



Wisconsin Department of Transportation

June 23, 2016

Division of Transportation Systems Development

Bureau of Project Development
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NOTICE TO ALL CONTRACTORS:

**Proposal #01: 1517-07-77, WISC 2016 229
 USH 10 – USH 10/STH 441
 County CB – Oneida Street
 USH 10
 I-41 Interchange Bridges and
 LLBDM Bridge B-70-61 Redeck
 Winnebago County**

Letting of July 12, 2016

This is Addendum No. 01, which provides for the following:

Special Provisions

Revised Special Provisions	
Article No.	Description
1.3	Other Contracts
2.2	Prosecution and Progress
7.1	Traffic
7.14	Median Crash Cushion Temporary Left In Place, Item SPV.0060.200

Added Special Provisions	
Article No.	Description
7.15	Traffic Control Close-Open Freeway Ramp, Item SPV.0060.201
7.16	Repositioning Traffic Control Devices for Mainline Closures, Item SPV.0060.202
7.17	Crash Cushion Temporary Left In Place, Item SPV.0060.203

Schedule of Items

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
501.1000.S	Ice Hot Weather Concreting	LB	354,298	-108,342	245,956
503.0155	Prestressed Girder Type I 54W-Inch	LF	5,278	-2	5,276
505.0400	Bar Steel Reinforcement HS Structures	LB	920,807	-2,497	918,310
505.0600	Bar Steel Reinforcement HS Coated Structures	LB	5,708,596	2,784	5,711,380

511.1200	Temporary Shoring B-70-401	SF	2,646	1,230	3,876
511.1200	Temporary Shoring B-70-405	SF	1,466	920	2,386
511.1200	Temporary Shoring B-70-407	SF	525	336	861
517.1010.S	Concrete Staining B-70-405	SF	62,655	10	62,665
550.0020	Preboring Rock Or Consolidated Materials	LF	10,024	-1,012	9,012
550.0500	Pile Points	Each	1,206	61	1,267
550.1120	Piling Steel HP 12-Inch X 53 LB	LF	5,556	372	5,928
550.1140	Piling Steel HP 14-Inch X 73 LB	LF	41,734	-120	41,614
628.7020	Inlet Protection Type D	Each	9	4	13
643.0300	Traffic Control Drums	Days	34,400	-24,180	10,220
643.0420	Traffic Control Barricades Type III	Days	2,720	-2,124	596
643.0705	Traffic Control Warning Lights Type A	Days	5,400	-4,378	1,022
643.0715	Traffic Control Warning Lights Type C	Days	952	2,118	3,070
643.0800	Traffic Control Arrow Boards	Days	104	246	350
643.0900	Traffic Control Signs	Days	10,150	1,630	11,780
643.3000	Traffic Control Detour Signs	Days	23,172	9,938	33,110
649.0403	Temporary Pavement Marking Epoxy 4-inch	LF	153,893	-123,112	30,781
649.0802	Temporary Pavement Marking Epoxy 8-inch	LF	14,647	-11,717	2,930
SPV.0035.700	Modified High Performance Concrete (HPC) Masonry Bridges	CY	32,720	74	32,794
SPV.0045.200	Maintain Traffic Control Warning Lights Type C Left in Place	Days	35,594	1,005	36,599
SPV.0045.201	Maintain Traffic Control Signs Left in Place	Days	27,913	402	28,315
SPV.0045.202	Maintain Traffic Control Drums Left in Place	Days	149,678	4,020	153,698
SPV.0045.203	Maintain Traffic Control Barricades Type III Left in Place	Days	8,314	268	8,582
SPV.0045.204	Maintain Traffic Control Warning Lights Type A Left in Place	Days	9,208	536	9,744
SPV.0090.201	Concrete Barrier Temporary Precast Left in Place	LF	27,310	2,800	30,110

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
603.1132	Concrete barrier Type S32	LF	0	246	246
603.3513	Concrete Barrier Transition Type S32 to S36	EACH	0	1	1
603.3535	Concrete Barrier Transition Type S36 to S42	EACH	0	1	1
603.3559	Concrete Barrier Transition Type S42 to S56	EACH	0	1	1
603.8000	Concrete Barrier Temporary Precast Delivered	LF	0	2,800	2,800
603.8125	Concrete Barrier Temporary Precast Installed	LF	0	2,800	2,800
614.0905	Crash Cushion Temporary	Each	0	1	1
SPV.0060.201	Traffic Control Close-Open Freeway Ramp	Each	0	29	29
SPV.0060.202	Repositioning Traffic Control Devices for Mainline Closures	Each	0	60	60
SPV.0060.203	Crash Cushion Temporary Left In Place	Each	0	2	2

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
649.2100	Temporary Raised Pavement Markers	Each	294	-294	0

Plan Sheets

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
34	Plan Details (Updated barrier transitions)
53	Erosion Control (updated EB median inlet protection)
101	Traffic Control Stage 1 (updated notes)
102	Traffic Control Stage 1 (updated notes)
112	Traffic Control Stage 2 (Changed sheet number)
143	Miscellaneous Quantities (Updated barrier quantities)
146	Miscellaneous Quantities (Updated inlet protection quantities)
148	Miscellaneous Quantities (Updated traffic control and left in place quantities)
149	Miscellaneous Quantities (Updated temporary pavement marking quantities)
162	Miscellaneous Quantities (updated Traffic control detour sign quantities)
163	Miscellaneous Quantities (updated Traffic control detour sign quantities)
418	General Plan And Elevation Spans 7-12 (Added Temp. Shoring and Note)
419	General Notes And Quantities (Updated Quantities)
436	Pier 8 Layout (Changed Bearing Centerline)
454	Bearing Pedestal Details Pier 8 (Updated Bearing & Pedestal Dimensions)
463	54W" Prestressed Girder Details 1 (Span 12 girder lengths changed)
498	General Plan And Elevation Spans 1-3 (Updated Pile Notes and Table)
499	General Plan And Elevation Spans 4-7 (Elevations)
500	General Plan And Elevation Spans 8-11 (Added Temp Shoring at Pier 11)
501	General Plan And Elevation Spans 12-14 (Added Temp Shoring, Added Detail A for common pier 8, Shifted Bearing Line)
502	General Notes And Quantities (Updated Quantities, Added paint color note)
508	West Abutment Plan & Elevation (Updated wing wall width, added and corrected legend, added line work)
509	West Abutment Details (Added notes, pile numbers, SS901 Bars)
510	West Abutment Wing 1 (Wing body width and notes)
511	West Abutment Wing 2 (Wing pile shifted, underdrain moved, added notes)
512	West Abutment Bill Of Bars (Updated Rebar)
513	Piers 1-3 Layout (Pier Dimensions)
514	Pier 4 Layout (Pier Dimensions)
515	Piers 5, 7, 8 Layout (Pier Dimensions)
516	Pier 6 Layout (Showing Cofferdam)
517	Pier 9 Layout (Pier Dimension)
518	Piers 10-13 Layout (Pier Dimensions)
519	Piers 1-3, 5-8 Cap Reinforcing (Pier Cap Stirrup Bars)
520	Pier 4 Cap Reinforcing (Pier Cap Stirrup Bars)
521	Pier 9 Cap Reinforcing (Pier Cap Stirrup Bars)
522	Piers 10-13 Cap Reinforcing (Pier Cap Stirrup Bars)
523	Piers 1-3 Shaft Reinforcing (Shaft Tie Bars And None)
524	Pier 4 Shaft Reinforcing (Shaft Tie Bars)
525	Piers 5-8 Shaft Reinforcing (Shaft Tie Bars & Call Outs)
526	Pier 9 Shaft Reinforcing (Shaft Tie Bars)
527	Pier 10-13 Shaft Reinforcing (Shaft Tie Bars)

528	Piers 1-4 Footing Pile Layout (Length Table updated and added pile prebore symbol)
529	Piers 5, 7-9 Footing Pile Layout (Updated Pile tables and number of PB609 Bars)
531	Piers 10-13 Footing Pile Layout (Updated Pile tables and number of PC613 Bars)
532	Bearing Layout Unit 1 (Added Reference Line And Note)
533	Bearing Layout Unit 2 (Added Reference Line And Note)
534	Bearing Layout Unit 3 (Added Reference Line And Note)
539	Framing Plan And Elevation Spans 1-2 (Dimensions And Text Revisions)
540	Framing Plan And Elevation Spans 3-4 (Dimensions And Text Revisions)
541	Framing Plan And Elevation Spans 5-6 (Dimensions And Text Revisions)
542	Framing Plan And Elevation Spans 7-8 (Dimensions And Text Revisions)
543	Framing Plan And Elevation Span 9 (Dimensions And Text Revisions)
544	Framing Plan And Elevation Spans 10-11 (Dimension And Text Revision)
545	Framing Plan And Elevation Span 12 (Dimension And Text Revision)
546	Framing Plan And Elevation Span 13 (Dimension And Text Revision)
547	Framing Plan And Elevation Span 14 (Dimension And Text Revision)
559	Deck Reinforcement Unit 1 (Number Of Bars And Spelling)
560	Deck Reinforcement Unit 2 (Number Of Bars And Spelling)
561	Deck Reinforcement Unit 3 (Number Of Bars And Spelling)
562	Superstructure Details & Bill Of Bars (Updated Rebar Quantity)
566	Deck Pour Sequence Unit 3 (Updated Span 14 Length)
571	Parapet Electrical (Updated Electrical Fitting Details)
572	Structural Approach Slab Details (Updated notes, moved SS901 Bar Bill to Abutment Sheets)
573	Modular Exp. Joint Details 1 (Updated Shared Pier 8 joint No. of cells and movement per 10°F)
574	Modular Exp. Joint Details 2 (Updated dimensions and notes)
575	Reinforcing At Expansion Joint Units 1, 2, & 3 (Updated M408 bar length and M403 spacing at edge of deck)
576	Modular Joint Cover Plates 42SS Parapet (Added general note)
577	Modular Joint Cover Plates 32SS Parapet (Added general note)
578	Floor Drain Type 'GC' (Updated Section A1 and Section A2)
579	Downspout Details (Modified thread Insert Embedment for inserts and detail for Elevation View for Horizontal Runs)
582	Standpipe System Details (Threaded rods and inserts)
648	General Plan And Elevation (Updated Foundation Data)
649	Cross-Section (Updated cross-section dimensions; added IH 41 profile)
650	General Notes And Quantities (Modified Estimated Quantities table)
652	Pier 2 Details 1 (Updated bar reinforcement)
653	Pier 2 Details 2 (Updated bar reinforcement)
654	Bearing Pedestal Details (Updated bar reinforcement)

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
103A	Traffic Control Left in Place from 1517-07-74 (missing)
103B	Traffic Control Left in Place from 1517-07-74 (missing)
236A	SDD – 32-Inch Signal Slope Concrete Barrier to 36-Inch Single Slope Concrete Barrier Height Transition
236B	SDD – 36-Inch Signal Slope Concrete Barrier to 42-Inch Single Slope Concrete Barrier Height Transition
236C	SDD – 42-Inch Signal Slope Concrete Barrier to 56-Inch Single Slope Concrete Barrier Height Transition
259A	SDD – Barricades and Signs for Sideroad Closures

259B	SDD – Traffic Control, Advance Warning Signs 45 M.P.H. or Greater, Two Way Undivided Road Open to Traffic
259C	SDD – Traffic Control, Advance Warning Signs 40 M.P.H. or Less, Two Way Undivided Road Open to Traffic
261A	SDD – Traffic Control, Lane Closure, Speeds Greater than 40 M.P.H. with Barrier
261B	SDD – Traffic Control, Lane Closure
262A	SDD – Traffic Control, Two Lane Closure on Freeway or Expressway, Short -Term (Less than 24 Hours)
262B	SDD – Traffic Control, Exit Ramp Closure
262C	SDD – Traffic Control, Shoulder Closure on Divided Roadway, Speeds Greater than 40 M.P.H.
263A	SDD – Temporary Traffic Control, Fixed Message Signs

The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 01

1517-07-77

June 23, 2016

Special Provisions

1.3 Other Contracts.

Replace entire article language with the following:

The following projects will be under construction concurrently with the work under this contract. Coordinate trucking activities, detours, work zone traffic control, roadway and lane closures, and other work items as required with other contracts.

Project 1500-44-71, USH 10 – USH 10, C Menasha, Oneida Street, CTH AP – STH 114, Winnebago and Calumet Counties, Wisconsin under a Department contract. Work under this contract (LET date of December 13, 2016) is anticipated to be complete in fall of 2017. The proposed action would resurface US 10 from south of County AP (southern limits of the 441 project reconstruction of US 10 and County AP intersection) to the intersection of US 10 and WIS 114. Traffic signal infrastructure will be updated at the intersections of US 10 and Manitowoc Road and US 10 and WIS 114. The east and west approaches at the intersection of US 10 and Manitowoc Road will be reconstructed to comply with ADA. The southeast quadrant at the intersection of US 10 and WIS 114 will be reconstructed to encourage the City of Menasha to construct their Province Trail along the south side of WIS 114 and cross WIS 114 at a location east of the intersection of US 10 and WIS 114. Other items associated with the project include. The work under this contract has a schedule, detour route and work zone overlap. Coordinate activities with Project 1500-44-71 contractor.

Project 1517-07-74 IH 41 from STH 441 to CTH II, Winnebago County, Wisconsin under a department contract. Work under this contract (anticipated LET date of May 10, 2016) is anticipated to be complete in May 2017. The work under this contract consists of common excavation, borrow excavation, base aggregate dense, breaker run, concrete pavement, HMA pavement, concrete barrier, storm sewer, erosion control, pavement marking, signing, B-70-129, B-70-131, B-70-132. The work under this contract has schedule and work zone overlap. Coordinate activities with Project 1517-07-74 contractor.

Project 1517-07-76, Little Lake Butte Morts Bridge B-70-403, Winnebago County, Wisconsin under a department contract. Work under this contract (LET date of August 11, 2014) is anticipated to be complete in November 2016. The work under this contract consists of common excavation, borrow excavation, construction of Structures B-70-403, C-70-200, S-70-204, S-70-240, S-70-249, S-70-251, S-70-258 and S-70-259, concrete pavement, and erosion control. The work under this contract has schedule and work zone overlap. Coordinate activities with Project 1517-07-76 contractor.

Project 1517-07-78, USH 10 – USH 10/STH 441, County CB – Oneida Street, Winnebago County, Wisconsin under a department contract. Work under this contract (LET date of February 13, 2018) is anticipated to be complete in September 2018. The work under this contract consists of common excavation, borrow excavation, construction of Structures, R-70-120, N-70-100, N-70-101, and erosion control. The work under this contract has a schedule and work zone overlap. Coordinate activities with Project 1517-07-78 contractor.

Project 1517-07-79 IH 41 Interchange B-70-400 and USH 10 eastbound Grading/Paving, Winnebago County, Wisconsin under a department contract. Work under this contract (LET date of July 14, 2015) is anticipated to be complete in November 2016. The work under this contract consists of common excavation, borrow excavation, base aggregate dense, breaker run, concrete pavement, HMA pavement, concrete barrier, storm sewer, erosion control, pavement marking, signing and B-70-400. The work under this contract has schedule and work zone overlap. Coordinate activities with Project 1517-07-79 contractor.

Project 1517-07-80 USH 10 from the System Interchange to Racine Road Interchange, Winnebago County, Wisconsin under a department contract. Work under this contract (anticipated LET date of July 11, 2017) is anticipated to be complete in November 2018. The work under this contract consists of epoxy overlay, maintenance of traffic control left in place, concrete barrier, pavement marking, signing, B-70-407, B-70-409, FNW Ramp, and FEN Ramp. The work under this contract has schedule and work zone overlap. Coordinate activities with Project 1517-07-77 contractor.

Project 1517-75-70 Midway Road Interchange B-70-423, Winnebago County, Wisconsin under a department contract. Work under this contract (anticipated LET date of July 11, 2017) is anticipated to be complete in May 2018. The work under this contract consists of B-70-423, R-70-142, R-70-150, R-70-151, excavation, erosion control, and paving. The work under this contract has schedule. Coordinate activities with Project 1517-07-77 contractor.

Project 1517-75-72 Midway Road Interchange Mainline, Winnebago County, Wisconsin under a department contract. Work under this contract (anticipated LET date of July 10, 2018) is anticipated to be complete in November 2019. The work under this contract consists of B-70-424, R-70-141, N-70-121, N-70-132, S-70-220, S-70-221, S-70-225, excavation, erosion control, and mainline paving. The work under this contract has schedule. Coordinate activities with Project 1517-07-77 contractor.

Project 1517-75-75 Racine Road Interchange Construction, Winnebago County, Wisconsin under a department contract. Work under this contract (LET date of July 14, 2015) is anticipated to be complete in November 2016. The work under this contract consists of common excavation, roadway embankment, concrete pavement, HMA Pavement, curb and gutter, stormwater detention ponds, permanent signing and marking, storm sewer and erosion control. The work under this contract has schedule and work zone overlap. Coordinate activities with Project 1517-75-75 contractor.

Project 1517-75-76 Racine Road Reconstruction, Winnebago County, Wisconsin under a department contract. Work under this contract (anticipated LET date of July 14, 2016) is anticipated to be complete in August 2016. The work under this contract consists of common excavation, roadway embankment, concrete pavement, HMA Pavement, curb and gutter, sidewalk, traffic signals, storm sewer and erosion control.

Project 1517-75-77 Midway Road (CTH AP), Winnebago County, Wisconsin under a department contract. Work under this contract (anticipated LET date of July 10, 2018) is anticipated to be complete in November 2018. The work under this contract consists of S-70-222, S-70-242, excavation, erosion control, storm sewer, and paving. The work under this contract has schedule. Coordinate activities with Project 1517-07-77 contractor.

Project 1517-75-83 Oneida Street Interchange (Valley Road and Midway Road), Winnebago County, Wisconsin under a department contract. Work under this contract (anticipated LET date of July 11, 2017) is anticipated to be complete in June 2018. The work under this contract consists of S-70-345, S-70-346, S-08-060, S-08-061, S-70-341, S-70-342, S-08-056, S-08-057, excavation, erosion control, storm sewer, sidewalk pavement, and mainline paving. The work under this contract has schedule. Coordinate activities with Project 1517-07-77 contractor.

Project 1517-75-85 Mainline TMP (Phase 1), Winnebago County, Wisconsin under a department contract. Work under this contract (anticipated LET date of March 13, 2018) is anticipated to be complete in August 2018. The work under this contract consists of excavation, erosion control, and mainline paving. The work under this contract has schedule. Coordinate activities with Project 1517-07-77 contractor.

Project 1517-75-88 B-70-115 & B-70116, Winnebago County, Wisconsin under a department contract. Work under this contract (anticipated LET date of July 11, 2017) is anticipated to be complete in June 2018. The work under this contract consists of B-70-115, B-70-116, excavation, and temporary paving. The work under this contract has schedule. Coordinate activities with Project 1517-07-77 contractor.

2.2 Prosecution and Progress

Replace entire section titled **Liquidated Damages** with the following:

Liquidated Damages

If the contractor fails to complete the B-70-407 and B-70-409 median pier structure by 12:01 AM May 1, 2017, the department will assess the contractor \$2,500 in interim liquidated damages for each calendar day over the deadline after 12:01 AM, May 1, 2017. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM for the remainder of the contract.

If the contractor fails to complete grading and earth removal along the FNW and FEN ramp by 12:01 AM June 30, 2017, the department will assess the contractor \$2,500 in interim liquidated damages for each calendar day over the deadline after 12:01 AM, June 30, 2017. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM for the remainder of the contract.

Replace standard spec 108.11 paragraph (3) with the following:

The department will assess \$20,000.00 in daily liquidated damages. These liquidated damages reflect the cost of engineering, supervision, and a portion of road user costs.
108-055 (20130615)

The department will not grant time extensions to the interim completion dates specified above for the following:

1. Labor disputes that are not industry wide.
2. Delays in material deliveries.

7.1 Traffic.

Add the following under section titled **Stage 2**:

- Consecutive full closures (including weekdays) will be allowed for B-70-405 Unit 3 girder setting.
- USH 10 EB & WB cannot be closed simultaneously with I-41 NB & SB and CD Road except for the placement of B-70-405 girders.

Replace the table in section titled **1517-07-77 Roadway Closure Summary** with the following:

Structure	Operation				Underpassing Feature	Full Closures 1517-07-77	Traffic Control Stage
	Demolition	Girder Setting	Number of Girders	Formwork /Stripping			
B-70-76	X	-	-	-	Lake St.	3	2
B-70-78	X	-	-	-	Lake St.	3	2
B-70-79	X	-	-	-	I-41 NB	3	2
	X	-	-	-	I-41 SB	3	
	X	-	-	-	CD Rd	3	
B-70-401	-	X	14	-	Lake St.	2	2
	-	-	-	X		4	

	-	X	6	-	IH 41 NB	1	2
	-	-	-	X		0	
	-	X	6	-	IH 41 SB	1	
	-	-	-	X		0	
	-	X	6	-	CD Rd	1	
	-	-	-	X		3	
B-70-405	-	X	5	-	US 10 WB	5	
	-	-	-	X		0	
	-	X	5	-	US 10 EB	5	
	-	-	-	X		0	
	-	X	5	-	I-41 NB	8	
	-	-	-	X		0	
	-	X	5	-	I-41 SB	4	
	-	-	-	X		0	
	-	X	5	-	CD Rd	2	
	-	-	-	X		3	
	-	X	5	-	FSE	2	
	-	-	-	X		3	
B-70-406	-	X	6	-	Lake St.	1	2
	-	-	-	X		3	

Add the following under section titled **Local Street Closure**:

Maintain access for postal service and emergency services through the closure on N Lake St/Butte des Morts Beach Road. If operations will require a complete blocking of the roadway, the contractor must coordinate with the postal service and emergency services to determine an alternate route.

7.14 Maintain Crash Cushion Temporary Left in Place, Item SPV.0060.200.

Replace entire section titled **A Description** with the following:

A Description

This special provision describes maintaining temporary crash cushion left in place according to standard spec 614.

The crash cushion left in place becomes the property of the contractor upon notice to proceed. All crash cushions in place at the end of the contract shall remain in place until the contractor of the next contract assumes possession.

7.15 Traffic Control Close-Open Freeway Ramp, Item SPV.0060.201.

A Description

The work under this item consists of furnishing required labor, material and equipment for closing and subsequently opening or opening and subsequently closing ramps in accordance to section 643 of the standard specifications, the plans, and as directed by the engineer.

Post all ramp closures 7 working days in advance of their closure with dates and time of closure. Drums, barricades and signs may remain along the roadway when the ramp is open to traffic pending engineer approval to verify adequate offsets from traffic location are provided. Ensure that all inappropriate signs, dates or times are not visible to traffic when the ramp is open. A deduction of one each will be made from the project total for this item for each day any inappropriate sign is visible to traffic when the ramp is open. Drums, barricades, arrow boards, and signs will be paid for separately under the various traffic control items.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Traffic Control Close-Open Freeway Ramp as a unit every time a freeway ramp is setup and subsequently removed within a 24-hour period that has been authorized by the engineer. Closure to a ramp not deemed necessary for construction does not constitute payment.

E Payment

The department will pay for the measured quantity at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.201	Traffic Control Close-Open Freeway Ramp	EACH

Payment is full compensation for providing and placing all materials, excluding the cost for the material themselves; and for furnishing all labor, tools, equipment, and incidentals necessary to complete the work. Drums, Barricades, Arrow Boards, and Signs, will be paid for under separate bid items in the contract.

7.16 Repositioning Traffic Control Devices for Mainline Closures, Item SPV.0060.202.

A Description

This special provision describes repositioning traffic control devices as required to close mainline lanes to traffic.

B Materials

Use traffic control devices conforming to standard spec section 643 that have been delivered and placed within the project limits under other contract bid items.

C Construction

Reposition traffic control devices as required to close one or more lanes to public traffic along USH 41 and USH 10/441. Monitor and maintain the traffic control device configuration for the duration of the closure. Upon conclusion of the allowable lane closure timeframes, return the devices to their previous configuration or an engineer-approved position within the project limits.

D Measurement

The department will measure Repositioning Traffic Control Devices for Mainline Closures as each individual reposition/return cycle acceptably completed, measured as the number of reposition/return cycles the engineer deems necessary to conform to the traffic control plan, contract staging plan, and other contract requirements. The department will not measure additional moves or configuration changes as might be required solely to accommodate the contractor's operations.

The department will measure each change in configuration on a nightly basis regardless of the overall duration of the interruption to traffic at that location. Each direction of travel shall be measured separately.

Changes between single and double lane closures during the same night are incidental to the contract. Longitudinal gaps in lane closures shall not constitute measurement of multiple closures, and are incidental to the contract. Mobilization and shifting of traffic control devices for sideroad lane or full closures are incidental to the contract.

E Payment

The department will pay for measured quantities at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.202	Repositioning Traffic Control Devices for Mainline Closures	EACH

Payment is full compensation for providing the required closure including placing and maintaining the required closure configuration as well as returning the traffic control devices to their previous or other engineer-approved location when the closure is no longer required. The department will pay separately for furnishing, and maintaining the condition of, required traffic control devices under other contract bid items.

7.17 Crash Cushion Temporary Left in Place, Item SPV.0060.203.

A Description

This special provision describes providing temporary crash cushions to be left in place in accordance to section 614 of the standard specifications.

Crash Cushions Temporary Left In Place become the property of the department upon substantial completion.

B Materials

Furnish temporary crash cushions in accordance to the pertinent requirements of section 614 of the standard specifications.

C Construction

Install temporary crash cushions in accordance to the pertinent requirements of section 614 of the standard specifications.

Supplement subsection 614.3.4 of the standard specifications with the following:

Locate the manufacturer's foundation pad adjacent to the existing paved shoulder. Provide a transition foundation pad section using a 15:1 taper rate after the required manufacturer's crash cushion pad following the manufacturer's recommended dimensions. Construct this transition piece using identical materials and depths used for the foundation pad. Place aggregate base course behind the transition pad section to blend to existing slopes.

Maintain the temporary crash cushion until the contract is substantially complete.

D Measurement

The department will measure Crash Cushion Temporary Left In Place as each individual crash cushion temporary installation acceptably completed.

E Payment

The department will pay for measured quantities at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.203	Crash Cushion Temporary Left In Place	Each

Payment is full compensation for furnishing, installing, and maintaining the crash cushions, and for furnishing all labor tools, equipment and incidentals necessary to complete contract work.
(NER41-20120214)

Schedule of Items

Attached, dated June 23, 2016, are the revised Schedule of Items Pages 1 – 26.

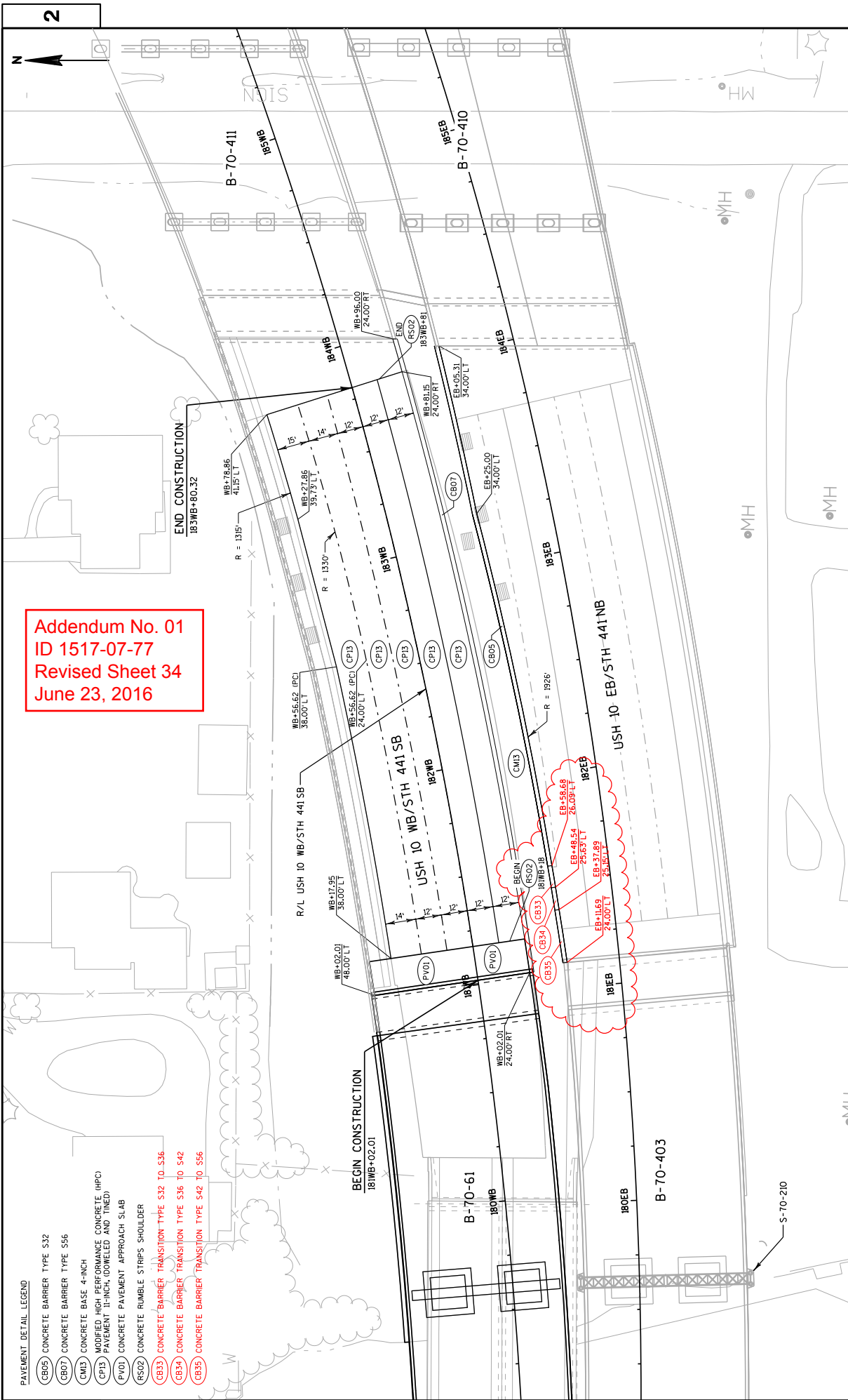
Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:

Revised: 34, 53, 101, 102, 112, 143, 146, 148, 149, 162, 163, 418, 419, 436, 454, 463, 498 - 502, 508 - 534, 539 - 547, 559 - 562, 566, 571 - 579, 582, 648 - 650, and 652 - 654

Added: 103A, 103B, 236A, 236B, 236C, 259A, 259B, 259C, 261A, 261B, 262A, 262B, 262C, 263A

END OF ADDENDUM

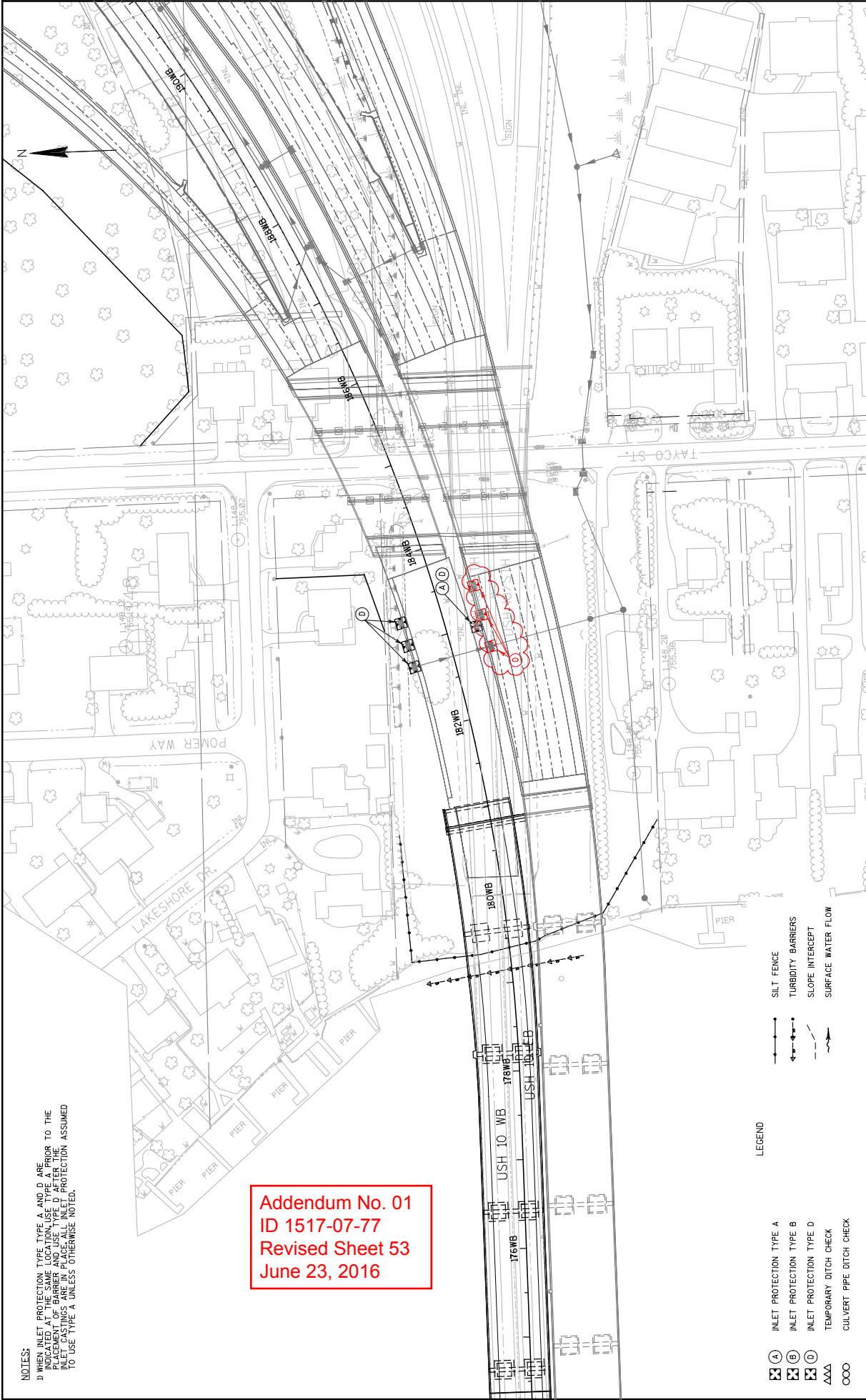


Addendum No. 01
 ID 1517-07-77
 Revised Sheet 34
 June 23, 2016

PAVEMENT DETAIL LEGEND

- (CB05) CONCRETE BARRIER TYPE S32
- (CB07) CONCRETE BARRIER TYPE S56
- (CM13) CONCRETE BASE 4-INCH
- (CPI3) MODIFIED HIGH PERFORMANCE CONCRETE (HPC) PAVEMENT 11-INCH, DOWELED AND TINED
- (PVO1) CONCRETE PAVEMENT APPROACH SLAB
- (RS02) CONCRETE RUMBLE STRIPS SHOULDER
- (CB33) CONCRETE BARRIER TRANSITION TYPE S32 TO S36
- (CB34) CONCRETE BARRIER TRANSITION TYPE S36 TO S42
- (CB35) CONCRETE BARRIER TRANSITION TYPE S42 TO S56

PROJECT NO: 1517-07-77 HWY: USH 10	COUNTY: WINNEBAGO	PLAN DETAILS	SHEET 34 E
FILE NAME : \\mlw001\p\proj\1517-07-77\1\cbs\021201.pd.dgn		PLOT BY : grosemyer	
PLOT DATE : 6/3/2016		PLOT SCALE : 40:1	
WISDOT/CADD SHEET 42			



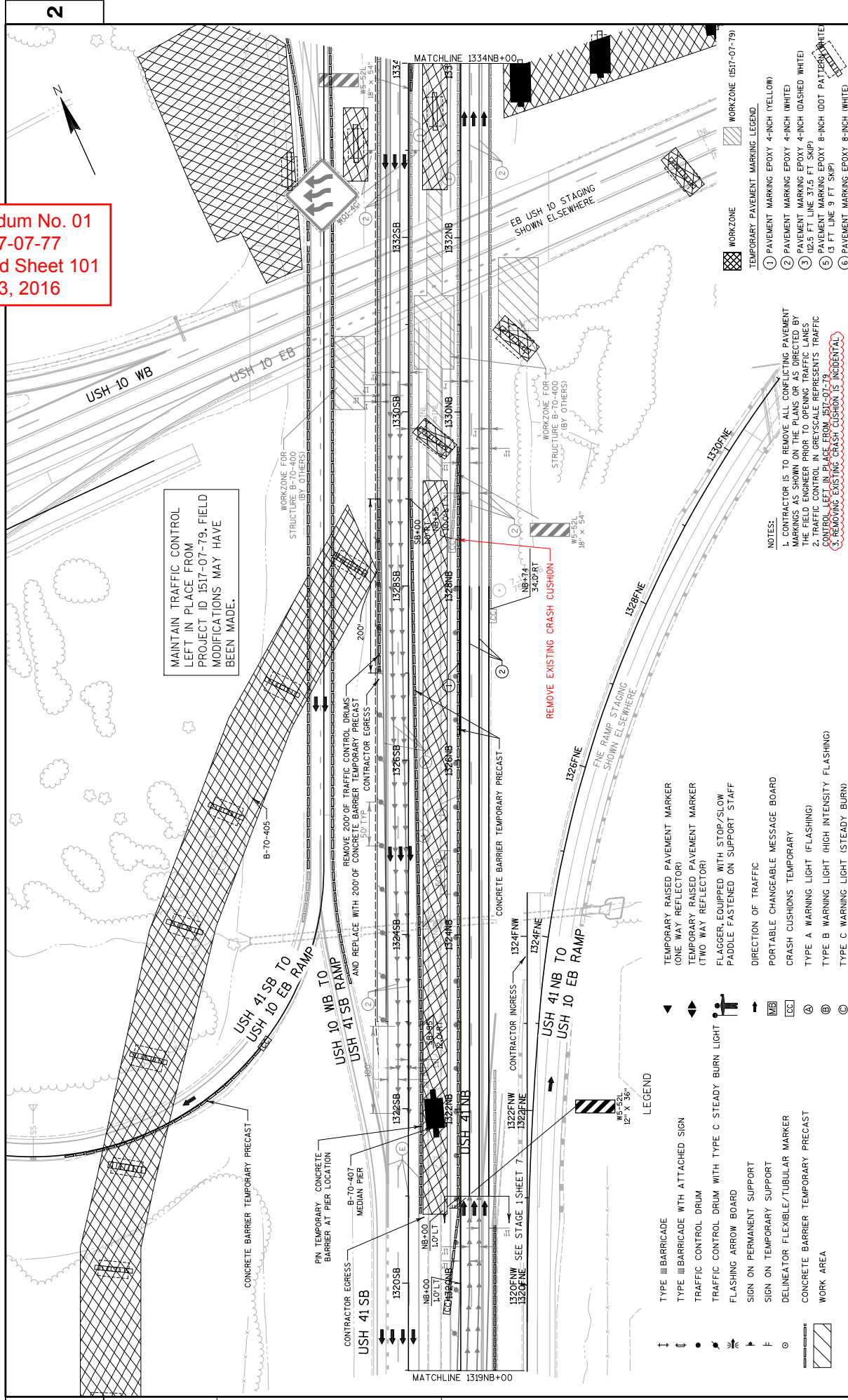
NOTES:

1) WHEN INLET PROTECTION TYPE A AND D ARE USED, THE LOCATION OF THE BARRIERS TO THE PLACEMENT OF BARRIER AND USE OF TYPE D WATER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A UNLESS OTHERWISE NOTED.

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 53
 June 23, 2016

- LEGEND**
- ⊗ (A) INLET PROTECTION TYPE A
 - ⊗ (B) INLET PROTECTION TYPE B
 - ⊗ (D) INLET PROTECTION TYPE D
 - AAA TEMPORARY DITCH CHECK
 - OOO CULVERT PIPE DITCH CHECK
 - SILT FENCE
 - TURBIDITY BARRIERS
 - SLOPE INTERCEPT
 - SURFACE WATER FLOW

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 101
 June 23, 2016

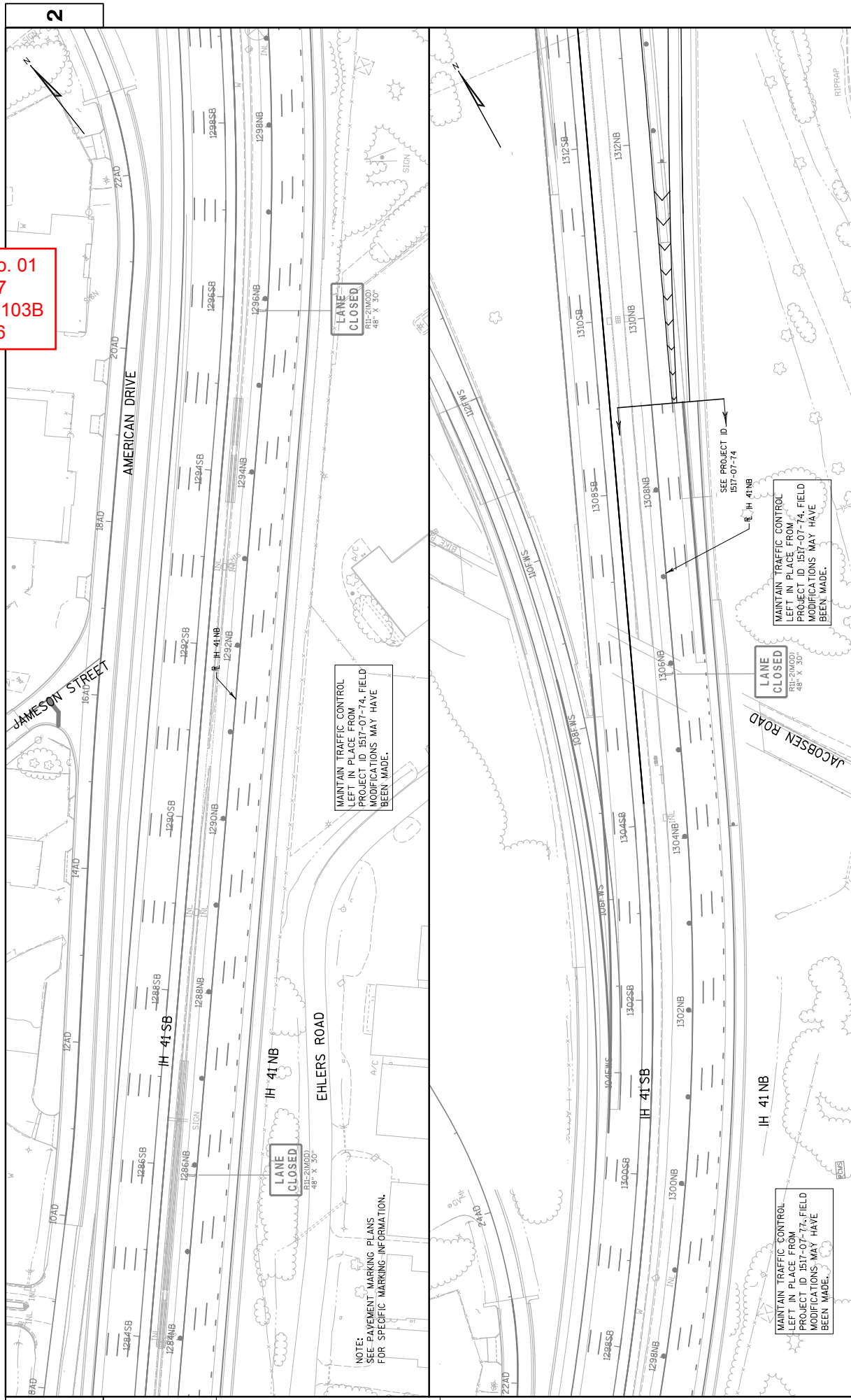


MAINTAIN TRAFFIC CONTROL LEFT IN PLACE FROM PROJECT ID 1517-07-79. FIELD MODIFICATIONS MAY HAVE BEEN MADE.

- LEGEND**
- ↑ TYPE III BARRICADE
 - ↓ TYPE III BARRICADE WITH ATTACHED SIGN
 - TRAFFIC CONTROL DRUM
 - TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
 - ▲ FLASHING ARROW BOARD
 - ▲ SIGN ON PERMANENT SUPPORT
 - ▲ SIGN ON TEMPORARY SUPPORT
 - DELINEATOR FLEXIBLE/TUBULAR MARKER
 - ▬ CONCRETE BARRIER TEMPORARY PRECAST
 - ▨ WORK AREA
 - ◀ TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
 - ◀ TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
 - ▲ FLAGGER-EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
 - DIRECTION OF TRAFFIC
 - MB PORTABLE CHANGEABLE MESSAGE BOARD
 - CC CRASH CUSHIONS TEMPORARY
 - A TYPE A WARNING LIGHT (FLASHING)
 - B TYPE B WARNING LIGHT (HIGH INTENSITY FLASHING)
 - C TYPE C WARNING LIGHT (STEADY BURN)
- TEMPORARY PAVEMENT MARKING LEGEND**
- ① PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
 - ② PAVEMENT MARKING EPOXY 4-INCH (WHITE)
 - ③ PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
 - ④ PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN) WHITE (3 FT LINE 9 FT SKIP)
 - ⑤ PAVEMENT MARKING EPOXY 8-INCH (WHITE)

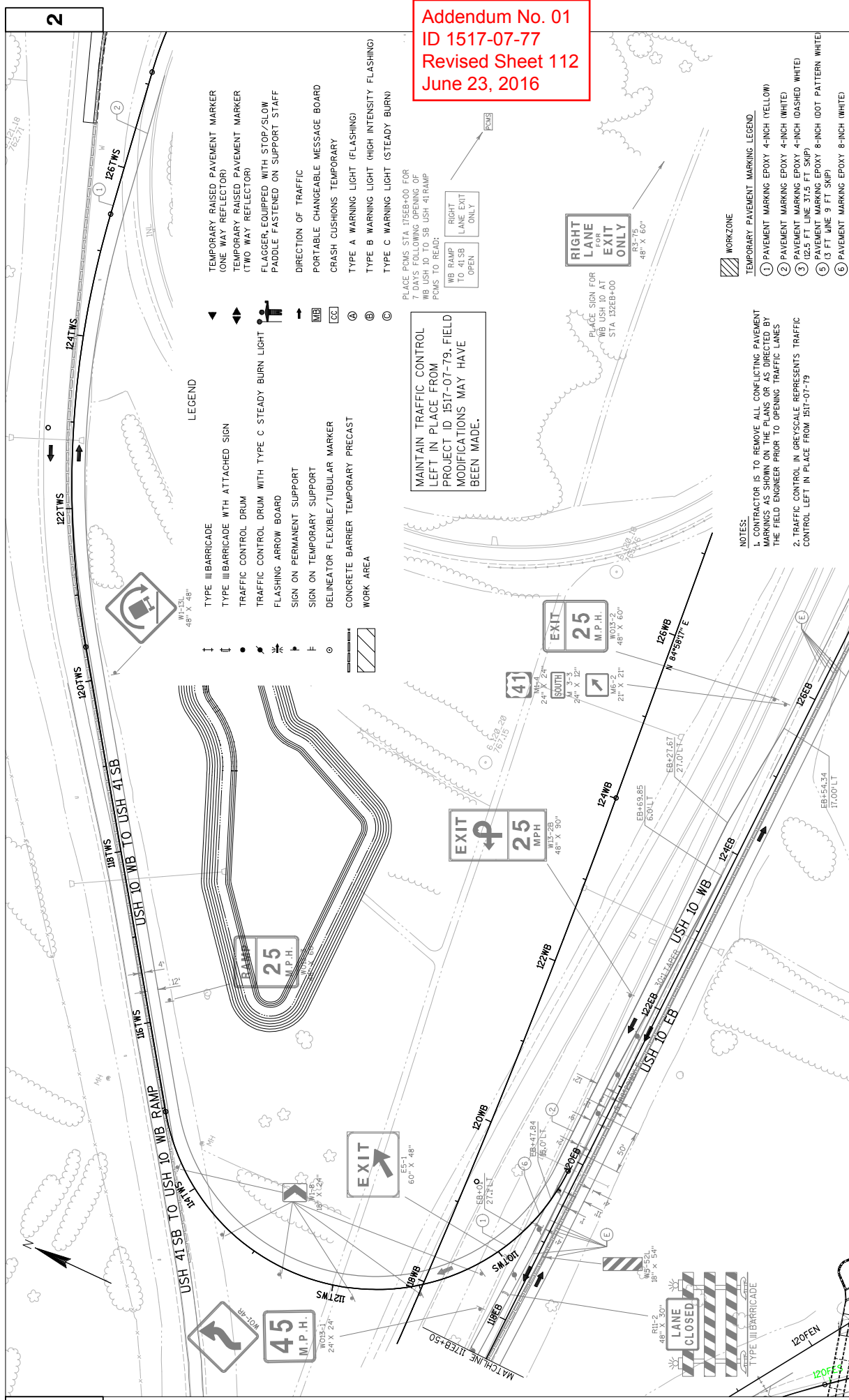
- NOTES:**
1. CONTRACTOR IS TO REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE FIELD ENGINEER PRIOR TO OPENING TRAFFIC LINES
 2. TRAFFIC CONTROL IN GREYSCALE REPRESENTS TRAFFIC CONTROL LEFT IN PLACE FROM 1517-07-79
 3. REMOVING EXISTING CRASH CUSHION IS INCIDENTAL

Addendum No. 01
 ID 1517-07-77
 Added Sheet 103B
 June 23, 2016



PROJECT NO: 1517-07-77	HWY: USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 1: SHEET 6 - IH 41	SHEET 103B	E
FILE NAME : P:\Transportation\US 10 WIS 441\CADD\sheet\1517077\025106_tos1.dgn					
PLOT DATE : 6/6/2016					
PLOT BY : Jessi.Loc.meddaugh					
PLOT SCALE : 100,0000 SF / IN.					
WISDOT/CADD SHEET 42					

Addendum No. 01
ID 1517-07-77
Revised Sheet 112
June 23, 2016



- LEGEND**
- TYPE III BARRICADE
 - TYPE III BARRICADE WITH ATTACHED SIGN
 - TRAFFIC CONTROL DRUM
 - TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
 - FLASHING ARROW BOARD
 - SIGN ON PERMANENT SUPPORT
 - SIGN ON TEMPORARY SUPPORT
 - DELINEATOR FLEXIBLE/TUBULAR MARKER
 - CONCRETE BARRIER TEMPORARY PRECAST
 - WORK AREA
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
 - TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
 - FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
 - DIRECTION OF TRAFFIC
 - PORTABLE CHANGEABLE MESSAGE BOARD
 - CRASH CUSHIONS TEMPORARY
 - TYPE A WARNING LIGHT (FLASHING)
 - TYPE B WARNING LIGHT (HIGH INTENSITY FLASHING)
 - TYPE C WARNING LIGHT (STEADY BURN)

MAINTAIN TRAFFIC CONTROL LEFT IN PLACE FROM PROJECT ID 1517-07-79. FIELD MODIFICATIONS MAY HAVE BEEN MADE.

- WORKZONE**
- TEMPORARY PAVEMENT MARKING LEGEND**
- 1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
 - 2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)
 - 3 PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
 - 4 12.5 FT. LINE 57.5 FT. SKIP
 - 5 PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT. LINE 9 FT. SKIP)
 - 6 PAVEMENT MARKING EPOXY 8-INCH (WHITE)

- NOTES:**
1. CONTRACTOR IS TO REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE FIELD ENGINEER PRIOR TO OPENING TRAFFIC LANES
 2. TRAFFIC CONTROL IN GREYSCALE REPRESENTS TRAFFIC CONTROL LEFT IN PLACE FROM BEIT-07-79

PROJECT NO: 1517-07-77

HWY: USH 10

COUNTY: WINNEBAGO

STAGE CONSTRUCTION PLAN: STAGE 2 SHEET 7

SHEET 112

FILE NAME : P:\Transportation\US 10 WIS 441\CADD\sheet\15170777\05209-tos2-dgn

PLOT DATE : 6/7/2016

PLOT BY : Jess.Loc.med.dgn

PLOT NAME :

PLOT SCALE : 100,0000 ft / in.

WISDOT/CADD SHEET 42

PAVEMENT BAR ITEMS

FROM STATION	TO STATION	OFFSET	LOCATION	QUANTITY
167FEN+00	RT	FEN RAMP	22	
136FWN+05	LT	FWS RAMP	24	
118FWS+67	RT	FWS RAMP	46	
STAGE 2 SUBTOTAL				46
PROJECT 1517-07-77 TOTAL				46

RUMBLE STRIPS

STAGE 2	STATION	OFFSET	LOCATION	QUANTITY
181WB+18	RT	USH 10 WB	265	
161FEN+75	LT/RT	FEN RAMP	861	
128FWN+01	LT/RT	FWN RAMP	724	
112FWS+00	LT/RT	FWS RAMP	29	
STAGE 2 SUBTOTAL				1,879
PROJECT 1517-07-77 TOTAL				2,521

SURFACE DRAINS

STATION	OFFSET	LOCATION	CY	SY
167FEN+00	RT	FEN RAMP	--	17
136FWN+05	LT	FWN RAMP	4	--
118FWS+67	RT	FWS RAMP	2	--
STAGE 2 SUBTOTAL				17
PROJECT 1517-07-77 TOTAL				17

BARRIER ITEMS

FROM STATION	TO STATION	OFFSET	ROADWAY	QUANTITY	
181WB+02	24.0' RT	183WB+96	24.0' RT	USH 10 WB/STH 441 SB	298
181EB+12	24.0' LT	181EB+38	25.2' LT	USH 10 EB/STH 441 NB	--
181EB+38	25.2' LT	181EB+49	25.6' LT	USH 10 EB/STH 441 NB	--
181EB+49	25.6' LT	181EB+59	26.0' LT	USH 10 EB/STH 441 NB	--
181EB+59	26.0' LT	184EB+05	34.0' LT	USH 10 EB/STH 441 NB	246
PROJECT 1517-07-77 TOTALS				246	298

INLET COVERS AND DRAINAGE ITEMS FOR CONCRETE SURFACE DRAINS

LOCATION	STR NO.	STATION	OFFSET	LOCATION	ELEV	RIM FLANGE OR FLOWLINE	STR TYP	COVER	STR1 DEPTH	END WALLS FOR CULVERT	INLET COVERS	INLETS	REMARKS
FWN RAMP	411	129FWN+48.10	4.0	RT	750.78	N/A	N/A	HM	N/A	611.0627	611.0654	612.0212	A,B
FWN RAMP	421	126FWN+50.00	4.0	RT	747.98	N/A	N/A	HM	N/A	611.0627	611.0654	612.0212	A,B
FWN RAMP	422	126FWN+75.14	4.0	RT	748.00	N/A	N/A	HM	N/A	611.0627	611.0654	612.0212	A,B
FWN RAMP	423	126FWN+25.07	4.0	RT	747.98	N/A	N/A	HM	N/A	611.0627	611.0654	612.0212	A,B
FEN RAMP	434	166FEN+35.51	16.0	LT	749.48	N/A	N/A	HM	N/A	611.0627	611.0654	612.0212	A,B
FWS RAMP	CSD1000	118FWS+67.48	6.0	RT	791.83	IN 2X2-FT	V	3.50	--	611.0627	611.0654	612.0212	--
FWS RAMP	N/A	118FWS+64	81	RT	N/A	N/A	N/A	N/A	1	611.0627	611.0654	612.0212	76
FWN RAMP	CSD1010	136FWN+09.72	23.0	LT	772.59	IN 2X2-FT	V	3.42	--	611.0627	611.0654	612.0212	--
FWN RAMP	N/A	135FWN+18	68	LT	N/A	N/A	N/A	N/A	1	611.0627	611.0654	612.0212	97
PROJECT 1517-07-77 TOTAL				2	5	2	2	2	2	173			

- 1) STRUCTURE DEPTH = RIM ELEVATION - CASTING DEPTH - 6" FOR ADJUSTMENT RINGS - INVERT ELEVATION
- A) STRUCTURES PLACED IN PREVIOUS PROJECT. REMOVE COVER PLATE LEFT IN PLACE.
- B) STATION/OFFSET OF INLETS ARE GIVEN FROM FACE OF CURB AND GUTTER. RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE. SEE CONSTRUCTION DETAIL

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ID 1517-07-77
Revised Sheet 143
June 23, 2016

SILT FENCE

STATION	OFFSET	LOCATION	LF	628.1504 SILT FENCE MAINTENANCE
131WB+58 - 133WB+45	LT	USH 10 WB	254	628.1520
141WB+94 - 148WB+90	LT	USH 10 WB	720	
142WB+76 - 142WB+76	LT	USH 10 WB	63	
142WB+76 - 148WB+97	LT	USH 10 WB	702	
179WB+35 - 180WB+86	LT	USH 10 WB	143	
179WB+35 - 180WB+54	LT/RT	USH 10 WB	345	
119FWS+50 - 123FWS+50	RT	FWS RAMP	381	
125FWS+65 - 127FWS+86	LT/RT	FWS RAMP	758	
UNDISTRIBUTED			842	
PROJECT 1517-07-77 TOTAL			4,208	4,208

EROSION MAT

STATION	OFFSET	LOCATION	SY	628.2002 EROSION CLASS I	REMARKS
131WB+58 - 133WB+50	LT	USH 10 WB	3,054	628.2004	
131WB+79 - 133WB+30	RT	USH 10 WB	1,370		
142WB+81 - 148WB+83	RT/LT	USH 10 WB	6,285		
179WB+38 - 180WB+83	LT	USH 10 WB	1,158		
142FEN+50 - 152FEN+92	LT	FEN RAMP	3,364	2,882	
142FEN+50 - 152FEN+92	RT	FEN RAMP	--	1,859	
1324FNW+25 - 1336FNW+69	LT	FNW RAMP	--	2,469	
1326FNW+15 - 1333FNW+50	RT	FNW RAMP	--	1,148	
243EB+00 - 256EB+00	RL	MIDWAY EARLY FILL	6,341		
UNDISTRIBUTED			75	--	RESTORATION OF ACCESS HAUL ROAD
PROJECT 1517-07-77 TOTAL			3,808	2,090	
			25,455	10,448	

TURBIDITY BARRIERS

STATION	OFFSET	LOCATION	SY	628.6005 TURBIDITY BARRIERS
147WB+88 - 149WB+33	LT/RT	USH 10 WB	320	
179WB+22 - 179WB+07	LT/RT	USH 10 WB	120	
PROJECT 1517-07-77 TOTAL			440	

INLET PROTECTION

STRUCTURE NUMBER	LOCATION	TYPE A	TYPE B	TYPE D	REMARKS
411	FWN RAMP	--	1	--	
421	FEN RAMP	--	1	--	
422	FEN RAMP	--	1	--	
423	FEN RAMP	--	1	--	
434	FEN RAMP	--	1	--	
CSD 1010	FWN RAMP	--	1	--	136FWN+10.00, 22.0' LT
CSD 1000	FWS RAMP	--	1	--	118FWS+67.48, 3.5' RT
EX	USH 10 EB	--	1	--	182EB+87, 29.5' LT
EX	USH 10 EB	--	1	--	183EB+24, 32.0' LT
EX	USH 10 EB	--	1	--	183EB+59, 32.0' LT
EX	USH 10 WB	--	1	--	182WB+74, 45.5' LT
EX	USH 10 WB	1	--	1	182WB+99, 33.9' RT
EX	USH 10 WB	--	1	--	182WB+99, 46.1' LT
EX	USH 10 WB	--	1	--	183WB+46, 46.5' LT
EX	FEN RAMP	1	--	--	130FEN+02, 58.4' LT
EX	FEN RAMP	1	--	--	130FEN+30, 111.4' RT
UNDISTRIBUTED			1	3	
PROJECT 1517-07-77 TOTAL			4	5	13

TEMPORARY DITCH CHECKS

STATION	OFFSET	LOCATION	LF	628.7504 TEMPORARY DITCH CHECKS
132WB+09	RT	USH 10 WB	20	
132WB+42	RT	USH 10 WB	20	
132WB+54	RT	USH 10 WB	20	
133WB+54	LT	USH 10 WB	20	
133WB+66	LT	USH 10 WB	20	
142FEN+87	LT	FEN RAMP	10	
143FEN+00	LT	FEN RAMP	12	
143FEN+25	LT	FEN RAMP	22	
143FEN+75	RT	FEN RAMP	24	
144FEN+75	LT	FEN RAMP	24	
145FEN+50	RT	FEN RAMP	24	
151FEN+80	LT	FEN RAMP	22	
1327FNW+00	LT	FNW RAMP	24	
1328FNW+00	LT	FNW RAMP	21	
1329FNW+50	RT	FNW RAMP	24	
1331FNW+50	RT	FNW RAMP	41	
1332FNW+25	RT	FNW RAMP	10	
1332FNW+60	RT	FNW RAMP	18	
1333FNW+00	RT	FNW RAMP	14	
1333FNW+30	RT	FNW RAMP	10	
1333FNW+50	LT	FNW RAMP	36	
UNDISTRIBUTED			109	
PROJECT 1517-07-77 TOTAL			545	

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ID 1517-07-77
Revised Sheet 146
June 23, 2016

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

TRAFFIC CONTROL

PROJECT	DURATION DAYS	TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES		TRAFFIC CONTROL WARNING LIGHTS		TRAFFIC CONTROL APPROX BOARDS		TRAFFIC CONTROL SIGNS		POINTS REMOTE COMMUNICATIONS		TRAFFIC CONTROL CLOSE-OPEN FREEWAY RAMP		TRAFFIC CONTROL DEVICES FOR MAINLINE CLOSURES		COMMENTS
		EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	
643.0300	-	-	-	-	-	-	-	-	-	2	1,204	1	602	-	-	-	-	SPV.0060.202 REPOSITIONING
643.0420	602	125	2,500	6	120	12	240	42	840	20	400	4	28	-	-	-	-	TRAFFIC CONTROL
643.0705	20	125	2,500	6	120	12	240	42	840	4	80	4	28	-	-	-	-	TRAFFIC CONTROL
643.0715	5	70	350	2	10	3	15	27	135	20	400	4	28	-	-	-	-	TRAFFIC CONTROL
643.0800	5	70	350	2	10	3	15	27	135	13	65	-	-	-	-	-	-	TRAFFIC CONTROL
643.0800	5	70	350	2	10	3	15	27	135	13	65	-	-	-	-	-	-	TRAFFIC CONTROL
643.0900	602	-	-	-	-	-	-	-	-	13	7,826	1	7	-	-	-	-	SPV.0045.001
643.1050	14	50	700	4	56	8	112	-	-	13	182	7	49	-	-	-	-	SPV.0045.001
643.0900	14	50	700	4	56	8	112	-	-	13	182	7	49	-	-	-	-	SPV.0045.001
643.0900	16	10	160	4	64	8	128	-	-	6	96	-	-	-	-	-	-	SPV.0045.001
643.0900	80	37	2,360	2	160	2	160	14	1,120	17	1,360	-	-	-	-	-	60	SPV.0045.001
TOTALS	-	-	10,120	-	596	-	1,022	-	3,070	350	11,780	1,421	602	29	29	60	60	SPV.0045.001

TRAFFIC CONTROL LEFT IN PLACE

STAGE	EACH	DAYS	SPV.0045.204		SPV.0045.200		SPV.0045.201		SPV.0060.200		SPV.0090.200		SPV.0090.201		SPV.0090.202		COMMENTS	
			LEFT IN PLACE	TYPE A	LEFT IN PLACE	TYPE C	LEFT IN PLACE	SIGNS	LEFT IN PLACE	EACH	LEFT IN PLACE	CONCRETE	LEFT IN PLACE	CONCRETE	LEFT IN PLACE	CONCRETE		
1	148	9,916	4	268	42	2,814	43	2,881	5	1	2	6,540	2,800	2,800	2,800	2,800	603.8125	
LEFT IN PLACE FROM 1517-07-74	60	4,020	4	268	8	536	15	1,005	6	402	-	-	-	-	-	-	-	603.8000
2	469	139,762	27	8,046	30	8,940	110	32,780	11	-	-	20,770	27,310	27,310	-	-	-	603.8125
TOTALS	677	153,698	35	8,582	42	9,744	167	36,599	13	28,315	16	27,310	30,110	30,110	2,800	2,800	2,800	603.8125

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 ID 1517-07-77
 Revised Sheet 148
 June 23, 2016

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

PROJECT NUMBER: 1517-07-77

HWY: USH 10

COUNTY: WINNEBAGO

SHEET NO: 148

E

TRAFFIC CONTROL PROJECT

643.0200
TRAFFIC CONTROL
SURVEILLANCE
AND MAINTENANCE
DAY

PROJECT	
PROJECT ID 1517-07-77	719
TOTAL	719

TRAFFIC CONTROL DETOUR

643.2000
TRAFFIC
CONTROL
DETOUR
1517-07-77

LOCATION	EACH
PROJECT	1
TOTAL	1

TEMPORARY PAVEMENT MARKING

649.0403
TEMPORARY
PAVEMENT
MARKING
EPOXY
4-INCH

649.0803
TEMPORARY
PAVEMENT
MARKING
EPOXY
8-INCH

LOCATION	YELLOW		WHITE		DASH		SOLID		DASHED		REMARKS
	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	
STAGE1	2225	4784	577	283	72						MAINTENANCE OF TEMPORARY PAVEMENT MARKINGS IF NEEDED - ALL LEFT IN PLACE FROM 7575 & 0779
STAGE2	22145	1050	2474	101							
TOTAL		30,781		2,930							

Addendum No. 01
ID 1517-07-77
Revised Sheet 149
June 23, 2016

**TEMPORARY HAUL ROAD ACCESS
FOR STRUCTURE CONSTRUCTION**

SPV.0105.002
TEMPORARY HAUL ROAD ACCESS
FOR STRUCTURE CONSTRUCTION

LOCATION	LS
TEMPORARY CAUSEWAY HAUL ROAD ACCESS	1
PROJECT 1517-07-77 TOTAL	1

FOR INFORMATION ONLY

STATION	LOCATION	EXCAVATION COMMON	BASE AGGREGATE DENSE 1 1/4-INCH	CY	BREAKER RUN	TOPSOIL	MULCHING	FERTILIZER TYPE B	SEEDING MIXTURE NO. 30	MOBILIZATIONS EROSION CONTROL	EROSION CONTROL	MOBILIZATIONS EROSION CONTROL	EROSION BALLES	SILT FENCE	SILT FENCE MAINTENANCE	TRACKING PADS
142WB+00 - 149WB+00	TEMP CAUSEWAY ACCESS ROAD WEST ABUTMENT	344	115	230	689	689	1	12	1	1	1	1	5	500	500	1
		344	115	230	689	689	1	12	1	1	1	1	5	500	500	1

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

PROJECT NUMBER: 1517-07-77 HWY: USH 10 COUNTY: WINNEBAGO MISCELLANEOUS QUANTITIES SHEET NO: 149 E

ORIGINATOR: JESSICA MEDDAUGH

PLOTTED DATE: 6/23/2016 2:48 PM

FILE NAME: P:\TRANSPORTATION\10 WS 441\CADD\SHEET\15170777\03201_1.mxd

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.3000 DETOUR SIGNS DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PORTABLE MESSAGE CHANGABLE DAYS	NO OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	REMARKS
1	HWY 10 (WB) TO HWY 41 (NB) RAMP - CLOSED										
2	W. OF CTY P ENTRANCE RAMP ON HWY 10 (WB)	FMS		1	602	602	49.5				SEE FIXED MESSAGE SIGN DETAIL
3	W. OF I-41 ON HWY 10 (WB)	FMS		1	602	602	45.0				SEE FIXED MESSAGE SIGN DETAIL
3	COVER TYPE 1 (41; GREEN BAY/MILWAUKEE; EXIT 1 MILE)								1	1	COVER "GREEN BAY"
4	TYPE 1 (41 NORTH; GREEN BAY; TILT RT - EXIT 287B)	G 20-60	108"x24"	1	602	602			1	1	PLACE BETWEEN "NORTH" & "GREEN BAY"
5	TYPE 1 (41 NORTH; GREEN BAY; TILT RT - EXIT 287B)	M 4-5	36"x18"	1	602	602					COVER "TILT RIGHT ARROW"
6	LT OF E5-1-B (EXIT 287B TILT RT) ON HWY 10 (WB)	M 3-1	36"x18"	1	602	602					
	"	M 1-1	36"x36"	1	602	602					41
	"	MO 6-1	30"x30"	1	602	602					AHEAD
7	LT OF E5-1-B (EXIT 287A TILT RT) ON HWY 10 (WB)	M 4-5	36"x18"	1	602	602					
	"	M 3-1	36"x18"	1	602	602					41
	"	M 1-1	36"x36"	1	602	602					AHEAD
8	LT OF E5-1-B (EXIT 286 TILT RT) ON HWY 10 (WB)	MO 6-1	30"x30"	1	602	602					
	"	M 4-5	36"x18"	1	602	602					41
	"	M 1-1	36"x36"	1	602	602					AHEAD
	"	MO 6-1	30"x30"	1	602	602					AHEAD
9	1500' W OF TYPE 1 (76; OSHKOSH/SHTOCTON; EXIT 1 MILE) ON HWY 10 (WB)	M 4-5	36"x18"	1	602	602					
	"	M 3-1	36"x18"	1	602	602					41
	"	M 1-1	36"x36"	1	602	602					41
	"	MO 5-2R	30"x30"	1	602	602					
10	ACROSS FROM SIGN # 77 (MEDIAN SIDE)	M 4-5	36"x18"	1	602	602					
	"	M 3-1	36"x18"	1	602	602					41
	"	M 1-1	36"x36"	1	602	602					41
	"	MO 5-2R	30"x30"	1	602	602					
11	1500' W OF SIGN # 77 ON HWY 10 (WB)	M 4-5	36"x18"	1	602	602					
	"	M 3-1	36"x18"	1	602	602					41
	"	M 1-1	36"x36"	1	602	602					41
	"	MO 5-2R	30"x30"	1	602	602					
12	ACROSS FROM SIGN # 79 (MEDIAN SIDE)	M 4-5	36"x18"	1	602	602					
	"	M 3-1	36"x18"	1	602	602					41
	"	M 1-1	36"x36"	1	602	602					41
	"	MO 5-2R	30"x30"	1	602	602					
PAGE SUBTOTALS						31	95	0		2	
							17,458				

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

TRAFFIC CONTROL DETOUR SIGN SUMMARY

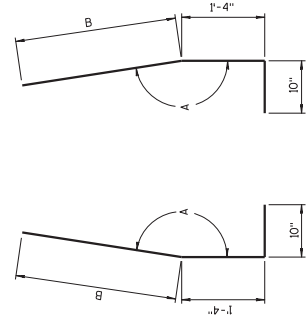
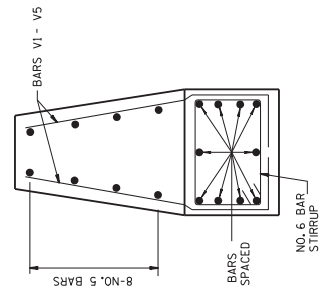
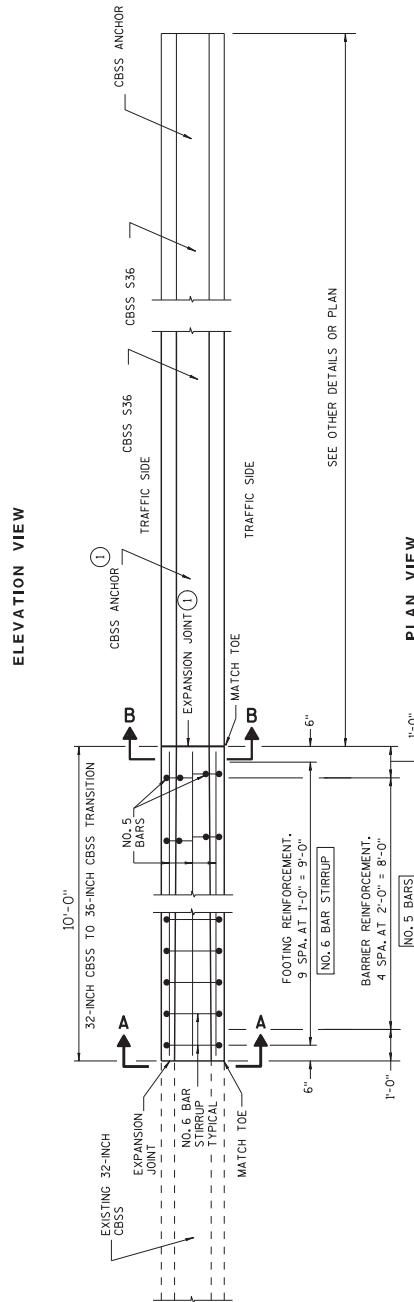
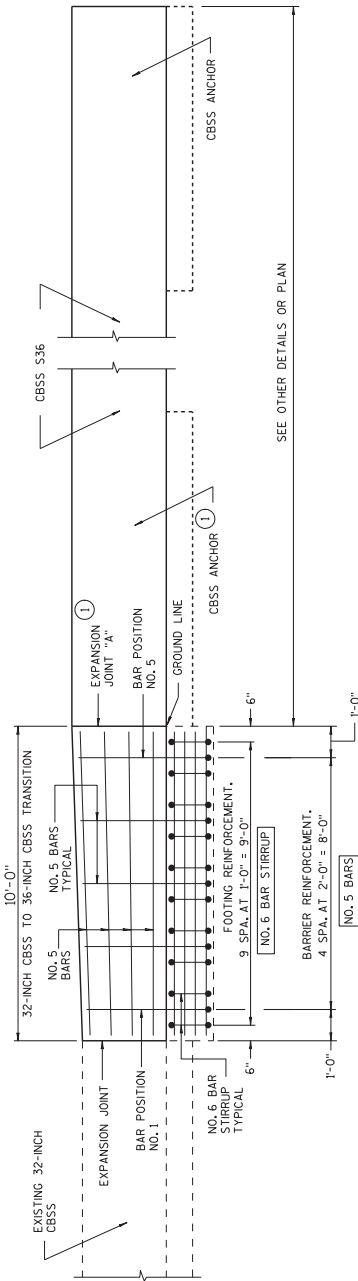
SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.3000 DETOUR SIGNS DAYS	643.1000 FIXED MESSAGE SF	643.1050 PORTABLE MESSAGE CHANGEABLE DAYS	NO OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	REMARKS
13	LT OF TYPE 1 (76; OSHKOSH/SHOCTON; TILT RT) ON HWY 10 (WB)	M 4-5	36"x18"	1	602	602					
	"	M 3-1	36"x18"	1	602	602					
	"	M 1-1	36"x36"	1	602	602					41
	"	MO 6-2	30"x30"	1	602	602					RIGHT
14	150' W OF W3-3 (SIGNAL AHEAD SIGN) ON HWY 10 (WB) EXIT RAMP TO HWY 76	M 4-5	24"x12"	1	602	602					
	"	M 3-1	24"x12"	1	602	602					
	"	M 1-1	24"x24"	1	602	602					41
	"	MO 5-2R	21"x21"	1	602	602					
15	RT OF J3-2 (S-76-LT; N-76-RT) ON HWY 10 (WB) EXIT RAMP TO HWY 76	M 4-5	24"x12"	1	602	602					
	"	M 3-1	24"x12"	1	602	602					
	"	M 1-1	24"x24"	1	602	602					41
	"	MO 6-1	21"x21"	1	602	602					RIGHT
16	MOUNT ABOVE EXISTING J4-2 ASSEMBLY AS SHOWN	M 4-5	24"x12"	1	602	602					
17	MOUNT ON EXISTING J23-1 ASSEMBLY AS SHOWN	M 4-5	24"x12"	1	602	602					
	"	MO 6-1	21"x21"	1	602	602					AHEAD
18	MOUNT ABOVE EXISTING J4-2 ASSEMBLY AS SHOWN	M 4-5	24"x12"	1	602	602					
19	MOUNT ON EXISTING J23-1 ASSEMBLY AS SHOWN	M 4-5	24"x12"	1	602	602					
	"	MO 5-1R	21"x21"	1	602	602					
20	MOUNT ON EXISTING J33-1 ASSEMBLY AS SHOWN	M 4-5	24"x12"	1	602	602					
	"	MO 6-1	21"x21"	1	602	602					RIGHT
21	MOUNT ABOVE EXISTING J4-2 ASSEMBLY AS SHOWN	M 4-5	24"x12"	1	602	602					
22	MOUNT ABOVE EXISTING J4-2 ASSEMBLY AS SHOWN	M 4-5	24"x12"	1	602	602					
23	250' E OF MCCARTHY RD INTERSECTION ON HWY 96 (EB)	M 3-1	24"x12"	1	602	602					
	"	M 3-2	24"x12"	1	602	602					
	"	M 50-2	48"x24"	1	602	602					41-96
PAGE SUBTOTALS				26		15,652	0	0		0	
ROUTE CLOSURE SUBTOTALS				57		33,110	95	0		2	

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 163
 June 23, 2016

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

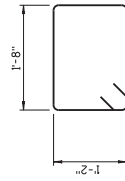
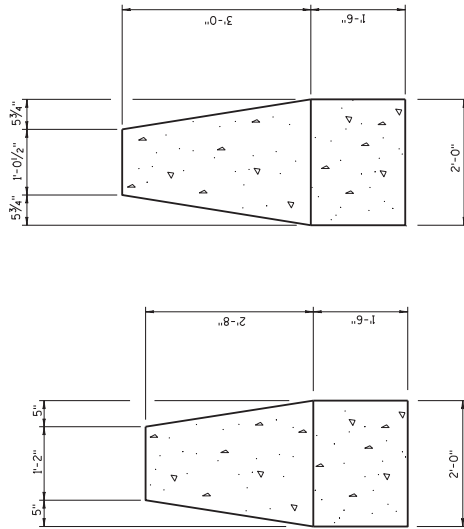
GENERAL NOTES

- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.
- 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
- THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.
- 2" CLEAR COVER TYPICAL.
- EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD-JOINT PROVIDED THAT 3' FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD-JOINT IS USED ANCHOR NOT REQUIRED.



BAR CHART
SECTIONS V1 - V5

BAR	A	B
V1	177°-10'	2'-6 1/2"
V2	177°-05'	2'-8"
V3	170°-55'	2'-9"
V4	170°-40'	2'-9 1/2"
V5	177°	2'-10"



Addendum No. 01
ID 1517-07-77
Added Sheet 236A
June 23, 2016

32-INCH SINGLE SLOPE CONCRETE BARRIER TO 36-INCH SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

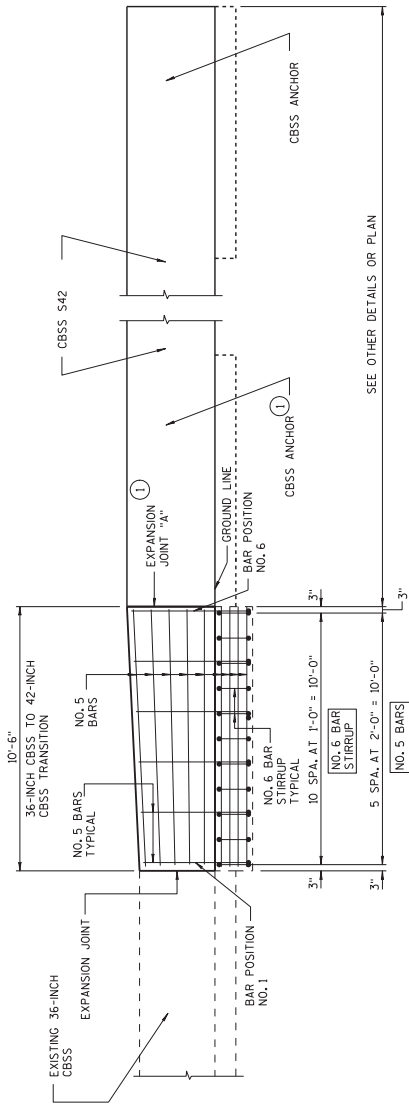
APPROVED
6-3-2016
DATE

PHWA

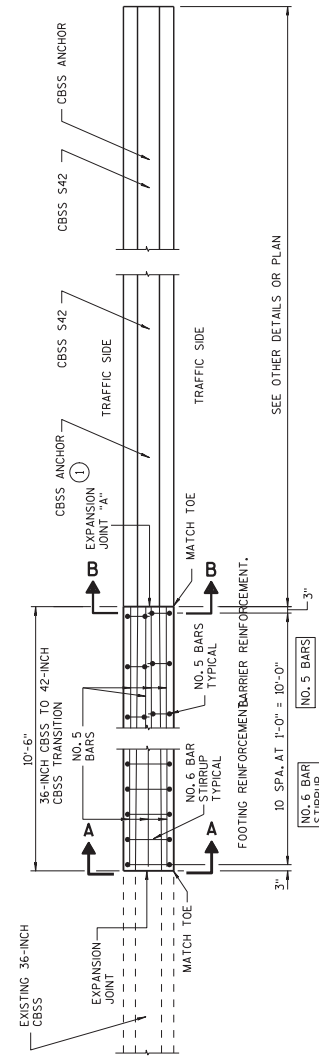
/S/ JEFFRY H. ZIEGG
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

GENERAL NOTES

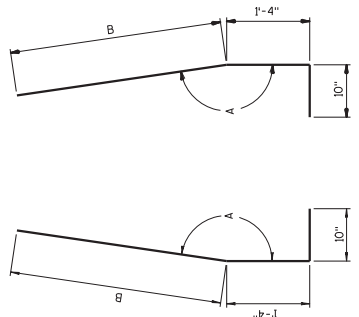
- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.
- 4000 P/SCONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
- THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.
- 2" CLEAR COVER TYPICAL.
- ① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD-JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD-JOINT IS USED ANCHOR NOT REQUIRED.



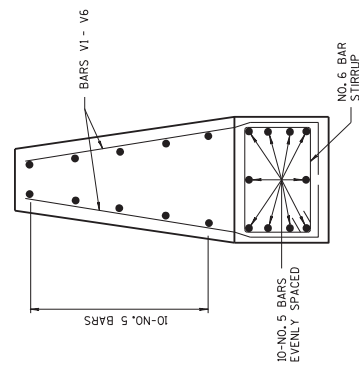
ELEVATION VIEW



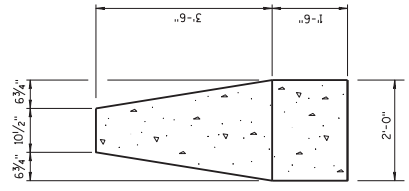
PLAN VIEW



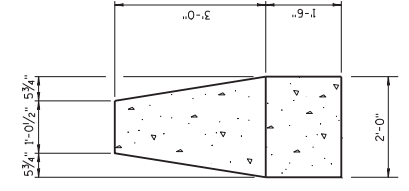
BAR BENDING DETAIL FOR BARS V1 - V6



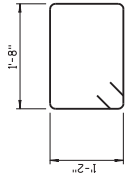
BAR DETAIL BAR POSITION NO. 1 - NO. 6



SECTION A-A



SECTION B-B



STIRRUP BAR BENDING DETAIL

Addendum No. 01
ID 1517-07-77
Added Sheet 236B
June 23, 2016

BAR CHART SECTIONS V1 - V6

BAR	A	B
V1	170°-55'	2'-10 1/2"
V2	171°-05'	3'-0"
V3	171°-20'	3'-1"
V4	171°-20'	3'-2"
V5	171°-35'	3'-3"
V6	171°-40'	3'-4 1/2"

36-INCH SINGLE SLOPE CONCRETE BARRIER TO 42-INCH SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED /S/ JERRY A. H. ZOOB
DATE 6-3-2010 ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'-LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

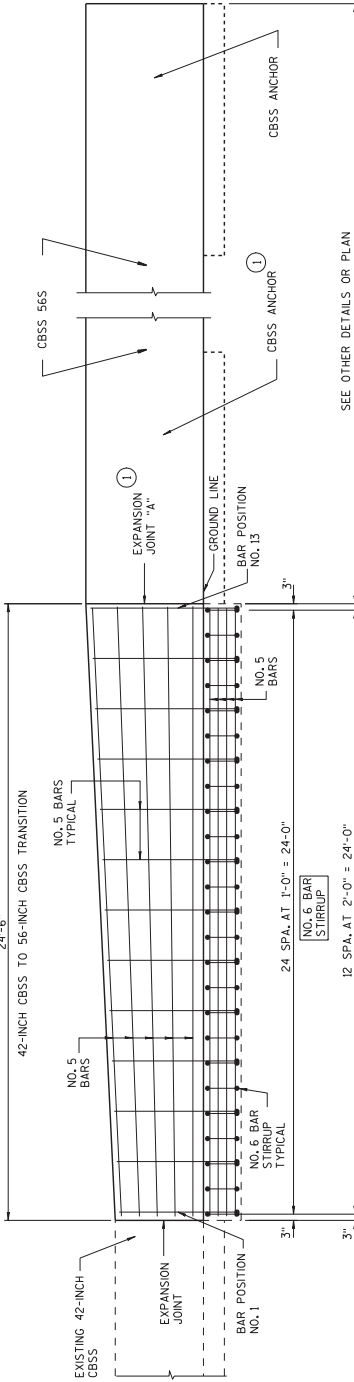
4000-PS/CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

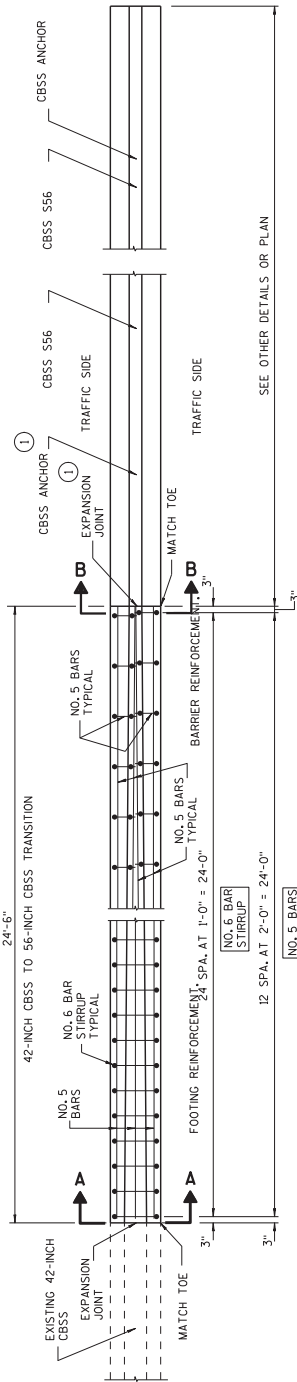
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

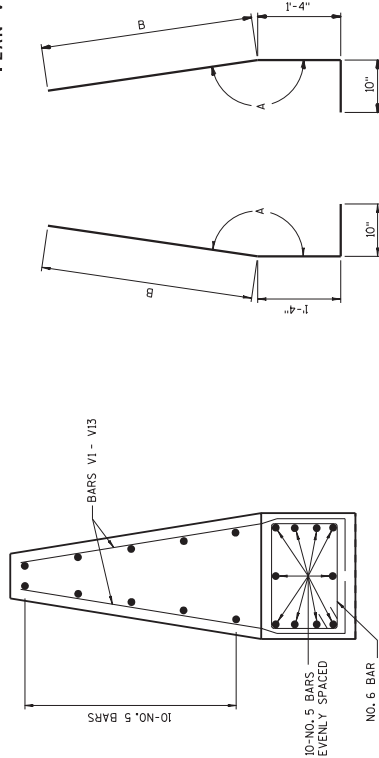
① EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD-JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD-JOINT IS USED ANCHOR NOT REQUIRED.



ELEVATION VIEW

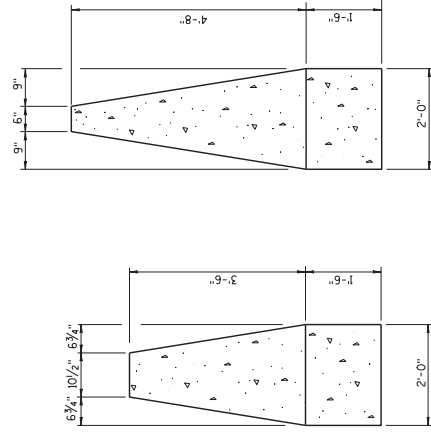


PLAN VIEW



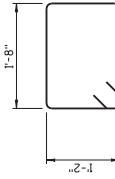
**BAR DETAIL
BAR POSITION NO. 1 - NO. 13**

**BAR BENDING DETAIL
FOR BARS V1 - V13**



SECTION A-A

SECTION B-B

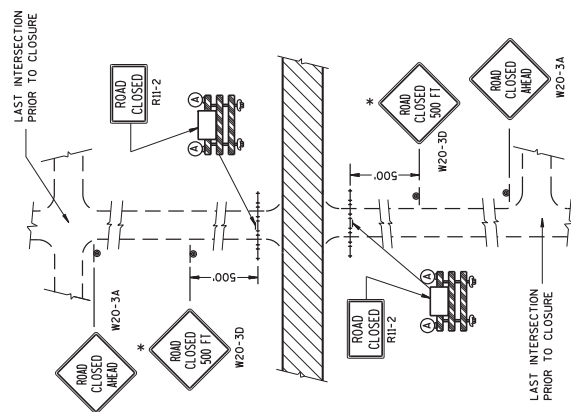


**Addendum No. 01
ID 1517-07-77
Added Sheet 236C
June 23, 2016**

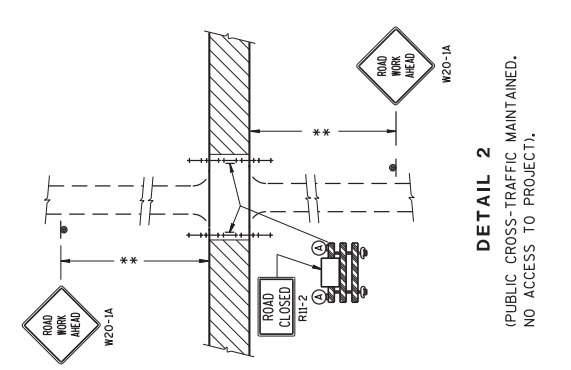
**STIRRUP BAR
BENDING DETAIL**

**42-INCH SINGLE SLOPE CONCRETE
BARRIER TO 56-INCH SINGLE SLOPE
CONCRETE BARRIER HEIGHT TRANSITION**

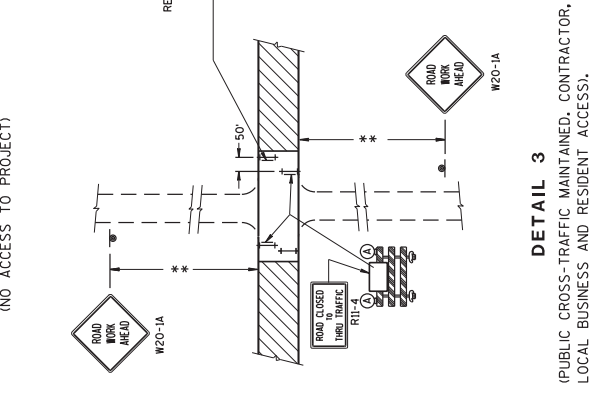
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
APPROVED
DATE: 6-3-2016
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
/S/ JEFFRY H. ZOGG



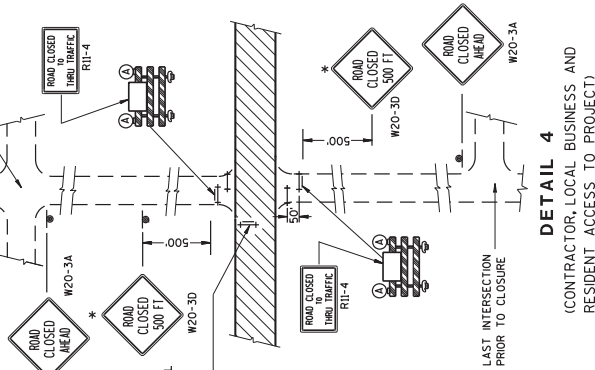
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED,
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED, CONTRACTOR,
LOCAL BUSINESS AND RESIDENT ACCESS)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SCOPED DOWN, OR THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

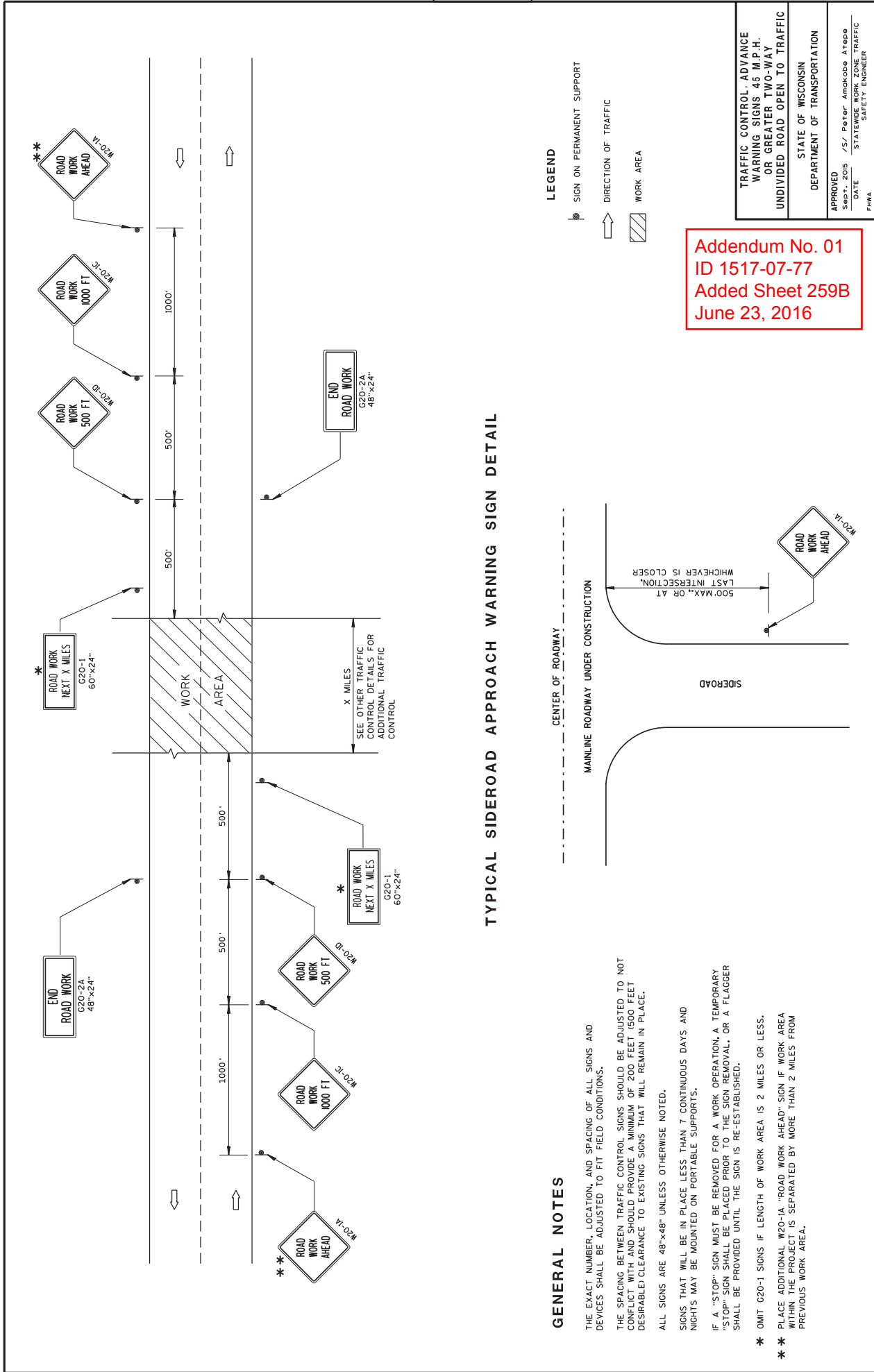
**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- ↑ TYPE III BARRICADE
- ↑ TYPE III BARRICADE WITH ATTACHED SIGN
- Ⓐ TYPE "A" WARNING LIGHT (FLASHING)
- ▨ WORK AREA

Addendum No. 01
ID 1517-07-77
Added Sheet 259A
June 23, 2016

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED DATE: Sept. 2005 /S/ Peter Amokobé Atede STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER PWMA



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

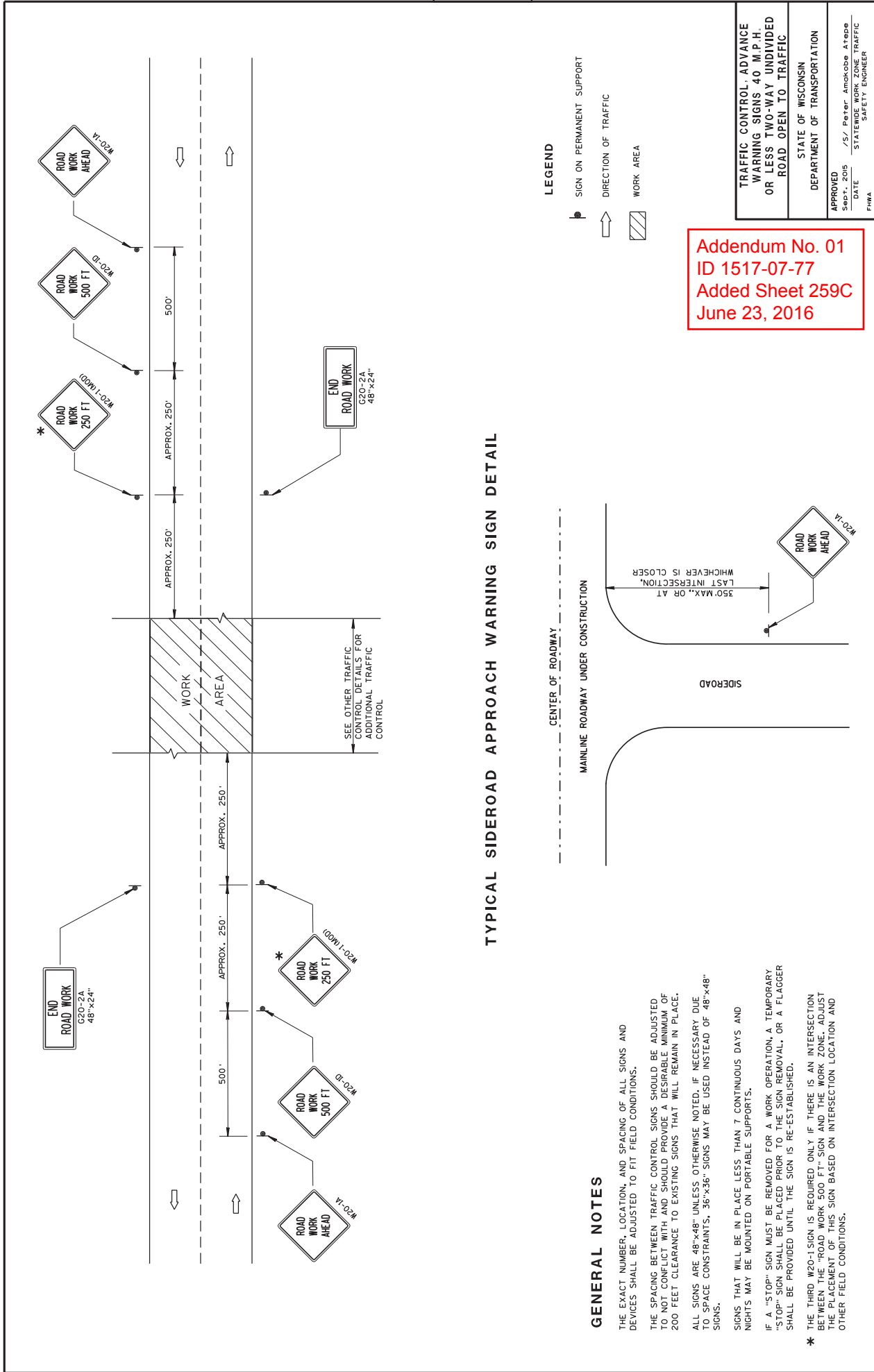
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.
- THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
- SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

Addendum No. 01
ID 1517-07-77
Added Sheet 259B
June 23, 2016

TRAFFIC CONTROL ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	/s/ Peter Amokobbe Atsede
DATE	Sept. 2015
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER	
FHWA	



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.
- THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED, IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.
- SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.
- * THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION WITHIN THE ROAD WORK 500 FT. SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

Addendum No. 01
 ID 1517-07-77
 Added Sheet 259C
 June 23, 2016

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	/S/ Peter Amokobe Afebe
DATE	Sept., 2015
FWHA	STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"W" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

LEGEND

- † TYPE III BARRICADE WITH ATTACHED SIGN
- ⊙ SIGN ON PERMANENT SUPPORT
- ⚡ TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- ➔ FLASHING ARROW BOARD
- ⊙ TYPE "A" WARNING LIGHT (FLASHING)
- *-*-* REMOVING PAVEMENT MARKING
- ➔ DIRECTION OF TRAFFIC
- ▨ WORK AREA

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

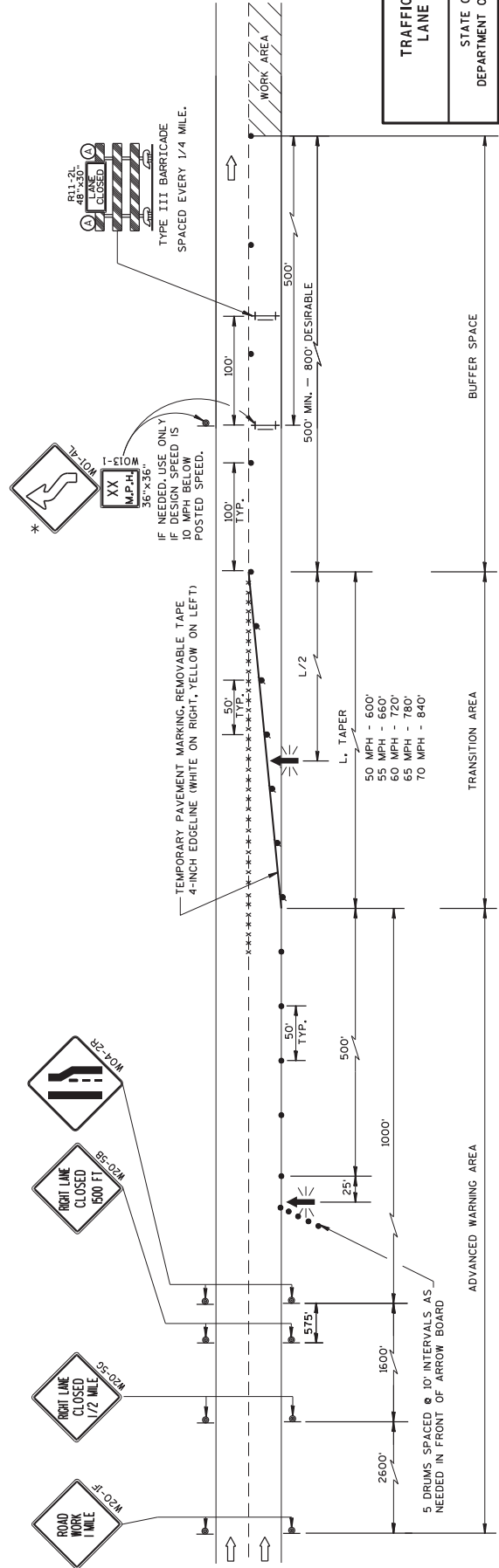
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE IS IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS. THE BUFFER MUST BE PLACED FAR ENOUGH IN ADVANCE OF THE EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANUEVER.

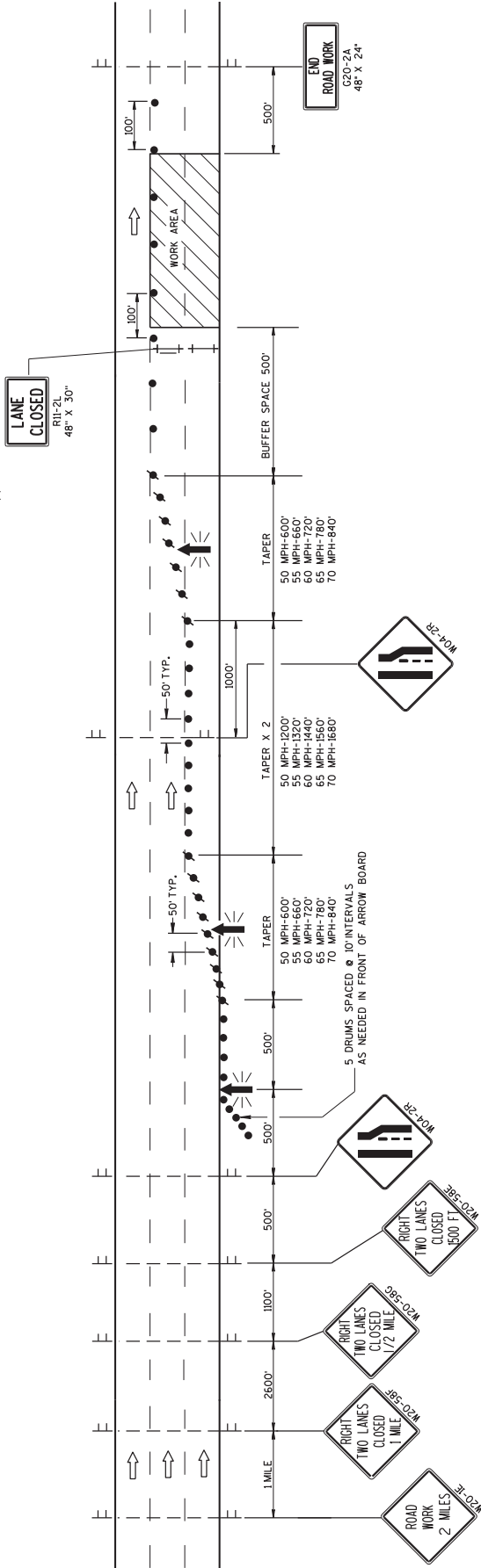
* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

Addendum No. 01
ID 1517-07-77
Added Sheet 261B
June 23, 2016



TRAFFIC CONTROL LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2016	/s/ Peter Amakobe Atebe STATEWIDE TRAFFIC CONTROL ENGINEER
DATE	DATE
FWHA	FWHA

(PLACE 2 BARRICADES AND A "LANE CLOSED" SIGN APPROX. EVERY 1/4 MILE ACROSS THE CLOSED LANES)



GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"W" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1E AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

LEGEND

- † TYPE III BARRICADE
- †† TYPE III BARRICADE WITH ATTACHED SIGN
- ≡ SIGN ON TEMPORARY SUPPORT
- ☉ TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- ↗ FLASHING ARROW BOARD
- ⇄ DIRECTION OF TRAFFIC
- ▨ WORK AREA

Addendum No. 01
ID 1517-07-77
Added Sheet 262A
June 23, 2016

TRAFFIC CONTROL TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT TERM (LESS THAN 24 HOURS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED July 14, 2016	/s/ Peter Amokobe Atepe STATE TRAFFIC SAFETY ENGINEER
PWMA	

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP FOR A LEFT SIDE EXIT RAMP. REVERSE THE TRAFFIC CONTROL.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

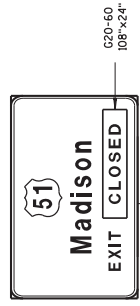
WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

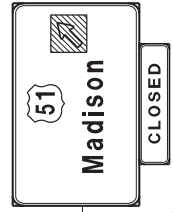
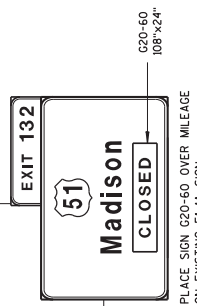
* W20-LAND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

** PLACE "RAMP WILL BE CLOSED" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.

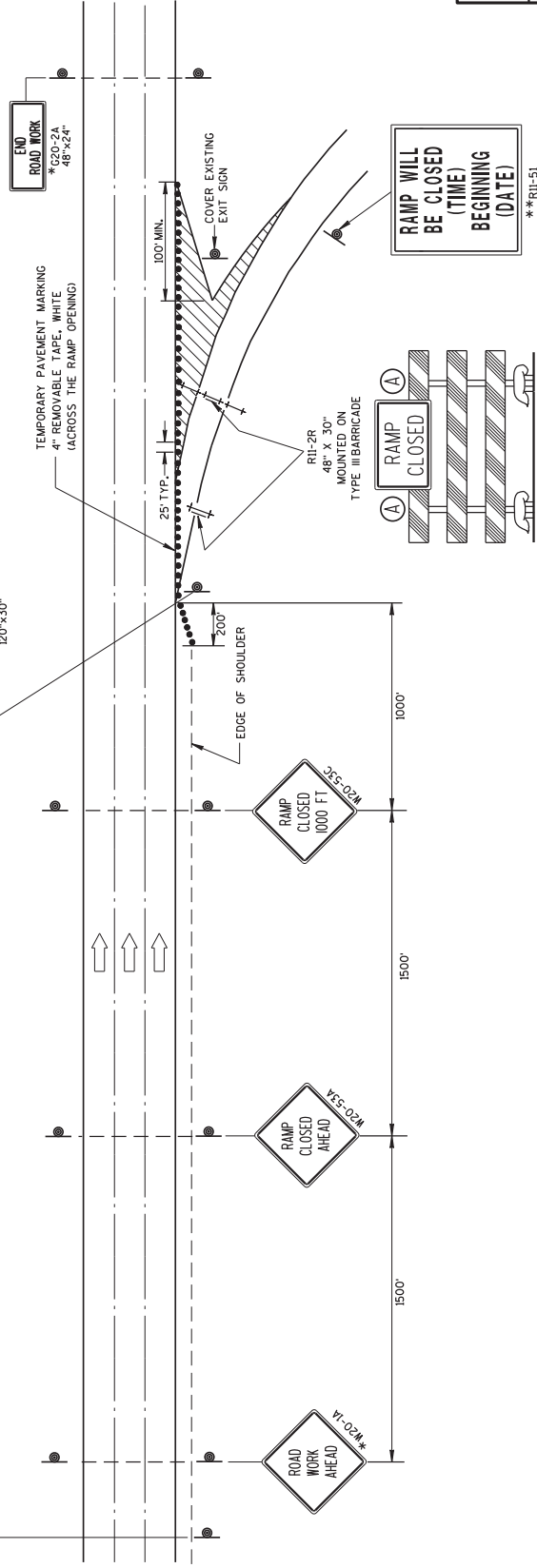
Addendum No. 01
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Added Sheet 262B
June 23, 2016



OR



COVER ARROW ON EXISTING E4-1A SIGN COVERING SIGNS TYPE 1)



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL EXIT RAMP CLOSURE
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED DATE: Sept. 2015 BY: Peter Amokobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER PHWA

OR SPECIAL SIGN IF INDICATED IN PLAN

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER, FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

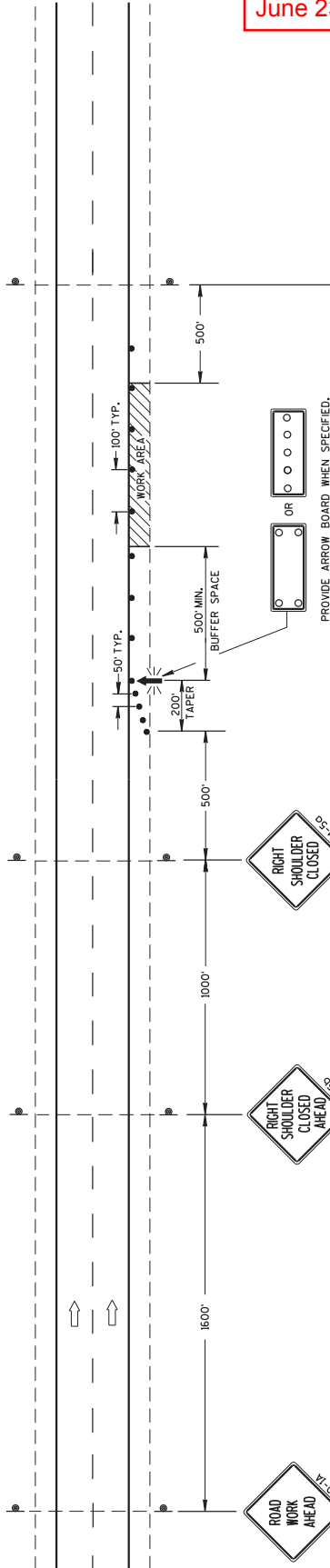
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-50 SIGN MAY BE OMITTED.

LEGEND

- TRAFFIC CONTROL DRUM
- ⊕ SIGN ON PERMANENT SUPPORT
- ➔ DIRECTION OF TRAFFIC
- ⚡ FLASHING ARROW BOARD
- ▨ WORK AREA



END ROAD WORK
W21-50
48" X 24"

(SIGN MAY BE OMITTED IF DURATION OF SHOULDER WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS)

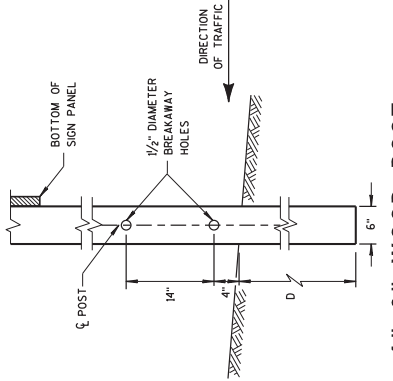
Addendum No. 01
ID 1517-07-77
Added Sheet 262C
June 23, 2016

TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED June 2016 DATE /s/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER FHWA

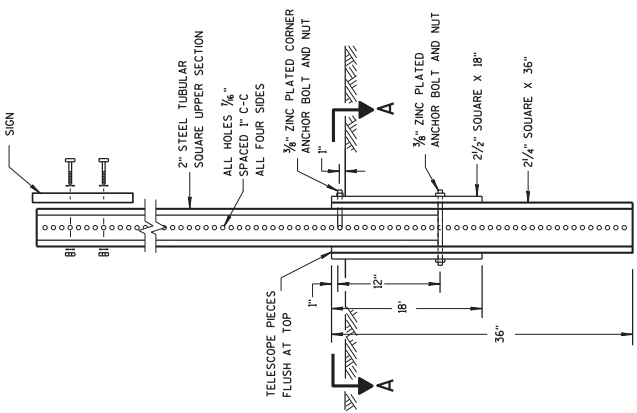
GENERAL NOTES

- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- ② THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE EXISTING FINISHED GRADE. VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.

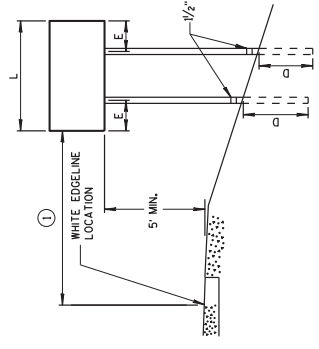
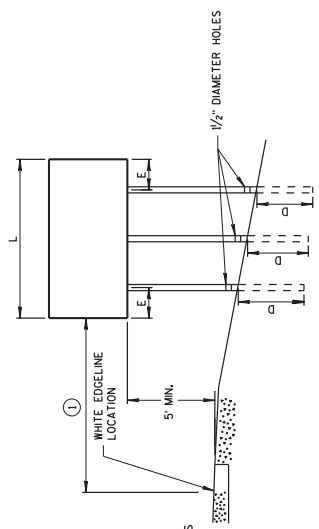
Addendum No. 01
ID 1517-07-77
Added Sheet 263A
June 23, 2016



4" X 6" WOOD POST MODIFICATION



DETAIL OF TUBULAR STEEL SIGN POST



POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

4" X 6" WOOD POST

POST SPACING REQUIREMENTS	NUMBER OF WOOD POSTS REQUIRED	
	L	E
48" OR LESS AND LESS THAN 20 SO. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE ③

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

TUBULAR STEEL POSTS

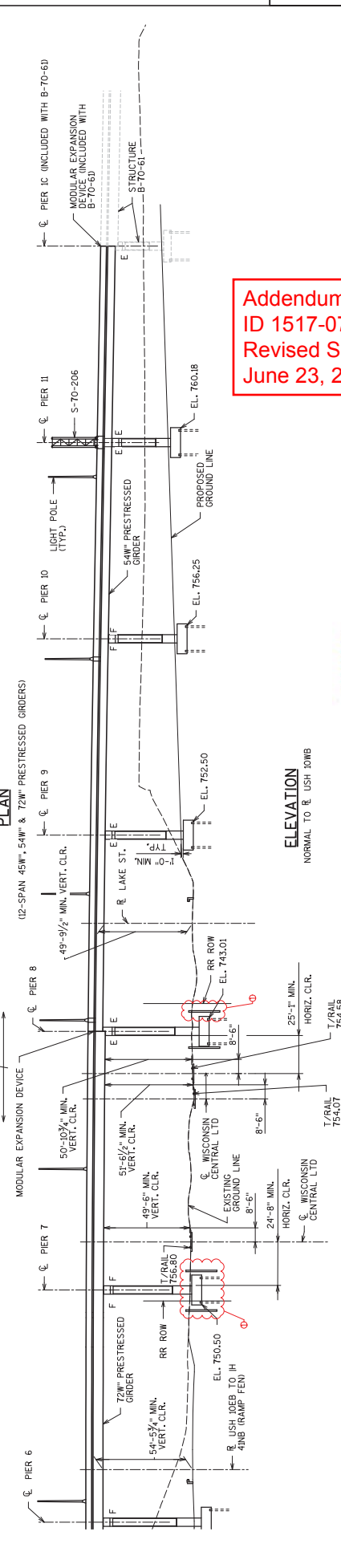
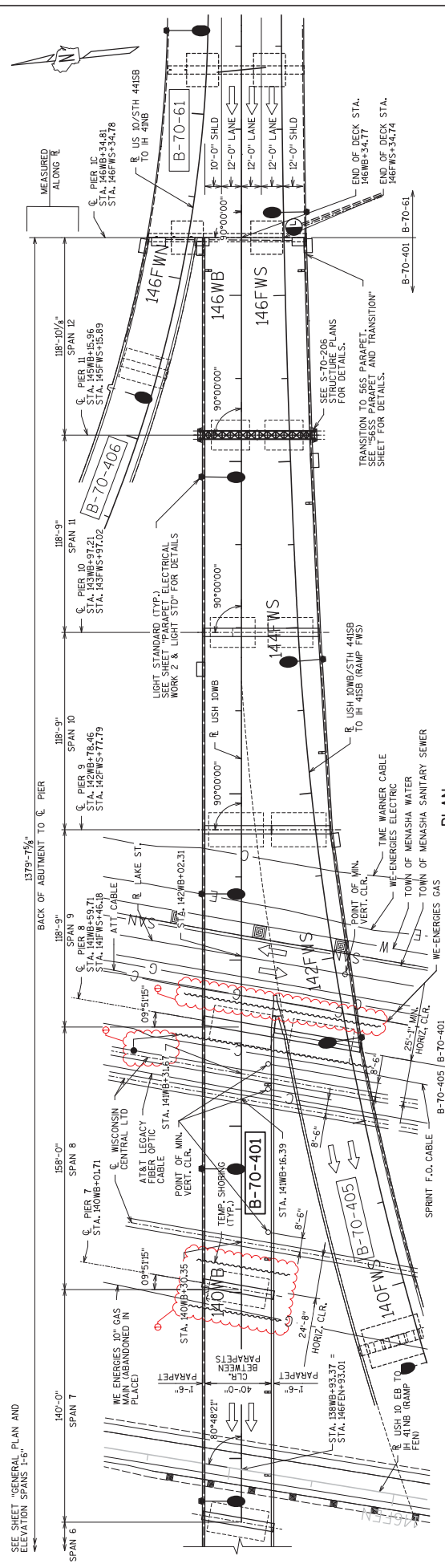
AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE). SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

**TEMPORARY TRAFFIC CONTROL
FIXED MESSAGE SIGNS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STATE PROJECT NUMBER
1517-07-77



Addendum No. 01
ID 1517-07-77
Revised Sheet 418
June 23, 2016



William C. Decker
SDR

06/23/16

LEGEND
● TEMPORARY SHORING TO BE USED AS FORMWORK.

NO.	DATE	ADDED TEMP. SHORING AND NOTE	MJA
1	6/8/16	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-70-401			
GENERAL PLAN & ELEVATION		DATE	MJA
SPANS 7-12		BY	BY
SHEET 2 OF 81		DATE	DATE
418		DATE	DATE

REINFORCING STEEL

ALL REINFORCING BARS ARE ENGLISH AND THE FIRST OR THE FIRST TWO DIGITS OF THE BAR MARK SHOW THE BAR SIZE. REINFORCING STEEL SHALL BE HIGH STRENGTH GRADE 60 CONFORMING TO ASTM A618, GRADE 60 REQUIREMENTS. REINFORCING STEEL SHALL BE UNCOATED IN FOOTINGS AND OTHER LOCATIONS INCLUDING PIER SHAFT BOWELS. PLACE ALL REINFORCEMENT WITH A MINIMUM CLEAR COVER OF 2" UNLESS NOTED OTHERWISE. LAP REINFORCEMENT IN FOOTINGS AND PILECAPS WITH A MINIMUM OF 40 DIAMETERS AND 2" TOP AND SIDES UNLESS NOTED OTHERWISE. PLACE TOP LAYER OF REINFORCING STEEL IN THE DECK SURFACE WITH 2/3" CLEAR COVER TO TOP OF SLAB. PLACE BOTTOM LAYER OF REINFORCING STEEL IN THE DECK WITH 1/2" CLEAR COVER TO BOTTOM OF SLAB. ONLY REINFORCEMENT REQUIRED BY DESIGN IS SHOWN EXPLICITLY ON THE DRAWINGS. ADDITIONAL REINFORCEMENT SHALL BE PROVIDED TO ENSURE THE REINFORCING STEEL AND MAY BE COMPLETED TO ENSURE STABILITY AND POSITIONING OF THE COMPLETED REINFORCEMENT CAGE. REINFORCEMENT IN ADDITION TO THAT SHOWN WILL NOT BE INCLUDED FOR PAYMENT. LAP SPlice LENGTHS SHALL BE CLASS C UNLESS NOTED OTHERWISE.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED. ALL DIMENSIONS ARE IN SURVEY FEET AND SURVEY INCHES. ALL STATIONS ARE IN SURVEY FEET. ELEVATIONS ARE REFERENCED TO NGVD29. THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES. FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M53, TYPE II, OR III OR M23. ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE. THE EXISTING GRADE LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES. AT ABUTMENTS, BACKFILL ALL EXCAVATED VOLUME NOT OCCUPIED BY NEW STRUCTURE WITH BACKFILL STRUCTURE. THE QUANTITY FOR BACKFILL STRUCTURE, BID ITEM 210.0100, IS CALCULATED BASED ON THE APPLICABLE FIGURES 12.6-1 AND 12.6-2 IN THE WISCONSIN DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL. EXISTING STRUCTURE B-70-76 IS STEEL PALTE GIRDER BRIDGE TO BE REMOVED. B-70-78 IS A FIVE SPAN STEEL PLATE GIRDER STRUCTURE TO BE REMOVED. EXISTING STRUCTURE B-70-79 IS A THREE SPAN STEEL PLATE GIRDER STRUCTURE TO BE REMOVED. B-10-18 AND B-70-19 WERE PARTIALLY REMOVED AS PART OF THE CONSTRUCTION OF B-70-400. THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS. **DESIGN CRITERIA** DESIGN IS IN ACCORDANCE WITH AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) LRFD BRIDGE DESIGN SPECIFICATIONS AND THE WISDOT BRIDGE MANUAL. ALL DETAILS, MATERIALS, AND FABRICATION SHALL CONFORM TO THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. USE THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS AT THE TIME OF CONSTRUCTION. LIVE LOAD PLUS DYNAMIC LOAD DEFLECTION LIMIT = SPAN / 800 (HL93).

CONCRETE

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED GROUT DETAILS SHEET. CHAMFER ALL EXPOSED OUTSIDE CORNERS 3/4" UNLESS NOTED OTHERWISE. PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO TOP OF DECK AND APPROACH SLABS. PIGMENTED SURFACE SEALER IS TO BE APPLIED TO THE INSIDE FACE AND TOP OF PARAPETS. CONCRETE FOR ABUTMENT AND EXPANSION PIER DIAPHRAGMS SHALL BE PLACED WITH THE DECK CONCRETE, AND NO OPTIONAL CONSTRUCTION JOINT IS PERMITTED. IF OPTIONAL CONSTRUCTION JOINT IS USED IN FIXED PIER DIAPHRAGMS, DECK POUR MUST BE WITHIN TWO WEEKS FROM THE TIME OF THE DIAPHRAGM POUR. **OTHER DESIGN LOADS** THE STRUCTURE IS DESIGNED FOR THE DECK THICKNESS SHOWN. AN ADDITIONAL LOAD OF 20 PSF FOR FUTURE WEARING SURFACE AND 5 PSF FOR A FUTURE POLYMER OVERLAY ARE CONSIDERED IN THE DESIGN. TEMPERATURE CHANGE FOR DETERMINING THERMAL FORCES ON SUBSTRUCTURES = 45°F. PARAPETS WERE ASSUMED TO WEIGH 639 PLF FOR 4255 PARAPET WITH AESTHETIC FORMLINER. ALL OTHER LOADS IN ACCORDANCE WITH AASHTO.

STATE PROJECT NUMBER
1517-07-77



William C. Decker SDR
06/23/16

Addendum No. 01
ID 1517-07-77
Revised Sheet 419
June 23, 2016

TOTAL ESTIMATED QUANTITIES

BID ITEM #	BID ITEM	UNIT	SUPER SPANS	W. ABUT.	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5	PIER 6	PIER 7	PIER 8	PIER 9	PIER 10	PIER 11	PIER C1	TOTAL
203.0200.701	REMOVING OLD STRUCTURE STA. 142WB+83	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
203.0200.702	REMOVING OLD STRUCTURE STA. 142EB+95	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
203.0200.703	REMOVING OLD STRUCTURE STA. 131EB+93	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
203.0225.S.700	DEBRIS CONTAINMENT B-70-76	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
203.0225.S.701	DEBRIS CONTAINMENT B-70-78	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
203.0225.S.702	DEBRIS CONTAINMENT B-70-79	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
206.0000.701	EXCAVATION FOR STRUCTURES BRIDGES B-70-401	CY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	140
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159
501.0000.S	ICE HOT WEATHER CONCRETING	LB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8310
502.3000.701	EXPANSION DEVICE B-70-401	LS	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
502.3100.S.701	EXPANSION DEVICE MODULAR B-70-401	LS	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	8310	-	-	-	-	-	-	-	-	-	-	-	-	-	8310
503.0146	PIGMENTED SURFACE SEALER	SY	1430	-	-	-	-	-	-	-	-	-	-	-	-	-	1430
503.0156	PRESTRESSED GROUT TYPE 45W-INCH	LF	2785	-	-	-	-	-	-	-	-	-	-	-	-	-	2785
503.0172	PRESTRESSED GROUT TYPE 12W-INCH	LF	8276	-	-	-	-	-	-	-	-	-	-	-	-	-	8276
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	3039	-	-	-	-	-	-	-	-	-	-	-	-	-	3039
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	677390	9380	810	14770	14930	15140	16050	17150	15730	46600	3170	24440	18910	46660	23820
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	-	8350	4150	47850	46990	49060	44900	50850	46970	117080	64740	52910	46660	130640	750
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	-	-	6	12	12	12	13	14	14	21	25	21	19	9	117
506.4000.701	STEEL DIAPHRAGMS B-70-401	EACH	166	-	-	-	-	-	-	-	-	-	-	-	-	-	175
511.0200.700	TEMPORARY SHORING B-70-401	SF	-	-	364	-	-	-	-	-	-	-	-	-	-	-	364
514.0450	FLOOR DRAINS TYPE WF	EACH	11	-	-	-	-	-	-	-	-	-	-	-	-	-	11
514.2608	DOWNSPOUT 8-INCH	LF	-	-	4	-	-	-	-	-	-	-	-	-	-	-	4
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	-	-	15	-	-	4	97	7	7	182	-	12	10	398	15
517.0100.S.701	CONCRETE STAINING B-70-401	SF	40750	580	2420	2580	2690	2430	2845	2480	2480	6165	4400	3515	2820	76175	15
517.0500.S.701	ARCHITECTURAL SURFACE TREATMENT B-70-401	SF	6790	580	162	180	316	195	334	205	346	1321	688	0	0	3747	15
550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	-	-	16	24	-	28	28	28	34	52	74	72	72	-	448
550.0500	PILE POINTS	EACH	-	-	840	-	-	-	-	-	-	-	-	-	-	-	840
550.1140	PIILING STEEL HP 12-INCH X 53 LB	LF	-	-	370	434	585	499	886	523	1025	1444	2673	2358	3186	-	13983
604.0600	SLOPE PAVING SELECT CRUSHED MATERIAL	SY	-	-	478	-	-	-	-	-	-	-	-	-	-	-	478
606.0300	PIPE UNDERDRAIN WRAPPED 6-INCH	CY	-	-	110	-	-	-	-	-	-	-	-	-	-	-	110
612.0406	GEOTEXTILE FABRIC HR	LF	-	-	45	-	-	-	-	-	-	-	-	-	-	-	45
645.0120	CONDUIT RIGID METALLIC 2-INCH	LF	127	-	-	-	-	-	-	-	-	-	-	-	-	-	127
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	1755	-	-	-	-	-	-	-	-	-	-	-	-	-	1755
653.0220	JUNCTION BOXES 18X24X6-INCH	EACH	4	-	-	-	-	-	-	-	-	-	-	-	-	-	4
653.0222	JUNCTION BOXES 18X24X6-INCH	EACH	11	-	-	-	-	-	-	-	-	-	-	-	-	-	11
657.6005.S	ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES	EACH	9	-	-	-	-	-	-	-	-	-	-	-	-	-	9
SPV.0035.700	MODIFIED HIGH PERFORMANCE CONCRETE (HPC) MASONRY BRIDGES	CY	2985	61	129	303	309	359	335	344	321	845	610	448	376	-	7738
SPV.0060.700	ANCHOR ASSEMBLIES SIGN BRIDGE ON STRUCTURES	EACH	4	-	-	-	-	-	-	-	-	-	-	-	-	-	4
	FILLER	SIZE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1/2" & 3/4"
	NAME PLATE	EACH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1

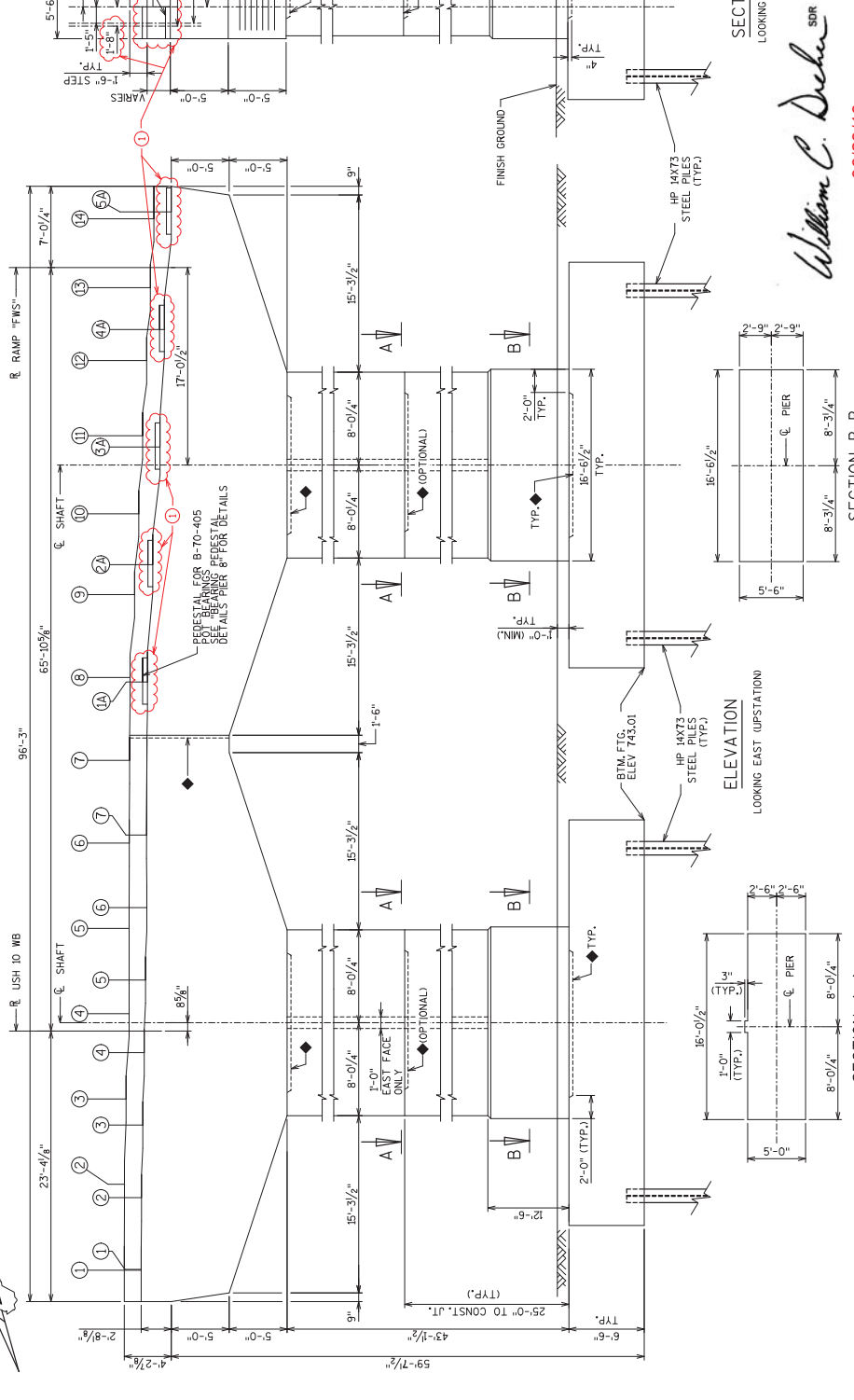
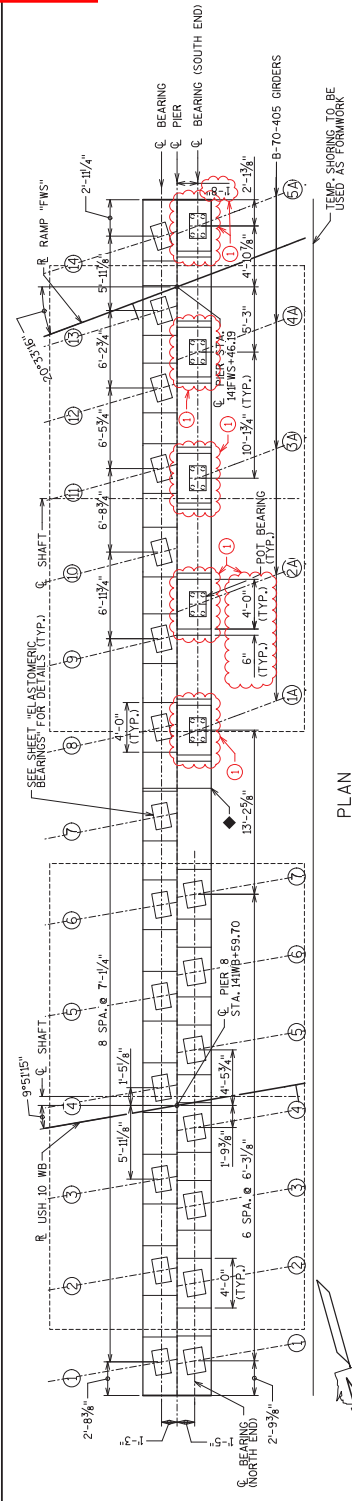
* BID ITEM "PRE-BORING ROCK OR CONSOLIDATED MATERIALS" INCLUDES DRILLING THE PRE-BORING HOLES, FURNISHING AND TALLING, AND MOVING EXCESS GROUT, BACKFILLING, AND DISPOSING OF EXCESS MATERIAL. PROVIDING PILES AND SETTING PILES IN PRE-BORED HOLES IS INCLUDED IN THE BID ITEM "PIILING STEEL HP 12-INCH X 73 LB." ** PILES PLACED IN PRE-BORED HOLES CORED INTO SOLID ROCK DO NOT REQUIRE DRIVING.

1	4/29/16	QUANTITY UPDATES	JUL
NO.	DATE	REVISION	BY
DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-70-401			
OWN	BY	PLANS	MJA
DATE	DATE	NO.	NO.
GENERAL NOTES AND QUANTITIES			
SHEET 3 OF 81			
419			

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 436
 June 23, 2016

STATE PROJECT NUMBER
 1517-07-77

NOTES
 SEE "PIERS 1-4 LAYOUT DETAILS" FOR NOTES AND LEGEND.



PIER #	BEAM SEAT ELEVATIONS	
	WEST	EAST
GIRDER 1	805.32	806.88
GIRDER 2	805.21	806.74
GIRDER 3	805.10	806.61
GIRDER 4	804.99	806.48
GIRDER 5	804.88	806.35
GIRDER 6	804.76	806.21
GIRDER 7	804.65	806.24
GIRDER 8/1A	804.74	806.27
GIRDER 9/2A	804.21	805.82
GIRDER 10/1A	804.37	805.91
GIRDER 11/4A	803.17	805.91
GIRDER 12/5A	802.64	804.87
GIRDER 13	---	804.55
GIRDER 14	---	804.24

NO.	DATE	CHANGED BEARING CENTERLINE	BY
1	4-29-16	REVISION	JDL

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-401

PIER 8
 LAYOUT DETAILS

SHEET 20 OF 81
 436

William C. Decker
 SDP
 06/23/16

STATE PROJECT NUMBER

1517-07-77

NOTES:

1. ADJUST TOP OF PEDESTAL ELEVATIONS IF ACTUAL BEARING SIZES ARE DIFFERENT THAN THOSE SHOWN ON B-70-405 PLANS.
 2. THE BLOCKOUT HOLES MUST BE PROTECTED FROM WATER ENTERING INTO THE HOLES PRIOR TO INSTALLING ANCHOR BOLT AND GROUTING.
 3. CONSTRUCT TOP BEARING SURFACE OF CONCRETE PEDESTALS IN ACCORDANCE WITH SECTION 8.03 OF THE CONSTRUCTION SPECIFICATION. ANY VARIANCE FROM THE CONSTRUCTION SPECIFICATION AT THE DIRECTION OF THE ENGINEER.
 4. THE TOP OF THE 4" DIAMETER BLOCKOUT FORMS MUST BE BEARING SURFACE PRIOR TO PLACEMENT OF THE BEARING.
 5. ANCHOR BOLT BLOCKOUT TO BE CONSTRUCTED OF CORRUGATED STEEL GALVANIZED PER ASTM A153. COST OF ANCHOR BOLT BLOCKOUT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR HIGH PERFORMANCE CONCRETE (HPC) MASONRY BRIDGES.
 6. FOR ANCHOR GROUT SLEEVE USE HIGH MODULUS FLOWABLE EPOXY RESIN GROUT.
- SIKADUR 42 GROUT-PACK
W.R. MEADOWS REZ-WELD EPOXY GROUT
L. & M. CONSTRUCTION CHEMICALS, INC., EPOXY GROUT 758
OR APPROVED EQUAL. GROUT SLEEVE AND GROUT WILL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 8.03 OF HIGH PERFORMANCE CONCRETE (HPC) MASONRY BRIDGES.

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Revised Sheet 454
June 23, 2016

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR. ALL BARS IN THIS BILL OF BARS SHALL BE EPOXY COATED.

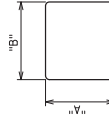
BAR MARK	NO. RECD	LENGTH	BENT	LOCATION
E501	40	5'-7"	X	PEDESTAL - VERT.
E502	10	7'-1"	X	PEDESTAL - HORIZ.
E503	35	6'-6"	X	PEDESTAL - VERT.

TOTAL WEIGHT = 550 LB

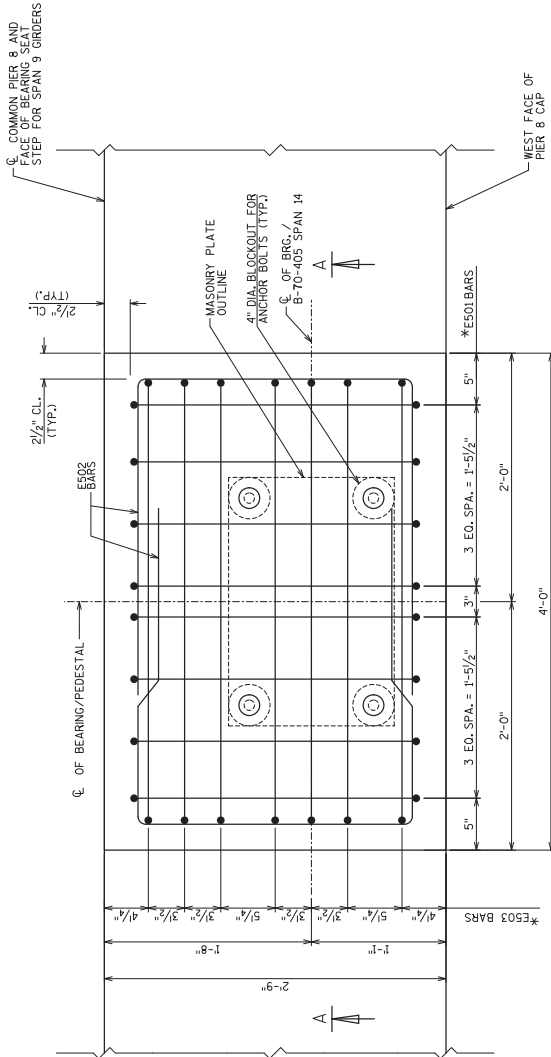
William C. Decker

SDR
06/23/16

BAR MARK	A	B
E501	1'-9"	2'-4"
E502	2'-7"	2'-2"
E503	1'-8"	3'-5"



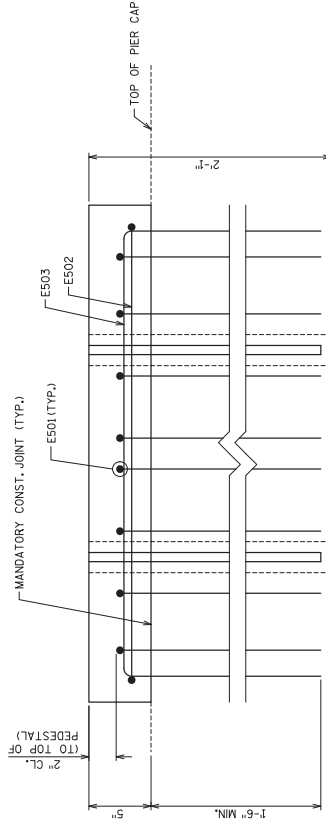
E501, E502, E503,



PLAN

(PIER 8 PEDESTAL)

* ADJUST SPA. TO MISS ANCHOR BOLT BLOCKOUTS



SECTION A-A



NO.	DATE	REVISION	BY
1	4/21/16	UPDATED BRG AND PEDESTAL DIMS	MJA

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-401

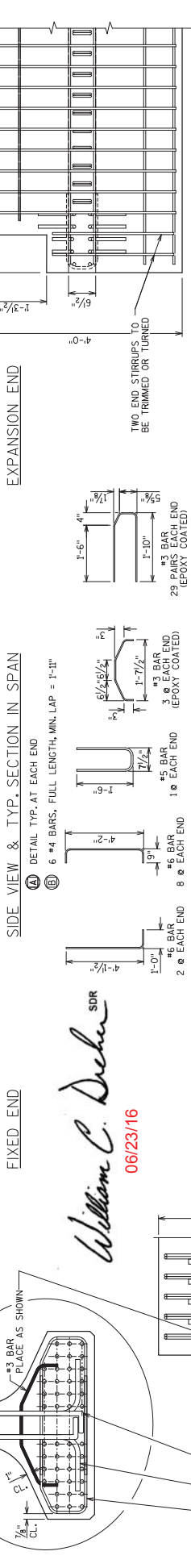
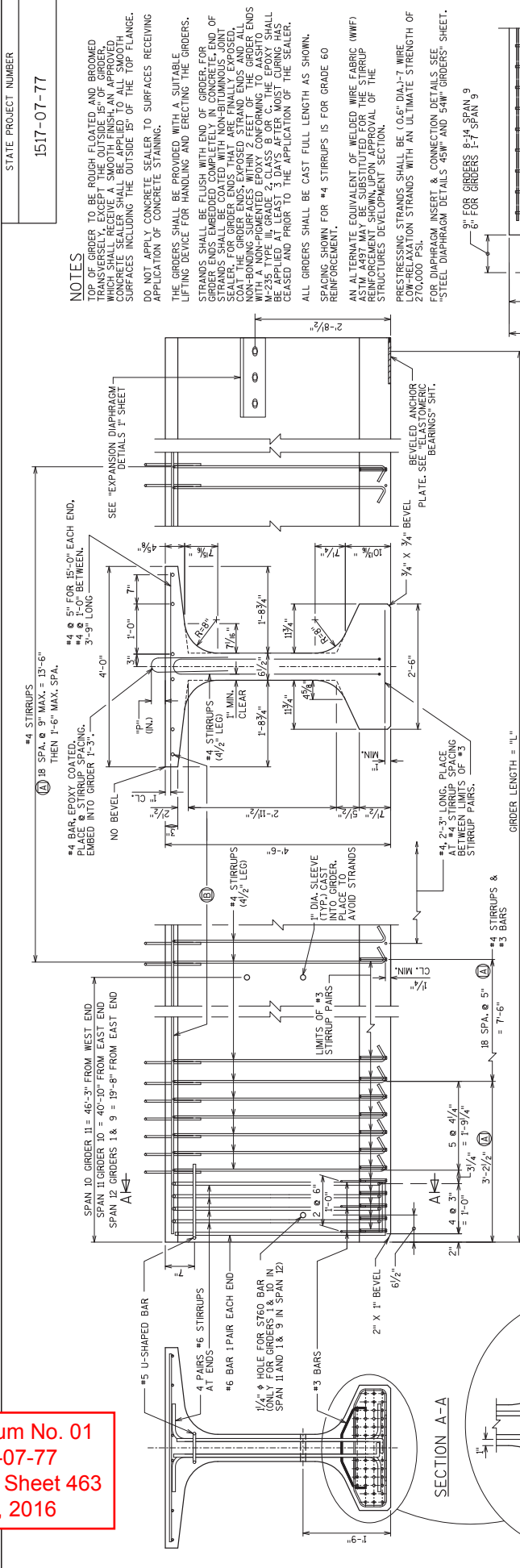
DRWN BY: MJA
INVS BY: MJA
PLANS CHG: MJA

BEARING PEDESTAL
DETAILS
PIER 8

SHEET 38 OF 81

454

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 463
 June 23, 2016



SPAN	GIRDER	GIRDER LENGTH "L"	GIRDER DATA																	
			0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	CONC. STRENGTH (PSI)	"P" MID 1/3 OF GIRDER	"P" END 1/3 OF GIRDER	DIA. STRANDS (IN.)	TOTAL NO. OF STRANDS	F ₆₀ (PSI)	"A"	"B"	MINI" MAX "C"
1	181-7.78"	0.40	0.77	1.05	1.23	1.31	1.33	1.05	0.77	0.40	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
2	185-10.7.8"	0.48	0.97	1.25	1.40	1.50	1.40	1.25	0.97	0.48	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
3	187-2.2"	0.48	0.91	1.25	1.47	1.56	1.47	1.25	0.91	0.48	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
4	188-5.1.8"	0.50	0.95	1.30	1.53	1.63	1.53	1.30	0.95	0.50	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
5	189-8.1.4"	0.53	0.99	1.36	1.60	1.70	1.60	1.36	0.99	0.53	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
6	190-11.3.8"	0.57	1.04	1.42	1.66	1.76	1.66	1.42	1.04	0.57	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
7	192-2.3.8"	0.59	1.08	1.48	1.73	1.85	1.73	1.48	1.08	0.59	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
8	194-5.3.8"	0.63	1.13	1.54	1.81	1.93	1.81	1.54	1.13	0.63	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
9	196-8.3.4"	0.65	1.18	1.62	1.97	2.11	1.97	1.62	1.18	0.65	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
10	198-11.3.8"	0.68	1.23	1.68	1.97	2.11	1.97	1.68	1.23	0.68	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
11	199-14.3.8"	0.71	1.28	1.76	2.06	2.20	2.06	1.76	1.28	0.71	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
12	200-17.3.8"	0.74	1.33	1.83	2.15	2.29	2.15	1.83	1.33	0.74	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
13	201-20.3.8"	0.77	1.38	1.90	2.23	2.38	2.23	1.90	1.38	0.77	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
14	202-23.3.8"	0.76	1.44	1.98	2.32	2.47	2.32	1.98	1.44	0.76	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
15	203-26.3.8"	0.81	1.51	2.06	2.41	2.56	2.41	2.06	1.51	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
16	204-29.3.8"	0.81	1.56	2.14	2.50	2.65	2.50	2.14	1.56	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
17	205-32.3.8"	0.81	1.61	2.22	2.59	2.74	2.59	2.22	1.61	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
18	206-35.3.8"	0.81	1.66	2.30	2.68	2.83	2.68	2.30	1.66	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
19	207-38.3.8"	0.81	1.71	2.38	2.77	2.92	2.77	2.38	1.71	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
20	208-41.3.8"	0.81	1.76	2.46	2.86	3.01	2.86	2.46	1.76	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
21	209-44.3.8"	0.81	1.81	2.54	2.95	3.10	2.95	2.54	1.81	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
22	210-47.3.8"	0.81	1.86	2.62	3.04	3.19	3.04	2.62	1.86	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
23	211-50.3.8"	0.81	1.91	2.70	3.13	3.28	3.13	2.70	1.91	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
24	212-53.3.8"	0.81	1.96	2.78	3.22	3.37	3.22	2.78	1.96	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
25	213-56.3.8"	0.81	2.01	2.86	3.31	3.46	3.31	2.86	2.01	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
26	214-59.3.8"	0.81	2.06	2.94	3.40	3.55	3.40	2.94	2.06	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
27	215-62.3.8"	0.81	2.11	3.02	3.49	3.64	3.49	3.02	2.11	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
28	216-65.3.8"	0.81	2.16	3.10	3.58	3.73	3.58	3.10	2.16	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
29	217-68.3.8"	0.81	2.21	3.18	3.67	3.82	3.67	3.18	2.21	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
30	218-71.3.8"	0.81	2.26	3.26	3.76	3.91	3.76	3.26	2.26	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
31	219-74.3.8"	0.81	2.31	3.34	3.85	4.00	3.85	3.34	2.31	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
32	220-77.3.8"	0.81	2.36	3.42	3.94	4.09	3.94	3.42	2.36	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
33	221-80.3.8"	0.81	2.41	3.50	4.03	4.18	4.03	3.50	2.41	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
34	222-83.3.8"	0.81	2.46	3.58	4.12	4.27	4.12	3.58	2.46	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
35	223-86.3.8"	0.81	2.51	3.66	4.21	4.36	4.21	3.66	2.51	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
36	224-89.3.8"	0.81	2.56	3.74	4.30	4.45	4.30	3.74	2.56	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
37	225-92.3.8"	0.81	2.61	3.82	4.39	4.54	4.39	3.82	2.61	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
38	226-95.3.8"	0.81	2.66	3.90	4.48	4.63	4.48	3.90	2.66	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
39	227-98.3.8"	0.81	2.71	3.98	4.57	4.72	4.57	3.98	2.71	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
40	228-101.3.8"	0.81	2.76	4.06	4.66	4.81	4.66	4.06	2.76	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
41	229-104.3.8"	0.81	2.81	4.14	4.75	4.90	4.75	4.14	2.81	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
42	230-107.3.8"	0.81	2.86	4.22	4.84	4.99	4.84	4.22	2.86	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
43	231-110.3.8"	0.81	2.91	4.30	4.93	5.08	4.93	4.30	2.91	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
44	232-113.3.8"	0.81	2.96	4.38	5.02	5.17	5.02	4.38	2.96	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
45	233-116.3.8"	0.81	3.01	4.46	5.11	5.26	5.11	4.46	3.01	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
46	234-119.3.8"	0.81	3.06	4.54	5.20	5.35	5.20	4.54	3.06	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
47	235-122.3.8"	0.81	3.11	4.62	5.29	5.44	5.29	4.62	3.11	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
48	236-125.3.8"	0.81	3.16	4.70	5.38	5.53	5.38	4.70	3.16	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
49	237-128.3.8"	0.81	3.21	4.78	5.47	5.62	5.47	4.78	3.21	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
50	238-131.3.8"	0.81	3.26	4.86	5.56	5.71	5.56	4.86	3.26	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
51	239-134.3.8"	0.81	3.31	4.94	5.65	5.80	5.65	4.94	3.31	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
52	240-137.3.8"	0.81	3.36	5.02	5.74	5.89	5.74	5.02	3.36	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
53	241-140.3.8"	0.81	3.41	5.10	5.83	5.98	5.83	5.10	3.41	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
54	242-143.3.8"	0.81	3.46	5.18	5.92	6.07	5.92	5.18	3.46	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
55	243-146.3.8"	0.81	3.51	5.26	6.01	6.16	6.01	5.26	3.51	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
56	244-149.3.8"	0.81	3.56	5.34	6.10	6.25	6.10	5.34	3.56	0.81	8000	7	7	0.6	42	6800	49	15.3	18.3	4.1
57	245-152.3.8"	0.81	3.61	5.42	6.19	6.34	6.19	5.42	3.61	0										

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 498
 June 23, 2016

TRAFFIC VOLUME:

US 41
 ADT (2038) = 13,800
 R.D.S. = 70 M.P.H.
 RAMP 'FMS'
 ADT (2038) = 10,000
 R.D.S. = 50 M.P.H.
 RAMP 'FEN'
 ADT (2038) = 2,600
 R.D.S. = 50 M.P.H.
 RAMP 'FEN'
 ADT (2038) = 1,700
 R.D.S. = 45 M.P.H.

NOTES:

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES.

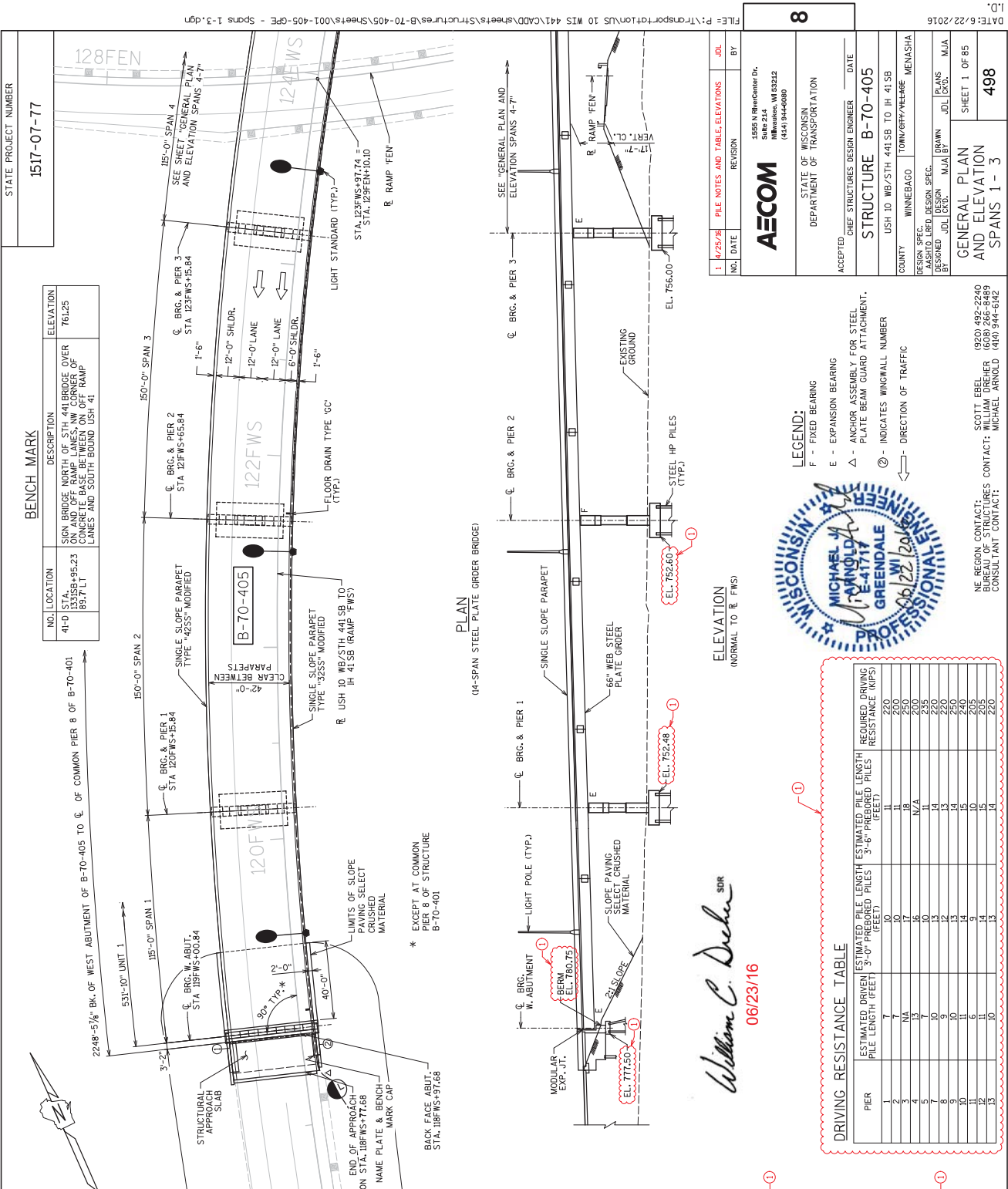
DESIGN DATA:
 DESIGN LIVE LOAD: HL-93
 INVENTORY RATING FACTOR: RF = 1.16
 OPERATING RATING FACTOR: RF = 1.51
 WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 230 KIPS
 ULTIMATE DESIGN STRESSES:
 CONCRETE MASONRY, HIGH PERFORMANCE CONCRETE = 4,000 P.S.I.
 ALL OTHER CONCRETE = FC = 4,000 P.S.I.
 BAR STEEL REINFORCEMENT, GRADE 60 = FY = 60,000 P.S.I.
 STRUCTURAL STEEL = A572M A709, GRADE 50

FOUNDATION DATA:

WEST ABUTMENT TO BE SUPPORTED ON HP12X53 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220* TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION, ESTIMATED 25'-6" LONG.
 PILES 1, 2, 5, AND 7-13 TO BE SUPPORTED ON HP4X73 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220* TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION, ESTIMATED 25'-6" LONG.
 * THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING THE MODIFIED GATES DYNAMIC EQUATION.
 PIER 6 TO BE SUPPORTED ON A CONCRETE SEAL POURED ON SOUND ROCK WITH A REQUIRED FACTORED BEARING RESISTANCE OF 20,000 PSF. *** A GEOTECHNICAL ENGINEER, WITH THREE DAYS NOTICE, WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER FOOTING.
 *** THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.
 FOR PILES IN PIERS 1-5, AND 7-13 THAT ARE NOT DRIVEN PILES, PRE-BORED HP4X73 PILES 3'-0" OR 3'-6" INTO BEDROCK AND BACKFILL WITH CONCRETE. BID ITEM "PRE-BORING ROCK OR CONSOLIDATED MATERIALS" IS USED.

DRIVING RESISTANCE TABLE

PIER	ESTIMATED DRIVING PILE LENGTH (FEET)	ESTIMATED PILE LENGTH 3'-0" PREBORED PILES (FEET)	ESTIMATED PILE LENGTH 3'-6" PREBORED PILES (FEET)	REQUIRED DRIVING RESISTANCE (KIPS)
1	7	11	11	220
2	7	10	10	220
3	NA	17	18	250
4	3	16	N/A	200
5	10	10	10	220
6	10	13	14	220
7	9	12	13	250
8	10	12	13	250
9	10	12	13	250
10	11	11	12	240
11	11	11	12	240
12	11	14	15	205
13	10	13	14	220



STATE PROJECT NUMBER: 1517-07-77

NO. LOCATION	DESCRIPTION	ELEVATION
41-D STA. 122FWS+85.23 TO 122FWS+89.71	SIGN BRIDGE NORTH OF 5TH 441 BRIDGE OVER US 41. CONCRETE BASE BETWEEN ON OF RAMP LANES AND SOUTH BOUND USH 41	76125

BENCH MARK

NO.	LOCATION	DESCRIPTION	ELEVATION
128FEN	128FEN	SEE SHEET "GENERAL PLAN AND ELEVATION" SPANS 4-7"	
124FWS	124FWS	SEE SHEET "GENERAL PLAN AND ELEVATION" SPANS 4-7"	

FILE: P:\Transportation\US 10 MIS 441 CAD\Drawings\B-70-405\Sheets\001-405-CPE - Spans 1-3.dwg

DATE: 6/22/2016

8

AECOM

3065 N. RiverCenter Dr.
 Milwaukee, WI 53212
 (414) 944-6080

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

ACCEPTED: CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-70-405

USH 10 WB/STH 441 SB TO IH 41 SB

COUNTY WINNEBAGO TOWN/GRV/WEAVER MENAISHA

DESIGN SPEC. ASHITO LRFD DESIGN SPEC. BY: JDL/CKS/MSJ

PLANS BY: MJA

GENERAL PLAN AND ELEVATION SHEET 1 OF 85

SPANS 1 - 3 498

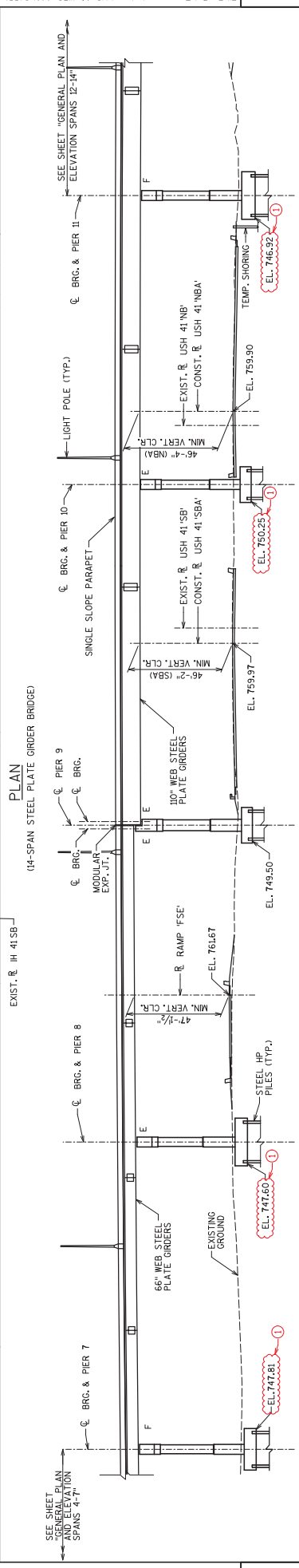
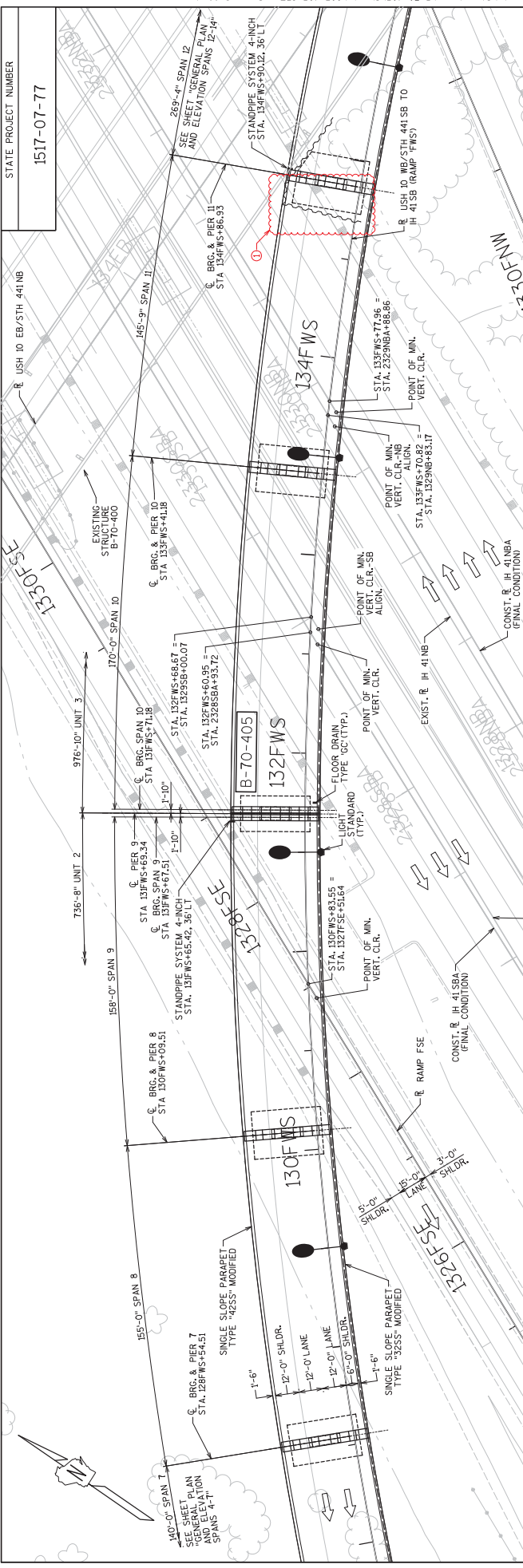
NE REGION CONTACT: SCOTT EBEL (920) 492-2240
 CONSULTANT CONTACT: MICHAEL ARNOLD (414) 944-6429

LEGEND:
 F - FIXED BEARING
 E - EXPANSION BEARING
 Δ - ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD ATTACHMENT.
 ⊙ - INDICATES WINGWALL NUMBER
 ⇄ - DIRECTION OF TRAFFIC

DRIVING RESISTANCE TABLE

WISCONSIN PROFESSIONAL ENGINEER
 MICHAEL J. ARNOLD
 E-4177
 06/22/2016

NE REGION CONTACT: SCOTT EBEL (920) 492-2240
 CONSULTANT CONTACT: MICHAEL ARNOLD (414) 944-6429



NO.	DATE	REVISION	JDL
1	4/25/16	ADDED TEMP. SHORING ELEVATIONS	JDL

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
STRUCTURE B-70-405	
DESIGNED BY	JDL
CHECKED BY	MJA
GENERAL PLAN AND ELEVATION	
SHEET 3 OF 85	
SPANS 8 - 11	
500	



Addendum No. 01
ID 1517-07-77
Revised Sheet 500
June 23, 2016

ELEVATION
(NORMAL TO R FWS)

William C. Decker SDR
 06/23/16

STATE PROJECT NUMBER
1517-07-77

R. U.S.H. 10 EB/STH 441 NB

EXISTING STRUCTURE B-70-400

170'-0" SPAN 10

158'-0" SPAN 9

155'-0" SPAN 8

140'-0" SPAN 7

145'-9" SPAN 11

269'-4" SPAN 12

SEE SHEET "GENERAL PLAN AND ELEVATION SPANS 4-7"

SEE SHEET "GENERAL PLAN AND ELEVATION SPANS 12-14"

FILE: P:\Transportation\US 10 MIS 441\CADD\Sheets\Structures\B-70-405\Sheets\03-405-CPE - Spans 8-11.dgn

TOTAL ESTIMATED QUANTITIES

BID ITEM #	BID ITEM	UNIT	SUPER SPANS	W. STR. APPR.	W. ABUT.	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5	PIER 6	PIER 7	PIER 8	PIER 9	PIER 10	PIER 11	PIER 12	PIER 13	PIER 8 (40)	TOTAL
206-1000	EXCAVATION FOR STRUCTURES BRIDGES B-70-405	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
206-5000.701	COFFERDAMS B-70-405	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
206-5000.702	BACKFILL STRUCTURE	CU	-	219	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	219
495-0200	BASE AGGREGATE COURSE 11/4-INCH	TON	-	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	151
502-1000.001	CONCRETE MASONRY SET	CU	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	662.5
502-1000.001	CONCRETE MASONRY SET	CU	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	662.5
502-3100.S.702	EXPANSION DEVICE MODULAR B-70-405	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10700
502-3200	PROTECTIVE SURFACE TREATMENT	SY	10700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10700
502-3200	PIGMENTED SURFACE SEALER	SY	210	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	210
505-0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	71260	750	17620	15380	16660	12740	17400	16100	13000	16480	19260	14800	18830	21630	19210	20670	14800	224850
505-0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	9390	12090	3480	28840	33950	38390	54740	56900	49660	58070	68070	48530	59550	63190	62510	65360	48530	1438950
505-0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	5409957	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5409957
506-0605	STRUCTURAL STEEL HS	LB	5409957	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5409957
506-3020	WELDED STUD SHEAR CONNECTORS T/8X7-INCH	EACH	29082	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29082
511-2000	TEMPORARY SHORING B-70-405	SF	9	-	-	-	416	-	-	-	-	-	-	-	-	-	-	-	-	2386
514-0445	FLOOR DRAINS TYPE CC	EACH	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9
514-2825	DOWNPOUT 6-INCH	LF	-	-	8	62	-	89	-	-	86	-	-	80	-	-	-	-	80	489
516-0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8
517-0600	PAINTING EPOXY SYSTEM B-70-405	LS	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
517-1000.S	CONCRETE STAINING B-70-405	SF	30055	675	1790	1950	1950	2310	2310	2510	2770	2630	2715	2910	2545	2655	2565	2635	2910	62665
517-1050.S	ARCHITECTURAL SURFACE TREATMENT B-70-405	SF	9195	675	278	190	303	287	300	300	226	421	330	466	212	475	475	502	330	9870
550-0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	EACH	-	16	27	20	24	27	20	20	22	24	14	34	33	24	20	20	14	3980
550-0500	PILING POINTS	EACH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40
550-1120	PILING STEEL HP 12-INCH X 53 LB	LF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40
550-1140	PILING STEEL HP 14-INCH X 73 LB	LF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40
604-0600	SCREED HEALING SELECT CRUSHED MATERIAL	SY	-	217	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	217
612-0400	SCREED HEALING SELECT CRUSHED MATERIAL	SY	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100
612-0400	SCREED HEALING SELECT CRUSHED MATERIAL	SY	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100
645-0150	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
645-0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
645-0125	GEOTEXTILE FABRIC TYPE HR	SY	-	368	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	368
652-0125	CONDUIT RIGID METALLIC 2-INCH	LF	94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94
652-0225	JUNCTION RIGID METALLIC SCHEDULE 40 2-INCH	LF	2205	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2205
653-0220	JUNCTION BOXES 18X26X6-INCH	EACH	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
653-0222	JUNCTION BOXES 18X26X6-INCH	EACH	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11
657-6005.S	ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES	EACH	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11
SPV-0035.700	MODIFIED HIGH PERFORMANCE CONCRETE (HPC) MASONRY BRIDGES	CY	3752	63	159	263	273	305	340	386	350	347	422	410	381	419	404	430	410	8770
SPV-0060.706	BEARINGS HIGH-LOAD MULTI-ROTATIONAL GUIDED	EACH	-	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	50
SPV-0060.707	BEARINGS HIGH-LOAD MULTI-ROTATIONAL FIXED	EACH	-	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	50
SPV-0060.708	STAND PIPE SYSTEM	EACH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25
	FILLER	SIZE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1/2" & 3/4"
	NAME PLATE	EACH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1

GENERAL NOTES

- DO NOT SCALE DRAWINGS.
- ALL DIMENSIONS ARE IN SURVEY FEET AND SURVEY INCHES. ALL STATIONS ARE IN SURVEY FEET.
- ELEVATIONS ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).
- THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE AND THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES BY THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES.
- JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M885, TYPE 1, 1/4 OR 1/2.
- THE EXISTING GROUND LINE IS THE UPPER LIMIT OF EXCAVATION FOR STRUCTURES. AT ABUTMENT BACKFILL ALL EXCAVATED VOLUME NOT OCCUPIED BY NEW STRUCTURE WITH BACKFILL STRUCTURE.
- THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE I MATERIAL.
- WITH "SLOPE PAVING SELECT CRUSHED MATERIAL" TO THE EXTENT SHOWN ON GENERAL PLAN SHEET.
- FOR DETAILS RELATING TO COMMON PIER 8 SEE B-70-401 STRUCTURE PLANS.

DESIGN CRITERIA

- DESIGN IS IN ACCORDANCE WITH AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) LIFED BRIDGE DESIGN SPECIFICATIONS AND THE WISDOT BRIDGE MANUAL.
- ALL DETAILS, MATERIALS, AND FABRICATION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, STANDARD EDITION OF THE STANDARD SPECIFICATIONS AT THE TIME OF CONSTRUCTION.
- LINE LOAD PLUS DYNAMIC LOAD DEFLECTION LIMIT = SPAN / 800 (HL93).

REINFORCING STEEL

- ALL REINFORCING BARS ARE ENGLISH AND THE FIRST OR THE FIRST TWO BARS OF THE BAR MARK SHOW THE BAR SIZE.
- REINFORCING STEEL SHALL BE HIGH STRENGTH, GRADE 60 WITH 60KSI YIELD STRENGTH AND TENSILE STRENGTH ENHANCEMENT CONFORMING TO ASTM A635, GRADE 60 REQUIREMENTS.
- REINFORCING STEEL SHALL BE UNCOATED IN FOOTINGS EXCEPT FOR 1/2" DIA. ANCHOR BOLTS WHICH SHALL BE GALVANNEAL UNLESS NOTED OTHERWISE.
- PLACE ALL REINFORCEMENT WITH A MINIMUM CLEAR COVER OF 2" UNLESS NOTED OTHERWISE.
- PLACE REINFORCEMENT IN FOOTINGS AND PILECAPS WITH A MINIMUM CLEAR COVER OF 2" TO BOTTOM AND 2" TO SIDES UNLESS NOTED OTHERWISE.
- PLACE 100% LAYER OF REINFORCING STEEL IN THE DECK SURFACE WITH 2/3" CLEAR COVER TO TOP OF SLAB.
- PLACE BOTTOM LAYER OF REINFORCING STEEL IN THE DECK WITH 1/2" CLEAR COVER TO BOTTOM OF SLAB.
- ONLY REINFORCEMENT REQUIRED BY DESIGN IS SHOWN EXPLICITLY TO SMOOTHLY ASSEMBLY AND ERECTION OF THE REINFORCING STEEL AND MAY BE REQUIRED TO ENSURE STABILITY AND POSITIONING OF REINFORCEMENT. REINFORCEMENT NOT SHOWN SHALL BE INCLUDED FOR PAYMENT. ADDITION TO THAT SHOWN WILL NOT BE INCLUDED FOR PAYMENT.
- LAP SPlice LENGTHS SHALL BE CLASS C UNLESS NOTED OTHERWISE.

CONCRETE

- CONCRETE QUANTITY IN THE HAUNCHES IS CALCULATED BASED ON AN AVERAGE HAUNCH QUANTITY FOR WHICH PAYMENT WILL BE MADE.
- CHAMFER ALL EXPOSED OUTSIDE CORNERS 3/4" UNLESS NOTED OTHERWISE.
- PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE TOP OF DECK SURFACE AND APPROACH SLAB.
- PIGMENTED SURFACE SEALER TO BE APPLIED TO INSIDE FACE AND TOP OF PARAPETS.
- OTHER DESIGN LOADS**
- THE STRUCTURE IS DESIGNED FOR THE DECK THICKNESS SHOWN. A POLYMER MODIFIED SURFACE TREATMENT SHALL BE APPLIED TO THE DECK SURFACE FOR FUTURE WEARING SURFACE IS CONSIDERED IN THE DESIGN.
- TEMPERATURE CHANGE FOR DETERMINING THERMAL FORCES ON SUBSTRUCTURES = 80°F.
- DESIGN ASSUMED 7.5 PSF FOR TEMPORARY FORMWORK.
- PARAPETS WERE ASSUMED TO WEIGH 639 POUND/LF AND 516 POUND/LF FOR MODIFIED 4255 AND 3255 SECTIONS RESPECTIVELY.
- ALL OTHER LOADS IN ACCORDANCE WITH AASHTO.
- STRUCTURAL STEEL**
- PROVIDE HIGH STRENGTH STRUCTURAL STEEL CONFORMING TO THE REQUIREMENTS OF ASTM A709 GRADE 50 FOR ALL ORDER WEB-FLANGES, STIFFENERS, SPICE PLATES AND DIMPHRAMONS.
- PROVIDE 7/8" DIA. ASTM A325 HIGH STRENGTH BOLTS FOR ALL STRUCTURAL STEEL CONNECTIONS.
- DETAIL CROSS FRAME DIAPHRAGMS FOR STEEL DEAD LOAD FIT ERRECTED FIT.
- PROVIDE ANCHOR BOLTS NUTS AND WASHERS CONFORMING TO ASTM F1554 (GRADE 69) AND HOT-DIP GALVANNEAL IN ACCORDANCE WITH AASHTO M232 (STRUCTURAL STEEL PAINT COLOR SHALL BE FED. COLOR NO. 25177 (SW 6523))

Addendum No. 01
ID 1517-07-77
Revised Sheet 502
June 23, 2016

NO.	DATE	REVISION	BY
1	4/25/16	ADDED NOTE-UPDATED QUANTITIES	JDL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

DESIGN BY	JDL
CHECKED BY	PKS
DATE	6/23/16

SHEET 5 OF 85
GENERAL NOTES
AND QUANTITIES

502

STATE PROJECT NUMBER
1517-07-77

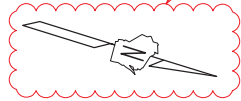
William C. Decker
SIDR
06/23/16

NOTES

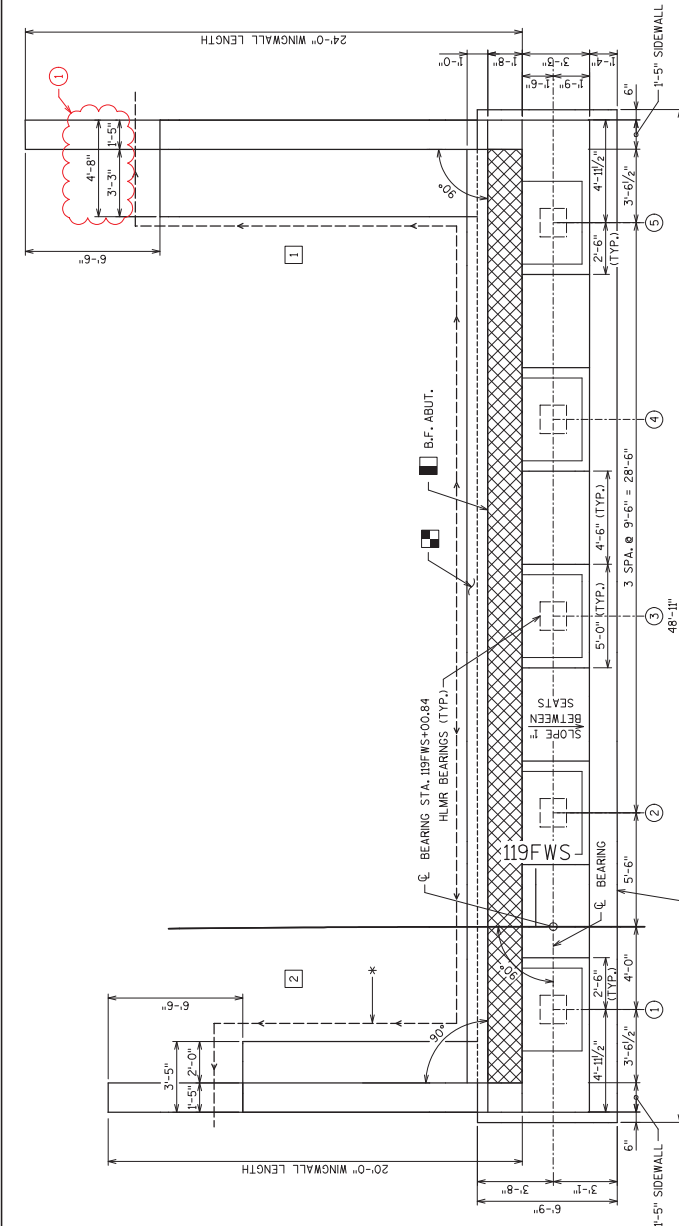
FOR REINFORCING STEEL AND PILE SPACING SEE SHEET "WEST ABUTMENT DETAILS".
FOR PILE SPICE DETAILS AND RODENT SHIELD DETAILS, SEE SHEET "WEST ABUTMENT BAR BILL".
MIN. LAP LENGTHS (UNLESS NOTED OTHERWISE):
#4 BARS: 1'-8"
#6 BARS: 1'-5"
#7 BARS: 3'-10"
#9 BARS: 6'-5"

LEGEND

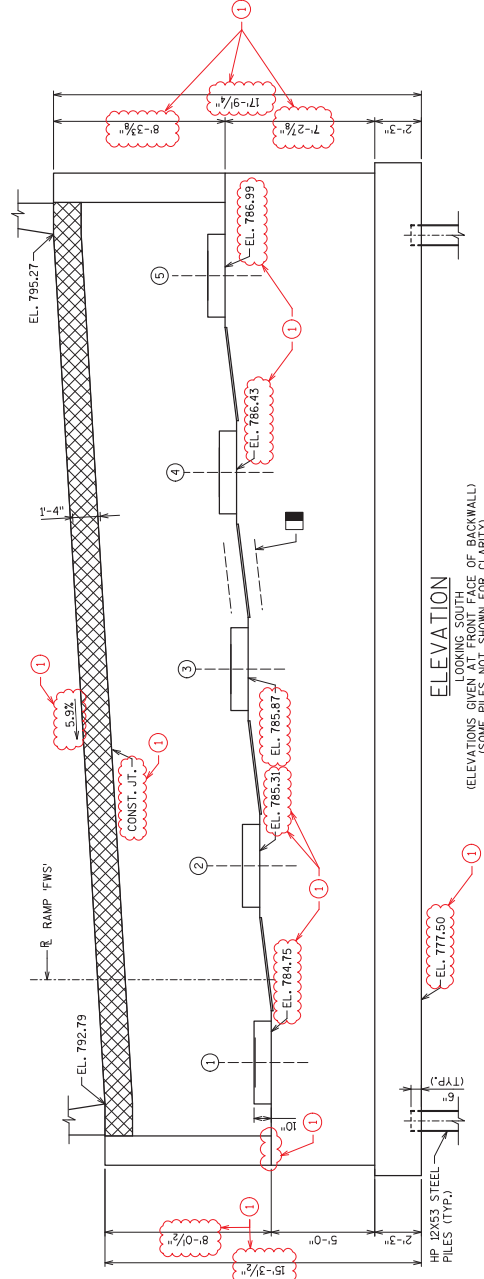
- INDICATES WING NUMBER
- INDICATES PILE NUMBER
- ⊕ BATTERED PILE
- ⊗ INDICATES CONCRETE TO BE POURED AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE.
- ⊠ ALL HORIZ. AND VERT. JOINTS ON BACKFACE ABOVE FOOTING.
- ▲ KEVED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6"
- 1'-0" WIDE X 1'-4" DEEP APPROACH SLAB PAVING NOTCH.
- * PIPE UNDERDRAIN WRAPPED (6-INCH, SLOPE 0.5%) AT ENDS OF PIPE UNDERDRAIN FOR RODENT SHIELD DETAILS. SEE SHEET "WEST ABUTMENT BAR BILL".
- ▲ AND THE DAYLIGHT END OF PIPE UNDERDRAIN, INSTALL A TYPICAL "RODENT SHIELD" CONTRACTOR TO SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY POLYURETHANE SEALANT. SEALANT SHALL BE APPLIED 1/2" BELOW SURFACE OF CONCRETE, EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- THE COST OF STAINLESS STEEL BARS S59015 INCLUDED WITH BID ITEM "BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES".



Addendum No. 01
ID 1517-07-77
Revised Sheet 508
June 23, 2016



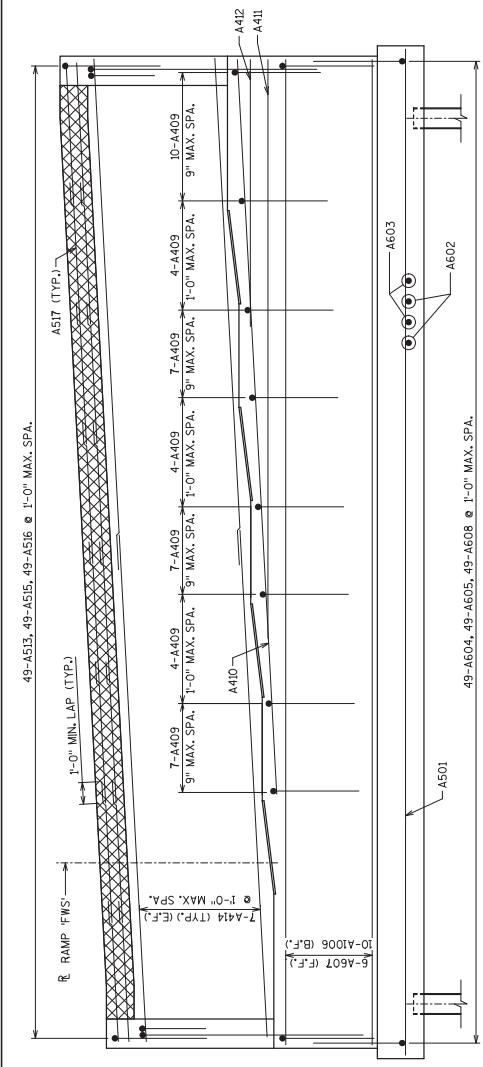
PLAN
(PILES NOT SHOWN FOR CLARITY)



ELEVATION
LOOKING SOUTH
RELEVATIONS GIVEN AT FRONT FACE OF BACKWALL
(SOME PILES NOT SHOWN FOR CLARITY)

STATE PROJECT NUMBER

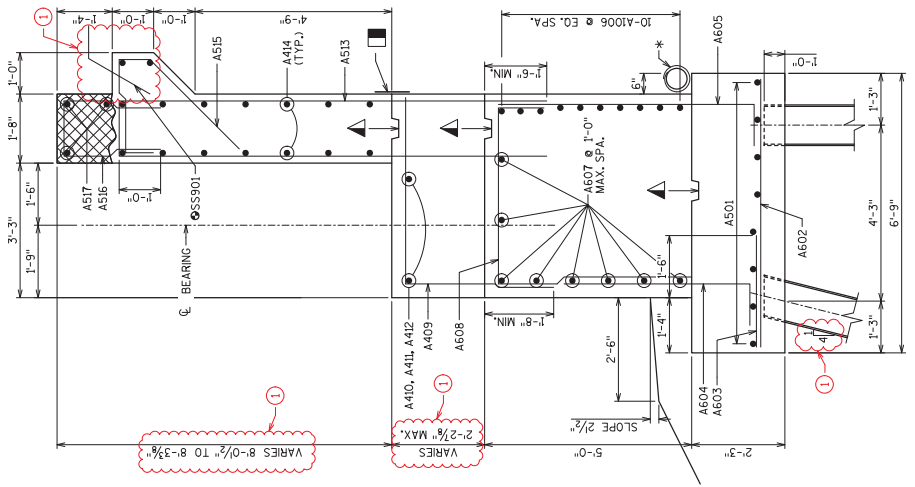
1517-07-77



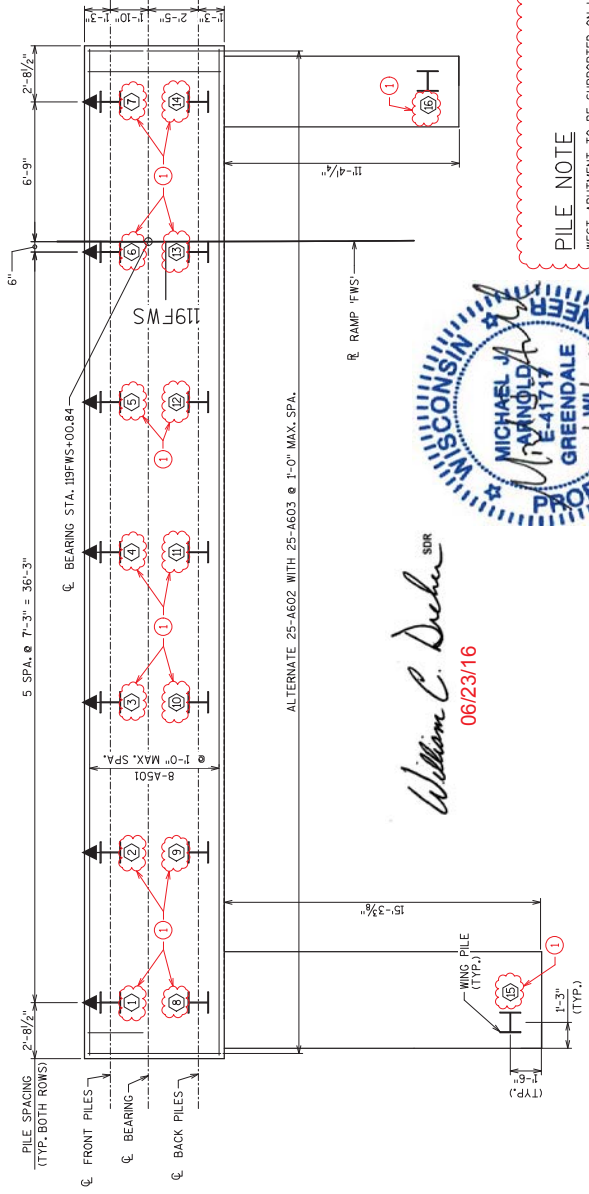
ELEVATION

LOOKING SOUTH
 (SOME PILES NOT SHOWN FOR CLARITY)

Addendum No. 01
ID 1517-07-77
Revised Sheet 509
June 23, 2016



SECTION THRU BODY



PLAN



William C. Decker
 SDR
 06/23/16

PILE NOTE

WEST ABUTMENT TO BE SUPPORTED ON HP2X53
 PILES. PILE CAPS TO BE DESIGNED FOR
 RESISTANCE OF 220 TONS PER PILE AS DETERMINED
 BY THE MODIFIED GATES DYNAMIC EQUATION.
 ESTIMATED 25'-6" LONG.

NOTES

FOR GENERAL NOTES, SEE SHEET "WEST ABUTMENT
 PLAN & ELEVATION".

LEGEND

FOR LEGEND, SEE SHEET "WEST ABUTMENT PLAN &
 ELEVATION".

NO.	DATE	REVISION	JDL
1	4/25/16	NOTES, PILE NUMBERS, S3901, DIMS	JDL

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

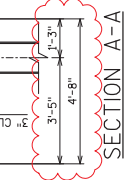
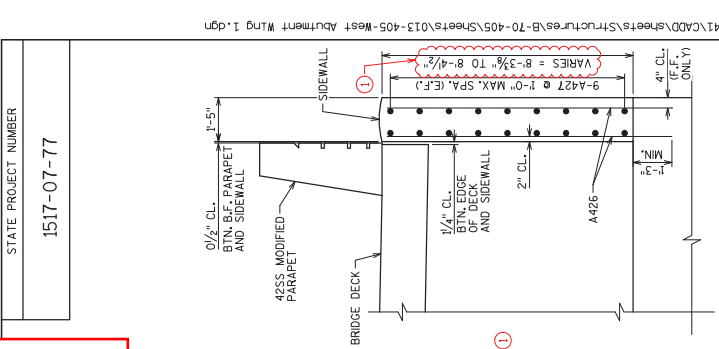
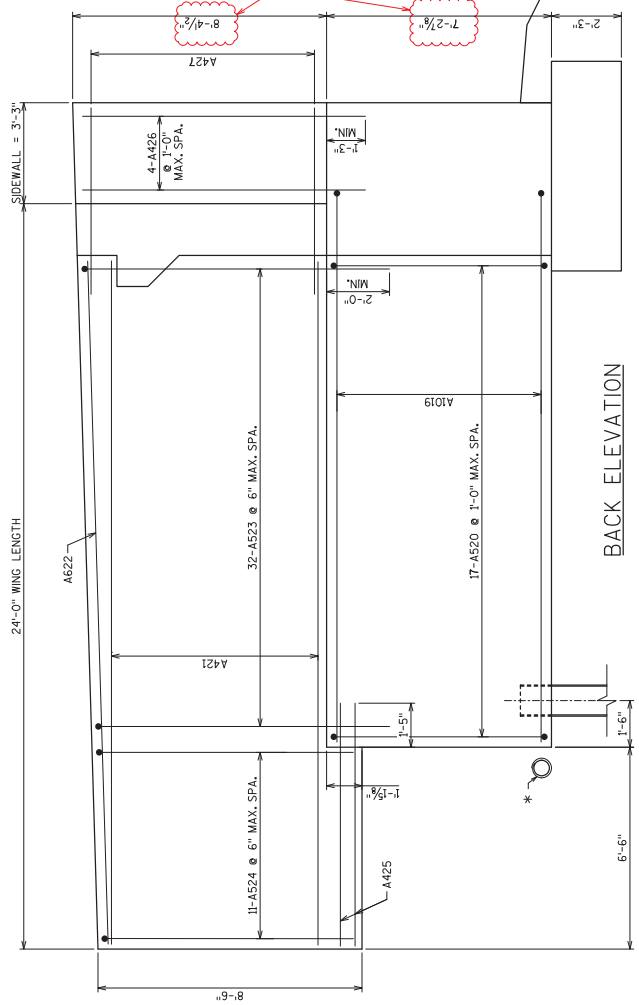
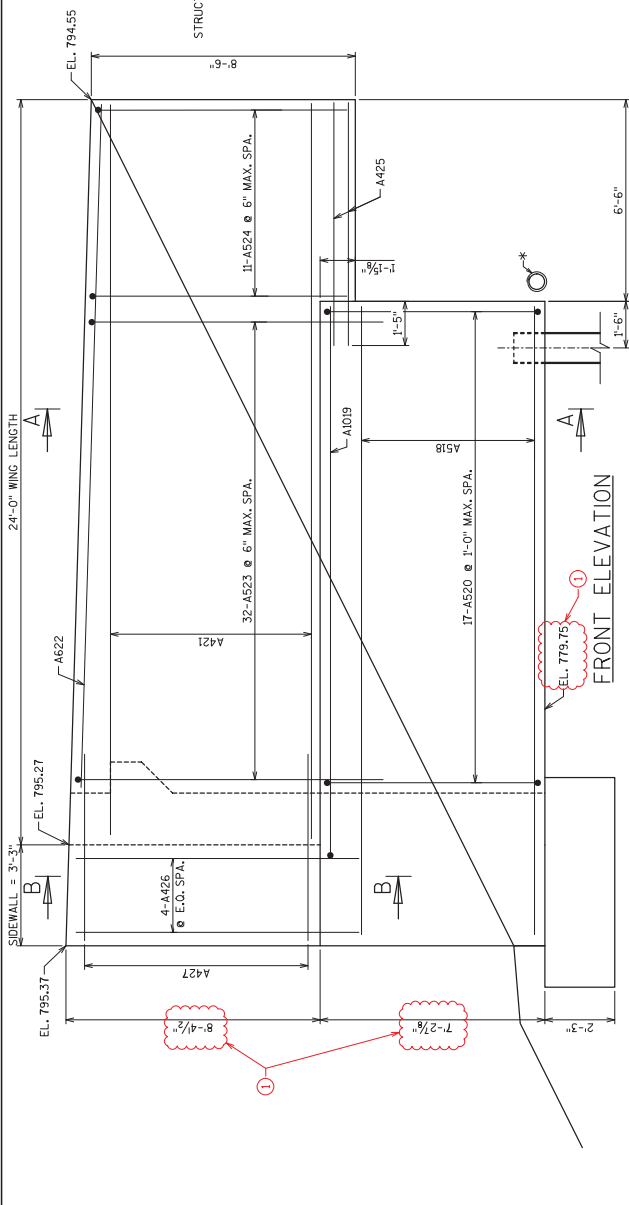
DESIGNED BY: JDL
 CHECKED BY: MJA

SHEET 12 OF 85

WEST ABUTMENT
 DETAILS

509

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 510
 June 23, 2016



NOTES
 FOR GENERAL NOTES, SEE SHEET "WEST ABUTMENT PLAN & ELEVATION".
LEGEND
 FOR LEGEND, SEE SHEET "WEST ABUTMENT PLAN & ELEVATION".

William C. Dehn SR
 06/23/16



NO.	DATE	REVISION	JDL	BY
1	4/22/16	WING DIMENSIONS & NOTES	JDL	

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 STRUCTURE B-70-405
 WEST ABUTMENT WING 1

STATE PROJECT NUMBER
 1517-07-77

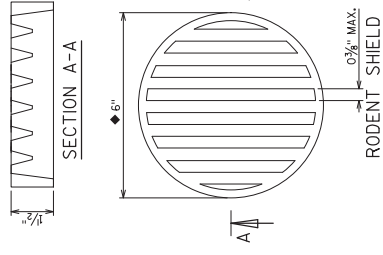
ABUTMENT BILL OF BARS

BAR MARK	NO. REQD.	LENGTH	BENT	COATED	LOCATION
A501	5	48'-7"			FOOTING LONGIT.
A502	25	6'-5"			FOOTING TRANS.
A603	25	2'-8"		X	FOOTING TRANS.
A604	49	5'-8"		X	FOOTING DOWEL
A605	49	7'-3"		X	FOOTING DOWEL
A606	8	47'-5"		X	FOOTING DOWEL
A607	8	47'-5"		X	BODY LONGIT.
A608	49	9'-7"		X	BODY VERT.
A409	43	8'-1"		X	BEAM SEAT VERT.
A400	2	33'-3"		X	BEAM SEAT HORIZ.
A401	2	33'-3"		X	BEAM SEAT HORIZ.
A402	2	33'-3"		X	BEAM SEAT HORIZ.
A412	2	33'-3"		X	BEAM SEAT HORIZ.
A413	49	22'-1"		X	BACKWALL VERT.
A414	32	24'-0"		X	BACKWALL HORIZ.
A415	49	6'-3"		X	CORBEL STIRRUP
A416	49	6'-3"		X	CORBEL STIRRUP
A417	29	6'-10"		X	PAVING BLOCK HORIZ.
A418	7	20'-3"		X	WINGWALL LONGIT.
A1019	13	18'-8"		X	WINGWALL LONGIT.
A520	17	22'-8"		X	WINGWALL 1 STIRRUP
A521	22	23'-8"		X	WINGWALL 1 TOP HORIZ.
A522	22	23'-8"		X	WINGWALL 1 TOP HORIZ.
A523	56	20'-10"		X	WINGWALL 1 & 2 TOP VERT.
A524	22	17'-0"		X	WINGWALL 1 & 2 TOP VERT.
A425	8	7'-0"		X	WINGWALL 1 & 2 TOP HORIZ.
A426	8	7'-0"		X	WINGWALL 1 & 2 TOP HORIZ.
A427	8	9'-5"		X	SIDEWALL VERT.
A428	5	16'-3"		X	WINGWALL 2 LONGIT.
A829	12	15'-4"		X	WINGWALL 2 LONGIT.
A530	14	15'-4"		X	WINGWALL 2 STIRRUP
A531	22	19'-8"		X	WINGWALL 2 TOP HORIZ.
A532	22	19'-8"		X	WINGWALL 2 TOP HORIZ.

TOTAL WEIGHT COATED BARS = 12,090 LB
 TOTAL WEIGHT UNCOATED BARS = 750 LB

SS901 5'-0" X 790 LB ABUT. BACKWALL

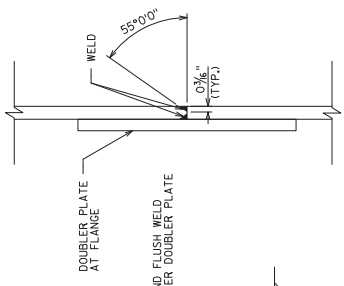
William C. Decker SR
 06/23/16



RODENT SHIELD
 DIMENSIONS ARE APPROXIMATE THE GRATE IS SORTED TO FIT INTO PIPE COUPLING FASTEN TO ONE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.
 ORIENT SHIELD SO SLOTS ARE VERTICAL.
 COST OF RODENT SHIELD AND ALL FITTINGS TO BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 512
 June 23, 2016

STATE PROJECT NUMBER
 1517-07-77



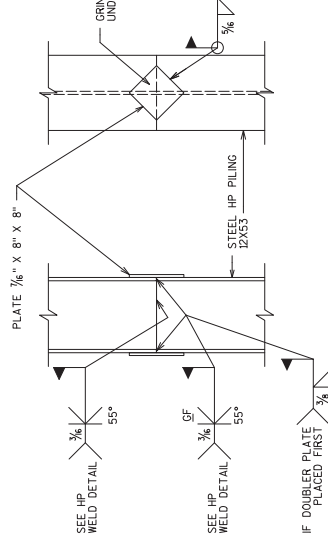
HP WELD DETAIL
 FLANGE SHOWN, WEB SIMILAR

NOTES
 DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

NO.	DATE	REBAR	REVISION	BY
1	4/22/16	JDL		

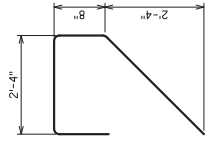
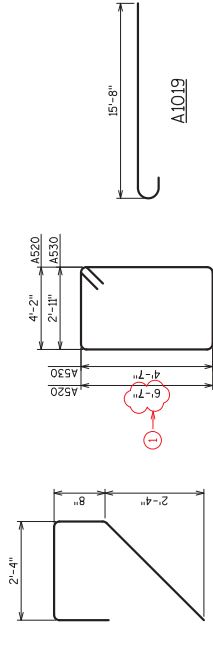
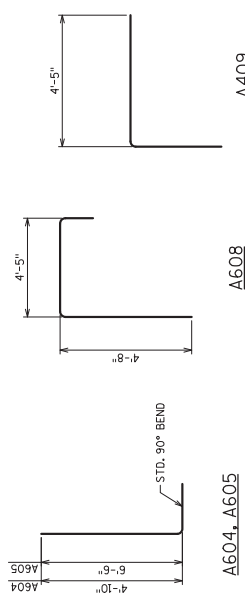
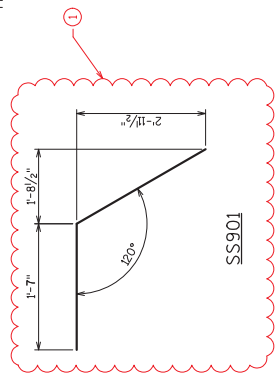
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 STRUCTURE B-70-405
 DRAWN BY: JDL
 CHECKED BY: MJA

WEST ABUTMENT
 BILL OF BARS
 SHEET 15 OF 85
 512



PILE SPLICE DETAIL FOR WEST ABUTMENT
 IF DOUBLER PLATE PLACED FIRST

MARK	A	B
A513	0'-6"	1'-4"
A516	2'-2"	1'-0"
A523	0'-0"	11"
A524	8'-2"	11"



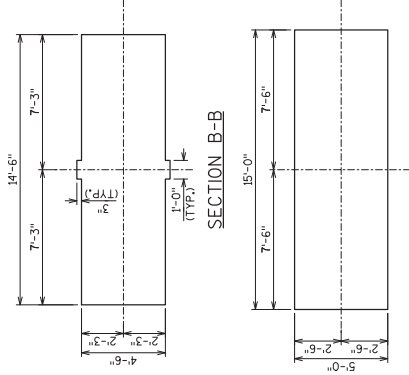
A515
 A520, A530

A604, A605
 A608, A520, A530

A409

A1019

STATE PROJECT NUMBER
1517-07-77



Addendum No. 01
ID 1517-07-77
Revised Sheet 513
June 23, 2016

William C. Decker SDR
06/23/16

TOP OF PIER ELEVATION TABLE

PIER	G5	G4	G3	G2	G1
1	790.26	789.70	789.14	788.58	788.02
2	794.51	793.95	793.39	792.83	792.26
3	798.21	797.65	797.09	796.53	795.97

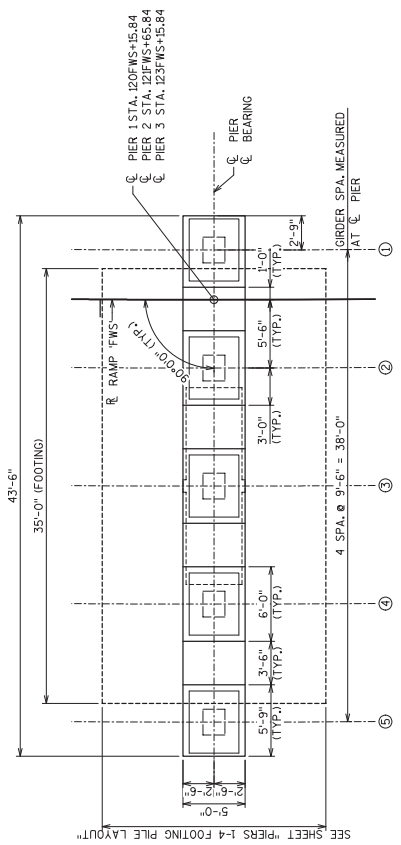


LEGEND
◆ KEYED CONSTRUCTION JOINT FORMED BY BEVELED 4" X 1'-6" X 10'-6"

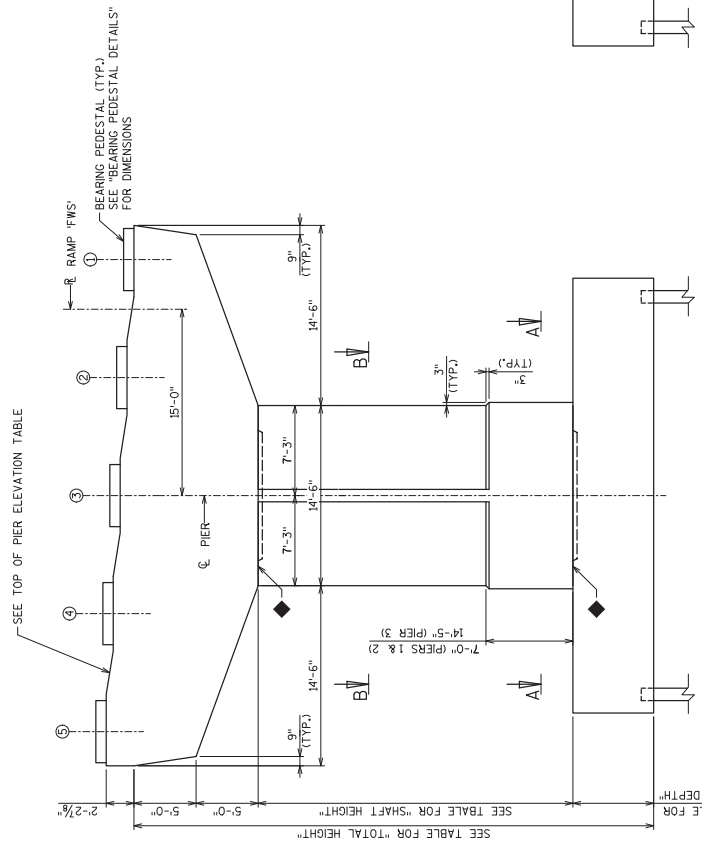
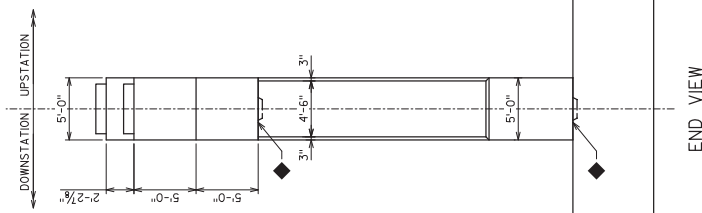
NOTES
FOR CAP REINFORCING DETAILS SEE SHEET "PIERS 1-3, 5-8 CAP REINFORCING".
FOR PIER SHAFT REINFORCING DETAILS SEE SHEET "PIERS 1-3 SHAFT REINFORCING".
FOR FOOTING DETAILS SEE SHEET "PIERS 1-4 FOOTING PILE LAYOUT".
FOR BEARING AND BEARING PEDESTAL DETAILS SEE SHEETS "BEARING PEDESTAL DETAILS" AND "BEARING LAYOUT UNIT 1".
SEE SHEET "AESTHETICS" FOR PIER AESTHETICS.

PIER DIMENSIONS

PIER	TOTAL HEIGHT	SHAFT HEIGHT	FOOTING DEPTH
1	35'-6 1/2"	19'-9 1/2"	9'-3"
2	39'-11 1/8"	23'-11 1/8"	9'-3"
3	39'-11 1/8"	23'-11 1/8"	6'-0"



PLAN
(PIER 1 SHOWN, OTHERS SIMILAR)



SEE TABLE FOR "TOTAL HEIGHT"

PIER	TOTAL HEIGHT
1	35'-6 1/2"
2	39'-11 1/8"
3	39'-11 1/8"

SEE TABLE FOR "SHAFT HEIGHT"

PIER	SHAFT HEIGHT
1	19'-9 1/2"
2	23'-11 1/8"
3	23'-11 1/8"

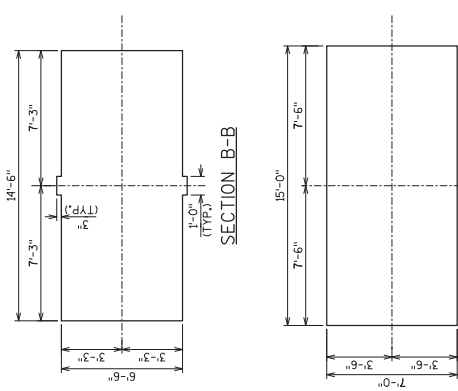
SEE TABLE FOR "FOOTING DEPTH"

PIER	FOOTING DEPTH
1	9'-3"
2	9'-3"
3	6'-0"

SEE TABLE FOR "BEARING PEDESTAL DETAILS"

PIER	BEARING PEDESTAL
1	4'-6"
2	4'-6"
3	4'-6"

STATE PROJECT NUMBER
1517-07-77



TOP OF PIER ELEVATION TABLE

PIER	G5	G4	G3	G2	G1
UNIT 1	800.83	800.27	799.71	799.15	798.59
UNIT 2	800.89	800.33	799.77	799.21	798.65

LEGEND
◆ KEYED CONSTRUCTION JOINT FORMED BY BEVELED 4" X 2'-2" X 10'-6"

NOTES
FOR CAP REINFORCING DETAILS SEE SHEET "PIER 4 CAP REINFORCING".
FOR PIER SHAFT REINFORCING DETAILS SEE SHEET "PIER 4 SHAFT REINFORCING".
FOR FOOTING DETAILS SEE SHEET "PIERS 1-4 FOOTING PILE LAYOUT".
FOR BEARING AND BEARING PEDESTAL DETAILS SEE SHEETS "BEARING PEDESTAL DETAILS" AND "BEARING LAYOUT UNIT 1".
SEE SHEET "AESTHETICS" FOR PIER AESTHETICS.

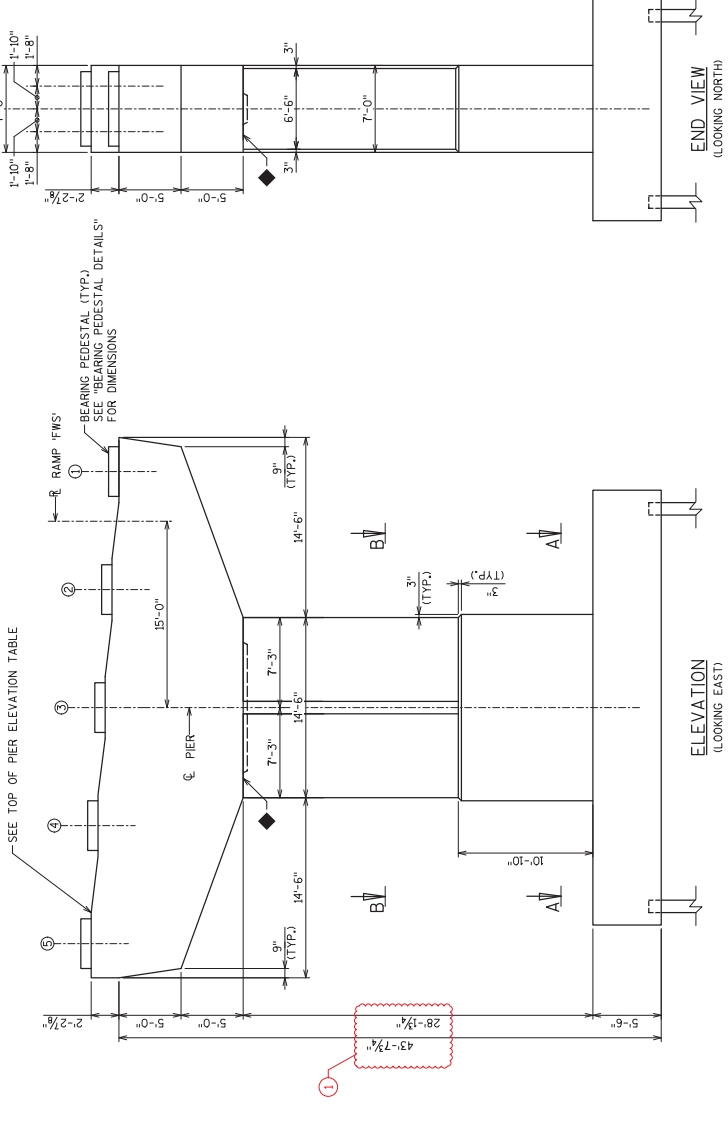
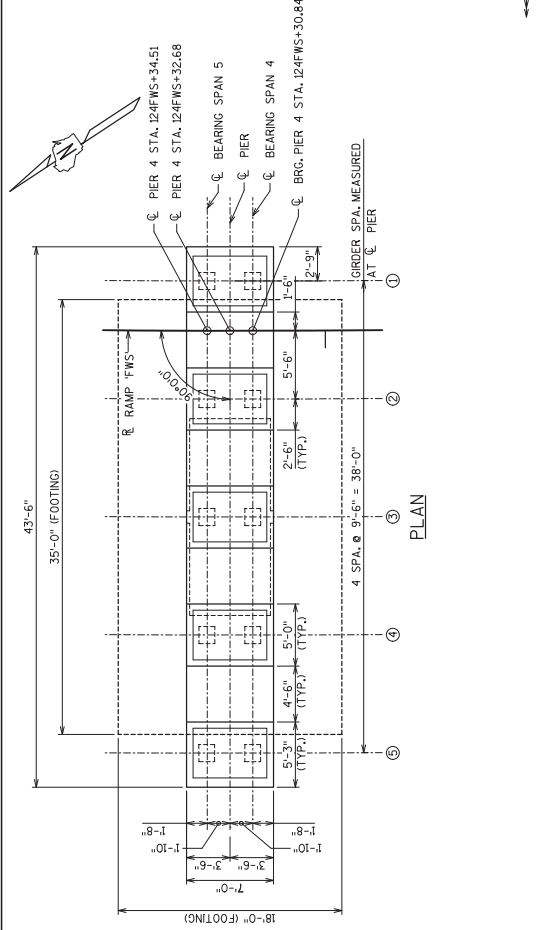
NO.	DATE	REVISION	BY
1	6/23/16	DIMENSIONS	JDL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURE B-70-405
PIER 4
LAYOUT

PIER 4 SHEET 17 OF 85
514

William C. Dehn
S.D.R.
06/23/16

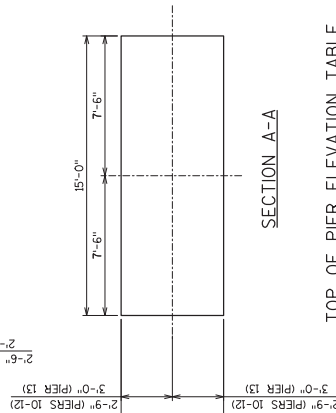
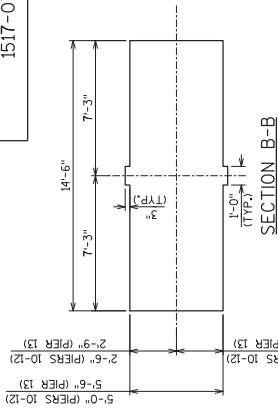
Addendum No. 01
ID 1517-07-77
Revised Sheet 514
June 23, 2016



Addendum No. 01
 ID 1517-07-77
 Revised Sheet 518
 June 23, 2016

William C. Dehn SUR
 06/23/16

STATE PROJECT NUMBER
 1517-07-77



TOP OF PIER ELEVATION TABLE

PIER	G5	G4	G3	G2	G1
10	805.40	805.84	805.86	805.72	805.86
11	805.11	805.55	804.59	804.43	803.87
12	804.42	803.86	803.30	802.14	802.17
13	802.22	801.65	801.09	800.53	799.97

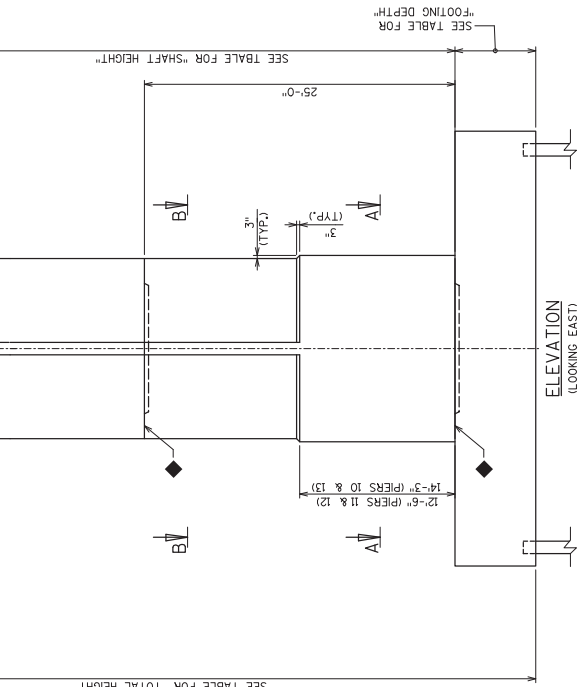
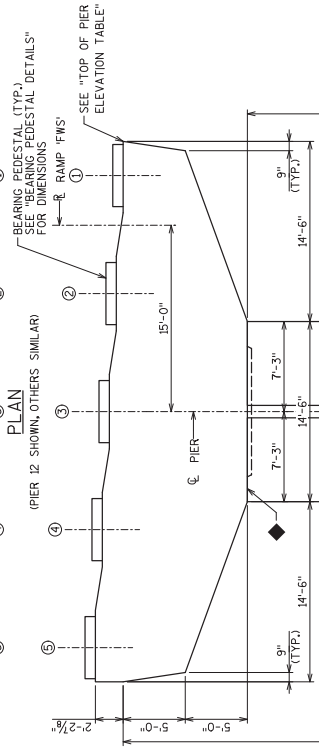
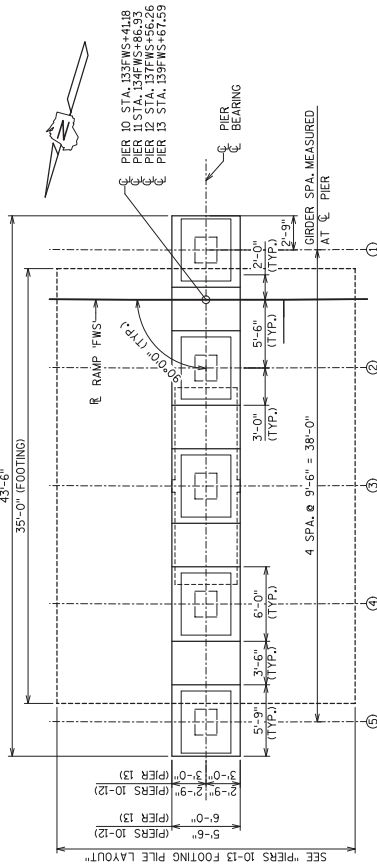
LEGEND
 ◆ KEYED CONSTRUCTION JOINT FORMED BY BEVELED 4" X 1'-6" X 10'-6"

NOTES
 FOR CAP REINFORCING DETAILS SEE SHEET "PIERS 10-13 CAP REINFORCING".
 FOR PIER SHAFT REINFORCING DETAILS SEE SHEET "PIERS 10-13 SHAFT REINFORCING".
 FOR FOOTING DETAILS SEE SHEET "PIERS 9-13 FOOTING PILE LAYOUT".
 FOR BEARINGS AND BEARING PEDESTAL DETAILS SEE SHEETS "BEARING PEDESTAL DETAILS" AND "BEARING LAYOUT UNIT 3".
 SEE SHEET "AESTHETICS" FOR PIER AESTHETICS.

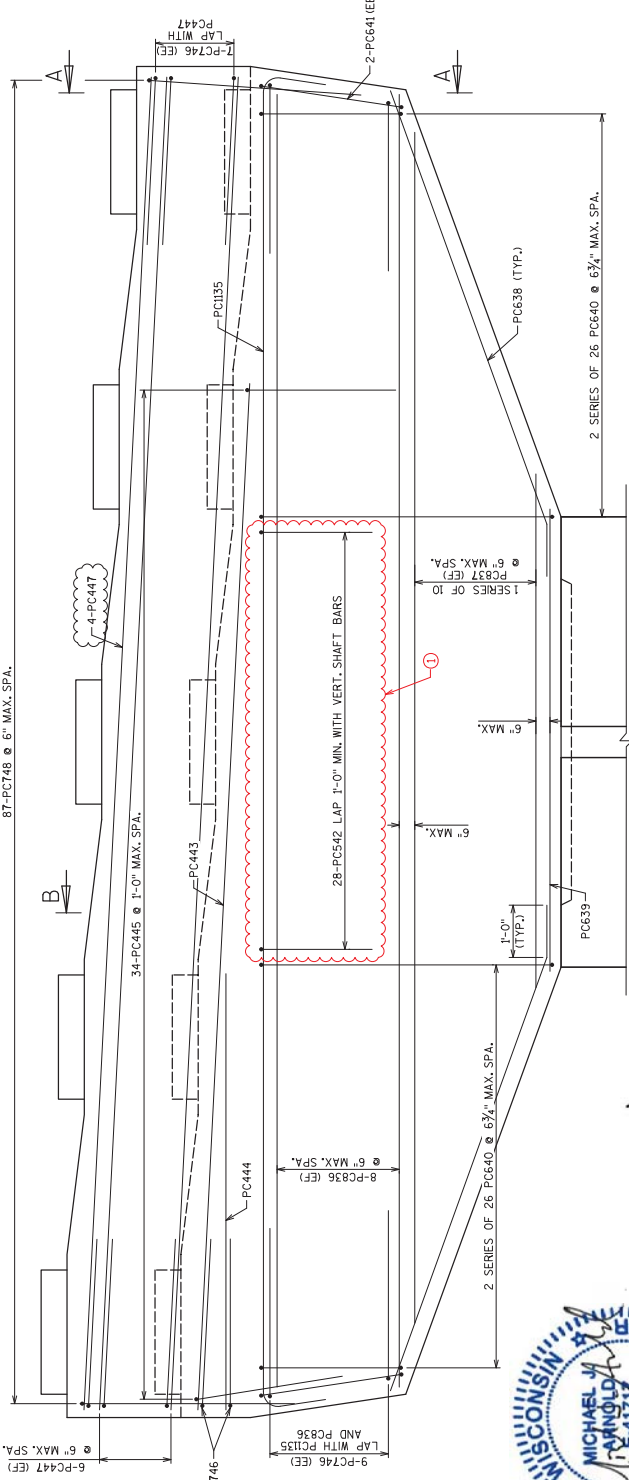
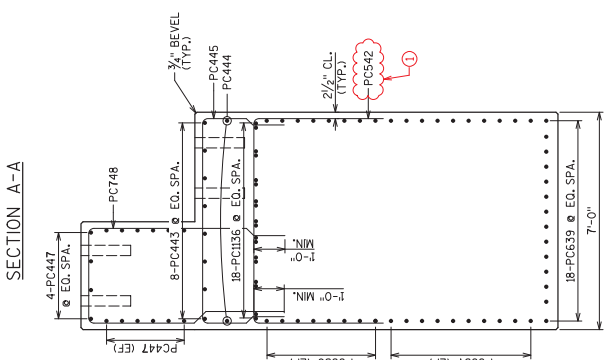
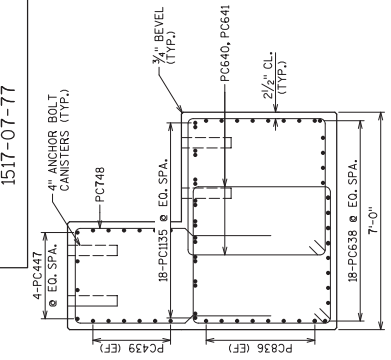


PIER DIMENSIONS

PIER	TOTAL HEIGHT	SHAFT HEIGHT	FOOTING DEPTH
10	53'-8"	37'-8"	6'-3"
11	56'-11 1/2"	40'-5 1/2"	6'-6"
12	54'-11 1/2"	38'-2 1/2"	6'-9"
13	55'-2 1/2"	36'-2 1/2"	7'-0"



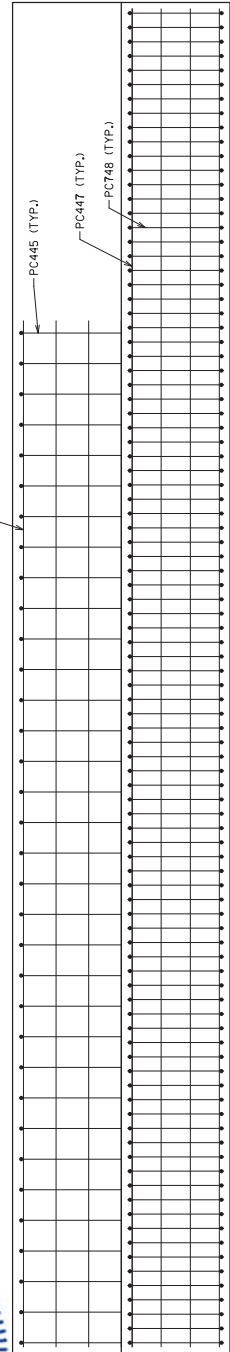
STATE PROJECT NUMBER
1517-07-77



BAR SERIES TABLE

BAR MARK	NO. REOD	LENGTH
PC837	2 SETS OF 10	18'-10" TO 38'-10"
PC640	4 SETS OF 26	18'-10" TO 28'-10"

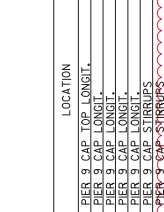
ELEVATION



NOTES
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
FOR BAR IN SERIES LENGTH SHOWN IS AVERAGE LENGTH ONLY TO BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

PLAN

NOTES



BUNDLE DETAIL

SHAFT BILL OF BARS
ALL BARS TO BE EPOXY COATED

BAR MARK	NO. REOD	LENGTH	BENT	BAR SERIES	LOCATION
PC135	18	46'-3"	X		PIER 9 CAP TOP-LONGIT.
PC837	20	27'-10"	X		PIER 9 CAP LONGIT.
PC638	36	15'-6"	X		PIER 9 CAP LONGIT.
PC639	18	54'-6"	X		PIER 9 CAP LONGIT.
PC640	4	28'-10"	X		PIER 9 CAP STIRRUPS
PC542	28	13'-4"	X		PIER 9 CAP STIRRUPS
PC443	8	39'-0"	X		PIER 9 CAP-BEAM SEAT-LONGIT.
PC444	34	19'-3"	X		PIER 9 CAP-BEAM SEAT-LONGIT.
PC445	32	15'-3"	X		PIER 9 CAP-BEAM SEAT-LONGIT.
PC447	16	43'-1"	X		PIER 9 CAP PEDESTAL-LONGIT.
PC748	87	66'-7"	X		PIER 9 CAP PEDESTAL-VERT.
PC641	2	4'-7"	X		PIER 9 CAP PEDESTAL-VERT.

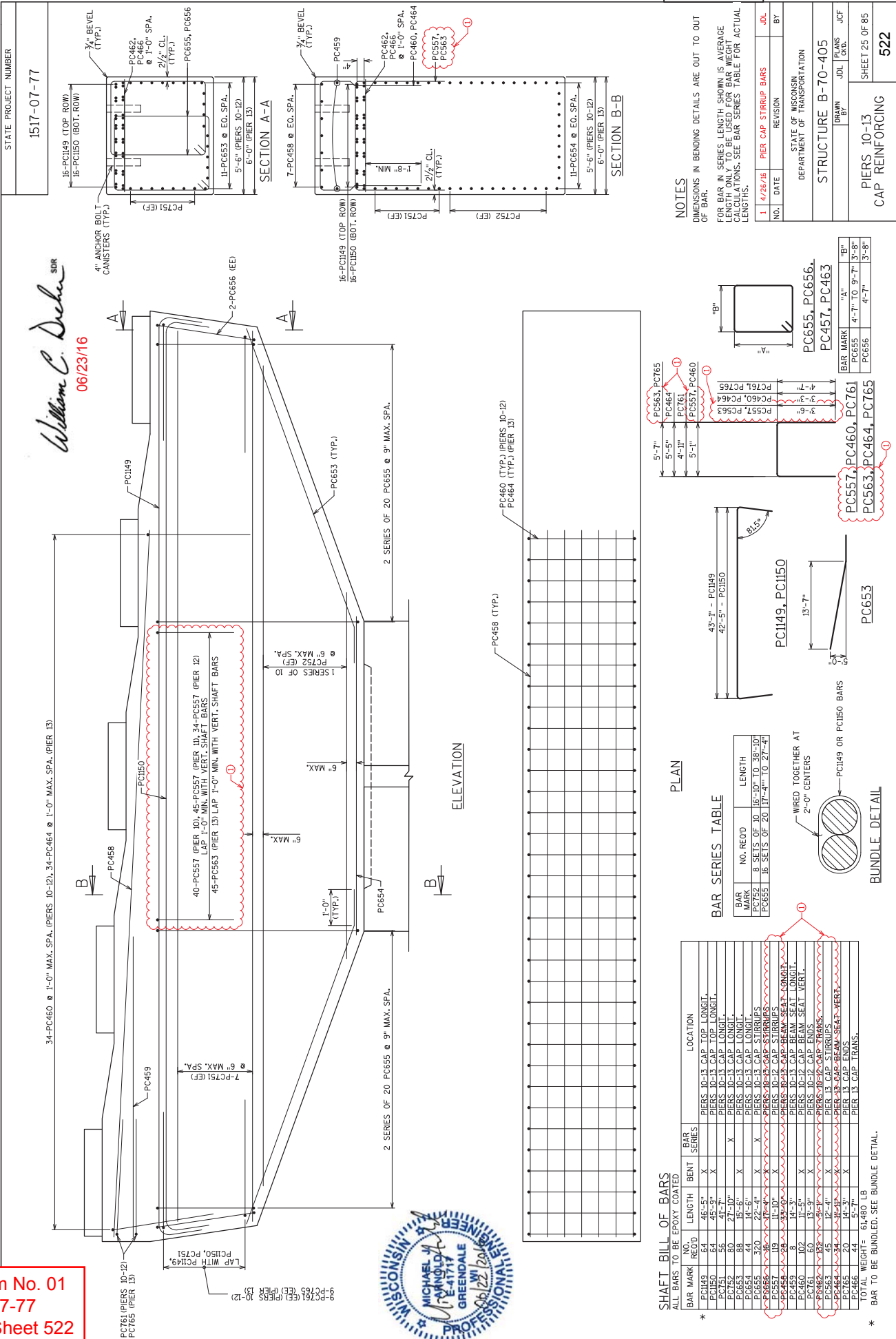
* BARS TO BE BUNDLED-SEE BUNDLE DETAIL.

Addendum No. 01
ID 1517-07-77
Revised Sheet 521
June 23, 2016

PROFESSIONAL ENGINEER
MICHAEL J. MAROLD
GREENDALE, IL
06/23/16
William C. Decker
06/23/16

Addendum No. 01
ID 1517-07-77
Revised Sheet 522
June 23, 2016

William C. Decker
SRP
06/23/16



STATE PROJECT NUMBER
1517-07-77

34-PC460 @ 1'-0" MAX. SPA. (PIERS 10-12), 34-PC464 @ 1'-0" MAX. SPA. (PIER 13)

40-PC557 (PIER 10), 45-PC557 (PIER 11), 34-PC557 (PIER 12)
LAP 1'-0" MIN. WITH VERT. SHAFT BARS

45-PC563 (PIER 13) LAP 1'-0" MIN. WITH VERT. SHAFT BARS

2-PC656 (EE)

4" ANCHOR BOLT CANISTERS (TYP.)

16-PC149 (TOP ROW)
16-PC150 (BOT. ROW)

PC458

PC459

PC460 (TYP.) (PIERS 10-12)
PC464 (TYP.) (PIER 13)

PC653 (TYP.)

2 SERIES OF 20 PC655 @ 9" MAX. SPA.

1 SERIES OF 10 PC752 (EF) @ 6" MAX. SPA.

1-0" (TYP.)

6" MAX.

6" MAX.

7-PC458 @ EO. SPA.

7/8" BEVEL (TYP.)

PC459

PC460 (TYP.) (PIERS 10-12)
PC464 (TYP.) (PIER 13)

PC466, PC466
PC466, PC466
PC460, PC464

PC557, PC563

1-PC653 @ EO. SPA.

5'-6" (PIERS 10-12)
6'-0" (PIER 13)

SECTION A-A

16-PC149 (TOP ROW)
16-PC150 (BOT. ROW)

PC751 (EF)

PC752 (EF)

1-PC654 @ EO. SPA.

5'-6" (PIERS 10-12)
6'-0" (PIER 13)

SECTION B-B

PC654

PC468 (TYP.)

PC460 (TYP.) (PIERS 10-12)
PC464 (TYP.) (PIER 13)

PC653 (TYP.)

2 SERIES OF 20 PC655 @ 9" MAX. SPA.

1 SERIES OF 10 PC752 (EF) @ 6" MAX. SPA.

1-0" (TYP.)

6" MAX.

6" MAX.

7-PC458 @ EO. SPA.

7/8" BEVEL (TYP.)

PC459

PC460 (TYP.) (PIERS 10-12)
PC464 (TYP.) (PIER 13)

PC466, PC466
PC466, PC466
PC460, PC464

PC557, PC563

1-PC653 @ EO. SPA.

5'-6" (PIERS 10-12)
6'-0" (PIER 13)

SECTION A-A

16-PC149 (TOP ROW)
16-PC150 (BOT. ROW)

PC751 (EF)

PC752 (EF)

1-PC654 @ EO. SPA.

5'-6" (PIERS 10-12)
6'-0" (PIER 13)

SECTION B-B

PC654

PC468 (TYP.)

PC460 (TYP.) (PIERS 10-12)
PC464 (TYP.) (PIER 13)

PC653 (TYP.)

2 SERIES OF 20 PC655 @ 9" MAX. SPA.

1 SERIES OF 10 PC752 (EF) @ 6" MAX. SPA.

1-0" (TYP.)

6" MAX.

6" MAX.

7-PC458 @ EO. SPA.

7/8" BEVEL (TYP.)

PC459

PC460 (TYP.) (PIERS 10-12)
PC464 (TYP.) (PIER 13)

PC466, PC466
PC466, PC466
PC460, PC464

PC557, PC563

1-PC653 @ EO. SPA.

5'-6" (PIERS 10-12)
6'-0" (PIER 13)

SHAFT BILL OF BARS

ALL BARS TO BE EPOXY COATED

BAR MARK	NO.	LENGTH	BENT	BAR SERIES	LOCATION
PC149	64	45'-5"	X		PIERS 10-13 CAP TOP LONGIT.
PC150	64	45'-5"	X		PIERS 10-13 CAP TOP LONGIT.
PC751	56	41'-7"		X	PIERS 10-13 CAP LONGIT.
PC752	80	27'-10"		X	PIERS 10-13 CAP LONGIT.
PC653	88	31'-6"		X	PIERS 10-13 CAP LONGIT.
PC655	320	22'-8"		X	PIERS 10-13 CAP STIRRUPS
PC656	16	17'-4"		X	PIERS 10-13 CAP STIRRUPS
PC557	119	11'-10"	X		PIERS 10-12 CAP BEAM SEAT LONGIT.
PC558	28	33'-9"	X		PIERS 10-12 CAP BEAM SEAT LONGIT.
PC660	102	11'-5"	X		PIERS 10-12 CAP BEAM SEAT LONGIT.
PC761	60	13'-9"	X		PIERS 10-12 CAP ENDS
PC462	132	61'-8"		X	PIERS 10-12 CAP TRANS.
PC553	45	12'-4"	X		PIER 13 CAP STIRRUPS
PC765	20	45'-3"	X		PIER 13 CAP ENDS
PC466	44	5'-7"	X		PIER 13 CAP TRANS.

TOTAL WEIGHT= 61,480 LB

* BAR TO BE BUNDLED. SEE BUNDLE DETAIL.

PLAN

43'-1" - PC149
42'-5" - PC150

PC1149, PC1150

13'-7"

PC653

Wired Together At 2'-0" Centers

PC1149 OR PC150 BARS

PC653

BUNDLE DETAIL

BAR SERIES TABLE

BAR MARK	NO. REQ'D	LENGTH
PC752	8	SETS OF 10 16'-10" TO 38'-10"
PC655	16	SETS OF 20 17'-4" TO 27'-4"

BAR MARK	"A"	"B"
PC655	4'-7"	3'-8"
PC656	4'-7"	3'-8"

PC655, PC656, PC457, PC463

PC557, PC460, PC761

PC563, PC464, PC765

PC557, PC563

PC460, PC464

PC653, PC765

PC464

PC557, PC460

PC563, PC464

PC653, PC765

PC557, PC563

PC460, PC464

PC653, PC765

PC557, PC563

PC460, PC464

PC653, PC765

NOTES

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

FOR BAR IN SERIES LENGTH SHOWN IS AVERAGE LENGTH ONLY TO BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

1 4/26/16 PIER CAP STIRRUP BARS JDL

NO. DATE REVISION BY

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

DESIGNER JDL

DATE JCF

PIERS 10-13

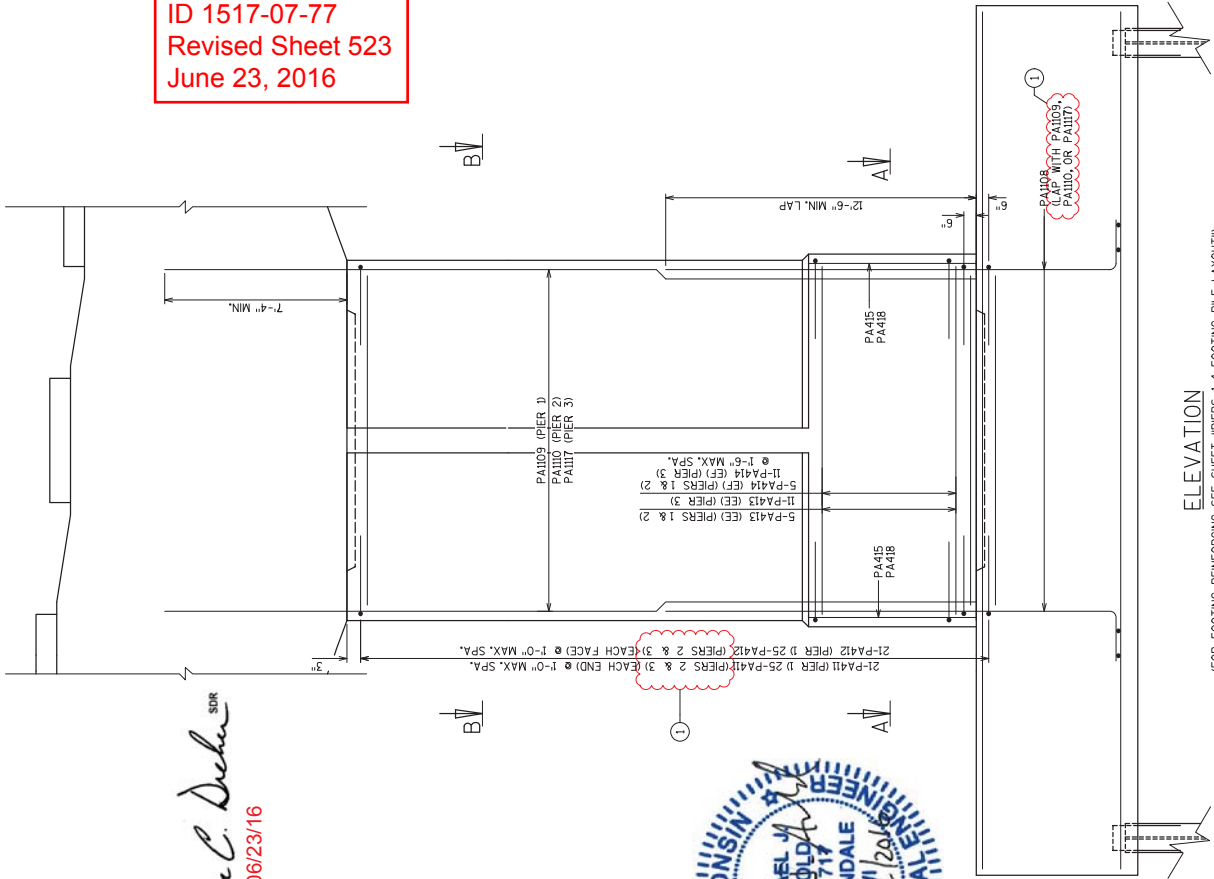
SHEET 25 OF 85

522

DATE: 6/22/2016

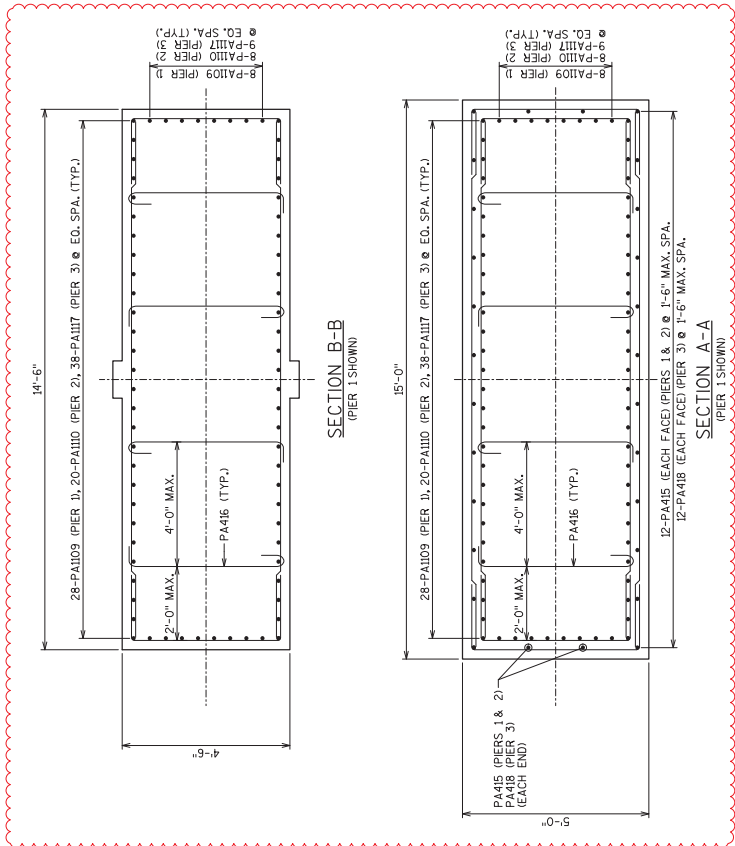
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STATE PROJECT NUMBER
1517-07-77



Addendum No. 01
ID 1517-07-77
Revised Sheet 523
June 23, 2016

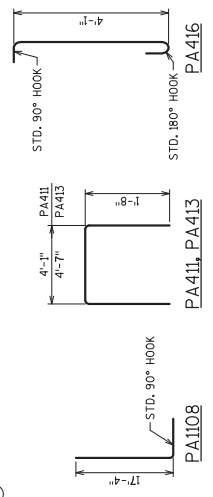
William C. Decker
SDR
06/23/16



SHAFT BILL OF BARS
ALL BARS TO BE EPOXY COATED

BAR MARK	NO.	RECD.	LENGTH	BENT	SERIES	LOCATION
PA108	222		19'-0"	X		PIERS 1-3 SHAFT DOWEL
PA109	172		27'-5"			PIER 3 SHAFT VERT.
PA110	142		7'-3"			PIERS 1-3 SHAFT STIRRUPS
PA411	142		14'-1"	X		PIERS 1-3 SHAFT STIRRUPS
PA412	42		7'-9"	X		PIERS 1-3 SHAFT BASE STIRRUPS
PA413	42		14'-7"			PIERS 1-3 SHAFT BASE STIRRUPS
PA414	42		14'-7"			PIERS 1-3 SHAFT BASE STIRRUPS
PA415	284		5'-2"	X		PIERS 1-3 SHAFT TIE BARS
PA416	94		31'-4"			PIER 3 SHAFT VERT.
PA417	28		14'-2"			PIER 3 SHAFT BASE VERT.
TOTAL WEIGHT = 61840 LB						

NOTES
ALTERNATE THE POSITION OF THE 90° BEND AND 180° BEND OF THE PAIR BARS AT EVERY VERTICAL LAYER, TIE IN WITH EACH LAYER OF PA411 & PA412. FOR FOOTING REINFORCING DETAILS SEE "PIERS 1-4 FOOTING PILE LAYOUT".
FOR CAP REINFORCING DETAILS SEE "PIERS 1-3, 5-8 CAP REINFORCING".
FOR PIER DIMENSIONS SEE "PIERS 1-3 LAYOUT"



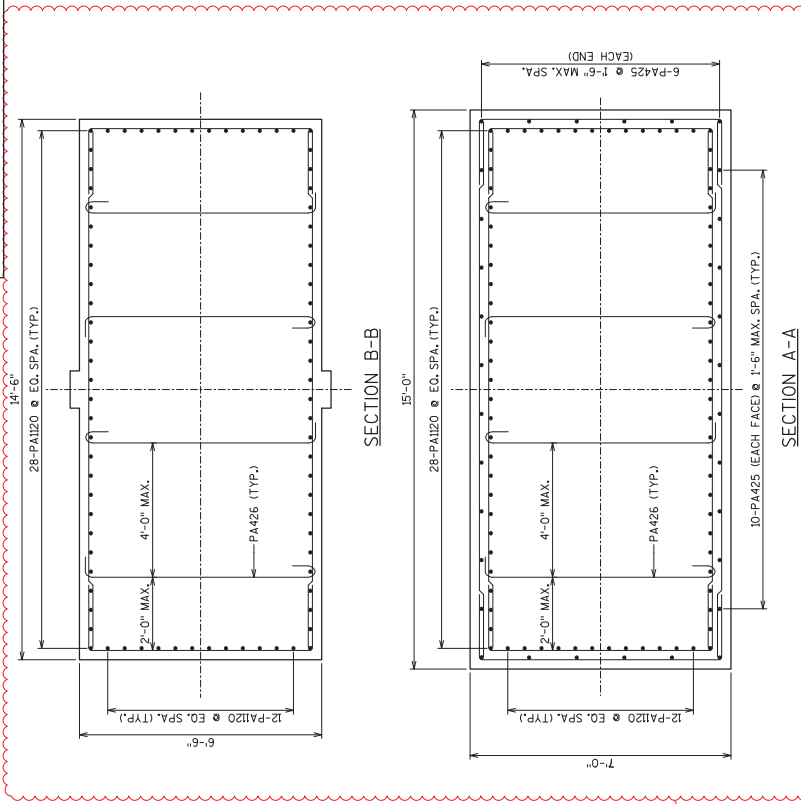
NO.	DATE	REVISION	BY
1	6/6/16	SHAFT TIE BARS AND NOTE	JDL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURE B-70-405
DESIGNED BY: JDL
CHECKED BY: JCF
PIERS 1-3
SHAFT REINFORCING
SHEET 26 OF 85
523

ELEVATION
(FOR FOOTING REINFORCING SEE SHEET "PIERS 1-4 FOOTING PILE LAYOUT")

STATE PROJECT NUMBER

1517-07-77

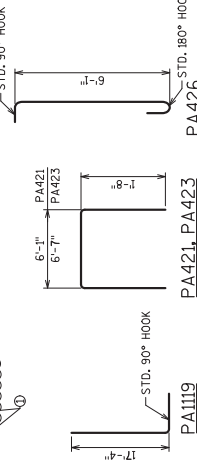


SHAFT BILL OF BARS
ALL BARS TO BE EPOXY COATED

BAR MARK	NO.	REQD	LENGTH	BENT	SERIES	LOCATION
PA119	80	35-0'	X			PIER 4 SHAFT DOWEL
PA120	80	35-6'	X			PIER 4 SHAFT VERT.
PA422	58	14'-1"	X			PIER 4 SHAFT STIRRUPS
PA423	16	9'-9"	X			PIER 4 SHAFT BASE STIRRUPS
PA424	16	14'-7"	X			PIER 4 SHAFT BASE STIRRUPS
PA425	32	10'-7"	X			PIER 4 SHAFT BASE VERT.
PA426	48	25'-0"	X			PIER 4 SHAFT TIE BARS
TOTAL WEIGHT 25,300 LB						

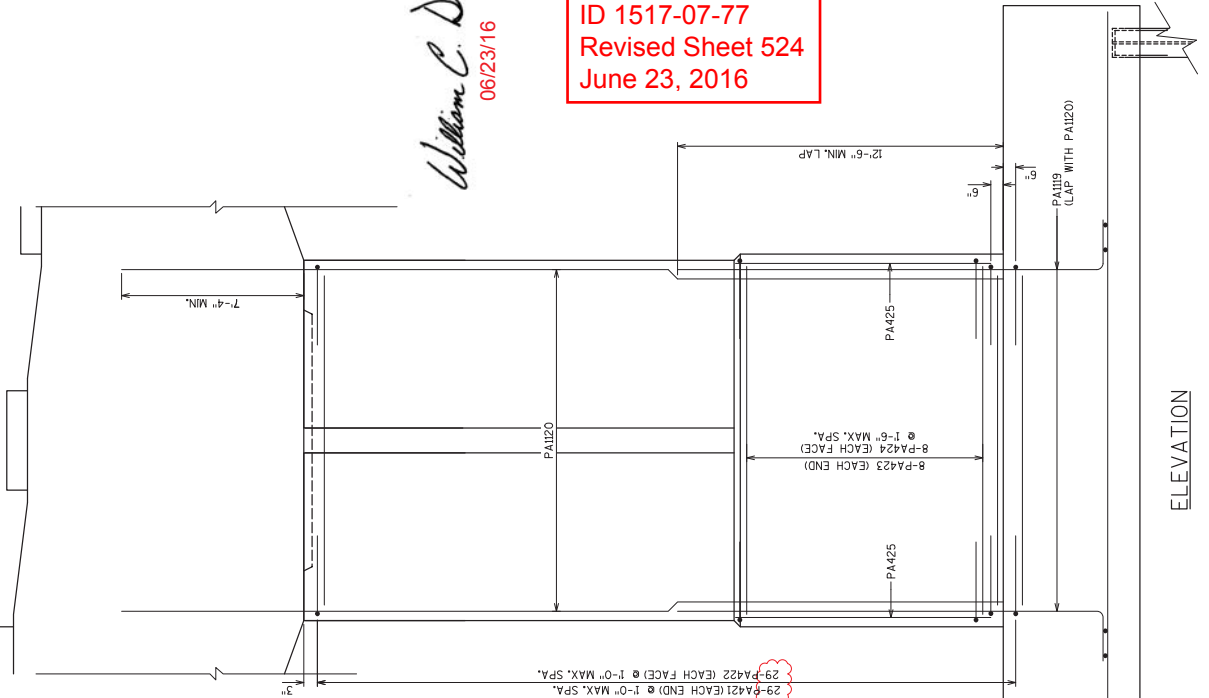
NOTES

ALTERNATE THE POSITION OF THE 90° BEND AND 180° BEND OF THE PA426 BARS AT EVERY 180° TURN OF THE PIER, TIE IN WITH EACH LAYER OF PA421 & PA423.
FOR FOOTING REINFORCING DETAILS SEE "PIERS 1-4 FOOTING PILE LAYOUT".
FOR CAP REINFORCING DETAILS SEE "PIER 4 CAP REINFORCING".
FOR PIER DIMENSIONS SEE "PIER 4 LAYOUT"



William C. Decker SR
06/23/16

Addendum No. 01
ID 1517-07-77
Revised Sheet 524
June 23, 2016



ELEVATION



NO.	DATE	REVISION	BY
1	6/6/16	SHAFT TIE BARS, REBAR	JDL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

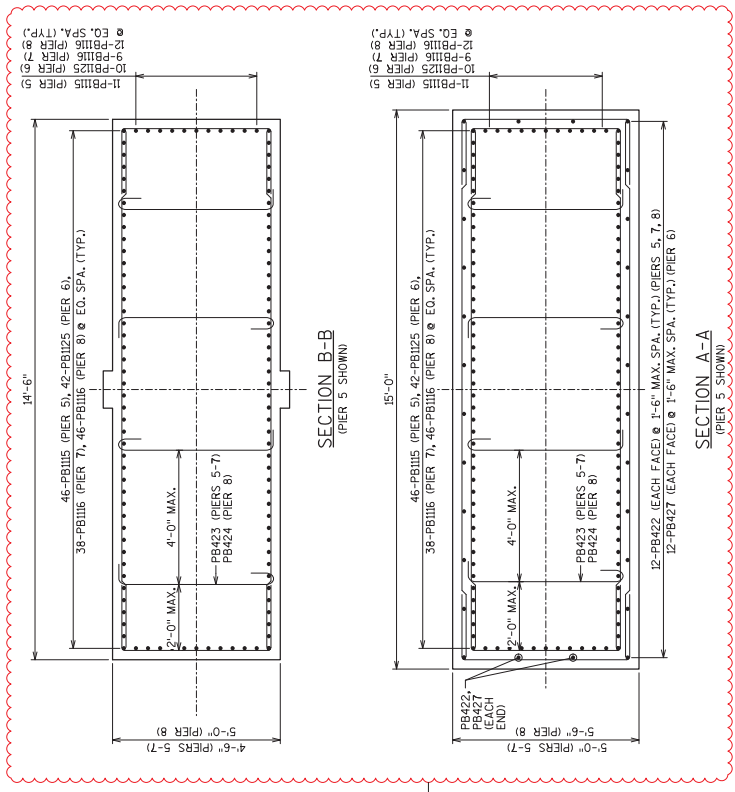
STRUCTURE B-70-405

DESIGNED BY	PA421, PA423
CHECKED BY	PA421, PA423
DATE	06/22/16
SHEET	27 OF 85
PROJECT	PIER 4
CONTRACT	SHAFT REINFORCING
SHEET NO.	524

STATE PROJECT NUMBER
1517-07-77

William C. Dehn SR
06/23/16

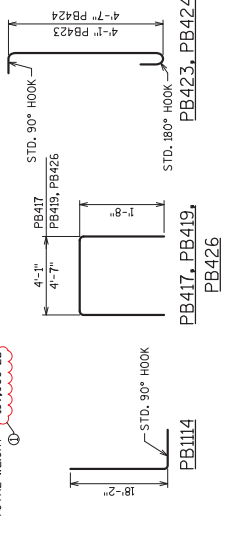
Addendum No. 01
ID 1517-07-77
Revised Sheet 525
June 23, 2016



SHAFT BILL OF BARS
ALL BARS TO BE EPOXY COATED

BAR MARK	NO.	RECD	LENGTH	BENT	BAR SERIES	LOCATION
PB114	428	19'-10"	X		PIERS 5-8 SHAFT DOWEL	
PB115	114	45'-6"	X		PIER 5 SHAFT VERT.	
PB116	255	49'-2"	X		PIERS 5-8 SHAFT VERT.	
PB117	255	49'-2"	X		PIERS 5-8 SHAFT VERT.	
PB118	346	14'-1"	X		PIERS 5-8 SHAFT STIRRUPS	
PB119	60	7'-9"	X		PIERS 5-7 SHAFT BASE STIRRUPS	
PB120	18	8'-3"	X		PIER 8 SHAFT BASE STIRRUPS	
PB121	18	15'-7"	X		PIERS 5-8 SHAFT BASE STIRRUPS	
PB122	18	15'-7"	X		PIERS 5-8 SHAFT BASE STIRRUPS	
PB123	512	5'-2"	X		PIERS 5-7 SHAFT TIE BARS	
PB124	116	5'-8"	X		PIER 8 SHAFT TIE BARS	
PB125	108	54'-10"	X		PIER 6 SHAFT VERT.	
PB126	98	15'-2"	X		PIERS 5, 7 & 8 SHAFT STIRRUPS	
PB127	98	15'-2"	X		PIER 8 SHAFT STIRRUPS	
TOTAL WEIGHT: 16,060 LB						

NOTES
ALTERNATE THE POSITION OF THE 90° BEND AND 180° BEND OF THE PB123 OR PB124 BARS AT EVERY VERTICAL LAYER, TIE IN WITH EACH LAYER OF PB121, PB126, OR PB26.
FOR FOOTING REINFORCING DETAILS SEE "PIERS 5, 7-9 FOOTING PILE LAYOUT" OR "PIER 6 SPREAD FOOTING LAYOUT".
FOR CAP REINFORCING DETAILS SEE "PIERS 1-3, 5-8 CAP REINFORCING".
FOR PIER DIMENSIONS SEE "PIERS 5-8 LAYOUT".



ELEVATION

(FOR FOOTING REINFORCING SEE SHEET "PIERS 5, 7-9 FOOTING PILE LAYOUT" OR "PIER 6 SPREAD FOOTING LAYOUT")

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURE B-70-405
PIERS 5-8
SHAFT REINFORCING

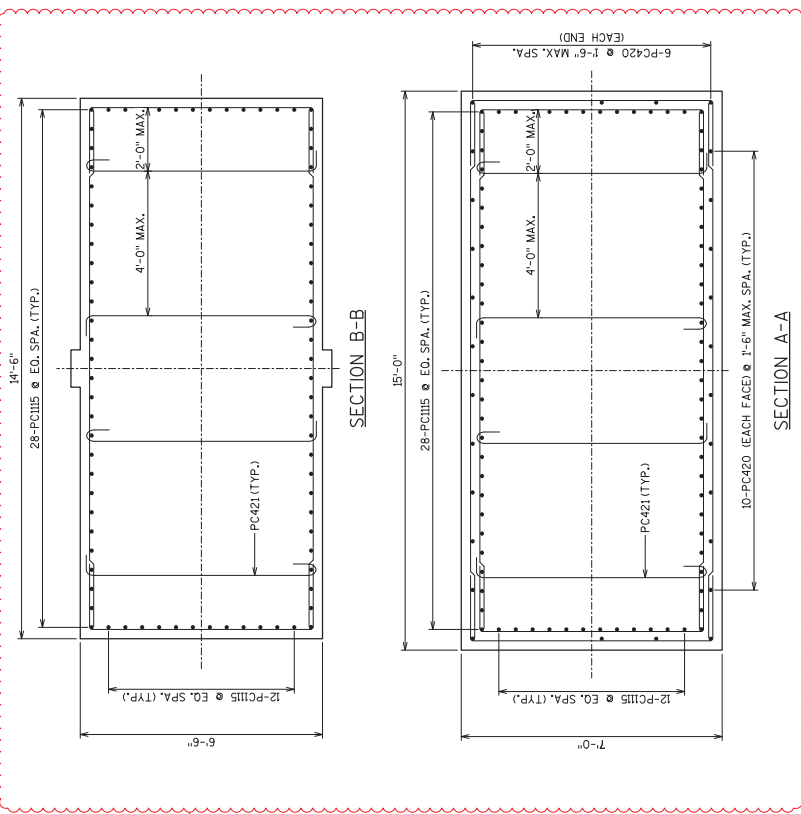
NO. DATE REVISION BY
1 6/6/16 SHAFT TIE BARS & CALL OUTS JDL

DESIGNED BY: JDL
CHECKED BY: JCF
DRAWN BY: JCF

SHEET 28 OF 85
525



STATE PROJECT NUMBER
1517-07-77

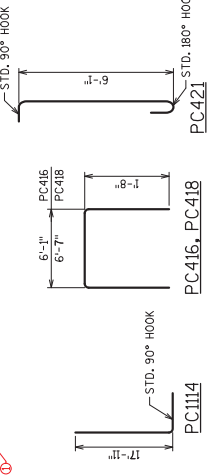


SHAFT BILL OF BARS
ALL BARS TO BE EPOXY COATED

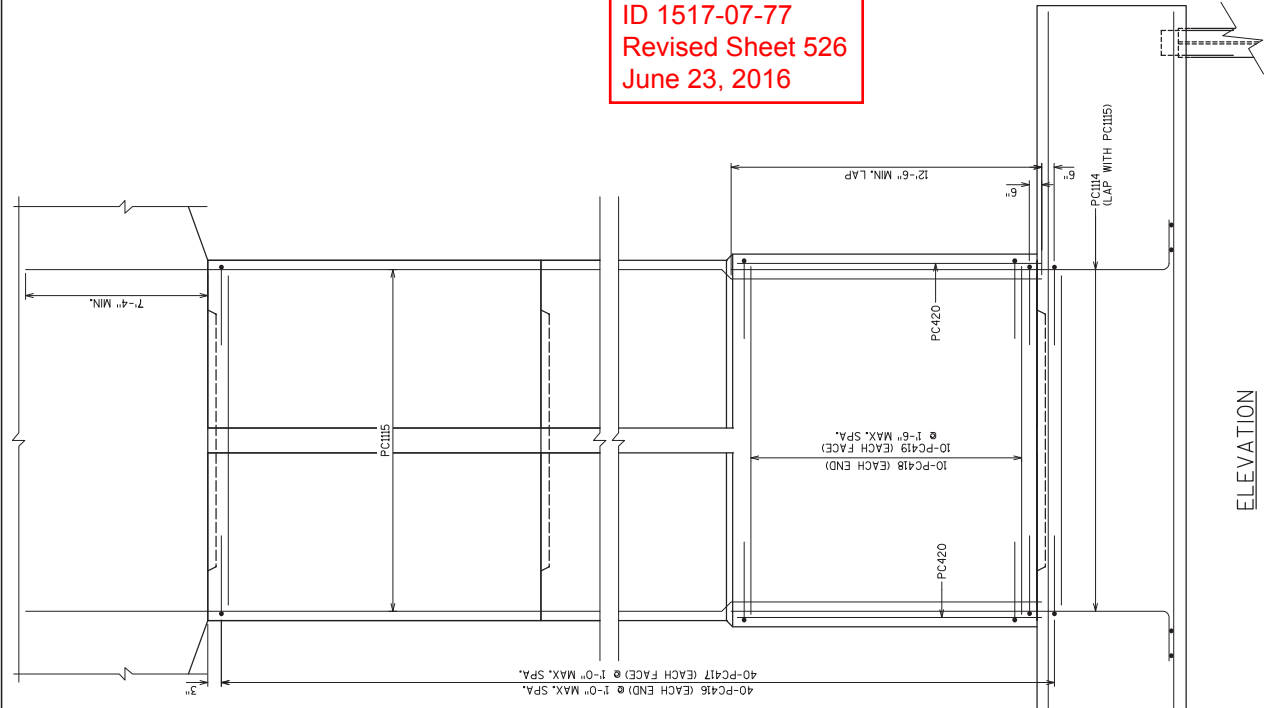
BAR MARK	NO.	LENGTH	BENT	LOCATION
PC1114	80	19'-10"	X	PIER 9 SHAFT DOWEL
PC1115	80	45'-9"	X	PIER 9 SHAFT VERT.
PC416	80	9'-3"	X	PIER 9 SHAFT STIRRUPS
PC417	80	9'-3"	X	PIER 9 SHAFT STIRRUPS
PC418	20	14'-6"	X	PIER 9 SHAFT BASE STIRRUPS
PC420	32	12'-3"	X	PIER 9 SHAFT BASE VERT.
PC421	160	2'-2 1/2"	X	PIER 9 SHAFT TIE BARS
TOTAL WEIGHT: 30,490 LB.				

NOTES

ALTERNATE THE POSITION OF THE 90° BEND TO THE POSITION OF THE VERTICAL LAYER, TIE IN WITH EACH LAYER OF PC416 & PC417.
FOR FOOTING REINFORCING DETAILS SEE "PIERS 9-13 FOOTING PILE LAYOUT".
FOR CAP REINFORCING DETAILS SEE "PIER 9 CAP REINFORCING".
FOR PIER DIMENSIONS SEE "PIER 9 LAYOUT".



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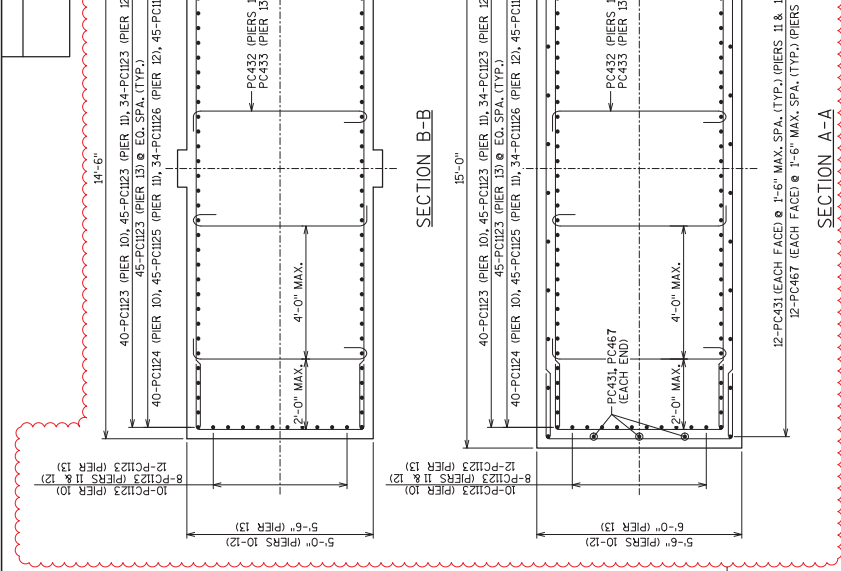


William C. Decker
SQR
06/23/16



ELEVATION

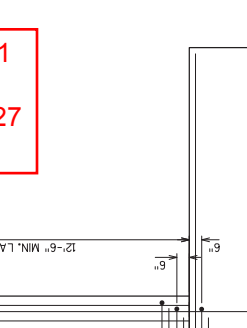
STATE PROJECT NUMBER
1517-07-77



SECTION B-B
SECTION A-A

SHAFT BILL OF BARS
ALL BARS TO BE EPOXY COATED

BAR MARK	NO.	RECD	LENGTH	BENT	BAR SERIES	LOCATION
PC1122	404	20'-3"	X		PIERS 10-13 SHAFT DOWEL	
PC1123	404	37'-8"	X		PIERS 10-13 SHAFT VERT.	
PC1124	100	22'-3"	X		PIER 10 SHAFT VERT.	
PC1125	100	22'-3"	X		PIER 11 SHAFT VERT.	
PC1126	198	20'-7"	X		PIERS 12 & 13 SHAFT VERT.	
PC427	242	7'-9"	X		PIERS 10-12 SHAFT STIRRUPS	
PC428	322	16'-9"	X		PIERS 10-13 SHAFT STIRRUPS	
PC429	322	16'-9"	X		PIERS 10-13 SHAFT STIRRUPS	
PC430	80	14'-7"	X		PIERS 10-13 SHAFT BASE STIRRUPS	
PC431	60	12'-3"	X		PIERS 10-12 SHAFT TIE BARS	
PC432	484	5'-8"	X		PIERS 10-12 SHAFT TIE BARS	
PC433	160	6'-2"	X		PIER 13 SHAFT TIE BARS	
PC434	60	14'-0"	X		PIERS 10-13 SHAFT STIRRUPS	
PC435	60	14'-0"	X		PIERS 10 & 13 SHAFT BASE VERT.	
TOTAL WEIGHT: 177,920 LB						



ELEVATION

NOTES
ALTERNATE THE POSITION OF THE 90° BEND AND 180° BEND OF THE PC432 OR PC433 BARS AT EVERY 180° BEND TO THE TIE IN WITH EACH LAYER OF PC427, PC428 & PC434.
FOR FOOTING REINFORCING DETAILS SEE "PIERS 10-13 FOOTING PILE LAYOUT".
FOR CAP REINFORCING DETAILS SEE "PIERS 10-13 CAP REINFORCING".
FOR PIER DIMENSIONS SEE "PIERS 10-13 LAYOUT".

NO.	DATE	REVISION	BY
1	6/6/16	SHAFT TIE BAR, UPDATED REBAR	JDL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURE B-70-405
PIERS 10-13
SHAFT REINFORCING

DATE: 6/22/2016

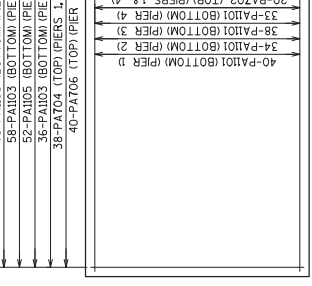
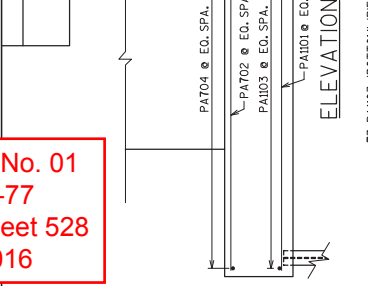
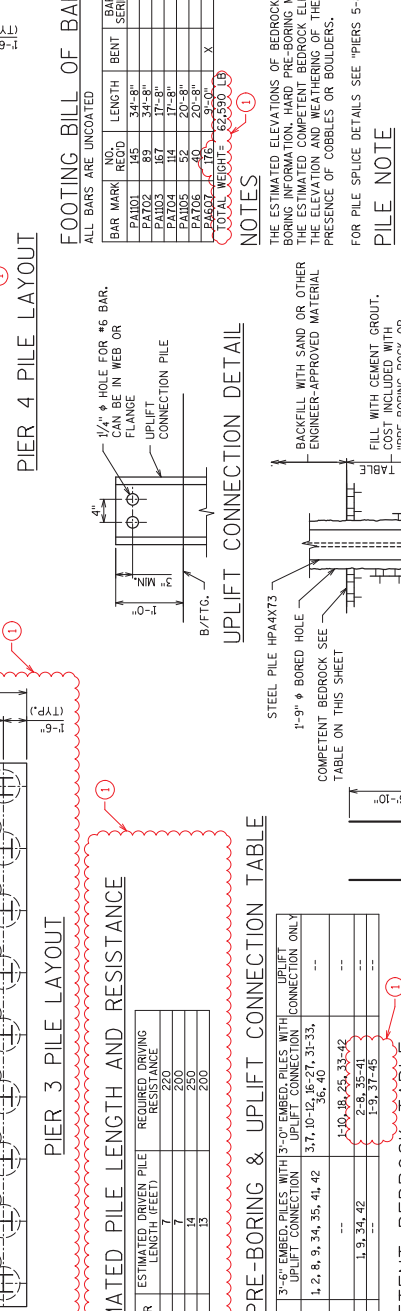
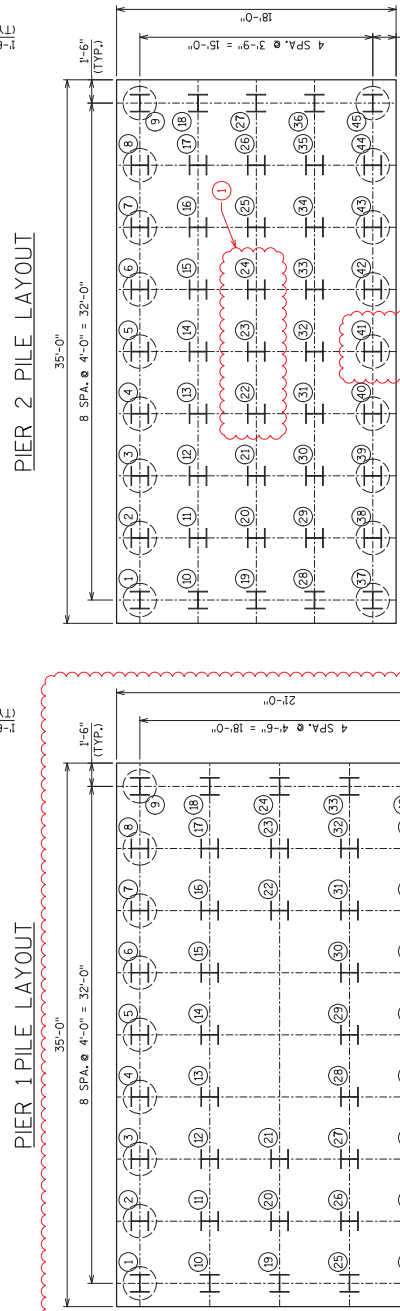
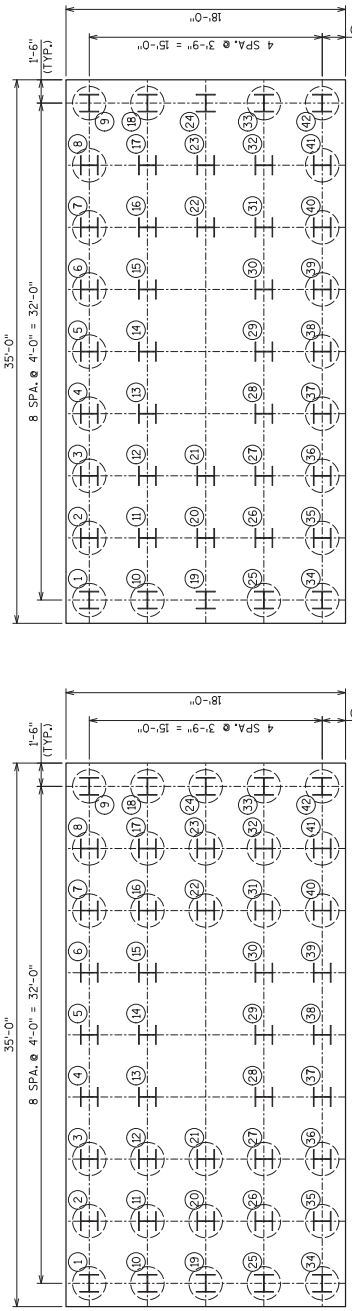
William C. Decker SR
06/23/16

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FOOTING REINFORCING
PLAN

73-PA103 (BOTTOM) (PIER 1)
56-PA103 (BOTTOM) (PIER 2)
52-PA105 (BOTTOM) (PIER 3)
36-PA103 (BOTTOM) (PIER 4)
38-PA104 (TOP) (PIERS 1, 2, 4)
40-PA106 (TOP) (PIER 3)

40-PA101 (BOTTOM) (PIER 1)
34-PA101 (BOTTOM) (PIER 2)
38-PA101 (BOTTOM) (PIER 3)
33-PA101 (BOTTOM) (PIER 4)
20-PA102 (TOP) (PIERS 1 & 4)
20-PA102 (TOP) (PIER 2)
25-PA102 (TOP) (PIER 3)

FOOTING BILL OF BARS

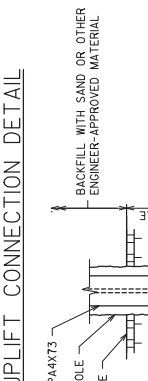
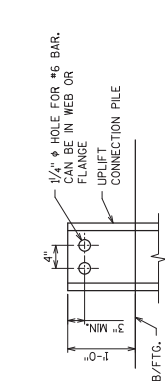
ALL BARS ARE UNCOATED

BAR MARK	NO.	RECD	LENGTH	BENT	BAR SERIES	LOCATION
PA101	145	34'-8"				PIERS 1, 2, 4 FOOTING BOT. LONGIT.
PA102	89	34'-8"				PIERS 1, 2, 4 FOOTING TOP LONGIT.
PA103	174	17'-8"				PIERS 1, 2, 4 FOOTING TOP TRANS.
PA104	174	17'-8"				PIERS 1, 2, 4 FOOTING TOP TRANS.
PA105	52	20'-8"				PIER 3 FOOTING BOT. TRANS.
PA106	40	20'-8"				PIER 3 FOOTING TOP TRANS.
PA107	40	20'-8"				PIERS 1-4 FOOTING-PILE UPLIFT BAR
TOTAL REQUIRED						62,550 LB

LEGEND
● INDICATES PILE NUMBER
○ PREFORING WITH UPLIFT CONNECTION

NOTES
THE ESTIMATED ELEVATIONS OF BEDROCK ARE BASED ON THE AVAILABLE BORING INFORMATION. PREFORING MAY BE REQUIRED ABOVE OR BELOW THE ESTIMATED ELEVATION OF BEDROCK AND THE POSSIBILITY OF PRESENCE OF COBBLES OR BouldERS.

FOR PILE SPlice DETAILS SEE 'PIERS 5-8 FOOTING PILE LAYOUT'.
PIERS ARE TO BE SUPPORTED ON HP44X73 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE PER PILE AS SHOWN IN THE TABLE ON THIS SHEET. UPLIFT LOADS ARE PRE-BORED AND SOCKETED INTO SOLID ROCK, AND THESE PILES ARE NOT DRIVEN. ALL PILES THAT ARE NOT PREFORED SHALL BE PILE POINTS. SEE TABLE ON THIS SHEET FOR ROCK EMBEDMENT LENGTHS.



ESTIMATED PILE LENGTH AND RESISTANCE

PIER	ESTIMATED DRIVEN PILE LENGTH (FEET)	REQUIRED DRIVING RESISTANCE
1	7	220
2	7	200
3	15	200
4	15	200

PILE PRE-BORING & UPLIFT CONNECTION TABLE

PIER	3'-6" EMBED. PILES WITH UPLIFT CONNECTION	EMBED. PILES WITH UPLIFT CONNECTION	CONNECTION ONLY
1	1, 2, 8, 9, 34, 35, 41, 42	3, 7, 10, 12, 16, 27, 31, 33, 36, 40	---
2	---	1, 10, 18, 25, 33, 42	---
3	1, 9, 34, 42	2, 8, 35, 41	---
4	---	1, 9, 37, 45	---

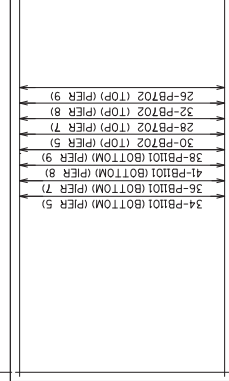
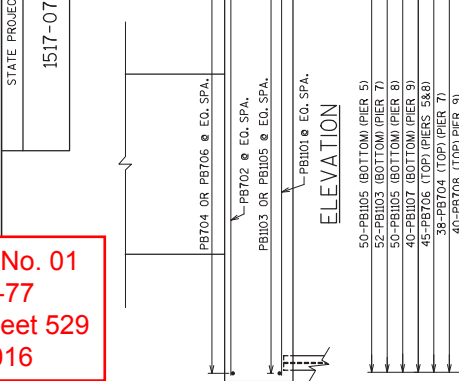
COMPETENT BEDROCK TABLE

PIER	COMPETENT BEDROCK ELEVATION
1	746.60
2	746.60
3	742.30
4	742.00



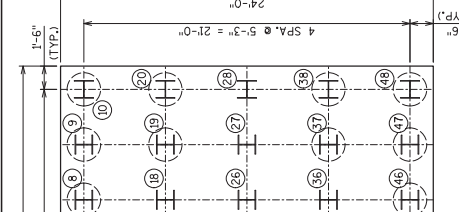
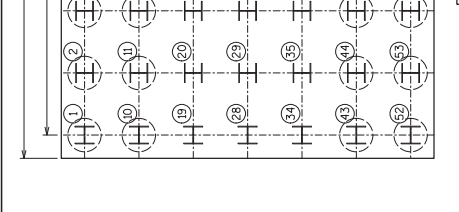
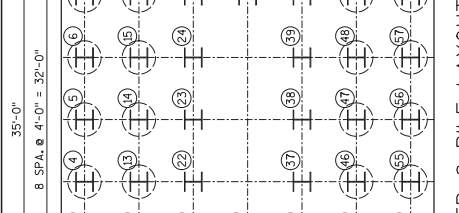
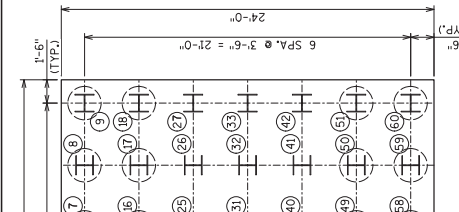
William C. Decker
06/23/16

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June 23, 2016



William C. Decker
 SUR
06/23/16

MICHAEL J. GREENDALE
 E-11717
 PROFESSIONAL ENGINEER
 WISCONSIN



COMPETENT BEDROCK TABLE

PIER	COMPETENT BEDROCK EL.
7	740.70
8	739.70
9	743.70

ESTIMATED DRIVEN PILE REQUIRED DRIVING RESISTANCE

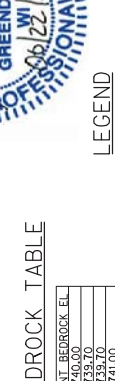
PIER	ESTIMATED DRIVEN PILE LENGTH (FEET)	REQUIRED DRIVING RESISTANCE
5	9	235
8	9	220
7	10	250

FOOTING BILL OF BARS

BAR MARK	NO. RECD	LENGTH	BENT	BAR SERIES	LOCATION
PB101	149	34'-8"	X		PIERS 5, 7-9 FOOTING BOT. LONGI.
PB102	106	34'-8"	X		PIERS 5, 7-9 FOOTING TOP LONGI.
PB103	38	20'-8"	X		PIER 7 FOOTING TOP TRANS.
PB104	38	20'-8"	X		PIER 7 FOOTING BOT. TRANS.
PB105	90	23'-8"	X		PIERS 5, 8 FOOTING BOT. TRANS.
PB106	90	23'-8"	X		PIERS 5, 8 FOOTING TOP TRANS.
PB702	40	17'-8"	X		PIER 9 FOOTING BOT. TRANS.
PB704	40	17'-8"	X		PIER 9 FOOTING TOP TRANS.
PB706	224	34'-0"	X		PIERS 5, 7-9 FOOTING PILE UPLIFT BAR
PB609	68	14'-0"	X		IF DOUBLER PLATE IS PLACED FIRST
TOTAL WEIGHT: 68,140 LB					

PILE PRE-BORING & UPLIFT CONNECTION TABLE

PIER	3'-6" EMBED. PILES WITH UPLIFT CONNECTION	3'-0" EMBED. PILES WITH UPLIFT CONNECTION	CONNECTION ONLY
5	1-3, 8-10, 39-41, 46-48	4-7, 11-2, 19, 20, 29, 30, 37, 38, 42-45	---
7	---	1-4, 6-11, 39-42	---
8	1-4, 6-9, 32-55, 57-60	5, 10-18, 43-51, 56	---
9	1-4, 6-9, 34-37, 39-42	5, 10, 12, 13, 19, 24-26,	---



LEGEND

INDICATES PILE NUMBER

PREBORING WITH UPLIFT CONNECTION

1 4/25/16 UPDATED TABLES, UPLIFT BARS

NO. DATE REVISION BY

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

PIERS 5, 7-9 FOOTING PILE LAYOUT

SHEET 32 OF 85

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NOTES

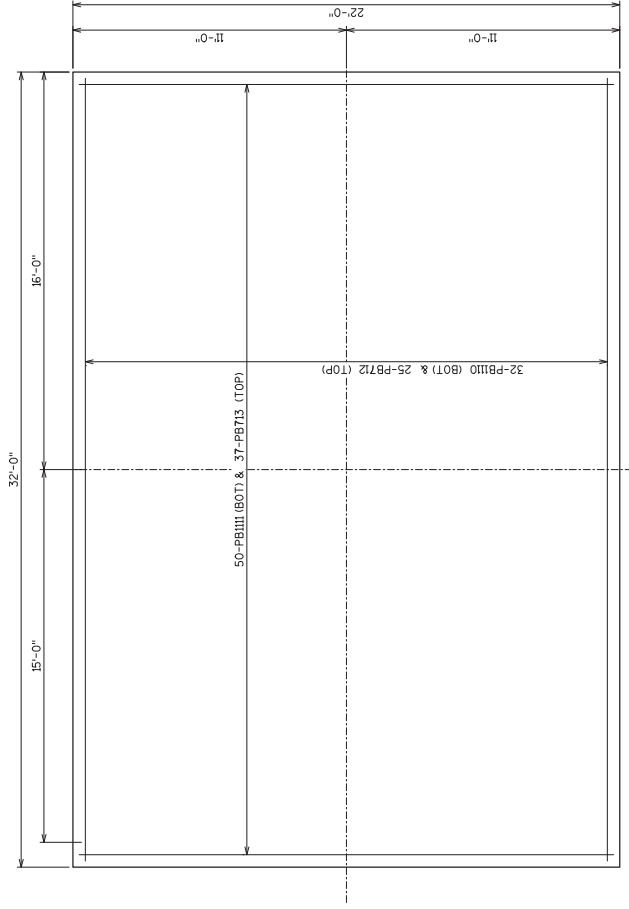
THE ESTIMATED ELEVATIONS OF BEDROCK ARE BASED ON THE AVAILABLE BORING INFORMATION. HARDENED BORING SHOULD BE REQUIRED ABOVE OR BELOW THE ESTIMATED ELEVATION OF BEDROCK TO VERIFY THE ACTUAL ELEVATION AND WEATHERING OF THE BEDROCK AND THE POSSIBILITY OF PRESENCE OF COBBLES OR BouldERS.

FOR UPLIFT CONNECTION AND PILE ANCHOR DETAILS SEE "PIERS 1-4 FOOTING PILE LAYOUT".

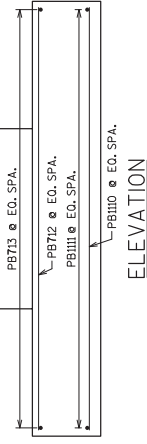
PIERS ARE TO BE SUPPORTED ON HPX73 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE PER PILE AS SHOWN IN THE TABLE ON THIS SHEET AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION. PILES SUBJECT TO LATERAL LOADS ARE TO BE DRIVEN TO A REQUIRED DRIVING RESISTANCE PER PILE AS SHOWN IN THE TABLE ON THIS SHEET FOR ROCK EMBEDMENT LENGTHS.

STATE PROJECT NUMBER
1517-07-77

William C. Decker SDR
06/23/16



PIER 6 FOOTING LAYOUT



ELEVATION

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ID 1517-07-77
Revised Sheet 530
June 23, 2016



FOOTING BILL OF BARS

ALL BARS ARE UNCOATED

BAR MARK	NO.	LENGTH	BENT	BAR SERIES	LOCATION
PB1110	32	34'-8"			PIER 6 FOOTING BOT-LONGIT.
PB1111	20	51'-8"			PIER 6 FOOTING BOT-TRANS.
PB712	25	51'-8"			PIER 6 FOOTING BOT-TRANS.
PB713	37	22'-8"			PIER 6 FOOTING TOP-TRANS.
TOTAL WEIGHT =					14,400 LB

FOUNDATION NOTE

PIER 6 TO BE SUPPORTED ON A CONCRETE SEAL POURED ON SOUND BEDROCK WITH A MINIMUM UNWEIGHTED AVERAGE OF 2000 PSI. THE GEOTECHNICAL ENGINEER WITH THREE DAYS NOTICE TO DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION IF BEDROCK CAN BE MADE VISIBLE PRIOR TO CONSTRUCTION OF THE PIER FOOTING.
PRIOR TO POURING OF CONCRETE SEAL, BEDROCK SHALL BE CLEARED OF ALL LOOSE STONES AND SOILS. COST IS INCIDENTAL TO "CONCRETE MASONRY SEAL".

NO.	DATE	DESCRIPTION	BY
1	6/6/16	UPDATED REBAR	JDL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURE B-70-405
DESIGNED BY JDL
CHECKED BY JCF
PIER 6 SPREAD
FOOTING LAYOUT
SHEET 33 OF 85
530

STATE PROJECT NUMBER
1517-07-77

William C. Decker SDR
06/23/16

BEARING LEGEND
 • MULTIROTATIONAL FIXED
 • MULTIROTATIONAL UNDERDIRECTIONAL (GUIDED)
 • ARROWHEADS DENOTE MOVEMENT DIRECTIONS.

NOTE:
 SEE BEARING DETAILS SHEET FOR TYPICAL BEARING DETAILS.
 DIMENSIONS SHOW ALONG RAMP FWS



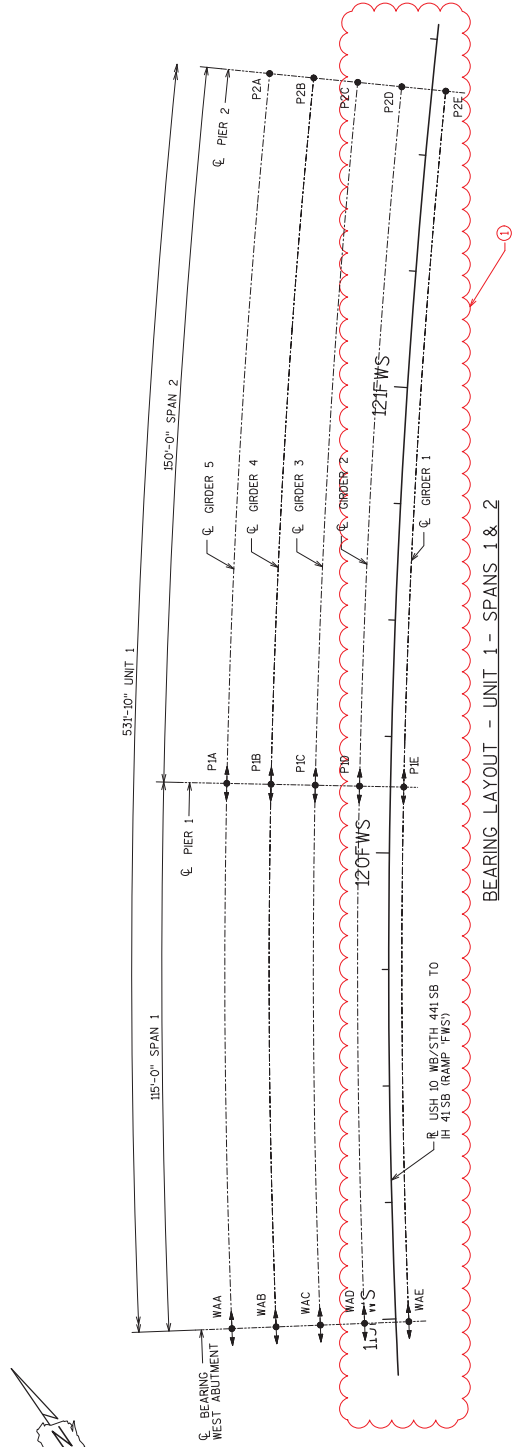
NO.	DATE	ADDED REFERENCE LINE AND NOTE	JDL	BY
1	4/22/16			

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

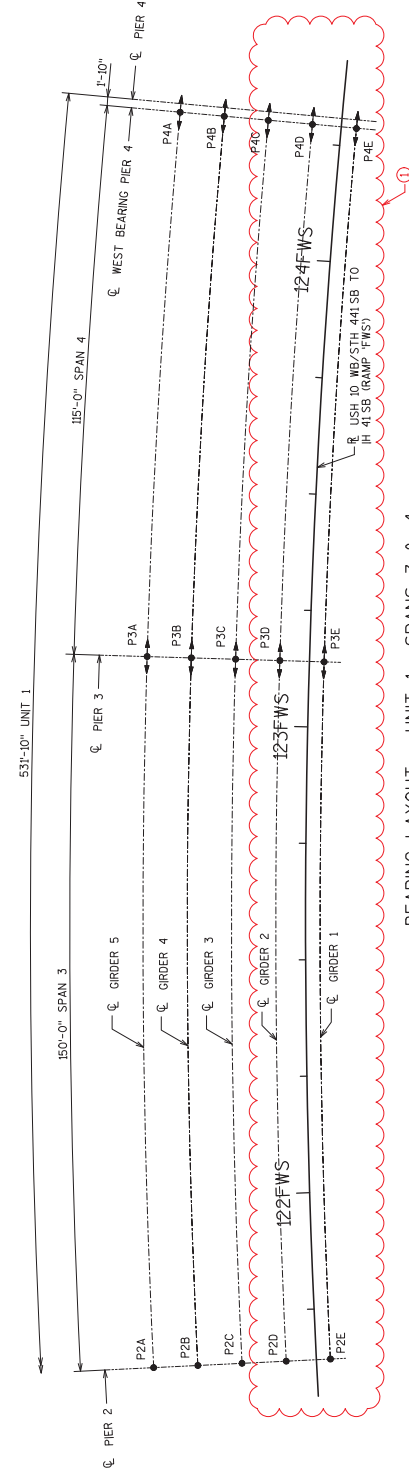
STRUCTURE B-70-405
DESIGNED BY EAN
DRAWN BY MJA

BEARING LAYOUT SHEET 35 OF 85
UNIT 1 532

Addendum No. 01
ID 1517-07-77
Revised Sheet 532
June 23, 2016



BEARING LAYOUT - UNIT 1 - SPANS 1 & 2

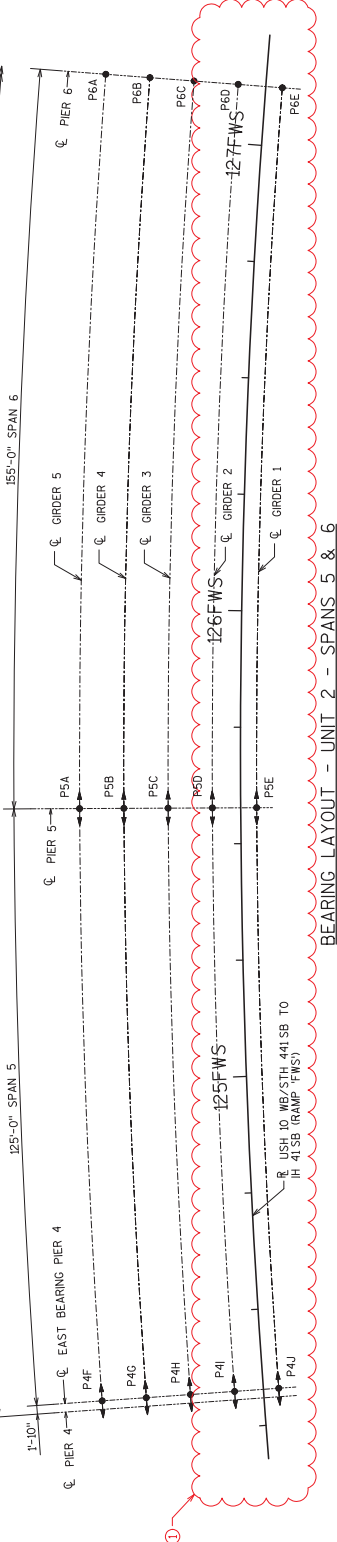


BEARING LAYOUT - UNIT 1 - SPANS 3 & 4

STATE PROJECT NUMBER

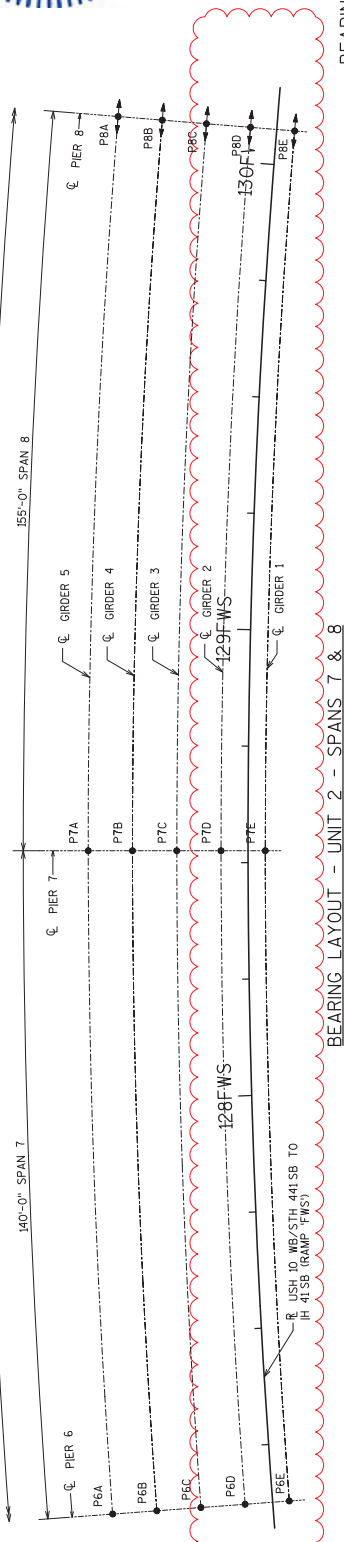
1517-07-77

736'-8" UNIT 2



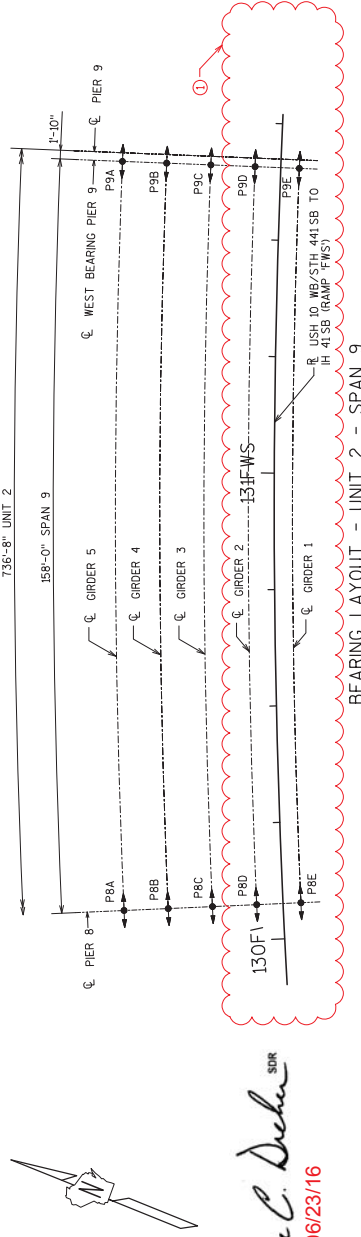
BEARING LAYOUT - UNIT 2 - SPANS 5 & 6

736'-8" UNIT 2



BEARING LAYOUT - UNIT 2 - SPANS 7 & 8

736'-8" UNIT 2



BEARING LAYOUT - UNIT 2 - SPAN 9



BEARING LEGEND

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

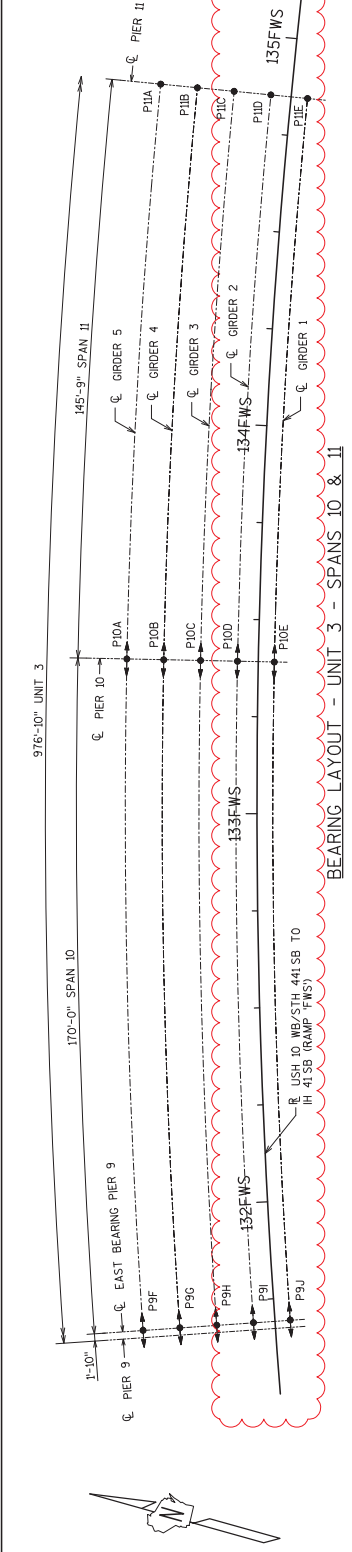
NOTES:
 SEE BEARING DETAILS SHEET FOR TYPICAL BEARING DETAILS.
 DIMENSIONS SHOW ALONG R RAMP FWS

NO.	DATE	REVISION	BY
1	4/22/16	ADDED REFERENCE LINE AND NOTE	JDL

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 533
 June 23, 2016

William C. Decker, SDR
 06/23/16

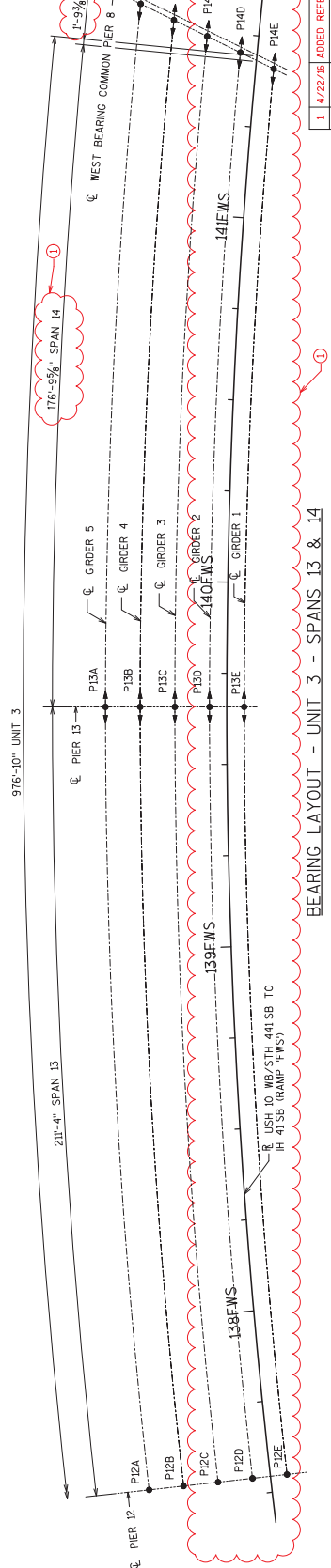
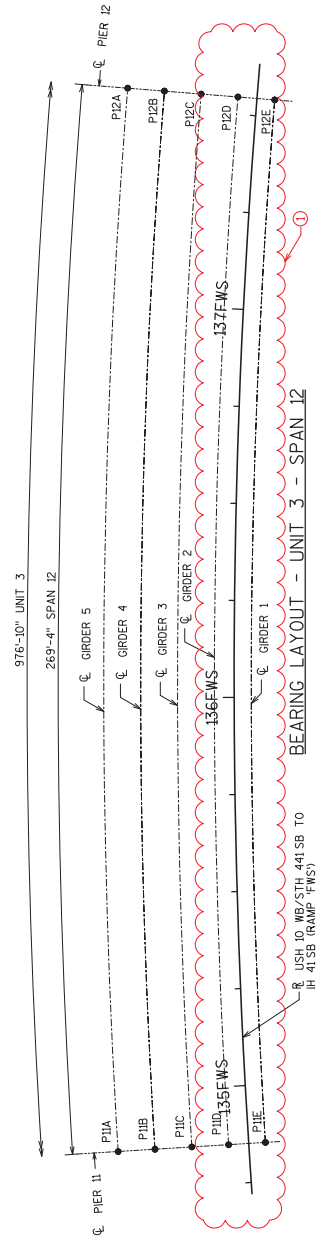
STATE PROJECT NUMBER
1517-07-77



BEARING LEGEND

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

NOTES:
SEE BEARINGS DETAILS SHEET FOR TYPICAL BEARING DETAILS.
DIMENSIONS SHOWN ALONG ϕ RAMP FWS



NO.	DATE	REVISION	BY
1	4/22/16	ADDED REFERENCE LINE AND NOTE	JDL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

DESIGNED BY: EAN
DRAWN BY: MJA

BEARING LAYOUT
UNIT 3

SHEET 37 OF 85

534

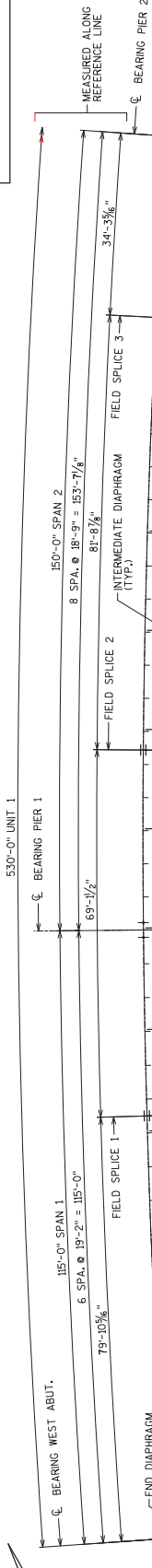
Addendum No. 01
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06/23/16

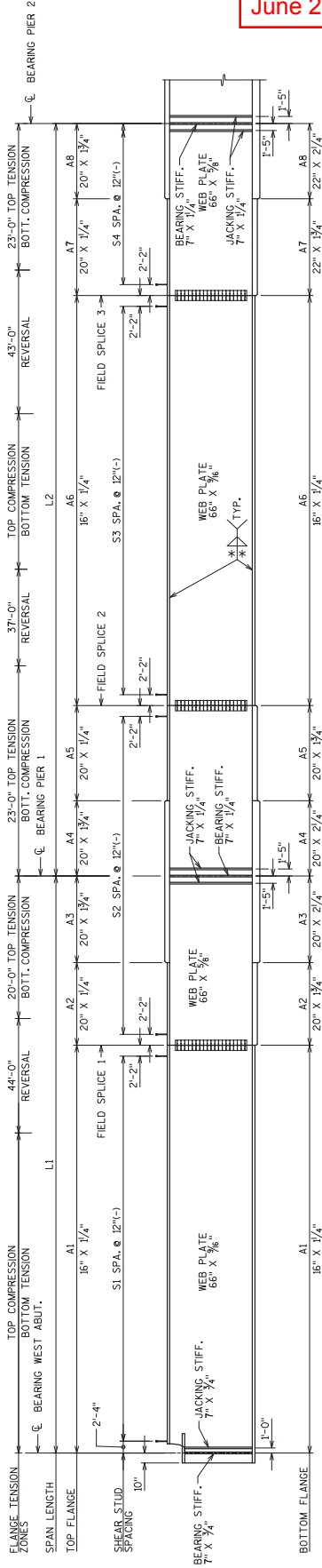
STATE PROJECT NUMBER

1517-07-77

530'-0" UNIT 1



FRAMING PLAN



GIRDER ELEVATION

TABLE OF VARIABLES

LOCATION	S1	S2	S3	S4
G1	1886'-0"	114'-9 1/2"	149'-9 1/2"	14'-11 1/2"
G2	1905'-6"	119'-4"	150'-5 1/2"	15'-0 1/2"
G3	1915'-0"	115'-10 1/2"	151'-2 1/4"	15'-1 3/4"
G4	1924'-6"	116'-5 1/2"	151'-11 1/4"	15'-2 3/4"
G5	1934'-0"	117'-0 1/2"	152'-0 1/2"	15'-3 1/4"

LOCATION	L1	L2	A1	A2	A3	A4	A5	A6	A7	A8
G1	1886'-0"	114'-9 1/2"	149'-9 1/2"	14'-11 1/2"	18'-11 1/2"	17'-2 1/2"	17'-10 1/4"	17'-10 1/4"	17'-11 1/2"	17'-11 1/2"
G2	1905'-6"	119'-4"	150'-5 1/2"	15'-0 1/2"	18'-0 1/2"	17'-3 1/2"	17'-11 1/2"	17'-11 1/2"	17'-11 1/2"	17'-11 1/2"
G3	1915'-0"	115'-10 1/2"	151'-2 1/4"	15'-1 3/4"	18'-0 1/2"	17'-4 1/2"	17'-1 1/2"	17'-1 1/2"	17'-4 1/2"	17'-4 1/2"
G4	1924'-6"	116'-5 1/2"	151'-11 1/4"	15'-2 3/4"	18'-1 1/2"	17'-5 1/2"	17'-2 3/4"	17'-2 3/4"	17'-5 1/2"	17'-5 1/2"
G5	1934'-0"	117'-0 1/2"	152'-0 1/2"	15'-3 1/4"	18'-2 3/4"	17'-6 1/2"	17'-3 1/4"	17'-3 1/4"	17'-6 1/2"	17'-6 1/2"

NOTES

(-) OR (+) INDICATES EXACT DIMENSION IS SLIGHTLY LESS THAN OR GREATER THAN GIVEN DIMENSION. FIELD WELDING IN TENSION ZONES IS NOT ALLOWED EXCEPT FOR PLACING SHEAR STUDS.

STRUCTURAL STEEL PAINT COLOR SHALL BE FED. COLOR NO. 26177 (STD. 6523).

LEGEND

7" X 1/4" INTERMEDIATE STIFFENERS, PLACE ON INSIDE FACE OF EXTERIOR GIRDERS, THREE EQUAL SPACES BETWEEN DIAPHRAGM CONNECTION STIFFENER



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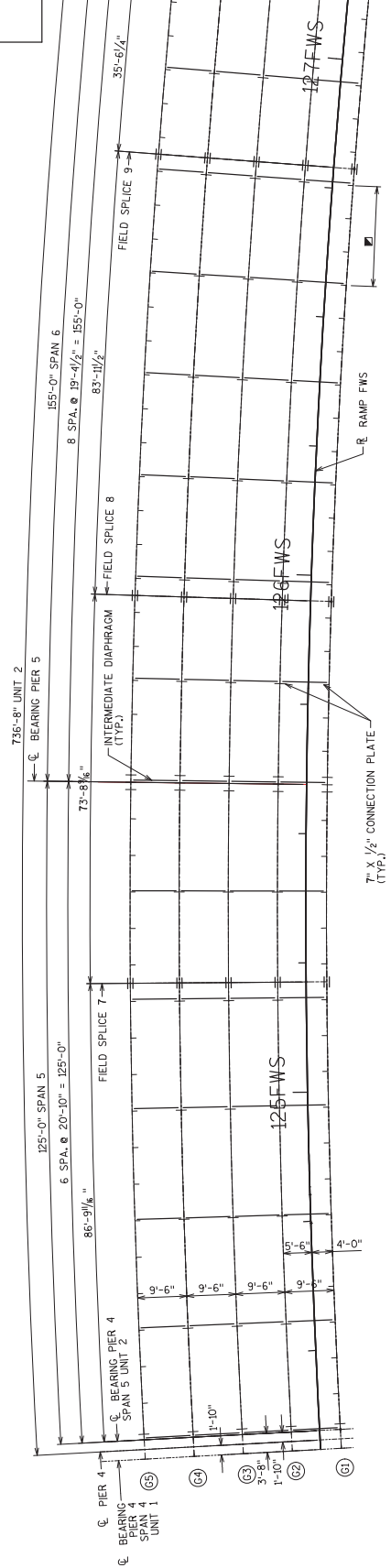
Addendum No. 01
ID 1517-07-77
Revised Sheet 539
June 23, 2016

NO.	DATE	REVISION	BY
1	6/8/16	DIMENSION AND TEXT REVISION	JRS

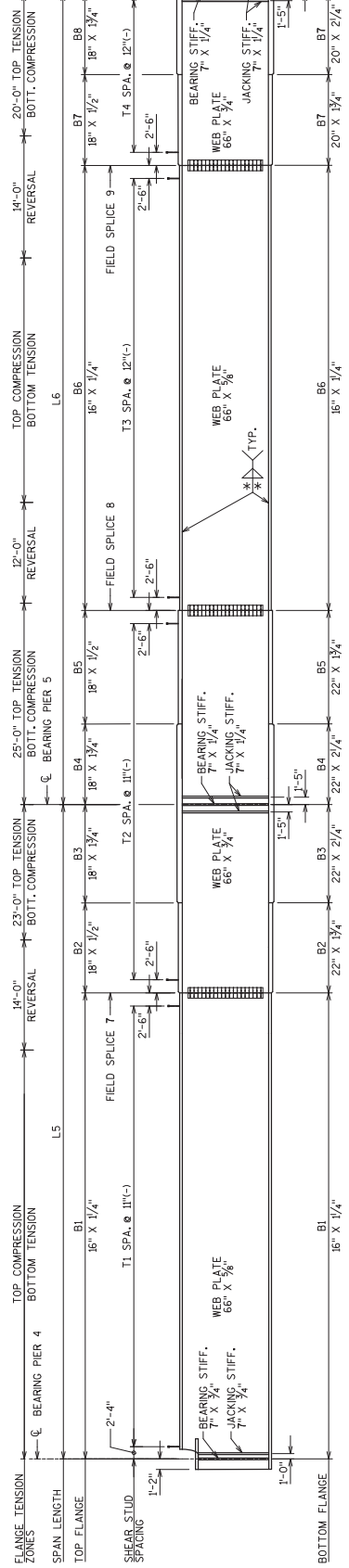
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURE B-70-405
FRAMING PLAN
AND ELEVATION
SPANS 1 - 2

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539

STATE PROJECT NUMBER
1517-07-77



FRAMING PLAN



GIRDER ELEVATION

TABLE OF VARIABLES

LOCATION	L1	L2	L3	L4	L5	L6	B1	B2	B3	B4	B5	B6	B7	B8
G1	1886'-0"	124'-8 1/2"	154'-8 1/2"	86'-7 1/2"	19'-4 3/4"	19'-4 3/4"	19'-4 3/4"	19'-4 3/4"	18'-8 1/2"	15'-5 1/2"	19'-11 3/4"	83'-9 3/4"	19'-11 3/4"	15'-5 3/4"
G2	1905'-6"	125'-4 1/2"	155'-5 1/2"	87'-0 1/2"	19'-5 1/4"	19'-5 1/4"	19'-5 1/4"	19'-5 1/4"	18'-9 1/2"	15'-6 1/2"	20'-1"	84'-2 1/2"	20'-0 1/2"	15'-6 1/2"
G3	1915'-0"	125'-11 1/2"	156'-2 1/2"	87'-5 1/2"	19'-7 1/4"	19'-7 1/4"	19'-7 1/4"	19'-7 1/4"	18'-10 1/2"	15'-7 1/4"	20'-2 1/4"	84'-7 1/4"	20'-2 1/4"	15'-7 1/4"
G4	1924'-6"	126'-7 1/2"	157'-0"	87'-11 1/2"	19'-8 1/4"	19'-8 1/4"	19'-8 1/4"	19'-8 1/4"	18'-12"	15'-8 1/4"	20'-3 1/4"	85'-0 1/4"	20'-3 1/4"	15'-8 1/4"
G5	1934'-0"	127'-2 1/2"	157'-9 1/4"	88'-4 1/4"	19'-9 3/4"	19'-9 3/4"	19'-9 3/4"	19'-9 3/4"	19'-1 1/2"	15'-9 3/4"	20'-4 1/4"	85'-5 1/4"	20'-4 1/4"	15'-9 3/4"

LOCATION	T1	T2	T3	T4
G1	90	75	79	70
G2	90	76	80	70
G3	91	76	80	71
G4	91	76	81	71
G5	92	77	81	71

1 1/8" DIMENSION AND TEXT REVISION
FOR NOTES AND LEGEND, SEE SHEET FRAMING PLAN AND ELEVATION SPANS 1-2.

Addendum No. 01
ID 1517-07-77
Revised Sheet 541
June 23, 2016

NO.	DATE	REVISION	BY
1	6/23/16	DIMENSION AND TEXT REVISION	JRS



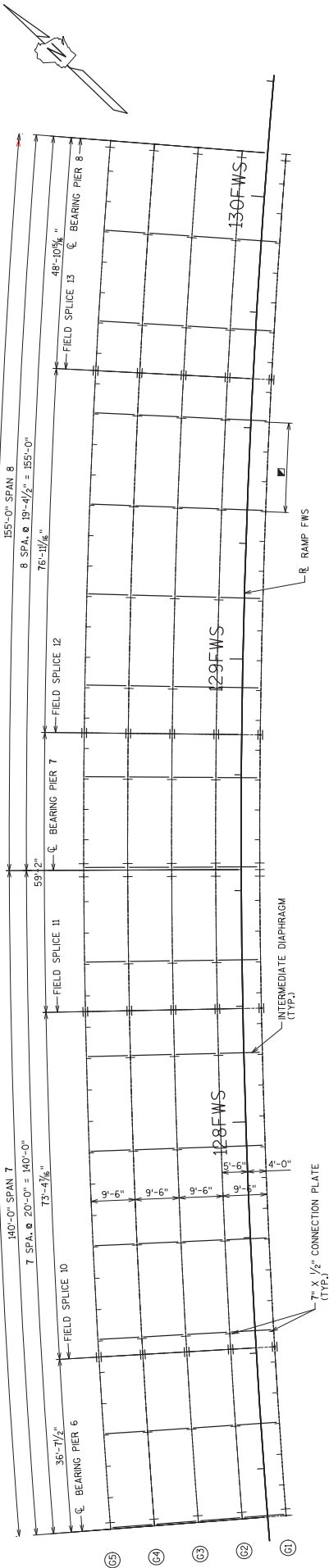
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURE B-70-405
FRAMING PLAN AND ELEVATION
SPANS 5 - 6
SHEET 44 OF 85
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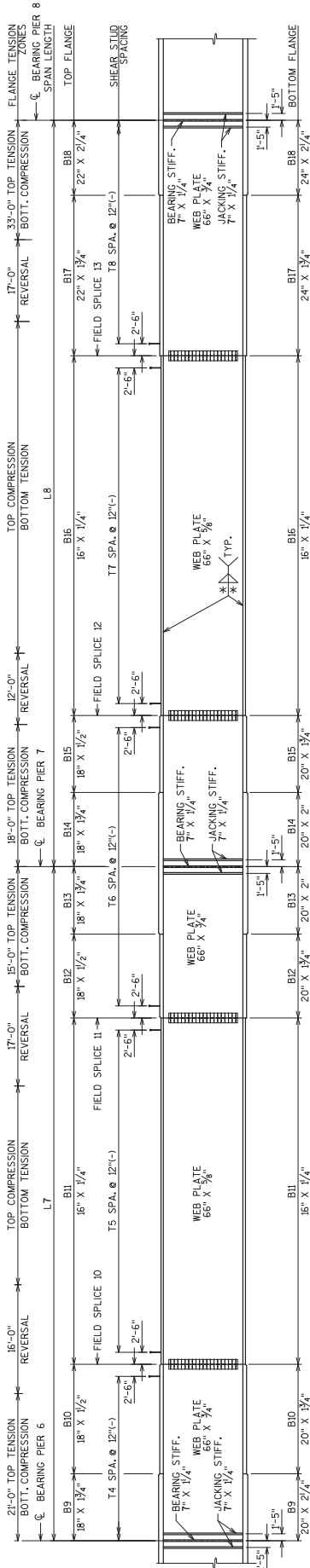
STATE PROJECT NUMBER

1517-07-77

736'-8" UNIT 2



FRAMING PLAN



GIRDER ELEVATION

TABLE OF VARIABLES

LOCATION	T4	T5	T6	T7	T8
G1	1886'-0"	139'-8 1/2"	154'-9 1/2"	13'-11 3/4"	B9
G2	1905'-6"	140'-4 1/2"	155'-5 1/2"	14'-0 1/2"	B10
G3	1915'-0"	141'-1 1/4"	156'-2 1/4"	14'-1 1/4"	B11
G4	1924'-6"	141'-9 1/4"	157'-0"	14'-2 1/4"	B12
G5	1934'-0"	142'-6 1/4"	157'-9 1/4"	14'-3"	B13
					B14
					B15
					B16
					B17
					B18

LOCATION	T4	T5	T6	T7	T8
G1	70	69	55	72	80
G2	70	69	55	73	81
G3	71	69	55	73	81
G4	71	70	55	73	82
G5	71	70	55	74	82

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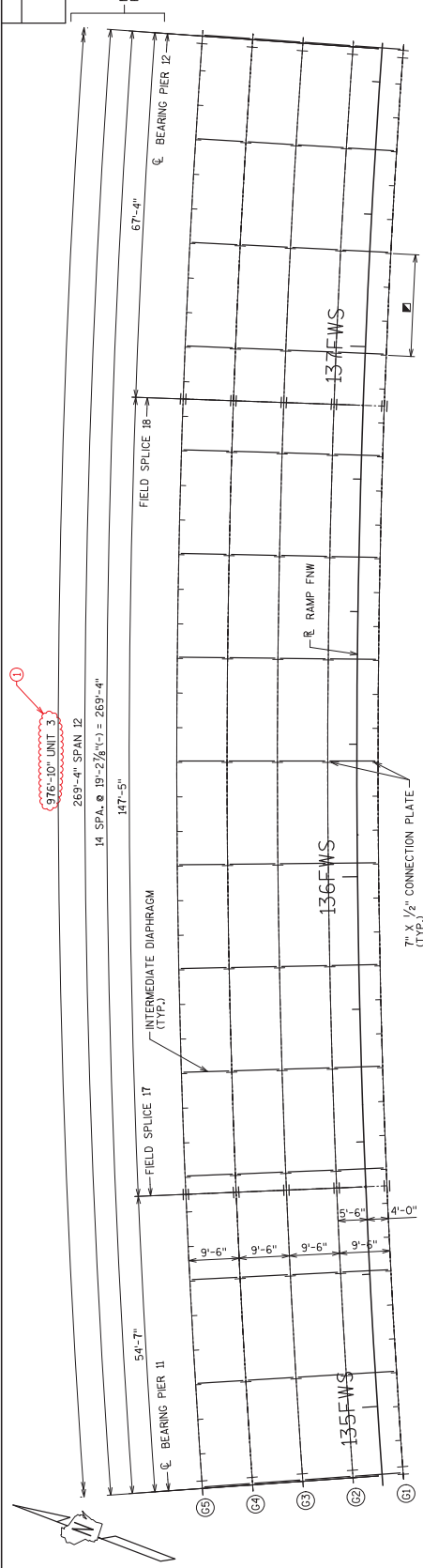
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NO.	DATE	REVISION	BY
1	6/8/16	DIMENSION AND TEXT REVISION	JRS

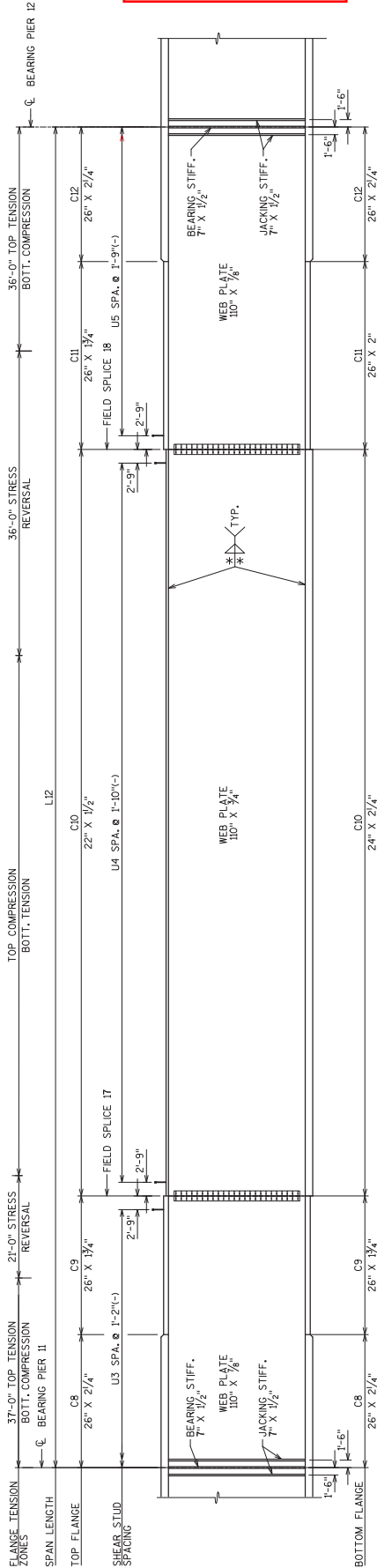
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURE B-70-405
FRAMING PLAN
SPANS 7 - 8
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STATE PROJECT NUMBER

1517-07-77



FRAMING PLAN



GIRDER ELEVATION

TABLE OF VARIABLES

LOCATION	U3	U4	U5	C12
G1	1886'-0"	268'-9 1/4"	271'-7 1/4"	40'-3 3/4"
G2	1905'-6 1/4"	270'-1 3/4"	277'-0 1/4"	40'-6 1/4"
G3	1915'-0"	271'-5 1/4"	277'-10 3/4"	40'-8 1/4"
G4	1924'-6 1/4"	272'-9 1/4"	281'-0"	40'-11 1/4"
G5	1934'-0"	274'-1 3/4"	281'-3 1/4"	41'-1 1/4"

LOCATION	U3	U4	U5
G1	108	78	70
G2	108	78	71
G3	108	78	72
G4	108	78	72
G5	108	78	72

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Addendum No. 01
ID 1517-07-77
Revised Sheet 545
June 23, 2016

FOR NOTES AND LEGEND, SEE SHEET FRAMING PLAN AND ELEVATION SPANS 1-2.

NO.	DATE	REVISION	BY
1	6/8/16	DIMENSION AND TEXT REVISION	JRS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

FRAMING PLAN AND ELEVATION

SPAN 12

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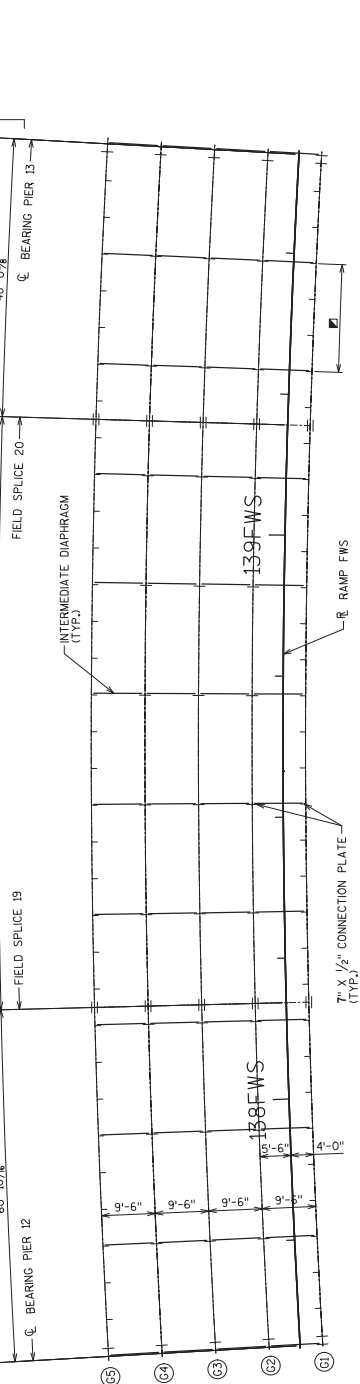
STATE PROJECT NUMBER

1517-07-77

978-10'-UNIT 3
211'-4" SPAN 13

11 SPA. @ 19'-2 1/2" (+) = 211'-4"

MEASURED ALONG REFERENCE LINE



FRAMING PLAN

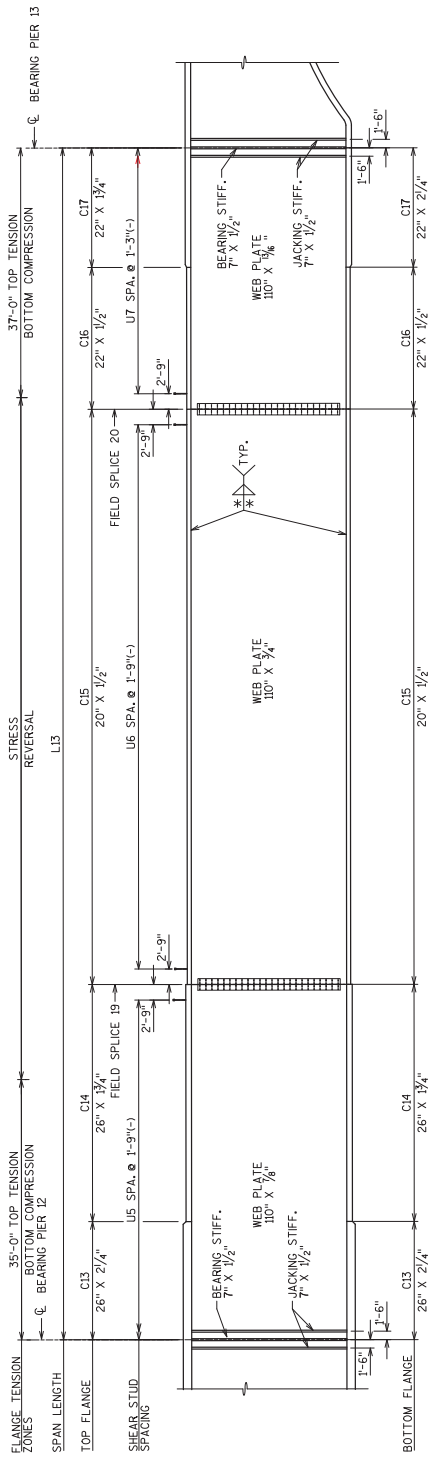


TABLE OF VARIABLES

LOCATION	U5	U6	U7
C1	1886'-0"	210'-10 3/4"	211'-1 1/4"
C2	1895'-6"	211'-11 3/4"	211'-2 3/4"
C3	1915'-0"	213'-0"	211'-5 3/4"
C4	1924'-6"	214'-0 3/4"	211'-4 3/4"
C5	1934'-0"	215'-1 3/4"	211'-6 3/4"
C6	222'-0"	222'-0"	222'-0"
C7	222'-0"	222'-0"	222'-0"
C8	222'-0"	222'-0"	222'-0"

LOCATION	U5	U6	U7
C1	70	56	72
C2	71	56	74
C3	72	56	76
C4	72	57	75
C5	72	57	75

GIRDER ELEVATION



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Revised Sheet 546
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FOR NOTES AND LEGEND, SEE SHEET FRAMING PLAN AND ELEVATION SPANS 1-2.

NO.	DATE	REVISION	BY
1	1/28/16	DIMENSION AND TEXT REVISION	JRS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

FRAMING PLAN
AND ELEVATION

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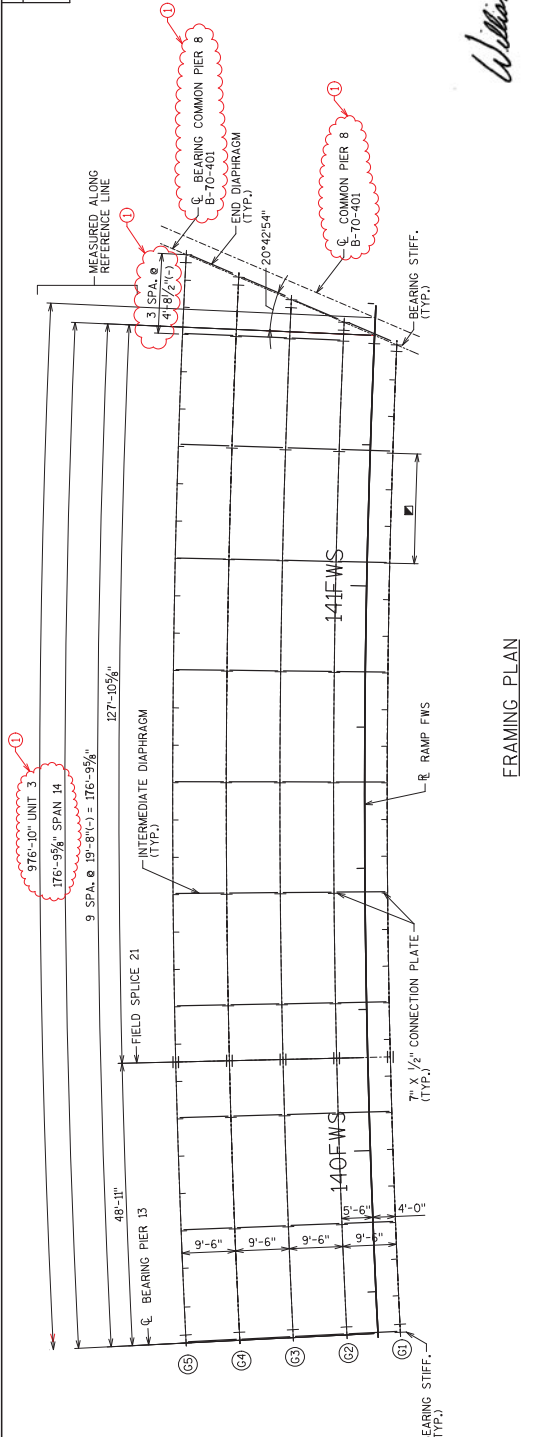
SPAN 13

546

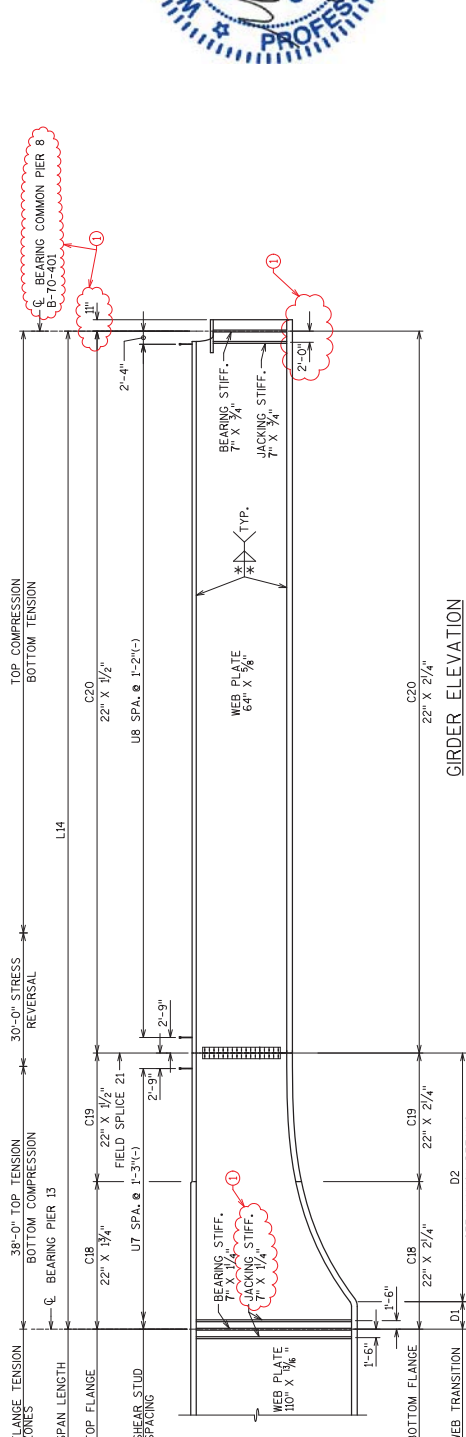
STATE PROJECT NUMBER
1517-07-77

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ID 1517-07-77
Revised Sheet 547
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06/23/16



FRAMING PLAN



GIRDER ELEVATION

TABLE OF VARIABLES

LOCATION	RADIUS	L14	C18	C19	C20	D1	D2
G1	1886'-0"	174'-11"	26'-2 3/4"	22'-7"	126'-11 1/2"	4'-0"	44'-5 3/4"
G2	1905'-6"	179'-4 1/2"	26'-7 1/4"	22'-8 1/4"	130'-4"	4'-0 1/4"	45'-0 1/4"
G3	1915'-0"	183'-10 3/4"	26'-6"	22'-9 3/4"	134'-6 1/4"	4'-0 1/4"	45'-3 3/4"
G4	1924'-6"	188'-4 1/4"	26'-7 1/4"	22'-11"	138'-9 1/4"	4'-0 1/4"	45'-5 1/4"
G5	1934'-0"	192'-9 3/4"	26'-5 3/4"	23'-0 3/4"	143'-0 1/4"	4'-1"	45'-8 1/4"
LOCATION	S1	S2	S3	S4	S5	S6	S7
ALL	8'-5 1/2"	7'-2 1/2"	6'-4 1/4"	5'-9 3/8"	5'-6 1/4"	5'-4 1/8"	5'-4"
LOCATION	E1	E2	E3	E4	E5	E6	E7
ALL	9'-0 1/8"	8'-7 1/8"	8'-2"	7'-9 1/8"	7'-5"	7'-1 1/8"	6'-9 1/8"
LOCATION	E12	E13	E14	E15	E16	E17	E18
ALL	5'-10"	5'-8 3/8"	5'-7 1/8"	5'-6 1/4"	5'-5 1/8"	5'-5 1/8"	5'-4 1/8"
LOCATION	E19	E20	E21	E22	E23	E24	E25
ALL	5'-10"	5'-8 3/8"	5'-7 1/8"	5'-6 1/4"	5'-5 1/8"	5'-5 1/8"	5'-4 1/8"

SEE HAUNCH DETAILS

LOCATION	U7	U8
G1	73	104
G2	74	108
G3	74	112
G4	75	115
G5	75	119



HAUNCH DETAIL

FOR NOTES AND LEGEND, SEE SHEET FRAMING PLAN AND ELEVATION SPANS 1-2.

1 6/8/16 DIMENSION AND TEXT REVISION JRS

NO. DATE REVISION BY

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

DESIGNED BY JRS

CHECKED BY JRS

DATE 6/23/16

PROJECT NO. 1517-07-77

SHEET 50 OF 85

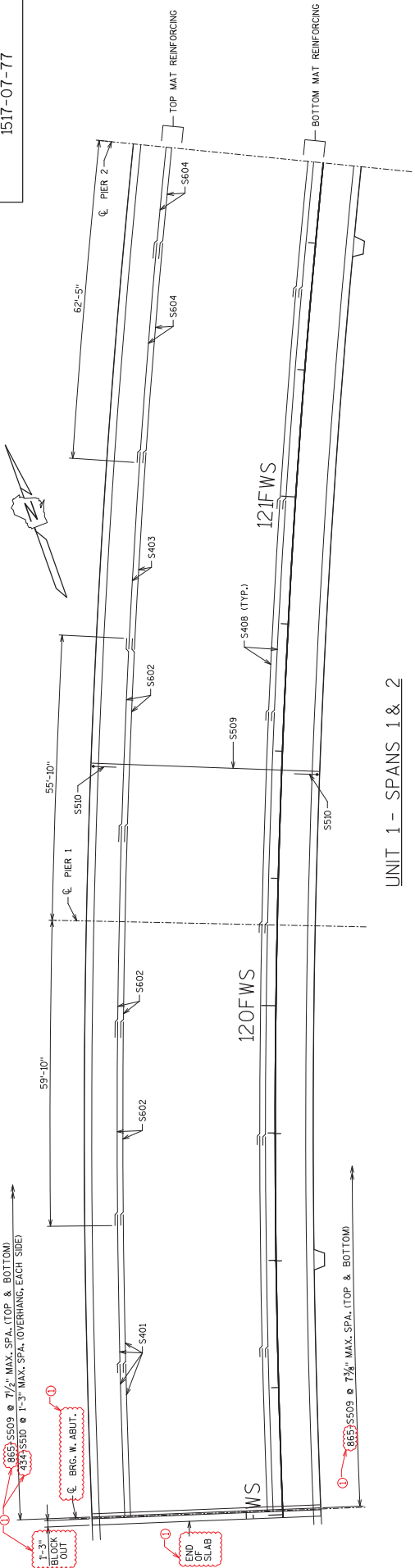
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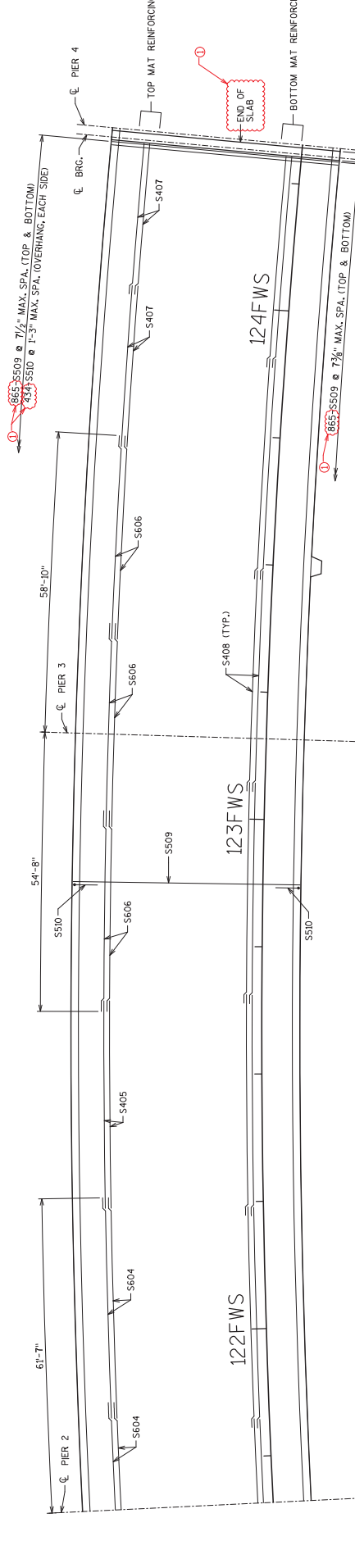
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STATE PROJECT NUMBER

1517-07-77



UNIT 1 - SPANS 1 & 2



UNIT 1 - SPANS 3 & 4

NOTES

- MIN. LAP LENGTHS:
 - #4 BARS = 1'-8"
 - #4 BARS & #6 BARS = 2'-1"
 - #6 BARS = 5'-1"
- SEE "SUPERSTRUCTURE DETAILS & BILL OF BARS" SHEET FOR BAR BILL AND BAR BEND DETAILS.
- THE BOTTOM TRANSVERSE BAR REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS WITH 4" CENTER TO CENTER SPACING (NOT TO EXCEED 4'-0"). ONE LINE OF CONTINUOUS BAR CHAIRS SHALL BE PLACED NEAR EACH EDGE OF THE DECK REINFORCEMENT UNIT.
- FOR DECK REINFORCEMENT DETAILS AT LIGHT STANDARDS, SEE SHEET "PARAPET ELECTRICAL".
- FOR NUMBER OF LONGITUDINAL REINFORCING, SEE "SUPERSTRUCTURE DETAILS & BILL OF BARS" SHEET.
- THE TOP LONGITUDINAL BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS IN THE TRANSVERSE DIRECTION ON 4'-0" CENTERS.
- SEE SHEET "FLOOR DRAINS TYPE 'GC'" FOR LOCATIONS OF FLOOR DRAINS. FOR FLOOR DRAIN DETAILS SEE SHEET "FLOOR DRAIN DETAILS". ADDITIONAL REINFORCEMENT REQUIRED AT FLOOR DRAIN LOCATIONS.
- FOR DECK REINFORCEMENT DETAILS AT LIGHT STANDARDS, SEE SHEET "PARAPET ELECTRICAL".
- FOR NUMBER OF LONGITUDINAL REINFORCING, SEE "SUPERSTRUCTURE DETAILS & BILL OF BARS" SHEET.



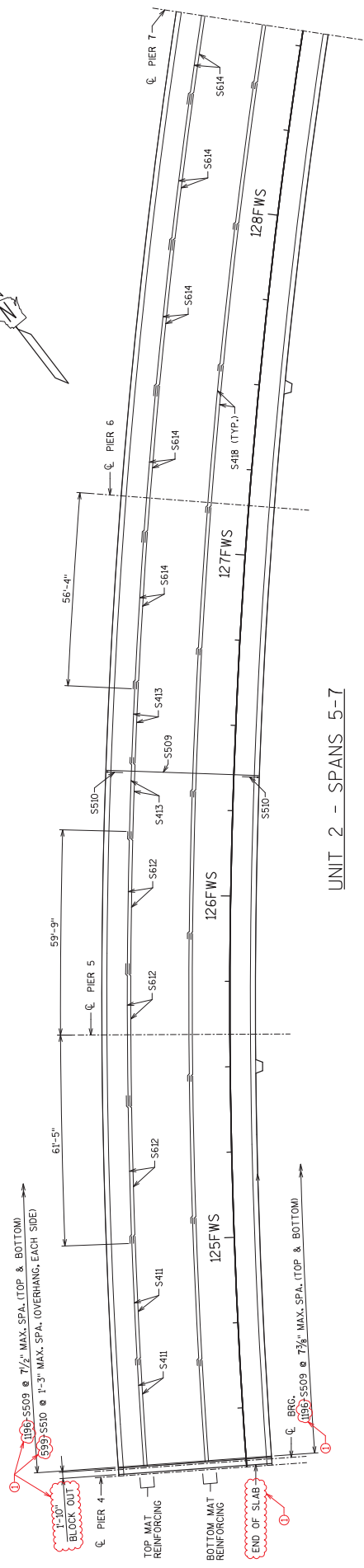
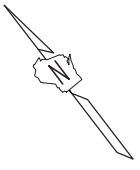
William C. Decker SR
 06/23/16

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 559
 June 23, 2016

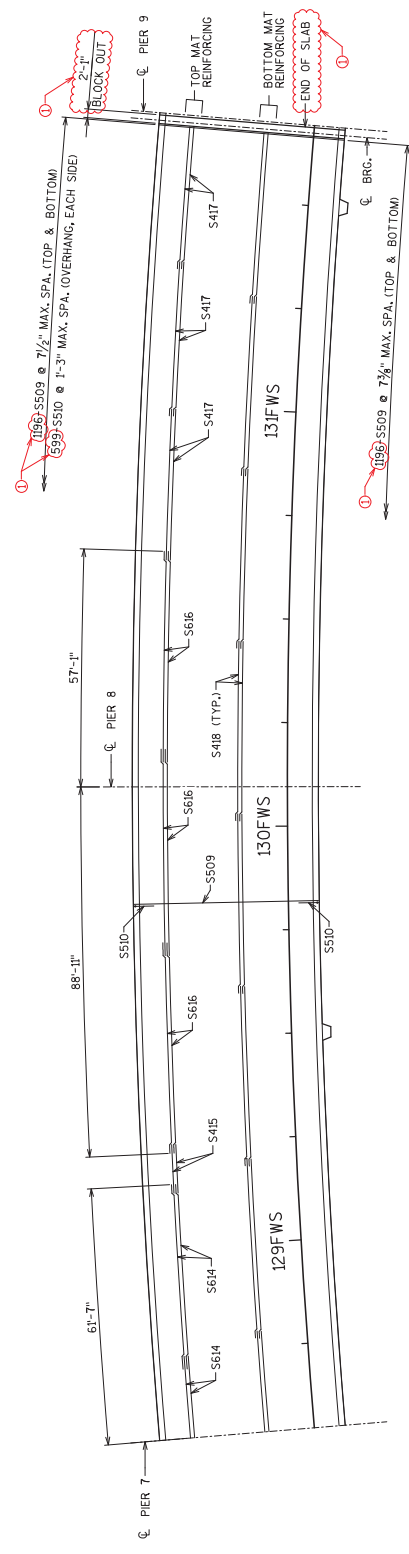
NO.	DATE	REVISION	BY
1	4/22/16	NUMBER OF BARS, SPELLING	JDL

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 STRUCTURE B-70-405
 DECK REINFORCEMENT UNIT 1
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UNIT 2 - SPANS 5-7



UNIT 2 - SPANS 8 & 9

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June 23, 2016



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06/23/16

NO.	DATE	REVISION	BY
1	4/22/16	NUMBER OF BARS, SPELLING	JDL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

DESIGNED BY: JDL
CHECKED BY: MJA

DECK REINFORCEMENT UNIT 2

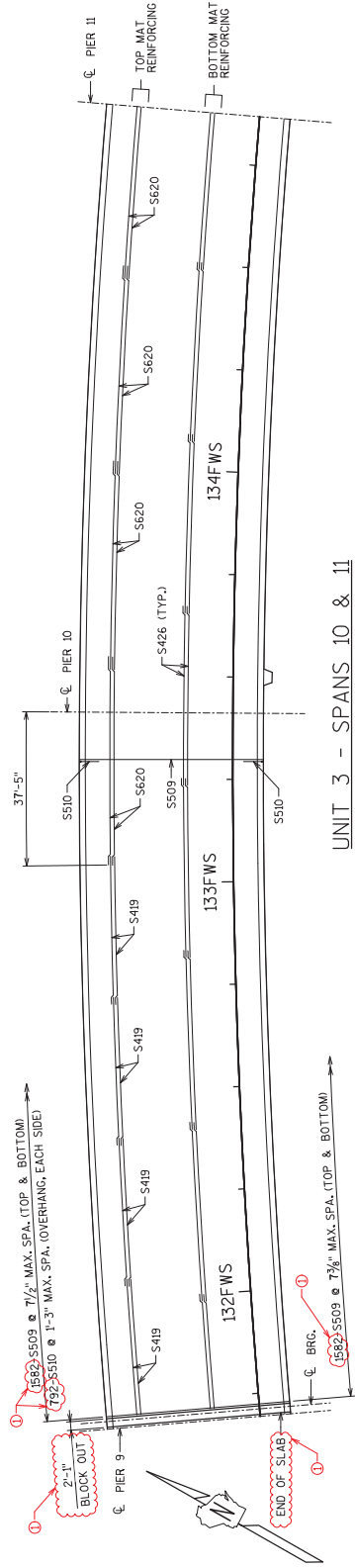
SHEET 63 OF 85

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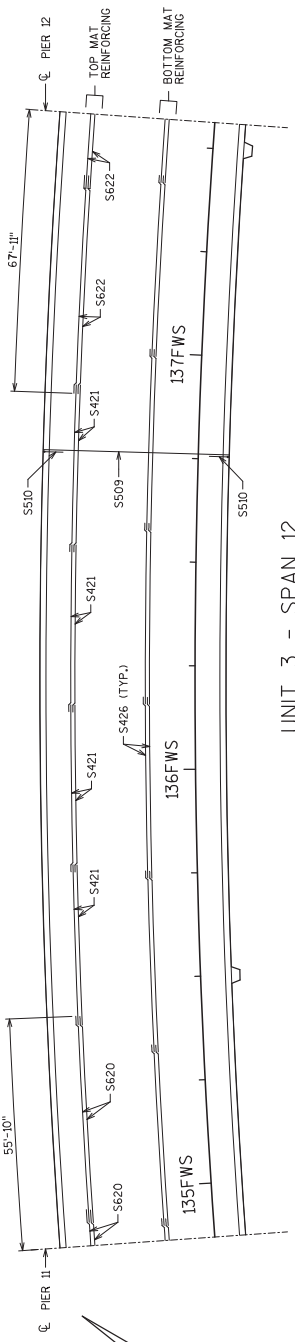
NOTES
FOR NOTES SEE "DECK REINFORCEMENT UNIT 1" SHEET.

STATE PROJECT NUMBER
1517-07-77

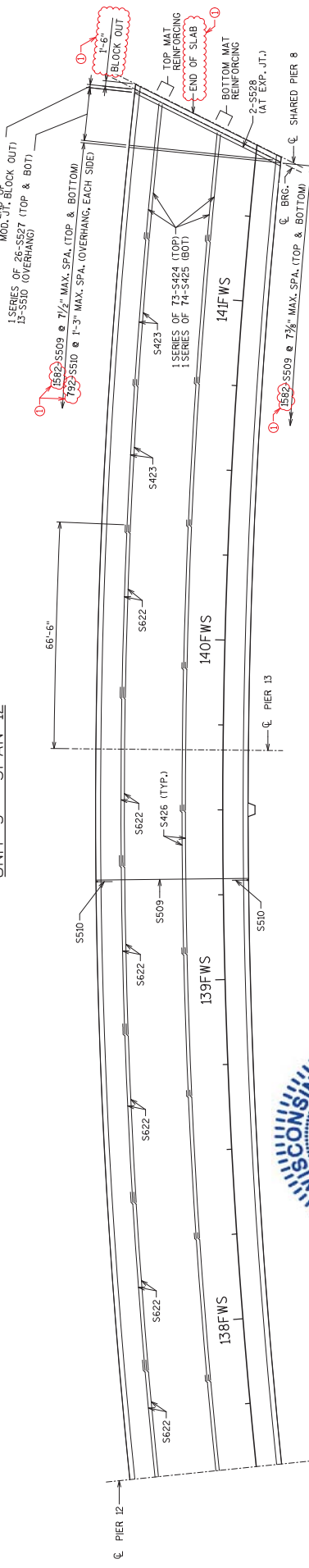
Addendum No. 01
ID 1517-07-77
Revised Sheet 561
June 23, 2016



UNIT 3 - SPANS 10 & 11



UNIT 3 - SPAN 12



UNIT 3 - SPANS 13 & 14



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06/23/16

NOTES
FOR NOTES SEE "DECK REINFORCEMENT UNIT 1" SHEET.

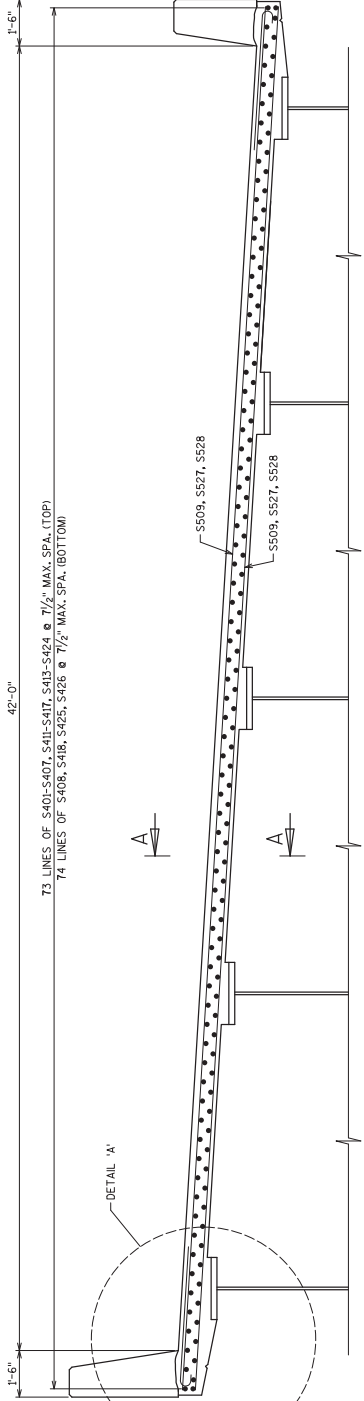
NO.	DATE	REVISION	JDL
1	4/22/16	NUMBER OF BARS, SPELLING	JDL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURE B-70-405

DESIGNED BY: JDL
CHECKED BY: MJA
DATE: 6/22/2016

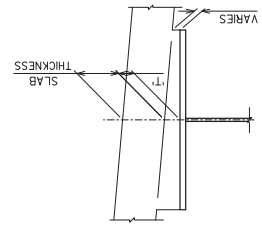
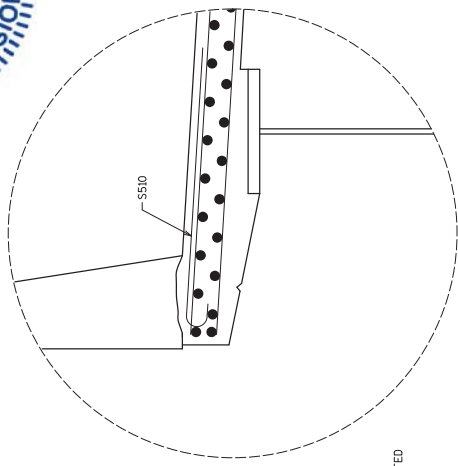
DECK REINFORCEMENT UNIT 3
SHEET 64 OF 85
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STATE PROJECT NUMBER
1517-07-77



Addendum No. 01
ID 1517-07-77
Revised Sheet 562
June 23, 2016

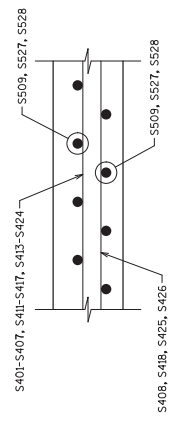
TYPICAL SECTION
(PARAPET REINF. NOT SHOWN FOR CLARITY)



DECK HAUNCH DETAIL

TO DETERMINE T₁ AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES SHALL BE TAKEN AT CENTERLINE OF BEARINGS AND AT 0.1 POINTS.
TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF STEEL ELEVATION AFTER STEEL ERECTION
+ STONCH ELEVATION
+ STONCH ELEVATION
= T₁ VALUE FOR SETTING HAUNCH

DETAIL 'A'
(PARAPET REINF. NOT SHOWN FOR CLARITY)



SECTION A-A

SUPERSTRUCTURE BILL OF BARS
(ALL BARS EPOXY COATED)

BAR MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
S401	146	30'-8"	0		SLAB - TOP - UNIT 1
S602	219	40'-8"	0		SLAB - TOP - UNIT 1
S403	73	39'-0"	0		SLAB - TOP - UNIT 1
S604	219	43'-5"	0		SLAB - TOP - UNIT 1
S405	73	41'-0"	0		SLAB - TOP - UNIT 1
S606	219	40'-0"	0		SLAB - TOP - UNIT 1
S407	146	30'-10"	0		SLAB - TOP - UNIT 1
S408	962	43'-2"	0		SLAB - BOTTOM - UNIT 1
S509	7286	44'-6"	0		SLAB - TRANSVERSE TOP & BOTTOM - UNITS 1-3
S510	3663	5'-6"	X		SLAB - OVERHANG - UNITS 1-3
S411	146	34'-8"	0		SLAB - TOP - UNIT 2
S612	219	42'-6"	0		SLAB - TOP - UNIT 2
S413	146	24'-0"	0		SLAB - TOP - UNIT 2
S614	438	46'-1"	0		SLAB - TOP - UNIT 2
S415	73	11'-1"	0		SLAB - TOP - UNIT 2
S616	219	50'-9"	0		SLAB - TOP - UNIT 2
S417	219	36'-3"	0		SLAB - TOP - UNIT 2
S418	1332	43'-2"	0		SLAB - BOTTOM - UNIT 2
S419	292	35'-8"	0		SLAB - TOP - UNIT 3
S620	365	50'-10"	0		SLAB - TOP - UNIT 3
S421	292	40'-1"	0		SLAB - TOP - UNIT 3
S622	511	52'-8"	0		SLAB - TOP - UNIT 3
S423	146	45'-0"	0		SLAB - TOP - UNIT 3
S424	73	33'-8"	0	X	SLAB - TOP - UNIT 3
S425	74	33'-8"	0	X	SLAB - TOP - UNIT 3
S426	1702	43'-7"	0		SLAB - BOTTOM - UNIT 3
S527	52	21'-9"	0	X	SLAB - TRANSVERSE TOP & BOTTOM - UNIT 3
S528	36	5'-0"	0		SLAB - TOP & BOTTOM - EXPANSION JOINT SHARED PIER 8
S529	36	5'-0"	0		FLOOR DRAIN REINFORCEMENT
TOTAL WEIGHT:					690,430 LB.

BAR SERIES TABLE

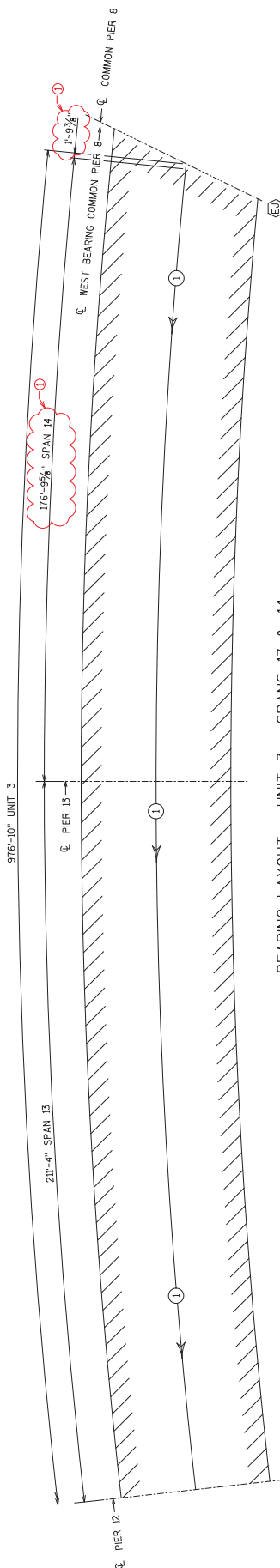
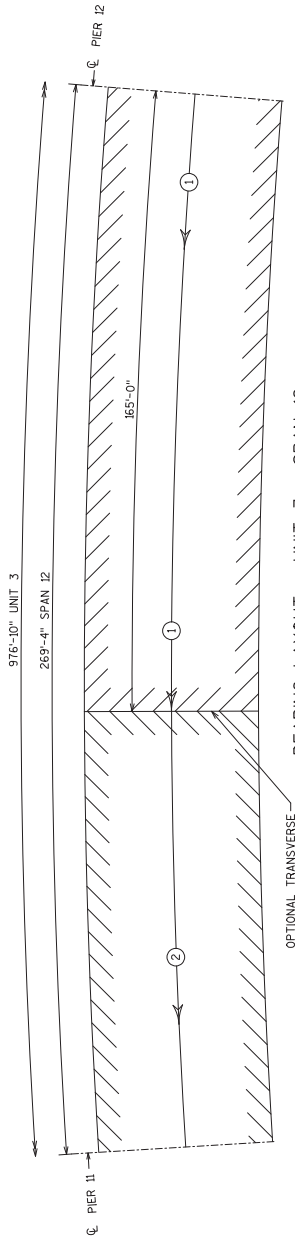
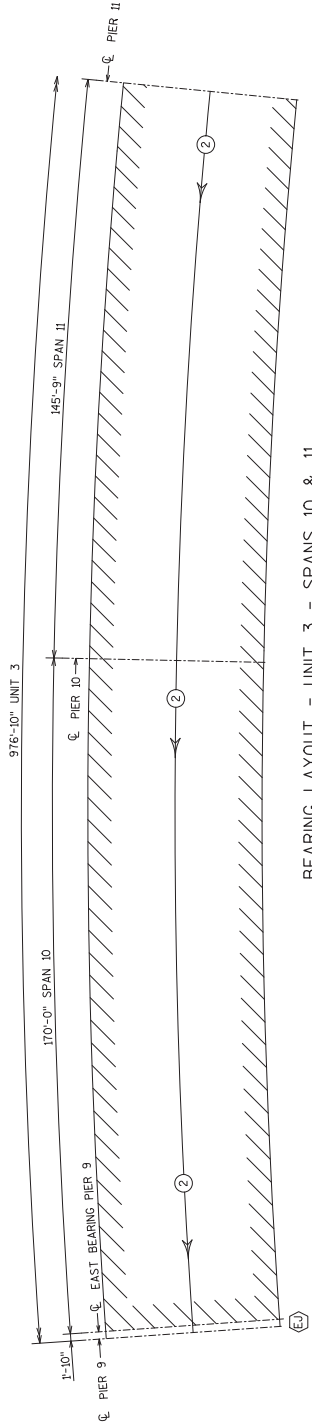
BAR MARK	NO. REQ'D	LENGTH
S424	1 SERIES OF 73	23'-10" TO 43'-6"
S425	1 SERIES OF 74	23'-10" TO 43'-5"
S527	2 SERIES OF 26	1'-1" TO 42'-4"

William C. Decker ^{SUP}

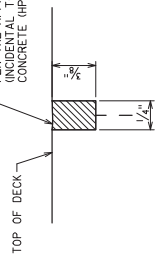
06/23/16

STATE PROJECT NUMBER
1517-07-77

Addendum No. 01
ID 1517-07-77
Revised Sheet 566
June 23, 2016

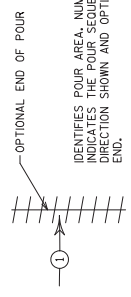


ROUTE OUT 1/4" X 3/4" DEEP AT JOINT.
FILL IN WITH LOW VISCOSITY CRACK SEALER
PER THE APPROVED PRODUCTS LIST.
INCIDENTAL TO MAINTENANCE
CONCRETE (RPO MASONRY BRIDGES)



TRANSVERSE CONSTRUCTION JOINT
NOT TO SCALE

LEGEND



EXPANSION JOINT LOCATION.

William C. Decker SDR
06/23/16

NO.	DATE	REVISION	BY
1	5/19/16	UPDATED SPAN 14 LENGTH	JDL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURE B-70-405
DRAWN BY: EAN
CHECKED BY: MJA

DECK POUR
SEQUENCE UNIT 3
SHEET 69 OF 85
566

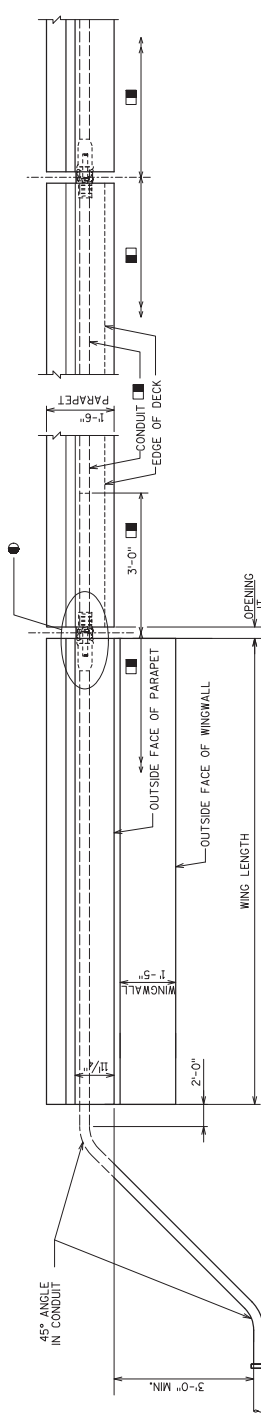
STATE PROJECT NUMBER

1517-07-77

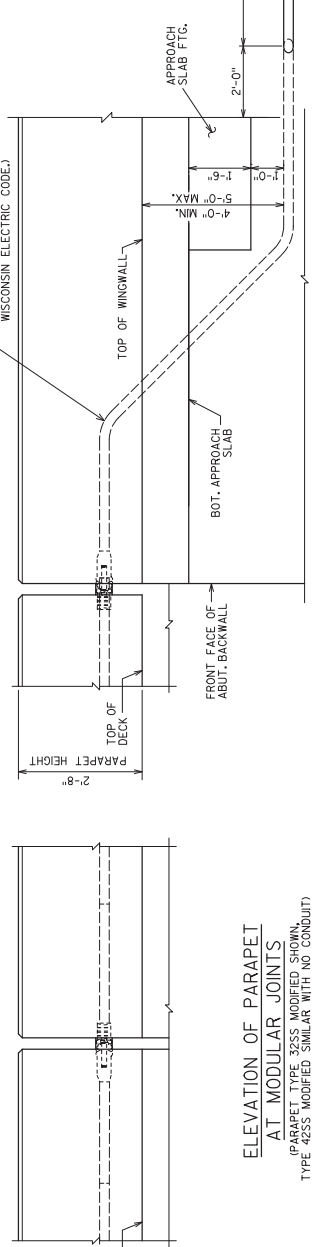


William C. Decker
SDR
06/23/16

Addendum No. 01
ID 1517-07-77
Revised Sheet 571
June 23, 2016

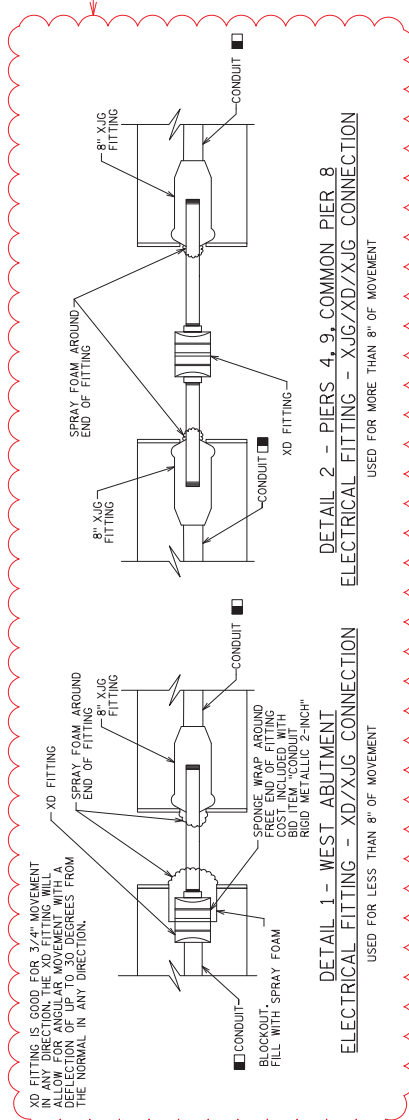


PLAN OF PARAPET AT MODULAR JOINTS
(PARAPET TYPE 325S MODIFIED SHOWN, TYPE 425S MODIFIED SIMILAR WITH NO CONDUIT)



ELEVATION OF PARAPET AT MODULAR JOINTS
(PARAPET TYPE 325S MODIFIED SHOWN, TYPE 425S MODIFIED SIMILAR WITH NO CONDUIT)

INSIDE ELEVATION OF PARAPET AT WINGWALL



DETAIL 1 - WEST ABUTMENT
ELECTRICAL FITTING - XD/XJG CONNECTION
USED FOR LESS THAN 8" OF MOVEMENT

DETAIL 2 - PIERS 4, 9, COMMON PIER 8
ELECTRICAL FITTING - XJG/XD/XJG CONNECTION
USED FOR MORE THAN 8" OF MOVEMENT

- 1. POSITION MOVABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT AS THE OTHER END. THE EXPANSION FITTING DEVICE SET IN PLACE IN THE DECK BELOW IT. TAKE CARE TO INSTALL EXPANSION FITTING MOVEMENT EXACTLY PARALLEL TO BRIDGE MOVEMENT.
- 2. USE RIGID METALLIC CONDUIT, 3"-Ø INTO PARAPET FROM WEST SIDE. JOINTS OPENING EXTEND TO NEAREST JUNCTION BOX ON OTHER SIDE.

NOTES
FOR LIGHT STANDARD DETAILS AND LOCATIONS SEE SHEET "LIGHT STANDARD".
BID ITEMS SHALL BE:
"CONDUIT RIGID METALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH"
APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.
APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".
WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS ULL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED.

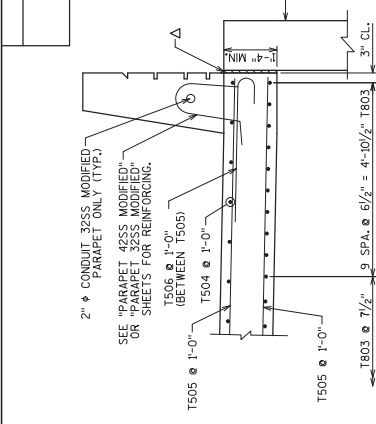
NO.	DATE	REVISION	BY
1	5/17/16	REVISED FITTING DETAIL	JDL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

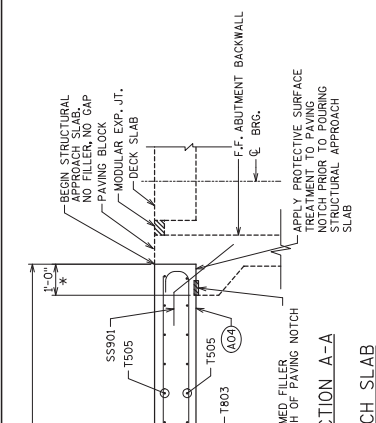
STRUCTURE B-70-405
JDL
PKS
MJA

PARAPET ELECTRICAL
SHEET 74 OF 85
571

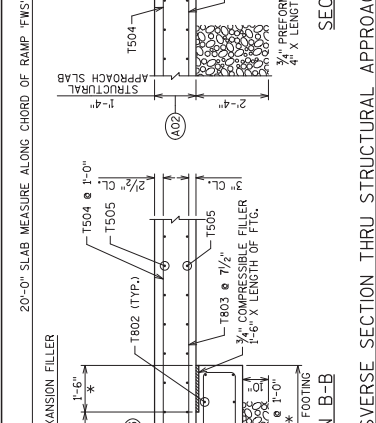
STATE PROJECT NUMBER
1517-07-77



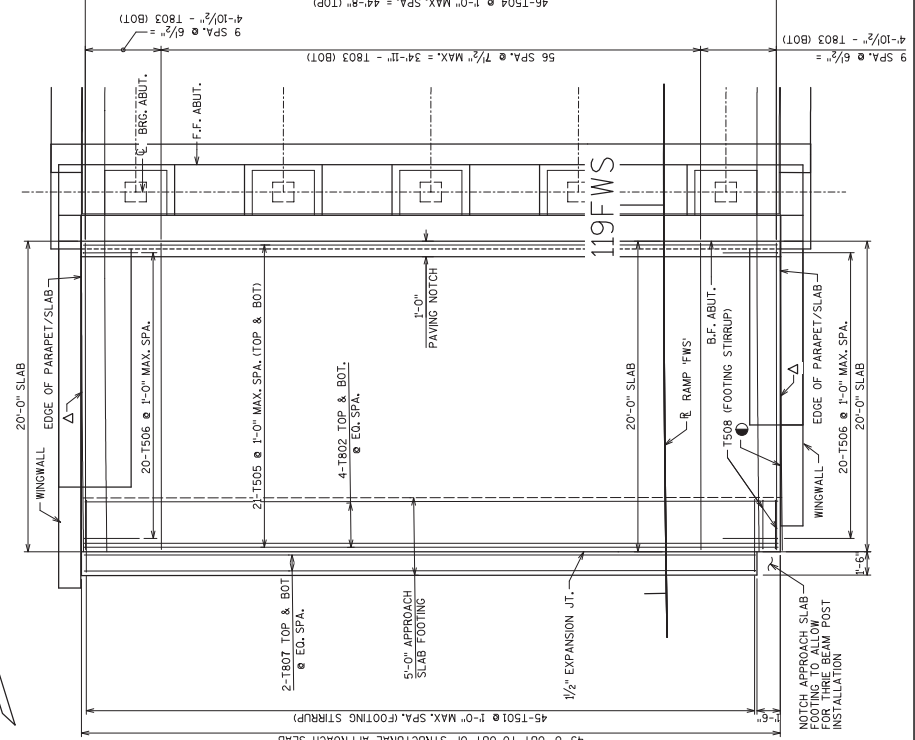
DETAIL AT WINGWALL
(LOOKING UPSTATION)



SECTION A-A



SECTION B-B



TRANSVERSE SECTION THRU STRUCTURAL APPROACH SLAB

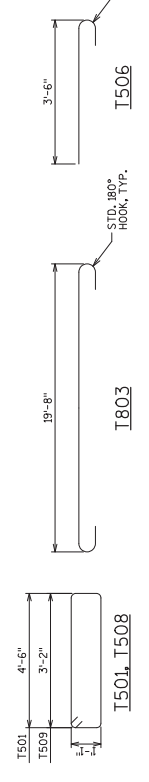


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06/23/16

BILL OF BARS

BAR MARK NO.	REDD	LENGTH	BENT	LOCATION
T501	45	172'-2"	X	FOOTING - STRIRUP
T802	8	44'-8"	X	FOOTING - TRANS.
T803	75	21'-5"	X	LONG. - BOT
T504	46	19'-8"	X	LONG. - TOP
T505	40	4'-1"	X	TRANS. - TOP
T807	4	43'-2"	X	TRANS. - TOP
T808	2	9'-2"	X	FOOTING - STRIRUP

TOTAL WEIGHT EPOXY COATED= 5330 LB



NOTES

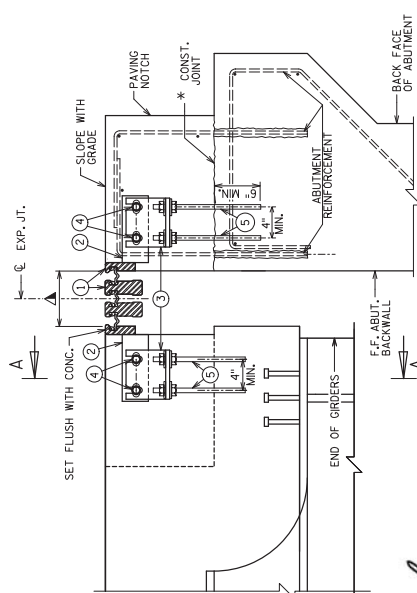
- SEE SHEET "AESTHETIC DETAILS" FOR STRUCTURAL APPROACH SLAB PARAPET STAIN COLOR.
- SEE SHEET "PARAPET ELECTRICAL" FOR METALLIC CONDUIT LOCATION.

LEGEND

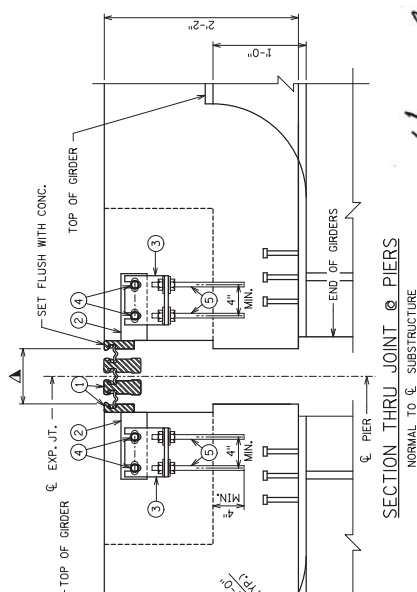
- (A02) STRUCTURAL APPROACH SLAB, STRUCTURAL APPROACH SLAB FOOTING, AND STRUCTURAL APPROACH SLAB PARAPETS SHALL BE "MODIFIED HIGH PERFORMANCE CONCRETE (HPCC) MASONRY BRIDGES".
- (A03) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE FOOTING.
- (A04) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH AND WIDTH OF THE SUBGRADE. POLYETHYLENE SHEETS SHALL BE INCIDENTAL TO BID ITEM "MODIFIED HIGH PERFORMANCE CONCRETE (HPCC) MASONRY BRIDGES".
- △ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STANDING GRAY NON-BITUMINOUS JOINT SEALER (TYP.) DEEP AND HALF 1/8" BELOW SURFACE OF CONCRETE. EXTEND SEALER 3" BELOW CUTTER LINE AT INSIDE FACE.
- SEE SHEET "PARAPET 3255 MODIFIED" FOR LOCATION OF NAME PLATE AND BENCH MARK.

Addendum No. 01
ID 1517-07-77
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- LEGEND**
- 1 MODULAR EXPANSION JOINT DEVICE, 2 CELLS (W. ABUT.), 4 CELLS (PIER 4), 5 CELLS (PIER 9), AND 3 CELLS (SHARED PIER CB).
 - 2 1/2" PLATE, ONE PER GIRDER MIN. PROVIDE 2 - 1" X 2" MIN. SLOTTED HOLES HORIZONTALLY FOR NO. 4.
 - 3 WT. 6 X 29 (OR EQUIVALENT) BUILT UP T-SECTION, ONE PER GIRDER, PROVIDE 2 - 1" X 3" MIN. SLOTTED HOLES PLACED VERTICALLY IN WEB OF WT FOR BOLTS NO. 4.
 - 4 3/4" HIGH STRENGTH BOLTS WITH NUTS & WASHERS. (A325 GALV.)
 - 5 3/4" HIGH STRENGTH BOLTS WITH NUTS & WASHERS. FIELD DRILL HOLES IN GIRDER TOP FLANGE. (A325 GALV.)
 - 6A 3/4" THREADED ROD WITH 2 NUTS & WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES. (GALV.)
 - 6 SUPPORT BOX ASSEMBLY FOR SUPPORT BAR (SPA PER MANUFACTURER). FABRICATE BOX FROM 1/2" PLATES.
 - 7 3/4" BULKHEAD PLATE, WELD TO NO. 1, NO. 8 AND NO. 14, WHEN CONDUIT IS PRESENT IN PARAPET OR SIDEWALK, ACCOMMODATE FOR BY PROVIDING OPENING IN NO. 7.
 - 8 INSIDE PLATE, FABRICATE FROM 3/8" PLATE.
 - 9 OUTSIDE PLATE, FABRICATE FROM 3/8" PLATE.
 - 10 7/8" SQUARE BAR, WELD TO NO. 8 AS SHOWN.
 - 11 3/4" X 4" LONG STUDS, WELD TO NO. 8, NO. 7 & NO. 14 AS SHOWN.
 - 12 3/4" X 2" STAINLESS STEEL FLAT CTSK-SLOTTED HEAD CAP SCREWS WITH ANTI-SEIZE LUBRICANT. RECESS 1/8" BELOW PLATE SURFACE.
 - 13 1/2" PLATE WITH 3/8" LOOP ANCHOR FABRICATED AS SHOWN, SPACED AT MANUFACTURER'S SPEC.
 - 14 INSIDE PLATE, FABRICATE FROM 3/8" PLATE.
 - 15 ADPINE BUTTON. SEE DETAIL. SET IN OUTSIDE PLATE.

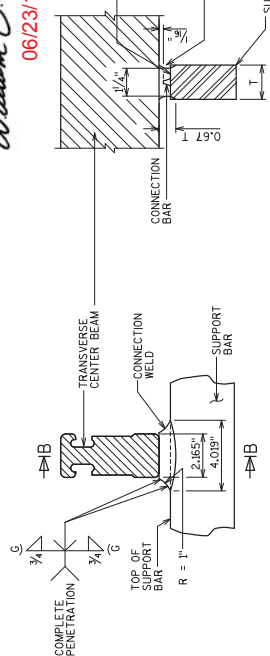


SECTION THRU JOINT @ W. ABUTMENT
NORMAL TO C. SUBSTRUCTURE

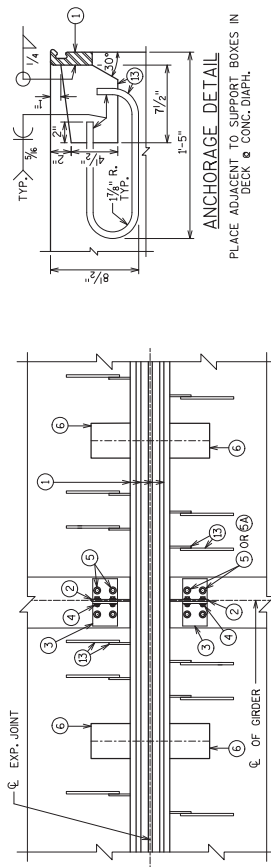


SECTION THRU JOINT @ PIERS
NORMAL TO C. SUBSTRUCTURE

William C. Decker
SDB
06/23/16



MODULAR EXPANSION JOINT CONNECTION
DETAIL AND WELD SPECIFICATION



PART PLAN



GENERAL NOTES

- ONE FIELD CRACK PERMITTED IN STEEL EXTRUSIONS. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPILING PERMITTED IN NEOPRENE GLAND.
- LETTER FABRICATION BUT BEFORE SHIPMENT. STAINLESS STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SNEEP.
- NO EXPANSION JOINT PROTRUSIONS PERMITTED ABOVE ROADWAY SURFACE, ON PARAPET ROADWAY FACE.
- THE EXPANSION JOINT SEALS SHALL BE PLACED, BONDED & SEALED AS RECOMMENDED BY THE MANUFACTURER. THE SEALS SHALL BE PLACED IN THE NEOPRENE GLAND BOXES TO PREVENT CONCRETE INTRUSION INTO THE SUPPORT BOX. A TECHNICAL REPRESENTATIVE OF THE MANUFACTURER SHALL BE PRESENT DURING INSTALLATION, TO DETERMINE THE CORRECT ASSEMBLY POSITION, THE PROJECT ENGINEER SHALL DETERMINE THE PROPER JOINT OPENING.
- EXPANSION JOINT EXTRUSIONS SHALL BE FABRICATED TO CONFORM TO ROADWAY 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-16 "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 FOR JOINTS SHALL BE PAID FOR BY THE BUREAU OF HIGHWAYS. THE JOINT AT THE EAST SIDE OF SHARED PIER 8 SHALL BE PAID FOR WITH THE B-70-40 BRIDGE.
- BAR STEEL REINF. IN DECK AND CONC. DIAPHRAGM SHALL BE RESPAVED AS NECESSARY TO ALLOW PLACEMENT OF JOINT ASSEMBLY. TOP TRANSVERSE BARS ADJACENT TO MOD. JT., TO BE CUT AND PLACED BETWEEN JT. SUPPORT SYSTEM.
- MODULAR EXPANSION DEVICE DESIGN AND DETAILS ARE SPECIFIC TO THE MANUFACTURER SELECTED FROM THOSE LISTED IN THE SPECIAL PROVISIONS. FABRICATOR DRAWING IS SUBJECT TO THE APPROVAL OF THE BUREAU OF HIGHWAYS.

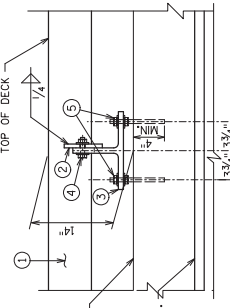
TEMP. TABLE

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

1. MOVEMENT PER 10° F
W. ABUT.: 1/4"
PIER 4: 3/4"
PIER 9: 3/8"
(SHARED PIER 8: 3/8" - 1)
2. MEDIAN TEMPERATURE OF 45° F
3. TEMP. RANGE IN TABLE FROM (-5°F) TO (+95°F).

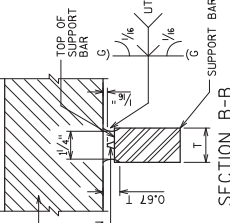
A TABLE OF JOINT OPENINGS BASED ON ABOVE DATA SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

SECTION A-A



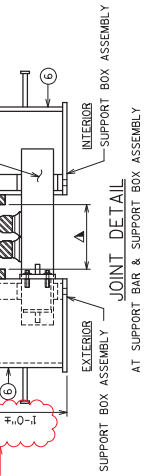
SECTION A-A

SECTION B-B



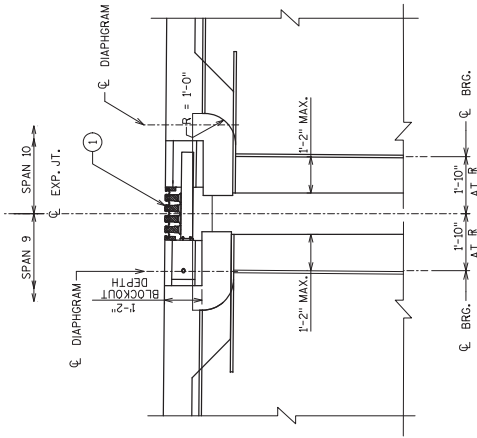
SECTION B-B

Addendum No. 01
ID 1517-07-77
Revised Sheet 573
June 23, 2016

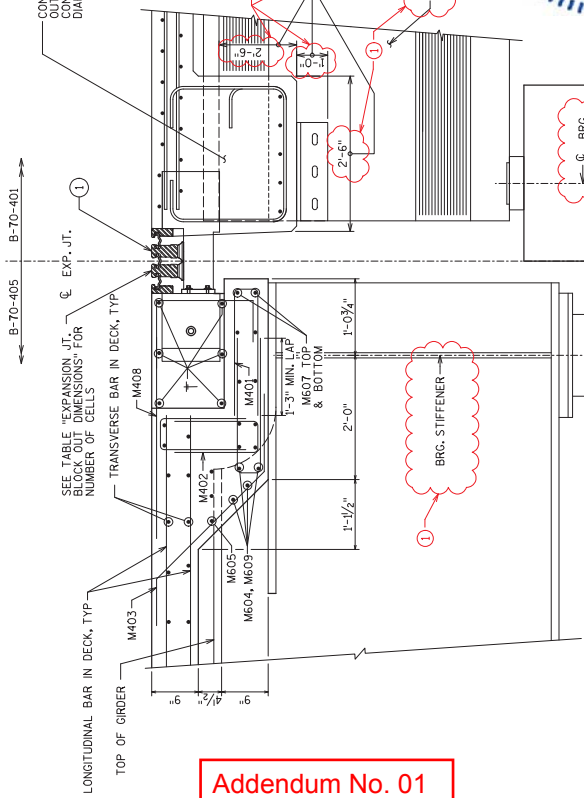


SUPPORT BOX ASSEMBLY
JOINT DETAIL
AT SUPPORT BAR & SUPPORT BOX ASSEMBLY

STATE PROJECT NUMBER
1517-07-77



SECTION J-J
(SEE SECTION B-E SHEET FOR REINFORCING EXPANSION JOINT UNITS 1-2-3 FOR NUMBER OF PIER)

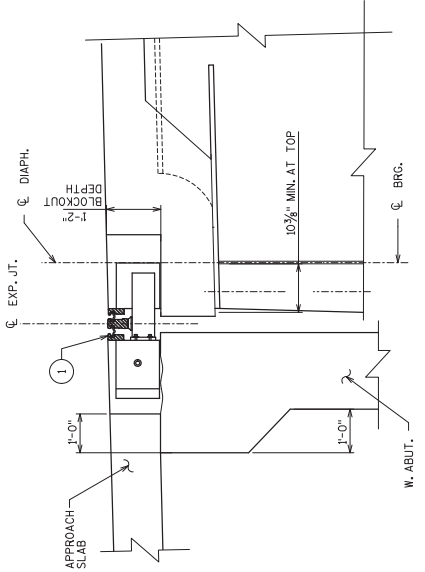


PARTIAL LONGIT. SECTION AT EXPANSION PIER 8C

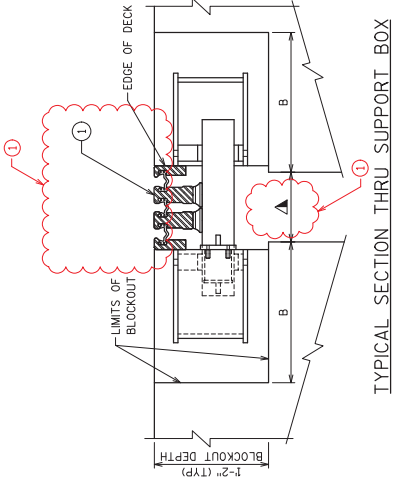


Addendum No. 01
ID 1517-07-77
Revised Sheet 574
June 23, 2016

William C. Dehn, SDR
06/23/16



SECTION A-A
(SEE SECTION B-E SHEET FOR REINFORCING EXPANSION JOINT UNITS 1-2-3 FOR NUMBER OF PIER)



TYPICAL SECTION THRU SUPPORT BOX

EXPANSION JT. BLOCK OUT DIMENSIONS

CELLS	W. ABUT	PIER 4	PIER 9	PIER C8
DIM. B	1'-3"	1'-10"	2'-1"	1'-6"

- LEGEND
- M506 BARS, 8'-0" LONG WITH 1'-0" MIN. LAP, CUT IN-FIELD TO CLEAR JOINT SUPPORT, AS REQD.
 - MODULAR EXPANSION JOINT DEVICE, 2 CELLS (W. ABUT), 4 CELLS (PIER 4), 5 CELLS (PIER 9), AND 3 CELLS (SHARED PIER C8).
 - MANUFACTURERS RECOMMENDED JOINT OPENING PLACEMENT PER TEMPERATURE TABLE. THE MODULAR EXPANSION DEVICE SHALL HAVE THE NUMBER OF CELLS AS INDICATED IN (1).

NO.	DATE	UPDATED DIMS AND NOTES	DNJ	BY
1	4/22/16			

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

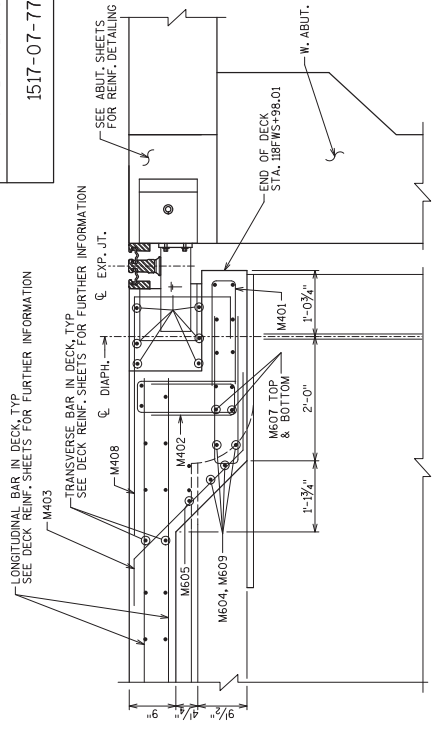
DESIGNED BY: DNJ
CHECKED BY: MJA

MODULAR EXP. JOINT DETAILS 2

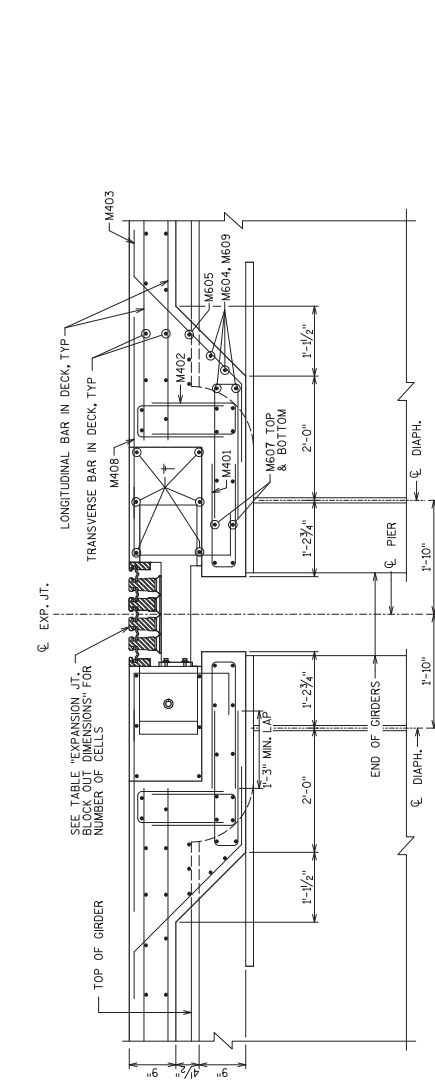
SHEET 77 OF 85

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STATE PROJECT NUMBER
1517-07-77

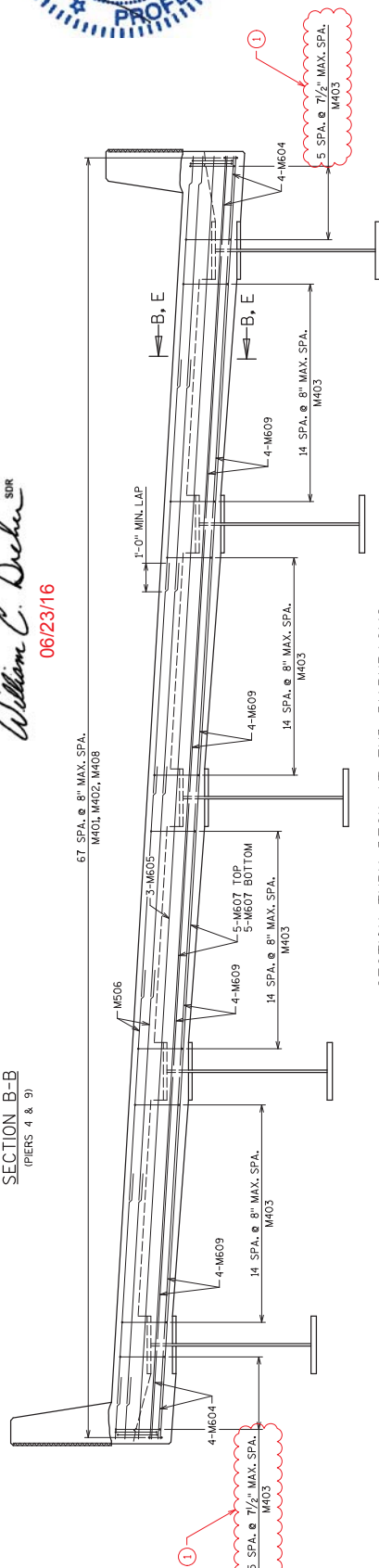


SECTION B-B
(PIERS 4 & 9)



SECTION E-E
(W. ABUTMENT)

William C. Dehn SDR
06/23/16



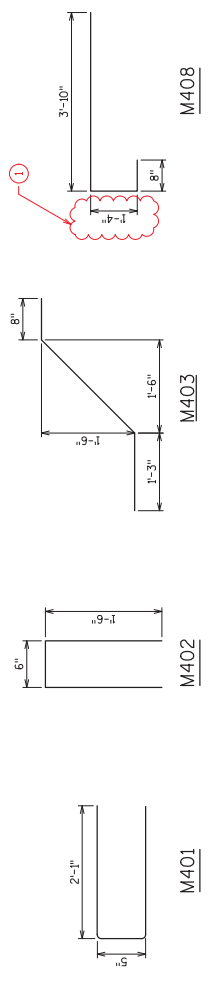
SECTION THRU DECK AT END DIAPHRAGMS
(DECK REINFORCEMENT NOT SHOWN FOR CLARITY
LOOKING UPSTATION)

LEGEND

† M506 BARS, 8'-0" LONG WITH 1'-0" MIN LAP, CUT IN FIELD TO CLEAR JOINT SUPPORT AS REQ'D.

DIAPHRAGM BILL OF BARS

BAR MARK	NO. REQ'D	LENGTH	BENT	LOCATION
M401	816	4'-5"	X	DIAPH. LONGIT. BETWEEN GIRDERS
M402	816	3'-4"	X	DIAPH. VERTICAL
M403	432	3'-1"	X	DIAPH. LONGIT. BETWEEN GIRDERS
M404	48	3'-1"	X	DIAPH. LONGIT. BETWEEN GIRDERS
M405	18	44'-6"		DIAPH. TRANS.
M406	252	8'-0"		DIAPH. TRANS.
M407	60	44'-6"	(1)	DIAPH. TRANS. TOP & BOTTOM
M408	408	5'-8"	X	DIAPH. VERTICAL
M409	96	9'-1"		DIAPH. TRANS. TOP & BOTTOM BETWEEN GIRDERS
TOTAL WEIGHT =				15,770 LB (1)



Addendum No. 01
ID 1517-07-77
Revised Sheet 575
June 23, 2016

NO.	DATE	MOD. M408	LENGTH M403 SPA.	DNJ	BY
1	4/26/16				

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

DESIGNED BY: DNJ
CHECKED BY: MJA

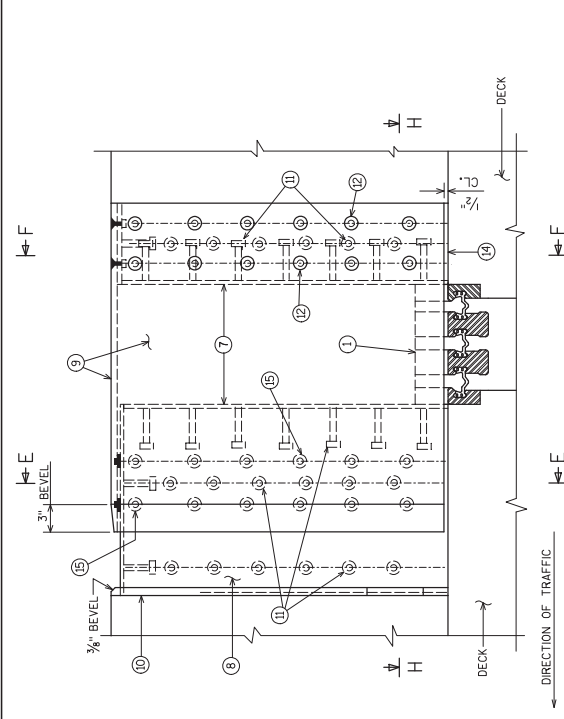
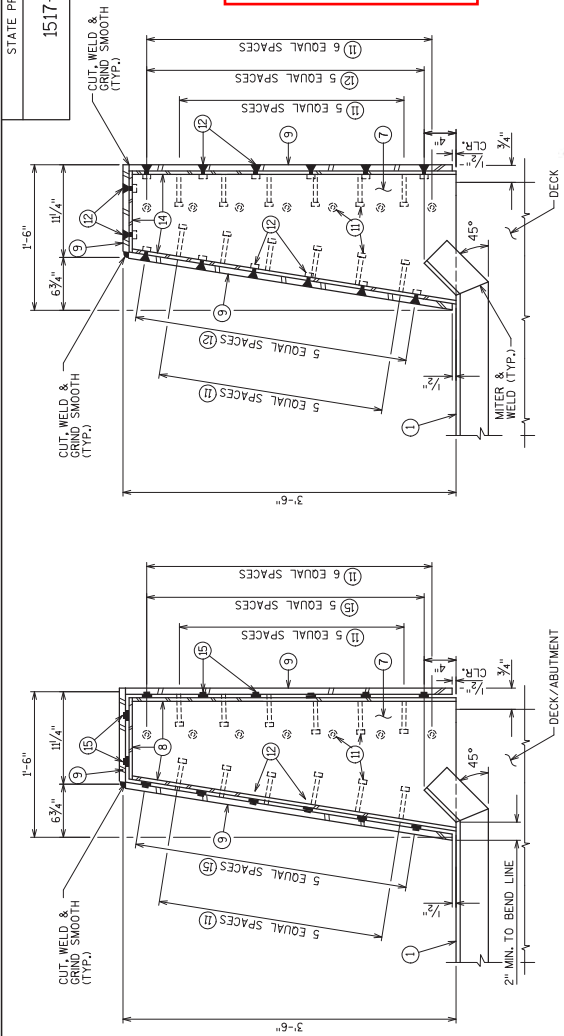
REINFORCING AT EXPANSION JOINT UNITS 1, 2, & 3

SHEET 78 OF 85

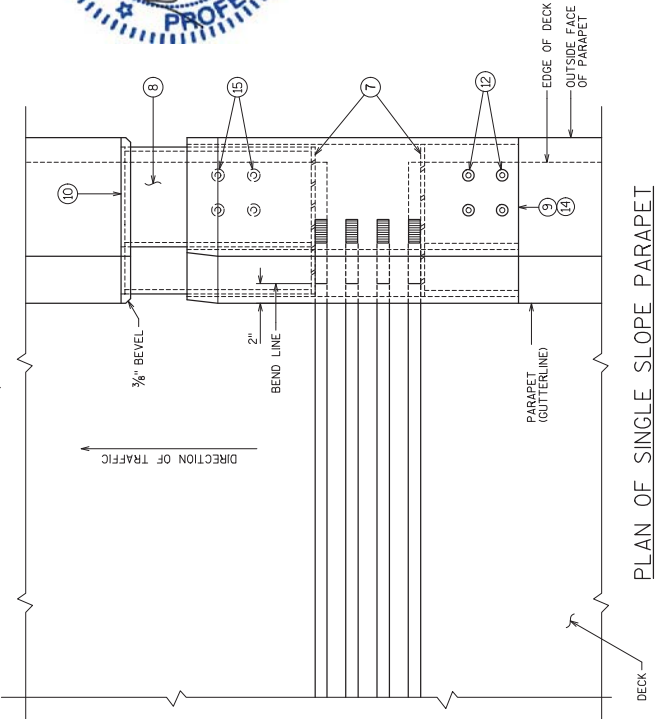
575

STATE PROJECT NUMBER
1517-07-77

Addendum No. 01
ID 1517-07-77
Revised Sheet 576
June 23, 2016

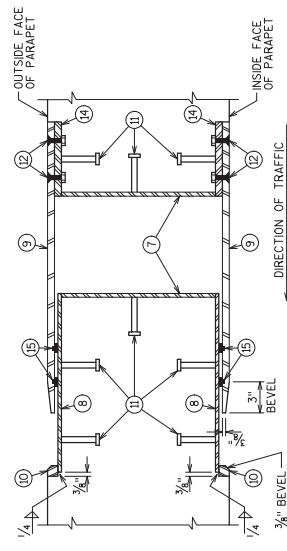


ELEVATION OF 42SS MODIFIED PARAPET
(3 CELLS SHOWN, 2 CELL SIMILAR)

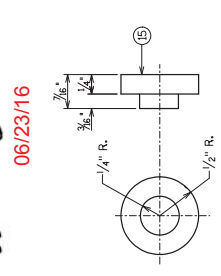


PLAN OF SINGLE SLOPE PARAPET

SECTION E-E

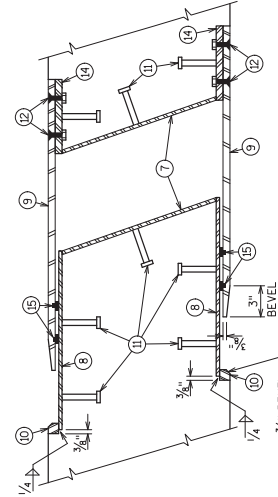


SECTION F-F



ADIPRENE BUTION DETAIL

SECTION H-H
W. ABUT., PIER 4, PIER 9



SECTION H-H
SHARED PIER 8

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06/23/16



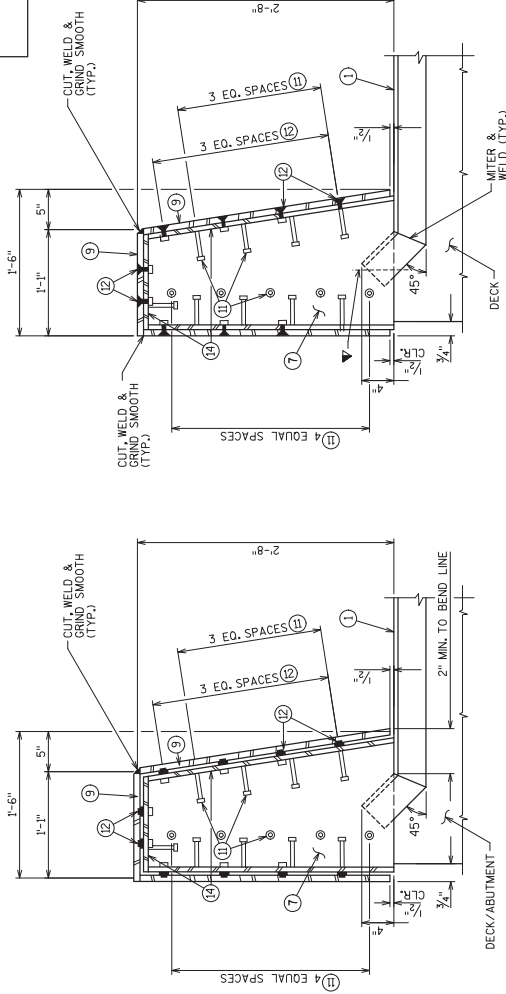
1 SEE SHEET "MODULAR EXP. JOINT DETAILS" LEGEND FOR DETAILS
MITER EXTRUSION ENDS AS SHOWN DNU TO PROVIDE CLEARANCE

NO.	DATE	ADDED NOTE	DNU	BY
1	4/26/16			

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURE B-70-405
DESIGNED BY: MJA
CHECKED BY: MJA
SHEET 79 OF 85
42SS PARAPET 576

STATE PROJECT NUMBER

1517-07-77

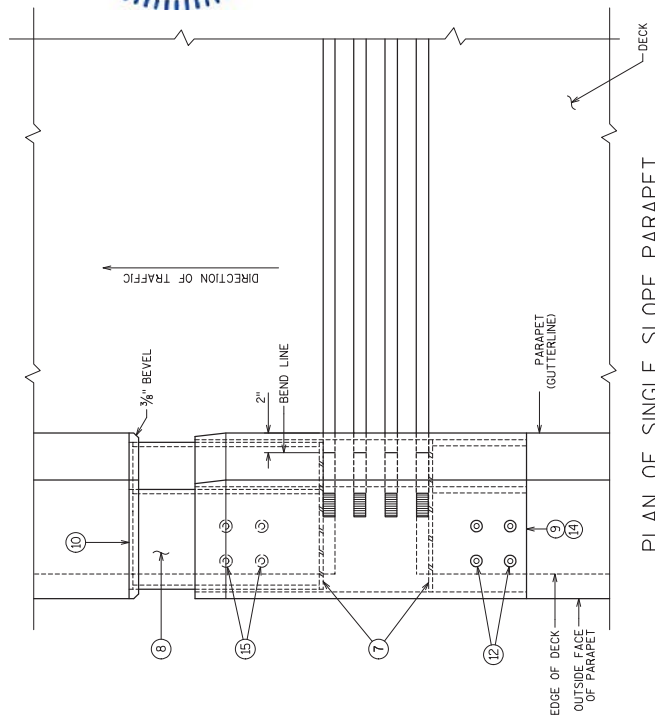


SECTION E-E

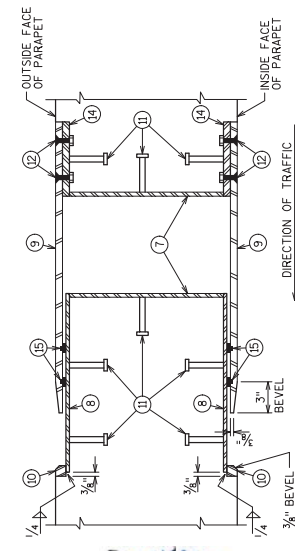
SECTION F-F

William C. Dehn SOR
06/23/16

ELEVATION OF 32SS MODIFIED PARAPET

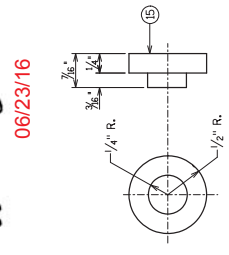


PLAN OF SINGLE SLOPE PARAPET



SECTION H-H

W. ABUT., PIER 4, PIER 9



ADIPRENE BUTTON DETAIL

1 SEE SHEET "MODULAR EXP. JOINT DETAILS" LEGEND FOR DETAILS
MITER EXTRUSION ENDS AS SHOWN DNJ TO PROVIDE CLEARANCE

Addendum No. 01
ID 1517-07-77
Revised Sheet 577
June 23, 2016

NO.	DATE	ADDED NOTE	DNJ	REVISION	BY
1	4/26/16				

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

DESIGNED BY: DNJ
CHECKED BY: MJA

MODULAR JOINT COVER PLATES
32SS PARAPET

SHEET 80 OF 85
577

STATE PROJECT NUMBER
1517-07-77

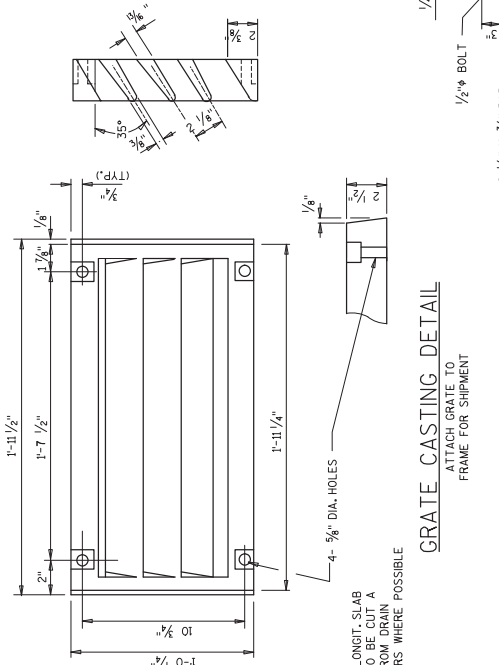
GENERAL NOTES

ALL MATERIAL FOR TYPE "GC" CASTING EXCLUDING GRATE HOLD DOWN SCREWS, SHALL BE GRAY IRON (ASTM A248) CLASS 30. APPROXIMATE WEIGHT = 225 LBS.

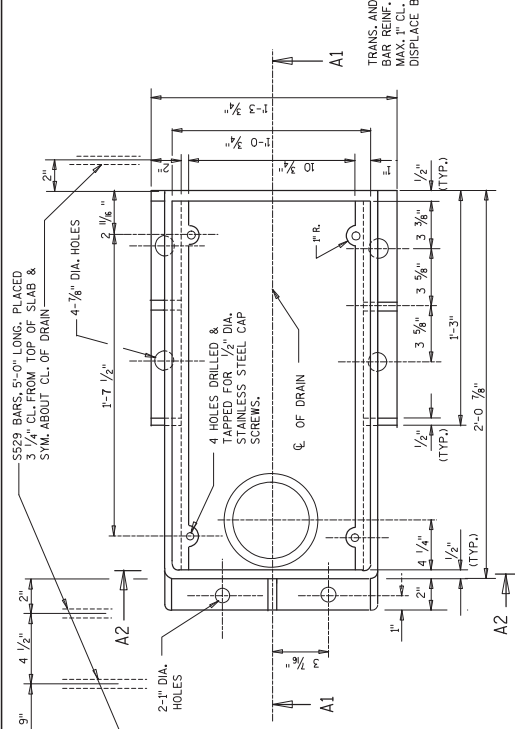
MATERIAL FOR BRACKETS SHALL CONFORM TO A.S.T.M. A36.

THE CONTRACTOR MAY PROPOSE AN ALTERNATE TYPE OF BRACKET. THE PROPOSED ALTERNATE SHALL BE SUBMITTED AND SUBJECT TO THE APPROVAL OF THE ENGINEER.

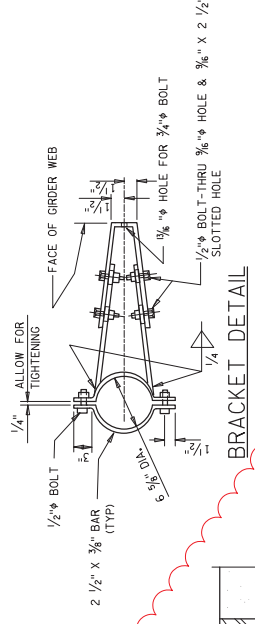
FLANGED 6" DIA. ROVINGSPOITS SHALL BE REINFORCED WITH THERMOSETTING RESIN PIPE CONFORMING TO SECTION 514 OF THE STANDARD SPECIFICATIONS.



GRATE CASTING DETAIL
ATTACH GRATE TO FRAME FOR SHIPMENT



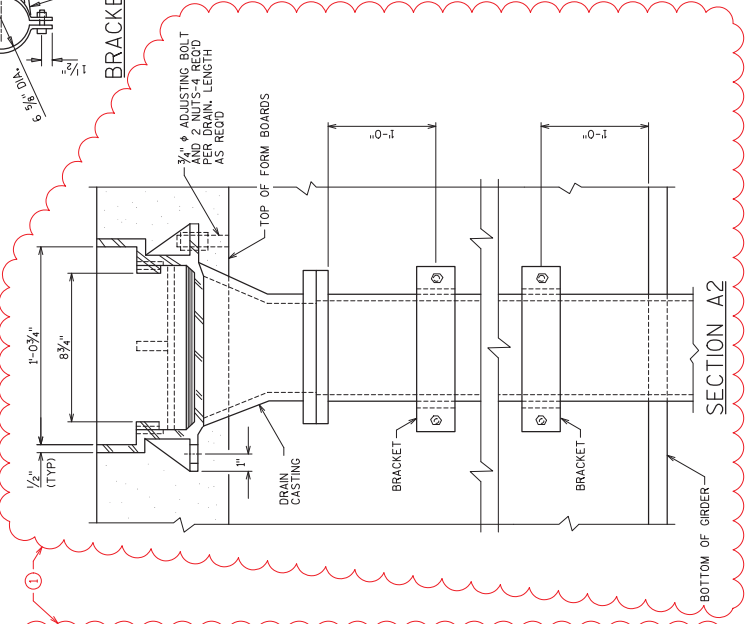
PLAN



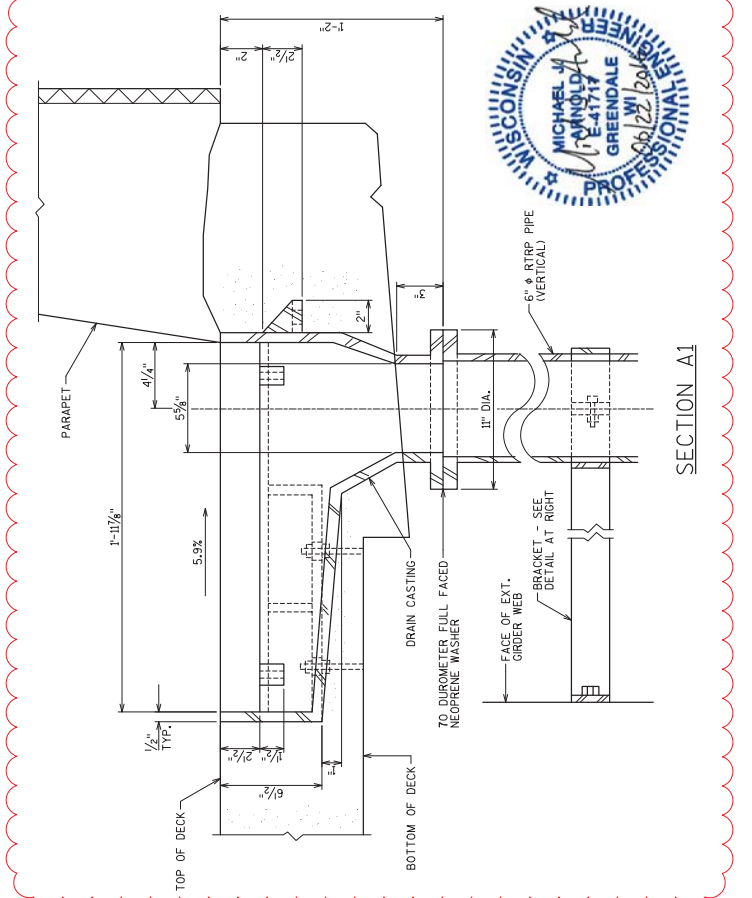
BRACKET DETAIL

DRAIN LOCATIONS	
12FEWS-10	
12FEWS-17	
12FEWS-20	
12FEWS-27	
12FEWS-37	
12FEWS-45	
12FEWS-18	
13FEWS-75	
13FEWS-60	
14FEWS-30	
14FEWS-38	

COORDINATE LOCATION OF DRAINS WITH ORDER STIFFENER LOCATIONS.



SECTION A2



SECTION A1



William C. Decker SDR
06/23/16

NO.	DATE	SECTION A1 AND A2	REVISION	BY	DNJ
1	4/26/16				

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

DRAWN BY: DNJ
CHECKED BY: MJA

FLOOR DRAIN
TYPE GC

SHEET 81 OF 85

578

Addendum No. 01
ID 1517-07-77
Revised Sheet 578
June 23, 2016

Addendum No. 01
ID 1517-07-77
Revised Sheet 579
June 23, 2016

STATE PROJECT NUMBER
1517-07-77

DATE: 6/22/2016
 FILE: P:\Transportation\US 10 MIS 441\CADD\Sheets\Structures\B-70-405\Sheets\077-405-Downspout Details.dgn

NO.	DATE	REVISION	BY
1	4/26/16	THREADED INSERT EMBEDMENT	DNJ

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

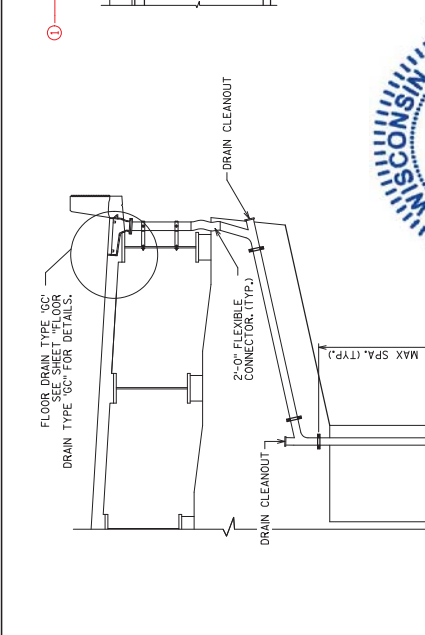
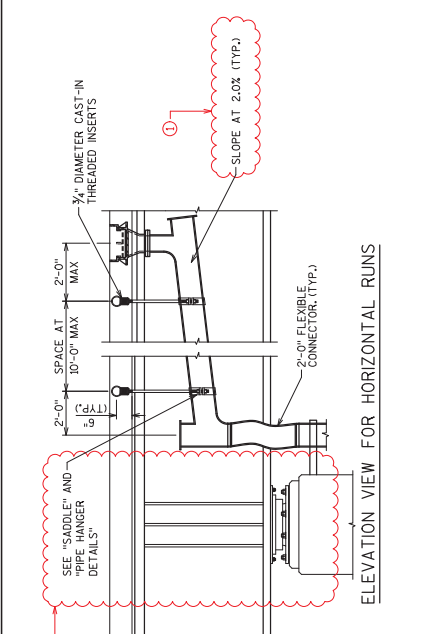
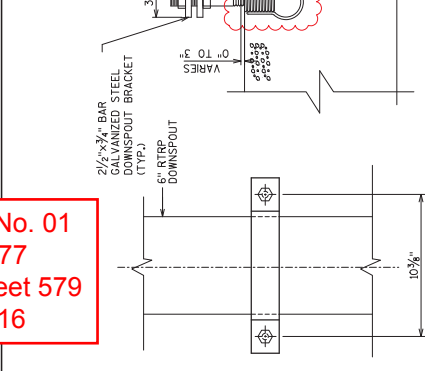
STRUCTURE B-70-405

DESIGNED BY: DNJ
 CHECKED BY: MJA

SHEET 82 OF 85

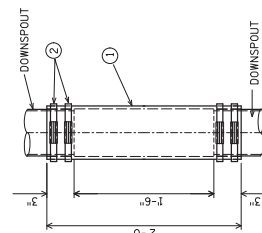
579

DOWNSPROUT
 DETAILS

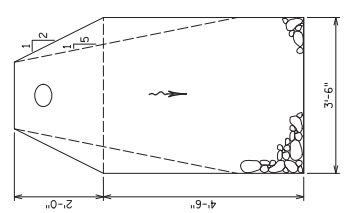


PIPE FASTENER DETAIL

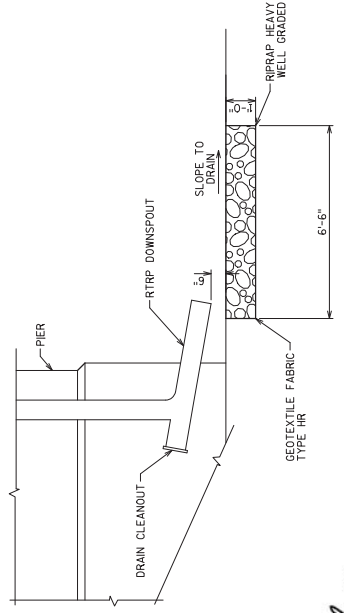
ELEVATION VIEW FOR HORIZONTAL RUNS



FLEXIBLE CONNECTION

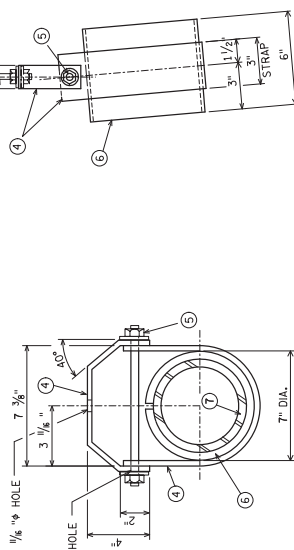


PLAN VIEW



ELEVATION VIEW

ENERGY DISSIPATOR DETAIL



ADJUSTABLE CLEVIS DETAIL & PIPE HANGER DETAILS

NOTES:

EXCAVATION FOR ENERGY DISSIPATOR IS INCIDENTAL TO ITEM "RTRAP HEAVY".

MATERIAL FOR BRACKETS SHALL CONFORM TO ASTM A36.

THE CONTRACTOR MAY PROPOSE AN ALTERNATE TYPE OF BRACKET. THE PROPOSED ALTERNATE DETAILS SHALL BE SUBMITTED AND SUBJECT TO THE APPROVAL OF THE ENGINEER.

DOWNSPROUT TO BE PIGMENTED SAME COLOR AS PIER COLOR "A". SEE SHEET "AESTHETIC DETAILS" FOR DETAILS.

CLEVIS, PIPE CLAMPS, HANGERS, AND MISC. ITEMS ARE INCLUDED IN BID ITEM "DOWNSPROUT 6-INCH."

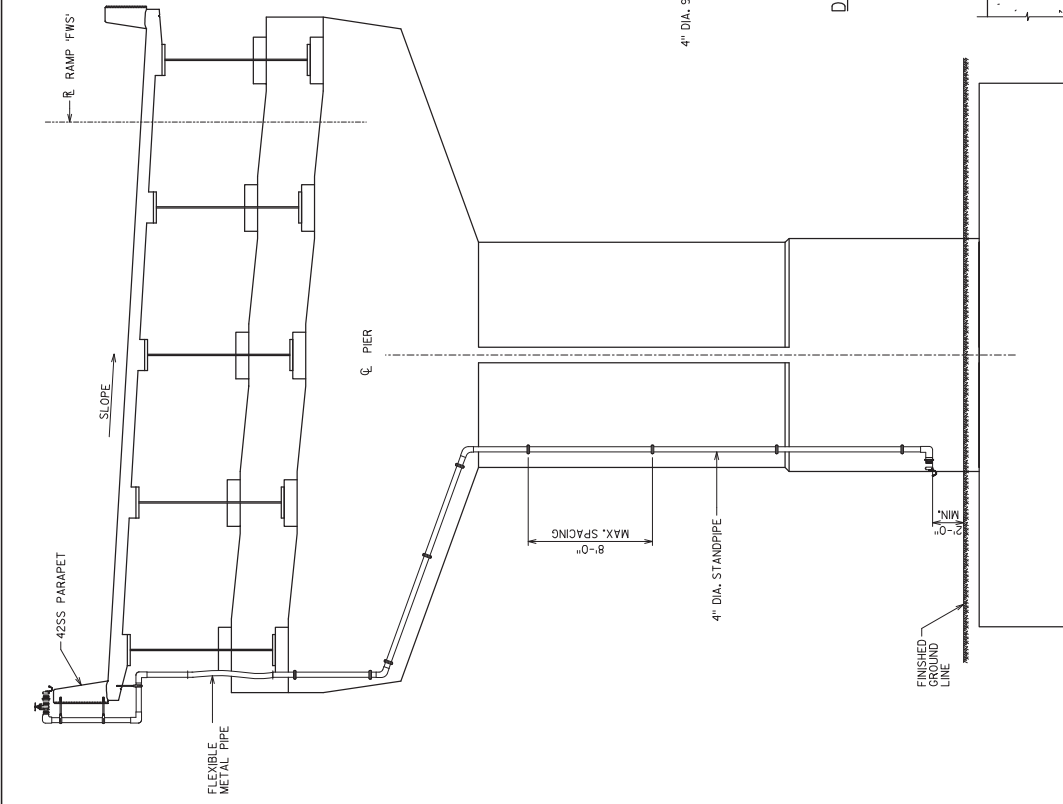
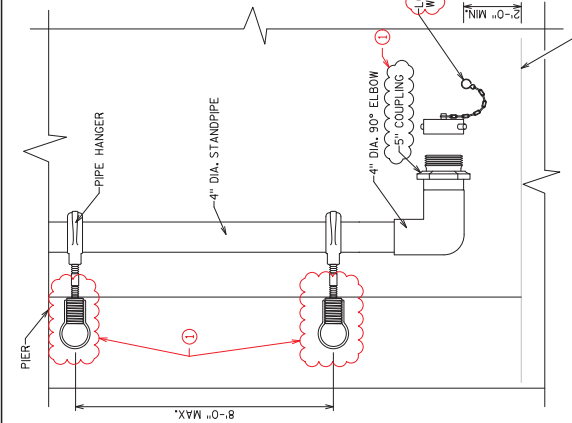
TIGHTEN CLAMPS TO A TIGHT SLIP FIT (FOR TEMP. EXPANSION).

- LEGEND**
- 1 FLEXIBLE RUBBER HOSE, MIN. 3/4" THICK WALL TO SUIT DOWNSPROUT.
 - 2 BREEZE "H-TORQUE CLAMP #HTM-700 304 HALF HARD STAINLESS STEEL OR EQUIV. (4 REQ'D. PER EACH 21")
 - 3 3/4" DIAMETER THREADED ROD. USE WITH CAST IN THREADED INSERTS.
 - 4 10 GAGE GALV. STEEL SADDLE.
 - 5 1/2" DIA. X 8" LONG STAINLESS STEEL THREADED ROD WITH STAINLESS STEEL HEX NUTS & WASHERS.
 - 6 6" LONG SPLIT RTRP STRIP. BOND TO #7, PLACE AT ALL CLAMP LOCATIONS.
 - 7 6" DIA. DOWNSPROUTS SHALL BE REINFORCED THERMOSETTING RESIN PIPE CONFORMING TO SECTION 514 OF THE STANDARD SPECIFICATIONS.

William C. Dehn SR
 06/23/16

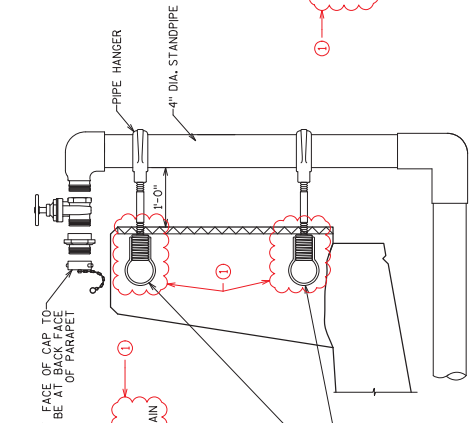
STATE PROJECT NUMBER
1517-07-77

Addendum No. 01
ID 1517-07-77
Revised Sheet 582
June 23, 2016



TYPICAL CROSS SECTION
(LOOKING UPSTATION)
(PIER 9 SHOWN)

William C. Dehn
06/23/16



DISCHARGE CONNECTION PLAN

DISCHARGE CONNECTION ELEVATION

NOTES

- 1. PAINT 4" DIA. CLASS 53 STEEL PIPE WITH URETHANE PAINT. COLOR TO BE HOUSACK SW 609.
 - 2. PIPE CLAMPS, HANGERS, CONCRETE ANCHOR PIPE AND MISC. ITEMS ARE INCLUDED IN BID ITEMS SPV.0060.700 "STANDPIPE SYSTEM".
 - 3. PIPE TO BE SUPPORTED AT 8'-0" MAX. SPACING.
- STANDPIPE LOCATIONS:
STA. 1314+65.42, 36' LT SOUTH SIDE OF PIER
PIER 11
STA. 1344+90.12, 36' LT NORTH SIDE OF PIER

NO.	DATE	REVISION	BY
1	4/26/16	THREADED RODS AND INSERTS	DNU

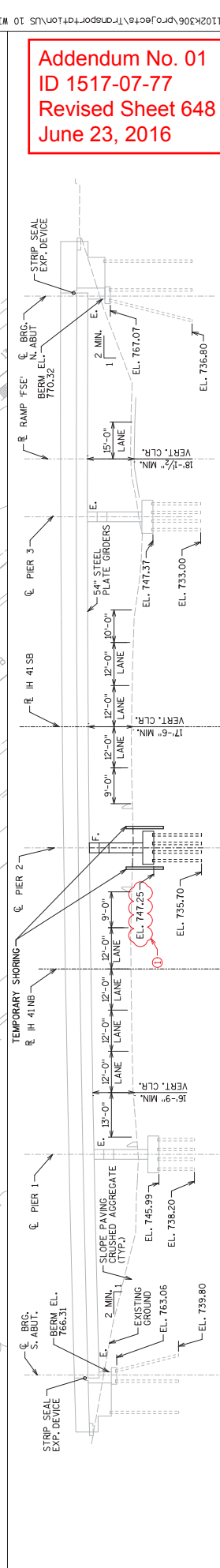
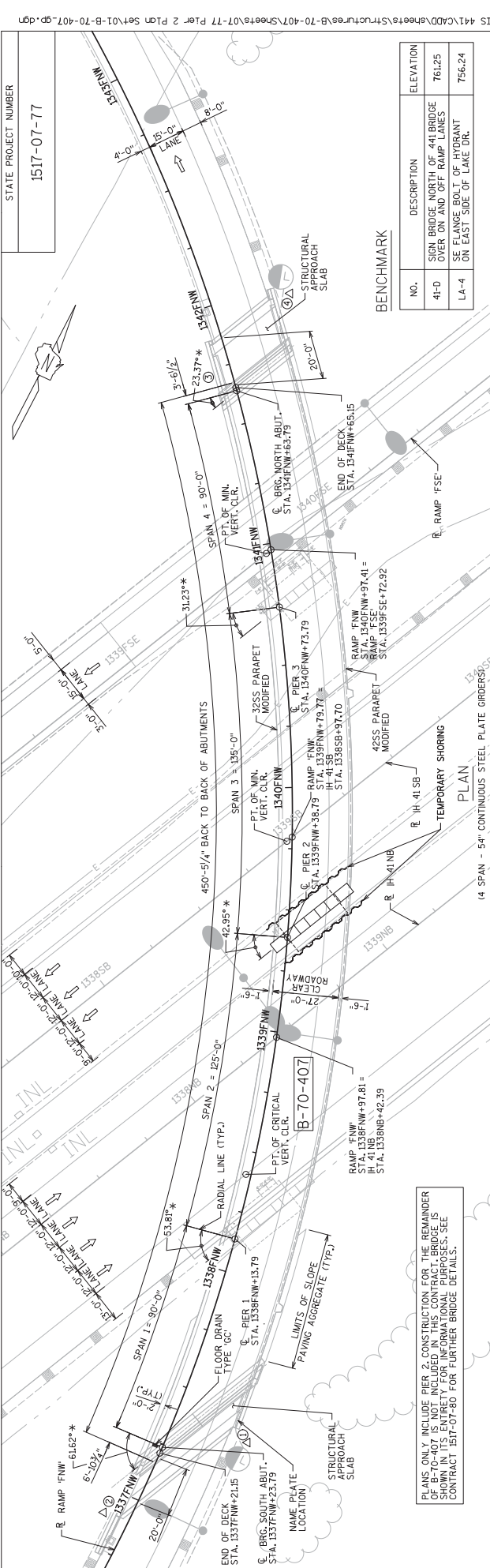
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-405

STANDPIPE SYSTEM DETAILS

SHEET 85 OF 85

582



Addendum No. 01
ID 1517-07-77
Revised Sheet 648
June 23, 2016

NO.	DESCRIPTION	ELEVATION
41-D	SIGN BRIDGE NORTH OF 441 BRIDGE OVER ON AND OFF RAMP LANES	761.25
LA-4	SE FLANGE BOLT OF HYDRANT ON EAST SIDE OF LAKE DR.	756.24

NOTES

DIMENSIONS SHOWN ARE ALONG R.

SPAN LENGTHS SHOWN ARE MEASURED ALONG R.

ALL UNITS ARE IN FEET UNLESS OTHERWISE NOTED.

LEGEND

△ ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD ATTACHMENT.

① INDICATES WINDOW NUMBER.

* ANGLES BETWEEN RADIAL LINE AND TANGENT TO R AT POINT OF INTERSECTION

TRAFFIC DATA:

HL-4F = 76,000 (2010)
 A.D.T. = 100,000 (2038)
 R.D.S. = 70 M.P.H.

RAMP F/W:
 A.D.T. = 17,000 (2038)
 R.D.S. = 45 M.P.H.

FOUNDATION DATA

PIER 2 TO BE SUPPORTED ON HP 12 X 53 PILE TO BE DRIVEN ON RECORDED DRIVEN RESISTANCE OF 160 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC CORRECTION. DRIVEN PILES REQUIRE FILE POINTS. 12 FEET. DRIVEN PILES REQUIRE FILE POINTS.

* THE FACTORED AXIAL RESISTANCE OF PILES IN REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

PRE-BORED PILES TO BE PRE-BORED 3'-6" INTO SOUND BEDROCK. BACKFILL ROCK SOCKET WITH SOUND GRAVEL. DRIVEN PILES TO BE DRIVEN AND DO NOT REQUIRE FILE POINTS. PRE-BORING IS PAID UNDER BID ITEM 550.0020 PRE-BORING ROCK OR CONSOLIDATED MATERIAL LENGTH IS 16 FEET.

SEE SHEET 6 FOR INFORMATION ON WHICH PILES ARE DRIVEN AND WHICH PILES ARE PRE-BORED.

DESIGN DATA

LIVE LOAD:

DESIGN RATINGS: HL-93

INVENTORY RATING FACTOR: L04

OPERATING RATING FACTOR: L83

WISCONSIN STANDARD PERMIT VEHICLE (MIS-SPV) = 250 KIPS

THE DESIGN PROVIDES FOR AN ADDITIONAL LOAD DUE TO A FUTURE WEARING SURFACE EQUAL TO 20 PSF AND A POLYMER OVERLAY EQUAL TO 5 PSF.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY
 ALL CONCRETE (HPC) F'C = 4,000 PSI

BAR STEEL REINFORCEMENT,
 HIGH STRENGTH, GRADE 60 F'Y = 60,000 PSI

54-INCH STEEL PLATE GIRDERS,
 HIGH STRENGTH, GRADE 50 F'Y = 50,000 PSI

LIST OF DRAWINGS

- GENERAL PLAN AND ELEVATION
- GENERAL NOTES AND QUANTITIES
- GENERAL NOTES AND QUANTITIES
- SUBSURFACE EXPLORATION
- PIER 2 DETAILS
- PIER 3 DETAILS
- BEARING PEDESTAL DETAILS

FOUNDATION DATA

(LOOKING SOUTHWEST)

DESIGN DATA

LIVE LOAD:

DESIGN RATINGS: HL-93

INVENTORY RATING FACTOR: L04

OPERATING RATING FACTOR: L83

WISCONSIN STANDARD PERMIT VEHICLE (MIS-SPV) = 250 KIPS

THE DESIGN PROVIDES FOR AN ADDITIONAL LOAD DUE TO A FUTURE WEARING SURFACE EQUAL TO 20 PSF AND A POLYMER OVERLAY EQUAL TO 5 PSF.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY
 ALL CONCRETE (HPC) F'C = 4,000 PSI

BAR STEEL REINFORCEMENT,
 HIGH STRENGTH, GRADE 60 F'Y = 60,000 PSI

54-INCH STEEL PLATE GIRDERS,
 HIGH STRENGTH, GRADE 50 F'Y = 50,000 PSI

William C. Dehn SR

06/23/16



NE REGION CONTACT - SCOTT EBEL (920) 492-2240
 DR. (920) 492-2240
 BUREAU OF STRUCTURAL DESIGN (920) 494-5849
 CONSULTANT CONTACT - MICHAEL ANGLIO (414) 944-5848

NO.	DATE	PER. 2 FOUNDATION DATA	REVISION	BY
1	4/27/14			DNV

AECOM
 1505 South Rivercenter Drive, Suite 214
 Madison, WI 53704
 (608) 944-0980

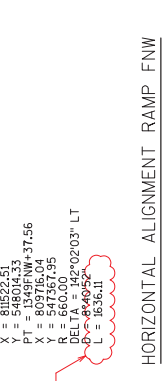
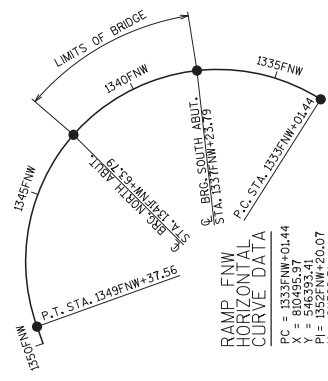
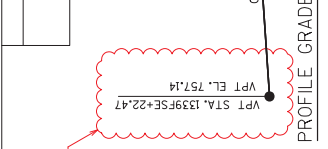
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

ACCEPTED: CHIEF STRUCTURES DESIGN ENGINEER DATE
 STRUCTURE B-70-407

COUNTY: WINNEBAGO TOWN/VILLAGE: MENASHA
 DESIGN SPEC. ASHLD LRD BRIDGE DESIGN SPECIFICATIONS
 BY: MJA MRL MJA
 ASSIGNED NLD CRCD

GENERAL PLAN AND ELEVATION
 SHEET 1 OF 7
648

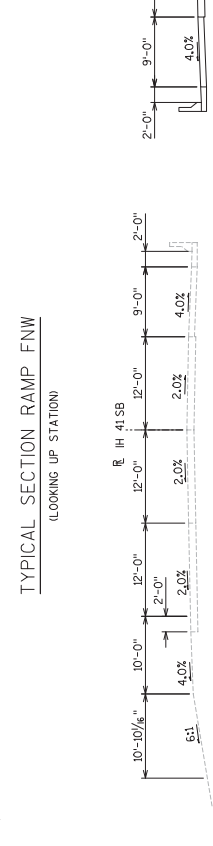
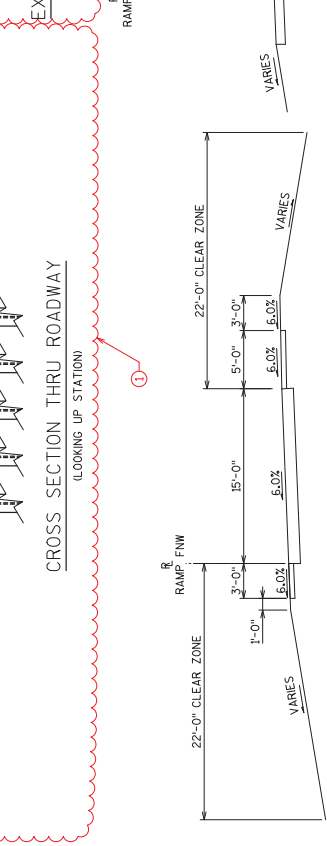
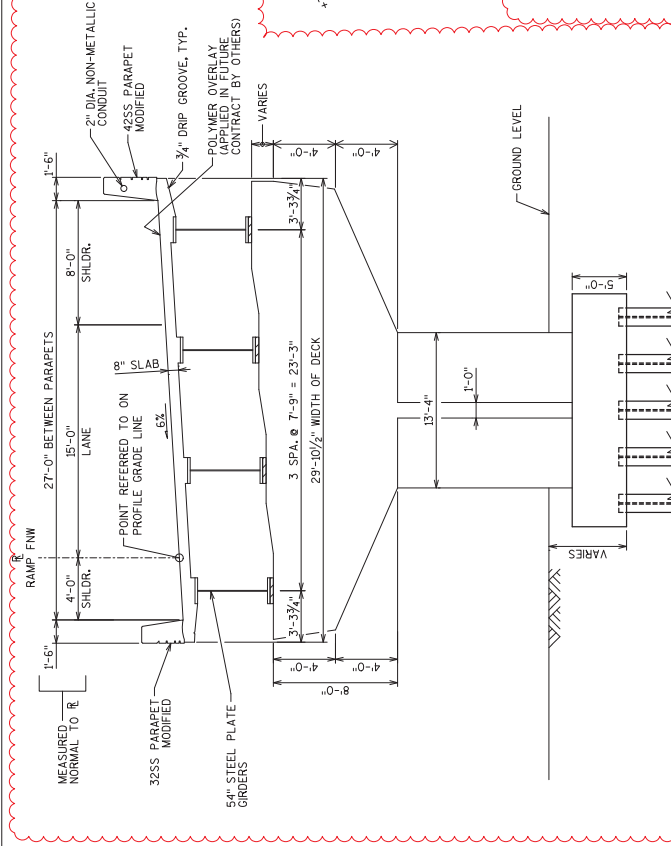
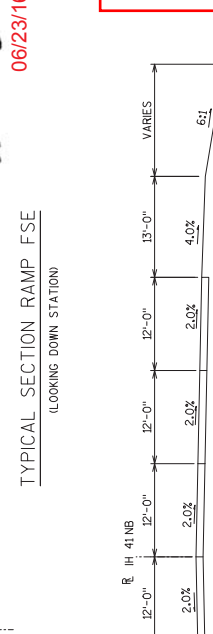
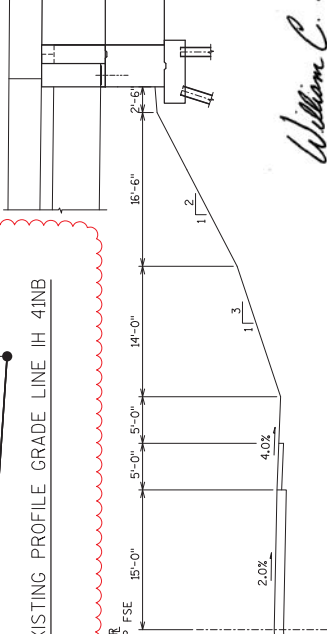
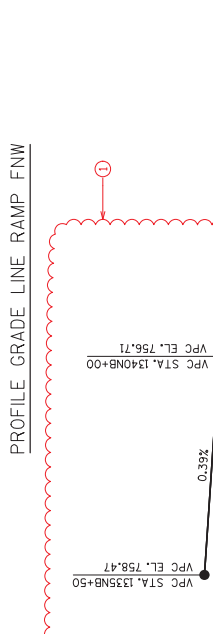
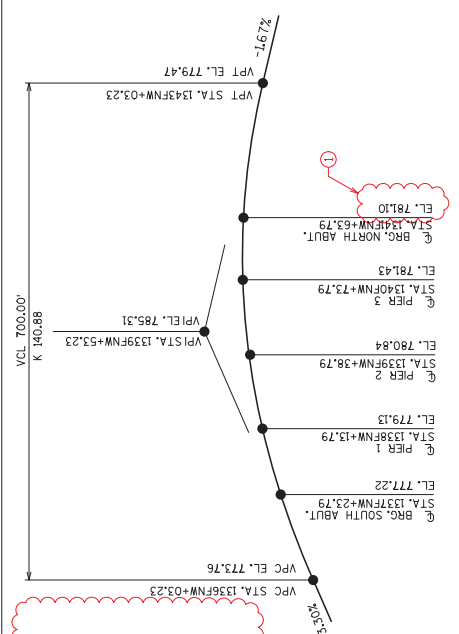
STATE PROJECT NUMBER
1517-07-77



William C. Decker
06/23/16

NO.	DATE	MOD. X-SEC & ADD. IH-41 PROFILE	DNJ
1	4/27/16		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-70-407		ISSUED BY	DATE
		PROJECT NO.	649
		SHEET 2 OF 7	

Addendum No. 01
ID 1517-07-77
Revised Sheet 649
June 23, 2016



GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 ALL DIMENSIONS ARE IN SURVEY FEET AND SURVEY INCHES. ALL STATIONS ARE IN SURVEY FEET.
 ELEVATIONS ARE REFERENCED TO NOV029.
 THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR CONSIDERED AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES.
 FILLER SHALL CONFORM TO THE REQUIREMENTS OF HASHTO DESIGNATION M53, TYPE II, OR II OR M213.

REINFORCING STEEL

ALL REINFORCING BARS ARE ENGLISH AND THE FIRST OR THE FIRST TWO DIGITS OF THE BAR MARK SIGNIFY THE BAR SIZE.
 REINFORCING STEEL SHALL BE HIGH STRENGTH, GRADE 60 WITH F_y-60 KSI. PROVIDE STAINLESS STEEL REINFORCEMENT CONFORMING TO ASTM A615, GRADE 60 REQUIREMENTS.
 REINFORCING STEEL SHALL BE UNCOATED IN FOUNDATIONS (EXCEPT PIER SHAFT DOWELS), AND EPOXY COATED IN ALL OTHER LOCATIONS INCLUDING PIER SHAFT OTHERWISE.
 PLACE ALL REINFORCEMENT WITH A MINIMUM CLEAR COVER OF 2" UNLESS NOTED OTHERWISE.
 PLACE REINFORCEMENT IN FOOTINGS AND PILECAPS WITH A MINIMUM CLEAR COVER OF 3" BOTTOM AND 2" TOP AND SIDES UNLESS NOTED OTHERWISE.
 PLACE TOP LAYER OF REINFORCING STEEL IN THE DECK SURFACE WITH 2 1/2" CLEAR COVER TO TOP OF SLAB.
 PLACE BOTTOM LAYER OF REINFORCING STEEL IN THE DECK WITH 1/2" CLEAR COVER TO BOTTOM OF SLAB.
 ONLY REINFORCEMENT REQUIRED BY DESIGN IS SHOWN EXPLICITLY ON THE DRAWINGS. ALL REINFORCEMENT MUST BE SHOWN AND MAY BE REQUIRED TO ENSURE STABILITY AND POSITIONING OF THE COMPLETED REINFORCEMENT CASE.
 REINFORCEMENT IN ADDITION TO THAT SHOWN WILL NOT BE INCLUDED FOR PAYMENT.
 LAP SPlice LENGTHS SHALL BE CLASS C UNLESS NOTED OTHERWISE.

CONCRETE

CHAMFER ALL EXPOSED OUTSIDE CORNERS 3/4" UNLESS NOTED OTHERWISE.

OTHER DESIGN LOADS

THE STRUCTURE IS DESIGNED FOR THE DECK THICKNESS SHOWN AND FOR A POLYMER OVERLAY ARE CONSIDERED IN THE DESIGN.
 TEMPERATURE CHANGE FOR DETERMINING THERMAL FORCES ON SUBSTRUCTURES = 90°F.
 PARAPETS WERE ASSUMED TO WEIGH 639 PLF AND 506 PLF FOR 4225 MODIFIED AND 3245 MODIFIED SECTIONS, RESPECTIVELY.
 ALL OTHER LOADS IN ACCORDANCE WITH AASHTO.

DESIGN CRITERIA

DESIGN IS IN ACCORDANCE WITH AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION BUILDINGS (AASHTO) LRFD BRIDGE DESIGN SPECIFICATIONS AND THE WISDOT BRIDGE MANUAL.
 ALL DETAILS, MATERIALS, AND FABRICATION SHALL CONFORM TO THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. USE THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS AT THE TIME OF CONSTRUCTION.
 LIVE LOAD PLUS DYNAMIC LOAD DEFLECTION LIMIT = SPAN / 800 (HL93).

TOTAL ESTIMATED QUANTITIES

BID ITEM	BID ITEM	UNIT	PIER 2	TOTAL
206.0000	EXCAVATION FOR STRUCTURES BRIDGES B-70-407	LS	1	1
501.0000	ICE HOT WEATHER CONCRETING	LLIB	1.118	1.118
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	6,570	6,570
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	20,330	20,330
51L200	TEMPORARY SHORING B-70-407	SF	861	861
550.0020	PREBORING ROCK OR CONSOLIDATED MATERIALS	LF	245	245
550.0500	PILE POINTS	EACH	12	12
550.0200	PIILING STEEL HP 12-INCH X 53 LB	LF	410	410
SPV0035-700	MODIFIED HIGH PERFORMANCE CONCRETE (HPC) MASONRY BRIDGES	CY	149	149

①

STATE PROJECT NUMBER
 1517-07-77

William C. Decker SOR
 06/23/16



Addendum No. 01
 ID 1517-07-77
 Revised Sheet 650
 June 23, 2016

NO.	DATE	REVISION	BY
1	4/27/16	UPDATED ITEM QUANTITIES	DNJ

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-407

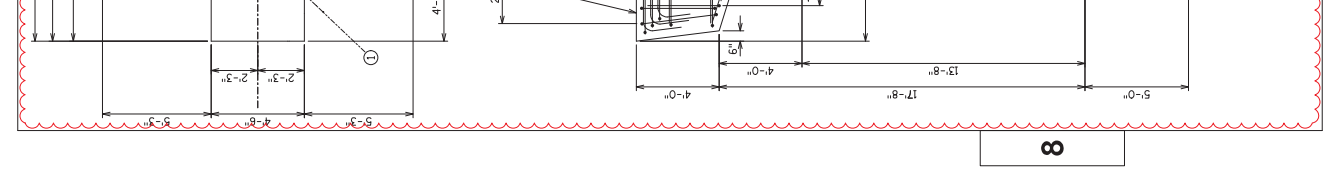
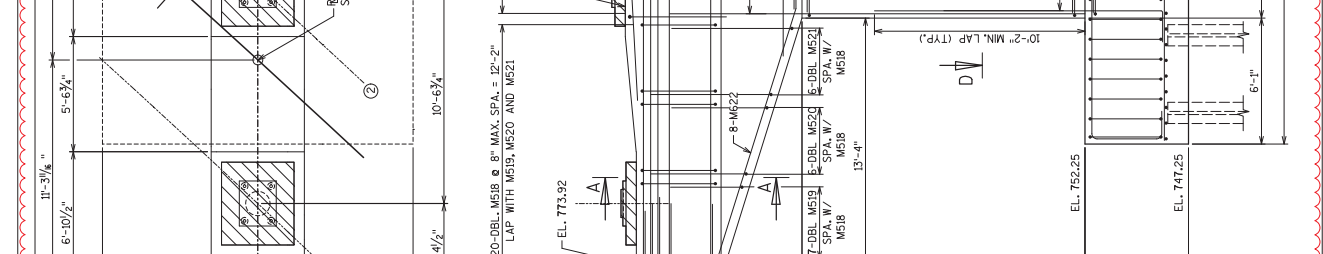
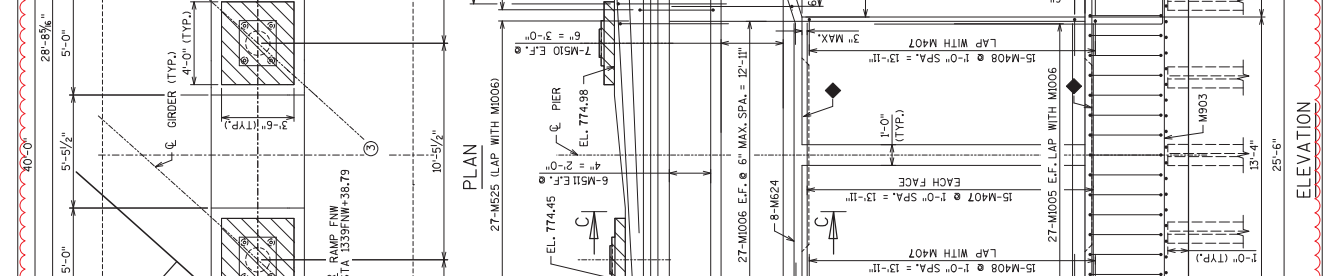
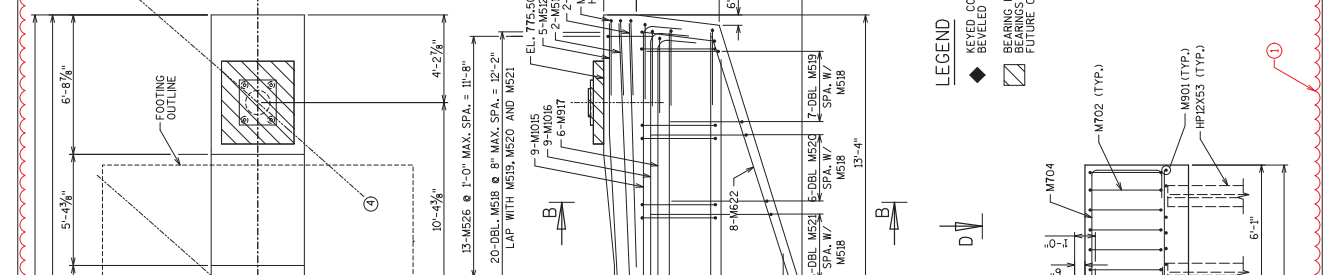
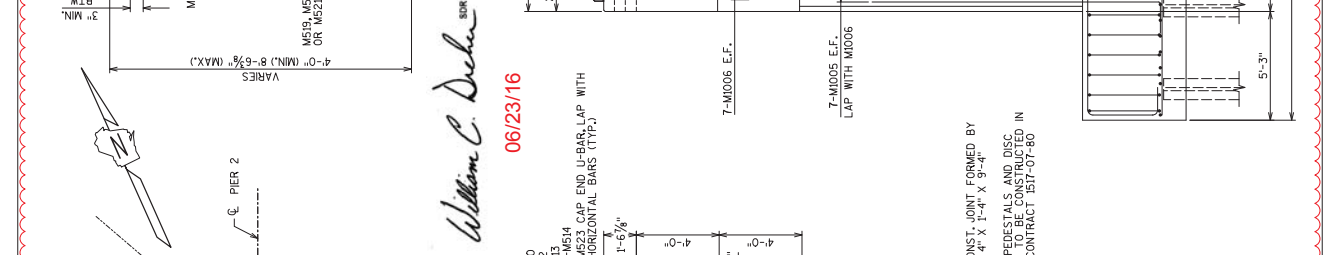
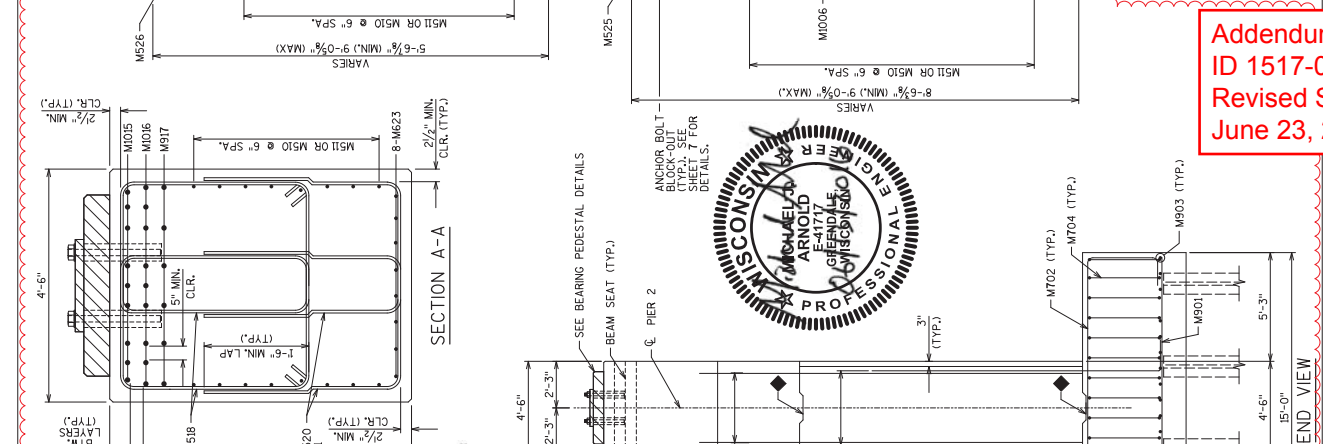
DRAWN BY: MRL
 CHECKED BY: MJA

GENERAL NOTES
 SHEET 3 OF 7
 650

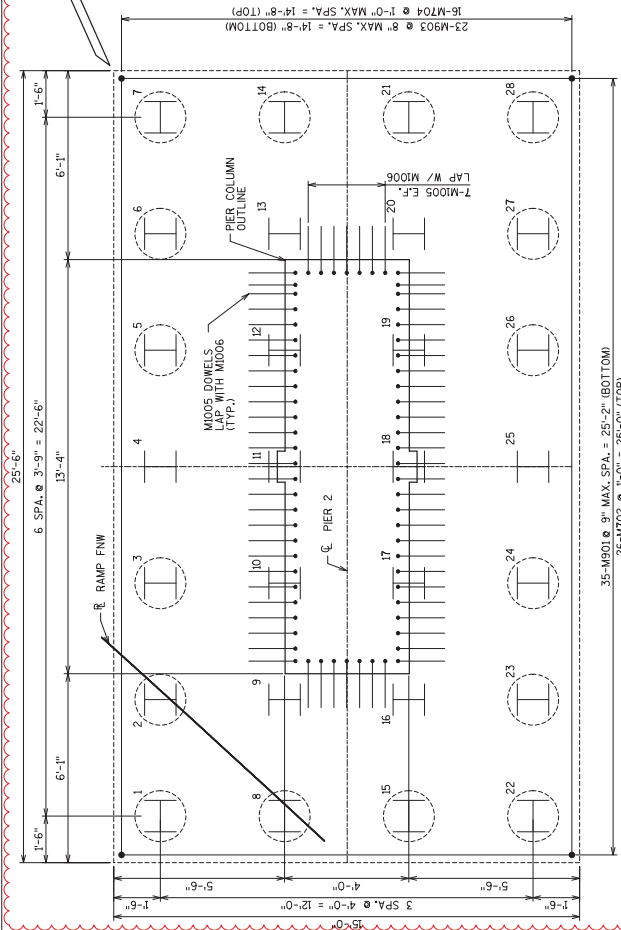
Addendum No. 01
 ID 1517-07-77
 Revised Sheet 652
 June 23, 2016

NO.	DATE	MODIFIED PIER	BY
1	4/27/16		

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
STRUCTURE B-70-407	PIER 2
DESIGNED BY	CHECKED BY
PLANS LKH	PLANS LKH
SHEET 5 OF 7	
DETAILS 1	
652	

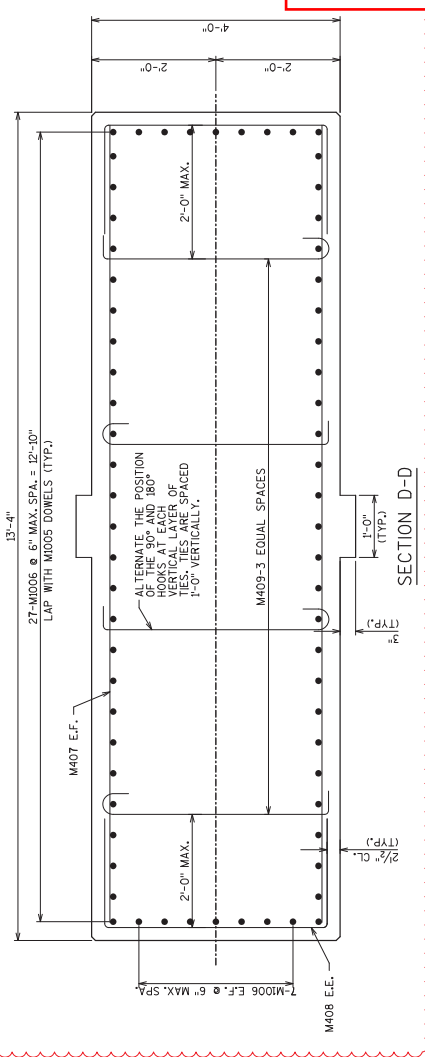


William C. Decker
 06/23/16



FOOTING PLAN

PILE NOTE
 PIER 2 TO BE SUPPORTED ON HP 12 X 53 STEEL PILING. PILING TO BE DRIVEN TO A REQUIRED DRIVING RESISTANCE. THE MODIFIED GATES DYNAMIC EQUATION, ESTIMATED DRIVEN PILE LENGTH IS 12 FEET. DRIVEN PILES REQUIRE PILE POINTS.
 PRE-BORED PILES TO BE PRE-BORED 3'-6" INTO SOUND BEDROCK. BACKFILL ROCK SOCKET WITH ENGINEER-APPROVED MATERIAL. PRE-BORING IS PAID UNDER BID ITEM 550.0020. ESTIMATED PRE-BORED PILE LENGTH IS 18 FEET.



SECTION D-D

William C. Decker SRP
 06/23/16

BILL OF BARS - PIER 2

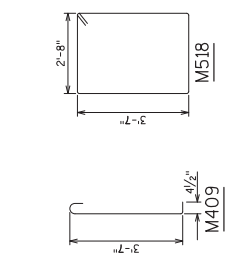
BAR MARK	NO. REQUIRED	LENGTH	NO. REVD	LENGTH	BAR SERIES	BENT	LOCATION
M401	35	14'-8"					FOOTING - HORIZONTAL
M402	26	24'-2"				X	FOOTING - HORIZONTAL
M403	23	25'-2"				X	FOOTING - HORIZONTAL
M404	16	34'-8"				X	FOOTING DOWEL TO COLUMN - VERTICAL
M405	68	15'-5"				X	COLUMN - HORIZONTAL
M406	30	12'-10"				X	COLUMN U-BAR - HORIZONTAL
M408	30	4'-5"				X	COLUMN TIE - HORIZONTAL
M409	60	4'-5"				X	CAP - HORIZONTAL
M511	12	38'-7"				X	CAP - HORIZONTAL - TOP
M512	5	30'-3"				X	CAP - HORIZONTAL - TOP
M513	2	23'-6"				X	CAP - HORIZONTAL - TOP
M514	2	11'-10"				X	CAP - HORIZONTAL - TOP
M515	9	42'-6"				X	CAP - HORIZONTAL
M516	6	41'-5"				X	CAP - HORIZONTAL
M517	6	41'-5"				X	CAP - HORIZONTAL
M518	6	41'-5"				X	CAP - HORIZONTAL
M519	6	41'-5"				X	CAP - HORIZONTAL
M520	23	12'-5"				X	CAP - HORIZONTAL
M521	24	15'-3"				X	CAP - HORIZONTAL
M522	16	14'-2"				X	CAP - HORIZONTAL
M523	21	9'-10"				X	CAP - HORIZONTAL
M524	8	13'-0"				X	CAP - HORIZONTAL
M525	27	13'-2"				X	CAP - HORIZONTAL
M526	13	10'-0"				X	CAP - HORIZONTAL
M527	32	9'-0"				X	FOOTING - PILE UPLIFT - VERTICAL

TOTAL WEIGHT COATED BARS = 19,660 LB
 TOTAL WEIGHT UNCOATED BARS = 6,570 LB

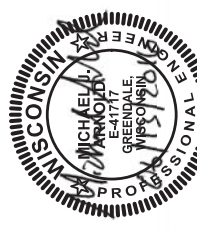
BAR SERIES TABLE

BAR MARK	NO. REQUIRED	LENGTH
M510	2	36'-6"

LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND DOES NOT INCLUDE WASTAGE. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS, BUNDLE AND TAG EACH SERIES SEPARATELY.



LEGEND



NO.	DATE	REVISION	BY
1	4/27/16	MODIFIED PIER	DNJ

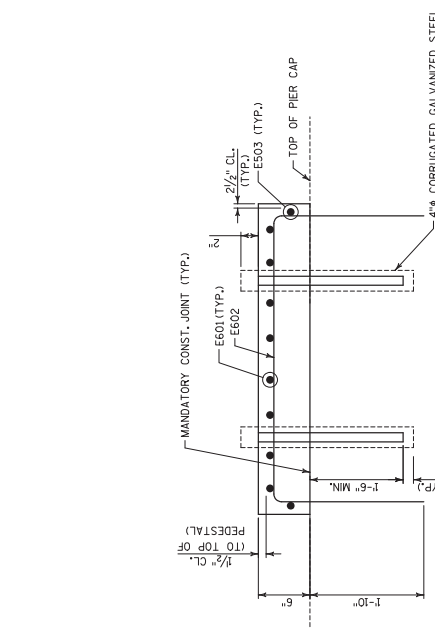
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 STRUCTURE B-70-407
 PIER 2
 SHEET 6 OF 7
 653

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 653
 June 23, 2016

STATE PROJECT NUMBER
 1517-07-77

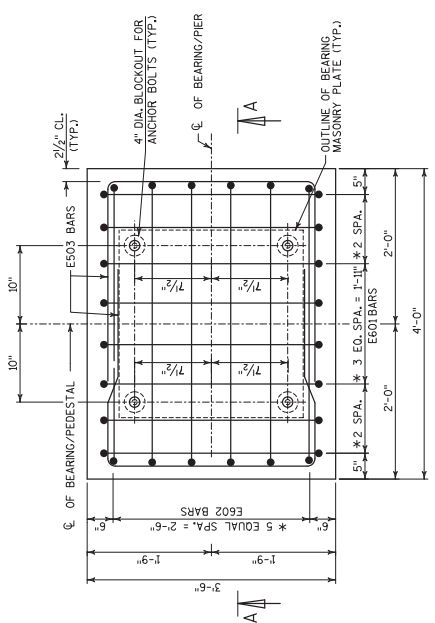
NOTES:

1. PEDESTAL CONCRETE AND ANCHOR BOLTS SHOWN FOR INFORMATION ONLY AND TO BE CONSTRUCTED WITH CONTRACT ID 1517-07-80 BASED ON AS-FABRICATED BEARING THICKNESS.
2. REBAR TO BE INSTALLED AS SHOWN ON THIS SHEET.
3. THE BLOCKOUT HOLES MUST BE PROTECTED FROM WATER ENTERING INTO THE HOLES PRIOR TO INSTALLING ANCHOR BOLT AND GROUTING.
4. ANCHOR BOLT BLOCKOUT TO BE CONSTRUCTED OF CORRUGATED GALVANIZED STEEL. SEE E503 FOR DETAILS. THE PEDESTAL REBAR SHALL BE 4" DIA. BLOCKOUT FOR ANCHOR BOLTS (TYP.) MORE THAN 6" COST OF ANCHOR BOLT BLOCKOUTS INCLUDED WITH BID ITEM "MODIFIED HIGH PERFORMANCE CONCRETE (HPC) MASONRY BRIDGES."



SECTION A-A

PLAN
 (PIER PEDESTAL - PIER 2)
 * ADJUST SPA TO MISS ANCHOR BOLT BLOCKOUTS

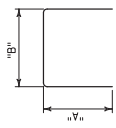


PLAN

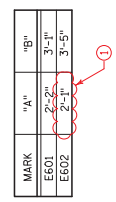
BILL OF BARS

ALL BARS SHALL BE EPOXY COATED.

BAR MARK	NO.	LENGTH	BENT	LOCATION
E601	32	2'-1"	X	PIER 2 PEDESTAL - VERTICAL
E602	24	7'-3"	X	PIER 2 PEDESTAL - VERTICAL
E503	8	7'-10"	X	PIER 2 PEDESTAL - HORIZONTAL
TOTAL WEIGHT =				670 LB



E601, E602



E503

Addendum No. 01
 ID 1517-07-77
 Revised Sheet 654
 June 23, 2016

NO.	DATE	REVISION	BY
1	6/9/16	BAR LENGTH CHANGE	DNJ

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-407

ISSUED BY: DNJ
 DRAWN BY: MJA

BEARING PEDESTAL
 SHEET 7 OF 7
 654



William C. Decker SDR
 06/23/16

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001

PROJECT(S):
1517-07-77

FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS

SECTION 0001 Contract Items

0010	201.0105 Clearing ***	5.000 STA	.		.	
0020	201.0115 Clearing	2.820 ACRE	.		.	
0030	201.0205 Grubbing ***	5.000 STA	.		.	
0040	201.0215 Grubbing	3.040 ACRE	.		.	
0050	203.0200 Removing Old Structure (station) 701. STA. 142WB+83	LUMP		LUMP		.
0060	203.0200 Removing Old Structure (station) 702. STA. 142EB+35	LUMP		LUMP		.
0070	203.0200 Removing Old Structure (station) 703. STA. 131EB+93	LUMP		LUMP		.
0080	203.0225.S Debris Containment (structure) 700. B-70-76	LUMP		LUMP		.
0090	203.0225.S Debris Containment (structure) 701. B-70-78	LUMP		LUMP		.
0100	203.0225.S Debris Containment (structure) 702. B-70-79	LUMP		LUMP		.

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0110	203.0600.S Removing Old Structure Over Waterway With Minimal Debris (station) 700. STA. 147WB+54.00	LUMP	LUMP			.
0120	204.0100 Removing Pavement ***	5,844.000 SY	.		.	
0130	204.0157 Removing Concrete Barrier ***	3,019.000 LF	.		.	
0140	204.0165 Removing Guardrail ***	742.000 LF	.		.	
0150	204.0170 Removing Fence ***	762.000 LF	.		.	
0160	204.0220 Removing Inlets	4.000 EACH	.		.	
0170	204.0245 Removing Storm Sewer (size) 001. 12-Inch - 18-Inch ***	63.000 LF	.		.	
0180	204.9060.S Removing (item description) 001. Storm Sewer Plugs	2.000 EACH	.		.	
0190	204.9105.S Removing (item description) 001. Sand Barrels	LUMP	LUMP			.
0200	204.9165.S Removing (item description) 700. Removing Temporary Shoring Left in Place	873.000 SF	.		.	

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0210	205.0100 Excavation Common ***	232,472.000 CY	.		.	
0220	206.1000 Excavation for Structures Bridges (structure) 700. B-70-61	LUMP	LUMP		.	
0230	206.1000 Excavation for Structures Bridges (structure) 701. B-70-401	LUMP	LUMP		.	
0240	206.1000 Excavation for Structures Bridges (structure) 702. B-70-406	LUMP	LUMP		.	
0250	206.1000 Excavation for Structures Bridges (structure) 703. B-70-405	LUMP	LUMP		.	
0260	206.1000 Excavation for Structures Bridges (structure) 704. B-70-407	LUMP	LUMP		.	
0270	206.1000 Excavation for Structures Bridges (structure) 705. B-70-409	LUMP	LUMP		.	
0280	206.5000 Cofferdams (structure) 700. B-70-61	LUMP	LUMP		.	
0290	206.5000 Cofferdams (structure) 701. B-70-405	LUMP	LUMP		.	

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0300	209.0100 Backfill Granular	175.000 CY	.	.	.	.
0310	210.0100 Backfill Structure **p**	973.000 CY	.	.	.	.
0320	213.0100 Finishing Roadway (project) 001. 1517-07-77	1.000 EACH	.	.	.	.
0330	305.0110 Base Aggregate Dense 3/4-Inch	2,305.000 TON	.	.	.	.
0340	305.0120 Base Aggregate Dense 1 1/4-Inch	2,273.000 TON	.	.	.	.
0350	311.0110 Breaker Run	1,510.000 TON	.	.	.	.
0360	320.0105 Concrete Base 4-Inch **p**	446.000 SY	.	.	.	.
0370	320.0145 Concrete Base 8-Inch **p**	144.000 SY	.	.	.	.
0380	415.0410 Concrete Pavement Approach Slab **p**	210.000 SY	.	.	.	.
0390	416.0620 Drilled Dowel Bars	46.000 EACH	.	.	.	.
0400	416.1010 Concrete Surface Drains	6.000 CY	.	.	.	.

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0410	416.1110 Concrete Shoulder Rumble Strips	1,879.000 LF	.	.	.	.
0420	440.5020 Incentive IRI Ride Bridge	1.000 DOL	1.00000		1.00	
0430	455.0605 Tack Coat	4.000 GAL	.	.	.	.
0440	460.2000 Incentive Density HMA Pavement	350.000 DOL	1.00000		350.00	
0450	460.5224 HMA Pavement 4 LT 58-28 S	546.000 TON	.	.	.	.
0460	465.0315 Asphaltic Flumes	17.000 SY	.	.	.	.
0470	465.0400 Asphaltic Shoulder Rumble Strips **p**	2,521.000 LF	.	.	.	.
0480	501.1000.S Ice Hot Weather Concreting	245,956.000 LB	.	.	.	.
0490	502.1100 Concrete Masonry Seal **p**	739.000 CY	.	.	.	.
0500	502.3100 Expansion Device (structure) 700. B-70-406	LUMP	LUMP		.	.
0510	502.3100 Expansion Device (structure) 701. B-70-401	LUMP	LUMP		.	.

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0520	502.3110.S Expansion Device Modular (structure) 700. B-70-61	LUMP	LUMP			.
0530	502.3110.S Expansion Device Modular (structure) 701. B-70-401	LUMP	LUMP			.
0540	502.3110.S Expansion Device Modular (structure) 702. B-70-405	LUMP	LUMP			.
0550	502.3200 Protective Surface Treatment ***P**	48,639.000 SY		.		.
0560	502.3210 Pigmented Surface Sealer	10,110.000 SY		.		.
0570	502.5005 Masonry Anchors Type L No. 5 Bars ***P**	240.000 EACH		.		.
0580	503.0146 Prestressed Girder Type I 45W-Inch ***P**	7,495.000 LF		.		.
0590	503.0155 Prestressed Girder Type I 54W-Inch ***P**	5,276.000 LF		.		.
0600	503.0172 Prestressed Girder Type I 72W-Inch ***P**	9,998.000 LF		.		.
0610	505.0400 Bar Steel Reinforcement HS Structures	918,310.000 LB		.		.

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0620	505.0600 Bar Steel Reinforcement HS Coated Structures	5,711,380 LB	.		.	
0630	505.0800.S Bar Steel Reinforcement HS Stainless Structures	3,380.000 LB	.		.	
0640	506.0605 Structural Steel HS	8,133,557 LB	.		.	
0650	506.2605 Bearing Pads Elastomeric Non-Laminated **P**	143.000 EACH	.		.	
0660	506.2610 Bearing Pads Elastomeric Laminated **P**	117.000 EACH	.		.	
0670	506.3020 Welded Stud Shear Connectors 7/8x7-Inch **P**	29,082.000 EACH	.		.	
0680	506.3025 Welded Stud Shear Connectors 7/8x8-Inch **P**	19,329.000 EACH	.		.	
0690	506.4000 Steel Diaphragms (structure) 700. B-70-61 **P**	92.000 EACH	.		.	
0700	506.4000 Steel Diaphragms (structure) 701. B-70-401 **P**	175.000 EACH	.		.	
0710	506.4000 Steel Diaphragms (structure) 702. B-70-406 **P**	72.000 EACH	.		.	
0720	506.5000 Bearing Assemblies Fixed (structure) 700. B-70-61 **P**	15.000 EACH	.		.	

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0730	506.6000 Bearing Assemblies Expansion (structure) 700. B-70-61 **p**	EACH 94.000	.		.	
0740	506.6000 Bearing Assemblies Expansion (structure) 701. B-70-406 **p**	EACH 60.000	.		.	
0750	511.1200 Temporary Shoring (structure) 700. B-70-401	SF 3,876.000	.		.	
0760	511.1200 Temporary Shoring (structure) 701. B-70-406	SF 1,640.000	.		.	
0770	511.1200 Temporary Shoring (structure) 702. B-70-405	SF 2,386.000	.		.	
0780	511.1200 Temporary Shoring (structure) 704. B-70-407	SF 861.000	.		.	
0790	511.1200 Temporary Shoring (structure) 705. B-70-409	SF 600.000	.		.	
0800	511.1300 Temporary Shoring (location) 001. Toe Trench	SF 2,916.000	.		.	
0810	514.0445 Floor Drains Type GC	EACH 46.000	.		.	
0820	514.0450 Floor Drains Type WF	EACH 20.000	.		.	

SCHEDULE OF ITEMS

REVISED:

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20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0830	514.2608 Downspout 8-Inch ***	553.000 LF	.	.	.	.
0840	514.2625 Downspout 6-Inch ***	859.000 LF	.	.	.	.
0850	516.0500 Rubberized Membrane Waterproofing ***	78.000 SY	.	.	.	.
0860	517.0600 Painting Epoxy System (structure) 700. B-70-61	LUMP	LUMP	.	.	.
0870	517.0600 Painting Epoxy System (structure) 701. B-70-405	LUMP	LUMP	.	.	.
0880	517.0900.S Preparation and Coating of Top Flanges (structure) 700. B-70-61	LUMP	LUMP	.	.	.
0890	517.1010.S Concrete Staining (structure) 700. B-70-61 ***	40,170.000 SF	.	.	.	.
0900	517.1010.S Concrete Staining (structure) 701. B-70-401 ***	76,175.000 SF	.	.	.	.
0910	517.1010.S Concrete Staining (structure) 702. B-70-406 ***	41,385.000 SF	.	.	.	.
0920	517.1010.S Concrete Staining (structure) 703. B-70-405 ***	62,665.000 SF

SCHEDULE OF ITEMS

REVISED:

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20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0930	517.1050.S Architectural Surface Treatment (structure) 700. B-70-61 **p**	SF 8,940.000	.	.	.	.
0940	517.1050.S Architectural Surface Treatment (structure) 701. B-70-401 **p**	SF 7,370.000	.	.	.	.
0950	517.1050.S Architectural Surface Treatment (structure) 702. B-70-406 **p**	SF 4,280.000	.	.	.	.
0960	517.1050.S Architectural Surface Treatment (structure) 703. B-70-405 **p**	SF 9,870.000	.	.	.	.
0970	517.1800.S Structure Repainting Recycled Abrasive (structure) 700. B-70-61	LUMP	LUMP	.	.	.
0980	517.4500.S Negative Pressure Containment and Collection of Waste Materials (structure) 700. B-70-61	LUMP	LUMP	.	.	.
0990	517.6001.S Portable Decontamination Facility	EACH 1.000	.	.	.	.
1000	520.8000 Concrete Collars for Pipe	EACH 1.000	.	.	.	.
1010	521.1012 Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH 2.000	.	.	.	.

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
1020	522.0324 Culvert Pipe Reinforced Concrete Class IV 24-Inch	46.000 LF	.		.	
1030	522.0330 Culvert Pipe Reinforced Concrete Class IV 30-Inch	66.000 LF	.		.	
1040	522.0530 Culvert Pipe Reinforced Concrete Class V 30-Inch	70.000 LF	.		.	
1050	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	2.000 EACH	.		.	
1060	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	3.000 EACH	.		.	
1070	523.0424 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	55.000 LF	.		.	
1080	523.0524 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	2.000 EACH	.		.	
1090	550.0020 Pre-Boring Rock or Consolidated Materials	9,012.000 LF	.		.	
1100	550.0500 Pile Points	1,267.000 EACH	.		.	
1110	550.1120 Piling Steel HP 12-Inch X 53 Lb	5,928.000 LF	.		.	

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
1120	550.1140 Piling Steel HP 14-Inch X 73 Lb	41,614.000 LF	.	.	.	.
1130	603.1156 Concrete Barrier Type S56 ***P**	298.000 LF	.	.	.	.
1140	604.0600 Slope Paving Select Crushed Material ***P**	4,634.000 SY	.	.	.	.
1150	606.0200 Riprap Medium	75.000 CY	.	.	.	.
1160	606.0300 Riprap Heavy	1,372.000 CY	.	.	.	.
1170	611.0627 Inlet Covers Type HM	5.000 EACH	.	.	.	.
1180	611.0654 Inlet Covers Type V	2.000 EACH	.	.	.	.
1190	611.3220 Inlets 2x2-FT	2.000 EACH	.	.	.	.
1200	612.0212 Pipe Underdrain Unperforated 12-Inch	173.000 LF	.	.	.	.
1210	612.0406 Pipe Underdrain Wrapped 6-Inch	382.000 LF	.	.	.	.
1220	614.0150 Anchor Assemblies for Steel Plate Beam Guard	3.000 EACH	.	.	.	.

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
1230	614.0397 Guardrail Mow Strip Emulsified Asphalt	232.000 SY	.	.	.	.
1240	614.2300 MGS Guardrail 3	767.000 LF	.	.	.	.
1250	614.2500 MGS Thrie Beam Transition	195.000 LF	.	.	.	.
1260	614.2610 MGS Guardrail Terminal EAT	1.000 EACH	.	.	.	.
1270	614.2620 MGS Guardrail Terminal Type 2	2.000 EACH	.	.	.	.
1280	616.0700.S Fence Safety	2,000.000 LF	.	.	.	.
1290	618.0100 Maintenance And Repair of Haul Roads (project) 001. 1517-07-77	1.000 EACH	.	.	.	.
1300	619.1000 Mobilization	1.000 EACH	.	.	.	.
1310	624.0100 Water	762.000 MGAL	.	.	.	.
1320	625.0100 Topsoil	37,443.000 SY	.	.	.	.
1330	625.0500 Salvaged Topsoil	62,798.000 SY	.	.	.	.

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
1340	627.0200 Mulching	69,196.000 SY	.	.	.	.
1350	628.1504 Silt Fence	4,208.000 LF	.	.	.	.
1360	628.1520 Silt Fence Maintenance	4,208.000 LF	.	.	.	.
1370	628.1905 Mobilizations Erosion Control	18.000 EACH	.	.	.	.
1380	628.1910 Mobilizations Emergency Erosion Control	11.000 EACH	.	.	.	.
1390	628.2002 Erosion Mat Class I Type A	25,455.000 SY	.	.	.	.
1400	628.2004 Erosion Mat Class I Type B	10,448.000 SY	.	.	.	.
1410	628.6005 Turbidity Barriers	440.000 SY	.	.	.	.
1420	628.7005 Inlet Protection Type A	4.000 EACH	.	.	.	.
1430	628.7010 Inlet Protection Type B	5.000 EACH	.	.	.	.
1440	628.7020 Inlet Protection Type D	13.000 EACH	.	.	.	.

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
1450	628.7504 Temporary Ditch Checks	545.000 LF	.	.	.	.
1460	628.7555 Culvert Pipe Checks	98.000 EACH	.	.	.	.
1470	629.0210 Fertilizer Type B	38.900 CWT	.	.	.	.
1480	630.0120 Seeding Mixture No. 20	2,707.000 LB	.	.	.	.
1490	630.0200 Seeding Temporary	2,554.000 LB	.	.	.	.
1500	631.1100 Sod Erosion Control	40.000 SY	.	.	.	.
1510	633.0500 Delineator Reflectors	3.000 EACH	.	.	.	.
1520	633.1000 Delineator Brackets	3.000 EACH	.	.	.	.
1530	633.5200 Markers Culvert End	5.000 EACH	.	.	.	.
1540	634.0618 Posts Wood 4x6-Inch X 18-FT	8.000 EACH	.	.	.	.
1550	634.0808 Posts Tubular Steel 2x2-Inch X 8-FT	9.000 EACH	.	.	.	.

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20160712001PROJECT(S):
1517-07-77FEDERAL ID(S):
WISC 2016229

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
1560	635.0200 Sign Supports Structural Steel HS	534.000 LB	.	.	.	.
1570	636.0100 Sign Supports Concrete Masonry	1.200 CY	.	.	.	.
1580	636.0500 Sign Supports Steel Reinforcement	68.000 LB	.	.	.	.
1590	637.1220 Signs Type I Reflective SH	2,792.000 SF	.	.	.	.
1600	637.2210 Signs Type II Reflective H	174.000 SF	.	.	.	.
1610	637.2230 Signs Type II Reflective F	113.000 SF	.	.	.	.
1620	638.2601 Removing Signs Type I	1.000 EACH	.	.	.	.
1630	638.2602 Removing Signs Type II	8.000 EACH	.	.	.	.
1640	638.3000 Removing Small Sign Supports	9.000 EACH	.	.	.	.
1650	638.3100 Removing Structural Steel Sign Supports	2.000 EACH	.	.	.	.
1660	641.5100 Sign Bridge Structure Mounted (structure) 700. S-70-206	LUMP	LUMP	.	.	.

SCHEDULE OF ITEMS

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CONTRACT:
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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
1670	641.5100 Sign Bridge Structure Mounted (structure) 701. S-70-209	LUMP	LUMP			.
1680	641.5100 Sign Bridge Structure Mounted (structure) 702. S-70-254	LUMP	LUMP			.
1690	642.5401 Field Office Type D	EACH	1.000	.		.
1700	643.0200 Traffic Control Surveillance and Maintenance (project) 001. 1517-07-77	DAY	719.000	.		.
1710	643.0300 Traffic Control Drums	DAY	10,220.000	.		.
1720	643.0420 Traffic Control Barricades Type III	DAY	596.000	.		.
1730	643.0705 Traffic Control Warning Lights Type A	DAY	1,022.000	.		.
1740	643.0715 Traffic Control Warning Lights Type C	DAY	3,070.000	.		.
1750	643.0800 Traffic Control Arrow Boards	DAY	350.000	.		.
1760	643.0900 Traffic Control Signs	DAY	11,780.000	.		.

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			DOLLARS	CTS	DOLLARS	CTS
1770	643.0910 Traffic Control Covering Signs Type I	5.000 EACH
1780	643.0920 Traffic Control Covering Signs Type II	9.000 EACH	.	.	.	.
1790	643.1000 Traffic Control Signs Fixed Message	95.000 SF	.	.	.	.
1800	643.1050 Traffic Control Signs PCMS	1,539.000 DAY	.	.	.	.
1810	643.2000 Traffic Control Detour (project) 001. 1517-07-77	1.000 EACH	.	.	.	.
1820	643.3000 Traffic Control Detour Signs	33,110.000 DAY	.	.	.	.
1830	645.0120 Geotextile Type HR **p**	2,428.000 SY	.	.	.	.
1840	649.0403 Temporary Pavement Marking Epoxy 4-Inch	30,781.000 LF	.	.	.	.
1850	649.0803 Temporary Pavement Marking Epoxy 8-Inch	2,930.000 LF	.	.	.	.
1870	652.0125 Conduit Rigid Metallic 2-Inch **p**	500.000 LF
1880	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch **p**	8,949.000 LF

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			DOLLARS	CTS	DOLLARS	CTS
1890	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch **p**	585.000 LF	.		.	
1900	652.0405 Conduit Reinforced Thermosetting Resin 2-Inch **p**	408.000 LF	.		.	
1910	653.0145 Pull Boxes Steel 24x48-Inch	1.000 EACH	.		.	
1920	653.0220 Junction Boxes 18x6x6-Inch	32.000 EACH	.		.	
1930	653.0222 Junction Boxes 18x12x6-Inch	36.000 EACH	.		.	
1940	654.0107 Concrete Bases Type 7	1.000 EACH	.		.	
1950	655.0620 Electrical Wire Lighting 8 AWG **p**	1,975.000 LF	.		.	
1960	655.0625 Electrical Wire Lighting 6 AWG **p**	5,925.000 LF	.		.	
1970	657.6005.S Anchor Assemblies Light Poles on Structures	29.000 EACH	.		.	
1980	672.0250 Base Camera Pole 50-FT	1.000 EACH	.		.	
1990	674.0300 Remove Cable	7,900.000 LF	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
2000	677.0100 Install Camera Pole	1.000 EACH	.		.	
2010	690.0150 Sawing Asphalt	90.000 LF	.		.	
2020	690.0250 Sawing Concrete	3,482.000 LF	.		.	
2030	715.0415 Incentive Strength Concrete Pavement	500.000 DOL	1.00000		500.00	
2040	715.0502 Incentive Strength Concrete Structures	500.000 DOL	1.00000		500.00	
2050	801.0117 Railroad Flagging Reimbursment	227,200.000 DOL	1.00000		227200.00	
2060	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	2,100.000 HRS	5.00000		10500.00	
2070	ASP.1T0G On-the-Job Training Graduate at \$5. 00/HR	5,760.000 HRS	5.00000		28800.00	
2080	SPV.0035 Special 001. Roadway Embankment	126,206.000 CY	.		.	
2090	SPV.0035 Special 002. Removing Existing Concrete Rubble	4,684.000 CY	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
2100	SPV.0035 Special 700. Modified High Performance Concrete (HPC) Masonry Bridges	32,794.100 CY	.		.	
2110	SPV.0035 Special 701. Excavation, Hauling and Disposing of Contaminated Sediment	291.000 CY	.		.	
2120	SPV.0045 Special 001. PCMS Remote Communications	602.000 DAY	.		.	
2130	SPV.0045 Special 200. Maintain Traffic Control Warning Lights Type C Left In Place	36,599.000 DAY	.		.	
2140	SPV.0045 Special 201. Maintain Traffic Control Signs Left In Place	28,315.000 DAY	.		.	
2150	SPV.0045 Special 202. Maintain Traffic Control Drums Left In Place	153,698.000 DAY	.		.	
2160	SPV.0045 Special 203. Maintain Traffic Control Barricades Type III Left In Place	8,582.000 DAY	.		.	
2170	SPV.0045 Special 204. Maintain Traffic Control Warning Lights Type A Left In Place	9,744.000 DAY	.		.	
2180	SPV.0060 Special 001. CPM Baseline Schedule	1.000 EACH	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
2190	SPV.0060 Special 002. CPM Schedule Monthly Updates	22.000 EACH	.		.	
2200	SPV.0060 Special 200. Maintain Crash Cushion Temporary Left In Place	19.000 EACH	.		.	
2210	SPV.0060 Special 350. Anchor Bolt Cover Shroud	32.000 EACH	.		.	
2220	SPV.0060 Special 351. Concrete Bases Type 7 Median	2.000 EACH	.		.	
2230	SPV.0060 Special 352. Pull Box Non-Conductive 24X42-Inch	4.000 EACH	.		.	
2240	SPV.0060 Special 400. Remove and Relocate Camera Assembly	1.000 EACH	.		.	
2250	SPV.0060 Special 401. Remove and Relocate Ethernet Switch	1.000 EACH	.		.	
2260	SPV.0060 Special 402. Remove and Relocate Video Encoder	1.000 EACH	.		.	
2270	SPV.0060 Special 403. Remove and Relocate Radio Link	4.000 EACH	.		.	
2280	SPV.0060 Special 404. Remove Wood Pole	1.000 EACH	.		.	
2290	SPV.0060 Special 405. Remove and Relocate Pole Mounted Cabinet	1.000 EACH	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
2300	SPV.0060 Special 700. Anchor Assemblies Sign Bridge On Structures	12.000 EACH	.		.	
2310	SPV.0060 Special 701. Structural Steel Repair at Cross Frames B-70-61	42.000 EACH	.		.	
2320	SPV.0060 Special 702. Structural Steel Repair at Shelf Plate B-70-61	24.000 EACH	.		.	
2330	SPV.0060 Special 703. Existing Structure Shoring	1.000 EACH	.		.	
2340	SPV.0060 Special 704. Cleaning and Painting Bearings	77.000 EACH	.		.	
2350	SPV.0060 Special 705. Hanger Assembly	7.000 EACH	.		.	
2360	SPV.0060 Special 706. Bearings High-Load Multi-Rotational Guided	50.000 EACH	.		.	
2370	SPV.0060 Special 707. Bearings High-Load Multi-Rotational Fixed	25.000 EACH	.		.	
2380	SPV.0060 Special 708. Stand Pipe System	2.000 EACH	.		.	
2390	SPV.0075 Special 001. Street Sweeping	24.000 HRS	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
2400	SPV.0090 Special 001. Concrete Curb and Gutter 6-Inch Sloped 60-Inch Type A Full Depth **P**	958.000 LF	.		.	
2410	SPV.0090 Special 200. Maintain Concrete Barrier Temporary Precast Left In Place	27,310.000 LF	.		.	
2420	SPV.0090 Special 201. Concrete Barrier Temporary Precast Left In Place	30,110.000 LF	.		.	
2430	SPV.0090 Special 400. Conduit HDPE Directional Bore 1-Duct 2-Inch **P**	80.000 LF	.		.	
2440	SPV.0105 Special 001. Survey Project ID 1517-07-77	LUMP	LUMP		.	
2450	SPV.0105 Special 002. Temporary Haul Road Access For Structure Construction	LUMP	LUMP		.	
2460	SPV.0105 Special 350. Navigation Lighting B-70-61	LUMP	LUMP		.	
2470	SPV.0105 Special 700. Temporary Causeway	LUMP	LUMP		.	
2480	SPV.0120 Special 150. Water For Seeded Areas	1,836.000 MGAL	.		.	
2490	SPV.0165 Special 700. Abutment Backwall Soil Reinforcement **P**	465.000 SF	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
2500	SPV.0180 Special 001. Modified High Performance Concrete (HPC) Pavement 10-Inch	3,820.000 SY	.		.	
2510	SPV.0180 Special 002. Modified High Performance Concrete (HPC) Pavement 11-Inch	3,089.000 SY	.		.	
2520	603.1132 Concrete Barrier Type S32	246.000 LF	.		.	
2530	603.3513 Concrete Barrier Transition Type S32 to S36	1.000 EACH	.		.	
2540	603.3535 Concrete Barrier Transition Type S36 to S42	1.000 EACH	.		.	
2550	603.3559 Concrete Barrier Transition Type S42 to S56	1.000 EACH	.		.	
2560	603.8000 Concrete Barrier Temporary Precast Delivered	2,800.000 LF	.		.	
2570	603.8125 Concrete Barrier Temporary Precast Installed	2,800.000 LF	.		.	
2580	614.0905 Crash Cushions Temporary	1.000 EACH	.		.	
2590	SPV.0060 Special 201. Traffic Control Close-Open Freeway Ramp	29.000 EACH	.		.	

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
2600	SPV.0060 Special 202. Repositioning Traffic Control Devices For Mainline Closures	60.000 EACH	.		.	
2610	SPV.0060 Special 203. Crash Cushion Temporary Left In Place	2.000 EACH	.		.	
	SECTION 0001 TOTAL				.	
	TOTAL BID				.	