

WSDOT

Standard Concrete Finishes

For Bridge & Structure Construction in Highway Projects



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4 21 2014

WSDOT Standard Concrete Finishes

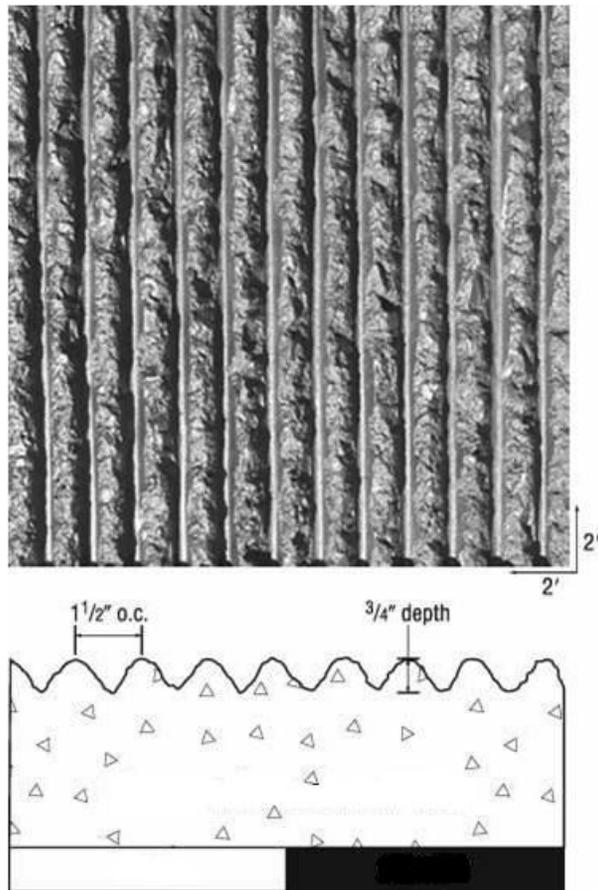
with Premanufactured Form Liners

- Fractured Fin Finish
- Fractured Granite Finish
- Random Board Finish ($\frac{3}{4}$ "
- Random Board Finish (Variable Depth)
- Ribbed Finish
- Striated Finish
- Ashlar Stone Finish
- Block Finish
- Split Face Finish
- River Rock Finish
- Fractured Basalt Finish
- Cascadian Stone Finish

Context Sensitive Solutions

- These finishes have been selected based on their continued use in WSDOT construction projects.
- Aesthetic features are for the community and corridor roadway sides, depending on the project.
- The State Bridge and Structures Architect is required to approve concrete surface treatments.
- Concrete surface treatments are typically chosen in collaboration with Region or H.Q. Landscape Architects.

Fractured Fin

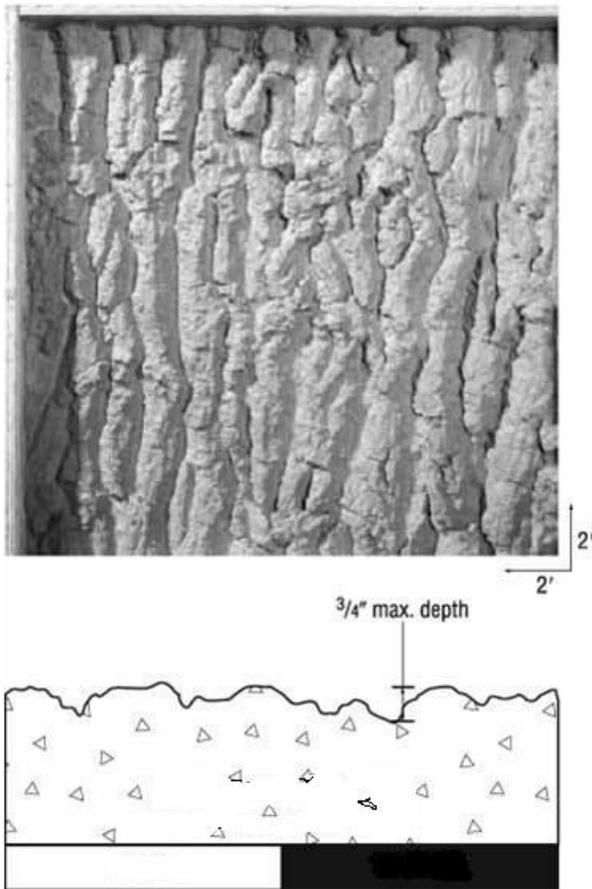


- The original fractured fin was produced in 1970.
- This 40 years old finish is one of the most specified surface treatments for concrete work.

Typical uses:

- I-90, I-5, Statewide classic

Fractured Granite

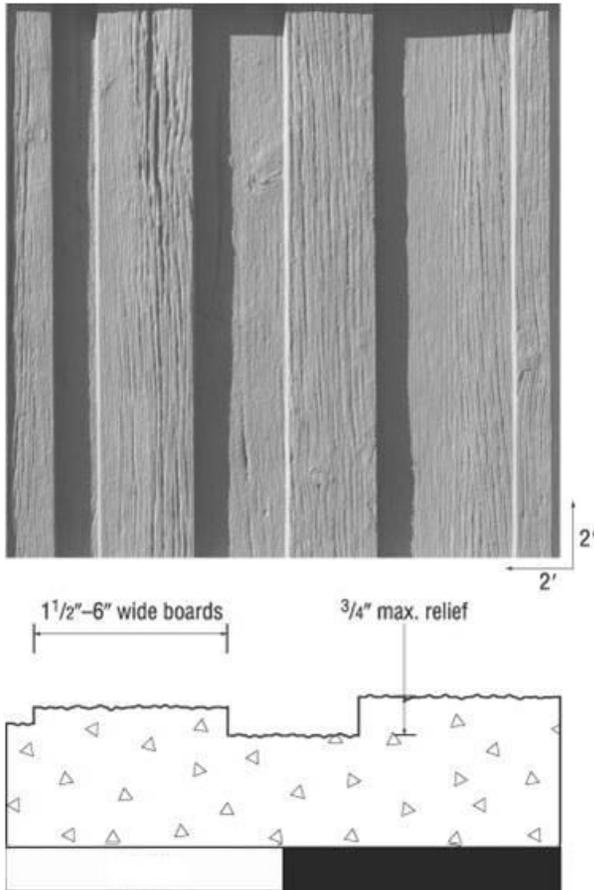


- Surface treatment resembles bark or fractured granite.

Typical uses:

- Selected areas, Everett HOV I-5, Mill creek

Random Board Finish (3/4")

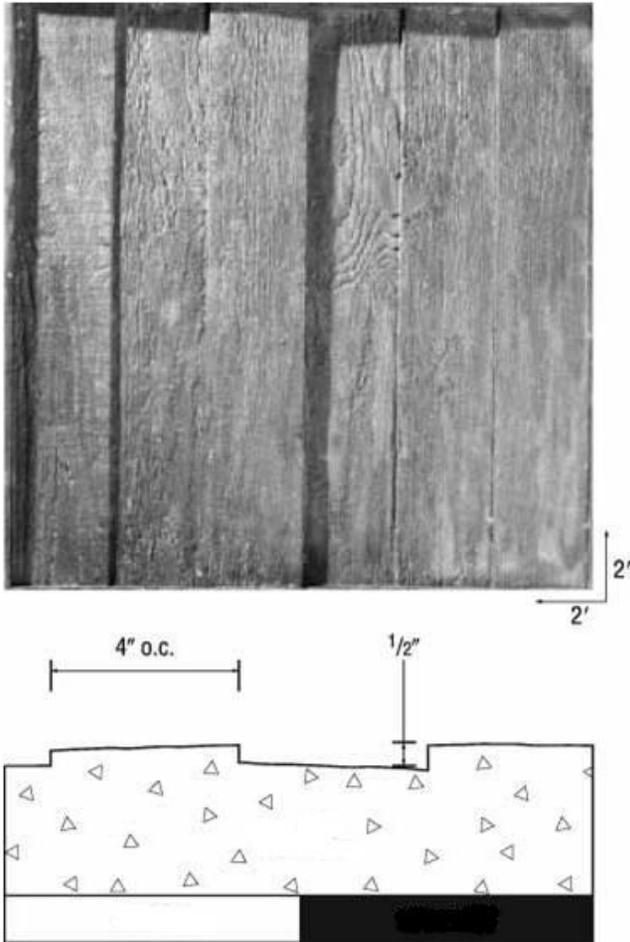


- Natural looking, rough-cut wood textures.

Typical uses:

- SR 16, I-5, I-90, SR 18, SR 520

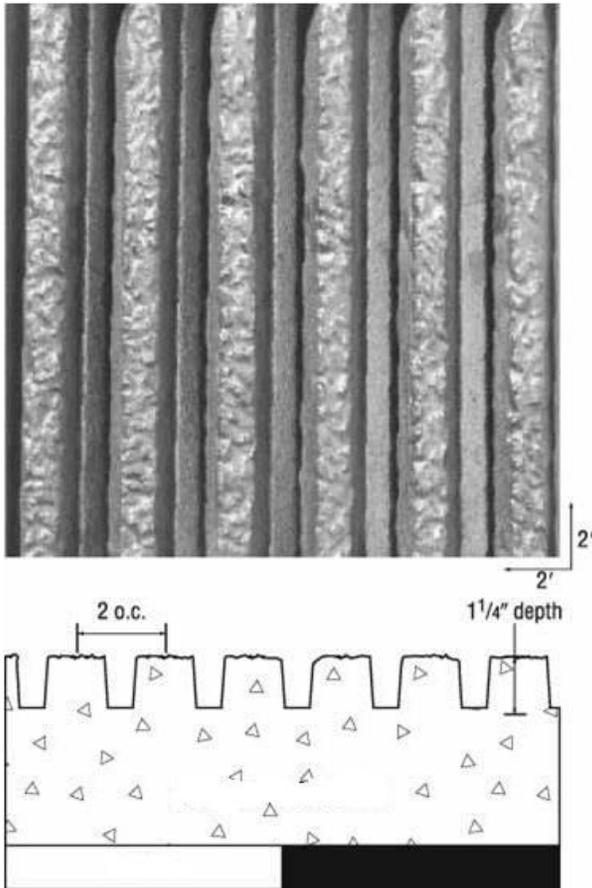
Random Board Finish (Variable Depth)



Typical uses:

- Similar to SR 16, I-5, I-90, SR 18, SR 520

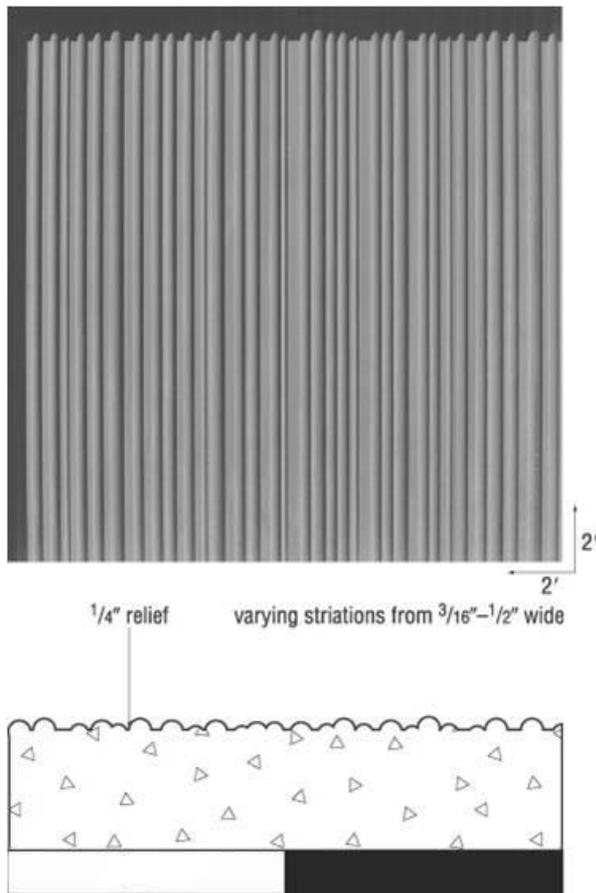
Ribbed Finish



Typical uses:

- Selected areas for accents

Striated Finish

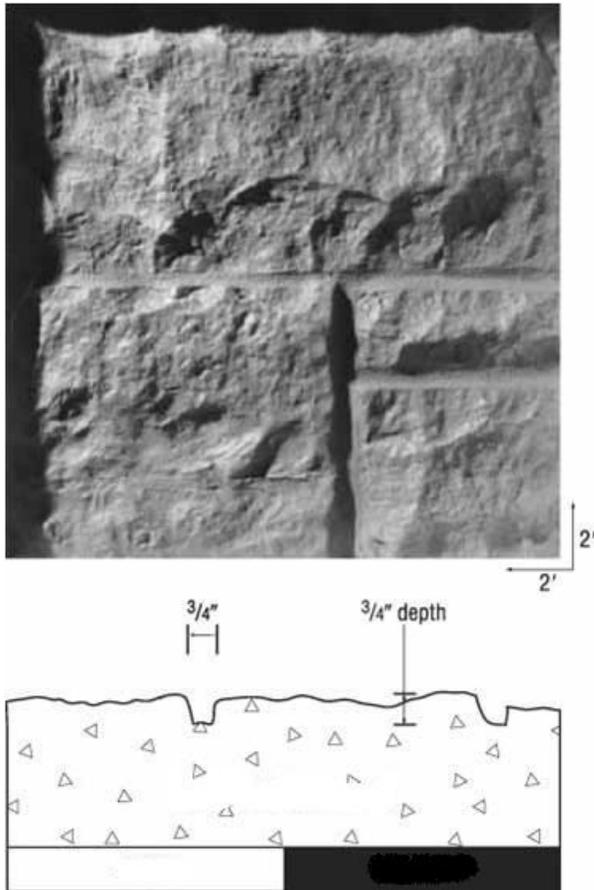


- 1960's Transportation classic. Used during the Interstate expansion after the second world war.

Typical uses:

- I-5 raised panel designs

Ashlar Stone Finish

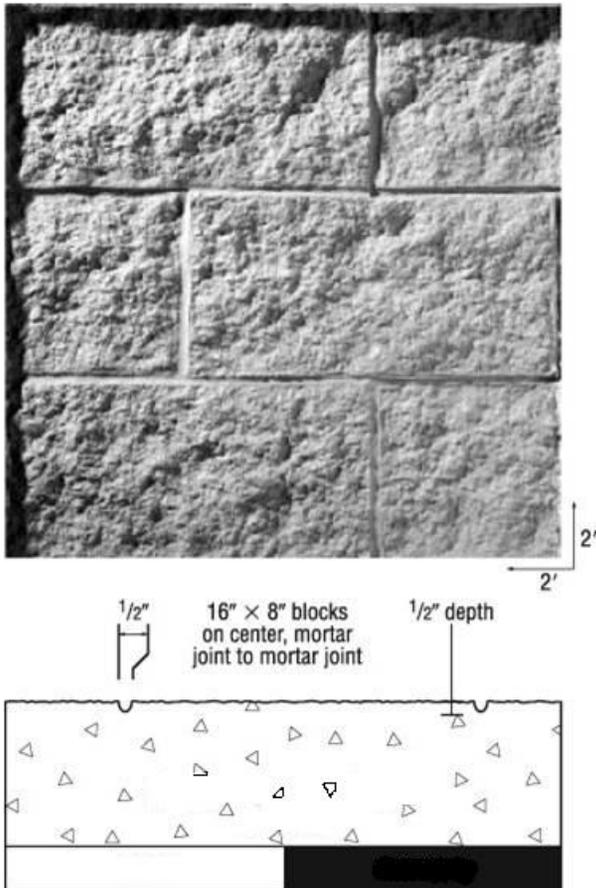


- Random cut stone texture.
- Ideal use in projects requiring stone finish of concrete surfaces.

Typical uses:

- I-405

Block Finish

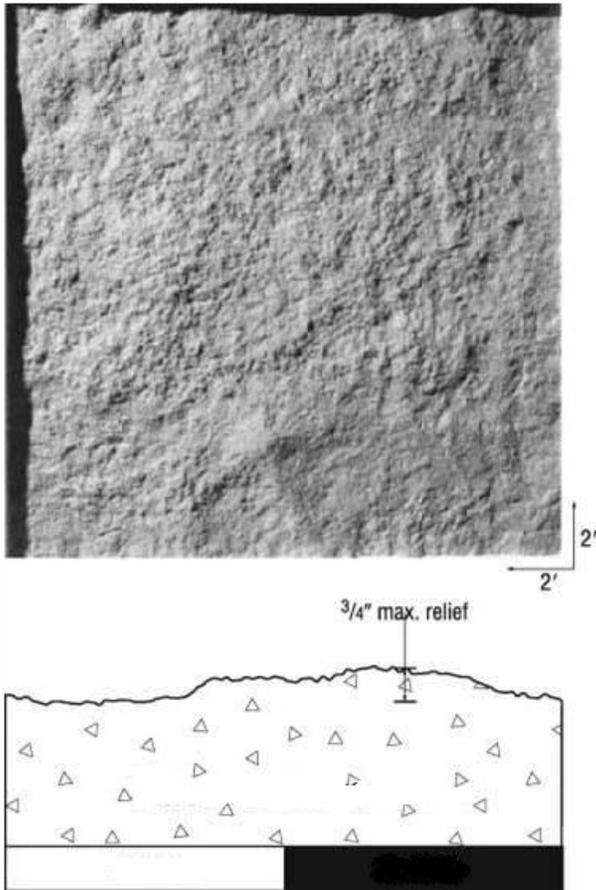


- Blends with modular block structural earth walls.

Typical uses:

- I-5 Lewis Co., SR 303
Silverdale, SR 18

Split face Finish

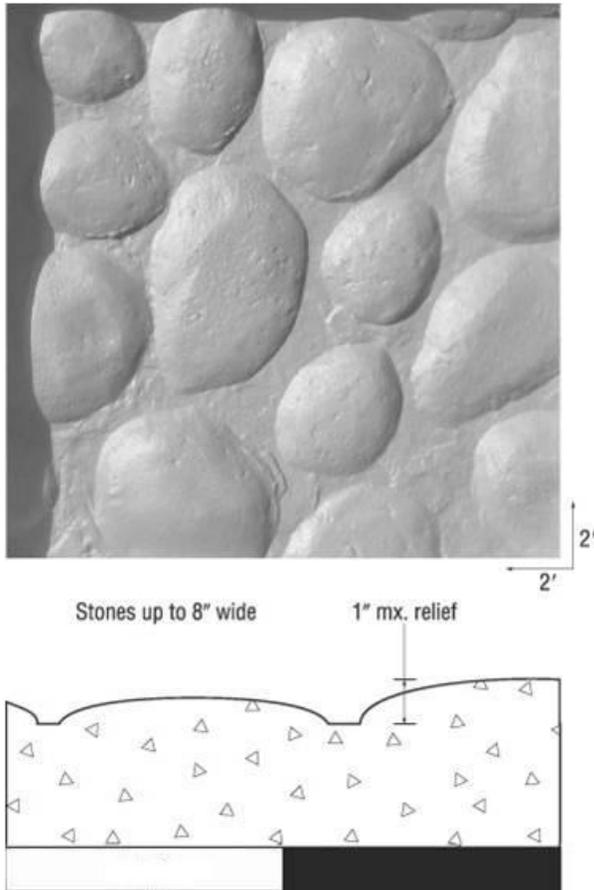


- Appearance of split stone.

Typical Uses:

- I-5 Lewis Co., SR 18, & North Spokane Corridor

River Rock Finish

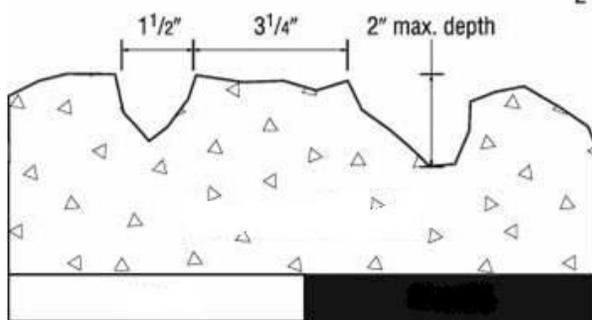
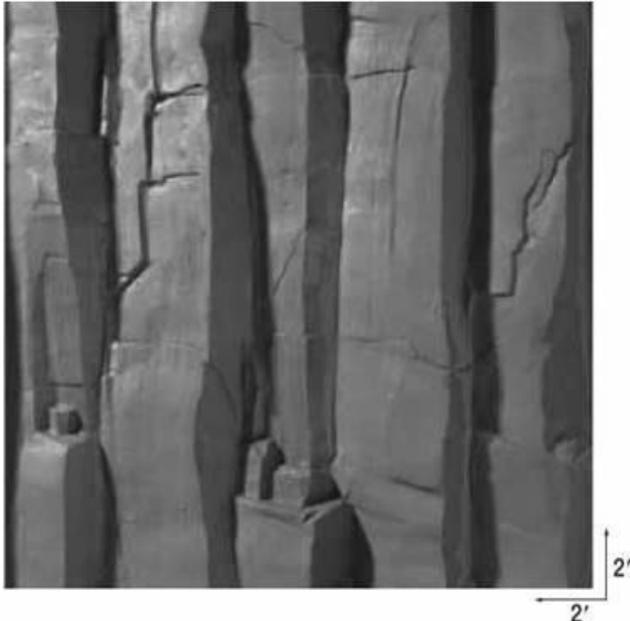


- Used in rural areas with natural settings.

Typical uses:

- NWR selected areas

Fractured Basalt Finish

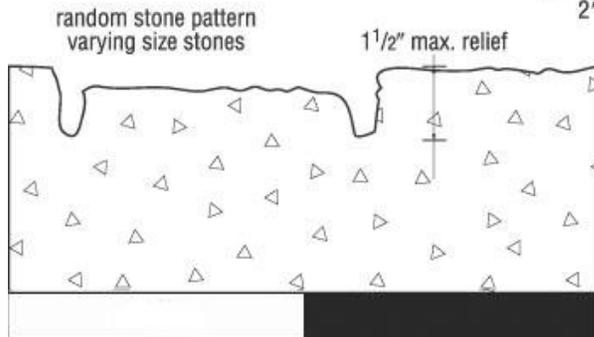


- Blends with natural columnar basalt rock formations found in Eastern Washington

Typical uses:

- North Spokane corridor, rural settings

Cascadian Stone Finish



- Surface creates a Random Rubble Stone appearance

Typical uses:

- I-90 Snoqualimie Pass, Projects in the USFS

WSDOT

- For approved products and procedures, please consult WSDOT General Special Provisions.
- WSDOT 2014 Bridge and Structures Office

General Special Provisions

- Form liners that are specified by the Washington State Department of Transportation in their General Special Provisions.

<http://www.wsdot.wa.gov/publications/fulltext/projectdev/gspspdf/egsp6.pdf>.

- Please curser down to [2213.GB6](#) through [02218.GB6](#).