHAFT DOWELS.
SPACING GIVEN IS ACTUAL SPACING OF BARS ARRANGED IN GROUPS BETWEEN PILES AS SHOWN.
 - SEE SHEET 22 FOR FOUNDATION LAYOUT.
 - SEE SHEET 26 FOR FOUNDATION EXCAVATION INFORMATION.
 - SEE SHEET 28 FOR FOUNDATION DETAILS.
 - SEE SHEET 29 FOR DOWEL LAYOUTS.
 - SEE SHEET 56 FOR PIER DESIGN INFORMATION.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CKD. JCP
FOUNDATION PIER NE8			SHEET 40 OF 162
			MAR 21 2005

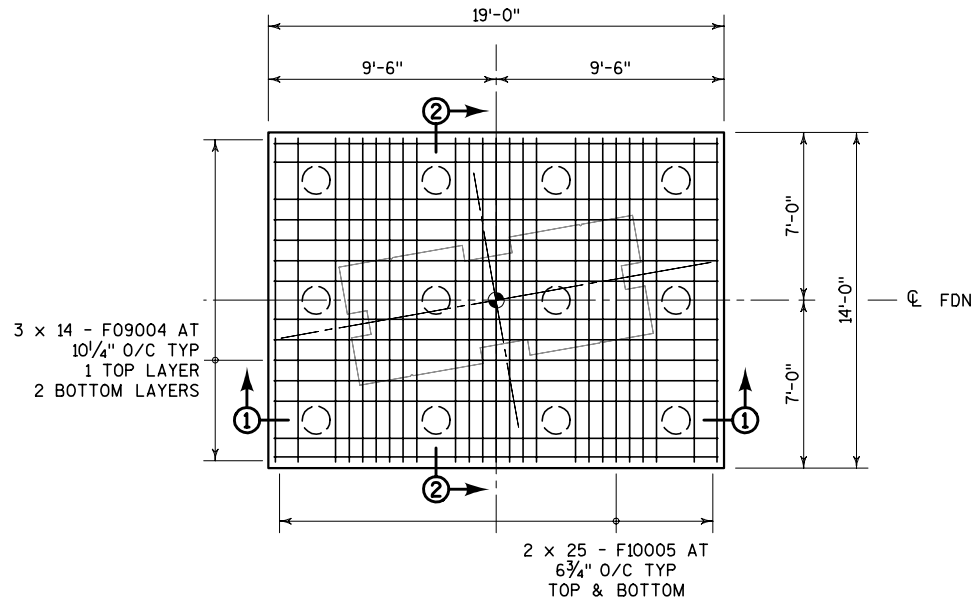


PILE LAYOUT

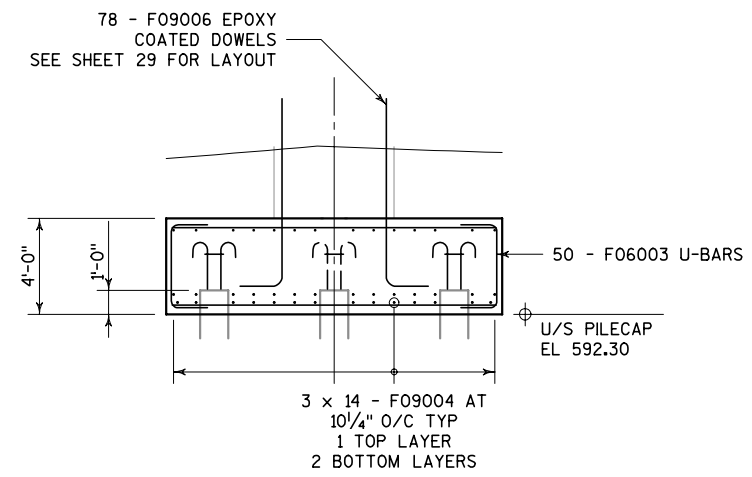


TRANSVERSE SECTION 1-1

(LONGITUDINAL U-BARS NOT SHOWN FOR CLARITY)



PLAN SECTION



LONGITUDINAL SECTION 2-2

(TRANSVERSE U-BARS NOT SHOWN FOR CLARITY)

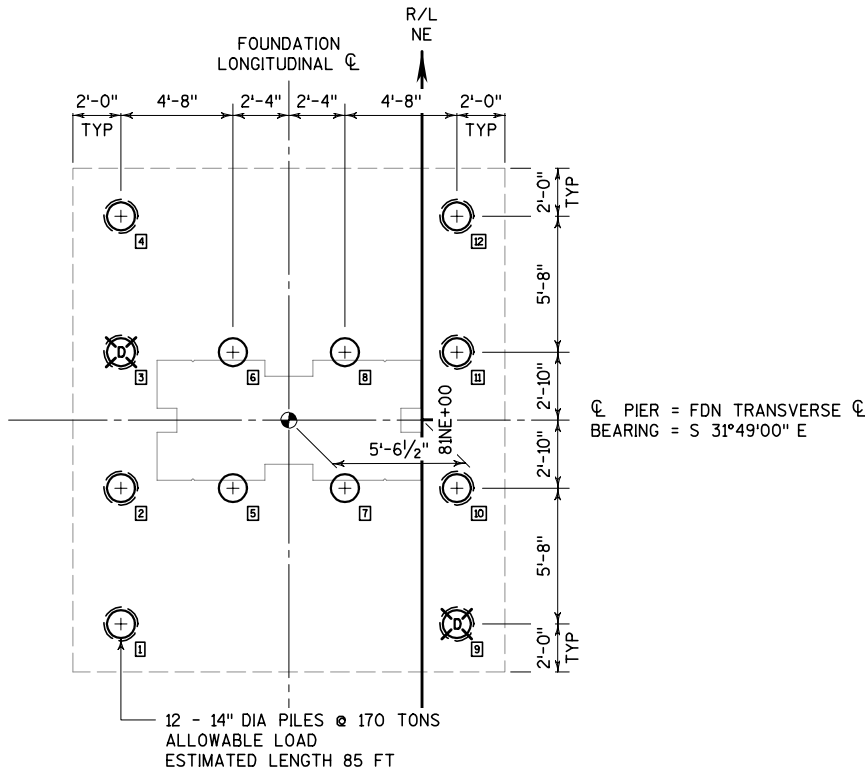
LEGEND

- DYNAMIC PILE LOAD TESTING LOCATION.
- NOTE THAT PAY ITEMS SPV.0060.2060 AND SPV.0060.2065 INCLUDE ONLY THE PREMIUM COST ASSOCIATED WITH THE DYNAMIC LOAD TESTING OF THESE PILES. PAYMENT FOR ALL OTHER ASPECTS OF THESE PILES IS INCLUDED UNDER SPV.0090.2005.
- TEST PILES REQUIRE AN INTERIM CUTOFF ELEVATION THAT IS HIGHER THAN THE FINAL CUTOFF ELEVATION. THIS ADDITIONAL LENGTH WILL BE PAID FOR UNDER PAY ITEM SPV.0090.2005 AND HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES.
- FOUNDATION WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 78NE+90.00
OFFSET 5.02' LT
E 602686.25
N 298108.99
- PILE LOCATION WHERE UPLIFT CONNECTION IS REQUIRED (10 OF 12).
- PILE LOCATION - UPLIFT CONNECTION NOT REQUIRED (2 OF 12).
- PILE NUMBER.

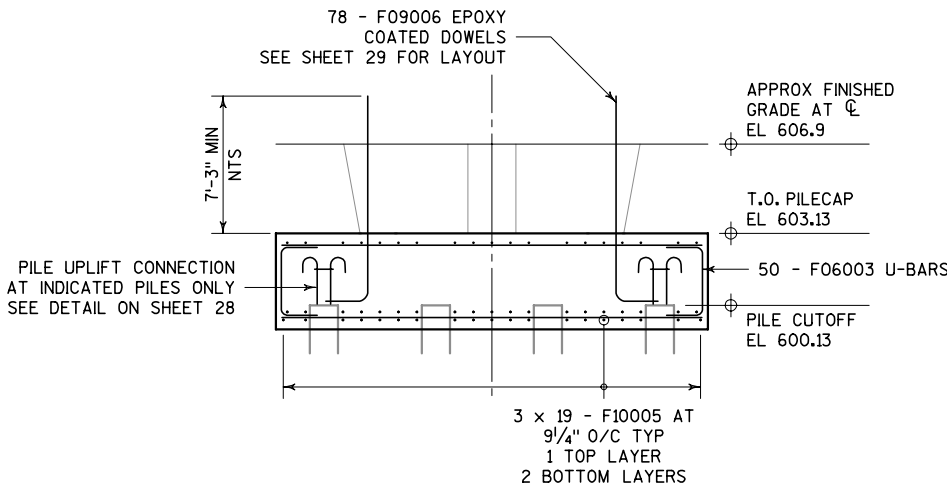
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- MAINTAIN MINIMUM 4" CLEAR COVER FROM TOP OR BOTTOM FACE TO MAIN REINFORCEMENT. MAINTAIN MINIMUM 3" CLEAR COVER FROM SIDE FACE TO ALL BARS.
- FOR CLARITY, TOP REINFORCEMENT IS SHOWN DIRECTLY ABOVE BOTTOM REINFORCEMENT. TOP REINFORCEMENT MAY BE SPACED UNIFORMLY AND MAY BE SHIFTED OR BENT AS REQUIRED TO CLEAR PIER SHAFT DOWELS.
SPACING GIVEN IS ACTUAL SPACING OF BARS ARRANGED IN GROUPS BETWEEN PILES AS SHOWN.
- SEE SHEET 22 FOR FOUNDATION LAYOUT.
- SEE SHEET 27 FOR FOUNDATION EXCAVATION INFORMATION.
- SEE SHEET 28 FOR FOUNDATION DETAILS.
- SEE SHEET 29 FOR DOWEL LAYOUTS.
- SEE SHEET 57 FOR PIER DESIGN INFORMATION.

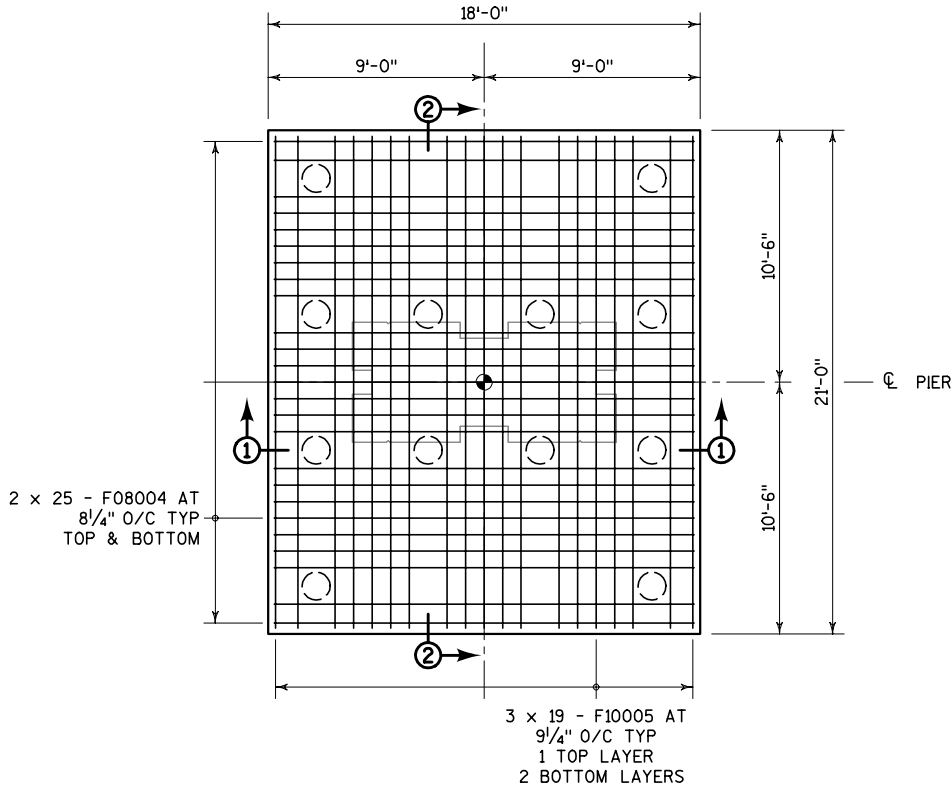
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CKD. JCP
FOUNDATION PIER NE9			SHEET 41 OF 162
			MAR 21 2005



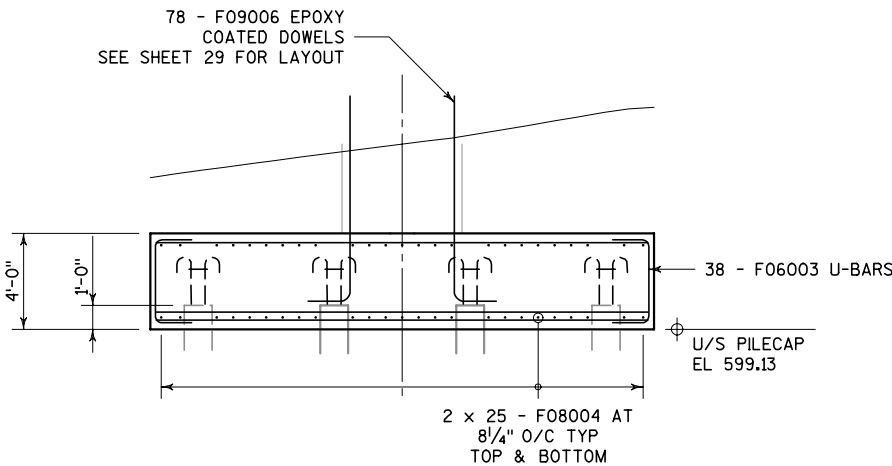
PILE LAYOUT



TRANSVERSE SECTION 1-1
(LONGITUDINAL U-BARS NOT SHOWN FOR CLARITY)



PLAN SECTION



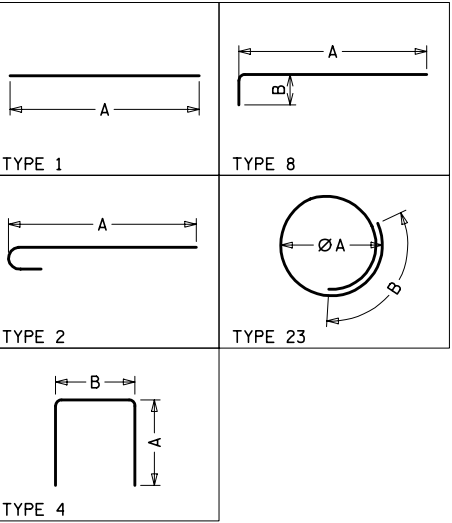
LONGITUDINAL SECTION 2-2
(TRANSVERSE U-BARS NOT SHOWN FOR CLARITY)

- LEGEND**
- DYNAMIC PILE LOAD TESTING LOCATION.
 - NOTE THAT PAY ITEMS SPV.0060.2060 AND SPV.0060.2065 INCLUDE ONLY THE PREMIUM COST ASSOCIATED WITH THE DYNAMIC LOAD TESTING OF THESE PILES. PAYMENT FOR ALL OTHER ASPECTS OF THESE PILES IS INCLUDED UNDER OTHER PAY ITEMS.
 - TEST PILES REQUIRE AN INTERIM CUTOFF ELEVATION THAT IS HIGHER THAN THE FINAL CUTOFF ELEVATION. THIS ADDITIONAL LENGTH WILL BE PAID FOR UNDER THE PILING PAY ITEM AND HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES.
 - FOUNDATION WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 81NE+00.00
OFFSET 5.54' LT
E 602867.82
N 298212.78
 - PILE LOCATION WHERE UPLIFT CONNECTION IS REQUIRED.
 - PILE LOCATION - UPLIFT CONNECTION NOT REQUIRED.
 - PILE NUMBER.

- NOTES**
- SEE SHEET 5 FOR GENERAL NOTES.
 - MAINTAIN MINIMUM 4" CLEAR COVER FROM TOP OR BOTTOM FACE TO MAIN REINFORCEMENT. MAINTAIN MINIMUM 3" CLEAR COVER FROM SIDE FACE TO ALL BARS.
 - FOR CLARITY, TOP REINFORCEMENT IS SHOWN DIRECTLY ABOVE BOTTOM REINFORCEMENT. TOP REINFORCEMENT MAY BE SPACED UNIFORMLY AND MAY BE SHIFTED OR BENT AS REQUIRED TO CLEAR PIER SHAFT DOWELS.
SPACING GIVEN IS ACTUAL SPACING OF BARS ARRANGED IN GROUPS BETWEEN PILES AS SHOWN.
 - SEE SHEET 22 FOR FOUNDATION LAYOUT.
 - SEE SHEET 28 FOR FOUNDATION DETAILS.
 - SEE SHEET 29 FOR DOWEL LAYOUTS.
 - SEE SHEET 27 FOR FOUNDATION EXCAVATION INFORMATION.
 - SEE SHEET 58 FOR PIER DESIGN INFORMATION.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
FOUNDATION PIER NE10			SHEET 42 OF 162 MAR 21 2005

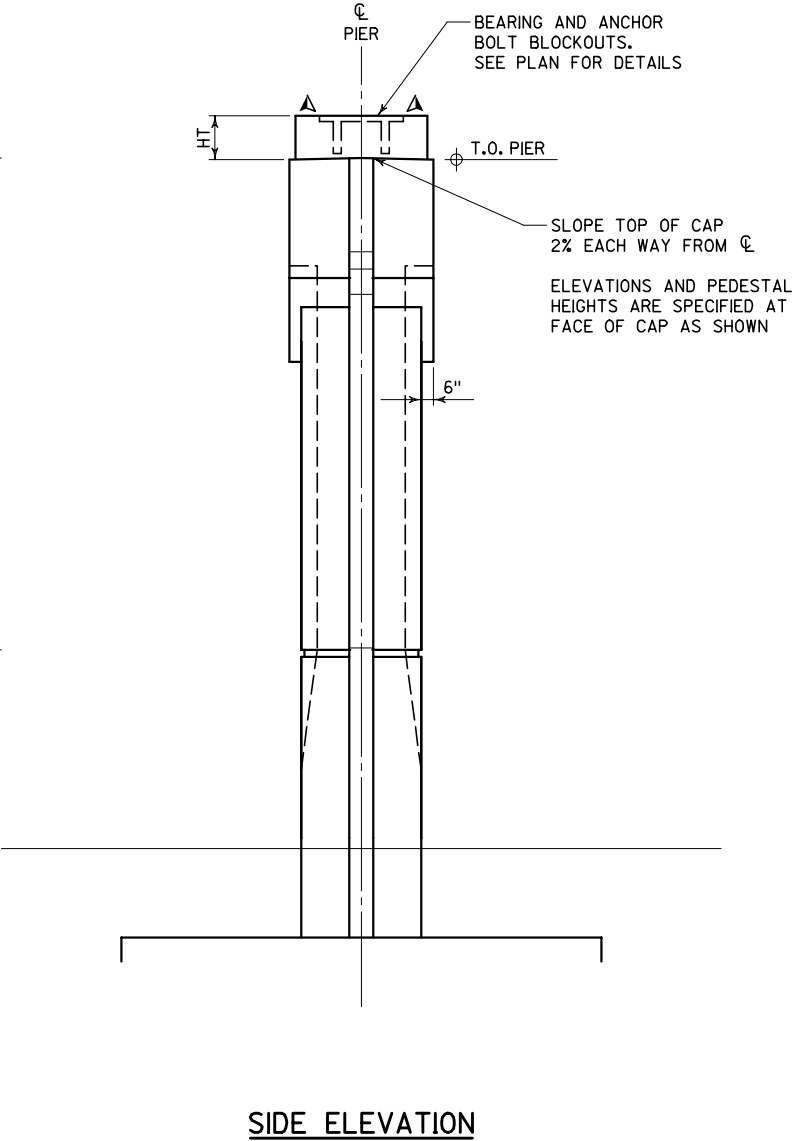
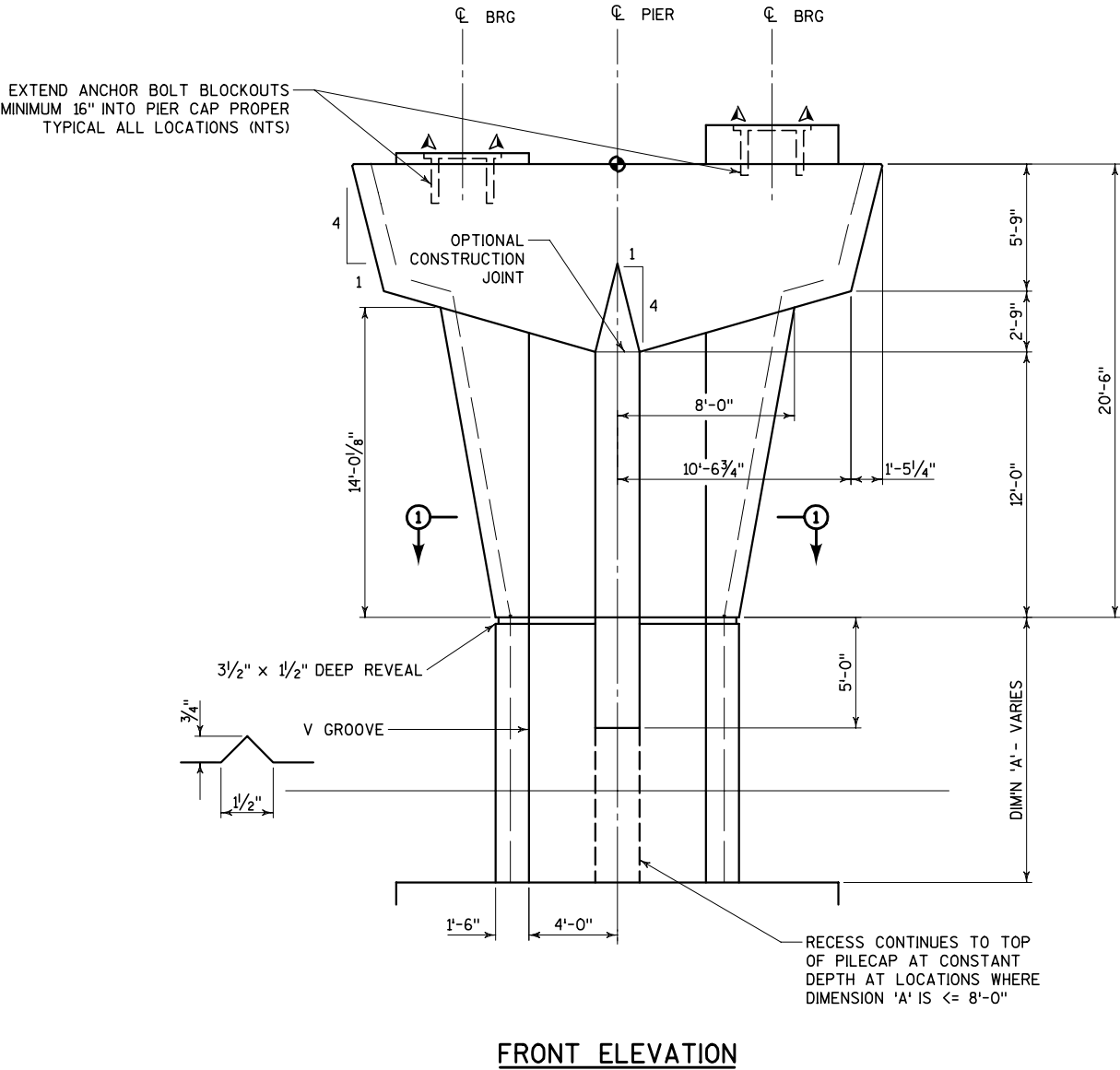
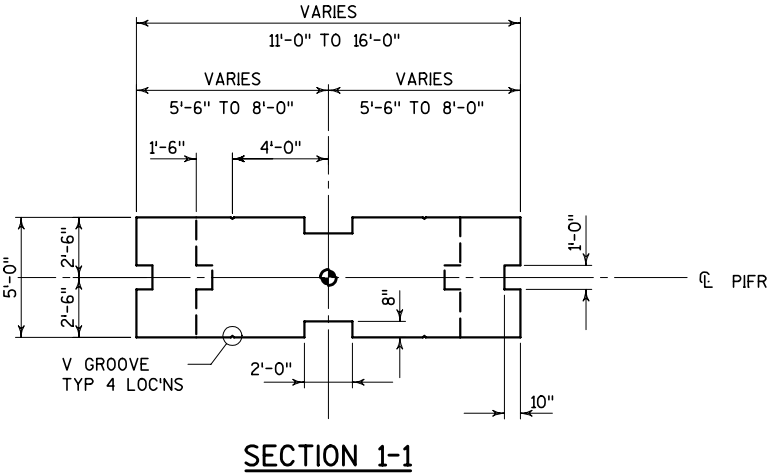
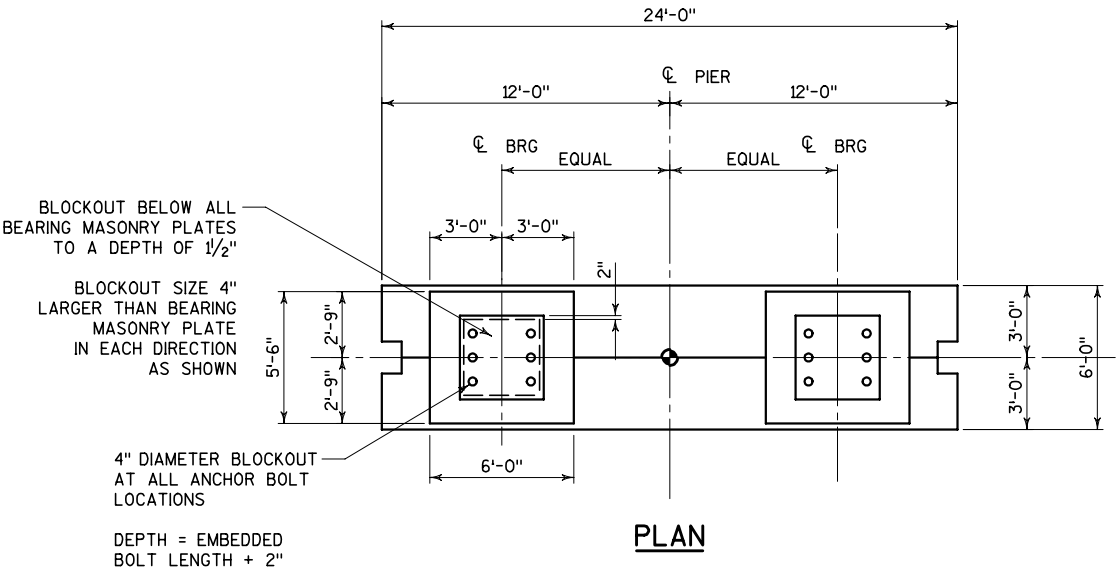
BAR INFORMATION						BAR DIMENSIONS		LOCATION	REMARKS
BAR MARK	COAT	NO. REQ'D	CUT LENGTH	TOTAL WT (LB)	BEND TYPE	A	B		
F06001		564	18'-9"	15884	2	18'-0"		PILE UPLIFT CONNECTIONS	
F04002		470	2'-7"	811	23	8"	6"	PILE UPLIFT CONNECTION TIES	
F06003		380	5'-9"	3282	4	1'-6"	3'-0"	PILECAP PERIMETER BARS	
F09004		168	18'-6"	10567	1	18'-6"		PILECAP	
F10005		236	13'-6"	13709	1	13'-6"		PILECAP	
F09006	E	312	12'-0"	12730	8	10'-6"	1'-9"	PIER VERTICAL REINFORCEMENT DOWELS	
F06007		104	6'-3"	976	4	1'-6"	3'-6"	PILECAP PERIMETER BARS	
F10008		64	17'-6"	4819	1	17'-6"		PILECAP	
F10009		60	22'-2"	5723	1	22'-2"		PILECAP	
F11010	E	132	16'-8"	11689	8	15'-0"	2'-0"	PIER VERTICAL REINFORCEMENT DOWELS	
F06011		330	7'-3"	3594	4	1'-6"	4'-6"	PILECAP PERIMETER BARS	
F10012		96	26'-10"	11085	1	26'-10"		PILECAP	
F10013		156	12'-10"	8615	1	12'-10"		PILECAP	
F11014	E	132	17'-8"	12390	8	16'-0"	2'-0"	PIER VERTICAL REINFORCEMENT DOWELS	
F05015		32	14'-2"	473	1	14'-2"		PILECAP	
F10016		48	28'-6"	5887	1	28'-6"		PILECAP	
F10017		78	14'-10"	4979	1	14'-10"		PILECAP	
F09018	E	78	13'-6"	3580	8	12'-0"	1'-9"	PIER VERTICAL REINFORCEMENT DOWELS	
TOTAL:		3440		130793					



BAR MARK BREAKDOWN											
MARK	PIER NE2	PIER NE3	PIER NE4	PIER NE5	PIER NE6	PIER NE7	PIER NE8	PIER NE9	PIER NE10	TOT NO.	WEIGHT
F06001	60	60	72	48	72	60	72	60	60	564	15884
F04002	50	50	60	40	60	50	60	50	50	470	811
F06003	78			68		78		78	78	380	3282
F09004	42					42		42	42	168	10567
F10005	50			36		50		50	50	236	13709
F09006	78					78		78	78	312	12730
F06007		104								104	976
F10008		64								64	4819
F10009		60								60	5723
F11010		66		66						132	11689
F06011			110		110		110			330	3594
F10012			48		48					96	11085
F10013			78		78					156	8615
F11014			66		66					132	12390
F05015				32						32	473
F10016							48			48	5887
F10017							78			78	4979
F09018							78			78	3580
TOT NO.	358	404	434	290	434	358	446	358	358	3440	
#4 WT	86	86	104	69	104	86	104	86	86		811
#5 WT				473							473
#6 WT	2363	2666	3225	1939	3225	2363	3225	2363	2363		23736
#9 WT	5824					5824	3580	5824	5824		26877
#10 WT	2905	10542	9849	2091	9849	2905	10865	2905	2905		54817
#11 WT		5845	6195	5845	6195						24079
TOT WT	11178	19138	19374	10417	19374	11178	17775	11178	11178		130793

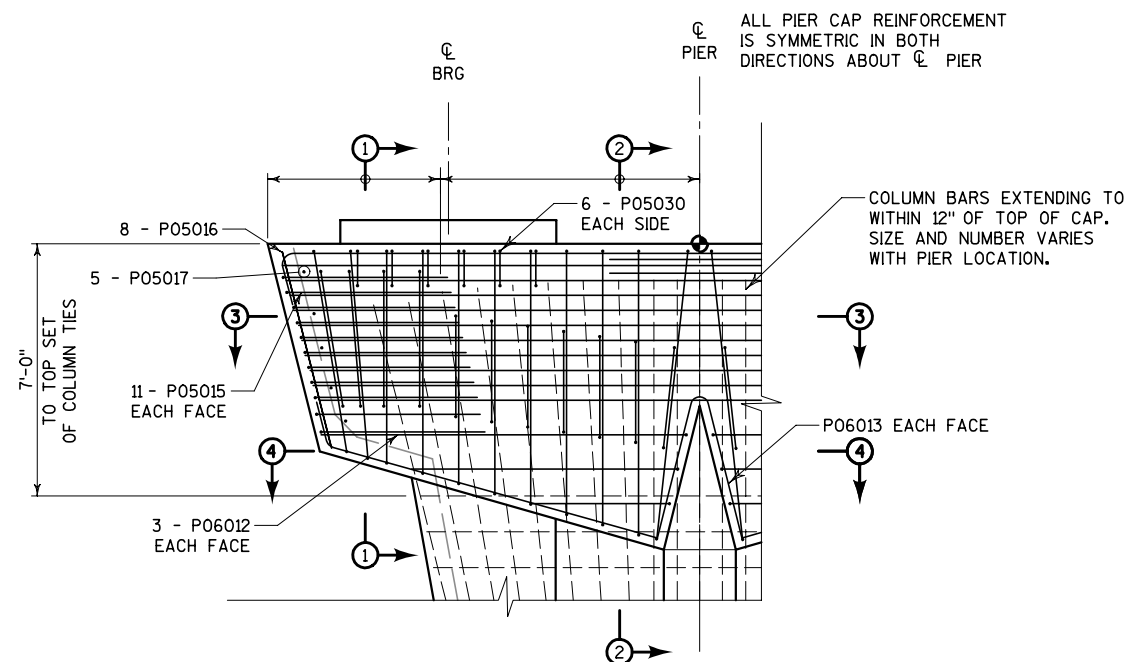
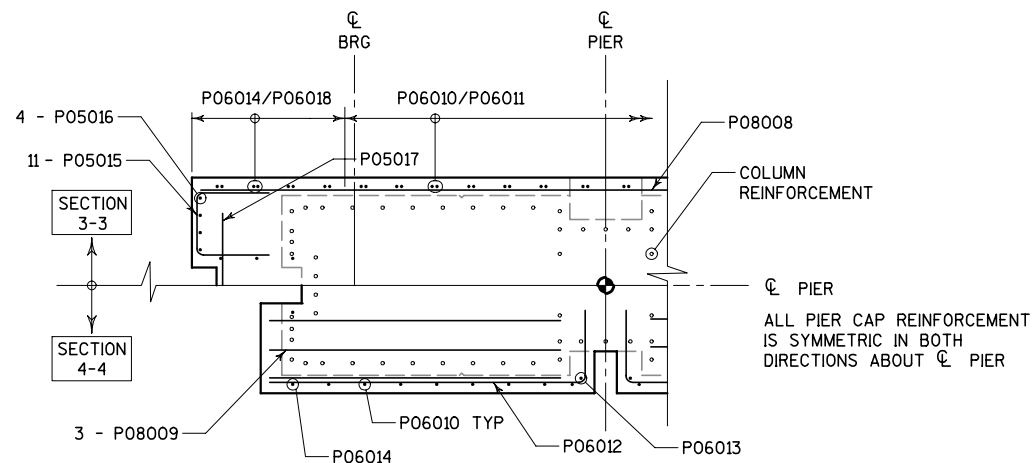
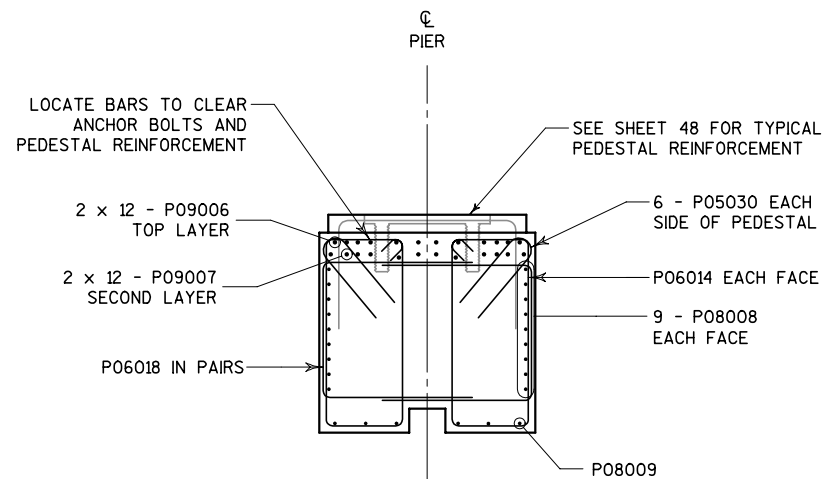
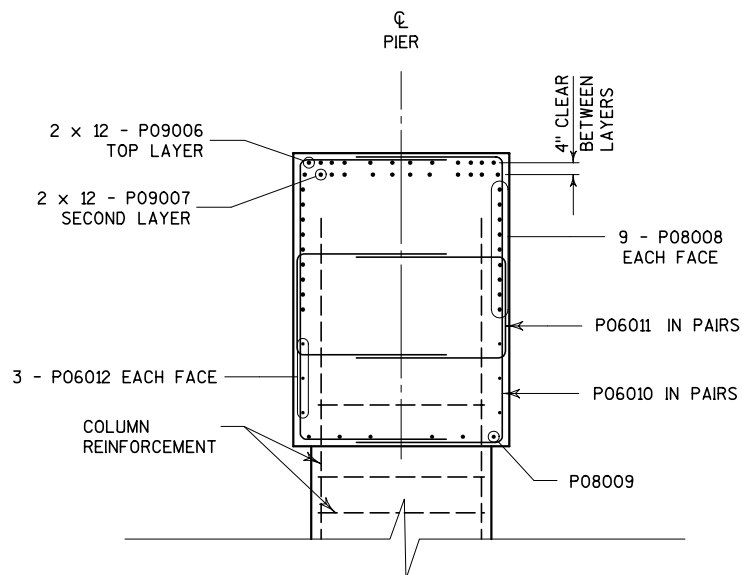
- NOTES
- REINFORCEMENT SCHEDULES AND BREAKDOWNS ARE FOR INFORMATION ONLY. SEE GENERAL NOTES ON SHEET 5 FOR ADDITIONAL INFORMATION.
 - THE SECOND AND THIRD DIGITS OF THE MARK NUMBER DEFINE THE BAR SIZE - E.G. X08--- = #8 BAR X11--- = #11 BAR.
 - COATING CODES DENOTE THE FOLLOWING:
BLANK = UNCOATED (PLAIN)
'E' = EPOXY COATED
 - BENT SHAPES ARE DIMENSIONED TO THE INTERSECTION POINT OF THE LINES DEFINING THE OUTSIDE BAR SURFACES.
 - ALL BENDS AND BAR EXTENSIONS ARE STANDARD AASHTO DIMENSIONS UNLESS OTHERWISE NOTED.
 - BARS ARE SYMMETRIC UNLESS OTHERWISE NOTED.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER FOUNDATION REINFORCEMENT		SHEET 43 OF 162	
		MAR 21 2005	



- LEGEND**
- $\blacktriangle$ SUGGESTED JACKING LOCATIONS FOR FUTURE BEARING REPLACEMENT. SEE SHEET 64 FOR EXACT LOCATIONS AND ESTIMATED JACK FORCES.
 - $\bullet$ PIER WORK POINT / CENTER POINT.
- NOTES**
- SEE SHEET 5 FOR GENERAL NOTES.
 - SEE SHEETS 61 TO 64 FOR BEARING AND ANCHOR BOLT INFORMATION.
 - THIS DRAWING SHOWS ONLY THOSE DIMENSIONS THAT ARE CONSTANT FOR ALL PIER LOCATIONS. SEE SHEETS 50 TO 58 FOR LOCATION-SPECIFIC DIMENSIONS NOT GIVEN HERE.
 - SIDE FORMS FOR FRONT AND SIDE FACE RECESSES MAY BE TAPERED AT A MAXIMUM RATE OF 1 IN 10 IN ORDER TO FACILITATE FORM REMOVAL.
 - CONSTRUCTION JOINTS SHOWN ARE SUGGESTED LOCATIONS ONLY AND MAY BE ELIMINATED OR REPOSITIONED PROVIDED THAT SPECIFIED LAP LENGTHS FOR REINFORCEMENT ARE MAINTAINED.
 - BLOCKOUT INFORMATION FOR BEARINGS AND ANCHOR BOLTS IS SCHEMATIC ONLY. CONTRACTOR SHALL COORDINATE BLOCKOUT SIZE AND NUMBER AND LOCATION OF ANCHOR BOLTS WITH THE INFORMATION GIVEN ON SHEETS 61 TO 64 AND WITH THE BEARING SUPPLIER.
 - ANCHOR BOLTS SHALL BE EITHER INSTALLED IN BLOCKOUTS AS SHOWN OR CAST DIRECTLY INTO THE PIER CAP / PEDESTAL. DRILLING OR CORING IN PLACE OF THE BLOCKOUTS SHOWN WILL NOT BE PERMITTED.
 - ANCHOR BOLT BLOCKOUTS SHALL BE FORMED USING CORRUGATED FORMS THAT WILL PROVIDE POSITIVE INTERLOCK BETWEEN THE PIER CAP / PEDESTAL AND THE GROUT SURROUNDING THE ANCHOR BOLTS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
TYPE 'S1' PIER TYPICAL LAYOUT			SHEET 44 OF 162
			MAR 21 2005

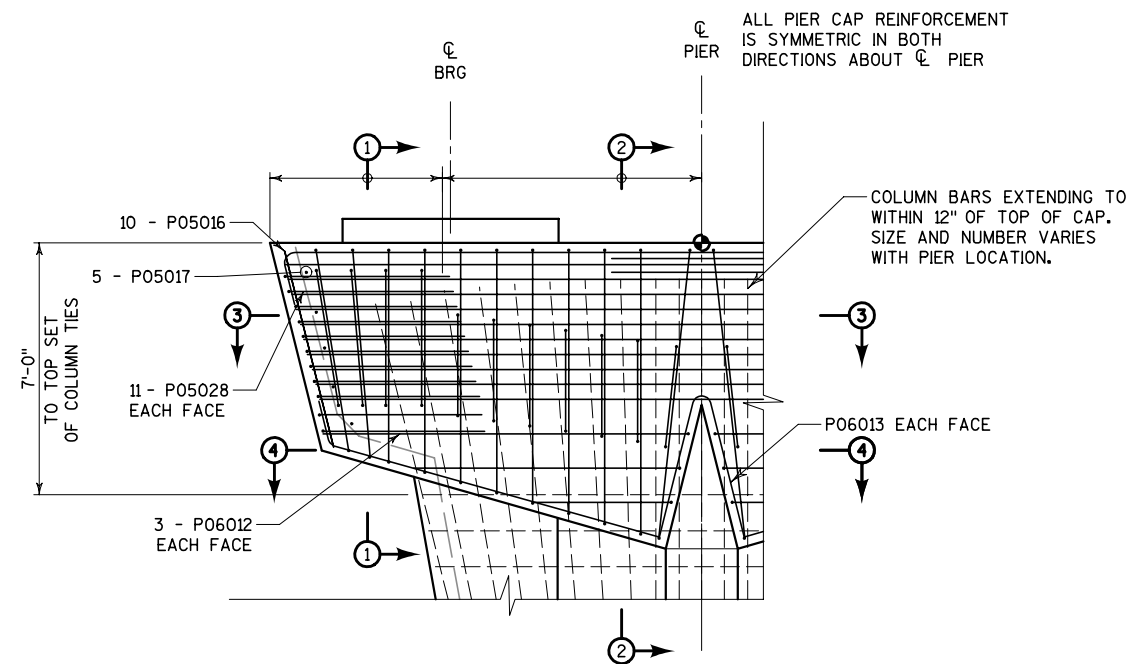
**PARTIAL ELEVATION - REINFORCEMENT****SECTION 3-3 / 4-4****SECTION 1-1****SECTION 2-2****LEGEND**

PIER WORK POINT / CENTER POINT.

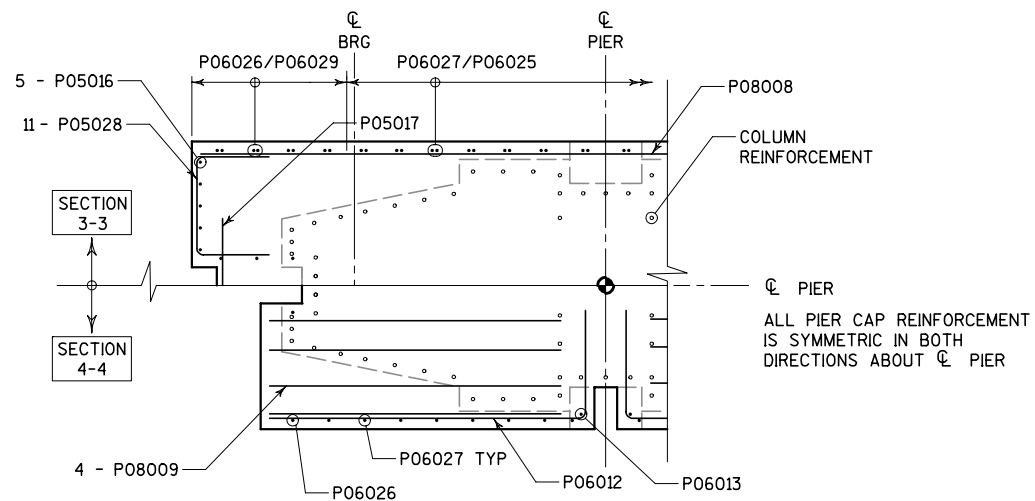
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- SEE SHEET 44 FOR TYPICAL PIER GEOMETRY.
- SEE SHEETS 50 TO 58 FOR PIER SHAFT REINFORCEMENT AND LOCATION-SPECIFIC DIMENSIONS AND ELEVATIONS.
- SEE SHEET 48 FOR TYPICAL PEDESTAL REINFORCEMENT.
- COLUMN BARS EXTENDING INTO THE CAP MAY BE MADE VERTICAL WHERE THEY ENTER THE CAP IN ORDER TO SIMPLIFY PLACEMENT OF THE PIER CAP REINFORCING CAGE.
BARS MAY EITHER BE DETAILED AND FABRICATED WITH THE REQUIRED BEND OR THEY MAY BE BENT VERTICAL IN THE FIELD AFTER THE POUR BELOW HAS BEEN COMPLETED.
- BARS EXTENDING THE FULL WIDTH OF THE CAP MAY BE SPLICED AT CENTERLINE OF PIER. SEE GENERAL NOTES FOR REQUIRED SPLICE LENGTHS.

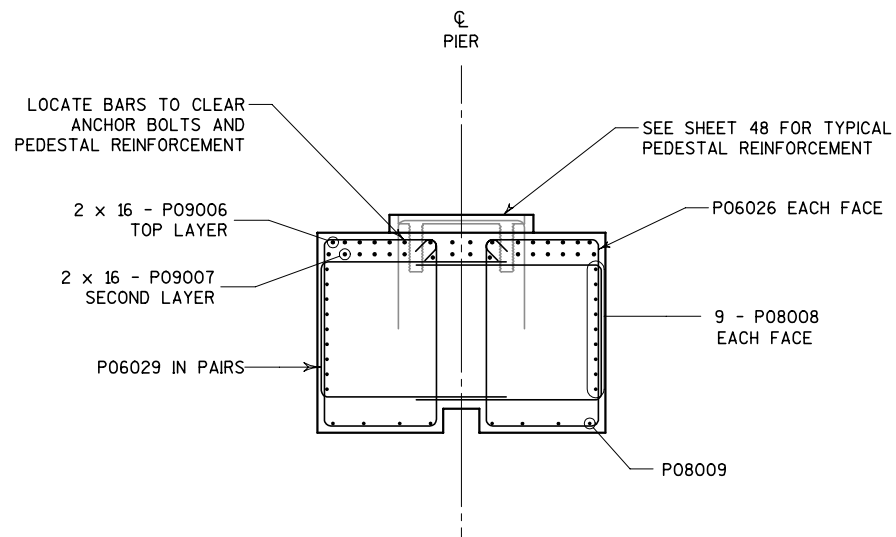
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
TYPE 'S1' PIER TYPICAL CAP REINFORCEMENT			SHEET 45 OF 162
			MAR 21 2005



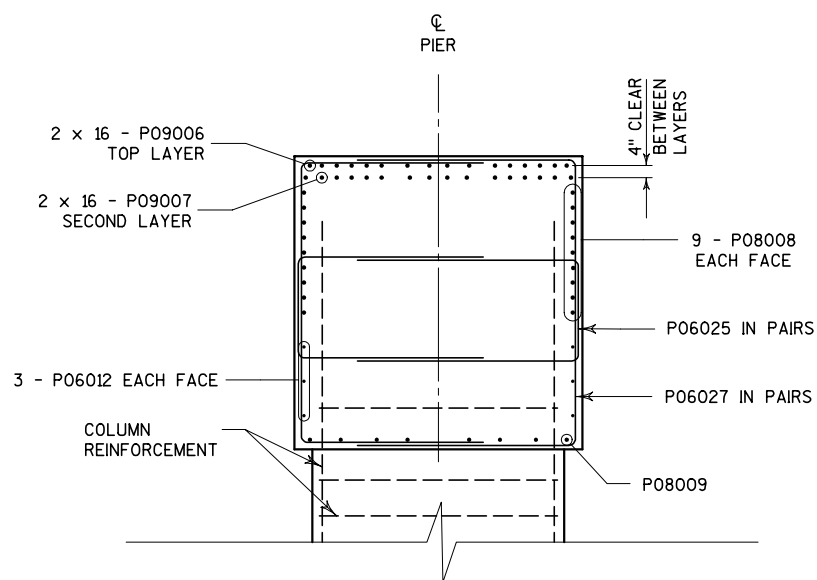
PARTIAL ELEVATION - REINFORCEMENT



SECTION 3-3 / 4-4



SECTION 1-1



SECTION 2-2

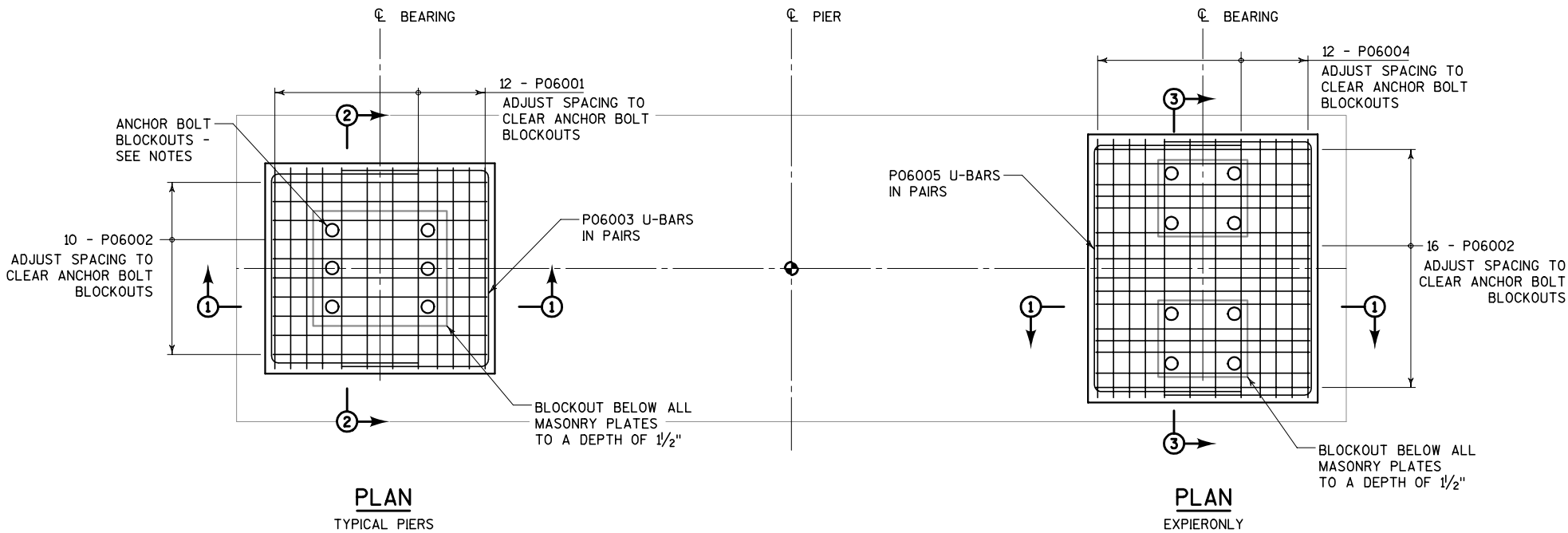
LEGEND

PIER WORK POINT / CENTER POINT.

NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- SEE SHEET 46 FOR TYPICAL PIER GEOMETRY.
- SEE SHEETS 50 TO 58 FOR PIER SHAFT REINFORCEMENT AND LOCATION-SPECIFIC DIMENSIONS AND ELEVATIONS.
- SEE SHEET 48 FOR TYPICAL PEDESTAL REINFORCEMENT.
- COLUMN BARS EXTENDING INTO THE CAP MAY BE MADE VERTICAL WHERE THEY ENTER THE CAP IN ORDER TO SIMPLIFY PLACEMENT OF THE PIER CAP REINFORCING CAGE.
BARS MAY EITHER BE DETAILED AND FABRICATED WITH THE REQUIRED BEND OR THEY MAY BE BENT VERTICAL IN THE FIELD AFTER THE POUR BELOW HAS BEEN COMPLETED.
- BARS EXTENDING THE FULL WIDTH OF THE CAP MAY BE SPLICED AT CENTERLINE OF PIER. SEE GENERAL NOTES FOR REQUIRED SPLICE LENGTHS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CKD. JCP
TYPE 'T1' PIER TYPICAL CAP REINFORCEMENT			SHEET 47 OF 162
			MAR 21 2005

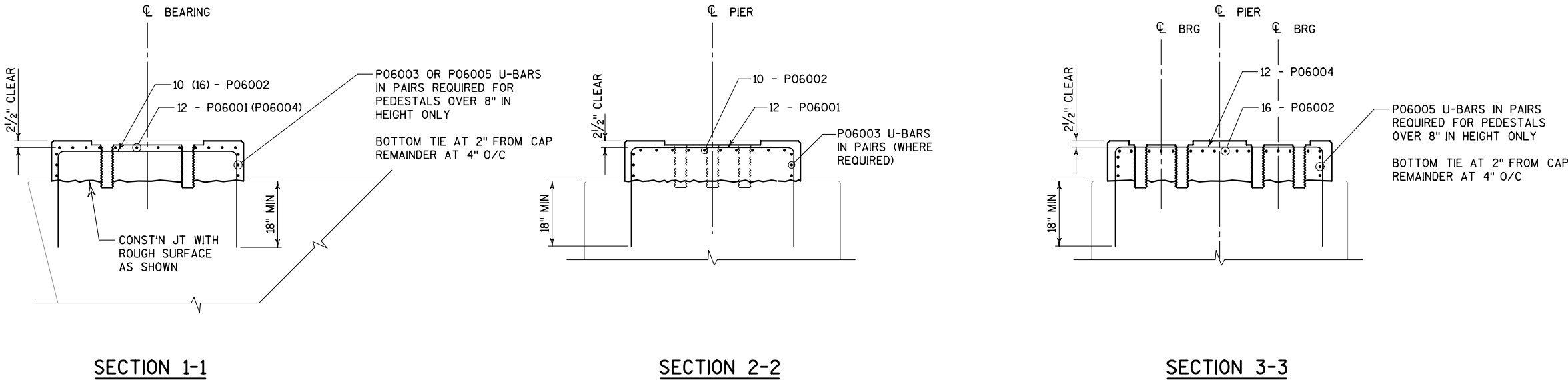


LEGEND

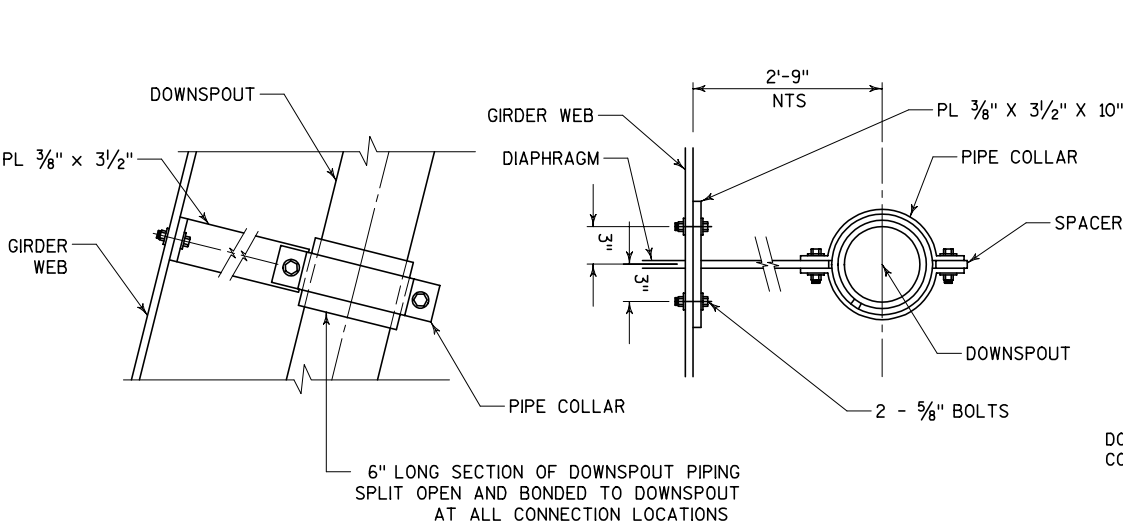
PIER WORK POINT / CENTER POINT.

NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- SEE SHEETS 44 AND 46 FOR TYPICAL PIER CAP LAYOUT AND DIMENSIONS.
- SEE SHEET 45 OR 47 FOR TYPICAL PIER CAP REINFORCEMENT.
- BLOCKOUT INFORMATION FOR BEARINGS AND ANCHOR BOLTS IS SCHEMATIC ONLY. CONTRACTOR SHALL COORDINATE BLOCKOUT SIZE AND NUMBER AND LOCATION OF ANCHOR BOLTS WITH THE INFORMATION GIVEN ON SHEETS 61 TO 64 AND WITH THE BEARING SUPPLIER.
- ANCHOR BOLTS SHALL BE EITHER INSTALLED IN BLOCKOUTS AS SHOWN OR CAST DIRECTLY INTO THE PIER CAP / PEDESTAL. DRILLING OR CORING IN PLACE OF THE BLOCKOUTS SHOWN WILL NOT BE PERMITTED.
- ANCHOR BOLT BLOCKOUTS SHALL BE FORMED USING CORRUGATED FORMS THAT WILL PROVIDE POSITIVE INTERLOCK BETWEEN THE PIER CAP / PEDESTAL AND THE GROUT SURROUNDING THE ANCHOR BOLTS.



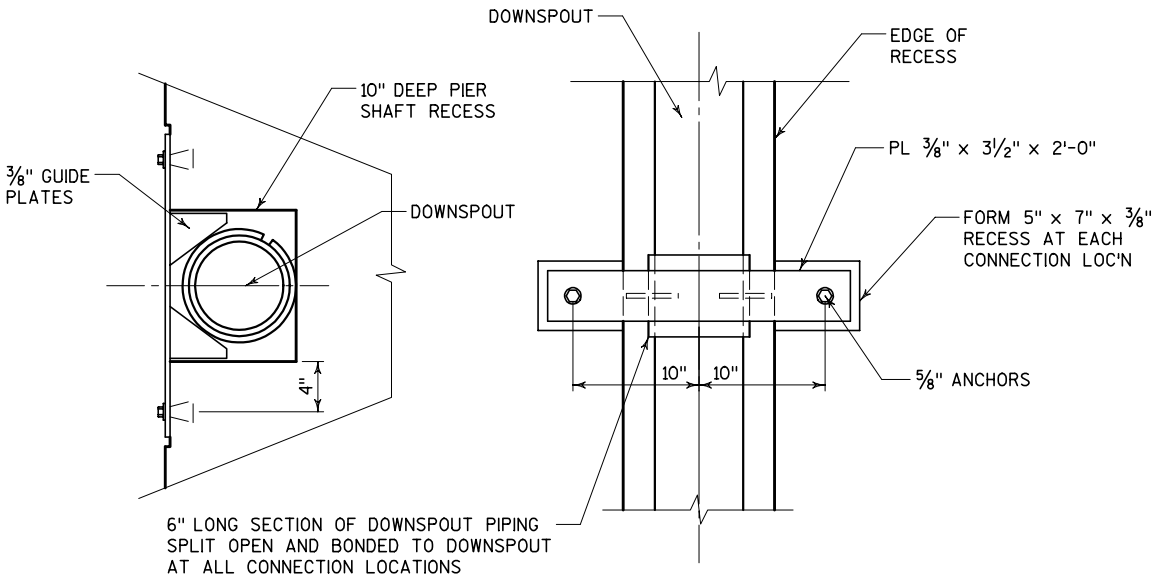
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
TYPICAL BEARING PEDESTAL REINFORCEMENT			SHEET 48 OF 162
			MAR 21 2005



SIDE ELEVATION

SECTION

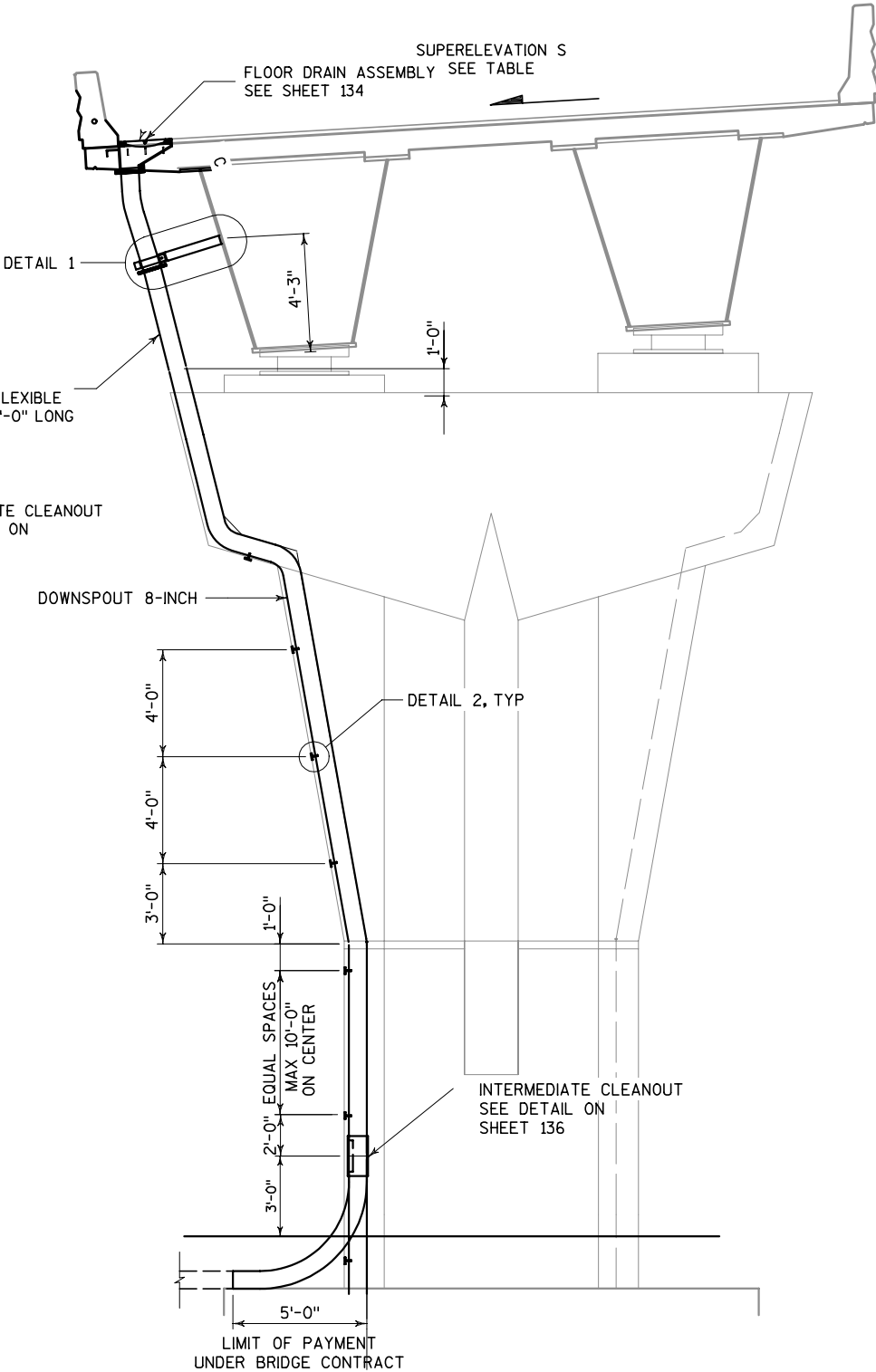
DETAIL 1



PLAN

FRONT ELEVATION

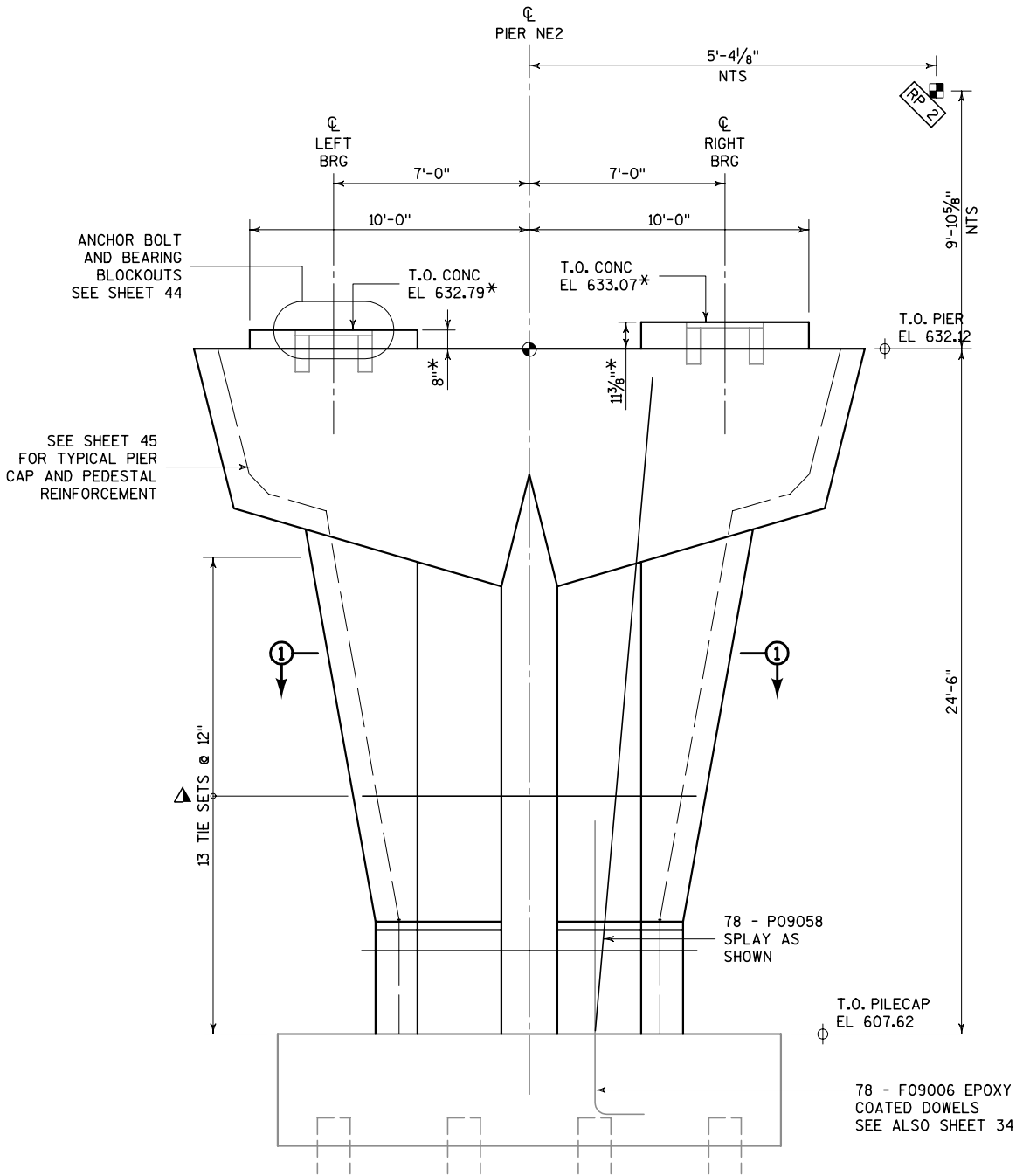
DETAIL 2



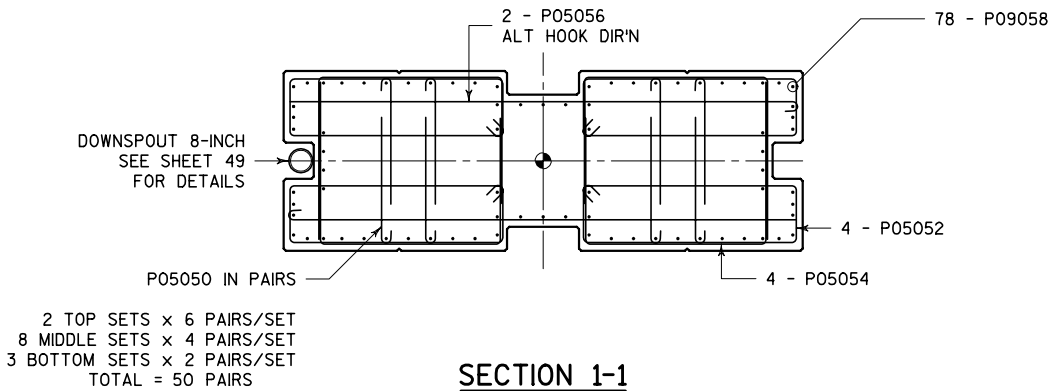
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- SEE SHEETS 44 AND 46 FOR STANDARD PIER DIMENSIONS.
- SEE SHEETS 45 TO 48 FOR STANDARD PIER CAP AND PEDESTAL DIMENSIONS.
- SEE SHEET 61 AND 62 FOR MOVEMENTS REQUIRED TO BE HANDLED BY THE FLEXIBLE CONNECTOR ('LONGITUDINAL MOVEMENT RANGE').
- SEE SHEET 135 FOR CONNECTION REQUIREMENTS AND ADDITIONAL DETAILS OF THE FLOOR DRAIN ASSEMBLY.
- SEE SHEET 136 FOR ADDITIONAL PIPING, PIPE HANGER CONNECTIONS AND CLEANOUT DETAIL.
- VERIFY ALL DIMENSIONS PRIOR TO FABRICATING DOWNSPOUT.
- BOLTS SHALL BE STAINLESS STEEL. ALL OTHER CONNECTION ELEMENTS SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION.
- PROVIDE OVERSIZE NYLON WASHERS TO ISOLATE STAINLESS STEEL BOLTS FROM CONTACT WITH ALL PAINTED, UNCOATED OR GALVANIZED STEEL.
- MASONRY ANCHORS SHALL MEET THE REQUIREMENTS FOR TYPE 'S' AS DESCRIBED IN THE STANDARD SPECIFICATIONS.
- FOR PAYMENT PURPOSES, FLEXIBLE CONNECTORS AND ALL CONNECTION AND INSTALLATION HARDWARE (INCLUDING MASONRY ANCHORS) ARE CONSIDERED INCIDENTAL TO ITEM SPV.0090.2030 - DOWNSPOUT 8-INCH.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER DRAINAGE LAYOUT AND DETAILS			SHEET 49 OF 162
			MAR 21 2005



ELEVATION



SECTION 1-1

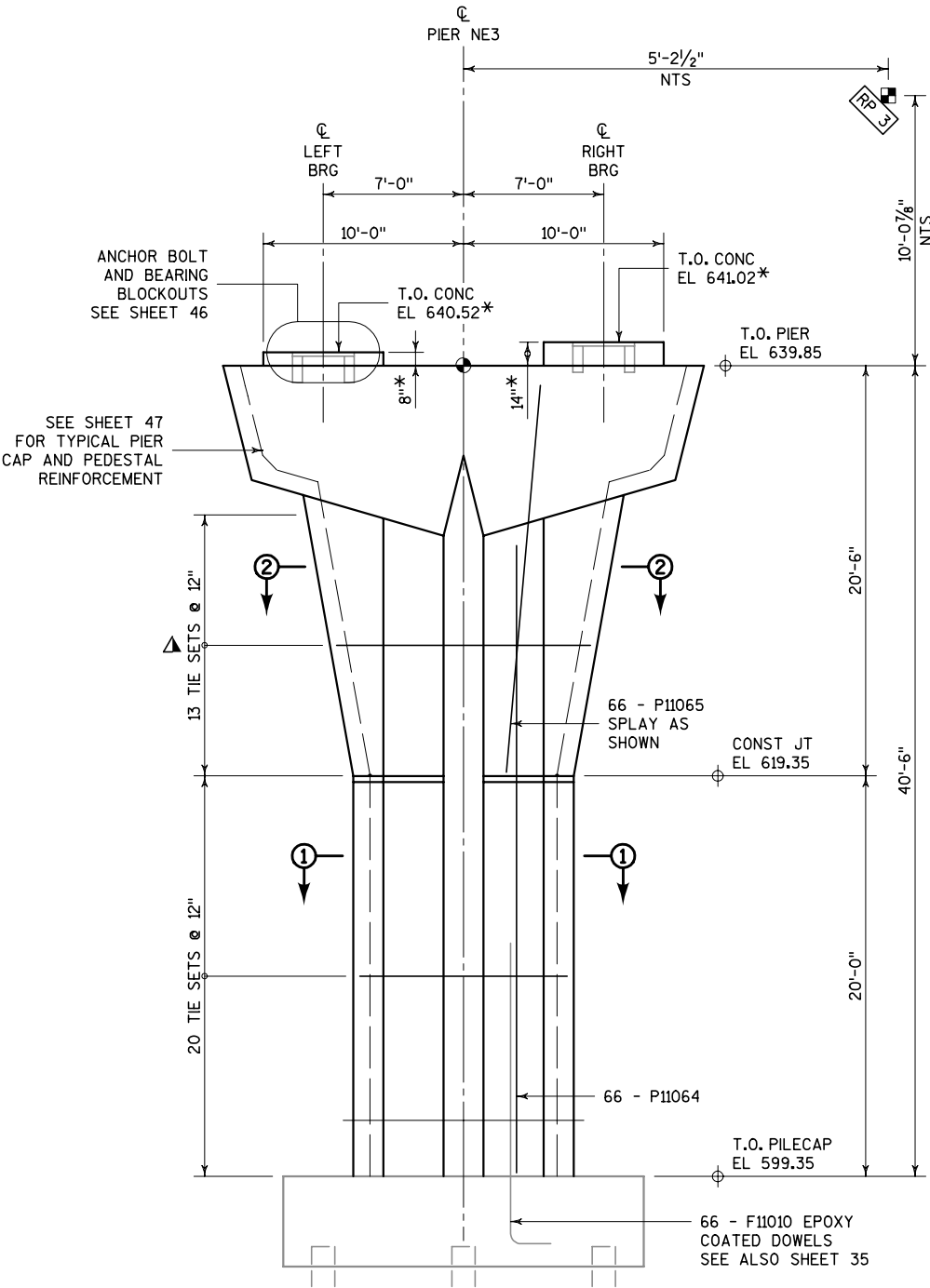
LEGEND

- GEOMETRY REFERENCE POINT AT STA 63NE+80.00. SEE SHEET 1 FOR COORDINATES.
- PIER WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 63NE+80.00
OFFSET 5.34' LT
E 601766.33
N 298915.62
- ELEVATIONS AND DIMENSIONS DEPEND ON THE ASSUMED BEARING DIMENSIONS TABULATED ON SHEETS 61 AND 62. ADJUST AS REQUIRED TO SUIT THE ACTUAL BEARINGS SELECTED. MINIMUM PEDESTAL HEIGHT 6".
- ADJUST SPACING AT TOP AS REQUIRED TO KEEP TIES BELOW PIER CAP. SLOPE TOP TIE SET TO MATCH PIER CAP WHERE POSSIBLE. TOPMOST TIE SHALL BE WITHIN 6" OF THE UNDERSIDE OF THE CAP AT ALL POINTS.

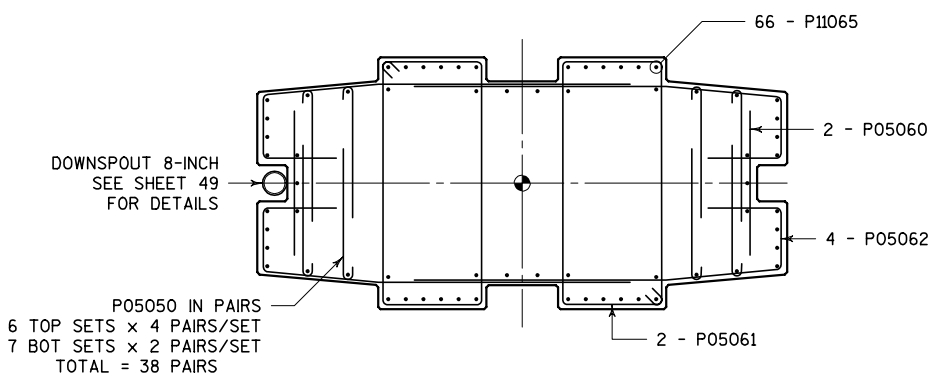
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- PIER NE2 IS A TYPE 'S1' PIER.
- PEDESTAL HEIGHTS ARE APPROXIMATE AND ARE GIVEN FOR INFORMATION ONLY - PLACE PEDESTALS TO THE REQUIRED TOP OF CONCRETE ELEVATION.
- THE FIRST TIE SET IN EACH POUR SECTION SHALL BE PLACED AT 6" ABOVE TOP OF PREVIOUS POUR. REMAINING TIES SPACED AS SHOWN.
- MAINTAIN MINIMUM 2" CLEAR COVER TO MAIN REINFORCEMENT AT HORIZONTAL REVEAL. MAINTAIN MINIMUM 2" CLEAR COVER TO TIES AT VERTICAL V-GROOVE LOCATIONS.
- SEE SHEET 21 FOR FOUNDATION LAYOUT.
- SEE SHEET 23 FOR FOUNDATION EXCAVATION INFORMATION.
- SEE SHEET 34 FOR FOUNDATION DESIGN INFORMATION.
- SEE SHEET 44 FOR STANDARD PIER DIMENSIONS NOT SHOWN HERE.
- SEE SHEETS 44 TO 48 FOR STANDARD PIER CAP AND PEDESTAL DIMENSIONS AND REINFORCEMENT.
- SEE SHEET 49 FOR PIER DRAINAGE DETAILS.
- SEE SHEET 161 FOR CONCRETE SURFACE STAINING REQUIREMENTS.

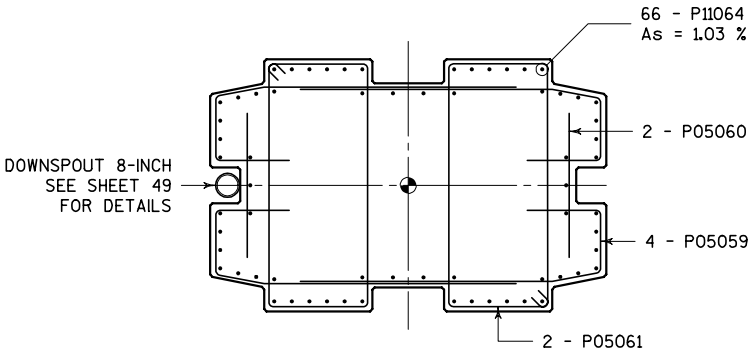
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER NE2 REINFORCEMENT			SHEET 50 OF 162
			MAR 21 2005



ELEVATION



SECTION 2-2



SECTION 1-1

- LEGEND**
- GEOMETRY REFERENCE POINT AT STA 66NE+10.00. SEE SHEET 1 FOR COORDINATES.
 - PIER WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 66NE+10.00
OFFSET 5.21' LT
E 601783.70
N 298686.32
 - ELEVATIONS AND DIMENSIONS DEPEND ON THE ASSUMED BEARING DIMENSIONS TABULATED ON SHEETS 61 AND 62. ADJUST AS REQUIRED TO SUIT THE ACTUAL BEARINGS SELECTED. MINIMUM PEDESTAL HEIGHT 6".
 - ADJUST SPACING AT TOP AS REQUIRED TO KEEP TIES BELOW PIER CAP. SLOPE TOP TIE SET TO MATCH PIER CAP WHERE POSSIBLE. TOPMOST TIE SHALL BE WITHIN 6" OF THE UNDERSIDE OF THE CAP AT ALL POINTS.

- NOTES**
- SEE SHEET 5 FOR GENERAL NOTES.
 - PIER NE3 IS A TYPE 'T' PIER.
 - PEDESTAL HEIGHTS ARE APPROXIMATE AND ARE GIVEN FOR INFORMATION ONLY - PLACE PEDESTALS TO THE REQUIRED TOP OF CONCRETE ELEVATION.
 - THE FIRST TIE SET IN EACH POUR SECTION SHALL BE PLACED AT 6" ABOVE TOP OF PREVIOUS POUR. REMAINING TIES SPACED AS SHOWN.
 - MAINTAIN MINIMUM 2" CLEAR COVER TO MAIN REINFORCEMENT AT HORIZONTAL REVEAL.
 - SEE SHEET 21 FOR FOUNDATION LAYOUT.
 - SEE SHEET 24 FOR FOUNDATION EXCAVATION INFORMATION.
 - SEE SHEET 35 FOR FOUNDATION DESIGN INFORMATION.
 - SEE SHEET 46 FOR STANDARD PIER DIMENSIONS NOT SHOWN HERE.
 - SEE SHEETS 44 TO 48 FOR STANDARD PIER CAP AND PEDESTAL DIMENSIONS AND REINFORCEMENT.
 - SEE SHEET 49 FOR PIER DRAINAGE DETAILS.
 - SEE SHEET 162 FOR CONCRETE SURFACE STAINING REQUIREMENTS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER NE3 REINFORCEMENT			SHEET 51 OF 162
			MAR 21 2005

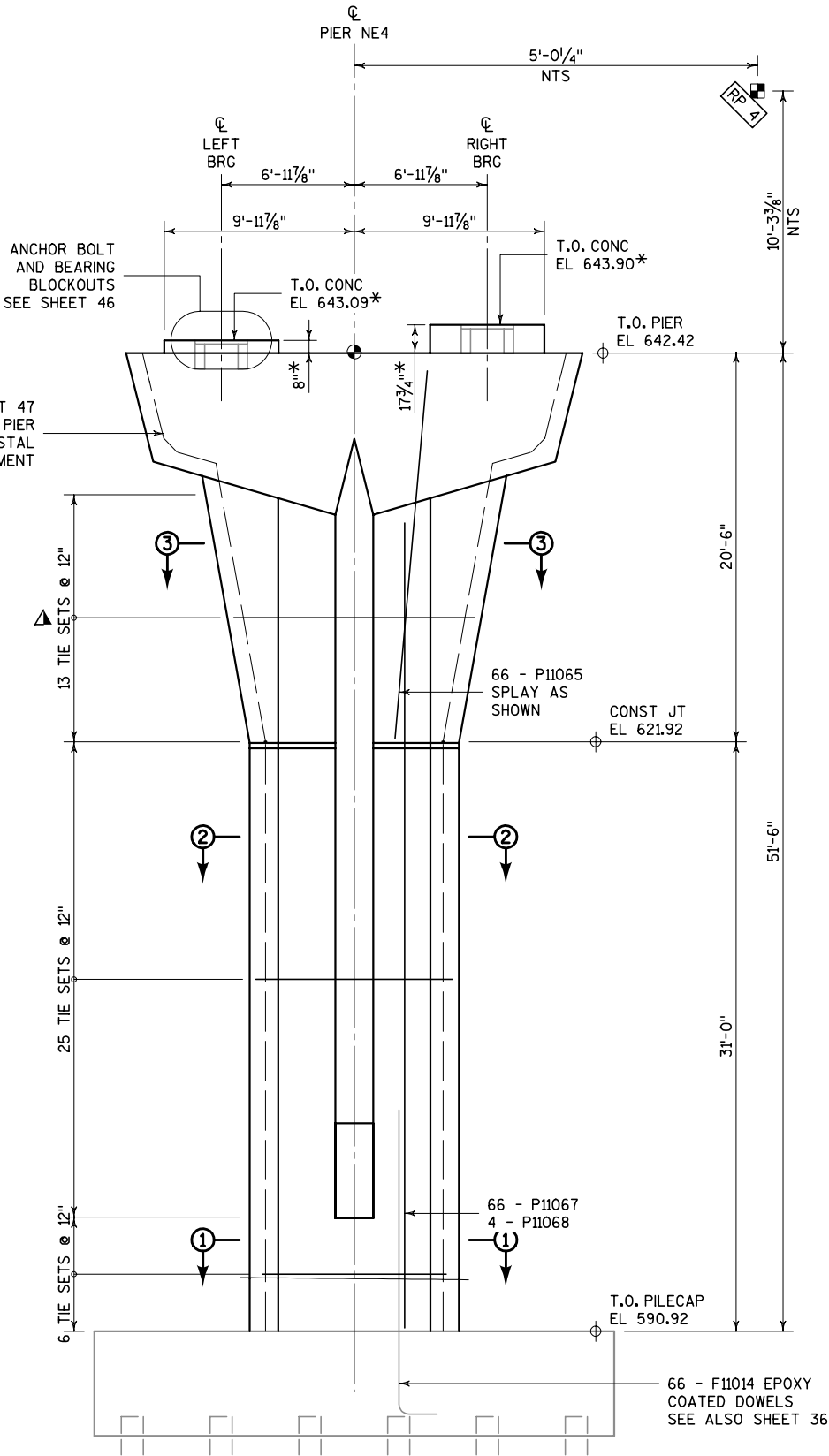
LEGEND

- GEOMETRY REFERENCE POINT AT STA 68NE+40.00. SEE SHEET 1 FOR COORDINATES.
- PIER WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 68NE+40.00
OFFSET 5.03' LT
E 601828.74
N 298462.89
- * ELEVATIONS AND DIMENSIONS DEPEND ON THE ASSUMED BEARING DIMENSIONS TABULATED ON SHEETS 61 AND 62. ADJUST AS REQUIRED TO SUIT THE ACTUAL BEARINGS SELECTED. MINIMUM PEDESTAL HEIGHT 6".
- ▲ ADJUST SPACING AT TOP AS REQUIRED TO KEEP TIES BELOW PIER CAP. SLOPE TOP TIE SET TO MATCH PIER CAP WHERE POSSIBLE. TOPMOST TIE SHALL BE WITHIN 6" OF THE UNDERSIDE OF THE CAP AT ALL POINTS.

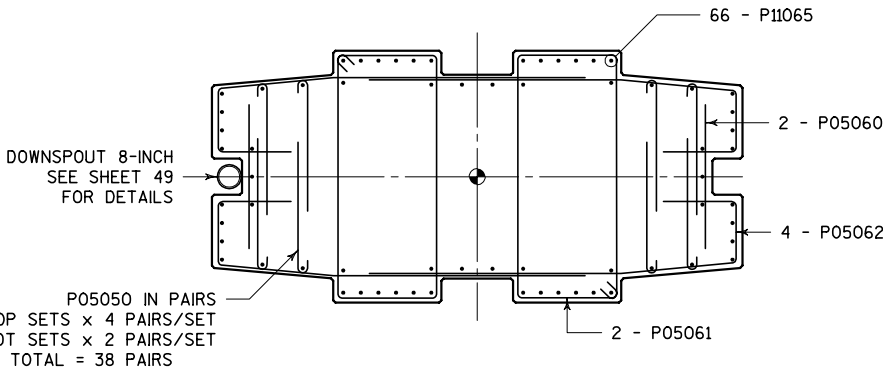
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- PIER NE4 IS A TYPE 'T1' PIER.
- FOUNDATION SHOWN IS SCHEMATIC ONLY AND DOES NOT INCLUDE SKEW EFFECTS. SEE PLAN VIEWS ON SHEET 36 FOR CLARIFICATION.
- PEDESTAL HEIGHTS ARE APPROXIMATE AND ARE GIVEN FOR INFORMATION ONLY - PLACE PEDESTALS TO THE REQUIRED TOP OF CONCRETE ELEVATION.
- THE FIRST TIE SET IN EACH POUR SECTION SHALL BE PLACED AT 6" ABOVE TOP OF PREVIOUS POUR. REMAINING TIES SPACED AS SHOWN.
- MAINTAIN MINIMUM 2" CLEAR COVER TO MAIN REINFORCEMENT AT HORIZONTAL REVEAL.
- SEE SHEET 21 FOR FOUNDATION LAYOUT.
- SEE SHEET 24 FOR FOUNDATION EXCAVATION INFORMATION.
- SEE SHEET 36 FOR FOUNDATION DESIGN INFORMATION.
- SEE SHEET 46 FOR STANDARD PIER DIMENSIONS NOT SHOWN HERE.
- SEE SHEETS 44 TO 48 FOR STANDARD PIER CAP AND PEDESTAL DIMENSIONS AND REINFORCEMENT.
- SEE SHEET 49 FOR PIER DRAINAGE DETAILS.
- SEE SHEET 162 FOR CONCRETE SURFACE STAINING REQUIREMENTS.

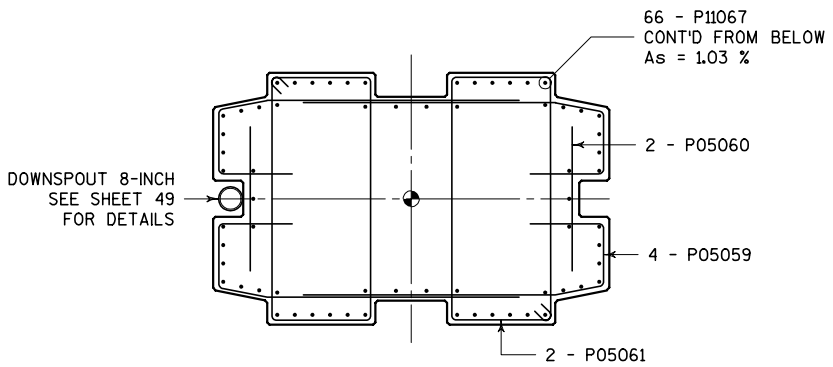
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER NE4 REINFORCEMENT			SHEET 52 OF 162
			MAR 21 2005



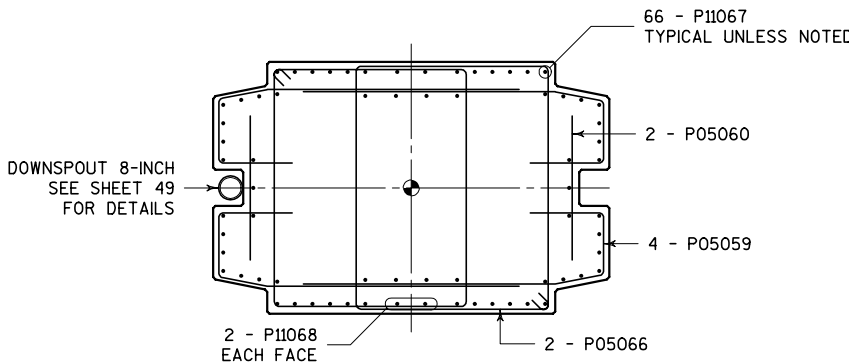
ELEVATION



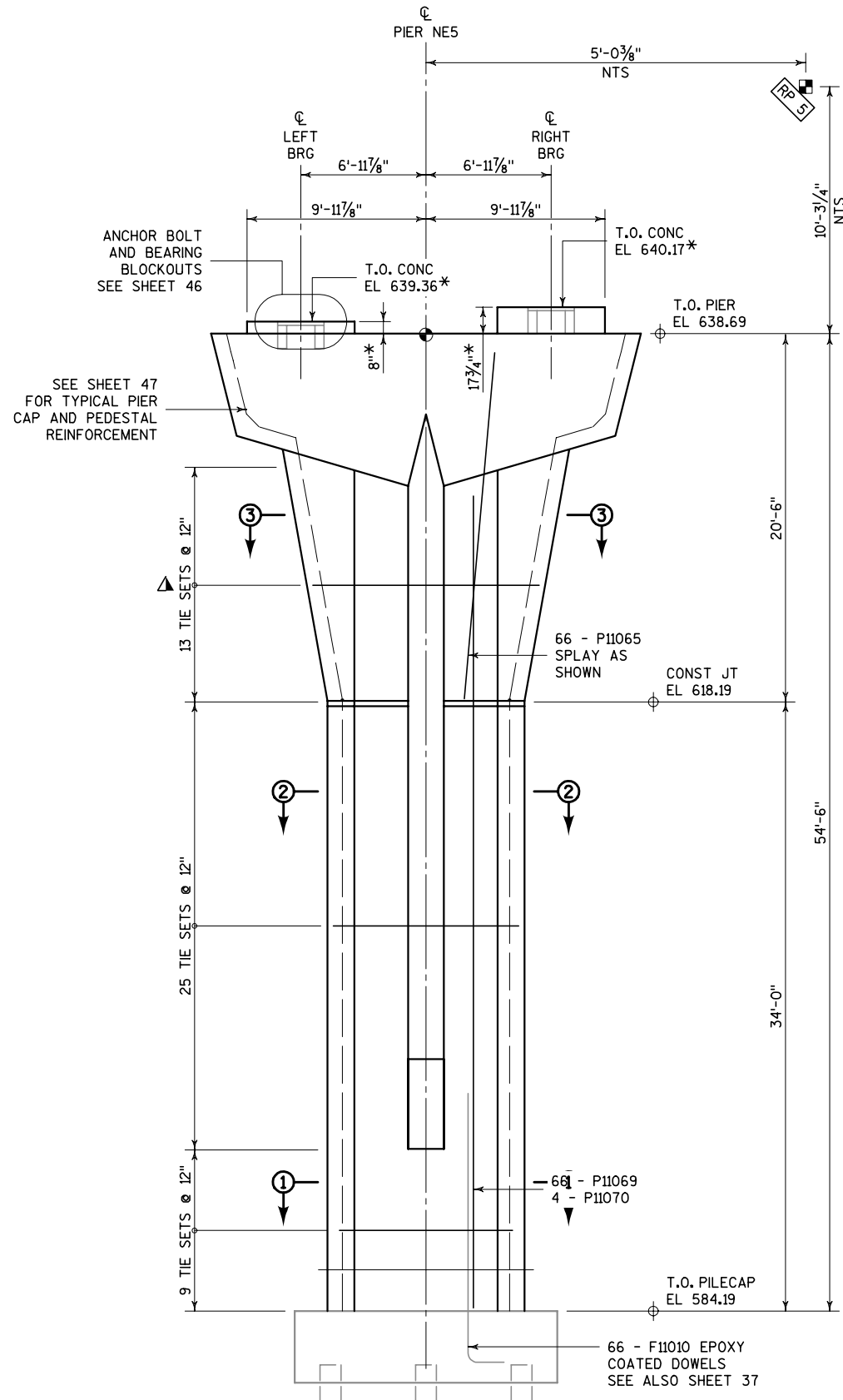
SECTION 3-3



SECTION 2-2

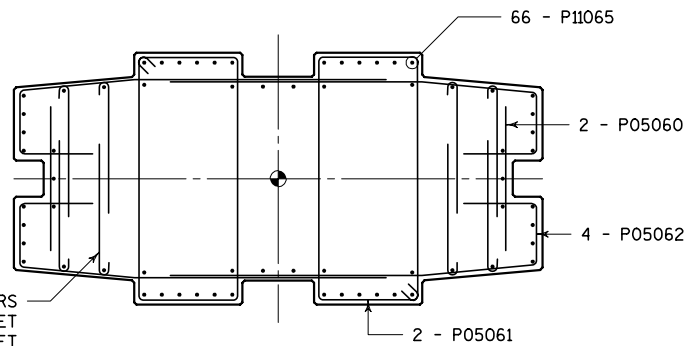


SECTION 1-1

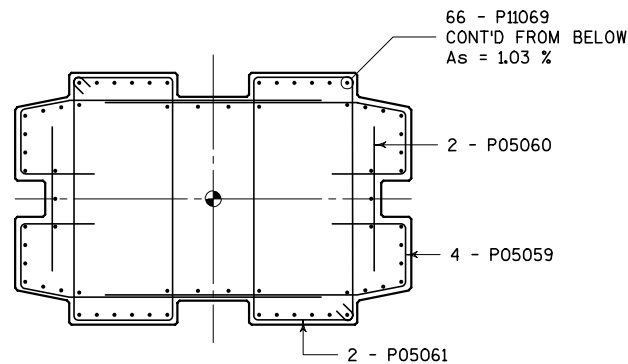


ELEVATION

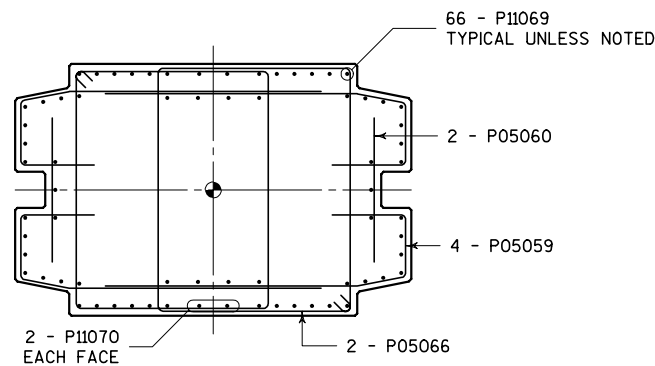
P05050 IN PAIRS
6 TOP SETS x 4 PAIRS/SET
7 BOT SETS x 2 PAIRS/SET
TOTAL = 38 PAIRS



SECTION 3-3



SECTION 2-2



SECTION 1-1

LEGEND

- GEOMETRY REFERENCE POINT AT STA 70NE+12.50. SEE SHEET 1 FOR COORDINATES.
- PIER WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 70NE+12.50
OFFSET 5.03' LT
E 601909.07
N 298312.37
- ELEVATIONS AND DIMENSIONS DEPEND ON THE ASSUMED BEARING DIMENSIONS TABULATED ON SHEETS 61 AND 62. ADJUST AS REQUIRED TO SUIT THE ACTUAL BEARINGS SELECTED. MINIMUM PEDESTAL HEIGHT 6".
- ADJUST SPACING AT TOP AS REQUIRED TO KEEP TIES BELOW PIER CAP. SLOPE TOP TIE SET TO MATCH PIER CAP WHERE POSSIBLE. TOPMOST TIE SHALL BE WITHIN 6" OF THE UNDERSIDE OF THE CAP AT ALL POINTS.

NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- PIER NE5 IS A TYPE 'T1' PIER.
- PEDESTAL HEIGHTS ARE APPROXIMATE AND ARE GIVEN FOR INFORMATION ONLY - PLACE PEDESTALS TO THE REQUIRED TOP OF CONCRETE ELEVATION.
- THE FIRST TIE SET IN EACH POUR SECTION SHALL BE PLACED AT 6" ABOVE TOP OF PREVIOUS POUR. REMAINING TIES SPACED AS SHOWN.
- MAINTAIN MINIMUM 2" CLEAR COVER TO MAIN REINFORCEMENT AT HORIZONTAL REVEAL.
- SEE SHEET 21 FOR FOUNDATION LAYOUT.
- SEE SHEET 25 FOR FOUNDATION EXCAVATION INFORMATION.
- SEE SHEET 37 FOR FOUNDATION DESIGN INFORMATION.
- SEE SHEET 46 FOR STANDARD PIER DIMENSIONS NOT SHOWN HERE.
- SEE SHEETS 44 TO 48 FOR STANDARD PIER CAP AND PEDESTAL DIMENSIONS AND REINFORCEMENT.
- SEE SHEET 49 FOR PIER DRAINAGE DETAILS.
- SEE SHEET 162 FOR CONCRETE SURFACE STAINING REQUIREMENTS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER NE5 REINFORCEMENT			SHEET 53 OF 162
			MAR 21 2005

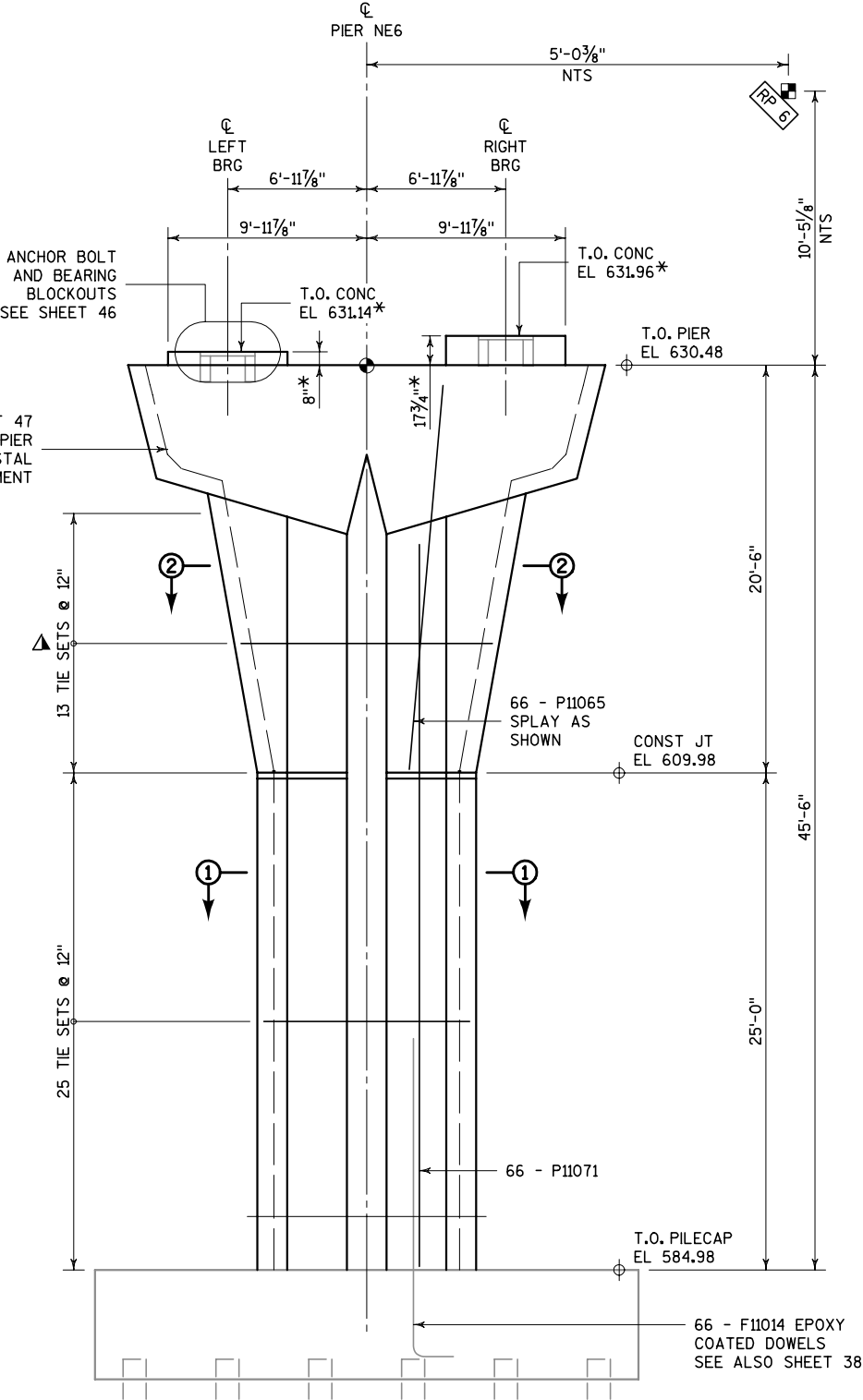
LEGEND

- GEOMETRY REFERENCE POINT AT STA 71NE+85.00. SEE SHEET 1 FOR COORDINATES.
- PIER WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 71NE+85.00
OFFSET 5.03' LT
E 602026.76
N 298188.84
- ELEVATIONS AND DIMENSIONS DEPEND ON THE ASSUMED BEARING DIMENSIONS TABULATED ON SHEETS 61 AND 62. ADJUST AS REQUIRED TO SUIT THE ACTUAL BEARINGS SELECTED. MINIMUM PEDESTAL HEIGHT 6".
- ADJUST SPACING AT TOP AS REQUIRED TO KEEP TIES BELOW PIER CAP. SLOPE TOP TIE SET TO MATCH PIER CAP WHERE POSSIBLE. TOPMOST TIE SHALL BE WITHIN 6" OF THE UNDERSIDE OF THE CAP AT ALL POINTS.

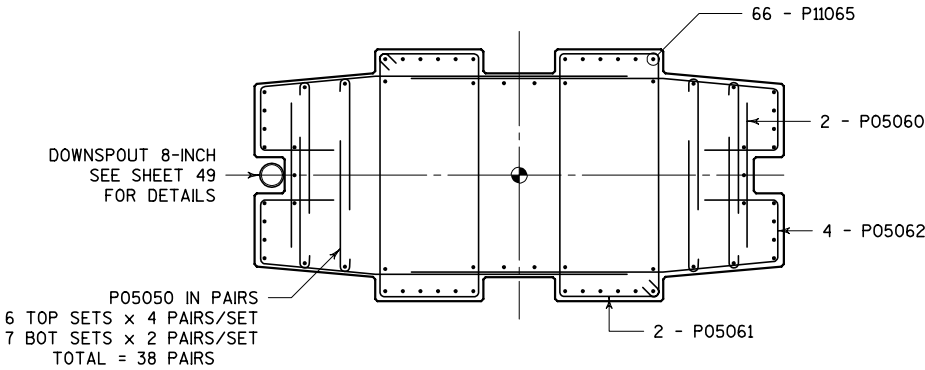
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- PIER NE6 IS A TYPE 'T1' PIER.
- PEDESTAL HEIGHTS ARE APPROXIMATE AND ARE GIVEN FOR INFORMATION ONLY - PLACE PEDESTALS TO THE REQUIRED TOP OF CONCRETE ELEVATION.
- THE FIRST TIE SET IN EACH POUR SECTION SHALL BE PLACED AT 6" ABOVE TOP OF PREVIOUS POUR. REMAINING TIES SPACED AS SHOWN.
- MAINTAIN MINIMUM 2" CLEAR COVER TO MAIN REINFORCEMENT AT HORIZONTAL REVEAL.
- SEE SHEET 22 FOR FOUNDATION LAYOUT.
- SEE SHEET 25 FOR FOUNDATION EXCAVATION INFORMATION.
- SEE SHEET 38 FOR FOUNDATION DESIGN INFORMATION.
- SEE SHEET 46 FOR STANDARD PIER DIMENSIONS NOT SHOWN HERE.
- SEE SHEETS 44 TO 48 FOR STANDARD PIER CAP AND PEDESTAL DIMENSIONS AND REINFORCEMENT.
- SEE SHEET 49 FOR PIER DRAINAGE DETAILS.
- SEE SHEET 162 FOR CONCRETE SURFACE STAINING REQUIREMENTS.

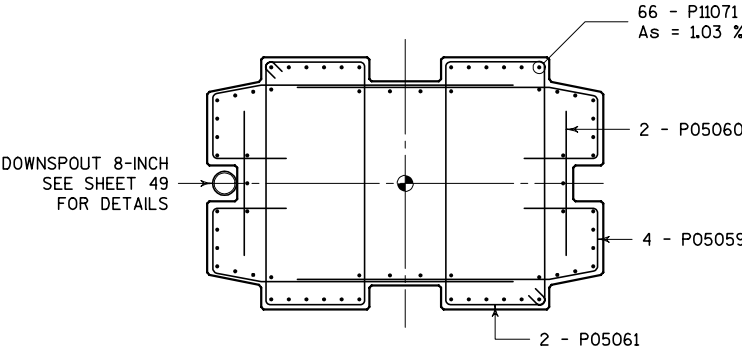
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER NE6 REINFORCEMENT			SHEET 54 OF 162
			MAR 21 2005



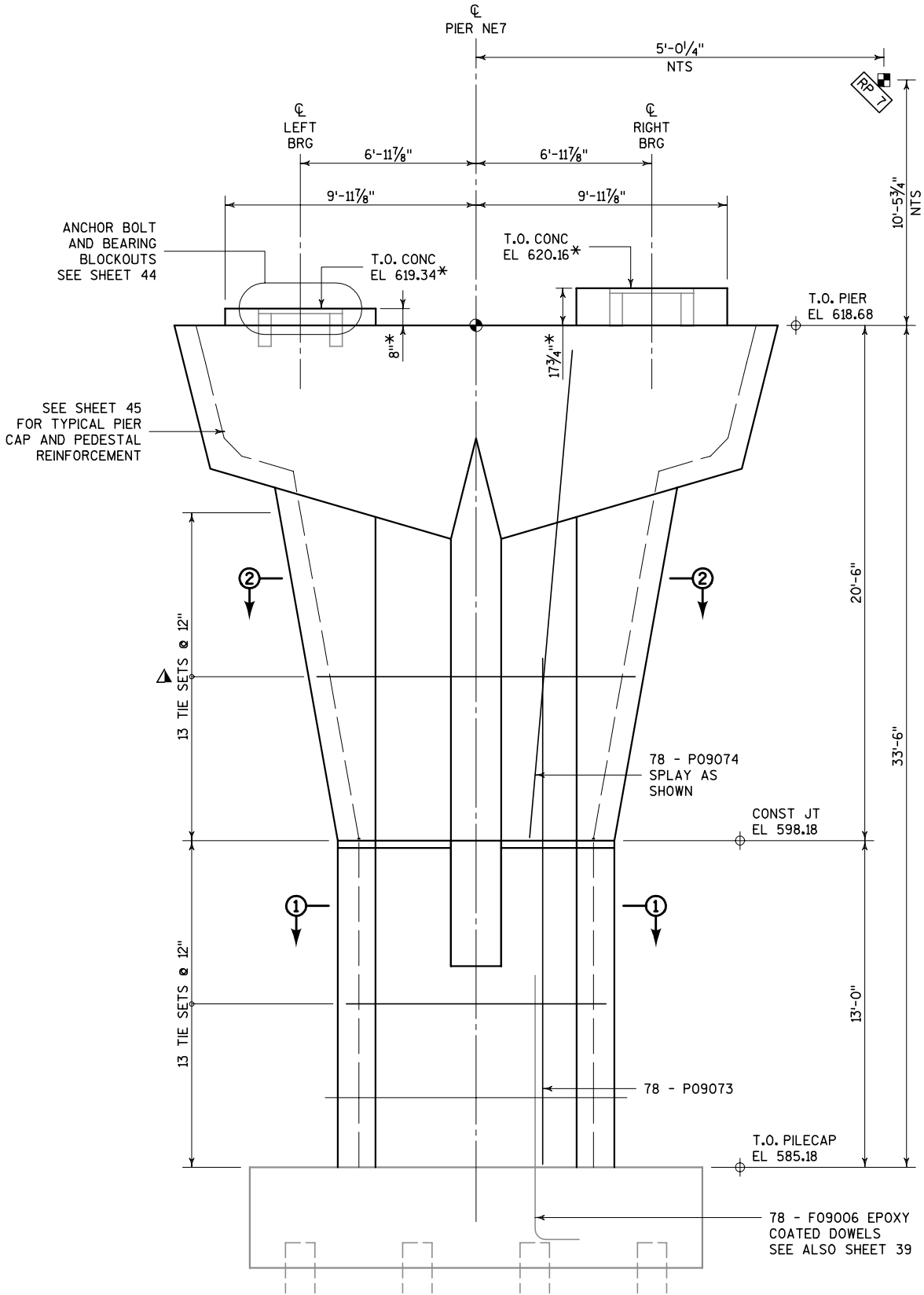
ELEVATION



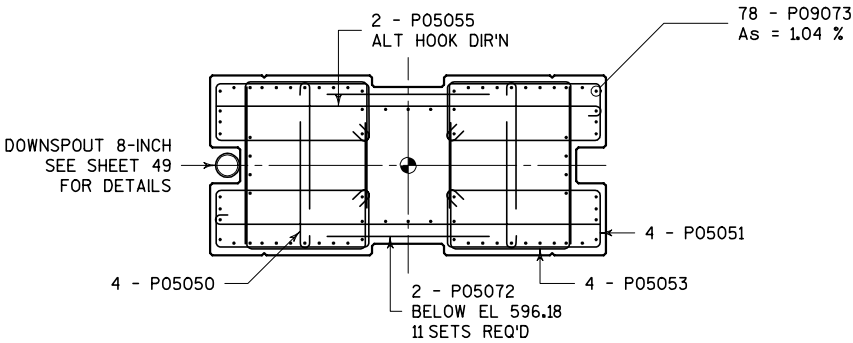
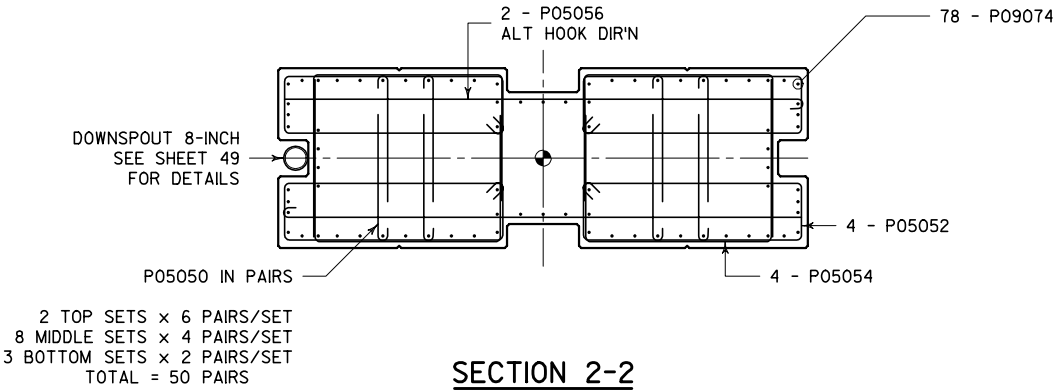
SECTION 2-2



SECTION 1-1



ELEVATION



LEGEND

- GEOMETRY REFERENCE POINT AT STA 74NE+20.00. SEE SHEET 1 FOR COORDINATES.
- PIER WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 74NE+20.00
OFFSET 5.02' LT
E 602231.35
N 298079.82
- ELEVATIONS AND DIMENSIONS DEPEND ON THE ASSUMED BEARING DIMENSIONS TABULATED ON SHEETS 61 AND 62. ADJUST AS REQUIRED TO SUIT THE ACTUAL BEARINGS SELECTED. MINIMUM PEDESTAL HEIGHT 6".
- ADJUST SPACING AT TOP AS REQUIRED TO KEEP TIES BELOW PIER CAP. SLOPE TOP TIE SET TO MATCH PIER CAP WHERE POSSIBLE. TOPMOST TIE SHALL BE WITHIN 6" OF THE UNDERSIDE OF THE CAP AT ALL POINTS.

NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- PIER NE7 IS A TYPE 'S1' PIER.
- PEDESTAL HEIGHTS ARE APPROXIMATE AND ARE GIVEN FOR INFORMATION ONLY - PLACE PEDESTALS TO THE REQUIRED TOP OF CONCRETE ELEVATION.
- THE FIRST TIE SET IN EACH POUR SECTION SHALL BE PLACED AT 6" ABOVE TOP OF PREVIOUS POUR. REMAINING TIES SPACED AS SHOWN.
- MAINTAIN MINIMUM 2" CLEAR COVER TO MAIN REINFORCEMENT AT HORIZONTAL REVEAL. MAINTAIN MINIMUM 2" CLEAR COVER TO TIES AT VERTICAL V-GROOVE LOCATIONS.
- SEE SHEET 22 FOR FOUNDATION LAYOUT.
- SEE SHEET 26 FOR FOUNDATION EXCAVATION INFORMATION.
- SEE SHEET 39 FOR FOUNDATION DESIGN INFORMATION.
- SEE SHEET 44 FOR STANDARD PIER DIMENSIONS NOT SHOWN HERE.
- SEE SHEETS 44 TO 48 FOR STANDARD PIER CAP AND PEDESTAL DIMENSIONS AND REINFORCEMENT.
- SEE SHEET 49 FOR PIER DRAINAGE DETAILS.
- SEE SHEET 161 FOR CONCRETE SURFACE STAINING REQUIREMENTS.

NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION					
STRUCTURE B-40-1221					
CONST. SPEC.	2004	DRAWN BY	KGW	PLANS CK'D.	JCP
PIER NE7 REINFORCEMENT				SHEET 55 OF 162	
				MAR 21 2005	

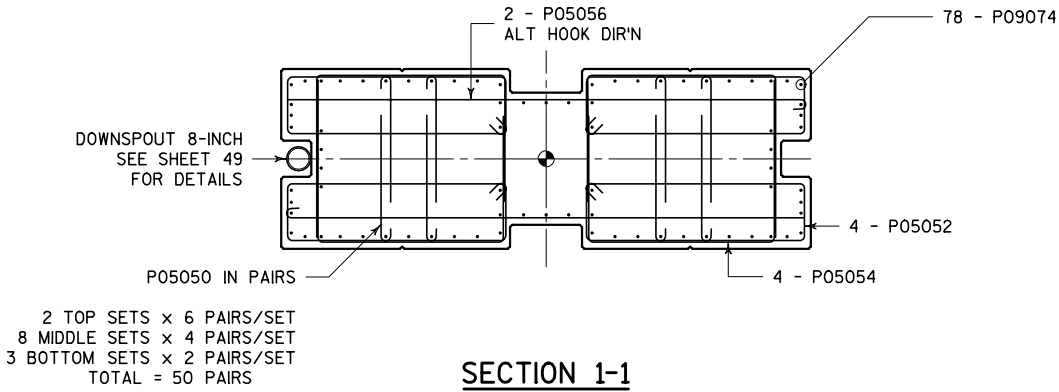
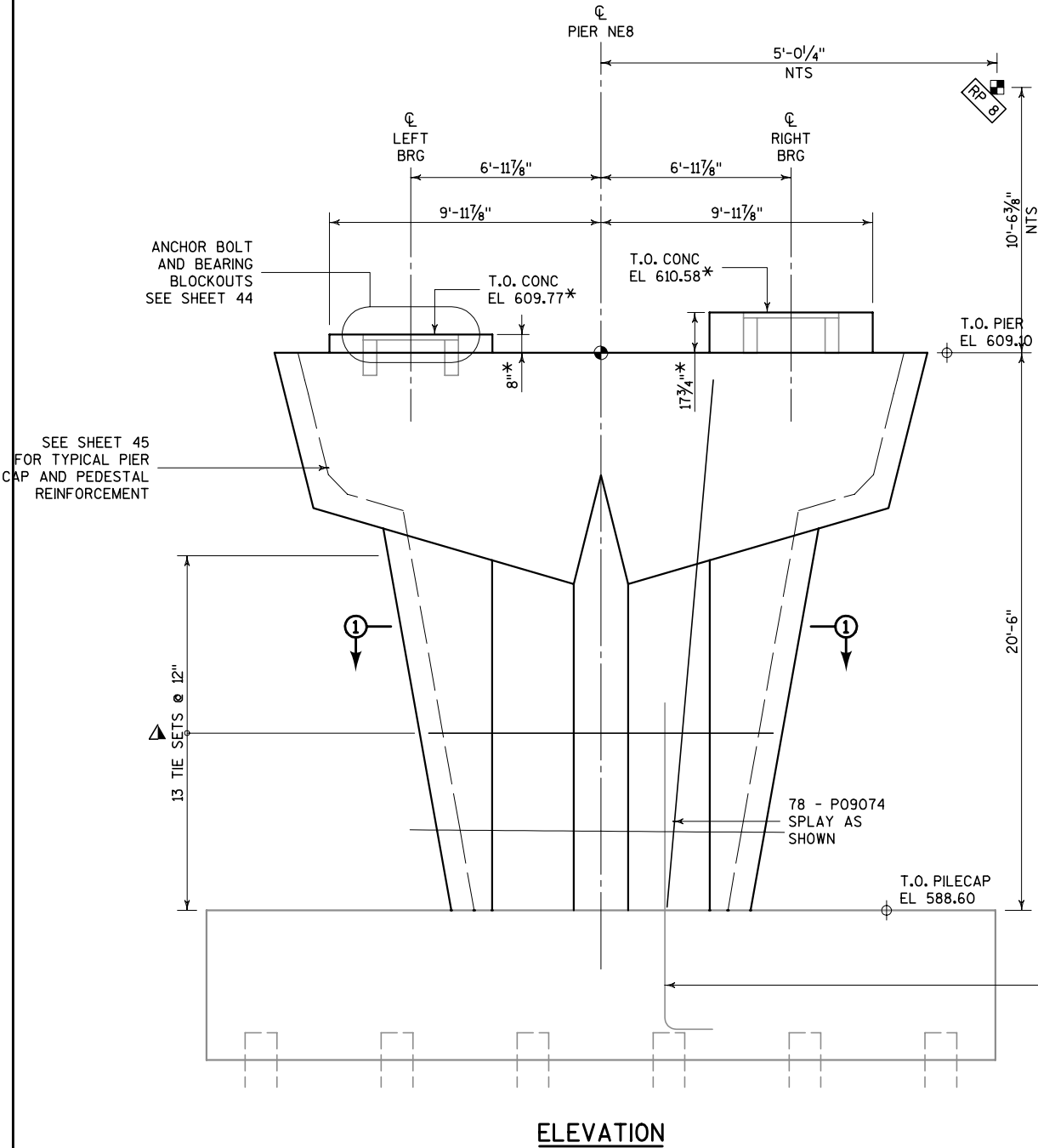
LEGEND

- GEOMETRY REFERENCE POINT AT STA 76NE+55.00. SEE SHEET 1 FOR COORDINATES.
- PIER WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 76NE+55.00
OFFSET 5.02' LT
E 602461.50
N 298051.97
- ELEVATIONS AND DIMENSIONS DEPEND ON THE ASSUMED BEARING DIMENSIONS TABULATED ON SHEETS 61 AND 62. ADJUST AS REQUIRED TO SUIT THE ACTUAL BEARINGS SELECTED. MINIMUM PEDESTAL HEIGHT 6".
- ADJUST SPACING AT TOP AS REQUIRED TO KEEP TIES BELOW PIER CAP. SLOPE TOP TIE SET TO MATCH PIER CAP WHERE POSSIBLE. TOPMOST TIE SHALL BE WITHIN 6" OF THE UNDERSIDE OF THE CAP AT ALL POINTS.

NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- PIER NE8 IS A TYPE 'S' PIER.
- FOUNDATION SHOWN IS SCHEMATIC ONLY AND DOES NOT INCLUDE SKEW EFFECTS. SEE PLAN VIEWS ON SHEET 40 FOR CLARIFICATION.
- PEDESTAL HEIGHTS ARE APPROXIMATE AND ARE GIVEN FOR INFORMATION ONLY - PLACE PEDESTALS TO THE REQUIRED TOP OF CONCRETE ELEVATION.
- THE FIRST TIE SET IN EACH POUR SECTION SHALL BE PLACED AT 6" ABOVE TOP OF PREVIOUS POUR. REMAINING TIES SPACED AS SHOWN.
- MAINTAIN MINIMUM 2" CLEAR COVER TO MAIN REINFORCEMENT AT HORIZONTAL REVEAL. MAINTAIN MINIMUM 2" CLEAR COVER TO TIES AT VERTICAL V-GROOVE LOCATIONS.
- SEE SHEET 22 FOR FOUNDATION LAYOUT.
- SEE SHEET 26 FOR FOUNDATION EXCAVATION INFORMATION.
- SEE SHEET 40 FOR FOUNDATION DESIGN INFORMATION.
- SEE SHEET 44 FOR STANDARD PIER DIMENSIONS NOT SHOWN HERE.
- SEE SHEETS 44 TO 48 FOR STANDARD PIER CAP AND PEDESTAL DIMENSIONS AND REINFORCEMENT.
- SEE SHEET 49 FOR PIER DRAINAGE DETAILS.
- SEE SHEET 161 FOR CONCRETE SURFACE STAINING REQUIREMENTS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER NE8 REINFORCEMENT			SHEET 56 OF 162
			MAR 21 2005



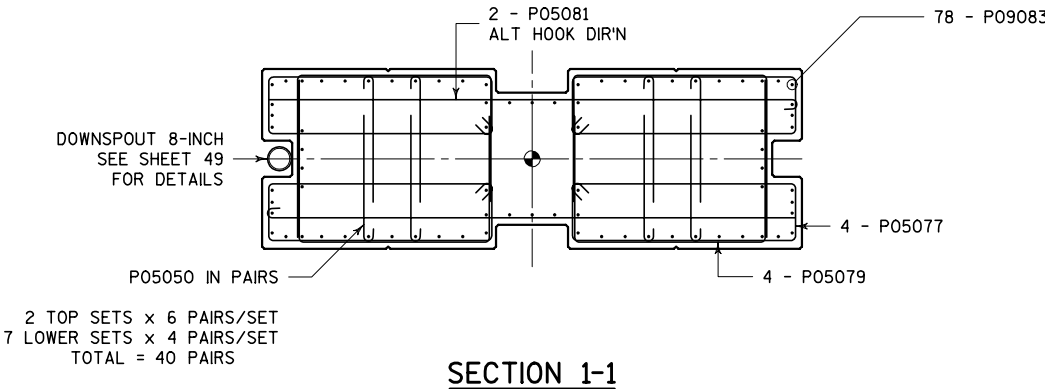
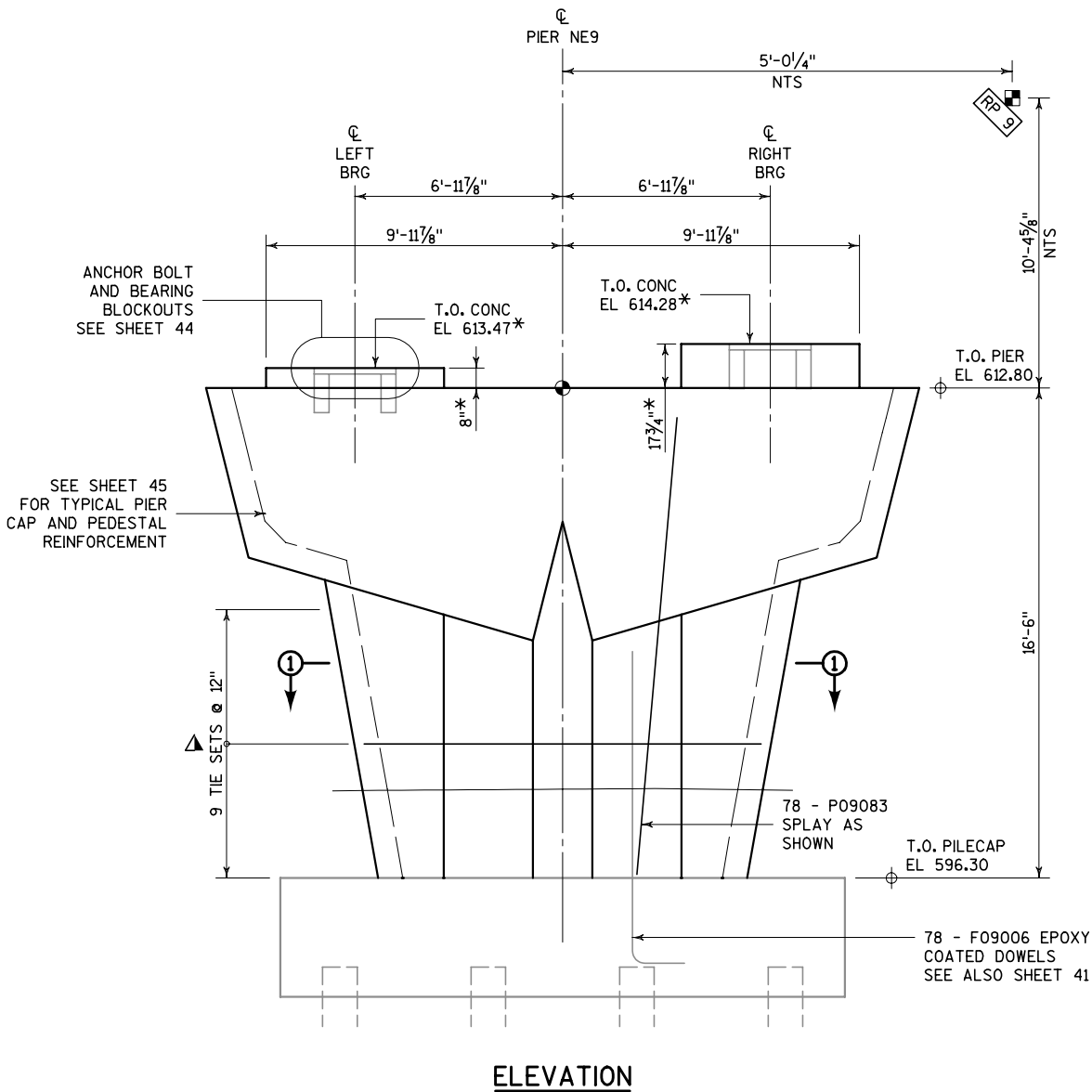
LEGEND

- GEOMETRY REFERENCE POINT AT STA 78NE+90.00. SEE SHEET 1 FOR COORDINATES.
- PIER WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 78NE+90.00
OFFSET 5.02' LT
E 602686.25
N 298108.99
- ELEVATIONS AND DIMENSIONS DEPEND ON THE ASSUMED BEARING DIMENSIONS TABULATED ON SHEETS 61 AND 62. ADJUST AS REQUIRED TO SUIT THE ACTUAL BEARINGS SELECTED. MINIMUM PEDESTAL HEIGHT 6".
- ADJUST SPACING AT TOP AS REQUIRED TO KEEP TIES BELOW PIER CAP. SLOPE TOP TIE SET TO MATCH PIER CAP WHERE POSSIBLE. TOPMOST TIE SHALL BE WITHIN 6" OF THE UNDERSIDE OF THE CAP AT ALL POINTS.

NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- PIER NE9 IS A TYPE 'S1' PIER.
- FOUNDATION SHOWN IS SCHEMATIC ONLY AND DOES NOT INCLUDE SKEW EFFECTS. SEE PLAN VIEWS ON SHEET 41 FOR CLARIFICATION.
- PEDESTAL HEIGHTS ARE APPROXIMATE AND ARE GIVEN FOR INFORMATION ONLY - PLACE PEDESTALS TO THE REQUIRED TOP OF CONCRETE ELEVATION.
- THE FIRST TIE SET IN EACH POUR SECTION SHALL BE PLACED AT 6" ABOVE TOP OF PREVIOUS POUR. REMAINING TIES SPACED AS SHOWN.
- MAINTAIN MINIMUM 2" CLEAR COVER TO MAIN REINFORCEMENT AT HORIZONTAL REVEAL. MAINTAIN MINIMUM 2" CLEAR COVER TO TIES AT VERTICAL V-GROOVE LOCATIONS.
- SEE SHEET 22 FOR FOUNDATION LAYOUT.
- SEE SHEET 27 FOR FOUNDATION EXCAVATION INFORMATION.
- SEE SHEET 41 FOR FOUNDATION DESIGN INFORMATION.
- SEE SHEET 44 FOR STANDARD PIER DIMENSIONS NOT SHOWN HERE.
- SEE SHEETS 44 TO 48 FOR STANDARD PIER CAP AND PEDESTAL DIMENSIONS AND REINFORCEMENT.
- SEE SHEET 49 FOR PIER DRAINAGE DETAILS.
- SEE SHEET 161 FOR CONCRETE SURFACE STAINING REQUIREMENTS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER NE9 REINFORCEMENT			SHEET 57 OF 162
			MAR 21 2005



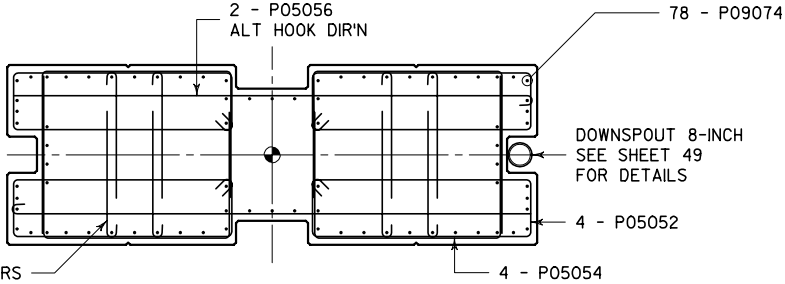
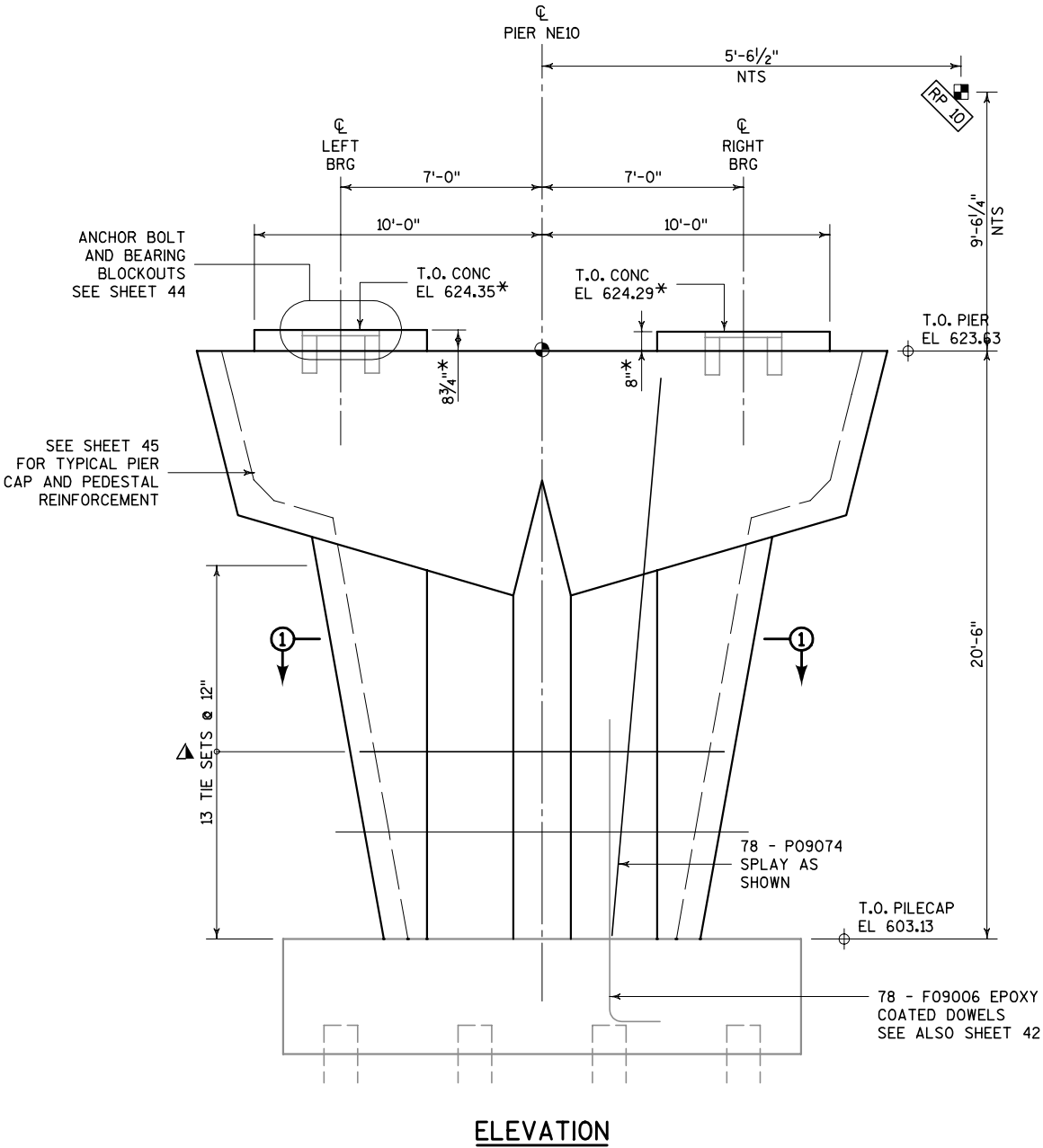
LEGEND

- GEOMETRY REFERENCE POINT AT STA 81NE+00.00. SEE SHEET 1 FOR COORDINATES.
- PIER WORK POINT / CENTER POINT. COORDINATES AS FOLLOWS:
STA 81NE+00.00
OFFSET 5.54' LT
E 602867.82
N 298212.78
- ELEVATIONS AND DIMENSIONS DEPEND ON THE ASSUMED BEARING DIMENSIONS TABULATED ON SHEETS 61 AND 62. ADJUST AS REQUIRED TO SUIT THE ACTUAL BEARINGS SELECTED. MINIMUM PEDESTAL HEIGHT 6".
- ADJUST SPACING AT TOP AS REQUIRED TO KEEP TIES BELOW PIER CAP. SLOPE TOP TIE SET TO MATCH PIER CAP WHERE POSSIBLE. TOPMOST TIE SHALL BE WITHIN 6" OF THE UNDERSIDE OF THE CAP AT ALL POINTS.

NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- PIER NE10 IS A TYPE 'S' PIER.
- PEDESTAL HEIGHTS ARE APPROXIMATE AND ARE GIVEN FOR INFORMATION ONLY - PLACE PEDESTALS TO THE REQUIRED TOP OF CONCRETE ELEVATION.
- THE FIRST TIE SET IN EACH POUR SECTION SHALL BE PLACED AT 6" ABOVE TOP OF PREVIOUS POUR. REMAINING TIES SPACED AS SHOWN.
- MAINTAIN MINIMUM 2" CLEAR COVER TO MAIN REINFORCEMENT AT HORIZONTAL REVEAL. MAINTAIN MINIMUM 2" CLEAR COVER TO TIES AT VERTICAL V-GROOVE LOCATIONS.
- SEE SHEET 22 FOR FOUNDATION LAYOUT.
- SEE SHEET 27 FOR FOUNDATION EXCAVATION INFORMATION.
- SEE SHEET 42 FOR FOUNDATION DESIGN INFORMATION.
- SEE SHEET 44 FOR STANDARD PIER DIMENSIONS NOT SHOWN HERE.
- SEE SHEETS 44 TO 48 FOR STANDARD PIER CAP AND PEDESTAL DIMENSIONS AND REINFORCEMENT.
- SEE SHEET 49 FOR PIER DRAINAGE DETAILS.
- SEE SHEET 161 FOR CONCRETE SURFACE STAINING REQUIREMENTS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER NE10 REINFORCEMENT			SHEET 58 OF 162
			MAR 21 2005



SECTION 1-1

BAR INFORMATION						BAR DIMENSIONS					LOCATION	REMARKS
BAR MARK	COAT	NO. REQ'D	CUT LENGTH	TOTAL WT (LB)	BEND TYPE	A	B	C	D	E		
P06001	E	192	10'-10"	3124	4	3'-0"	5'-1"				PEDESTALS	
P06002	E	192	11'-2"	3220	4	3'-0"	5'-5"				PEDESTALS	
P06003	E	80	12'-7"	1512	4	4'-0"	4'-10"				PEDESTALS	
P06004	E	24	12'-4"	445	4	3'-0"	6'-7"				PEDESTALS	
P06005	E	12	14'-2"	255	4	4'-0"	6'-5"				PEDESTALS	
P09006	E	248	16'-7"	13983	9	15'-0"	2'-0"	105°			PIER CAP TOP BARS	
P09007	E	248	15'-0"	12648	1	15'-0"					PIER CAP TOP BARS - LAYER 2	
P08008	E	162	22'-2"*	9588	1	22'-2"*					PIER CAP UPPER SIDE BARS	DIM'N 'A' VARIES FROM 21'-5" TO 22'-11" IN 8 STEPS OF 2¼" (18 SETS OF 9 BARS REQ'D)
P08009	E	124	11'-4"	3752	9	9'-6"	2'-0"	60°			PIER CAP SOFFIT	
P06010	E	140	16'-5"*	3452	4	4'-8"	7'-4"*				PIER CAP MAIN TIES	DIM'N 'B' VARIES FROM 6'-5½" TO 8'-1" IN 6 STEPS OF 3¼" (20 SETS OF 7 BARS REQ'D)
P06011	E	140	11'-11"	2506	4	4'-8"	2'-10"				PIER CAP SECONDARY TIES	
P06012	E	108	9'-0"*	1460	8	7'-2"*	2'-0"				PIER CAP LOWER SIDE BARS	DIM'N 'A' VARIES FROM 3'-5" TO 10'-10" IN 2 STEPS OF 3'-8½" (36 SETS OF 3 BARS REQ'D)
P06013	E	18	9'-5"	255	10	4'-0"	152°	6"			PIER CAP RECESS CAP BARS	
P06014	E	80	16'-8"*	2003	3	5'-10"*	2'-1"				PIER CAP END ZONE STIRRUPS	DIM'N 'A' VARIES FROM 5'-5" TO 6'-2¾" IN 3 STEPS OF 3¼" (20 SETS OF 4 BARS REQ'D)
P05015	E	220	5'-8"	1300	4	2'-0"	1'-11"				PIER CAP END BARS	
P05016	E	160	5'-4"	890	1	5'-4"					PIER CAP END VERTICALS	
P05017	E	90	4'-0"	375	1	4'-0"					PIER CAP END HORIZONTALS	
P06018	E	80	12'-10"	1542	4	4'-8"	3'-9"				PIER CAP SECONDARY TIES	
P06025	E	112	13'-11"	2341	4	5'-8"	2'-10"				PIER CAP SECONDARY TIES	
P06026	E	64	18'-8"*	1794	3	5'-10"*	3'-1"				PIER CAP END ZONE STIRRUPS	DIM'N 'A' VARIES FROM 5'-5" TO 6'-2¾" IN 3 STEPS OF 3¼" (16 SETS OF 4 BARS REQ'D)
P06027	E	112	18'-5"*	3098	4	5'-8"	7'-4"*				PIER CAP MAIN TIES	DIM'N 'B' VARIES FROM 6'-5½" TO 8'-1" IN 6 STEPS OF 3¼" (16 SETS OF 7 BARS REQ'D)
P05028	E	176	6'-8"	1224	4	2'-0"	2'-11"				PIER CAP END BARS	
P06029	E	64	16'-10"	1618	4	6'-8"	3'-9"				PIER CAP SECONDARY TIES	
P05030	E	120	5'-3"	657	5	2'-6"	8"				PIER CAP U-BARS	
P05050	E	836	4'-1"	3560	2	3'-6"					MULTIPLE LOCATIONS	
P05051	E	52	12'-2"	660	3	1'-7"	4'-2"				PIER SHAFT CORNER TIES	
P05052	E	208	14'-8"*	3182	3	1'-7"	5'-5"*				PIER SHAFT CORNER TIES	DIM'N 'B' VARIES FROM 4'-3" TO 6'-6" IN 12 STEPS OF 2¼" (16 SETS OF 13 BARS REQ'D)
P05053	E	52	11'-1"	601	22	3'-6"	3'-4"	4'-6"			PIER SHAFT U-BAR TIES	
P05054	E	208	12'-3"*	2658	22	3'-6"	4'-6"*	4'-6"			PIER SHAFT U-BAR TIES	DIM'N 'B' VARIES FROM 3'-5" TO 5'-6½" IN 12 STEPS OF 2½" (16 SETS OF 13 BARS REQ'D)
P05055	E	26	11'-3"	305	2	10'-8"					PIER SHAFT TRANSVERSE TIES	
P05056	E	104	13'-7"*	1473	2	13'-0"*					PIER SHAFT TRANSVERSE TIES	DIM'N 'A' VARIES FROM 10'-10" TO 15'-1" IN 12 STEPS OF 4¼" (8 SETS OF 13 BARS REQ'D)
P09058	E	78	23'-6"	6232	1	23'-6"					PIER MAIN VERTICAL	
P05059	E	440	11'-10"	5431	38	2'-0"	1'-11"	1'-3½"	7'-0"	169°	PIER SHAFT TRANSVERSE TIES	
P05060	E	324	4'-0"	1352	1	4'-0"					PIER SHAFT TRANSVERSE TIES	
P05061	E	294	19'-0"	5826	3	2'-7"	6'-7"				PIER SHAFT TRANSVERSE TIES	
P05062	E	208	12'-10"*	2784	38	2'-0"	1'-11"	2'-7"*	7'-0"	169°	PIER SHAFT TRANSVERSE TIES	DIM'N 'C' VARIES FROM 1'-3½" TO 3'-9½" IN 12 STEPS OF 2½" (16 SETS OF 13 BARS REQ'D)
P11064	E	66	31'-6"	11046	1	31'-6"					PIER MAIN VERTICAL	
P11065	E	264	19'-6"	27351	1	19'-6"					PIER MAIN VERTICAL	
P05066	E	30	24'-2"	756	3	5'-2"	6'-7"				PIER SHAFT TRANSVERSE TIES	
P11067	E	66	42'-6"	14903	1	42'-6"					PIER MAIN VERTICAL	
P11068	E	4	13'-8"	290	9	5'-10"	8'-0"	8°			PIER VERTICAL SPECIAL	
P11069	E	66	45'-6"	15955	1	45'-6"					PIER MAIN VERTICAL	
P11070	E	4	16'-8"	354	9	8'-10"	8'-0"	8°			PIER VERTICAL SPECIAL	
P11071	E	66	36'-6"	12799	1	36'-6"					PIER MAIN VERTICAL	
P05072	E	22	4'-6"	103	1	4'-6"					PIER SHAFT TRANSVERSE TIES	
P09073	E	78	20'-3"	5370	1	20'-3"					PIER MAIN VERTICAL	
P09074	E	234	19'-6"	15514	1	19'-6"					PIER MAIN VERTICAL	
P05077	E	36	15'-4"*	576	3	1'-7"	5'-9"*				PIER SHAFT CORNER TIES	DIM'N 'B' VARIES FROM 4'-11½" TO 6'-6" IN 8 STEPS OF 2⅜" (4 SETS OF 9 BARS REQ'D)
P05079	E	36	12'-7"*	472	22	3'-6"	4'-10"*	4'-6"			PIER SHAFT U-BAR TIES	DIM'N 'B' VARIES FROM 4'-1½" TO 5'-6½" IN 8 STEPS OF 2½" (4 SETS OF 9 BARS REQ'D)
P05081	E	18	14'-3"*	268	2	13'-8"*					PIER SHAFT TRANSVERSE TIES	DIM'N 'A' VARIES FROM 12'-3" TO 15'-1" IN 8 STEPS OF 4¼" (2 SETS OF 9 BARS REQ'D)
P09083	E	78	15'-6"	4111	1	15'-6"					PIER MAIN VERTICAL	
TOTAL:		6864		216974								

LEGEND

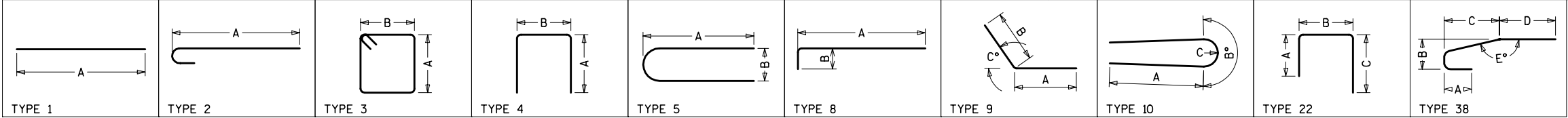
* DENOTES AVERAGE DIMENSIONS FOR BAR SERIES. SEE THE 'REMARKS' COLUMN FOR COMPLETE SERIES INFORMATION.

NOTES

1. REINFORCEMENT SCHEDULES AND BREAKDOWNS ARE FOR INFORMATION ONLY. SEE GENERAL NOTES ON SHEET 5 FOR ADDITIONAL INFORMATION.
2. THE SECOND AND THIRD DIGITS OF THE MARK NUMBER DEFINE THE BAR SIZE - E.G. X08--- = *8 BAR X11--- = *11 BAR.
3. COATING CODES DENOTE THE FOLLOWING:

BLANK = UNCOATED (PLAIN)

'E' = EPOXY COATED
4. BENT SHAPES ARE DIMENSIONED TO THE INTERSECTION POINT OF THE LINES DEFINING THE OUTSIDE BAR SURFACES.
5. ALL BENDS AND BAR EXTENSIONS ARE STANDARD AASHTO DIMENSIONS UNLESS OTHERWISE NOTED.
6. BARS ARE SYMMETRIC UNLESS OTHERWISE NOTED.

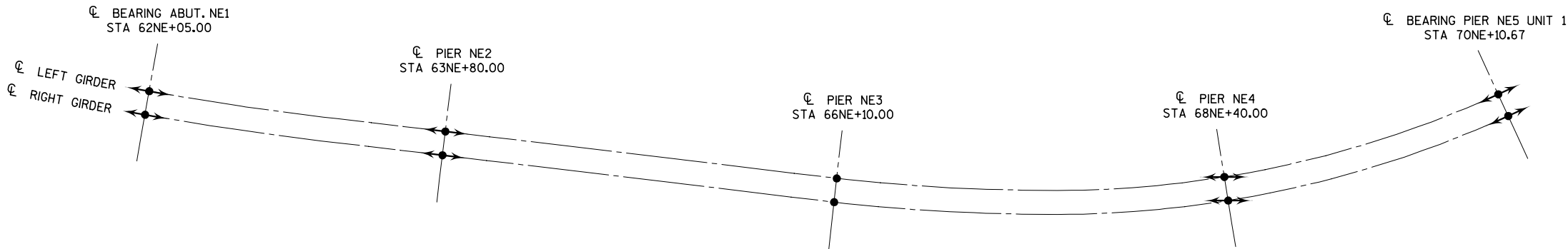


NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER REINFORCEMENT SCHEDULE			SHEET 59 OF 162
			MAR 21 2005

BAR MARK BREAKDOWN											
MARK	PIER NE2	PIER NE3	PIER NE4	PIER NE5	PIER NE6	PIER NE7	PIER NE8	PIER NE9	PIER NE10	TOT NO.	WEIGHT
P06001	24	24	24		24	24	24	24	24	192	3124
P06002	20	20	20	32	20	20	20	20	20	192	3220
P06003	10	10	12		8	8	12	12	8	80	1512
P06004				24						24	445
P06005				12						12	255
P09006	24	32	32	32	32	24	24	24	24	248	13983
P09007	24	32	32	32	32	24	24	24	24	248	12648
P08008	18	18	18	18	18	18	18	18	18	162	9588
P08009	12	16	16	16	16	12	12	12	12	124	3752
P06010	28					28	28	28	28	140	3452
P06011	28					28	28	28	28	140	2506
P06012	12	12	12	12	12	12	12	12	12	108	1460
P06013	2	2	2	2	2	2	2	2	2	18	255
P06014	16					16	16	16	16	80	2003
P05015	44					44	44	44	44	220	1300
P05016	16	20	20	20	20	16	16	16	16	160	890
P05017	10	10	10	10	10	10	10	10	10	90	375
P06018	16					16	16	16	16	80	1542
P06025		28	28	28	28					112	2341
P06026		16	16	16	16					64	1794
P06027		28	28	28	28					112	3098
P05028		44	44	44	44					176	1224
P06029		16	16	16	16					64	1618
P05030	24					24	24	24	24	120	657
P05050	100	76	76	76	76	152	100	80	100	836	3560
P05051						52				52	660
P05052	52					52	52		52	208	3182
P05053						52				52	601
P05054	52					52	52		52	208	2658
P05055						26				26	305
P05056	26					26	26		26	104	1473
P09058	78									78	6232
P05059		80	124	136	100					440	5431
P05060		66	88	94	76					324	1352
P05061		66	76	76	76					294	5826
P05062		52	52	52	52					208	2784
P11064		66								66	11046
P11065		66	66	66	66					264	27351
P05066			12	18						30	756
P11067			66							66	14903
P11068			4							4	290
P11069				66						66	15955
P11070				4						4	354
P11071					66					66	12799
P05072						22				22	103
P09073						78				78	5370
P09074						78	78		78	234	15514
P05077								36		36	576
P05079								36		36	472
P05081								18		18	268
P09083								78		78	4111
TOT NO.	636	800	894	930	838	916	638	578	634	6864	
*5 WT	2776	4049	5185	5509	4536	4667	2776	2179	2776		34453
*6 WT	3006	3318	3356	3640	3281	2968	3044	3044	2968		28625
*8 WT	1429	1550	1550	1550	1550	1428	1428	1429	1429		13340
*9 WT	8810	3436	3436	3436	3436	13118	7749	6688	7749		57858
*11 WT		17884	22031	23146	19637						82698
TOT WT	16020	30237	35557	37282	32439	22182	14997	13339	14921		216974

- NOTES
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 2. THE SECOND AND THIRD DIGITS OF THE MARK NUMBER DEFINE THE BAR SIZE - E.G. X08--- = *8 BAR X11--- = *11 BAR.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PIER REINFORCEMENT BREAKDOWN			SHEET 60 OF 162
			MAR 21 2005



BEARING MARK	BEARING TYPE	BEARING ϕ DIRECTION	SKEW ANGLE 'SK'	GIRDER ELEV'N AT ϕ	PEDESTAL ELEV'N	DEAD LOAD (KIPS)	TOTAL LOAD (KIPS)	HORIZ FORCES		MVMT RANGE		SHIM PLATE THICKNESS					NOMINAL BEARING DIMENSIONS						ANCHOR BOLTS
								TRANS (KIPS)	LONG (KIPS)	TRANS (IN)	LONG (IN)	LL (IN)	RL (IN)	LH (IN)	RH (IN)	CC (IN)	A (IN)	B (IN)	C (IN)	D (IN)	E (IN)	H (IN)	
NE1L	GUIDED	S 1°05'47" E	0°	628.86	628.21	300	450	25			4 $\frac{3}{8}$ "	1"	2 $\frac{1}{16}$ "	1 $\frac{3}{4}$ "	2 $\frac{3}{4}$ "	1 $\frac{7}{8}$ "	23"	24"	30"	23"	1 $\frac{3}{4}$ "	6"	4 - 1" ϕ
NE1R				629.49	628.84	360	540	25			4 $\frac{3}{8}$ "	1"	2 $\frac{1}{16}$ "	1 $\frac{1}{16}$ "	2 $\frac{3}{4}$ "	1 $\frac{7}{8}$ "	23"	24"	30"	23"	1 $\frac{3}{4}$ "	6"	4 - 1" ϕ
NE2L	GUIDED	S 4°21'15" E	0°	633.61	632.79	1060	1390	85			2 $\frac{1}{2}$ "	1"	1 $\frac{1}{16}$ "	1 $\frac{5}{16}$ "	2 $\frac{9}{16}$ "	1 $\frac{9}{16}$ "	33"	33"	33"	40"	1 $\frac{3}{4}$ "	8"	6 - 1 $\frac{1}{2}$ " ϕ
NE2R				633.89	633.07	1090	1430	85			2 $\frac{1}{2}$ "	1"	1 $\frac{1}{16}$ "	1 $\frac{5}{16}$ "	2 $\frac{9}{16}$ "	1 $\frac{9}{16}$ "	33"	33"	33"	40"	1 $\frac{3}{4}$ "	8"	6 - 1 $\frac{1}{2}$ " ϕ
NE3L	FIXED	S 4°50'28" E	N/A	641.34	640.52	1150	1520	80	100			1"	2 $\frac{1}{4}$ "	2"	3 $\frac{1}{4}$ "	2 $\frac{1}{8}$ "	37"	37"	37"	44"	1 $\frac{3}{4}$ "	7 $\frac{3}{4}$ "	6 - 1 $\frac{1}{2}$ " ϕ
NE3R				641.85	641.02	1120	1490	80	120			1"	2 $\frac{1}{4}$ "	2 $\frac{1}{8}$ "	3 $\frac{1}{16}$ "	2 $\frac{3}{16}$ "	37"	37"	37"	44"	1 $\frac{3}{4}$ "	7 $\frac{3}{4}$ "	6 - 1 $\frac{1}{2}$ " ϕ
NE4L	GUIDED	S 11°19'36" E	9°00' LHF	643.93	643.09	1100	1450	100			3 $\frac{1}{4}$ "	1 $\frac{1}{4}$ "	3 $\frac{1}{8}$ "	1"	2 $\frac{7}{8}$ "	2 $\frac{1}{16}$ "	33"	33"	33"	40"	1 $\frac{3}{4}$ "	8"	6 - 1 $\frac{1}{2}$ " ϕ
NE4R				644.74	643.90	1020	1370	100			3 $\frac{1}{4}$ "	1 $\frac{1}{4}$ "	3 $\frac{1}{8}$ "	1"	2 $\frac{7}{8}$ "	2 $\frac{1}{16}$ "	33"	33"	33"	40"	1 $\frac{3}{4}$ "	8"	6 - 1 $\frac{1}{2}$ " ϕ
NE5L-1	GUIDED	S 35°51'06" E	0°	640.19	639.36	260	410	25			4 $\frac{1}{8}$ "	3 $\frac{1}{2}$ "	4 $\frac{7}{8}$ "	2 $\frac{5}{8}$ "	4"	3 $\frac{3}{4}$ "	24"	24"	31"	24"	1 $\frac{3}{4}$ "	6 $\frac{1}{4}$ "	4 - 1" ϕ
NE5R-1				641.00	640.17	380	580	25			5"	3 $\frac{1}{16}$ "	4 $\frac{3}{16}$ "	2 $\frac{9}{16}$ "	3 $\frac{5}{16}$ "	3 $\frac{11}{16}$ "	24"	24"	31"	24"	1 $\frac{3}{4}$ "	6 $\frac{1}{4}$ "	4 - 1" ϕ

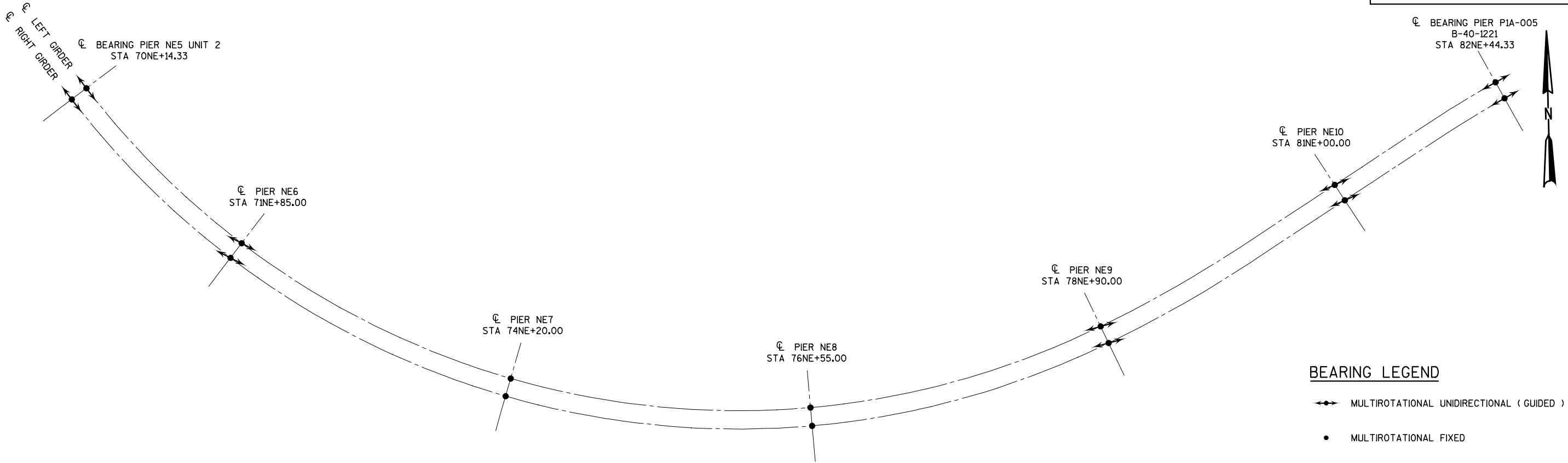
BEARING LEGEND

-  MULTIROTATIONAL UNIDIRECTIONAL (GUIDED)
-  MULTIROTATIONAL FIXED
- ARROWHEADS DENOTE MOVEMENT DIRECTIONS.

NOTES

1. SEE SHEET 63 FOR TYPICAL BEARING DETAILS
2. ALL BEARINGS SHALL BE POT-TYPE BEARINGS IN ACCORDANCE WITH THE SPECIFICATIONS.
3. BEARING DIMENSIONS SHOWN ARE NOMINAL VALUES ONLY AND WILL VARY WITH THE SELECTED MANUFACTURER.
MAKE ALL NECESSARY ADJUSTMENTS TO DIMENSIONS AND ELEVATIONS AS REQUIRED TO INCORPORATE THE SPECIFIC BEARINGS SELECTED.
4. ALL FORCES SPECIFIED ARE SERVICE (UNFACTORED) FORCES INCORPORATING AASHTO-SPECIFIED REDUCTIONS FOR ALLOWABLE OVERSTRESS WHERE APPLICABLE.
5. HORIZONTAL FORCES SPECIFIED IN THE TABLE ARE THE EXPECTED APPLIED FORCES. DESIGN BEARINGS FOR THESE VALUES OR 10 PERCENT OF THE VERTICAL DEAD LOAD, WHICHEVER IS LARGER.
6. 'RHF' (RIGHT HAND FORWARD) DENOTES A COUNTER-CLOCKWISE ROTATION WHEN VIEWED FROM ABOVE. 'LHF' (LEFT HAND FORWARD) DENOTES A CLOCKWISE ROTATION WHEN VIEWED FROM ABOVE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
BEARING LAYOUT UNIT 1			SHEET 61 OF 162
			MAR 21 2005



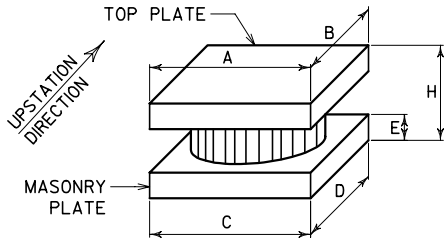
BEARING LEGEND

- MULTIROTATIONAL UNIDIRECTIONAL (GUIDED)
- MULTIROTATIONAL FIXED
- ARROWHEADS DENOTE MOVEMENT DIRECTIONS.

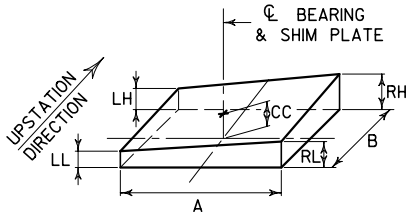
BEARING MARK	BEARING TYPE	BEARING ϕ DIRECTION	SKEW ANGLE 'SK'	GIRDER ELEV'N AT ϕ	PEDESTAL ELEV'N	DEAD LOAD (KIPS)	TOTAL LOAD (KIPS)	HORIZ FORCES		MVMT RANGE		SHIM PLATE THICKNESS					NOMINAL BEARING DIMENSIONS						ANCHOR BOLTS
								TRANS (KIPS)	LONG (KIPS)	TRANS (IN)	LONG (IN)	LL (IN)	RL (IN)	LH (IN)	RH (IN)	CC (IN)	A (IN)	B (IN)	C (IN)	D (IN)	E (IN)	H (IN)	
NE5L-2	GUIDED	S 35°51'06" E	0°	640.06	639.36	250	400	25			6 1/4"	1 7/8"	3 1/4"	1"	2 3/8"	2 1/8"	24"	24"	31"	24"	1 3/4"	6 1/4"	4 - 1" ϕ
NE5R-2				640.87	640.17	370	580	25			6 3/8"	1 7/8"	3 1/4"	1"	2 3/8"	2 1/8"	24"	24"	31"	24"	1 3/4"	6 1/4"	4 - 1" ϕ
NE6L	GUIDED	S 61°22'36" E	10°00' RHF	632.04	631.14	1100	1450	90			4 5/8"	2 11/16 "	4 9/16 "	1"	2 7/8"	2 3/4"	33"	33"	33"	40"	1 3/4"	8"	6 - 1 1/2" ϕ
NE6R				632.86	631.96	1060	1420	90			4 3/4"	2 5/8"	4 1/2"	1"	2 7/8"	2 3/4"	33"	33"	33"	40"	1 3/4"	8"	6 - 1 1/2" ϕ
NE7L	FIXED	S 72°31'36" E	N/A	620.29	619.34	1180	1560	115	55			3 1/16 "	5 1/4"	1"	3 5/16 "	3 1/8 "	40"	40"	40"	47"	1 3/4"	8 1/4"	8 - 1 1/2" ϕ
NE7R				621.10	620.16	1110	1480	115	130			3"	5 3/16 "	1"	3 5/16 "	3 1/8 "	40"	40"	40"	47"	1 3/4"	8 1/4"	8 - 1 1/2" ϕ
NE8L	FIXED	N 86°19'24" E	N/A	610.77	609.77	1190	1580	170	110			1 3/4"	4 1/16 "	1"	3 3/8"	2 9/16 "	42"	47"	42"	54"	1 3/4"	9 1/2"	10 - 1 1/2" ϕ
NE8R				611.58	610.58	1090	1480	170	205			1 3/4"	4 1/16 "	1"	3 3/8"	2 9/16 "	42"	47"	42"	54"	1 3/4"	9 1/2"	10 - 1 1/2" ϕ
NE9L	GUIDED	N 76°08'45" E	10°30' LHF	614.36	613.47	1120	1480	110			3"	1"	2 7/8"	2 9/16 "	4 3/8"	2 11/16 "	33"	33"	33"	40"	1 3/4"	8"	6 - 1 1/2" ϕ
NE9R				615.18	614.28	1070	1440	110			3"	1"	2 7/8"	2 1/2"	4 3/8"	2 11/16 "	33"	33"	33"	40"	1 3/4"	8"	6 - 1 1/2" ϕ
NE10L	GUIDED	N 67°41'00" E	9°30' LHF	625.15	624.35	920	1220	55			5 1/4"	1 1/8"	1"	2 9/16 "	2 3/8"	1 3/4"	32"	32"	32"	39"	1 3/4"	7 3/4"	6 - 1 1/2" ϕ
NE10R				625.08	624.29	940	1260	55			5 1/4"	1 1/8"	1"	2 3/8"	2 3/16 "	1 1/16 "	32"	32"	32"	39"	1 3/4"	7 3/4"	6 - 1 1/2" ϕ
P1A-005L	GUIDED	N 62°03'23" E	0°	630.13	629.47	300	470	25			6 3/4"	2 1/4"	1"	2 7/8"	1 9/16 "	1 5/16 "	22"	24"	29"	22"	1 3/4"	6"	4 - 1" ϕ
P1A-005R				629.31	628.66	250	390	25			6 3/4"	2 1/4"	1"	2 3/4"	1 1/2"	1 7/8"	22"	24"	29"	22"	1 3/4"	6"	4 - 1" ϕ

NOTES

- SEE SHEET 63 FOR TYPICAL BEARING DETAILS
- ALL BEARINGS SHALL BE POT-TYPE BEARINGS IN ACCORDANCE WITH THE SPECIFICATIONS.
- BEARING DIMENSIONS SHOWN ARE NOMINAL VALUES ONLY AND WILL VARY WITH THE SELECTED MANUFACTURER.
MAKE ALL NECESSARY ADJUSTMENTS TO DIMENSIONS AND ELEVATIONS AS REQUIRED TO INCORPORATE THE SPECIFIC BEARINGS SELECTED.
- ALL FORCES SPECIFIED ARE SERVICE (UNFACTORED) FORCES INCORPORATING AASHTO-SPECIFIED REDUCTIONS FOR ALLOWABLE OVERSTRESS WHERE APPLICABLE.
- HORIZONTAL FORCES SPECIFIED IN THE TABLE ARE THE EXPECTED APPLIED FORCES. DESIGN BEARINGS FOR THESE VALUES OR 10 PERCENT OF THE VERTICAL DEAD LOAD, WHICHEVER IS LARGER.
- 'RHF' (RIGHT HAND FORWARD) DENOTES A COUNTER-CLOCKWISE ROTATION WHEN VIEWED FROM ABOVE. 'LHF' (LEFT HAND FORWARD) DENOTES A CLOCKWISE ROTATION WHEN VIEWED FROM ABOVE.



BEARING DIMENSION KEY



SHIM PLATE DIMENSION KEY

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
BEARING LAYOUT UNIT 2			SHEET 62 OF 162
			MAR 21 2005

NOTES:

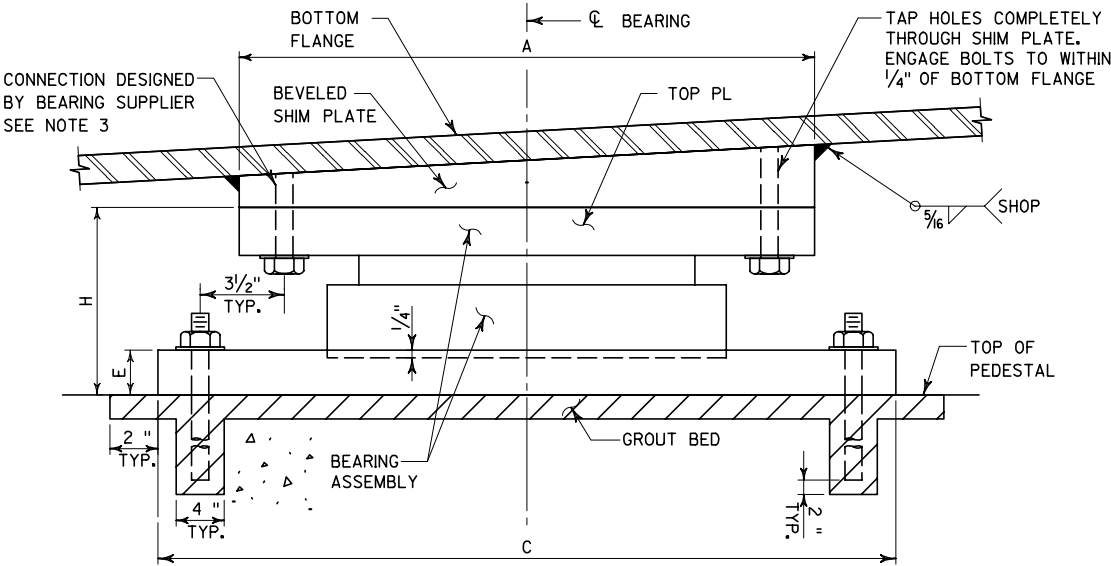
- SEE SHEETS 61 AND 62 FOR BEARING LAYOUT AND LOCATION-SPECIFIC DIMENSIONS.
- SEE SHEET 64 FOR BEARING REPLACEMENT JACKING PADS.
- DESIGN BOLTED CONNECTION BETWEEN TOP PLATE AND SHIM PLATE FOR A MINIMUM OF 1.25 TIMES THE COMBINED SPECIFIED HORIZONTAL LOADS.

ARRANGE CONNECTION TO ENSURE ALL BOLTS CAN BE REMOVED WITHOUT INTERFERENCE FROM ANCHOR BOLTS OR OTHER OBSTRUCTIONS AFTER BEARING IS INSTALLED.

TAPPED HOLE ARRANGEMENT SHOWN MAY BE REPLACED BY BOLTING DOWNWARD THROUGH THE GIRDER BOTTOM FLANGE USING BEVELED WASHER PLATES BELOW BOLT HEADS.

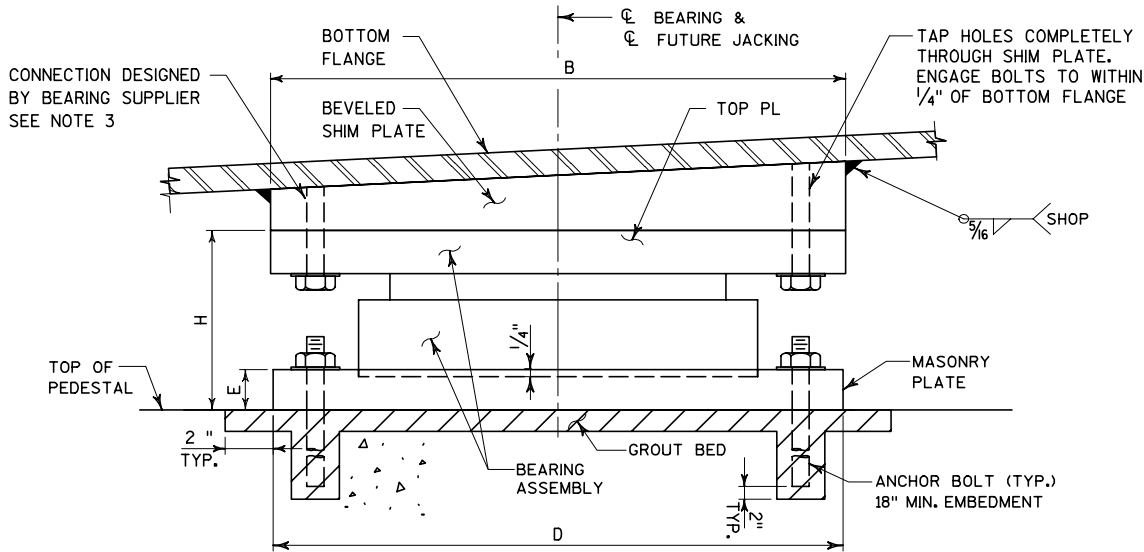
HOLES IN TOP PLATE MAY BE SLOTTED OR OVERSIZED AS REQUIRED TO FACILITATE STEEL ERECTION. IF OVERSIZE OR SLOTTED HOLES ARE USED, THE CONNECTION SHALL BE DESIGNED AS SLIP-RESISTANT.

NOTE THAT SPECIFIED BEARING LOADS ARE INTENDED FOR WORKING STRESS DESIGN AND ALREADY INCLUDE THE OVERSTRESS PERCENTAGE FROM COLUMN 14 OF TABLE 3.22.1A OF AASHTO STANDARD SPECIFICATIONS - NO FURTHER REDUCTION IS PERMITTED.
- BEVELED SHIM PLATE TO BE SEAL WELDED IN SHOP.
- GROUT SHALL BE HIGH MODULUS FLOWABLE EPOXY RESIN GROUT, SIKADUR 42 GROUT-PAK OR ACCEPTED EQUAL.
- FOR PAYMENT PURPOSES, GROUTING MATERIALS AND INSTALLATION ARE CONSIDERED INCIDENTAL TO THE PAY ITEM FOR THE BEARING ASSEMBLY.
- HOLES IN MASONRY PLATE SHALL BE A MAXIMUM OF 1/8" LARGER THAN THE SPECIFIED ANCHOR BOLT DIAMETER.
- TOP PLATE, SHIM PLATE AND MASONRY PLATES ARE ALIGNED WITH THE GIRDER AND/OR THE PIER BELOW, EVEN FOR GUIDED BEARINGS WITH A NON-ZERO SKEW ANGLE. ONLY THE MOVEMENT DIRECTION VARIES AS SHOWN.
- TOP PLATE THICKNESS TO BE SELECTED BY THE BEARING DESIGNER. MINIMUM 1".
- MASONRY PLATE THICKNESS TO BE CONFIRMED BY THE BEARING DESIGNER AND INCREASED IF REQUIRED. NO REDUCTION PERMITTED.
- ANCHOR BOLTS SHALL BE IN ACCORDANCE WITH ASTM F1554 (GRADE 105) AND HOT-DIP GALVANIZED IN ACCORDANCE WITH AASHTO M232.
- BEARINGS SHALL BE DESIGNED TO PERMIT REPLACEMENT BY JACKING THE BRIDGE A MAXIMUM OF 1/2".



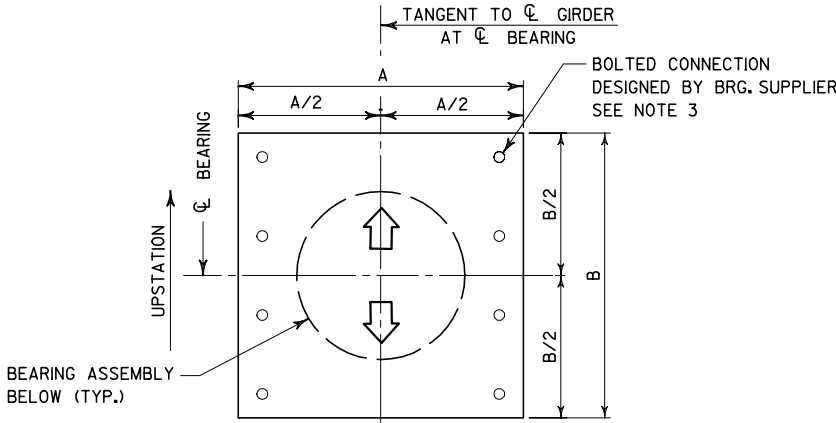
FRONT ELEVATION

(LOOKING UPSTATION)



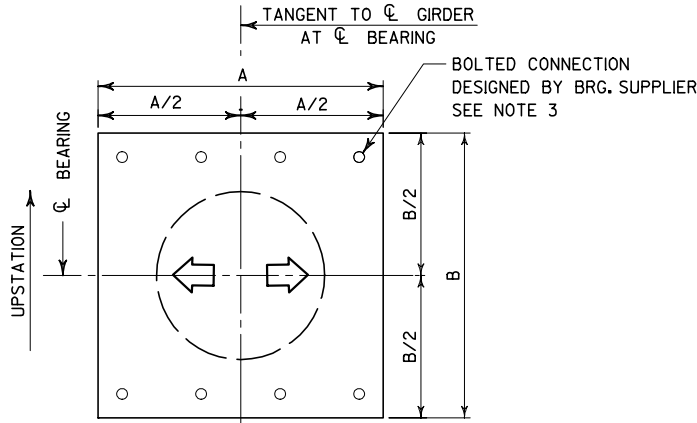
SIDE ELEVATION

(SIDE ANCHOR BOLTS NOT SHOWN FOR CLARITY)



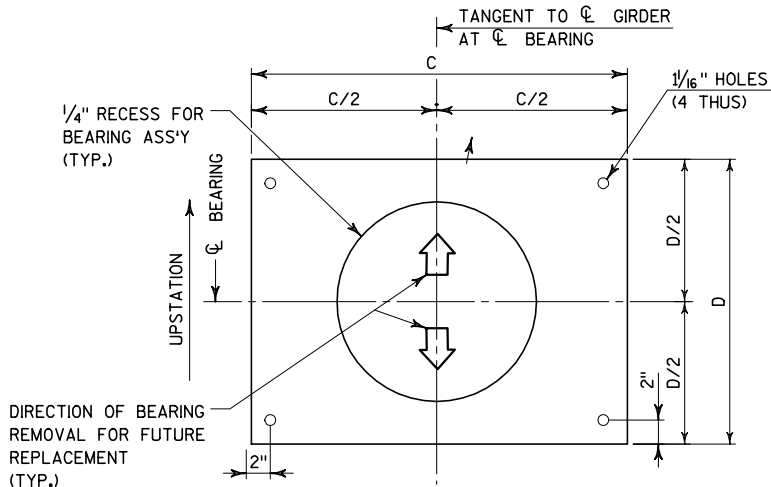
TOP PLATE- TYPICAL

BOLTS ARE SHOWN FOR ORIENTATION PURPOSES ONLY.
SIZE, NUMBER AND SPACING TO BE DETERMINED PER DESIGN.



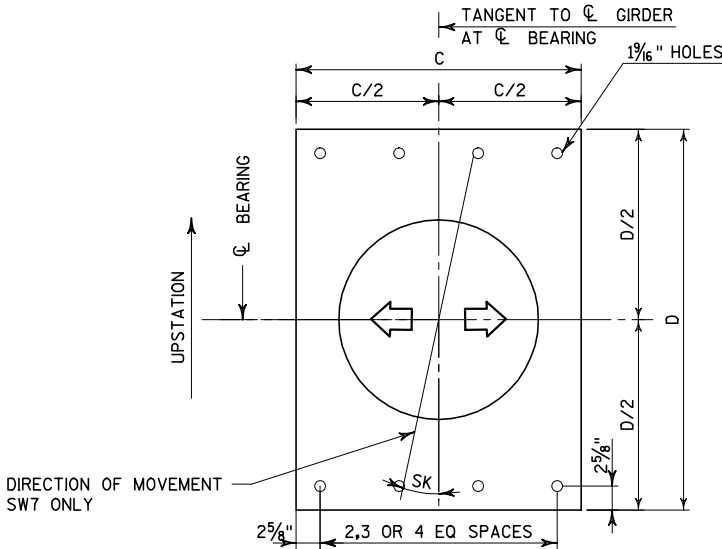
TOP PLATE - NE7 AND NE8

BOLTS ARE SHOWN FOR ORIENTATION PURPOSES ONLY.
SIZE, NUMBER AND SPACING TO BE DETERMINED PER DESIGN.



MASONRY PLATE

(NE1, NE5-1, NE5-2 AND P1A-005 WITH 1" ANCHOR BOLTS)



MASONRY PLATE

(TYPICAL U.N.O. WITH 1/2" ANCHOR BOLTS)

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CK'D. JCP
BEARING DETAILS			SHEET 63 OF 162

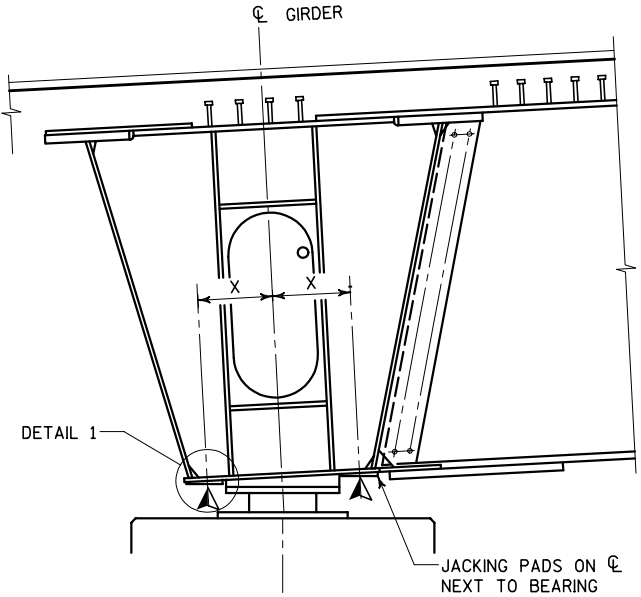
LEGEND

▲ SUGGESTED JACKING LOCATIONS FOR FUTURE BEARING REPLACEMENT.

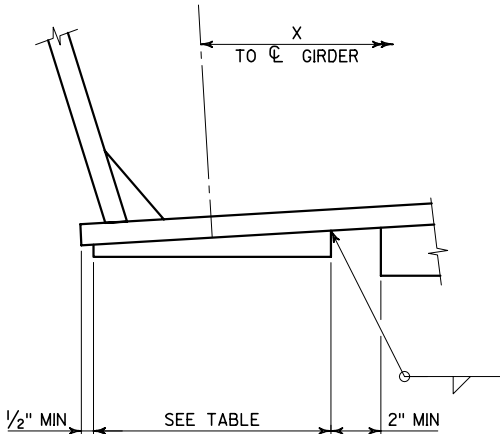
NOTES

1. THIS DRAWING SHOWS DETAILS AND LOCATION OF JACKING PADS REQUIRED FOR FUTURE BEARING REPLACEMENT.
2. JACKING PAD DIMENSIONS AND LOCATIONS ARE BASED ON THE MINIMUM CLEARANCES SHOWN AND THE NOMINAL BEARING DIMENSIONS GIVEN ON SHEETS 61 AND 62. MAKE ADJUSTMENTS AS REQUIRED TO ACCOMMODATE ACTUAL BEARINGS SUPPLIED.
3. JACKING PADS ARE PROVIDED TO GIVE A JACKING SURFACE THAT IS APPROXIMATELY LEVEL AND TO ENSURE THAT JACKING LOADS ARE APPLIED TO THE CORRECT LOCATION.
4. ADDITIONAL MEASURES SHALL BE TAKEN TO CORRECT FOR ANY UNINTENDED SLOPE AND TO ENSURE THAT JACKS ARE POSITIVELY HELD IN POSITION ON THE JACKING PADS.
5. ESTIMATED JACKING FORCES ARE GIVEN AT EACH PAD AND ARE BASED ON DEAD LOAD REACTIONS ONLY - NO LIVE LOAD IS INCLUDED AND NO ADDITIONAL ALLOWANCES HAVE BEEN MADE.
6. THESE FORCES MUST BE INCREASED TO ALLOW FOR JACK FRICTION AND OTHER FACTORS. RECOMMENDED MINIMUM JACK CAPACITY IS 2 TIMES THE TABULATED VALUES.
7. FORCES AND RECOMMENDATIONS ARE PROVIDED FOR INFORMATION ONLY AND MUST BE VERIFIED BY THE ENGINEER RESPONSIBLE FOR JACKING OPERATIONS.
8. JACKING PROVISIONS HAVE BEEN DESIGNED ASSUMING THAT THE STRUCTURE IS CLOSED TO TRAFFIC AT ALL TIMES THAT THE STRUCTURE IS NOT RESTING ON THE PERMANENT BEARINGS.
9. CONTROL JACKS TO ENSURE THAT FORCES APPLIED TO ALL JACKING PADS AT A SINGLE BEARING LOCATION ARE APPROXIMATELY EQUAL.
10. LONG. = LONGITUDINAL (ALONG $\bar{R}$) BEARING REPLACEMENT

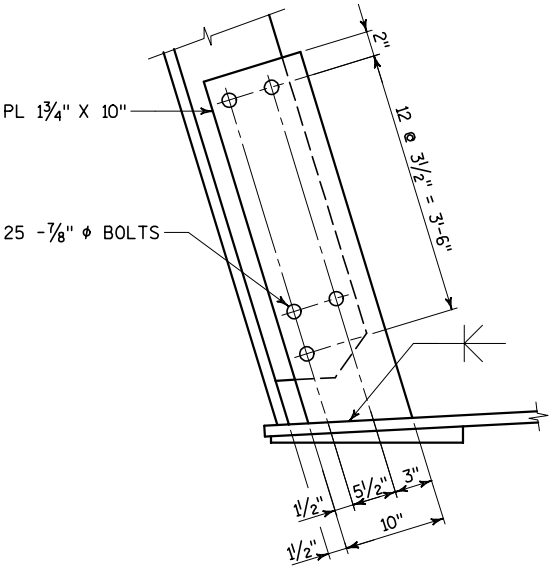
TRANS. = TRANSVERSE (PERPENDICULAR TO $\bar{R}$) BEARING REPLACEMENT



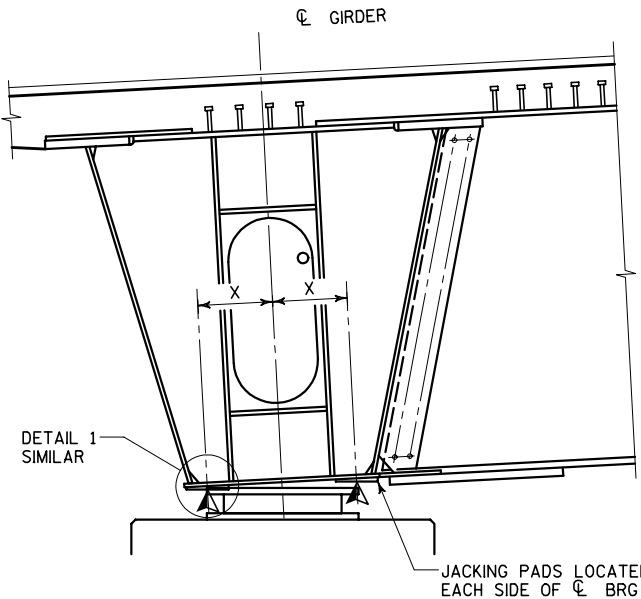
SECTION AT CL PIER
(TYPICAL LONG. BEARING REPLACEMENT)



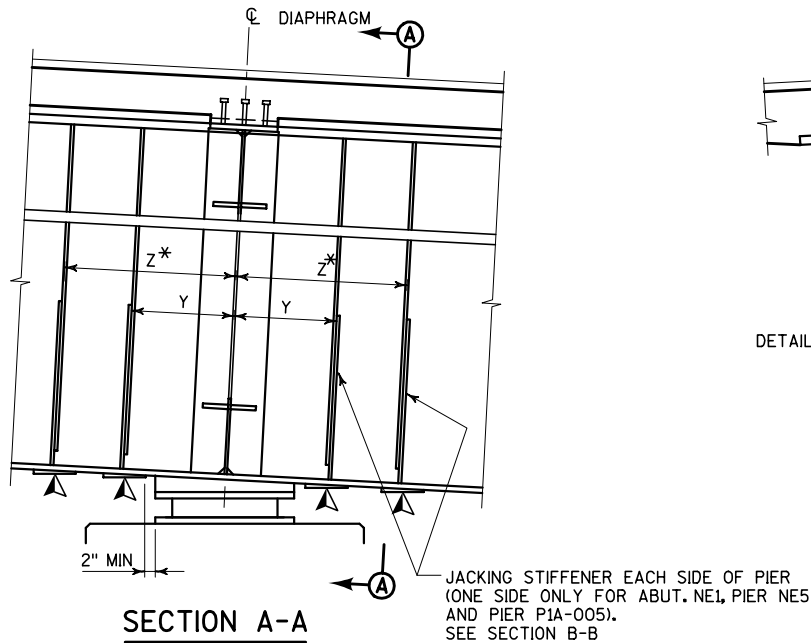
DETAIL 1
NOT TO SCALE



DETAIL 2
NOT TO SCALE

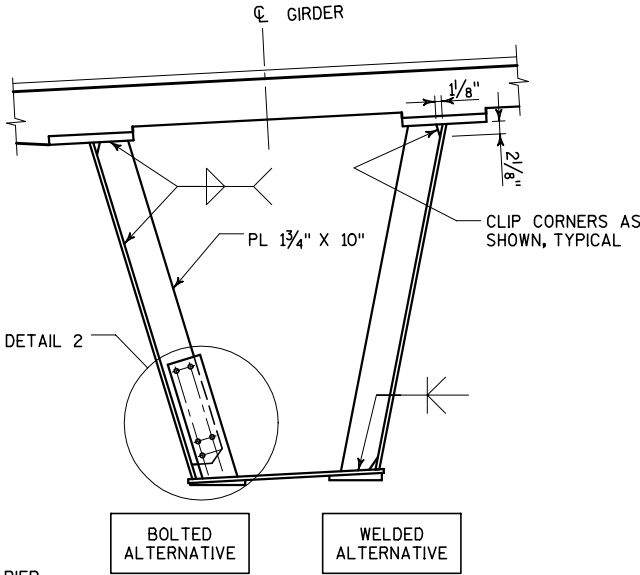


SECTION AT CL PIER
(TRANSVERSE BEARING REPLACEMENT FOR
ABUT. NE1, PIER NE5-1, PIER NE5-2 AND PIER P1A-005)



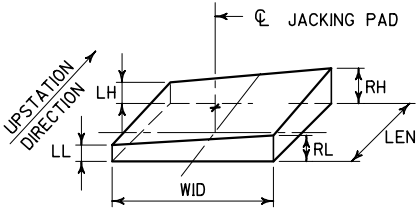
SECTION A-A

* OPTIONAL JACKING LOCATION FROM GROUND.
NE7 AND NE8 TO BE JACKED FROM GROUND ONLY.



SECTION A-A

LOCATION	BEARING REPLACEMENT DIRECTION	NUMBER OF PADS	JACKING PAD DIMENSIONS						OFFSET 'X'	OFFSET 'Y'	OFFSET 'Z' *	MIN. JACK FORCE (KIP)
			WID (IN)	LEN (IN)	LL (IN)	RL (IN)	LH (IN)	RH (IN)				
ABUT NE1	LONG.	4	9 1/2"	1'-8"	1"	1 1/16"	1 5/8"	2 7/16"	1'-7"	1'-0"	4'-6"	360
PIER NE2	TRANS.	4	1'-2"	1'-2"	1"	1 5/16"	1 3/8"	1 1/16"	-	2'-2 1/2"	4'-6"	1090
PIER NE3	TRANS.	4	1'-2"	1'-2"	1"	1 1/2"	1 3/8"	1 1/8"	-	2'-6"	4'-6"	1150
PIER NE4	TRANS.	4	1'-2"	1'-2"	1 1/8"	1 7/8"	1"	1 3/16"	-	2'-6"	-	1100
PIER NE5-1	LONG.	4	8 1/2"	1'-8"	1 3/4"	1 3/4"	1"	1 1/2"	1'-7"	1'-0"	4'-6"	380
PIER NE5-2	LONG.	4	8 1/2"	1'-8"	1 3/4"	2 3/16"	1"	1 1/2"	1'-7"	1'-0"	4'-6"	370
PIER NE6	TRANS.	4	1'-2"	1'-2"	1 1/16"	2 1/2"	1"	1 3/16"	-	2'-6"	4'-6"	1100
PIER NE7	TRANS.	4	1'-2"	1'-2"	1 3/4"	2 1/2"	1"	1 1/16"	-	-	4'-6"	1110
PIER NE8	TRANS.	4	1'-2"	1'-2"	1 1/4"	2"	1"	1 3/16"	-	-	4'-6"	1190
PIER NE9	TRANS.	4	1'-2"	1'-2"	1"	1 1/16"	1 1/16"	2 7/16"	-	2'-2 1/2"	4'-6"	1120
PIER NE10	TRANS.	4	1'-2"	1'-2"	1 1/16"	1"	1 1/16"	1 5/8"	-	2'-2 1/2"	4'-6"	940
PIER P1A-005	LONG.	4	9 1/2"	1'-8"	1 3/16"	1"	2 7/16"	1 1/2"	1'-7"	1'-0"	4'-6"	300



JACKING PAD DIMENSION KEY

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
JACKING PROVISIONS			SHEET 64 OF 162

NOTES

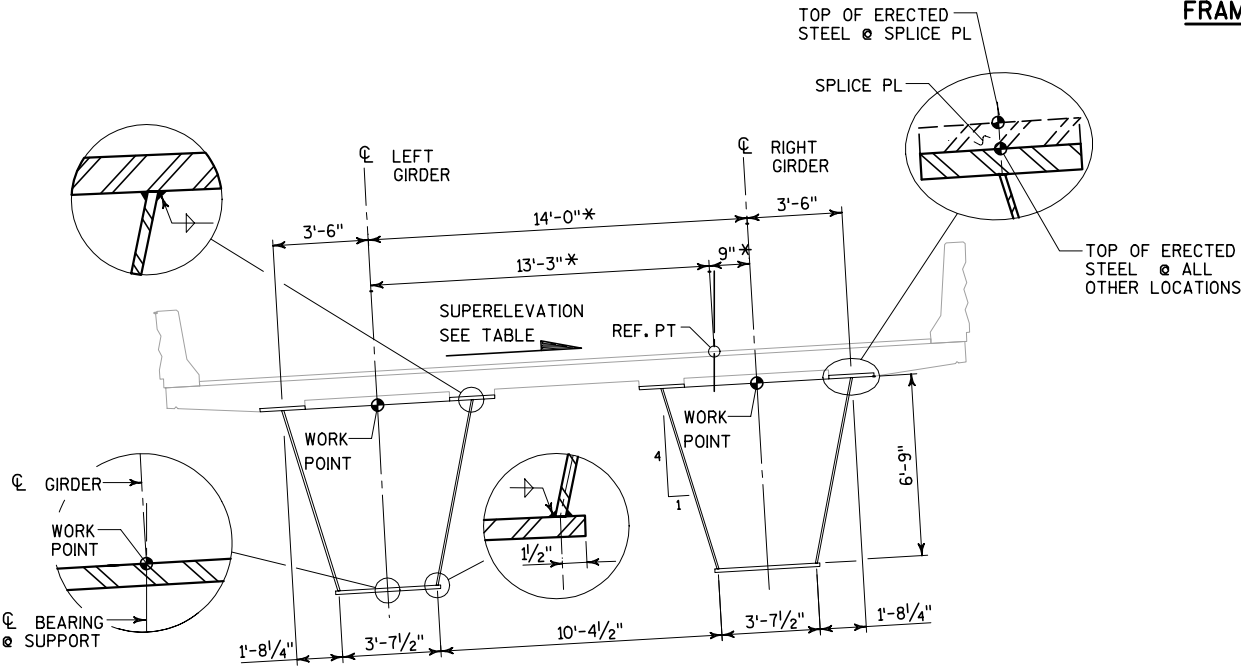
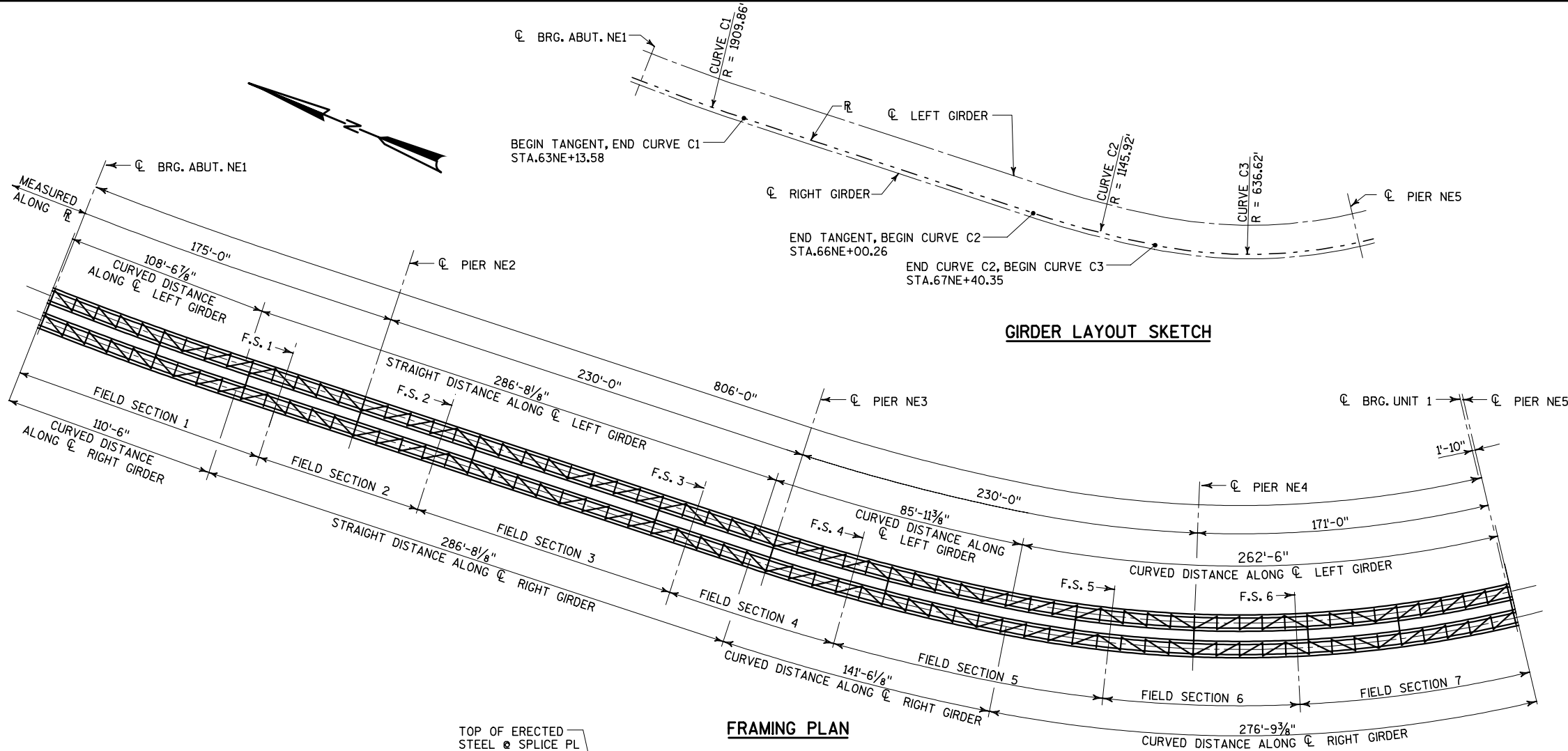
1. ENSURE THE STABILITY OF ALL COMPONENTS DURING FABRICATION, HANDLING, TRANSPORTATION AND ERECTION UNTIL THE STRUCTURAL STEEL IS IN FINAL POSITION WITH ALL PERMANENT BRACING, CONNECTIONS AND SUPPORTS IN PLACE AND THE CONCRETE IN THE DECK HAS REACHED THE SPECIFIED DESIGN STRENGTH.
DESIGN AND USE TEMPORARY CROSS FRAMES, SUPPORTS, BRACES OR WHATEVER OTHER MEANS AND METHODS DEEMED NECESSARY.
2. IF THE SELECTED ERECTION SEQUENCE DIFFERS FROM THAT SHOWN ON THE PLANS, CARRY OUT DESIGN CALCULATIONS AS REQUIRED TO VERIFY MATERIAL STRESSES AND SUPPORT FORCES (INCLUDING UPLIFT) DURING ALL STAGES OF ERECTION AS REQUIRED BY AASHTO SPECIFICATIONS.
3. CAMBER DIAGRAMS HAVE BEEN DEVELOPED ASSUMING THAT ALL SLAB WEIGHT IS APPLIED TO A NON-COMPOSITE STRUCTURE. VERIFY THE VALIDITY OF THIS ASSUMPTION BASED ON THE SELECTED POUR SEQUENCE. ADJUST CAMBER TABLES AS NECESSARY FOR ANY EXPECTED VARIATIONS EXCEEDING 0.02' (1/4").
4. CAMBER GIRDERS TO THE VALUES SHOWN ON SHEETS 92 TO 109, AFTER INCORPORATING ANY REQUIRED ADJUSTMENTS FOR THE SELECTED POUR SEQUENCE.
5. TOP OF ERECTED STEEL ELEVATION INCLUDES DEFLECTIONS DUE TO SELF WEIGHT OF STEEL AND STAY-IN-PLACE METAL FORMWORK ONLY. ELEVATIONS ARE GIVEN AT CENTERLINE OF TOP FLANGE OR TOP FLANGE SPLICE PLATE, AS APPLICABLE.
6. BASED ON A DETAILED STUDY OF THE REDUNDANCY OF THIS STRUCTURE, THERE ARE NO ELEMENTS TO BE OFFICIALLY CLASSIFIED AS FRACTURE CRITICAL MEMBERS (FCM).
7. STEEL FABRICATION AND TESTING STANDARDS SHALL BE THE SAME AS IF TOP AND BOTTOM GIRDER FLANGES (WITHIN TENSION ZONES) AND ALL WEB PLATES WERE CLASSIFIED AS FRACTURE CRITICAL MEMBERS (FCM).

MINIMUM FILLET WELD SIZE:

THICKNESS OF THICKER PART JOINED	MINIMUM WELD SIZE
$T \leq \frac{1}{2}"$	$\frac{3}{16}"$
$\frac{1}{2}" < T \leq \frac{3}{4}"$	$\frac{1}{4}"$
$\frac{3}{4}" < T \leq 1\frac{1}{2}"$	$\frac{5}{16}"$
$1\frac{1}{2}" < T \leq 2\frac{1}{4}"$	$\frac{3}{8}"$
$T > 2\frac{1}{4}"$	$\frac{1}{2}"$

1. MINIMUM WELD SIZES SHOWN SHALL BE USED WHEN A SIZE IS NOT OTHERWISE SPECIFIED OR SHOWN.
2. WELD SIZE SHALL NOT EXCEED THE THICKNESS OF THE THINNER PART BEING JOINED.
3. FOR ALL WELDS $\frac{5}{16}"$ OR LARGER, THE MINIMUM PASS SIZE SHALL BE $\frac{5}{16}"$.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
GIRDER LAYOUT AND FRAMING PLAN UNIT 1			SHEET 65 OF 162

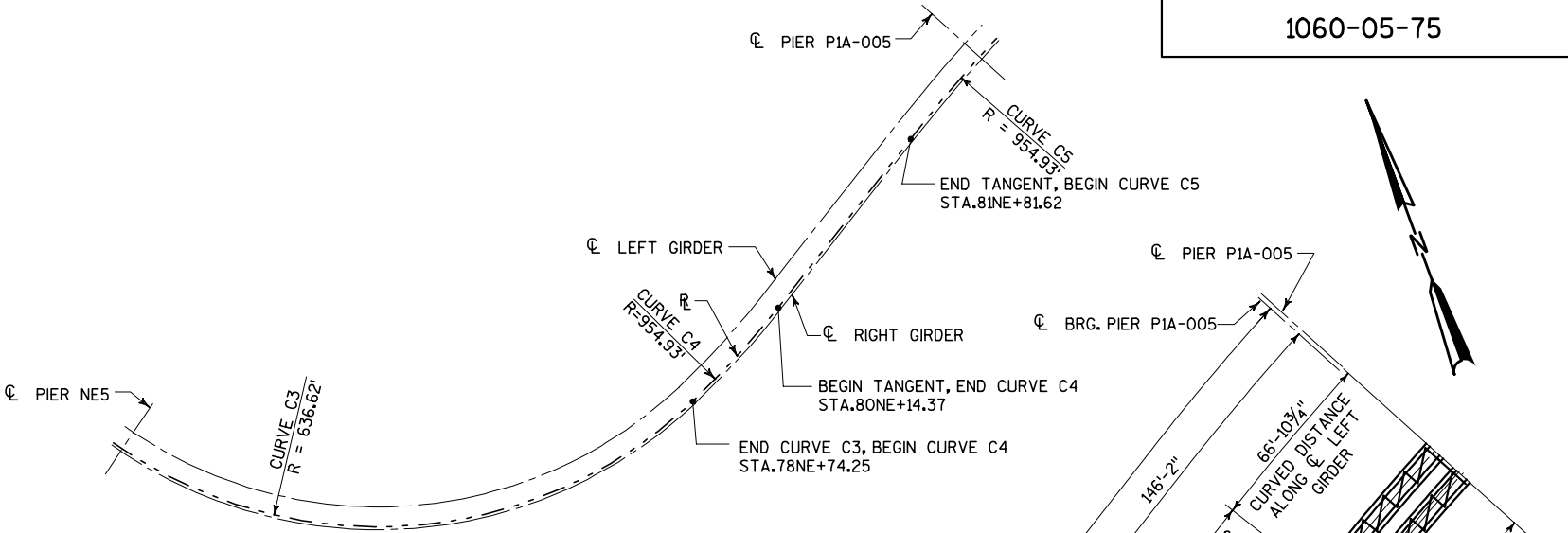


SECTION
LOOKING UP STATION

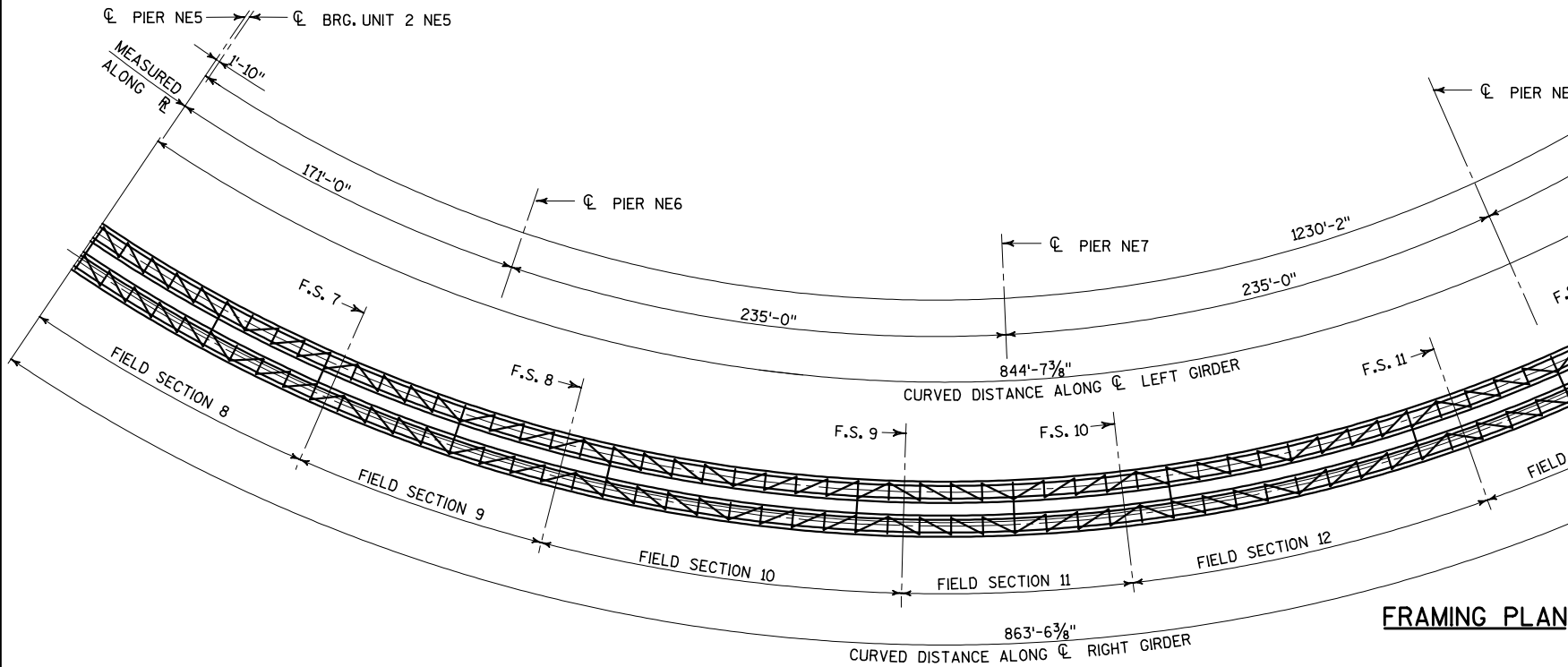
* SEE SHEET 4 FOR ALTERNATE
HORIZONTAL DIMENSIONS FOR FABRICATION

DESCRIPTION	STATION	TOP OF STEEL LEFT GIRDER LEFT WEB	TOP OF STEEL LEFT GIRDER RIGHT WEB	TOP OF STEEL RIGHT GIRDER LEFT WEB	TOP OF STEEL RIGHT GIRDER RIGHT WEB
CL BRG. ABUT NE1	62NE+05	635.66	635.97	636.29	636.60
CL SPLICE NE1	63NE+36.25	639.38	639.57	639.73	639.92
CL PIER NE2	63NE+80	640.56	640.70	640.84	640.98
CL SPLICE NE2	64NE+24.72	642.00	642.15	642.28	642.43
CL SPLICE NE3	65NE+65.28	646.89	647.09	647.28	647.48
CL PIER NE3	66NE+10	648.22	648.47	648.72	648.98
CL SPLICE NE4	66NE+54.72	649.40	649.74	650.03	650.38
CL SPLICE NE5	67NE+95.28	650.90	651.33	651.71	652.15
CL PIER NE4	68NE+40	650.65	651.06	651.46	651.87
CL SPLICE NE6	68NE+94.97	650.07	650.50	650.89	651.32
CL BRG. U1 NE5	70NE+10.67	646.94	647.35	647.75	648.16
CL PIER NE5	70NE+12.5				

DESCRIPTION	STATION	TOP OF STEEL LEFT GIRDER LEFT WEB	TOP OF STEEL LEFT GIRDER RIGHT WEB	TOP OF STEEL RIGHT GIRDER LEFT WEB	TOP OF STEEL RIGHT GIRDER RIGHT WEB
CL PIER NE5	70NE+12.5				
CL BRG. U2 NE5	70NE+14.33	646.81	647.22	647.62	648.03
CL SPLICE NE7	71NE+29.89	641.71	642.15	642.53	642.97
CL PIER NE6	71NE+85.00	638.86	639.26	639.67	640.07
SPLICE 8	72NE+30.69	636.72	637.16	637.54	637.98
SPLICE 9	73NE+74.31	629.52	629.96	630.34	630.78
CL PIER NE7	74NE+20.00	627.13	627.54	627.94	628.34
SPLICE 10	74NE+65.69	624.90	625.34	625.72	626.16
SPLICE 11	76NE+09.31	618.65	619.09	619.47	619.91
CL PIER NE8	76NE+55.00	617.60	618.01	618.41	618.82
SPLICE 12	77NE+00.69	617.23	617.67	618.05	618.49
SPLICE 13	78NE+44.31	619.41	619.85	620.23	620.67
CL PIER NE9	78NE+90.00	621.14	621.54	621.95	622.35
SPLICE 14	79NE+35.94	623.51	623.91	624.29	624.70
SPLICE 15	80NE+54.06	630.03	630.13	630.20	630.31
CL PIER 10	81NE+00.00	632.07	632.03	632.00	631.96
SPLICE 16	81NE+41.09	633.94	633.79	633.65	633.50
CL BRG. U2 PIA-005	82NE+44.33	637.22	636.82	636.41	636.00
CL PIER PIA-005	82NE+46.17				

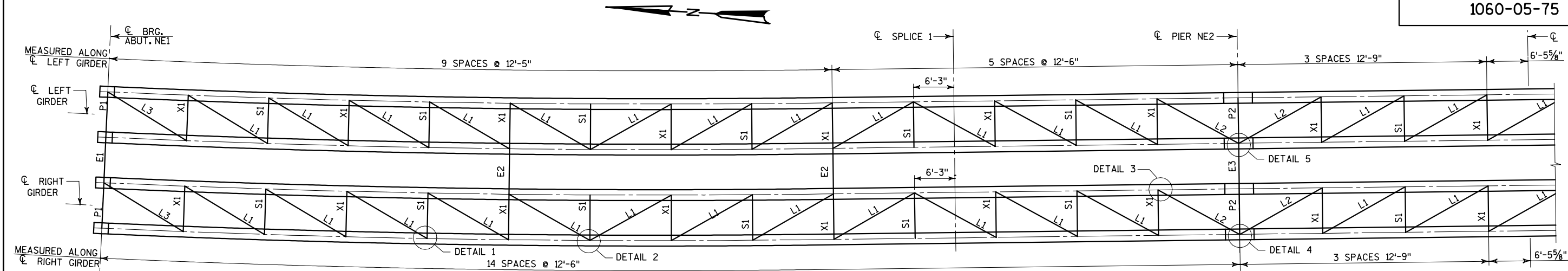


GIRDER LAYOUT SKETCH

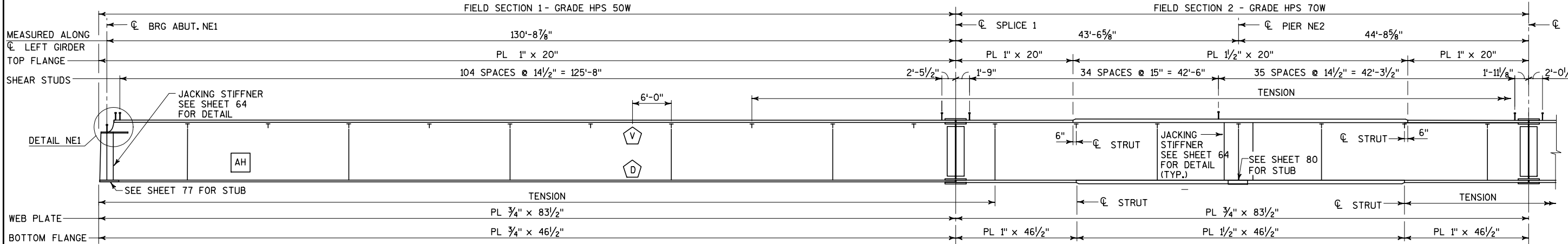


FRAMING PLAN

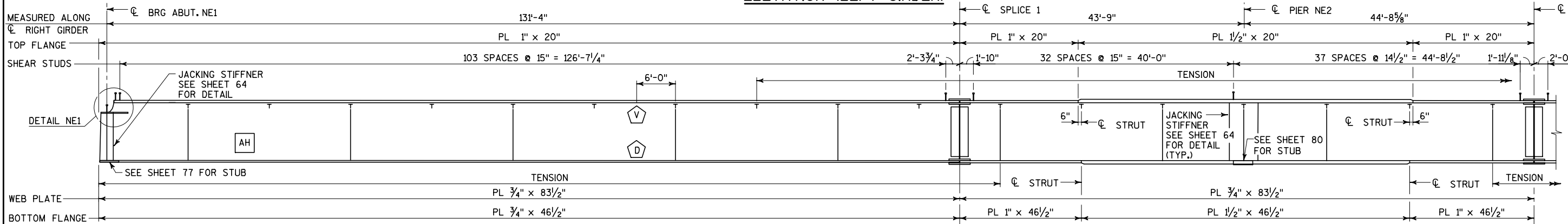
NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION					
STRUCTURE B-40-1221					
CONST. SPEC.	2004	DRAWN BY	EV	PLANS CK'D.	JCP
GIRDER LAYOUT AND FRAMING PLAN UNIT 2				SHEET 66 OF 162	



GIRDER PLAN



ELEVATION (LEFT GIRDER)



ELEVATION (RIGHT GIRDER)

NOTES

PLATE DIMENSIONS ARE GIVEN ALONG THE CENTERLINE OF GIRDER, AT BOTTOM FLANGE WORK POINT, TO PLATE CHANGES OR CENTERLINE OF SPLICES. FABRICATOR SHALL MAKE ADJUSTMENTS FOR VERTICAL PROFILE AND SUPERELEVATION AND FIT-UP TOLERANCES AS NECESSARY, 1/2" MAXIMUM ALLOWED BETWEEN FIELD SECTIONS.

ALL SHEAR STUDS ARE 7/8" Ø BY 6" LONG. EACH POSITION SHOWN REPRESENTS 3 STUDS ON EACH GIRDER FLANGE, LOCATED 3" FROM EDGES OF FLANGE AND EQUALLY SPACED BETWEEN. SEE DETAIL ON SHEET 82.

SHEAR STUDS HAVE BEEN DIMENSIONED ALONG THE CENTERLINE OF GIRDER. INSTALLATION SHALL BE ADJUSTED FOR CURVATURE (ONE FLANGE SHORTER THAN THE OTHER WITHIN THE SECTION) TO ENSURE THAT THE NUMBER OF STUDS CALLED FOR ARE INSTALLED. SHEAR STUDS NEED NOT BE PLACED ON SPLICE PLATES.

DETAILS OF MARKED MEMBERS:

FOR X1 DIAPH, SHEET 82.
FOR P1 AND E1 END DIAPH, SEE SHEET 77.
FOR P3 AND E4 END DIAPH, SEE SHEET 78.
FOR P5 AND E7 END DIAPH, SEE SHEET 79.
FOR P2 AND E3 DIAPH, SEE SHEET 80.
FOR PLAN BEAM END (L3) @ ABUT NE1 AND PIER NE5-2, SEE SHEET 83.
FOR PLAN BEAM END (L3) @ PIER NE5-1 AND PIER P1A-005, SEE SHEET 84.

FOR L1, L2 AND L4 UPPER LATERALS
FOR DETAILS 1 THROUGH 5, SEE SHEET 85.
FOR DETAILS 6 THROUGH 9, SEE SHEET 86.
FOR DETAILS 10 THROUGH 13, SEE SHEET 87.
FOR DETAILS 14 THROUGH 16, SEE SHEET 88.
FOR DETAIL NE1, SEE SHEET 82.

ALL PLATE STEEL (FLANGES, WEBS AND PLATE DIAPH) SHALL BE FABRICATED OF THE STEEL GRADES AS FOLLOWS:

HPS 50 - FIELD SECTIONS 1, 3, 5, 7, 9, 11, 13, 14, 16, 18, 20 & 22.

HPS 70W - FIELD SECTIONS 2, 4, 6, 8, 10, 12, 15, 17, 19 & 21

ROLLED SHAPES SHALL BE GRADE 50 MATERIAL.

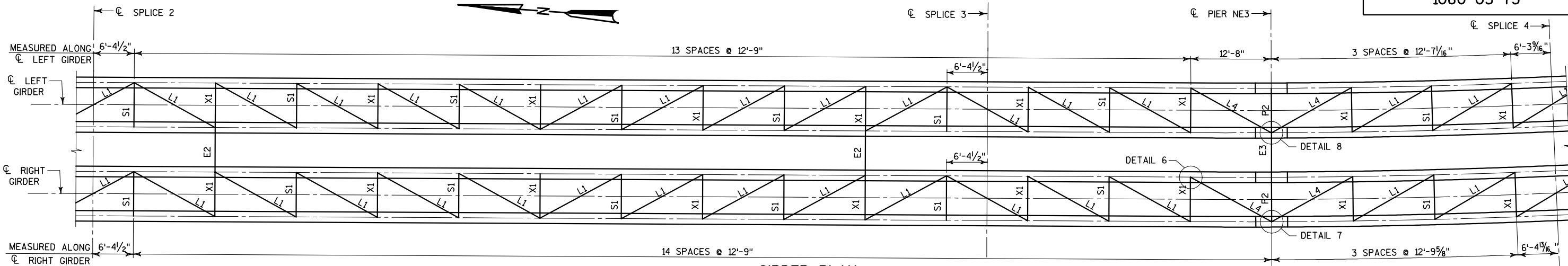
FLANGES LABLED AS TENSION ON THE ELEVATION AND ALL WEBS SHALL BE FABRICATED WITH STEEL MEETING THE REQUIREMENTS ON TABLE S1.3, ZONE 2, OF ASTM A709. FLANGES NOT MARKED AS TENSION SHALL MEET THE REQUIREMENTS OF TABLE S1.2, ZONE 2 OF ASTM A709.

⬡ D DRAIN HOLE, SHEET 86, LOCATED ON LOW SIDE OF GIRDER.

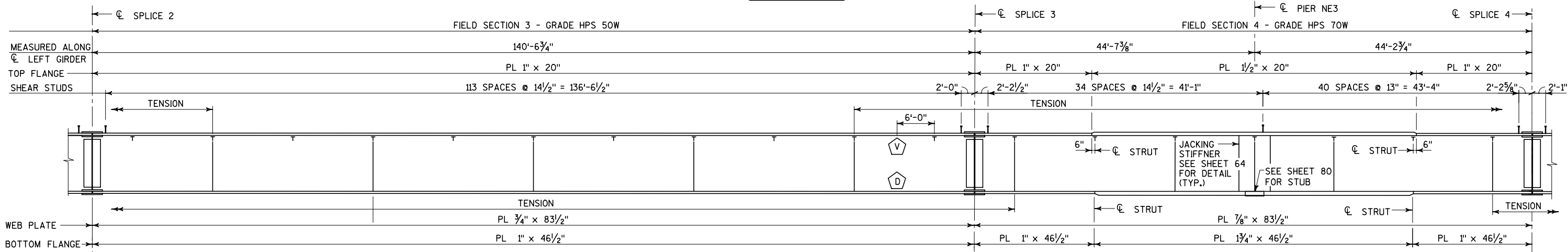
⬡ V VENT HOLE, SHEET 86, LOCATED ON RIGHT WEB OF LEFT GIRDER AND LEFT WEB OF RIGHT GIRDER.

⬡ AH FOR ACCESS HOLE, SEE SHEET 86.

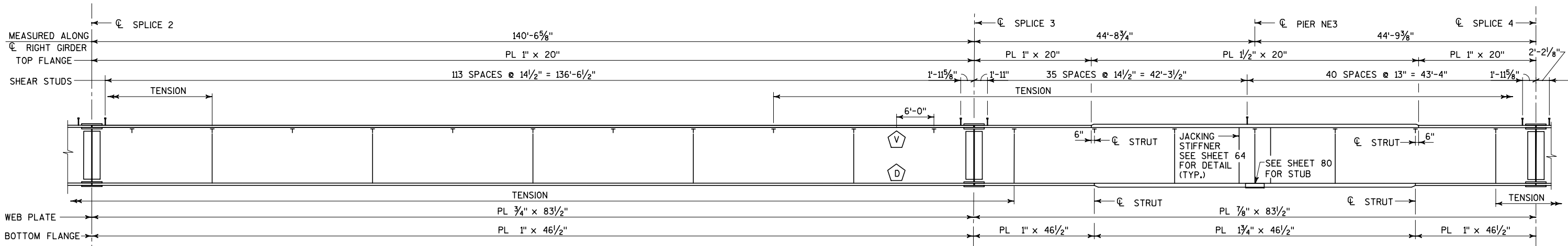
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
GIRDER LAYOUT & ELEVATION FIELD SECTIONS 1&2			SHEET 67 OF 162



GIRDER PLAN

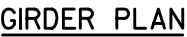


ELEVATION (LEFT GIRDER)

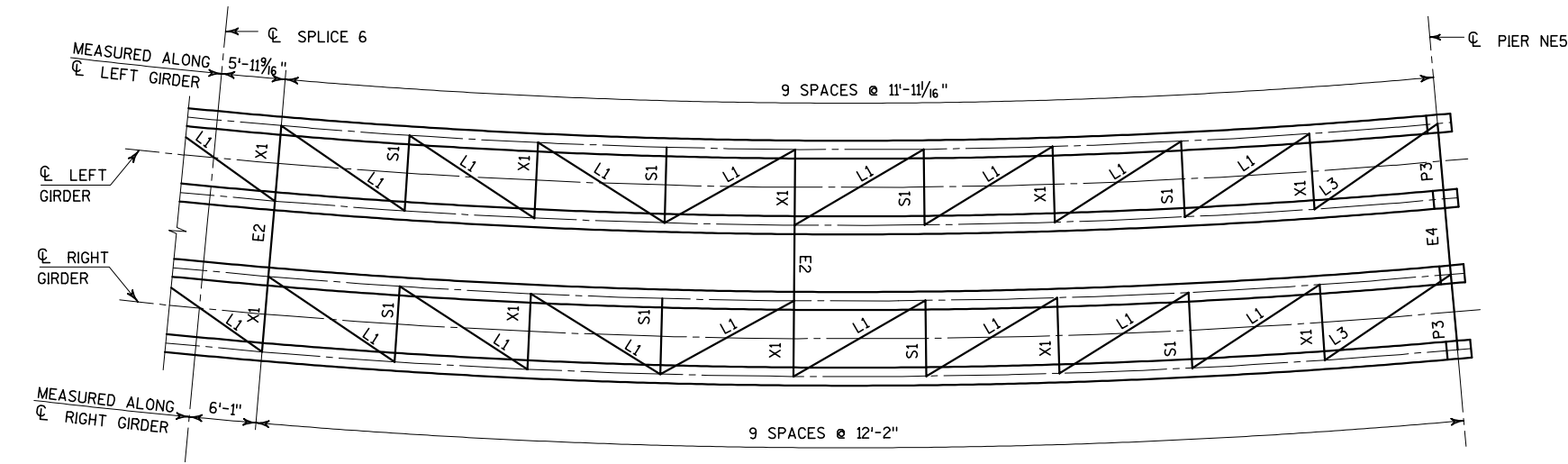


ELEVATION (RIGHT GIRDER)

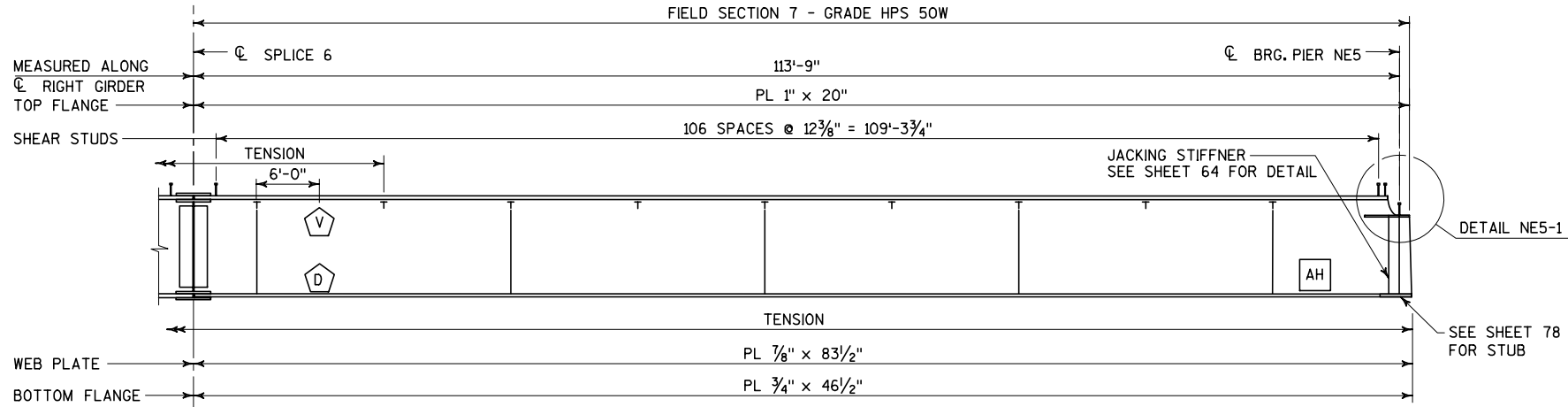
NO.	DATE	REVISION	BY
		STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION	
		STRUCTURE B-40-1221	
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
GIRDER LAYOUT & ELEVATION FIELD SECTIONS 3&4			SHEET 68 OF 162



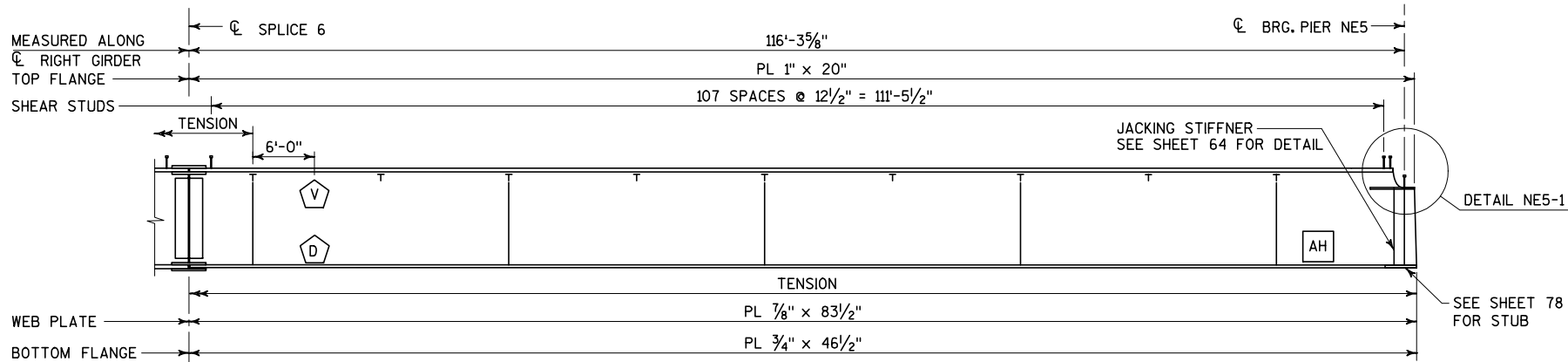
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	EV PLANS CK'D. JCP
GIRDER LAYOUT & ELEVATION FIELD SECTIONS 5&6			SHEET 69 OF 162



GIRDER PLAN



ELEVATION (LEFT GIRDER)

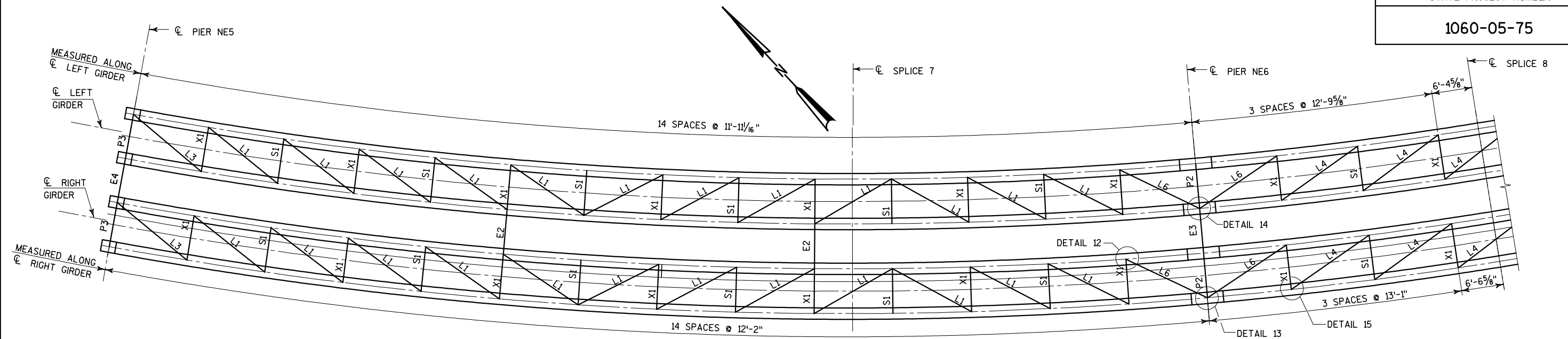


ELEVATION (RIGHT GIRDER)

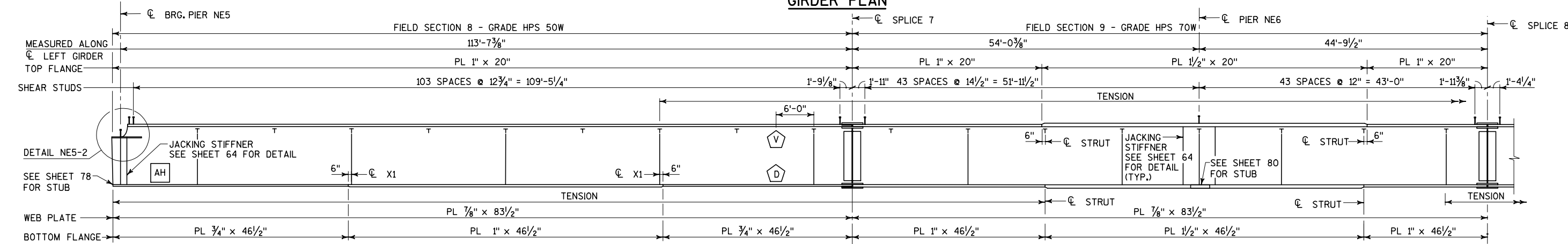
NOTES

FOR DETAIL NE5-1 SEE SHEET 82.

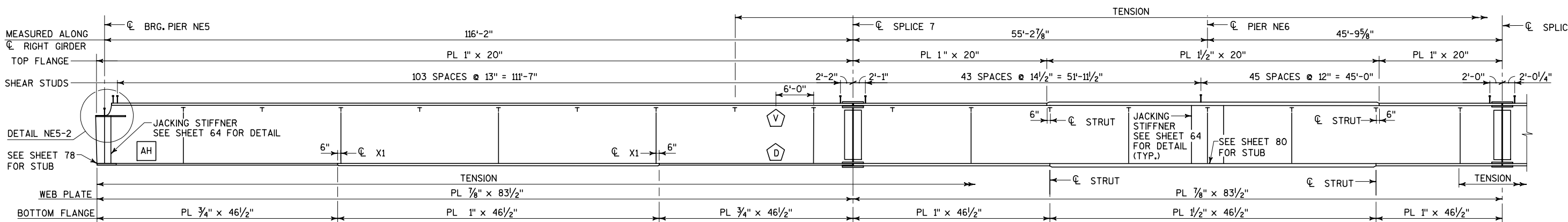
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	EV
		PLANS CK'D.	JCP
GIRDER LAYOUT & ELEVATION FIELD SECTION 7		SHEET 70 OF 162	



GIRDER PLAN



ELEVATION (LEFT GIRDER)

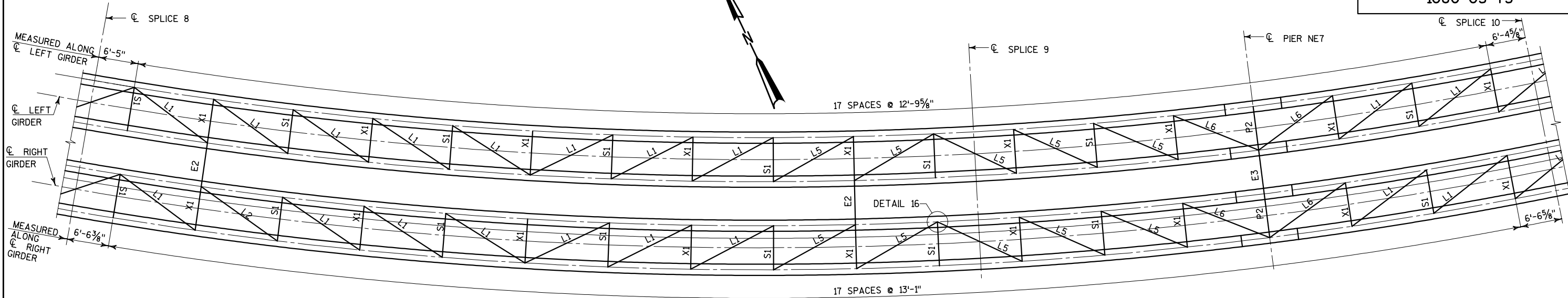


ELEVATION (RIGHT GIRDER)

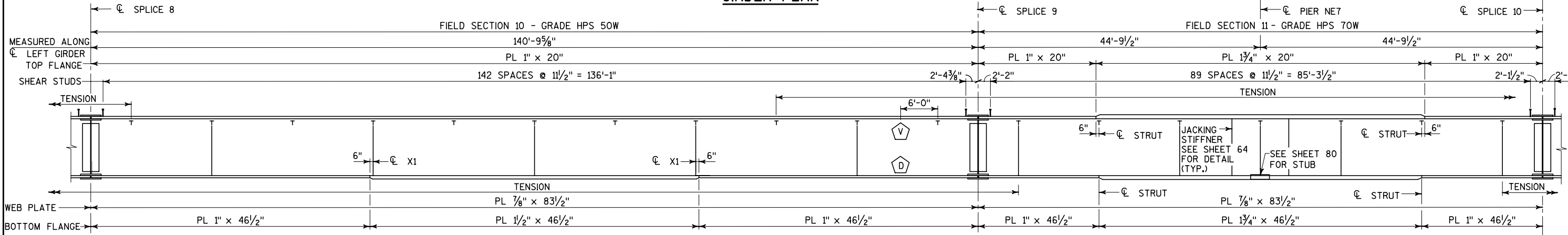
NOTE

1. FOR DETAIL NE5-2 SEE SHEET 82.

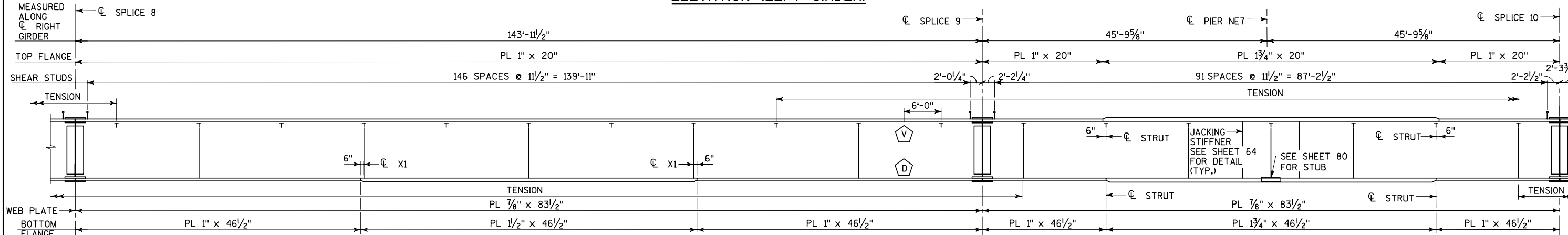
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	EV PLANS CK'D. JCP
GIRDER LAYOUT & ELEVATION FIELD SECTIONS 8&9		SHEET 71 OF 162	



GIRDER PLAN

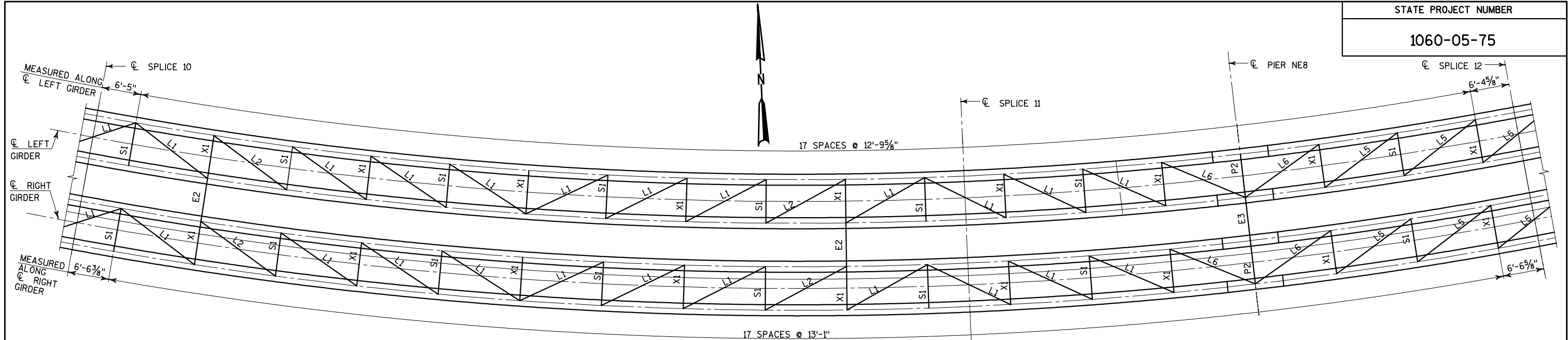


ELEVATION (LEFT GIRDER)

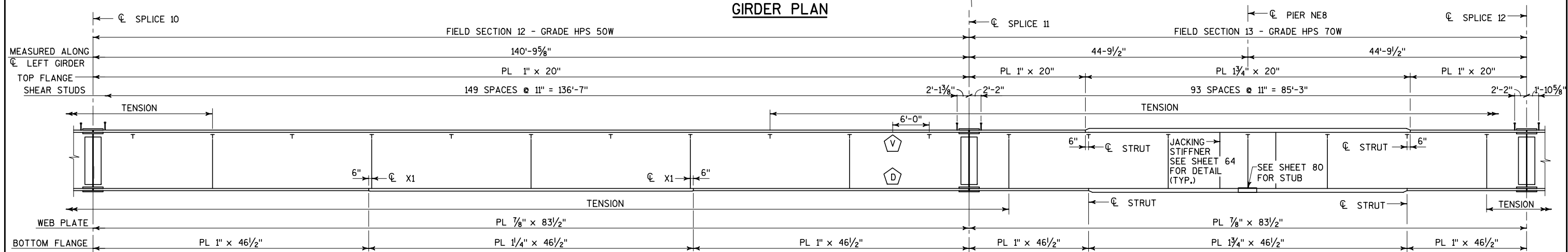


ELEVATION (RIGHT GIRDER)

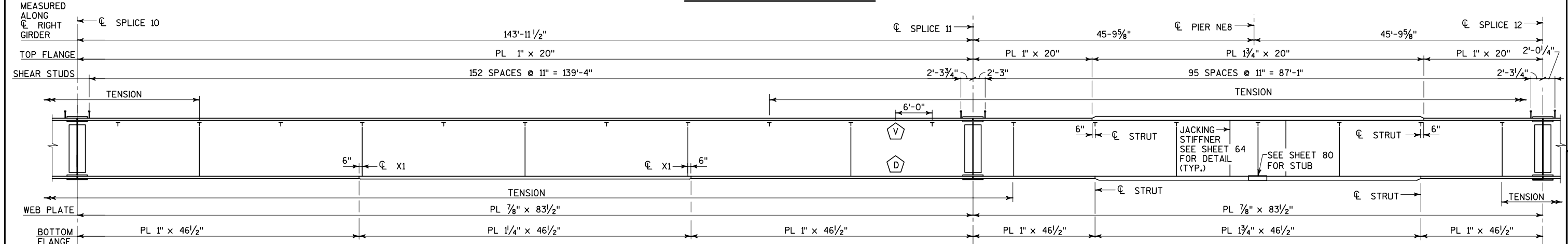
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
GIRDER LAYOUT & ELEVATION FIELD SECTIONS 10&11			SHEET 72 OF 162



GIRDER PLAN

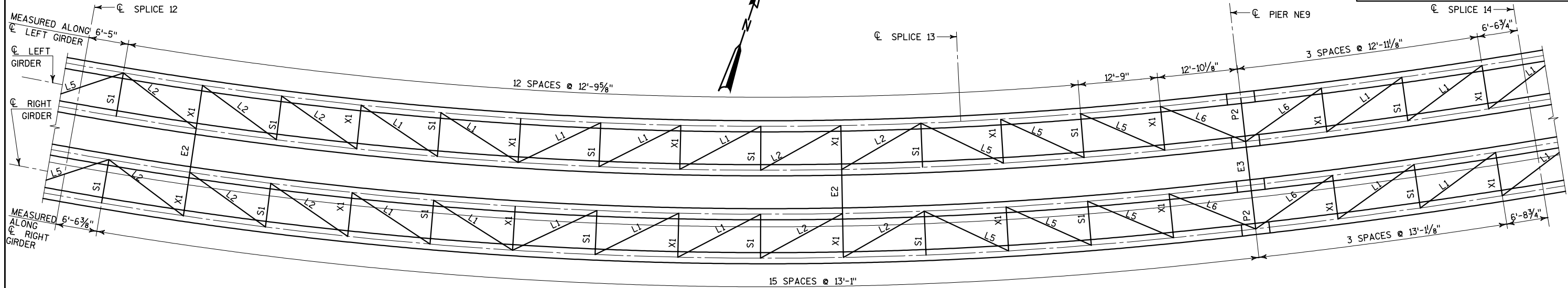


ELEVATION (LEFT GIRDER)

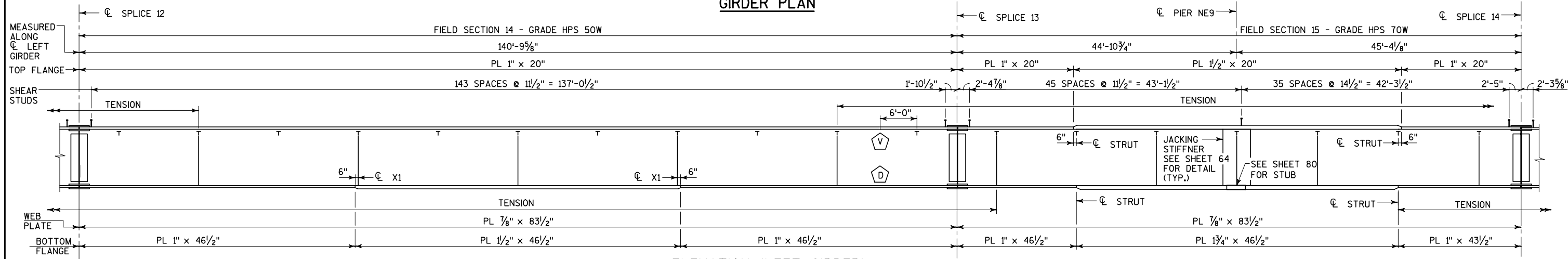


ELEVATION (RIGHT GIRDER)

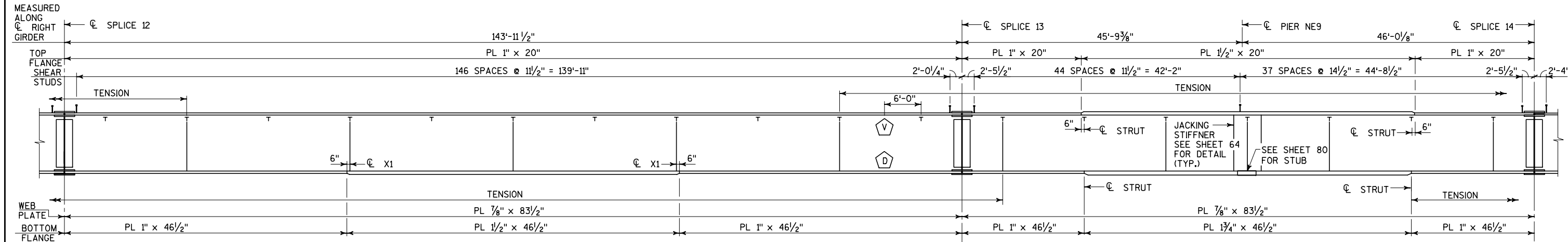
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	PLANS CK'D.
GIRDER LAYOUT & ELEVATION FIELD SECTIONS 12&13			SHEET 73 OF 162



GIRDER PLAN

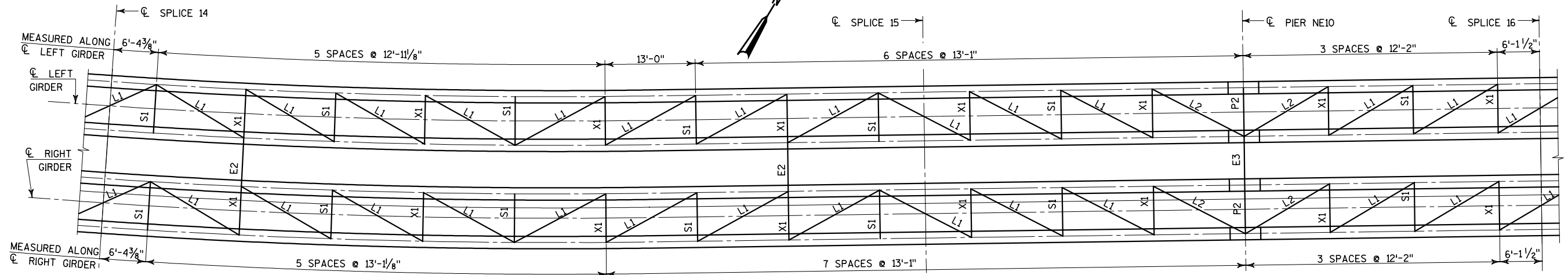


ELEVATION (LEFT GIRDER)

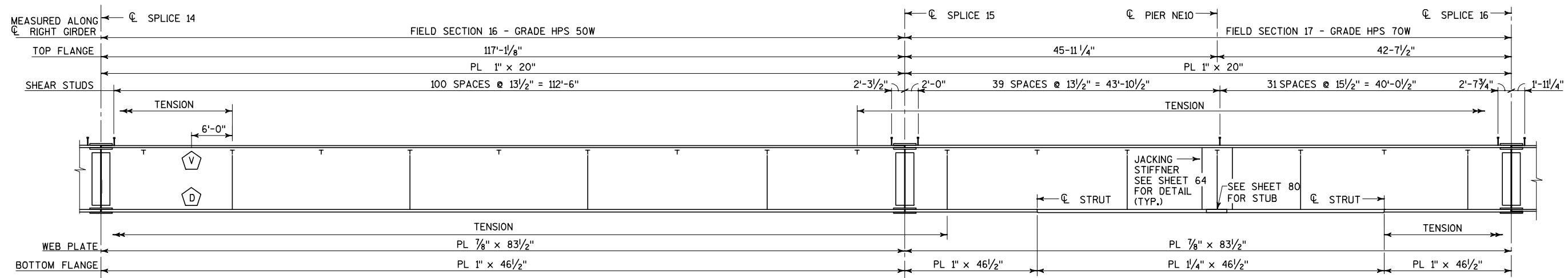


ELEVATION (RIGHT GIRDER)

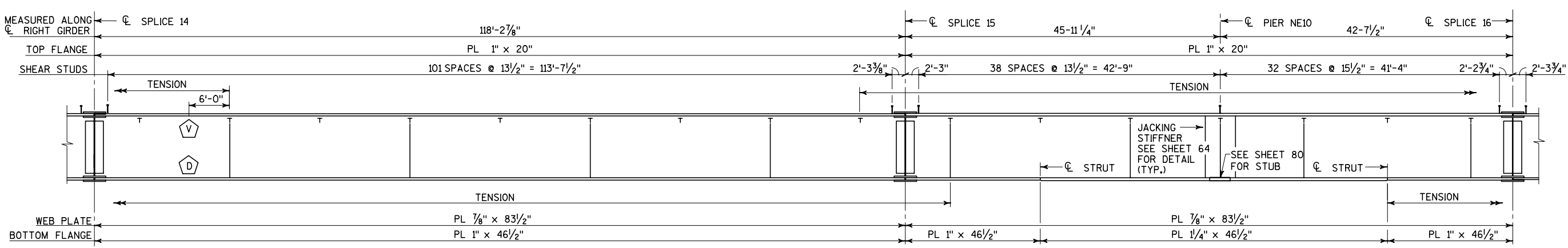
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
GIRDER LAYOUT & ELEVATION UNIT FIELD SECTIONS 14&15			SHEET 74 OF 162



GIRDER PLAN

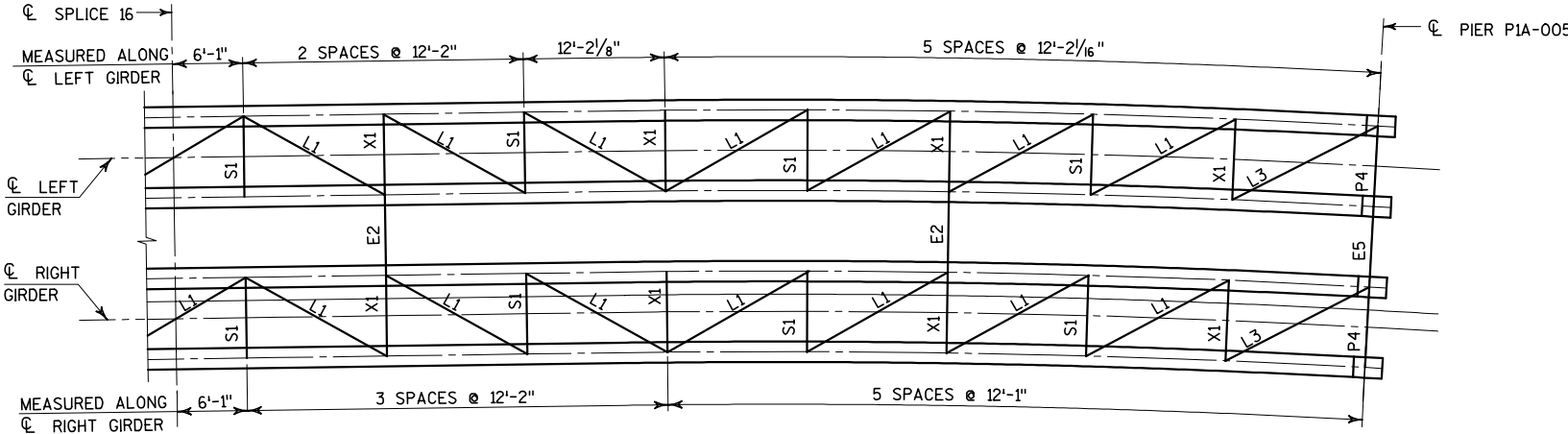


ELEVATION (LEFT GIRDER)

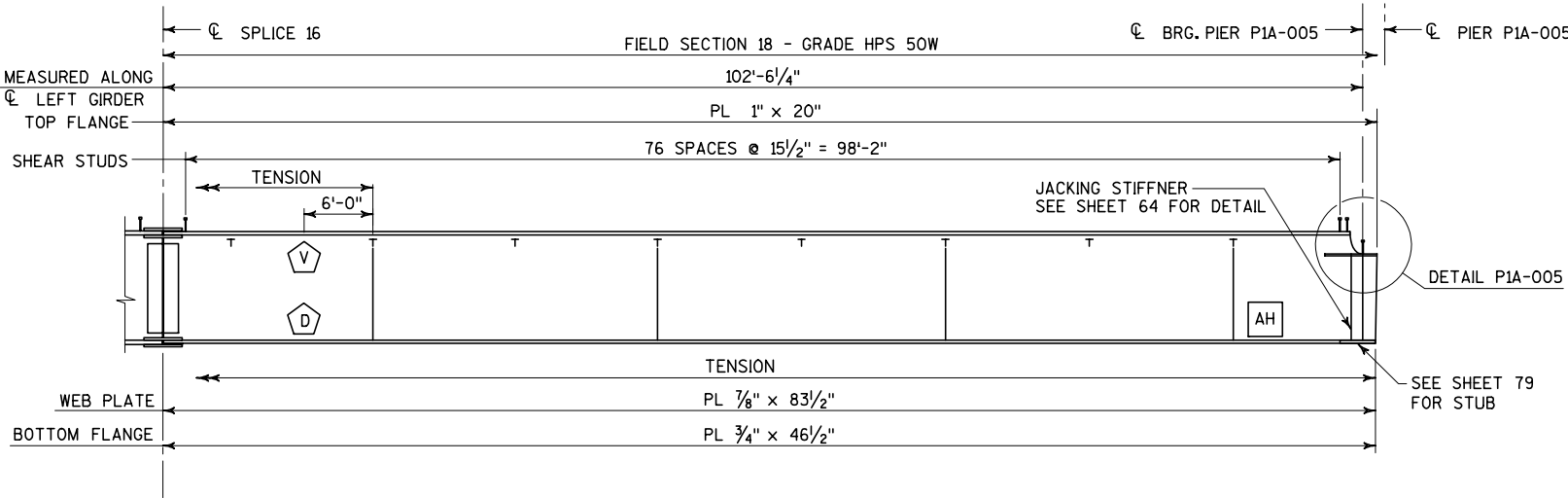


ELEVATION (RIGHT GIRDER)

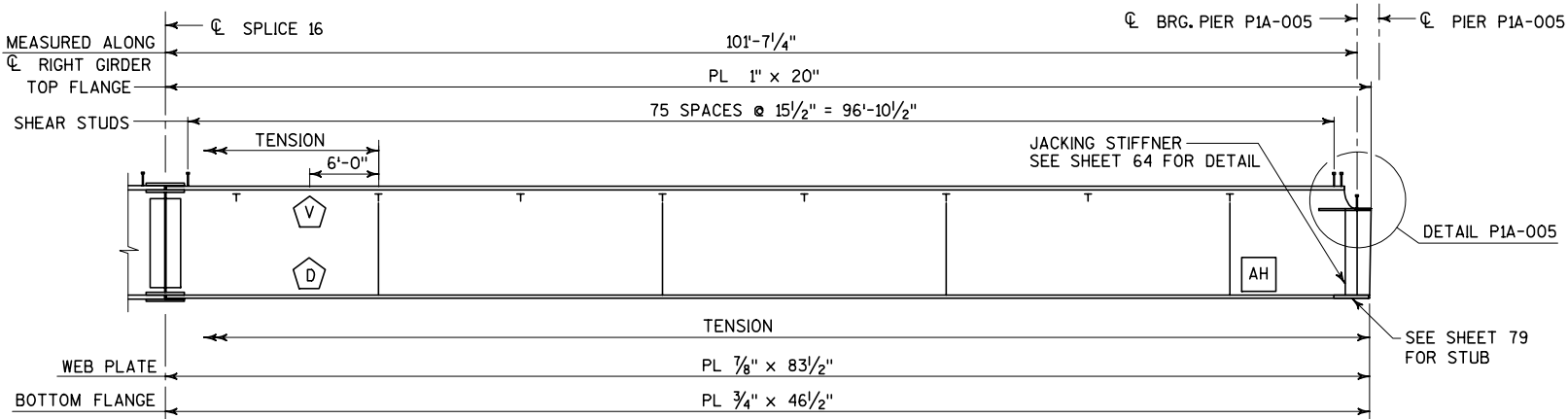
NO.	DATE	REVISION	BY
		STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION	
		STRUCTURE B-40-1221	
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
GIRDER LAYOUT & ELEVATION UNIT			SHEET 75 OF 162
FIELD SECTIONS 16&17			



GIRDER PLAN



ELEVATION (LEFT GIRDER)

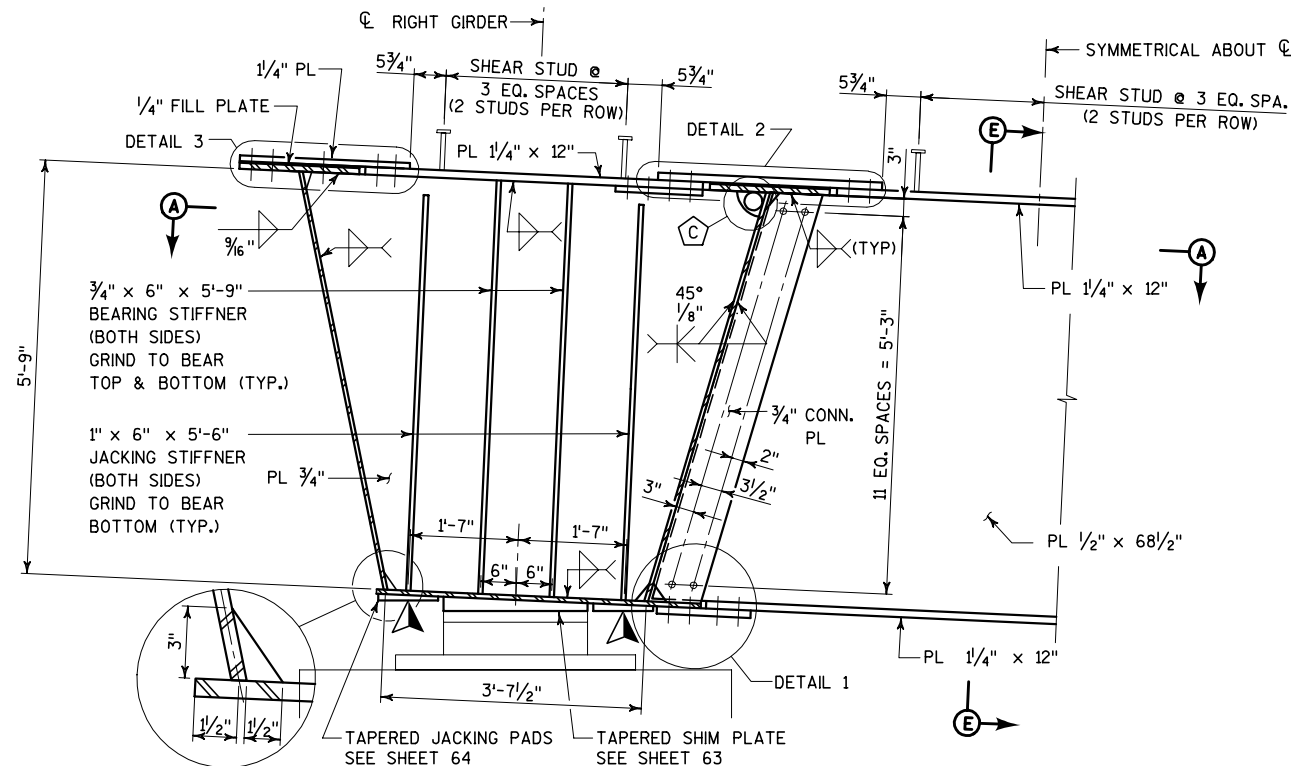


ELEVATION (RIGHT GIRDER)

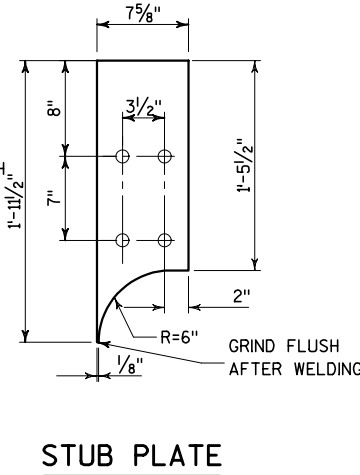
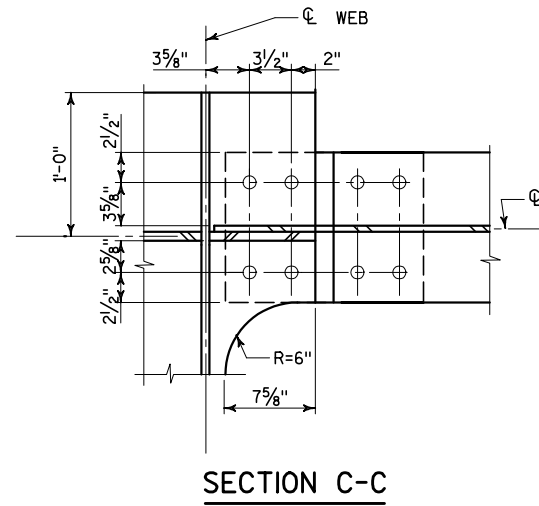
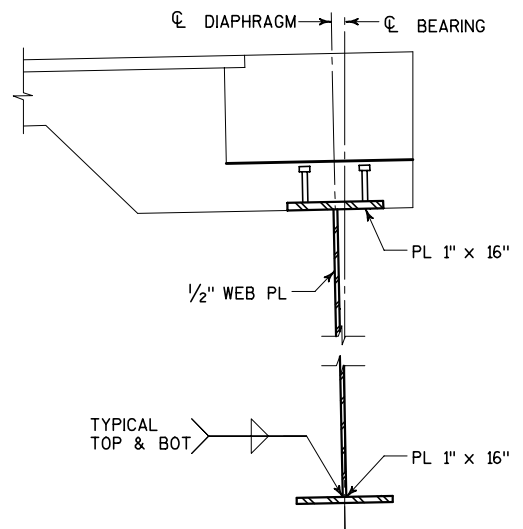
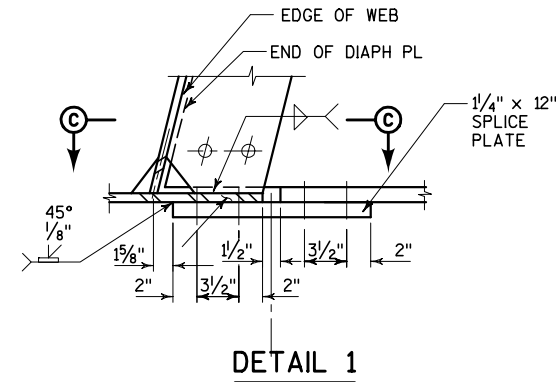
NOTE

1. FOR DETAIL P1A-005 SEE SHEET 82.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
GIRDER LAYOUT & ELEVATION FIELD SECTION 18			SHEET 76 OF 162



ABUTMENT NE1 DIAPHRAGM P1-E1-P1
(FOR SECTION THRU DIAPHRAGM, SEE DETAIL NE1 SHEET 82)



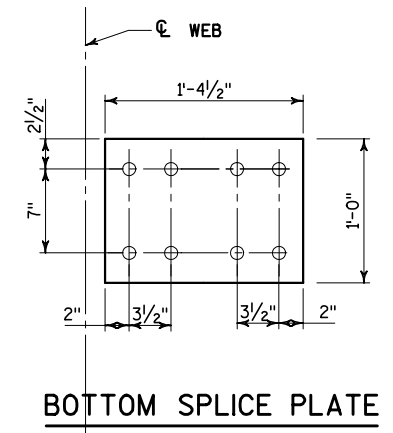
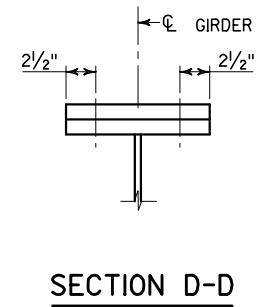
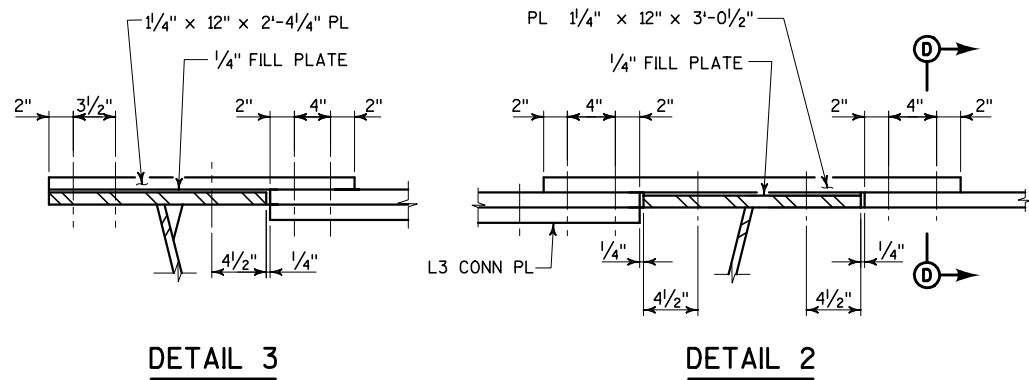
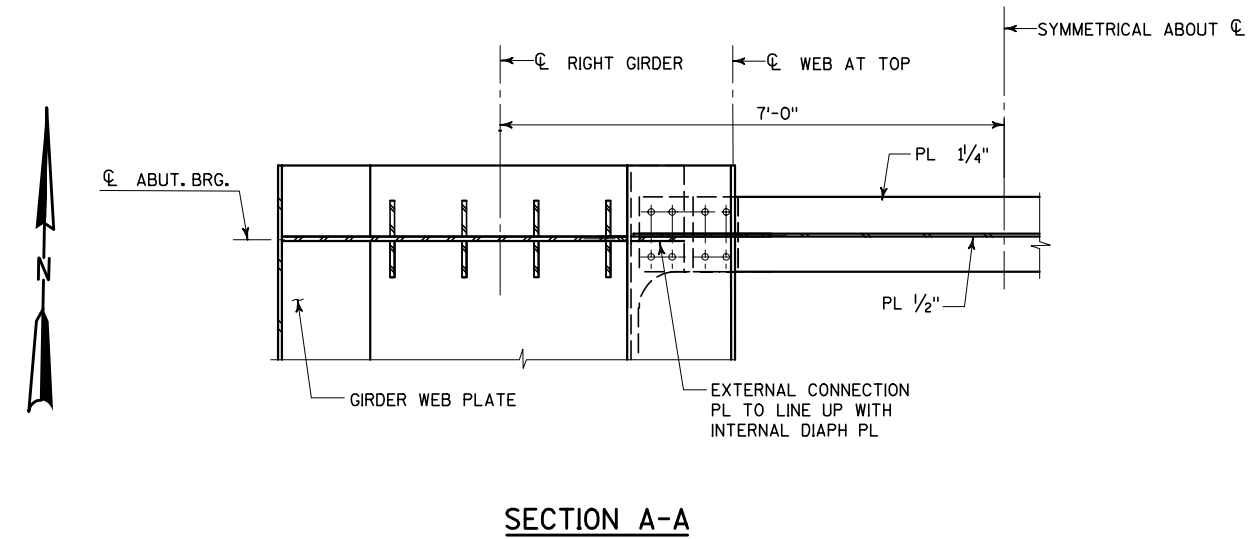
LEGEND

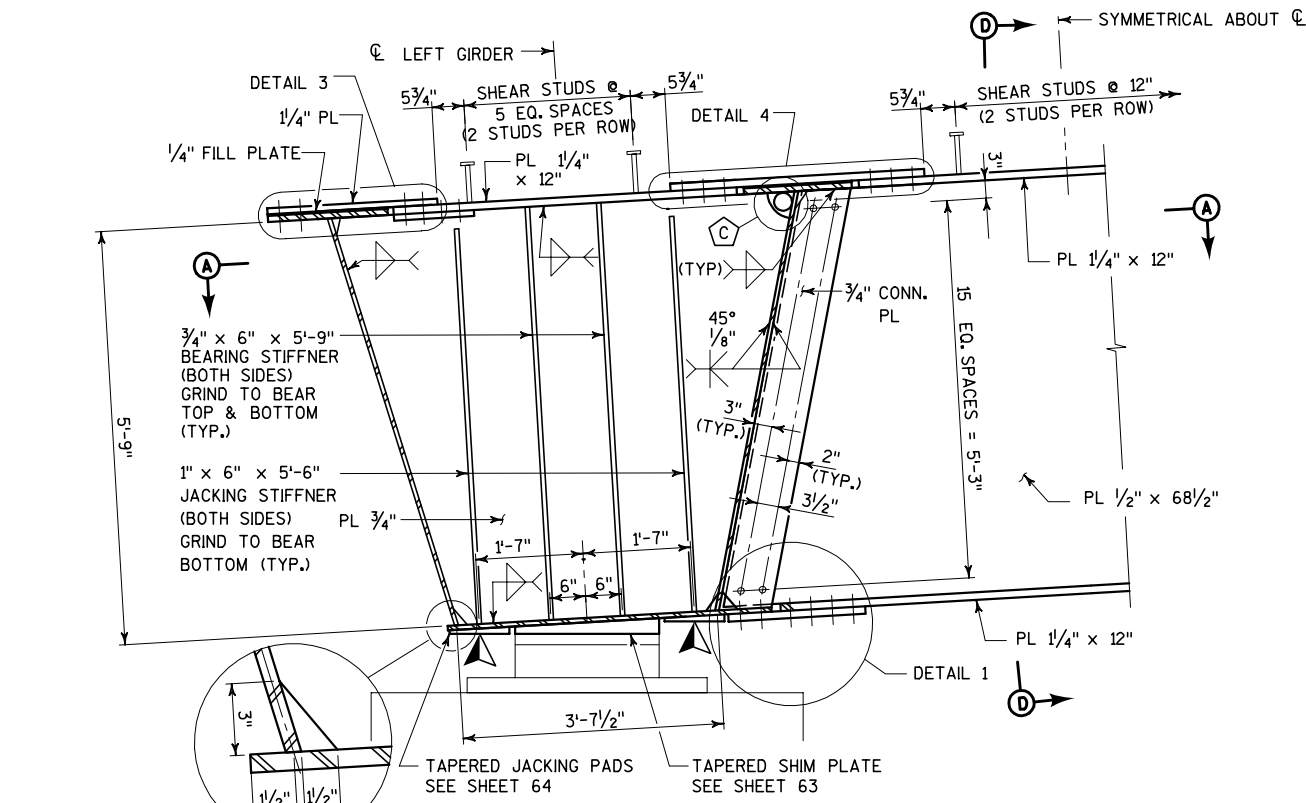
- A SUGGESTED JACKING LOCATIONS FOR FUTURE BEARING REPLACEMENT. SEE SHEET 64 FOR DETAILS.
 - C PROVIDE 5" RADIUS CORNER OPENING TO PASS LIGHTING CONDUIT AS SHOWN. SEE LIGHTING PLANS FOR REQUIRED LOCATIONS.
- FIELD WELD 1/2" x 6" x 6" COVER PLATE TO SEAL ANY OPENINGS PROVIDED WHERE NO CONDUIT IS TO BE INSTALLED.

NOTES

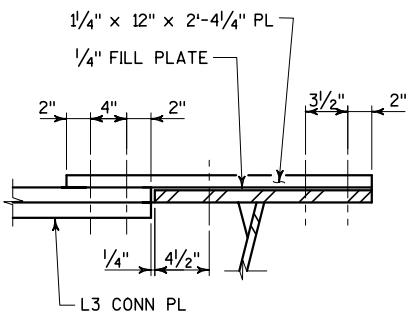
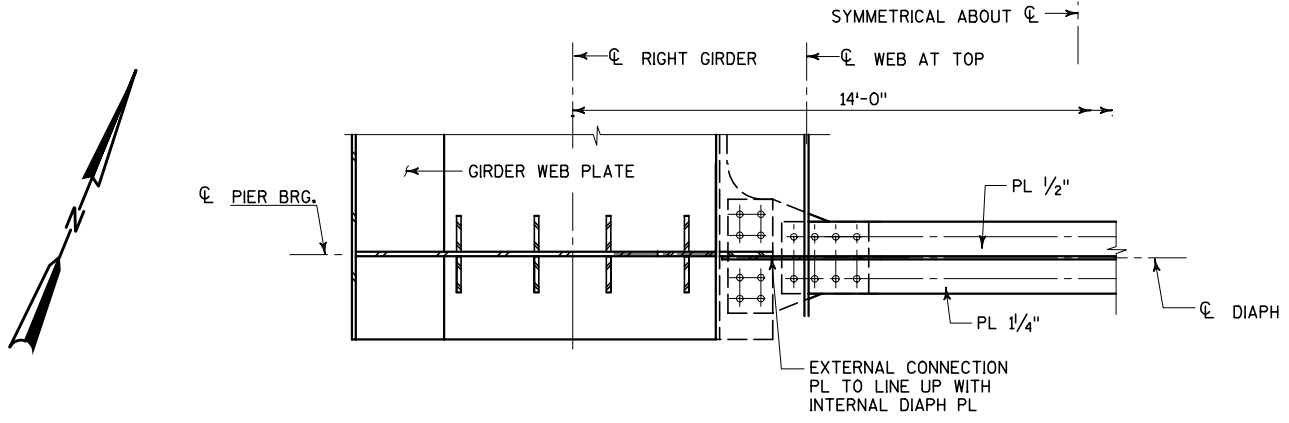
ALL BOLTS SHOWN ARE 1" Ø H.S. BOLTS.
SEE SHEET 83 FOR PLAN BEAM END.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
ABUT NE1 DIAPHRAGM			SHEET 77 OF 162

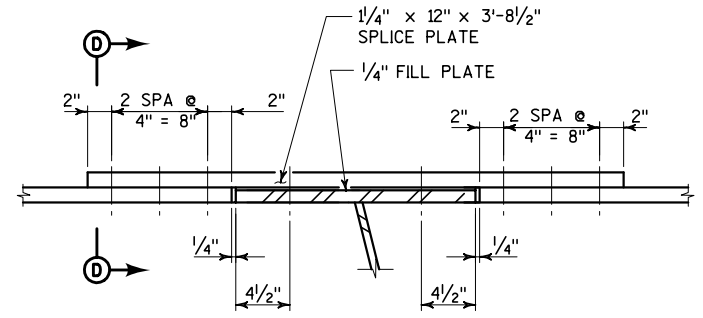




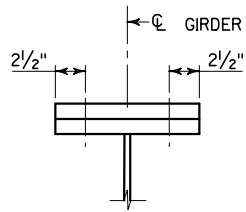
PIER NE5 DIAPHRAGM P3-E4-P3
(UNIT 1 SHOWN, UNIT 2 SIMILAR)
(FOR SECTION THRU DIAPHRAGM, SEE DETAILS
NE5-1 UNIT 1 AND NE5-2 UNIT 2 SHEET 82)



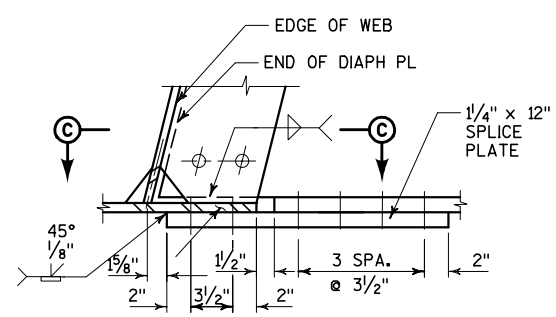
DETAIL 3



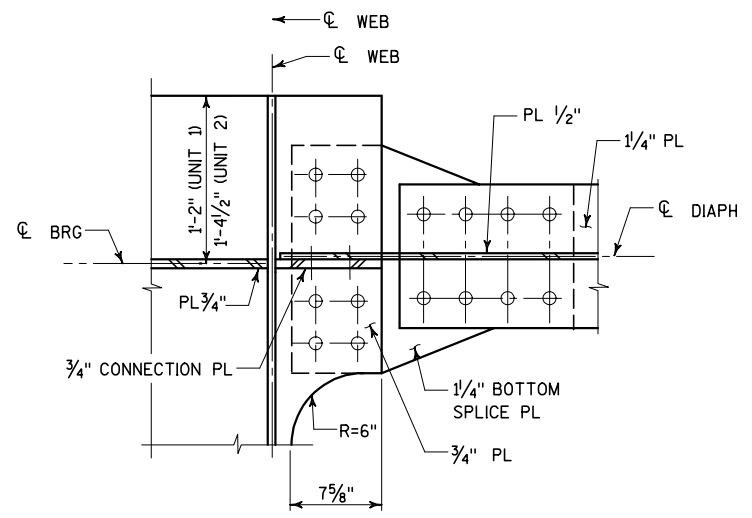
DETAIL 2



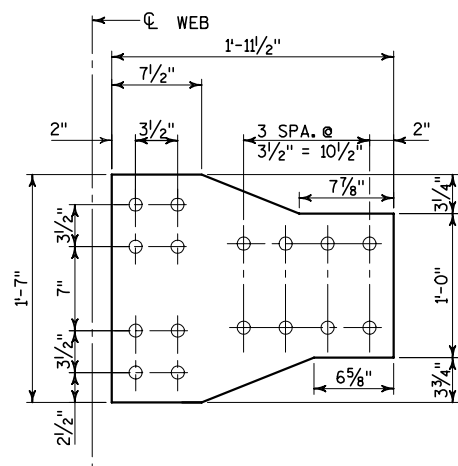
SECTION D-D



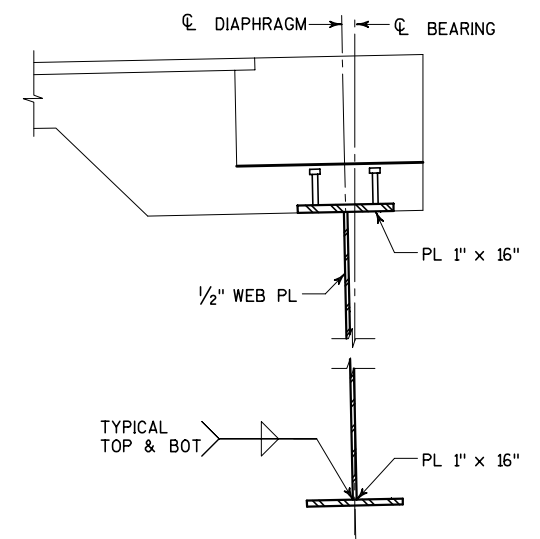
DETAIL 1



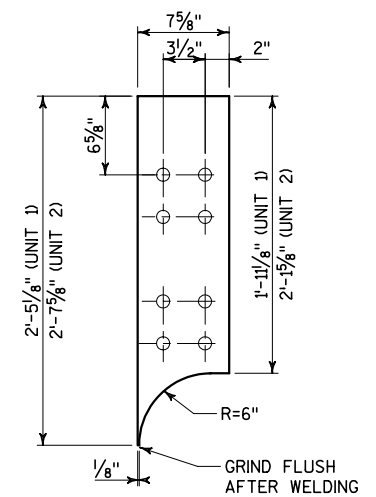
SECTION C-C



BOTTOM SPLICE PLATE



SECTION D-D



STUB PLATE

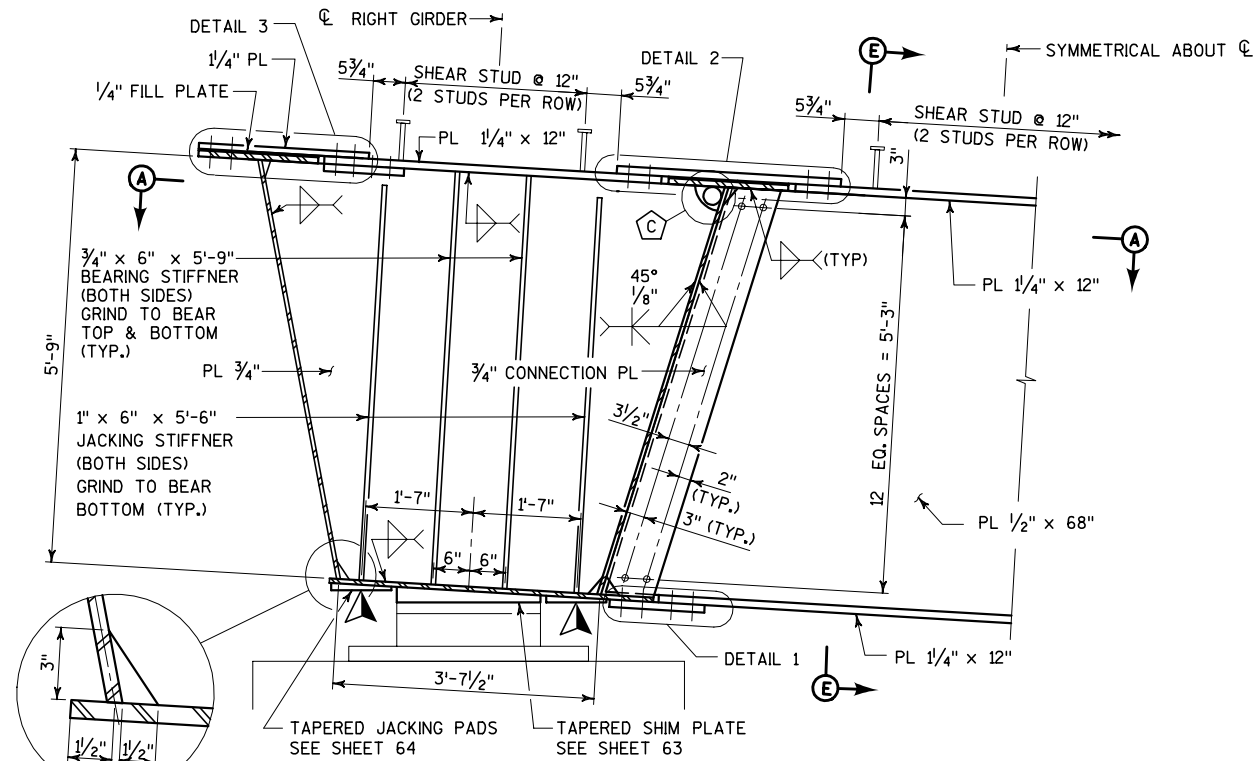
NOTES

ALL BOLTS SHOWN ARE 1" ϕ H.S. BOLTS.
SEE SHEET 84 FOR PLAN BEAM END @ PIER NE5-1
AND SHEET 83 FOR PLAN BEAM END @ PIER NE5-2.

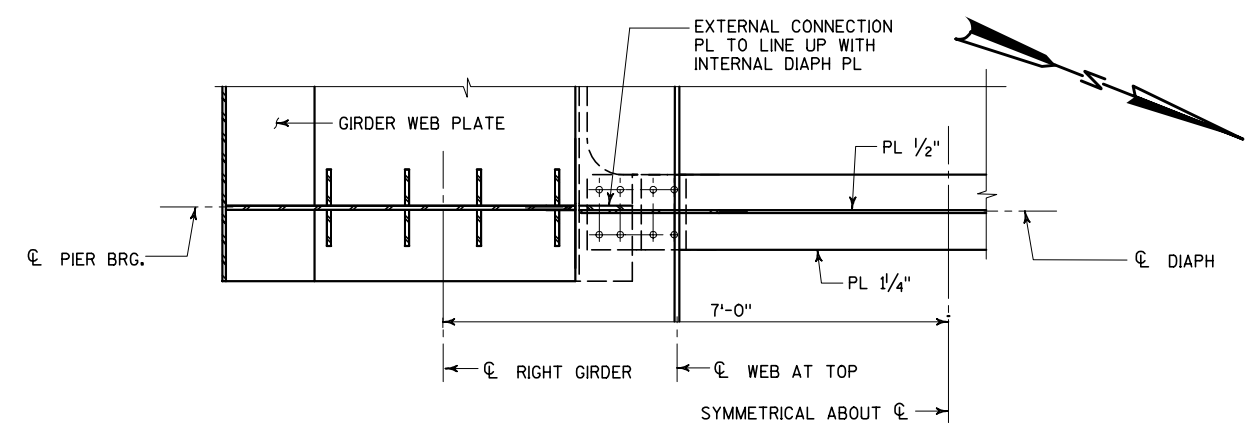
LEGEND

Δ SUGGESTED JACKING LOCATIONS
FOR FUTURE BEARING REPLACEMENT.
SEE SHEET 64 FOR DETAILS.
 ∇ PROVIDE 5" RADIUS CORNER OPENING
TO PASS LIGHTING CONDUIT AS SHOWN.
SEE LIGHTING PLANS FOR REQUIRED
LOCATIONS.
FIELD WELD 1/2" X 6" X 6" COVER
PLATE TO SEAL ANY OPENINGS
PROVIDED WHERE NO CONDUIT IS TO BE
INSTALLED.

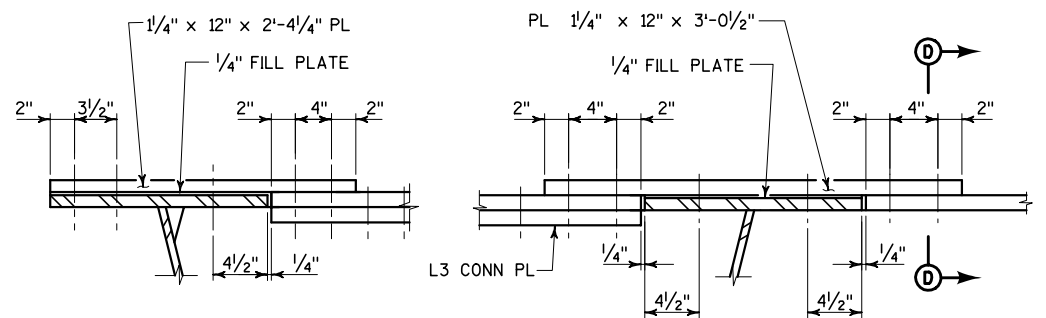
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
PIER NE5 DIAPHRAGM			SHEET 78 OF 162



PIER P1A-005 DIAPHRAGM P4-E5-P4
(FOR SECTION THRU DIAPHRAGM,
SEE DETAIL P1A-005 SHEET 82)

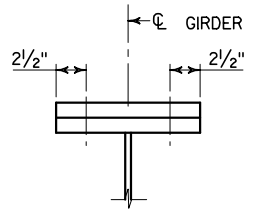


SECTION A-A

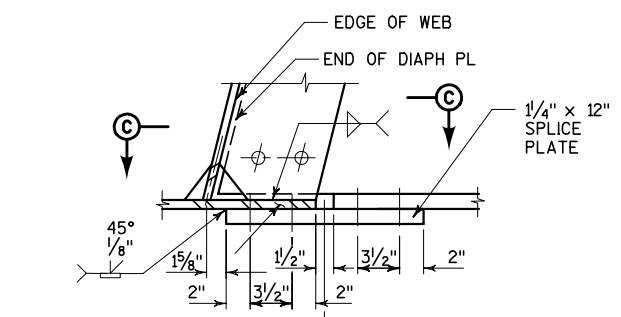


DETAIL 3

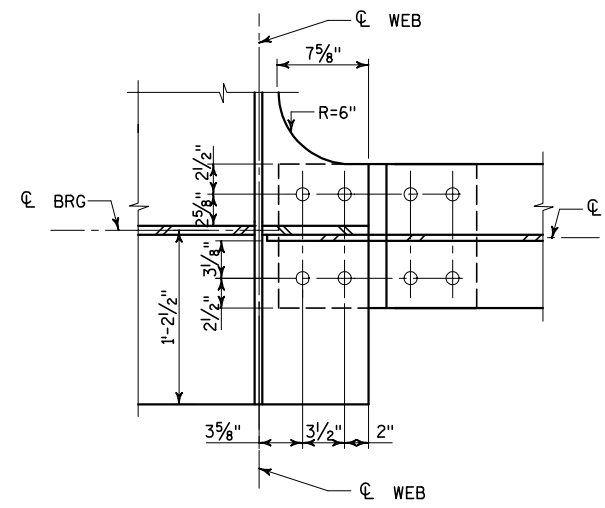
DETAIL 2



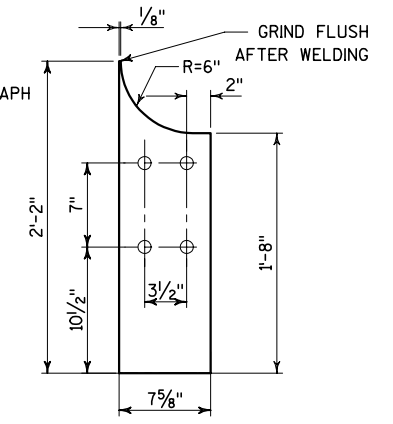
SECTION D-D



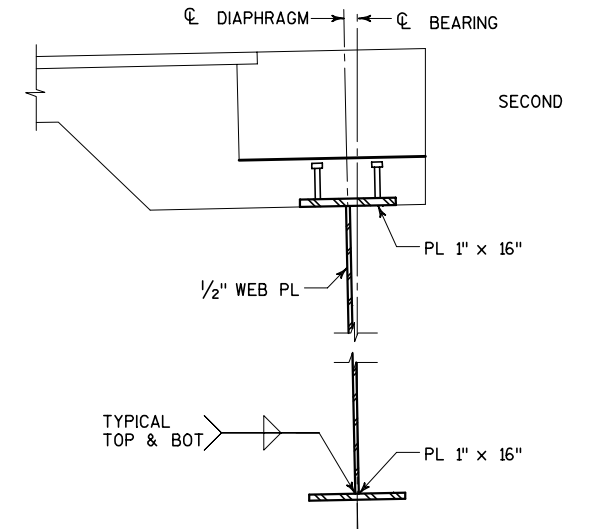
DETAIL 1



SECTION C-C



STUB PLATE



SECTION D-D

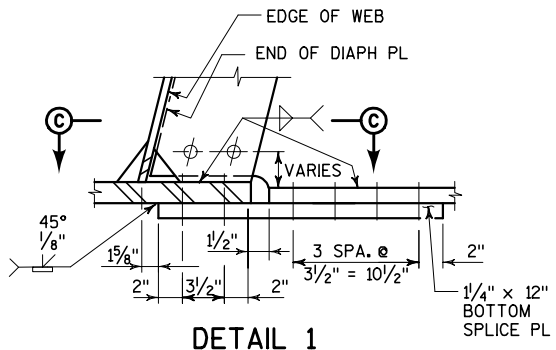
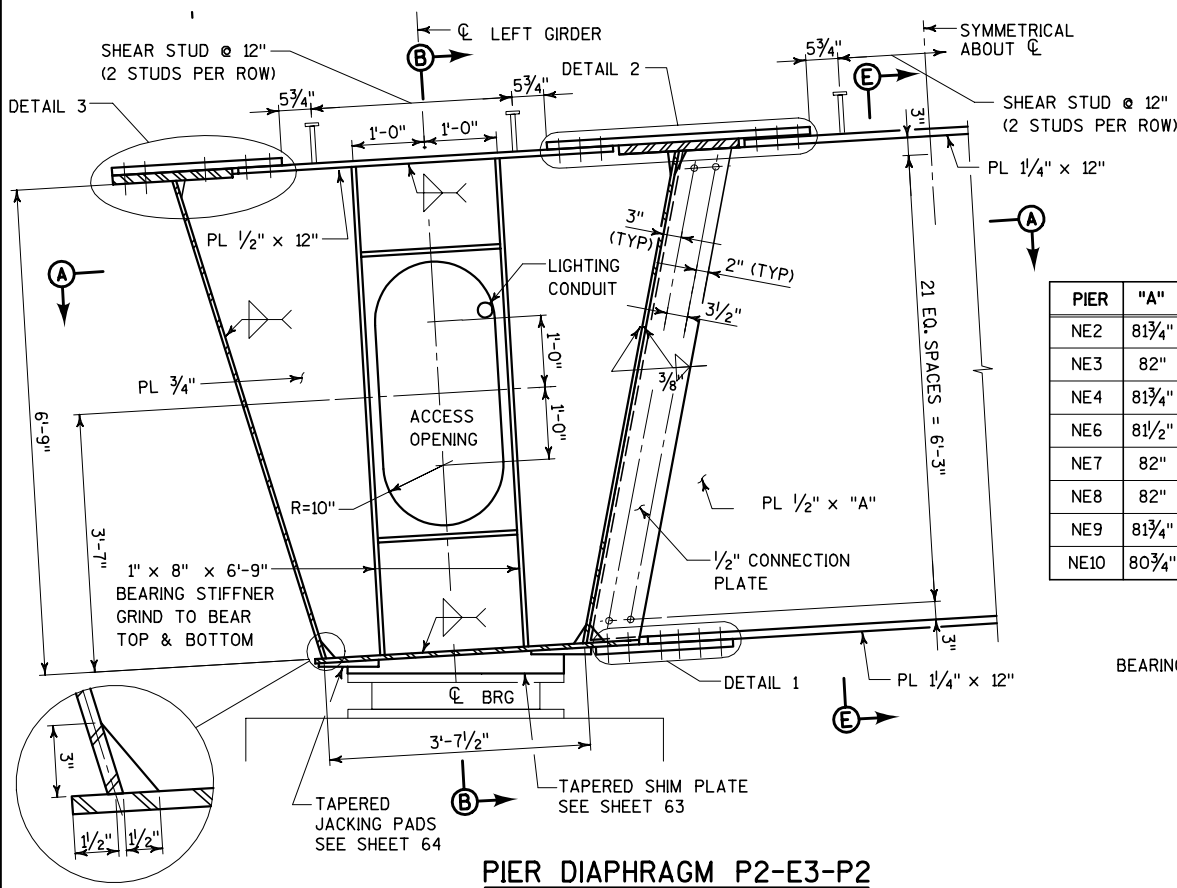
LEGEND

- A** SUGGESTED JACKING LOCATIONS FOR FUTURE BEARING REPLACEMENT. SEE SHEET 64 FOR DETAILS.
- C** PROVIDE 5" RADIUS CORNER OPENING TO PASS LIGHTING CONDUIT AS SHOWN. SEE LIGHTING PLANS FOR REQUIRED LOCATIONS.
- FIELD WELD 1/2" X 6" X 6" COVER PLATE TO SEAL ANY OPENINGS PROVIDED WHERE NO CONDUIT IS TO BE INSTALLED.

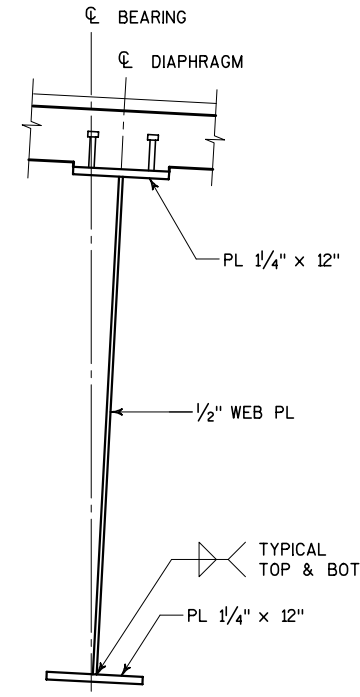
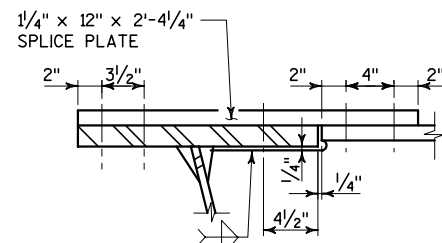
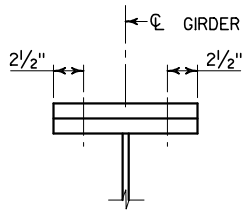
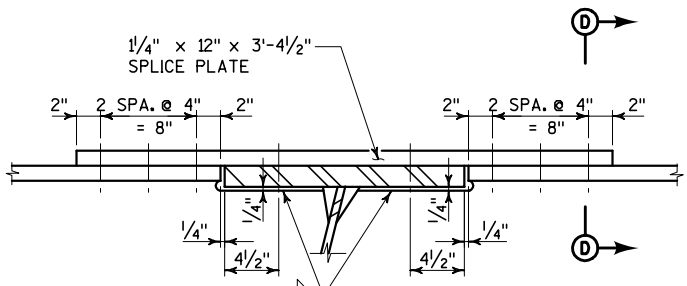
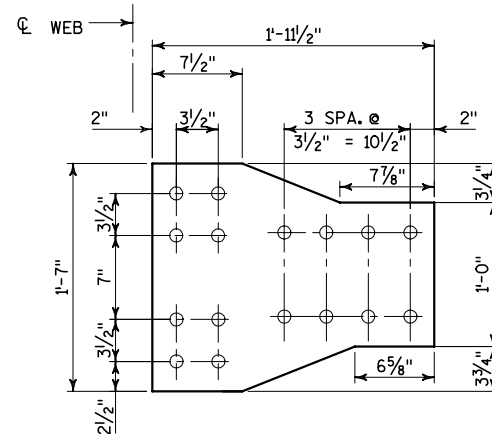
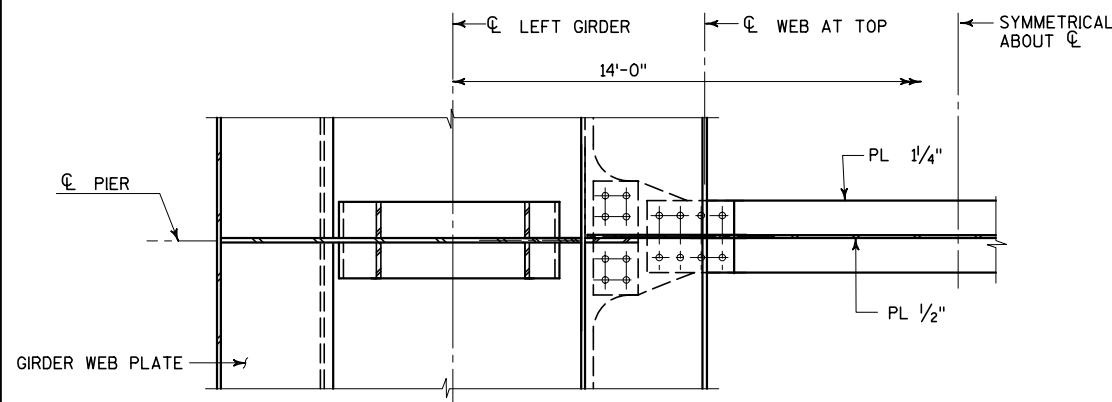
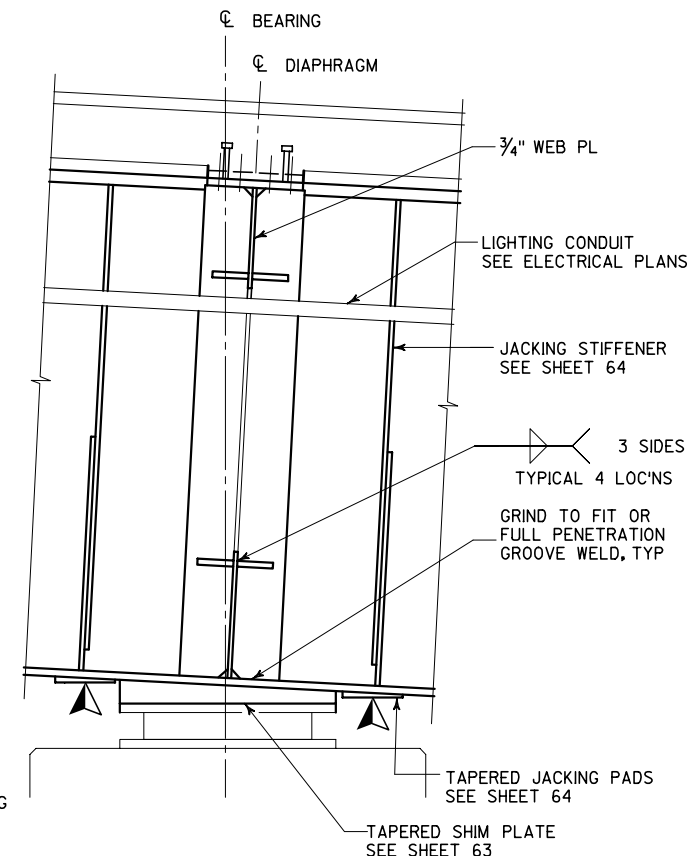
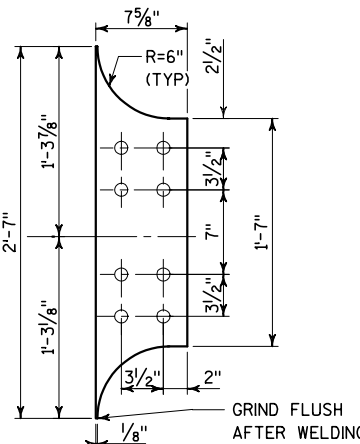
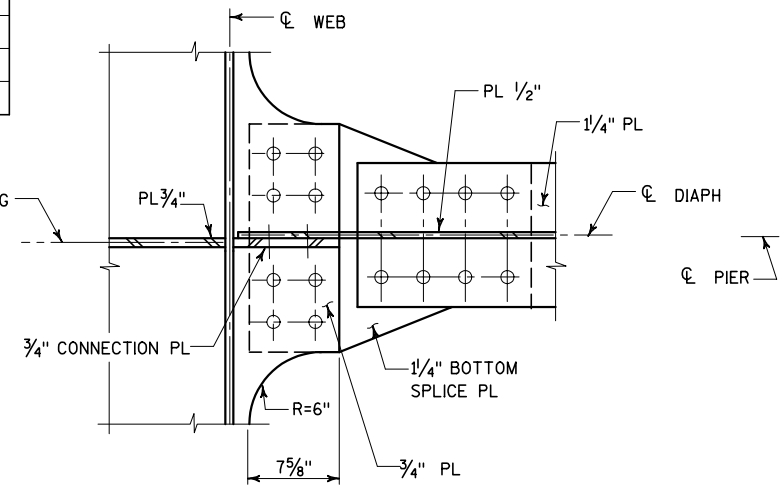
NOTES

ALL BOLTS SHOWN ARE 1" ϕ H.S. BOLTS.
SEE SHEET 84 FOR PLAN BEAM END.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
PIER P1A-005 DIAPHRAGM			SHEET 79 OF 162



PIER	"A"
NE2	81 $\frac{3}{4}$ "
NE3	82"
NE4	81 $\frac{3}{4}$ "
NE6	81 $\frac{1}{2}$ "
NE7	82"
NE8	82"
NE9	81 $\frac{3}{4}$ "
NE10	80 $\frac{3}{4}$ "



LEGEND

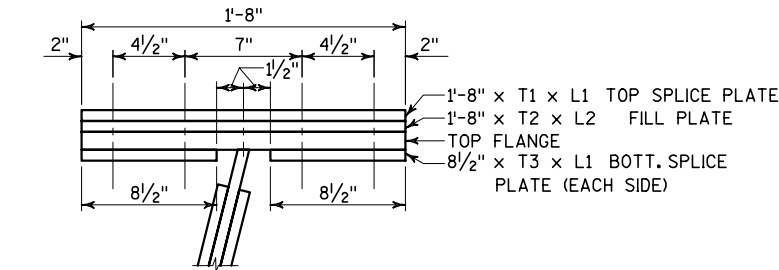
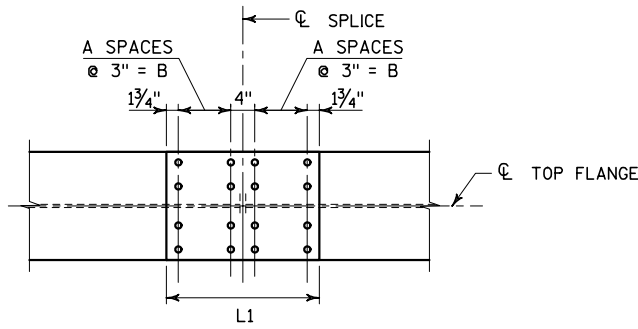
Δ SUGGESTED JACKING LOCATIONS FOR FUTURE BEARING REPLACEMENT. SEE SHEET 64 FOR DETAILS.

FIELD WELD $\frac{1}{2}$ " x 6" x 6" COVER PLATE TO SEAL ANY OPENINGS PROVIDED WHERE NO CONDUIT IS TO BE INSTALLED.

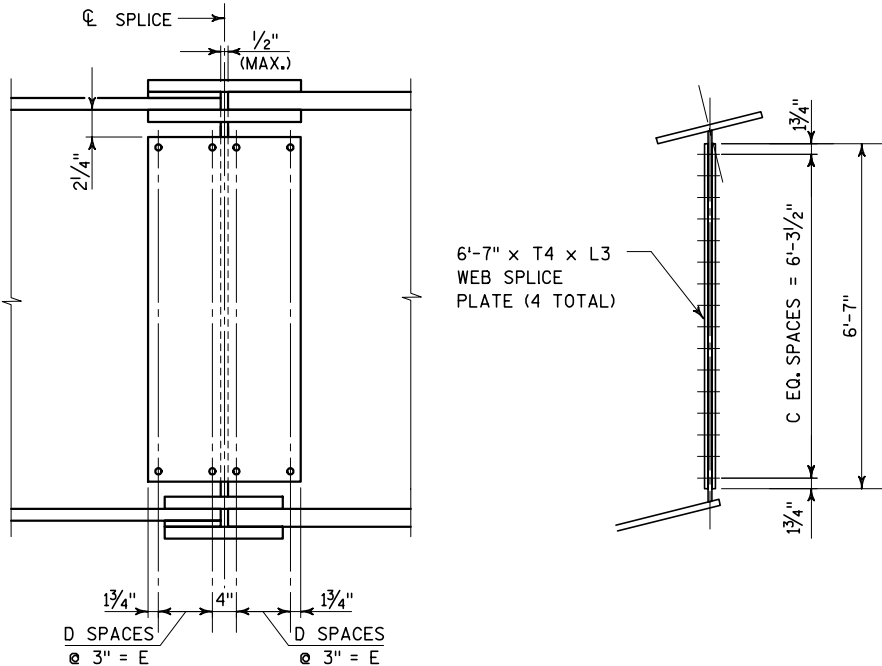
NOTES

ALL BOLTS SHOWN ARE 1" ϕ H.S. BOLTS.

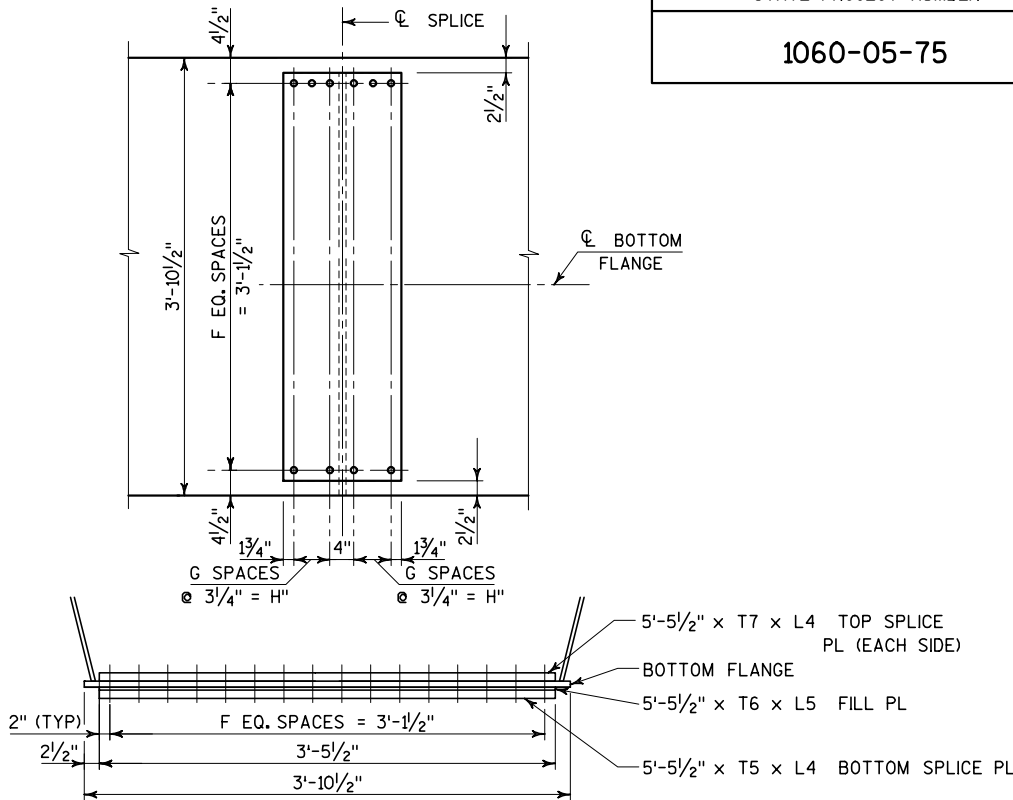
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
PIER DIAPHRAGM			SHEET 80 OF 162



TYPICAL TOP FLANGE CONNECTION



TYPICAL WEB CONNECTION

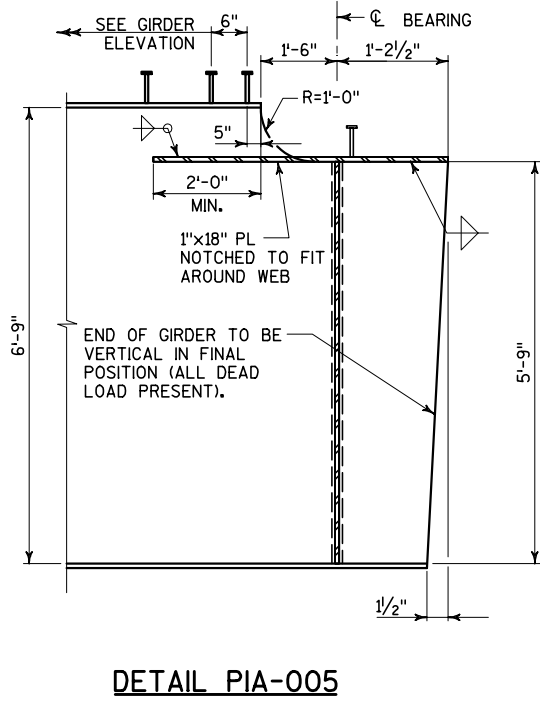
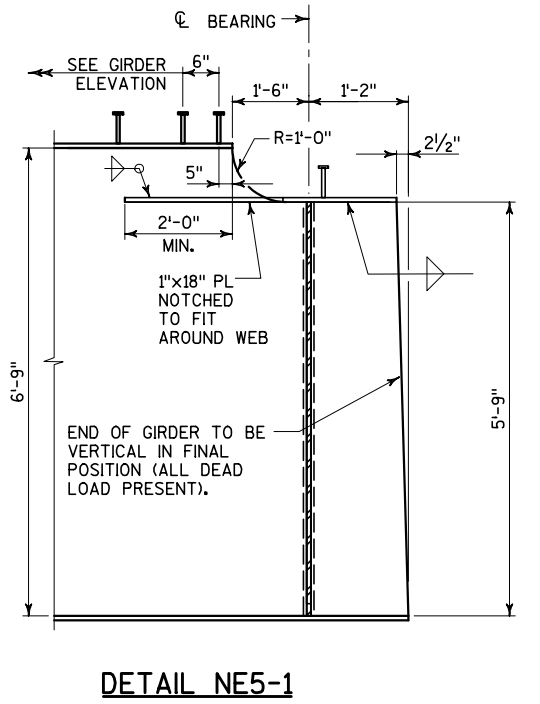
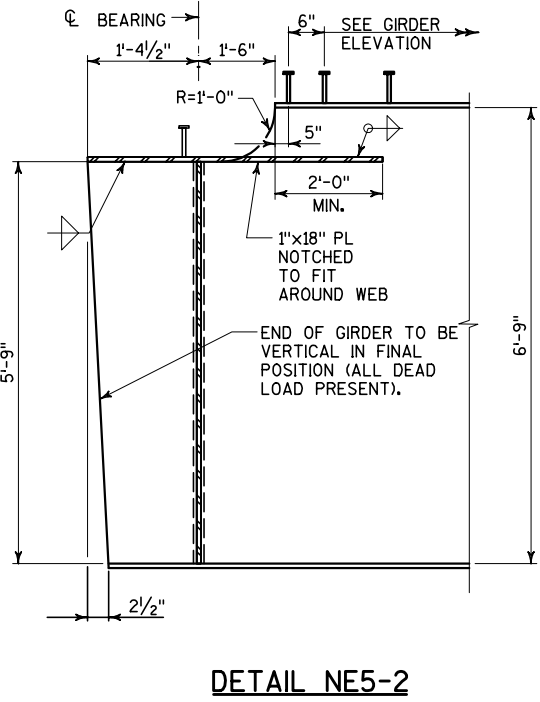
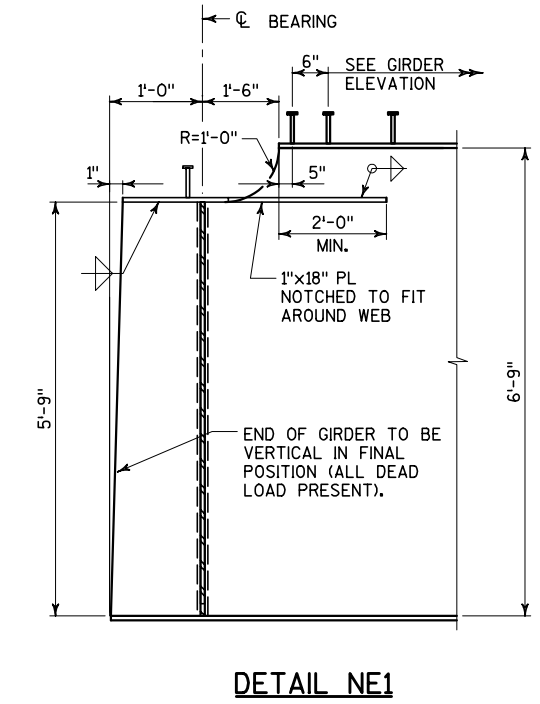
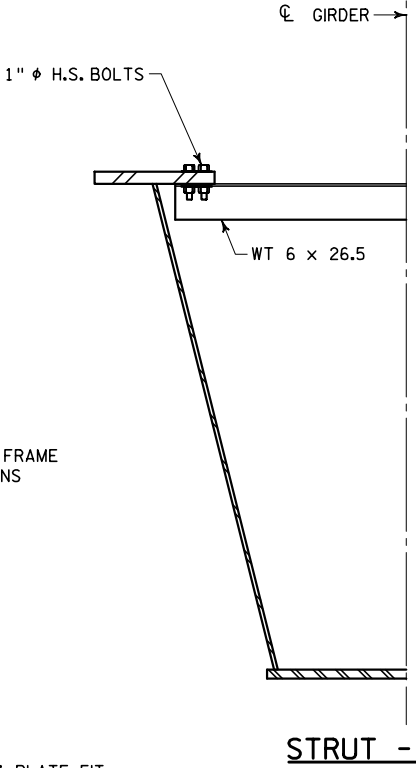
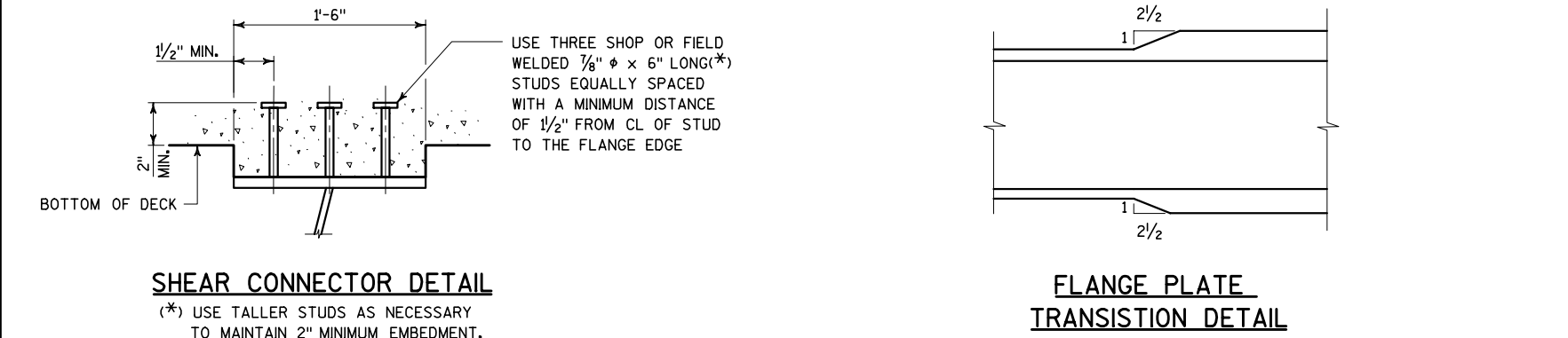
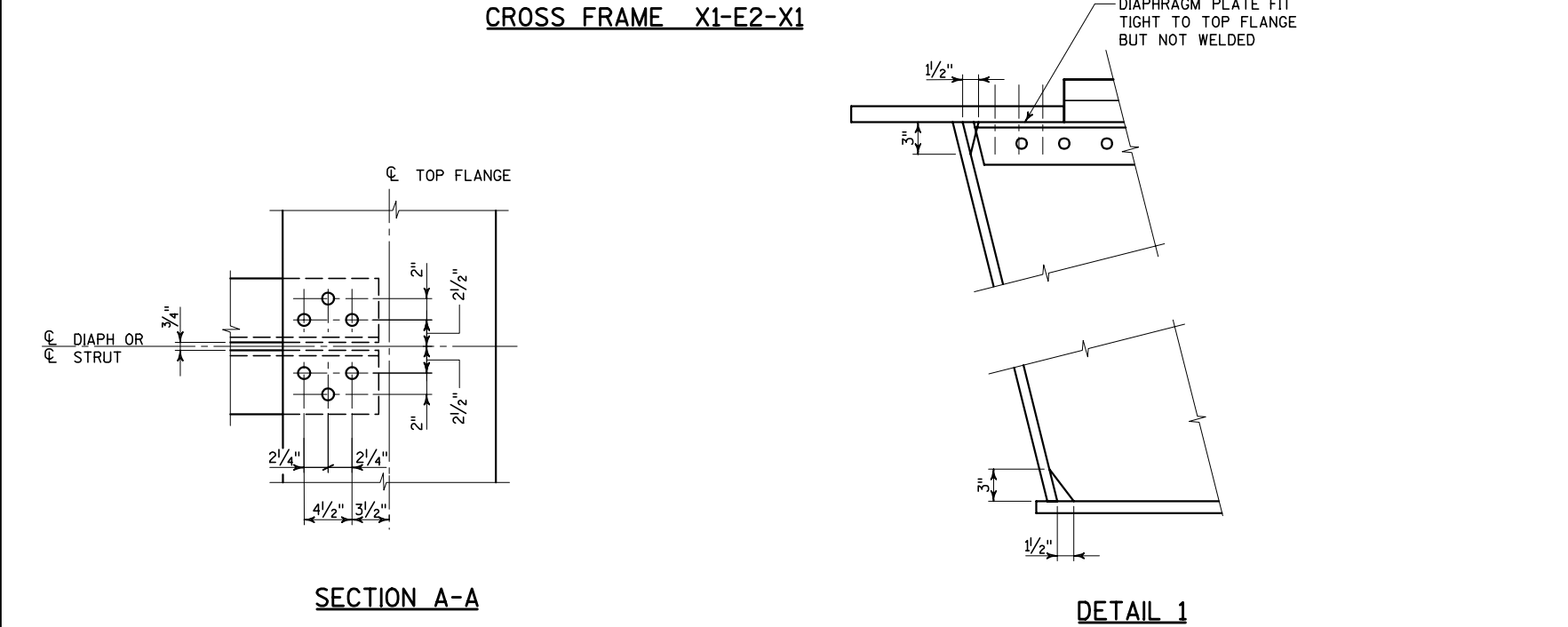
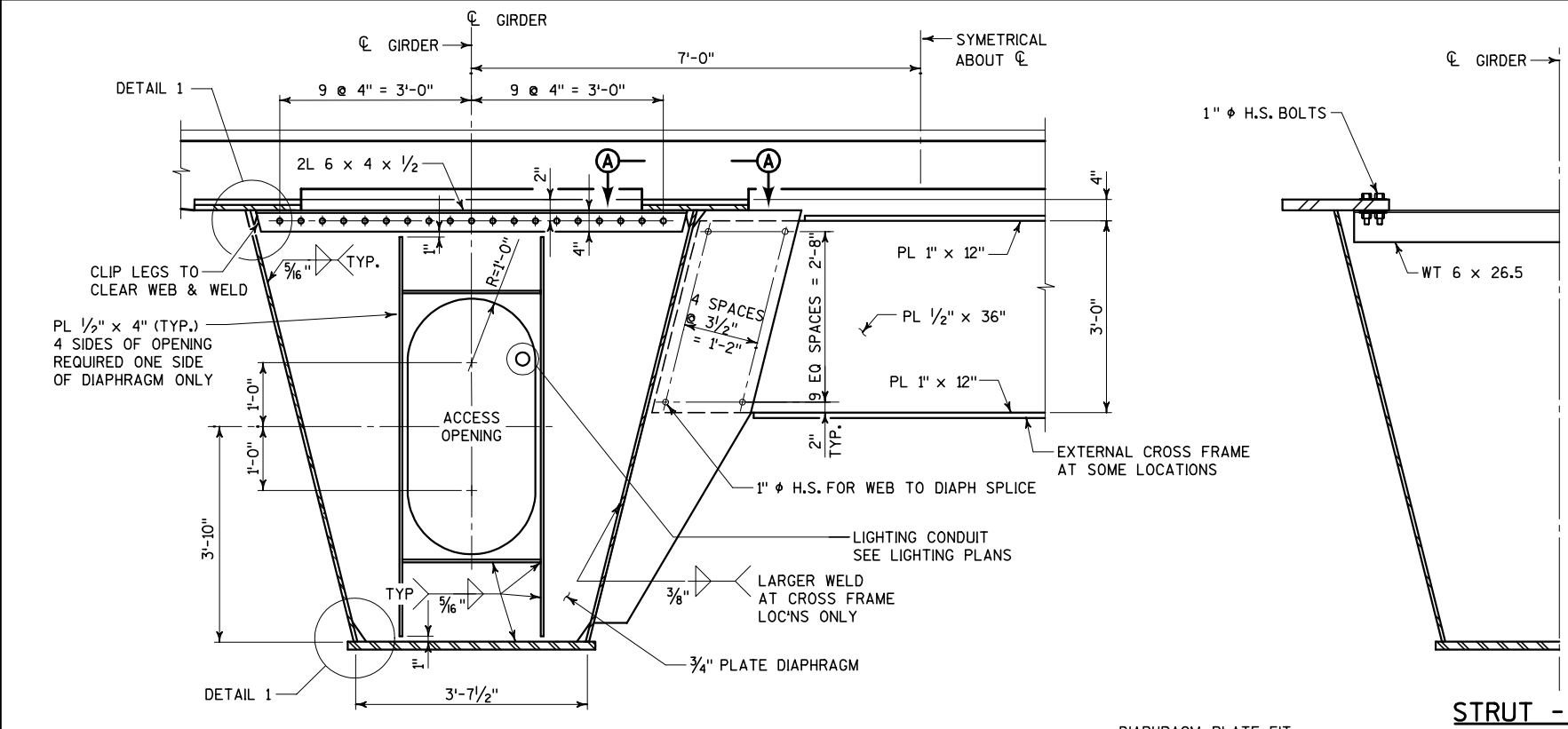


TYPICAL BOTTOM FLANGE CONNECTION

FIELD SPLICE TABLE- BOTH GIRDERS

FIELD SPLICE NO.	TOP FLANGE							WEB SPLICE					BAR INFORMATION							
	T1 (IN)	T2 (IN)	T3 (IN)	L1	L2	A (SPA)	B	T4 (IN)	L3	C (SPA)	D (SPA)	E	T5 (IN)	T6 (IN)	T7 (IN)	L4	L5	F (SPA)	G (SPA)	H
1	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	20	2	6"	7/16	1/4	7/16	2'-3 1/2"	1'-1 3/4"	10	3	9 3/4"
2	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	21	2	6"	5/8	0	5/8	2'-3 1/2"	1'-1 3/4"	11	3	9 3/4"
3	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	21	2	6"	5/8	0	5/8	2'-3 1/2"	1'-1 3/4"	11	3	9 3/4"
4	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	21	2	6"	5/8	0	5/8	2'-3 1/2"	1'-1 3/4"	12	3	9 3/4"
5	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	21	2	6"	5/8	0	5/8	2'-3 1/2"	1'-1 3/4"	12	3	9 3/4"
6	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	20	2	6"	7/16	1/4	7/16	2'-3 1/2"	1'-1 3/4"	11	3	9 3/4"
7	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	20	2	6"	7/16	1/4	7/16	2'-3 1/2"	1'-1 3/4"	11	3	9 3/4"
8	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	22	2	6"	5/8	0	5/8	2'-10"	1'-5"	11	4	1'-1"
9	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	22	2	6"	5/8	0	5/8	2'-10"	1'-5"	11	4	1'-1"
10	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	22	2	6"	5/8	0	5/8	2'-3 1/2"	1'-1 3/4"	12	3	9 3/4"
11	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	22	2	6"	5/8	0	5/8	2'-10"	1'-5"	11	4	1'-1"
12	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	22	2	6"	5/8	0	5/8	2'-10"	1'-5"	11	4	1'-1"
13	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	22	2	6"	5/8	0	5/8	2'-10"	1'-5"	11	4	1'-1"
14	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	21	2	6"	5/8	0	5/8	2'-3 1/2"	1'-1 3/4"	11	3	9 3/4"
15	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	20	2	6"	5/8	0	5/8	2'-3 1/2"	1'-1 3/4"	11	3	9 3/4"
16	5/16	0	5/8	2'-8"	1'-4"	4	1'-0"	7/16	1-7 1/2"	20	2	6"	7/16	1/4	7/16	2'-3 1/2"	1'-1 3/4"	10	3	9 3/4"

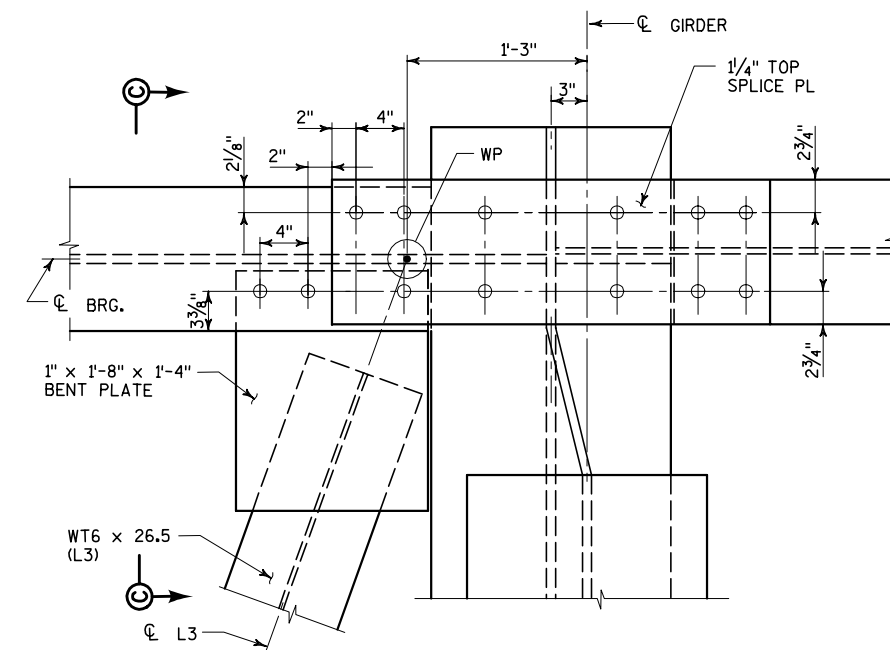
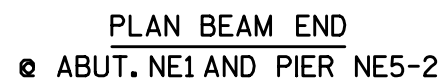
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CK'D. JCP
FIELD SPLICE DETAILS		SHEET 81 OF 162	



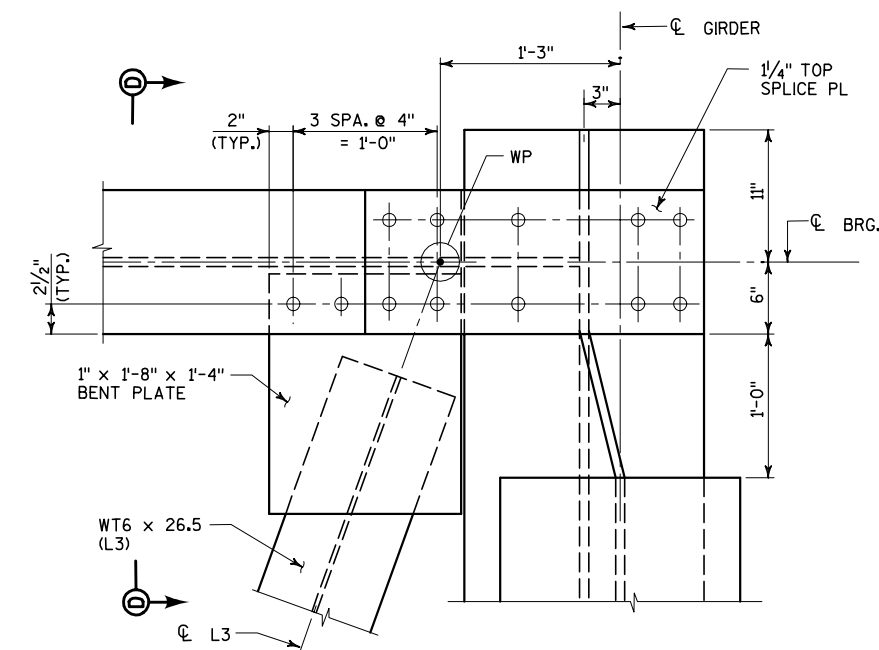
NOTES

- SEE SHEET 67 FOR LOCATION OF DETAIL NE1.
- SEE SHEET 70 FOR LOCATION OF DETAIL NE5-1.
- SEE SHEET 71 FOR LOCATION OF DETAIL NE5-2.
- SEE SHEET 76 FOR LOCATION OF DETAIL PIA-005.

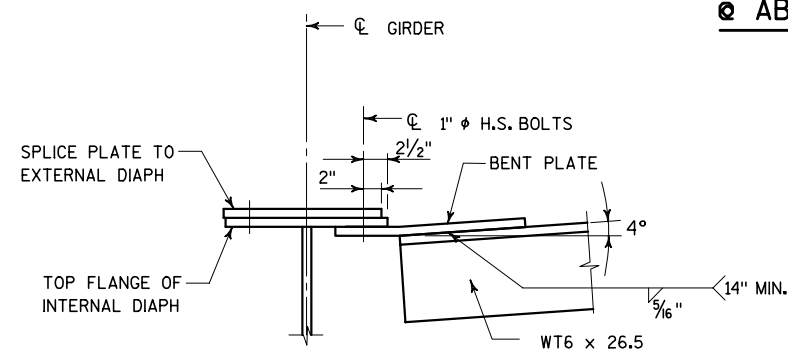
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
MISCELLANEOUS DETAILS			SHEET 82 OF 162



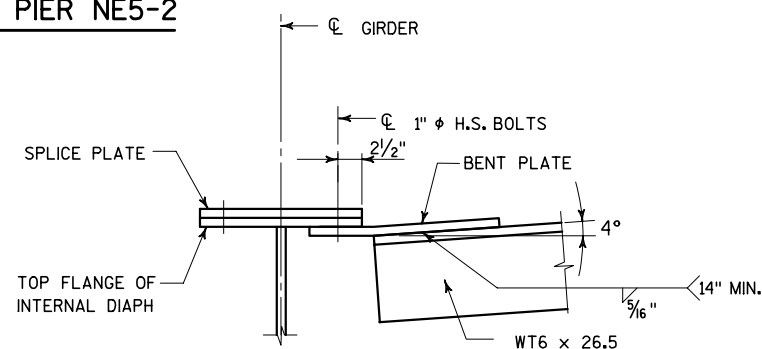
DETAIL 17
(DETAIL 22 SIMILAR)



DETAIL 18
(DETAIL 20 SIMILAR)



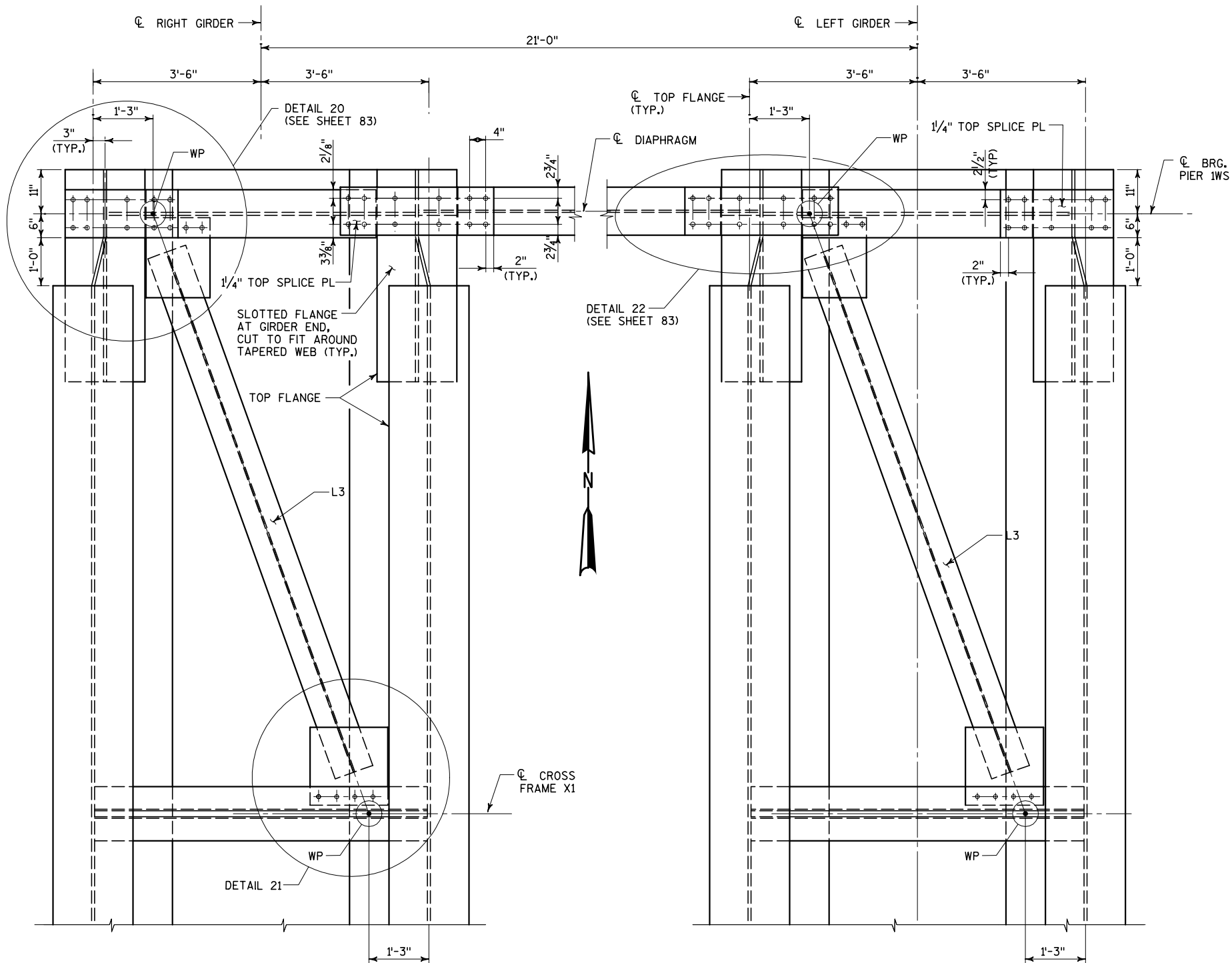
SECTION C-C



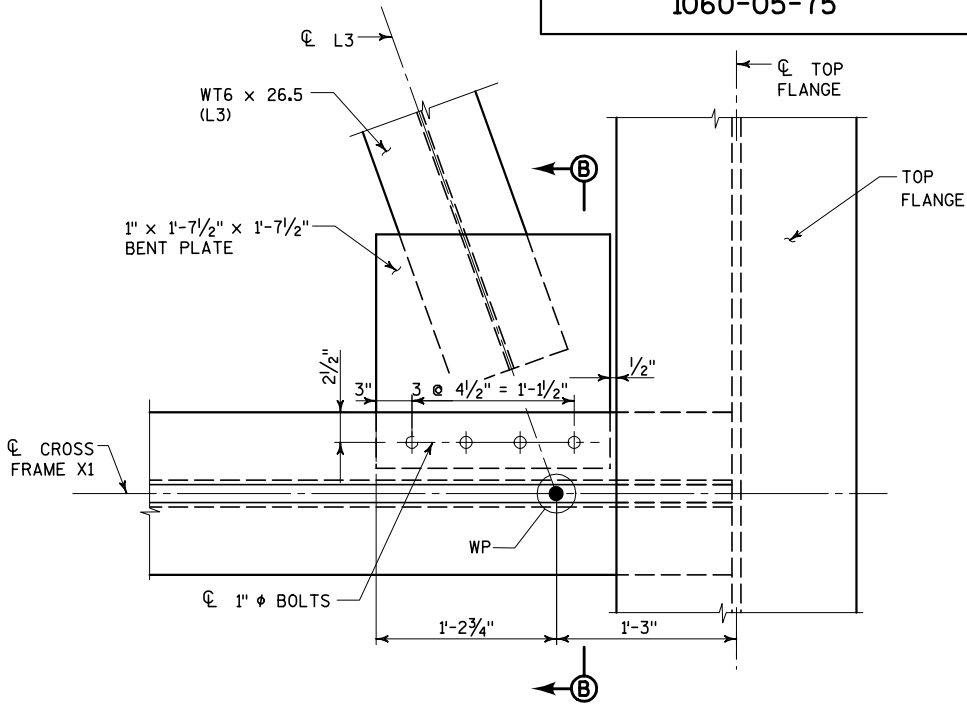
SECTION D-D

SEE SHEET 84 FOR DETAIL 19.

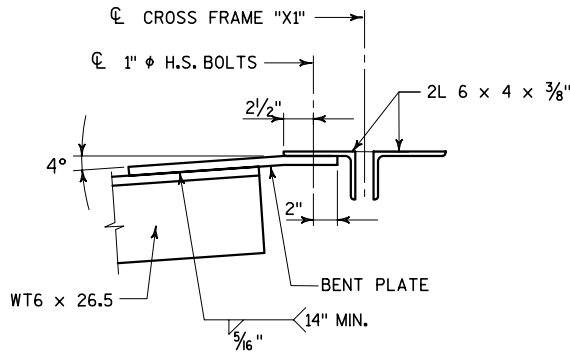
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	EV PLANS CK'D. JCP
ABUT NE1 AND PIER NE5 UNIT 2 GIRDER DETAILS		SHEET 83 OF 16	



PLAN BEAM END @
PIER NE5-1 AND P1A-005



DETAIL 21
(DETAIL 19 SIMILAR)



SECTION B-B

NOTES

ALL BOLTS SHOWN ARE 1" φ H.S. BOLTS.

SEE SHEET 83 FOR DETAILS 20 AND 22
AND SECTION C-C.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	EV
		PLANS CK'D.	JCP
PIER NE5 UNIT 1 AND PIER P1A-005 GIRDER DETAILS			SHEET 84 OF 162



DETAIL 2



NOTES

SEE SHEET 67 FOR LOCATION OF DETAILS
1 THROUGH 5 (TYPICAL THROUGHOUT BRIDGE).



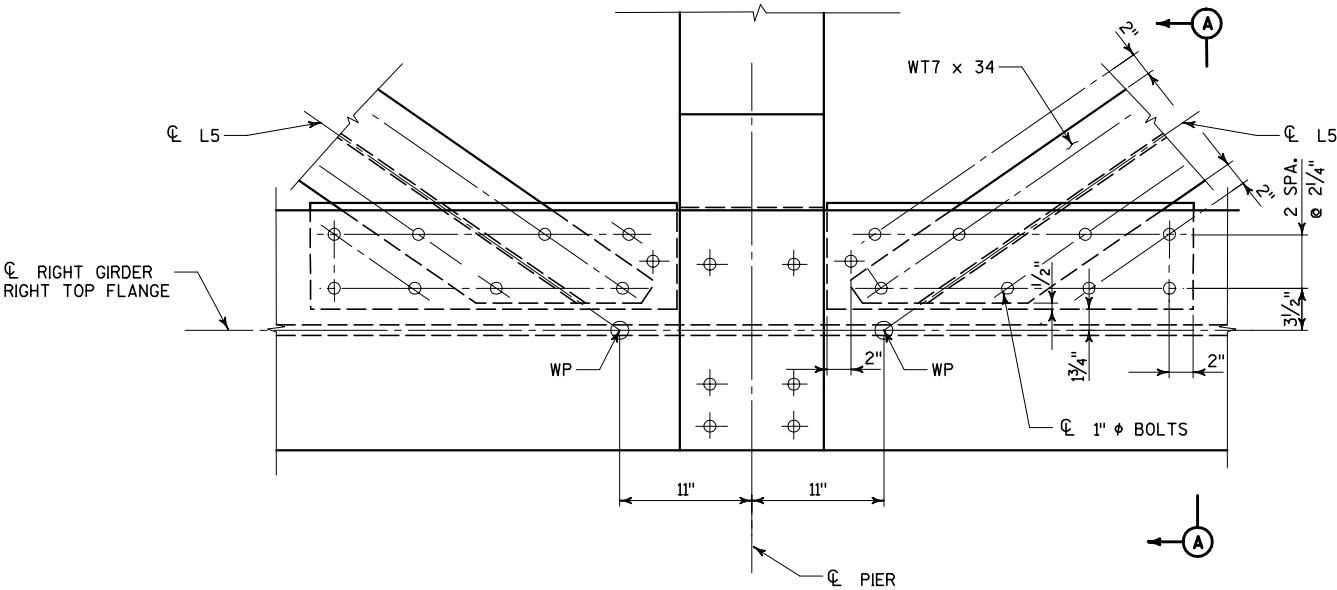
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	EV PLANS CK'D. JCP
BRACING DETAILS 1			SHEET 85 OF 16



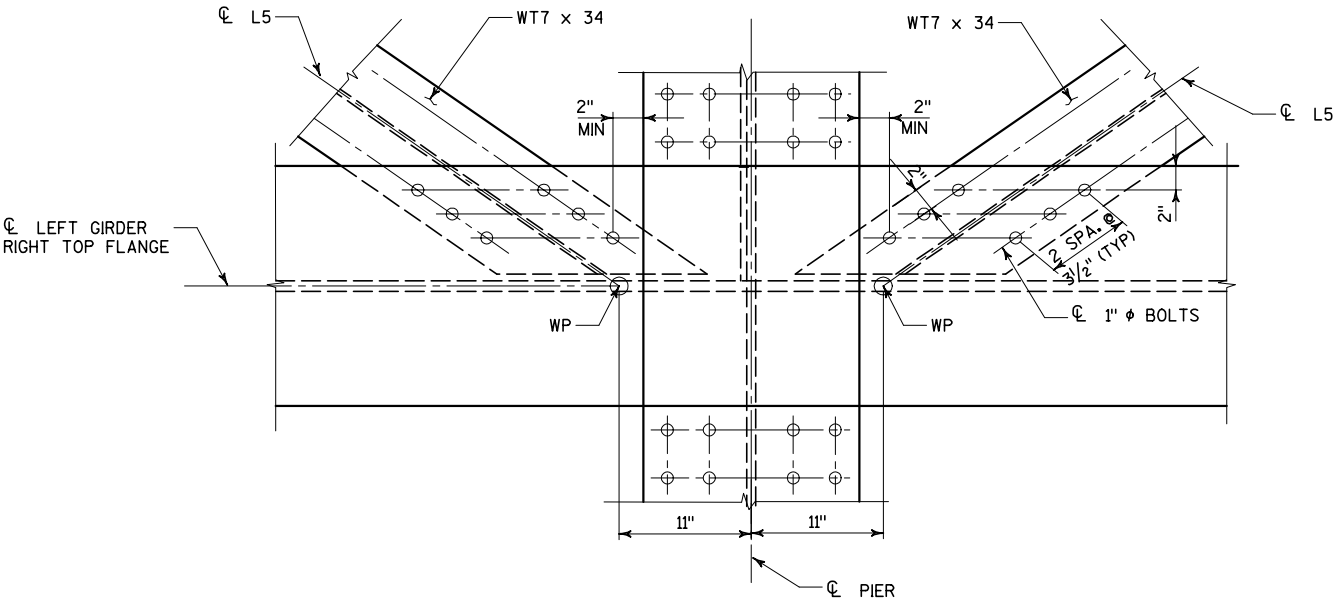
SEE SHEET 68 FOR LOCATION OF DETAILS 6 - 8.

SEE SHEET 69 FOR LOCATION OF DETAIL 9.

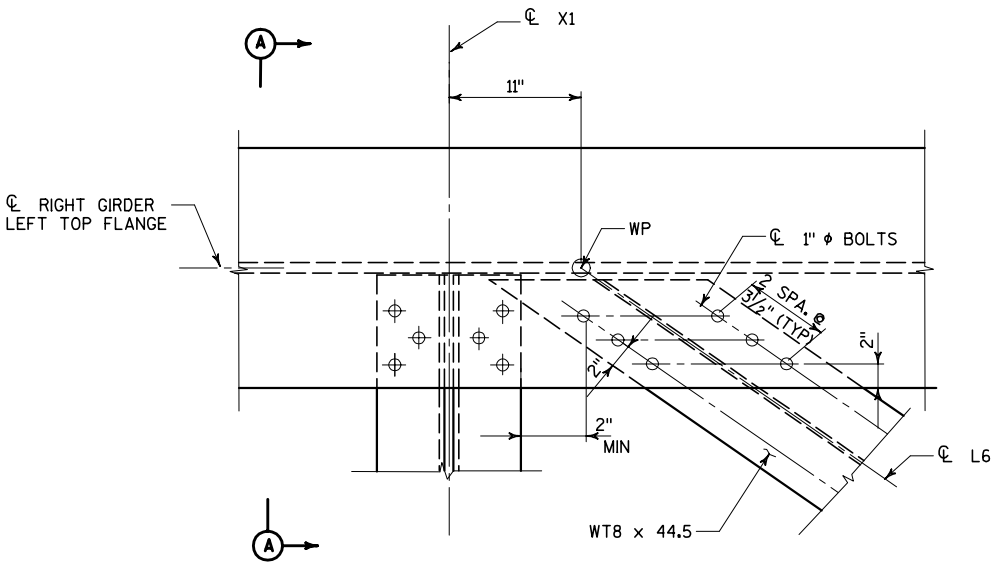
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	EV PLANS CK'D. JCP
BRACING DETAILS 2		SHEET 86 OF 162	



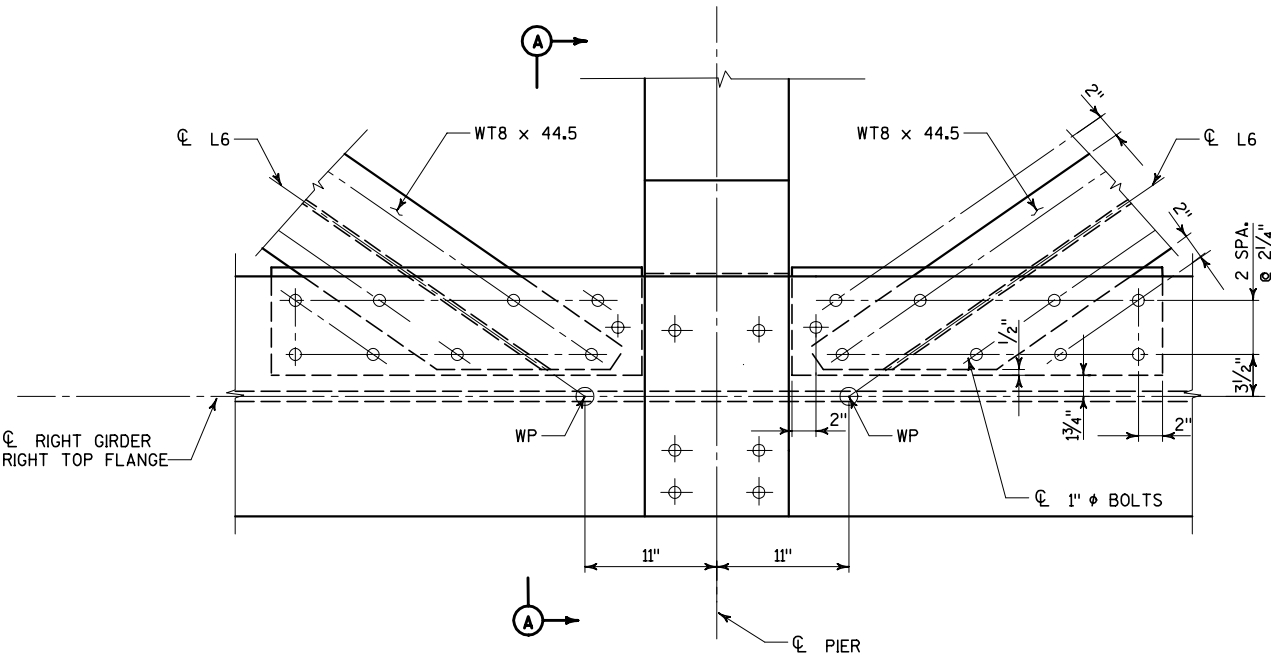
DETAIL 10



DETAIL 11



DETAIL 12

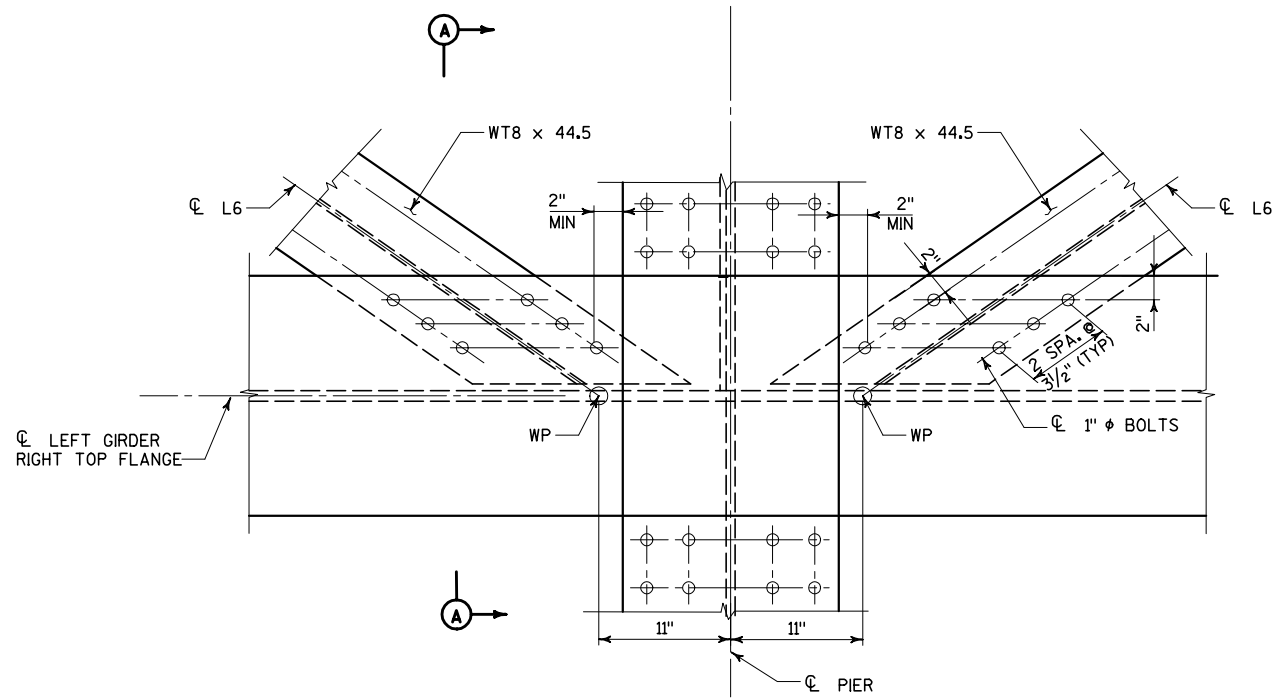


DETAIL 13

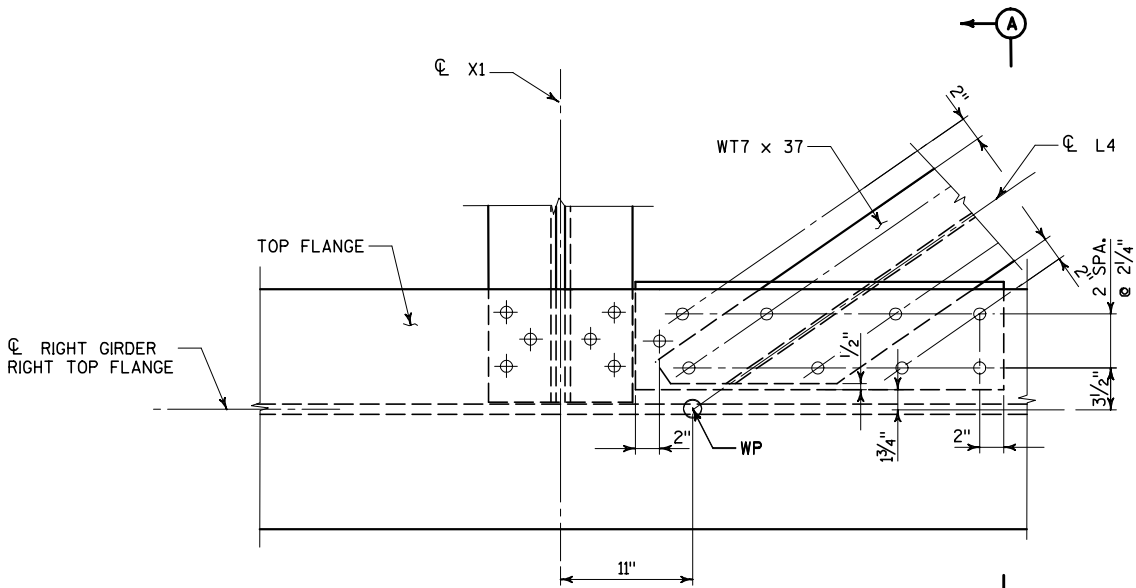
NOTES

SEE SHEET 69 FOR LOCATION OF DETAILS 10 AND 11.
SEE SHEET 71 FOR LOCATION OF DETAILS 12 AND 13.

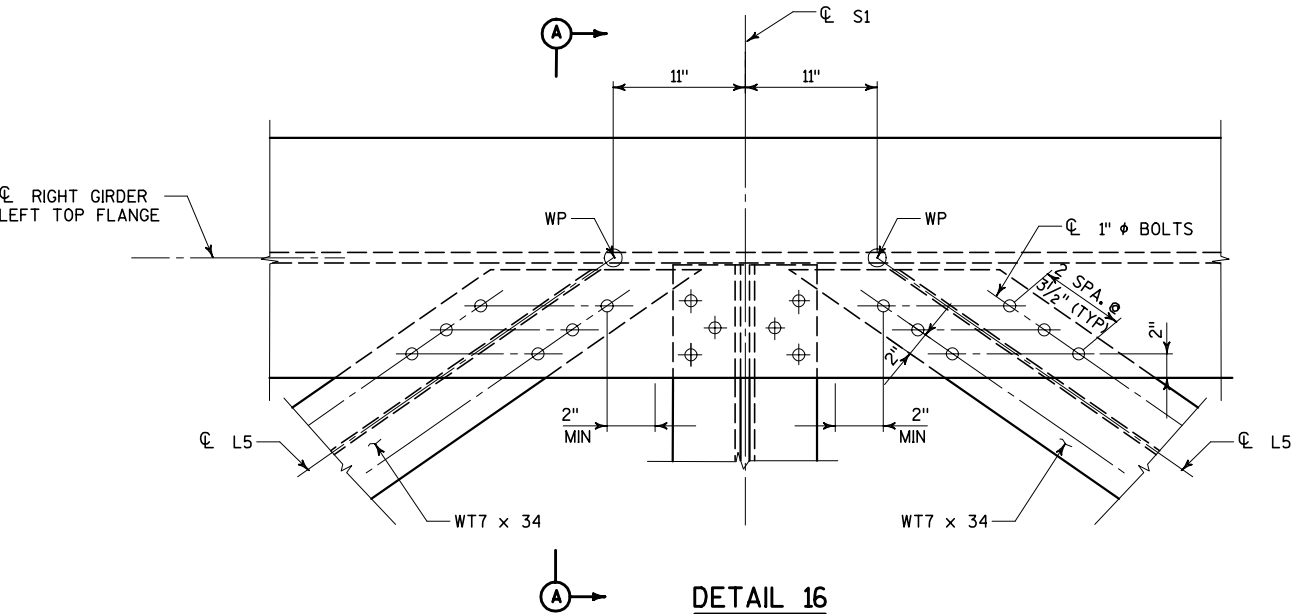
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
BRACING DETAILS 3			SHEET 87 OF 162



DETAIL 14



DETAIL 15

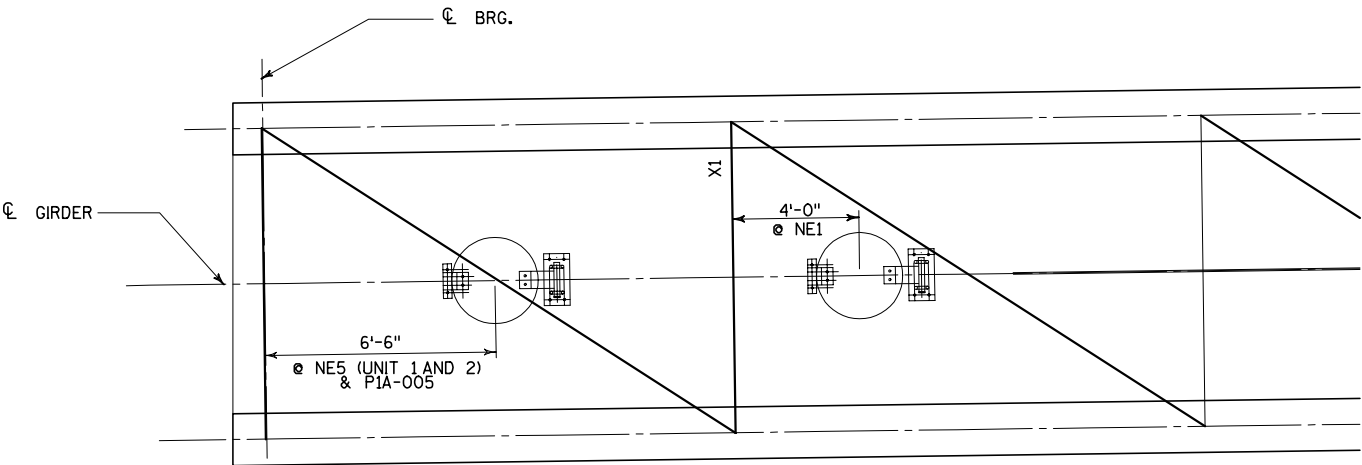


DETAIL 16

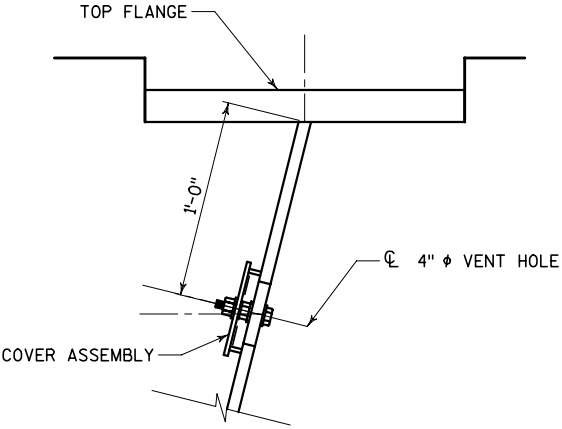
NOTES

SEE SHEET 71 FOR LOCATION OF DETAILS 14 AND 15.
SEE SHEET 72 FOR LOCATION OF DETAIL 16.

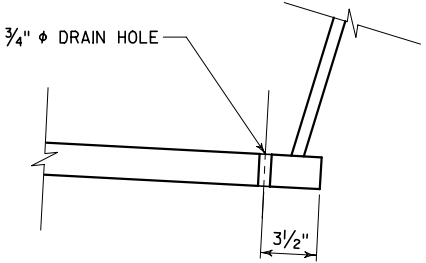
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY EV	PLANS CK'D. JCP
BRACING DETAILS 4			SHEET 88 OF 162



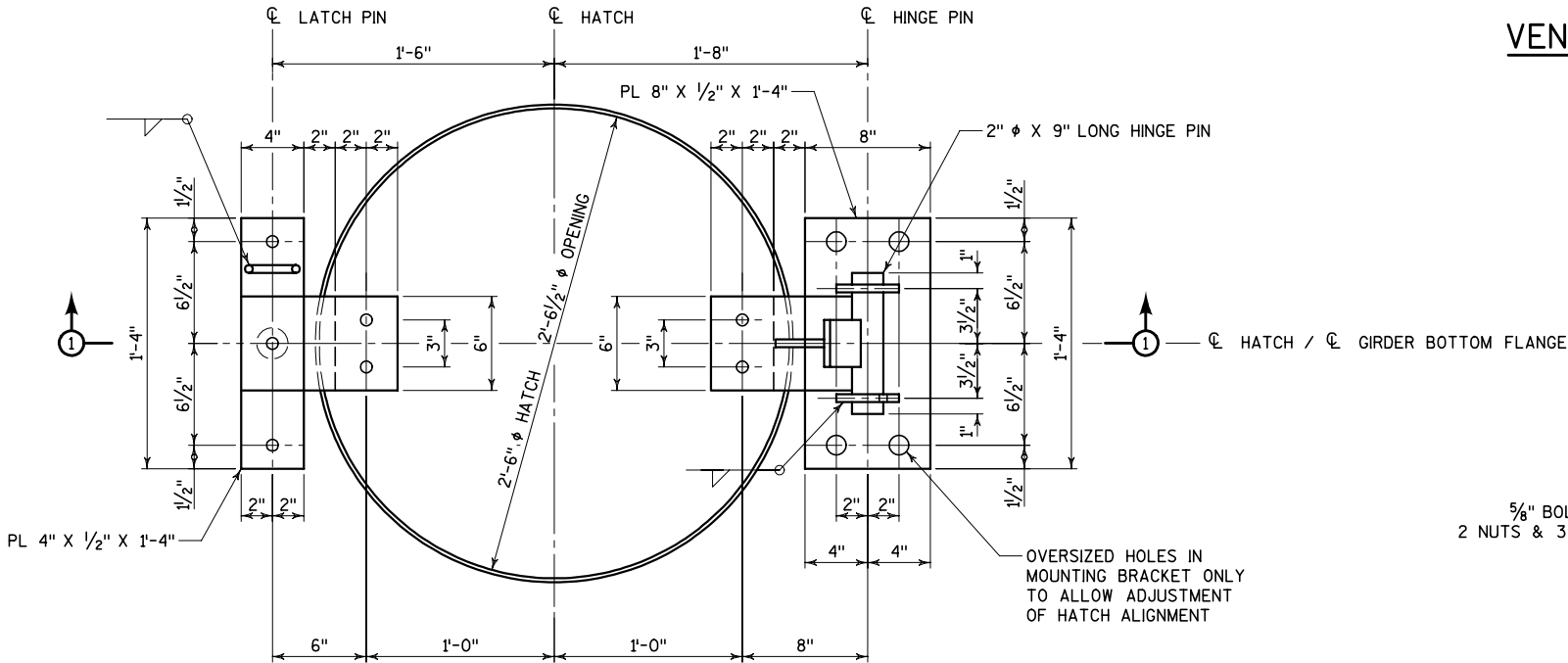
GIRDER PLAN



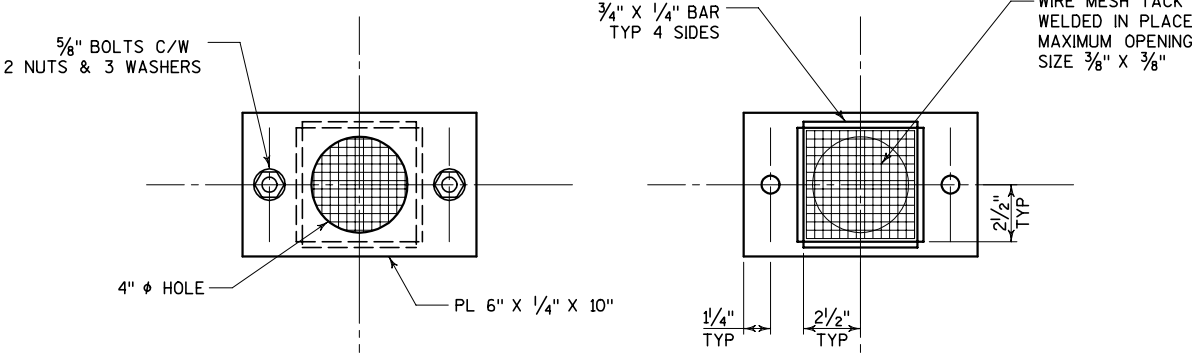
VENT HOLE LOCATION



DRAIN HOLE DETAIL

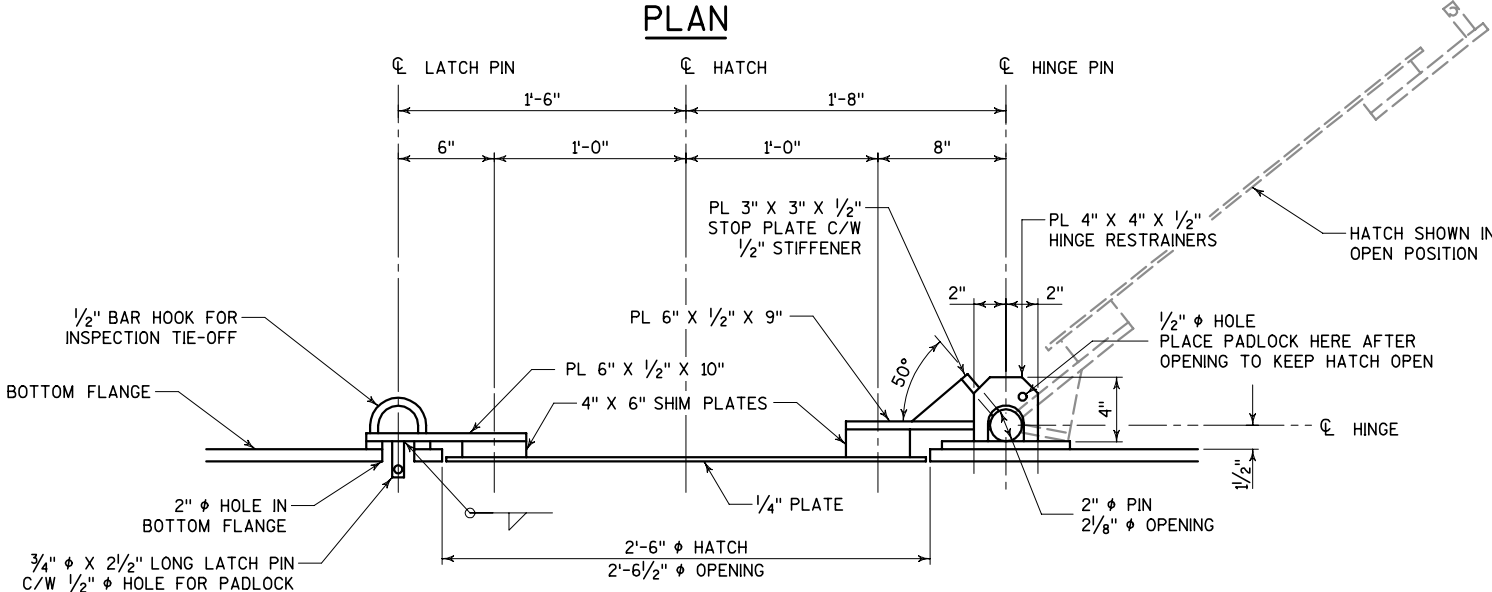


PLAN



VENT HOLE COVER ASSEMBLY

NOT TO SCALE



SECTION 1-1

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY WJ	PLANS CK'D. JCP
ACCESS HATCH, VENT HOLE & DRAIN HOLE			SHEET 89 OF 162

LEGEND

D1-8 INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.
- POSITIVE DEFLECTIONS ARE DOWNWARD.
- POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.
- TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

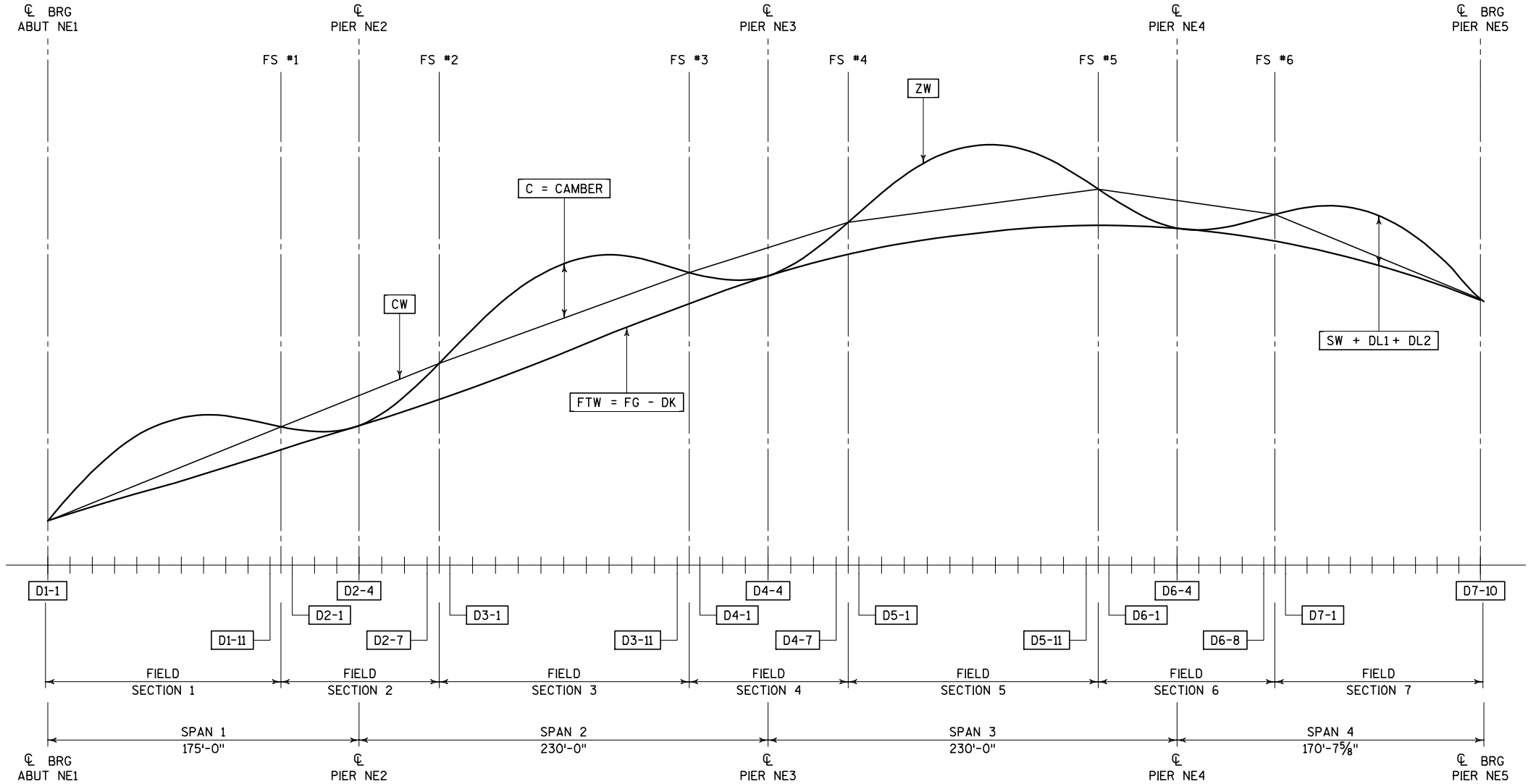
FTW FINISHED ELEVATION AT TOP OF WEB.
FG FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.
DS FINISHED ELEVATION AT TOP OF DECK SLAB.
TES TOP OF ERECTED STEEL ELEVATION.
= ZW + PL - SW
ZW TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS
= FG + SW + DL1 + DL2 - DK
CW ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.
BLK BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.
DL1 CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.
DL2 PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL = THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES
DK = DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE
C = CAMBER = ZW - CW



NOTE: BECAUSE VERTICAL PROFILE AND DEFLECTIONS ARE EXAGGERATED TO DIFFERENT DEGREES, THE CAMBERS SHOWN ON THIS DIAGRAM ARE SCHEMATIC ONLY.

SPECIFICALLY, COMPARING RELATIVE CAMBER MAGNITUDES BETWEEN FIELD SECTIONS MAY BE MISLEADING.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
CAMBER DIAGRAM UNIT 1			SHEET 90 OF 162
			MAR 21 2005

LEGEND

D1-8 INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, '1' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.
2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.
3. POSITIVE DEFLECTIONS ARE DOWNWARD.
4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.
5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.
- IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FTW FINISHED ELEVATION AT TOP OF WEB.

FG FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS FINISHED ELEVATION AT TOP OF DECK SLAB.

TES TOP OF ERECTED STEEL ELEVATION.
= ZW + PL - SW

ZW TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS
= FG + SW + DL1 + DL2 - DK

CW ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1 CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

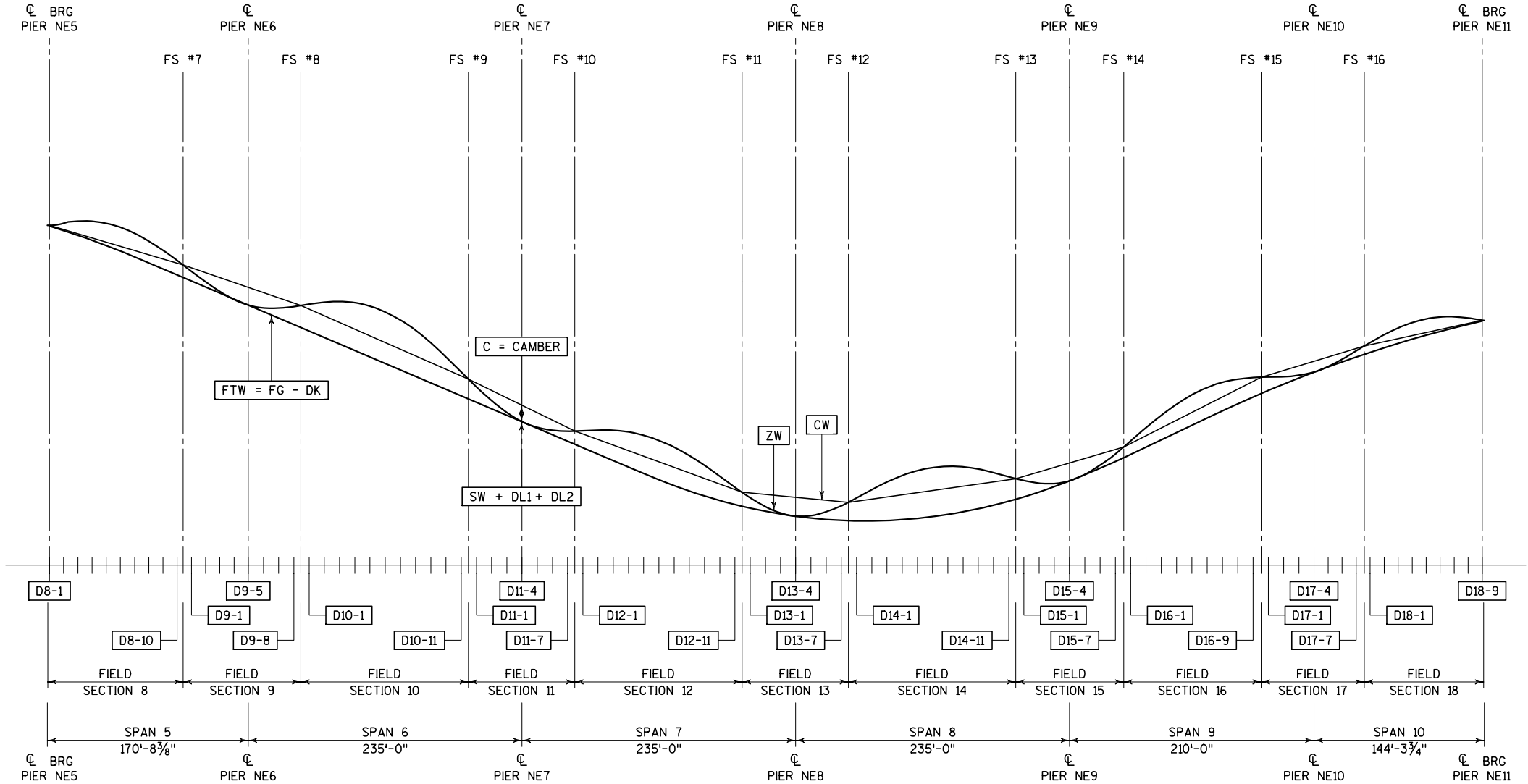
DL2 PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL = THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPlice PLATES

DK = DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE

C = CAMBER = ZW - CW



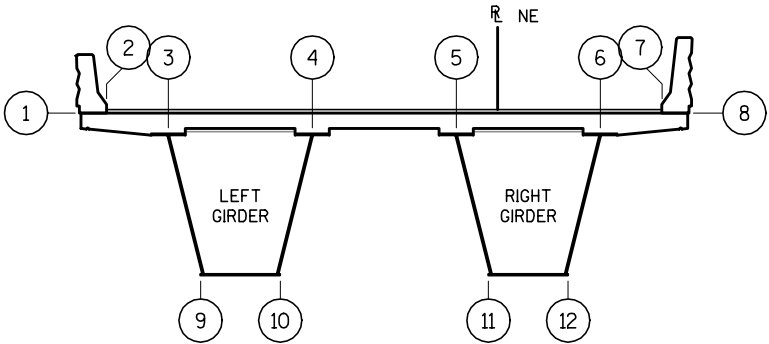
NOTE: BECAUSE VERTICAL PROFILE AND DEFLECTIONS ARE EXAGGERATED TO DIFFERENT DEGREES, THE CAMBERS SHOWN ON THIS DIAGRAM ARE SCHEMATIC ONLY.

SPECIFICALLY, COMPARING RELATIVE CAMBER MAGNITUDES BETWEEN FIELD SECTIONS MAY BE MISLEADING.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
CAMBER DIAGRAM UNIT 2			SHEET 91 OF 162
			MAR 21 2005

FIELD SECTION #1

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION											
		ABUT NE1	D1-2	D1-3	D1-4	D1-5	D1-6	D1-7	D1-8	D1-9	D1-10	D1-11	FS #1
		62+05.00	62+17.50	62+30.00	62+42.50	62+55.00	62+67.50	62+80.00	62+92.50	63+05.00	63+17.50	63+30.00	63+36.00
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY													
2	FG	636.69	637.06	637.41	637.75	638.08	638.40	638.73	639.10	639.45	639.82	640.19	640.38
7		637.90	638.27	638.63	638.97	639.30	639.61	639.90	640.15	640.40	640.65	640.91	641.04
FINISHED ELEVATION - TOP OF DECK SLAB													
1	DS	636.47	636.84	637.19	637.53	637.86	638.17	638.51	638.88	639.24	639.61	639.99	640.18
8		637.79	638.16	638.52	638.86	639.19	639.50	639.79	640.04	640.27	640.52	640.78	640.91
CAMBER DATA													
3	FG	636.83	637.19	637.55	637.89	638.22	638.53	638.86	639.21	639.56	639.91	640.27	640.45
	TES	635.66	636.10	636.52	636.91	637.28	637.61	637.94	638.28	638.60	638.90	639.22	639.38
	ZW	635.58	636.04	636.48	636.89	637.26	637.60	637.93	638.27	638.57	638.87	639.17	639.32
	CW	635.58	635.93	636.29	636.65	637.00	637.36	637.72	638.08	638.43	638.79	639.15	639.32
	SW	0.00	0.02	0.04	0.06	0.07	0.07	0.07	0.07	0.06	0.05	0.03	0.03
LEFT GIRDER	DL1	0.00	0.06	0.11	0.15	0.18	0.19	0.19	0.18	0.16	0.13	0.09	0.07
	DL2	0.00	0.02	0.03	0.04	0.05	0.05	0.05	0.05	0.05	0.04	0.03	0.02
WEB	C	0.00	0.11	0.19	0.24	0.26	0.24	0.21	0.19	0.14	0.08	0.02	0.00
4	FG	637.14	637.51	637.86	638.20	638.53	638.85	639.16	639.49	639.80	640.12	640.46	640.62
	TES	635.97	636.43	636.86	637.26	637.63	637.97	638.29	638.60	638.88	639.15	639.43	639.57
	ZW	635.89	636.37	636.82	637.24	637.63	637.97	638.29	638.60	638.87	639.13	639.39	639.52
	CW	635.89	636.24	636.58	636.93	637.28	637.62	637.97	638.31	638.66	639.01	639.35	639.52
	SW	0.00	0.03	0.05	0.07	0.08	0.09	0.09	0.08	0.07	0.06	0.04	0.03
RIGHT GIRDER	DL1	0.00	0.07	0.13	0.18	0.21	0.23	0.23	0.22	0.19	0.15	0.11	0.09
	DL2	0.00	0.02	0.03	0.04	0.05	0.06	0.06	0.05	0.05	0.04	0.03	0.02
WEB	C	0.00	0.13	0.24	0.31	0.35	0.35	0.33	0.28	0.21	0.12	0.04	0.00
5	FG	637.46	637.82	638.18	638.52	638.85	639.16	639.47	639.76	640.05	640.34	640.65	640.80
	TES	636.29	636.73	637.15	637.55	637.92	638.25	638.56	638.84	639.09	639.34	639.60	639.73
	ZW	636.21	636.67	637.11	637.53	637.90	638.25	638.55	638.83	639.07	639.31	639.55	639.67
	CW	636.21	636.54	636.87	637.20	637.53	637.86	638.19	638.52	638.85	639.18	639.51	639.67
	SW	0.00	0.02	0.04	0.06	0.07	0.08	0.08	0.07	0.06	0.05	0.04	0.03
LEFT GIRDER	DL1	0.00	0.06	0.11	0.16	0.19	0.20	0.21	0.19	0.17	0.13	0.09	0.08
	DL2	0.00	0.02	0.03	0.04	0.05	0.05	0.05	0.05	0.05	0.04	0.03	0.02
WEB	C	0.00	0.13	0.24	0.33	0.38	0.39	0.36	0.31	0.22	0.13	0.04	0.00
6	FG	637.77	638.14	638.49	638.83	639.16	639.48	639.77	640.04	640.29	640.56	640.83	640.97
	TES	636.60	637.06	637.49	637.90	638.27	638.61	638.91	639.16	639.38	639.59	639.81	639.92
	ZW	636.52	637.00	637.46	637.88	638.27	638.62	638.92	639.16	639.37	639.57	639.77	639.87
	CW	636.52	636.84	637.16	637.48	637.80	638.12	638.44	638.76	639.08	639.40	639.72	639.87
	SW	0.00	0.03	0.05	0.07	0.08	0.09	0.09	0.09	0.08	0.06	0.04	0.04
RIGHT GIRDER	DL1	0.00	0.07	0.13	0.18	0.22	0.24	0.25	0.23	0.20	0.16	0.12	0.09
	DL2	0.00	0.02	0.03	0.04	0.05	0.06	0.06	0.06	0.05	0.04	0.03	0.02
WEB	C	0.00	0.16	0.30	0.40	0.47	0.50	0.48	0.40	0.29	0.17	0.05	0.00
BLOCKING HEIGHTS													
9	BLK	19.40											23.08
10		19.57											23.19
11		20.03											23.43
12		20.20											23.54



HORIZONTAL LOCATION KEY
LOOKING UPSTATION

STATE PROJECT NUMBER

1060-05-75

LEGEND

D1-8 INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).
IN THIS EXAMPLE, '1' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.
- POSITIVE DEFLECTIONS ARE DOWNWARD.
- POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.
- TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.
IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.
DS FINISHED ELEVATION AT TOP OF DECK SLAB.
TES TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)
= ZW + PL - SW
ZW TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS
= FG + SW + DL1 + DL2 - DK
CW ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.
BLK BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

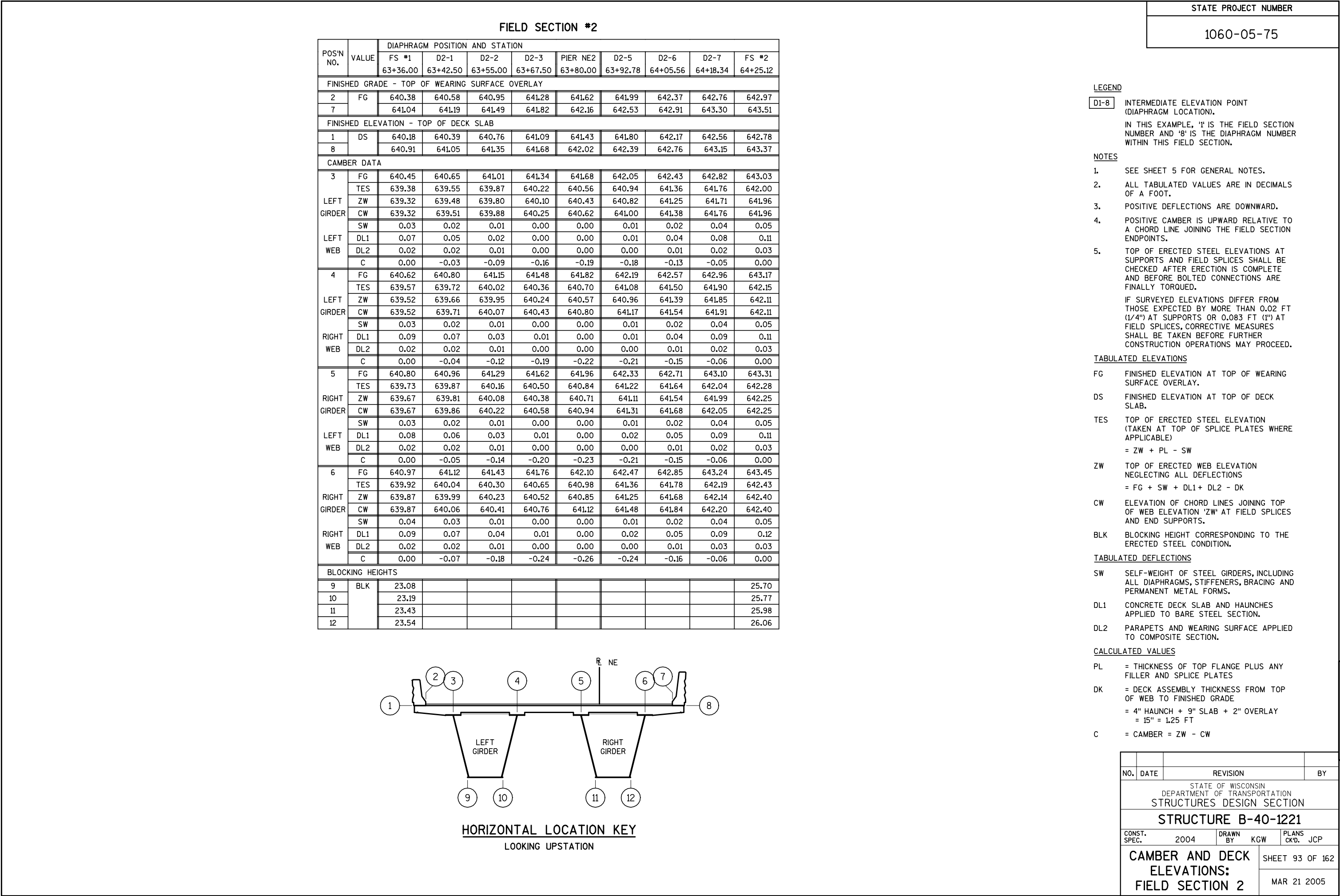
TABULATED DEFLECTIONS

SW SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.
DL1 CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.
DL2 PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL = THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES
DK = DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE
= 4" HAUNCH + 9" SLAB + 2" OVERLAY
= 15" = 1.25 FT
C = CAMBER = ZW - CW

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
CAMBER AND DECK ELEVATIONS: FIELD SECTION 1		SHEET 92 OF 162	
		MAR 21 2005	



STATE PROJECT NUMBER

1060-05-75

FIELD SECTION #3

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION												
		FS #2	D3-1	D3-2	D3-3	D3-4	D3-5	D3-6	D3-7	D3-8	D3-9	D3-10	D3-11	FS #3
		64+25.12	64+31.12	64+43.90	64+56.68	64+69.46	64+82.24	64+95.02	65+07.80	65+20.58	65+33.36	65+46.14	65+58.92	65+65.70
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY														
2	FG	642.97	643.16	643.57	644.00	644.44	644.89	645.36	645.83	646.31	646.76	647.19	647.62	647.85
7		643.51	643.70	644.11	644.54	644.98	645.43	645.90	646.37	646.85	647.34	647.83	648.33	648.59
FINISHED ELEVATION - TOP OF DECK SLAB														
1	DS	642.78	642.97	643.38	643.81	644.25	644.70	645.17	645.64	646.12	646.56	646.99	647.42	647.64
8		643.37	643.56	643.97	644.40	644.84	645.29	645.76	646.23	646.71	647.20	647.70	648.20	648.46
CAMBER DATA														
3	FG	643.03	643.22	643.63	644.06	644.50	644.95	645.42	645.89	646.37	646.82	647.26	647.70	647.93
	TES	642.00	642.22	642.69	643.17	643.65	644.13	644.60	645.06	645.51	645.92	646.31	646.69	646.89
	ZW	641.96	642.19	642.68	643.18	643.67	644.15	644.62	645.09	645.53	645.92	646.29	646.65	646.84
	CW	641.96	642.17	642.61	643.06	643.50	643.94	644.39	644.83	645.27	645.72	646.16	646.60	646.84
	SW	0.05	0.06	0.07	0.09	0.10	0.11	0.11	0.11	0.10	0.08	0.06	0.05	0.04
LEFT GIRDER	DL1	0.11	0.13	0.18	0.22	0.25	0.26	0.27	0.26	0.24	0.21	0.17	0.12	0.10
	DL2	0.03	0.04	0.05	0.06	0.07	0.07	0.08	0.07	0.07	0.06	0.05	0.04	0.03
WEB	C	0.00	0.02	0.07	0.12	0.17	0.21	0.24	0.26	0.25	0.21	0.13	0.04	0.00
	FG	643.17	643.36	643.77	644.20	644.64	645.09	645.56	646.03	646.51	646.97	647.43	647.88	648.12
4	TES	642.15	642.37	642.84	643.33	643.81	644.28	644.76	645.22	645.67	646.09	646.49	646.88	647.09
	ZW	642.11	642.34	642.84	643.34	643.83	644.32	644.79	645.25	645.69	646.10	646.47	646.84	647.04
	CW	642.11	642.32	642.77	643.22	643.67	644.11	644.56	645.01	645.46	645.91	646.35	646.80	647.04
	SW	0.05	0.06	0.08	0.10	0.11	0.12	0.12	0.11	0.10	0.09	0.07	0.05	0.04
	DL1	0.11	0.14	0.19	0.23	0.26	0.28	0.29	0.28	0.26	0.22	0.18	0.13	0.10
RIGHT GIRDER	DL2	0.03	0.04	0.05	0.06	0.07	0.08	0.08	0.08	0.07	0.06	0.05	0.04	0.03
	C	0.00	0.02	0.07	0.12	0.17	0.20	0.23	0.24	0.23	0.19	0.12	0.04	0.00
5	FG	643.31	643.50	643.91	644.34	644.78	645.23	645.70	646.17	646.65	647.12	647.60	648.07	648.32
	TES	642.28	642.50	642.97	643.45	643.94	644.41	644.89	645.35	645.80	646.23	646.65	647.06	647.28
	ZW	642.25	642.47	642.97	643.46	643.96	644.44	644.92	645.38	645.81	646.23	646.63	647.02	647.23
	CW	642.25	642.46	642.91	643.37	643.82	644.27	644.73	645.18	645.63	646.08	646.54	646.99	647.23
	SW	0.05	0.06	0.08	0.09	0.10	0.11	0.11	0.11	0.10	0.08	0.07	0.05	0.04
LEFT GIRDER	DL1	0.11	0.13	0.18	0.22	0.25	0.27	0.28	0.27	0.25	0.21	0.17	0.12	0.10
	DL2	0.03	0.04	0.05	0.06	0.07	0.07	0.08	0.07	0.07	0.06	0.05	0.04	0.03
WEB	C	0.00	0.02	0.05	0.10	0.14	0.17	0.19	0.20	0.18	0.14	0.09	0.03	0.00
	FG	643.45	643.64	644.05	644.48	644.92	645.37	645.84	646.31	646.79	647.27	647.76	648.25	648.51
6	TES	642.43	642.65	643.13	643.61	644.10	644.58	645.05	645.51	645.96	646.40	646.83	647.25	647.48
	ZW	642.40	642.63	643.13	643.63	644.12	644.61	645.09	645.55	645.98	646.41	646.82	647.22	647.43
	CW	642.40	642.61	643.07	643.53	643.99	644.44	644.90	645.36	645.82	646.28	646.73	647.19	647.43
	SW	0.05	0.06	0.08	0.10	0.11	0.12	0.12	0.12	0.11	0.09	0.07	0.05	0.04
	DL1	0.12	0.14	0.19	0.24	0.27	0.29	0.30	0.29	0.27	0.23	0.18	0.13	0.10
RIGHT GIRDER	DL2	0.03	0.04	0.05	0.06	0.07	0.08	0.08	0.08	0.07	0.06	0.05	0.04	0.03
	C	0.00	0.02	0.06	0.10	0.14	0.17	0.19	0.19	0.17	0.13	0.08	0.03	0.00
BLOCKING HEIGHTS														
9	BLK	25.70												30.60
10		25.77												30.71
11		25.98												30.99
12		26.06												31.10

LEGEND

D1-8

INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.

2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.

3. POSITIVE DEFLECTIONS ARE DOWNWARD.

4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.

5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG

FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS

FINISHED ELEVATION AT TOP OF DECK SLAB.

TES

TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)

= ZW + PL - SW

ZW

TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS

= FG + SW + DL1+ DL2 - DK

CW

ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK

BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW

SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1

CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

DL2

PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL

= THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK

= DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE

= 4" HAUNCH + 9" SLAB + 2" OVERLAY

= 15" = 1.25 FT

C

= CAMBER = ZW - CW

1

2

3

4

5

6

7

8

9

10

11

12

LEFT GIRDER

RIGHT GIRDER

HORIZONTAL LOCATION KEY

LOOKING UPSTATION

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

STRUCTURES DESIGN SECTION

STRUCTURE B-40-1221

CONST. SPEC.

2004

DRAWN BY

KGW

PLANS CK'D.

JCP

CAMBER AND DECK ELEVATIONS:

FIELD SECTION 3

SHEET 94 OF 162

MAR 21 2005

FILE NAME: R:\C\brldges\1221\cds\JCP\1221-0050940.dgn

PEN TABLE: **mtp\FindDgn\config\plot\pentbls\brldge.pen

Date: 23-MAR-2005 14:43

Plotted by: odal

8

STATE PROJECT NUMBER

1060-05-75

FIELD SECTION #4

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION								
		FS #3 65+65.70	D4-1 65+71.70	D4-2 65+84.48	D4-3 65+97.26	PIER NE3 66+10.00	D4-5 66+22.78	D4-6 66+35.56	D4-7 66+48.34	FS #4 66+55.12
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY										
2	FG	647.85	648.05	648.47	648.87	649.23	649.58	649.89	650.18	650.32
7		648.59	648.83	649.31	649.78	650.21	650.62	651.00	651.35	651.52
FINISHED ELEVATION - TOP OF DECK SLAB										
1	DS	647.64	647.85	648.26	648.66	649.02	649.36	649.67	649.96	650.10
8		648.46	648.70	649.19	649.65	650.09	650.50	650.88	651.24	651.41
CAMBER DATA										
3	FG	647.93	648.13	648.56	648.97	649.34	649.69	650.01	650.31	650.45
	TES	646.89	647.07	647.45	647.86	648.22	648.58	648.93	649.23	649.40
	ZW	646.84	647.01	647.38	647.74	648.09	648.46	648.83	649.18	649.37
	CW	646.84	647.01	647.37	647.73	648.09	648.45	648.81	649.17	649.37
	SW	0.04	0.03	0.01	0.00	0.00	0.01	0.02	0.04	0.05
LEFT GIRDER	DL1	0.10	0.08	0.04	0.01	0.00	0.01	0.03	0.07	0.09
	DL2	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.02	0.03
LEFT WEB	C	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.01	0.00
	FG	648.12	648.34	648.78	649.20	649.60	649.96	650.30	650.61	650.76
	TES	647.09	647.27	647.67	648.09	648.47	648.85	649.23	649.56	649.74
	ZW	647.04	647.22	647.59	647.97	648.35	648.74	649.13	649.52	649.72
	CW	647.04	647.22	647.60	647.99	648.37	648.75	649.13	649.52	649.72
RIGHT GIRDER	SW	0.04	0.03	0.01	0.00	0.00	0.01	0.02	0.05	0.06
	DL1	0.10	0.08	0.04	0.01	0.00	0.01	0.04	0.09	0.11
RIGHT WEB	DL2	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.02	0.03
	C	0.00	0.00	-0.01	-0.02	-0.02	-0.01	0.00	0.00	0.00
	FG	648.32	648.54	649.00	649.44	649.85	650.23	650.59	650.91	651.08
5	TES	647.28	647.47	647.89	648.33	648.72	649.12	649.51	649.84	650.03
	ZW	647.23	647.42	647.82	648.21	648.60	649.00	649.41	649.80	650.00
RIGHT GIRDER	CW	647.23	647.42	647.81	648.21	648.60	649.00	649.40	649.79	650.00
	SW	0.04	0.03	0.01	0.00	0.00	0.01	0.02	0.04	0.05
LEFT WEB	DL1	0.10	0.08	0.04	0.01	0.00	0.01	0.04	0.07	0.10
	DL2	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.02	0.03
LEFT WEB	C	0.00	0.00	0.00	0.00	-0.01	0.00	0.01	0.01	0.00
	FG	648.51	648.74	649.22	649.68	650.10	650.50	650.87	651.22	651.39
	TES	647.48	647.68	648.11	648.57	648.98	649.40	649.81	650.17	650.38
	ZW	647.43	647.63	648.04	648.44	648.85	649.28	649.71	650.14	650.36
	CW	647.43	647.63	648.05	648.47	648.88	649.30	649.72	650.14	650.36
RIGHT GIRDER	SW	0.04	0.03	0.01	0.00	0.00	0.01	0.03	0.05	0.06
	DL1	0.10	0.08	0.04	0.01	0.00	0.02	0.05	0.09	0.12
RIGHT WEB	DL2	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.03	0.03
	C	0.00	0.00	-0.01	-0.02	-0.03	-0.02	-0.01	0.00	0.00
	BLOCKING HEIGHTS									
9	BLK	30.60								33.15
10		30.71								33.34
11		30.99								33.78
12		31.10								33.97

LEGEND

D1-8 INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.

2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.

3. POSITIVE DEFLECTIONS ARE DOWNWARD.

4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.

5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS FINISHED ELEVATION AT TOP OF DECK SLAB.

TES TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)
= ZW + PL - SW

ZW TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS
= FG + SW + DL1+ DL2 - DK

CW ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1 CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

DL2 PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL = THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK = DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE
= 4" HAUNCH + 9" SLAB + 2" OVERLAY
= 15" = 1.25 FT

C = CAMBER = ZW - CW

1

2

3

4

5

6

7

8

9

10

11

12

LEFT GIRDER

RIGHT GIRDER

NE

HORIZONTAL LOCATION KEY

LOOKING UPSTATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-40-1221

CONST. SPEC. 2004

DRAWN BY KGW

PLANS CKD. JCP

CAMBER AND DECK ELEVATIONS:
FIELD SECTION 4

SHEET 95 OF 162
MAR 21 2005

8

FILE NAME: R:\C\brldges\1221\cds\JCP\1221-005095D.dgn

PEN TABLE: **mtp\FinalDgn\config\plot\pentbls\brldge.pen

Date: 23-MAR-2005 14:43

Plotted by: odal

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION													
		FS #4	D5-1	D5-2	D5-3	D5-4	D5-5	D5-6	D5-7	D5-8	D5-9	D5-10	D5-11	FS #5	
		66+55.12	66+61.12	66+73.90	66+86.68	66+99.46	67+12.24	67+25.02	67+37.80	67+50.58	67+63.36	67+76.14	67+88.92	67+95.70	
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY															
2	FG	650.32	650.44	650.67	650.87	651.05	651.20	651.32	651.46	651.58	651.66	651.72	651.75	651.76	
7		651.52	651.67	651.97	652.24	652.48	652.70	652.89	653.03	653.14	653.23	653.28	653.32	653.32	
FINISHED ELEVATION - TOP OF DECK SLAB															
1	DS	650.10	650.21	650.44	650.64	650.82	650.96	651.08	651.22	651.34	651.42	651.48	651.51	651.52	
8		651.41	651.56	651.86	652.14	652.38	652.60	652.79	652.93	653.05	653.13	653.19	653.22	653.23	
CAMBER DATA															
3	FG	650.45	650.57	650.81	651.02	651.21	651.37	651.50	651.64	651.75	651.84	651.89	651.93	651.93	
		TES	649.40	649.55	649.85	650.11	650.33	650.51	650.65	650.79	650.88	650.93	650.95	650.92	650.90
		ZW	649.37	649.52	649.84	650.12	650.36	650.55	650.69	650.83	650.91	650.95	650.95	650.90	650.87
		CW	649.37	649.43	649.57	649.70	649.84	649.98	650.11	650.25	650.38	650.52	650.66	650.79	650.87
LEFT GIRDER	SW	0.05	0.06	0.08	0.10	0.11	0.12	0.12	0.12	0.11	0.10	0.08	0.06	0.05	
		DL1	0.09	0.11	0.15	0.19	0.22	0.24	0.25	0.25	0.23	0.21	0.17	0.13	0.10
		DL2	0.03	0.03	0.05	0.06	0.07	0.07	0.07	0.07	0.07	0.06	0.05	0.04	0.03
		C	0.00	0.09	0.27	0.42	0.52	0.58	0.58	0.58	0.53	0.43	0.29	0.11	0.00
LEFT WEB	DL1	0.11	0.14	0.19	0.24	0.27	0.30	0.31	0.30	0.28	0.25	0.20	0.15	0.12	
		DL2	0.03	0.04	0.05	0.06	0.07	0.08	0.08	0.08	0.07	0.06	0.05	0.04	0.03
		C	0.00	0.11	0.31	0.47	0.59	0.66	0.68	0.67	0.60	0.49	0.32	0.12	0.00
		DL1	0.11	0.14	0.19	0.24	0.27	0.30	0.31	0.30	0.28	0.25	0.20	0.15	0.12
RIGHT WEB	DL2	0.03	0.04	0.05	0.06	0.07	0.08	0.08	0.08	0.07	0.06	0.05	0.04	0.03	
		C	0.00	0.11	0.31	0.47	0.59	0.66	0.68	0.67	0.60	0.49	0.32	0.12	0.00
		DL1	0.11	0.14	0.19	0.24	0.27	0.30	0.31	0.30	0.28	0.25	0.20	0.15	0.12
		DL2	0.03	0.04	0.05	0.06	0.07	0.08	0.08	0.08	0.07	0.06	0.05	0.04	0.03
RIGHT GIRDER	C	0.00	0.11	0.31	0.47	0.59	0.66	0.68	0.67	0.60	0.49	0.32	0.12	0.00	
		FG	650.76	650.89	651.15	651.38	651.58	651.75	651.90	652.04	652.16	652.24	652.30	652.33	652.34
		TES	649.74	649.90	650.23	650.51	650.76	650.96	651.12	651.26	651.35	651.39	651.39	651.36	651.33
		ZW	649.72	649.89	650.24	650.55	650.81	651.03	651.19	651.32	651.40	651.43	651.41	651.35	651.31
RIGHT WEB	CW	649.72	649.79	649.93	650.08	650.22	650.36	650.51	650.65	650.80	650.94	651.08	651.23	651.31	
		SW	0.06	0.07	0.10	0.12	0.14	0.15	0.15	0.15	0.14	0.12	0.10	0.0	

D1-8 INTERMEDIATE ELEVATION POINT
(DIAPHRAGM LOCATION).

IN THIS EXAMPLE, '1' IS THE FIELD SECTION
NUMBER AND '8' IS THE DIAPHRAGM NUMBER
WITHIN THIS FIELD SECTION.

1. SEE SHEET 5 FOR GENERAL NOTES.
2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.
3. POSITIVE DEFLECTIONS ARE DOWNWARD.
4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.
5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

FG	FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.
DS	FINISHED ELEVATION AT TOP OF DECK SLAB.
TES	TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE) = ZW + PL - SW
ZW	TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS = FG + SW + DL1 + DL2 - DK
CW	ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.
BLK	BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

SW	SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.
DL1	CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.
DL2	PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

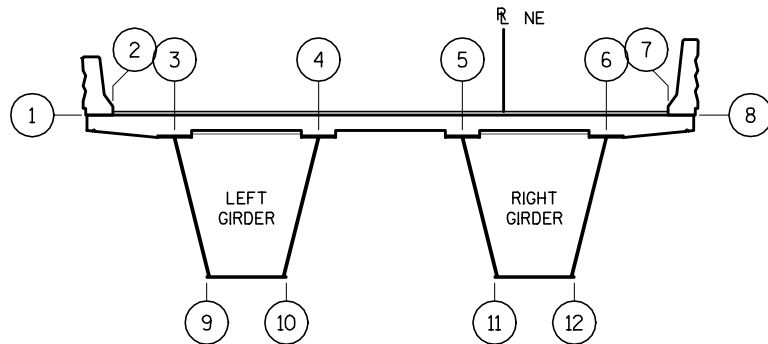
PL = THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK = DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE

= 4" HAUNCH + 9" SLAB + 2" OVERLAY

= 15" = 1.25 FT

C = CAMBER = ZW - CW



8

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	KGW PLANS CK'D. JCP
CAMBER AND DECK ELEVATIONS: FIELD SECTION 5		SHEET 96 OF 162	
		MAR 21 2005	

STATE PROJECT NUMBER

1060-05-75

FIELD SECTION #6

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION									
		FS #5	D6-1	D6-2	D6-3	PIER NE4	D6-5	D6-6	D6-7	D6-8	FS #6
		67+95.70	68+01.70	68+14.48	68+27.26	68+40.00	68+52.19	68+64.38	68+76.57	68+88.76	68+94.95
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY											
2	FG	651.76	651.76	651.73	651.68	651.60	651.50	651.38	651.23	651.05	650.95
7		653.32	653.32	653.30	653.24	653.17	653.07	652.94	652.79	652.62	652.52
FINISHED ELEVATION - TOP OF DECK SLAB											
1	DS	651.52	651.52	651.49	651.44	651.36	651.26	651.14	650.99	650.81	650.72
8		653.23	653.23	653.20	653.15	653.07	652.97	652.85	652.70	652.52	652.42
CAMBER DATA											
3	FG	651.93	651.93	651.91	651.85	651.78	651.68	651.55	651.40	651.23	651.13
	TES	650.90	650.87	650.80	650.75	650.65	650.55	650.45	650.28	650.15	650.07
	ZW	650.87	650.83	650.74	650.63	650.53	650.43	650.33	650.21	650.09	650.01
	CW	650.87	650.81	650.71	650.60	650.49	650.38	650.28	650.17	650.07	650.01
	SW	0.05	0.04	0.02	0.01	0.00	0.00	0.00	0.01	0.02	0.03
LEFT GIRDER	DL1	0.10	0.08	0.04	0.02	0.00	0.00	0.02	0.04	0.07	0.08
	DL2	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.01	0.02	0.02
WEB	C	0.00	0.01	0.03	0.04	0.04	0.05	0.05	0.04	0.02	0.00
	FG	652.34	652.33	652.31	652.26	652.18	652.08	651.96	651.81	651.63	651.53
	TES	651.33	651.29	651.21	651.16	651.06	650.96	650.86	650.70	650.58	650.50
LEFT GIRDER	ZW	651.31	651.26	651.16	651.04	650.93	650.84	650.74	650.64	650.53	650.46
	CW	651.31	651.25	651.15	651.04	650.93	650.82	650.72	650.62	650.51	650.46
RIGHT GIRDER	SW	0.06	0.05	0.03	0.01	0.00	0.00	0.01	0.02	0.03	0.04
	DL1	0.12	0.10	0.05	0.02	0.00	0.00	0.02	0.05	0.09	0.11
WEB	DL2	0.03	0.03	0.01	0.01	0.00	0.00	0.01	0.01	0.02	0.03
	C	0.00	0.01	0.01	0.01	0.00	0.01	0.02	0.02	0.01	0.00
5	FG	652.74	652.74	652.72	652.67	652.59	652.49	652.36	652.21	652.04	651.94
	TES	651.71	651.69	651.61	651.56	651.46	651.37	651.26	651.10	650.96	650.89
RIGHT GIRDER	ZW	651.69	651.65	651.55	651.45	651.34	651.24	651.14	651.03	650.91	650.84
	CW	651.69	651.64	651.53	651.42	651.31	651.20	651.10	650.99	650.89	650.84
LEFT WEB	SW	0.06	0.05	0.03	0.01	0.00	0.00	0.01	0.01	0.03	0.03
	DL1	0.11	0.09	0.05	0.02	0.00	0.00	0.02	0.04	0.07	0.09
WEB	DL2	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.01	0.02	0.02
	C	0.00	0.01	0.03	0.03	0.03	0.04	0.04	0.04	0.02	0.00
6	FG	653.15	653.15	653.12	653.07	652.99	652.89	652.77	652.62	652.44	652.34
	TES	652.15	652.11	652.03	651.97	651.87	651.77	651.67	651.52	651.39	651.32
RIGHT GIRDER	ZW	652.13	652.08	651.97	651.86	651.74	651.65	651.56	651.46	651.35	651.28
	CW	652.13	652.08	651.97	651.86	651.75	651.65	651.54	651.44	651.34	651.28
RIGHT WEB	SW	0.07	0.05	0.03	0.01	0.00	0.00	0.01	0.02	0.04	0.04
	DL1	0.13	0.11	0.06	0.02	0.00	0.00	0.02	0.06	0.10	0.12
WEB	DL2	0.03	0.03	0.02	0.01	0.00	0.00	0.01	0.01	0.02	0.03
	C	0.00	0.01	0.01	0.00	-0.01	0.00	0.01	0.02	0.01	0.00
BLOCKING HEIGHTS											
9	BLK	34.67									33.84
10		34.90									34.08
11		35.48									34.66
12		35.72									34.90

LEGEND

D1-8

INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1.

SEE SHEET 5 FOR GENERAL NOTES.

2.

ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.

3.

POSITIVE DEFLECTIONS ARE DOWNWARD.

4.

POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.

5.

TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG

FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS

FINISHED ELEVATION AT TOP OF DECK SLAB.

TES

TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)

= ZW + PL - SW

ZW

TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS

= FG + SW + DL1+ DL2 - DK

CW

ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK

BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW

SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1

CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

DL2

PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL

= THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK

= DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE

= 4" HAUNCH + 9" SLAB + 2" OVERLAY

= 15" = 1.25 FT

C

= CAMBER = ZW - CW

1

2

3

4

5

6

7

8

9

10

11

12

LEFT GIRDER

RIGHT GIRDER

NE

HORIZONTAL LOCATION KEY

LOOKING UPSTATION

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

STRUCTURES DESIGN SECTION

STRUCTURE B-40-1221

CONST. SPEC.

2004

DRAWN BY

KGW

PLANS CK'D.

JCP

CAMBER AND DECK ELEVATIONS:

FIELD SECTION 6

SHEET 97 OF 162

MAR 21 2005

8

FILE NAME: R:\C\bridges\1221\cds\JCP\1221-005097D.dgn

PEN TABLE: **mtp\FindDgn\config\plot\pentbls\bridge.pen

Date: 23-MAR-2005 14:43

Plotted by: odal

STATE PROJECT NUMBER

1060-05-75

FIELD SECTION #7

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION										
		FS #6 68+94.95	D7-1 69+00.95	D7-2 69+13.14	D7-3 69+25.33	D7-4 69+37.52	D7-5 69+49.71	D7-6 69+61.90	D7-7 69+74.09	D7-8 69+86.28	D7-9 69+98.47	D7-10 70+10.64
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY												
2	FG	650.95	650.85	650.63	650.38	650.10	649.80	649.48	649.13	648.75	648.36	647.93
7		652.52	652.42	652.19	651.94	651.67	651.37	651.04	650.69	650.32	649.92	649.49
FINISHED ELEVATION - TOP OF DECK SLAB												
1	DS	650.72	650.61	650.39	650.14	649.86	649.56	649.24	648.89	648.52	648.12	647.69
8		652.42	652.32	652.10	651.85	651.57	651.27	650.95	650.60	650.22	649.82	649.40
CAMBER DATA												
3	FG	651.13	651.03	650.80	650.55	650.28	649.98	649.65	649.30	648.93	648.53	648.10
	TES	650.07	649.98	649.79	649.57	649.31	649.01	648.67	648.29	647.88	647.42	646.94
	ZW	650.01	649.94	649.76	649.54	649.28	648.99	648.64	648.26	647.83	647.36	646.86
	CW	650.01	649.85	649.52	649.19	648.85	648.52	648.19	647.86	647.53	647.19	646.86
	SW	0.03	0.04	0.05	0.06	0.06	0.06	0.06	0.05	0.04	0.02	0.00
LEFT GIRDER	DL1	0.08	0.10	0.12	0.14	0.15	0.15	0.14	0.12	0.09	0.05	0.00
	DL2	0.02	0.03	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.01	0.00
WEB	C	0.00	0.09	0.24	0.35	0.43	0.46	0.45	0.40	0.31	0.16	0.00
	FG	651.53	651.43	651.21	650.96	650.68	650.38	650.06	649.71	649.33	648.93	648.51
	TES	650.50	650.42	650.24	650.02	649.77	649.47	649.12	648.74	648.31	647.84	647.35
LEFT GIRDER	ZW	650.46	650.39	650.22	650.02	649.76	649.46	649.12	648.72	648.28	647.78	647.27
	CW	650.46	650.29	649.96	649.62	649.29	648.95	648.61	648.28	647.94	647.60	647.27
RIGHT GIRDER	SW	0.04	0.05	0.06	0.07	0.08	0.08	0.08	0.06	0.05	0.02	0.00
	DL1	0.11	0.13	0.16	0.19	0.20	0.20	0.19	0.16	0.12	0.06	0.01
WEB	DL2	0.03	0.03	0.04	0.05	0.05	0.05	0.05	0.04	0.03	0.01	0.00
	C	0.00	0.10	0.26	0.39	0.48	0.51	0.50	0.44	0.34	0.18	0.00
	FG	651.94	651.84	651.61	651.36	651.09	650.79	650.46	650.11	649.74	649.34	648.92
RIGHT GIRDER	TES	650.89	650.80	650.61	650.39	650.13	649.83	649.49	649.11	648.69	648.23	647.75
	ZW	650.84	650.76	650.58	650.37	650.11	649.81	649.47	649.08	648.65	648.17	647.67
WEB	CW	650.84	650.67	650.34	650.00	649.67	649.34	649.00	648.67	648.34	648.00	647.67
	SW	0.03	0.04	0.05	0.06	0.07	0.07	0.06	0.05	0.04	0.02	0.00
	DL1	0.09	0.10	0.13	0.15	0.17	0.17	0.15	0.13	0.10	0.05	0.00
LEFT WEB	DL2	0.02	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.01	0.00
	C	0.00	0.09	0.24	0.36	0.44	0.48	0.46	0.41	0.31	0.17	0.00
	FG	652.34	652.24	652.02	651.77	651.49	651.19	650.87	650.52	650.14	649.74	649.32
RIGHT GIRDER	TES	651.32	651.25	651.07	650.85	650.59	650.29	649.95	649.56	649.13	648.66	648.16
	ZW	651.28	651.21	651.05	650.85	650.60	650.30	649.95	649.55	649.10	648.60	648.08
WEB	CW	651.28	651.12	650.78	650.44	650.10	649.77	649.43	649.09	648.75	648.42	648.08
	SW	0.04	0.05	0.07	0.08	0.09	0.09	0.08	0.07	0.05	0.03	0.00
	DL1	0.12	0.14	0.17	0.20	0.22	0.22	0.20	0.17	0.12	0.06	0.01
RIGHT WEB	DL2	0.03	0.03	0.04	0.05	0.05	0.05	0.05	0.04	0.03	0.01	0.00
	C	0.00	0.10	0.27	0.40	0.49	0.53	0.52	0.45	0.34	0.18	0.00
	BLOCKING HEIGHTS											
9	BLK	33.84										30.72
10		34.08										30.93
11		34.66										31.53
12		34.90										31.74

LEGEND

D1-8

INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.

2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.

3. POSITIVE DEFLECTIONS ARE DOWNWARD.

4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.

5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG

FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS

FINISHED ELEVATION AT TOP OF DECK SLAB.

TES

TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)

= ZW + PL - SW

ZW

TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS

= FG + SW + DL1+ DL2 - DK

CW

ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK

BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW

SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1

CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

DL2

PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL

= THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK

= DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE

= 4" HAUNCH + 9" SLAB + 2" OVERLAY

= 15" = 1.25 FT

C

= CAMBER = ZW - CW

1

2

3

4

5

6

7

8

9

10

11

12

LEFT GIRDER

RIGHT GIRDER

HORIZONTAL LOCATION KEY

LOOKING UPSTATION

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

STRUCTURES DESIGN SECTION

STRUCTURE B-40-1221

CONST. SPEC. 2004

DRAWN BY KGW

PLANS CK'D. JCP

CAMBER AND DECK ELEVATIONS: FIELD SECTION 7

SHEET 98 OF 162

MAR 21 2005

8

FILE NAME: R:\C\bridges\1221\cds\JCP\1221-0050980.dgn

PEN TABLE: **mtp\FindDgn\config\plot\pentbls\bridge.pen

Date: 23-MAR-2005 14:43

Plotted by: odal

FIELD SECTION #8

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION										
		D8-1 70+14.30	D8-2 70+26.49	D8-3 70+38.68	D8-4 70+50.87	D8-5 70+63.06	D8-6 70+75.25	D8-7 70+87.44	D8-8 70+99.63	D8-9 71+11.82	D8-10 71+24.01	FS #7 71+29.01
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY												
2	FG	647.80	647.34	646.86	646.35	645.82	645.27	644.68	644.08	643.47	642.86	642.61
7		649.36	648.90	648.42	647.92	647.38	646.83	646.25	645.64	645.03	644.42	644.17
FINISHED ELEVATION - TOP OF DECK SLAB												
1	DS	647.56	647.10	646.62	646.12	645.58	645.03	644.45	643.84	643.12	642.62	642.37
8		649.27	648.81	648.33	647.82	647.29	646.73	646.15	645.55	644.94	644.33	644.08
CAMBER DATA												
3	FG	647.97	647.52	647.03	646.53	646.00	645.44	644.86	644.25	643.64	643.03	642.78
	TES	646.81	646.40	645.98	645.51	645.00	644.45	643.87	643.25	642.62	641.98	641.71
	ZW	646.73	646.34	645.93	645.47	644.97	644.43	643.85	643.22	642.58	641.93	641.66
	CW	646.73	646.19	645.65	645.11	644.57	644.04	643.50	642.96	642.42	641.88	641.66
	SW	0.00	0.02	0.04	0.05	0.06	0.06	0.06	0.05	0.05	0.03	0.03
LEFT GIRDER	DL1	0.00	0.04	0.08	0.11	0.13	0.14	0.14	0.13	0.11	0.09	0.07
	DL2	0.00	0.01	0.02	0.03	0.04	0.04	0.04	0.04	0.03	0.03	0.02
WEB	C	0.00	0.15	0.28	0.36	0.40	0.39	0.35	0.26	0.16	0.05	0.00
	FG	648.38	647.92	647.44	646.93	646.40	645.84	645.26	644.66	644.05	643.44	643.19
	TES	647.22	646.82	646.41	645.95	645.45	644.91	644.33	643.71	643.07	642.42	642.15
LEFT GIRDER	ZW	647.14	646.77	646.37	645.93	645.44	644.91	644.32	643.70	643.05	642.38	642.11
	CW	647.14	646.60	646.07	645.53	645.00	644.46	643.93	643.39	642.86	642.33	642.11
RIGHT GIRDER	SW	0.00	0.02	0.05	0.06	0.07	0.08	0.08	0.07	0.06	0.05	0.04
	DL1	0.00	0.06	0.11	0.15	0.18	0.19	0.19	0.17	0.15	0.12	0.10
WEB	DL2	0.00	0.01	0.03	0.04	0.04	0.05	0.05	0.04	0.04	0.03	0.02
	C	0.00	0.16	0.31	0.40	0.44	0.44	0.40	0.30	0.19	0.06	0.00
5	FG	648.78	648.33	647.84	647.34	646.81	646.25	645.67	645.06	644.45	643.84	643.59
	TES	647.62	647.22	646.79	646.32	645.82	645.28	644.69	644.08	643.44	642.80	642.53
RIGHT GIRDER	ZW	647.54	647.15	646.75	646.29	645.80	645.26	644.67	644.05	643.41	642.75	642.48
	CW	647.54	647.00	646.46	645.93	645.39	644.85	644.31	643.78	643.24	642.70	642.48
LEFT WEB	SW	0.00	0.02	0.04	0.05	0.06	0.06	0.06	0.06	0.05	0.04	0.03
	DL1	0.00	0.05	0.09	0.12	0.14	0.15	0.15	0.14	0.12	0.09	0.08
WEB	DL2	0.00	0.01	0.02	0.03	0.04	0.04	0.04	0.04	0.03	0.03	0.02
	C	0.00	0.15	0.28	0.36	0.41	0.40	0.36	0.27	0.17	0.05	0.00
6	FG	649.19	648.73	648.25	647.74	647.21	646.65	646.07	645.47	644.86	644.25	644.00
	TES	648.03	647.64	647.23	646.77	646.28	645.74	645.16	644.53	643.89	643.24	642.97
RIGHT GIRDER	ZW	647.95	647.58	647.19	646.76	646.27	645.74	645.16	644.53	643.87	643.20	642.93
	CW	647.95	647.41	646.88	646.35	645.81	645.28	644.75	644.21	643.68	643.15	642.93
RIGHT WEB	SW	0.00	0.03	0.05	0.07	0.08	0.08	0.08	0.08	0.07	0.05	0.04
	DL1	0.00	0.06	0.12	0.16	0.19	0.20	0.20	0.19	0.16	0.13	0.11
WEB	DL2	0.00	0.01	0.03	0.04	0.04	0.05	0.05	0.04	0.04	0.03	0.03
	C	0.00	0.17	0.31	0.41	0.46	0.46	0.41	0.31	0.19	0.06	0.00
BLOCKING HEIGHTS												
9	BLK	30.58										25.49
10		30.80										25.73
11		31.39										26.31
12		31.61										26.55

LEGEND

D1-8 INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.

2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.

3. POSITIVE DEFLECTIONS ARE DOWNWARD.

4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.

5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS FINISHED ELEVATION AT TOP OF DECK SLAB.

TES TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)
= ZW + PL - SW

ZW TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS
= FG + SW + DL1+ DL2 - DK

CW ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1 CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

DL2 PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL = THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK = DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE
= 4" HAUNCH + 9" SLAB + 2" OVERLAY
= 15" = 1.25 FT

C = CAMBER = ZW - CW

NO.

DATE

REVISION

BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-40-1221

CONST. SPEC. 2004

DRAWN BY KGW

PLANS CK'D. JCP

CAMBER AND DECK ELEVATIONS:
FIELD SECTION 8

SHEET 99 OF 162

MAR 21 2005

1

2

3

4

5

6

7

8

9

10

11

12

LEFT GIRDER

RIGHT GIRDER

HORIZONTAL LOCATION KEY
LOOKING UPSTATION

8

FILE NAME: R:\C\bridges\1221\cds\JCP\1221-0050990.dgn

PEN TABLE: **mtp\FindDgn\config\plot\pentbls\bridge.pen

Date: 23-MAR-2005 14:43

Plotted by: odal

POSN NO.	VALUE	DIAPHRAGM POSITION AND STATION										
		FS #7	D9-1	D9-2	D9-3	D9-4	PIER NE6	D9-6	D9-7	D9-8	FS #8	
		71+29.01	71+36.20	71+48.39	71+60.58	71+72.77	71+85.00	71+98.06	72+11.12	72+24.18	72+30.24	
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY												
2	FG	642.61	642.25	641.64	641.03	640.42	639.81	639.16	638.51	637.85	637.55	
7		644.17	643.81	643.20	642.59	641.98	641.37	640.72	640.07	639.41	639.11	
FINISHED ELEVATION - TOP OF DECK SLAB												
1	DS	642.37	642.01	641.40	640.79	640.18	639.57	638.92	638.27	637.61	637.31	
8		644.08	643.72	643.11	642.50	641.89	641.28	640.63	639.97	639.32	639.02	
CAMBER DATA												
LEFT GIRDER	3	FG	642.78	642.42	641.82	641.21	640.60	639.98	639.33	638.68	638.03	637.72
		TES	641.71	641.33	640.69	640.09	639.47	638.86	638.23	637.59	636.99	636.72
		ZW	641.66	641.27	640.62	639.97	639.34	638.73	638.12	637.53	636.96	636.70
		CW	641.66	641.31	640.71	640.11	639.51	638.91	638.27	637.63	636.99	636.70
		SW	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.03	0.05	0.06
LEFT WEB		DL1	0.07	0.06	0.03	0.01	0.00	0.00	0.02	0.06	0.10	0.12
		DL2	0.02	0.02	0.01	0.00	0.00	0.00	0.01	0.02	0.03	0.04
		C	0.00	-0.04	-0.09	-0.14	-0.17	-0.18	-0.15	-0.10	-0.03	0.00
LEFT GIRDER	4	FG	643.19	642.83	642.22	641.61	641.00	640.39	639.74	639.08	638.43	638.13
		TES	642.15	641.76	641.11	640.50	639.87	639.26	638.64	638.01	637.43	637.16
		ZW	642.11	641.71	641.04	640.38	639.75	639.14	638.53	637.96	637.41	637.15
		CW	642.11	641.75	641.16	640.56	639.97	639.37	638.73	638.09	637.45	637.15
		SW	0.04	0.03	0.02	0.00	0.00	0.00	0.01	0.04	0.06	0.08
RIGHT WEB		DL1	0.10	0.08	0.04	0.01	0.00	0.00	0.03	0.07	0.13	0.16
		DL2	0.02	0.02	0.01	0.00	0.00	0.00	0.01	0.02	0.03	0.04
		C	0.00	-0.05	-0.12	-0.18	-0.22	-0.23	-0.20	-0.13	-0.04	0.00
RIGHT GIRDER	5	FG	643.59	643.23	642.62	642.02	641.41	640.79	640.14	639.49	638.84	638.53
		TES	642.53	642.15	641.50	640.91	640.28	639.67	639.05	638.40	637.81	637.54
		ZW	642.48	642.09	641.43	640.79	640.15	639.54	638.93	638.35	637.78	637.52
		CW	642.48	642.13	641.53	640.93	640.34	639.74	639.10	638.46	637.82	637.52
		SW	0.03	0.03	0.01	0.00	0.00	0.00	0.01	0.03	0.05	0.07
LEFT WEB		DL1	0.08	0.06	0.04	0.01	0.00	0.00	0.02	0.06	0.11	0.14
		DL2	0.02	0.02	0.01	0.00	0.00	0.00	0.01	0.02	0.03	0.04
		C	0.00	-0.04	-0.10	-0.15	-0.18	-0.19	-0.16	-0.11	-0.04	0.00
RIGHT GIRDER	6	FG	644.00	643.64	643.03	642.42	641.81	641.20	640.55	639.89	639.24	638.94
		TES	642.97	642.58	641.92	641.32	640.69	640.07	639.46	638.82	638.25	637.98
		ZW	642.93	642.53	641.86	641.20	640.56	639.95	639.35	638.78	638.23	637.98

D1-8 INTERMEDIATE ELEVATION POINT
(DIAPHRAGM LOCATION).

IN THIS EXAMPLE, '1' IS THE FIELD SECTION
NUMBER AND '8' IS THE DIAPHRAGM NUMBER
WITHIN THIS FIELD SECTION.

1. SEE SHEET 5 FOR GENERAL NOTES.
2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.
3. POSITIVE DEFLECTIONS ARE DOWNWARD.
4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.
5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

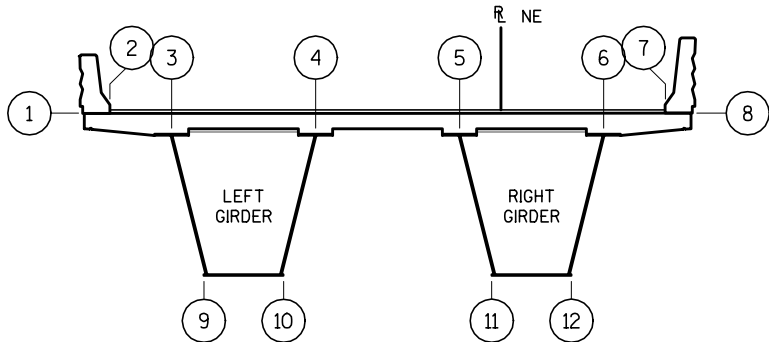
FG	FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.
DS	FINISHED ELEVATION AT TOP OF DECK SLAB.
TES	TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE) = ZW + PL - SW
ZW	TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS = FG + SW + DL1 + DL2 - DK
CW	ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.
BLK	BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

SW	SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.
DL1	CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.
DL2	PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

PL = THICKNESS OF TOP FLANGE PLUS ANY
FILLER AND SPLICE PLATES

DK = DECK ASSEMBLY THICKNESS FROM TOP
OF WEB TO FINISHED GRADE
= 4" HAUNCH + 9" SLAB + 2" OVERLAY
= 15" = 1.25 FT

C = CAMBER = ZW - CW



HORIZONTAL LOCATION KEY
LOOKING UPSTATION

STATE PROJECT NUMBER

1060-05-75

FIELD SECTION #10

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION												
		FS #8 72+30.24	D10-1 72+37.24	D10-2 72+50.30	D10-3 72+63.36	D10-4 72+76.42	D10-5 72+89.48	D10-6 73+02.54	D10-7 73+15.60	D10-8 73+28.66	D10-9 73+41.72	D10-10 73+54.78	D10-11 73+67.84	FS #9 73+73.90
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY														
2	FG	637.55	637.20	636.55	635.89	635.24	634.59	633.93	633.28	632.63	631.98	631.32	630.67	630.37
7		639.11	638.76	638.11	637.45	636.80	636.15	635.50	634.84	634.19	633.54	632.88	632.23	631.93
FINISHED ELEVATION - TOP OF DECK SLAB														
1	DS	637.31	636.96	636.31	635.65	635.00	634.35	633.70	633.04	632.39	631.74	631.08	630.43	630.13
8		639.02	638.67	638.01	637.36	636.71	636.05	635.40	634.75	634.10	633.44	632.79	632.14	631.83
CAMBER DATA														
3	FG	637.72	637.37	636.72	636.07	635.41	634.76	634.11	633.45	632.80	632.15	631.50	630.84	630.54
	TES	636.72	636.40	635.81	635.21	634.60	633.97	633.32	632.66	631.98	631.28	630.57	629.85	629.52
	ZW	636.70	636.39	635.83	635.25	634.65	634.02	633.38	632.71	632.02	631.30	630.57	629.83	629.49
	CW	636.70	636.34	635.69	635.03	634.38	633.72	633.07	632.41	631.76	631.10	630.45	629.79	629.49
LEFT GIRDER	SW	0.06	0.07	0.10	0.12	0.13	0.14	0.14	0.14	0.13	0.11	0.09	0.06	0.05
	DL1	0.12	0.15	0.20	0.24	0.27	0.29	0.29	0.29	0.26	0.23	0.19	0.14	0.11
LEFT WEB	DL2	0.04	0.04	0.06	0.07	0.08	0.08	0.08	0.08	0.08	0.07	0.05	0.04	0.03
	C	0.00	0.05	0.14	0.21	0.27	0.30	0.31	0.30	0.26	0.20	0.12	0.04	0.00
4	FG	638.13	637.78	637.12	636.47	635.82	635.17	634.51	633.86	633.21	632.55	631.90	631.25	630.94
	TES	637.16	636.85	636.28	635.69	635.09	634.46	633.81	633.15	632.46	631.75	631.03	630.30	629.96
	ZW	637.15	636.86	636.32	635.76	635.17	634.55	633.91	633.24	632.54	631.81	631.06	630.30	629.95
	CW	637.15	636.80	636.15	635.49	634.84	634.18	633.53	632.87	632.22	631.56	630.90	630.25	629.95
RIGHT GIRDER	SW	0.08	0.09	0.12	0.15	0.16	0.17	0.18	0.17	0.16	0.14	0.11	0.08	0.07
	DL1	0.16	0.19	0.26	0.31	0.35	0.37	0.37	0.36	0.34	0.29	0.24	0.17	0.14
RIGHT WEB	DL2	0.04	0.05	0.07	0.08	0.09	0.09	0.09	0.09	0.08	0.07	0.06	0.04	0.04
	C	0.00	0.06	0.17	0.26	0.33	0.37	0.38	0.37	0.32	0.25	0.16	0.05	0.00
5	FG	638.53	638.18	637.53	636.88	636.22	635.57	634.92	634.26	633.61	632.96	632.31	631.65	631.35
	TES	637.54	637.23	636.64	636.04	635.43	634.80	634.16	633.49	632.81	632.11	631.39	630.67	630.34
	ZW	637.52	637.22	636.66	636.08	635.49	634.87	634.23	633.56	632.86	632.14	631.40	630.66	630.31
	CW	637.52	637.17	636.51	635.86	635.20	634.55	633.89	633.24	632.58	631.93	631.27	630.62	630.31
RIGHT GIRDER	SW	0.07	0.08	0.10	0.12	0.14	0.15	0.15	0.15	0.14	0.12	0.09	0.07	0.06
	DL1	0.14	0.16	0.21	0.26	0.29	0.32	0.32	0.31	0.29	0.25	0.20	0.15	0.12
LEFT WEB	DL2	0.04	0.05	0.06	0.07	0.08	0.09	0.09	0.08	0.08	0.07	0.06	0.04	0.03
	C	0.00	0.05	0.14	0.22	0.28	0.32	0.34	0.32	0.28	0.21	0.13	0.04	0.00
6	FG	638.94	638.59	637.93	637.28	636.63	635.98	635.32	634.67	634.02	633.36	632.71	632.06	631.75
	TES	637.98	637.68	637.11	636.52	635.93	635.30	634.66	633.99	633.30	632.59	631.86	631.12	630.78
	ZW	637.98	637.70	637.15	636.60	636.02	635.41	634.77	634.09	633.39	632.65	631.90	631.13	630.77
	CW	637.98	637.63	636.98	636.32	635.67	635.01	634.35	633.70	633.04	632.39	631.73	631.08	630.77
RIGHT GIRDER	SW	0.08	0.10	0.13	0.16	0.18	0.19	0.19	0.19	0.17	0.15	0.12	0.09	0.07
	DL1	0.17	0.21	0.27	0.33	0.37	0.40	0.41	0.39	0.36	0.31	0.25	0.19	0.16
RIGHT WEB	DL2	0.04	0.05	0.07	0.08	0.09	0.10	0.10	0.10	0.09	0.08	0.06	0.05	0.04
	C	0.00	0.06	0.18	0.28	0.35	0.40	0.41	0.39	0.34	0.26	0.16	0.05	0.00
BLOCKING HEIGHTS														
9	BLK	20.50												13.30
10		20.74												13.54
11		21.32												14.12
12		21.57												

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LEFT GIRDER

RIGHT GIRDER

HORIZONTAL LOCATION KEY

LOOKING UPSTATION

LEGEND

D1-8 INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.

2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.

3. POSITIVE DEFLECTIONS ARE DOWNWARD.

4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.

5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG

FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS

FINISHED ELEVATION AT TOP OF DECK SLAB.

TES

TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)

= ZW + PL - SW

ZW

TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS

= FG + SW + DL1+ DL2 - DK

CW

ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK

BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW

SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1

CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

DL2

PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL

= THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK

= DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE

= 4" HAUNCH + 9" SLAB + 2" OVERLAY

= 15" = 1.25 FT

C

= CAMBER = ZW - CW

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
CAMBER AND DECK ELEVATIONS: FIELD SECTION 10		SHEET 101 OF 162 MAR 21 2005	

8

FILE NAME: R:\C\bridges\1221\cds\JCP\1221-005101D.dgnPEN TABLE: **mtp\FindDgn\config\plot\pentbls\brldge.penDate: 23-MAR-2005 14:43Plotted by: odat

STATE PROJECT NUMBER

1060-05-75

FIELD SECTION *11

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION								
		FS #9 73+73.90	D11-1 73+80.90	D11-2 73+93.96	D11-3 74+07.02	PIER NE7 74+20.00	D11-5 74+33.06	D11-6 74+46.12	D11-7 74+59.18	FS #10 74+65.24
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY										
2	FG	630.37	630.02	629.36	628.71	628.06	627.41	626.76	626.10	625.80
7		631.93	631.58	630.92	630.27	629.62	628.97	628.32	627.66	627.36
FINISHED ELEVATION - TOP OF DECK SLAB										
1	DS	630.13	629.78	629.12	628.47	627.82	627.17	626.52	625.86	625.56
8		631.83	631.48	630.83	630.18	629.53	628.88	628.22	627.57	627.27
CAMBER DATA										
3	FG	630.54	630.19	629.54	628.88	628.23	627.58	626.93	626.28	625.97
	TES	629.52	629.14	628.49	627.80	627.13	626.48	625.80	625.18	624.90
	ZW	629.49	629.09	628.37	627.66	626.98	626.34	625.72	625.13	624.85
	CW	629.49	629.13	628.47	627.81	627.15	626.49	625.82	625.16	624.85
	SW	0.05	0.04	0.02	0.01	0.00	0.00	0.01	0.03	0.03
LEFT GIRDER	DL1	0.11	0.09	0.05	0.02	0.00	0.01	0.03	0.06	0.07
	DL2	0.03	0.03	0.01	0.00	0.00	0.00	0.01	0.02	0.02
WEB	C	0.00	-0.04	-0.10	-0.15	-0.17	-0.15	-0.10	-0.04	0.00
	FG	630.94	630.59	629.94	629.29	628.64	627.99	627.33	626.68	626.38
4	TES	629.96	629.57	628.91	628.21	627.54	626.89	626.21	625.61	625.34
	ZW	629.95	629.54	628.79	628.07	627.39	626.75	626.14	625.56	625.30
	CW	629.95	629.59	628.92	628.26	627.60	626.93	626.27	625.60	625.30
	SW	0.07	0.05	0.03	0.01	0.00	0.00	0.01	0.03	0.04
	DL1	0.14	0.11	0.06	0.02	0.00	0.01	0.03	0.07	0.10
RIGHT GIRDER	DL2	0.04	0.03	0.02	0.01	0.00	0.00	0.01	0.02	0.03
	C	0.00	-0.05	-0.13	-0.19	-0.21	-0.19	-0.13	-0.04	0.00
5	FG	631.35	631.00	630.35	629.69	629.04	628.39	627.74	627.09	626.78
	TES	630.34	629.95	629.31	628.61	627.94	627.30	626.61	626.00	625.72
	ZW	630.31	629.92	629.18	628.47	627.79	627.15	626.54	625.95	625.68
	CW	630.31	629.96	629.30	628.63	627.97	627.31	626.65	625.98	625.68
	SW	0.06	0.05	0.02	0.01	0.00	0.00	0.01	0.03	0.04
LEFT GIRDER	DL1	0.12	0.09	0.05	0.02	0.00	0.01	0.03	0.06	0.08
	DL2	0.03	0.03	0.01	0.00	0.00	0.00	0.01	0.02	0.02
WEB	C	0.00	-0.04	-0.11	-0.16	-0.18	-0.16	-0.11	-0.04	0.00
	FG	631.75	631.40	630.75	630.10	629.45	628.80	628.14	627.49	627.19
6	TES	630.78	630.39	629.73	629.02	628.34	627.70	627.03	626.43	626.16
	ZW	630.77	630.36	629.61	628.89	628.20	627.56	626.96	626.38	626.12
	CW	630.77	630.42	629.75	629.09	628.42	627.76	627.09	626.43	626.12
	SW	0.07	0.06	0.03	0.01	0.00	0.00	0.02	0.04	0.05
	DL1	0.16	0.12	0.06	0.02	0.00	0.01	0.04	0.08	0.11
RIGHT GIRDER	DL2	0.04	0.03	0.02	0.01	0.00	0.00	0.01	0.02	0.03
	C	0.00	-0.05	-0.14	-0.20	-0.23	-0.20	-0.13	-0.05	0.00
BLOCKING HEIGHTS										
9	BLK	13.30								8.68
10		13.54								8.92
11		14.12								9.50
12		14.37								9.74

LEGEND

D1-8 INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.

2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.

3. POSITIVE DEFLECTIONS ARE DOWNWARD.

4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.

5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS FINISHED ELEVATION AT TOP OF DECK SLAB.

TES TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)
= ZW + PL - SW

ZW TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS
= FG + SW + DL1+ DL2 - DK

CW ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1 CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

DL2 PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL = THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK = DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE
= 4" HAUNCH + 9" SLAB + 2" OVERLAY
= 15" = 1.25 FT

C = CAMBER = ZW - CW

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LEFT GIRDER

RIGHT GIRDER

R NE

HORIZONTAL LOCATION KEY

LOOKING UPSTATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-40-1221

CONST. SPEC. 2004

DRAWN BY KGW

PLANS CK'D. JCP

CAMBER AND DECK ELEVATIONS:
FIELD SECTION 11

SHEET 102 OF 162
MAR 21 2005

8

FILE NAME: R:\C\bridges\1221\cds\JCP\1221-0051020.dgn

PEN TABLE: **mtp\FinalDgn\config\plot\pentbls\bridge.pen

Date: 23-MAR-2005 14:43

Plotted by: odal

STATE PROJECT NUMBER

1060-05-75

FIELD SECTION #12

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION												
		FS #10 74+65.24	D12-1 74+72.24	D12-2 74+85.30	D12-3 74+98.36	D12-4 75+11.42	D12-5 75+24.48	D12-6 75+37.54	D12-7 75+50.60	D12-8 75+63.66	D12-9 75+76.72	D12-10 75+89.78	D12-11 76+02.84	FS #11 76+08.90
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY														
2	FG	625.80	625.45	624.80	624.14	623.49	622.84	622.20	621.62	621.07	620.58	620.12	619.72	619.54
7		627.36	627.01	626.36	625.70	625.05	624.40	623.77	623.18	622.64	622.14	621.69	621.28	621.10
FINISHED ELEVATION - TOP OF DECK SLAB														
1	DS	625.56	625.21	624.56	623.90	623.25	622.60	621.97	621.38	620.84	620.34	619.77	619.48	619.30
8		627.27	626.92	626.26	625.61	624.96	624.30	623.67	623.09	622.54	622.04	621.59	621.18	621.01
CAMBER DATA														
3	FG	625.97	625.62	624.97	624.32	623.66	623.01	622.38	621.79	621.25	620.75	620.30	619.89	619.72
	TES	624.90	624.58	623.98	623.38	622.76	622.13	621.51	620.91	620.35	619.81	619.31	618.85	618.65
	ZW	624.85	624.54	623.96	623.37	622.77	622.15	621.53	620.93	620.36	619.81	619.29	618.81	618.61
	CW	624.85	624.55	623.98	623.41	622.85	622.28	621.71	621.14	620.57	620.01	619.44	618.87	618.61
LEFT GIRDER	SW	0.03	0.04	0.06	0.08	0.09	0.10	0.10	0.10	0.09	0.08	0.06	0.04	0.04
	DL1	0.07	0.10	0.14	0.17	0.20	0.22	0.23	0.22	0.20	0.18	0.14	0.10	0.08
WEB	DL2	0.02	0.03	0.04	0.05	0.06	0.07	0.07	0.07	0.06	0.05	0.04	0.03	0.03
	C	0.00	-0.01	-0.02	-0.04	-0.08	-0.13	-0.18	-0.21	-0.22	-0.20	-0.15	-0.06	0.00
4	FG	626.38	626.03	625.37	624.72	624.07	623.42	622.78	622.20	621.65	621.16	620.70	620.29	620.12
	TES	625.34	625.02	624.43	623.84	623.23	622.60	621.98	621.39	620.82	620.27	619.76	619.29	619.09
	ZW	625.30	624.99	624.43	623.86	623.26	622.65	622.03	621.43	620.85	620.29	619.76	619.27	619.05
	CW	625.30	624.99	624.42	623.86	623.29	622.72	622.15	621.58	621.02	620.45	619.88	619.31	619.05
LEFT GIRDER	SW	0.04	0.06	0.08	0.10	0.12	0.13	0.13	0.13	0.12	0.10	0.08	0.06	0.05
	DL1	0.10	0.13	0.18	0.22	0.26	0.28	0.29	0.28	0.26	0.23	0.18	0.13	0.10
RIGHT WEB	DL2	0.03	0.03	0.05	0.06	0.07	0.07	0.08	0.07	0.07	0.06	0.05	0.03	0.03
	C	0.00	0.00	0.01	0.00	-0.02	-0.07	-0.12	-0.15	-0.16	-0.15	-0.12	-0.05	0.00
5	FG	626.78	626.43	625.78	625.13	624.47	623.82	623.19	622.60	622.06	621.56	621.11	620.70	620.53
	TES	625.72	625.40	624.80	624.20	623.59	622.96	622.34	621.74	621.17	620.64	620.13	619.67	619.47
	ZW	625.68	625.37	624.79	624.20	623.60	622.99	622.37	621.77	621.19	620.64	620.12	619.64	619.43
	CW	625.68	625.37	624.80	624.24	623.67	623.10	622.53	621.96	621.40	620.83	620.26	619.69	619.43
RIGHT GIRDER	SW	0.04	0.05	0.07	0.09	0.10	0.11	0.11	0.11	0.10	0.09	0.07	0.05	0.04
	DL1	0.08	0.11	0.15	0.19	0.22	0.24	0.25	0.24	0.22	0.19	0.15	0.11	0.09
LEFT WEB	DL2	0.02	0.03	0.04	0.05	0.06	0.07	0.07	0.07	0.06	0.05	0.04	0.03	0.03
	C	0.00	-0.01	-0.02	-0.03	-0.06	-0.11	-0.16	-0.19	-0.20	-0.19	-0.14	-0.05	0.00
6	FG	627.19	626.84	626.18	625.53	624.88	624.23	623.59	623.01	622.46	621.97	621.51	621.10	620.93
	TES	626.16	625.84	625.26	624.67	624.06	623.44	622.82	622.22	621.65	621.10	620.59	620.11	619.91
	ZW	626.12	625.82	625.26	624.69	624.11	623.50	622.88	622.28	621.69	621.13	620.59	620.09	619.87
	CW	626.12	625.82	625.25	624.68	624.11	623.54	622.98	622.41	621.84	621.27	620.70	620.14	619.87
LEFT GIRDER	SW	0.05	0.06	0.09	0.11	0.13	0.14	0.14	0.14	0.13	0.11	0.09	0.06	0.05
	DL1	0.11	0.14	0.19	0.24	0.28	0.31	0.32	0.31	0.28	0.24	0.19	0.14	0.11
RIGHT WEB	DL2	0.03	0.04	0.05	0.06	0.07	0.08	0.08	0.08	0.07	0.06	0.05	0.04	0.03
	C	0.00	0.01	0.01	0.01	0.00	-0.05	-0.09	-0.13	-0.15	-0.14	-0.11	-0.05	0.00
BLOCKING HEIGHTS														
9	BLK	8.68												2.42
10		8.92												2.66
11		9.50												3.24
12		9.74												3.48

LEGEND

D1-8 INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.

2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.

3. POSITIVE DEFLECTIONS ARE DOWNWARD.

4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.

5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS FINISHED ELEVATION AT TOP OF DECK SLAB.

TES TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)
= ZW + PL - SW

ZW TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS
= FG + SW + DL1+ DL2 - DK

CW ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1 CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

DL2 PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL = THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK = DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE
= 4" HAUNCH + 9" SLAB + 2" OVERLAY
= 15" = 1.25 FT

C = CAMBER = ZW - CW

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LEFT GIRDER

RIGHT GIRDER

HORIZONTAL LOCATION KEY

LOOKING UPSTATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-40-1221

CONST. SPEC. 2004

DRAWN BY KGW

PLANS CK'D. JCP

CAMBER AND DECK ELEVATIONS:
FIELD SECTION 12

SHEET 103 OF 162
MAR 21 2005

8

FILE NAME: R:\C\brldges\1221\cds\JCP\1221-0051030.dgn

PEN TABLE: **mtp\FindDgn\config\plot\pentbls\brldge.pen

Date: 23-MAR-2005 14:43

Plotted by: odal

STATE PROJECT NUMBER

1060-05-75

FIELD SECTION #13

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION								
		FS #11 76+08.90	D13-1 76+15.90	D13-2 76+28.96	D13-3 76+42.02	PIER NE8 76+55.00	D13-5 76+68.06	D13-6 76+81.12	D13-7 76+94.18	FS #12 77+00.24
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY										
2	FG	619.54	619.35	619.03	618.76	618.53	618.35	618.21	618.12	618.09
7		621.10	620.92	620.60	620.32	620.10	619.91	619.77	619.68	619.65
FINISHED ELEVATION - TOP OF DECK SLAB										
1	DS	619.30	619.11	618.80	618.52	618.29	618.11	617.97	617.88	617.85
8		621.01	620.82	620.50	620.23	620.00	619.82	619.68	619.59	619.56
CAMBER DATA										
3	FG	619.72	619.53	619.21	618.93	618.71	618.52	618.38	618.29	618.26
	TES	618.65	618.44	618.14	617.84	617.60	617.44	617.27	617.23	617.23
	ZW	618.61	618.38	618.00	617.69	617.46	617.30	617.21	617.19	617.20
	CW	618.61	618.50	618.30	618.10	617.90	617.69	617.49	617.29	617.20
LEFT GIRDER	SW	0.04	0.03	0.01	0.00	0.00	0.01	0.02	0.04	0.05
	DL1	0.08	0.06	0.03	0.01	0.00	0.01	0.04	0.08	0.10
LEFT WEB	DL2	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.03	0.03
	C	0.00	-0.12	-0.29	-0.40	-0.44	-0.40	-0.28	-0.10	0.00
4	FG	620.12	619.93	619.61	619.34	619.11	618.93	618.79	618.70	618.67
	TES	619.09	618.86	618.55	618.25	618.01	617.85	617.69	617.66	617.67
LEFT GIRDER	ZW	619.05	618.81	618.42	618.10	617.86	617.71	617.64	617.63	617.65
	CW	619.05	618.94	618.74	618.54	618.34	618.14	617.94	617.74	617.65
RIGHT WEB	SW	0.05	0.03	0.02	0.00	0.00	0.01	0.03	0.05	0.06
	DL1	0.10	0.08	0.03	0.01	0.00	0.02	0.06	0.11	0.13
RIGHT WEB	DL2	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.03	0.03
	C	0.00	-0.13	-0.32	-0.44	-0.48	-0.43	-0.31	-0.11	0.00
5	FG	620.53	620.34	620.02	619.75	619.52	619.33	619.20	619.10	619.07
	TES	619.47	619.25	618.95	618.65	618.41	618.25	618.09	618.05	618.05
RIGHT GIRDER	ZW	619.43	619.20	618.82	618.51	618.27	618.11	618.03	618.01	618.02
	CW	619.43	619.32	619.12	618.92	618.72	618.52	618.32	618.12	618.02
LEFT WEB	SW	0.04	0.03	0.01	0.00	0.00	0.01	0.02	0.04	0.05
	DL1	0.09	0.07	0.03	0.01	0.00	0.02	0.05	0.09	0.11
LEFT WEB	DL2	0.03	0.02	0.01	0.00	0.00	0.00	0.01	0.03	0.03
	C	0.00	-0.12	-0.30	-0.41	-0.45	-0.41	-0.29	-0.10	0.00
6	FG	620.93	620.74	620.42	620.15	619.92	619.74	619.60	619.51	619.48
	TES	619.91	619.68	619.37	619.06	618.82	618.66	618.51	618.48	618.49
RIGHT GIRDER	ZW	619.87	619.64	619.24	618.92	618.67	618.52	618.46	618.46	618.48
	CW	619.87	619.77	619.57	619.37	619.17	618.97	618.77	618.57	618.48
RIGHT WEB	SW	0.05	0.04	0.02	0.00	0.00	0.01	0.03	0.05	0.07
	DL1	0.11	0.08	0.04	0.01	0.00	0.02	0.06	0.12	0.14
RIGHT WEB	DL2	0.03	0.02	0.01	0.00	0.00	0.01	0.02	0.03	0.04
	C	0.00	-0.13	-0.33	-0.45	-0.50	-0.44	-0.31	-0.11	0.00
BLOCKING HEIGHTS										
9	BLK	2.42								1.00
10		2.66								1.24
11		3.24								1.82
12		3.48								2.07

LEGEND

D1-8 INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.

2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.

3. POSITIVE DEFLECTIONS ARE DOWNWARD.

4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.

5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS FINISHED ELEVATION AT TOP OF DECK SLAB.

TES TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)
= ZW + PL - SW

ZW TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS
= FG + SW + DL1+ DL2 - DK

CW ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1 CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

DL2 PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL = THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK = DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE
= 4" HAUNCH + 9" SLAB + 2" OVERLAY
= 15" = 1.25 FT

C = CAMBER = ZW - CW

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LEFT GIRDER

RIGHT GIRDER

NE

HORIZONTAL LOCATION KEY

LOOKING UPSTATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-40-1221

CONST. SPEC. 2004

DRAWN BY KGW

PLANS CKD. JCP

CAMBER AND DECK ELEVATIONS:
FIELD SECTION 13

SHEET 104 OF 162
MAR 21 2005

8

FILE NAME: R:\C\bridges\1221\cds\JCP\1221-0051040.dgn

PEN TABLE: **mtp\FinalDgn\config\plot\pentbls\bridge.pen

Date: 23-MAR-2005 14:43

Plotted by: odal

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION														
		FS #12	D14-1	D14-2	D14-3	D14-4	D14-5	D14-6	D14-7	D14-8	D14-9	D14-10	D14-11	FS #13		
		77+00.24	77+07.24	77+20.30	77+33.36	77+46.42	77+59.48	77+72.54	77+85.60	77+98.66	78+11.72	78+24.78	78+37.84	78+43.90		
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY																
2	FG	618.09	618.07	618.06	618.10	618.19	618.32	618.50	618.72	618.98	619.29	619.65	620.05	620.25		
7		619.65	619.63	619.63	619.67	619.75	619.88	620.06	620.28	620.54	620.85	621.21	621.61	621.81		
FINISHED ELEVATION - TOP OF DECK SLAB																
1	DS	617.85	617.83	617.82	617.87	617.95	618.08	618.26	618.48	618.74	619.05	619.41	619.81	620.01		
8		619.56	619.54	619.53	619.57	619.66	619.79	619.96	620.18	620.45	620.76	621.11	621.51	621.72		
CAMBER DATA																
LEFT GIRDER	3	FG	618.26	618.24	618.24	618.28	618.36	618.49	618.67	618.89	619.15	619.46	619.82	620.22	620.42	
		TES	617.23	617.24	617.30	617.40	617.52	617.68	617.87	618.08	618.32	618.59	618.89	619.23	619.41	
		ZW	617.20	617.22	617.30	617.42	617.56	617.73	617.91	618.13	618.36	618.62	618.90	619.22	619.38	
		CW	617.20	617.30	617.50	617.70	617.90	618.10	618.29	618.49	618.69	618.89	619.09	619.29	619.38	
	LEFT WEB		SW	0.05	0.06	0.08	0.10	0.12	0.13	0.13	0.13	0.12	0.11	0.09	0.07	0.06
			DL1	0.10	0.13	0.18	0.22	0.25	0.27	0.28	0.28	0.26	0.23	0.19	0.14	0.12
			DL2	0.03	0.04	0.05	0.06	0.07	0.08	0.08	0.08	0.07	0.07	0.05	0.04	0.03
			C	0.00	-0.08	-0.20	-0.28	-0.34	-0.37	-0.38	-0.37	-0.33	-0.27	-0.19	-0.07	0.00
LEFT GIRDER	4	FG	618.67	618.65	618.64	618.68	618.77	618.90	619.07	619.29	619.56	619.87	620.22	620.62	620.83	
		TES	617.67	617.69	617.76	617.87	618.01	618.17	618.36	618.57	618.80	619.07	619.36	619.68	619.85	
		ZW	617.65	617.69	617.79	617.92	618.07	618.25	618.44	618.65	618.88	619.12	619.39	619.69	619.84	
		CW	617.65	617.76	617.96	618.15	618.35	618.55	618.75	618.95	619.15	619.35	619.55	619.74	619.84	
	RIGHT WEB		SW	0.06	0.08	0.11	0.13	0.15	0.16	0.17	0.16	0.15	0.14	0.11	0.09	0.07
			DL1	0.13	0.17	0.23	0.28	0.32	0.35	0.36	0.35	0.33	0.29	0.24	0.18	0.15
			DL2	0.03	0.04	0.06	0.07	0.08	0.09	0.09	0.09	0.08	0.07	0.06	0.05	0.04
			C	0.00	-0.07	-0.17	-0.24	-0.28	-0.30	-0.31	-0.30	-0.27	-0.23	-0.16	-0.06	0.00
RIGHT GIRDER	5	FG	619.07	619.05	619.05	619.09	619.17	619.30	619.48	619.70	619.97	620.28	620.63	621.03	621.23	
		TES	618.05	618.07	618.12	618.22	618.35	618.52	618.70	618.91	619.15	619.42	619.72	620.06	620.23	
		ZW	618.02	618.05	618.13	618.25	618.40	618.57	618.76	618.97	619.20	619.45	619.73	620.04	620.20	
		CW	618.02	618.13	618.33	618.53	618.72	618.92	619.12	619.32	619.52	619.71	619.91	620.11	620.20	

D1-8 INTERMEDIATE ELEVATION POINT
(DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION
NUMBER AND '8' IS THE DIAPHRAGM NUMBER
WITHIN THIS FIELD SECTION.

1. SEE SHEET 5 FOR GENERAL NOTES.
2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.
3. POSITIVE DEFLECTIONS ARE DOWNWARD.
4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.
5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

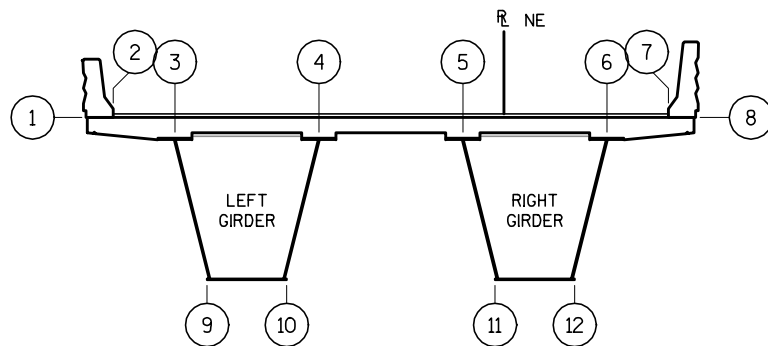
FG	FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.
DS	FINISHED ELEVATION AT TOP OF DECK SLAB.
TES	TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE) = ZW + PL - SW
ZW	TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS = FG + SW + DL1 + DL2 - DK
CW	ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.
BLK	BLOCKING HEIGHT CORRESPONDING TO THE ERECTED HEIGHT CONDITION.

SW	SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.
DL1	CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.
DL2	PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

PL = THICKNESS OF TOP FLANGE PLUS ANY
FILLER AND SPLICE PLATES

DK = DECK ASSEMBLY THICKNESS FROM TOP
OF WEB TO FINISHED GRADE
= 4" HAUNCH + 9" SLAB + 2" OVERLAY
= 15" = 1.25 FT

C = CAMBER = ZW - CW



8

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
CAMBER AND DECK ELEVATIONS: FIELD SECTION 14		SHEET 105 OF 162	
		MAR 21 2005	

STATE PROJECT NUMBER

1060-05-75

FIELD SECTION #15

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION								
		FS #13 78+43.90	D15-1 78+50.90	D15-2 78+63.96	D15-3 78+77.02	PIER NE9 78+90.00	D15-5 79+03.13	D15-6 79+16.26	D15-7 79+29.39	FS #14 79+36.52
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY										
2	FG	620.25	620.49	620.98	621.51	622.09	622.72	623.37	624.03	624.43
7		621.81	622.05	622.54	623.08	623.65	624.28	624.94	625.59	625.93
FINISHED ELEVATION - TOP OF DECK SLAB										
1	DS	620.01	620.25	620.74	621.28	621.85	622.48	623.14	623.79	624.20
8		621.72	621.96	622.45	622.98	623.56	624.19	624.84	625.50	625.83
CAMBER DATA										
3	FG	620.42	620.66	621.15	621.69	622.26	622.89	623.55	624.20	624.60
	TES	619.41	619.62	620.09	620.59	621.14	621.77	622.45	623.10	623.51
	ZW	619.38	619.58	619.99	620.47	621.01	621.64	622.33	623.03	623.46
	CW	619.38	619.69	620.26	620.84	621.41	621.99	622.56	623.14	623.46
	SW	0.06	0.04	0.02	0.01	0.00	0.00	0.01	0.02	0.03
LEFT GIRDER	DL1	0.12	0.09	0.05	0.02	0.00	0.00	0.02	0.04	0.06
	DL2	0.03	0.03	0.02	0.01	0.00	0.00	0.01	0.01	0.02
WEB	C	0.00	-0.11	-0.27	-0.37	-0.39	-0.34	-0.24	-0.11	0.00
	FG	620.83	621.07	621.56	622.09	622.67	623.30	623.95	624.61	624.99
4	TES	619.85	620.05	620.52	621.00	621.54	622.17	622.85	623.51	623.91
	ZW	619.84	620.03	620.42	620.88	621.42	622.05	622.74	623.45	623.86
	CW	619.84	620.14	620.71	621.28	621.84	622.41	622.98	623.55	623.86
	SW	0.07	0.06	0.03	0.01	0.00	0.00	0.01	0.02	0.03
	DL1	0.15	0.12	0.06	0.02	0.00	0.00	0.02	0.05	0.07
RIGHT GIRDER	DL2	0.04	0.03	0.02	0.01	0.00	0.00	0.01	0.01	0.02
	C	0.00	-0.12	-0.29	-0.39	-0.42	-0.36	-0.25	-0.11	0.00
5	FG	621.23	621.47	621.96	622.50	623.07	623.70	624.36	625.01	625.38
	TES	620.23	620.44	620.91	621.40	621.95	622.58	623.26	623.91	624.29
	ZW	620.20	620.40	620.81	621.28	621.82	622.45	623.14	623.85	624.24
	CW	620.20	620.51	621.08	621.65	622.21	622.78	623.36	623.93	624.24
	SW	0.06	0.05	0.03	0.01	0.00	0.00	0.01	0.02	0.03
LEFT GIRDER	DL1	0.13	0.10	0.06	0.02	0.00	0.00	0.02	0.05	0.07
	DL2	0.04	0.03	0.02	0.01	0.00	0.00	0.01	0.01	0.02
WEB	C	0.00	-0.11	-0.27	-0.36	-0.39	-0.33	-0.22	-0.08	0.00
	FG	621.64	621.88	622.37	622.90	623.48	624.11	624.76	625.42	625.76
6	TES	620.67	620.87	621.33	621.81	622.35	622.98	623.67	624.32	624.70
	ZW	620.67	620.85	621.24	621.70	622.23	622.86	623.55	624.26	624.65
	CW	620.67	620.97	621.53	622.09	622.65	623.21	623.78	624.34	624.65
	SW	0.08	0.06	0.03	0.01	0.00	0.00	0.01	0.02	0.03
	DL1	0.16	0.13	0.07	0.03	0.00	0.00	0.02	0.06	0.08
RIGHT GIRDER	DL2	0.04	0.03	0.02	0.01	0.00	0.00	0.01	0.02	0.02
	C	0.00	-0.12	-0.29	-0.39	-0.42	-0.35	-0.23	-0.08	0.00
BLOCKING HEIGHTS										
9	BLK	3.18								7.29
10		3.43								7.50
11		4.00								8.07
12		4.25								8.28

LEGEND

D1-8 INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.

2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.

3. POSITIVE DEFLECTIONS ARE DOWNWARD.

4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.

5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS FINISHED ELEVATION AT TOP OF DECK SLAB.

TES TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)
= ZW + PL - SW

ZW TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS
= FG + SW + DL1+ DL2 - DK

CW ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1 CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

DL2 PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL = THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK = DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE
= 4" HAUNCH + 9" SLAB + 2" OVERLAY
= 15" = 1.25 FT

C = CAMBER = ZW - CW

1

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12

LEFT GIRDER

RIGHT GIRDER

NE

HORIZONTAL LOCATION KEY

LOOKING UPSTATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-40-1221

CONST. SPEC. 2004

DRAWN BY KGW

PLANS CK'D. JCP

CAMBER AND DECK ELEVATIONS:
FIELD SECTION 15

SHEET 106 OF 162
MAR 21 2005

FILE NAME: R:\C\bridges\1221\cds\JCP\1221-0051060.dgnPEN TABLE: **mtp\FinalDgn\config\plot\pentbls\bridge.penDate: 23-MAR-2005 14:43Plotted by: odat

STATE PROJECT NUMBER

1060-05-75

FIELD SECTION *16

POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION										
		FS #14 79+36.52	D16-1 79+42.52	D16-2 79+55.65	D16-3 79+68.78	D16-4 79+81.91	D16-5 79+95.04	D16-6 80+08.17	D16-7 80+21.30	D16-8 80+34.43	D16-9 80+47.56	FS #15 80+54.56
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY												
2	FG	624.43	624.77	625.52	626.27	627.02	627.77	628.52	629.26	629.98	630.67	631.04
7		625.93	626.21	626.83	627.45	628.07	628.68	629.30	629.91	630.50	631.07	631.36
FINISHED ELEVATION - TOP OF DECK SLAB												
1	DS	624.20	624.54	625.30	626.05	626.81	627.56	628.31	629.06	629.79	630.49	630.86
8		625.83	626.11	626.72	627.34	627.95	628.56	629.17	629.77	630.36	630.92	631.21
CAMBER DATA												
3	FG	624.60	624.93	625.67	626.40	627.14	627.87	628.60	629.33	630.03	630.72	631.07
	TES	623.51	623.87	624.65	625.42	626.18	626.93	627.67	628.38	629.05	629.70	630.03
	ZW	623.46	623.82	624.61	625.40	626.17	626.93	627.66	628.37	629.03	629.66	629.99
	CW	623.46	623.79	624.52	625.24	625.97	626.70	627.42	628.15	628.88	629.60	629.99
	SW	0.03	0.03	0.05	0.06	0.07	0.08	0.08	0.07	0.06	0.05	0.04
LEFT GIRDER	DL1	0.06	0.08	0.11	0.14	0.17	0.18	0.18	0.17	0.14	0.11	0.10
	DL2	0.02	0.02	0.03	0.04	0.05	0.05	0.05	0.05	0.04	0.03	0.03
WEB	C	0.00	0.03	0.10	0.16	0.20	0.23	0.24	0.22	0.16	0.06	0.00
	FG	624.99	625.31	626.01	626.71	627.41	628.11	628.81	629.50	630.17	630.82	631.16
4	TES	623.91	624.26	625.01	625.76	626.49	627.20	627.90	628.58	629.22	629.82	630.13
	ZW	623.86	624.21	624.99	625.75	626.49	627.21	627.91	628.58	629.21	629.80	630.10
	CW	623.86	624.18	624.87	625.57	626.26	626.95	627.65	628.34	629.03	629.73	630.10
	SW	0.03	0.04	0.06	0.07	0.09	0.09	0.09	0.09	0.08	0.06	0.05
	DL1	0.07	0.09	0.13	0.17	0.20	0.21	0.21	0.20	0.17	0.13	0.11
RIGHT GIRDER	DL2	0.02	0.02	0.04	0.04	0.05	0.05	0.05	0.05	0.04	0.03	0.03
	C	0.00	0.04	0.11	0.18	0.23	0.26	0.27	0.24	0.18	0.07	0.00
5	FG	625.38	625.68	626.35	627.01	627.68	628.34	629.01	629.67	630.31	630.92	631.24
	TES	624.29	624.62	625.33	626.04	626.74	627.42	628.08	628.72	629.33	629.91	630.20
	ZW	624.24	624.57	625.30	626.02	626.73	627.42	628.08	628.72	629.31	629.87	630.16
	CW	624.24	624.54	625.20	625.86	626.52	627.18	627.83	628.49	629.15	629.81	630.16
	SW	0.03	0.04	0.05	0.07	0.08	0.08	0.08	0.08	0.07	0.05	0.04
LEFT GIRDER	DL1	0.07	0.08	0.12	0.15	0.18	0.19	0.19	0.18	0.15	0.12	0.10
	DL2	0.02	0.02	0.03	0.04	0.05	0.05	0.05	0.05	0.04	0.03	0.03
WEB	C	0.00	0.03	0.10	0.16	0.21	0.24	0.25	0.23	0.16	0.06	0.00
	FG	625.76	626.05	626.68	627.32	627.95	628.58	629.21	629.84	630.44	631.02	631.32
6	TES	624.70	625.01	625.70	626.38	627.04	627.69	628.32	628.93	629.50	630.03	630.31
	ZW	624.65	624.97	625.67	626.37	627.05	627.71	628.34	628.94	629.49	630.01	630.27
	CW	624.65	624.93	625.56	626.18	626.81	627.44	628.06	628.69	629.31	629.94	630.27
	SW	0.03	0.04	0.06	0.08	0.09	0.10	0.10	0.09	0.08	0.06	0.05
	DL1	0.08	0.10	0.14	0.18	0.21	0.22	0.22	0.21	0.18	0.14	0.12
RIGHT GIRDER	DL2	0.02	0.03	0.04	0.05	0.05	0.06	0.06	0.05	0.05	0.04	0.03
	C	0.00	0.04	0.12	0.19	0.24	0.27	0.28	0.25	0.18	0.07	0.00
BLOCKING HEIGHTS												
9	BLK	7.29										13.72
10		7.50										13.78
11		8.07										13.89
12		8.28										13.95

LEGEND

D1-8 INTERMEDIATE ELEVATION POINT (DIAPHRAGM LOCATION).

IN THIS EXAMPLE, 'I' IS THE FIELD SECTION NUMBER AND '8' IS THE DIAPHRAGM NUMBER WITHIN THIS FIELD SECTION.

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.

2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.

3. POSITIVE DEFLECTIONS ARE DOWNWARD.

4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPOINTS.

5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

TABULATED ELEVATIONS

FG FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.

DS FINISHED ELEVATION AT TOP OF DECK SLAB.

TES TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE)
= ZW + PL - SW

ZW TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS
= FG + SW + DL1+ DL2 - DK

CW ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.

BLK BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

TABULATED DEFLECTIONS

SW SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.

DL1 CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.

DL2 PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

CALCULATED VALUES

PL = THICKNESS OF TOP FLANGE PLUS ANY FILLER AND SPLICE PLATES

DK = DECK ASSEMBLY THICKNESS FROM TOP OF WEB TO FINISHED GRADE
= 4" HAUNCH + 9" SLAB + 2" OVERLAY
= 15" = 1.25 FT

C = CAMBER = ZW - CW

1

2

3

4

5

6

7

8

9

10

11

12

LEFT GIRDER

RIGHT GIRDER

RL NE

HORIZONTAL LOCATION KEY

LOOKING UPSTATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-40-1221

CONST. SPEC. 2004

DRAWN BY KGW

PLANS CKD. JCP

CAMBER AND DECK ELEVATIONS:
FIELD SECTION 16

SHEET 107 OF 162
MAR 21 2005

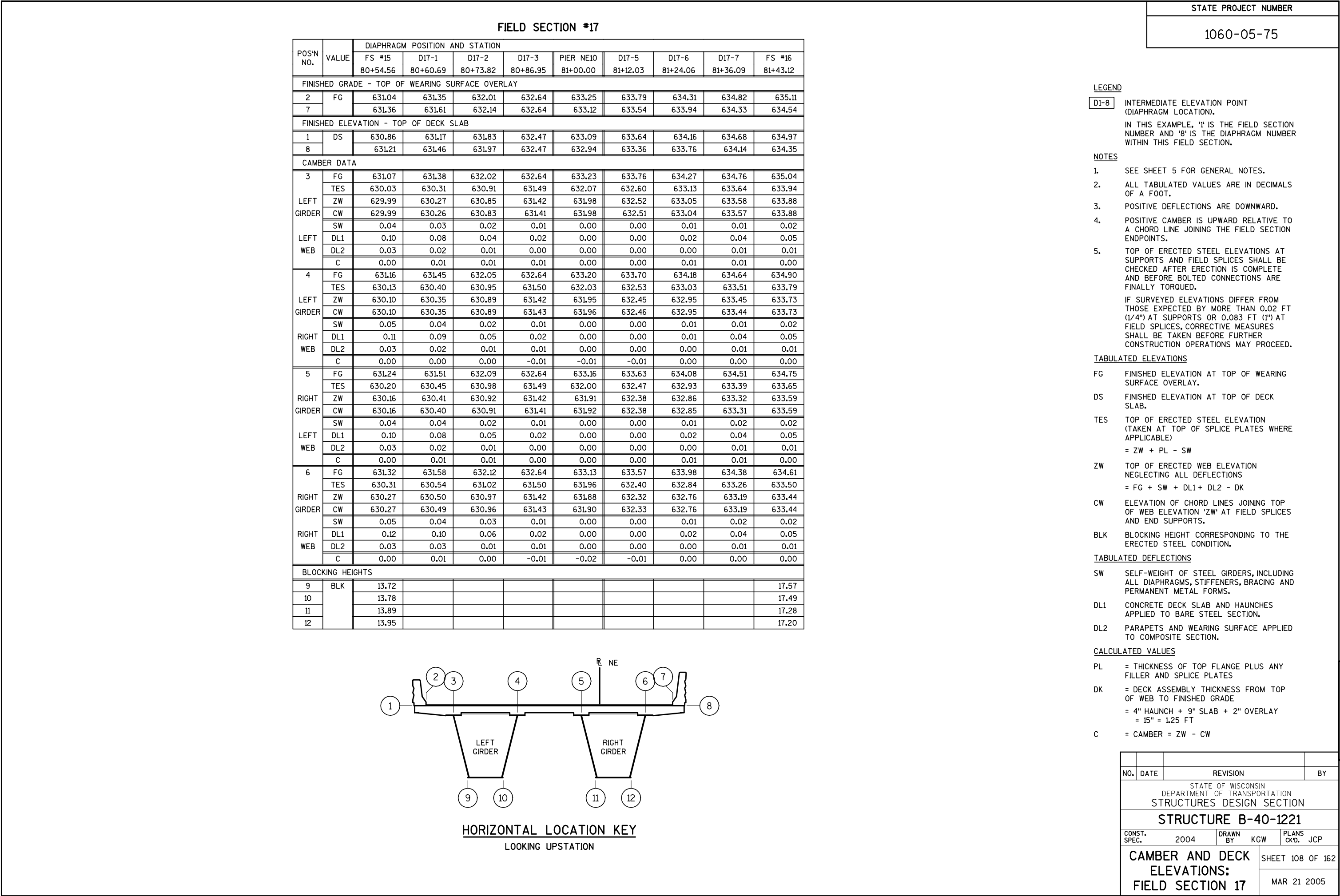
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Date: 23-MAR-2005 14:43

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POS'N NO.	VALUE	DIAPHRAGM POSITION AND STATION									
		FS #16 81+43.12	D18-1 81+48.12	D18-2 81+60.15	D18-3 81+72.18	D18-4 81+84.21	D18-5 81+96.24	D18-6 82+08.27	D18-7 82+20.30	D18-8 82+32.33	D18-9 82+44.31
FINISHED GRADE - TOP OF WEARING SURFACE OVERLAY											
2	FG	635.11	635.31	635.78	636.23	636.66	637.08	637.48	637.85	638.22	638.56
7		634.54	634.69	635.04	635.38	635.69	635.99	636.26	636.52	636.76	636.99
FINISHED ELEVATION - TOP OF DECK SLAB											
1	DS	634.97	635.17	635.64	636.10	636.54	636.96	637.36	637.75	638.12	638.46
8		634.35	634.50	634.84	635.17	635.48	635.77	636.04	636.29	636.53	636.75
CAMBER DATA											
3	FG	635.04	635.24	635.70	636.13	636.55	636.96	637.34	637.71	638.05	638.38
	TES	633.94	634.15	634.63	635.09	635.51	635.91	636.28	636.62	636.94	637.22
	ZW	633.88	634.09	634.58	635.04	635.47	635.87	636.24	636.57	636.87	637.14
	CW	633.88	634.04	634.43	634.81	635.20	635.59	635.98	636.37	636.76	637.14
LEFT GIRDER	SW	0.02	0.02	0.03	0.04	0.04	0.04	0.04	0.03	0.02	0.00
	DL1	0.05	0.06	0.08	0.09	0.10	0.10	0.09	0.07	0.04	0.01
LEFT WEB	DL2	0.01	0.02	0.02	0.02	0.03	0.03	0.02	0.02	0.01	0.00
	C	0.00	0.05	0.15	0.23	0.27	0.28	0.26	0.20	0.11	0.00
4	FG	634.90	635.08	635.51	635.91	636.30	636.67	637.03	637.36	637.68	637.98
	TES	633.79	633.99	634.44	634.87	635.26	635.63	635.97	636.28	636.56	636.82
	ZW	633.73	633.93	634.39	634.82	635.22	635.59	635.92	636.22	636.49	636.73
	CW	633.73	633.88	634.24	634.59	634.95	635.31	635.66	636.02	636.38	636.73
LEFT GIRDER	SW	0.02	0.02	0.03	0.04	0.04	0.04	0.04	0.03	0.02	0.00
	DL1	0.05	0.06	0.08	0.10	0.10	0.10	0.09	0.07	0.04	0.01
RIGHT WEB	DL2	0.01	0.01	0.02	0.02	0.03	0.03	0.02	0.02	0.01	0.00
	C	0.00	0.05	0.15	0.23	0.27	0.28	0.26	0.20	0.11	0.00
5	FG	634.75	634.92	635.32	635.69	636.05	636.39	636.71	637.02	637.30	637.57
	TES	633.65	633.83	634.25	634.64	635.01	635.35	635.65	635.93	636.18	636.41
	ZW	633.59	633.77	634.20	634.60	634.97	635.31	635.61	635.88	636.11	636.33
	CW	633.59	633.72	634.05	634.37	634.70	635.02	635.35	635.68	636.00	636.33
LEFT GIRDER	SW	0.02	0.02	0.03	0.04	0.04	0.04	0.04	0.03	0.02	0.00
	DL1	0.05	0.06	0.08	0.09	0.10	0.10	0.09	0.07	0.04	0.01
LEFT WEB	DL2	0.01	0.01	0.02	0.02	0.03	0.03	0.02	0.02	0.01	0.00
	C	0.00	0.05	0.15	0.23	0.27	0.28	0.26	0.20	0.11	0.00
6	FG	634.61	634.76	635.13	635.47	635.80	636.11	636.40	636.67	636.92	637.16
	TES	633.50	633.67	634.06	634.43	634.76	635.07	635.34	635.59	635.81	636.00
	ZW	633.44	633.61	634.01	634.38	634.72	635.03	635.30	635.53	635.74	635.92
	CW	633.44	633.56	633.86	634.15	634.45	634.74	635.04	635.33	635.63	635.

IN THIS EXAMPLE, '1' IS THE FIELD SECTION
NUMBER AND '8' IS THE DIAPHRAGM NUMBER
WITHIN THIS FIELD SECTION.

1. SEE SHEET 5 FOR GENERAL NOTES.
2. ALL TABULATED VALUES ARE IN DECIMALS OF A FOOT.
3. POSITIVE DEFLECTIONS ARE DOWNWARD.
4. POSITIVE CAMBER IS UPWARD RELATIVE TO A CHORD LINE JOINING THE FIELD SECTION ENDPONITS.
5. TOP OF ERECTED STEEL ELEVATIONS AT SUPPORTS AND FIELD SPLICES SHALL BE CHECKED AFTER ERECTION IS COMPLETE AND BEFORE BOLTED CONNECTIONS ARE FINALLY TORQUED.

IF SURVEYED ELEVATIONS DIFFER FROM THOSE EXPECTED BY MORE THAN 0.02 FT (1/4") AT SUPPORTS OR 0.083 FT (1") AT FIELD SPLICES, CORRECTIVE MEASURES SHALL BE TAKEN BEFORE FURTHER CONSTRUCTION OPERATIONS MAY PROCEED.

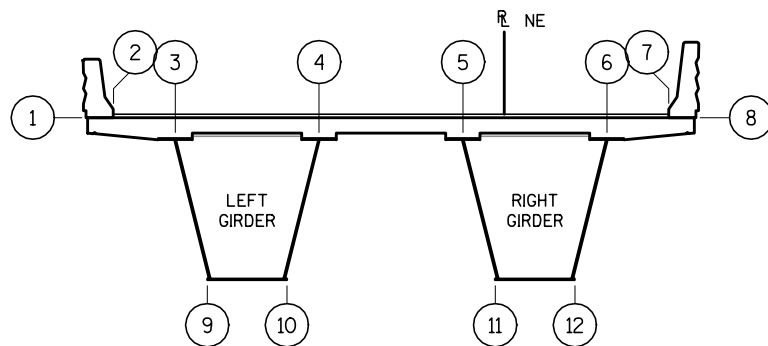
FG	FINISHED ELEVATION AT TOP OF WEARING SURFACE OVERLAY.
DS	FINISHED ELEVATION AT TOP OF DECK SLAB.
TES	TOP OF ERECTED STEEL ELEVATION (TAKEN AT TOP OF SPLICE PLATES WHERE APPLICABLE) = ZW + PL - SW
ZW	TOP OF ERECTED WEB ELEVATION NEGLECTING ALL DEFLECTIONS = FG + SW + DL1 + DL2 - DK
CW	ELEVATION OF CHORD LINES JOINING TOP OF WEB ELEVATION 'ZW' AT FIELD SPLICES AND END SUPPORTS.
BLK	BLOCKING HEIGHT CORRESPONDING TO THE ERECTED STEEL CONDITION.

SW	SELF-WEIGHT OF STEEL GIRDERS, INCLUDING ALL DIAPHRAGMS, STIFFENERS, BRACING AND PERMANENT METAL FORMS.
DL1	CONCRETE DECK SLAB AND HAUNCHES APPLIED TO BARE STEEL SECTION.
DL2	PARAPETS AND WEARING SURFACE APPLIED TO COMPOSITE SECTION.

PL = THICKNESS OF TOP FLANGE PLUS ANY
FILLER AND SPLICE PLATES

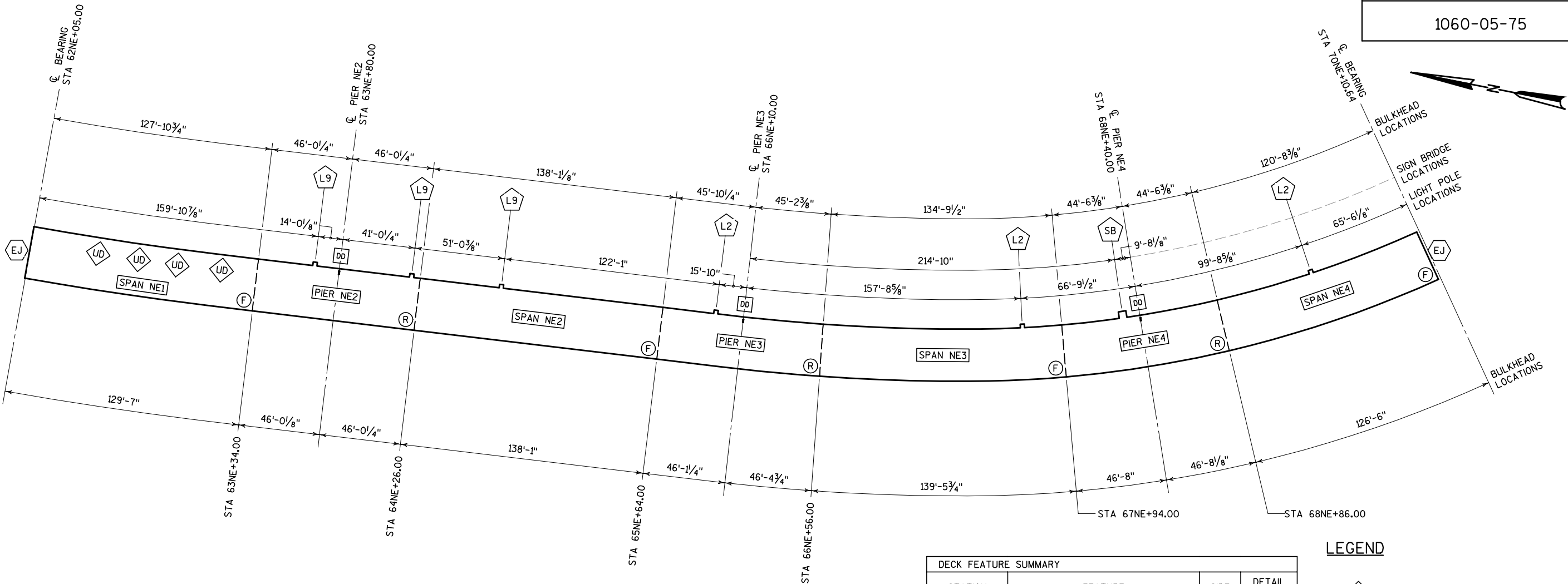
DK = DECK ASSEMBLY THICKNESS FROM TOP
OF WEB TO FINISHED GRADE
= 4" HAUNCH + 9" SLAB + 2" OVERLAY
= 15" = 1.25 FT

C = CAMBER = ZW - CW



8

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	KGW
		PLANS CK'D.	JCP
CAMBER AND DECK ELEVATIONS:		SHEET 109 OF 162	
FIELD SECTION 18		MAR 21 2005	



NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.

2. SEE ELECTRICAL DRAWINGS FOR DETAILS OF LIGHTING REQUIREMENTS INSIDE THE BOX GIRDERS, WHICH MAY INCLUDE INSERTS TO BE CAST INTO THE DECK SLAB.

3. SEE SHEETS 137 TO 142 FOR BLOCKOUTS AND OTHER DETAILS REQUIRED AT EXPANSION JOINT LOCATIONS.

4. DIMENSIONS ON THIS DRAWING ARE MEASURED ALONG THE ACTUAL PROFILE OF THE FINISHED EDGE OF DECK SLAB.

5. THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING AND COORDINATING DECK POURS TO BEST SUIT THE MEANS AND METHODS AVAILABLE TO HIM, SUBJECT TO THE FOLLOWING RESTRICTIONS.

6. CONTRACTOR MAY PLACE THE DECK CONTINUOUSLY FROM EITHER END OF THE STRUCTURE PROVIDED THAT ALL OTHER REQUIREMENTS ARE MET. IF MORE THAN ONE POUR IS REQUIRED, BULKHEADS BETWEEN POURS SHALL BE POSITIONED AT THE LOCATIONS IDENTIFIED ON THIS PLAN - SEE LEGEND.

7. CONTROL POUR SEQUENCE AND PLACEMENT RATE TO ENSURE THE FOLLOWING: BEFORE THE CONCRETE IN ANY 'PIER' AREA REACHES THE INITIAL SET CONDITION, THE CONCRETE IN BOTH ADJACENT 'SPAN' AREAS MUST ALREADY BE IN PLACE.

8. PREVENT UPLIFT AT ALL BEARING LOCATIONS. NOTE THAT ANY POUR SEQUENCE THAT REQUIRES POURING THE FIRST INTERIOR SPAN BEFORE THE ADJACENT END SPAN (SUCH AS END-TO-END SEQUENCES REFERRED TO ABOVE) WILL RESULT IN UPLIFT FORCES AT THE EXPANSION END BEARINGS THAT WILL HAVE TO BE ACCOUNTED FOR.
9. DEPOSIT FRESH CONCRETE FIRST IN THE AREA BETWEEN THE GIRDERS FOLLOWED BY THE OVERHANG AREA TO THE INSIDE OF THE CURVE AND THEN BY THE OVERHANG AREA TO THE OUTSIDE OF THE CURVE.

10. CONTROL THE PLACEMENT TO ENSURE THAT THE FURTHEST PROGRESS OF FRESH CONCRETE VARIES BY NO MORE THAN 10 FEET ACROSS THE WIDTH OF THE DECK.

11. PREVIOUSLY PLACED DECK CONCRETE MUST HAVE ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI BEFORE THE AREAS IMMEDIATELY ADJACENT MAY BE PLACED.

12. FOLLOW PROCEDURES OUTLINED IN THE SPECIAL PROVISIONS FOR PROMPTLY FOGGING, COVERING AND CURING FRESHLY PLACED CONCRETE.

13. FIVE DIFFERENT ZONES HAVE BEEN DEFINED FOR THE BOTTOM LONGITUDINAL REINFORCEMENT. THESE ZONES ARE DESCRIBED BELOW AND ARE ALSO SHOWN IN THE TYPICAL DECK SECTIONS.
L - OVERHANG AREA OUTSIDE THE LEFT GIRDER
LG - OVER THE LEFT GIRDER
C - BETWEEN THE LEFT AND RIGHT GIRDERS
RG - OVER THE RIGHT GIRDER
R - OVERHANG AREA OUTSIDE THE RIGHT GIRDER

14. STAY-IN-PLACE METAL FORMS WILL ONLY BE PERMITTED INSIDE THE BOX GIRDERS - THE OVERHANGS AND THE ZONE BETWEEN THE GIRDERS SHALL USE CONVENTIONAL TEMPORARY FORMS.

15. THE USE OF STAY-IN-PLACE METAL FORMS IS OPTIONAL - CONVENTIONAL FORMWORK MAY BE USED INSIDE THE BOXES BUT MUST BE COMPLETELY REMOVED.

16. STAY-IN-PLACE METAL FORMS SHALL BE GALVANIZED, SHALL BE SIZED TO DEFLECT NO MORE THAN 1/2 " UNDER THE WEIGHT OF WET CONCRETE AND FOR PAYMENT PURPOSES WILL BE CONSIDERED INCIDENTAL TO ITEM SPV.0035.2025 'HIGH PERFORMANCE CONCRETE (HPC) MASONRY SUPERSTRUCTURES'.
17. DESIGN CONNECTION BETWEEN STAY-IN-PLACE METAL FORMS AND GIRDER FLANGES TO PROVIDE ADJUSTMENT OF VERTICAL POSITION BASED ON THE ACTUAL HAUNCH HEIGHT REQUIRED. WELDED DETAILS SHALL BE FATIGUE STRESS CATEGORY C OR BETTER.
18. TOP OF STAY-IN-PLACE METAL FORMS SHALL BE ALIGNED WITH THE UNDERSIDE OF THE 9" DECK SLAB AS SHOWN IN THE SECTIONS ON SHEET 112.
19. PRECAST CONCRETE DECK PLANKS WILL NOT BE ACCEPTED IN PLACE OF STAY-IN-PLACE METAL FORMS.

DECK FEATURE SUMMARY			
STATION	FEATURE	SIDE	DETAIL SHEETS
62NE+44.00	UNDERDECK LIGHTING ANCHORAGE	6' LEFT	133
62NE+67.00	UNDERDECK LIGHTING ANCHORAGE	6' LEFT	133
62NE+89.00	UNDERDECK LIGHTING ANCHORAGE	6' LEFT	133
63NE+14.00	UNDERDECK LIGHTING ANCHORAGE	6' LEFT	133
63NE+66.00	LIGHT POLE - ANCH TYPE 9	LEFT	154-155
63NE+80.00	FLOOR DRAIN	LEFT	134-135
64NE+21.00	LIGHT POLE - ANCH TYPE 9	LEFT	154-155
64NE+72.00	LIGHT POLE - ANCH TYPE 9	LEFT	154-155
65NE+94.00	LIGHT POLE - ANCH TYPE 2	LEFT	154-155
66NE+10.00	FLOOR DRAIN	LEFT	134-135
67NE+71.00	LIGHT POLE - ANCH TYPE 2	LEFT	154-155
68NE+30.00	SIGN BRIDGE S-40-723	LEFT	158-159
68NE+40.00	FLOOR DRAIN	LEFT	134-135
69NE+43.00	LIGHT POLE - ANCH TYPE 2	LEFT	154-155
71NE+13.00	LIGHT POLE - ANCH TYPE 2	LEFT	154-155
71NE+85.00	FLOOR DRAIN	LEFT	134-135
72NE+80.00	LIGHT POLE - ANCH TYPE 2	LEFT	154-155
73NE+58.00	LIGHT POLE - ANCH TYPE 9	LEFT	154-155
74NE+17.00	LIGHT POLE - ANCH TYPE 9	LEFT	154-155
74NE+20.00	FLOOR DRAIN	LEFT	134-135
74NE+74.00	LIGHT POLE - ANCH TYPE 9	LEFT	154-155
75NE+32.00	LIGHT POLE - ANCH TYPE 9	LEFT	154-155
75NE+90.00	LIGHT POLE - ANCH TYPE 9	LEFT	154-155
76NE+55.00	FLOOR DRAIN	LEFT	134-135
76NE+95.00	FLOOR DRAIN	LEFT	134-135
77NE+12.00	LIGHT POLE - ANCH TYPE 2	RIGHT	156-157
77NE+15.00	FLOOR DRAIN	LEFT	134-135
77NE+35.00	FLOOR DRAIN	LEFT	134-135
78NE+90.00	FLOOR DRAIN	LEFT	134-135
79NE+06.00	LIGHT POLE - ANCH TYPE 2	RIGHT	156-157
80NE+85.00	LIGHT POLE - ANCH TYPE 2	RIGHT	156-157
81NE+00.00	FLOOR DRAIN	RIGHT	134-135

LEGEND

- UD

UNDERDECK LIGHTING ANCHORAGE
- F

PERMITTED BULKHEAD LOCATIONS FOR DECK POURS PROCEEDING IN THE FORWARD (INCREASING STATION) DIRECTION. SEE SHEET 133 FOR BULKHEAD DETAILS.
- R

PERMITTED BULKHEAD LOCATIONS FOR DECK POURS PROCEEDING IN THE REVERSE (DECREASING STATION) DIRECTION. SEE SHEET 133 FOR BULKHEAD DETAILS.
- PIER NE2

POUR AREA IDENTIFIERS.
- EJ

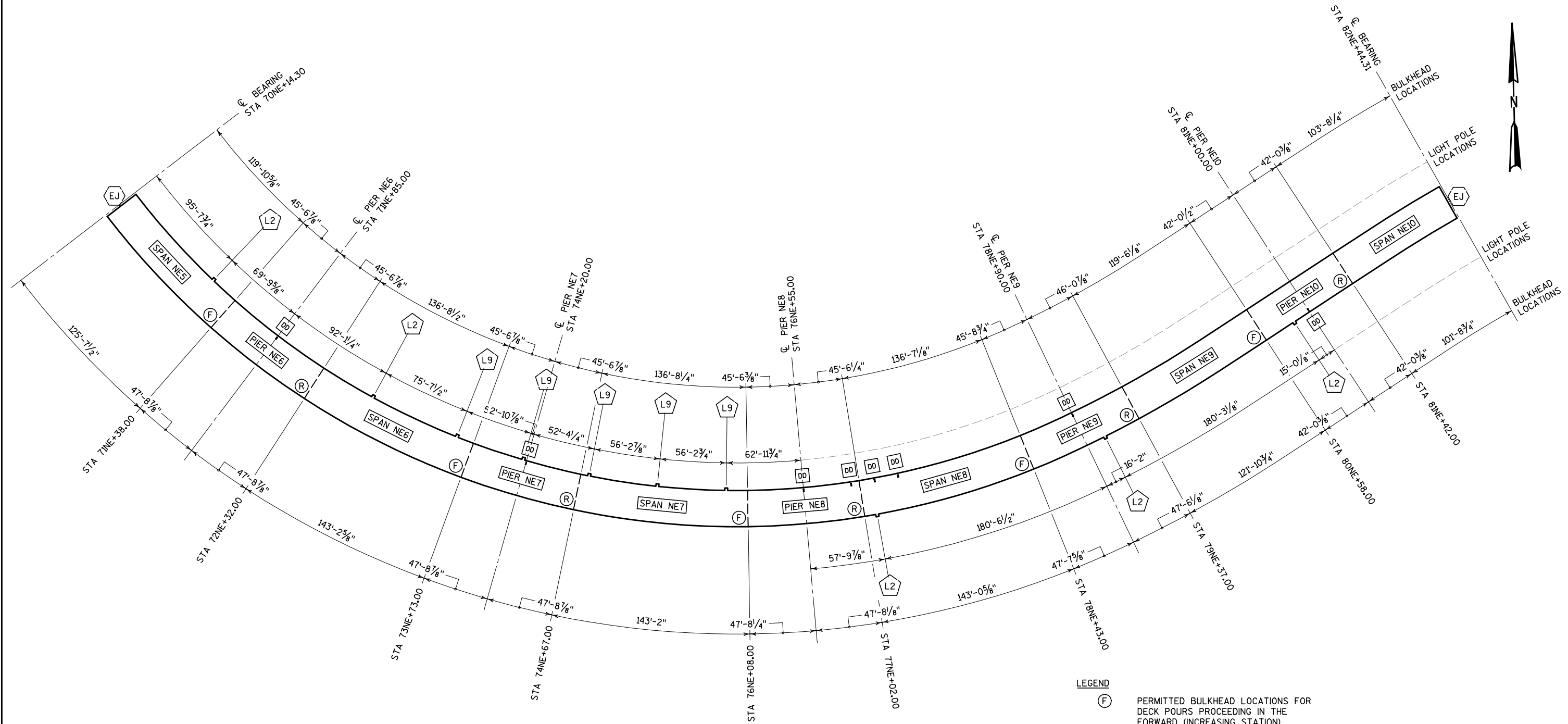
EXPANSION JOINT LOCATION.
- DD

FLOOR DRAIN LOCATION.
- L2

LIGHT POLE MOUNTING LOCATION.
- SB

SIGN BRIDGE MOUNTING LOCATION.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CKD. JCP
DECK LAYOUT UNIT 1			SHEET 110 OF 162
			MAR 21 2005



LEGEND

F

PERMITTED BULKHEAD LOCATIONS FOR DECK POURS PROCEEDING IN THE FORWARD (INCREASING STATION) DIRECTION. SEE SHEET 133 FOR BULKHEAD DETAILS.

R

PERMITTED BULKHEAD LOCATIONS FOR DECK POURS PROCEEDING IN THE REVERSE (DECREASING STATION) DIRECTION. SEE SHEET 133 FOR BULKHEAD DETAILS.

PIER NE2

POUR AREA IDENTIFIERS.

EJ

EXPANSION JOINT LOCATION.

DD

FLOOR DRAIN LOCATION.

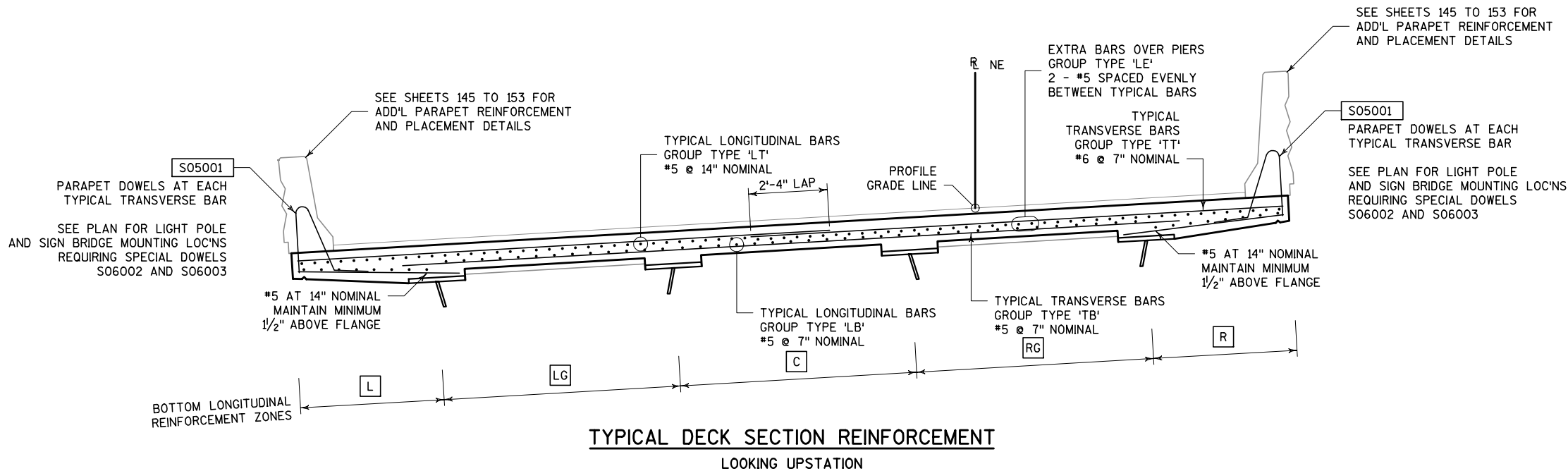
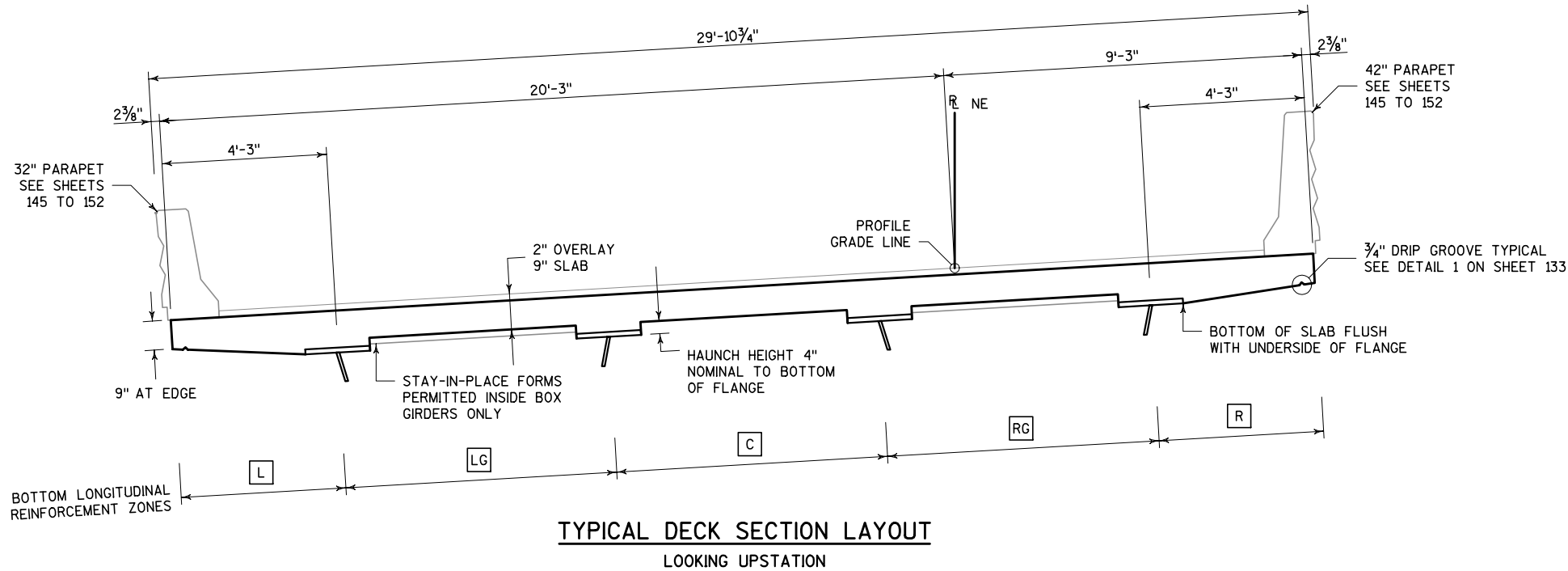
L?

LIGHT POLE MOUNTING LOCATION.

SB

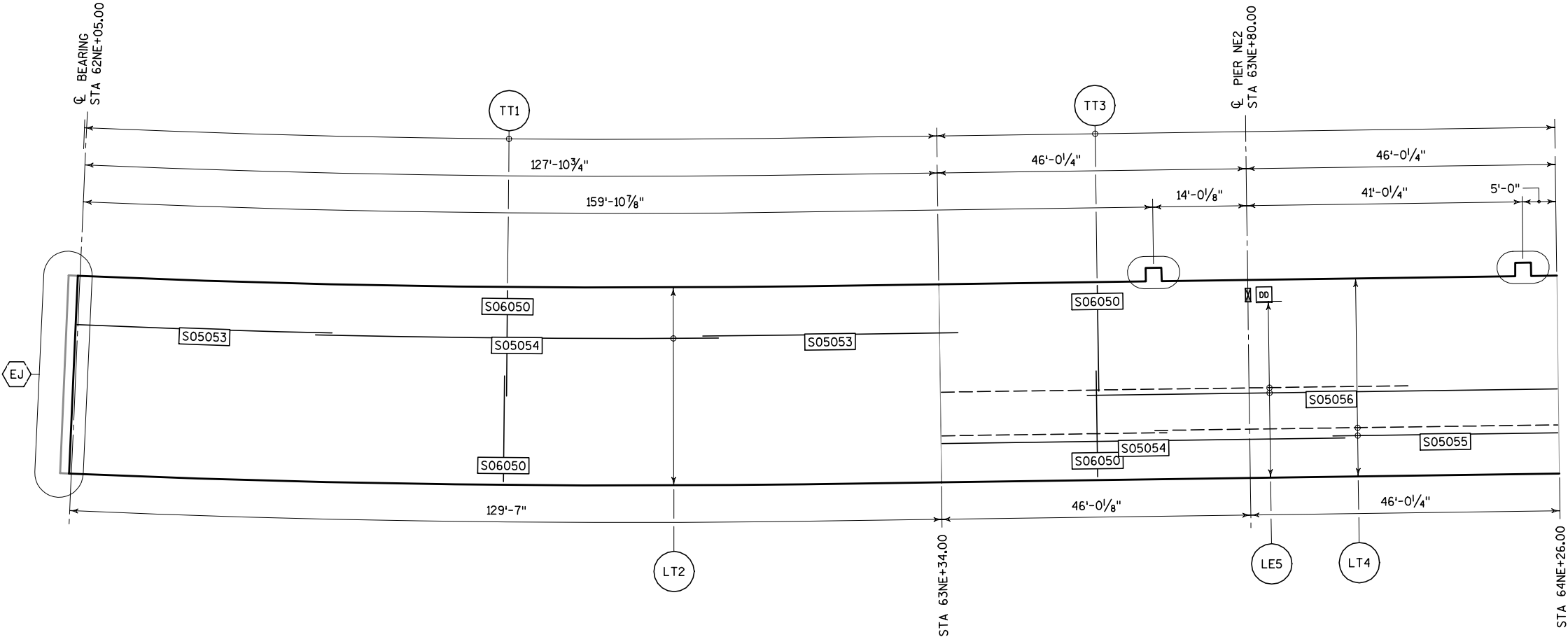
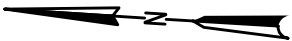
SIGN BRIDGE MOUNTING LOCATION.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	KGW
		PLANS CK'D.	JCP
DECK LAYOUT UNIT 2		SHEET 111 OF 162	
		MAR 21 2005	



- NOTES
1. PLACE TOP LAYER OF REINFORCING STEEL IN THE DECK SURFACE WITH 2 1/2" CLEAR COVER TO TOP OF SLAB (EXCLUDING WEARING SURFACE OVERLAY).
 2. PLACE BOTTOM LAYER OF REINFORCING STEEL IN THE DECK WITH 1 1/2" CLEAR COVER.

NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION					
STRUCTURE B-40-1221					
CONST. SPEC.	2004	DRAWN BY	KGW	PLANS CK'D.	JCP
DECK SECTIONS				SHEET 112 OF 162	
				MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- LT

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- EJ

EXPANSION JOINT LOCATION. SEE SHEET 137 FOR DETAILS OF REINFORCEMENT REQUIRED IN THIS AREA.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L9

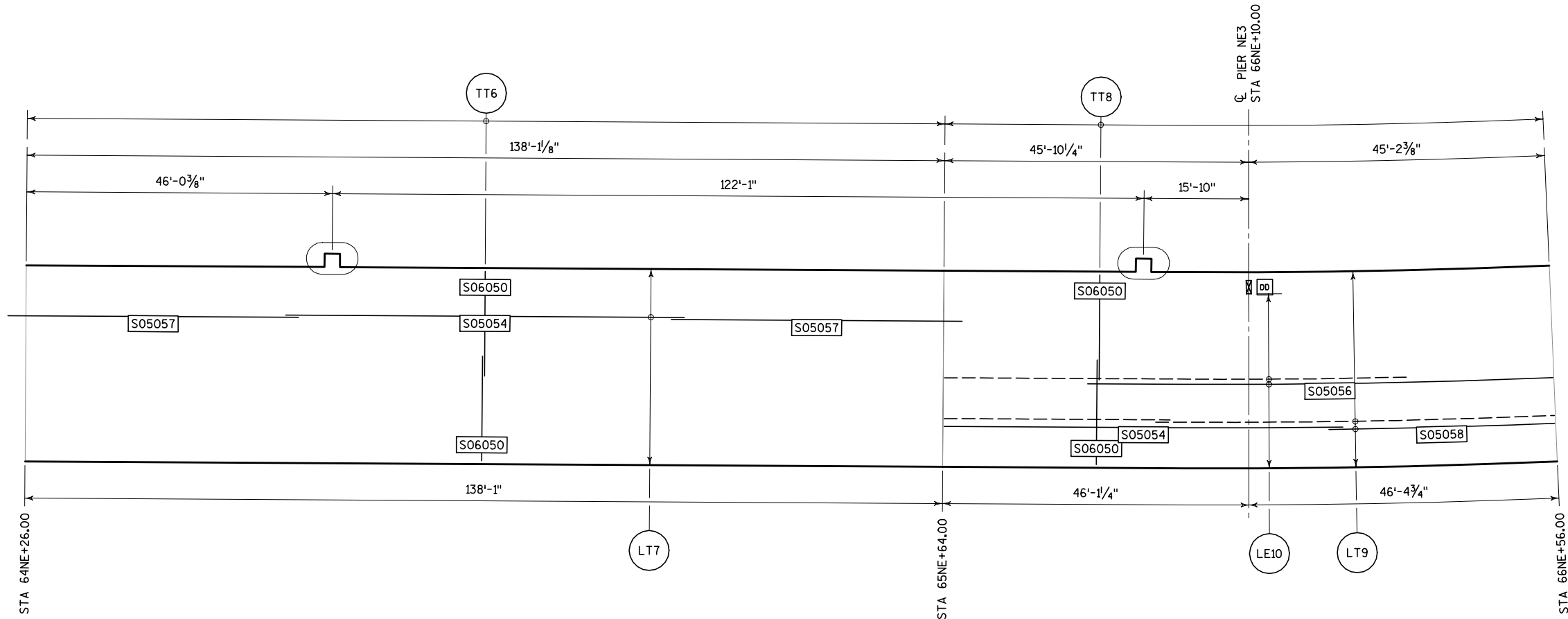
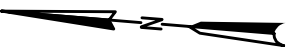
LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 9.
SEE SHEET 155 FOR ADDITIONAL REINFORCEMENT REQUIRED AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST				REMARKS
			LOW	HIGH							MARK	NO.	MARK	NO.	
SPAN NE1	TRANS	TT1	62+04.96	63+33.71		223	7"	7"	2'-4"	2'-4"	S06050	446			
	LONG	LT2	62+04.83	63+36.75		26	13¾"	13¾"	2'-7"	1'-9"	S05053	52	S05054	26	
PIER NE2	TRANS	TT3	63+34.29	64+25.71		158	7"	7"	2'-4"	2'-4"	S06050	316			
	LONG	LT4	63+34.17	64+25.83	YES	26	13¾"	13¾"	1'-10"	1'-10"	S05054	26	S05055	26	
	EXTRA	LE5	63+34.17	64+25.83	YES	44	4½"	4½"			S05056	44			THIS GROUP TERMINATES AT INSIDE EDGE OF FLOOR DRAIN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
TOP DECK REINFORCEMENT 1 OF 10		SHEET 113 OF 162	
		MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- LT

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L2

LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
- L9

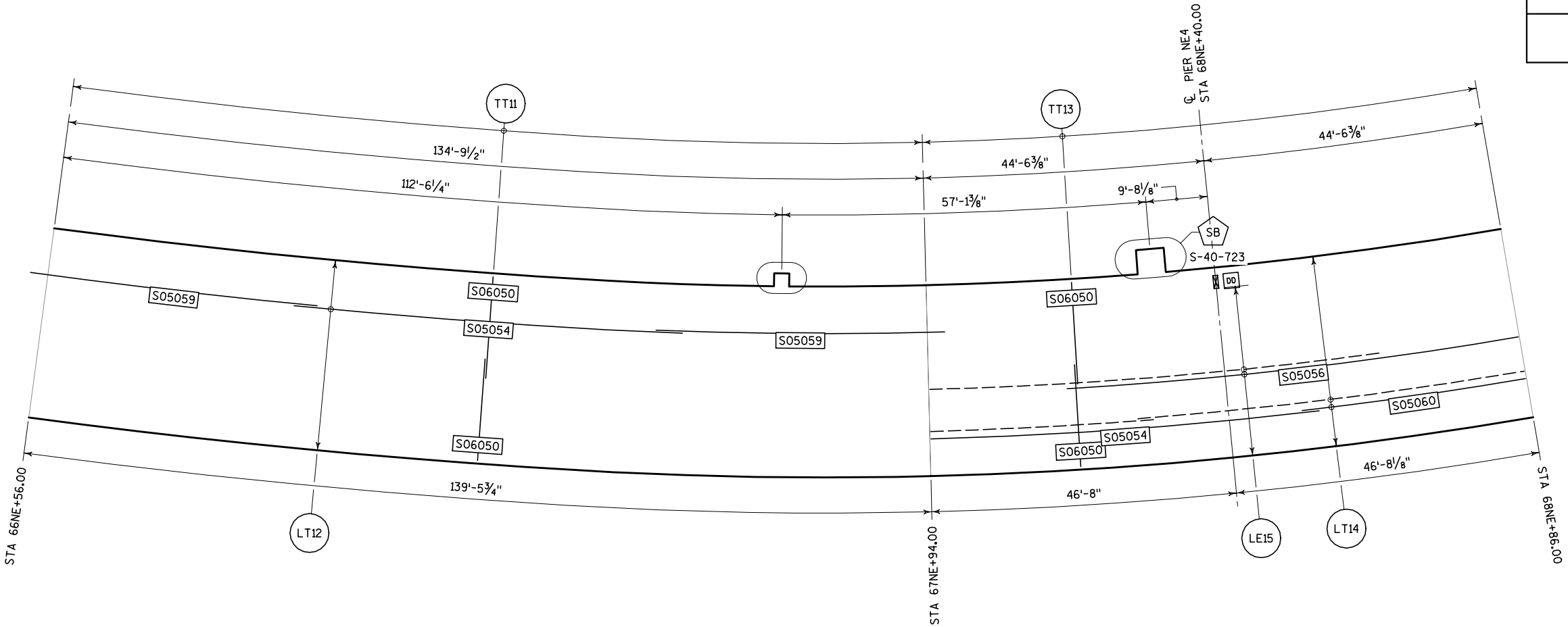
LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 9.
SEE SHEET 155 FOR ADDITIONAL REINFORCEMENT REQUIRED AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST				REMARKS
			LOW	HIGH							MARK	NO.	MARK	NO.	
SPAN NE2	TRANS	TT6	64+26.29	65+63.71		237	7"	7"	2'-4"	2'-4"	S06050	474			
	LONG	LT7	64+23.25	65+66.75		26	13 3/4"	13 3/4"	1'-11"	1'-11"	S05057	52	S05054	26	
PIER NE3	TRANS	TT8	65+64.29	66+55.71		159	6 3/4"	7"	2'-4"	2'-4"	S06050	318			
	LONG	LT9	65+64.17	66+55.83	YES	26	13 3/4"	13 3/4"	3'-3"	1'-10"	S05054	26	S05058	26	
	EXTRA	LE10	65+64.17	66+55.83	YES	44	4 1/2"	4 1/2"			S05056	44			THIS GROUP TERMINATES AT INSIDE EDGE OF FLOOR DRAIN

NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION					
STRUCTURE B-40-1221					
CONST. SPEC.		2004	DRAWN BY	KCW	PLANS CK'D. JCP
TOP DECK REINFORCEMENT 2 OF 10				SHEET 114 OF 162	
				MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- LT

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L2

LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.

SEE SHEET 155 FOR ADDITIONAL REINFORCEMENT REQUIRED AT LIGHT POLE LOCATIONS.
- SB

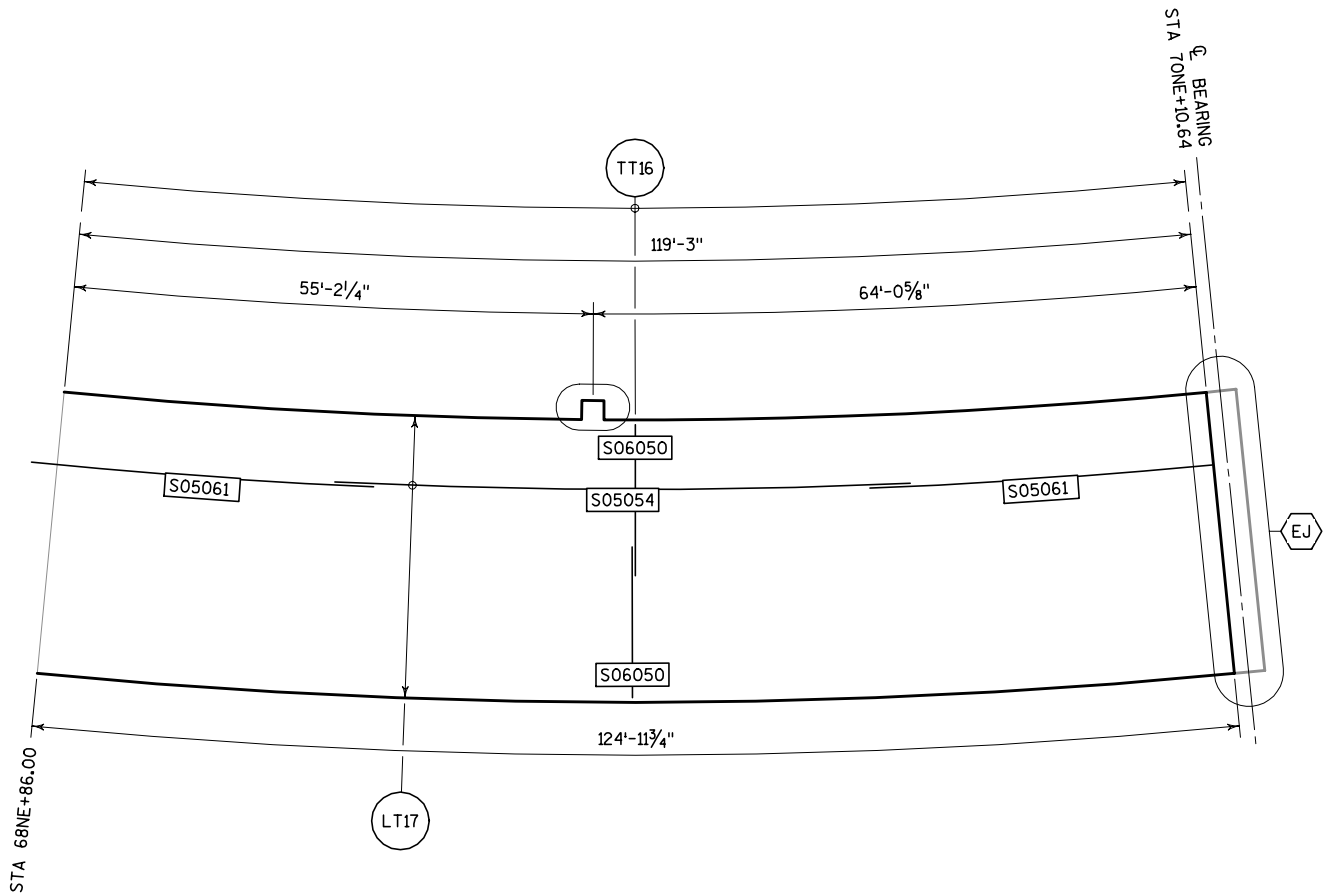
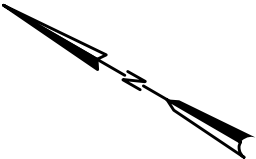
SIGN BRIDGE MOUNTING LOCATION. SEE SHEET 158 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST				REMARKS
			LOW	HIGH							MARK	NO.	MARK	NO.	
SPAN NE3	TRANS	TT11	66+56.29	67+93.71		240	6¾"	7"	2'-4"	2'-4"	S06050	480			
	LONG	LT12	66+53.25	67+96.75		26	13¾"	13¾"	4'-5"	2'-0"	S05059	52	S05054	26	
PIER NE4	TRANS	TT13	67+94.29	68+85.71		161	6¾"	7"	2'-4"	2'-4"	S06050	322			
	LONG	LT14	67+94.17	68+85.83	YES	26	13¾"	13¾"	6'-0"	1'-9"	S05054	26	S05060	26	
	EXTRA	LE15	67+94.17	68+85.83	YES	44	4½"	4½"			S05056	44			THIS GROUP TERMINATES AT INSIDE EDGE OF FLOOR DRAIN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
TOP DECK REINFORCEMENT 3 OF 10		SHEET 115 OF 162 MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- LT

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- EJ

EXPANSION JOINT LOCATION. SEE SHEET 138 FOR DETAILS OF REINFORCEMENT REQUIRED IN THIS AREA.
- L2

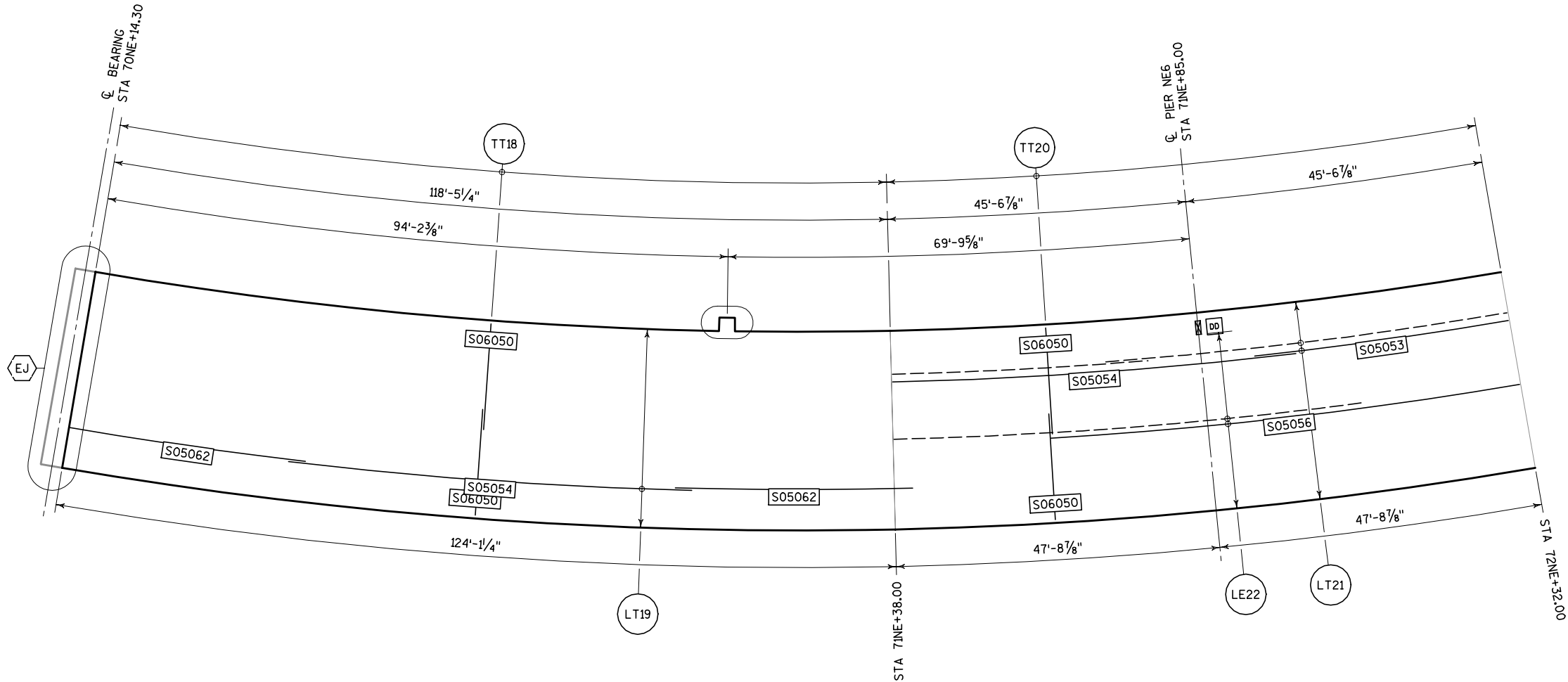
LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
SEE SHEET 155 FOR ADDITIONAL REINFORCEMENT REQUIRED AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST				REMARKS
			LOW	HIGH							MARK	NO.	MARK	NO.	
SPAN NE4	TRANS	TT16	68+86.29	70+08.85		215	6¾"	7"	2'-4"	2'-4"	S06050	430			
	LONG	LT17	68+83.25	70+08.97		26	13¾"	13¾"	4'-11"	1'-11"	S05061	52	S05054	26	

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
TOP DECK REINFORCEMENT 4 OF 10		SHEET 116 OF 162 MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- LT

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- EJ

EXPANSION JOINT LOCATION. SEE SHEET 138 FOR DETAILS OF REINFORCEMENT REQUIRED IN THIS AREA.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L2

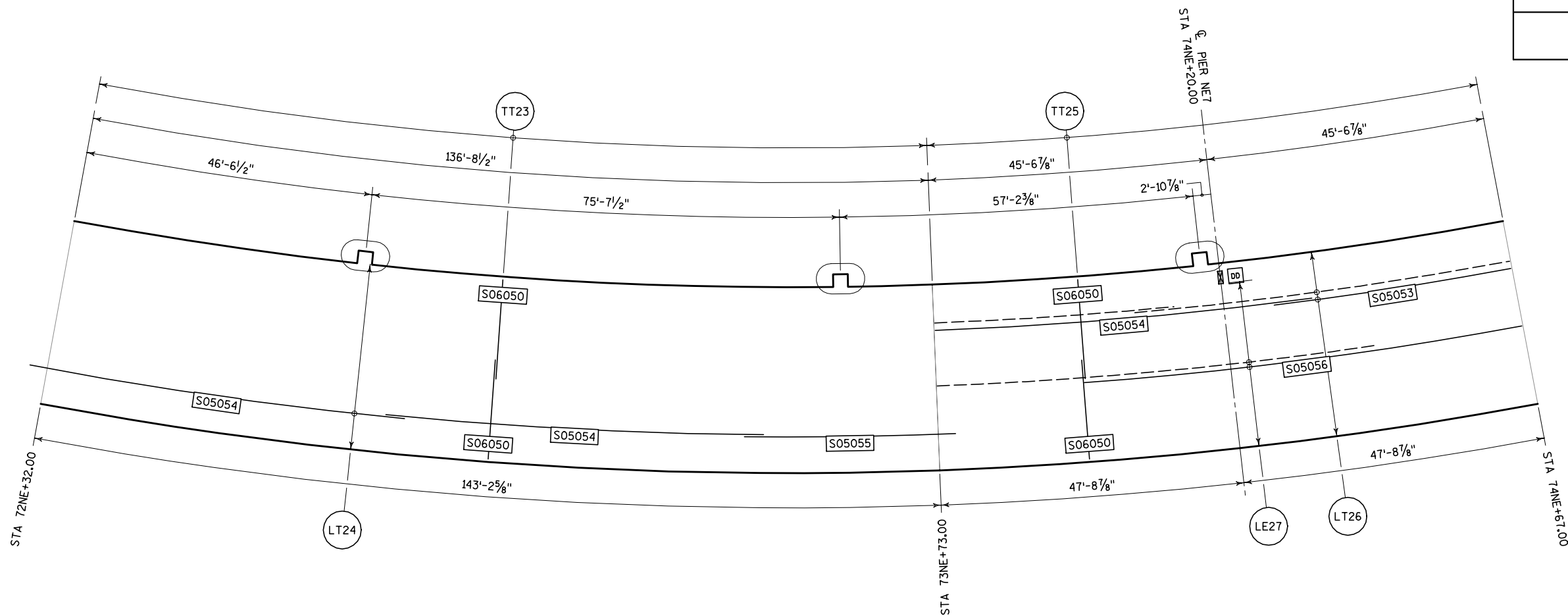
LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
SEE SHEET 155 FOR ADDITIONAL REINFORCEMENT REQUIRED AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST				REMARKS
			LOW	HIGH							MARK	NO.	MARK	NO.	
SPAN NE5	TRANS	TT18	70+16.09	71+37.71		213	6¾"	7"	2'-4"	2'-4"	S06050	426			
	LONG	LT19	70+15.97	71+40.75		26	13¾"	13¾"	4'-9"	1'-11"	S05062	52	S05054	26	
PIER NE6	TRANS	TT20	71+38.29	72+31.71		164	6¾"	7"	2'-4"	2'-4"	S06050	328			
	LONG	LT21	71+38.17	72+31.83	YES	26	13¾"	13¾"	7'-2"	2'-10"	S05054	26	S05053	26	
	EXTRA	LE22	71+38.17	72+31.83	YES	44	4½"	4½"			S05056	44			THIS GROUP TERMINATES AT INSIDE EDGE OF FLOOR DRAIN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
TOP DECK REINFORCEMENT 5 OF 10		SHEET 117 OF 162 MAR 21 2005	



LEGEND

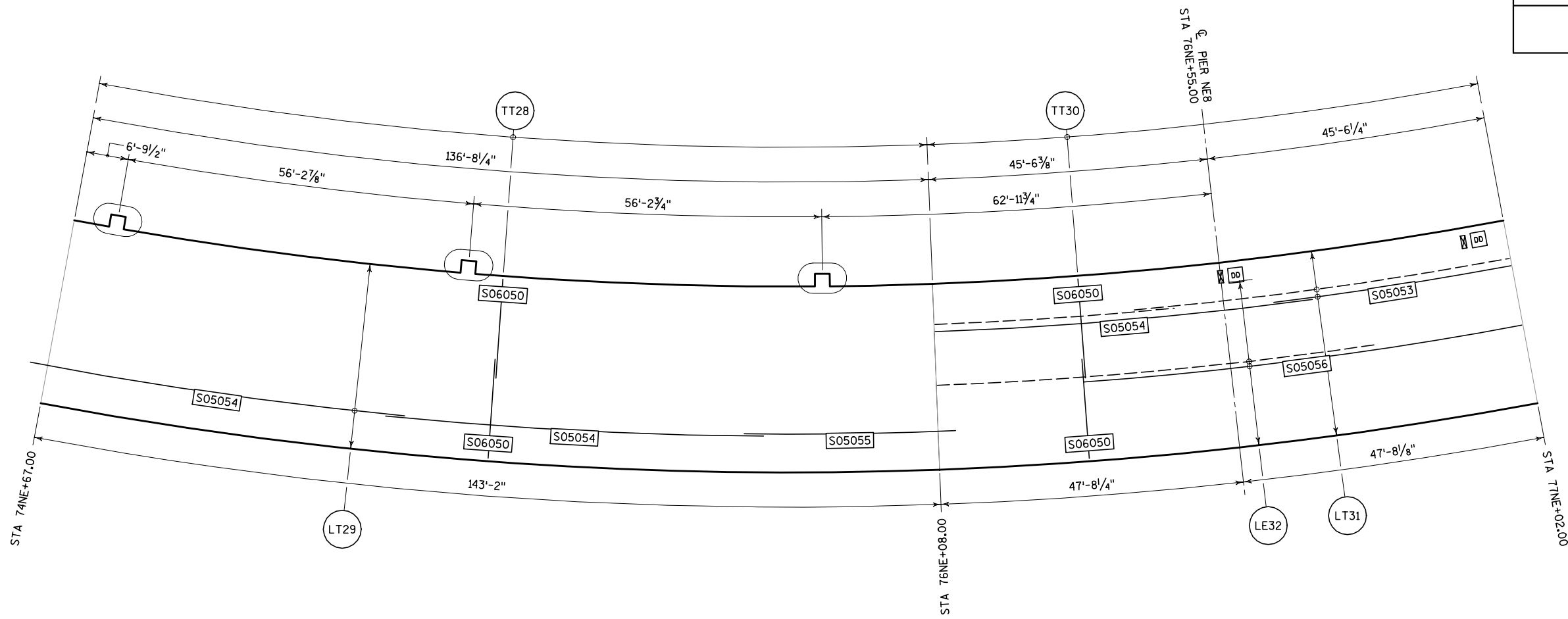
- S06005** BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- LT** BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- DD** FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L2** LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
- L9** LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 9.
- SEE SHEET 155 FOR ADDITIONAL REINFORCEMENT REQUIRED AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST				REMARKS
			LOW	HIGH							MARK	NO.	MARK	NO.	
SPAN NE6	TRANS	TT23	72+32.29	73+72.71		246	6¾"	7"	2'-4"	2'-4"	S06050	492			
	LONG	LT24	72+29.25	73+75.75		26	13¾"	13¾"	5'-9"	2'-4"	S05054	52	S05055	26	
PIER NE7	TRANS	TT25	73+73.29	74+66.71		164	6¾"	7"	2'-4"	2'-4"	S06050	328			
	LONG	LT26	73+73.17	74+66.83	YES	26	13¾"	13¾"	7'-2"	2'-10"	S05054	26	S05053	26	
	EXTRA	LE27	73+73.17	74+66.83	YES	44	4½"	4½"			S05056	44			THIS GROUP TERMINATES AT INSIDE EDGE OF FLOOR DRAIN

NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION					
STRUCTURE B-40-1221					
CONST. SPEC.	2004	DRAWN BY	KGW	PLANS CK'D.	JCP
TOP DECK REINFORCEMENT 6 OF 10				SHEET 118 OF 162	
				MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- LT

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L9

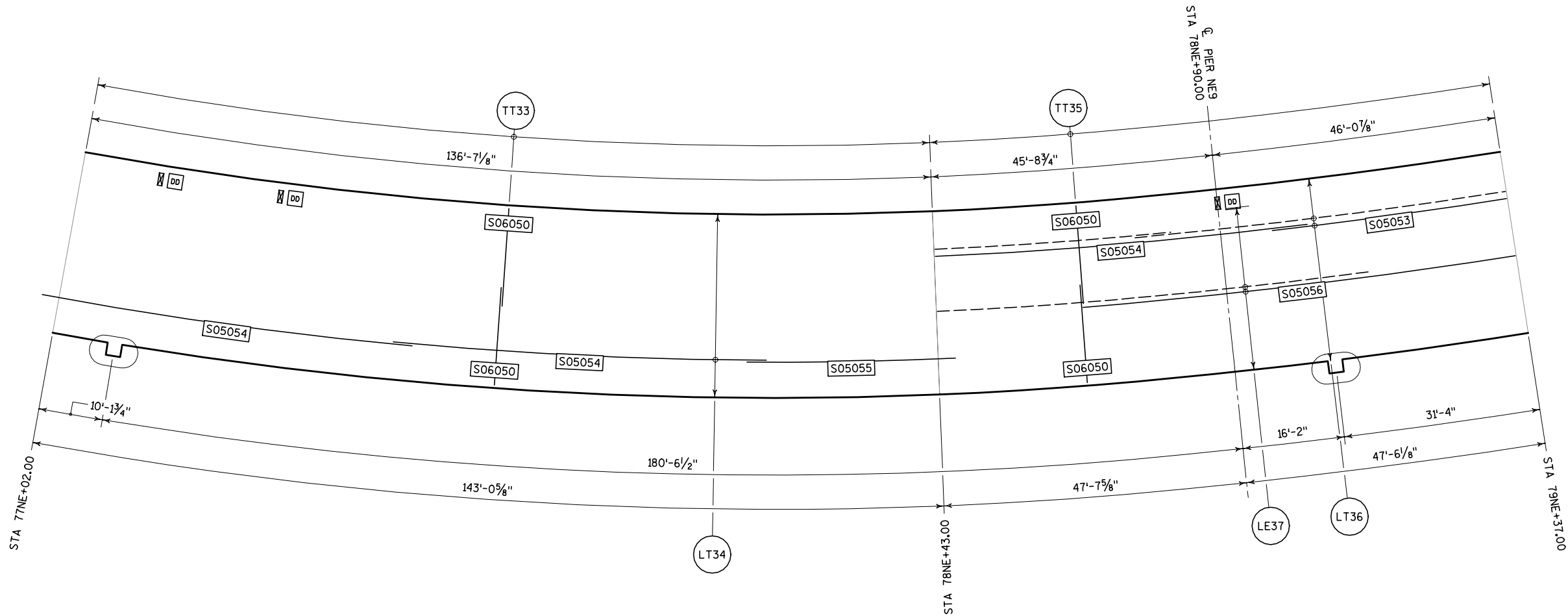
LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 9.
SEE SHEET 155 FOR ADDITIONAL REINFORCEMENT REQUIRED AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST				REMARKS
			LOW	HIGH							MARK	NO.	MARK	NO.	
SPAN NE7	TRANS	TT28	74+67.29	76+07.71		246	6¾"	7"	2'-4"	2'-4"	S06050	492			
	LONG	LT29	74+64.25	76+10.75		26	13¾"	13¾"	5'-9"	2'-4"	S05054	52	S05055	26	
PIER NE8	TRANS	TT30	76+08.29	77+01.71		164	6¾"	7"	2'-4"	2'-4"	S06050	328			
	LONG	LT31	76+08.17	77+01.83	YES	26	13¾"	13¾"	7'-3"	3'-0"	S05054	26	S05053	26	
	EXTRA	LE32	76+08.17	77+01.83	YES	44	4½"	4½"			S05056	44			THIS GROUP TERMINATES AT INSIDE EDGE OF FLOOR DRAIN

NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION					
STRUCTURE B-40-1221					
CONST. SPEC.	2004	DRAWN BY	KGW	PLANS CK'D.	JCP
TOP DECK REINFORCEMENT 7 OF 10				SHEET 119 OF 162	
				MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- LT

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L2

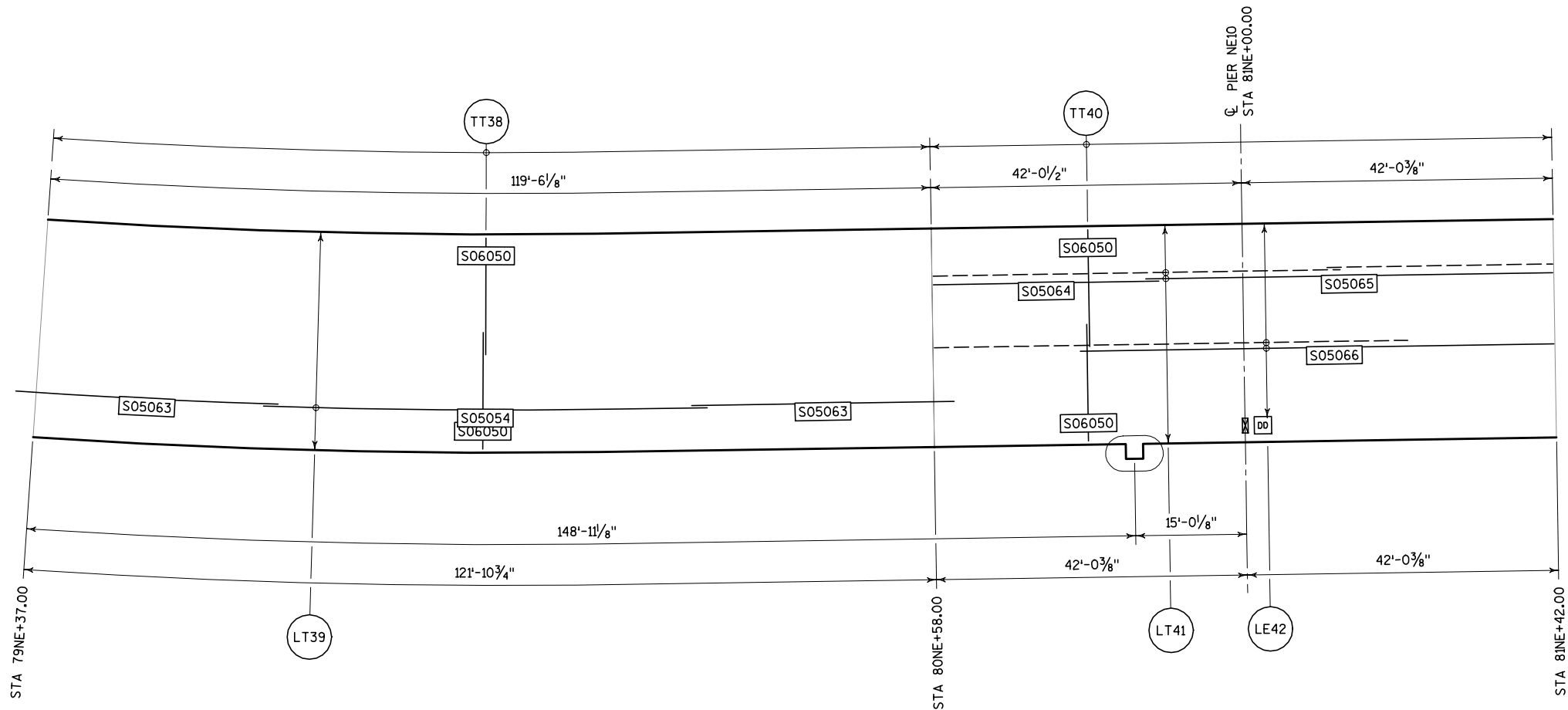
LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
SEE SHEET 157 FOR ADDITIONAL REINFORCEMENT REQUIRED AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST				REMARKS
			LOW	HIGH							MARK	NO.	MARK	NO.	
SPAN NE8	TRANS	TT33	77+02.29	78+42.71		246	6¾"	7"	2'-4"	2'-4"	S06050	492			
	LONG	LT34	76+99.25	78+45.75		26	13¾"	13¾"	5'-9"	2'-5"	S05054	52	S05055	26	
PIER NE9	TRANS	TT35	78+43.29	79+36.71		164	6¾"	7"	2'-4"	2'-4"	S06050	328			
	LONG	LT36	78+43.17	79+36.83	YES	26	13¾"	13¾"	6'-6"	3'-2"	S05054	26	S05053	26	
	EXTRA	LE37	78+43.17	79+36.83	YES	44	4½"	4½"			S05056	44			THIS GROUP TERMINATES AT INSIDE EDGE OF FLOOR DRAIN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	PLANS CK'D.
		KGW	JCP
TOP DECK REINFORCEMENT 8 OF 10		SHEET 120 OF 162	
		MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- LT

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L2

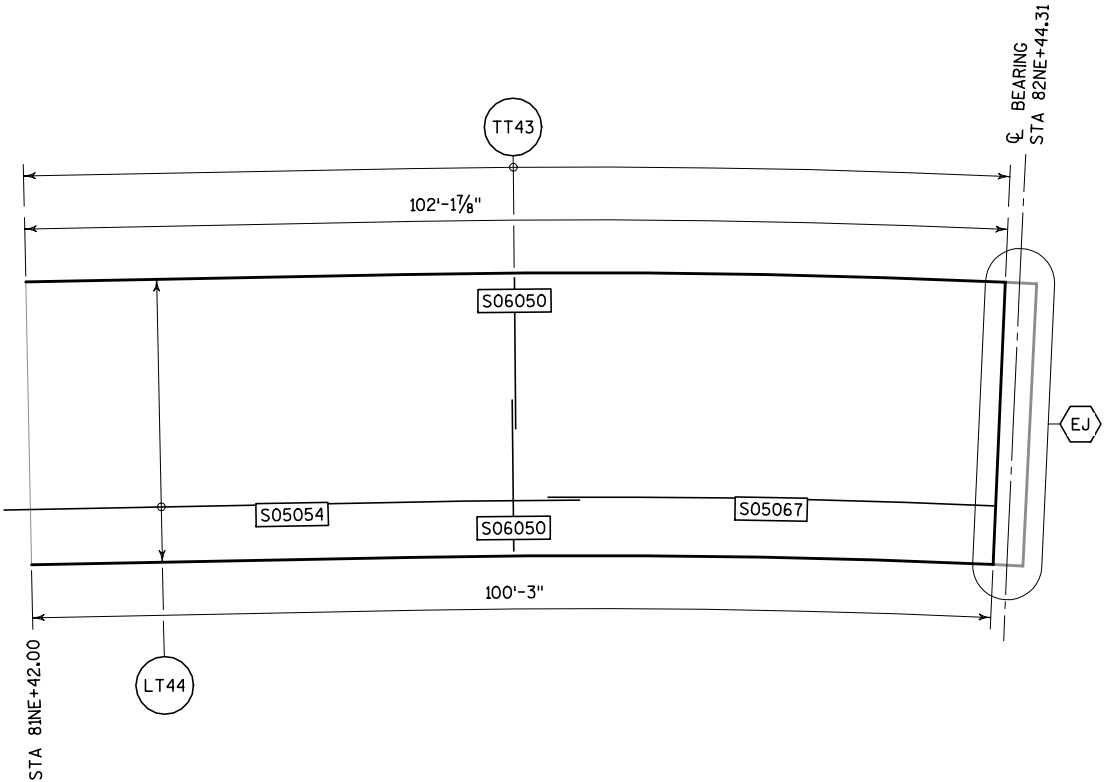
LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
SEE SHEET 157 FOR ADDITIONAL REINFORCEMENT REQUIRED AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST				REMARKS
			LOW	HIGH							MARK	NO.	MARK	NO.	
SPAN NE9	TRANS	TT38	79+37.29	80+57.71		209	6 3/4"	7"	2'-4"	2'-4"	S06050	418			
	LONG	LT39	79+34.25	80+60.75		26	13 3/4"	13 3/4"	3'-0"	1'-9"	S05063	52	S05054	26	
PIER NE10	TRANS	TT40	80+58.29	81+41.71		145	7"	7"	2'-4"	2'-4"	S06050	290			
	LONG	LT41	80+58.17	81+41.83	YES	26	13 3/4"	13 3/4"	1'-9"	1'-9"	S05064	26	S05065	26	
	EXTRA	LE42	80+58.17	81+41.83	YES	44	4 1/2"	4 1/2"			S05066	44			THIS GROUP TERMINATES AT INSIDE EDGE OF FLOOR DRAIN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
TOP DECK REINFORCEMENT 9 OF 10		SHEET 121 OF 162 MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- LT

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- EJ

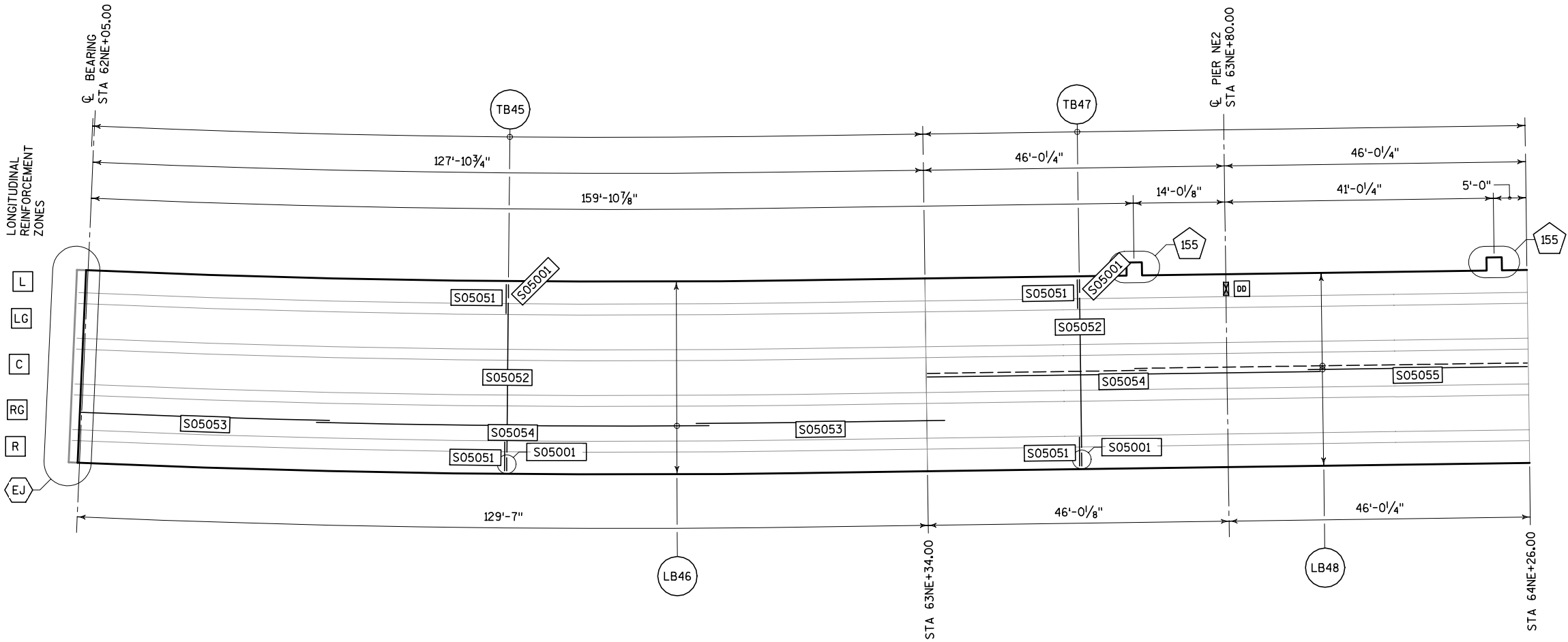
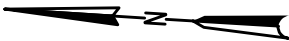
EXPANSION JOINT LOCATION. SEE SHEET 139 FOR DETAILS OF REINFORCEMENT REQUIRED IN THIS AREA.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST				REMARKS
			LOW	HIGH							MARK	NO.	MARK	NO.	
SPAN NE10	TRANS	TT43	81+42.29	82+42.52		176	7"	6 3/4"	2'-4"	2'-4"	S06050	352			
	LONG	LT44	81+39.25	82+42.64		26	13 3/4"	13 3/4"	1'-9"	3'-8"	S05054	26	S05067	26	

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
TOP DECK REINFORCEMENT 10 OF 10		SHEET 122 OF 162 MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- TB

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- EJ

EXPANSION JOINT LOCATION. SEE SHEET 137 FOR DETAILS OF REINFORCEMENT REQUIRED IN THIS AREA.
- DD

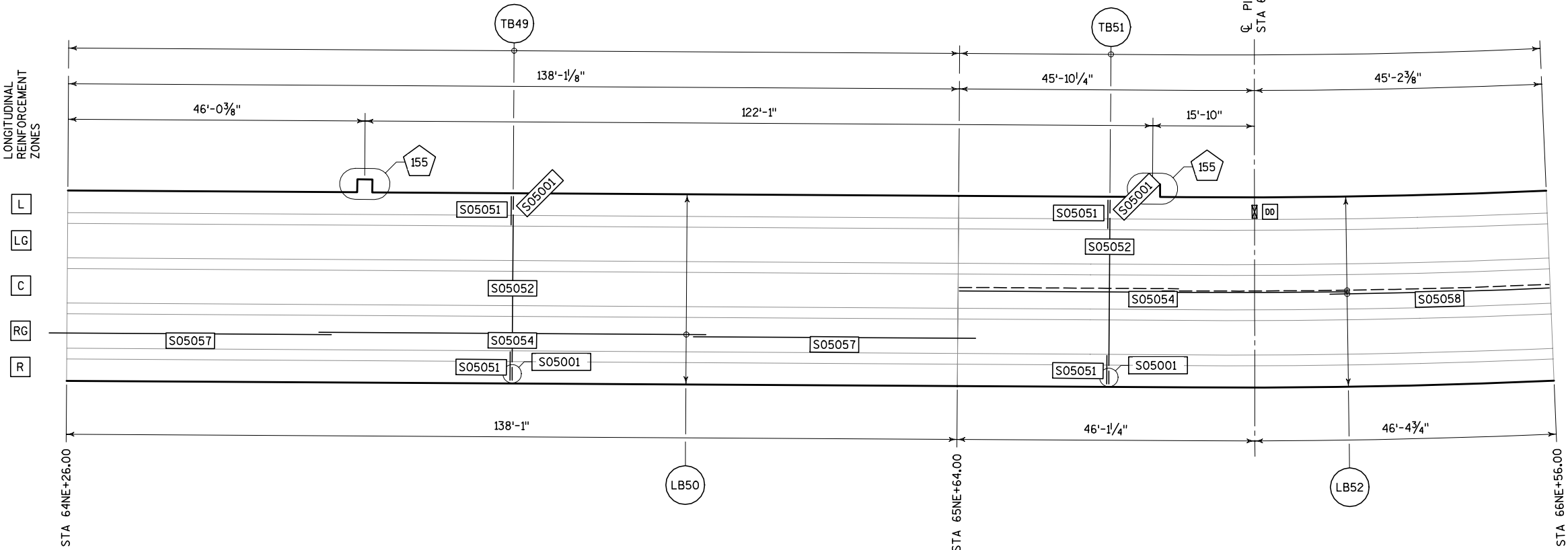
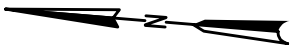
FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L9

LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 9.
SEE SHEET 155 FOR DOWEL MARK S06002 TO BE USED IN PLACE OF S05001 AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	ZONE	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST						REMARKS
			LOW	HIGH								MARK	NO.	MARK	NO.	MARK	NO.	
SPAN NE1	TRANS	TB45	62+04.96	63+33.13			223	7"	7"			S05001	446	S05051	224	S05052	223	BARS IN O/H (S05051) EVERY 2ND SET
	LONG	LB46	62+04.83	63+36.75		L	8	6 1/2"	6 1/2"	2'-7"	2'-6"	S05053	16	S05054	8			
						LG	13	6 1/2"	6 1/2"	2'-6"	2'-3"		26		13			
						C	13	6 1/2"	6 1/2"	2'-3"	2'-1"		26		13			
						RG	13	6 1/2"	6 1/2"	2'-1"	1'-10"		26		13			
						R	8	6 1/2"	6 1/2"	1'-10"	1'-9"		16		8			
PIER NE2	TRANS	TB47	63+34.29	64+25.13			158	7"	7"			S05001	305	S05051	158	S05052	158	BARS IN O/H (S05051) EVERY 2ND SET
	LONG	LB48	63+34.17	64+25.83	YES	L	8	6 1/2"	6 1/2"	1'-10"	1'-9"	S05054	8	S05055	8			
						LG	13	6 1/2"	6 1/2"	1'-9"	1'-9"		13		13			
						C	13	6 1/2"	6 1/2"	1'-9"	1'-9"		13		13			
						RG	13	6 1/2"	6 1/2"	1'-9"	1'-9"		13		13			
						R	8	6 1/2"	6 1/2"	1'-9"	1'-10"		8		8			



LEGEND

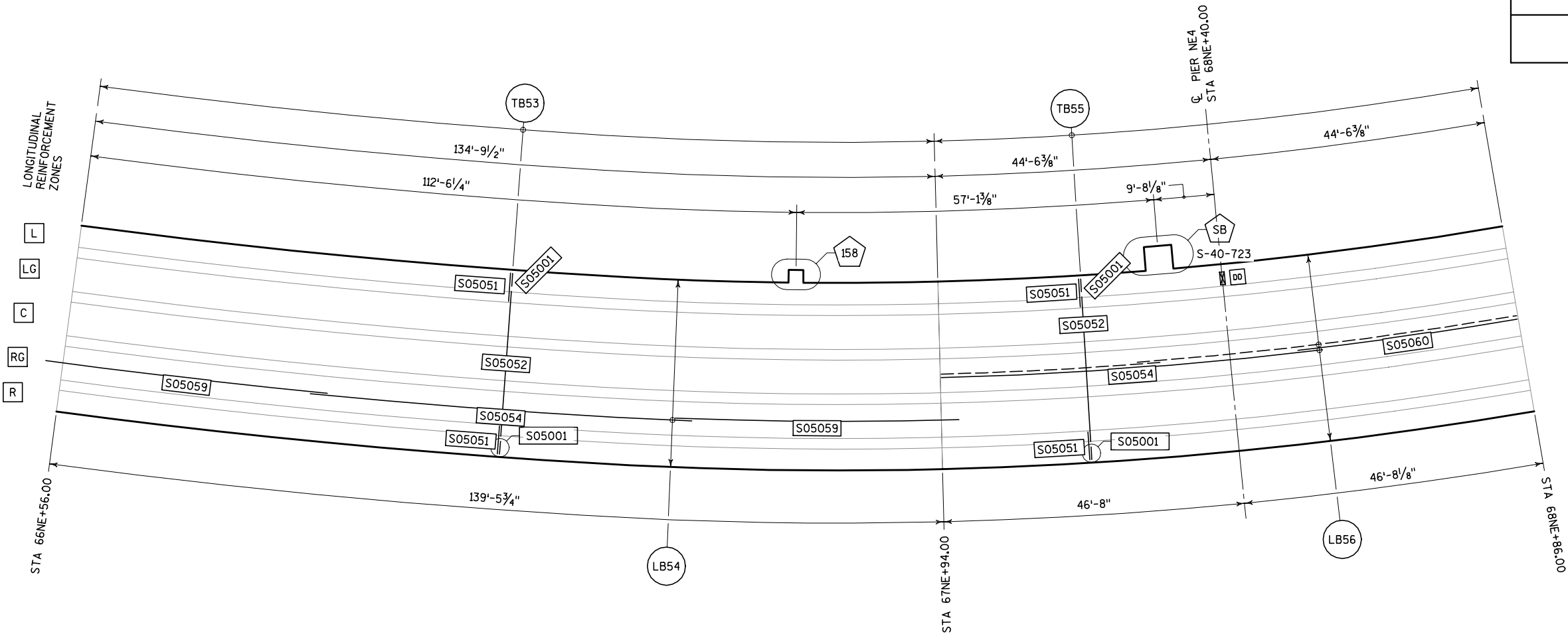
- S06005
- TB
- DD
- L2
- L9
- BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
- LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 9.
- SEE SHEET 155 FOR DOWEL MARK S06002 TO BE USED IN PLACE OF S05001 AT LIGHT POLE LOCATIONS.

NOTES

1.
- DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	ZONE	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST								REMARKS
			LOW	HIGH								MARK	NO.	MARK	NO.	MARK	NO.	MARK	NO.	
SPAN NE2	TRANS LONG	TB49 LB50	64+26.29 64+23.25	65+63.13 65+66.75		L	237	7" 6½"	7" 6½"	1'-11"	1'-11"	S05001 S05057	468	S05051 S05054	238	S05052	237	S06002	6	BARS IN O/H (S05051) EVERY 2ND SET
						LG	13	6½"	6½"	1'-11"	1'-11"		26		13					
						C	13	6½"	6½"	1'-11"	1'-11"		26		13					
						RG	13	6½"	6½"	1'-11"	1'-11"		26		13					
						R	8	6½"	6½"	1'-11"	1'-11"		16		8					
PIER NE3	TRANS LONG	TB51 LB52	65+64.29 65+64.17	66+55.13 66+55.83	YES	L	159	6¾" 6½"	7" 6½"	3'-3"	3'-1"	S05001 S05054	313	S05051 S05058	160	S05052	159	S06002	5	BARS IN O/H (S05051) EVERY 2ND SET
						LG	13	6½"	6½"	3'-1"	2'-9"		8		13					
						C	13	6½"	6½"	2'-9"	2'-5"		13		13					
						RG	13	6½"	6½"	2'-5"	2'-1"		13		13					
						R	8	6½"	6½"	2'-1"	1'-10"		8		8					

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	KGW
		PLANS CKD.	JCP
BOTTOM DECK REINFORCEMENT 2 OF 10		SHEET 124 OF 162 MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- TB

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L2

LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
- SB

SEE SHEET 155 FOR DOWEL MARK S06002 TO BE USED IN PLACE OF S05001 AT LIGHT POLE LOCATIONS.

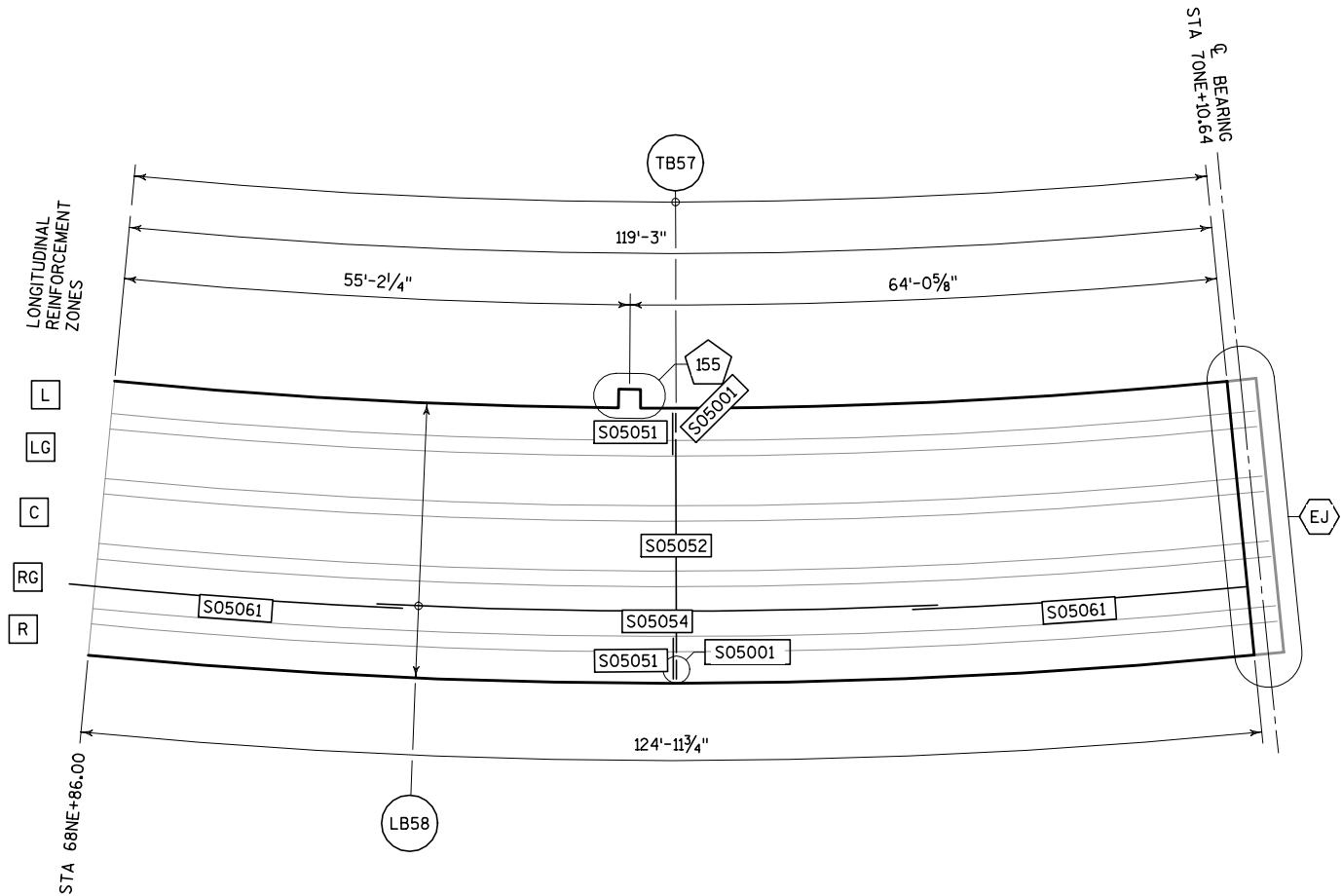
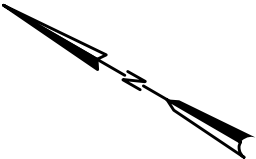
SIGN BRIDGE MOUNTING LOCATION. SEE SHEET 158 FOR DOWEL MARK S06003 TO BE USED IN PLACE OF S05001 IN THIS AREA AND FOR OTHER REQUIRED REINFORCEMENT.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	ZONE	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST						REMARKS
			LOW	HIGH								MARK	NO.	MARK	NO.	MARK	NO.	
SPAN NE3	TRANS LONG	TB53 LB54	66+56.29 66+53.25	67+93.14 67+96.75		L	240	6 3/4"	7"			S05001	474	S05051	240	S06002	6	BARS IN O/H (S05051) EVERY 2ND SET
						LG	8	6 1/2"	6 1/2"	4'-5"	4'-1"	S05059	16	S05054	8			
							13	6 1/2"	6 1/2"	4'-1"	3'-6"		26		13			
						C	13	6 1/2"	6 1/2"	3'-6"	2'-11"		26		13			
						RG	13	6 1/2"	6 1/2"	2'-11"	2'-4"		26		13			
PIER NE4	TRANS LONG	TB55 LB56	67+94.29 67+94.17	68+85.14 68+85.83	YES	R	8	6 1/2"	6 1/2"	2'-4"	2'-0"		16		8			
						L	161	6 3/4"	7"			S05001	312	S05051	162	S06003	10	BARS IN O/H (S05051) EVERY 2ND SET
						LG	8	6 1/2"	6 1/2"	6'-0"	5'-5"	S05054	8	S05060	8			
							13	6 1/2"	6 1/2"	5'-5"	4'-5"		13		13			
						C	13	6 1/2"	6 1/2"	4'-5"	3'-4"		13		13			
						RG	13	6 1/2"	6 1/2"	3'-4"	2'-4"		13		13			
						R	8	6 1/2"	6 1/2"	2'-4"	1'-9"		8		8			

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
BOTTOM DECK REINFORCEMENT 3 OF 10		SHEET 125 OF 162 MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- TB

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- EJ

EXPANSION JOINT LOCATION. SEE SHEET 138 FOR DETAILS OF REINFORCEMENT REQUIRED IN THIS AREA.
- L2

LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.

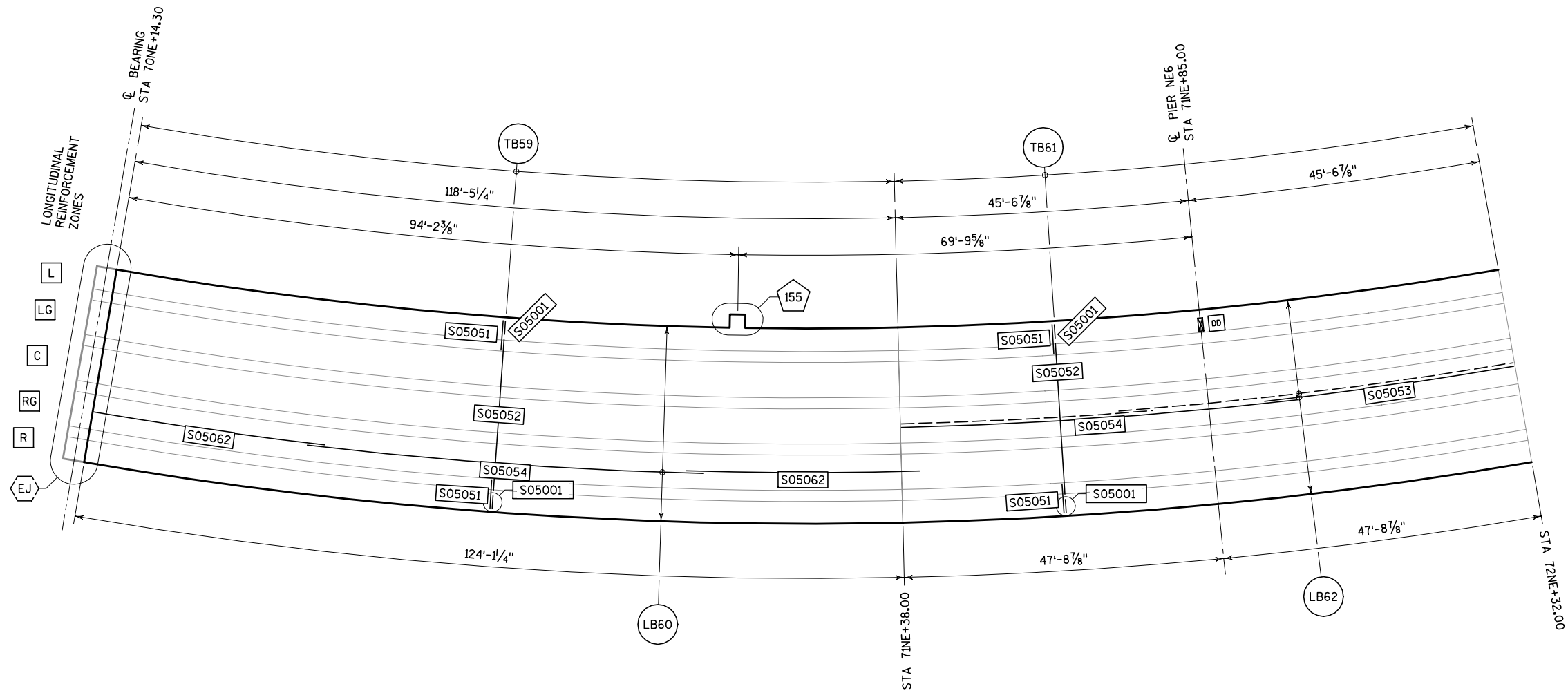
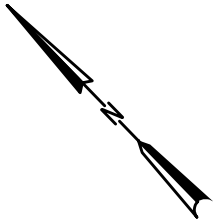
SEE SHEET 155 FOR DOWEL MARK S06002 TO BE USED IN PLACE OF S05001 AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	ZONE	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST								REMARKS
			LOW	HIGH								MARK	NO.	MARK	NO.	MARK	NO.	MARK	NO.	
SPAN NE4	TRANS LONG	TB57 LB58	68+86.29 68+83.25	70+08.28 70+08.97			215	6¾"	7"	4'-11"	4'-6"	S05001 S05061	425	S05051 S05054	216	S05052	215	S06002	5	BARS IN O/H (S05051) EVERY 2ND SET
						L	8	6½"	6½"				16		8					
						LG	13	6½"	6½"	4'-6"	3'-9"		26		13					
						C	13	6½"	6½"	3'-9"	3'-1"		26		13					
						RG	13	6½"	6½"	3'-1"	2'-5"		26		13					
						R	8	6½"	6½"	2'-5"	1'-11"		16		8					

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
BOTTOM DECK REINFORCEMENT 4 OF 10		SHEET 126 OF 162 MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- TB

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- EJ

EXPANSION JOINT LOCATION. SEE SHEET 138 FOR DETAILS OF REINFORCEMENT REQUIRED IN THIS AREA.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L2

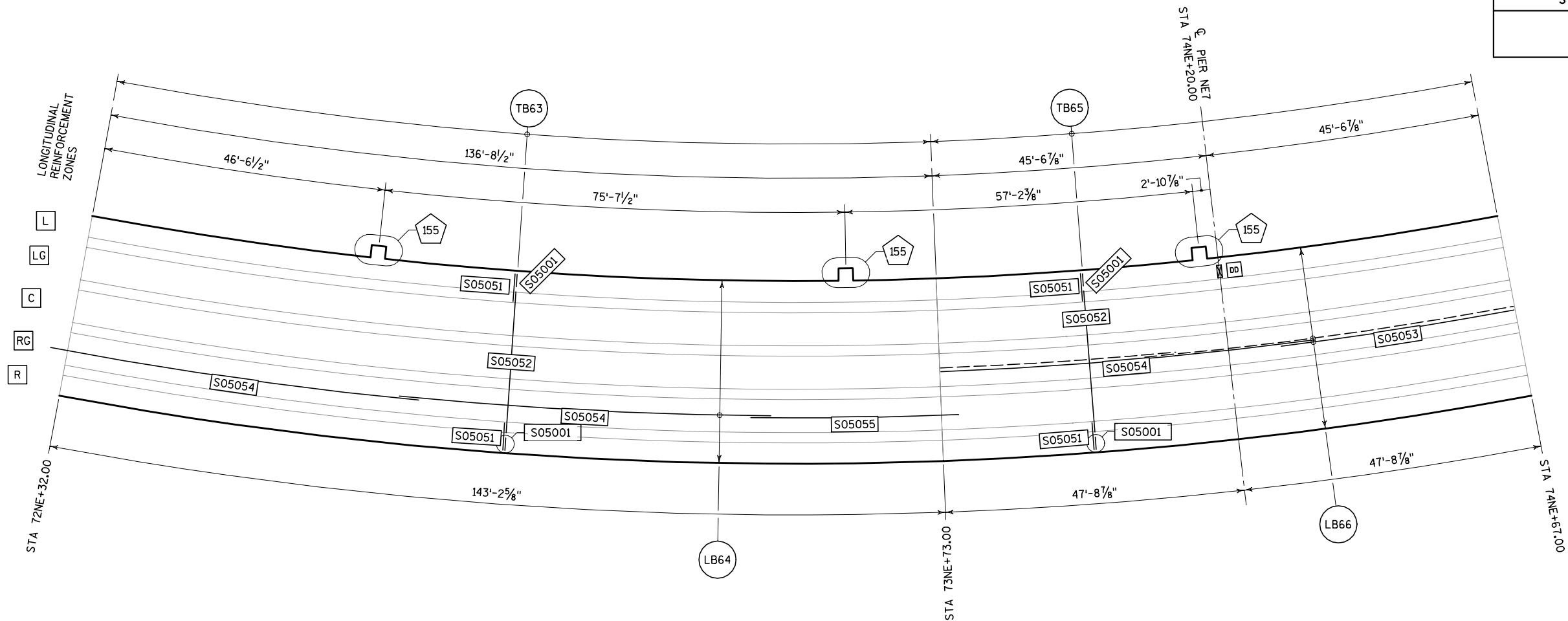
LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
SEE SHEET 155 FOR DOWEL MARK S06002 TO BE USED IN PLACE OF S05001 AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	ZONE	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST								REMARKS
			LOW	HIGH								MARK	NO.	MARK	NO.	MARK	NO.	MARK	NO.	
SPAN NE5	TRANS LONG	TB59 LB60	70+16.09 70+15.97	71+37.14 71+40.75		L	213	6¾"	7"	4'-9"	4'-4"	S05001 S05062	421	S05051 S05054	214	S05052	213	S06002	5	BARS IN O/H (S05051) EVERY 2ND SET
						LG	13	6½"	6½"	4'-4"	3'-8"		16		8					
						C	13	6½"	6½"	3'-8"	3'-0"		26		13					
						RG	13	6½"	6½"	3'-0"	2'-4"		26		13					
						R	8	6½"	6½"	2'-4"	1'-11"		16		8					
PIER NE6	TRANS LONG	TB61 LB62	71+38.29 71+38.17	72+31.14 72+31.83	YES	L	164	6¾"	7"	7'-2"	6'-7"	S05001 S05054	328	S05051 S05053	164	S05052	164			BARS IN O/H (S05051) EVERY 2ND SET
						LG	13	6½"	6½"	6'-7"	5'-6"		8		8					
						C	13	6½"	6½"	5'-6"	4'-6"		13		13					
						RG	12	7"	7"	4'-6"	3'-6"		12		13					
						R	8	6½"	6½"	3'-6"	2'-10"		8		8					

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	KGW
		PLANS CK'D.	JCP
BOTTOM DECK REINFORCEMENT		SHEET 127 OF 162	
5 OF 10		MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- TB

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L2

LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
- L9

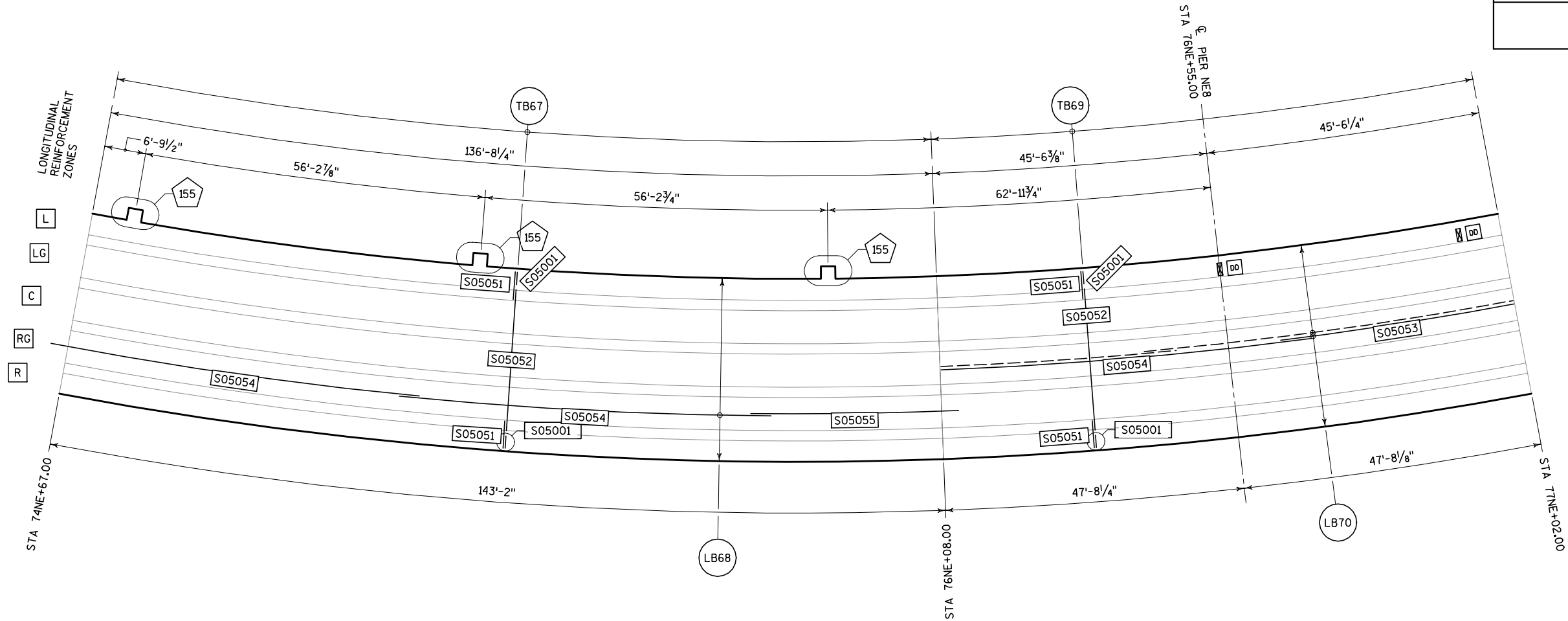
LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 9.
- SEE SHEET 155 FOR DOWEL MARK S06002 TO BE USED IN PLACE OF S05001 AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	ZONE	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST						REMARKS
			LOW	HIGH								MARK	NO.	MARK	NO.	MARK	NO.	
SPAN NE6	TRANS LONG	TB63 LB64	72+32.29 72+29.25	73+72.14 73+75.75		L	246	6 3/4"	7"	5'-9"	5'-3"	S05001 S05054	482	S05051 S05055	246		10	BARS IN O/H (S05051) EVERY 2ND SET
						LG	8	6 1/2"	6 1/2"				16					
						C	13	6 1/2"	6 1/2"				26					
						RG	13	6 1/2"	6 1/2"				26					
						R	8	6 1/2"	6 1/2"				16					
PIER NE7	TRANS LONG	TB65 LB66	73+73.29 73+73.17	74+66.14 74+66.83	YES	L	164	6 3/4"	7"	7'-2"	6'-7"	S05001 S05054	323	S05051 S05053	164	164	5	BARS IN O/H (S05051) EVERY 2ND SET
						LG	8	6 1/2"	6 1/2"				8					
						C	13	6 1/2"	6 1/2"				13					
						R	12	7"	7"				12					
						RG	13	6 1/2"	6 1/2"				13					
						R	8	6 1/2"	6 1/2"	3'-6"	2'-10"		8					

NO.	DATE	REVISION				BY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION							
STRUCTURE B-40-1221							
CONST. SPEC.		2004		DRAWN BY KGW		PLANS CK'D. JCP	
BOTTOM DECK REINFORCEMENT 6 OF 10				SHEET 128 OF 162			
				MAR 21 2005			



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- TB

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- DD

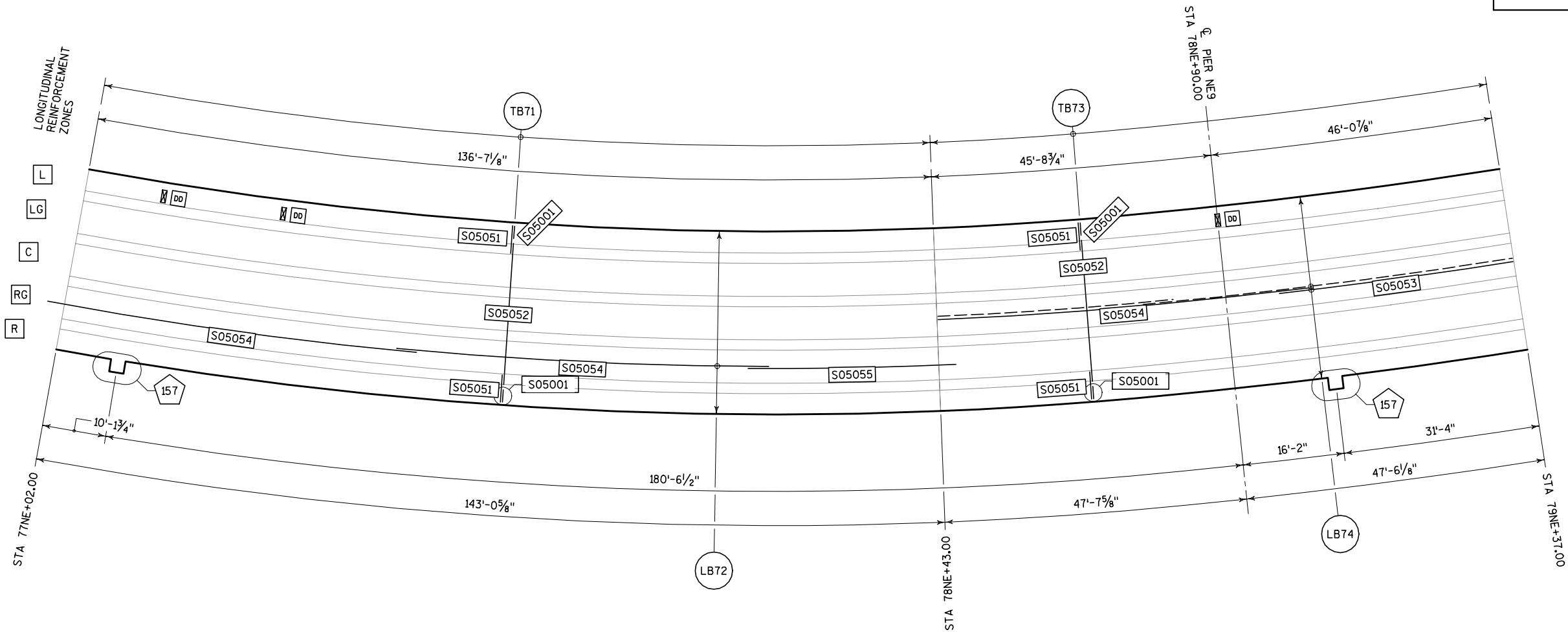
FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L9

LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 9.
SEE SHEET 155 FOR DOWEL MARK S06002 TO BE USED IN PLACE OF S05001 AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	ZONE	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST						REMARKS		
			LOW	HIGH								MARK	NO.	MARK	NO.	MARK	NO.		MARK	NO.
SPAN NE7	TRANS LONG	TB67 LB68	74+67.29 74+64.25	76+07.14 76+10.75		L	246	6¾"	7"	5'-9"	5'-3"	S05001 S05054	477	S05051 S05055	246	S05052	246	S06002	15	BARS IN O/H (S05051) EVERY 2ND SET
						LG	13	6½"	6½"	5'-3"	4'-5"		16		8					
						C	13	6½"	6½"	4'-5"	3'-8"		26		13					
						RG	13	6½"	6½"	3'-8"	2'-10"		26		13					
						R	8	6½"	6½"	2'-10"	2'-4"		16		8					
PIER NE8	TRANS LONG	TB69 LB70	76+08.29 76+08.17	77+01.14 77+01.83	YES	L	164	6¾"	7"	7'-3"	6'-7"	S05001 S05054	328	S05051 S05053	164	S05052	164			BARS IN O/H (S05051) EVERY 2ND SET
						LG	13	6½"	6½"	6'-7"	5'-7"		8		8					
						C	13	6½"	6½"	5'-7"	4'-7"		13		13					
						RG	13	6½"	6½"	4'-7"	3'-7"		13		13					
						R	8	6½"	6½"	3'-7"	3'-0"		8		8					



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- TB

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L2

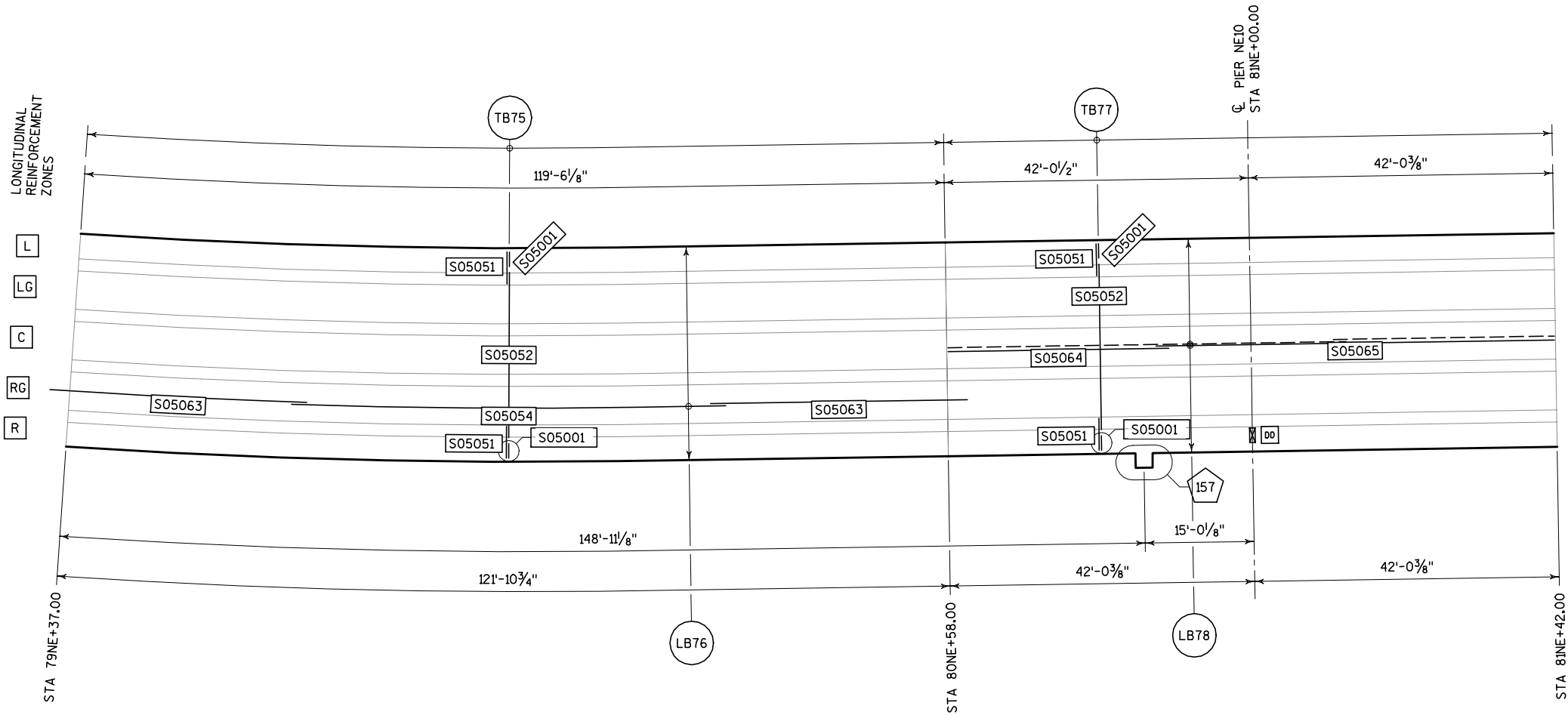
LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
SEE SHEET 157 FOR DOWEL MARK S06002 TO BE USED IN PLACE OF S05001 AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	ZONE	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST								REMARKS
			LOW	HIGH								MARK	NO.	MARK	NO.	MARK	NO.	MARK	NO.	
SPAN NE8	TRANS LONG	TB71 LB72	77+02.29 76+99.25	78+42.14 78+45.75		L	246	6¾"	7"	5'-9"	5'-3"	S05001 S05054	487	S05051 S05055	246	S05052	246	S06002	5	BARS IN O/H (S05051) EVERY 2ND SET
						LG	13	6½"	6½"	5'-3"	4'-6"		16		8		13			
						C	13	6½"	6½"	4'-6"	3'-8"		26		13					
						RG	13	6½"	6½"	3'-8"	2'-11"		26		13					
						R	8	6½"	6½"	2'-11"	2'-5"		16		8					
						PIER NE9	TRANS LONG	TB73 LB74	78+43.29 78+43.17	79+36.14 79+36.83	YES		L		164		6¾"		7"	6'-6"
LG	13	6½"	6½"	6'-0"	5'-3"	8	8	13	13											
C	13	6½"	6½"	5'-3"	4'-5"	13	13													
RG	13	6½"	6½"	4'-5"	3'-8"	13	13													
R	8	6½"	6½"	3'-8"	3'-2"	8	8													

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
BOTTOM DECK REINFORCEMENT 8 OF 10		SHEET 130 OF 162 MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- TB

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- DD

FLOOR DRAIN LOCATION. SEE SHEET 134 FOR ADDITIONAL REINFORCEMENT REQUIRED IN THIS AREA.
- L2

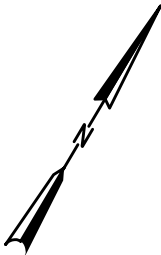
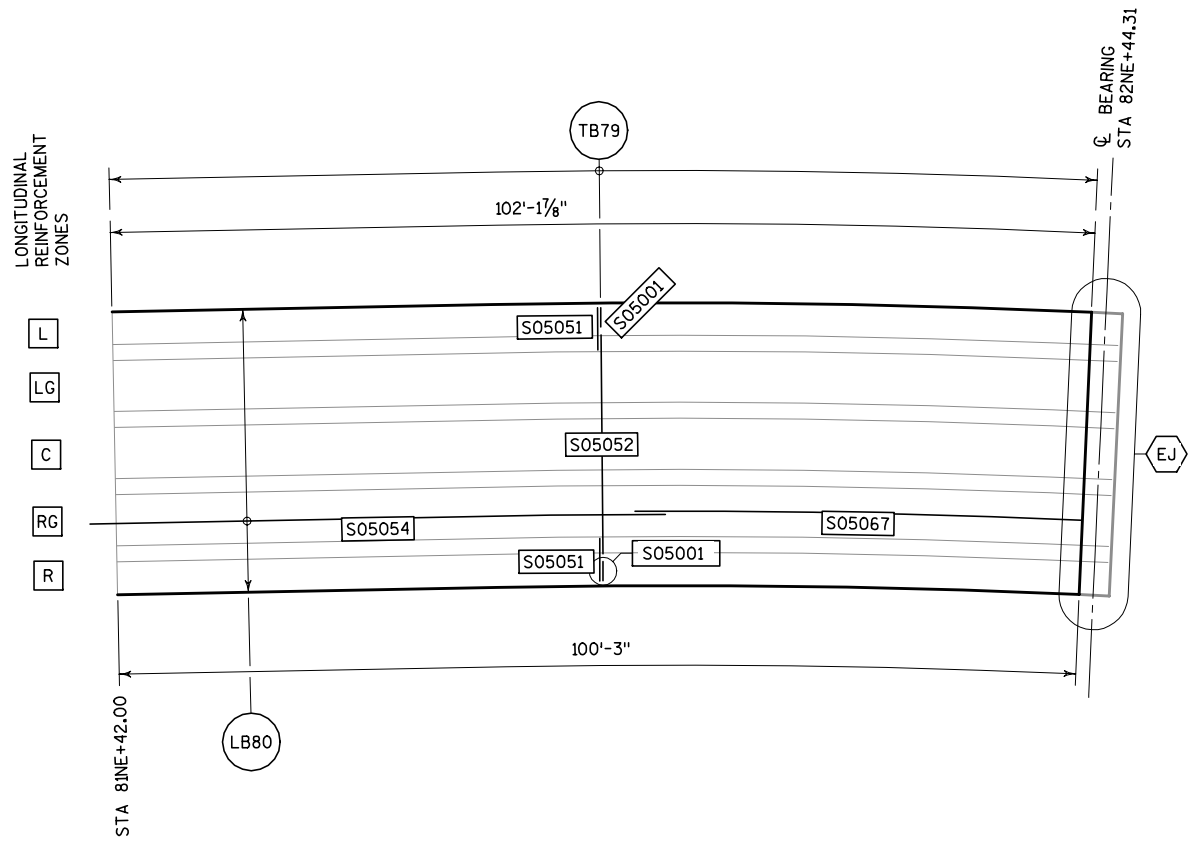
LIGHT POLE MOUNTING LOCATION - ANCHORAGE TYPE 2.
SEE SHEET 157 FOR DOWEL MARK S06002 TO BE USED IN PLACE OF S05001 AT LIGHT POLE LOCATIONS.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	ZONE	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST						REMARKS
			LOW	HIGH								MARK	NO.	MARK	NO.	MARK	NO.	
SPAN NE9	TRANS LONG	TB75 LB76	79+37.29 79+34.25	80+57.13 80+60.75		L	209	6 3/4"	7"	3'-0"	2'-10"	S05001	418	S05051	210	S05052	209	BARS IN O/H (S05051) EVERY 2ND SET
						LG	13	6 1/2"	6 1/2"	2'-10"	2'-7"	S05063	16	S05054	8			
						C	13	6 1/2"	6 1/2"	2'-7"	2'-3"		26		13			
						RG	13	6 1/2"	6 1/2"	2'-3"	2'-0"		26		13			
						R	8	6 1/2"	6 1/2"	2'-0"	1'-9"		16		8			
PIER NE10	TRANS LONG	TB77 LB78	80+58.29 80+58.17	81+41.13 81+41.83	YES	L	145	7"	7"	1'-9"	1'-9"	S05001	285	S05051	146	S05052	145	BARS IN O/H (S05051) EVERY 2ND SET
						LG	8	6 1/2"	6 1/2"	1'-9"	1'-9"	S05064	8	S05065	8			
						C	13	6 1/2"	6 1/2"	1'-9"	1'-9"		13		13			
						RG	13	6 1/2"	6 1/2"	1'-9"	1'-9"		13		13			
						R	8	6 1/2"	6 1/2"	1'-9"	1'-9"		8		8			

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	KGW
		PLANS CKD.	JCP
BOTTOM DECK REINFORCEMENT		SHEET 131 OF 162	
9 OF 10		MAR 21 2005	



LEGEND

- S06005

BAR MARKS. SEE DECK REINFORCEMENT SCHEDULE ON SHEET 143.
- TB

BAR GROUP IDENTIFIER. SEE TABLE THIS SHEET.
- EJ

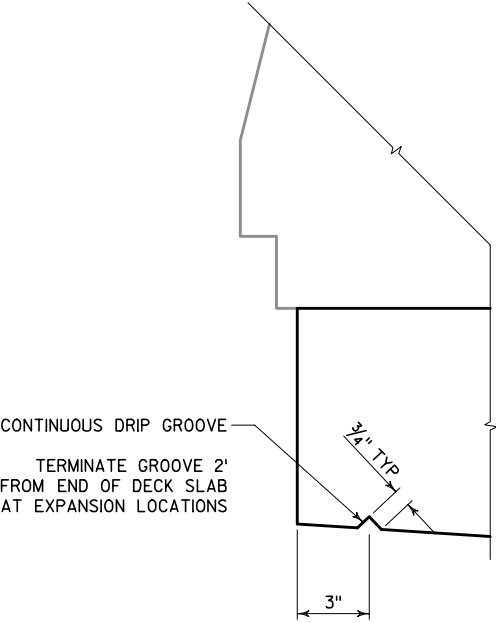
EXPANSION JOINT LOCATION. SEE SHEET 139 FOR DETAILS OF REINFORCEMENT REQUIRED IN THIS AREA.

NOTES

1. DASHED BARS INDICATE ALTERNATE LAP POSITIONS. WHERE AN ALTERNATE LAP IS SHOWN AND/OR SPECIFIED IN THE TABLE, ADJACENT BARS SHALL ALTERNATE BETWEEN THE TWO POSITIONS.

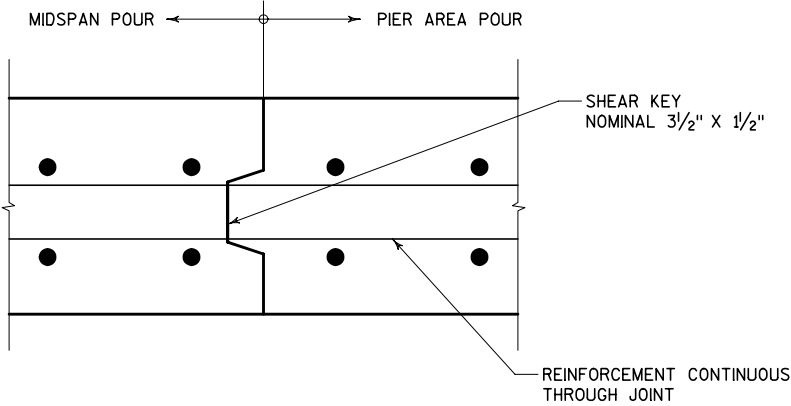
POUR AREA	DIR'N	BAR GRP	STATION LIMITS		ALT LAPS ?	ZONE	GROUP COUNT	LEFT OR LOW STN SPACING	RIGHT OR HIGH STN SPACING	LEFT OR LOW STN AVG LAP	RIGHT OR HIGH STN AVG LAP	BAR LIST				REMARKS
			LOW	HIGH								MARK	NO.	MARK	NO.	
SPAN NE10	TRANS	TB79	81+42.29	82+41.95			176	7"	6 3/4"			S05001	352	S05051	176	BARS IN O/H (S05051) EVERY 2ND SET
	LONG	LB80	81+39.25	82+42.64		L	8	6 1/2"	6 1/2"	1'-9"	2'-1"	S05054	8	S05067	8	
						LG	13	6 1/2"	6 1/2"	2'-1"	2'-6"		13		13	
						C	13	6 1/2"	6 1/2"	2'-6"	2'-11"		13		13	
						RG	13	6 1/2"	6 1/2"	2'-11"	3'-5"		13		13	
						R	8	6 1/2"	6 1/2"	3'-5"	3'-8"		8			

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	KGW
		PLANS CK'D.	JCP
BOTTOM DECK REINFORCEMENT		SHEET 132 OF 162	
10 OF 10		MAR 21 2005	



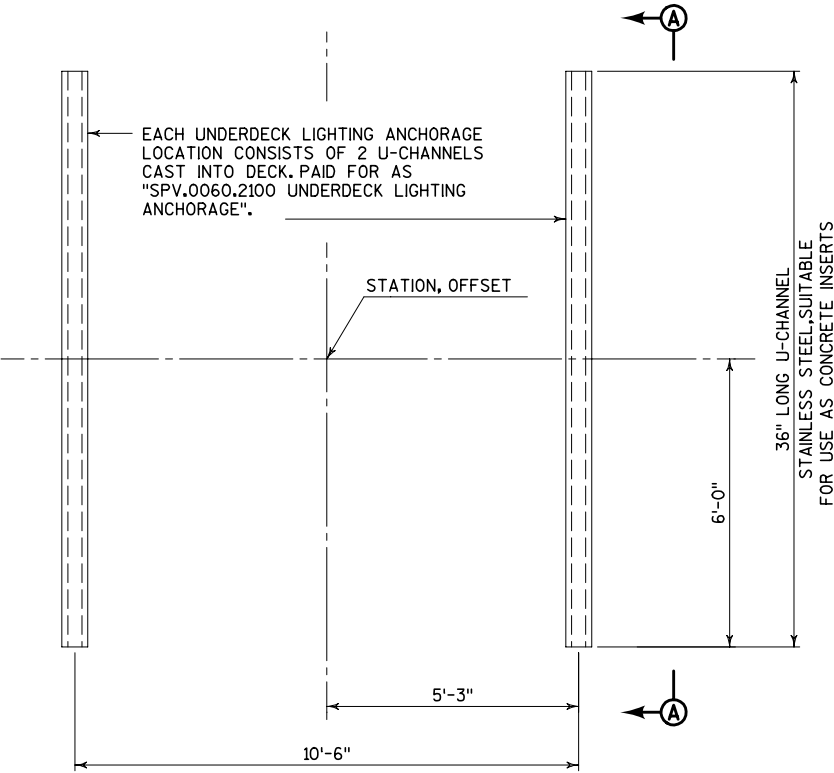
DRIP GROOVE AT EDGE OF SLAB

DETAIL 1

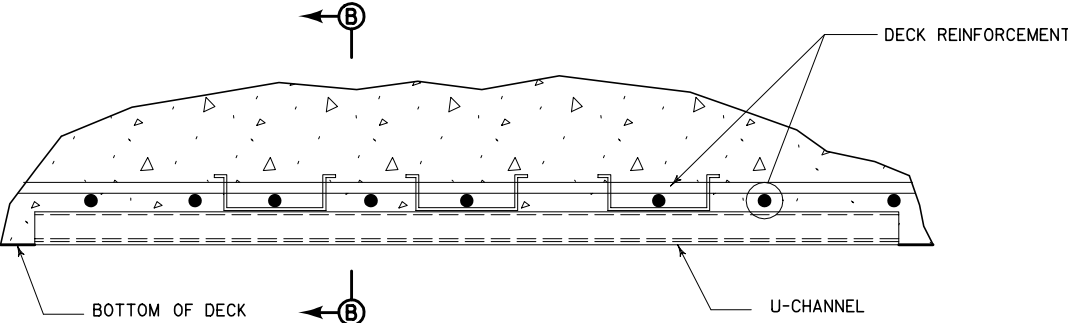


BULKHEAD BETWEEN DECK POURS

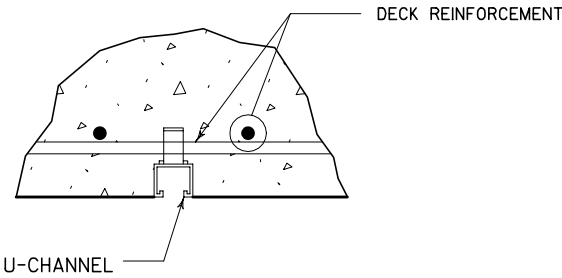
DETAIL 2



PLAN



SECTION A-A



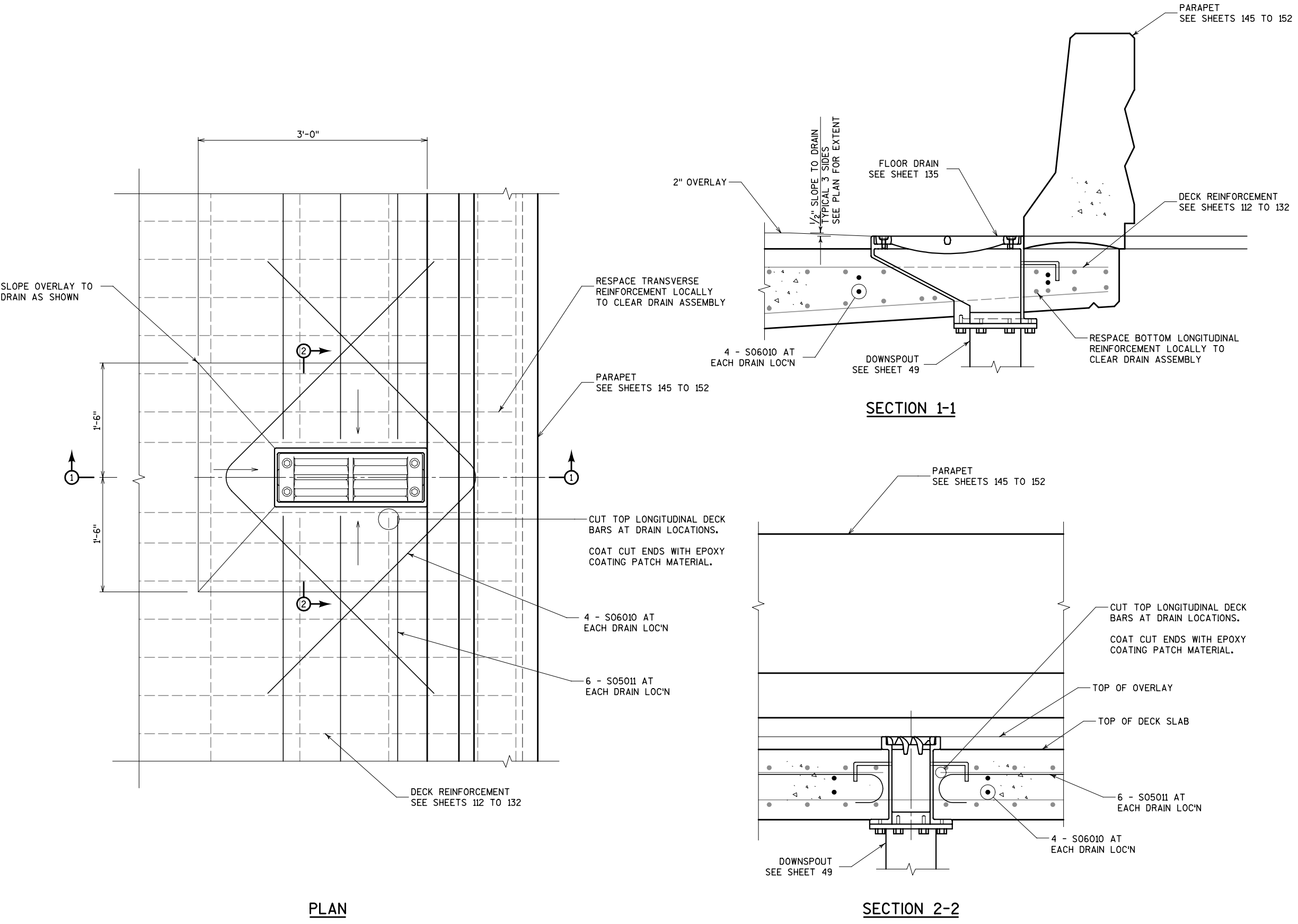
SECTION B-B

UNDERDECK LIGHTING ANCHORAGE DETAILS

NOTES

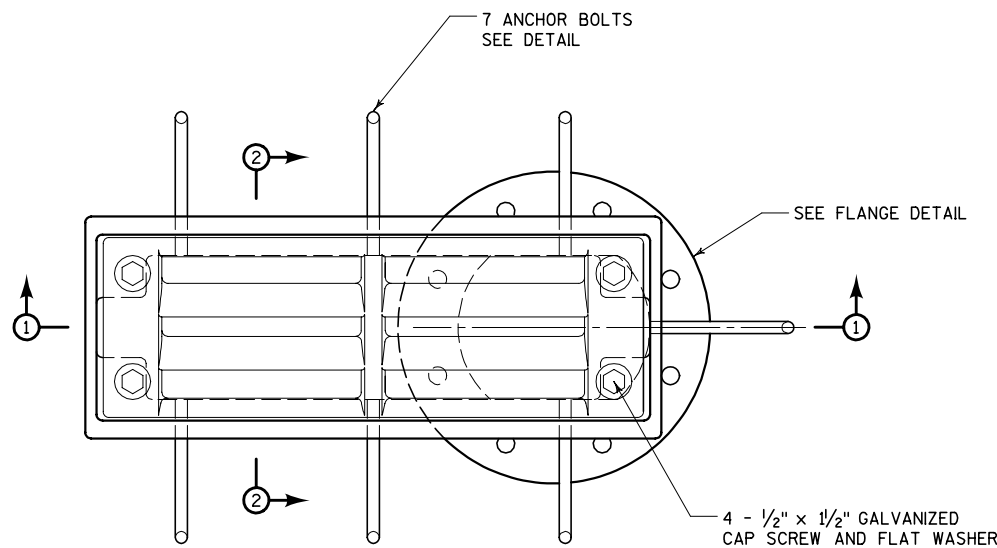
- SEE SHEET 5 FOR GENERAL NOTES.
- HOT DIP ASTM A153, CLASS C ENTIRE ANCHORAGE ASSEMBLY, INCLUDING NUTS & WASHERS. PROVIDE ENLARGED THREAD ON NUTS FOR PROPER FIT AFTER GALVANIZING. GALVANIZE AFTER TACK WELDING TO PLATE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
MISCELLANEOUS DECK DETAILS			SHEET 133 OF 162 MAR 21 2005

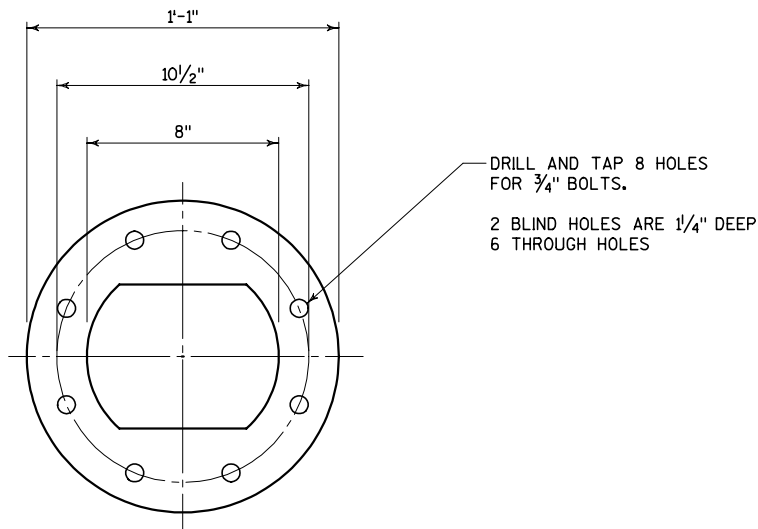


- NOTES**
- 1. SEE SHEET 5 FOR GENERAL NOTES.
 - 2. SEE SHEET 49 FOR DOWNSPOUT CONNECTION.
 - 3. SEE SHEETS 112 TO 132 FOR TYPICAL DECK SLAB REINFORCEMENT.
 - 4. SEE SHEETS 145 TO 152 FOR PARAPET DETAILS AND REINFORCEMENT.
- PARAPET REINFORCEMENT AND DOWELS NOT SHOWN FOR CLARITY - RESpace LOCALLY AS REQUIRED TO CLEAR FLOOR DRAIN.

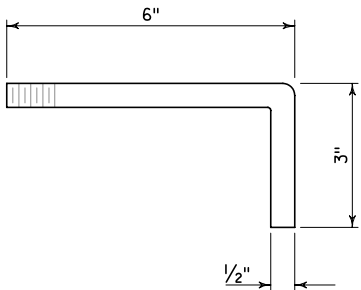
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
FLOOR DRAIN			SHEET 134 OF 162
			MAR 21 2005



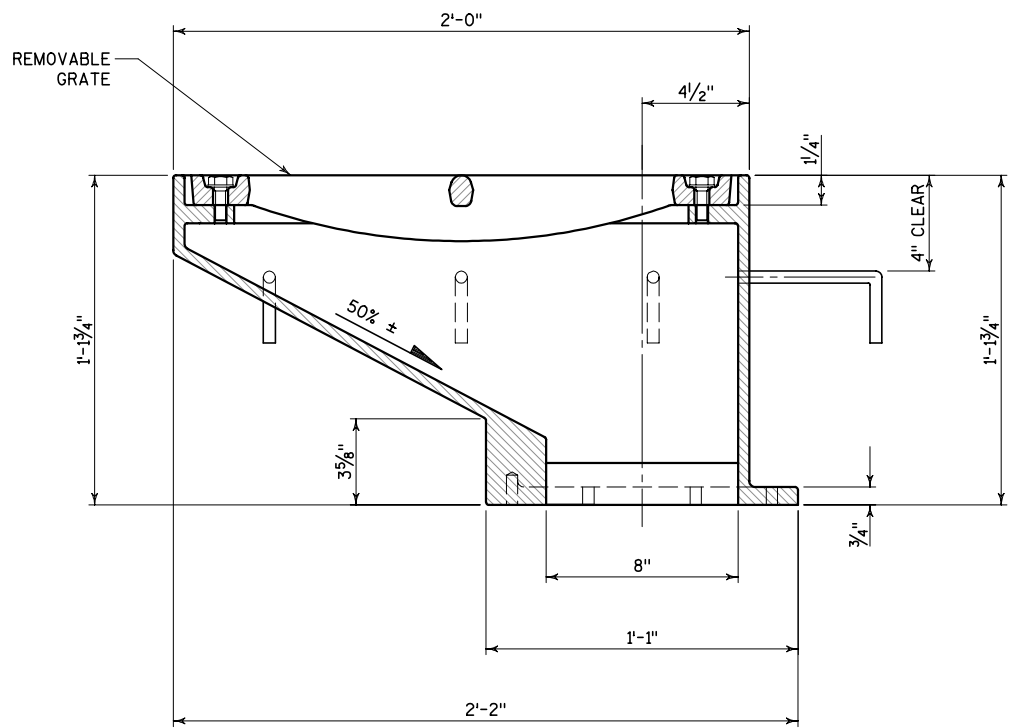
PLAN



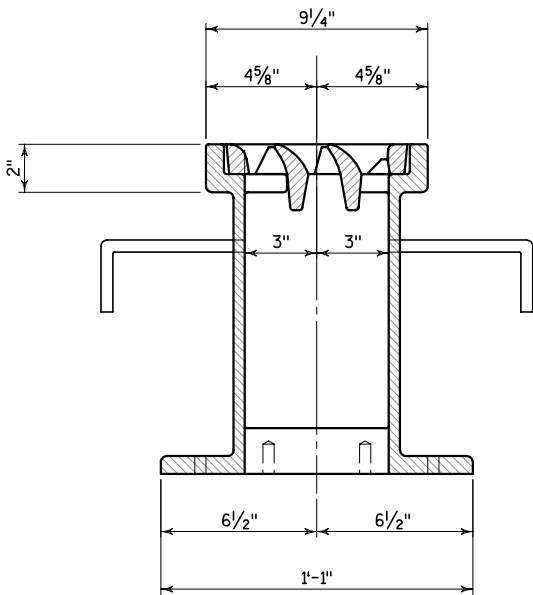
PLAN - FLANGE ONLY



ANCHOR BOLT DETAIL



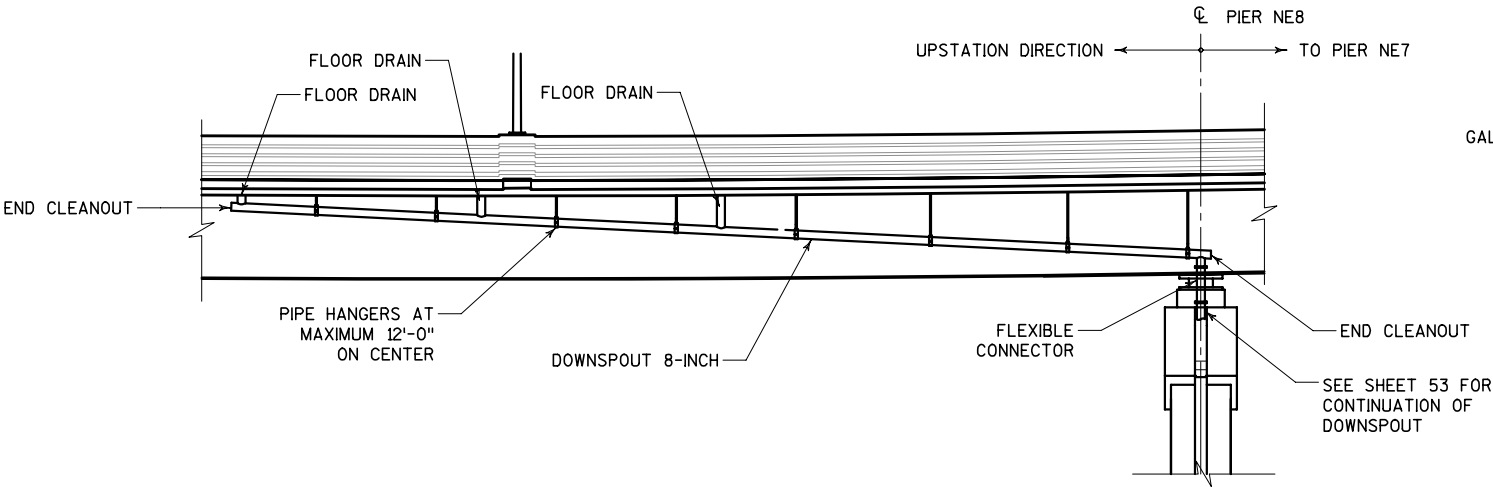
SECTION 1-1



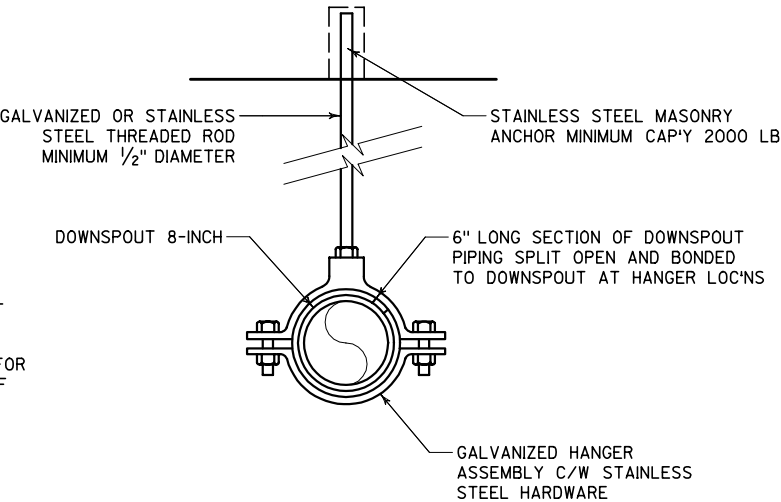
SECTION 2-2

- NOTES**
- SEE SHEET 5 FOR GENERAL NOTES.
 - SEE SHEET 49 FOR PIER DRAINAGE LAYOUT AND DETAILS.
 - HAND-FINISH OVERLAY WITHIN THE SLOPED AREA.
 - THE DRAIN CASTING SHOWN IS BASED ON PART NUMBER R-3921-V1 FROM THE NEENAH FOUNDRY COMPANY WITH MODIFICATIONS AS REQUIRED TO PERMIT AN 8" DOWNSPOUT TO BE USED.
 - A FABRICATED DRAIN ASSEMBLY MAY BE SUBSTITUTED IF THE HYDRAULIC PROPERTIES OF THE SPECIFIED CASTING CAN BE MAINTAINED, IF THE GEOMETRY OF THE REPLACEMENT IS ACCEPTABLE AND IF APPROVED BY THE ENGINEER. FABRICATED DRAINS SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A153.

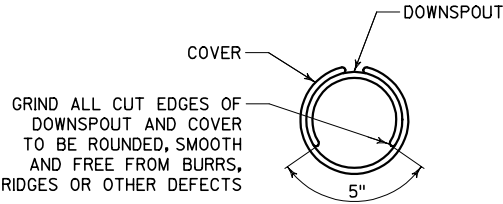
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
FLOOR DRAIN DETAILS		SHEET 135 OF 162	
		MAR 21 2005	



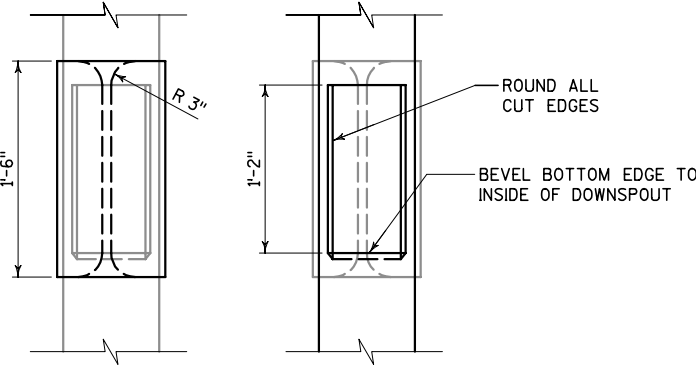
PIER NE8



PIPE HANGER DETAIL



SECTION



ELEVATION

INTERMEDIATE CLEANOUT DETAIL

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.
2. INSTALL PIPING AT THE STEEPEST GRADE POSSIBLE, MINIMUM 2 PERCENT.
3. ALL FITTINGS, ELBOWS, CLEANOUTS, HANGERS, MASONRY ANCHORS, BOLTS AND OTHER HARDWARE REQUIRED FOR MOUNTING THE DOWNSPOUT AND/OR FLOOR DRAINS IS CONSIDERED INCIDENTAL TO PAY ITEM SPV.0090.2030 'DOWNSPOUT 8-INCH'.
4. DRAIN LOCATIONS THAT ARE NOT DETAILED ON THIS SHEET CONSIST OF A SINGLE FLOOR DRAIN LOCATED AT CENTERLINE PIER, CONNECTING DIRECTLY TO THE PIER DOWNSPOUT AS SHOWN ON SHEET 49.
5. 'END CLEANOUTS' SHALL CONSIST OF A REMOVABLE COVER SEALING THE PIPE END INDICATED. OTHER CLEANOUTS SHALL USE THE INTERMEDIATE CLEANOUT DETAIL GIVEN ON THIS SHEET.
6. CUT HOLES AND INSTALL INTERMEDIATE CLEANOUTS IN THE FIELD AFTER DOWNSPOUT HAS BEEN INSTALLED.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
FLOOR DRAIN PIPING			SHEET 136 OF 162
			MAR 21 2005

TEMP. TABLE

TEMPERATURE TABLE FOR SETTING JOINT OPENINGS TO BE DETERMINED BY JOINT MANUFACTURER WITH THE FOLLOWING DESIGN DATA:

- 7/16 IN. OF MOVEMENT PER 10° F
- MEDIAN TEMPERATURE OF 45° F
- TEMP. RANGE IN TABLE FROM (- 5° F) TO (+ 95° F)

A TABLE OF JOINT OPENINGS BASED ON ABOVE DATA SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

LEGEND

- MODULAR EXPANSION JOINT DEVICE.
- 3/4" BULKHEAD PLATE. WELD TO NO. 1, NO. 8 AND NO. 14 .
- INSIDE PLATE. FABRICATE FROM 3/8" PLATE.
- INSIDE PLATE. FABRICATE FROM 5/8" PLATE.
- 7/8" SQUARE BAR. WELD TO NO 8. AS SHOWN.
- 3/4" ϕ X 4" LONG STUDS. WELD TO NO. 8, NO. 7 AND NO. 14.
- 3/4" ϕ X 2" STAINLESS STEEL FLAT CTSK. SLOTTED HEAD CAP SCREWS. RECESS 1/16" BELOW PLATE SURFACE.
- INSIDE PLATE. FABRICATE FROM 5/8" PLATE.
- ADIPRENE BUTTON. SEE DETAIL. SET IN OUTSIDE PLATE.

NOTES

FABRICATOR WILL DESIGN EACH JOINT DEPENDING ON THE CONDITIONS AND THE DESIGN CRITERIA USED BY THE SUPPLIER. FABRICATION DRAWINGS IS SUBJECT TO THE APPROVAL OF THE BUREAU OF STRUCTURES.

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE GLAND.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SWEEP.

NO EXPANSION JOINT PROTRUSIONS PERMITTED ABOVE ROADWAY SURFACE, ON PARAPET ROADWAY FACE OR ABOVE SIDEWALK SURFACE.

THE EXPANSION JOINT SEALS SHALL BE PLACED, BONDED & SEALED AS RECOMMENDED BY THE MANUFACTURER. FORM WORK SHALL BE PLACED BETWEEN THE SUPPORT BOXES TO PREVENT CONCRETE INTRUSION INTO THE SUPPORT BOX. A TECHNICAL REPRESENTATIVE OF THE MANUFACTURER SHALL BE PRESENT DURING INSTALLATION. PRIOR TO SETTING THE JOINT ASSEMBLY INTO POSITION, THE PROJECT ENGINEER SHALL DETERMINE THE PROPER JOINT OPENING.

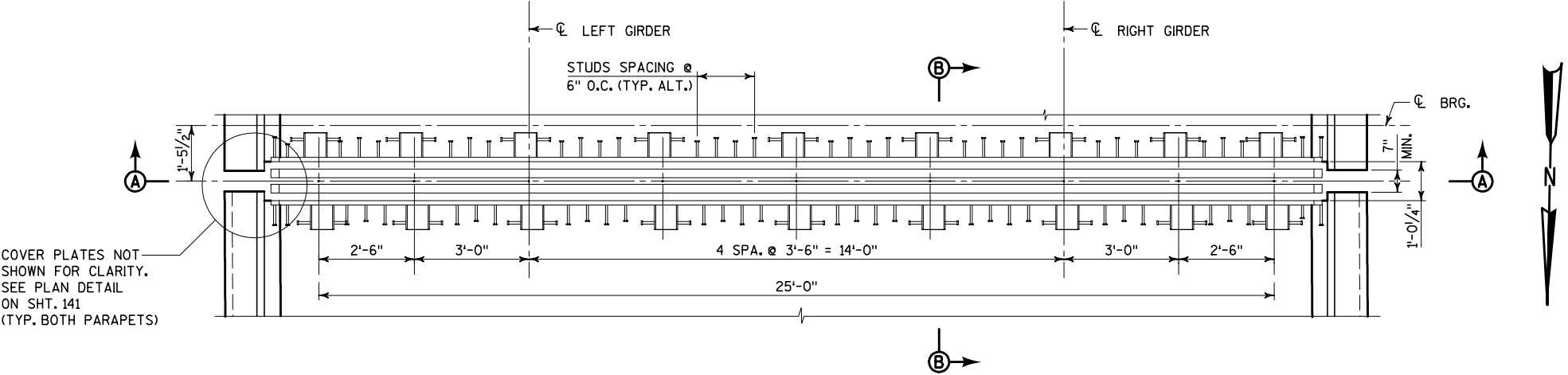
EXPANSION JOINT EXTRUSIONS SHALL BE FABRICATED TO CONFORM TO ROADWAY CROWN & GRADE. FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN & SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST BARS, PLATES, WT-SECTION, ANCHORAGE LOOP, & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THIS ASSEMBLY SHALL BE HOT DIPPED GALVANIZED.

COST OF FURNISHING & PLACING OF THE EXPANSION JOINTS COMPLETE WITH PARAPET PLATES SHALL BE PAID FOR UNDER THE PRICE BID FOR "MODULAR EXPANSION DEVICE STRUCTURE B-40-1221".

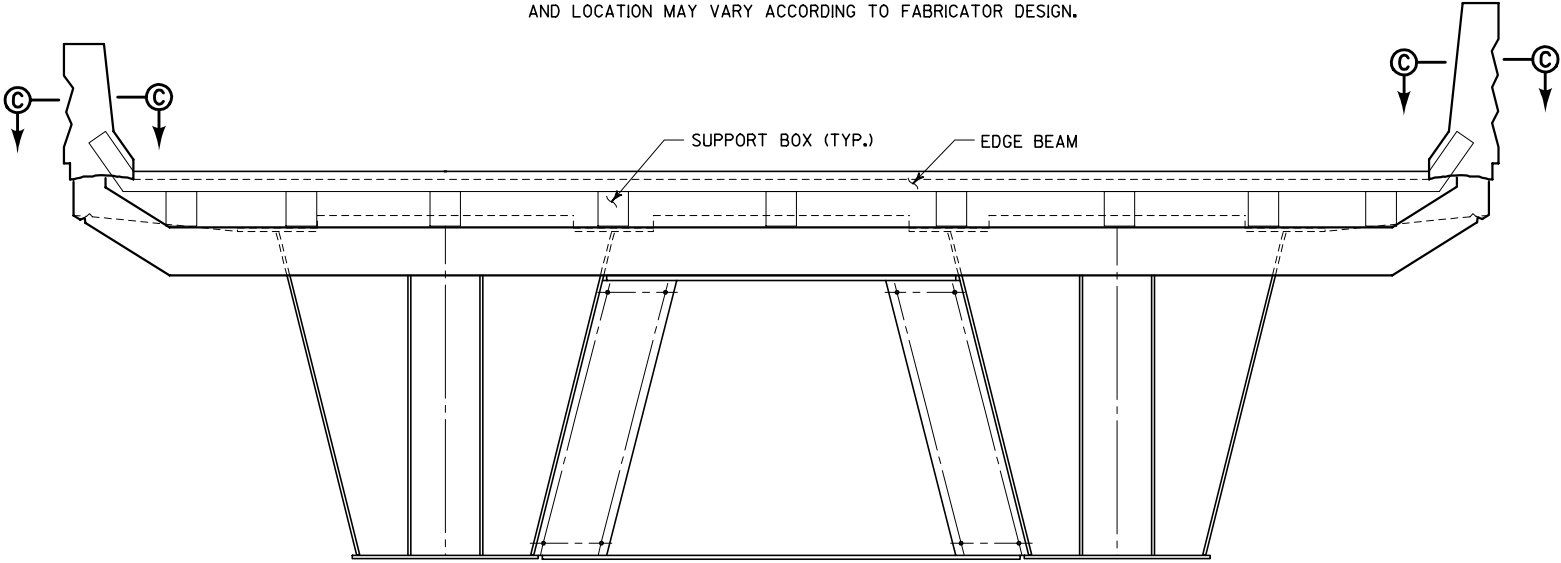
BAR STEEL REINF. IN DECK AND CONC. DIAPHRAGM SHALL BE RESPALED AS NECESSARY TO ALLOW PLACEMENT OF JOINT ASSEMBLY.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CK'D. TFS
EXPANSION JOINT ABUTMENT NE1			SHEET 137 OF 162



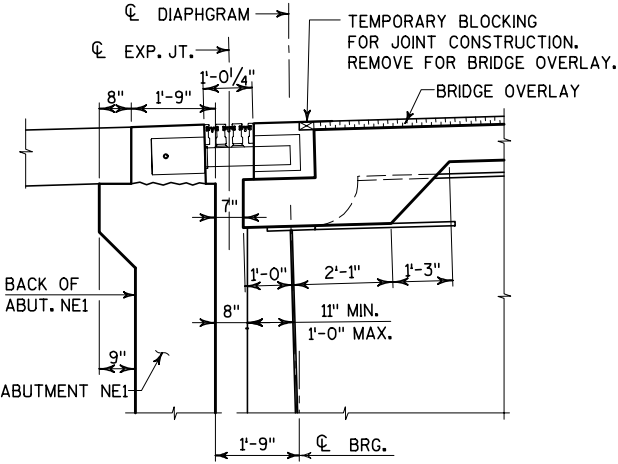
PLAN

SUPPORT BOXES ARE SHOWN FOR GENERAL INFORMATION AND LOCATION MAY VARY ACCORDING TO FABRICATOR DESIGN.

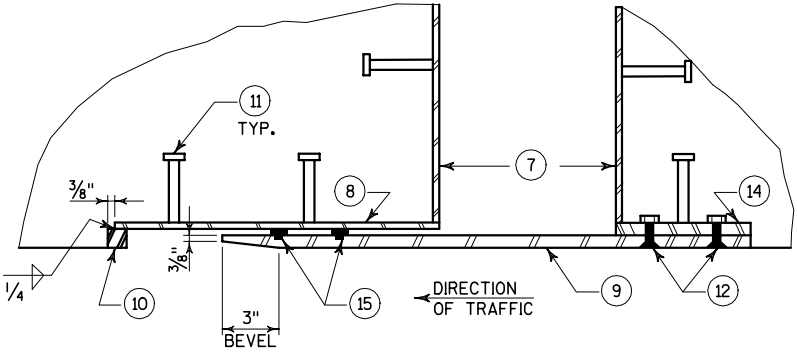


VIEW A-A

(LOOKING UPSTATION)



SECTION B-B



SECTION C-C

(NOT TO SCALE)

TEMP. TABLE

TEMPERATURE TABLE FOR SETTING JOINT OPENINGS TO BE DETERMINED BY JOINT MANUFACTURER WITH THE FOLLOWING DESIGN DATA:

1. 11/16 IN. OF MOVEMENT PER 10° F
2. MEDIAN TEMPERATURE OF 45° F
3. TEMP. RANGE IN TABLE FROM (- 5° F) TO (+ 95° F)

A TABLE OF JOINT OPENINGS BASED ON ABOVE DATA SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

LEGEND

1. MODULAR EXPANSION JOINT DEVICE.
7. 3/4" BULKHEAD PLATE. WELD TO NO. 1, NO. 8 AND NO. 14 .
8. INSIDE PLATE. FABRICATE FROM 3/8" PLATE.
9. INSIDE PLATE. FABRICATE FROM 5/8" PLATE.
10. 7/8" SQUARE BAR. WELD TO NO 8. AS SHOWN.
11. 3/4" ϕ X 4" LONG STUDS. WELD TO NO. 8, NO. 7 AND NO. 14.
12. 3/4" ϕ X 2" STAINLESS STEEL FLAT CTSK. SLOTTED HEAD CAP SCREWS. RECESS 1/16" BELOW PLATE SURFACE.
14. INSIDE PLATE. FABRICATE FROM 5/8" PLATE.
15. ADIPRENE BUTTON. SEE DETAIL. SET IN OUTSIDE PLATE.

NOTES

FABRICATOR WILL DESIGN EACH JOINT DEPENDING ON THE CONDITIONS AND THE DESIGN CRITERIA USED BY THE SUPPLIER. FABRICATION DRAWINGS IS SUBJECT TO THE APPROVAL OF THE BUREAU OF STRUCTURES.

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE GLAND.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SWEEP.

NO EXPANSION JOINT PROTRUSIONS PERMITTED ABOVE ROADWAY SURFACE, ON PARAPET ROADWAY FACE OR ABOVE SIDEWALK SURFACE.

THE EXPANSION JOINT SEALS SHALL BE PLACED, BONDED & SEALED AS RECOMMENDED BY THE MANUFACTURER. FORM WORK SHALL BE PLACED BETWEEN THE SUPPORT BOXES TO PREVENT CONCRETE INTRUSION INTO THE SUPPORT BOX. A TECHNICAL REPRESENTATIVE OF THE MANUFACTURER SHALL BE PRESENT DURING INSTALLATION. PRIOR TO SETTING THE JOINT ASSEMBLY INTO POSITION, THE PROJECT ENGINEER SHALL DETERMINE THE PROPER JOINT OPENING.

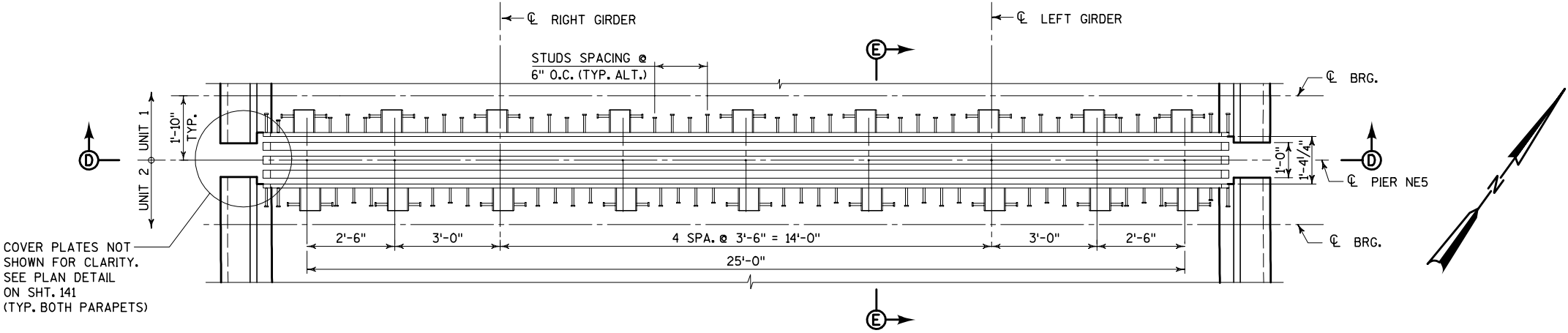
EXPANSION JOINT EXTRUSIONS SHALL BE FABRICATED TO CONFORM TO ROADWAY CROWN & GRADE. FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN & SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST BARS, PLATES, WT-SECTION, ANCHORAGE LOOP, & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THIS ASSEMBLY SHALL BE HOT DIPPED GALVANIZED.

COST OF FURNISHING & PLACING OF THE EXPANSION JOINTS COMPLETE WITH PARAPET PLATES SHALL BE PAID FOR UNDER THE PRICE BID FOR "MODULAR EXPANSION DEVICE STRUCTURE B-40-1221".

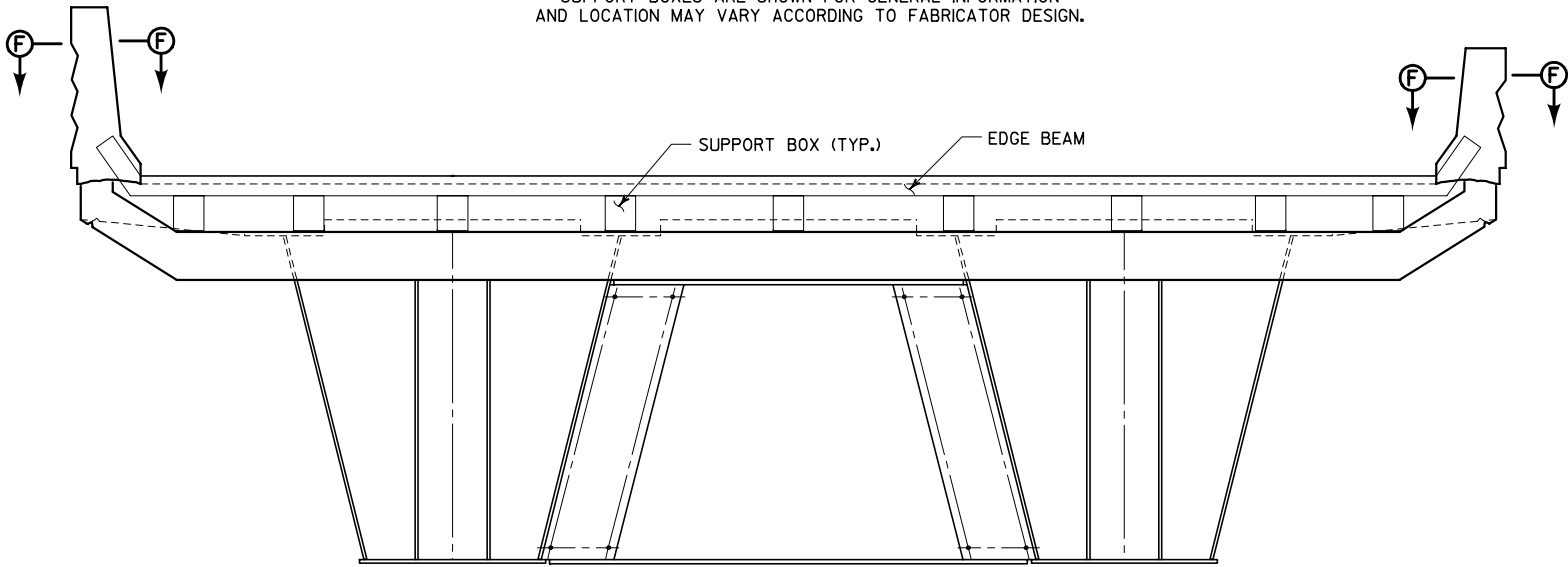
BAR STEEL REINF. IN DECK AND CONC. DIAPHRAGM SHALL BE RESPACED AS NECESSARY TO ALLOW PLACEMENT OF JOINT ASSEMBLY.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CK'D. TFS
EXPANSION JOINT PIER NE5			SHEET 138 OF 162



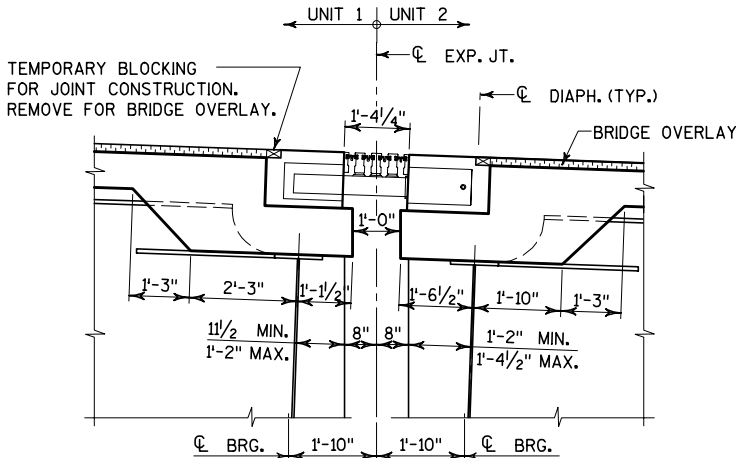
PLAN

SUPPORT BOXES ARE SHOWN FOR GENERAL INFORMATION AND LOCATION MAY VARY ACCORDING TO FABRICATOR DESIGN.

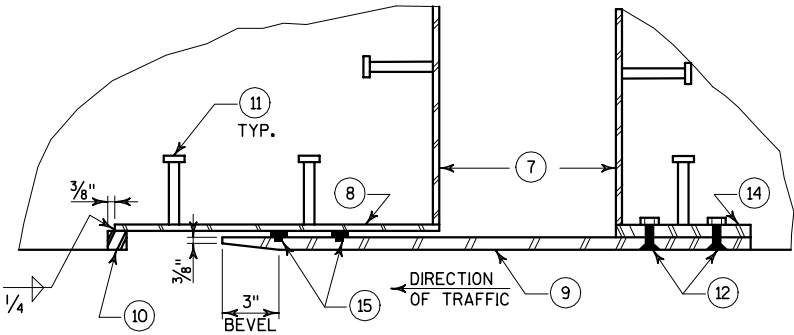


VIEW D-D

(LOOKING UPSTATION)



SECTION E-E



SECTION F-F

(NOT TO SCALE)

TEMP. TABLE

TEMPERATURE TABLE FOR SETTING JOINT OPENINGS
TO BE DETERMINED BY JOINT MANUFACTURER WITH
THE FOLLOWING DESIGN DATA:

1. 13/16 IN. OF MOVEMENT PER 10° F
2. MEDIAN TEMPERATURE OF 45° F
3. TEMP. RANGE IN TABLE FROM (- 5° F) TO (+ 95°F)

A TABLE OF JOINT OPENINGS BASED ON ABOVE DATA
SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

LEGEND

1. MODULAR EXPANSION JOINT DEVICE.
7. 3/4" BULKHEAD PLATE. WELD TO NO. 1, NO. 8 AND NO. 14 .
8. INSIDE PLATE. FABRICATE FROM 3/8" PLATE.
9. INSIDE PLATE. FABRICATE FROM 5/8" PLATE.
10. 7/8" SQUARE BAR. WELD TO NO 8. AS SHOWN.
11. 3/4" ϕ X 4" LONG STUDS. WELD TO NO. 8, NO. 7 AND NO. 14.
12. 3/4" ϕ X 2" STAINLESS STEEL FLAT CTSK. SLOTTED HEAD CAP SCREWS. RECESS 1/16" BELOW PLATE SURFACE.
14. INSIDE PLATE. FABRICATE FROM 5/8" PLATE.
15. ADIPRENE BUTTON. SEE DETAIL. SET IN OUTSIDE PLATE.

NOTES

FABRICATOR WILL DESIGN EACH JOINT DEPENDING ON THE CONDITIONS AND
THE DESIGN CRITERIA USED BY THE SUPPLIER. FABRICATION DRAWINGS IS
SUBJECT TO THE APPROVAL OF THE BUREAU OF STRUCTURES.

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. DETAILS SHALL BE
SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE GLAND.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS
SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SWEEP.

NO EXPANSION JOINT PROTRUSIONS PERMITTED ABOVE ROADWAY SURFACE,
ON PARAPET ROADWAY FACE OR ABOVE SIDEWALK SURFACE.

THE EXPANSION JOINT SEALS SHALL BE PLACED, BONDED & SEALED AS
RECOMMENDED BY THE MANUFACTURER. FORM WORK SHALL BE PLACED
BETWEEN THE SUPPORT BOXES TO PREVENT CONCRETE INTRUSION INTO
THE SUPPORT BOX. A TECHNICAL REPRESENTATIVE OF THE MANUFACTURER
SHALL BE PRESENT DURING INSTALLATION. PRIOR TO SETTING THE JOINT
ASSEMBLY INTO POSITION, THE PROJECT ENGINEER SHALL DETERMINE THE
PROPER JOINT OPENING.

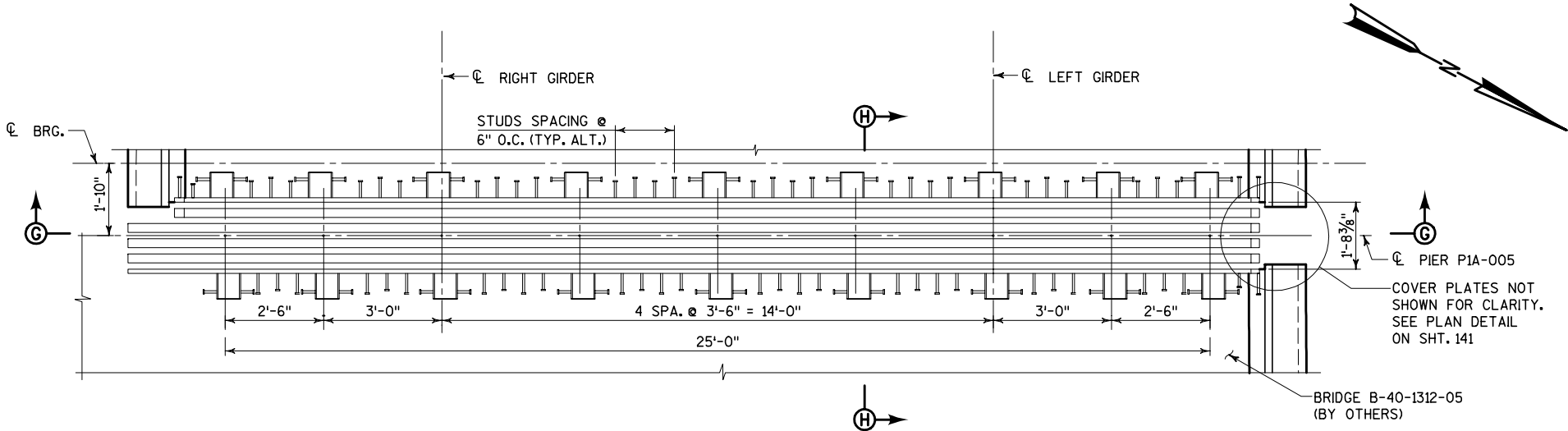
EXPANSION JOINT EXTRUSIONS SHALL BE FABRICATED TO CONFORM TO
ROADWAY CROWN & GRADE. FABRICATOR SHALL PROVIDE MEANS OF KEEPING
GALVANIZED EXTRUSIONS CLEAN & SMOOTH DURING SHIPMENT AND PRIOR TO
APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST BARS, PLATES, WT-SECTION, ANCHORAGE LOOP, & EXTRUSIONS
AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST
CLEANING". AFTER BLAST CLEANING, THIS ASSEMBLY SHALL BE HOT DIPPED
GALVANIZED.

COST OF FURNISHING & PLACING OF THE EXPANSION JOINTS COMPLETE WITH
PARAPET PLATES SHALL BE PAID FOR UNDER THE PRICE BID FOR
"MODULAR EXPANSION DEVICE STRUCTURE B-40-1221".

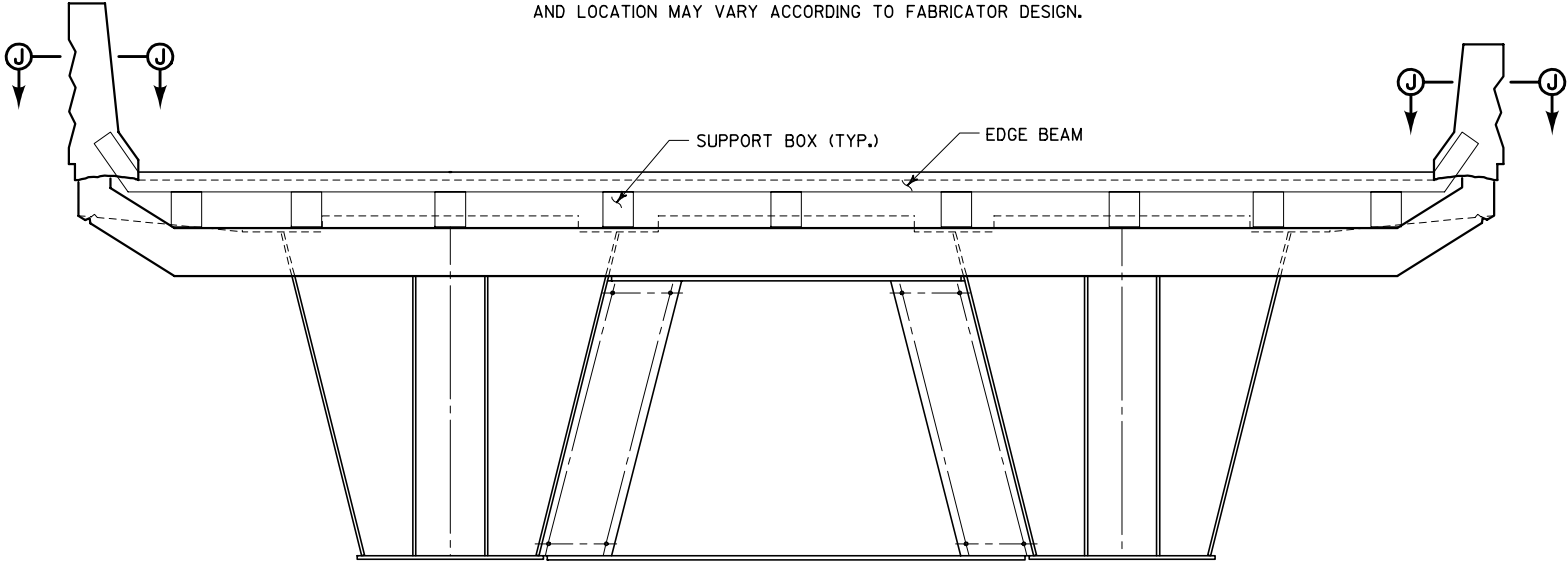
BAR STEEL REINF. IN DECK AND CONC. DIAPHRAGM SHALL BE RESPAVED AS
NECESSARY TO ALLOW PLACEMENT OF JOINT ASSEMBLY.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	OD
		PLANS CK'D.	TFS
EXPANSION JOINT PIER P1A-005			SHEET 139 OF 162



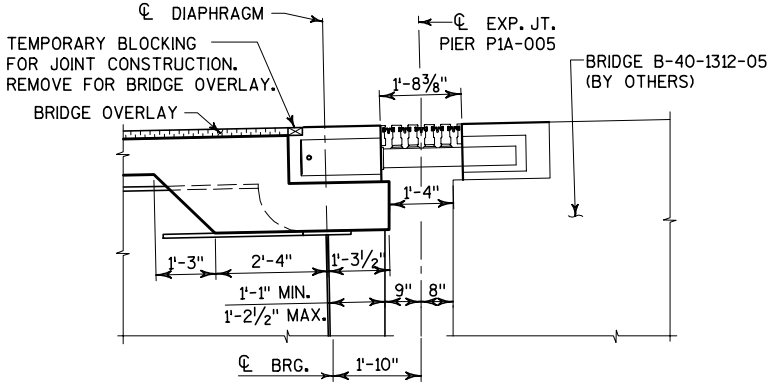
PLAN

SUPPORT BOXES ARE SHOWN FOR GENERAL INFORMATION
AND LOCATION MAY VARY ACCORDING TO FABRICATOR DESIGN.

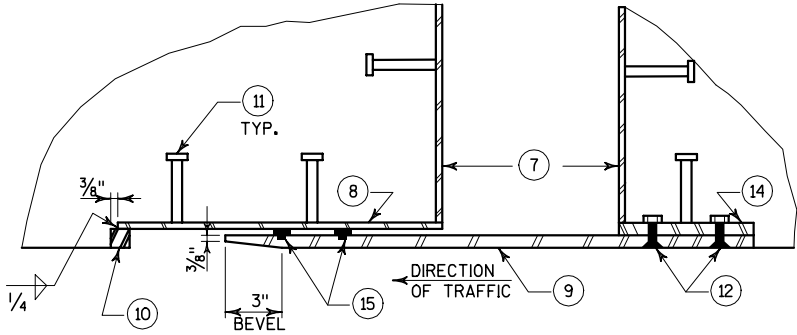


VIEW G-G

(LOOKING DOWNSTATION)

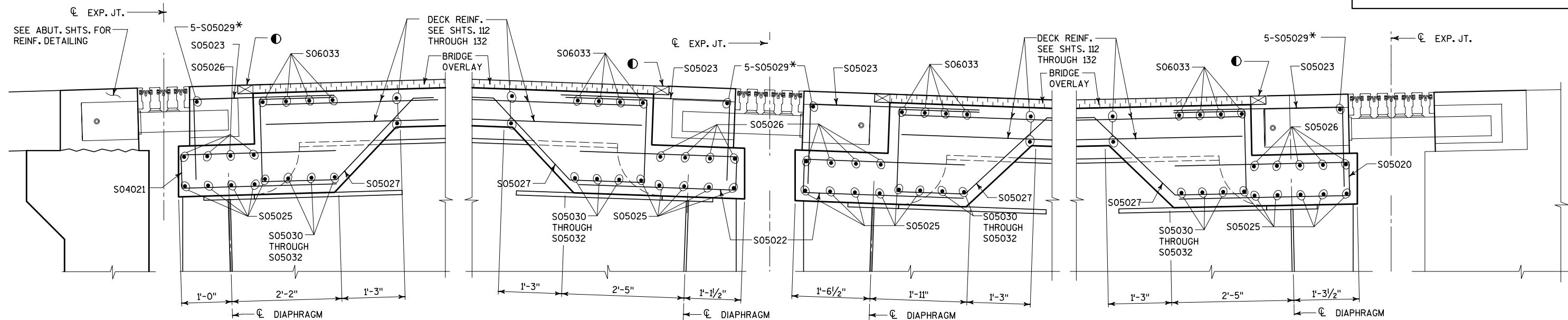


SECTION H-H



SECTION J-J

(NOT TO SCALE)

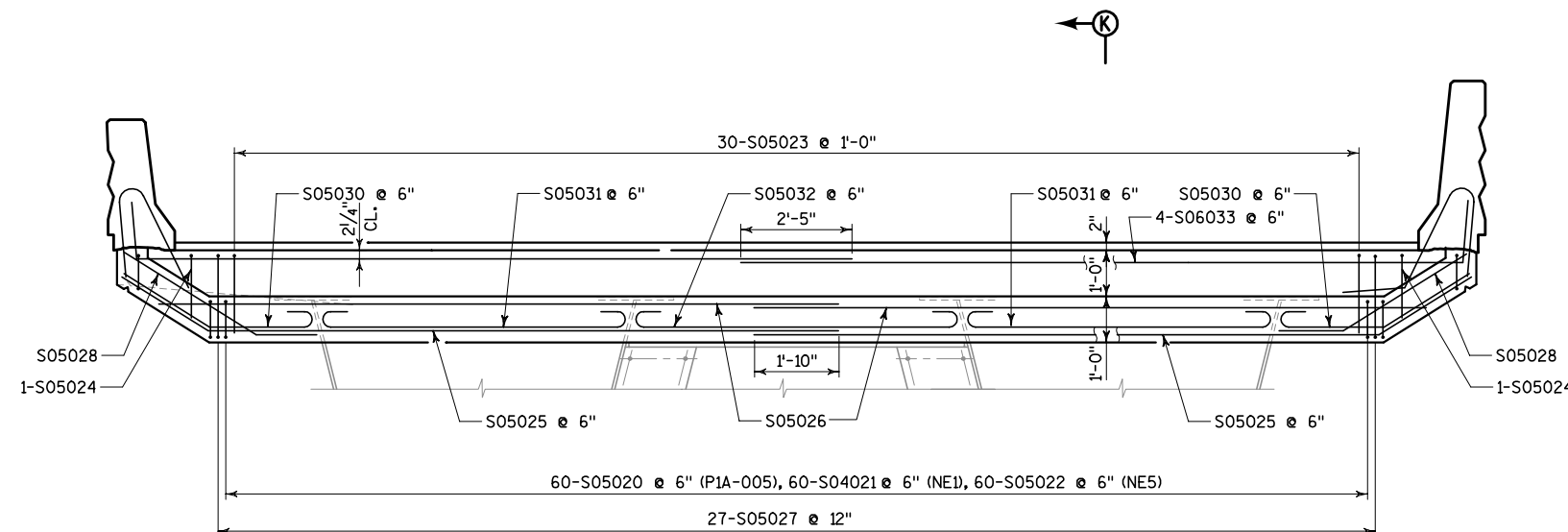


SECTION K-K
(FOR NE1 ONLY)

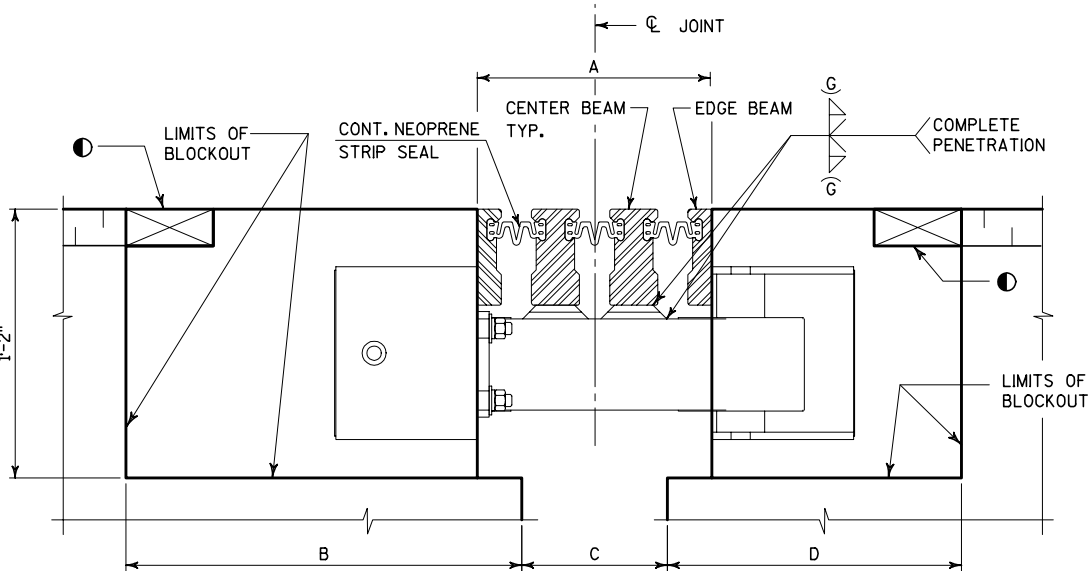
SECTION K-K
(FOR NE5 ONLY)

* MIN. LAP 1'-0", CUT IN FIELD
TO CLEAR JOINT SUPPORT
SYSTEM AS REQUIRED OR
COORDINATE THE LENGTH WITH
THE EXPANSION JOINT SUPPLIER.

SECTION K-K
(FOR P1A-005 ONLY)



ELEVATION NE1, NE5 & P1A-005
(LOOKING UPSTATION - NE1
LOOKING DOWNSTATION - NE5 & P1A-005)



TYPICAL SECTION THRU SUPPORT BOX
(EXPANSION JOINT ASSEMBLY SHOWN FOR NE1 ONLY.
NE5 AND P1A-005 SIMILAR WITH DIFFERENT CELL PATTERN)

	NE1	NE5	P1A-005
A	1'-0 1/4"	1'-4 1/4"	1'-8 3/8"
B	1'-9"	1'-10"	2'-1"
C	7"	1'-0"	1'-4"
D	1'-6"	1'-10"	2'-1"

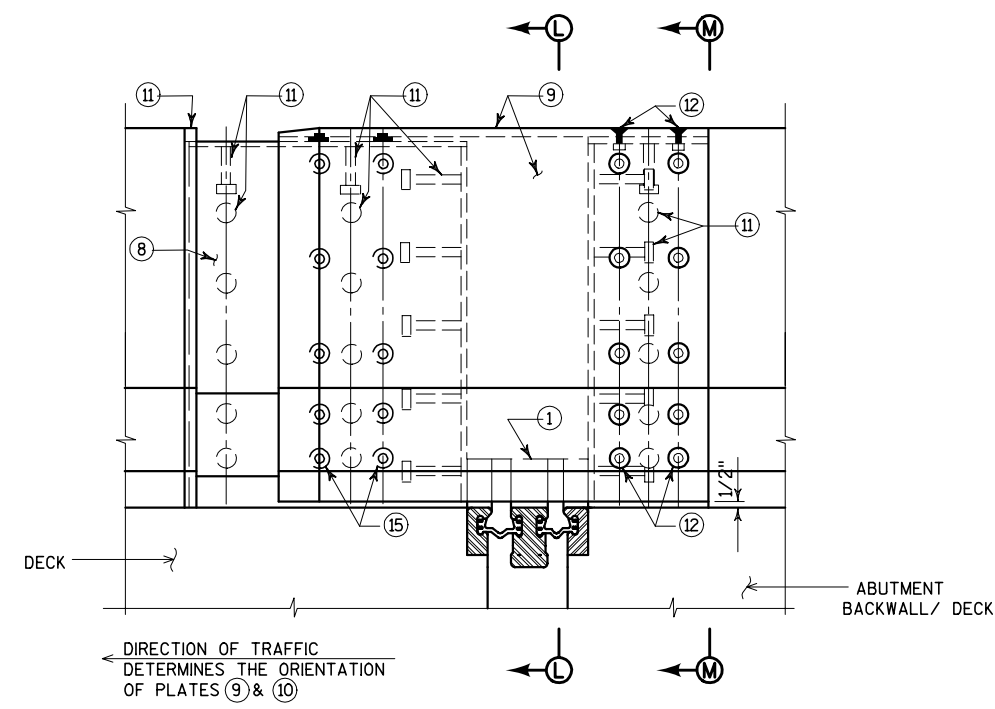
LEGEND

● TEMPORARY BLOCKING TO BE REMOVED FOR
BRIDGE OVERLAY CONSTRUCTION.

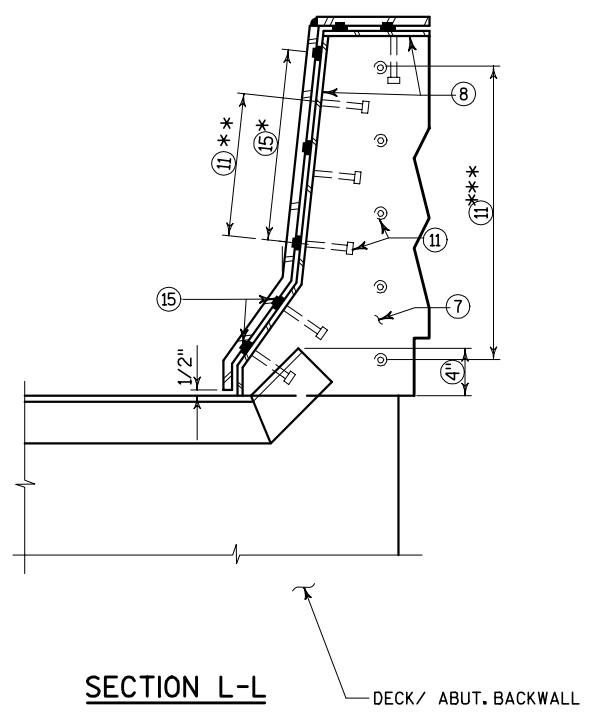
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- WORK THIS SHEET WITH SHEETS 137 THRU 142.

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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY	OD
		PLANS CK'D.	TFS
EXPANSION JOINT REINFORCEMENT & DETAILS			SHEET 140 OF 162

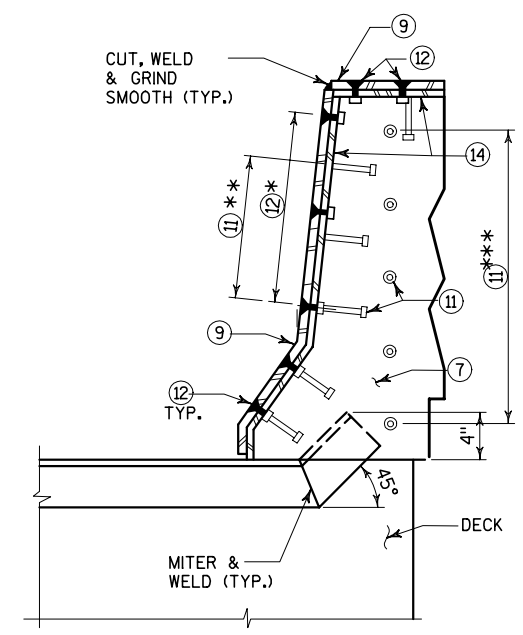


PARAPET ELEVATION LF/HF

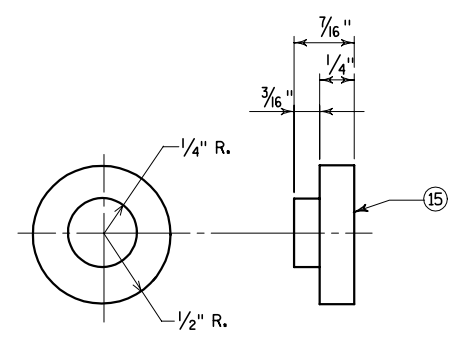


SECTION L-L

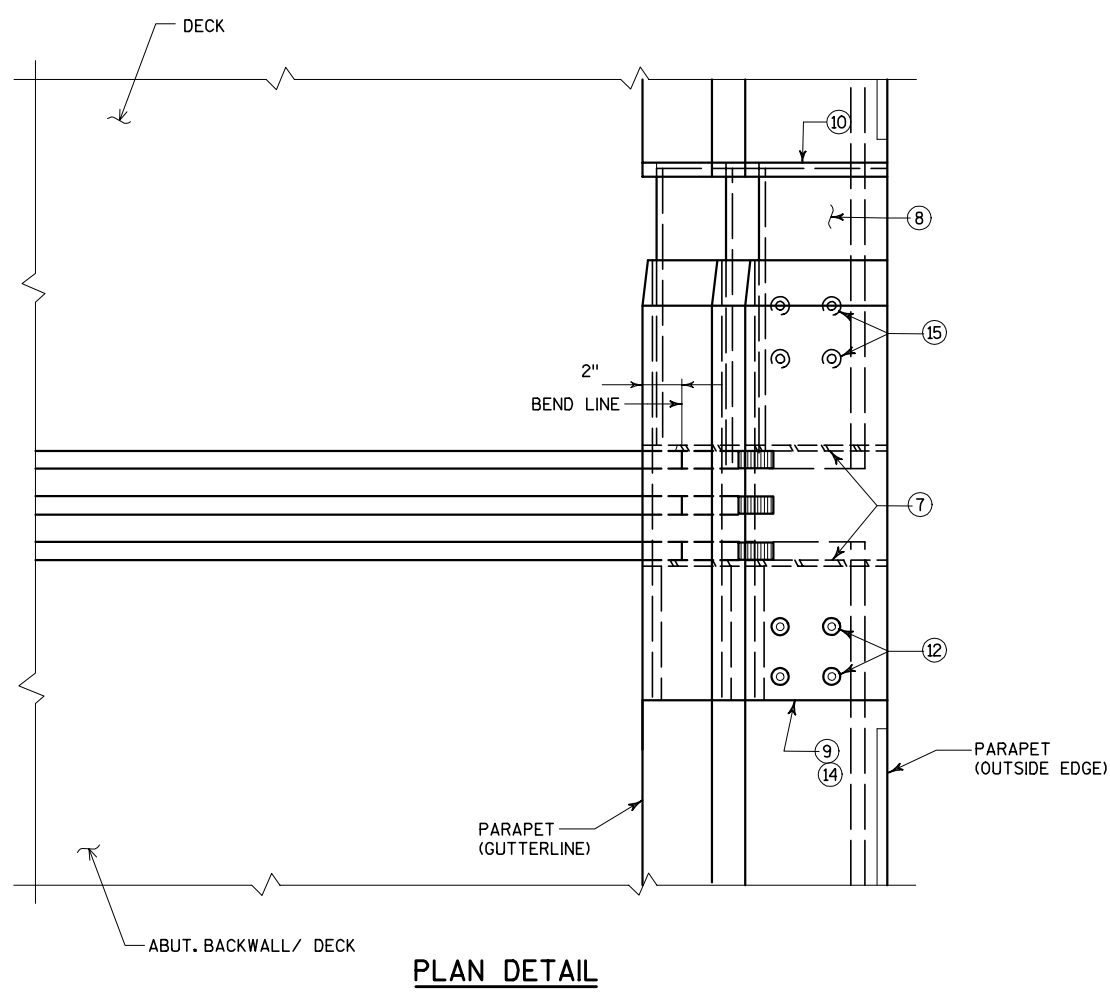
- * 2 EQ. SPA. (LF)
4 EQ. SPA. (HF)
- ** 2 SPA. (LF)
4 SPA. (HF)
- *** 4 SPA. (LF)
6 SPA. (HF)



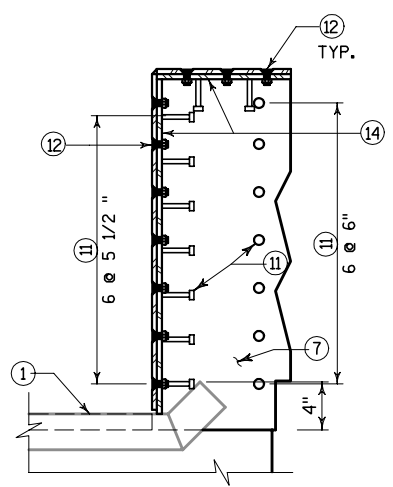
SECTION M-M



ADIPRENE BUTTON DETAIL

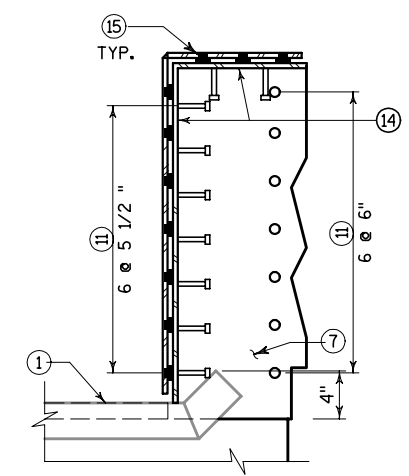


PLAN DETAIL



SECTION L-L

SPECIAL DETAIL FOR P1A-005 NORTH PARAPET



SECTION M-M

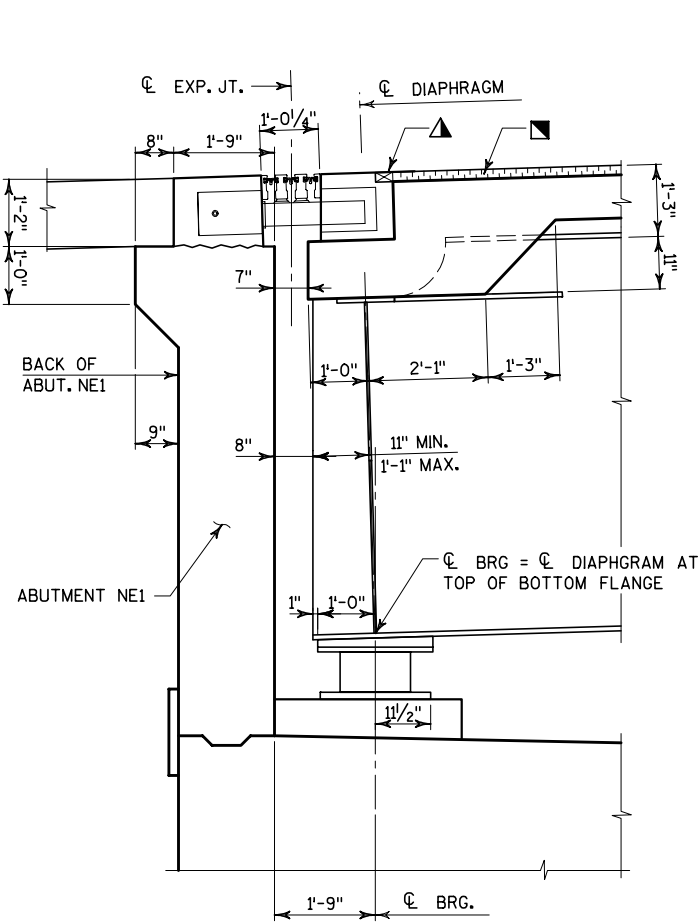
LEGEND

- 1 MODULAR EXPANSION JOINT DEVICE.
- 7 3/4 " BULKHEAD PLATE. WELD TO NO. 1, NO. 8 AND NO. 14 .
- 8 INSIDE PLATE. FABRICATE FROM 3/8 " PLATE.
- 9 INSIDE PLATE. FABRICATE FROM 5/8 " PLATE.
- 10 7/8 " SQUARE BAR. WELD TO NO. 8. AS SHOWN.
- 11 3/4 " ϕ X 4" LONG STUDS. WELD TO NO. 8, NO. 7 AND NO. 14.
- 12 3/4 " ϕ X 2" STAINLESS STEEL FLAT CTSK. SLOTTED HEAD CAP SCREWS. RECESS 1/16 " BELOW PLATE SURFACE.
- 14 INSIDE PLATE. FABRICATE FROM 5/8 " PLATE.
- 15 ADIPRENE BUTTON. SEE DETAIL. SET IN OUTSIDE PLATE.

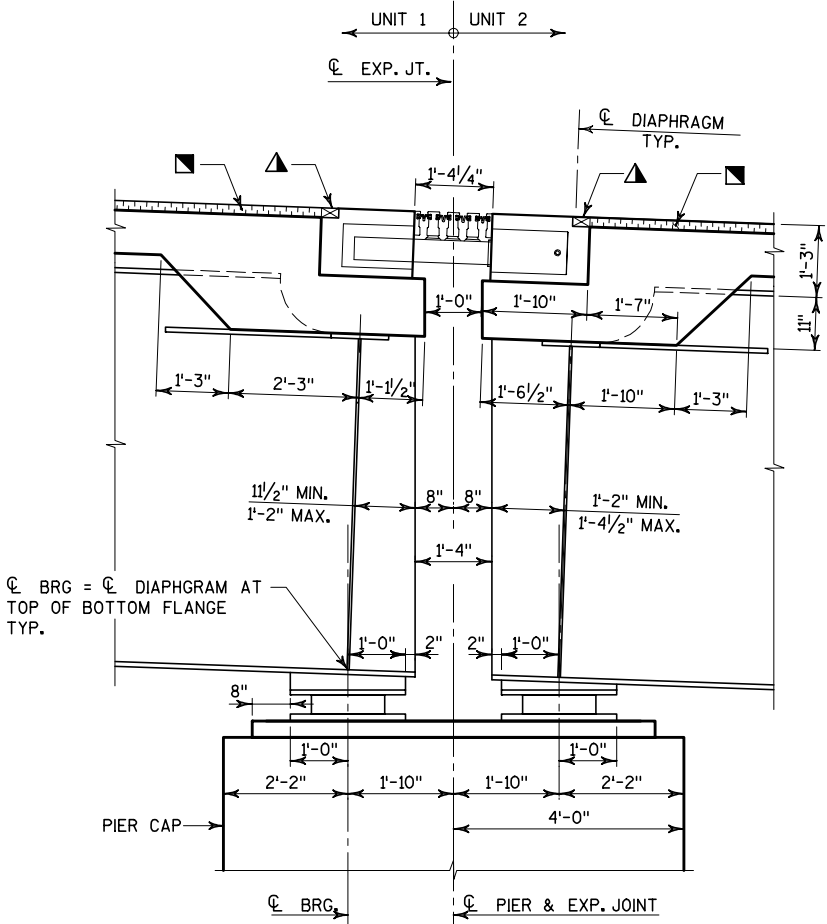
NOTES

- 1. SEE SHT. 151 FOR PARAPET DIMENSIONS.
- 2. DRAWINGS ARE NOT TO SCALE.

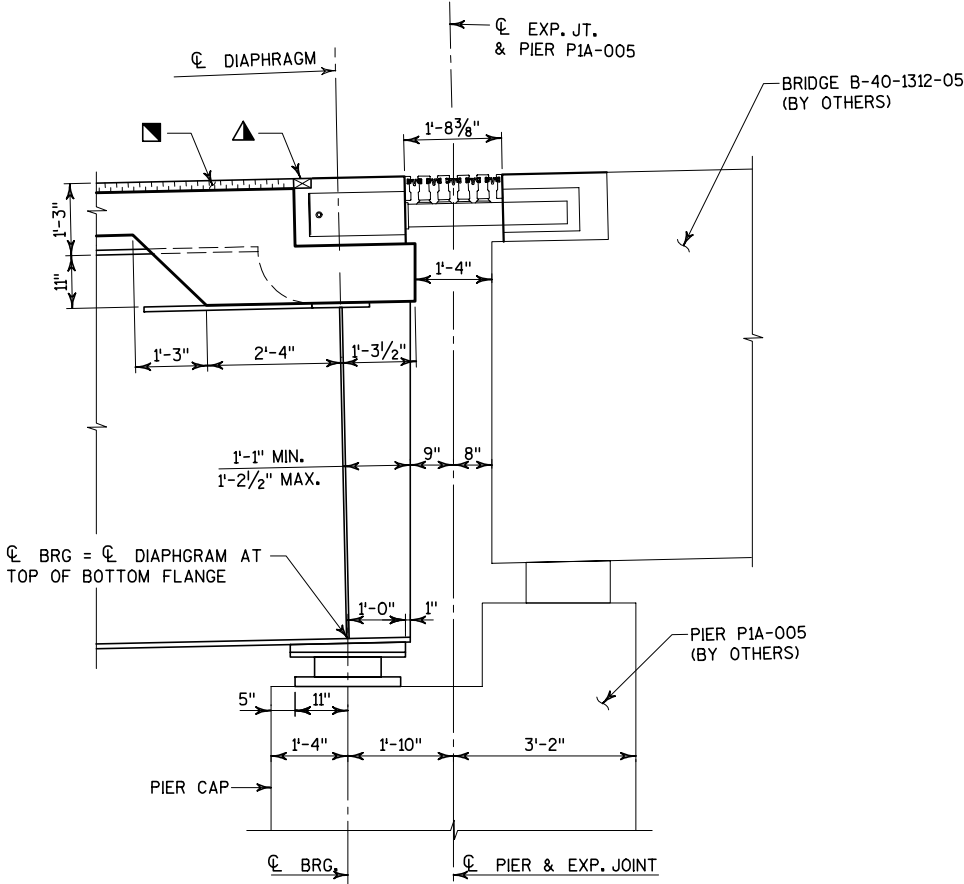
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CK'D. TFS
EXPANSION JOINT COVER PLATES			SHEET 141 OF 162



SECTION AT ABUTMENT NE1



SECTION AT PIER NE5



SECTION AT PIER P1A-005

LEGEND

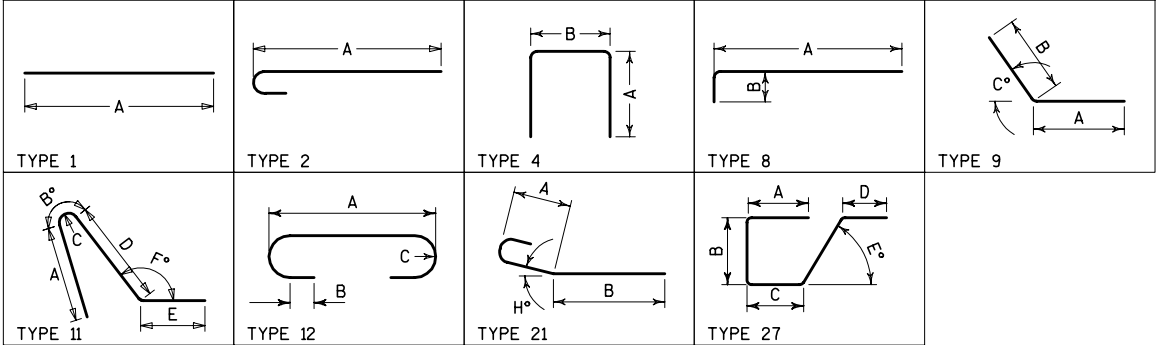
- ▲ TEMPORARY BLOCKING FOR JOINT CONSTRUCTION. REMOVE FOR BRIDGE OVERLAY.
- BRIDGE OVERLAY

NOTES:

- JOINT OPENING DIMENSION AND MINIMUM SPACE BETWEEN ANY PORTION OF ADJACENT STRUCTURES VARY WITH SETTING TEMPERATURE. SEE TEMPERATURE TABLE FOR SETTING JOINT OPENINGS.
- ADJACENT STRUCTURES ARE SHOWN FOR REFERENCE ONLY. ALL INFORMATION RELATING TO THESE STRUCTURES SHALL BE VERIFIED FROM THE APPROPRIATE PLAN SET.
- SUPPORT BARS ARE SHOWN SLOPED TO FOLLOW DECK GRADE. DETAILED DESIGN OF THE MODULAR EXPANSION DEVICE MAY REQUIRE THESE BARS TO BE HORIZONTAL. CONFIRM BLOCKOUT DIMENSIONS AFTER EXPANSION DEVICES HAVE BEEN DETAILED.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CK'D. JCP
EXPANSION JOINT SECTIONS		SHEET 142 OF 162	

BAR INFORMATION						BAR DIMENSIONS						LOCATION	REMARKS
BAR MARK	COAT	NO. REQ'D	CUT LENGTH	TOTAL WT (LB)	BEND TYPE	A	B	C	D	E	F		
S05001	E	7006	5'-4"	38972	11	1'-9"	159°	2"	2'-0"	1'-0"	118°	STANDARD PARAPET DOWELS	
S06002	E	84	6'-4"	799	9	3'-3"	3'-3"	79°				SPECIAL PARAPET DOWELS	
S06003	E	10	6'-5"	96	9	3'-3"	3'-3"	85°				SPECIAL PARAPET DOWELS	
S06005	E	192	14'-9"	4254	2	14'-0"						EXTRA TRANSVERSE AT LIGHT POLES	
S05006	E	65	4'-6"	305	9	2'-3"	2'-3"	10°				EDGE DOWELS AT LIGHT POLES	
S05007	E	15	4'-2"	65	9	1'-11"	2'-3"	10°				EDGE DOWELS AT LIGHT POLES	
S06008	E	36	18'-10"	1018	9	18'-0"	1'-0"	90°				EXTRA TRANSVERSE TOP AT SIGN BRIDGES	
S05009	E	6	8'-7"	54	2	8'-0"						EXTRA TRANSVERSE BOTTOM AT SIGN BRIDGES	
S06010	E	36	7'-10"	424	9	4'-0"	4'-0"	90°				DECK DRAINS	
S05011	E	54	4'-7"	258	2	4'-0"						LONGITUDINAL AT DRAINS	
S05020	E	66	7'-0"	482	4	3'-3"	0'-8"					JOINT BOX STIRRUP	
S04021	E	66	6'-8"	294	4	3'-1"	0'-8"					JOINT BOX STIRRUP	
S05022	E	132	6'-6"	895	4	3'-0"	0'-8"					JOINT BOX STIRRUP	
S05023	E	120	5'-2"	647	8	3'-7"	1'-8"					JOINT BOX DOWEL	
S05024	E	8	4'-11"	41	8	3'-7"	1'-5"					JOINT BOX DOWEL	
S05025	E	44	14'-11"	685	9	13'-10"	1'-1"	45°				JOINT BOX HORIZONTAL	
S05026	E	34	14'-10"	526	1	14'-10"						JOINT BOX HORIZONTAL	
S05027	E	108	9'-10"	1108	27	2'-5"	1'-8"	1'-3"	2'-5"	45°		EDGE BEAM STRRUP	
S05028	E	34	4'-4"	154	9	2'-0"	2'-6"	45°				JOINT BOX HORIZONTAL	
S05029	E	20	6'-10"	143	1	6'-10"						BLOCKOUT HORIZONTAL	
S05030	E	22	4'-9"	109	21	2'-5"	1'-11"	45°				JOINT BOX HORIZONTAL	
S05031	E	22	7'-0"	161	12	6'-2"	0'-7"					JOINT BOX HORIZONTAL	
S05032	E	11	8'-8"	99	12	6'-10"	0'-7"					JOINT BOX HORIZONTAL	
S06033	E	32	17'-4"	833	8	16'-2"	1'-4"					EDGE BEAM STIRRUP	
S06050	E	7060	15'-9"	167015	1	15'-9"						DECK TRANSVERSE TOP	
S05051	E	3538	4'-5"	16298	1	4'-5"						DECK TRANSVERSE BOTTOM - O/H	
S05052	E	3530	23'-0"	84681	1	23'-0"						DECK TRANSVERSE BOTTOM	
S05053	E	484	38'-0"	19183	1	38'-0"						DECK LONGITUDINAL TOP	
S05054	E	1618	60'-0"	101254	1	60'-0"						DECK LONGITUDINAL TOP	
S05055	E	324	33'-6"	11321	1	33'-6"						DECK LONGITUDINAL TOP	
S05056	E	308	70'-0"	22487	1	70'-0"						DECK LONGITUDINAL TOP	
S05057	E	162	43'-9"	7392	1	43'-9"						DECK LONGITUDINAL TOP	
S05058	E	81	34'-0"	2872	1	34'-0"						DECK LONGITUDINAL TOP	
S05059	E	162	44'-6"	7519	1	44'-6"						DECK LONGITUDINAL TOP	
S05060	E	81	34'-9"	2936	1	34'-9"						DECK LONGITUDINAL TOP	
S05061	E	162	35'-9"	6041	1	35'-9"						DECK LONGITUDINAL TOP	
S05062	E	162	35'-3"	5956	1	35'-3"						DECK LONGITUDINAL TOP	
S05063	E	162	35'-6"	5998	1	35'-6"						DECK LONGITUDINAL TOP	
S05064	E	81	30'-6"	2577	1	30'-6"						DECK LONGITUDINAL TOP	
S05065	E	81	55'-0"	4647	1	55'-0"						DECK LONGITUDINAL TOP	
S05066	E	44	64'-0"	2937	1	64'-0"						DECK LONGITUDINAL TOP	
S05067	E	81	46'-6"	3928	1	46'-6"						DECK LONGITUDINAL TOP	
TOTAL:		26344		527462									



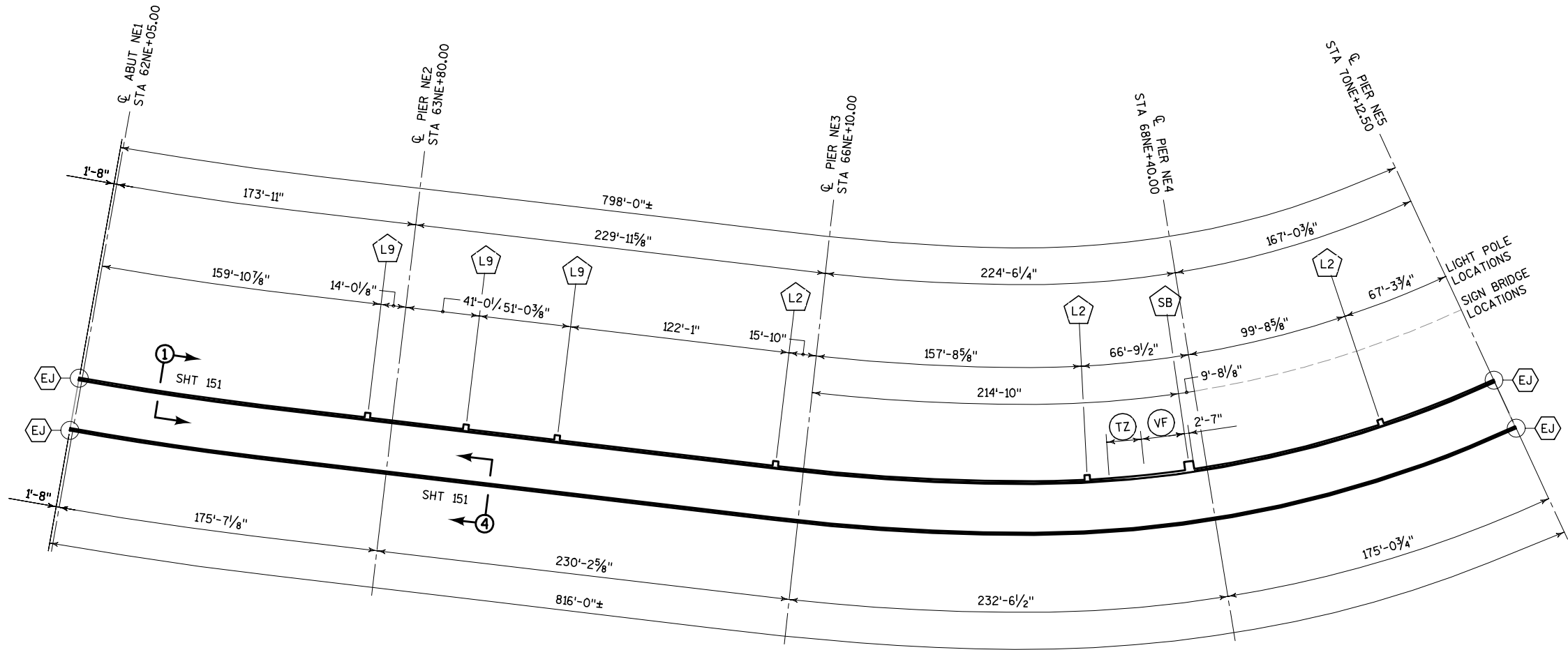
- LEGEND
- * DENOTES AVERAGE DIMENSIONS FOR BAR SERIES. SEE THE 'REMARKS' COLUMN FOR COMPLETE SERIES INFORMATION.
- NOTES
- REINFORCEMENT SCHEDULES AND BREAKDOWNS ARE FOR INFORMATION ONLY. SEE GENERAL NOTES ON SHEET 5 FOR ADDITIONAL INFORMATION.
 - THE SECOND AND THIRD DIGITS OF THE MARK NUMBER DEFINE THE BAR SIZE - E.G. X08--- = *8 BAR X11--- = *11 BAR.
 - COATING CODES DENOTE THE FOLLOWING:
BLANK = UNCOATED (PLAIN)
'E' = EPOXY COATED
 - BENT SHAPES ARE DIMENSIONED TO THE INTERSECTION POINT OF THE LINES DEFINING THE OUTSIDE BAR SURFACES.
 - ALL BENDS AND BAR EXTENSIONS ARE STANDARD AASHTO DIMENSIONS UNLESS OTHERWISE NOTED.
 - BARs ARE SYMMETRIC UNLESS OTHERWISE NOTED.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
DECK REINFORCEMENT SCHEDULE			SHEET 143 OF 162
			MAR 21 2005

BAR MARK BREAKDOWN																						
MARK	EXP JTS	BASES	SPAN NE1	PIER NE2	SPAN NE2	PIER NE3	SPAN NE3	PIER NE4	SPAN NE4	SPAN NE5	PIER NE6	SPAN NE6	PIER NE7	SPAN NE7	PIER NE8	SPAN NE8	PIER NE9	SPAN NE9	PIER NE10	SPAN NE10	TOT NO.	WEIGHT
S05001	40		446	305	468	313	474	312	425	421	328	482	323	477	328	487	322	418	285	352	7006	38972
S06002				11	6	5	6		5	5		10	5	15		5	6		5		84	799
S06003								10													10	96
S06005		192																			192	4254
S05006		65																			65	305
S05007		15																			15	65
S06008		36																			36	1018
S05009		6																			6	54
S06010				4		4		4			4		4		4	4	4		4		36	424
S05011				6		6		6			6		6		6	6	6		6		54	258
S05020	66																				66	482
S04021	66																				66	294
S05022	132																				132	895
S05023	120																				120	647
S05024	8																				8	41
S05025	44																				44	685
S05026	34																				34	526
S05027	108																				108	1108
S05028	34																				34	154
S05029	20																				20	143
S05030	22																				22	109
S05031	22																				22	161
S05032	11																				11	99
S06033	32																				32	833
S06050			446	316	474	318	480	322	430	426	328	492	328	492	328	492	328	418	290	352	7060	167015
S05051			224	158	238	160	240	162	216	214	164	246	164	246	164	246	164	210	146	176	3538	16298
S05052			223	158	237	159	240	161	215	213	164	246	164	246	164	246	164	209	145	176	3530	84681
S05053			162								80		80		81		81				484	19183
S05054			81	81	81	81	81	81	81	81	80	162	80	162	81	162	81	81		81	1618	101254
S05055				81								81		81		81					324	11321
S05056				44		44		44			44		44		44		44				308	22487
S05057					162																162	7392
S05058						81															81	2872
S05059							162														162	7519
S05060								81													81	2936
S05061									162												162	6041
S05062										162											162	5956
S05063																		162			162	5998
S05064																			81		81	2577
S05065																			81		81	4647
S05066																			44		44	2937
S05067																				81	81	3928
TOT NO.	719	314	1582	1164	1666	1171	1683	1183	1534	1522	1198	1719	1198	1719	1200	1729	1200	1498	1087	1218	26344	
*4 WT	294																					294
*5 WT	5271	424	20352	17355	21846	17474	22087	17590	19626	19462	17933	22684	17905	22656	18035	22740	18001	19373	15926	15987		352729
*6 WT	833	5272	10551	7627	11270	7617	11412	7760	10220	10125	7807	11734	7854	11782	7806	11734	7864	9889	6955	8327		174439
TOT WT	6398	5696	30903	24982	33116	25092	33500	25350	29846	29587	25739	34418	25758	34438	25841	34474	25865	29261	22881	24315		527462

- NOTES
- REINFORCEMENT SCHEDULES AND BREAKDOWNS ARE FOR INFORMATION ONLY. SEE GENERAL NOTES ON SHEET 5 FOR ADDITIONAL INFORMATION.
 - THE SECOND AND THIRD DIGITS OF THE MARK NUMBER DEFINE THE BAR SIZE - E.G. X08--- = *8 BAR X11--- = *11 BAR.

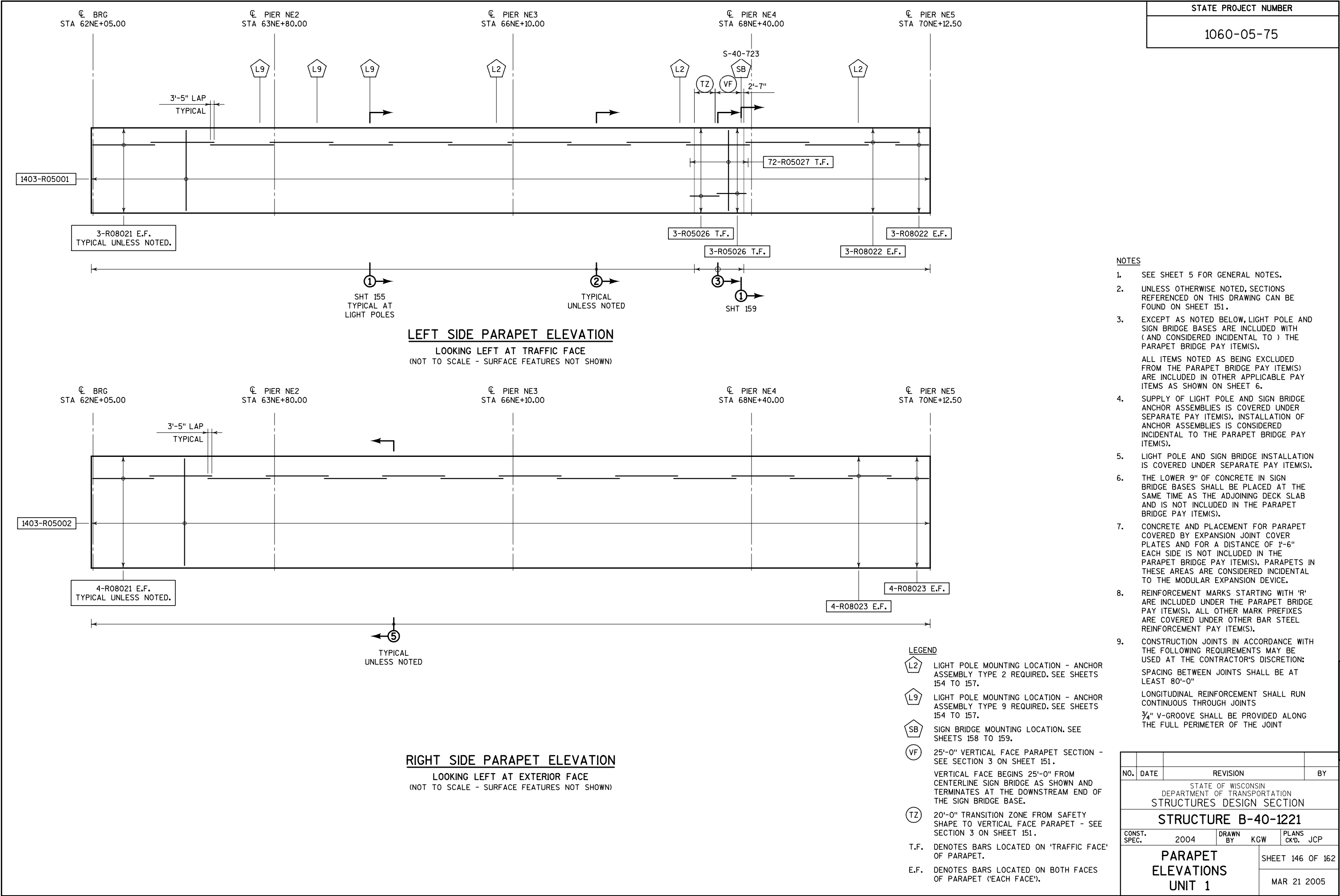
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
DECK REINFORCEMENT BREAKDOWN			SHEET 144 OF 162
			MAR 21 2005

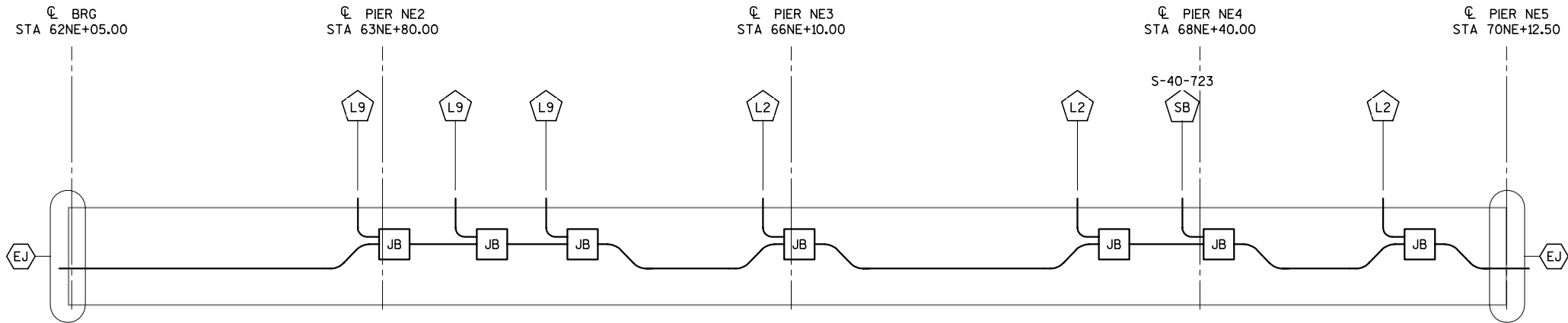


- LEGEND**
- EJ EXPANSION JOINT LOCATION. SEE SHEET 152 FOR DETAILS OF CONDUIT JOINTS REQUIRED IN THIS AREA.
 - L2 LIGHT POLE MOUNTING LOCATION - ANCHOR ASSEMBLY TYPE 2. SEE SHEETS 154 TO 157.
 - L9 LIGHT POLE MOUNTING LOCATION - ANCHOR ASSEMBLY TYPE 9. SEE SHEETS 154 TO 157.
 - SB SIGN BRIDGE MOUNTING LOCATION. SEE SHEETS 158 TO 159.
 - VF 25'-0" VERTICAL FACE PARAPET SECTION - SEE SECTION 3 ON SHEET 151.
VERTICAL FACE BEGINS 25'-0" FROM CENTERLINE SIGN BRIDGE AS SHOWN AND TERMINATES AT THE DOWNSTREAM END OF THE SIGN BRIDGE BASE.
 - TZ 20'-0" TRANSITION ZONE FROM SAFETY SHAPE TO VERTICAL FACE PARAPET - SEE SECTION 3 ON SHEET 151.

- NOTES**
- SEE SHEET 5 FOR GENERAL NOTES.
 - PARAPETS BELOW STATION 62NE+05.00 ARE INCLUDED WITH ABUT NE1 AND ARE NOT PART OF THE PARAPET MANDATORY SUBCONTRACT PAY ITEM(S). SEE SHEETS 30 TO 33.
 - DIMENSIONS ON THIS DRAWING ARE MEASURED ALONG THE ACTUAL PROFILE OF THE FINISHED EDGE OF DECK SLAB.
 - LEFT SIDE PARAPET IS NOMINAL 32" HIGH (TYPE 'LF') - SPV.0090.2040.
 - RIGHT SIDE PARAPET IS NOMINAL 42" HIGH (TYPE 'HF') - SPV.0090.2045.
 - CONCRETE AND PLACEMENT FOR PARAPET COVERED BY EXPANSION JOINT COVER PLATES AND FOR A DISTANCE OF 1'-6" EACH SIDE IS NOT INCLUDED IN THE PARAPET BRIDGE PAY ITEM(S). PARAPETS IN THESE AREAS ARE CONSIDERED INCIDENTAL TO THE MODULAR EXPANSION DEVICE.

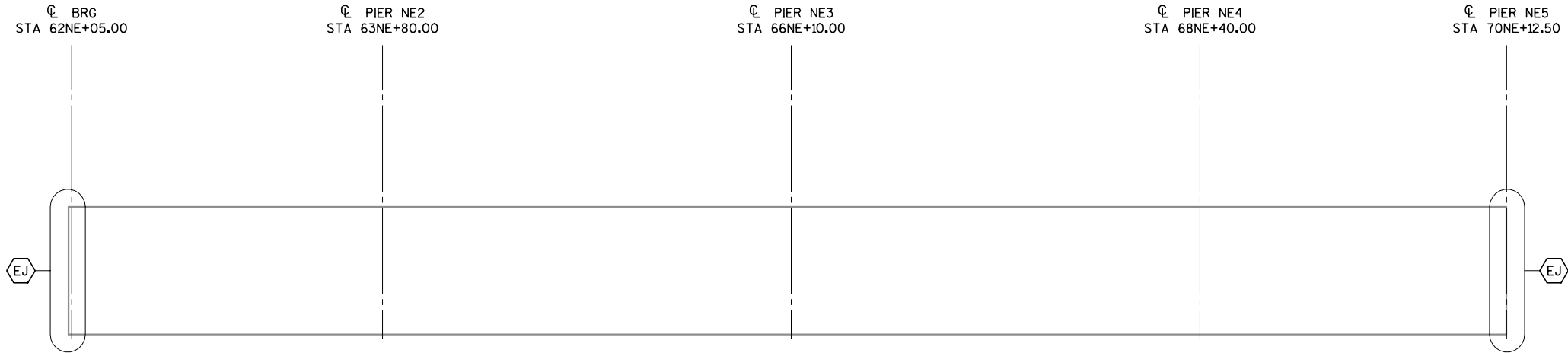
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PARAPET LAYOUT UNIT 1		SHEET 145 OF 162	
		MAR 21 2005	





LEFT SIDE PARAPET ELEVATION

LOOKING LEFT AT TRAFFIC FACE
(NOT TO SCALE - SURFACE FEATURES NOT SHOWN)



RIGHT SIDE PARAPET ELEVATION

LOOKING LEFT AT EXTERIOR FACE
(NOT TO SCALE - SURFACE FEATURES NOT SHOWN)

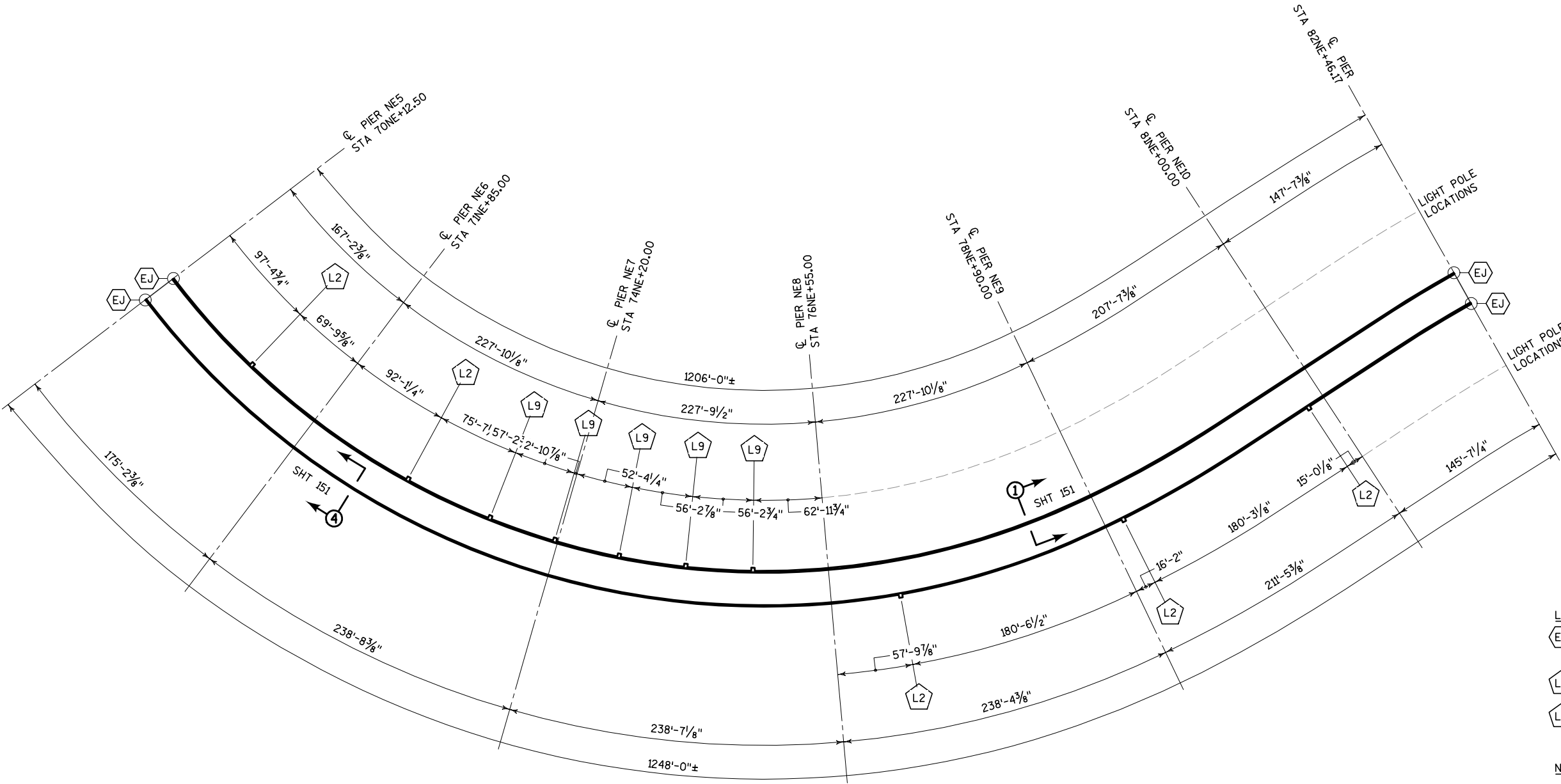
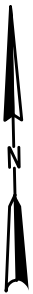
LEGEND

- EXPANSION JOINT LOCATION. SEE SHEET 152 FOR DETAILS OF CONDUIT JOINTS REQUIRED IN THIS AREA.
- LIGHT POLE MOUNTING LOCATION - INSTALLATION OF ANCHOR ASSEMBLY TYPE 2 REQUIRED. SEE SHEETS 154 TO 157.
- LIGHT POLE MOUNTING LOCATION - INSTALLATION OF ANCHOR ASSEMBLY TYPE 9 REQUIRED. SEE SHEETS 154 TO 157.
- SIGN BRIDGE MOUNTING LOCATION - INSTALLATION OF ANCHOR ASSEMBLY REQUIRED. SEE SHEETS 158 TO 159.
- JUNCTION BOX LOCATION - 14" X 8" X 6" TYPICAL. LOCATE ON TRAFFIC FACE OF PARAPET WITH TOP EDGE OF BOX 8" BELOW TOP OF PARAPET UNLESS OTHERWISE NOTED. RESPACE PARAPET REINFORCEMENT LOCALLY AS REQUIRED TO CLEAR.

NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- UNLESS INSTALLATION IS EXPLICITLY COVERED BY A SEPARATE PAY ITEM, INSTALLATION OF ALL EMBEDMENTS IS CONSIDERED INCIDENTAL TO THE PARAPET BRIDGE PAY ITEM(S).
SUPPLY OF EMBEDMENTS IS INCLUDED UNDER OTHER PAY ITEMS - SEE SHEET 6.
SUPPLY OF EXPANSION FITTINGS FOR CONDUIT IS CONSIDERED INCIDENTAL TO THE PAY ITEM FOR THE CONDUIT BEING CONNECTED.
- ALL EXPOSED CONDUIT ENDS SHALL BE SUPPLIED WITH TEMPORARY WEATHERPROOF CAPS TO PREVENT INGRESS OF MOISTURE PRIOR TO LIGHT POLE OR SIGN BRIDGE INSTALLATION.

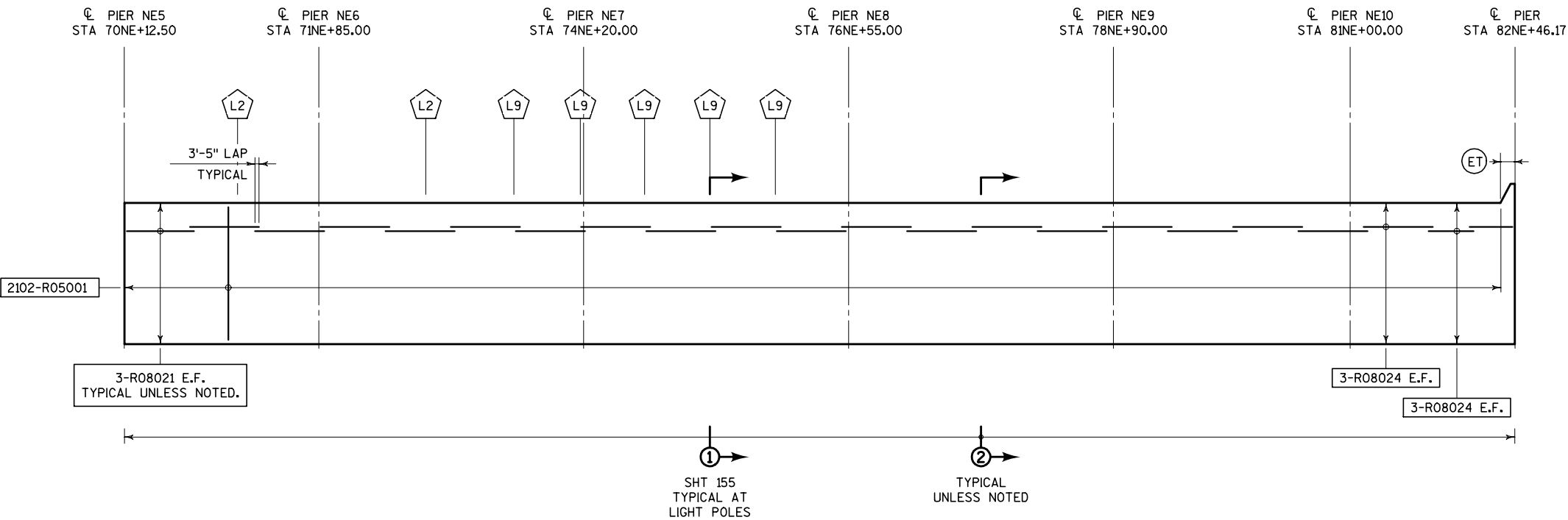
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PARAPET EMBEDDED WORK UNIT 1		SHEET 147 OF 162	
		MAR 21 2005	



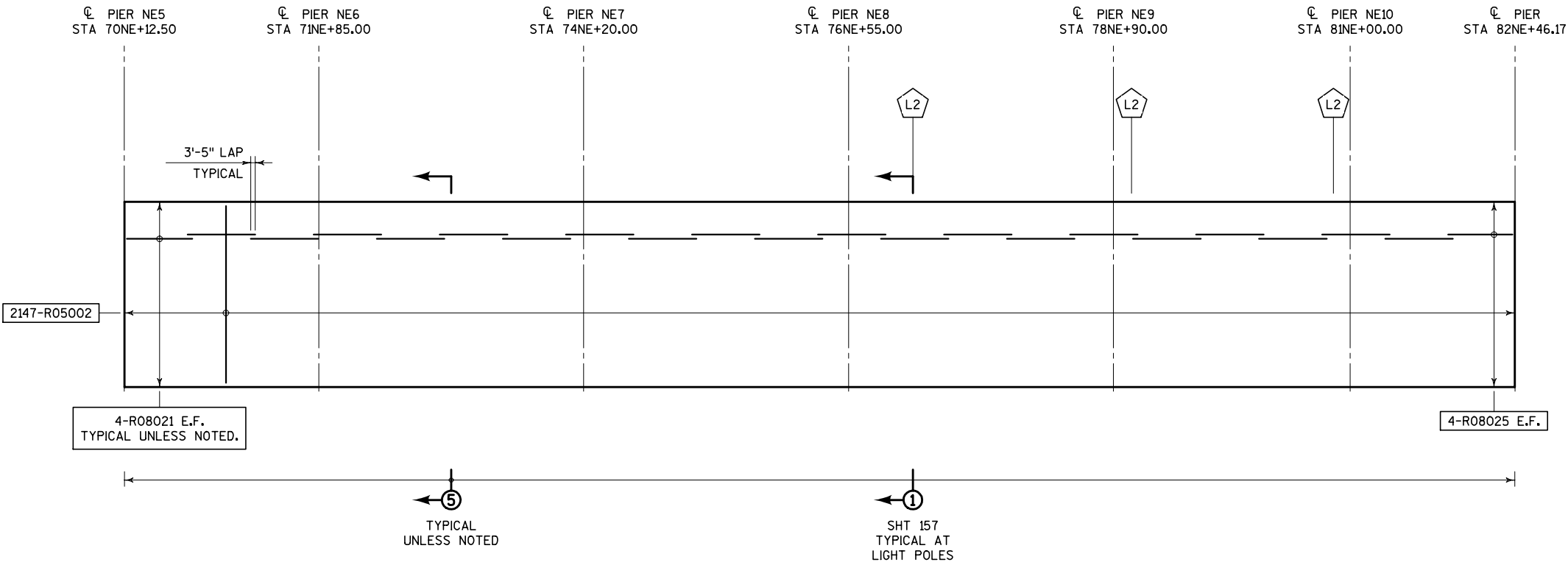
- LEGEND**
- EXPANSION JOINT LOCATION. SEE SHEET 152 FOR DETAILS OF CONDUIT JOINTS REQUIRED IN THIS AREA.
 - LIGHT POLE MOUNTING LOCATION - ANCHOR ASSEMBLY TYPE 2. SEE SHEETS 154 TO 157.
 - LIGHT POLE MOUNTING LOCATION - ANCHOR ASSEMBLY TYPE 9. SEE SHEETS 154 TO 157.

- NOTES**
- SEE SHEET 5 FOR GENERAL NOTES.
 - DIMENSIONS ON THIS DRAWING ARE MEASURED ALONG THE ACTUAL PROFILE OF THE FINISHED EDGE OF DECK SLAB.
 - LEFT SIDE PARAPET IS NOMINAL 32" HIGH (TYPE 'LF') - SPV.0090.2040.
 - RIGHT SIDE PARAPET IS NOMINAL 42" HIGH (TYPE 'HF') - SPV.0090.2045.
 - CONCRETE AND PLACEMENT FOR PARAPET COVERED BY EXPANSION JOINT COVER PLATES AND FOR A DISTANCE OF 1'-6" EACH SIDE IS NOT INCLUDED IN THE PARAPET BRIDGE PAY ITEM(S). PARAPETS IN THESE AREAS ARE CONSIDERED INCIDENTAL TO THE MODULAR EXPANSION DEVICE.

NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION					
STRUCTURE B-40-1221					
CONST. SPEC.	2004	DRAWN BY	KGW	PLANS CK'D.	JCP
PARAPET LAYOUT UNIT 2				SHEET 148 OF 162	
				MAR 21 2005	



LEFT SIDE PARAPET ELEVATION
LOOKING LEFT AT TRAFFIC FACE
(NOT TO SCALE - SURFACE FEATURES NOT SHOWN)



RIGHT SIDE PARAPET ELEVATION
LOOKING LEFT AT EXTERIOR FACE
(NOT TO SCALE - SURFACE FEATURES NOT SHOWN)

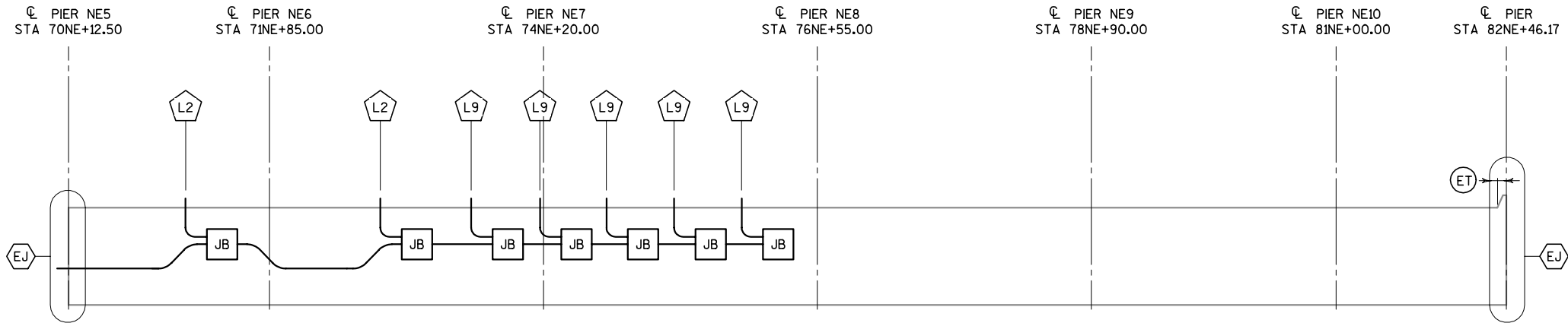
LEGEND

- L2 LIGHT POLE MOUNTING LOCATION - ANCHOR ASSEMBLY TYPE 2 REQUIRED. SEE SHEETS 154 TO 157.
- L9 LIGHT POLE MOUNTING LOCATION - ANCHOR ASSEMBLY TYPE 9 REQUIRED. SEE SHEETS 154 TO 157.
- ET TRANSITION TO 42" HIGH VERTICAL FACE PARAPET SECTION. SEE SHEET 152 FOR DETAILS AND ADDITIONAL REINFORCEMENT.
- E.F. DENOTES BARS LOCATED ON BOTH FACES OF PARAPET (EACH FACE).

NOTES

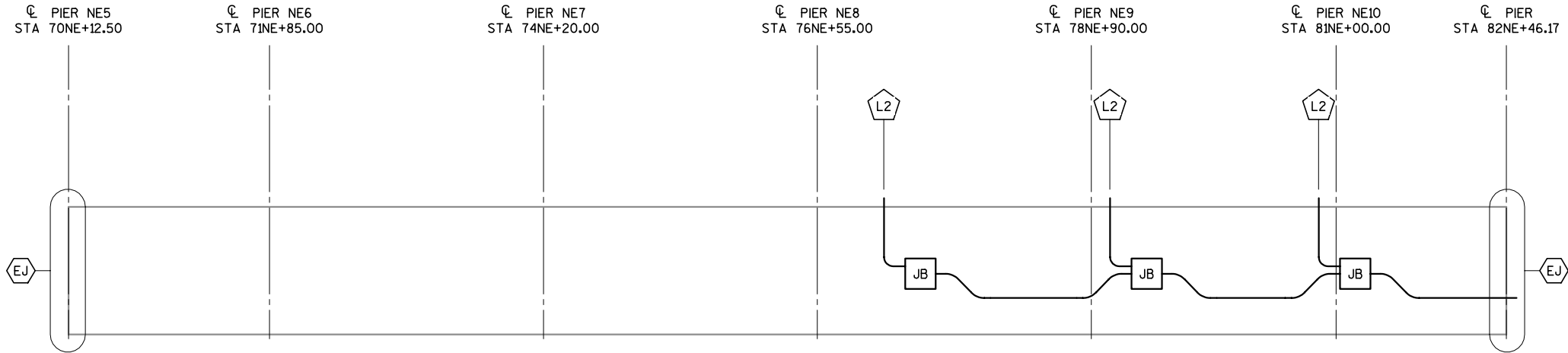
- SEE SHEET 5 FOR GENERAL NOTES.
- UNLESS OTHERWISE NOTED, SECTIONS REFERENCED ON THIS DRAWING CAN BE FOUND ON SHEET 151.
- EXCEPT AS NOTED BELOW, LIGHT POLE BASES ARE INCLUDED WITH (AND CONSIDERED INCIDENTAL TO) THE PARAPET BRIDGE PAY ITEM(S).
ALL ITEMS NOTED AS BEING EXCLUDED FROM THE PARAPET BRIDGE PAY ITEM(S) ARE INCLUDED IN OTHER APPLICABLE PAY ITEMS AS SHOWN ON SHEET 6.
- SUPPLY OF LIGHT POLE ANCHOR ASSEMBLIES IS COVERED UNDER SEPARATE PAY ITEM(S). INSTALLATION OF ANCHOR ASSEMBLIES IS CONSIDERED INCIDENTAL TO THE PARAPET BRIDGE PAY ITEM(S).
- LIGHT POLE INSTALLATION IS COVERED UNDER SEPARATE PAY ITEM(S).
- CONCRETE AND PLACEMENT FOR PARAPET COVERED BY EXPANSION JOINT COVER PLATES AND FOR A DISTANCE OF 1'-6" EACH SIDE IS NOT INCLUDED IN THE PARAPET BRIDGE PAY ITEM(S). PARAPETS IN THESE AREAS ARE CONSIDERED INCIDENTAL TO THE MODULAR EXPANSION DEVICE.
- REINFORCEMENT MARKS STARTING WITH 'R' ARE INCLUDED UNDER THE PARAPET BRIDGE PAY ITEM(S). ALL OTHER MARK PREFIXES ARE COVERED UNDER OTHER BAR STEEL REINFORCEMENT PAY ITEM(S).
- CONSTRUCTION JOINTS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS MAY BE USED AT THE CONTRACTOR'S DISCRETION:
SPACING BETWEEN JOINTS SHALL BE AT LEAST 80'-0"
LONGITUDINAL REINFORCEMENT SHALL RUN CONTINUOUS THROUGH JOINTS
3/4" V-GROOVE SHALL BE PROVIDED ALONG THE FULL PERIMETER OF THE JOINT

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PARAPET ELEVATIONS UNIT 2		SHEET 149 OF 162	
		MAR 21 2005	



LEFT SIDE PARAPET ELEVATION

LOOKING LEFT AT TRAFFIC FACE
(NOT TO SCALE - SURFACE FEATURES NOT SHOWN)



RIGHT SIDE PARAPET ELEVATION

LOOKING LEFT AT EXTERIOR FACE
(NOT TO SCALE - SURFACE FEATURES NOT SHOWN)

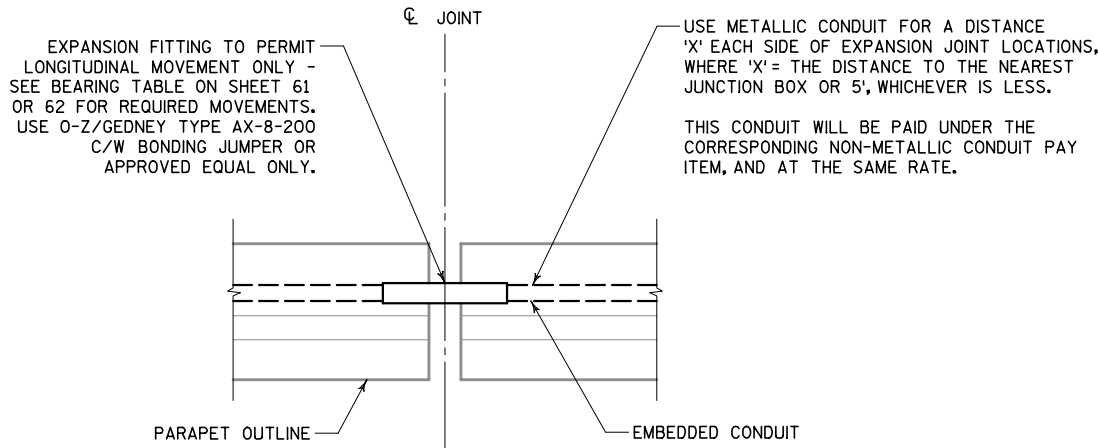
LEGEND

- ET TRANSITION TO 42" HIGH VERTICAL FACE PARAPET SECTION. SEE SHEET 152 FOR DETAILS.
- EJ EXPANSION JOINT LOCATION. SEE SHEET 152 FOR DETAILS OF CONDUIT JOINTS REQUIRED IN THIS AREA.
- L2 LIGHT POLE MOUNTING LOCATION - INSTALLATION OF ANCHOR ASSEMBLY TYPE 2 REQUIRED. SEE SHEETS 154 TO 157.
- L9 LIGHT POLE MOUNTING LOCATION - INSTALLATION OF ANCHOR ASSEMBLY TYPE 9 REQUIRED. SEE SHEETS 154 TO 157.
- JB JUNCTION BOX LOCATION - 14" X 8" X 6" TYPICAL. LOCATE ON TRAFFIC FACE OF PARAPET WITH TOP EDGE OF BOX 8" BELOW TOP OF PARAPET UNLESS OTHERWISE NOTED. RESPACE PARAPET REINFORCEMENT LOCALLY AS REQUIRED TO CLEAR.

NOTES

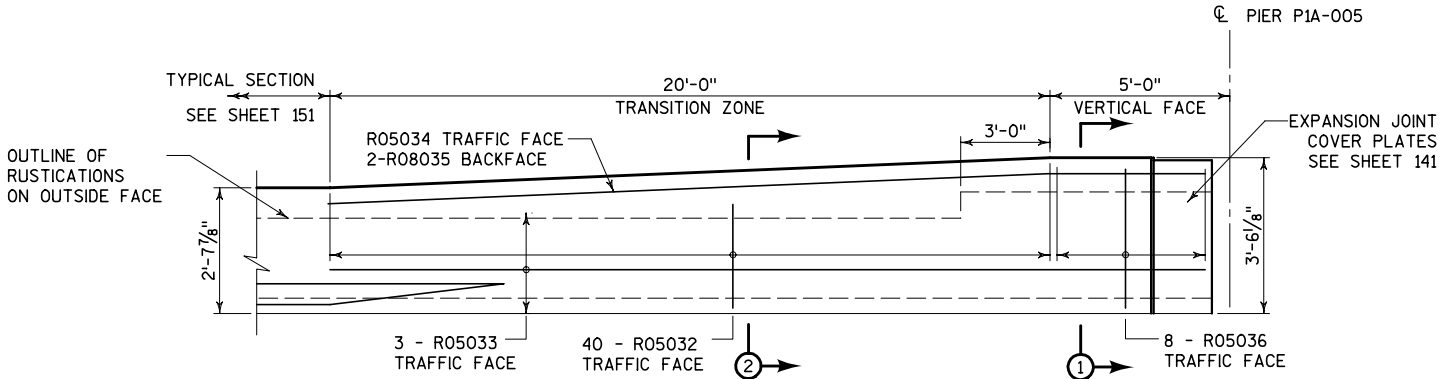
- SEE SHEET 5 FOR GENERAL NOTES.
- UNLESS INSTALLATION IS EXPLICITLY COVERED BY A SEPARATE PAY ITEM, INSTALLATION OF ALL EMBEDMENTS IS CONSIDERED INCIDENTAL TO THE PARAPET BRIDGE PAY ITEM(S).
SUPPLY OF EMBEDMENTS IS INCLUDED UNDER OTHER PAY ITEMS - SEE SHEET 6.
SUPPLY OF EXPANSION FITTINGS FOR CONDUIT IS CONSIDERED INCIDENTAL TO THE PAY ITEM FOR THE CONDUIT BEING CONNECTED.
- ALL EXPOSED CONDUIT ENDS SHALL BE SUPPLIED WITH TEMPORARY WEATHERPROOF CAPS TO PREVENT INGRESS OF MOISTURE PRIOR TO LIGHT POLE OR SIGN BRIDGE INSTALLATION.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
PARAPET EMBEDDED WORK UNIT 2		SHEET 150 OF 162	
		MAR 21 2005	

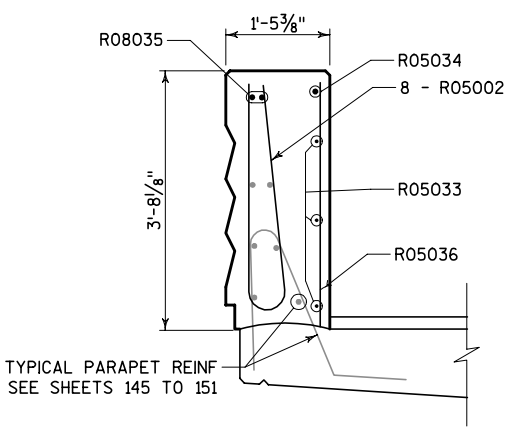


CONDUIT EXPANSION JOINT

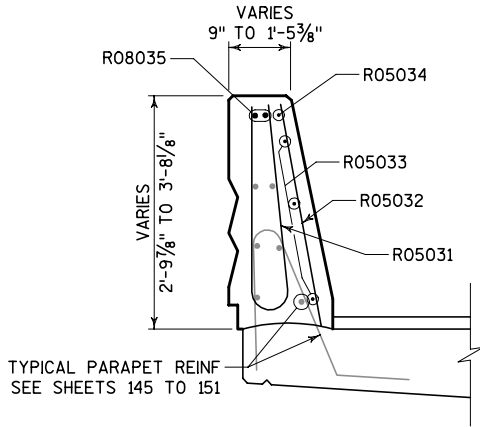
FOR USE AT: ABUT NE1, PIER NE5, PIER 1A-005



ELEVATION



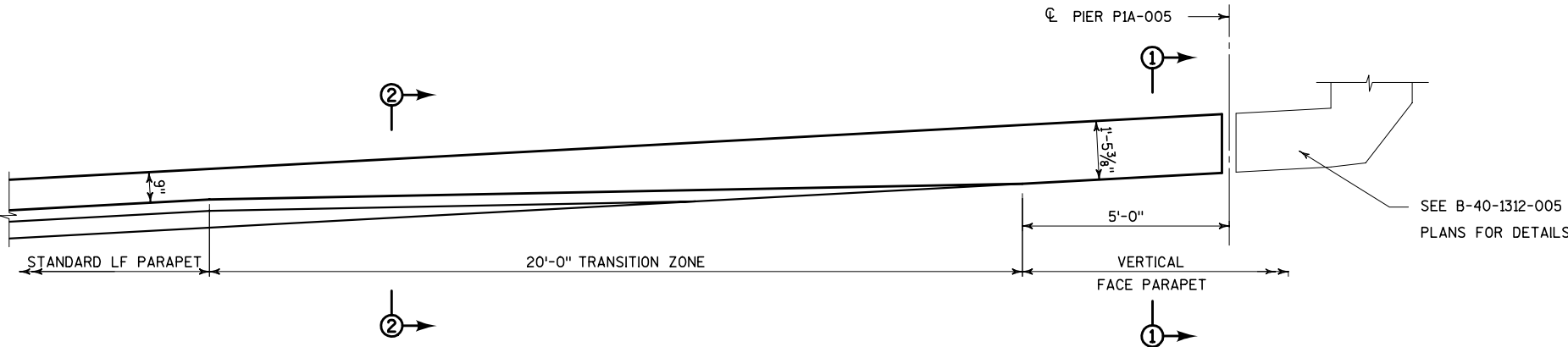
SECTION 1-1



SECTION 2-2

PARAPET END TRANSITION

SEE SHEET 108 FOR LOCATION



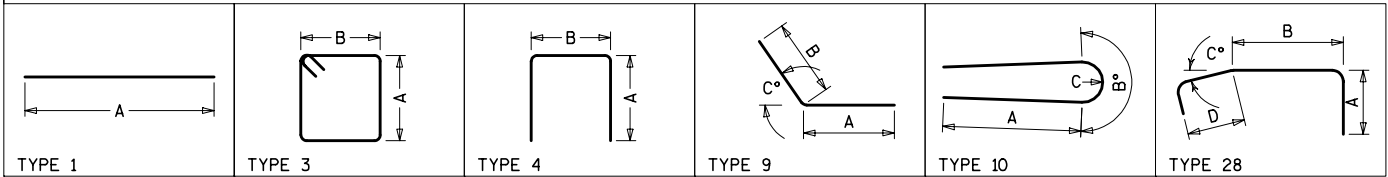
**GORE P TRANSITION DETAIL
PLAN**

NOTES

- SEE SHEET 4 FOR GENERAL NOTES.
- UNLESS INSTALLATION IS EXPLICITLY COVERED BY A SEPARATE PAY ITEM, INSTALLATION OF ALL EMBEDMENTS IS CONSIDERED INCIDENTAL TO PARAPET BRIDGE PAY ITEM(S).
- SUPPLY OF EMBEDMENTS IS INCLUDED UNDER OTHER PAY ITEMS - SEE SHEET 6.
- SUPPLY OF EXPANSION FITTINGS FOR CONDUIT IS CONSIDERED INCIDENTAL TO THE PAY ITEM FOR THE CONDUIT BEING CONNECTED.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CKD. JCP
PARAPET DETAILS			SHEET 152 OF 162
			MAR 21 2005

BAR INFORMATION						BAR DIMENSIONS				LOCATION	REMARKS
BAR MARK	COAT	NO. REQ'D	CUT LENGTH	TOTAL WT (LB)	BEND TYPE	A	B	C	D		
R05001	E	3505	5'-3"	19439	10	2'-2"	186°	3"		32 INCH PARAPET HAIRPINS	
R05002	E	3558	6'-10"	25301	10	3'-0"	184°	3"		42 INCH PARAPET HAIRPINS	
R05003	E	130	7'-0"	949	4	2'-6"	2'-3"			LIGHT POLE BASE VERTICAL TIES	
R05004	E	99	6'-2"	637	4	2'-2"	2'-1"			LIGHT POLE BASE HORIZONTAL TIES	
R05005	E	80	2'-5"	202	9	1'-3"	1'-3"	90°		LIGHT POLE BASE END FACE	
R05006	E	99	7'-2"	740	4	2'-8"	2'-1"			LIGHT POLE BASE HORIZONTAL TIES	
R05007	E	30	8'-0"	250	4	3'-0"	2'-3"			LIGHT POLE BASE VERTICAL TIES	
R05008	E	3	9'-8"	30	3	2'-3"	2'-3"			LIGHT POLE BASE STIRRUPS	
R04009	E	24	3'-6"*	56	4	1'-0"	1'-8"*			LIGHT POLE BASE SIDE FACE	DIM'N 'B' VARIES FROM 1'-5" TO 1'-11" IN 3 STEPS OF 2" (6 SETS OF 4 BARS REQ'D)
R05010	E	12	2'-9"	34	1	2'-9"				LIGHT POLE BASE SIDE FACE	
R06011	E	22	8'-8"	286	4	2'-6"	3'-11"			SIGN BRIDGE BASE VERTICAL TIES	
R06012	E	12	11'-6"	207	4	4'-0"	3'-9"			SIGN BRIDGE BASE HORIZONTAL TIES	
R06013	E	10	7'-8"	115	28	1'-4"	5'-0"	76°	10"	SIGN BRIDGE BASE TOP BARS	
R04014	E	24	5'-5"	87	4	1'-4"	2'-11"			SIGN BRIDGE PEDESTALS	
R05016	E	1	13'-6"	14	3	2'-6"	3'-11"			SIGN BRIDGE BASE STIRRUPS	
R04018	E	8	3'-10"*	20	4	1'-4"	1'-4"*			SIGN BRIDGE BASE SIDE FACE	DIM'N 'B' VARIES FROM 10" TO 1'-10" IN 3 STEPS OF 4" (2 SETS OF 4 BARS REQ'D)
R05019	E	4	5'-2"	22	1	5'-2"				SIGN BRIDGE BASE SIDE FACE	
R08021	E	470	60'-0"	75294	1	60'-0"				PARAPET HORIZONTAL	
R08022	E	12	32'-3"	1033	1	32'-3"				PARAPET HORIZONTAL	
R08023	E	16	41'-3"	1762	1	41'-3"				PARAPET HORIZONTAL	
R08024	E	12	38'-6"	1234	1	38'-6"				PARAPET HORIZONTAL	
R08025	E	8	59'-0"	1260	1	58'-11 ⁷ / ₈ "				PARAPET HORIZONTAL	
R05026	E	6	30'-0"	188	1	30'-0"				HORIZONTAL AT SIGN BRIDGES	
R05027	E	72	2'-7"	194	1	2'-7"				VERTICAL AT SIGN BRIDGES	
R05031	E	40	6'-0"	250	10	2'-7"	185°	0'-3"		END TRANSITION HAIRPINS	
R05032	E	40	2'-11"	122	1	2'-11"				VERTICAL AT END TRANSITION	
R05033	E	3	25'-0"	78	1	25'-0"				HORIZONTAL AT END TRANSITION	
R05034	E	1	24'-9"	26	9	21'-0"	3'-9"	2°		HORIZONTAL AT END TRANSITION	
R08035	E	2	24'-9"	132	9	21'-0"	3'-9"	2°		HORIZONTAL AT END TRANSITION	
R05036	E	8	3'-5"	29	1	3'-5"				VERTICAL AT END TRANSITION	
TOTAL:		8311		129801							



LEGEND

* DENOTES AVERAGE DIMENSIONS FOR BAR SERIES. SEE THE 'REMARKS' COLUMN FOR COMPLETE SERIES INFORMATION.

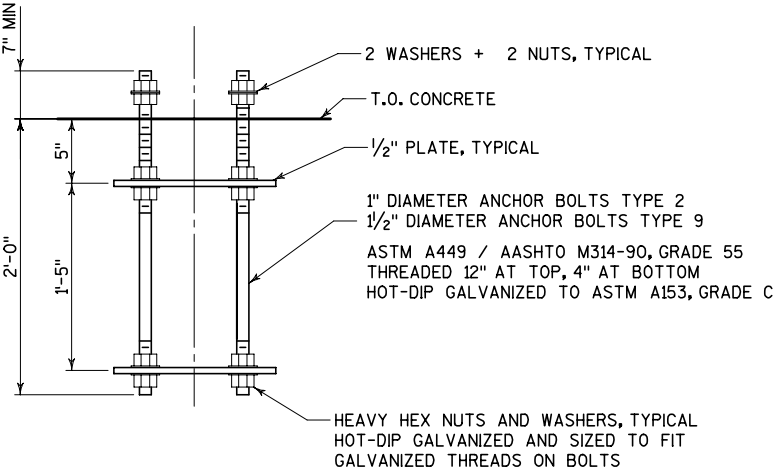
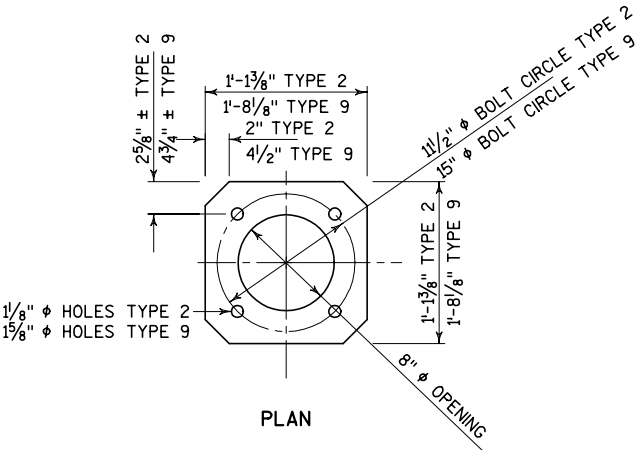
NOTES

1. REINFORCEMENT SCHEDULES AND BREAKDOWNS ARE FOR INFORMATION ONLY. SEE GENERAL NOTES ON SHEET 5 FOR ADDITIONAL INFORMATION.
2. THE SECOND AND THIRD DIGITS OF THE MARK NUMBER DEFINE THE BAR SIZE - E.G. X08--- = #8 BAR X11--- = #11 BAR.
3. COATING CODES DENOTE THE FOLLOWING:
BLANK = UNCOATED (PLAIN)
'E' = EPOXY COATED
4. BENT SHAPES ARE DIMENSIONED TO THE INTERSECTION POINT OF THE LINES DEFINING THE OUTSIDE BAR SURFACES.
5. ALL BENDS AND BAR EXTENSIONS ARE STANDARD AASHTO DIMENSIONS UNLESS OTHERWISE NOTED.
6. BARS ARE SYMMETRIC UNLESS OTHERWISE NOTED.
7. ALL REINFORCEMENT IN THIS TABLE IS INCLUDED UNDER PAY ITEMS SPV.0090.2040 AND SPV.0090.2045 - PARAPET BRIDGE TYPE LF AND HF.

NO SEPARATE PAYMENT WILL BE MADE - QUANTITIES ARE PROVIDED FOR INFORMATION ONLY.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY OD	PLANS CK'D. JCP
PARAPET REINFORCEMENT SCHEDULE		SHEET 153 OF 162	
		MAR 21 2005	

LOCATION	ANCHORAGE TYPE
63NE+66	9
64NE+21	9
64NE+72	9
65NE+94	2
67NE+71	2
69NE+43	2
71NE+13	2
72NE+80	2
73NE+58	9
74NE+17	9
74NE+74	9
75NE+32	9
75NE+90	9
77NE+12	2
79NE+06	2
80NE+85	2

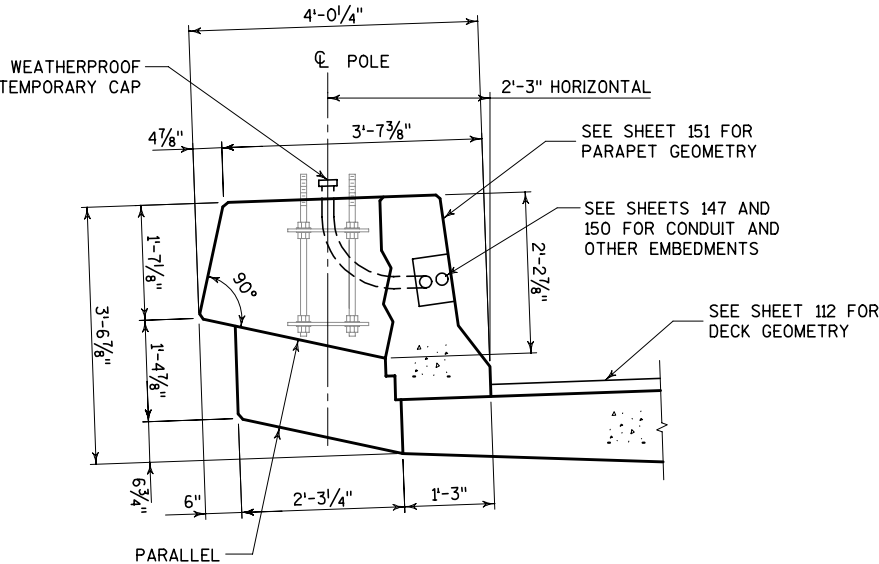
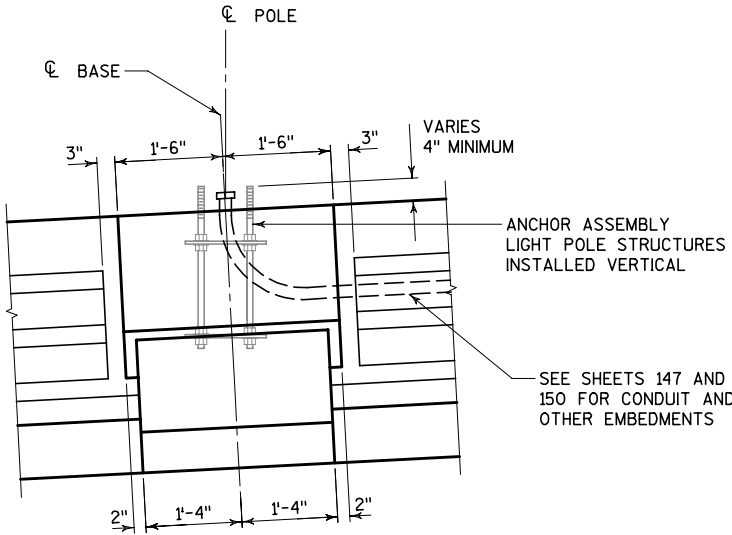
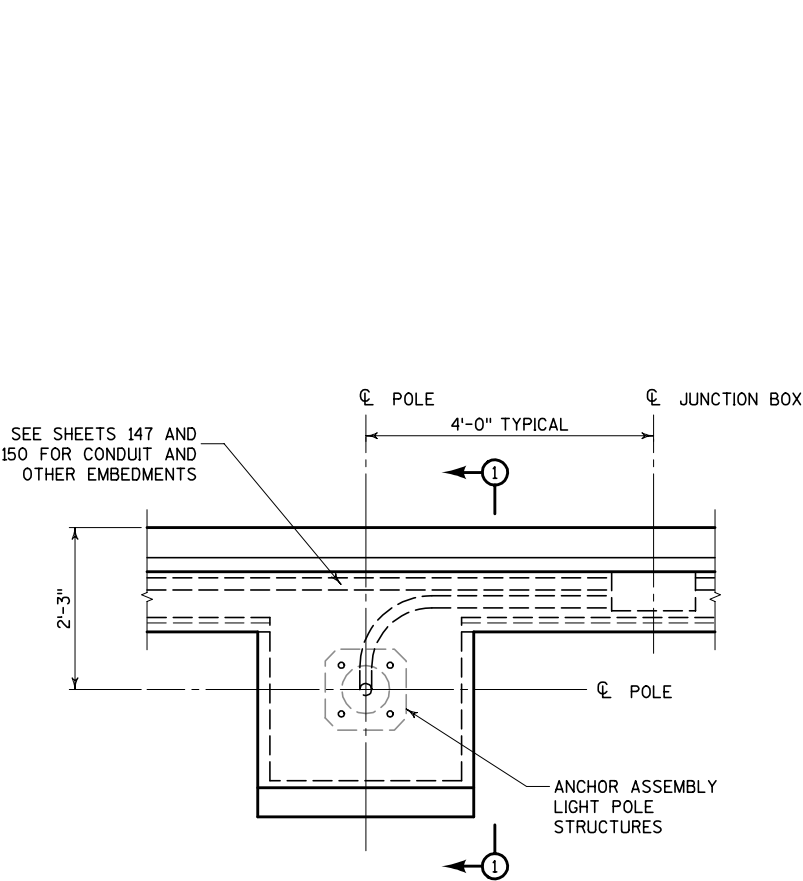


**ANCHOR ASSEMBLY
LIGHT POLE STRUCTURES**

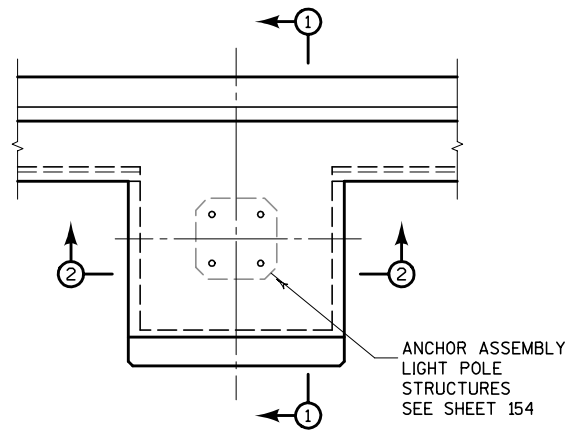
NOT TO SCALE

NOTES

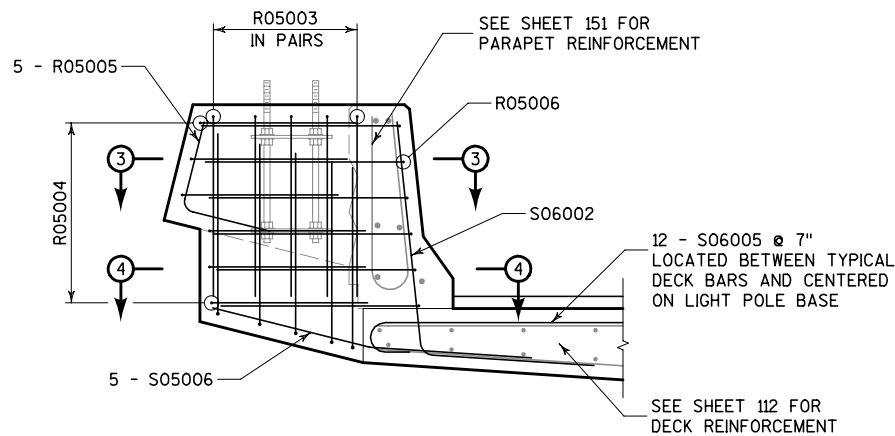
- SEE SHEET 5 FOR GENERAL NOTES.
- EXCEPT AS NOTED BELOW, LIGHT POLE BASES ARE INCLUDED WITH (AND CONSIDERED INCIDENTAL TO) ITEMS SPV.0090.2040 AND SPV.0090.2045 - PARAPET BRIDGE TYPE LF AND HF.
- SUPPLY OF LIGHT POLE ANCHOR ASSEMBLIES IS COVERED UNDER A SEPARATE PAY ITEM. INSTALLATION OF ANCHOR ASSEMBLIES IS CONSIDERED INCIDENTAL TO THE PARAPET BRIDGE PAY ITEM(S).
- LIGHT POLE INSTALLATION IS COVERED UNDER A SEPARATE PAY ITEM.
- CONDUIT LAYOUT SHOWN IS SCHEMATIC ONLY.



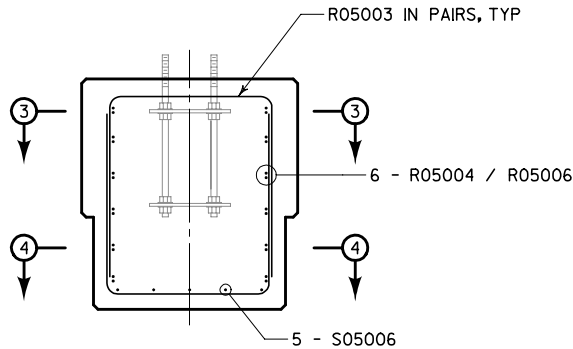
SECTION 1-1



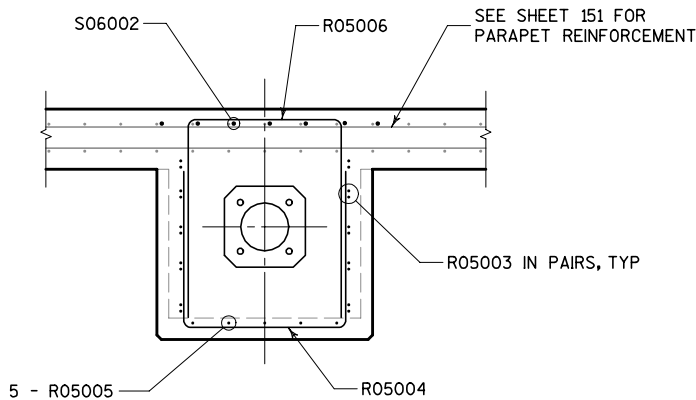
PLAN



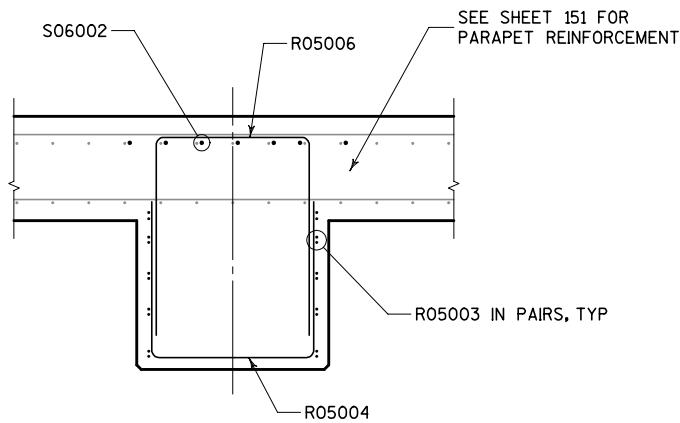
SECTION 1-1



SECTION 2-2



SECTION 3-3

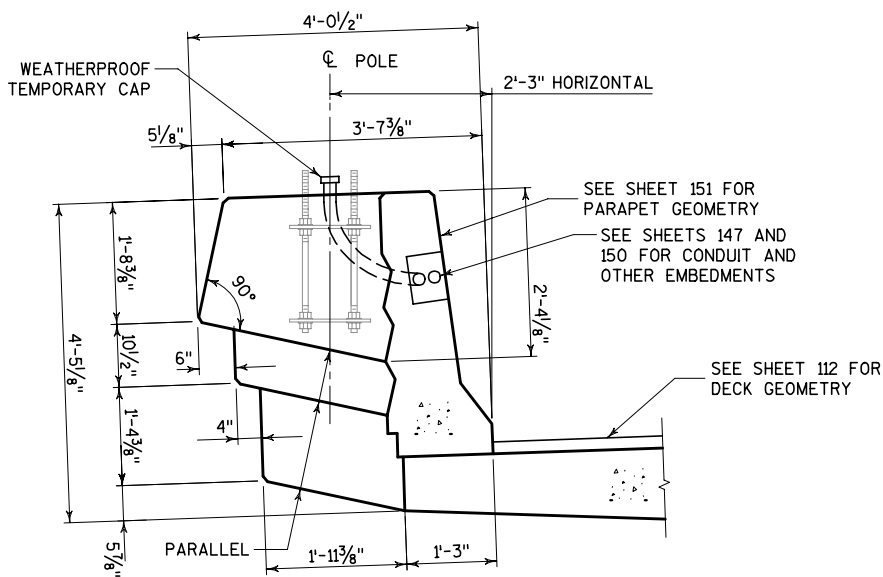
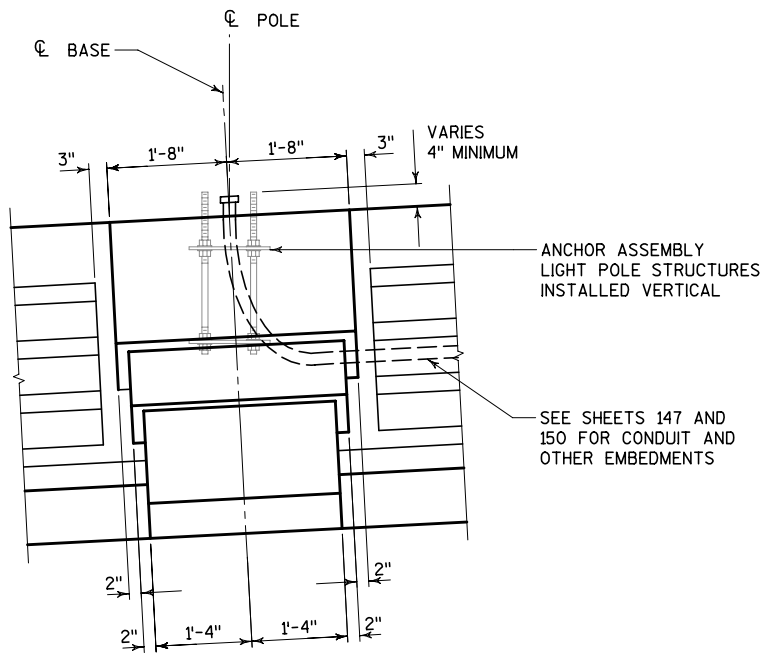
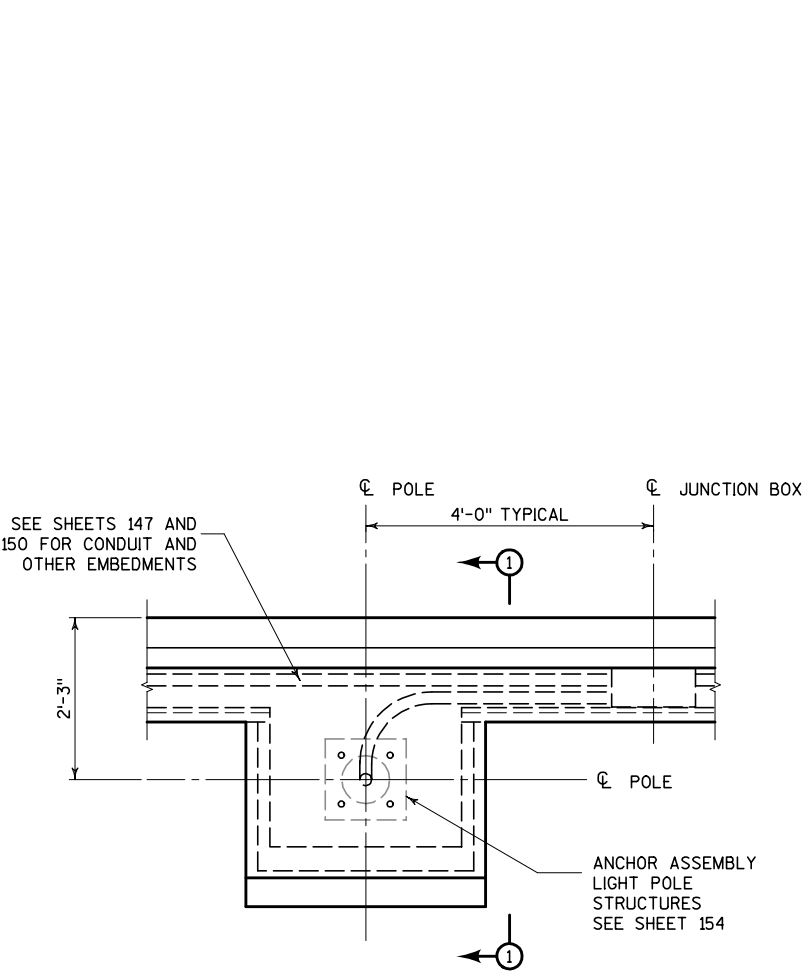


SECTION 4-4

NOTES

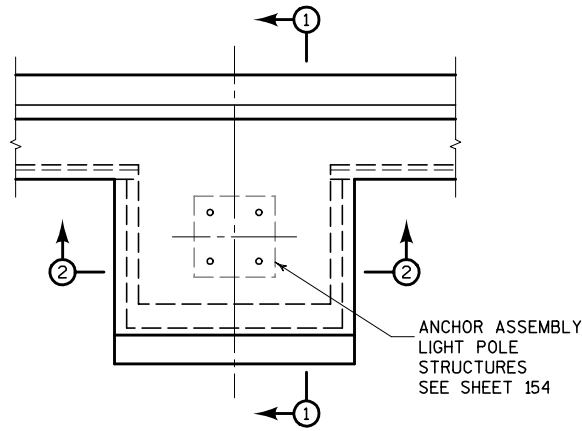
1. SEE SHEET 5 FOR GENERAL NOTES.
2. EXCEPT AS NOTED BELOW, LIGHT POLE BASES ARE INCLUDED WITH (AND CONSIDERED INCIDENTAL TO) ITEMS SPV.0090.2040 AND SPV.0090.2045 - PARAPET BRIDGE TYPE LF AND HF.
3. SUPPLY OF LIGHT POLE ANCHOR ASSEMBLIES IS COVERED UNDER A SEPARATE PAY ITEM. INSTALLATION OF ANCHOR ASSEMBLIES IS CONSIDERED INCIDENTAL TO THE PARAPET BRIDGE PAY ITEM(S).
4. LIGHT POLE INSTALLATION IS COVERED UNDER A SEPARATE PAY ITEM.
5. REINFORCEMENT MARKS STARTING WITH 'R' ARE INCLUDED UNDER THE PARAPET BRIDGE PAY ITEM(S). ALL OTHER MARK PREFIXES ARE COVERED UNDER REINFORCEMENT PAY ITEM(S).

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
32 INCH PARAPET LIGHT POLE BASE REINFORCEMENT			SHEET 155 OF 162
			MAR 21 2005

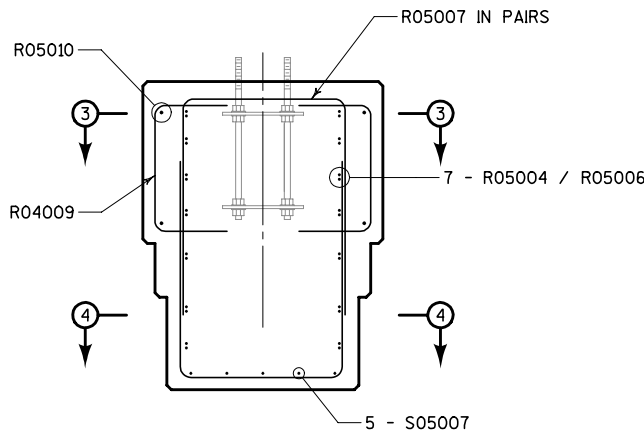


- NOTES
- SEE SHEET 5FOR GENERAL NOTES.
 - EXCEPT AS NOTED BELOW, LIGHT POLE BASES ARE INCLUDED WITH (AND CONSIDERED INCIDENTAL TO) ITEMS SPV.0090.2040 AND SPV.0090.2045 - PARAPET BRIDGE TYPE LF AND HF.
 - SUPPLY OF LIGHT POLE ANCHOR ASSEMBLIES IS COVERED UNDER A SEPARATE PAY ITEM. INSTALLATION OF ANCHOR ASSEMBLIES IS CONSIDERED INCIDENTAL TO THE PARAPET BRIDGE PAY ITEM(S).
 - LIGHT POLE INSTALLATION IS COVERED UNDER A SEPARATE PAY ITEM.
 - CONDUIT LAYOUT SHOWN IS SCHEMATIC ONLY.

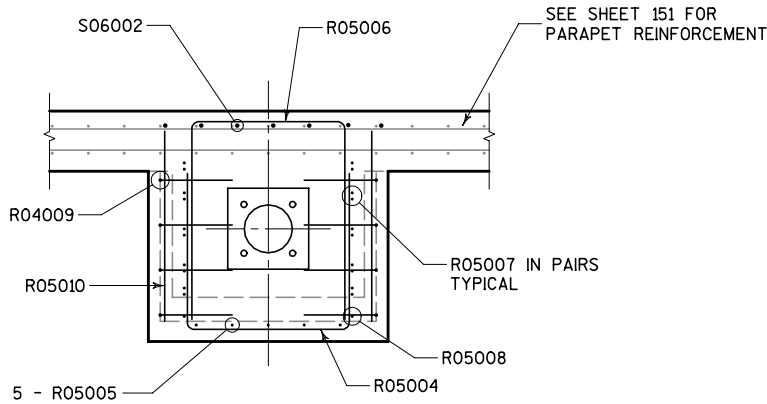
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
42 INCH PARAPET LIGHT POLE BASE LAYOUT			SHEET 156 OF 162
			MAR 21 2005



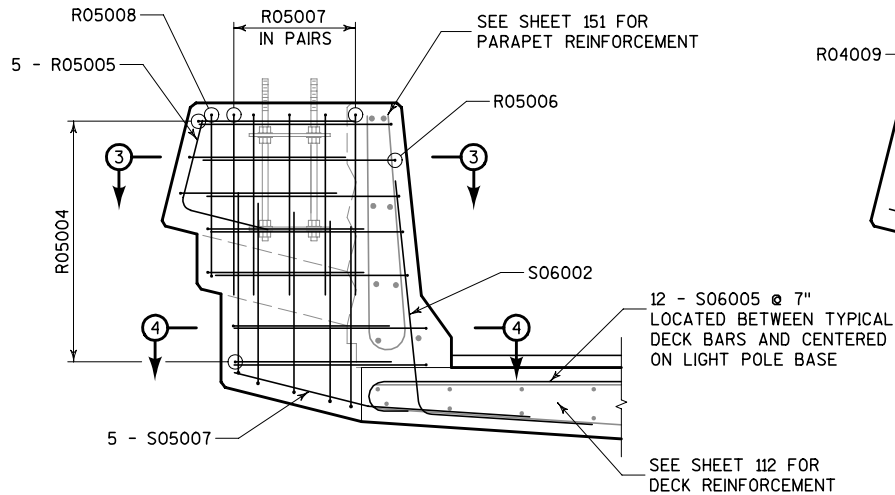
PLAN



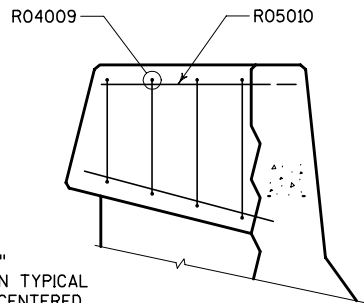
SECTION 2-2



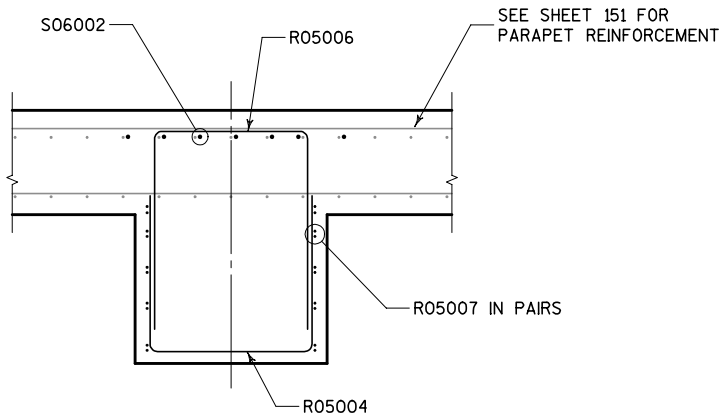
SECTION 3-3



SECTION 1-1



SIDE FACE DETAIL

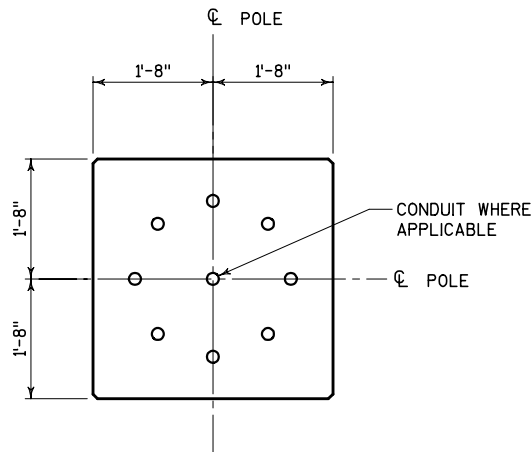


SECTION 4-4

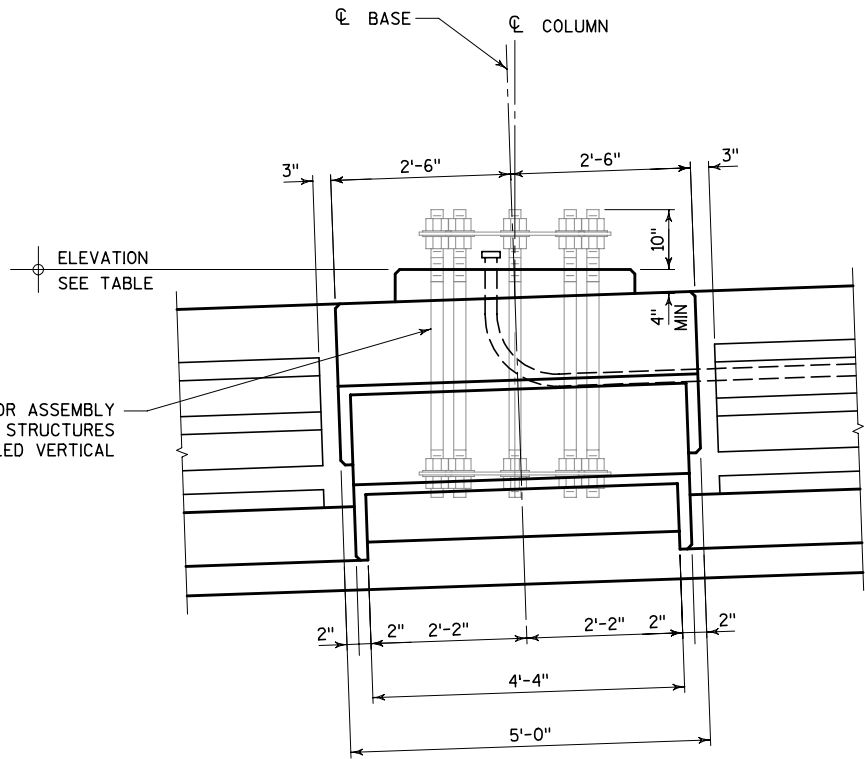
NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.
2. EXCEPT AS NOTED BELOW, LIGHT POLE BASES ARE INCLUDED WITH (AND CONSIDERED INCIDENTAL TO) ITEMS SPV.0090.2040 AND SPV.0090.2045 - PARAPET BRIDGE TYPE LF AND HF.
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4. LIGHT POLE INSTALLATION IS COVERED UNDER A SEPARATE PAY ITEM.
5. REINFORCEMENT MARKS STARTING WITH 'R' ARE INCLUDED UNDER THE PARAPET BRIDGE PAY ITEM(S). ALL OTHER MARK PREFIXES ARE COVERED UNDER REINFORCEMENT PAY ITEM(S).

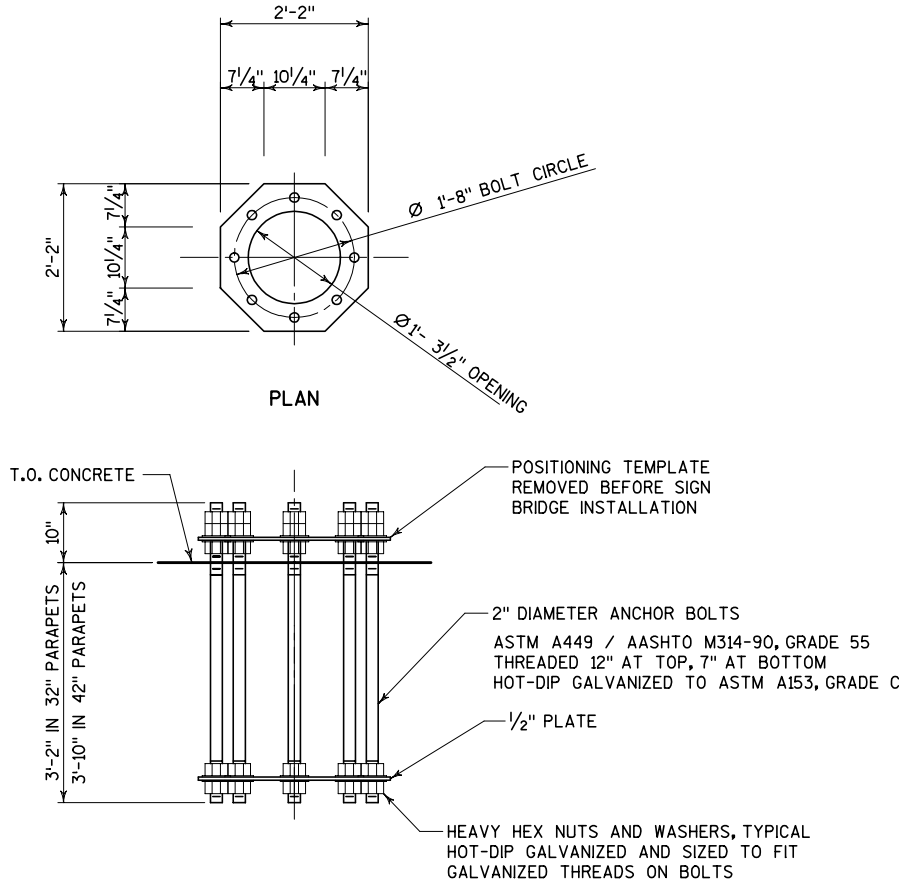
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
42 INCH PARAPET LIGHT POLE BASE REINFORCEMENT			SHEET 157 OF 162
			MAR 21 2005



PEDESTAL PLAN



ELEVATION

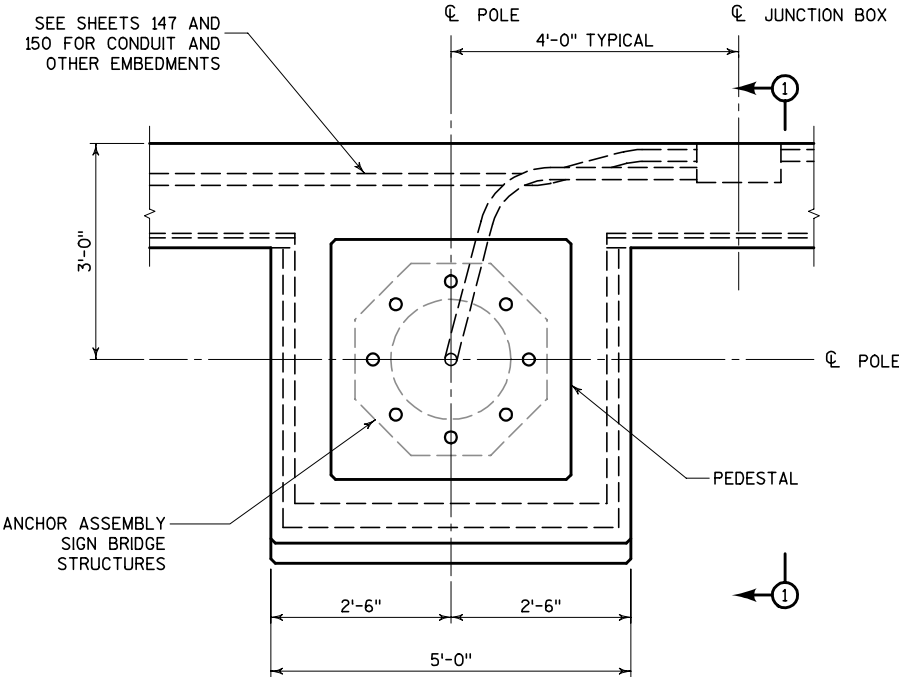


ELEVATION

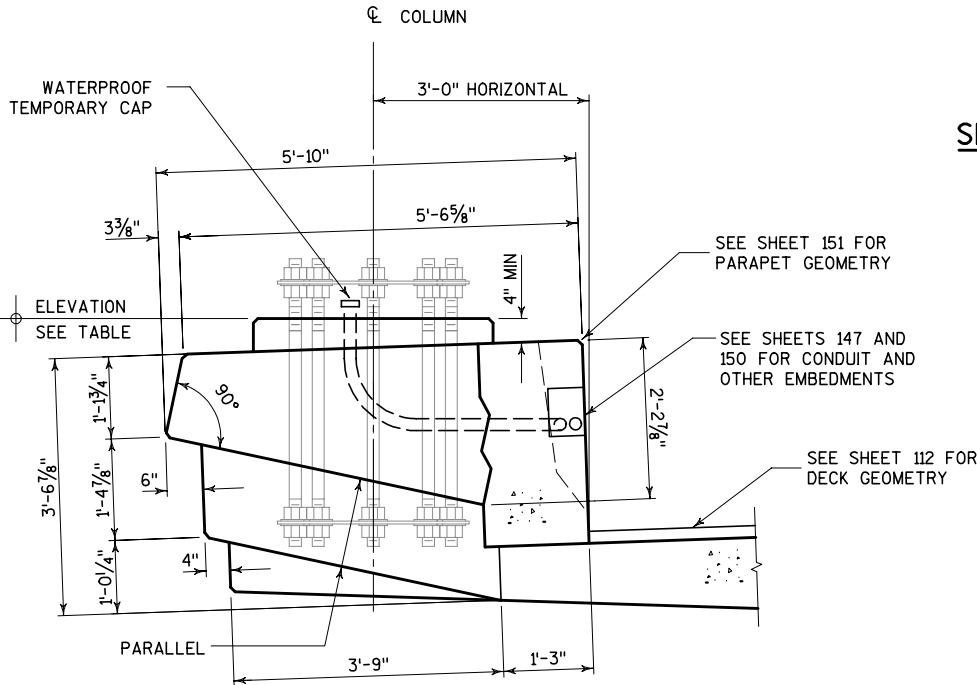
ANCHOR ASSEMBLY
SIGN BRIDGE STRUCTURES

NOT TO SCALE

- NOTES
- SEE SHEET 5 FOR GENERAL NOTES.
 - EXCEPT AS NOTED BELOW, SIGN BRIDGE BASES ARE INCLUDED WITH (AND CONSIDERED INCIDENTAL TO) ITEMS SPV.0090.2040 AND SPV.0090.2045 - PARAPET BRIDGE TYPE LF AND HF.
 - SUPPLY OF SIGN BRIDGE ANCHOR ASSEMBLIES IS COVERED UNDER A SEPARATE PAY ITEM. INSTALLATION OF ANCHOR ASSEMBLIES IS CONSIDERED INCIDENTAL TO THE PARAPET BRIDGE PAY ITEM(S).
 - SIGN BRIDGE INSTALLATION IS COVERED UNDER A SEPARATE PAY ITEM.
 - CONDUIT LAYOUT SHOWN IS SCHEMATIC ONLY.
 - SOME SIGN BRIDGES MAY NOT REQUIRE THE CONDUIT CONNECTIONS SHOWN. SEE PARAPET EMBEDMENT DRAWINGS FOR VERIFICATION - SHEETS 147 AND 150.



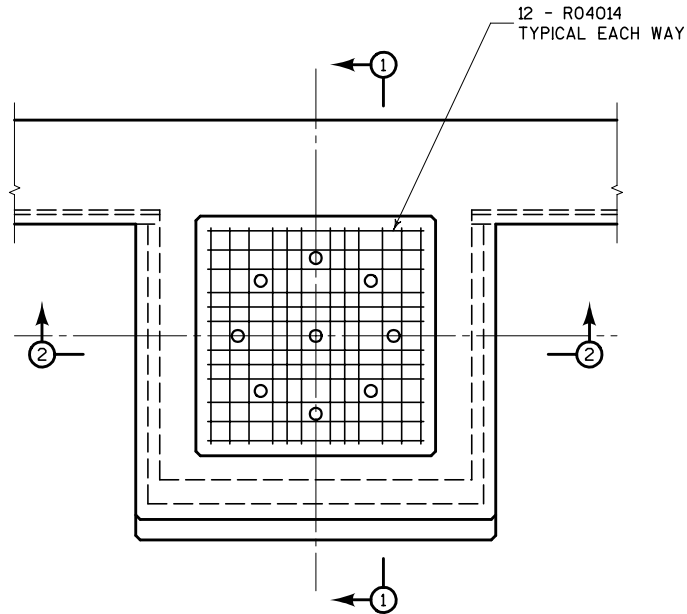
PLAN



SECTION 1-1

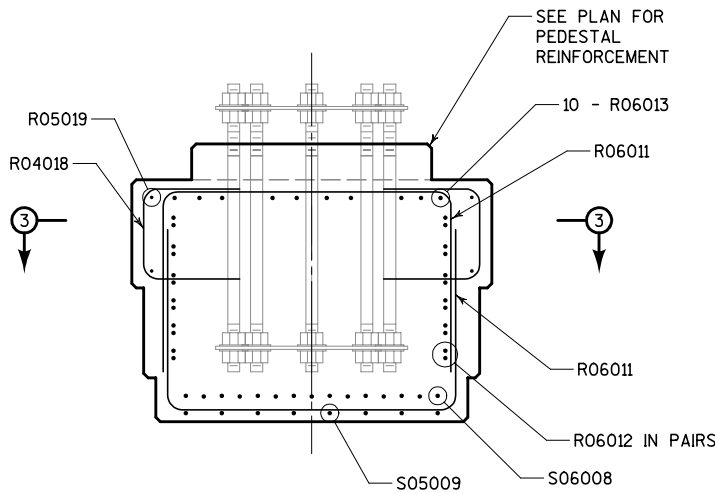
SIGN BRIDGE PEDESTAL ELEVATIONS			
STATION	SIDE	SIGN BRIDGE	ELEVATION
68NE+30.00	LEFT	S-40-723	654.66

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STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CKD. JCP
32 INCH PARAPET SIGN BRIDGE BASE LAYOUT			SHEET 158 OF 162
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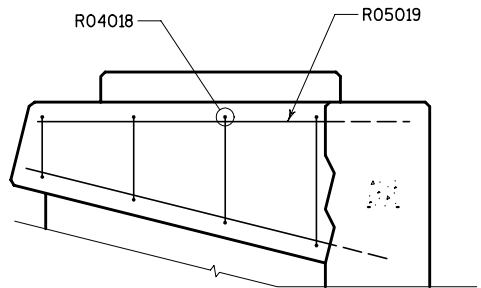


PLAN

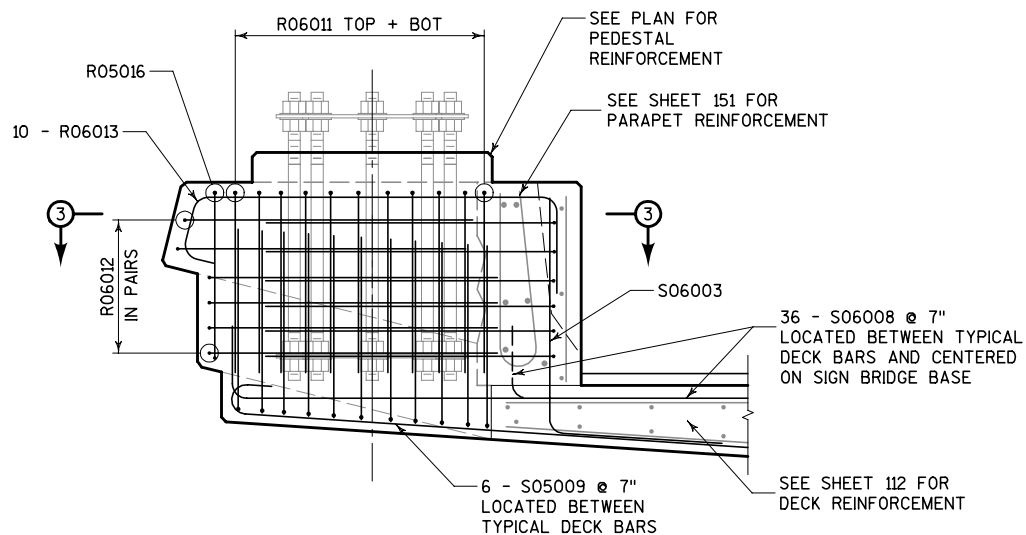
(SHOWING PEDESTAL REINFORCEMENT ONLY)



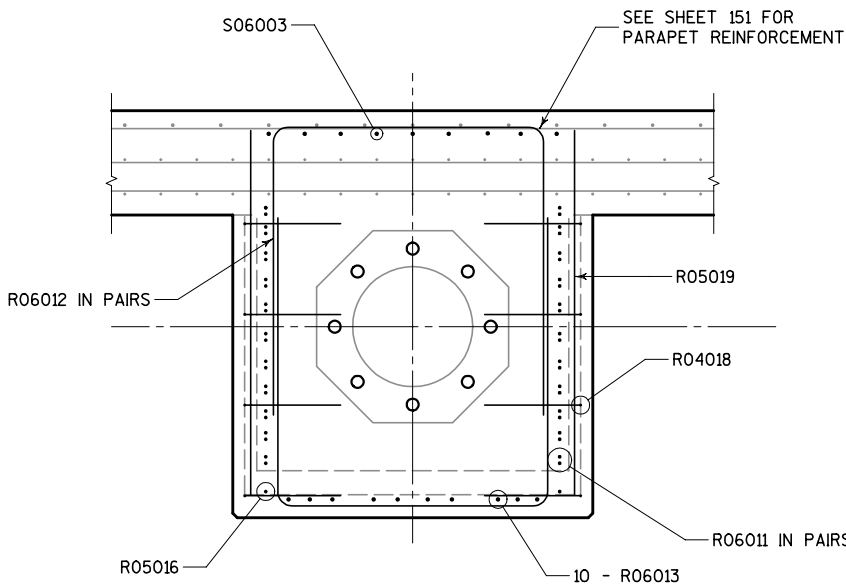
SECTION 2-2



SIDE FACE DETAIL



SECTION 1-1

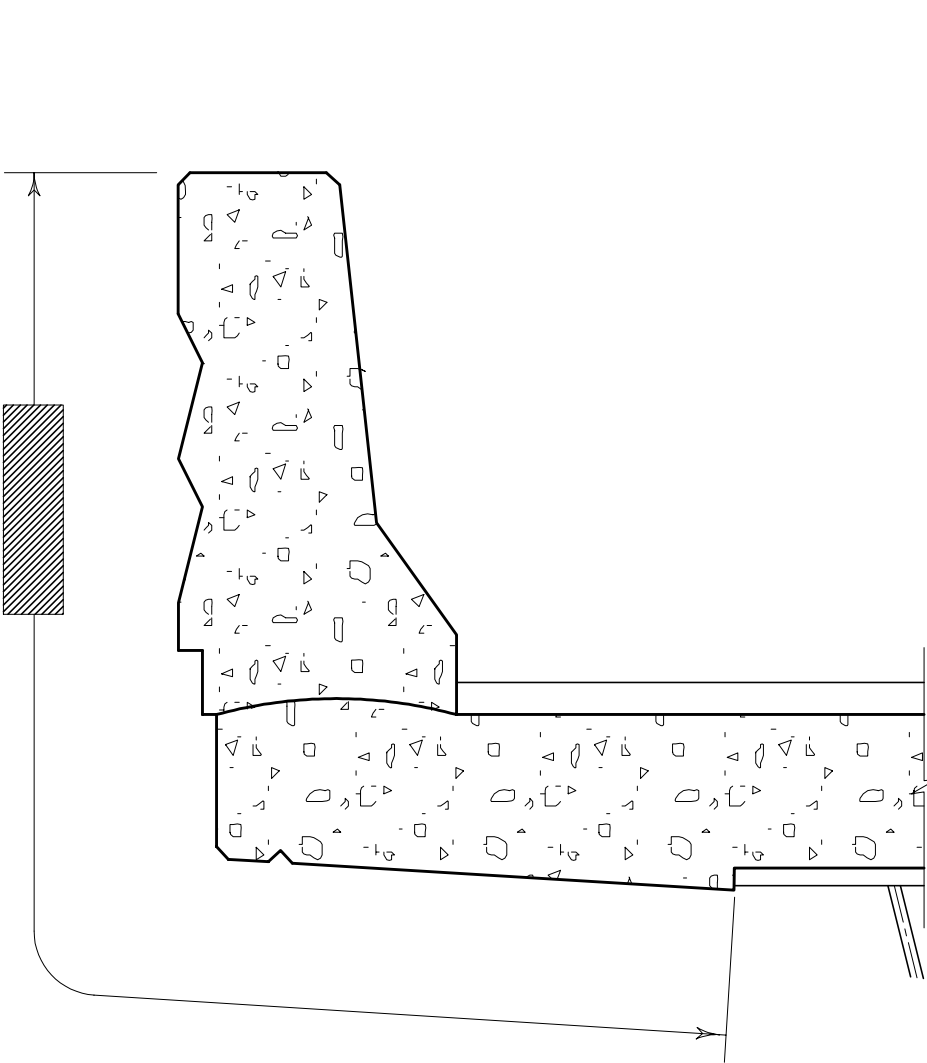


SECTION 3-3

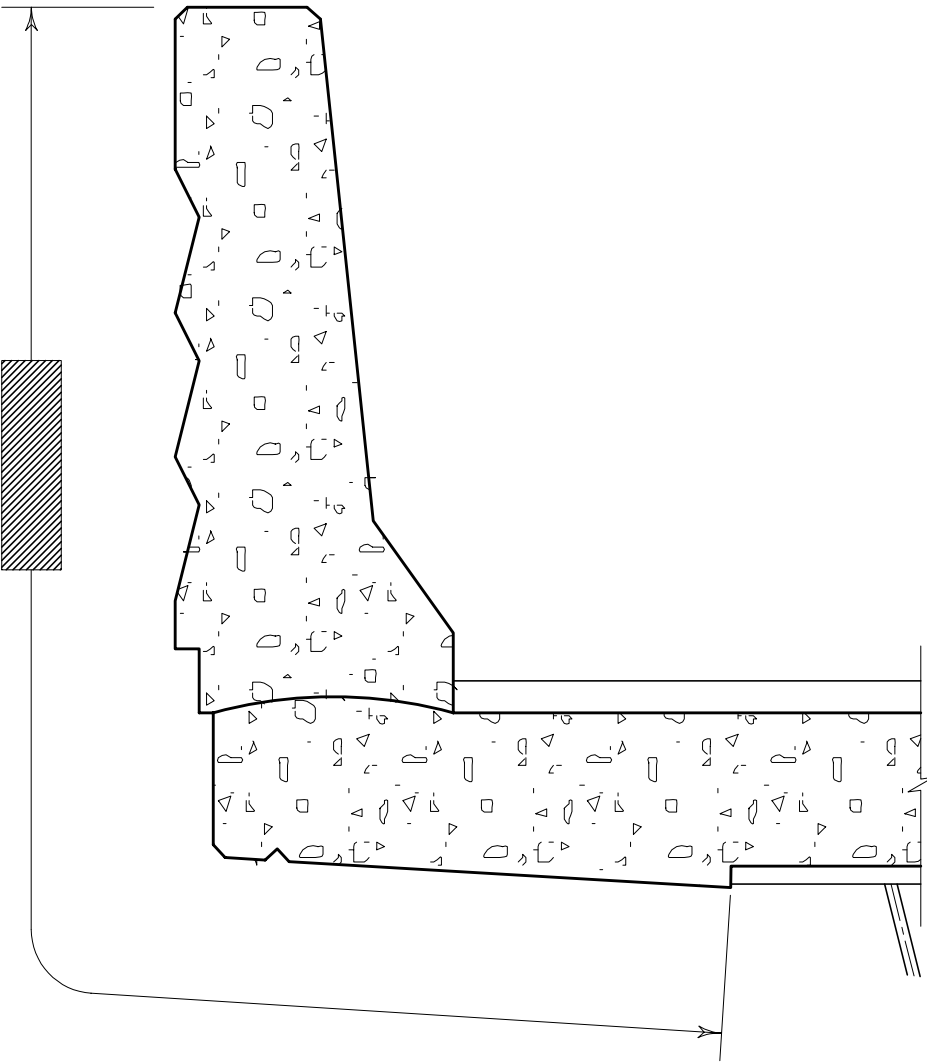
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- EXCEPT AS NOTED BELOW, SIGN BRIDGE BASES ARE INCLUDED WITH (AND CONSIDERED INCIDENTAL TO) ITEMS SPV.0090.2040 AND SPV.0090.2045 - PARAPET BRIDGE TYPE LF AND HF.
- SUPPLY OF SIGN BRIDGE ANCHOR ASSEMBLIES IS COVERED UNDER A SEPARATE PAY ITEM. INSTALLATION OF ANCHOR ASSEMBLIES IS CONSIDERED INCIDENTAL TO THE PARAPET BRIDGE PAY ITEM(S).
- SIGN BRIDGE INSTALLATION IS COVERED UNDER A SEPARATE PAY ITEM.
- REINFORCEMENT MARKS STARTING WITH 'R' ARE INCLUDED UNDER THE PARAPET BRIDGE PAY ITEM(S). ALL OTHER MARK PREFIXES ARE COVERED UNDER REINFORCEMENT PAY ITEM(S).

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32 INCH PARAPET SIGN BRIDGE BASE REINFORCEMENT			SHEET 159 OF 162
			MAR 21 2005



32" PARAPET (TYPE 'LF')



42" PARAPET (TYPE 'HF')

LEGEND

- NO STAINING REQUIRED
- BASE COLOR
- ACCENT COLOR

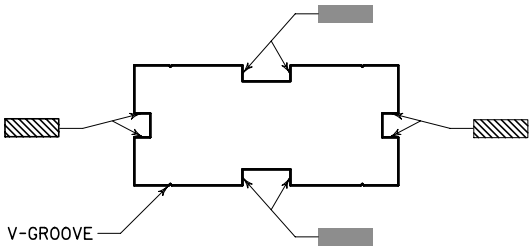
NOTES

- SEE SHEET 5 FOR GENERAL NOTES.
- STAIN COLORS WILL BE CHOSEN FROM THE SELECTED MANUFACTURER'S STANDARD COLOR RANGE.
- STAINING AS SHOWN IS REQUIRED FOR THE FULL LENGTH OF ALL PARAPETS, INCLUDING SIGN BRIDGE BASES, LIGHT POLE BASES AND VERTICAL FACE PARAPET SECTIONS.

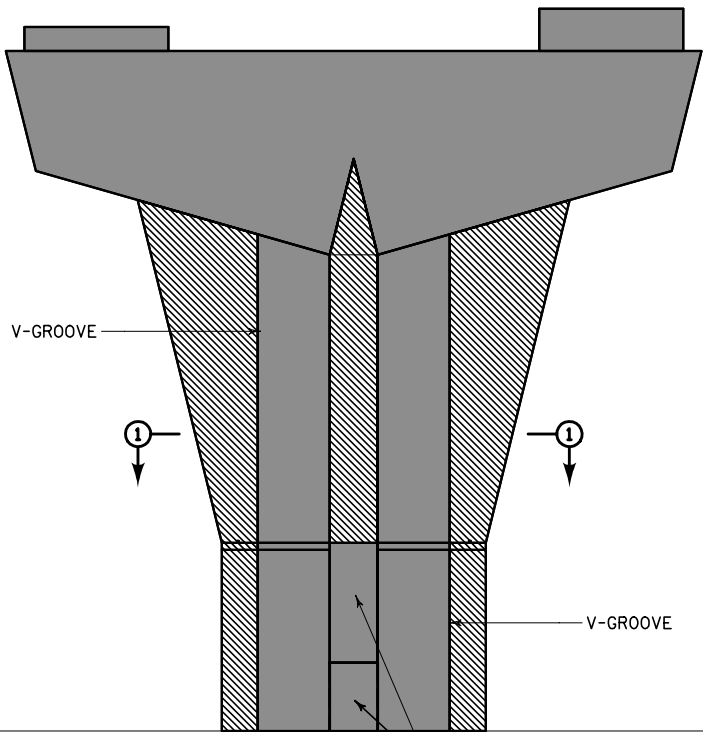
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
STAINING LAYOUT PARAPETS		SHEET 160 OF 162	
		MAR 21 2005	



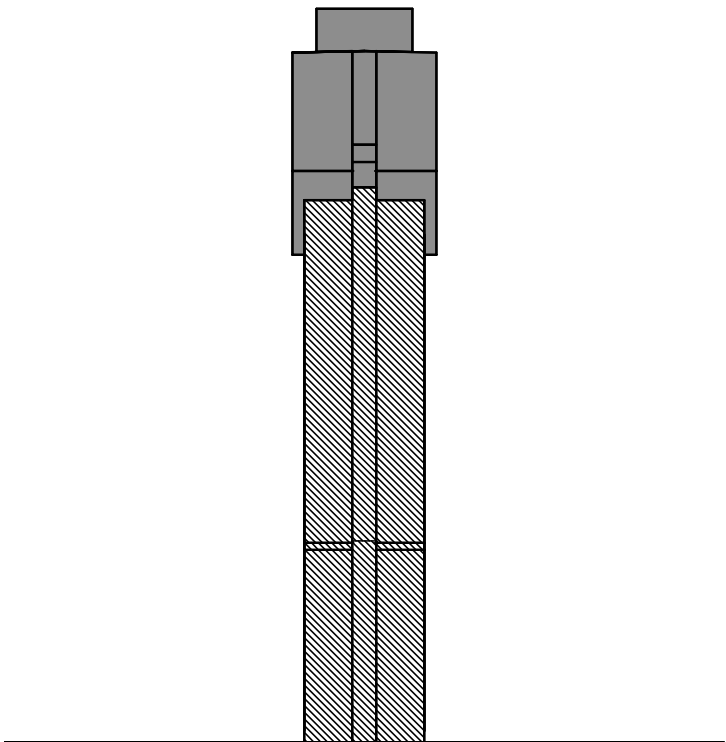
PLAN



SECTION 1-1



FRONT ELEVATION



SIDE ELEVATION

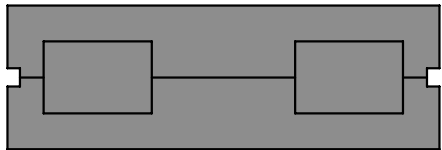
LEGEND

- NO STAINING REQUIRED
- BASE COLOR
- ACCENT COLOR

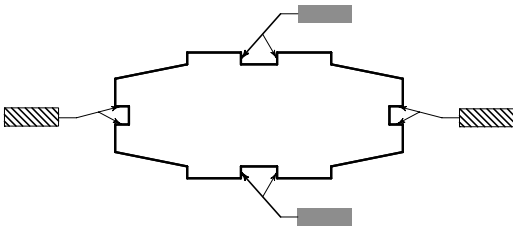
NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.
2. STAIN COLORS WILL BE CHOSEN FROM THE SELECTED MANUFACTURER'S STANDARD COLOR RANGE.

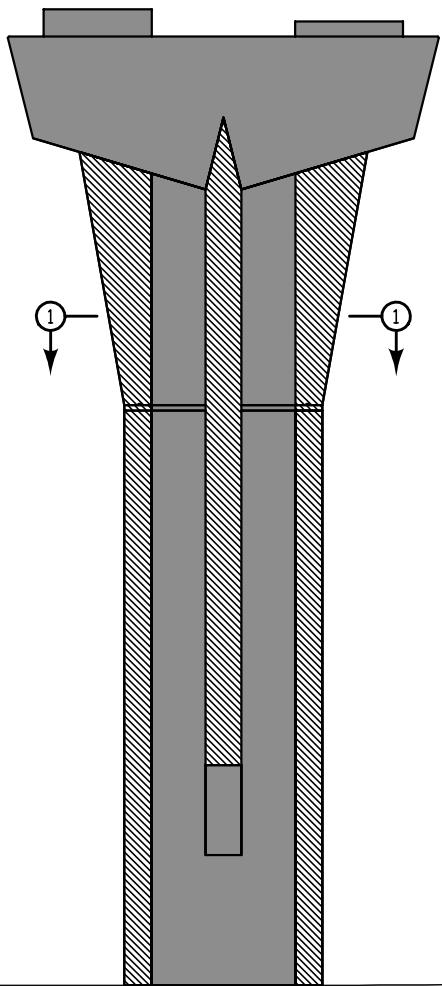
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
STAINING LAYOUT TYPE 'S1' PIERS			SHEET 161 OF 162 MAR 21 2005



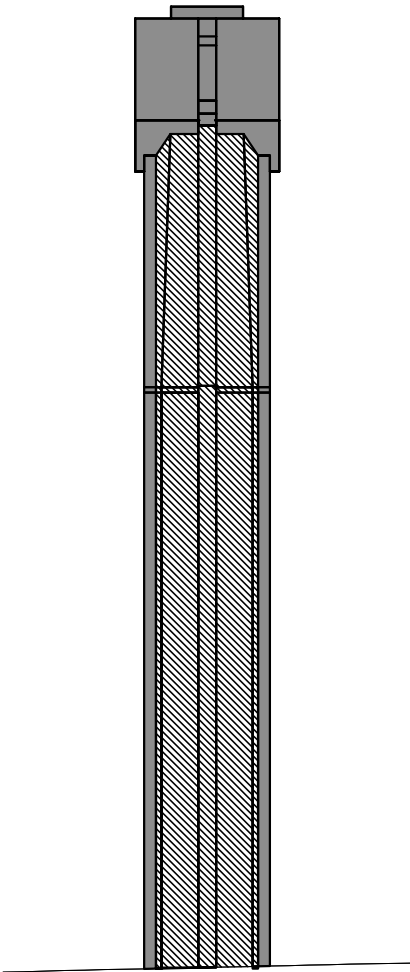
PLAN



SECTION 1-1



FRONT ELEVATION



SIDE ELEVATION

LEGEND

- NO STAINING REQUIRED
- BASE COLOR
- ACCENT COLOR

NOTES

1. SEE SHEET 5 FOR GENERAL NOTES.
2. STAIN COLORS WILL BE CHOSEN FROM THE SELECTED MANUFACTURER'S STANDARD COLOR RANGE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-40-1221			
CONST. SPEC.	2004	DRAWN BY KGW	PLANS CK'D. JCP
STAINING LAYOUT TYPE 'T1' PIERS			SHEET 162 OF 162 MAR 21 2005