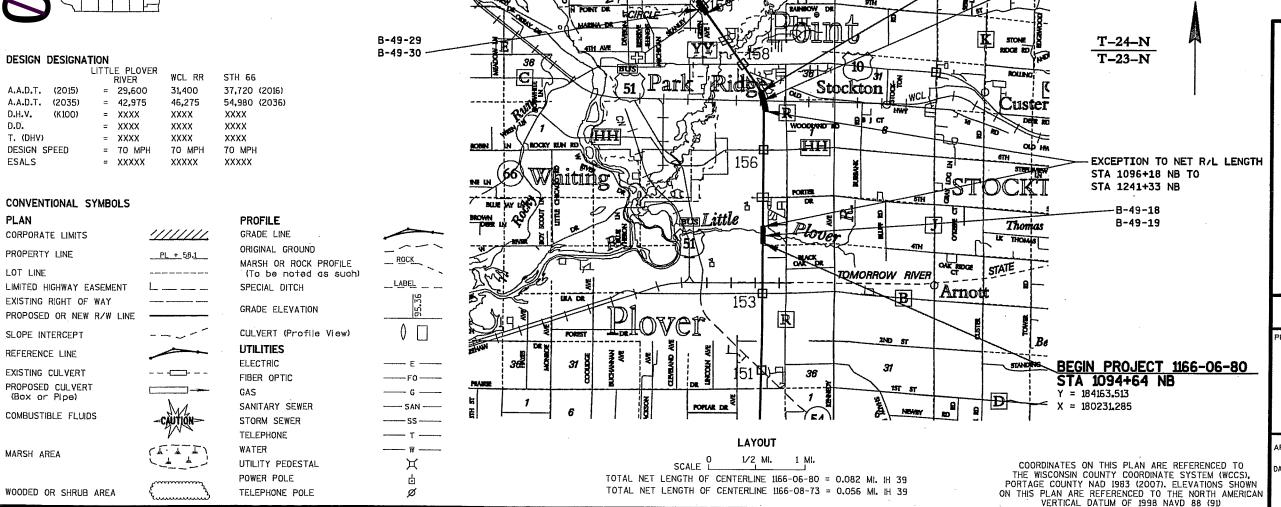
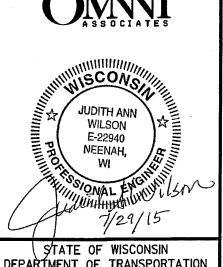
JAN 2016 FEDERAL PROJECT STATE PROJECT STATE OF WISCONSIN ORDER OF SHEETS PROJECT 1166-06-80 WISC 2016007 Section No. 1 Title **DEPARTMENT OF TRANSPORTATION** WISC 2016008 Section No. 2 Typical Sections and Details 1166-08-73 Section No. 3 Estimate of Ougntities Section No. 3 Miscellaneous Quantities PLAN OF PROPOSED IMPROVEMENT Section No. 5 Plan and Profile Section No. 6 Standard Detail Drawings PLAINFIELD - STEVENS POINT Section No. 8 Structure Plans Computer Earthwor B-49-18, 19, 22, 23 STANLEY STREET BRIDGE B-49-29, 30 **IH 39** IH 39 TOTAL SHEETS = 102 **PORTAGE COUNTY PORTAGE COUNTY BEGIN PROJECT 1166-08-73** STA 1364+89 NB STATE PROJECT NUMBER STATE PROJECT NUMBER Y = 209185.1601166-06-80 1166-08-73 X = 173532.114PORTAGE COUNTY END PROJECT 1166-06-80 R-8-E R-9-E STA 1244+14 NB END PROJECT 1166-08-73 STA 1367+88 NB B-49-22 B-49-23 ORIGINAL PLANS PREPARED BY B-49-29 STORE T-24-N B-49-30 DESIGN DESIGNATION T-23-N





CONTRACT

DEPARTMENT OF TRANSPORTATION

REPARED BY OMNNI ASSOCIATES, INC. Project Manager MICHAEL KRETSCHMER. P.E.

GENERAL NOTES

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITES ARE MEMBER OF DIGGERS HOTLINE.

CONSIDER DIMENSIONS GIVEN FOR EXISTING FEATURES AS APPROXIMATE AND MEASURE FEATURES IN THE FIELD FOR MATCHING PURPOSES.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE THE NORMAL CONSTRUCTION LIMITS.

 PROJECT NO: 1166-06-80 / 1166-08-73
 HWY: IH 39
 COUNTY: PORTAGE
 GENERAL NOTES
 SHEET:
 E
 2.7

2

FILE NAME: F:\TR\JOBS\E2087A13\SHEETS\11660680_020101 gn ORIGINATOR: OMNNI ASSOCIATES ORIG. DATE: 3/18/2013 REV. DATE: 7/28/2015 PRINT DATE: 7/28/2015

CONTACTS FOR 1166-06-80 (B-49-18,19,22,23)

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EMAIL: MJCURTIN@WISCONSINPUBLICSERVICE.COM

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GAS

WATER

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> ATTN: SCOTT SCHATSCHNEIDER 1515 STRONGS AVENUE STEVENS POINT, WI 54481 PHONE: (715) 341-1564 MOBILE: (715) 340-2540

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WINDSTREAM KDL, INC. COMMUNICATION LINE

ATTN: JIM KOSTUCH 13935 BISHOPS DRIVE BROOKFIELD, WI 53005 PHONE: (262) 792-7938

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ATTN: DOUG VOSBERG 5303 FEN OAK DRIVE MADISON, WI 53718 PHONE: (608) 877-7650

EMAIL: DVOSBERG@ATCLLC.COM

ELECTRICITY WISCONSIN PUBLIC SERVICE

> ATTN: DON LUTZOW P.O. BOX 1166 WAUSAU, WI 54402 PHONE: (715) 848-7487 MOBILE: (715) 493-7802

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> ATTN: JOEL LEMKE 300 BLISS AVENUE

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WISCONSIN RAPIDS, WISCONSIN 54494

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PROJECT NO: 1166-06-80 / 1166-08-73

HWY: IH 39

COUNTY: PORTAGE

GENERAL NOTES

REV. DATE: 7/28/2015

SHEET:

CONTACTS FOR 1166-08-73 STANLEY STREET BRIDGES (B-49-29,30)

AIRPORT FACILITY CITY OF STEVENS POINT **ELECTRICITY** WISCONSIN PUBLIC SERVICE ATTN: JOEL LEMKE ATTN: DON LUTZOW 300 BLISS AVENUE P.O. BOX 1166 STEVENS POINT, WI 54481-0243 WAUSAU, WI 54402 PHONE: (715) 848-7487 PHONE: (715) 345-5266 MOBILE: (715) 572-0259 MOBILE: (715) 493-7802 EMAIL: JLEMKE@STEVENSPOINT.COM DALUTZOW@WISCONSINPUBLICSERVICE.COM

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2001 PLOVER ROAD
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PHONE: (715) 345-7582

MOBILE: (920) 493-0050

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5025 AVENUE

STEVENS POINT, WI 54481

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300 BLISS AVENUE

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JLEMKE@STEVENSPOINT.COM

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ATTN: SCOTT SCHATSCHNEIDER

STREET LIGHTING

CITY OF STEVENS POINT

ATTN: SCOTT SCHATSCHNEIDER

STEVENS POINT, WI 54481

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MOBILE: (715) 340-2540

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STREET LIGHTING

CITY OF STEVENS POINT

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STEVENS POINT

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IRON MOUNTAIN, MI 49801

300 BLISS AVENUE

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ATTN: MICHAEL ADAMS

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MICHAEL.ADAMS@DOT.WI.GOV WISCONSIN RAPIDS, WISCONSIN 54494

PHONE: (715) 421-7867

MOBILE: (715) 421-9124

MARC.HERSHFIELD@WISCONSIN.GOV



PROJECT NO: 1166-06-80 / 1166-08-73

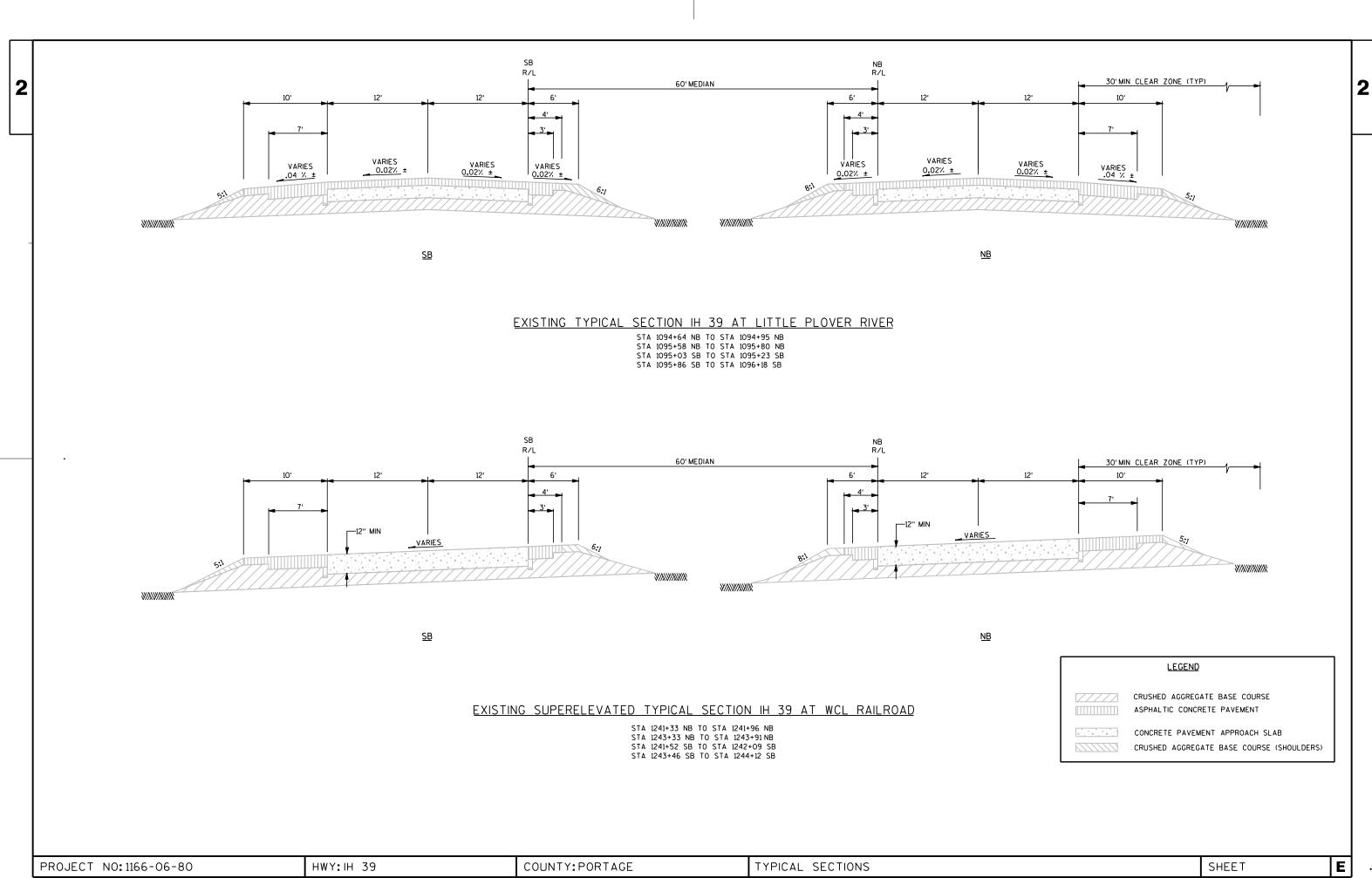
HWY: IH 39

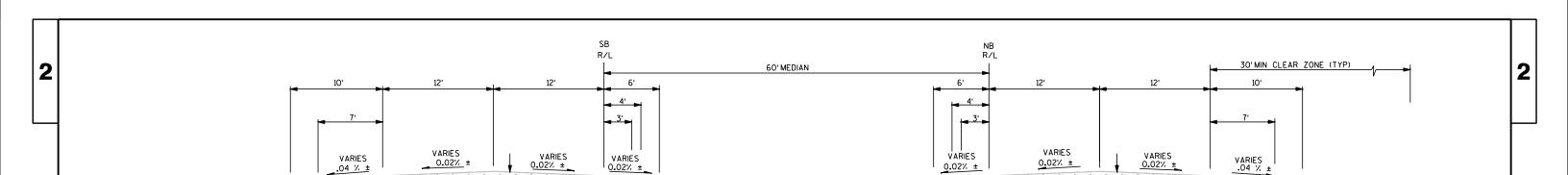
COUNTY: PORTAGE

GENERAL NOTES

REV. DATE: 7/28/2015

SHEET:





<u>SB</u>

EXISTING TYPICAL SECTION IH 39 AT STH 66

Y/X/Y/X/Y/X

0.02% ±

└ 12" MIN.

<u>NB</u>

STA 1364+99 NB TO STA 1365+69 NB STA 1364+29 SB TO STA 1365+59 SB STA 1367+19 SB TO STA 1367+79 SB

> CRUSHED AGGREGATE BASE COURSE ASPHALTIC CONCRETE PAVEMENT CONCRETE PAVEMENT APPROACH SLAB CRUSHED AGGREGATE BASE COURSE (SHOULDERS)

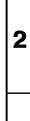
LEGEND

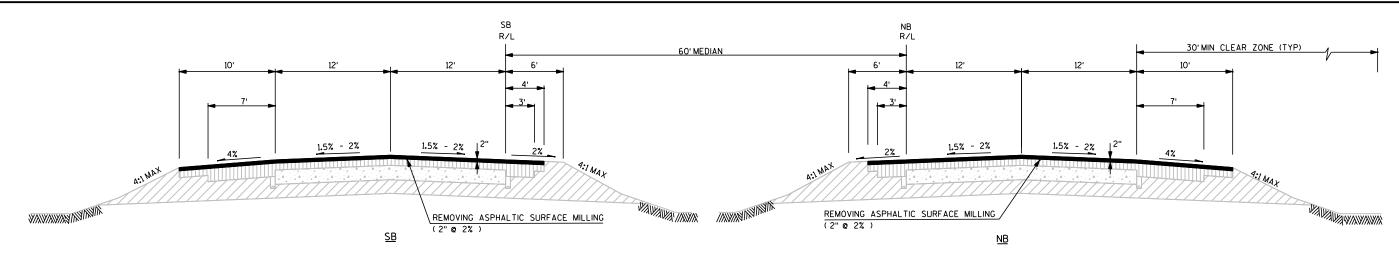
Y/\\Y/\\Y/

E PROJECT NO: 1166-08-73 HWY:IH 39 COUNTY: PORTAGE TYPICAL SECTIONS SHEET

.04 ½ ±

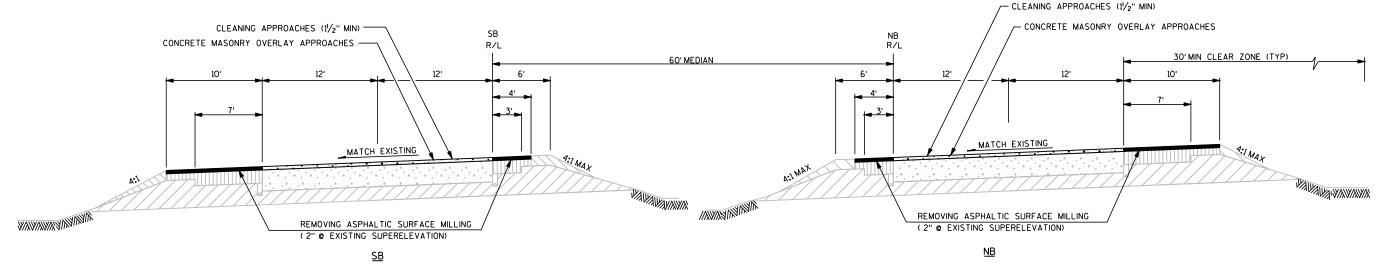
— 12" MIN.





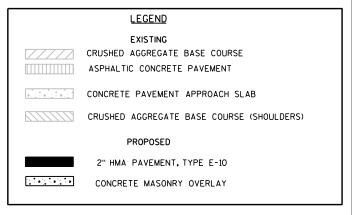
FINISHED TYPICAL SECTION IH 39 AT LITTLE PLOVER RIVER

STA 1094+64 NB TO STA 1094+95 NB STA 1095+58 NB TO STA 1095+80 NB STA 1095+03 SB TO STA 1095+23 SB STA 1095+86 SB TO STA 1096+18 SB



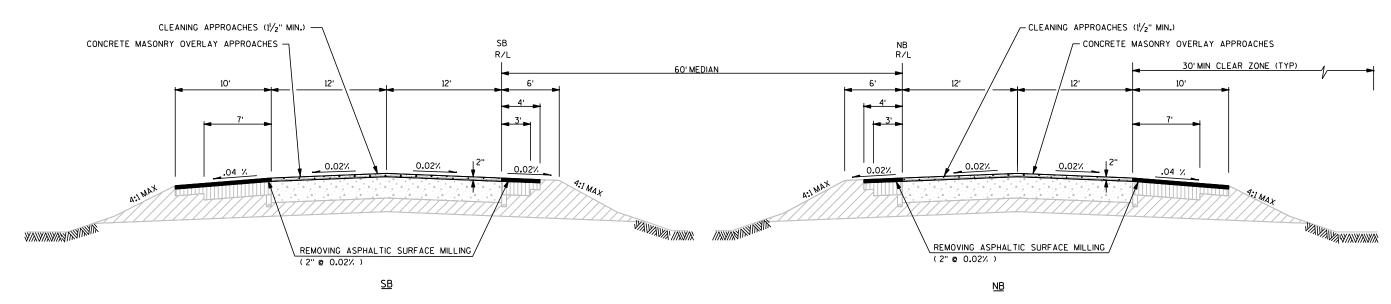
FINISHED SUPERELEVATED TYPICAL SECTION IH 39 AT WCL RAILROAD

STA 1241+33 NB TO STA 1241+96 NB STA 1243+33 NB TO STA 1243+91 NB STA 1241+52 SB TO STA 1242+09 SB STA 1243+46 SB TO STA 1244+12 SB



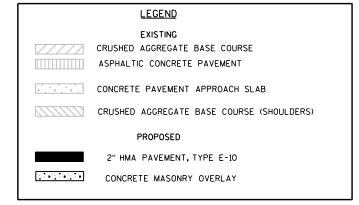
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FINISHED TYPICAL SECTION IH 39 AT STH 66

STA 1364+99 NB TO STA 1365+69 NB STA 1367+28 NB TO STA 1367+88 NB STA 1364+89 SB TO STA 1365+59 SB STA 1367+19 SB TO STA 1367+79 SB



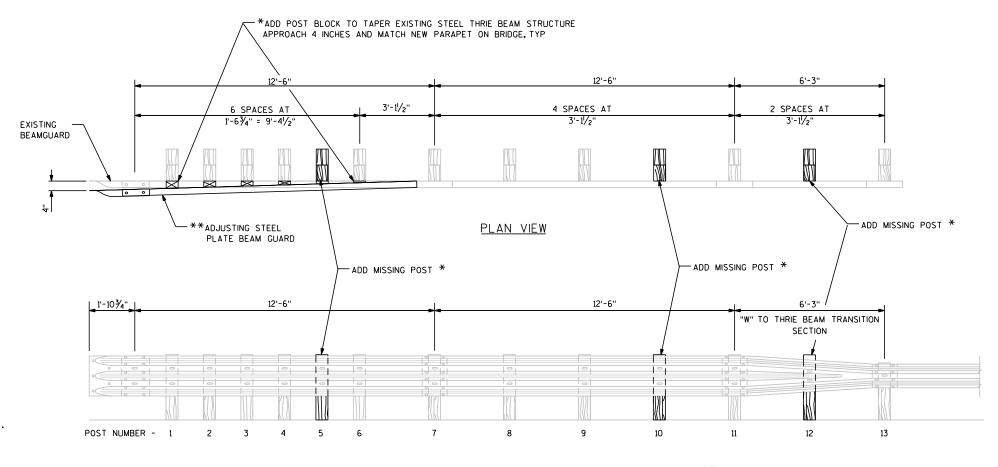
COUNTY: PORTAGE PROJECT NO: 1166-08-73 HWY:IH 39 TYPICAL SECTIONS

WISDOT/CADDS SHEET 42

SHEET

E





- * PAID FOR AS "REPLACING GUARDRAIL POSTS & BLOCKS"
- ** ADJUSTING STEEL PLATE BEAM GUARD INCLUDES CONNECTING
 THE EXISTING STEEL THRIE BEAM TO THE NEW PARAPETS AND THE NECESSARY HARDWARE FOR THE CONNECTION.

STEEL THRIE BEAM STRUCTURE APPROACH TYPICAL AT ALL APPROACH BEAMGUARD

ELEVATION

PROJECT NO: 1166-06-80 / 1166-08-73

HWY:IH 39

COUNTY: PORTAGE

CONSTRUCTION DETAILS - BEAM GUARD DETAILS

SHEET

E

2.

PLOT NAME :



ASPHALTIC SHOULDER RUMBLE STRIP - MILLING EDGE OF TRAVELED WAY CROOVES AT 12° C-C ± 1° CONTINUOUS FOR LENGTH OF SHOULDER PLAN VIEW SHOULDER WITH GROOVES (SINGLE GROOVE)

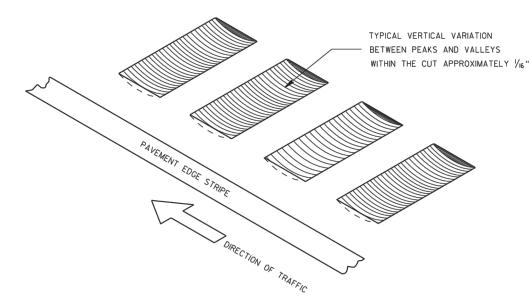
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES OR TURN LANE TAPERS. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

(1) 2'-6" FOR MEDIAN SHOULDERS THAT HAVE A PAVED WIDTH OF 5'-0" OR MORE.



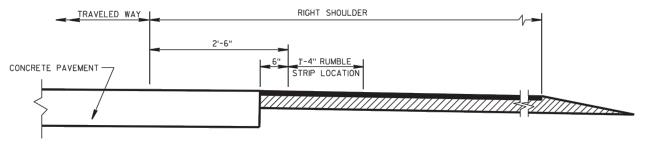
ISOMETRIC

12" ± R.-

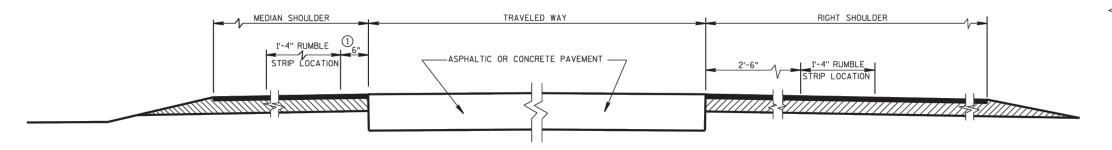
SECTION A-A

└── 1/2" MIN., 5/8" MAX.

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



SECTION VIEW CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)

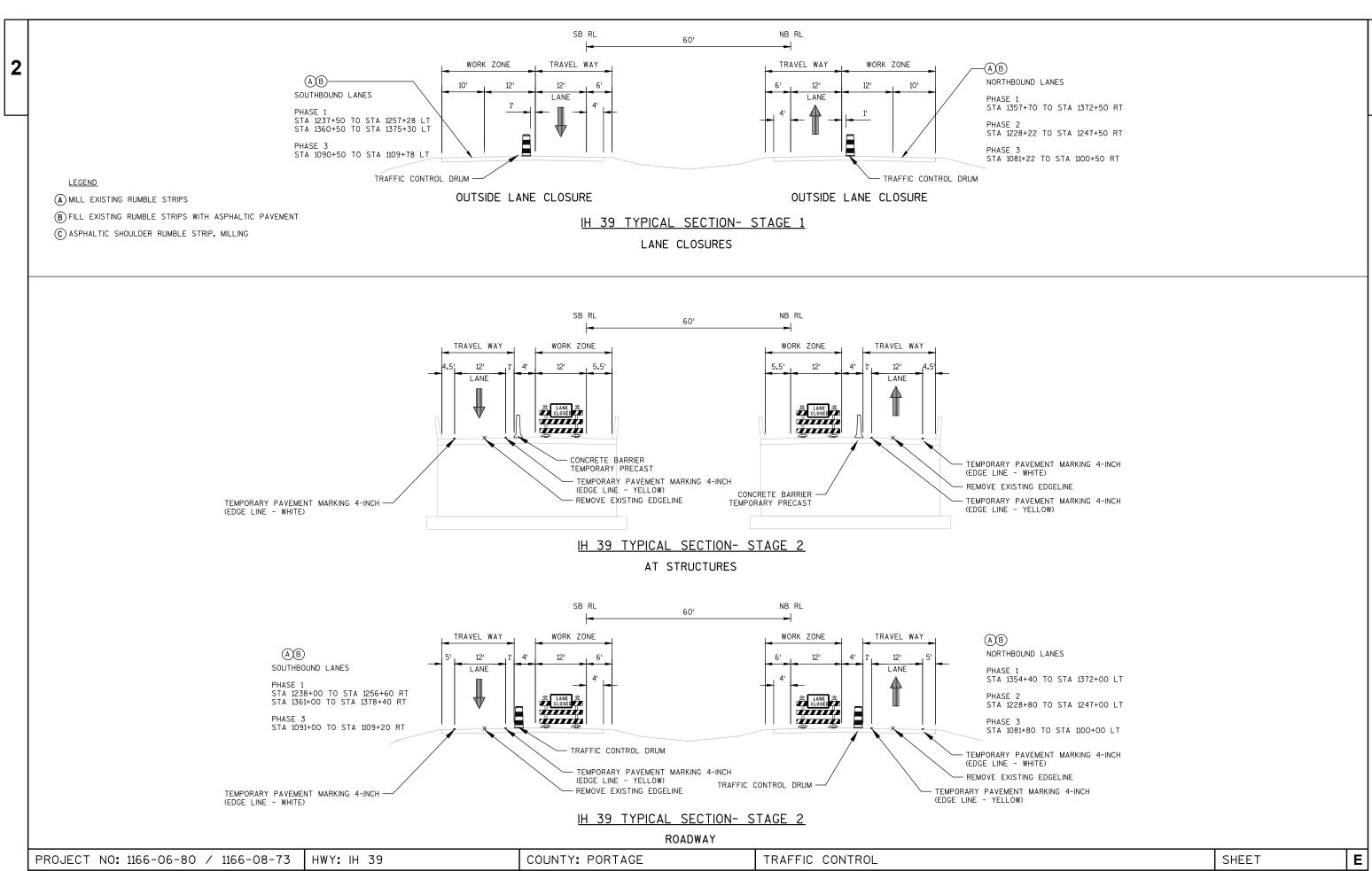


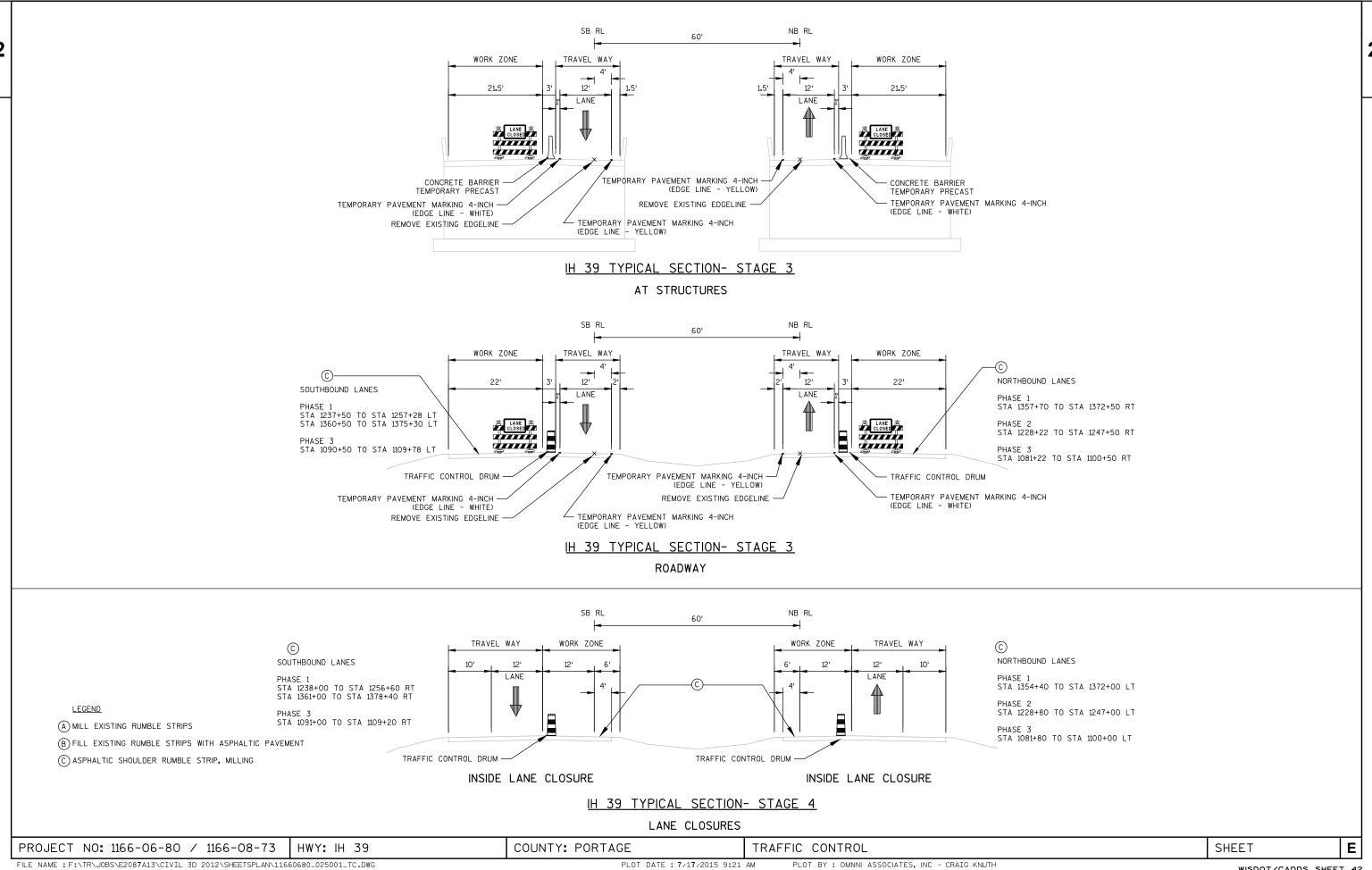
SECTION VIEW

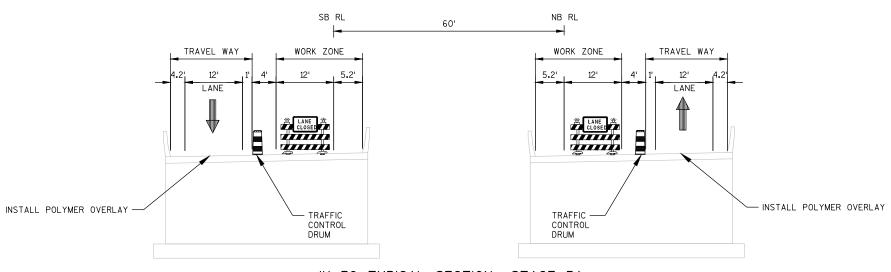
TYPICAL LOCATIONS OF ASPHALTIC SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)

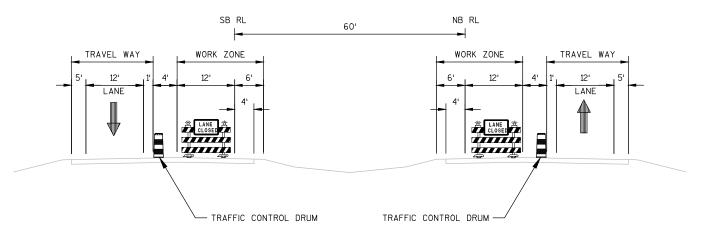
PROJECT NO: 1166-06-80 / 1166-08-73 HWY: IH 39 COUNTY: PORTAGE CONSTRUCTION DETAILS SHEET **E**







IH 39 TYPICAL SECTION- STAGE 5A AT STRUCTURES B-49-22 AND B-49-23

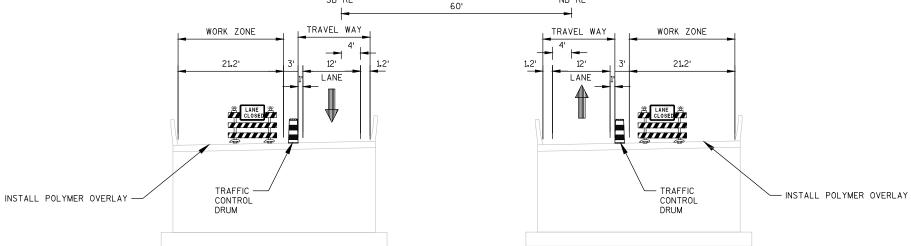


IH 39 TYPICAL SECTION- STAGE 5A

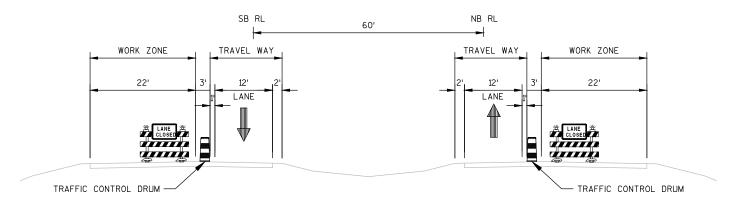
ROADWAY

PROJECT NO: 1166-06-80 / 1166-08-73 | HWY: | H 39 | COUNTY: PORTAGE | TRAFFIC CONTROL | SHEET | E





IH 39 TYPICAL SECTION- STAGE 5B AT STRUCTURES B-49-22 AND B-49-23



IH 39 TYPICAL SECTION- STAGE 5B ROADWAY

PROJECT NO: 1166-06-80 / 1166-08-73 HWY: IH 39 COUNTY: PORTAGE TRAFFIC CONTROL SHEET **E**

ALL SIGN, DRUM AND BARRICADE LOCATIONS ARE APPROXIMATE.
ACTUAL LOCATIONS WILL BE DETERMINED BY FIELD CONDITIONS
AND BY THE ENGINEER IN THE FIELD.

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

TEMPORARY PAVEMENT MARKINGS PLACED ON NEW PAVEMENTS OR PAVEMENT TO REMAIN IN PLACE SHALL BE REMOVABLE TAPE.

ALL TEMPORARY PAVEMENT MARKING FROM PREVIOUS STAGE(S) OR PHASE(S) IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHOWN IN CURRENT STAGE OR PHASE SHALL BE REMOVED.

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

TYPE III BARRICADES MAY BE REMOVED FROM THE PAVEMENT DURING CONSTRUCTION OPERATIONS TO ALLOW CONSTRUCTION VEHICLES TO PROCEED TO THE NEXT MERGE AREA OR END OF LANE CLOSURE. ALL TYPE III BARRICADES SHALL BE REINSTALLED ON THE PAVEMENT DURING NON-WORK HOURS WHILE LANE CLOSURE IS IN PLACE.

SEE S.D.D. "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL REQUIREMENTS FOR LANE CLOSURES WITHIN INTERCHANGE AREAS.

PLACE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)

APPROXIMATELY ONE WEEK IN ADVANCE OF INITIAL LANE CLOSURES

AND MAINTAIN THROUGHOUT THE PROJECT. PCMS WILL BE

INSTALLED AND OPERATED BY OTHERS.

CONSTRUCTION STAGING SUMMARY

PHASE 1

STH 66 (STANLEY STREET) NB AND SB BRIDGES (B-49-29 AND B-49-30) AND SB WISCONSIN CENTRAL LIMITED RAILROAD BRIDGE (B-49-23).

PHASE 2

NB WISCONSIN CENTRAL LIMITED RAILROAD BRIDGE (B-49-22) AND POLYMER OVERLAY FOR BOTH THE NB AND SB WISCONSIN CENTRAL LIMITED RAILROAD BRIDGES (B-49-22 AND B-49-23).

PHASE 3

LITTLE PLOVER RIVER NB AND SB BRIDGES (B-49-18 AND B-49-19).

DURING THE ABOVE MENTIONED PHASES, THE FOLLOWING STAGES WILL OCCUR:

STAGE 1

UTILIZE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION".

REDUCE IH 39 TO ONE LANE BY CLOSING THE OUTSIDE LANE.

REMOVE EXISTING OUTSIDE LANE EDGELINE PAVEMENT MARKING AND MILL AND OVERLAY EXISTING RUMBLE STRIPS THAT CONFLICT WITH TRAFFIC CONTROL FOR STAGE 2.

STAGE 2

SHIFT TRAFFIC TO OUTSIDE LANE.

TEMPORARY CONCRETE BARRIER WILL BE UTILIZED AT THE STRUCTURE LOCATIONS TO CLOSE THE INSIDE LANE. MILL AND OVERLAY THE INSIDE LANE AND SHOULDER.

RECONSTRUCT INSIDE PARAPETS.

REMOVE EXISTING INSIDE LANE EDGELINE PAVEMENT MARKING AND MILL AND OVERLAY EXISTING RUMBLE STRIPS THAT CONFLICT WITH TRAFFIC CONTROL FOR STAGE 3.

STAGE 3

INSTALL WIDTH WARNING SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLANS.

SHIFT TRAFFIC TO INSIDE LANE.

TEMPORARY CONCRETE BARRIER WILL BE UTILIZED AT THE STRUCTURE TO CLOSE THE OUTSIDE LANE.

MILL AND OVERLAY THE OUTSIDE LANE AND SHOULDER.

RECONSTRUCT OUTSIDE PARAPETS.

INSTALL NEW RUMBLE STRIPS AND PAVEMENT MARKING ON OUTSIDE LANE.

STAGE 4

UTILIZE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION".

SHIFT TRAFFIC TO OUTSIDE LANES.

INSTALL NEW RUMBLE STRIPS AND PAVEMENT MARKINGS ON THE INSIDE LANES.

STAGE 5

THIS WORK WILL ONLY OCCUR ON STRUCTURES NO. B-49-22 AND B-49-23, NB AND SB IH 39 OVER THE WISCONSIN CENTRAL LIMITED RAILROAD APPROXIMATELY 28 DAYS AFTER THE MILLING AND OVERLAY REHABILITATIONS.

UTILIZE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION".

INSTALL WIDTH WARNING SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLANS.

REDUCE IH 39 TO ONE LANE IN EACH DIRECTION UTILIZING TRAFFIC CONTROL DRUMS BY FIRST CLOSING THE INSIDE LANE AND MOVING TRAFFIC TO THE OUTSIDE LANE.

INSTALL A POLYMER OVERLAY OVER THE INSIDE HALF OF EACH STRUCTURE OVER THE WISCONSIN CENTRAL LIMITED RAILROAD.

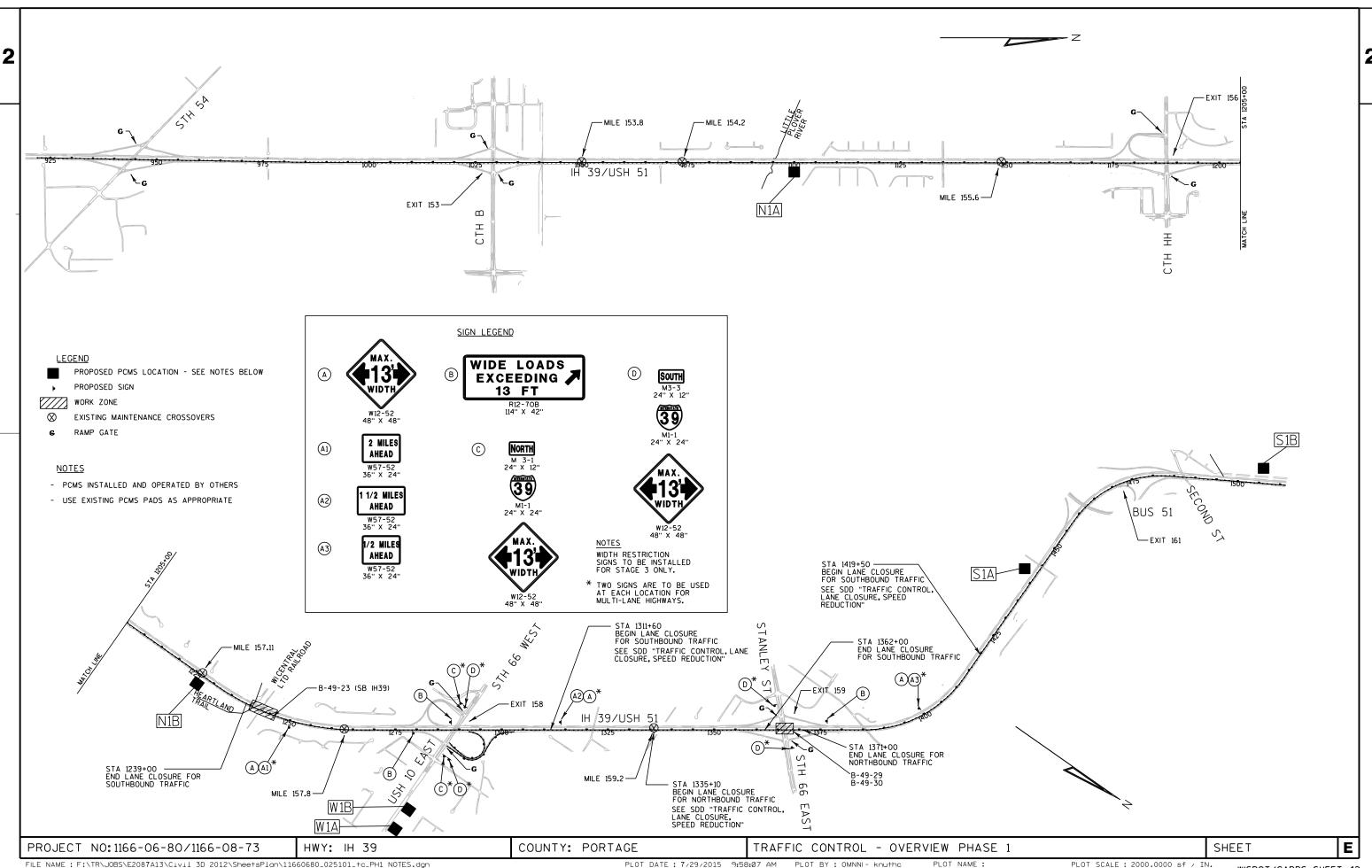
SHIFT TRAFFIC TO THE INSIDE LANE.

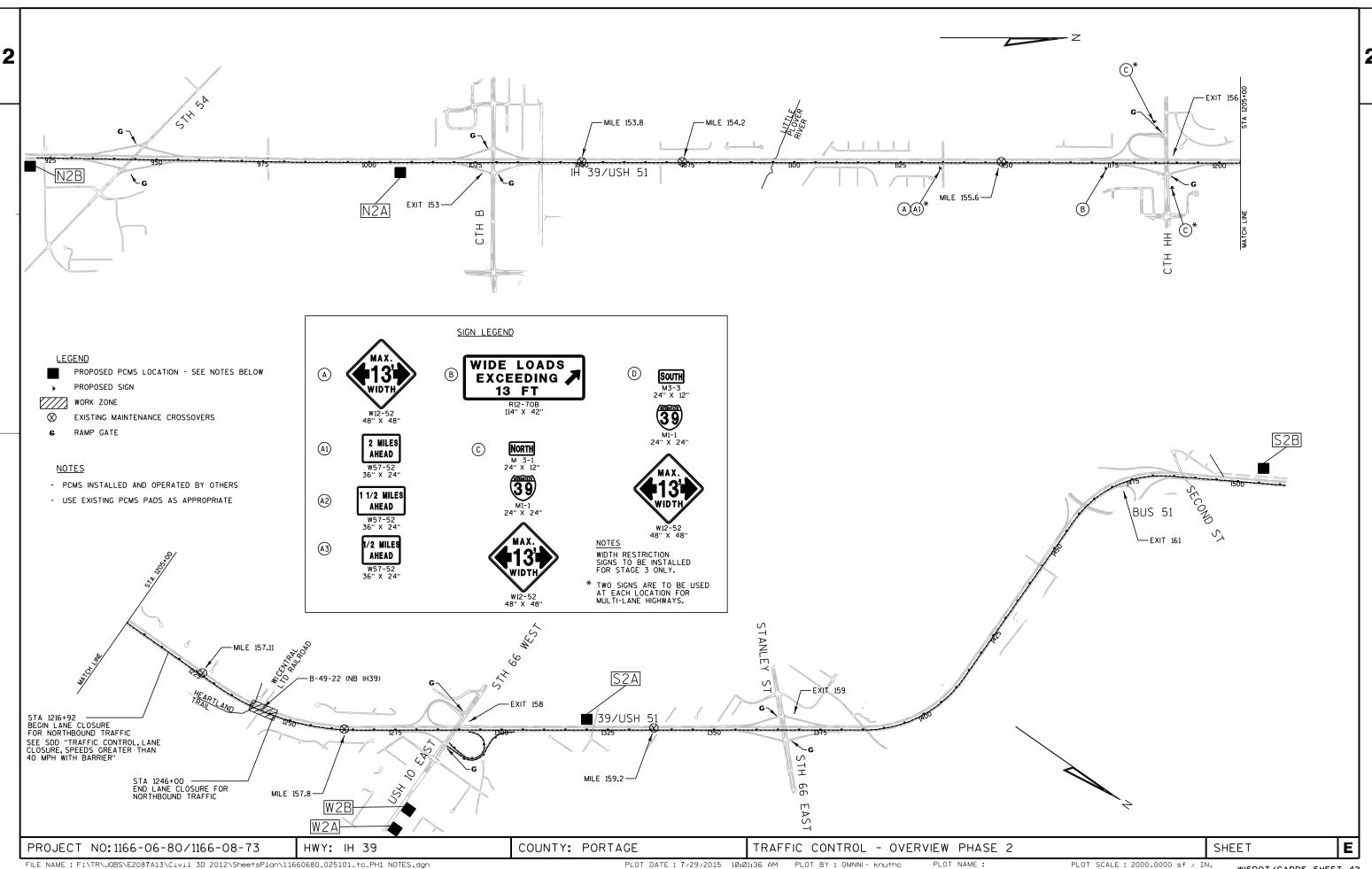
INSTALL A POLYMER OVERLAY OVER THE OUTSIDE HALF OF EACH STRUCTURE OVER THE WISCONSIN CENTRAL LIMITED RAILROAD.

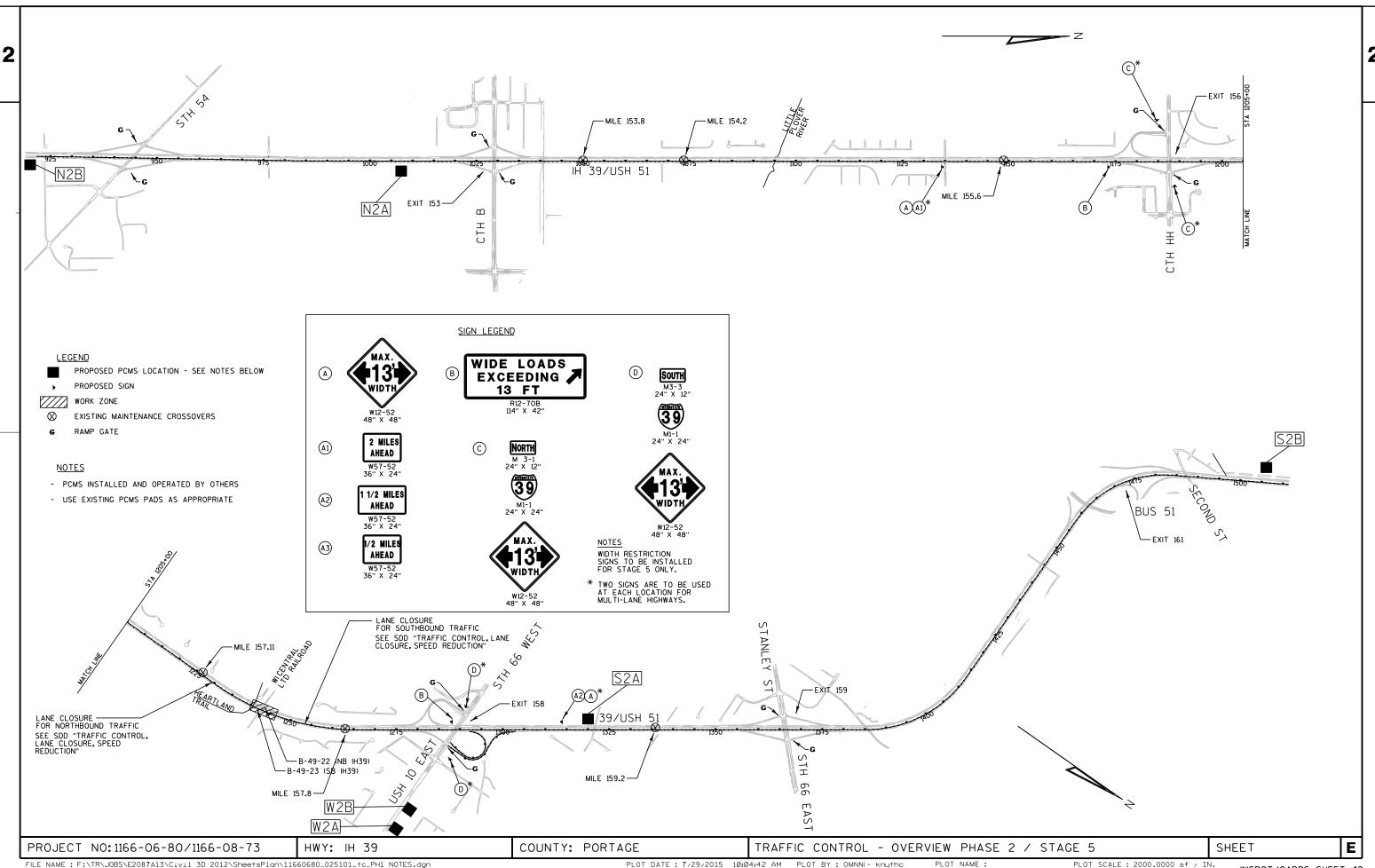
PROJECT NO: 1166-06-80/1166-08-73 HWY: IH 39 COUNTY: PORTAGE TRAFFIC CONTROL GENERAL NOTES SHEET: E 2.

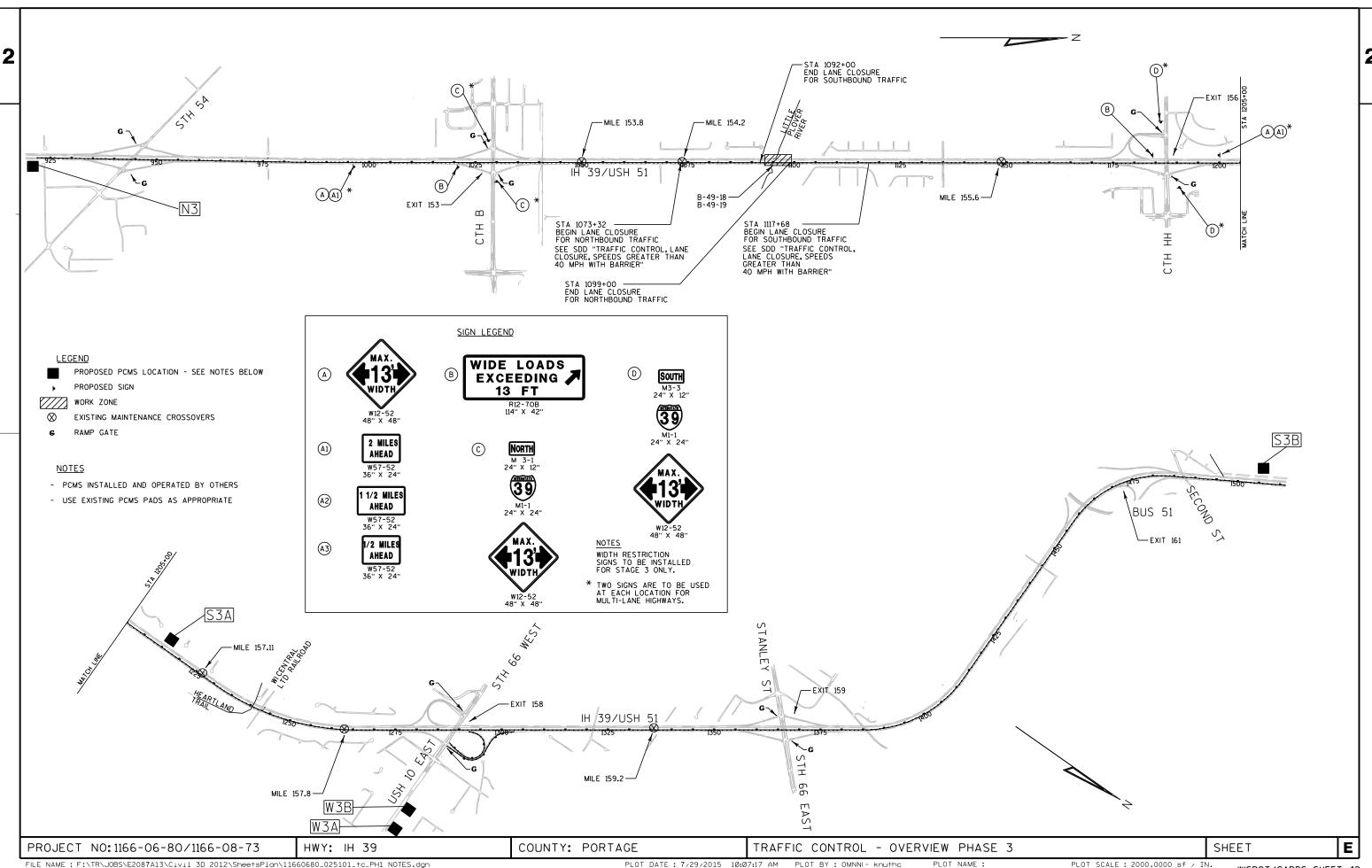
ORIG. DATE:

ORIGINATOR: OMNNI ASSOCIATES









PHASE 1

			PRIOR TO CO	ONSTRUCTION	TION STAGE 1		STA	GE 2	STAGE 3		STAGE 4		STA	GE 5
		ROADWAY CONDITION/	PHASE I	PHASE II	PHASE I	PHASE II	PHASE I	PHASE II	PHASE I	PHASE II	PHASE I	PHASE II	PHASE I	PHASE II
SITE NO	LOCATION	CONSTRUCTION	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)
N1A	ON NB IH 39 SOUTH OF CTH HH INTERCHANGE	GENERAL	ROAD WORK BEGINS	xx/xx/xx	ROAD WORK AHEAD	EXPECT DELAYS								
N1B	ON NB IH 39 SOUTH OF USH 10 INTERCHANGE	GENERAL	ROAD WORK BEGINS	xx/xx/xx	ROAD WORK AHEAD	EXPECT DELAYS								
S1A	ON SB IH 39 SOUTH OF BUS 51 INTERCHANGE	GENERAL	ROAD WORK BEGINS	xx/xx/xx	ROAD WORK AHEAD	EXPECT DELAYS								
S1B	ON SB IH 39 NORTH OF BUS 51 INTERCHANGE	GENERAL	ROAD WORK BEGINS	xx/xx/xx	ROAD WORK AHEAD	EXPECT DELAYS								
W1A	ON WB USH 10E BETWEEN ELIZABETH AVE AND AMBER AVE	GENERAL	IH 39 ROAD WORK BEGINS	xx/xx/xx	ROAD WORK ON IH 39	EXPECT DELAYS								
W1B	ON WB USH 10E BETWEEN MAPLE BLUFF RD AND WILDWOOD DR	GENERAL	IH 39 ROAD WORK BEGINS	xx/xx/xx	ROAD WORK ON IH 39	EXPECT DELAYS								

PHASE 2

			PRIOR TO CONSTRUCTION STAGE		GE 1	STAGE 2		STAGE 3		STAGE 4		STAGE 5		
SITE NO	LOCATION	ROADWAY CONDITION/ CONSTRUCTION	PHASE I (2 SEC)	PHASE II (2 SEC)	PHASE I (2 SEC)	PHASE II (2 SEC)	PHASE I (2 SEC)	PHASE II (2 SEC)	PHASE I (2 SEC)	PHASE II (2 SEC)	PHASE I (2 SEC)	PHASE II (2 SEC)	PHASE I (2 SEC)	PHASE II (2 SEC)
N2A	ON NB IH 39 SOUTH OF CTH B	GENERAL	ROAD WORK BEGINS	xx/xx/xx	ROAD WORK AHEAD	EXPECT DELAYS								
N2B	ON NB IH 39 SOUTH OF STH 54 INTERCHANGE	GENERAL	ROAD WORK BEGINS	xx/xx/xx	ROAD WORK AHEAD	EXPECT DELAYS								
S2A	ON SB IH 39 SOUTH OF STANLEY STREET INTERCHANGE	GENERAL	ROAD WORK BEGINS	XX/XX/XX	ROAD WORK AHEAD	EXPECT DELAYS								
S2B	ON SB IH 39 NORTH OF BUS 51 INTERCHANGE	GENERAL	ROAD WORK BEGINS	xx/xx/xx	ROAD WORK AHEAD	EXPECT DELAYS								
W2A	ON WB USH 10E BETWEEN ELIZABETH AVE AND AMBER AVE	GENERAL	IH 39 ROAD WORK BEGINS	XX/XX/XX	ROAD WORK ON IH 39	EXPECT DELAYS								
w2B	ON WB USH 10E BETWEEN MAPLE BLUFF RD AND WILDWOOD DR	GENERAL	IH 39 ROAD WORK BEGINS	xx/xx/xx	ROAD WORK ON IH 39	EXPECT DELAYS								

NOTE:

ALL PCMS TO BE INSTALLED AND OPERATED BY OTHERS.

PROJECT NO: 1166-06-80 / 1166-08-73 HWY: IH 39 COUNTY: PORTAGE TRAFFIC CONTROL – PCMS MESSAGES SHEET: E

2

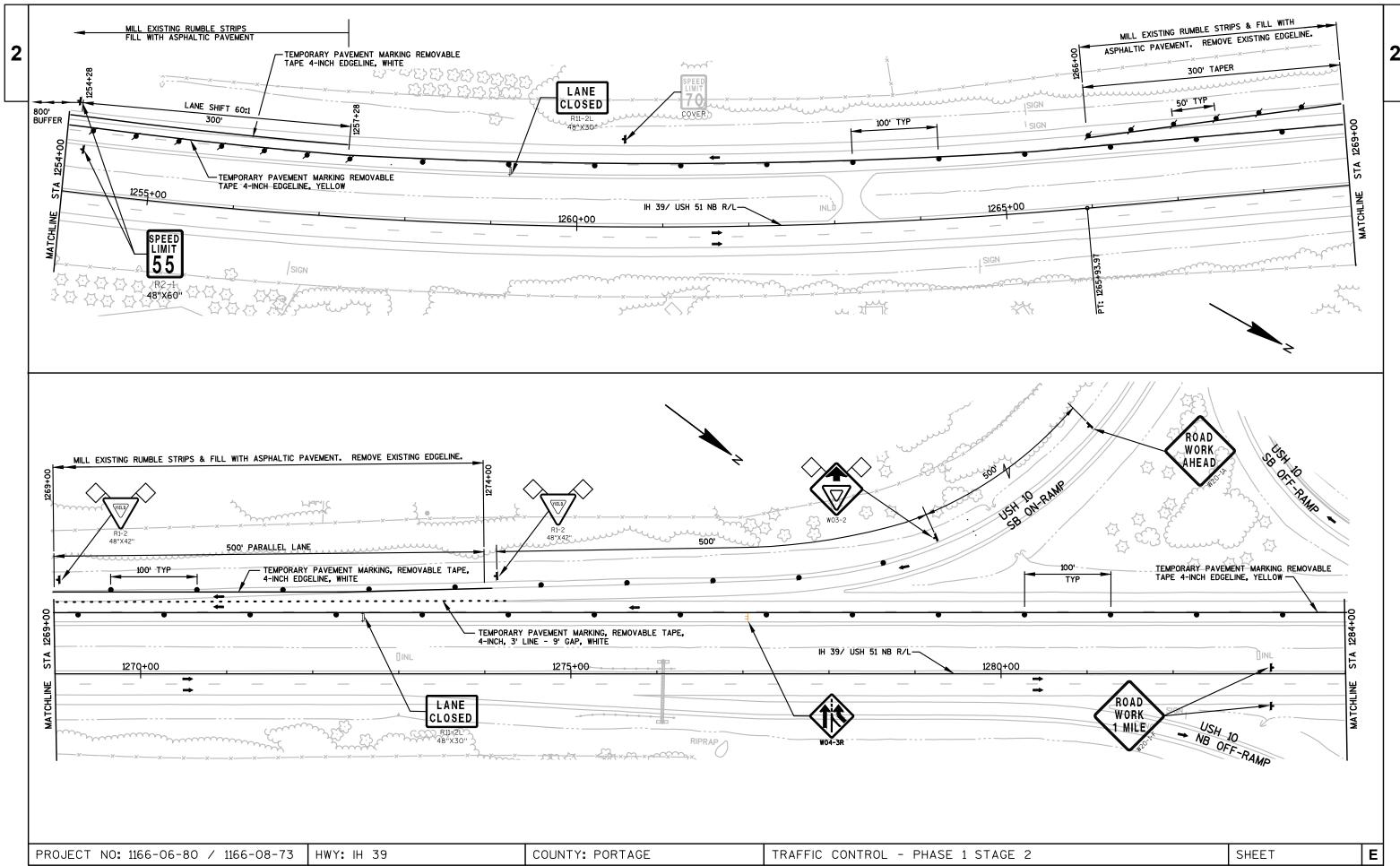
PHASE 3

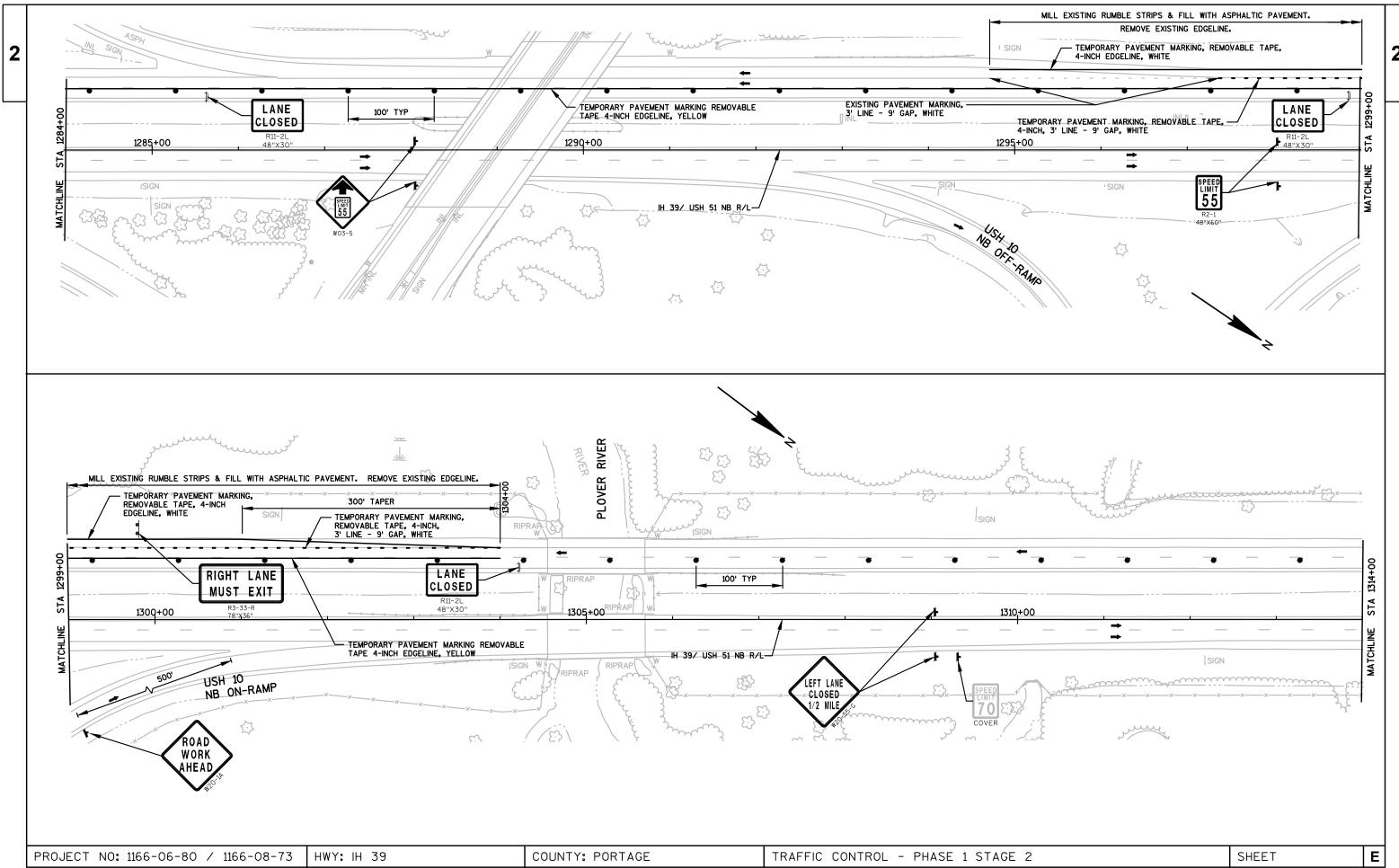
			PRIOR TO CO	ONSTRUCTION	RUCTION STAGE 1		STA	STAGE 2		STAGE 3		STAGE 4		GE 5
		ROADWAY CONDITION/	PHASE I	PHASE II	PHASE I	PHASE II	PHASE I	PHASE II	PHASE I	PHASE II	PHASE I	PHASE II	PHASE I	PHASE II
SITE NO	LOCATION	CONSTRUCTION	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)	(2 SEC)
N3	ON NB IH 39 SOUTH OF STH 54 INTERCHANGE	GENERAL	ROAD WORK BEGINS	xx/xx/xx	ROAD WORK AHEAD	EXPECT DELAYS								
S3A	ON SB IH 39 SOUTH OF USH 10 INTERCHANGE	GENERAL	ROAD WORK BEGINS	xx/xx/xx	ROAD WORK AHEAD	EXPECT DELAYS								
S3B	ON SB IH 39 NORTH OF BUS 51 INTERCHANGE	GENERAL	ROAD WORK BEGINS	xx/xx/xx	ROAD WORK AHEAD	EXPECT DELAYS								
w3A	ON WB USH 10E BETWEEN ELIZABETH AVE AND AMBER AVE	GENERAL	IH 39 ROAD WORK BEGINS	xx/xx/xx	ROAD WORK ON IH 39	EXPECT DELAYS								
w3B	ON WB USH 10E BETWEEN MAPLE BLUFF RD AND WILDWOOD DR	GENERAL	IH 39 ROAD WORK BEGINS	xx/xx/xx	ROAD WORK ON IH 39	EXPECT DELAYS								

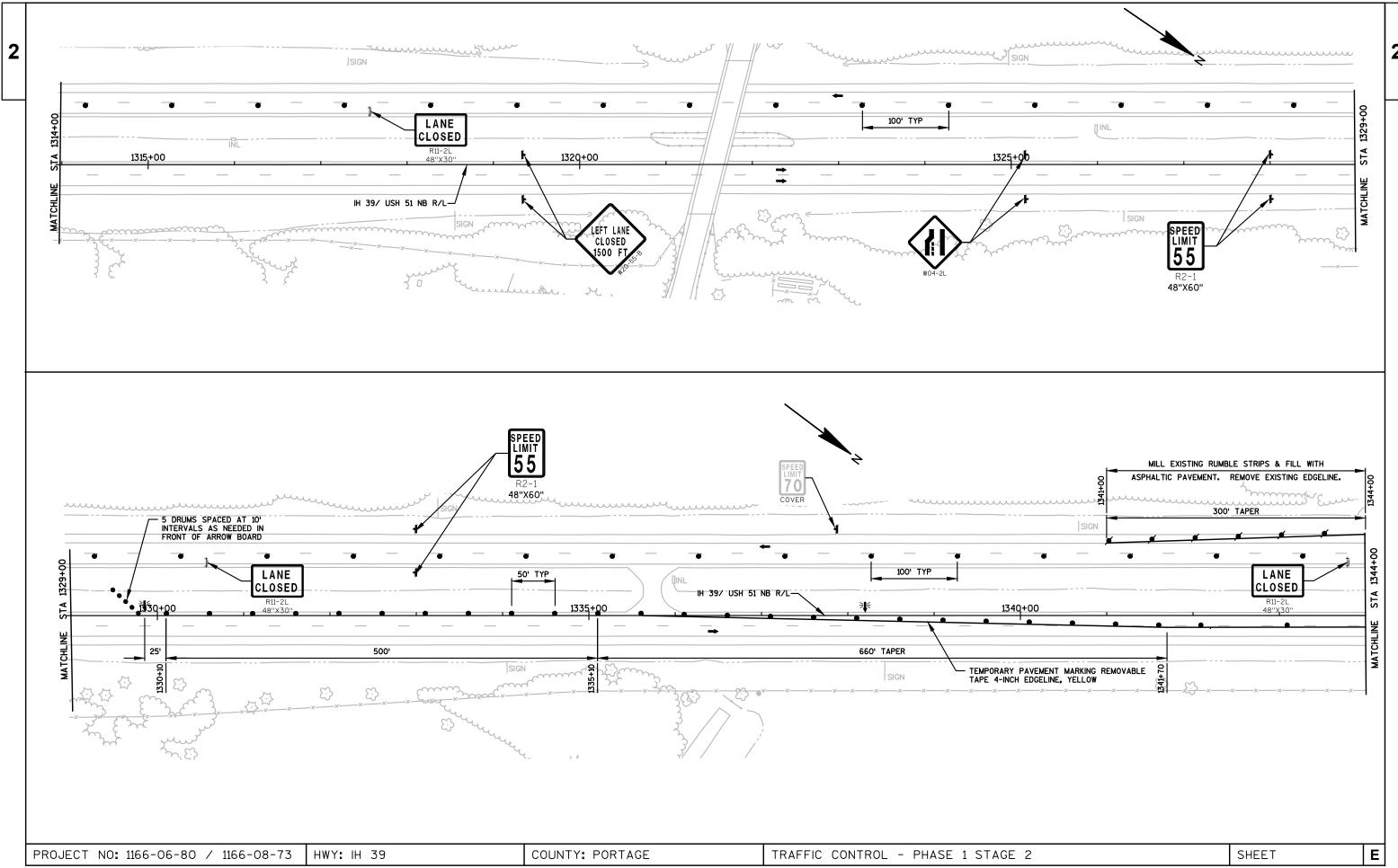
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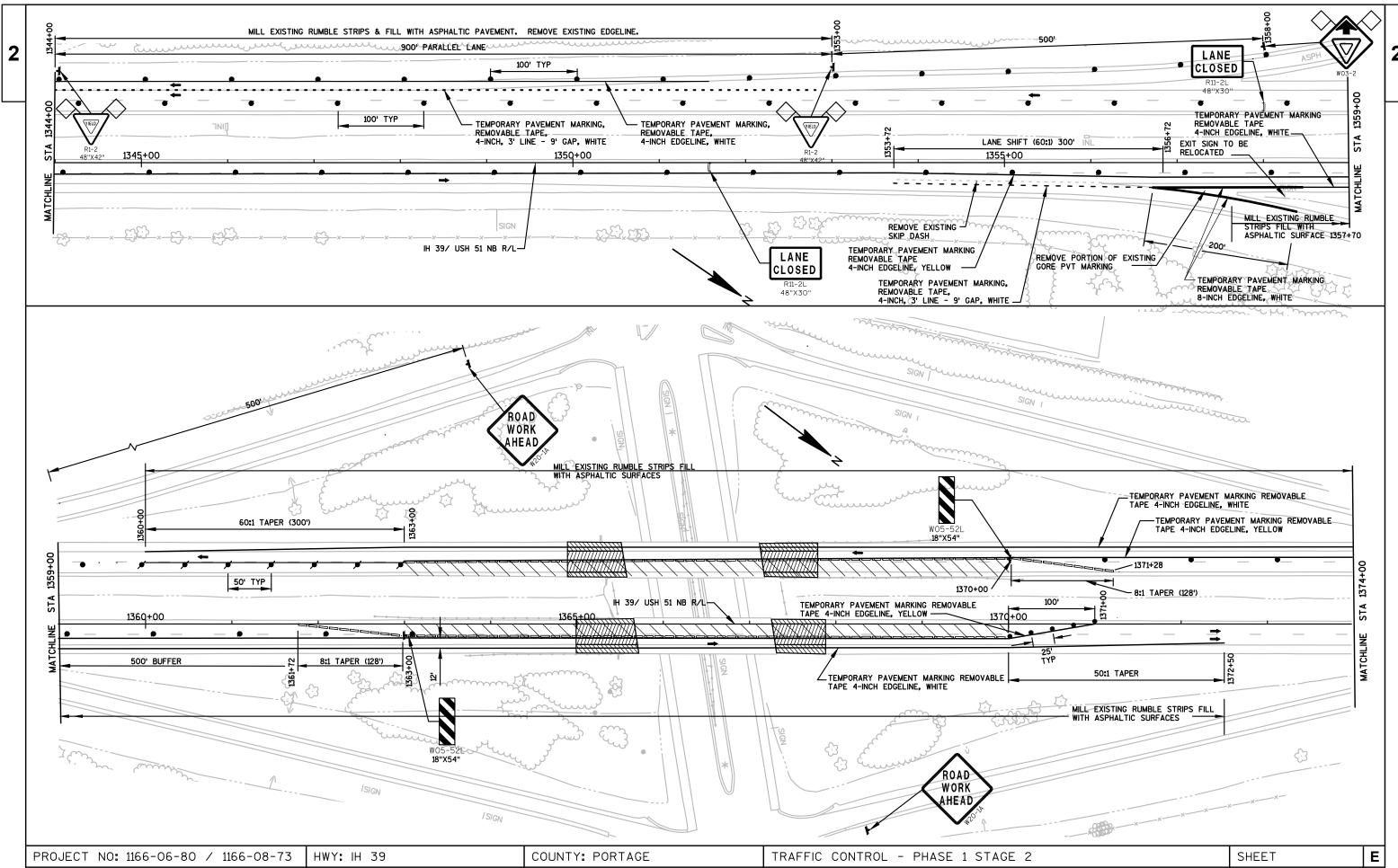
ALL PCMS TO BE INSTALLED AND OPERATED BY OTHERS.

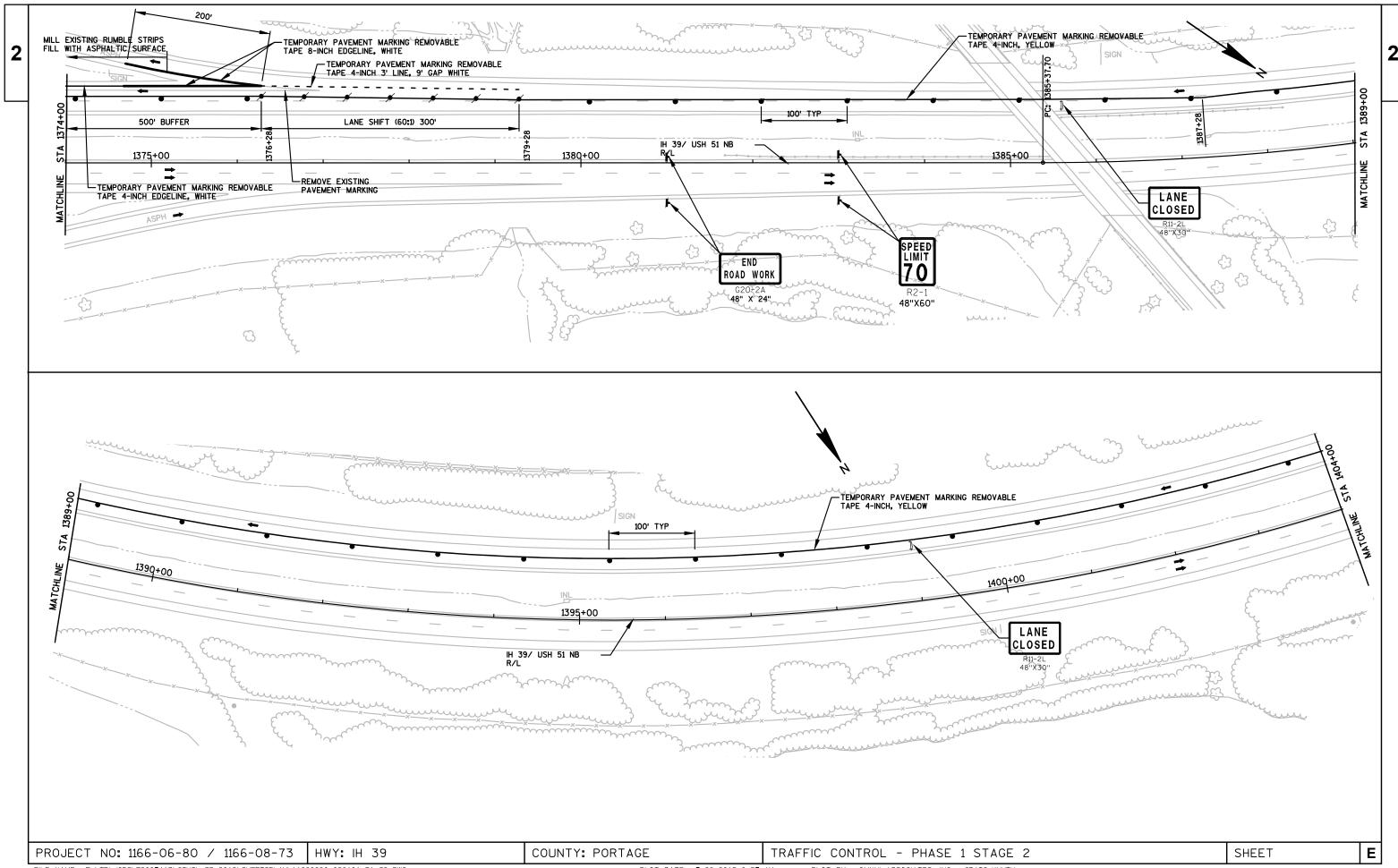
PROJECT NO: 1166-06-80 / 1166-08-73 HWY: IH 39 COUNTY: PORTAGE TRAFFIC CONTROL – PCMS MESSAGES SHEET: E

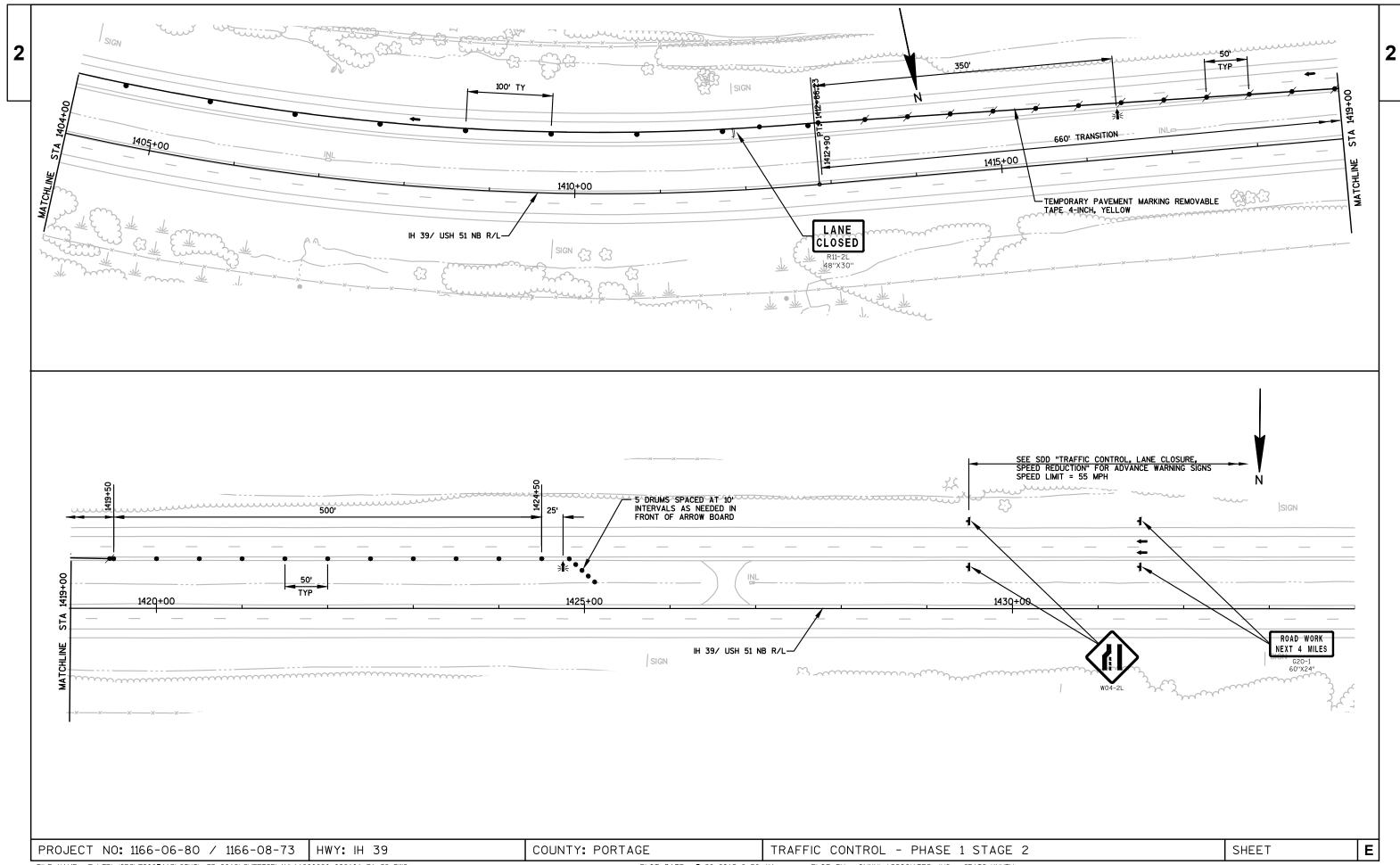


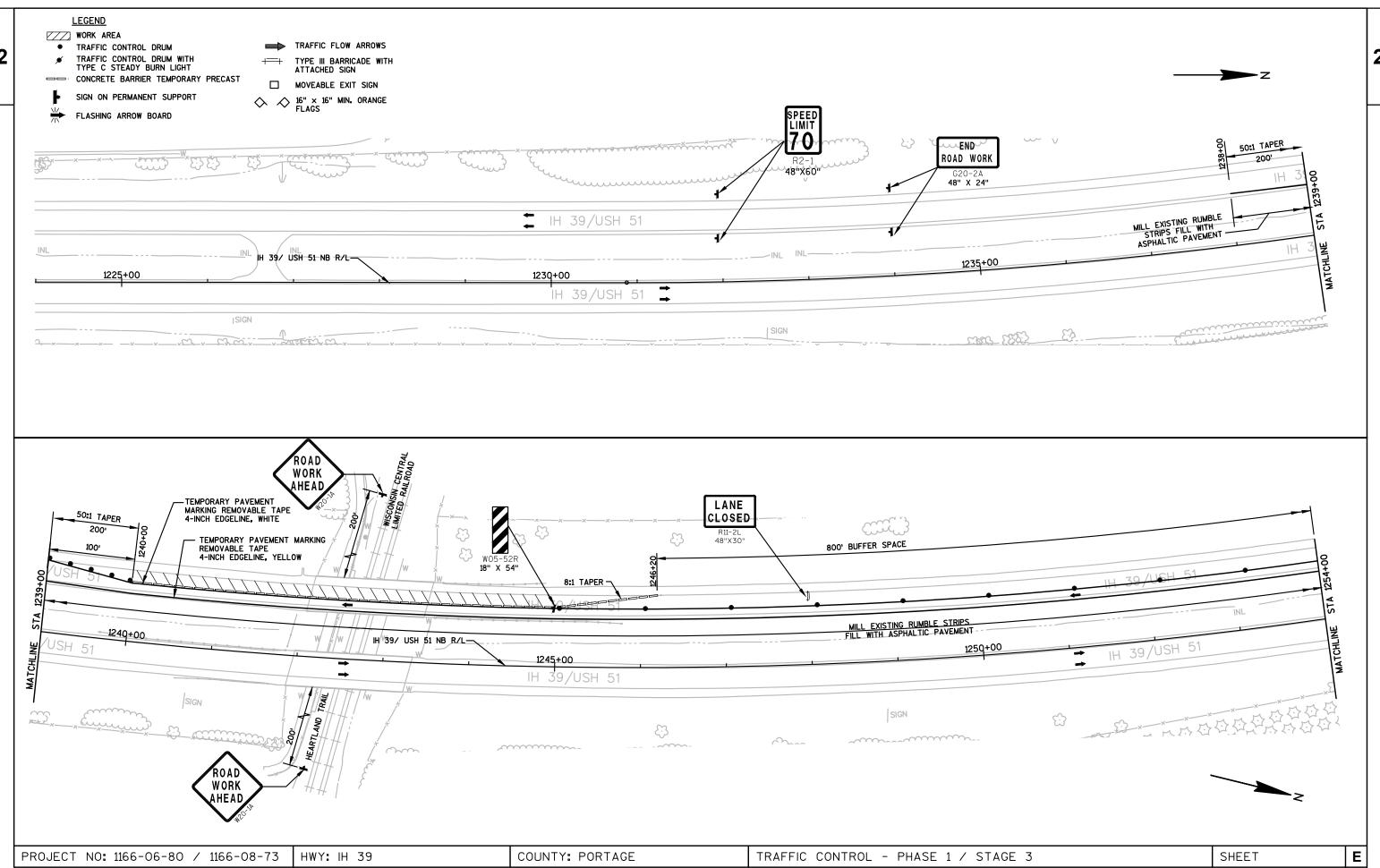


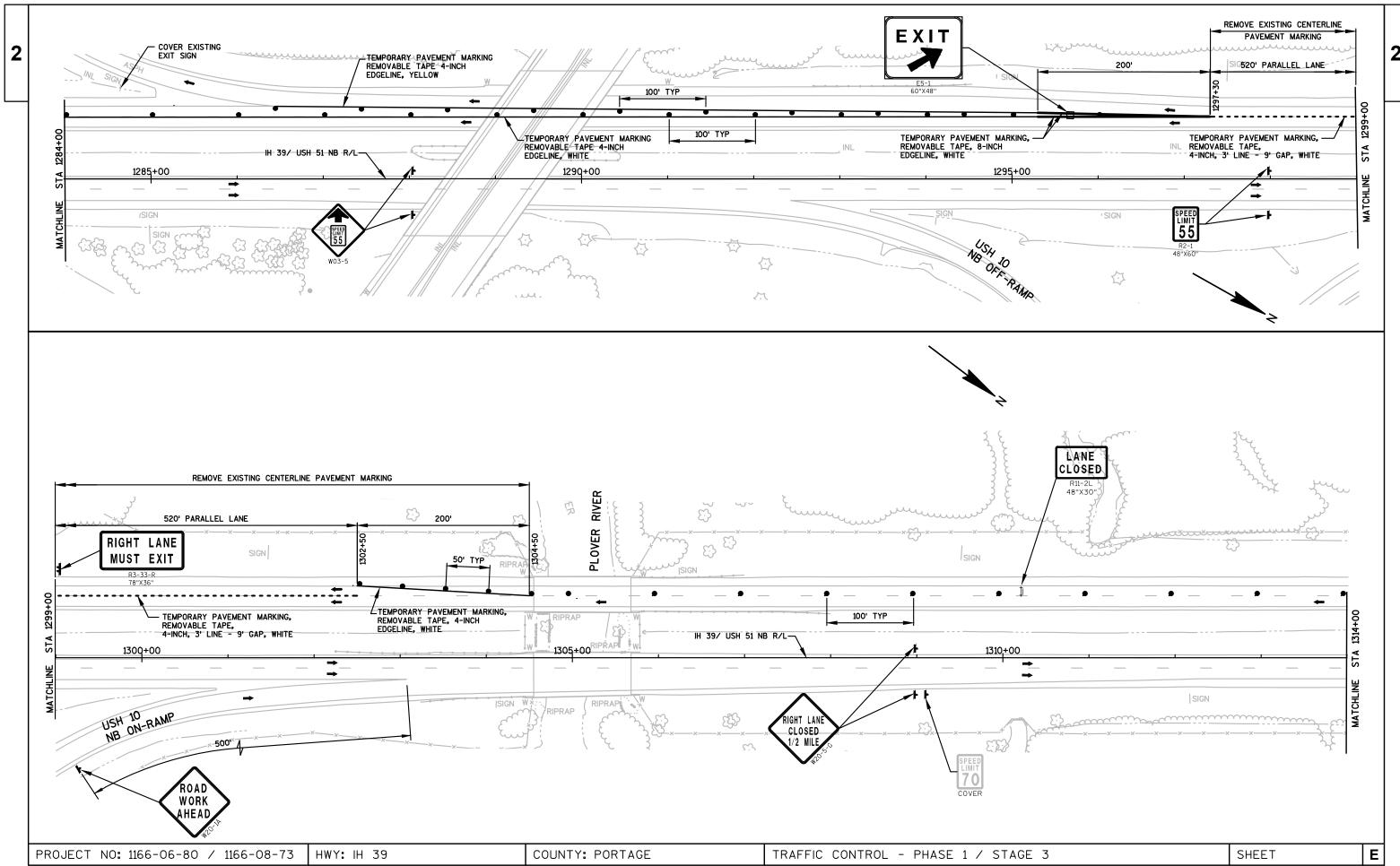


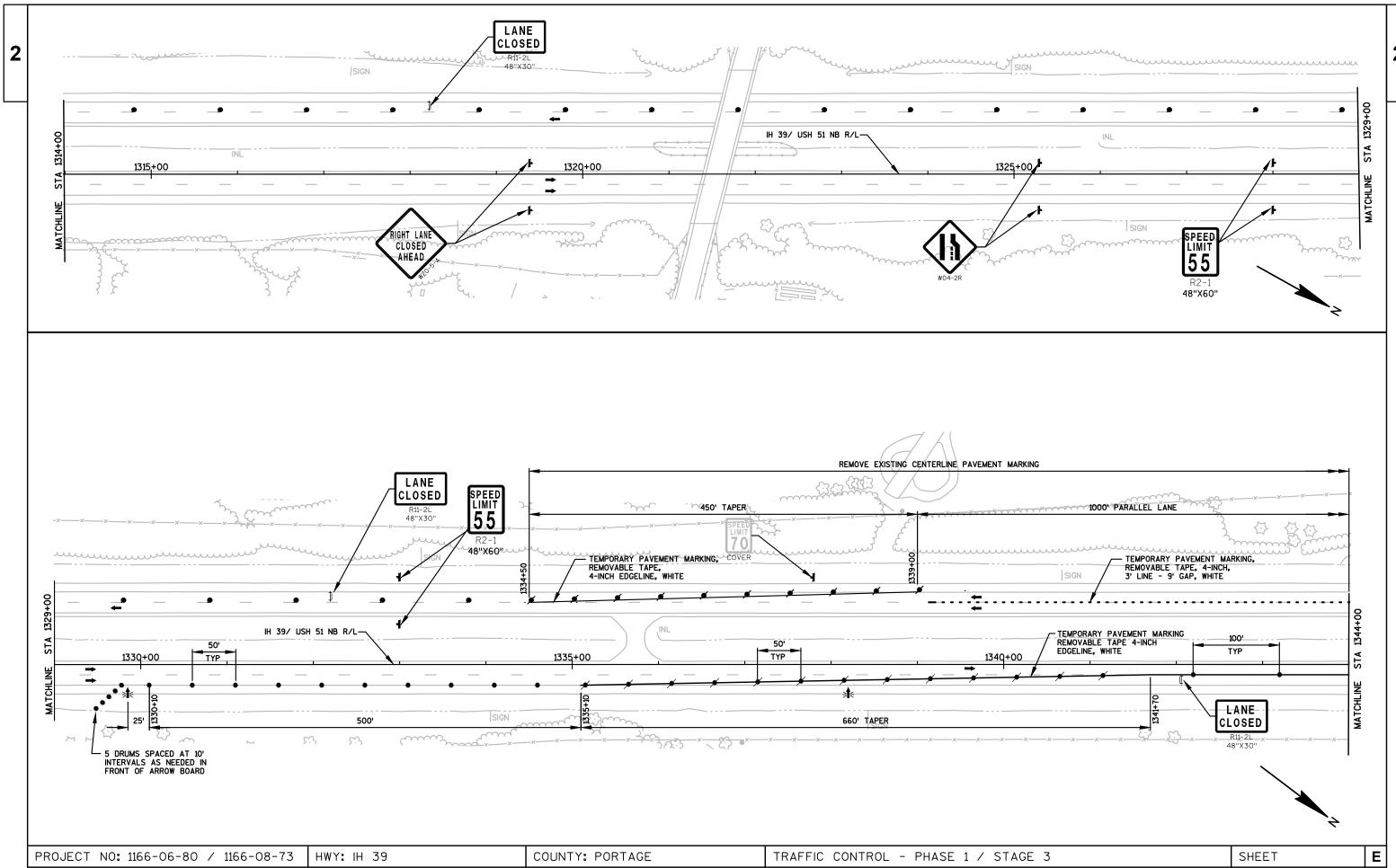


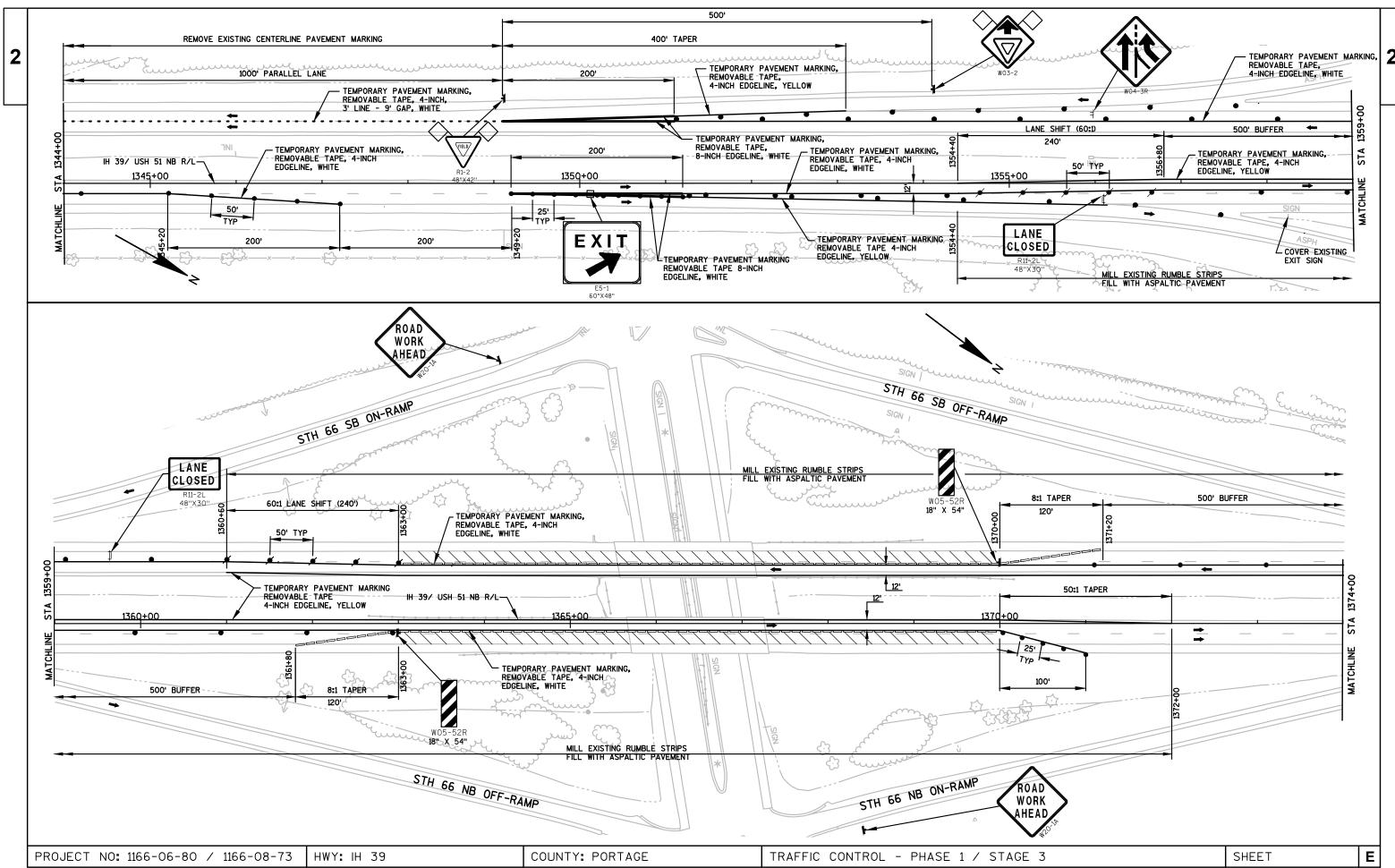


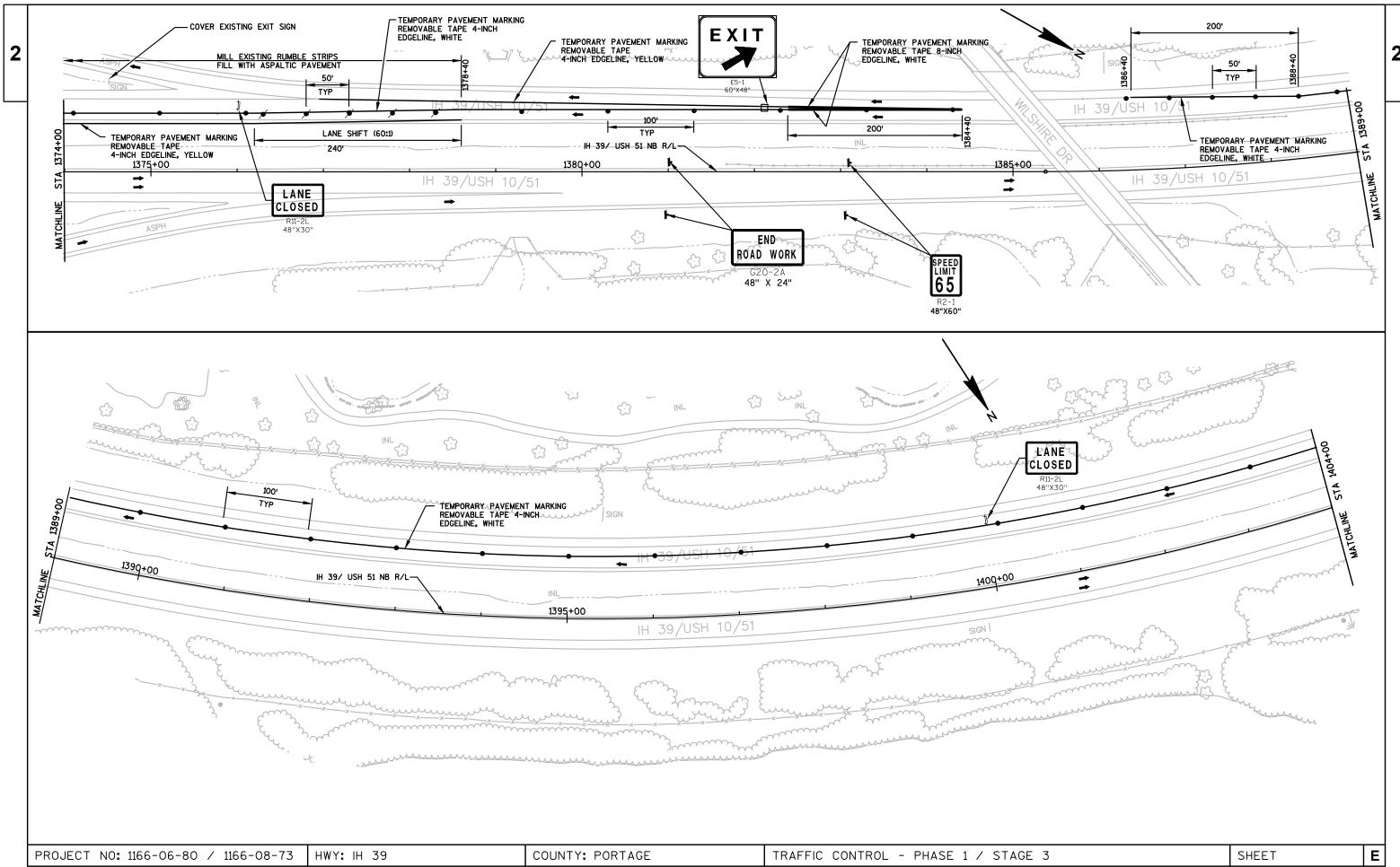


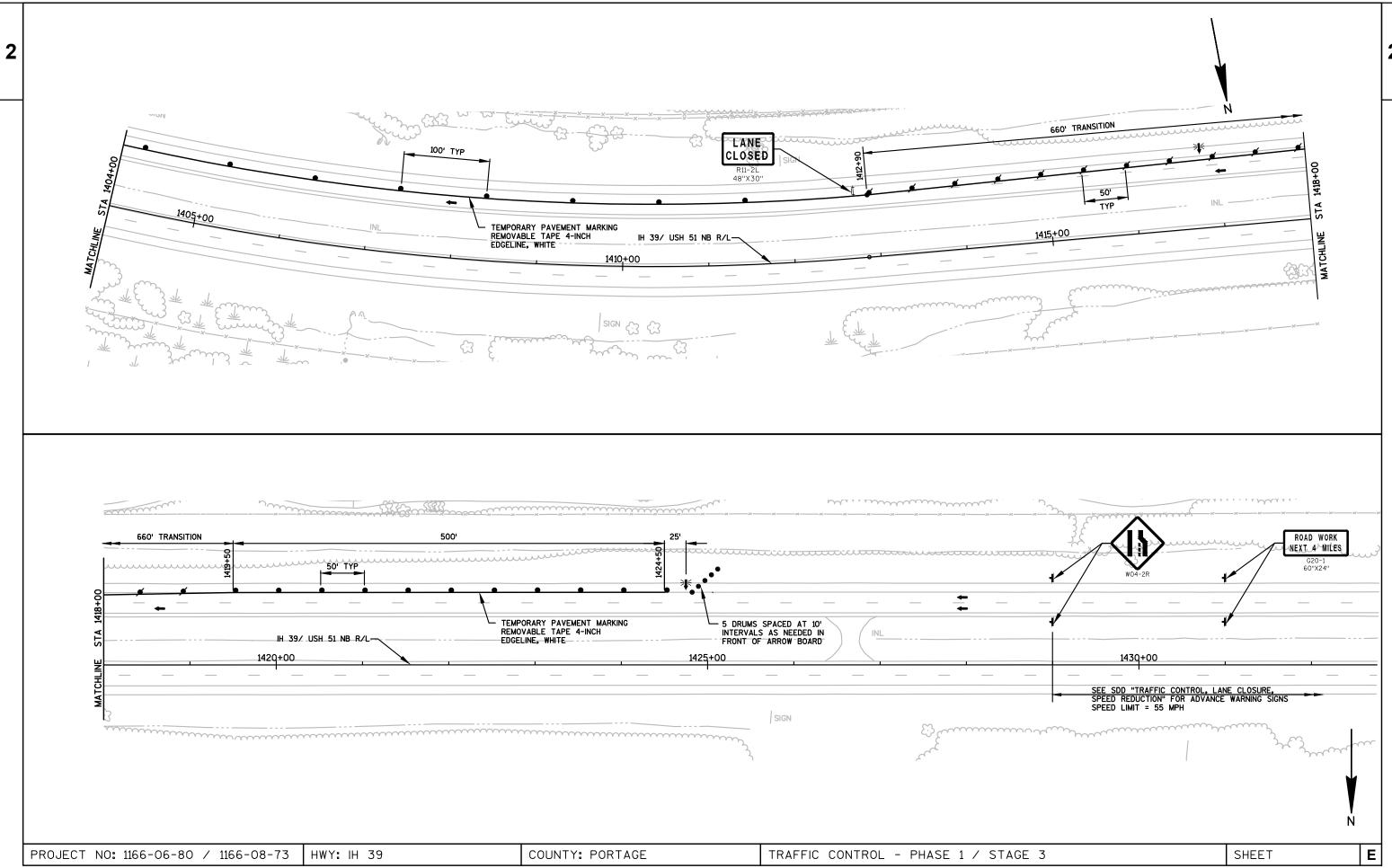


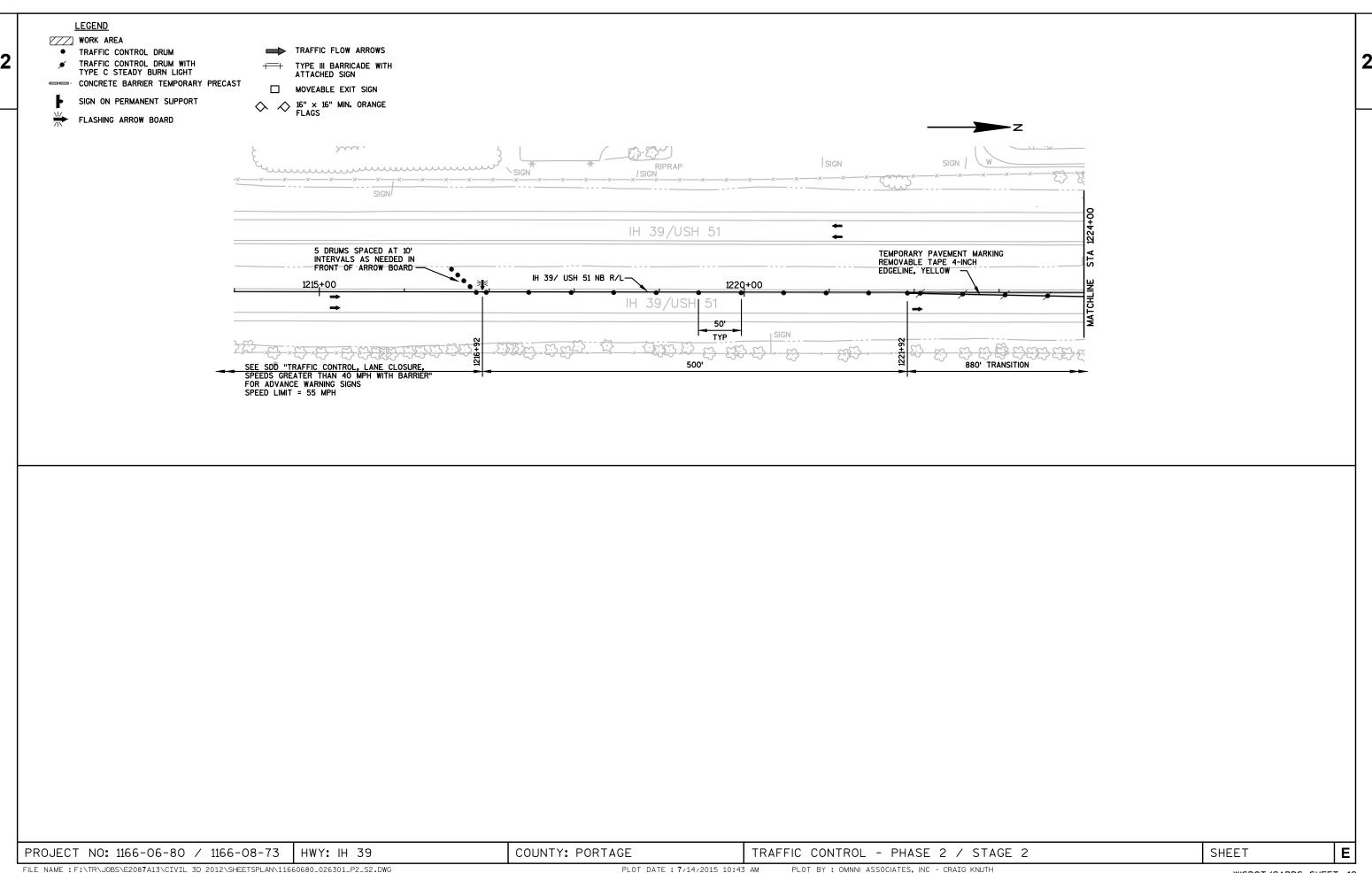


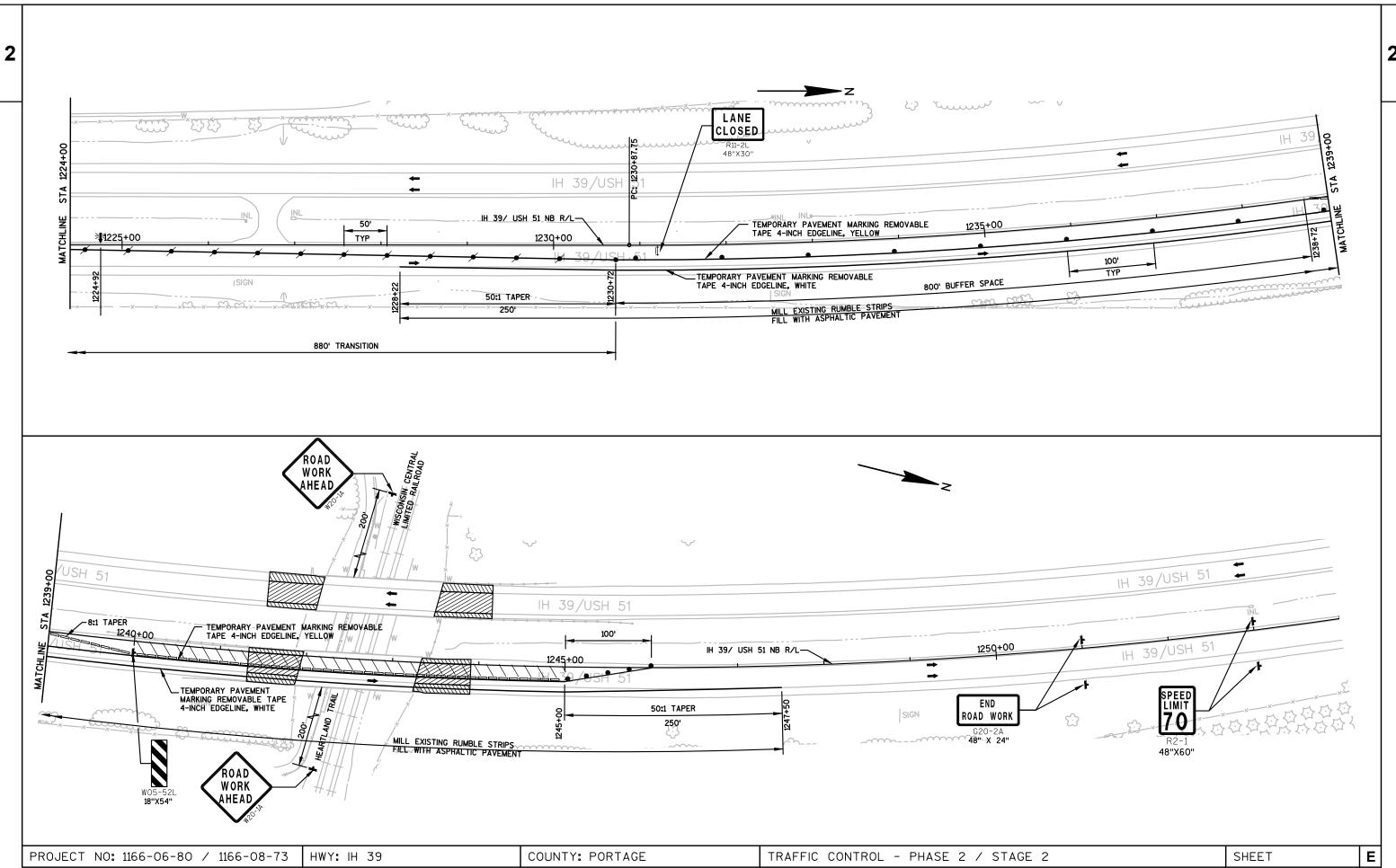


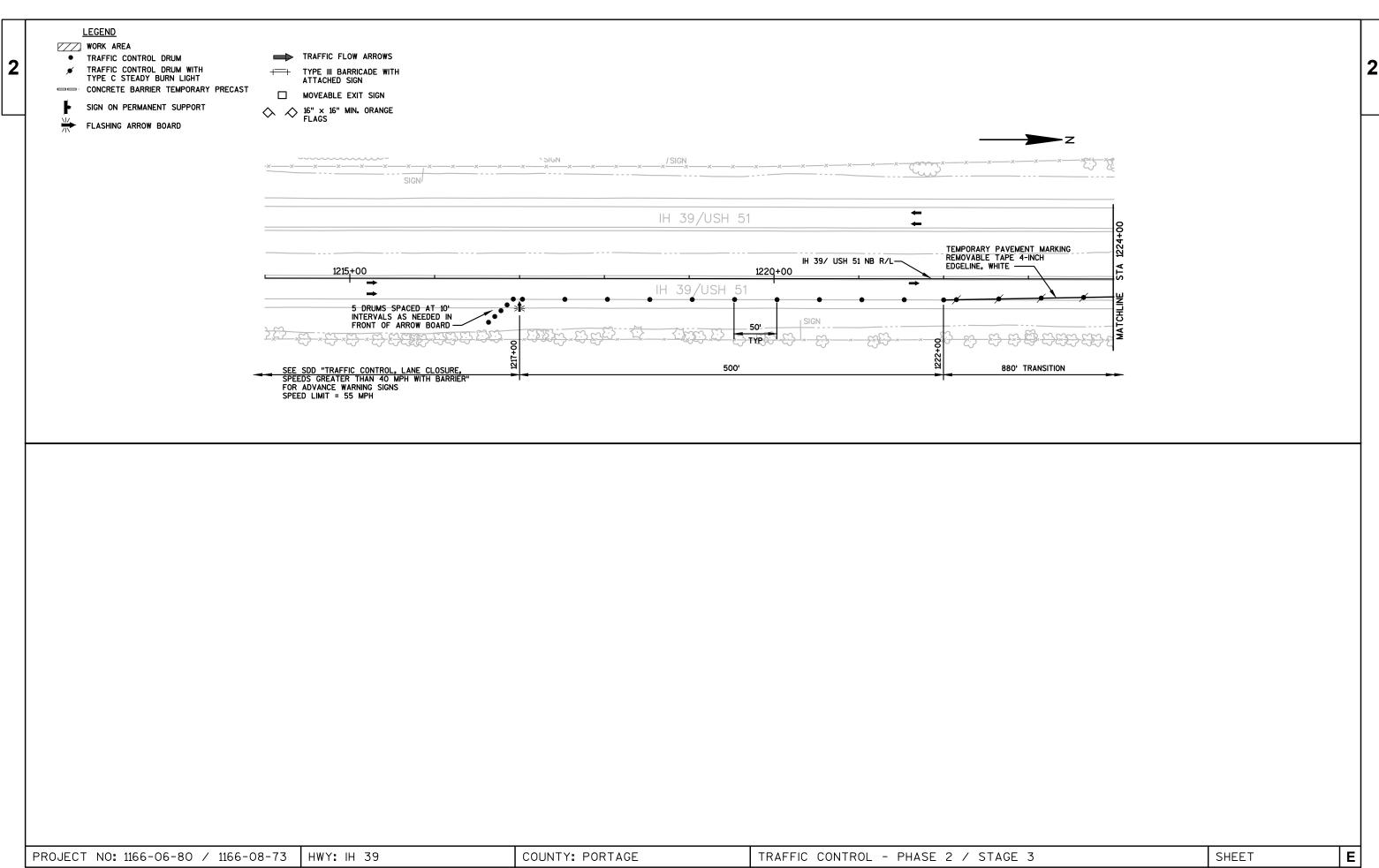


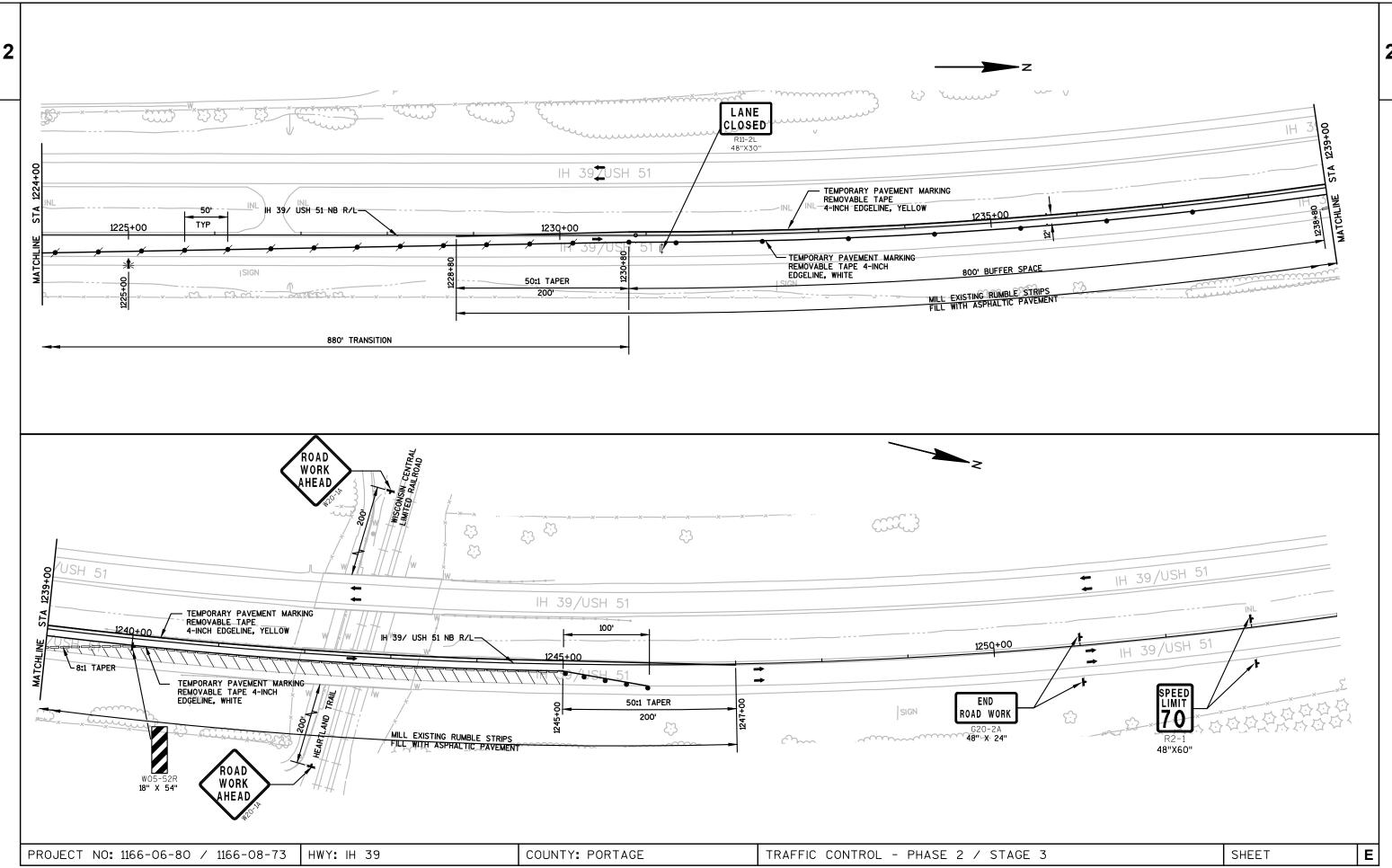












DATE 17	NOV15	E S	TIMATE	OF QUAN			
LI NE NUMBER	LTEM	ITEM DESCRIPTION	UNI T	TOTAL	1166-06-80 QUANTI TY	1166-08-73 QUANTI TY	
0010	203. 0200	Removing Old Structure (station) 01.	LS	1. 000	1. 000	QUANTITY	
		STA. 1095+25					
0020	203. 0200	Removing Old Structure (station) 02. STA. 1095+55	LS	1. 000	1. 000		
0030	203. 0200	Removing Old Structure (station) 03.	LS	1. 000	1. 000		
		STA. 1242+50					
0040	203. 0200	Removing Old Structure (station) 04. STA. 1242+75	LS	1. 000	1. 000		
0050	203. 0200	Removing Old Structure (station) 05.	LS	1.000		1.000	
		STA. 1366+48					
0060	203. 0200	Removing Old Structure (station) 06.	LS	1. 000		1. 000	
		STA. 1366+38					
0070	203. 0210. S	Abatement of Asbestos Containing Material (structure) 01. B-49-18	LS	1. 000	1. 000		
0800	203. 0210. S	Abatement of Asbestos Containing	LS	1. 000	1. 000		
0000	202 0210 6	Material (structure) 02. B-49-19	1.0	1 000	1 000		
0090	203. 0210. 5	Abatement of Asbestos Containing Material (structure) 03. B-49-22	LS	1. 000	1. 000		
0100	203. 0210. S	Abatement of Asbestos Containing	LS	1.000	1. 000		
		Material (structure) 04. B-49-23					
0110	203. 0210. S	Abatement of Asbestos Containing	LS	1. 000		1. 000	
		Material (structure) 05. B-49-29					
0120	203. 0210. S	Abatement of Asbestos Containing Material (structure) 06. B-49-30	LS	1. 000		1. 000	
0130	203. 0225. S	Debris Containment (structure) 01.	LS	1.000	1. 000		
01.40	202 0225 6	B-49-22	1.0	1 000	1 000		
0140	203. 0225. 5	Debris Containment (structure) 02. B-49-23	LS	1. 000	1. 000		
0150	204. 0120	Removing Asphaltic Surface Milling	SY	6, 600. 000	4, 580. 000	2, 020. 000	
0160	213. 0100	Finishing Roadway (project) 01.	EACH	1. 000	1. 000		
0100	213.0100	1166-06-80	LHOH	1.000	1. 000		
0170	213. 0100	Finishing Roadway (project) 02.	EACH	1. 000		1. 000	
0180	455. 0105	1166-08-73 Asphaltic Material PG58-28	TON	9. 000	6. 000	3. 000	
0190	455. 0605	Tack Coat	GAL	462.000	321. 000	141.000	
0200	460. 1110	HMA Pavement Type E-10	TON	160. 000	106. 000	54. 000	
0210	460. 2000	Incentive Density HMA Pavement	DOL	110. 000	70. 000	40. 000	
0220	465. 0110	Asphaltic Surface Patching	TON	537. 000	378. 000	159.000	
0230 0240	465. 0400 502. 0100	Asphaltic Shoulder Rumble Strips Concrete Masonry Bridges	LF CY	23, 640. 000 186. 000	16, 620. 000 102. 000	7, 020. 000 84. 000	
0240	502. 3100	Expansion Device (structure) 01. B-49-29		1. 000	102.000	1. 000	
0240	E02 2100					1 000	
0260 0270	502. 3100 502. 3200	Expansion Device (structure) 02. B-49-30 Protective Surface Treatment	SY	1. 000 3, 066. 000	1, 706. 000	1. 000 1, 360. 000	
0280	502. 3210	Pigmented Surface Sealer	SY	928. 000	512. 000	416.000	
0290	502. 5005	Masonry Anchors Type L No. 5 Bars	EACH	80.000	2 000 000	80.000	
0300	502. 6105	Masonry Anchors Type S 5/8-Inch	EACH	5, 444. 000	3, 088. 000	2, 356. 000	
0310	505. 0600	Bar Steel Reinforcement HS Coated	LB	30, 320. 000	15, 020. 000	15, 300. 000	
0220	EOE 0004	Structures Per Couplers No. 4	EACH	4 000		4 000	
0320 0330	505. 0904 505. 0905	Bar Couplers No. 4 Bar Couplers No. 5	EACH EACH	4. 000 6. 000		4. 000 6. 000	
0340	505. 0906	Bar Couplers No. 6	EACH	22.000		22.000	
0350	505. 0907	Bar Couplers No. 7	EACH	12. 000		12. 000	
0360	509. 0301	Preparation Decks Type 1	SY	158. 000	102. 000	56. 000	
0370	509. 0302	Preparation Decks Type 2	SY	80.000	52.000	28. 000	
0380 0390	509. 0600 509. 1000	Cleaning Approaches Joint Repair	SY SY	1, 340. 000 38. 000	650. 000	690. 000 38. 000	
0400	509. 1500	Concrete Surface Repair	SF	88. 000	50. 000	38. 000	
		·					

DATE 17	NOV15	E S	TIMATE	OF QUAN			
LI NE NUMBER	ITEM	I TEM DESCRIPTION	UNI T	TOTAL	1166-06-80 QUANTI TY	1166-08-73 QUANTI TY	
0410	509. 2000	Full-Depth Deck Repair	SY	6. 000	4. 000	2. 000	
0420	509. 2500	Concrete Masonry Overlay Decks	CY	222. 000	92. 000	130. 000	
0430	509. 2600	Concrete Masonry Overlay Approaches	CY	60. 000	28. 000	32. 000	
0440		S Polymer Overlay	SY	1, 166. 000	1, 166. 000	02.000	
0450	509. 9005. S	Removing Concrete Masonry Deck Overlay	SY	274. 000	274. 000		
		(structure) 01. B-49-18					
0460	509. 9005. 9	Removing Concrete Masonry Deck Overlay	SY	274.000	274. 000		
0470	509. 9005. 5	(structure) 02. B-49-19 B Removing Concrete Masonry Deck Overlay	SY	593. 000	593. 000		
0480	509. 9005. 5	(structure) 03. B-49-22 S Removing Concrete Masonry Deck Overlay	SY	593.000	593. 000		
0490	509. 9005. \$	(structure) 04. B-49-23 S Removing Concrete Masonry Deck Overlay	SY	691. 000		691. 000	
		(structure) 05. B-49-29					
0500	509. 9005. \$	Removing Concrete Masonry Deck Overlay (structure) 06. B-49-30	SY	691. 000		691. 000	
0510	603. 8000	Concrete Barrier Temporary Precast	LF	4, 168. 000	2, 512. 000	1, 656. 000	
0520	603. 8125	Delivered Concrete Barrier Temporary Precast Installed	LF	8, 288. 000	4, 992. 000	3, 296. 000	
0530	614. 0400	Adjusting Steel Plate Beam Guard	LF	156. 000	104.000	52.000	
0540	614. 0950	Replacing Guardrail Posts and Blocks	EACH	96.000	64. 000	32.000	
0550	618. 0100	Maintenance And Repair of Haul Roads (project) 01. 1166-06-80	EACH	1. 000	1. 000		
0560	618. 0100	Maintenance And Repair of Haul Roads	EACH	1. 000		1. 000	
0000	0.0.0.0	(project) 02. 1166-08-73	27.0	000			
0570	619. 1000	Mobilization	EACH	1. 000	0. 600	0.400	
0580	628. 7010	Inlet Protection Type B	EACH	4. 000	4. 000		
0590	642. 5201	Field Office Type C	EACH	1. 000	0. 500	0. 500	
0600	643. 0200	Traffic Control Surveillance and	DAY	185. 000	185. 000		
		Maintenance (project) 01. 1166-06-80					
0610	643. 0200	Traffic Control Surveillance and	DAY	65. 000		65. 000	
	3.3.0200	Maintenance (project) 02. 1166-08-73		23. 000		55. 555	
0620	643. 0300	Traffic Control Drums	DAY	27, 655. 000	16, 995. 000	10, 660. 000	
0630	643. 0420	Traffic Control Barricades Type III	DAY	3, 185. 000	2, 490. 000	695. 000	
0640	643. 0705	Traffic Control Warning Lights Type A	DAY	6, 360. 000	4, 975. 000	1, 385. 000	
0650	643. 0715	Traffic Control Warning Lights Type C	DAY	7, 130. 000	4, 315. 000	2, 815. 000	
0660	643. 0800	Traffic Control Arrow Boards	DAY	650. 000	400.000	250. 000	
0670	643.0900	Traffic Control Signs	DAY	10, 870. 000	7, 470. 000	3, 400. 000	
0680	643. 0920	Traffic Control Covering Signs Type II	EACH	10.000	8. 000	2.000	
0690	643. 1000	Traffic Control Signs Fixed Message	SF	60.000	20.000	40.000	
0700	646. 0106	Pavement Marking Epoxy 4-Inch	LF	25, 103. 000	17, 862. 000	7, 241. 000	
0710	646. 0600	Removing Pavement Markings	LF	26, 383. 000	17, 862. 000	8, 521. 000	
0720		6 Parement Marking Grooved Wet Reflective Tape 8-Inch	LF	460. 000	, 552. 666	460. 000	
0730	647. 0746	Pavement Marking Diagonal Epoxy 24-Inch	LF	60.000		60.000	
0740	649. 0400	Temporary Pavement Marking Removable	LF	76, 124. 000	47, 236. 000	28, 888. 000	
		Tape 4-Inch					
0750	649. 0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	2, 600. 000	600. 000	2, 000. 000	
0760	690. 0150	Sawing Asphal t	LF	284. 000	224. 000	60. 000	
0770	715. 0502	Incentive Strength Concrete Structures	DOL	2, 448. 000	1, 164. 000	1, 284. 000	
0780	ASP. 1T0A	On-the-Job Training Apprentice at \$5.	HRS	2, 400. 000	1, 200. 000	1, 200. 000	
		00/HR	· · · · -	_,	., ===.	., = = 0. 000	
0790	ASP. 1TOG	On-the-Job Training Graduate at \$5.00/HR	HRS	1, 200. 000	600. 000	600.000	

				T		I		
				204.0120	455.0605	465.0110	465.0400	
				REMOVING	TACK	ASPHALTIC	ASPHALTIC	
				ASPHALTIC	COAT	SURFACE	SHOULDER	
				SURFACE MILLING**	**	PATCHING	RUMBLE STRIP	
PHASE	STAGE	STATION TO STATION	LOCATION	SY	GAL	TON	LF	COMMENTS
PROJECT	ID 1166-	-06-80						
		1237+50 - 1257+28	SB OUTSIDE SHOULDER	409	29	42		B-49-23
	1	1260+00 - 1274+00	SB OUTSIDE SHOULDER	311	22	32		в-49-23
		1294+50 - 1304+00	SB OUTSIDE SHOULDER	211	15	22		в-49-23
1	2	1238+00 - 1256+60	SB INSIDE SHOULDER	383	27	39		в-49-23
_		1237+50 - 1257+28	SB OUTSIDE SHOULDER				1,840	в-49-23
	3	1260+00 - 1274+00	SB OUTSIDE SHOULDER				1,400	в-49-23
		1294+50 - 1304+00	SB OUTSIDE SHOULDER				950	в-49-23
	4	1238+00 - 1256+60	SB INSIDE SHOULDER				1,720	в-49-23
	1	1228+22 - 1247+50	NB OUTSIDE SHOULDER	398	28	41		в-49-22
2	2	1228+80 - 1247+00	NB INSIDE SHOULDER	374	26	38		в-49-22
_	3	1228+22 - 1247+50	NB OUTSIDE SHOULDER				1,790	в-49-22
	4	1228+80 - 1247+00	NB INSIDE SHOULDER				1,680	в-49-22
	1	1081+22 - 1100+50	NB OUTSIDE SHOULDER	414	29	42		B-49-18
		1090+50 - 1109+78	SB OUTSIDE SHOULDER	414	29	42		в-49-19
	2	1081+80 - 1100+00	NB INSIDE SHOULDER	390	27	40		в-49-18
3		1091+00 - 1109+20	SB INSIDE SHOULDER	390	27	40		в-49-19
,	3	1081+22 - 1100+50	NB OUTSIDE SHOULDER				1,865	B-49-18
		1090+50 - 1109+78	SB OUTSIDE SHOULDER				1,865	в-49-19
	4	1081+80 - 1100+00	NB INSIDE SHOULDER				1,755	в-49-18
	·	1091+00 - 1109+20	SB INSIDE SHOULDER				1,755	в-49-19
			SUBTOTAL ID 1166-06-80	3,690	259	378	16,620	
PROJECT	ID 1166-	-08-73		,		<u>-</u>		
		1341+00 - 1353+00	SB OUTSIDE SHOULDER	267	19	27		в-49-30
	1	1357+70 - 1372+50	NB OUTSIDE SHOULDER	293	21	30		в-49-29
		1360+50 - 1375+30	SB OUTSIDE SHOULDER	293	21	30		в-49-30
	2	1354+40 1372+00	NB INSIDE SHOULDER	355	25	36		в-49-29
1	_	1361+00 1378+40	SB INSIDE SHOULDER	351	25	36		в-49-30
-		1341+00 - 1353+00	SB OUTSIDE SHOULDER				1,200	в-49-30
	3	1357+70 - 1372+50	NB OUTSIDE SHOULDER				1,320	в-49-29
		1360+50 - 1375+30	SB OUTSIDE SHOULDER				1,320	в-49-30
	4	1354+40 1372+00	NB INSIDE SHOULDER				1,600	в-49-29
	7	1361+00 1378+40	SB INSIDE SHOULDER				1,580	в-49-30
1			SUBTOTAL ID 1166-08-73	1,560	109	159	7,020	

PROJECT TOTALS 5,250 368 537 23,640

NOTES:

REMOVING ASPHALTIC SURFACE MILLING AND ASPHALTIC SURFACE PATCHING WIDTH = 2' AND DEPTH = 1.75''

** ADDITIONAL QUANTITY SHOWN UNDER ASPHALTIC ITEMS - BRIDGE APPROACHES

PROJECT NO: 1166-06-80 / 1166-08-73 HWY: IH 39 COUNTY: PORTAGE MISCELLANEOUS QUANTITIES SHEET E 3

					·	204.0120	455.0105	455.0605	460.1110	
						REMOVING	ASPHALTIC	TACK	HMA	
						ASPHALTIC	MATERIAL	COAT	PAVEMENT	
						SURFACE MILLING **	PG 58-28	**	E-10	
PHASE	STAGE	STATION	то	STATION	LOCATION	SY	TON	GAL	TON	COMMENTS
PROJECT	ID 1166-	-06-80								
1	2	1241+52	-	1244+12	I-39 SB INSIDE SHOULDER	81	0.6	6	10	B-49-23
1	3	1241+52	-	1244+12	I-39 SB OUTSIDE SHOULDER	136	0.9	9	16	B-49-23
2	2	1241+33	-	1243+91	I-39 NB INSIDE SHOULDER	80	0.6	6	10	B-49-22
2	3	1241+33	-	1243+91	I-39 NB OUTSIDE SHOULDER	133	0.9	9	16	B-49-22
3	2	1094+64	-	1095+80	I-39 NB INSIDE LANE & SHOULDER	104	0.7	7	12	B-49-18
J	2	1095+03	-	1096+18	I-39 SB INSIDE LANE & SHOULDER	104	0.7	7	12	B-49-19
3	3	1094+64	-	1095+80	I-39 NB OUTSIDE LANE & SHOULDER	127	0.8	9	15	B-49-18
J	3	1095+03	-	1096+18	I-39 SB OUTSIDE LANE & SHOULDER	127	0.8	9	15	B-49-19
					SUBTOTAL ID 1166-06-80	890	6	62	106	
PROJECT	ID 1166-	-08-73								
1	2	1364+89	-	1367+79	I-39 SB INSIDE SHOULDER	86	0.6	6	10	B-49-30
1	2	1364+99	-	1367+88	I-39 NB INSIDE SHOULDER	85	0.6	6	10	B-49-29
1	3	1364+89	-	1367+79	I-39 SB OUTSIDE SHOULDER	143	0.9	10	17	B-49-30
1	3	1364+99	-	1367+88	I-39 NB OUTSIDE SHOULDER	142	0.9	10	17	B-49-29
					SUBTOTAL ID 1166-08-73	460	3	32	54	

** ADDITIONAL QUANTITIY SHOWN UNDER ASPHALTIC ITEMS - RUMBLE STRIPS

CONCRETE ITEMS - BRIDGE APPROACHES

PROJECT TOTALS

												509.0600	509.2600	
					LENGTH	WIDTH	AREA	AREA	THICKNESS	CONCRETE		CLEANING	CONCRETE MASONRY	
												APPROACHES	OVERLAY APPROACHES	
PHASE	STAGE	STATION	то	STATION	FEET	FEET	FEET ²	SY	INCHES	CY	LOCATION	SY	CY	COMMENTS
PROJECT ID 1166-06-80														
1	2	1241+52	-	1244+12	122	12	1464	163	1.50	6.78	i-39 SB INSIDE LANE	163	7	B-49-23
	3	1241+52	-	1244+12	122	12	1464	163	1.50	6.78	I-39 SB OUTSIDE LANE	163	7	B-49-23
2	2	1241+33	-	1243+91	120	12	1440	160	1.50	6.67	i-39 nb inside lane	160	7	B-49-22
2	3	1241+33	-	1243+91	120	12	1440	160	1.50	6.67	I-39 NB OUTSIDE LANE	160	7	B-49-22
											SUBTOTAL ID 1166-06-80	650	28	
PROJECT	ID 1166-	-08-73												
1	2	1364+89	-	1367+79	129	12	1548	172	1.50	7.17	i-39 SB INSIDE LANE	172	8	B-49-30
	2	1364+99	-	1367+88	128	12	1536	171	1.50	7.11	i-39 nb inside lane	171	8	B-49-29
1	3	1364+89	-	1367+79	129	12	1548	172	1.50	7.17	I-39 SB OUTSIDE LANE	172	8	в-49-30
	3	1364+99	-	1367+88	128	12	1536	171	1.50	7.11	I-39 NB OUTSIDE LANE	171	8	в-49-29
	•		•	•							SUBTOTAL ID 1166-08-73	690	32	

1,350

 PROJECT NO: 1166-06-80 / 1166-08-73
 HWY: IH 39
 COUNTY: PORTAGE
 MISCELLANEOUS QUANTITIES
 SHEET
 E
 3

9

94

CONCRETE BARRIER TEMPORARY PRECAST

						603.8000	603.8125	
							CONCRETE BARRIER	
						TEMPORARY	TEMPORARY	
						PRECAST	PRECAST	
						DELIVERED	INSTALLED	
PHASE	STAGE	STA	то	STA	LOCATION	LF	LF	COMMENTS
PROJECT	ID 1166-	-06-80				•		
1	2	1240+00	-	1246+28	I-39 SB	628	628	B-49-23
1	3	1240+00	-	1246+20	I-39 SB		620	B-49-23
2	2	1238+72	-	1245+00	I-39 NB	628	628	B-49-22
	3	1238+80	-	1245+00	I-39 NB		620	B-49-22
	2	1091+72	-	1098+00	I-39 NB	628	628	B-49-18
3	2	1093+00	-	1099+28	I-39 SB	628	628	B-49-19
3	3	1091+80	-	1098+00	I-39 NB		620	B-49-18
	3	1093+00	-	1099+20	I-39 SB		620	B-49-19
		SUBTOTAL	ID	1166-06-	-80	2,512	4,992	
PROJECT	ID 1166-	-08-73						
	2	1361+72	-	1370+00	I-39 NB	828	828	в-49-29
1	2	1363+00	-	1371+28	I-39 SB	828	828	в-49-30
_	3	1361+80	-	1370+00	I-39 NB		820	в-49-29
	3	1363+00	-	1371+20	I-39 SB		820	в-49-30
		SUBTOTAL	ID	1166-08-	-73	1,656	3,296	

PROJECT TOTALS 4,168

8,288

GUARDRAIL

				614.0950	614.0400
				REPLACING GUARDRAIL	ADJUSTING STEEL
				POSTS & BLOCKS	PLATE BEAM GUARD
PHASE	STAGE	STRUCTURE	LOCATION	EACH	LF
PROJECT					
1	2	в-49-23	I-39 SB INSIDE SHOULDER	8	13
	3	в-49-23	I-39 SB OUTSIDE SHOULDER	8	13
2	2	в-49-22	I-39 NB INSIDE SHOULDER	8	13
	3	в-49-22	I-39 NB OUTSIDE SHOULDER	8	13
3	2	в-49-18	I-39 NB INSIDE SHOULDER	8	13
٥	2	в-49-19	I-39 SB INSIDE SHOULDER	8	13
3	3	в-49-18	I-39 NB OUTSIDE SHOULDER	8	13
3	3	в-49-19	I-39 SB OUTSIDE SHOULDER	8	13
			SUBTOTAL ID 1166-06-80	64	104
PROJECT	ID 1166-	08-73			
1	2	в-49-30	I-39 SB INSIDE SHOULDER	8	13
	2	в-49-29	I-39 NB INSIDE SHOULDER	8	13
1	3	в-49-30	I-39 SB OUTSIDE SHOULDER	8	13
	3	в-49-29	I-39 NB OUTSIDE SHOULDER	8	13
			SUBTOTAL ID 1166-08-73	32	52

PROJECT TOTALS

96

156

INLET PROTECTION

				628.7010					
				INLET PROTECTION					
				TYPE B					
PHASE	STAGE	STRUCTURE	LOCATION	EACH					
PROJECT ID 1166-06-80									
3	2	в-49-18	I-39 NB INSIDE SHOULDER	1					
3	2	в-49-19	I-39 SB INSIDE SHOULDER	1					
3	3	в-49-18	I-39 NB OUTSIDE SHOULDER	1					
3	3	в-49-19	I-39 SB OUTSIDE SHOULDER	1					

PROJECT TOTALS

4

ALL QUANTITIES ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

PROJECT NO: 1166-06-80 / 1166-08-73 HWY: IH 39 COUNTY: PORTAGE MISCELLANEOUS QUANTITIES SHEET E

TRAFFIC CONTROL

	1		1	643.0300	64	3.0420	642	.0705	6/13	.0715	642	.0800	6/13	0900	643.1000	643.0200	
			FCT	043.0300	04	3.0420					043	.0800	043.	.0900			
			EST.				v	VARNING	1	WARNING					TEMPORARY	SURVEILLANCE	
			SERVICE			RRICADES		LIGHTS		LIGHTS		ARROW			SIGNS	AND	
			PERIOD	DRU		TYPE III		TYPE A		TYPE C		BOARDS			FIXED MESSAGE	MAINTENANCE	-
PHASE	STAGE	LOCATION	DAYS	NO DA	/S NC	DAYS	NO	DAYS	NO	DAYS	NO	DAYS	NO	DAYS	SF	DAYS	REMARKS
PROJECT	1166-06-			70 3	- 0 - 3	1.5		20	1.4	70		10	10	0.5		- 1	- 40 22
	<u></u>	I-39 SOUTHBOUND	5		50 3		6	30		70	2	10	19	95		5	B-49-23
1	2	I-39 SOUTHBOUND	25	119 2,9	_		16	400	13	325			25	625		25	B-49-23
	3	I-39 SOUTHBOUND	25	120 3,0	_		12	300	15	375			50	1,250	20	25	SEE NOTE B, B-49-23
	4	I-39 SOUTHBOUND	5		0 3		6	30	14	70	2	10	19	95		5	B-49-23
	1	I-39 NORTHBOUND	5		50 3		6	30	14	70	2	10	19	95		5	в-49-22
	1	I-39 SOUTHBOUND	5							222		- 10		100			10.00
	2	I-39 NORTHBOUND	20		10 1	20	2	40	16	320	2	40	20	400		20	B-49-22
2	3	I-39 NORTHBOUND	20		10 1	= -	2	40	17	340	2	40	37	740		20	SEE NOTE B, B-49-22
	4	I-39 NORTHBOUND	5		50 3	15	6	30	14	70	2	10	19	95		5	B-49-22
	5	I-39 NORTHBOUND	5		55 1	5	2	10	14	70	2	10	34	170		5	SEE NOTE B, B-49-22
		I-39 SOUTHBOUND	5		55 1	5	2	10	14	70	2	10	34	170			SEE NOTE B, B-49-23
	1	I-39 NORTHBOUND	5		50 3		6	30	14	70	2	10	19	95		5	B-49-18
		I-39 SOUTHBOUND	5		50 3		6	30	14	70	2	10	19	95			B-49-19
	2	I-39 NORTHBOUND	25	50 1,2	_	25	2	50	21	525	2	50	18	450		25	в-49-18
3		I-39 SOUTHBOUND	25	49 1,2			2	50	20	500	2	50	18	450			в-49-19
	3	I-39 NORTHBOUND	25	51 1,2			2	50	21	525	2	50	35	875		25	SEE NOTE B, B-49-18
		I-39 SOUTHBOUND	25	50 1,2	_		2	50	20	500	2	50	35	875			SEE NOTE B, B-49-19
	4	I-39 NORTHBOUND	5		50 3		6	30	14	70	2	10	19	95		5	в-49-18
		I-39 SOUTHBOUND	5	70 3	50 3		6	30	14	70	2	10	19	95			в-49-19
		INCIDENT MANAGEMENT	175		0 10		20	3,500		0		0	2	350	0		SEE NOTE A
		SUBTOTAL		16,1	_	2,370		4,740		4,110		380		7,115	20	175	
		UNDISTRIBUTED			LO	120		235		205		20		355	0	10	
		SUBTOTAL ID 1166-06-8	0	16,9	95	2,490		4,975		4,315		400		7,470	20	185	
PROJECT	1166-08-													•			
	1	I-39 NORTHBOUND	5		25 3		6	30		70	2	10	19	95		5	в-49-29
		I-39 SOUTHBOUND	5	65 3	25 3		6	30		70	2	10	19	95			в-49-30
	2	I-39 NORTHBOUND	25	56 1,4	00 1		2	50	13	325	2	50	22	550		25	в-49-29
1		I-39 SOUTHBOUND	25	123 3,0	75 5	125	10	250	32	800	2	50	14	350			в-49-30
	3	I-39 NORTHBOUND	25	66 1,6	50 2		4	100	18	450	2	50	40	1,000	20	25	SEE NOTE B, B-49-29
		I-39 SOUTHBOUND	25	107 2,6		100	8	200	33	825	2	50	36	900	20		SEE NOTE B, B-49-30
	4	I-39 NORTHBOUND	5	70 3	50 3	15	6	30		70	2	10	19	95		5	в-49-29
		I-39 SOUTHBOUND	5		50 3		6	30		70	2	10	19	95			в-49-30
		INCIDENT MANAGEMENT	60	0	0 5	300	10	600		0		0	1	60	0	0	SEE NOTE C
		SUBTOTAL		10,1	50	660		1,320		2,680		240		3,240	40	60	
UNDISTRIBUTED				5	LO	35		65		135		10		160	0	5	
	10,6		695		1,385		2,815		250		3,400	40	65				
					_		_										
		PROJECT TOTALS		27,6	5	3,185		6,360		7,130		650	1	LO,870	60	250	

NOTE A: PLACE BARRICADES AT NB EXIT 153 TO CTH B (5), SB EXIT 158 TO USH 10 / STH 66 (5). BARRICADES WILL BE USED TO GUIDE TRAFFIC TO ALTERNATIVE ROUTES IN THE EVENT AN INCIDENT IMPACTS THE FLOW OF TRAFFIC ON I-39.

NOTE B: INCLUDES WIDTH RESTRICTION SIGNING

NOTE C: PLACE BARRICADES AT SB EXIT 161 TO BUS 51 (5). BARRICADES WILL BE USED TO GUIDE TRAFFIC TO ALTERNATIVE ROUTES IN THE EVENT AN INCIDENT IMPACTS THE FLOW OF TRAFFIC ON I-39.

PROJECT NO: 1166-06-80 / 1166-08-73 HWY: IH 39 COUNTY: PORTAGE MISCELLANEOUS QUANTITIES SHEET E

TRAFFIC CONTROL COVERING SIGNS

				643.0920		
			TRAFFI	C CONTROL C	COVERING	
			S	IGNS TYPE	II	
PHASE	STAGE			NUMBER OF CYCLES	NUMBER OF SIGNS	COMMENTS
PROJECT	ID 1166-	-06-80				
1	1	SOUTHBOUND 1-39	2	1	2	SEE NOTE A, 70 MPH SPEED LIMIT LOCATED APPROX. 2800' SOUTH OF USH 10, 70 MPH SPEED LIMIT LOCATED APPROX. 2800' SOUTH OF STH 66
	1	NORTHBOUND 1-39	1	1	1	SEE NOTE A, 70 MPH SPEED LIMIT LOCATED APPROX. 2600' NORTH OF CTH HH
2		NORTHBOUND 1-39	1	1	1	SEE NOTE B, 70 MPH SPEED LIMIT LOCATED APPROX. 2600' NORTH OF CTH HH
	5	SOUTHBOUND 1-39	2	1	2	SEE NOTE B, 70 MPH SPEED LIMIT LOCATED APPROX. 2800' SOUTH OF USH 10, 70 MPH SPEED LIMIT LOCATED APPROX. 2800' SOUTH OF STH 66
3	1	NORTHBOUND 1-39	1	1	1	SEE NOTE A, 70 MPH SPEED LIMIT LOCATED APPROX. 3500' NORTH OF CTH B
3	1	SOUTHBOUND 1-39	1	1	1	SEE NOTE A, 70 MPH SPEED LIMIT LOCATED APPROX. 3100' SOUTH OF CTH HH
		SUBTOTAL ID 1166-06-80	8			
PROJECT	ID 1166-	-08-73				
1	1	NORTHBOUND 1-39	1	1	1	SEE NOTE A, 70 MPH SPEED LIMIT LOCATED APPROX. 1000' NORTH OF USH 10
	1	SOUTHBOUND 1-39	1	1	1	SEE NOTE A, 70 MPH SPEED LIMIT LOCATED APPROX. 2500' SOUTH OF BUS 51
		SUBTOTAL ID 1166-08-73	2			

PROJECT TOTALS 10

NOTE A: SPEED LIMIT SIGN TO BE COVERED AT BEGINNING OF STAGE 1 AND UNCOVERED AT END OF STAGE 4.

NOTE B: SPEED LIMIT SIGN TO BE COVERED AT BEGINNING OF STAGE 5 AND UNCOVERED AT END OF STAGE 5.

PROJECT NO: 1166-06-80 / 1166-08-73 HWY: IH 39 COUNTY: PORTAGE MISCELLANEOUS QUANTITIES SHEET E

FILE NAME: F:\TR\JOBS\E2087A13\Quantity\11660680_030201_mq.ppt

ORIGINATOR: OMNNI ASSOCIATES

ORIG. DATE:

REV. DA

PAVEMENT MARKING

					646.0106	646.0106	646.0883.s	647.0746	
							PAVEMENT		
							MARKING	PAVEMENT	
					PAVEMENT	PAVEMENT	GROOVED WET	MARKING	
					MARKING EPOXY	MARKING EPOXY	REFLECTIVE TAPE	DIAGONAL EPOXY	
					4-INCH	4-INCH	8-INCH	24-INCH	
					(WHITE)	(YELLOW)	(WHITE)	(WHITE)	
PHASE	STAGE	STATION TO	STATION	LOCATION	LF	LF	LF	LF	COMMENTS
PROJECT	ID 1166-			<u> </u>		I	1		
		1237+50 -	1257+28	SB OUTSIDE LANE	1,978				в-49-23
1	3	1260+00 -	1274+00	SB OUTSIDE LANE	1,400				B-49-23
		1294+50 -	1304+00	SB OUTSIDE LANE	950				в-49-23
		1238+00 -	1256+60	SB INSIDE LANE		1,860			B-49-23
	4	1259+70 -	1269+70	SB CENTERLINE	250				в-49-23
		1297+30 -	1304+50	SB CENTERLINE	180				в-49-23
2	3	1228+22 -	1247+50	NB OUTSIDE LANE	1,928				в-49-22
	4	1228+80 -	1247+00	NB INSIDE LANE		1,820			в-49-22
	3	1081+22 -	1100+50	NB OUTSIDE LANE	1,928				B-49-18
3	,	1090+50 -	1109+78	SB OUTSIDE LANE	1,928				B-49-19
3	4	1081+80 -	1100+00	NB INSIDE LANE	-	1,820			B-49-18
	4	1091+00 -	1109+20	SB INSIDE LANE		1,820			B-49-19
				SUBTOTAL ID 1166-06-80	10,542	7,320	0	0	
PROJECT	ID 1166-	-08-73							
		1341+00 -	1353+00	SB CENTERLINE	300				в-49-30
	3	1357+70 -	1372+50	NB OUTSIDE LANE	1,540		210	30	B-49-29
1		1360+50 -	1375+30	SB OUTSIDE LANE	1,539		250	30	в-49-30
1		1334+50 -	1349+00	SB CENTERLINE	363				в-49-30
	4	1354+40 -	1372+00	NB INSIDE LANE	-	1,760			в-49-29
		1361+00 -	1378+40	SB INSIDE LANE		1,740			в-49-30
				SUBTOTAL ID 1166-08-73	3,741	3,500	460	60	

PROJECT SUB-TOTALS 14,283 10,820 460

PROJECT TOTALS 25,103 460 60

60

FILE NAME: F:\TR\JOBS\E2087A13\Quantity\11660680_030201_mq.ppt ORIGINATOR: OMNNI ASSOCIATES ORIG. DATE: PRINT DATE: November 17, 2015

ALL QUANTITIES ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

REMOVING PAVEMENT MARKING

						646.0600	
						REMOVING	
						PAVEMENT	
						MARKINGS	
PHASE	STAGE	STATION	TO	STATION	LOCATION	LF	COMMENTS
PROJECT	ID 1166-	-06-80				-	
		1237+50	-	1257+28	SB OUTSIDE LANE	1,978	в-49-23
1	1	1260+00	-	1274+00	SB OUTSIDE LANE	1,400	в-49-23
1		1294+50	-	1304+00	SB OUTSIDE LANE	950	в-49-23
		1238+00	-	1256+60	SB INSIDE LANE	1,860	в-49-23
	2	1259+70	-	1269+70	SB CENTERLINE	250	в-49-23
		1297+30	-	1304+50	SB CENTERLINE	180	в-49-23
2	1	1228+22	-	1247+50	NB OUTSIDE LANE	1,928	в-49-22
	2	1228+80	-	1247+00	NB INSIDE LANE	1,820	в-49-22
	1	1081+22	-	1100+50	NB OUTSIDE LANE	1,928	в-49-18
3	1	1090+50	-	1109+78	SB OUTSIDE LANE	1,928	в-49-19
	2	1081+80	-	1100+00	NB INSIDE LANE	1,820	в-49-18
	2	1091+00	-	1109+20	SB INSIDE LANE	1,820	в-49-19
					SUBTOTAL ID 1166-06-80	17,862	
PROJECT	ID 1166-	-08-73					
		1341+00	-	1353+00	SB CENTERLINE	300	в-49-30
	1	1353+72	-	1372+50	NB OUTSIDE LANE	2,140	B-49-29, INCLUDES OFF-RAMP
1		1360+50	-	1375+30	SB OUTSIDE LANE	2,219	B-49-30, INCLUDES OFF-RAMP
		1334+50		1349+00	SB CENTERLINE	363	в-49-30
	2	1354+40		1372+00	NB INSIDE LANE	1,760	в-49-29
		1361+00		1378+40	SB INSIDE LANE	1,740	в-49-30
					SUBTOTAL ID 1166-08-73	8,521	

PROJECT TOTALS 26,383

HWY: IH 39 COUNTY: PORTAGE MISCELLANEOUS QUANTITIES PROJECT NO: 1166-06-80 / 1166-08-73 SHEET ORIGINATOR: OMNNI ASSOCIATES ORIG. DATE: REV. DATE: PRINT DATE: July 29, 2015

3.7

FILE NAME: F:\TR\JOBS\E2087A13\Quantity\11660680_030201_mq.ppt

ALL QUANTITIES ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

PRINT DATE: July 29, 2015

TEMPORARY PAVEMENT MARKING

					T				
						649.	.0400	649.0801	
						TEMPORARY PAVEMENT		TEMPORARY PAVEMENT	
						MARKING REM	OVABLE TAPE	MARKING REMOVABLE	
							:NCH	TAPE 8-INCH	
							1		
						(WHITE)	(YELLOW)	(WHITE)	
PHASE	STAGE	STATION	TO	STATION	LOCATION	LF	LF	LF	COMMENTS
PROJECT	ID 1166	-06-80							
1	2	1237+50	-	1304+00	IH 39 SB	4,341	6,500		B-49-23
1	3	1238+00	-	1304+50	IH 39 SB	6,998	3,090	600	B-49-23
2	2	1221+92	-	1247+50	IH 39 NB	1,928	2,408		B-49-22
2	3	1222+00	-	1247+00	IH 39 NB	2,400	1,820		B-49-22
	2	1073+32	-	1100+50	IH 39 NB	1,928	2,568		B-49-18
	2	1090+50	-	1117+68	IH 39 SB	1,928	2,568		B-49-19
3	3	1073+40	-	1100+00	IH 39 NB	2,560	1,820		B-49-18
	3	1091+00	-	1117+60	IH 39 SB	2,560	1,820		B-49-19
SUBTOTAL ID 1166-06-80 24,642 22,594 600									
PROJECT	ID 1166	-08-73							
	2	1335+10	-	1372+50	IH 39 NB	1,480	3,590	400	B-49-29
, [2	1334+50	-	1419+50	IH 39 SB	2,878	5,750	400	B-49-30
1	3	1335+10	-	1372+00	IH 39 NB	3,190	2,260	400	B-49-29
	3	1361+00	-	1419+50	IH 39 SB	7,450	2,290	800	B-49-30
	SUBTOTAL ID 1166-08-73 14,998 13,890 2,000								

PROJECT SUB-TOTALS 39,640

36,484

PROJECT TOTALS

ORIGINATOR: OMNNI ASSOCIATES

76,124

2,600

2,600

SAWING ASPHALT - BRIDGE APPROACHES

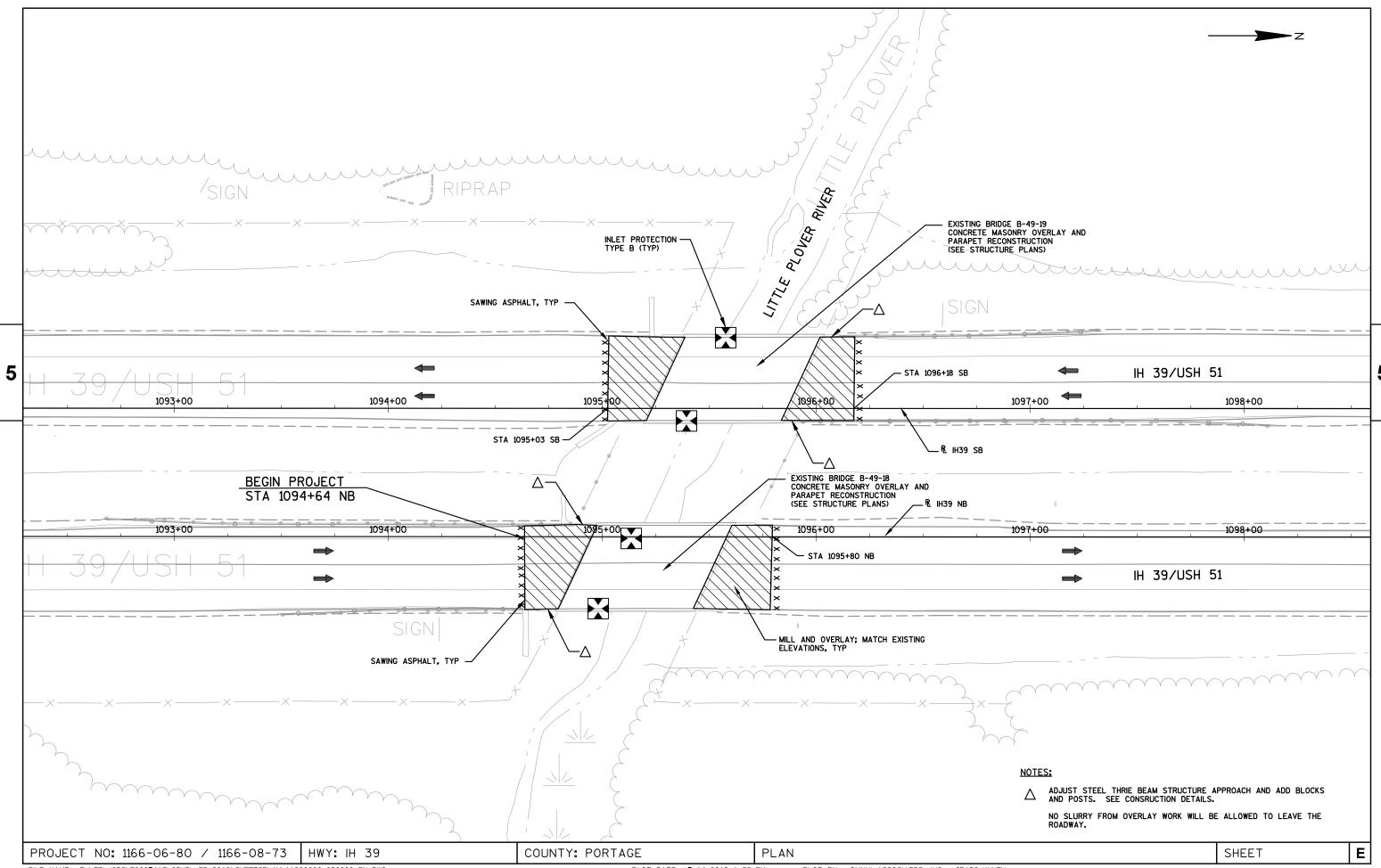
						690.0150	
						SAWING	
						ASPHALT	
PHASE	STAGE	STATION	то	STATION	LOCATION	LF	COMMENTS
PROJECT	ID 1166-	-06-80					
1	2	1241+52	-	1244+12	I-39 SB INSIDE SHOULDER	12	в-49-23
1	3	1241+52	-	1244+12	I-39 SB OUTSIDE SHOULDER	20	в-49-23
2	2	1241+33	-	1243+91	I-39 NB INSIDE SHOULDER	12	в-49-22
2	3	1241+33	-	1243+91	I-39 NB OUTSIDE SHOULDER	20	в-49-22
3	2	1094+64	-	1095+80	I-39 NB INSIDE LANE & SHOULDER	36	в-49-18
3	2	1095+03	-	1096+18	I-39 SB INSIDE LANE & SHOULDER	36	в-49-19
3	3	1094+64	-	1095+80	I-39 NB OUTSIDE LANE & SHOULDER	44	B-49-18
	3	1095+03	-	1096+18	I-39 SB OUTSIDE LANE & SHOULDER	44	B-49-19
SUBTOTAL ID 1166-06-80					224		
PROJECT ID 1166-08-73							
1	2	1364+89	-	1367+79	I-39 SB INSIDE SHOULDER	12	в-49-30
1	2	1364+99	_	1367+88	I-39 NB INSIDE SHOULDER	12	в-49-29
1	3	1364+89	-	1367+79	I-39 SB OUTSIDE SHOULDER	20	в-49-30
1	3	1364+99	-	1367+88	I-39 NB OUTSIDE SHOULDER	20	в-49-29
	SUBTOTAL ID 1166-08-73					60	

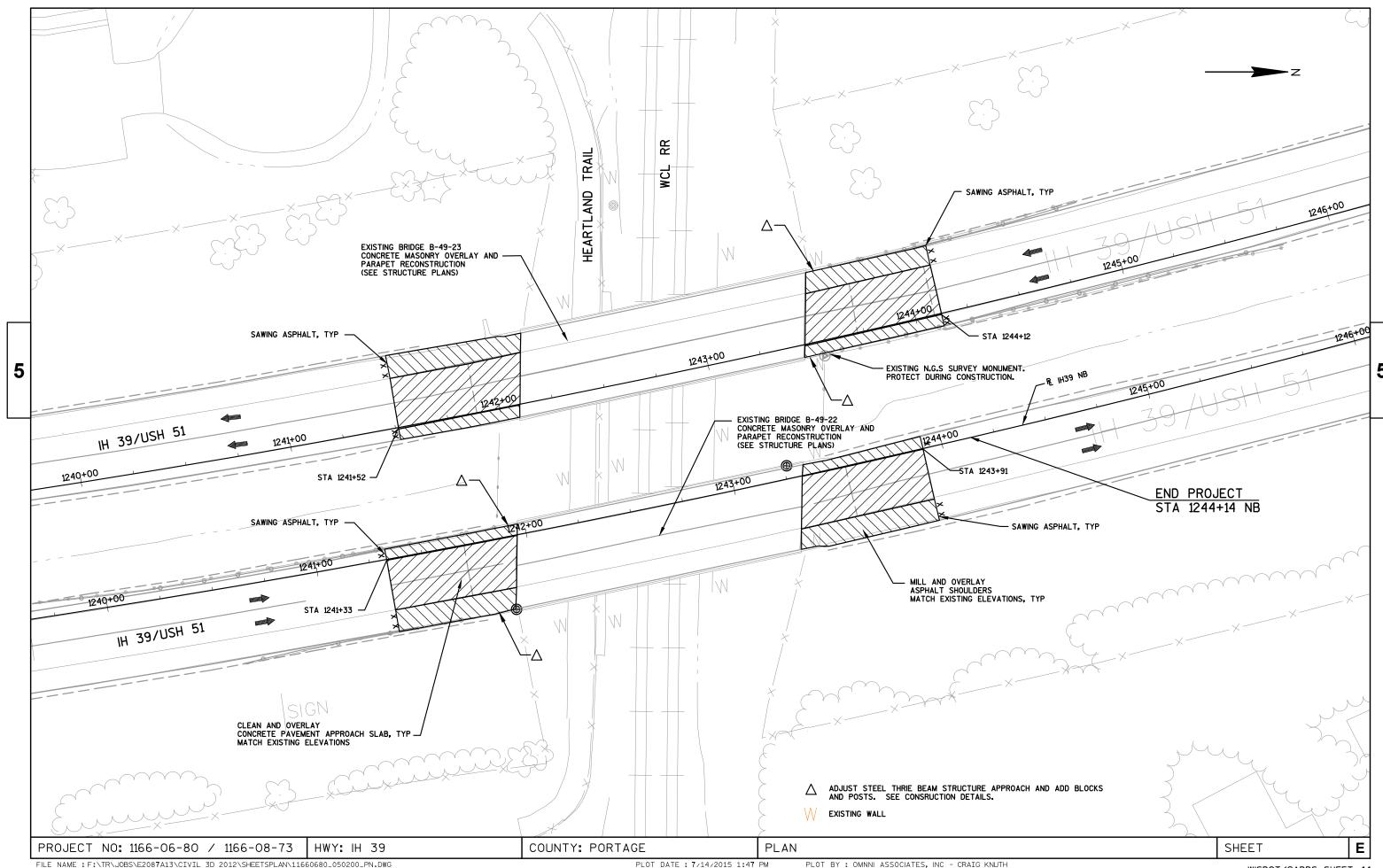
PROJECT TOTALS 284

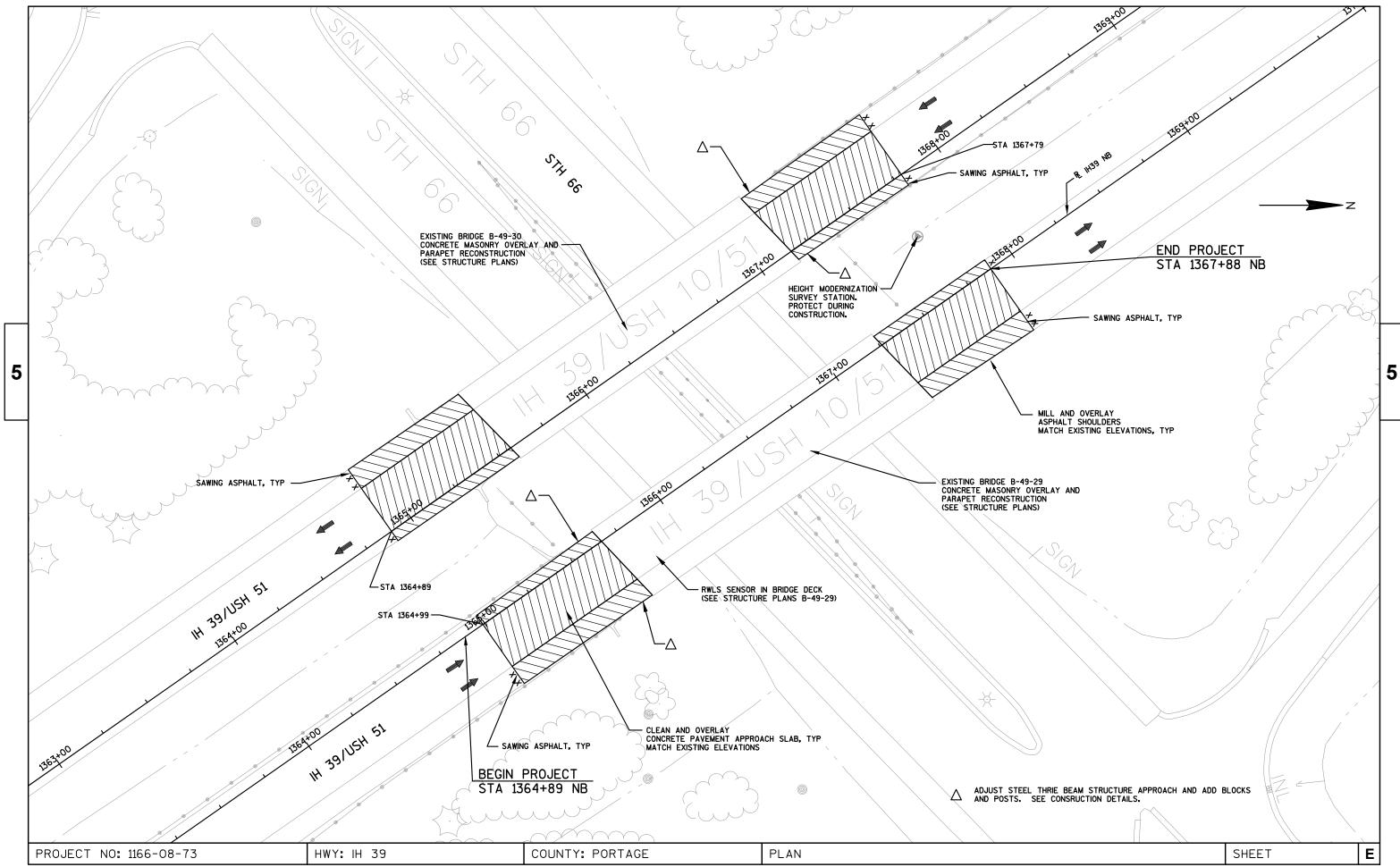
REV. DATE:

PROJECT NO: 1166-06-80 / 1166-08-73 HWY: IH 39 COUNTY: PORTAGE MISCELLANEOUS QUANTITIES SHEET E

ORIG. DATE:







Standard Detail Drawing List

08E10-02 12A03-10	INLET PROTECTION TYPE A, B, C AND D NAME PLATE (STRUCTURES)
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B15-08A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-08B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-08C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-11B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15D03-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D12-05B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE





INLET PROTECTION, TYPE A

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 1) FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- (2) FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- (3) FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE, THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION TYPE A, B, C, AND D

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02

/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER 6

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TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

- 1 EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- (2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SPREAD OPEN SO THE TOP OF LUG IS 11/4" WIDE

SECTION A-A

ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

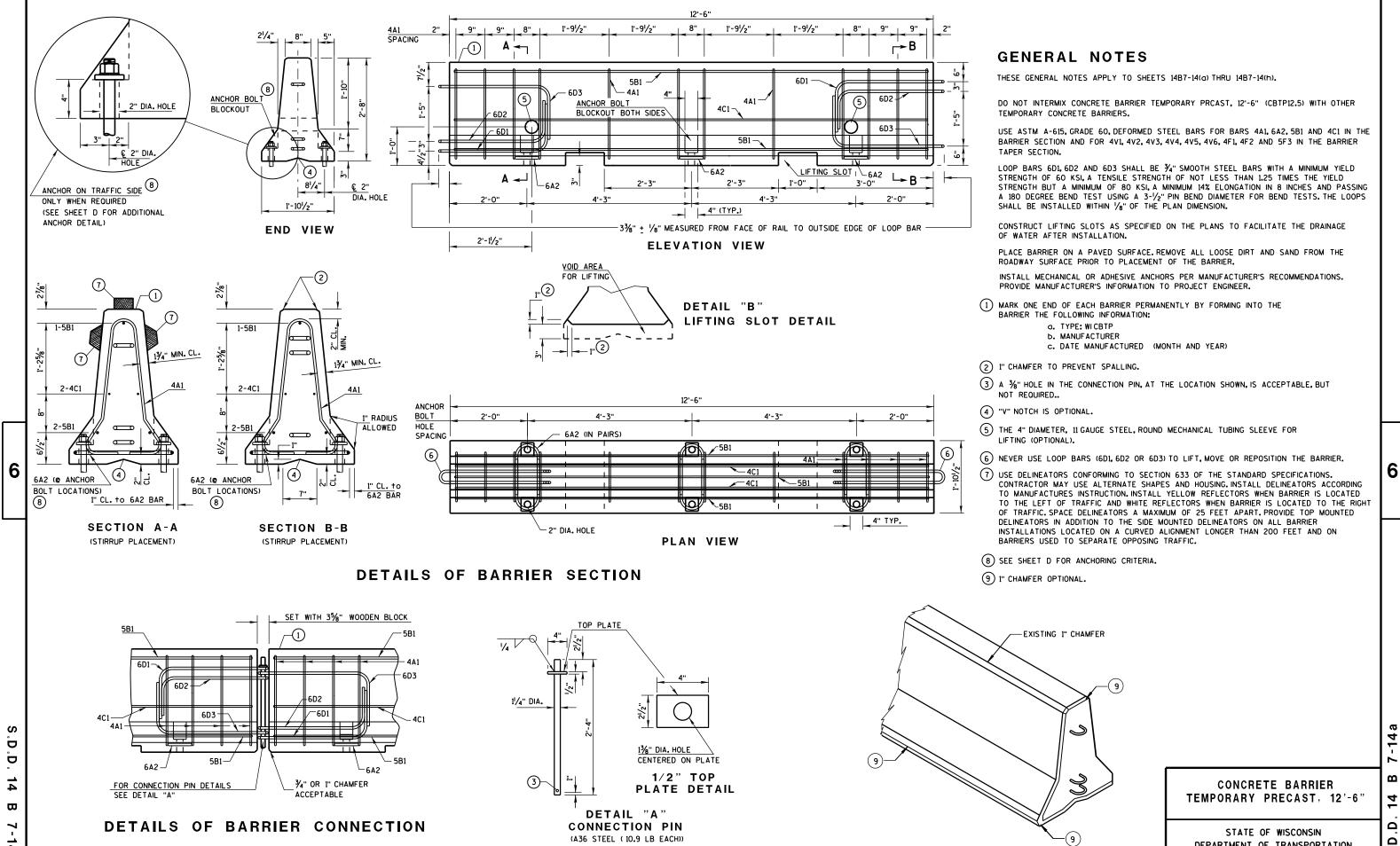
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3/26/IO /S/ SCOT BECKET

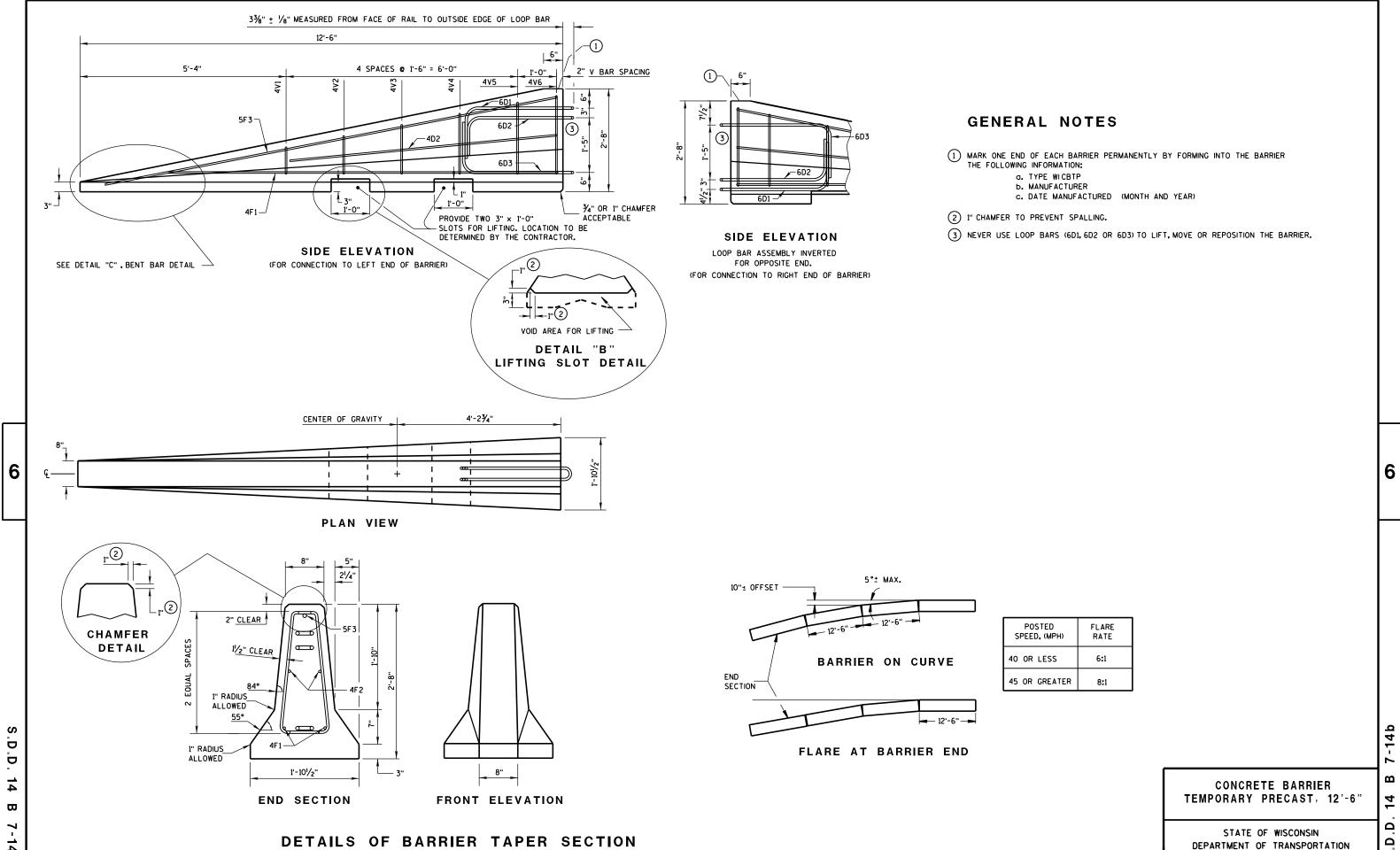
CHIEF STRUCTURAL DEVELOPMENT ENGINEER

D.D. 12 A

3-10



DEPARTMENT OF TRANSPORTATION



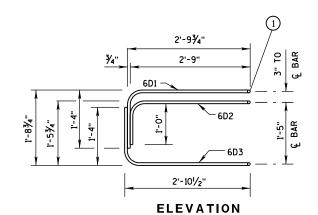
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1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

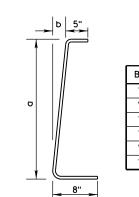
BARRIER TAPER SECTION BILL OF MATERIALS

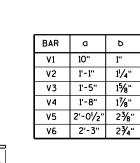
(PER 12'-6" BARRIER TAPER SECTION)

WENTE O BANNEN TALEN SECTION							
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.				
4V1	4	2	1'-11"				
4V2	4	2	2'-2"				
4٧3	4	2	2'-6"				
4V4	4	2	2'-9"				
4V5	4	2	3'-2"				
4V6	4	2	3'-4"				
4F1	4	2	12'-0"				
4F2	4	2	7'-6"				
5F3	5	1	11'-9"				
LOOP ASSEMBLY							
6D1	6	1	8'-5"				
6D2	6	1	7'-7"				
6D3	6	1	8'-6"				
		•	•				



LOOP BAR ASSEMBLY





DETAIL "C" BENT BAR DETAIL

2" MIN. CLEAR

2" MIN. CLEAR

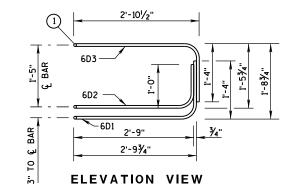
4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

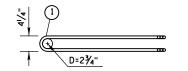
TAPER BARRIER SECTION

BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

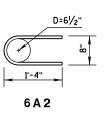
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
L	OOP AS	SSEMBL	Υ
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"

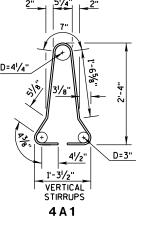




PLAN VIEW Loop bar assembly

(MARKED END SHOWN, INVERT FOR OTHER END)



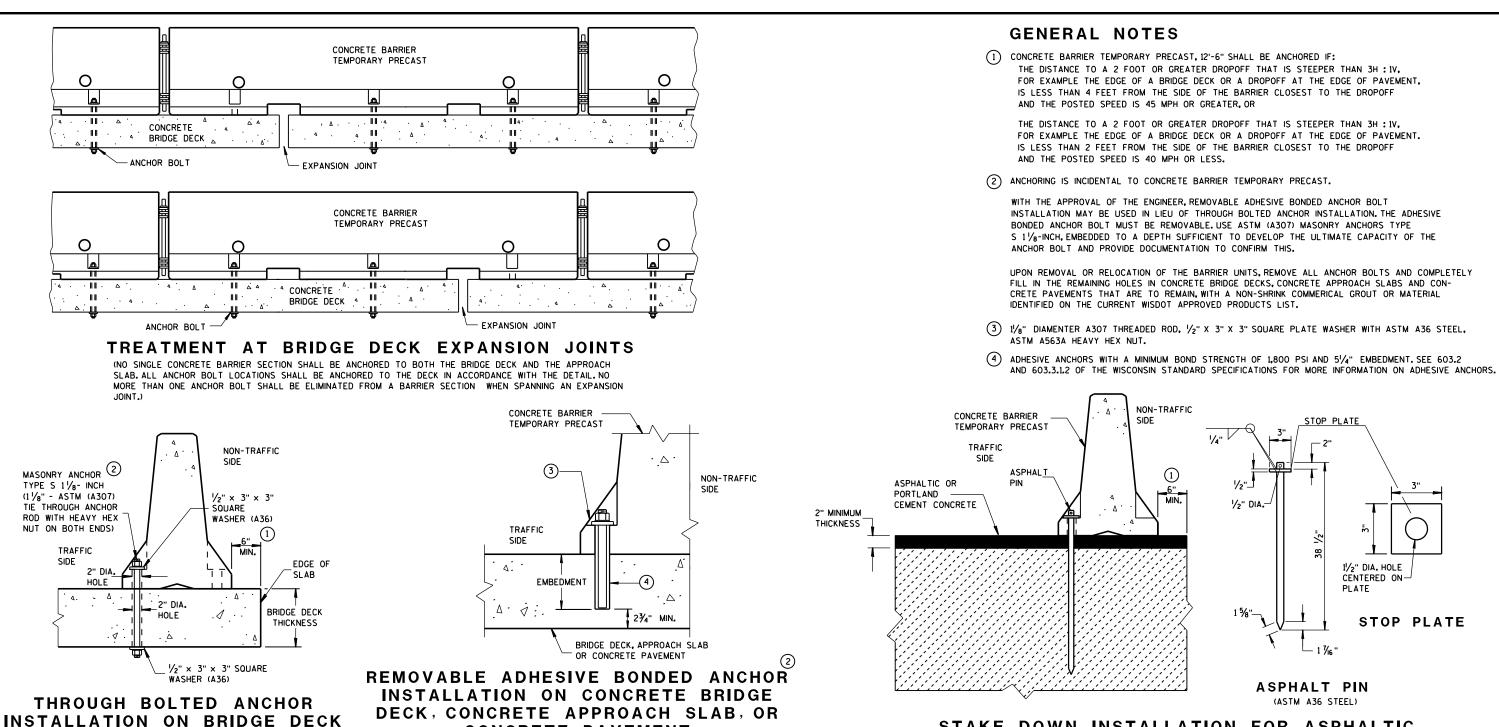


BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

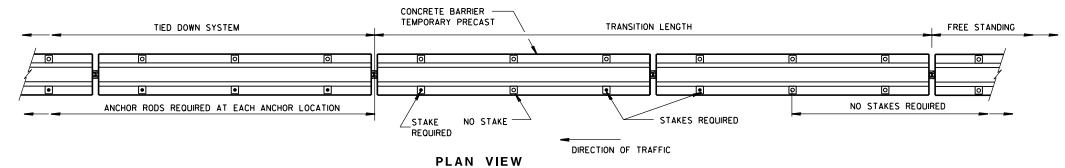
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

.D.D. 14 B 7-14c



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

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(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY, IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN,)

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

11/2" DIA. HOLE

CENTERED ON-

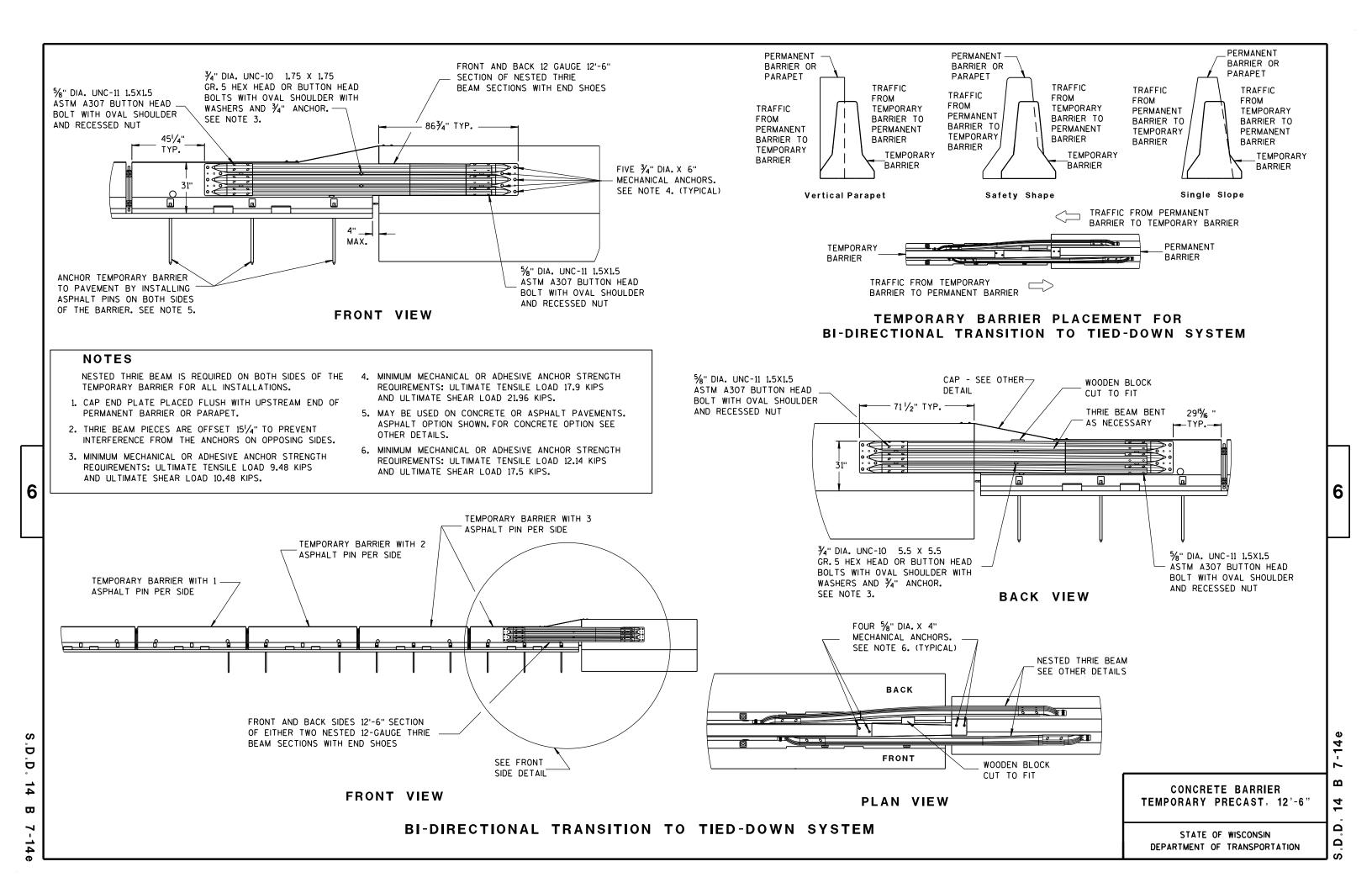
STOP PLATE

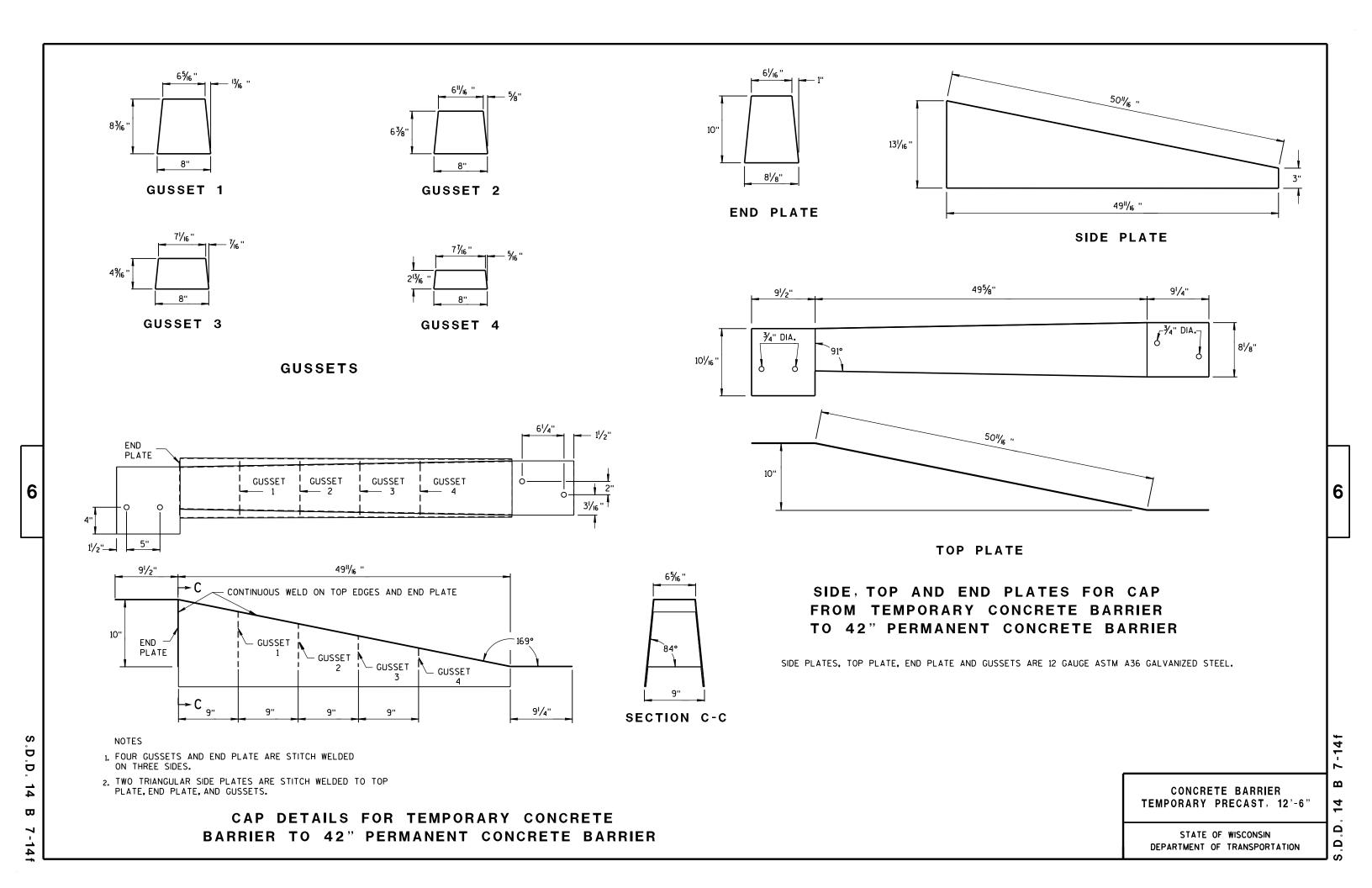
PLATE

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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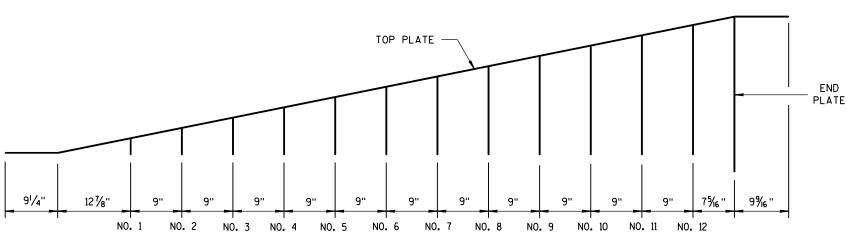
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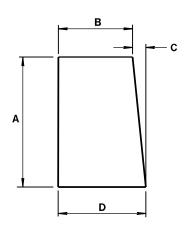
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GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER



GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS							
GUSSET No.	A	В	С	D			
1	21/8"	73/4"	1/4"	8			
2	4"/16 "	7% "	1/2"	8			
3	61/2"	73/8"	11/16 "	8½6"			
4	85%"	73/16"	⅓ "	81/16"			
5	101/8"	7"	1 1/16 "	81/16"			
6	11 ¹⁵ / ₁₆ ''	6 ¹³ // ₆ "	1 1/4"	81/16"			
7	13¾"	65/8"	1 1/6"	81/16 "			
8	15% "	6 ½ "	1 % "	81/16"			
9	173/8"	61/4"	1 13/16 "	81/16"			
10	193/6"	6½ ₆ "	1 15/16 "	81/16 "			
11	21"	5 1/8"	23/6"	8½ ₆ "			
12	22 ¹³ / ₁₆ "	5 ¹¹ / ₁₆ "	25/6"	8½ ₆ "			

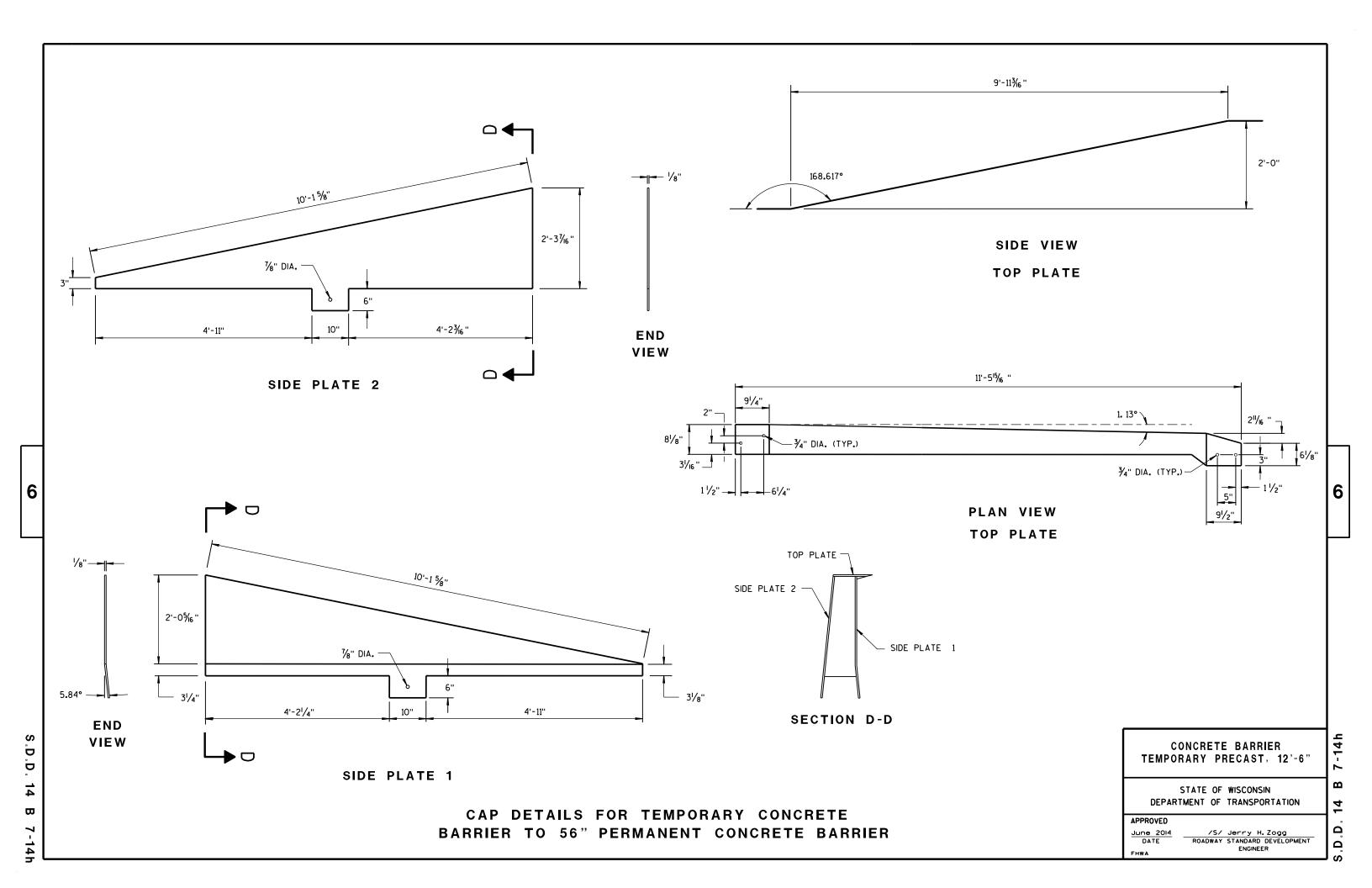
SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

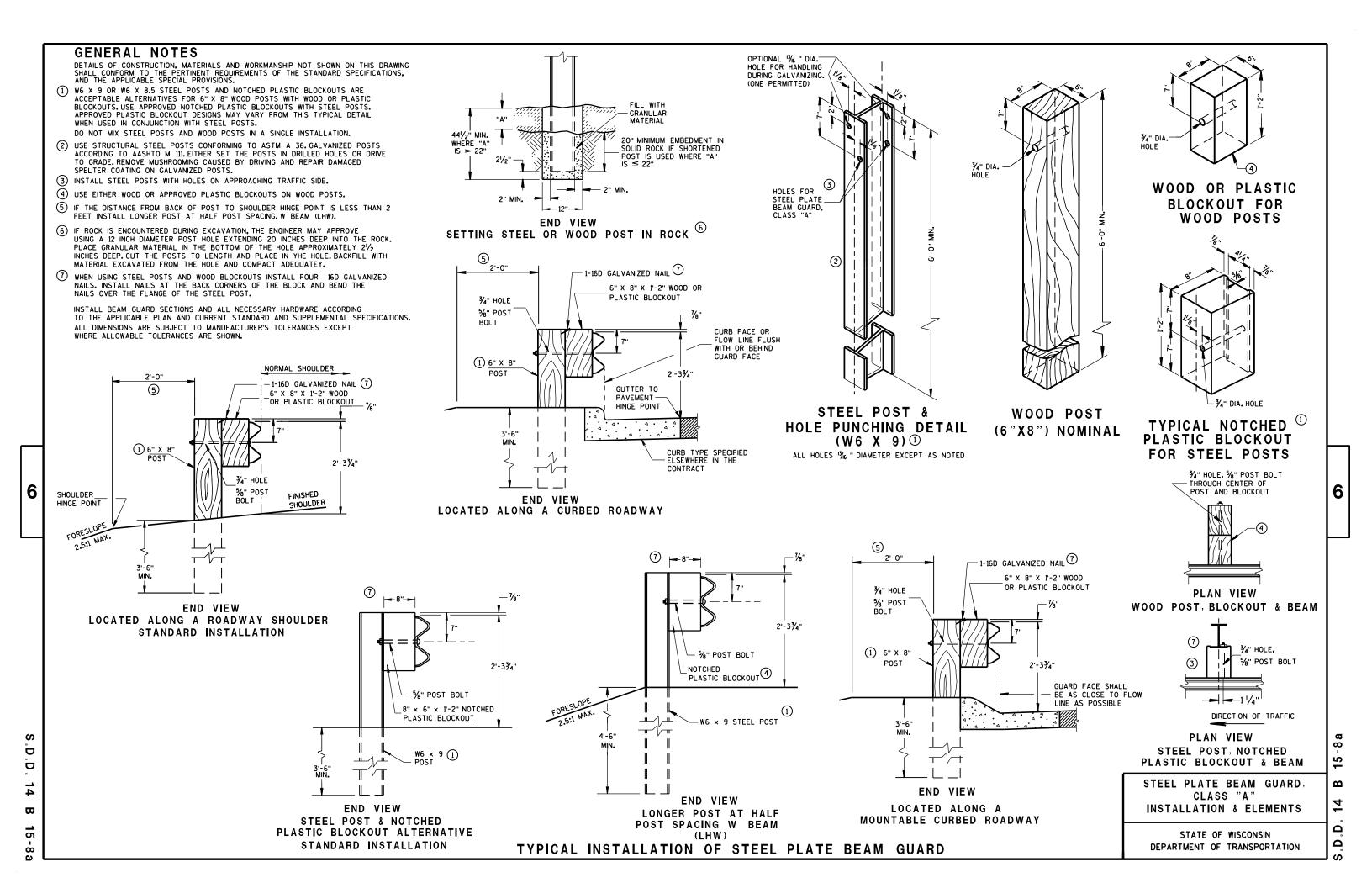
GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.

> CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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FRONT VIEW

POST SPACING STANDARD INSTALLATION

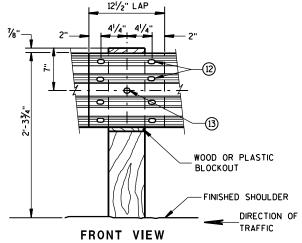
SECTION THRU W

SYMMETRICAL

∕-12 GAGE

BEAM

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BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

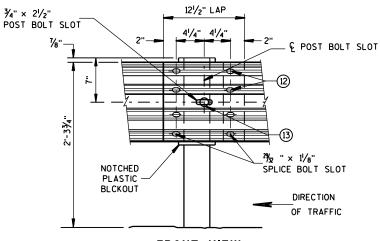
GENERAL NOTES

- (8) PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.
- (9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
- (10) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
- (11) PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
- (12) 8 5%" * X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
- (3) %" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH %" DIA. F844 FLAT WASHER UNDER NUT.

12'-6" OR 25'-0" EFFECTIVE LENGTH OF BEAM 3'-1\/2" C-C 3'-1\/2" C-C 3'-1\/2" C-C 3'-1\/2" C-C POST POST POST POST SPACING SPACING SPACING SPACING FINISHED DIRECTION OF TRAFFIC

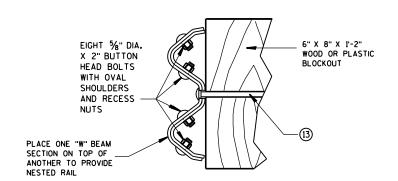
FRONT VIEW

POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW
BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

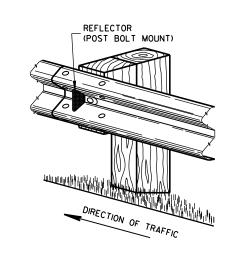


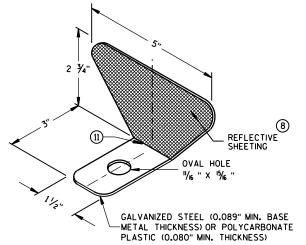
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

	9
REFLECTOR	SPACING

	BEAM GUARD	REFLECTOR	NO. SURFACES	MIN. NO.
	LENGTH	SPACING	REFLECTORIZED	REFLECTORS
ONE WAY TRAFFIC	< 500,	50' C-C	1 1	3
TWO WAY TRAFFIC	> 500. < 500.	25' C-C 50' C-C	1 100	6
TWO WAY TRAFFIC	> 500, < 500,	50' C-C 100' C-C	2(11)	3





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION $^{\circ}$

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

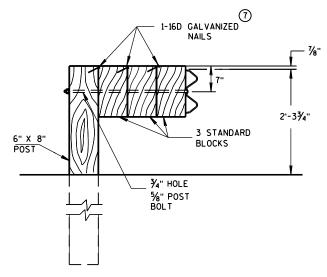
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DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

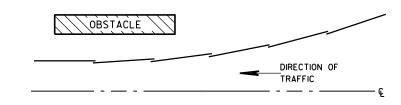


DETAIL FOR TRIPLE BLOCKS

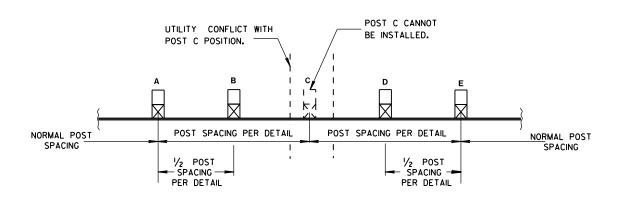
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.



PLAN VIEW BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS 6

В

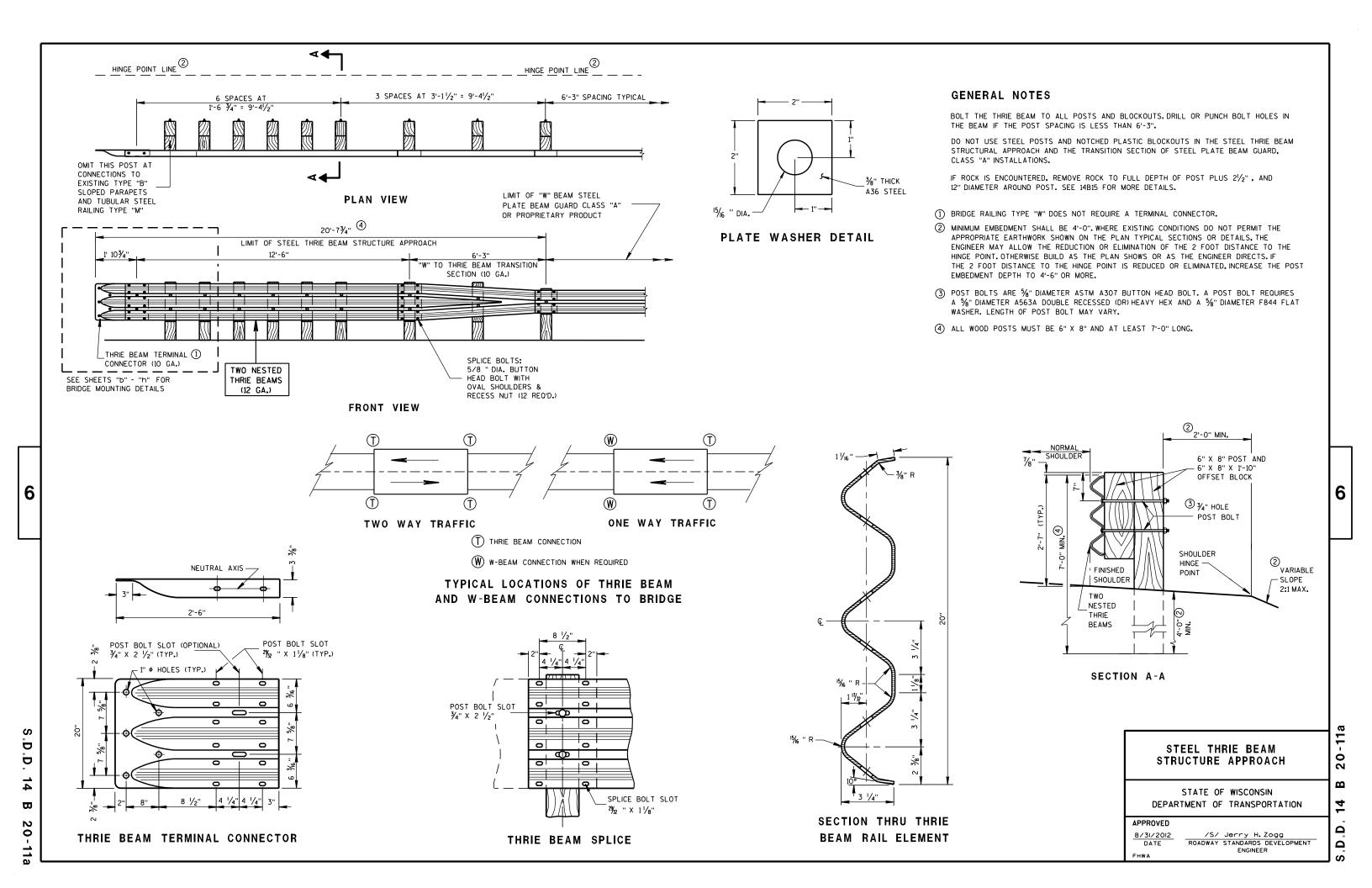
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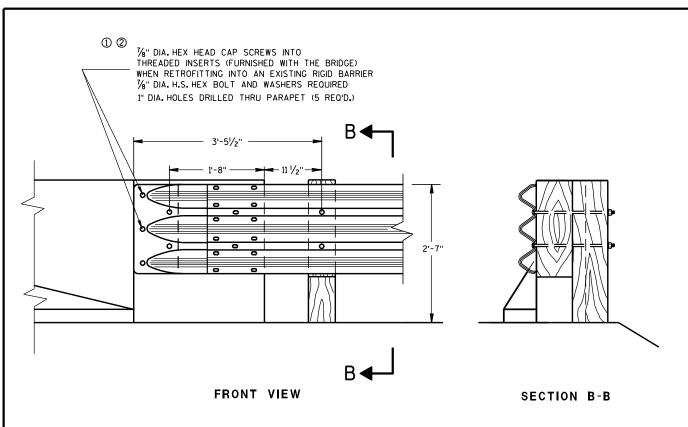
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

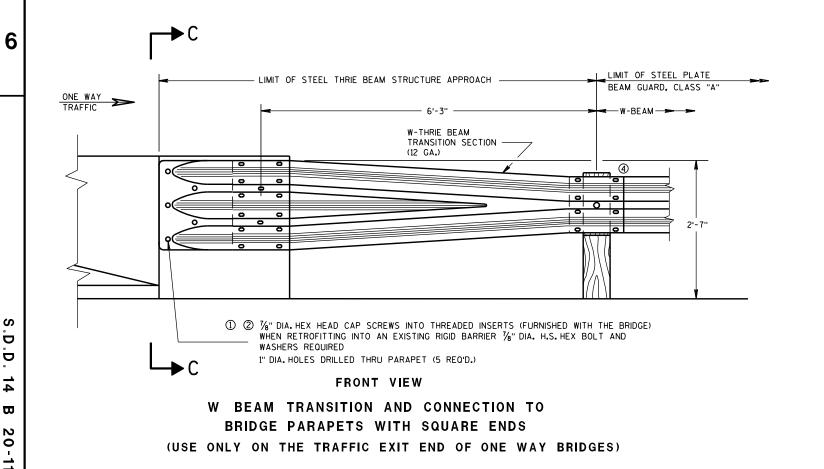
APPROVED
June 2014
DATE
FHWA

DATE
FOR THE PROPOSED PROBLEM OF THE PROBLEM OF THE





THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



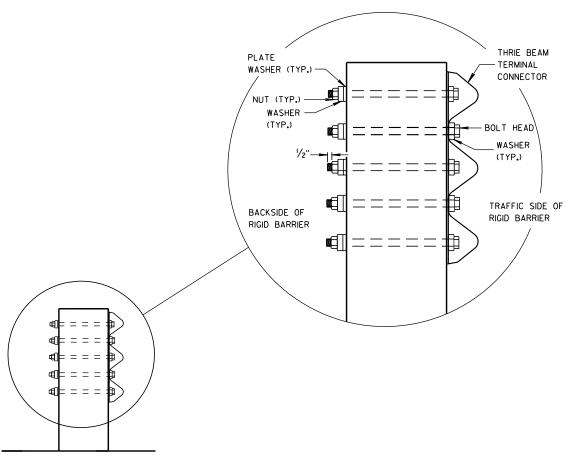
GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

- ① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.
- ② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X $\frac{5}{8}$ " THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.
- 3 THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 $\frac{1}{2}$ ".
- 4 W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



SECTION C-C

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

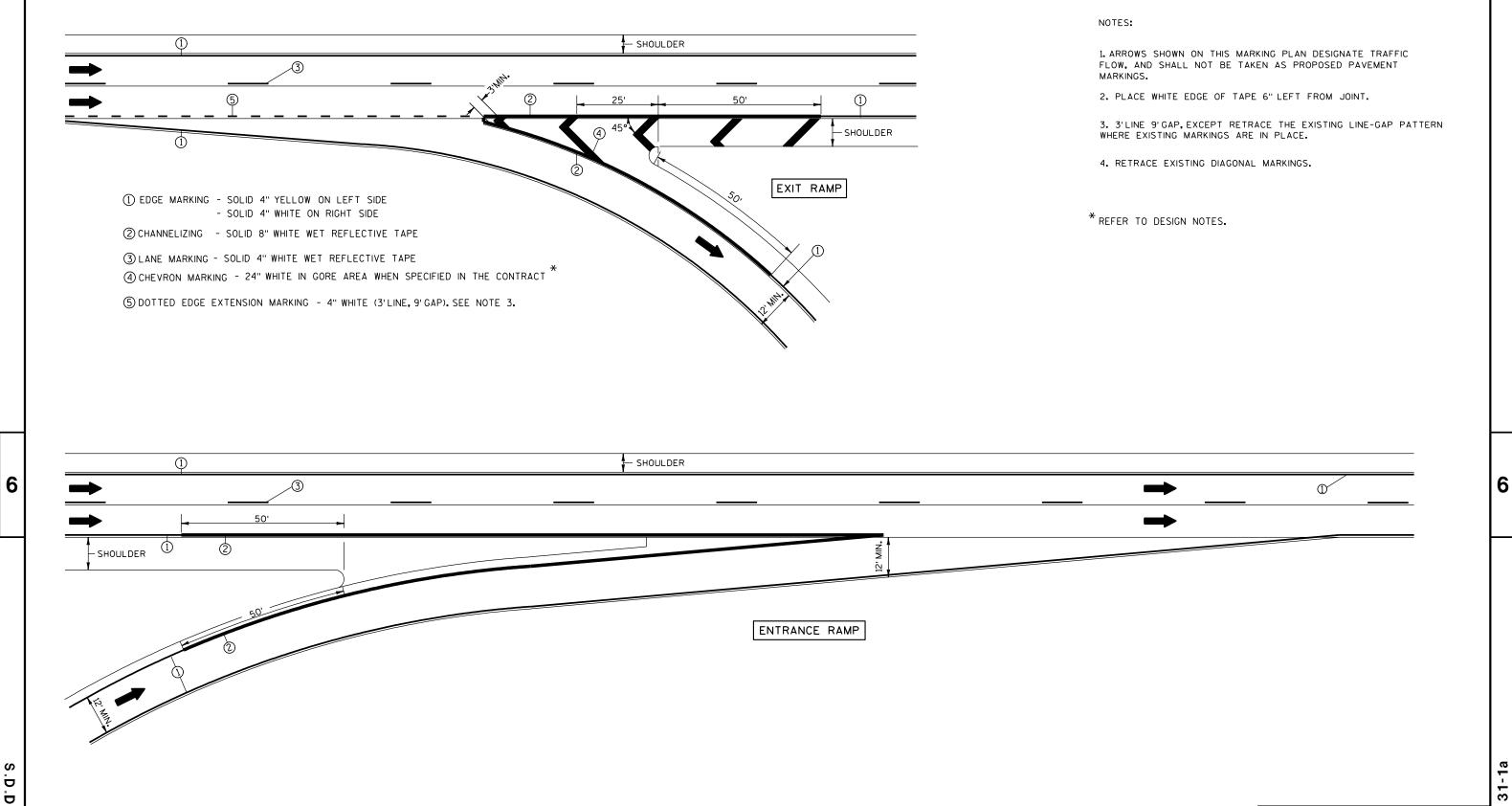
8/31/2012 ROADWAY STANDARDS DEVELOPMENT ENGINEER

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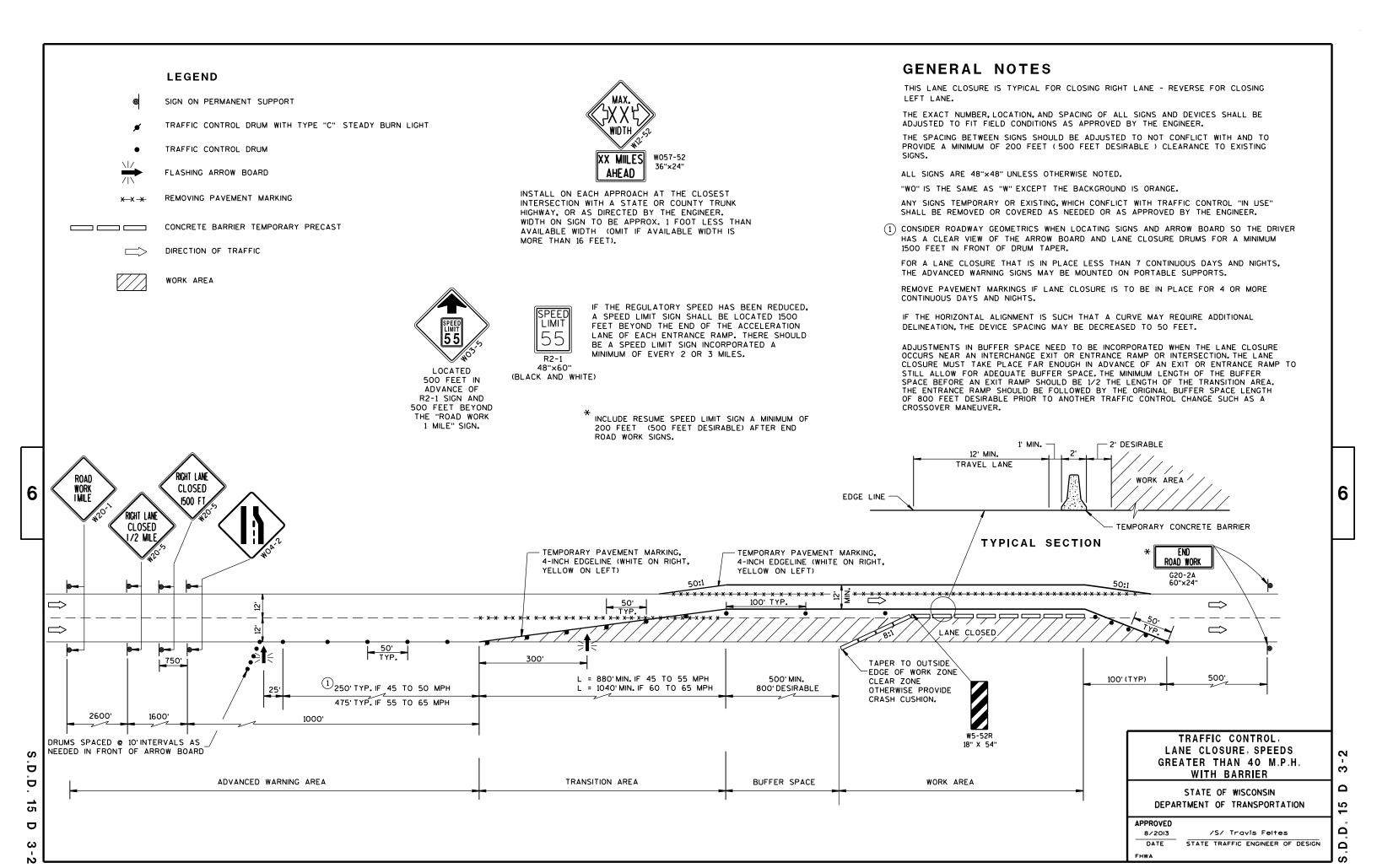


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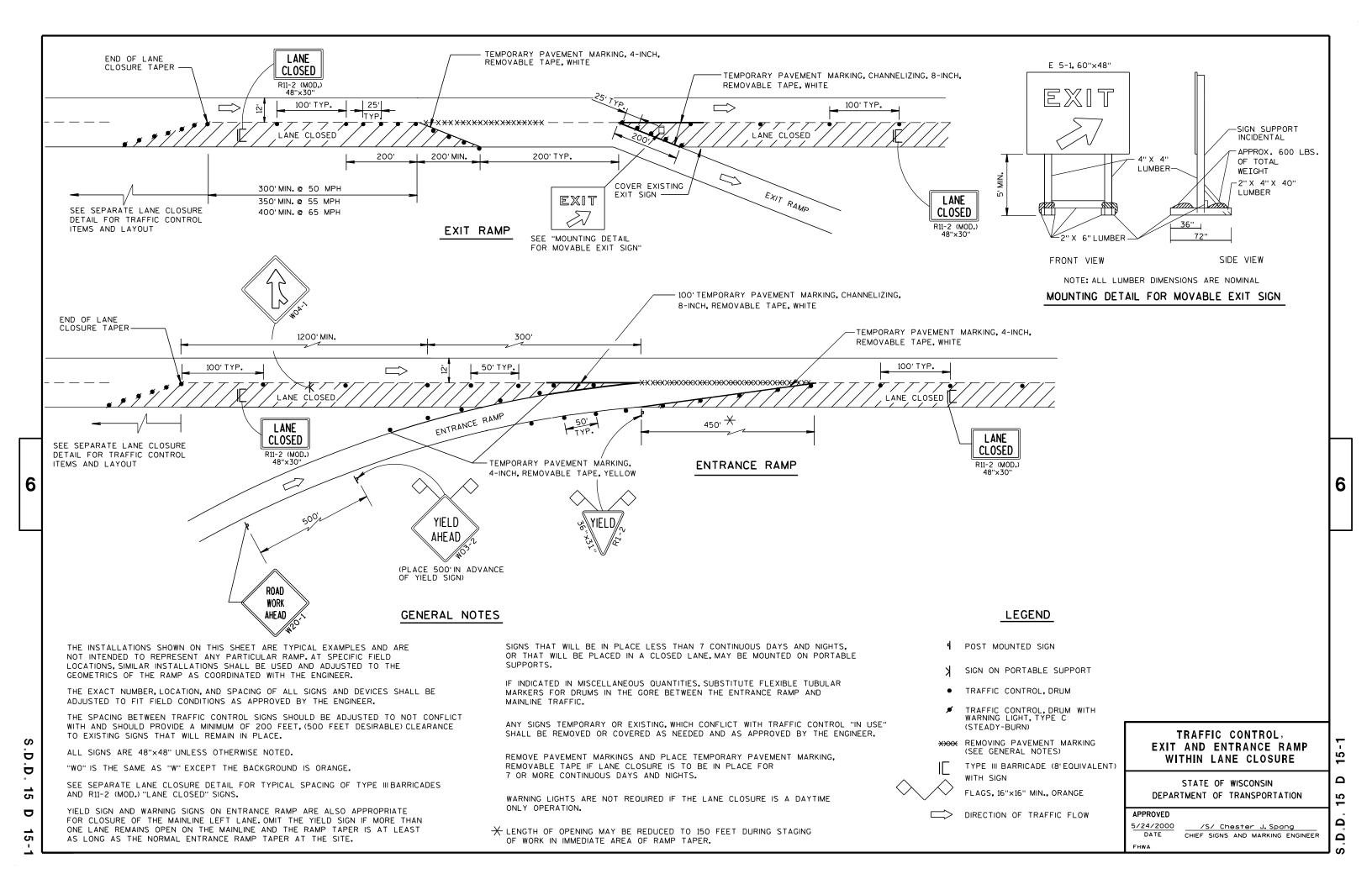
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING (RAMPS AND GORES)



GENERAL NOTES LEGEND THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER. 4 OR MORE DAYS AND NIGHTS. TYPE III BARRICADE WITH ATTACHED SIGN THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING OPERATION. SIGN ON PERMENENT SUPPORT SIGNS. IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING DELINEATION. THE DEVICE SPACING MAY BE DECREASED TO 50 FEET. LEFT LANE. TRAFFIC CONTROL DRUM ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST FLASHING ARROW BOARD "WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE. MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN 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. ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" TYPE "A" WARNING LIGHT (FLASHING) THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS. * X -X REMOVING PAVEMENT MARKING CROSSOVER MANEUVER. CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS * THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL. DIRECTION OF TRAFFIC 1500 FEET IN FRONT OF DRUMS. ** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS. ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN. ĽІМІТ 55 R2-1 48"×60" (BLACK AND 6 6 RICHT LAN WHITE) WORK CLOSED CLOSED I MILE 1500 F XX M.P.H 36"×36" IF NEEDED. USE ONLY TYPE III BARRICADE IF DESIGN SPEED IS TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE SPACED EVERY 1/4 MILE. 10 MPH BELOW 4-INCH EDGELINE (WHITE ON RIGHT, YELLOW ON LEFT) POSTED SPEED. 100' \Rightarrow \Rightarrow WORK AREA 50' TYP. 500' 350' 500' MIN. - 800' DESIRABLE 500 575 MIN. MIN. TAPER 500 55 MPH - 660' 2600' 1600' 1000' S TRAFFIC CONTROL, LANE Ö CLOSURE, SPEED REDUCTION 2 5 DRUMS SPACED @ 10' INTERVALS AS D NEEDED IN FRONT OF ARROW BOARD STATE OF WISCONSIN S ADVANCED WARNING AREA TRANSITION AREA BUFFER SPACE DEPARTMENT OF TRANSPORTATION 2 D **APPROVED** Δ F<u>e</u>b. 2015 /S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN Δ FHWA



1166-06-80

TRAFFIC DATA

ADT = 42,975 (2035) RDS = 70 M.P.H.

DESIGN DATA

LIVE LOAD:

INVENTORY RATING: HS-18
OPERATING RATING: HS-31
WISCONSIN STANDARD PERMIT
VEHICLE (Wis-SPV): 250 KIPS

MATERIAL PROPERTIES:

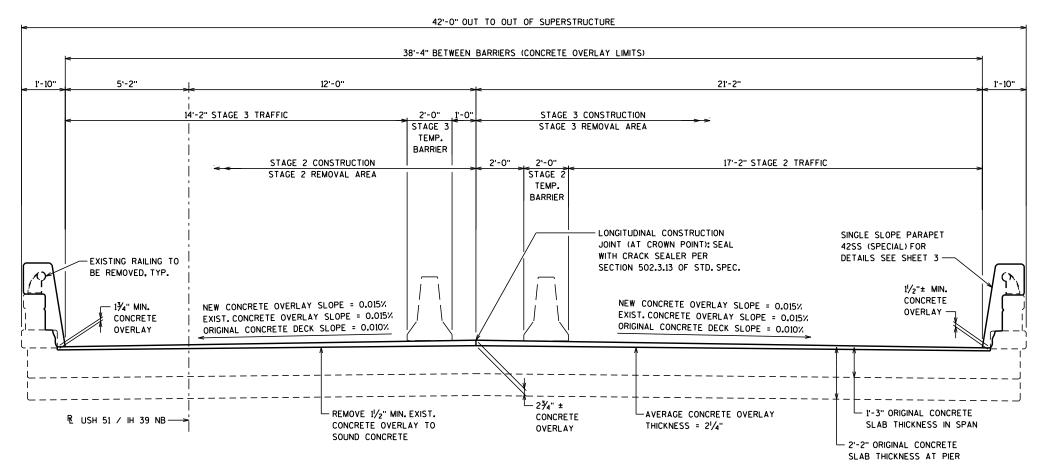
CONCRETE MASONRY OTHER: —— f'c = 3,500 p.s.i.
CONCRETE MASONRY
SUPERSTRUCTURE: —— f'c = 4,000 p.s.i.
HIGH STRENGTH BAR STEEL
REINFORCEMENT, GRADE 60: —— fy = 60,000 p.s.i.

LIST OF DRAWINGS

1. GENERAL PLAN

2. GENERAL NOTES & QUANTITIES

3. SINGLE SLOPE PARAPET 42SS (SPECIAL)

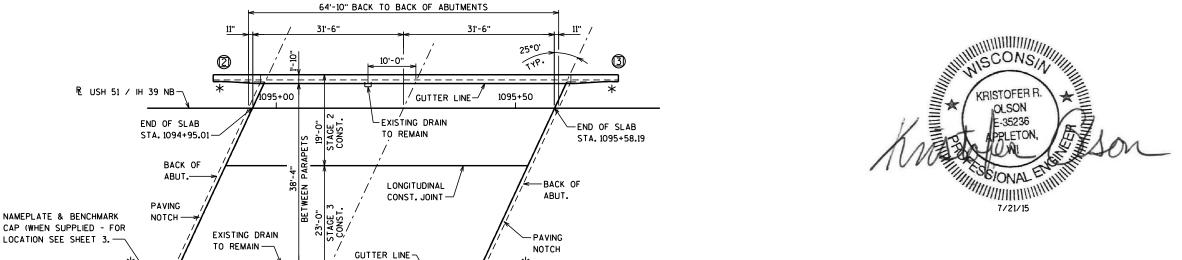


CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

-Œ BRG.

N. ABUT.



BRIDGE OFFICE CONTACT

WILLIAM DREHER (608) 266-8489

CONSULTANT CONTACT

KRISTOFER OLSON OMNNI ASSOCIATES (920) 735-6900

NO.	DAT	E		REV	ISION			В	BY	
			ORIGINAL	. PLAN	S PREPA	RED B	Υ			
		(N	N	V				
				A S S	0 67	A T E	S			
ACC	ЕРТЕГ	/	PARTME Illiam	C. K	WISCON TRANS Lehen ESIGN ENI	PORTA	0 <u>8/1</u>	<mark>8/</mark>	<u>15</u>	8
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	USH	51/IH	4 39 NE	OVE	R LITTL	E PLC	VER F	RIVE	₹	_
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	IGN SF HABILI									
DES BY	SIGNED	BRE	DESIGN CK'D.	KRO	DRAWN By	BRE	PLANS CK'D.		KRO	
		G	ENER	AL		SHE	EET 1	OF	3	
	PLAN									

−Œ BRG. S.ABUT. 10'-Ó"

PIER

PLAN

CONST. JOINT

IN FACING OF

PARAPET, TYP.

8

* THRIE BEAM

ATTACHMENTS REQUIRED

(X) INDICATES WING NUMBER

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1/2" PLACED ABOVE THE DECK SURFACE AFTER "CLEANING DECKS". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN 1/2", CONTACT THE STRUCTURES DESIGN SECTION.

THE EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY".

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, FULL-DEPTH DECK REPAIR AND CONCRETE SURFACE REPAIR AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE S 5/8-INCH", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY, THE ENTIRE FRONT FACES AND TOPS OF BOTH WING & DECK PARAPETS.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.2.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR OF 1969.

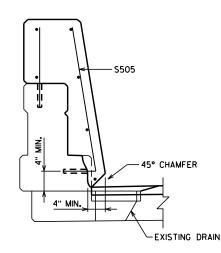
EXISTING FLOOR DRAINS TO REMAIN IN PLACE. REMOVE TOP OF DECK IN DRAIN AREA AS DIRECTED BY THE FIELD ENGINEER TO ALLOW PLACING AND SLOPING OF 11/2" CONCRETE OVERLAY.

'REMOVING OLD STRUCTURE (1095+25)' SHALL INCLUDE REMOVING THE METAL RAILING, ANY PORTION OF THE CURB REQUIRED TO MAINTAIN THE MINIMUM CONCRETE THICKNESS FOR THE NEW PARAPET AND ANY LOOSE CONCRETE ON THE EXISTING PARAPETS. AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

TOTAL ESTIMATED QUANTITIES

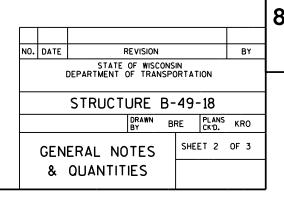
	ITEM NUMBER	BID ITEMS		TOTALS
	203.0200	REMOVING OLD STRUCTURE (1095+25)		1
	203.0210.5	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE (B-49-18)		1
	502.0100	CONCRETE MASONRY BRIDGES		18
	502.3200	PROTECTIVE SURFACE TREATMENT	SY	270
	502.3210	PIGMENTED SURFACE SEALER		90
	502.6105	MASONRY ANCHORS TYPE S 5/8-INCH		552
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES		2,630
	509.0301	PREPARATION DECKS TYPE 1		27
	509.0302	PREPARATION DECKS TYPE 2		14
	509.1500	CONCRETE SURFACE REPAIR		5
	509.2000	FULL-DEPTH DECK REPAIR	SY	1
☆	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	19
	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY (B-49-18)	SY	274

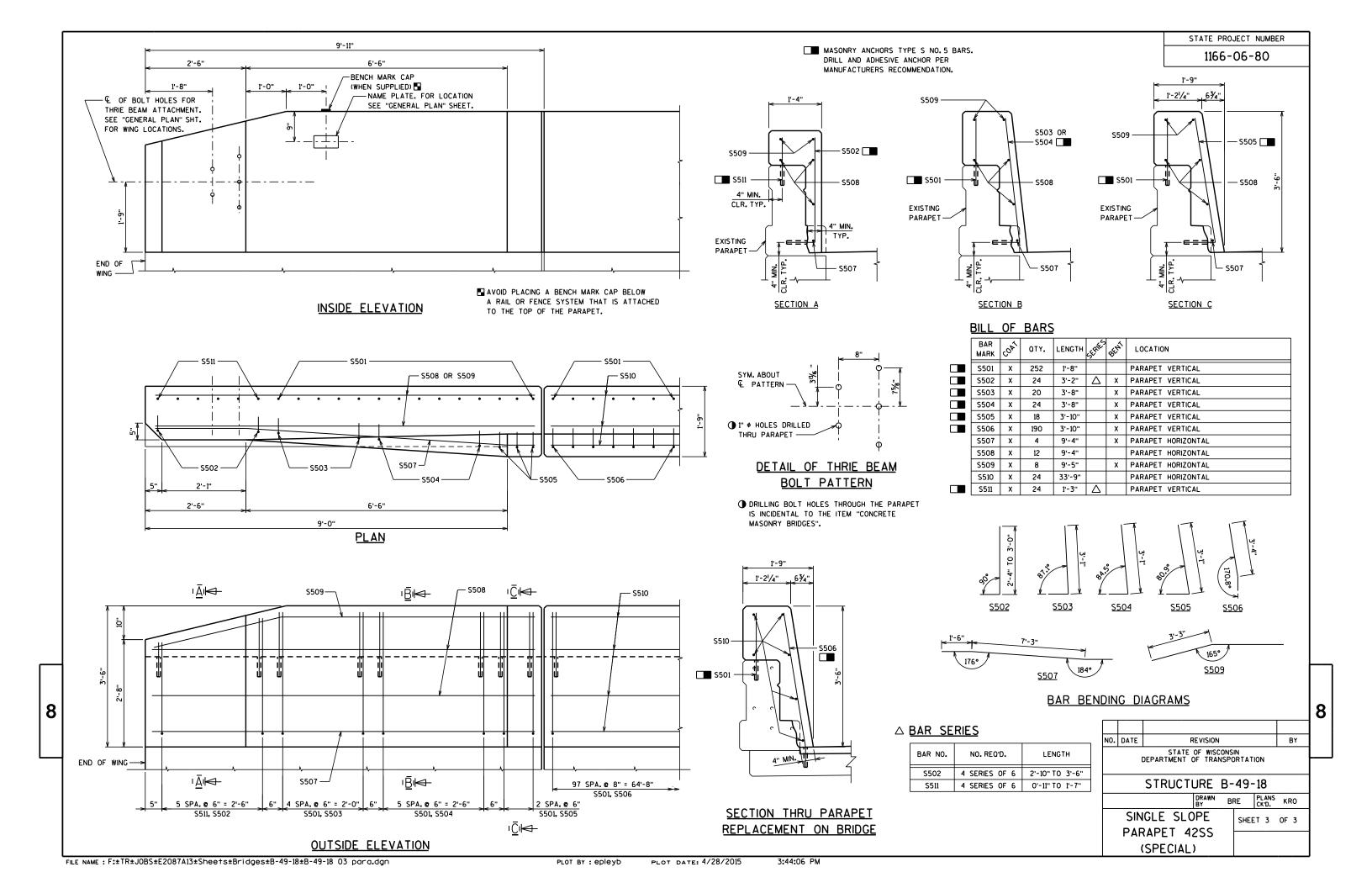
☆ BID ITEM ALSO INCLUDES CONCRETE FOR:
"PREPARATION DECKS TYPE 1"
"PREPARATION DECKS TYPE 2"
"FULL-DEPTH DECK REPAIR"



PARAPET MODIFICATION AT DECK DRAINS

SEE SHEET 3 FOR ADDITIONAL PARAPET DETAILS





1166-06-80

TRAFFIC DATA

ADT = 42,975 (2035) RDS = 70 M.P.H.

DESIGN DATA

LIVE LOAD:

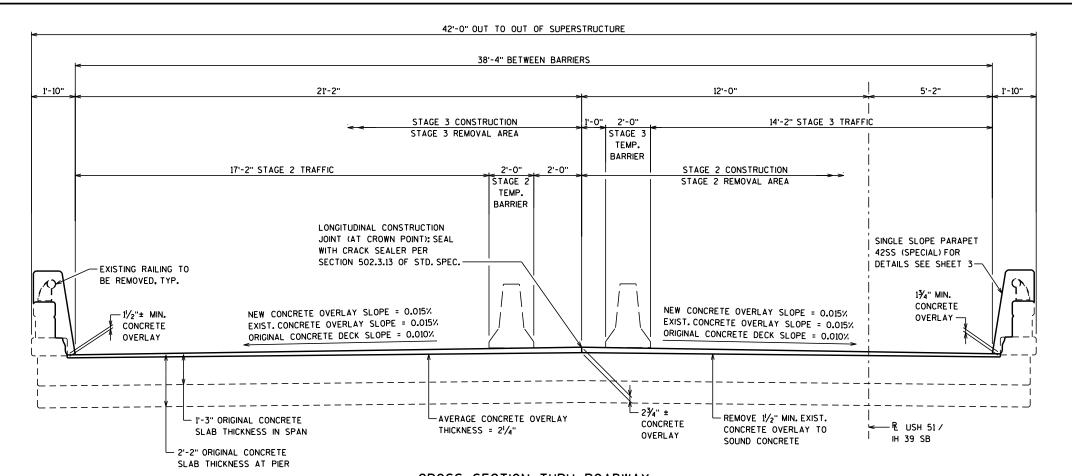
INVENTORY RATING: HS-18 OPERATING RATING: HS-31 WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV): 250 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY OTHER: - f'c = 3,500 p.s.i. CONCRETE MASONRY SUPERSTRUCTURE: -- f'c = 4,000 p.s.i. HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60: - fy = 60,000 p.s.i.

LIST OF DRAWINGS

- 1. GENERAL PLAN
- 2. GENERAL NOTES & QUANTITIES
- 3. SINGLE SLOPE PARAPET 42SS (SPECIAL)



CROSS SECTION THRU ROADWAY (LOOKING NORTH)

€ BRG.

N. ABUT. -

31'-6"

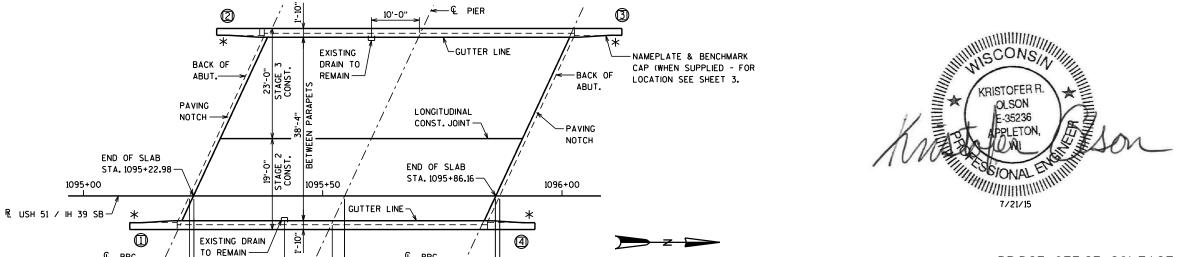
25°0'

10'-0"

64'-10" BACK TO BACK OF ABUTMENTS

PLAN

31'-6"

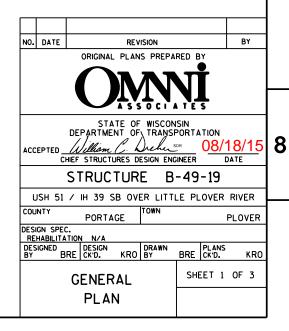


BRIDGE OFFICE CONTACT

WILLIAM DREHER (608) 266-8489

CONSULTANT CONTACT

KRISTOFER OLSON OMNNI ASSOCIATES (920) 735-6900



€ BRG.

S. ABUT.

8

* THRIE BEAM ATTACHMENTS

(X) INDICATES WING NUMBER

REQUIRED

1166-06-80

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1/2" PLACED ABOVE THE DECK SURFACE AFTER "CLEANING DECKS". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN 1/2", CONTACT THE STRUCTURES DESIGN SECTION.

THE EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY".

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, FULL-DEPTH DECK REPAIR AND CONCRETE SURFACE REPAIR AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE S 5/8-INCH", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY, THE ENTIRE FRONT FACES AND TOPS OF BOTH WING & DECK PARAPETS.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.2.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR OF 1969.

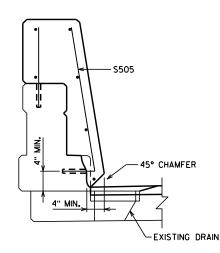
EXISTING FLOOR DRAINS TO REMAIN IN PLACE. REMOVE TOP OF DECK IN DRAIN AREA AS DIRECTED BY THE FIELD ENGINEER TO ALLOW PLACING AND SLOPING OF 11/2" CONCRETE OVERLAY.

'REMOVING OLD STRUCTURE (1095+55)' SHALL INCLUDE REMOVING THE METAL RAILING, ANY PORTION OF THE CURB REQUIRED TO MAINTAIN THE MINIMUM CONCRETE THICKNESS FOR THE NEW PARAPET AND ANY LOOSE CONCRETE ON THE EXISTING PARAPETS. AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

TOTAL ESTIMATED QUANTITIES

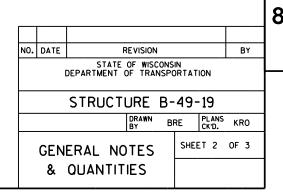
	ITEM NUMBER	BID ITEMS		TOTALS
	203.0200	REMOVING OLD STRUCTURE (1095+55)		1
	203.0210.5	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE (B-49-19)		1
	502.0100	CONCRETE MASONRY BRIDGES	CY	18
	502.3200	PROTECTIVE SURFACE TREATMENT	SY	270
	502.3210	PIGMENTED SURFACE SEALER		90
	502.6105	MASONRY ANCHORS TYPE S 5/8-INCH		552
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES		2,630
	509.0301	PREPARATION DECKS TYPE 1		27
	509.0302	PREPARATION DECKS TYPE 2	SY	14
	509.1500	CONCRETE SURFACE REPAIR		5
	509.2000	FULL-DEPTH DECK REPAIR	SY	1
☆	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	19
	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY (B-49-19)	SY	274

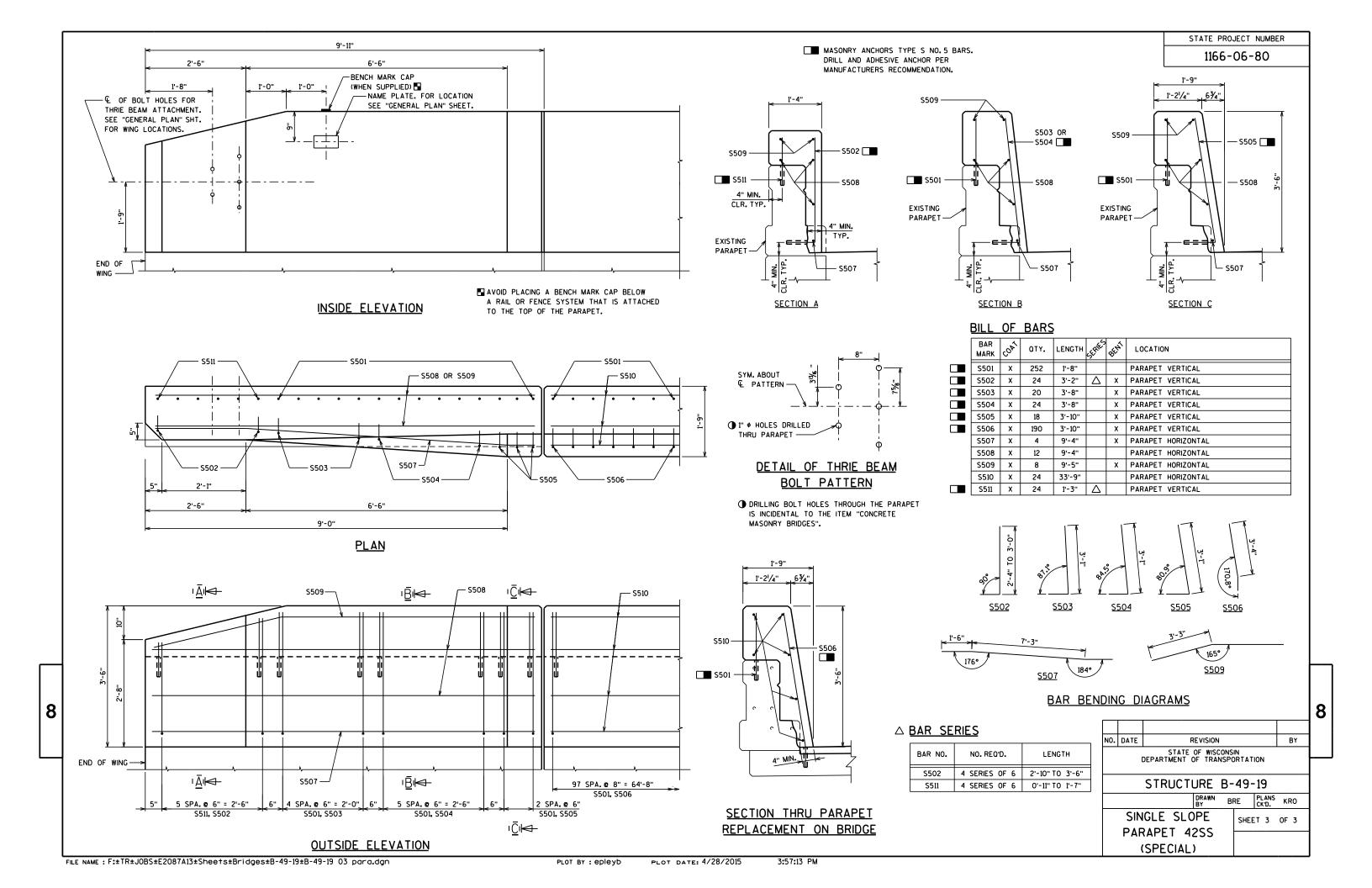
☆ BID ITEM ALSO INCLUDES CONCRETE FOR:
"PREPARATION DECKS TYPE 1"
"PREPARATION DECKS TYPE 2"
"FULL-DEPTH DECK REPAIR"



PARAPET MODIFICATION AT DECK DRAINS

SEE SHEET 3 FOR ADDITIONAL PARAPET DETAILS





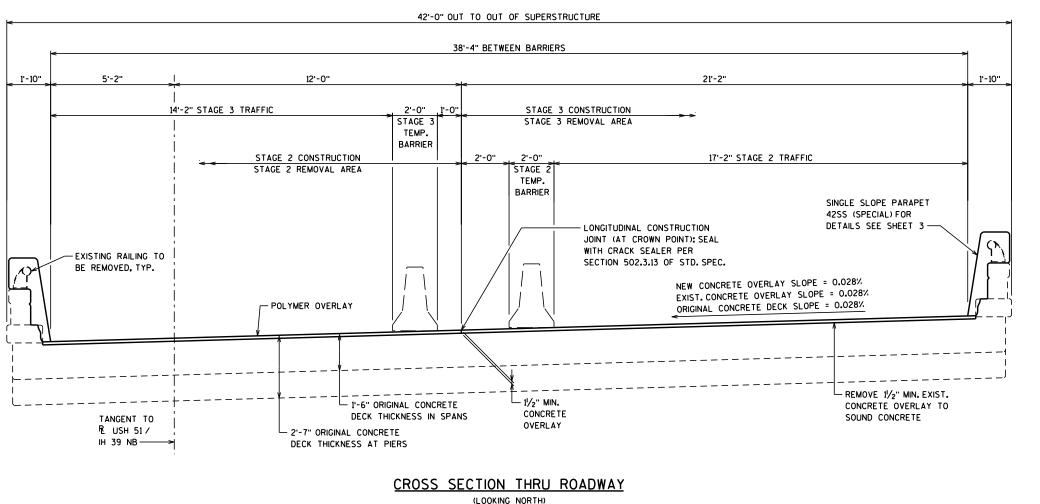
STATE PROJECT NUMBER 1166-06-80 TRAFFIC DATA ADT = 46,275 (2035) RDS = 70 M.P.H. DESIGN DATA LIVE LOAD: INVENTORY RATING: OPERATING RATING: HS-32 WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV): 250 KIPS MATERIAL PROPERTIES: CONCRETE MASONRY OTHER: - f'c = 3,500 p.s.i. CONCRETE MASONRY SUPERSTRUCTURE: -- f'c = 4,000 p.s.i. HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60: - fy = 60,000 p.s.i. LIST OF DRAWINGS 1. GENERAL PLAN 2. GENERAL NOTES & QUANTITIES 3. SINGLE SLOPE PARAPET 42SS (SPECIAL) NISCONSIN OLSON MINIMUM STATE NO. DATE REVISION BY STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION ACCEPTED William C. Drehuson 8 08/18/15 CHIEF STRUCTURES DESIGN ENGINEER STRUCTURE B-49-22 USH 51 / IH 39 NB OVER WCL RAILROAD PORTAGE **PLOVER** DESIGN SPEC. REHABILITATION N/A

DESIGNED DESIGN RRO DRAWN
BY BRE CK'D. KRO BY BRE CK'D. KRO

GENERAL

PLAN

SHEET 1 OF 3



KRISTOFER F

▲ ABUTMENT

BRIDGE OFFICE CONTACT

WILLIAM DREHER (608) 266-8489

CONSULTANT CONTACT

KRISTOFER OLSON OMNNI ASSOCIATES (920) 735-6900

- * THRIE BEAM ATTACHMENTS REQUIRED
- (X) INDICATES WING NUMBER
- ⚠ CONCRETE SURFACE REPAIR AS DIRECTED BY THE FIELD ENGINEER

138'-21/2" BACK TO BACK OF ABUTMENTS

55'-6"

101/4"

8

40'-6"

40'-6"

1166-06-80

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1/2" PLACED ABOVE THE DECK SURFACE AFTER "CLEANING DECKS". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN 1/2", CONTACT THE STRUCTURES DESIGN SECTION.

THE EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY".

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, FULL-DEPTH DECK REPAIR AND CONCRETE SURFACE REPAIR AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE S 5/8-INCH", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY, THE ENTIRE FRONT FACES AND TOPS OF BOTH WING & DECK PARAPETS.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.2.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR OF 1969.

REMOVING OLD STRUCTURE (1242+50) SHALL INCLUDE REMOVING THE METAL RAILING, ANY PORTION OF THE CURB REQUIRED TO MAINTAIN THE MINIMUM CONCRETE THICKNESS FOR THE NEW PARAPET AND ANY LOOSE CONCRETE ON THE EXISTING PARAPETS, AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

TOTAL ESTIMATED QUANTITIES

	ITEM NUMBER	BID ITEMS		TOTALS
	203.0200	REMOVING OLD STRUCTURE (1242+50)		1
	203.0210.5	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE (B-49-22)	LS	1
	203.0225.S	DEBRIS CONTAINMENT STRUCTURE (B-49-22)	LS	1
	502.0100	CONCRETE MASONRY BRIDGES	CY	33
	502.3200	PROTECTIVE SURFACE TREATMENT	SY	583
	502.3210	PIGMENTED SURFACE SEALER	SY	166
	502.6105	02.6105 MASONRY ANCHORS TYPE S 5/8-INCH		992
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	4,880
	509.0301	PREPARATION DECKS TYPE 1	SY	24
	509.0302	PREPARATION DECKS TYPE 2	SY	12
	509.1500	CONCRETE SURFACE REPAIR		20
	509.2000	FULL-DEPTH DECK REPAIR	SY	1
☆	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	27
	509.5100.5	POLYMER OVERLAY	SY	583
	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY (B-49-22)		593

☆ BID ITEM ALSO INCLUDES CONCRETE FOR:
"PREPARATION DECKS TYPE 1"
"PREPARATION DECKS TYPE 2"
"FULL-DEPTH DECK REPAIR"

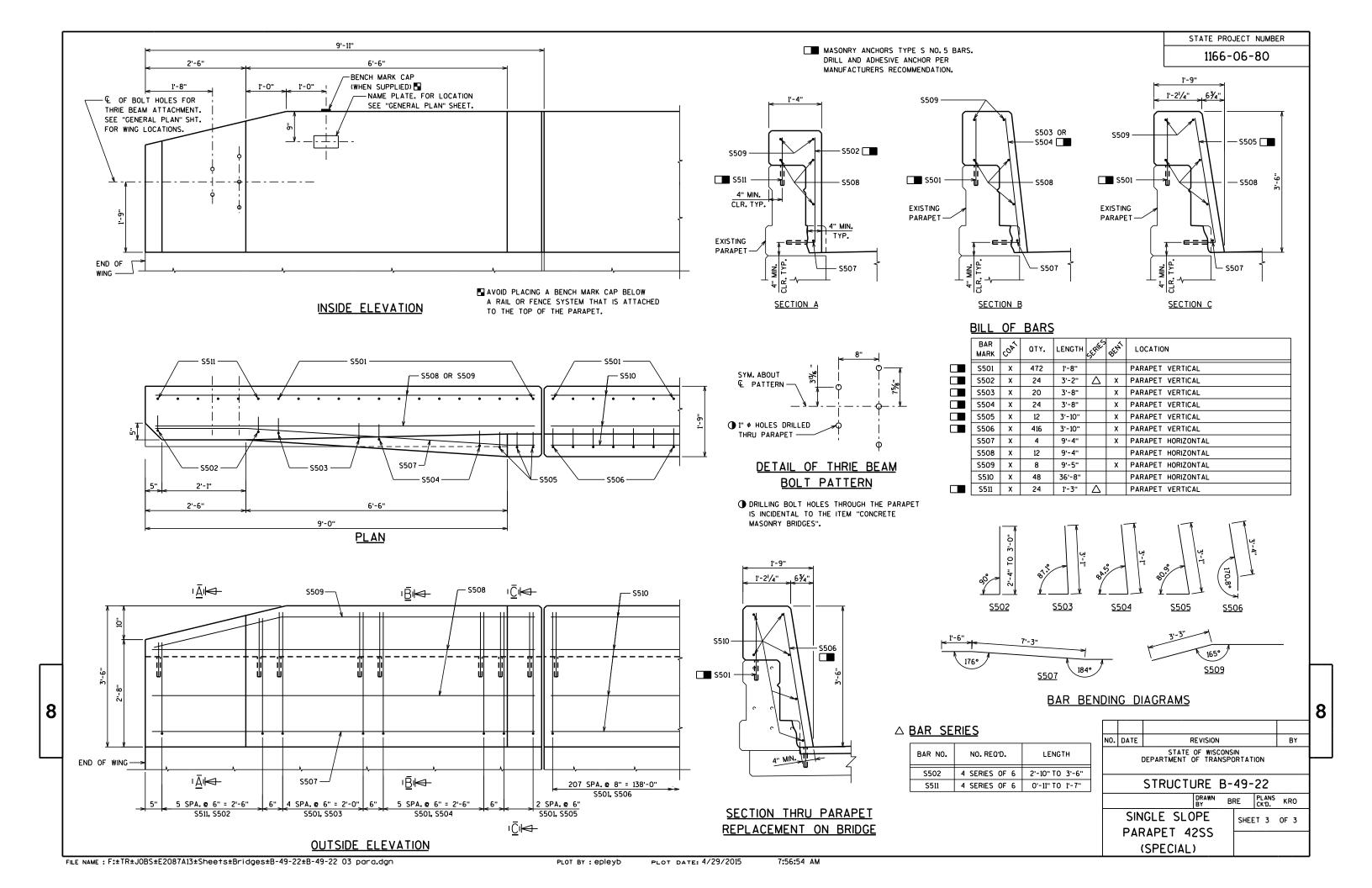
NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-49-22

| DRAWN BRE PLANS KRO CKTD. KRO |

GENERAL NOTES | SHEET 2 OF 3



1166-06-80

TRAFFIC DATA

ADT = 46,275 (2035) RDS = 70 M.P.H.

DESIGN DATA

LIVE LOAD:

INVENTORY RATING: OPERATING RATING: HS-32 WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV): 250 KIPS

MATERIAL PROPERTIES:

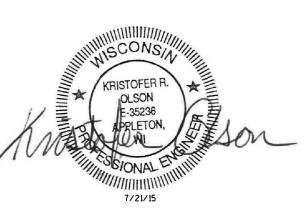
CONCRETE MASONRY OTHER: - f'c = 3,500 p.s.i. CONCRETE MASONRY SUPERSTRUCTURE: -- f'c = 4,000 p.s.i. HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60: - fy = 60,000 p.s.i.

LIST OF DRAWINGS

1. GENERAL PLAN

2. GENERAL NOTES & QUANTITIES

3. SINGLE SLOPE PARAPET 42SS (SPECIAL)



CROSS SECTION THRU ROADWAY (LOOKING NORTH)

- 11/2" MIN.

CONCRETE

OVERLAY

42'-0" OUT TO OUT OF SUPERSTRUCTURE

38'-4" BETWEEN BARRIERS (CONCRETE OVERLAY LIMITS)

TAGE 2

TEMP.

BARRIER

2'-0'

STAGE 3 TEMP.

BARRIER

STAGE 3 CONSTRUCTION

STAGE 3 REMOVAL AREA

12'-0"

STAGE 2 CONSTRUCTION

STAGE 2 REMOVAL AREA

REMOVE 11/2" MIN. EXIST.

CONCRETE OVERLAY TO

SOUND CONCRETE

14'-2" STAGE 3 TRAFFIC

POLYMER OVERLAY

5'-2"

SINGLE SLOPE PARAPET

DETAILS SEE SHEET 3-

REMOVE EXISTING

CONCRETE FACING

TANGENT TO

R USH 51 /

IH 39 SB

42SS (SPECIAL) FOR

1'-10"

21'-2"

LONGITUDINAL CONSTRUCTION

WITH CRACK SEALER PER

NEW CONCRETE OVERLAY SLOPE = 0.028%

EXIST. CONCRETE OVERLAY SLOPE = 0.028% ORIGINAL CONCRETE DECK SLOPE = 0.028%

JOINT (AT CROWN POINT): SEAL

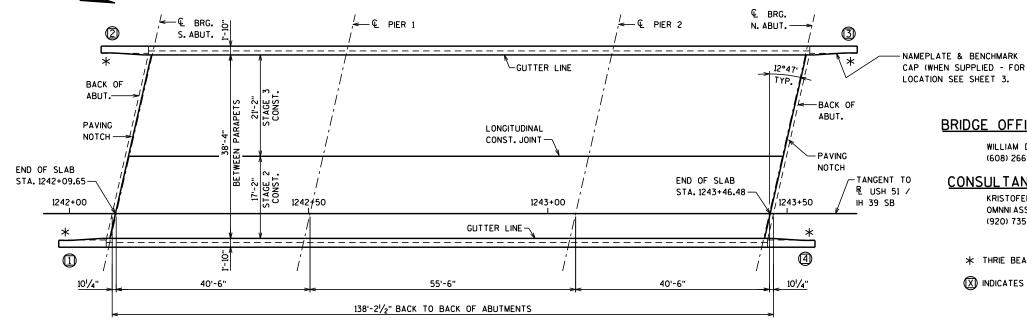
SECTION 502.3.13 OF STD. SPEC.

17'-2" STAGE 2 TRAFFIC

└ 1'-6" ORIGINAL CONCRETE

- 2'-7" ORIGINAL CONCRETE DECK THICKNESS AT PIERS

DECK THICKNESS IN SPANS



<u>PLAN</u>

BRIDGE OFFICE CONTACT

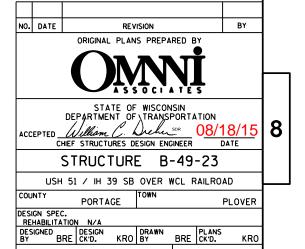
WILLIAM DREHER (608) 266-8489

CONSULTANT CONTACT

KRISTOFER OLSON OMNNI ASSOCIATES (920) 735-6900

f x THRIE BEAM ATTACHMENTS REQUIRED

X INDICATES WING NUMBER



GENERAL PLAN

SHEET 1 OF 3

1'-10"

8

EXISTING RAILING TO

BE REMOVED, TYP.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1/2" PLACED ABOVE THE DECK SURFACE AFTER "CLEANING DECKS". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN 1/2", CONTACT THE STRUCTURES DESIGN SECTION.

THE EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY".

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, FULL-DEPTH DECK REPAIR AND CONCRETE SURFACE REPAIR AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE S 5/8-INCH", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY, THE ENTIRE FRONT FACES AND TOPS OF BOTH WING & DECK PARAPETS.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.2.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR OF 1969.

REMOVING OLD STRUCTURE (1242+78) SHALL INCLUDE REMOVING THE METAL RAILING, ANY PORTION OF THE CURB REQUIRED TO MAINTAIN THE MINIMUM CONCRETE THICKNESS FOR THE NEW PARAPET AND ANY LOOSE CONCRETE ON THE EXISTING PARAPETS, AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

TOTAL ESTIMATED QUANTITIES

	ITEM NUMBER	BID ITEMS		TOTALS
	203.0200	REMOVING OLD STRUCTURE (1242+78)		1
	203.0210.5	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE (B-49-23)	LS	1
	203.0225.S	DEBRIS CONTAINMENT STRUCTURE (B-49-23)	LS	1
	502.0100	CONCRETE MASONRY BRIDGES	CY	33
	502.3200	PROTECTIVE SURFACE TREATMENT	SY	583
	502.3210	PIGMENTED SURFACE SEALER	SY	166
	502.6105	MASONRY ANCHORS TYPE S 5/8-INCH		992
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES		4,880
	509.0301	PREPARATION DECKS TYPE 1		24
	509.0302	PREPARATION DECKS TYPE 2	SY	12
	509.1500	CONCRETE SURFACE REPAIR	SF	20
	509.2000	FULL-DEPTH DECK REPAIR	SY	1
☆	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	27
	509.5100.S	POLYMER OVERLAY	SY	583
	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY (B-49-23)	SY	593

☆ BID ITEM ALSO INCLUDES CONCRETE FOR:
"PREPARATION DECKS TYPE 1"
"PREPARATION DECKS TYPE 2"
"FULL-DEPTH DECK REPAIR"

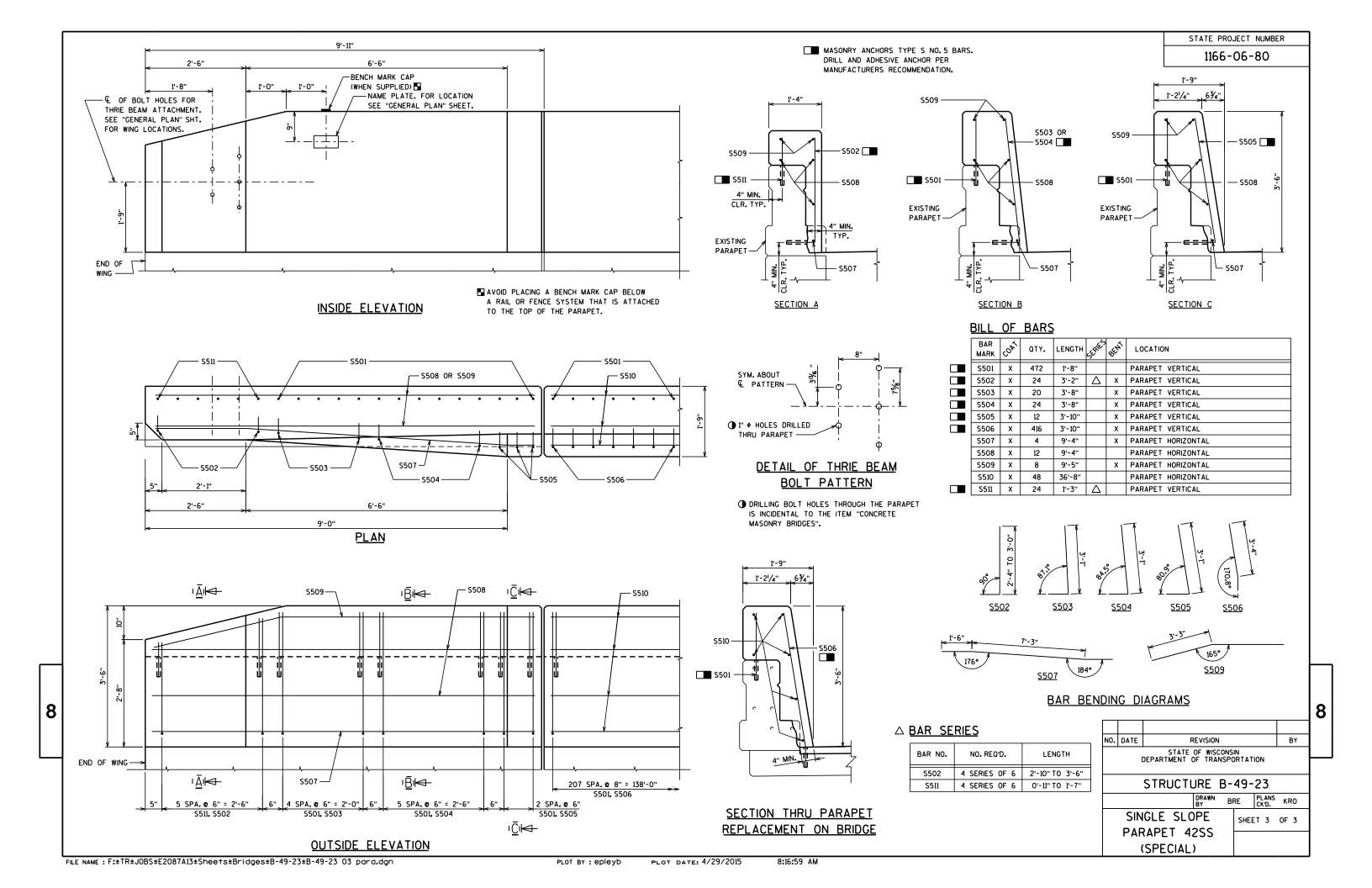
NO. DATE REVISION BY

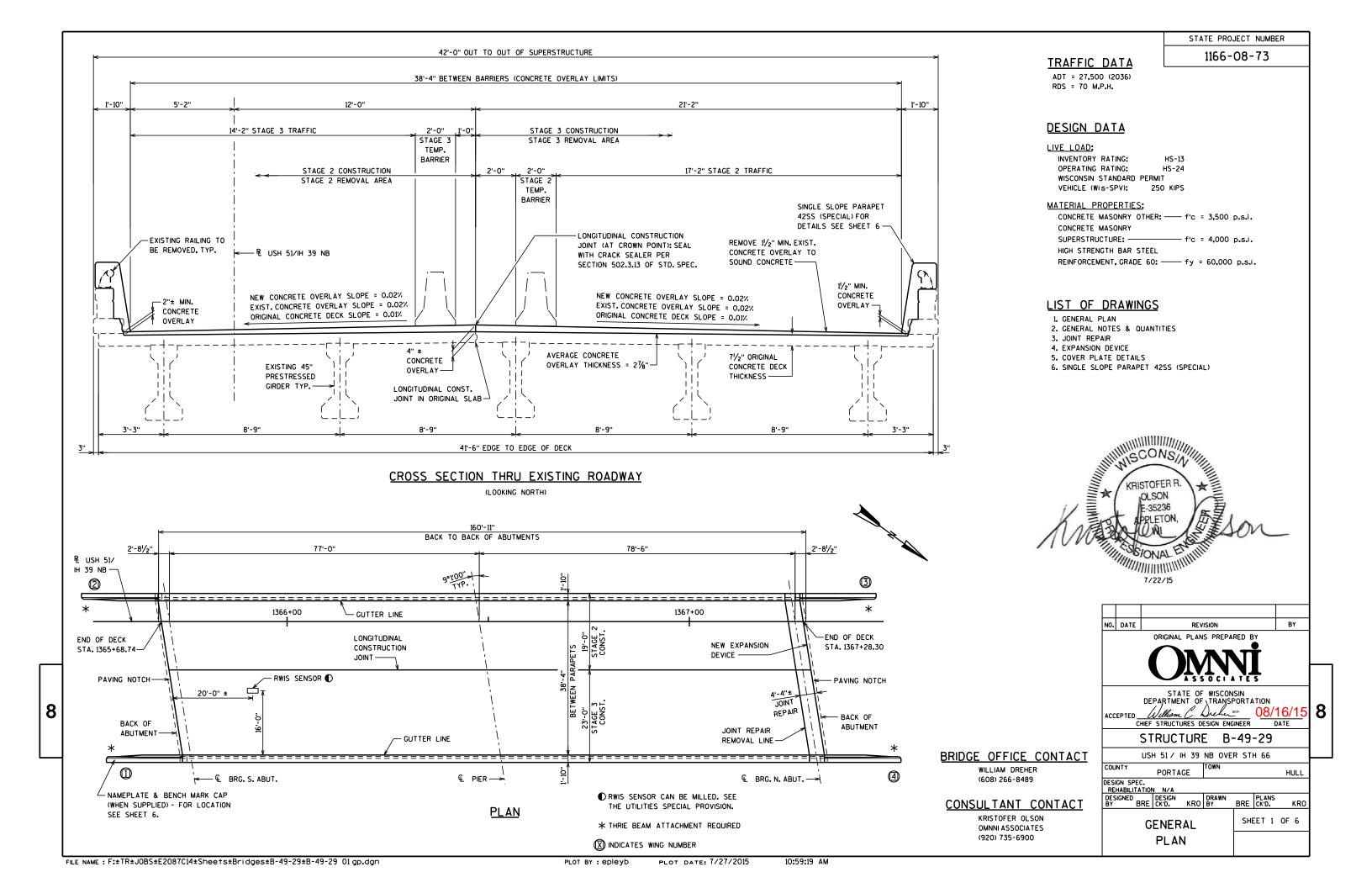
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

STRUCTURE B-49-23

DRAWN BRE PLANS KRO CKD. KRO

GENERAL NOTES
& QUANTITIES





STATE PROJECT NUMBER
1166-08-73

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY OR JOINT REPAIR AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID FOR IN THE LUMP SUM PRICE BID AS "EXPANSION DEVICE B-49-29".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 4" AT THE CENTERLINE AND 1½" AT THE NEW EDGE OF THE OUTSIDE PARAPET FACE PLACED ABOVE THE DECK SURFACE AFTER "REMOVING CONCRETE MASONRY OVERLAY". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

THE EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY".

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, CONCRETE SURFACE REPAIR AND FULL-DEPTH DECK REPAIR AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER. "CONCRETE SURFACE REPAIR" TO INCLUDE BUT NOT LIMITED TO THE NORTH & SOUTH ABUTMENTS.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE S 5/8-INCH", "MASONRY ANCHORS TYPE L NO.5", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL BEINFORCEMENT.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1" DEEP SAW CUT.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY, THE ENTIRE FRONT FACES AND TOPS OF BOTH WING & DECK PARAPETS.

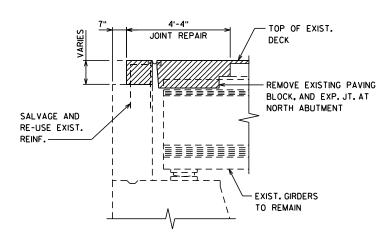
THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR OF 1968.

'REMOVING OLD STRUCTURE (1366+48)' SHALL INCLUDE REMOVING THE METAL RAILING, THE EXISTING PARAPET AND CURB ABOVE THE JOINT REPAIR, ANY PORTION OF THE CURB REQUIRED TO MAINTAIN THE MINIMUM CONCRETE THICKNESS FOR THE NEW PARAPET AND ANY LOOSE CONCRETE ON THE EXISTING PARAPETS. AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

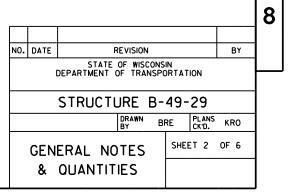
TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEMS		TOTALS
203.0200	REMOVING OLD STRUCTURE (1366+48)		1
203.0210.5	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE (B-49-29)	LS	1
502.0100	CONCRETE MASONRY BRIDGES	CY	42
502.3100	EXPANSION DEVICE (B-49-29)	LS	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	680
502.3210	PIGMENTED SURFACE SEALER	SY	208
502.5005	MASONRY ANCHORS TYPE L NO.5 BARS	EA	40
502.6105	MASONRY ANCHORS TYPE S 5/8-INCH	EA	1178
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	7650
505.0904	BAR COUPLERS NO. 4	EA	2
505.0905	BAR COUPLERS NO. 5	EA	3
505.0906	BAR COUPLERS NO. 6	EA	11
505.0907	BAR COUPLERS NO. 7	EA	6
509.0301	PREPARATION DECKS TYPE 1	SY	28
509.0302	PREPARATION DECKS TYPE 2	SY	14
509.1000	JOINT REPAIR	SY	19
509.1500	CONCRETE SURFACE REPAIR	SF	18
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	65
509 . 9005 . S	REMOVING CONCRETE MASONRY DECK OVERLAY (B-49-29)	SY	691

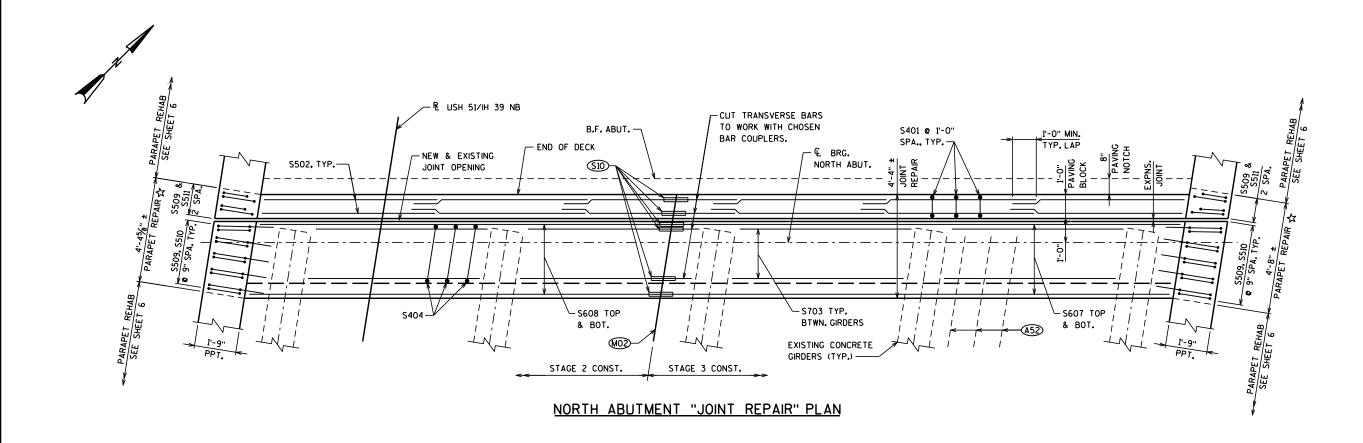
☆ BID ITEM ALSO INCLUDES CONCRETE FOR:
"PREPARATION DECKS TYPE 1"
"PREPARATION DECKS TYPE 2"
"FULL-DEPTH DECK REPAIR"
"JOINT REPAIR"

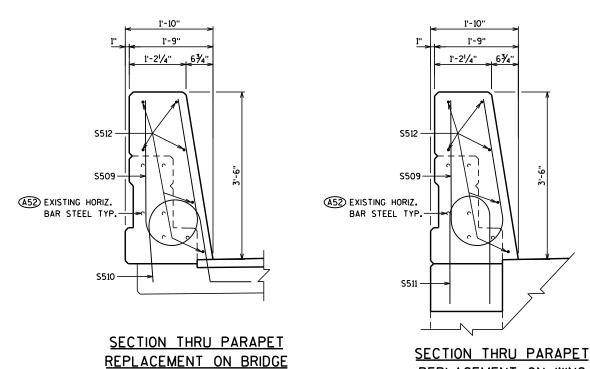


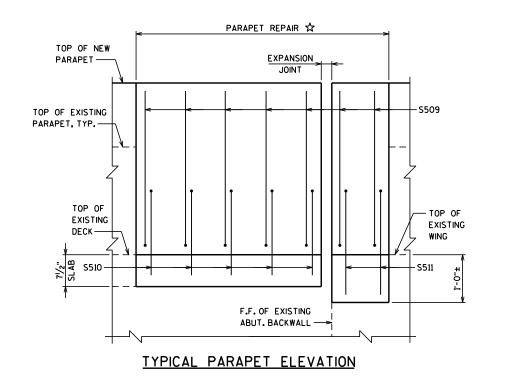
TYPICAL SECTION THRU NORTH ABUTMENT



1166-08-73



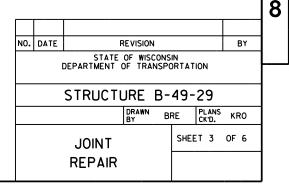




NOTES:

SEE SHEET 4 FOR SECTION THROUGH JOINT AT ABUTMENT.

- (A52) SALVAGE EXIST. LONGITUDINAL REINFORCEMENT AND EXTEND FULL LENGTH INTO NEW WORK.
- (\$10) BAR COUPLERS USED. BAR LENGTH COMPUTED TO &
 OF LONGIT. JOINT & SHALL BE MODIFIED TO THE BAR
 COUPLER MANUFACTURERS RECOMMENDATIONS.
- MO2 LONGIT. CONST. JOINT IN JOINT REPAIR. TRAFFIC TO BE MAINTAINED DURING CONSTRUCTION.
- ☆ EXTENT OF COMPLETE REMOVAL OF EXISTING PARAPET.



MATCH EXISTING PARAPET EDGES.

DIMENSIONS ARE FOR REFERENCE ONLY

8

REPLACEMENT ON WING

DIMENSIONS ARE FOR REFERENCE ONLY

MATCH EXISTING PARAPET EDGES.

1166-08-73

<u>LEGEND</u>

- NEOPRENE STRIP SEAL (4-INCH) AND STEEL EXTRUSIONS.
- 2 STUDS %" x 6%" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
- (A) 1/2" THICK ANCHOR PLATE WITH 5/8" ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
- 3 ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON € OF GIRDER. ON ABUTMENT SIDE, GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
- 4) 34" THREADED ROD WITH NUT. TACK WELD NUT TO NO.5.
- (5) FABRICATE SUPPORT FROM 3" X 1/2" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 11/2" \$\phi\$ HOLE FOR NO. 3 AND 1" \$\phi\$ HOLE FOR NO. 4.
- 6 GALVANIZED PLATE 3/4" X 10" X 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
- 7) 3/4" × 11/2" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
- 9 34" X 21/4" GALVANIZED THREADED COUPLING.
- PARALLEL TO DIRECTION OF MOVEMENT.

(10) 1" × 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT

4'-4"± JOINT REPAIR END OF DECK-**△** 1'-0" JOINT OPENING TOP OF NEW \$502 - 1'-0" CONCRETE OVERLAY S607 TOP & BOT. STAGE 3 MIN. LAP (TYP.) S608 TOP & BOT. STAGE 2 PAVING EXISTING DECK TO REMAIN IN NOTCH PLACE. SALVAGE EXISTING REINFORCEMENT AND EXTEND FULL LENGTH INTO NEW WORK. \$401 @ 1'-0' S404 @ 9 SPA. BTWN. GIRDERS * CONST. JOINT 5 EQ. SPA. S703 ABUT. - CONCRETE DIAPHRAGM TO REINE EXTEND BETWEEN INSIDE END OF GIRDER FACES OF EXTERIOR GIRDERS B.F. ABUT. FRONT FACE OF SALVAGE EXISTING ABUT. REINFORCEMENT ABUT. BACKWALL * BARS PLACED PARALLEL TO GIRDERS. EXTEND FULL LENGTH INTO NEW WORK.

SECTION THRU JOINT AT ABUTMENT

NORMAL TO & SUBSTRUCTURE

SECTION THRU JOINT AT ABUTMENT

-SET FLUSH WITH CONC.

4" 31/2" 6" MIN. 4

- END OF GIRDER

FRONT FACE OF

ABUT. BACKWALL

NORMAL TO & SUBSTRUCTURE

PAVING

NOTCH -

CONST.

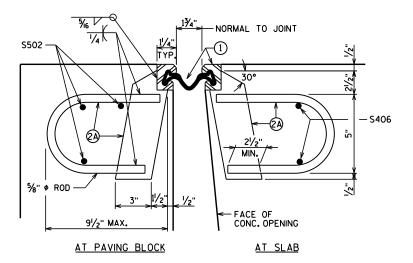
ABUT. REINF.

B.F.

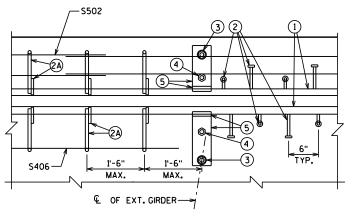
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ABUT.

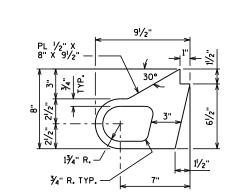
JOINT



SECTION THRU JOINT
ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS



PART PLAN



SPACING PERPENDICULAR TO & GIRDERS.

ALTERNATE STRIP SEAL ANCHOR

NOTES:

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

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

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN & SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE CLAND INSTALLATION

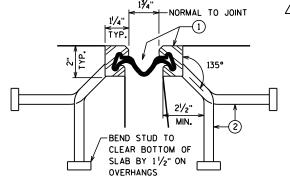
SANDBLAST PLATES, SUPPORTS, & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. *6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING THE PLATES & EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS

ANCHOR SYSTEM NO.8 & NO.9 SHALL CONFORM TO ASTM A307 & SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C & D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS & HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-49-29".

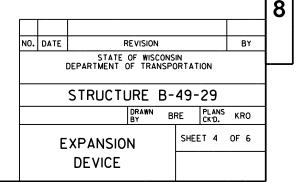
REMOVE EXISTING PARAPET AS REQUIRED TO REMOVE EXISTING AND INSTALL NEW EXPANSION DEVICE. (INCORPORATE ALL SLAB REINFORCEMENT INTO NEW WORK). (REUSE ALL PARAPET REINFORCEMENT)

- POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE IS IN PLACE. STRIKE OFF AND LEAVE ROUGH.
- MASONRY ANCHORS TYPE L NO. 5 BARS. EMBED MIN. 1'-6" INTO EXISTING CONCRETE. SPACE AT 1'-0". TURN 10" LEG AS NECESSARY TO FIT.
- ⚠ MATCH TOP OF PAVING BLOCK TO ROADWAY CROWN AND GRADE.



SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS, MEDIANS AND SIDEWALKS

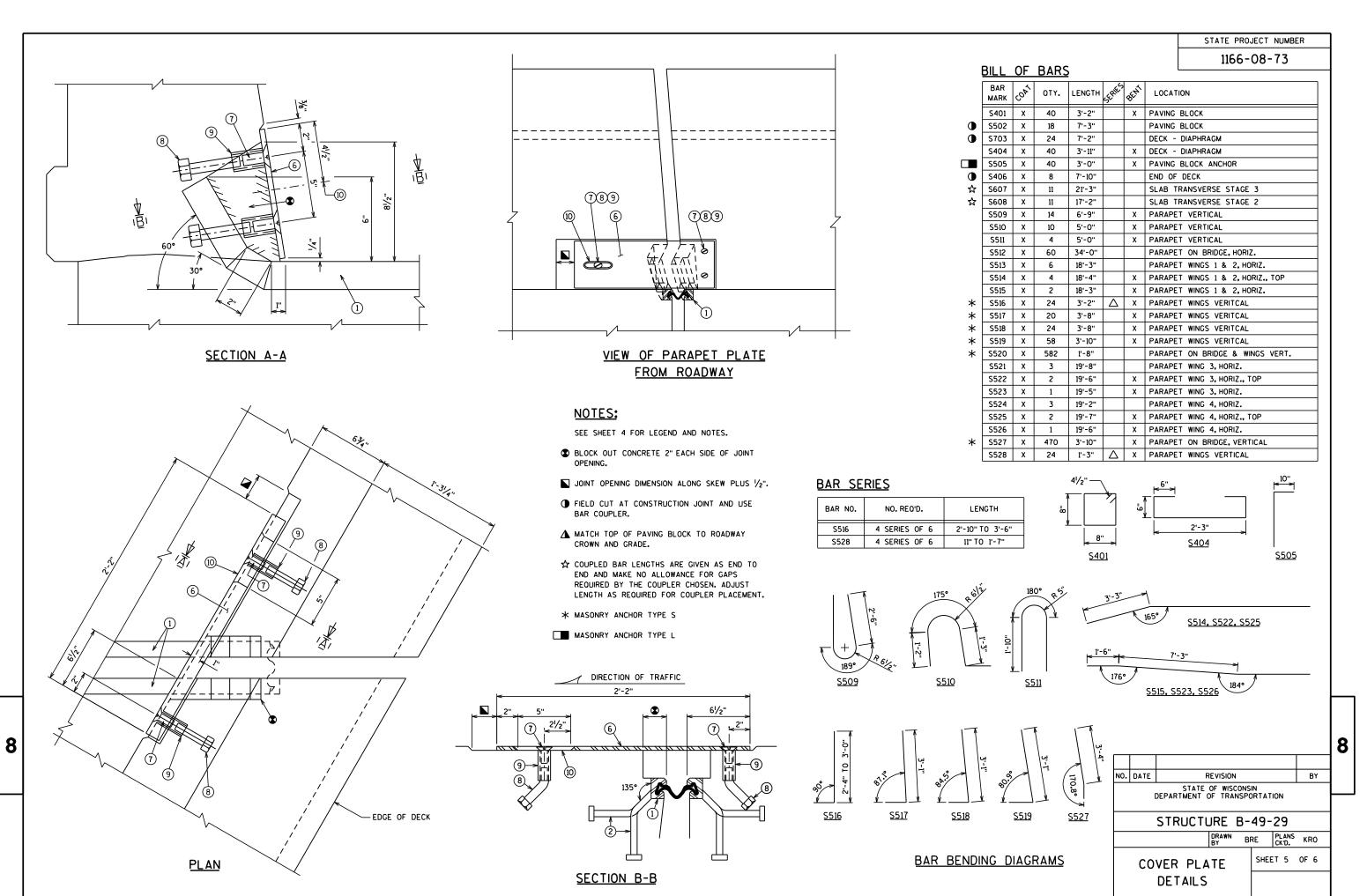


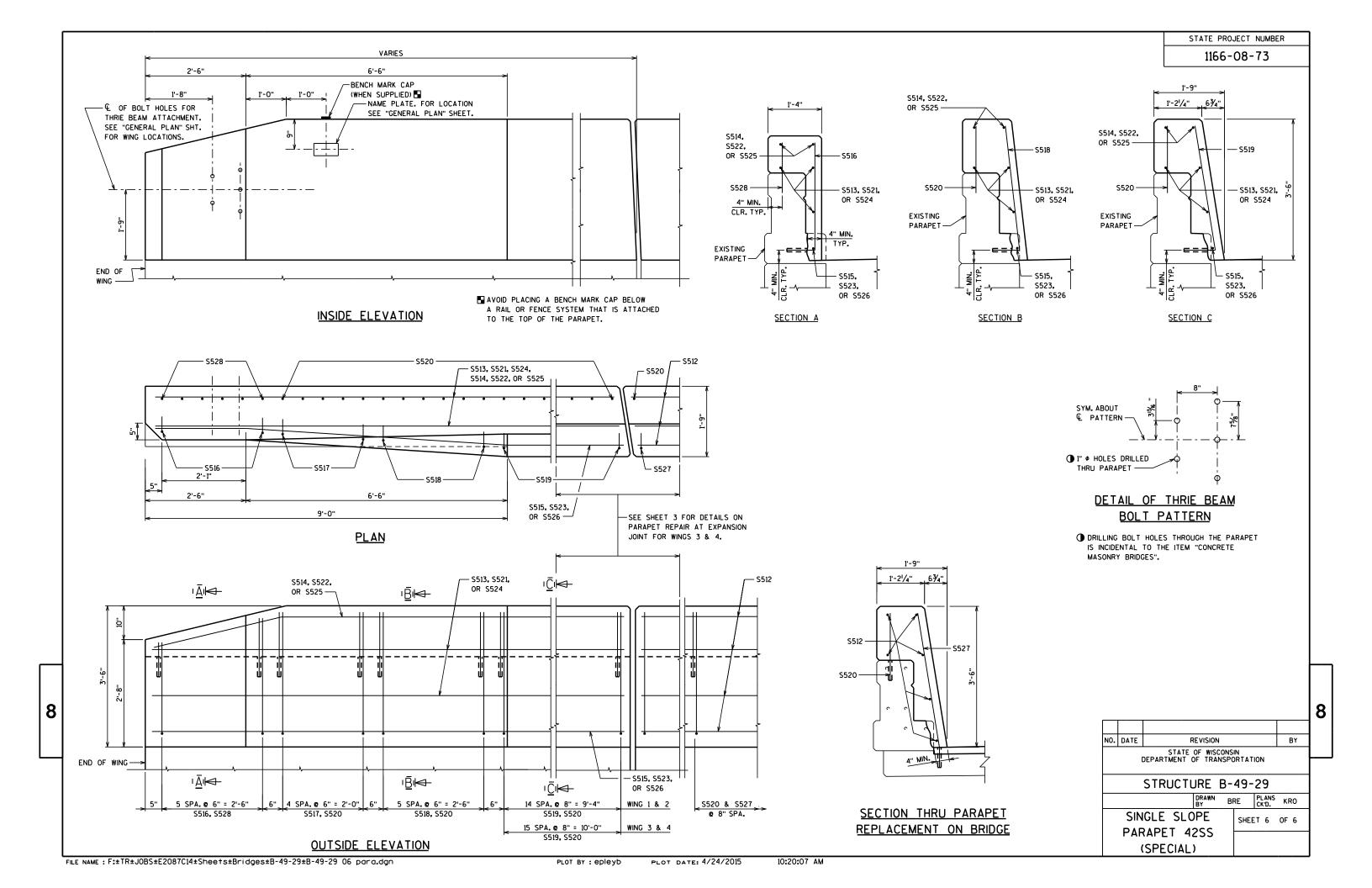
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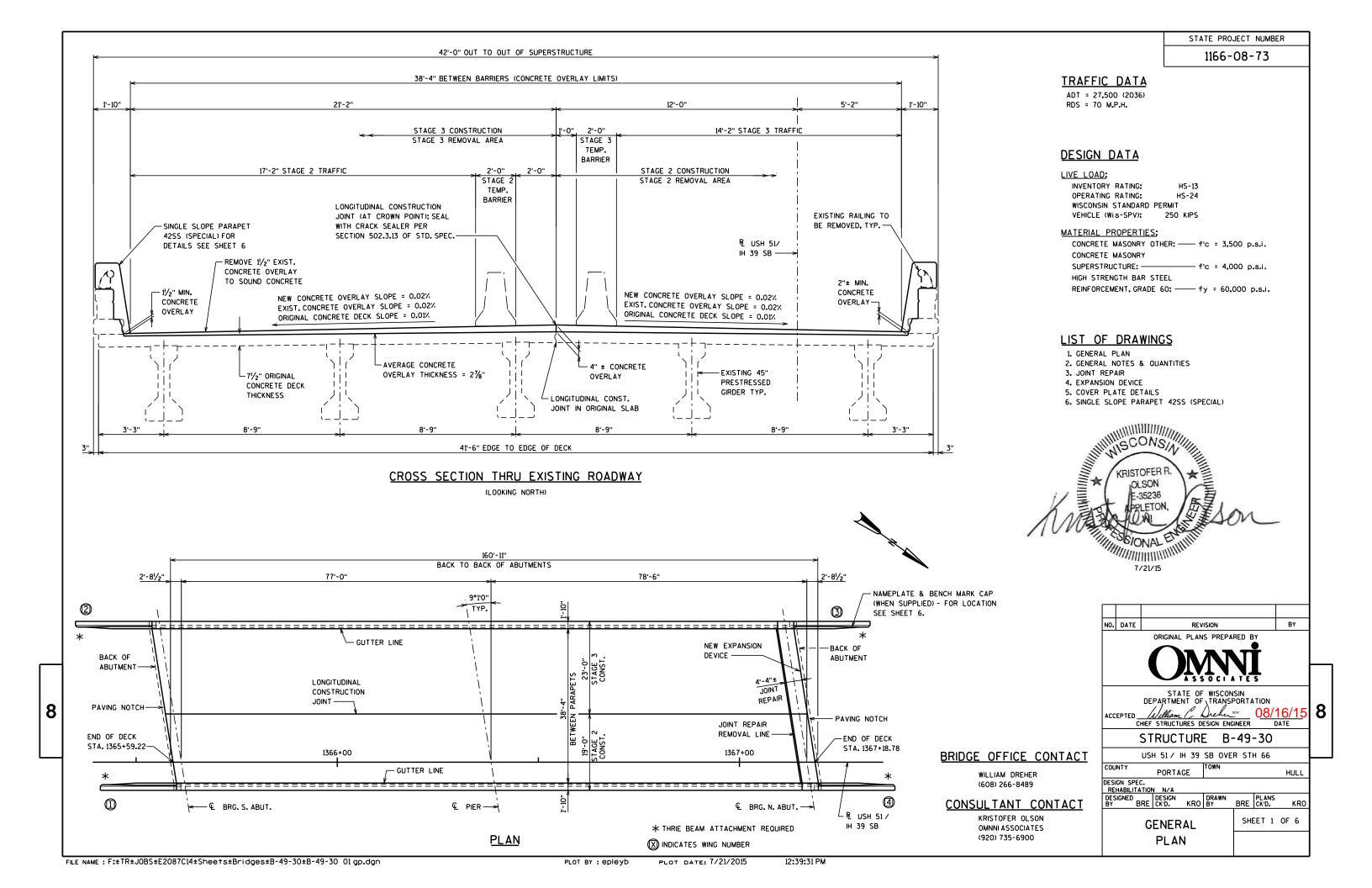
PLOT BY : epleyb

PLOT DATE: 4/24/2015

10:19:10 AM







STATE PROJECT NUMBER 1166-08-73

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY OR JOINT REPAIR AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID FOR IN THE LUMP SUM PRICE BID AS "EXPANSION DEVICE B-49-30".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 4" AT THE CENTERLINE AND 11/2" AT THE NEW EDGE OF THE OUTSIDE PARAPET FACE PLACED ABOVE THE DECK SURFACE AFTER "REMOVING CONCRETE MASONRY OVERLAY". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN 1/2", CONTACT THE STRUCTURES DESIGN

THE EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE BRIDGE DECK UNDER BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY".

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, CONCRETE SURFACE REPAIR AND FULL-DEPTH DECK REPAIR AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER. "CONCRETE SURFACE REPAIR" TO INCLUDE BUT NOT LIMITED TO THE NORTH & SOUTH ABUTMENTS AND GIRDERS.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE S 5/8-INCH", "MASONRY ANCHORS TYPE L NO.5", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1" DEEP SAW CUT.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY, THE ENTIRE FRONT FACES AND TOPS OF BOTH WING & DECK PARAPETS.

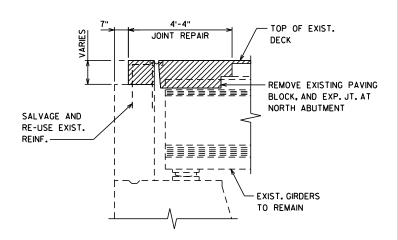
THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS, NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR OF 1968.

'REMOVING OLD STRUCTURE (1366+38)' SHALL INCLUDE REMOVING THE METAL RAILING, THE EXISTING PARAPET AND CURB ABOVE THE JOINT REPAIR, ANY PORTION OF THE CURB REQUIRED TO MAINTAIN THE MINIMUM CONCRETE THICKNESS FOR THE NEW PARAPET AND ANY LOOSE CONCRETE ON THE EXISTING PARAPETS. AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER.

TOTAL ESTIMATED QUANTITIES

	ITEM NUMBER	BID ITEMS		TOTALS
	203.0200	REMOVING OLD STRUCTURE (1366+38)		1
	203.0210.S	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE (B-49-30)	LS	1
	502.0100	CONCRETE MASONRY BRIDGES	CY	42
	502.3100	EXPANSION DEVICE (B-49-30)	LS	1
	502.3200	PROTECTIVE SURFACE TREATMENT	SY	680
	502.3210	PIGMENTED SURFACE SEALER	SY	208
	502.5005	MASONRY ANCHORS TYPE L NO.5 BARS	EA	40
	502.6105	MASONRY ANCHORS TYPE S 5/8-INCH	EA	1178
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	7650
	505.0904	BAR COUPLERS NO. 4	EA	2
	505.0905	BAR COUPLERS NO. 5		3
	505.0906	BAR COUPLERS NO. 6		11
	505.0907	BAR COUPLERS NO. 7	EA	6
	509.0301	PREPARATION DECKS TYPE 1	SY	28
	509.0302	PREPARATION DECKS TYPE 2	SY	14
	509.1000	JOINT REPAIR	SY	19
	509.1500	CONCRETE SURFACE REPAIR	SF	20
	509.2000	FULL-DEPTH DECK REPAIR	SY	1
☆	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	65
	509 . 9005 . S	REMOVING CONCRETE MASONRY DECK OVERLAY (B-49-30)	SY	691

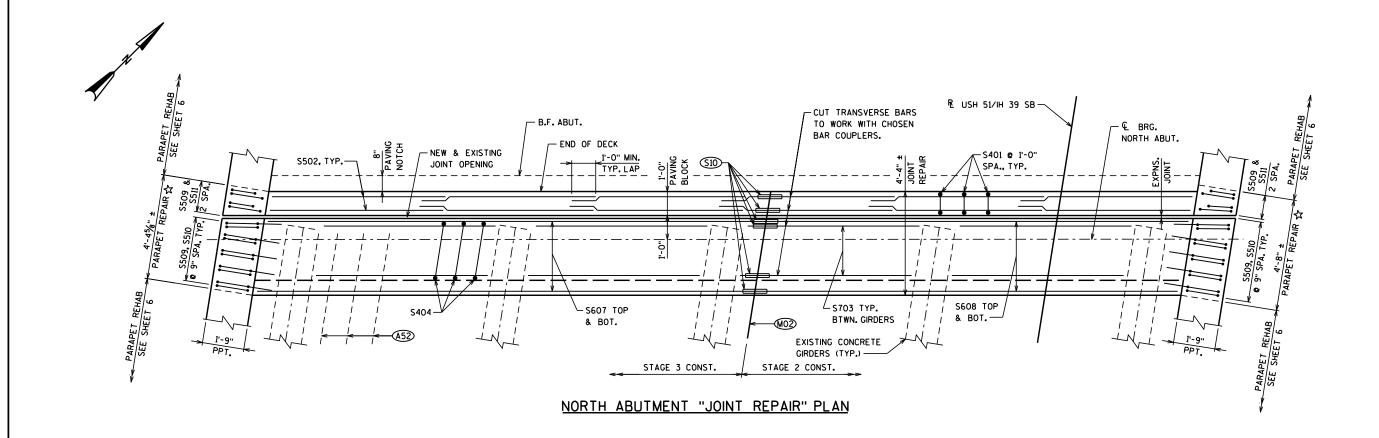
☆ BID ITEM ALSO INCLUDES CONCRETE FOR: "PREPARATION DECKS TYPE 1" "PREPARATION DECKS TYPE 2" "FULL-DEPTH DECK REPAIR" "JOINT REPAIR"

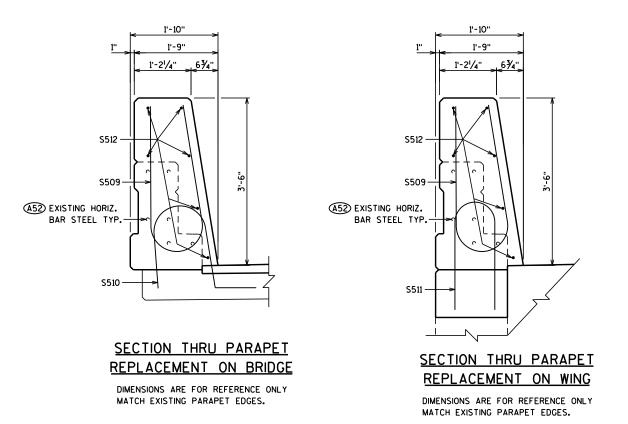


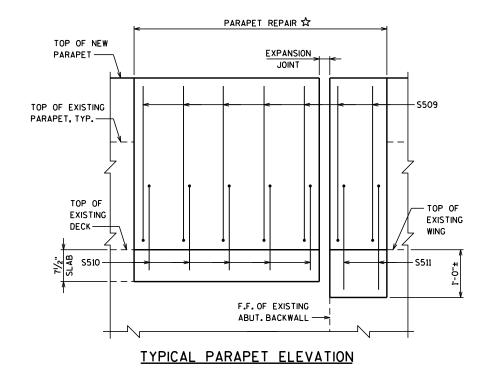
TYPICAL SECTION THRU NORTH ABUTMENT

PLOT DATE: 7/22/2015

1166-08-73

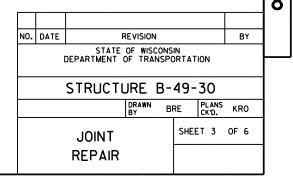






SEE SHEET 4 FOR SECTION THROUGH JOINT AT ABUTMENT.

- (A52) SALVAGE EXIST. LONGITUDINAL REINFORCEMENT AND EXTEND FULL LENGTH INTO NEW WORK.
- (\$10) BAR COUPLERS USED. BAR LENGTH COMPUTED TO &
 OF LONGIT. JOINT & SHALL BE MODIFIED TO THE BAR
 COUPLER MANUFACTURERS RECOMMENDATIONS.
- LONGIT. CONST. JOINT IN JOINT REPAIR. TRAFFIC TO BE MAINTAINED DURING CONSTRUCTION.
- ☆ EXTENT OF COMPLETE REMOVAL OF EXISTING PARAPET.

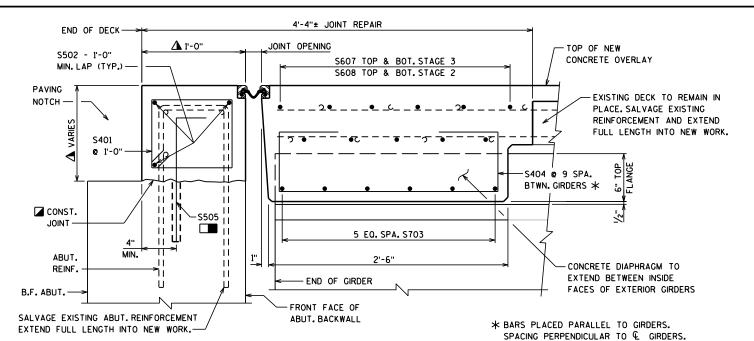


8

1166-08-73

<u>LEGEND</u>

- 1 NEOPRENE STRIP SEAL (4-INCH) AND STEEL EXTRUSIONS.
- 2) STUDS %" x 6%" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
- (A) 1/2" THICK ANCHOR PLATE WITH 5/8" ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
- 3 ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON € OF GIRDER. ON ABUTMENT SIDE, GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
- 4) 3/4" THREADED ROD WITH NUT. TACK WELD NUT TO NO.5.
- (5) FABRICATE SUPPORT FROM 3" X 1/2" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 11/2" \$\phi\$ HOLE FOR NO. 3 AND 1" \$\phi\$ HOLE FOR NO. 4.
- $\begin{picture}(6\end{picture})$ Galvanized plate $\begin{picture}(6\end{picture})$ Ro. 7. Bend as shown.
- √3 ¾4" ★ X 1½2" STAINLESS STEEL SOCKET FLAT HEAD SCREWS
 WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE.
 RECESS ⅓6" BELOW PLATE SURFACE.
- (8) ¾" ♥ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
- 9) 3/4" * X 21/4" GALVANIZED THREADED COUPLING.
- (ii) 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.



SECTION THRU JOINT AT ABUTMENT

NORMAL TO & SUBSTRUCTURE

SECTION THRU JOINT AT ABUTMENT

NORMAL TO & SUBSTRUCTURE

PAVING

NOTCH -

CONST.

ABUT. REINF.

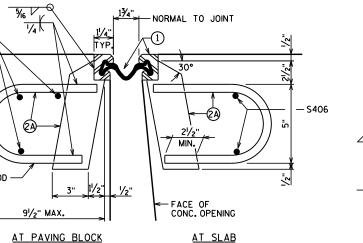
B.F.

ABUT.

S502

8

JOINT



-SET FLUSH WITH CONC.

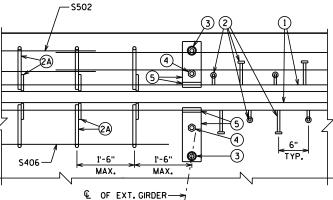
4" 31/2" 6" MIN. 4

- END OF GIRDER

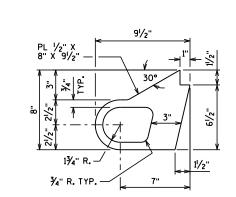
FRONT FACE OF

ABUT. BACKWALL

SECTION THRU JOINT
ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS



PART PLAN



ALTERNATE STRIP SEAL ANCHOR

NOTES:

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

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

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN & SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE CLAND INSTALLATION

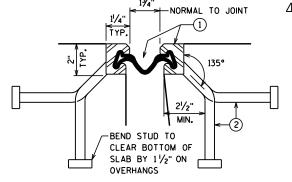
SANDBLAST PLATES, SUPPORTS, & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. *6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING THE PLATES & EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS

ANCHOR SYSTEM NO.8 & NO.9 SHALL CONFORM TO ASTM A307 & SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C & D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS & HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-49-30".

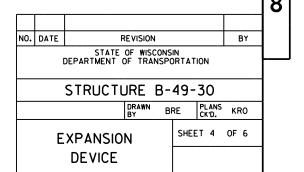
REMOVE EXISTING PARAPET AS REQUIRED TO REMOVE EXISTING AND INSTALL NEW EXPANSION DEVICE. (INCORPORATE ALL SLAB REINFORCEMENT INTO NEW WORK). (REUSE ALL PARAPET REINFORCEMENT)

- POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE IS IN PLACE. STRIKE OFF AND LEAVE ROUGH.
- MASONRY ANCHORS TYPE L NO. 5 BARS. EMBED MIN. 1'-6" INTO EXISTING CONCRETE. SPACE AT 1'-0". TURN 10" LEG AS NECESSARY TO FIT.
- ⚠ MATCH TOP OF PAVING BLOCK TO ROADWAY CROWN AND GRADE.



SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS, MEDIANS AND SIDEWALKS

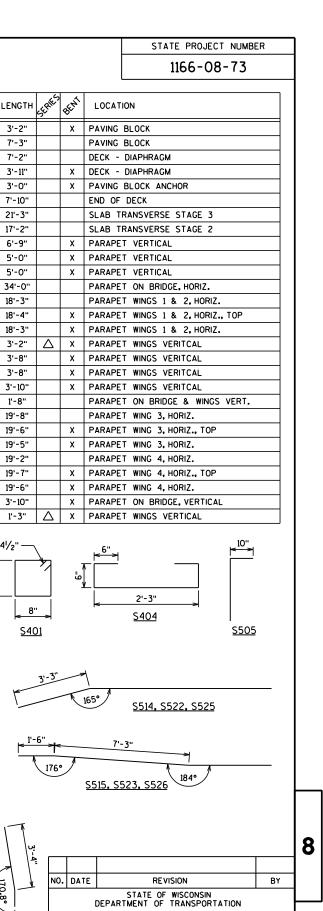


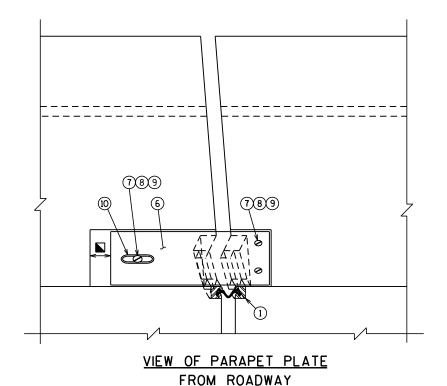
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PLOT BY : epleyb

PLOT DATE: 4/23/2015

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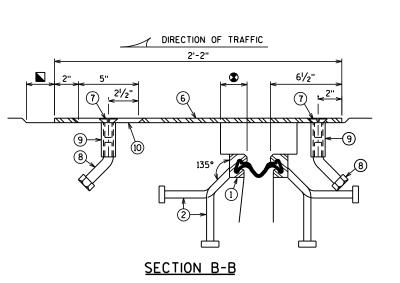




NOTES:

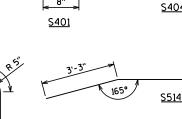
SEE SHEET 4 FOR LEGEND AND NOTES.

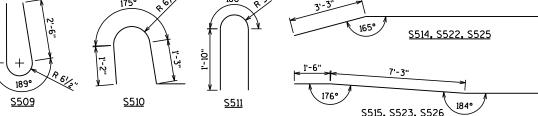
- BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.
- JOINT OPENING DIMENSION ALONG SKEW PLUS 1/2".
- FIELD CUT AT CONSTRUCTION JOINT AND USE BAR COUPLER.
- ▲ MATCH TOP OF PAVING BLOCK TO ROADWAY CROWN AND GRADE.
- ☆ COUPLED BAR LENGTHS ARE GIVEN AS END TO END AND MAKE NO ALLOWANCE FOR GAPS REQUIRED BY THE COUPLER CHOSEN. ADJUST LENGTH AS REQUIRED FOR COUPLER PLACEMENT.
- * MASONRY ANCHOR TYPE S
- MASONRY ANCHOR TYPE L



BAR SERIES

BAR NO.	NO. REO'D.	LENGTH		
S516	4 SERIES OF 6	2'-10" TO 3'-6"		
S528	4 SERIES OF 6	11" TO 1'-7"		
S528	4 SERIES OF 6	11" TO 1'-7"		





BILL OF BARS

S401 X 40

S703 X 24

S404 X

S406 X

S607 X

S608 X

S509 X

S510 X

S511 X

S513 X

S514 X

S515 X

S516 X

S517 X

S518 X

S519 X

S520 X

S521 X

S522 X

S523 X

S524 X

S525 X

S526 X

S527 X 470

S528 X 24

S512 X 60

MARK

● S502 X

S505 X

•

•

QTY.

18

40

40

14

10

4

2

24

20

24

58

582

3

2

1

3

2

1

LENGTH

3'-2"

7'-3"

7'-2"

3'-11"

3'-0"

21'-3"

17'-2"

6'-9"

5'-0"

5'-0"

34'-0"

18'-3"

18'-4"

18'-3"

3'-2"

3'-8"

3'-8"

3'-10"

1'-8"

19'-8"

19'-6"

19'-5"

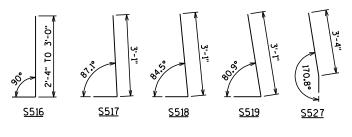
19'-2"

19'-7"

19'-6"

3'-10"

Δ



BAR BENDING DIAGRAMS

DETAILS

PLOT DATE: 5/27/2015

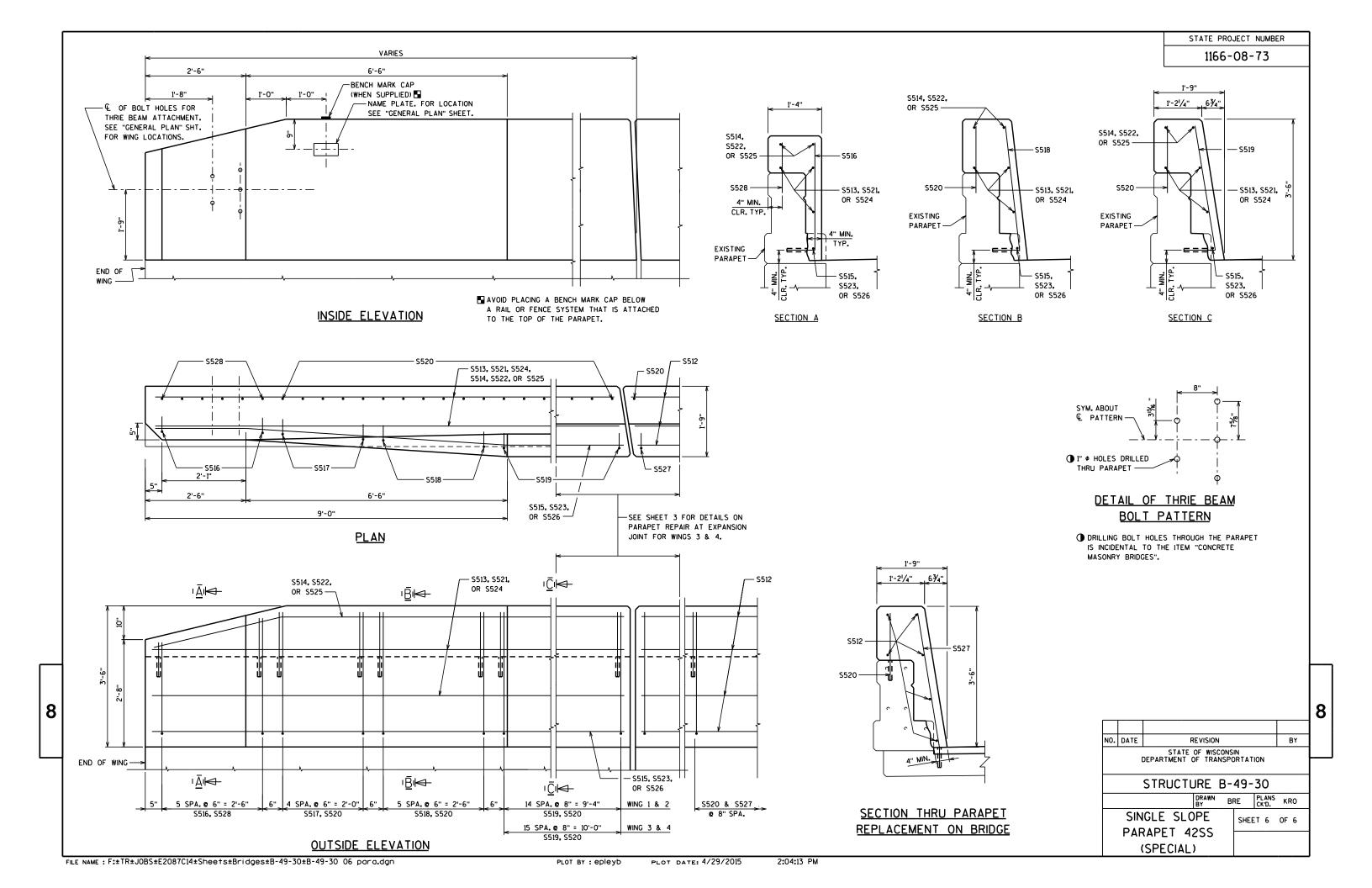
- EDGE OF DECK

<u>PLAN</u>

8

60°

SECTION A-A





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