**DESIGNER NOTES**

- The cap area should be lined with a layer of fiber-reinforced polymer (FRP) sheath for corrosion protection.
- Sections P1 and P2 are critical for the structural integrity of the pier cap.
- End view and section views are essential for detailed analysis.

**SECTION P2**

- Dimensions and material specifications should be reviewed for compliance with standards.
- Close attention should be paid to the alignment and spacing of reinforcement bars.

**PLAN OF PIER CAP**

- The plan view provides a clear understanding of the layout and dimensions of the pier cap.
- Key dimensions and labels should be cross-referenced for accuracy.

**ELEVATION**

- Vertical sections are crucial for understanding the structural depth and height.
- Standard details should be referenced for specific construction requirements.

**DETAIL A**

- Close-up views of critical sections allow for detailed inspection and verification.
- Specifications and tolerances should be closely followed.

**TEXTURING LIMITATIONS OF PIER WALL**

- Surface texturing is necessary to enhance durability and aesthetics.
- Guidelines for texturing should be strictly adhered to.

**HAMMERHEAD PIER - TYPE 2**

- State of Wisconsin
- Department of Transportation
- Structures Development Section

**APPROVED:**

- Bill Oliva

**DATE:**

- T-12

**STANDARD:**

- 13.06
CROSS SECT. THRU ROWY.

PLAN

TOTAL ESTIMATED QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>QUANTITY</th>
<th>UNITS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>50320901</td>
<td>PEARENCement DECK 1</td>
<td>SF</td>
<td></td>
</tr>
<tr>
<td>50320902</td>
<td>PEARENCement DECK 2</td>
<td>SF</td>
<td></td>
</tr>
<tr>
<td>50320905</td>
<td>CLEANING DECKS</td>
<td>SF</td>
<td></td>
</tr>
<tr>
<td>50320907</td>
<td>JOINT REPAIR</td>
<td>SF</td>
<td></td>
</tr>
<tr>
<td>50320908</td>
<td>CORB REPAIR</td>
<td>LP</td>
<td></td>
</tr>
<tr>
<td>50320910</td>
<td>CONCRETE SURFACE REPAIR</td>
<td>SF</td>
<td></td>
</tr>
<tr>
<td>50320915</td>
<td>FULL-DEPTH DECK REPAIR</td>
<td>SF</td>
<td></td>
</tr>
<tr>
<td>50320920</td>
<td>CONCRETE MASONRY OVERLAY DECKS</td>
<td>CS</td>
<td></td>
</tr>
<tr>
<td>50320925</td>
<td>EXPANSION DEVICE E - -</td>
<td>LF</td>
<td></td>
</tr>
<tr>
<td>50320930</td>
<td>MASONRY ANCHORS TYPE A, NO. 3, BARS</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>50320940</td>
<td>MASONRY ANCHORS TYPE S, anchor</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>50320950</td>
<td>BAR STEEL REINFORCEMENT AT CURB BILDS</td>
<td>LB</td>
<td></td>
</tr>
<tr>
<td>50320955</td>
<td>PRECAST CONCRETE MASONRY DECK OVERLAY</td>
<td>SF</td>
<td></td>
</tr>
<tr>
<td>50320960</td>
<td>BOTTOM COVER SEALING</td>
<td>LF</td>
<td></td>
</tr>
<tr>
<td>50320970</td>
<td>CONNECTING FLOOR BOARD</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>50320980</td>
<td>STAIR :PAINT DECK PREPARATION AREAS</td>
<td>LF</td>
<td></td>
</tr>
<tr>
<td>50320990</td>
<td>DECK CLADDING</td>
<td>SF</td>
<td></td>
</tr>
</tbody>
</table>

NOTE:

PROGRESSIVE DECK SHALL BE DETERMINED BASED ON A MINIMUM OVERLAYTHICKNESS OF 0.25 INCHES ACROSS THE DECK. THIS THICKNESS MAY BE REDUCED BY THE DESIGNER IF IT IS DETERMINED THAT IT IS NOT NECESSARY TO MEET THE TYPICAL DECK REQUIREMENTS.

A VALUE OF EACH OF CONCRETE SHALL BE RESPONSIBLE FOR THE ENHANCEMENT OF THE ENHANCED DECKS IN THE ENHANCED DECKS.

TOP OF EXCAVATION DECK ELEVATIONS SHOWN FOR A MAXIMUM ELEVATION REQUIREMENTS NEEDED TO MEET THE ENHANCED DECK REQUIREMENTS.

FOR CROSS SECTIONS NOT IN SUPERPOSITION TRANSVERSE AND ADJACENT SURFACES SHALL BE AS PERMITTED BY THE DESIGNER.

ANY EXCAVATION DECKS TO COMPLETE THE ALIGNMENT OF THE EXCAVATION DECKS TO THE NEW CONCRETE MASONRY OVERLAY DECKS.

CONCRETE OVERLAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DEVELOPMENT SECTION

APPROVED: Bill Oliva

DATE: 7/2

STANDARD 40.01