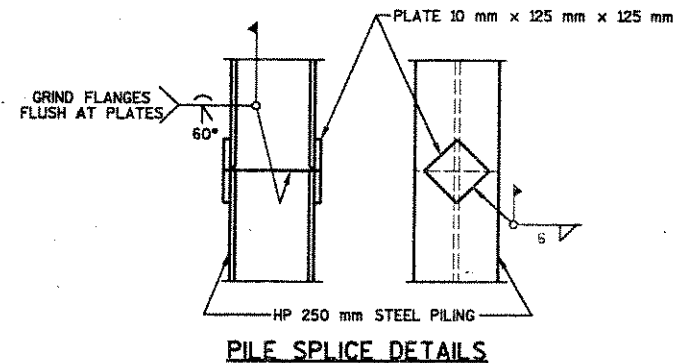


AT ABUTMENT IN SPAN

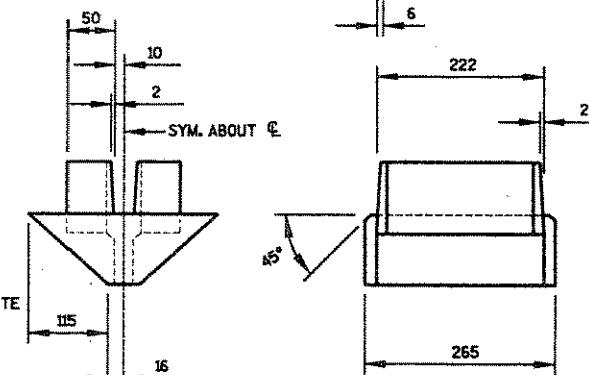
CROSS SECTION THRU BRIDGE (LOOKING EAST)



PILE SPICE DETAILS

POINT NOTES

1. MATERIAL - CAST STEEL (ASTM A-27-84-65-35)
2. ALL FILLETS = 10 mm
3. ALL WELDS BETWEEN PILE & POINT TO BE IN ACCORDANCE WITH AWS SPECS. WELD FLANGES TO FITTING ON OUTSIDE FACES.
4. CONTRACTOR MAY USE AN ALTERNATE DESIGN UPON APPROVAL OF THE ENGINEER.

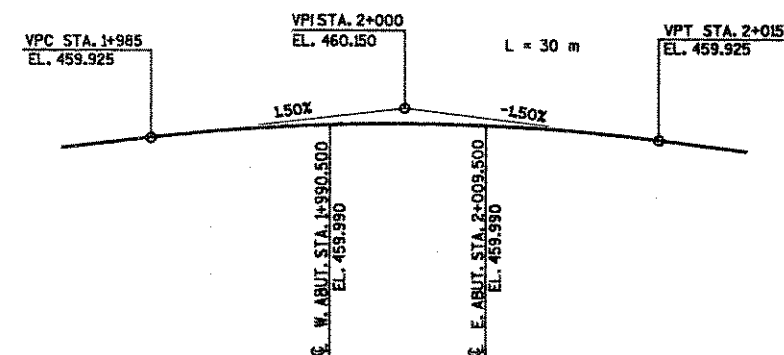


PILE POINT DETAIL

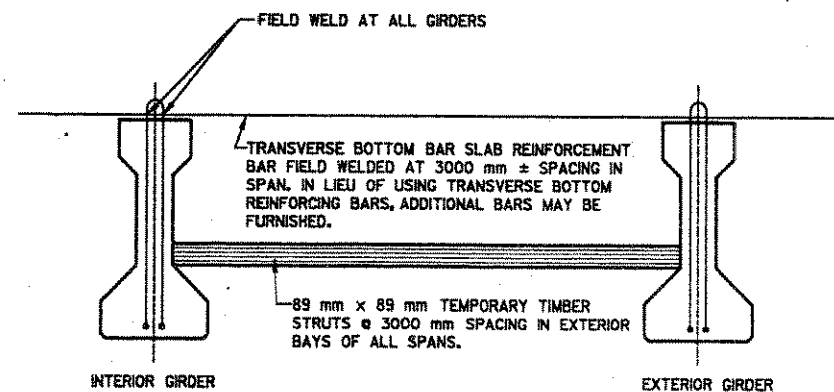
TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	WEST ABUT.	EAST ABUT.	SUPER	TOTAL
REMOVING OLD BRIDGE, STATION 2+000, ON C	LS	-	-	-	1
EXCAVATION FOR STRUCTURES, BRIDGES B-35-136	LS	-	-	-	1
STRUCTURE BACKFILL	m <sup>3</sup>	100	100	-	200
CONCRETE MASONRY, BRIDGES	m <sup>3</sup>	21.9	21.9	47.2	91
PROTECTIVE SURFACE TREATMENT	m <sup>2</sup>	-	-	165	165
PRESTRESSED GIRDER, I TYPE, 915 mm	m	-	-	77.2	77.2
HIGH-STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	kg	935	935	1940	3810
COATED HIGH-STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	kg	210	210	2900	3320
NON-LAMINATED ELASTOMERIC BEARING PADS	EACH	-	-	8	8
* STEEL PILING DELIVERED & DRIVEN, HP 250 mm x 62 kg/m	m	35	35	-	70
PILE POINTS	EACH	5	5	-	10
RUBBERIZED MEMBRANE WATERPROOFING	m <sup>2</sup>	5	5	-	10
HEAVY RIPRAP	m <sup>3</sup>	75	80	-	155
GEOTEXTILE FABRIC, TYPE HR	m <sup>2</sup>	140	145	-	285
ARCHITECTURAL SURFACE TREATMENT, ITEM 90002A	m <sup>2</sup>	10.9	10.9	3.8	25.6
GLULAM ELEMENT RAILING, ITEM 90004B	LS	-	-	-	1
PAINTING, EPOXY SYSTEM, ITEM 90004C	LS	-	-	-	1
NON-BID ITEMS					
FILLER	SIZE	-	-	-	13 & 19

\* - OIL FIELD PIPE IS NOT AN OPTION ON THIS PROJECT.



PROFILE GRADE LINE - BRIDGE ROAD



CROSS SECTION THRU RDWY. (EXT. GIRDER BRACING FOR SLAB OVERHANG)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.  
 ALL MEASUREMENTS ARE IN MILLIMETERS EXCEPT AS SHOWN.  
 ALL ELEVATIONS AND STATIONS ARE IN METERS.  
 BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 50 mm CLEAR UNLESS SHOWN OR NOTED OTHERWISE.  
 THE FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.  
 NON-LAMINATED ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.  
 THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AS SHOWN ON SHEET 1 OR AS DIRECTED BY THE ENGINEER.  
 THE PROPOSED SUBGRADE SHALL BE THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" FOR THE ABUTMENTS.  
 AT THE ABUTMENTS ALL EXCAVATED VOLUME NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL. THE STRUCTURE BACKFILL ESTIMATED QUANTITIES ASSUMED A 1:1.5 EXCAVATION SLOPE.  
 THIS STRUCTURE WILL REPLACE EXISTING STRUCTURE P-35-0067, A THREE SPAN TIMBER DECK GIRDER ON TIMBER ABUTMENTS AND TIMBER PILE BENT PIERS.  
 ALTERNATE STEEL INTERMEDIATE DIAPHRAGMS WILL NOT BE PERMITTED ON THIS STRUCTURE.  
 THE MINIMUM CONCRETE HAUNCH OVER THE PRESTRESSED GIRDERS SHALL BE 30 mm AND THE HAUNCH CONCRETE QUANTITY IS BASED ON AN AVERAGE HAUNCH DEPTH OF 60 mm WHICH IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-35-136			
Const. Spec.	WI '96"	Drawn By RLR	Plans Checked JMB
CROSS-SECTION & QUANTITIES			SHEET 2 OF 9

PLOT SCALE:

MSA #: 93966102

REV. DATE: 9-22-97

ORIGINATOR: RLR  
 LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63