Wisconsin Department of Transportation

Division of Transportation Systems Development
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October 22, 2015

NOTICE TO ALL CONTRACTORS:

Proposal #11: 1300-13-74
Lakefront Gateway
IH 794 Ramps at Lincoln Memorial Drive
IH 794
Milwaukee County

Letting of November 10, 2015

This is Addendum No. 02, which provides for the following:

Special Provisions

Revised Special Provisions	
Article No.	Description
6	Utilities
95	Downspout Connection, From Cleanout to Bend, Item SPV.0060.1018
96	Downspout Outfall Above Grade, Item SPV.0060.1019

Added Special Provisions	
Article No.	Description
196	Metalizing B-40-915, Item SPV.0105.2002; Metalizing B-40-916, Item SPV.0105.2003

Schedule of Items

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
415.0075	Concrete Pavement 7 ½-Inch	SY	8,698	-83	8,615
415.0410	Concrete Pavement Approach Slab	SY	291	9	300

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
SPV.0105.2002	Metalizing B-40-915	LS	0	1	1
SPV.0105.2003	Metalizing B-40-916	LS	0	1	1

Plan Sheets

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
58	Concrete pavement approach slab added on Ramp LW. Note for structural approach slab corrected on Ramp LE.
390	Updated MQ table for Concrete Pavement Approach Slab bid item
391	Updated MQ table for Concrete Pavement 7 ½-Inch bid item
746	Total Estimated Quantity table on the sheet updated to include new Metalizing bid item and added Bridge Seat Protection non-bid item.
764	Note added to identify a portion of the girders are to be metalized.
786	Total Estimated Quantity table on the sheet updated to include new Metalizing bid item.
809	Note added to identify a portion of the girders are to be metalized.

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 02

1300-13-74

October 22, 2015

Special Provisions

6. Utilities

Replace the entire section titled **AT&T Wisconsin** *with the following:*

AT&T Wisconsin has the following underground facilities in the project corridor:

- AT&T manholes and two duct packages containing fiber optic lines in Clybourn Street between Van Buren Street and the cul-de-sac to the east.

All AT&T facilities will remain in place and are anticipated not to be in conflict except for the following activities being performed by AT&T forces:

- The manhole #2B08 at Station 23+51.5 CL, 7.5' RT will be adjusted to meet finished grade by AT&T forces during construction. This work will be accomplished in one day. Contact Jay Bulanek at least five working days in advance to coordinate this work.

- The manhole #2B09 at Station 25+05 CL, 7.5' RT will be adjusted to meet finished grade by AT&T forces during construction. This work will be accomplished in one day. Contact Jay Bulanek at least five working days in advance to coordinate this work.

AT&T requires access to all manholes during construction. Contact Jay Bulanek of AT&T Wisconsin five (5) business days prior to grading or paving operations.

AT&T will perform the following work prior to construction:

- Remove the existing brick telephone manhole (MH2B08) at Sta. 23+51.5, 7.5' RT and replace with a 8'x4'x7' precast concrete manhole (MH2B08) at the same location.
- Place two 4" PVC conduits from MH2B08 at STA 23+51.5 CL, 7.5' RT to MH2B09 STA 25+05 CL, 7.5' RT
- Place two 4" HDPE conduits from MH2B09 at STA 23+51.5 CL, 7.5' RT to the east approximately 825', 4' northerly of the curb line of the proposed Clybourn Street median, extending across Lincoln Memorial Drive ending at approximately Sta. 31+76 CL, 2' LT.
- Retire in place from MH2B08 two 3" tile to the north and one 4" tile to the south.
- Retire in place two MTD between MH2B08 and MH2B09.
- Retire in place from MH2B09 four MTD to the north, one 4" PVC to the south, 2 ducts northeasterly to building terminal at Sta. 26+93 CL 54' LT.

The following items provide service to the CPS parking lot. Disconnection and abandonment is dependent on the demolition of the parking lot. Anticipated schedule is December 2015 to early 2016. Disconnect service order number for this work requires a minimum 7 day notice.

- Retire in place from MH 2B09 a 25 pair copper cable to pedestal located at STA 26+80 CL, 62' RT
- Remove pedestal at STA 26+80 CL, 62' RT

- Retire in place one service B-Wire at STA 23+50 CL to booth and one service B-Wire to pedestal at STA 23+37 CL, 132' RT.

The field contact person for AT&T Wisconsin:

Jay Bulanek
7721 W. Fond du Lac Avenue
Milwaukee, WI 53218
Office: (414) 535-7407
Mobile: (414) 491-2855
jb5175@att.com

95. Downspout Connection, From Cleanout to Bend, Item SPV.0060.1018

Replace the last paragraph under the section titled **E Payment** *with the following:*

Payment is full compensation for providing all materials, equivalent sized downspout piping, granular backfill, for fabricating, cleaning, transporting, erecting, and for painting or zinc coating if required; including all fittings, bends, elbows, straps, anchors and bolts required for attaching to the 6-inch or 8-inch proposed downspout.

96. Downspout Outfall Above Grade, Item SPV.0060.1019

Replace the last paragraph under the section titled **E Payment** *with the following:*

Payment is full compensation for providing all materials, equivalent sized downspout piping, for fabricating, cleaning, transporting, erecting, and painting or zinc coating if required; including all, fittings, bends, elbows, straps, anchors and bolts required for attaching the 6-inch or 8-inch proposed downspout.

196. Metalizing B-40-915, Item SPV.0105.2002; Metalizing B-40-916, Item SPV.0105.2003

A Description
This special provision describes surface preparation, application of a thermal sprayed metal coating (metalizing) to portions of the structural steel for B-40-915 and B-40-916 as designated on the plans. All work shall be done at the steel fabrication shop unless otherwise noted.

A.1 Reference Specifications
The requirements as outlined in the Joint Standard SSPC-CS 23.00/AWS C2.23M/NACE No. 12 "Specification for the Application of Thermal Spray Coatings (Metalizing) of Aluminum, Zinc, and Their Alloys and Composites for the Corrosion Protection of Steel" shall be followed and considered as part of this special provision.

A.2 Contractor Prequalification
The metalizing contractor shall have satisfactorily performed three previous projects involving the preparation of steel surfaces or other large structural members for metalizing, and then thermally spraying various metals or alloys onto them. The metalizing contractor shall have performed at least one similar project within the past two years, and provide documentation of successful completion of projects that incorporated the use of thermal spraying. Prior to the pre-construction meeting or the beginning of any work on this project, provide the department a list of previous clients, including the names, addresses and telephone numbers of successfully completed projects. Suitability of the

metalizing contractor's qualifications and prior experience will be considered by the department before granting approval to proceed.

B Materials

The wire used for metalizing shall be zinc per ASTM B-833, Standard Specification for Zinc Wire for Thermal Spraying (Metalizing). Use of aluminum or zinc/aluminum wire is not permitted. The metalizing material shall satisfy the requirements for Class B or better slip coefficient and creep resistance per Appendix A of the "Specification for Structural Joints Using High-Strength Bolts" by the Research Council on Structural Connections. Provide the test results to the engineer prior to the start of work.

Use a penetrating epoxy polyamide sealer over the metalized surface. Ensure that the epoxy sealer is compatible with the approved epoxy paint system to be applied over the sealed metalized surface.

C Construction

C.1 General

This procedure governs the methods, requirements and procedures for applying thermal sprayed metal onto new steel surfaces. The process consists of melting metal and spraying it onto a prepared surface by means of compressed gas. All steel surfaces designated on the plans shall be metalized unless otherwise noted.

C.2 Equipment

All cleaning equipment shall include gauges capable of accurately measuring fluid and air pressures and shall have valves capable of regulating the flow of air and or water as recommended by the equipment manufacturer. The equipment shall be maintained in proper working order.

Metalizing and surface preparation equipment shall utilize filters, traps or separators recommended by the manufacturer of the equipment and shall be kept clean to prevent oil, water, dried paint and other foreign materials from being deposited on the surface. The filters, traps and separators shall be cleaned or drained by means, and at intervals, recommended by the manufacturer of the equipment.

Pressure type abrasive air blasting equipment shall be capable of supplying a minimum of 100 psi (690 kPa) pressure and 250 CFM (120 L/S) capacity with all air blast nozzles being used. If blast nozzle orifice sizes larger than 3/8 inch (9.5 mm) are being used, the minimum capacity of the equipment shall be increased in accordance to the recommendations of SSPC Good Painting Practice, Volume 1, Chapter 2.4, and Table 1. The pressure will be measured at the blast nozzle. The equipment shall be capable of providing the minimum required pressure and volume, free of oil, water and other contaminants.

Diesel or gasoline powered equipment shall be positioned or vented in a manner to prevent deposition of combustion contaminants on any part of the structure.

Prior to beginning all metalizing operations, air equipment shall pass the requirements of ASTM D 4285. This test will be repeated as determined by the engineer.

The metalizing unit shall be a gun manufactured by an established domestic company. The gas or arc type is acceptable and recommended. The equipment shall be used according to manufacturer's recommendations. No surface shall be sprayed which shows any sign of rust, scale or moisture. All metalizing shall be applied within a maximum of four hours of the blasting. Spraying shall be done in a block pattern not to exceed 2 ft (600 mm) on a side with overlapping passes to ensure uniform coverage.

C.3 Test Sections

Before any metalizing is done, prepare a test section for each batch or lot of wire supplied. Submit a steel plate approximately 12 inch x 12 inch (300 mm x 300 mm) to which the metal has been

deposited to the specified thickness, as checked with a magnetic or Eddy Current Gage, and obtain approval from the engineer as to grain size and texture of the sprayed metal. The test plate will be used to determine the acceptance of the finished job.

C.3.1 Acceptance
The engineer will perform the following test for adhesion on the metalized surface of the test plate. The engineer will cut through the coating with a knife or chisel, if the metalizing or any part of it can be lifted from the base metal 1/4 inch (6 mm) or more ahead of the cutting blade without actually cutting the metal, the surface preparation will be deemed improper and the coating will be considered unsatisfactory. Each spray operator shall be qualified to metalize according to ANSI/AWS C2.18-93. Any operator who does not show evidence of qualification shall not be allowed to spray.

C.4 Surface Preparation
The surface preparation shall be accomplished in accordance to the requirements of Steel Structures Painting Council (SSPC) Surface Preparation Specifications SP1 for Solvent Cleaning and SP10 for Near White Blast Cleaning. Unless otherwise specified, the surface preparation shall result in 2 to 4 mil (50 to 100 microns) blast profile as determined by the engineer.

Abrasive shall be hard and sharp in order to produce an angular surface profile. Acceptable abrasives include but are not limited to, angular aluminum oxide, angular steel grit and angular crushed slag. Silica sand shall not be used. Steel shot and other abrasives producing a rounded surface profile are not acceptable. However, the steel can be prelisted with shot provided that the entire surface is re-blasted with angular abrasive. Submit a sample of the abrasive to the engineer two weeks prior to surface preparation for testing and approval.

Prior to surface preparation, prepare a test section on a representative section of the structural steel. Prepare the test section using the same equipment, materials and procedures as the production preparation. Prepare the test section surface to the specified level in accordance to the SSPC visual standards supplied by the engineer. Ensure a test section area has been approved by the engineer prior to preceding with surface preparation operations. The test section shall be 10 square feet.

The average surface profile produced by the contractor's surface preparation procedures will be determined at the beginning of the work and as required by the engineer using a profile depth tape and micrometer. Profile depth tape measurements shall be retained and included with quality assurance documents. Single measurements less than 2 mil (50 microns), or greater than the specified maximum for the metalizing system used will be considered unacceptable. Areas having unacceptable measurements will be further tested to determine the limits of the deficient area. If unacceptable profiles are provided, work will be suspended. Submit a plan for the necessary adjustments to ensure the correct surface profile on all surfaces. Do not resume work until notified in writing by the engineer.

The visual standards shall be used in addition to the plans and specifications to determine the degree of conformance with the appearance requirements and to determine acceptance of surface preparation. Preparing test sections are incidental to this item.

Abrasive suppliers shall certify that abrasives are not oil contaminated and shall have a water extract pH value within the range of 6 to 8. All surfaces prepared with abrasives which are oil contaminated or have a pH outside the specified range shall be cleaned with solvent cleaner or low pressure water as directed by the engineer and re-blasted at the contractor’s expense.

If the surface is degraded or contaminated subsequent to surface preparation and prior to metalizing, the surface shall be re-blasted before metalizing. Ensure all surfaces cleaning have been approved by the engineer prior to metalizing.

The surfaces to be metalized after surface preparation must remain free of moisture and other contaminants. Ensure that dust, dirt or moisture does not come in contact with surfaces prepared that day.

C.4.1 Temperature and Humidity
In addition to the metalizing system's manufacturer's written instructions for surface preparation, and metalizing, the following conditions shall apply. When in conflict, the most restrictive conditions shall govern.

Apply metalizing indoors, in a controlled protected environment. The minimum steel and air temperatures shall be 40° F (4° C). The maximum indoor relative humidity is 85%. Metalizing shall not be applied when the relative humidity is above 85%.

C.5 Metalizing
The thickness of the metalizing shall be 8 - 10 mils (200-250 microns) measured as specified by SSPC-PA2.

To produce the required thickness and uniformity, a minimum of two passes are required, overlapping and at right angles to each other. The gun shall be held at such a distance from the work surfaces that the metal is still plastic on impact 5 to 9 inches (125 mm - 230 mm). The coating shall be firmly adherent and free from uncoated spots, lumps or blisters, and have a fine sprayed texture.

Provide facilities to protect the finished metalized surface from damage during the blasting and thermal spraying work operations on adjacent areas. Repair and re-metalize all damaged coated areas Protect all surfaces not intended to be metalized from the effects of cleaning and metalizing operations.

Apply metalizing as a continuous film of uniform thickness free of pores. All thin spots or areas missed in the application shall be re- metalized.

Notify the engineer a minimum of one week prior to starting surface preparation or metalizing. The Engineer will inspect completed sections of metalizing prior to acceptance. The coatings shall be checked for thickness by means of an approved thickness gauge. Add metalizing to any areas failing to register minimum thickness before any oxidation of the surface occurs.

C.5.1 Acceptance
Up to two locations on each beam will be tested for adhesion as outlined in paragraph C.3.1. All areas tested shall be repaired and re-metalized according to this specification. Correct the coating by an acceptable repair method to produce a surface comparable to the approved test section if the coating is inferior to the sample.

C.6 Sealing
Apply an approved penetrating epoxy polyamide sealer over the metalized surface in accordance with Section 9 of SSPC- CS 23.

C.7 Painting Metalized Structural Steel
Paint all metalized steel according to standard spec article 517. Consult with the paint manufacturer of the coating system to be used. If recommended by the paint manufacturer, use a special prime or tie coat over the metalized surfaces specifically intended to prepare and adhere the top coats to the sealed zinc metalized surfaces.

C.8 Quality Control
Conduct a quality control program which ensures that the work accomplished complies with these specifications. The quality control program shall consist of:

Qualified personnel to manage the program and conduct quality control tests.

Proper quality measuring instruments.
Quality Control Plan.
Condition and quality recording procedures.

The personnel managing the quality control program shall have considerable experience and knowledge of metalizing and industrial coatings and the measurements needed to assure quality work. The personnel performing the quality control tests shall be trained in the use of the quality control instruments. These personnel shall not perform metalizing and surface preparation.

Supply all necessary equipment to perform quality control testing of weather conditions, equipment, surface preparation and profile, metalizing thickness. Calibrate these instruments in accordance to the equipment manufacturer's recommendations.

Implement a Quality Control Plan and obtain approval from the engineer including; a schedule of required measurements and tests as outlined herein, procedures for correcting unacceptable work and procedures for improving surface preparation, and metalizing quality as a result of quality control findings. Use forms supplied by the engineer to record the results of quality control tests. These reports shall be available at the work site for review by the engineer.

Quality control tests will not be used as the sole basis for acceptance of the work.

D Measurement
The department will measure the bid items Metalizing B-40-915 and Metalizing B-40-916 as a single lump sum unit acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.2002	Metalizing B-40-915	LS
SPV.0105.2003	Metalizing B-40-916	LS

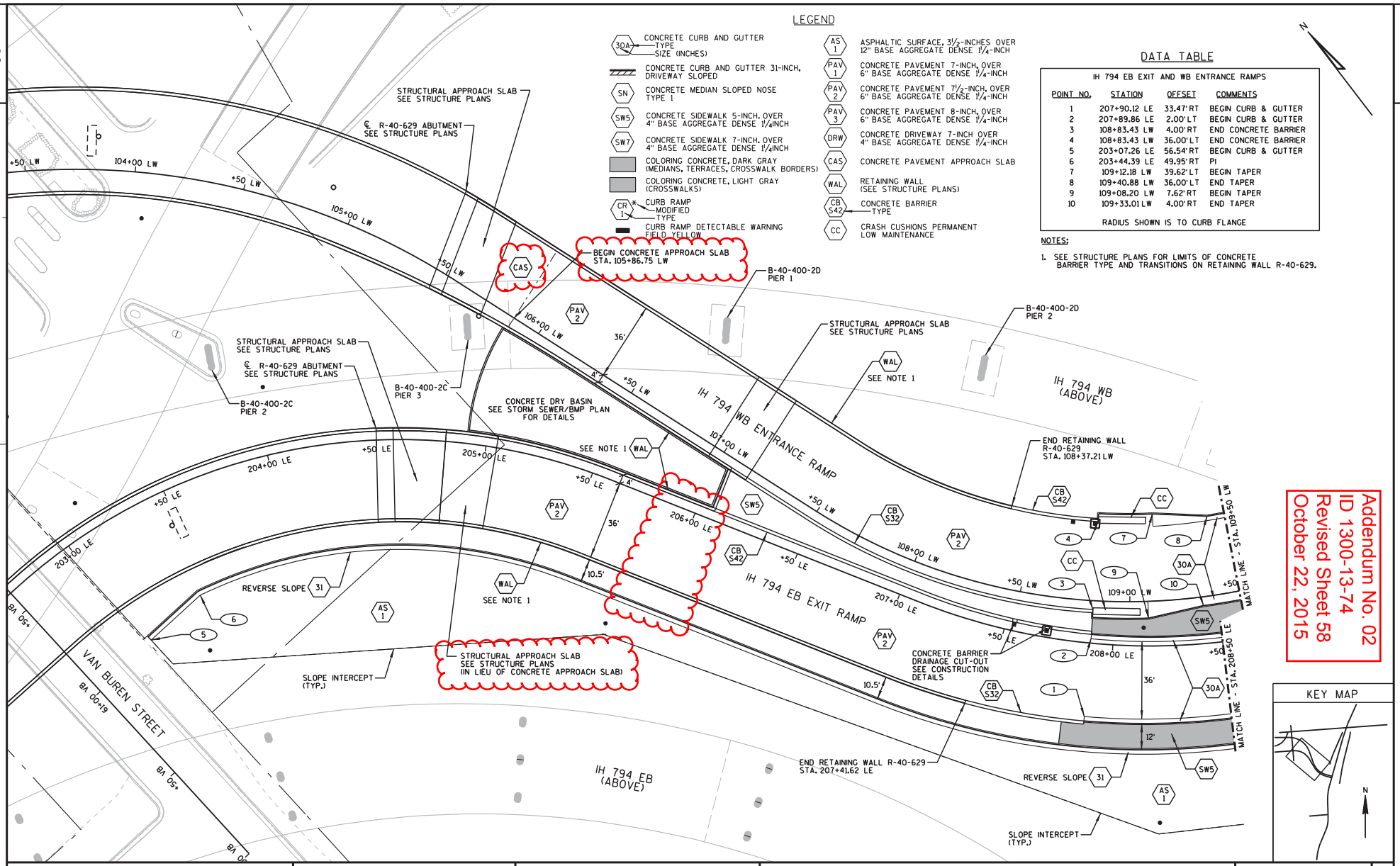
Payment is full compensation for providing all materials, test sections, surface preparation, applying metalizing, applying epoxy sealer, quality control, acceptance testing, correcting and/or removing deficient metalizing work and re-metalizing.

Painting sealed metalized structural steel will be paid for separately under the items Painting Epoxy System B-40-915 and Painting Epoxy System B-40-916.

Schedule of Items
Attached, dated October 22, 2015, are the revised Schedule of Items Pages 7, 57, and 58.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 58, 390, 391, 746, 764, 786 & 809

END OF ADDENDUM



PROJECT NO: 1300-13-74	HWY: IH 794	COUNTY: MILWAUKEE	PLAN DETAILS - IH 794 EB EXIT AND WB ENTRANCE RAMP	SHEET 58	E

FILE NAME : 021218_pd.dgn PLOT DATE : 10/20/2015 PLOT BY : 1178 PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

EARTHWORK SUMMARY

Division	From/To Station	Location	Excavation Common (1) Cut (2)	(item # 205.0100) EBS Excavation (3)	Salvaged/ Unusable Pavement Material (4)	Excavation for Structures (5)	Available Material (6)	Unexpanded Fill	Expanded Fill (7) Factor 1.20	Mass Ordinate +/- (8)	Waste	Borrow	Comment:
CATEGORY 0010													
EB Ramp	203+50 to 209+74 LE	Mainline	3924	0	0	0	3924	2207	2648	1276	1276	-	
WB Ramp	105+00 to 110+50 LW	Mainline	3512	0	0	0	3512	1456	1747	1765	1765	-	
	Undistributed		0	919	0	0	0	0	0	0	919		
			7436	919									
CATEGORY 0010 SUBTOTAL			Total Exc Common	8355	0	0	7436	3662	4395	3041	3960	0	
CATEGORY 0020													
Clybourn Street	22+00 to 29+23 CL	Mainline	5540	0	1044	0	4496	34	41	4455	4455	-	
Lincoln Memorial Drive & SB Ramp	12+00 to 34+45 LM	Mainline	24477	0	970	0	23507	3852	4623	18884	18884	-	
NB Ramp	424+63 to 431+00 LN	Mainline	14184	528	66	3138	17256	304	365	16891	16891	-	
Chicago Street	51+00 to 52+50 CH	Mainline	724	0	206	0	518	0	0	518	518	-	
Van Buren Street	62+51 to 63+54 VB	Mainline	47	0	35	0	12	7	8	4	4	-	
Site Grading			13607	0	0	0	13607	2233	2680	10927	10927	-	
	Undistributed	EBS	0	6678	0	0	0	0	0	0	8376	-	
			58580	7206									
CATEGORY 0020 SUBTOTAL			Total Exc Common	65785	2321	3138	59397	6431	7717	51680	60056	0	
			66016	8125									
PROJECT TOTALS			Total Exc Common	74140	2321	3138	66833	10093	12112	54721	64016	0	

1) Excavation Common is the sum of the Cut and EBS Excavation column. Item number 205.0100.
2) Salvaged/Unusable Pavement Material is included in Cut Volumes.
3) EBS Excavation to be backfilled with Breaker Run. See quantities elsewhere for Item number 311.0110
4) Salvaged/Unusable Pavement Material
5) Excavation for Structures areas (where applicable) are shown on the cross section sheets. This quantity (Volume) is included and paid for as part of the Lump Sum pay item for the applicable retaining wall.
6) Available Material = Cut + Excavation for Structures - Salvaged/Unusable Pavement Material
7) Expanded Fill. Factor = 1.20; Expanded Fill = Unexpanded Fill * Fill Factor
8) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

NOTE: THE VOLUME OF MATERIALS SHOWN IN THE PLANS FOR MANAGEMENT OF SOLID WASTE AND EXCAVATION, HAULING AND DISPOSAL OF CONTAMINATED SOIL ARE ACCOUNTED FOR IN THE EXCAVATION COMMON VOLUME IN THE TABLE ABOVE.

Addendum No. 02
ID 1300-13-74
Revised Sheet 390
October 22, 2015
1

BASE AGGREGATE

LOCATION	FROM		TO		CAT. 0010 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	CAT. 0020 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	CAT. 0020 310.0110 BASE AGGREGATE OPEN GRADED TON
LINCOLN MEMORIAL DRIVE	12+00	LM	35+00	LM	--	10088	--
CLYBOURN STREET	21+14	CL	23+00	CL	--	2278	543
IH 794 WB ENTRANCE RAMP	105+53	LW	110+66	LW	746	--	--
IH 794 WB EXIT RAMP	424+58	LN	431+30	LN	--	1159	--
IH 794 EB ENTRANCE RAMP	327+91	LS	330+21	LS	--	253	--
IH 794 EB EXIT RAMP	204+58	LE	209+77	LE	2204	--	--
CHICAGO STREET	51+00	CH	52+35	CH	[illegible]	746	--
DRY DETENTION BASIN	204+90	LE	206+07	LE	142	--	--
				PROJECT TOTALS	3092	14524	543

1

CONCRETE PAVEMENT APPROACH SLAB

LOCATION	FROM		TO		OFFSET	CATEGORY 0010 415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	CATEGORY 0020 415.0410 CONCRETE PAVEMENT APPROACH SLAB SY
IH 794 WB EXIT RAMP	424+66	LN	424+86	LN	LT/RT	-	150
IH 794 EB ENTRANCE RAMP	327+92	LS	328+06	LS	LT/RT	-	67
IH 794 WB ENTRANCE RAMP	105+72	LW	105+87	LW	LT/RT	83	-
					PROJECT TOTAL	83	217

2

COLORING CONCRETE

LOCATION	FROM		TO		OFFSET	CATEGORY 0010 SPV.0035.1011 COLORING CONCRETE DARK GRAY CY	CATEGORY 0010 SPV.0035.1012 COLORING CONCRETE LIGHT GRAY CY	CATEGORY 0020 SPV.0035.1011 COLORING CONCRETE DARK GRAY CY	CATEGORY 0020 SPV.0035.1012 COLORING CONCRETE LIGHT GRAY CY
LINCOLN MEMORIAL DRIVE	12+00	LM	34+15	LM	LT/RT	--	--	780	110
CLYBOURN STREET	22+20	CL	31+65	CL	LT/RT	--	--	71	34
IH 794 WB ENTRANCE RAMP	105+64	LW	110+89	LW	LT/RT	62	15	--	--
IH 794 EB EXIT RAMP	204+81	LE	210+05	LE	LT/RT	62	13	--	--
CHICAGO STREET	51+00	CH	52+35	CH	LT/RT	--	--	16	--
					PROJECT TOTALS	124	28	866	144

CONCRETE PAVEMENT

LOCATION	FROM	TO	OFFSET	CATEGORY 0010 415.0075 CONCRETE PAVEMENT 7 1/2-INCH SY	CATEGORY 0020 415.0070 CONCRETE PAVEMENT 7-INCH SY	415.0075 CONCRETE PAVEMENT 7 1/2-INCH SY	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0085 CONCRETE PAVEMENT 8.5-INCH SY
LINCOLN MEMORIAL DRIVE	12+00 LM	34+15 LM	LT/RT	--	--	--	14994	--
CLYBOURN STREET	22+20 CL	31+65 CL	LT/RT	--	5339	--	--	--
IH 794 WB ENTRANCE RAMP	105+64 LW	110+89 LW	LT/RT	2155	--	--	--	--
IH 794 WB EXIT RAMP	424+86 LN	431+25 LN	LT/RT	--	--	3476	--	--
IH 794 EB ENTRANCE RAMP	328+06 LS	330+21 LS	LT/RT	--	--	758	--	--
IH 794 EB EXIT RAMP	204+81 LE	210+05 LE	LT/RT	2226	--	--	--	--
CHICAGO STREET	51+00 CH	52+35 CH	LT/RT	--	--	--	766	--
VAN BUREN STREET	62+51 VB	64+16 VB	LT	--	--	--	--	323
			PROJECT TOTALS	4381	5339	4234	15760	323

CONCRETE PAVEMENT GAPS

LOCATION	FROM	TO	OFFSET	CATEGORY 0020 415.0210 CONCRETE PAVEMENT GAPS EACH
LINCOLN MEMORIAL DRIVE	12+00 LM	34+50 LM	LT/RT	1
CLYBOURN STREET	22+00 CL	29+00 CL	LT/RT	7
CHICAGO STREET	51+00 CH	53+00 CH	LT/RT	2
		PROJECT TOTAL		10

CONCRETE DRIVEWAY 7-INCH

LOCATION	FROM	TO	OFFSET	CATEGORY 0020 416.0170 CONCRETE DRIVEWAY 7-INCH SY
LINCOLN MEMORIAL DRIVE	13+24 LM	15+87 LM	LT/RT	291
CLYBOURN STREET	23+46 CL	27+40 CL	LT/RT	525
CHICAGO STREET	51+00 CH	52+02 CH	LT/RT	99
ART MUSEUM DRIVE	N/A	N/A		101
		PROJECT TOTAL		1016

DRILLED TIE BARS AND DOWEL BARS

LOCATION	STATION	CATEGORY 0020 416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
CLYBOURN STREET	22+38.74 CL	77	32
CHICAGO STREET	51+00.00 CH	--	32
	PROJECT TOTALS	77	64

CONCRETE SURFACE DRAINS

LOCATION	STATION		OFFSET	CATEGORY 0020 416.1010 CONCRETE SURFACE DRAINS CY
LINCOLN MEMORIAL DRIVE	26+75	LM	54' LT	2
	27+45	LM	50' LT	2
			PROJECT TOTAL	4

INCENTIVE IRI RIDE

LOCATION	FROM	TO	CAT. 0010 440.4410.S INCENTIVE IRI RIDE DOL	CAT. 0020 440.4410.S INCENTIVE IRI RIDE DOL
LINCOLN MEMORIAL DRIVE	12+00 LM	34+15 LM	--	2425
CLYBOURN STREET	22+20 CL	31+65 CL	--	1175
IH 794 WB ENTRANCE RAMP	105+64 LW	110+89 LW	385	--
IH 794 WB EXIT RAMP	424+86 LN	431+25 LN	--	655
IH 794 EB ENTRANCE RAMP	328+06 LS	330+21 LS	--	225
IH 794 EB EXIT RAMP	204+81 LE	210+05 LE	430	--
CHICAGO STREET	51+00 CH	52+35 CH	--	105
		PROJECT TOTALS	815	4585

Addendum No. 02
ID 1300-13-74
Revised Sheet 391
October 22, 2015

TACK COAT

LOCATION	FROM	TO	OFFSET	CAT. 0010 455.0605 TACK COAT GAL	CAT. 0020 455.0605 TACK COAT GAL
LINCOLN MEMORIAL DRIVE	12+00 LM	17+50 LM	LT/RT	--	104
IH 794 EB EXIT RAMP	209+48 LE	210+06 LE	LT/RT	50	--
CHICAGO STREET	51+00 CH	53+00 CH	LT/RT	--	14
			PROJECT TOTALS	50	118

ASPHALTIC SURFACE

LOCATION	FROM	TO	OFFSET	CAT. 0010 465.0105 ASPHALTIC SURFACE TON	CAT. 0020 465.0105 ASPHALTIC SURFACE TON
LINCOLN MEMORIAL DRIVE	12+00 LM	17+50 LM	LT/RT	--	815
IH 794 EB EXIT RAMP	209+48 LE	210+06 LE	LT/RT	392	--
CHICAGO STREET	51+00 CH	53+00 CH	LT/RT	--	112
			PROJECT TOTALS	392	926

Addendum No. 02
ID 1300-13-74
Revised Sheet 746
October 22, 2015

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	PIER 1	PIER 2	E. ABUT.	SUPER.	APP. SLAB	TOTAL
203.0200.2005	REMOVING OLD STRUCTURE STATION 202+00 LE	LS	---	---	---	---	---	1
203.0200.2006	REMOVING OLD STRUCTURE STATION 203+25 LE 30' LT	LS	---	---	---	---	---	1
203.0210.S.2005	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE B-40-400-3D	LS	---	---	---	---	---	1
203.0210.S.2006	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE B-40-400-3E	LS	---	---	---	---	---	1
203.0225.S.2001	DEBRIS CONTAINMENT STRUCTURE B-40-915	LS	---	---	---	---	---	1
203.0225.S.2005	DEBRIS CONTAINMENT STRUCTURE B-40-400-3D	LS	---	---	---	---	---	1
203.0225.S.2006	DEBRIS CONTAINMENT STRUCTURE B-40-400-3E	LS	---	---	---	---	---	1
206.1000.2001	EXCAVATION FOR STRUCTURES BRIDGES STRUCTURE B-40-915	LS	---	---	---	---	---	1
502.0100	CONCRETE MASONRY BRIDGES	CY	134	117	57	---	---	308
502.3100.2002	EXPANSION DEVICE STRUCTURE B-40-915	LS	---	---	---	---	---	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	---	---	---	1,540	99	1,639
502.3210.S	PIGMENTED PROTECTIVE SURFACE TREATMENT	SY	---	---	---	314	21	335
502.6500	PROTECTIVE COATING CLEAR	GAL	---	---	3	---	---	3
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	8,340	5,540	2,490	---	---	16,370
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	18,010	14,310	2,080	115,610	13,590	163,600
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	---	---	700	---	---	700
506.0605	STRUCTURAL STEEL HS	LB	---	---	---	570,060	---	570,060
506.3015	WELDED STUD SHEAR CONNECTORS 7/8X6-INCH	EACH	---	---	---	4,626	---	4,626
514.2608	DOWNSPOUT 8-INCH	LF	---	26	---	---	---	26
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	---	7	---	---	7
517.0600.2001	PAINTING EPOXY SYSTEM B-40-915	LS	1	---	---	---	---	1
550.2146	PILING CIP CONCRETE 14 X 0.375-INCH	LF	2,860	2,640	---	---	---	5,500
550.2148	PILING CIP CONCRETE 14 X 0.50-INCH	LF	---	---	805	---	---	805
SPV.0035.2003	HPC MASONRY STRUCTURES	CY	---	---	---	493	67	560
SPV.0060.2001	FLOOR DRAIN SPECIAL	EACH	---	---	---	1☆	---	1
SPV.0060.2003	BEARING ELASTOMERIC EXPANSION	EACH	---	5	5	5	---	15
SPV.0060.2004	BEARING ELASTOMERIC FIXED	EACH	5	---	---	---	---	5
SPV.0105.2002	METALIZING B-40-915	LS	---	---	---	---	---	1
	NON-BID ITEMS							
	FILLER	SIZE						½" & ¾"
	BRIDGE SEAT PROTECTION							

① 10/20/2015 ADDED BID ITEMS

☆ QUANTITY REPRESENTS THE BEARINGS AT THE WEST SHIPLAP

BENCH MARKS

NO.	STATION	OFFSET	DESCRIPTION	ELEV.
226	201+09.70 LE	50.07' LT	BERNTSEN FENO MONUMENT WITH ALUMINUM CAP	589.61

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.16
OPERATING RATING FACTOR: RF = 1.51

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

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

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY BRIDGES
SUBSTRUCTURES.....f'c = 3,500 P.S.I.
(HPC) SUPERSTRUCTURE.....f'c = 4,000 P.S.I.
(HPC) APPROACH SLAB.....f'c = 4,000 P.S.I.

BAR STEEL REINFORCEMENT
HIGH STRENGTH, GRADE 60.....fy = 60,000 P.S.I.

STRUCTURAL STEEL
ASTM A709 GRADE 36.....fy = 36,000 P.S.I.
ASTM A709 GRADE 50 T2.....fy = 50,000 P.S.I.
ASTM A572 GRADE 50.....fy = 50,000 P.S.I.

TRAFFIC DATA

IH 794 EB EXIT RAMP
AADT (2016) = 9,200
AADT (2036) = 13,300
RDS = 30 MPH

VAN BUREN ST.
AADT (2016) = 3,400
AADT (2036) = 3,600
RDS = 35 MPH

FOUNDATION DATA

PIER FOUNDATIONS TO BE SUPPORTED ON PILING CIP CONCRETE 14 X 0.375-INCH, DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 200* TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH OF PILES IS GIVEN ON EACH INDIVIDUAL FOUNDATION SHEET.

E. ABUTMENT FOUNDATION TO BE SUPPORTED ON PILING CIP CONCRETE 14 X 0.5-INCH, DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 190 TONS AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH OF PILES IS 115'.

*THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.50 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

GENERAL NOTES

STATE PROJECT NUMBER 1300-13-74

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE. PIGMENTED PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP AND ROADWAY FACE OF THE PARAPET.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

ALL STATIONS AND ELEVATIONS ARE IN US SURVEY FEET. ELEVATIONS ARE REFERENCED NAVD 88 (1991)

BEVEL EXPOSED EDGES ¾" UNLESS OTHERWISE NOTED.

APPLY BRIDGE SEAT PROTECTION AS PER SECTION 502.3.12 OF THE STANDARD SPECIFICATIONS, TO THE TOP OF THE PIER AND ABUTMENT BELOW EXPANSION DEVICES.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS.

THE TOP LAYER OF BAR STEEL REINFORCEMENT IN THE DECK SHALL BE PLACED WITH 2½" OF CLEAR COVER.

EXISTING STRUCTURE, B-40-0400-0030, IS A 3 SPAN CONCRETE MULTI-CELL BOX GIRDER STRUCTURE WITH AN AVERAGE DECK WIDTH OF 40 FEET AND 7 INCHES AND A DECK LENGTH OF 219 FEET. THE STRUCTURE IS TO BE REMOVED ENTIRELY.

EXISTING STRUCTURE, B-40-0400-003E, IS A 2 SPAN MULTI-CELL BOX GIRDER STRUCTURE WITH AN AVERAGE CLEAR WIDTH OF 40 FEET AND A DECK LENGTH OF 159 FEET AND 9 INCHES. THE STRUCTURE IS TO BE REMOVED ENTIRELY.

THE CONTRACTOR SHALL SUBMIT A REMOVAL PLAN TO THE ENGINEER FOR APPROVAL.

ALL FIELD CONNECTIONS SHALL BE MADE WITH ⅞" DIAMETER, FRICTION TYPE, HIGH TENSILE STRENGTH BOLTS UNLESS SHOWN OR NOTED OTHERWISE.

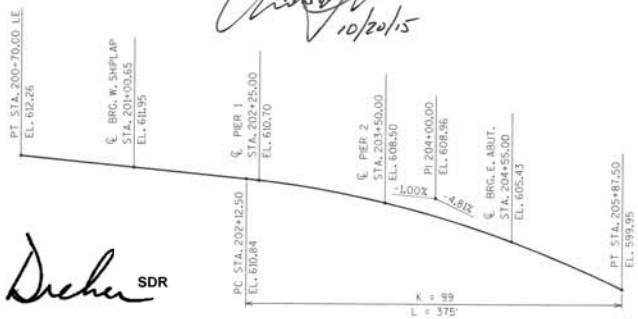
STEEL GIRDERS SHALL BE PAINTED FEDERAL COLOR NUMBER 25177 DENIM.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE, SHALL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-40-915".

THE WISCONSIN DEPARTMENT OF TRANSPORTATION WILL FURNISH THE CONTRACTOR WITH BENCHMARK CAPS TO BE INSTALLED AS SHOWN ON THE PLANS.

WISCONSIN
CHAD D. HALVERSON
E-34364
MADISON, WI
PROFESSIONAL ENGINEER
10/20/15

EXISTING PROFILE GRADE LINE - VB
VAN BUREN STREET



PROFILE GRADE LINE - LE
IH 794 EB EXIT RAMP

William C. Drecher SDR
10/20/15

PROTECTIVE SURFACE TREATMENT DETAIL

NO.	DATE	REVISION	BY
①	10/20/2015	ADDED BID ITEMS	CDH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-915

DRAWN BY CEM PLANS CK'D. MJN

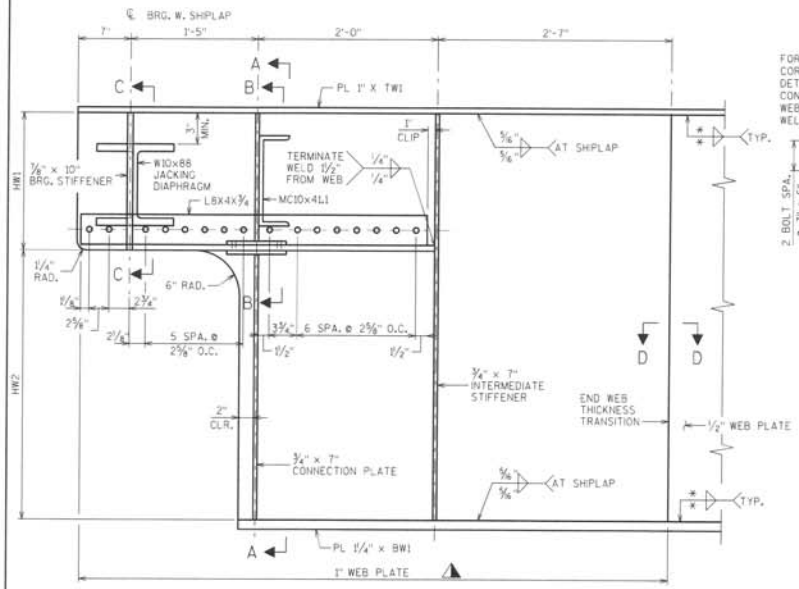
GENERAL NOTES AND QUANTITIES

SHEET 2 OF 40

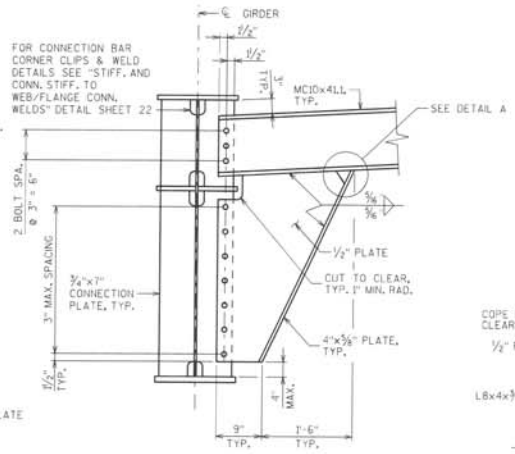
746

c:\pw81-local\baker_projects\mjchael.carpenter\d0349325\080502_GN_Add #2.dgn 20-OCT-2015 11:56

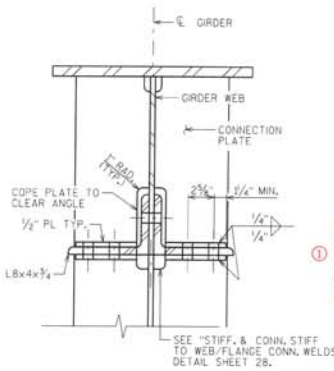
STATE PROJECT NUMBER
1300-13-74



W. SHIPLAP DETAIL



SECTION A-A SHIPLAP DIAPHRAGM



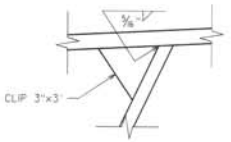
SECTION B-B

NOTES

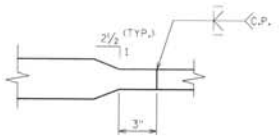
1. ALL CONNECTIONS SHALL BE MADE WITH ⅞" ø FRICTION TYPE HIGH STRENGTH BOLTS (ASTM A325).
2. PROVIDE STEEL PER NOTES 1 & 2 ON SHEET 17.
3. BOLTED CONNECTIONS ON GALVANIZED SURFACES REQUIRE CLASS C SURFACE PREPARATION.

LEGEND

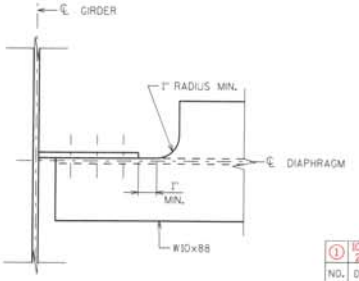
- COPE CHANNEL TO CLEAR BOLTED CONNECTIONS AS NECESSARY. 1" MIN. RADIUS.
- ① METALIZE FIRST 6'-7" OF GIRDER. ALL BOLTS, DIAPHRAGMS AND CONNECTING ELEMENTS ATTACHED TO THIS SECTION OF THE GIRDER SHALL BE METALIZED. METALIZING IS INCLUDED IN BID ITEM "METALIZING B-40-915".
- EACH DIAPHRAGM MEMBER HAS TWO JACKING LOCATIONS OFFSET AS SHOWN FOR EACH GIRDER
- * SEE TABLE OF FILLET WELD SIZES ON SHEET 22.



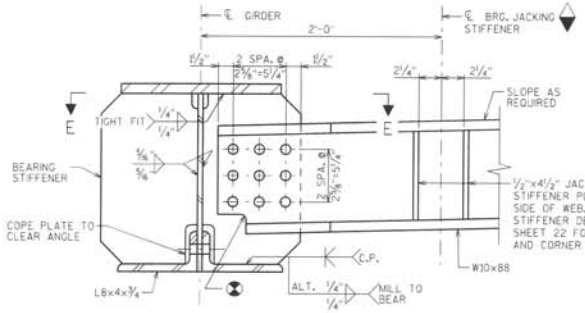
DETAIL A



SECTION D-D
WEB PLATE THICKNESS TRANSITION



SECTION E-E



SECTION C-C JACKING DIAHPHRAGM

WEB HEIGHT		
GIRDER	HW1	HW2
G1	1'-7"	2'-11"
G2	1'-8"	2'-10"
G3	1'-9"	2'-9"
G4	1'-10"	2'-8"
G5	1'-11"	2'-7"

WISCONSIN
CHAD D. HALVERSON
E-34364
MADISON, WI
PROFESSIONAL ENGINEER
10/20/15

William C. Drecher SDR
10/20/15

NO.	DATE	REVISION	BY
①	10/20/2015	REVISED NOTE	CDH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-915

DRAWN BY CEM | PLANS CK'D. PAT

SHIPLAP DETAILS

SHEET 20 OF 40

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Addendum No. 02
ID 1300-13-74
Revised Sheet 764
October 22, 2015

8

Addendum No. 02
ID 1300-13-74
Revised Sheet 786
October 22, 2015

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	PIER 1	PIER 2	PIER 3	E. ABUT.	SUPER.	APP. SLAB	TOTAL
203.0200.2002	REMOVING OLD STRUCTURE STATION 102+00 LW	LS	---	---	---	---	---	---	1
203.0200.2003	REMOVING OLD STRUCTURE STATION 104+00 LW 135° LT	LS	---	---	---	---	---	---	1
203.0210.S.2002	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE B-40-400-1E	LS	---	---	---	---	---	---	1
203.0210.S.2003	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE B-40-400-1F	LS	---	---	---	---	---	---	1
203.0225.S.2002	DEBRIS CONTAINMENT STRUCTURE B-40-916	LS	---	---	---	---	---	---	1
203.0225.S.2004	DEBRIS CONTAINMENT STRUCTURE B-40-400-1E	LS	---	---	---	---	---	---	1
206.1000.2002	EXCAVATION FOR STRUCTURES BRIDGES STRUCTURE B-40-916	LS	---	---	---	---	---	---	1
502.0100	CONCRETE MASONRY BRIDGES	CY	184	170	171	35	---	---	560
502.3100.2003	EXPANSION DEVICE STRUCTURE B-40-916	LS	---	---	---	---	---	---	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	---	---	---	---	2,322	97	2,419
502.3210.S	PIGMENTED PROTECTIVE SURFACE TREATMENT	SY	---	---	---	---	429	23	452
503.0136	PRESTRESSED GIRDER TYPE I 36-INCH	LF	---	---	---	---	354	---	354
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	13,440	11,120	8,600	3,020	---	---	36,180
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	24,990	23,860	22,440	---	192,310	10,830	274,430
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	---	---	---	---	820	---	820
506.0605	STRUCTURAL STEEL HS	LB	---	---	---	---	821,869	---	821,869
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	---	---	6	6	---	---	12
506.3015	WELDED STUD SHEAR CONNECTORS 7/8X6-INCH	EACH	---	---	---	---	5,622	---	5,622
506.4000.2001	STEEL DIAPHRAGMS B-40-916	EACH	---	---	---	---	5	---	5
514.2608	DOWNSPOUT 8-INCH	LF	---	33	39	---	---	---	72
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	---	---	---	---	---	8
517.0600.2002	PAINTING EPOXY SYSTEM B-40-916	LS	---	---	---	---	---	---	1
550.2146	PILING CIP CONCRETE 14 X 0.375-INCH	LF	3,800	3,675	3,080	---	---	---	10,555
550.2148	PILING CIP CONCRETE 14 X 0.50-INCH	LF	---	---	---	805	---	---	805
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	53	---	---	---	---	---	53
SPV.0035.2003	HPC MASONRY STRUCTURES	CY	---	---	---	---	824	64	888
SPV.0060.2001	FLOOR DRAIN SPECIAL	EACH	---	---	---	---	4	---	4
SPV.0060.2003	BEARING ELASTOMERIC EXPANSION	EACH	---	5	5	---	5 ☆	---	15
SPV.0060.2004	BEARING ELASTOMERIC FIXED	EACH	5	---	---	---	---	---	5
SPV.0105.2003	METALIZING B-40-916	LS	---	---	---	---	---	---	1
	NON-BID ITEMS								
	FILLER								1/2" & 3/4"
	BRIDGE SEAT PROTECTION								---

☆ QUANTITY REPRESENTS THE BEARINGS AT THE WEST SHIPLAP.

BENCH MARKS

NO.	STATION	OFFSET	DESCRIPTION	ELEV.
226	201+09.70 LE	50.07' LT	BERNTSEN FENO MONUMENT WITH ALUMINUM CAP	589.61

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.25
OPERATING RATING FACTOR: RF = 1.62

STRUCTURE IS DESIGNED FOR FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

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

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY BRIDGES
SUBSTRUCTURE.....f'c = 3,500 P.S.I.
(HPC) SUPERSTRUCTURE.....f'c = 4,000 P.S.I.
(HPC) APPROACH SLAB.....f'c = 4,000 P.S.I.

BAR STEEL REINFORCEMENT
HIGH STRENGTH, GRADE 60.....fy = 60,000 P.S.I.

STRUCTURAL STEEL
ASTM A709 GRADE 36.....fy = 36,000 P.S.I.
ASTM A709 GRADE 50 T2.....fy = 50,000 P.S.I.
ASTM A572 GRADE 50.....fy = 50,000 P.S.I.

36-INCH PRESTRESSED GIRDERS
CONCRETE MASONRY.....f'c = 8,000 P.S.I.

TRAFFIC DATA

IH 794 WB ENTRANCE RAMP
AADT (2016) = 10,700
AADT (2036) = 14,600
RDS = 30 MPH

VAN BUREN ST.
AADT (2016) = 3,400
AADT (2036) = 3,600
RDS = 35 MPH

FOUNDATION DATA

PIER FOUNDATIONS TO BE SUPPORTED ON PILING CIP CONCRETE 14 X 0.5-INCH, DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 200* TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH OF PILES IS GIVEN ON EACH INDIVIDUAL FOUNDATION SHEET.

E. ABUTMENT FOUNDATION TO BE SUPPORTED ON PILING CIP CONCRETE 14 X 0.5-INCH, DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 170* TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH OF PILES IS 115'.

* THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.50 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

GENERAL NOTES

STATE PROJECT NUMBER 1300-13-74

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE. PIGMENTED PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP AND ROADWAY FACE OF THE PARAPET.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

ALL STATIONS AND ELEVATIONS ARE IN U.S. SURVEY FEET. ELEVATIONS ARE REFERENCED NAVD 88 (1991)

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

APPLY BRIDGE SEAT PROTECTION AS PER SECTION 502.3.12 OF THE STANDARD SPECIFICATIONS, TO THE TOP OF THE PIERS AND ABUTMENT BELOW EXPANSION DEVICES.

THE CONTRACTOR SHALL SUPPLY AND INSTALL A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS.

THE TOP LAYER OF BAR STEEL REINFORCEMENT IN THE DECK SHALL BE PLACED WITH 2½" OF CLEAR COVER.

EXISTING STRUCTURE, B-40-0400-00IE, IS A 4 SPAN CONCRETE MULTI-CELL BOX GIRDER BRIDGE WITH A CLEAR WIDTH OF 40'-0" AND A DECK LENGTH OF 304'-10". THE STRUCTURE IS TO BE REMOVED ENTIRELY.

EXISTING STRUCTURE, B-40-0400-00IF, IS A 2 SPAN CONCRETE MULTI-CELL BOX GIRDER BRIDGE WITH A CLEAR WIDTH OF 40'-0" AND A DECK LENGTH OF 161'-8". THE STRUCTURE IS TO BE REMOVED ENTIRELY.

THE CONTRACTOR SHALL SUBMIT A REMOVAL PLAN TO THE ENGINEER FOR APPROVAL.

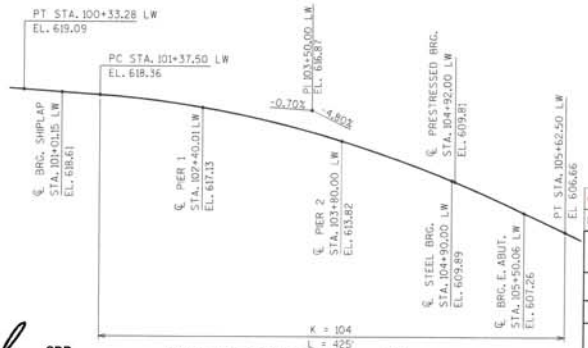
ALL FIELD CONNECTIONS SHALL BE MADE WITH ⅞" DIAMETER, FRICTION TYPE, HIGH TENSILE STRENGTH BOLTS UNLESS SHOWN OR NOTED OTHERWISE.

STEEL GIRDERS SHALL BE PAINTED FEDERAL COLOR NUMBER 25177 DENIM.

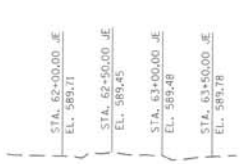
EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE, SHALL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-40-916".

THE WISCONSIN DEPARTMENT OF TRANSPORTATION WILL FURNISH THE CONTRACTOR WITH BENCHMARK CAPS TO BE INSTALLED AS SHOWN ON THE PLANS.

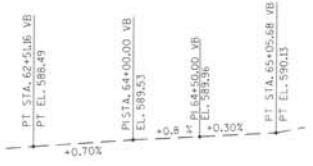
HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE GIRDER DETAILS SHEET.



PROFILE GRADE LINE - LW
IH 794 WB ON RAMP



PROFILE GRADE LINE - JE
JACKSON STREET EB EXIT RAMP



PROFILE GRADE LINE - VB
VAN BUREN STREET

PROTECTIVE SURFACE TREATMENT DETAIL

NO.	DATE	REVISION	BY
1	10/20/2015	ADDED BID ITEM	CDH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-916

DRAWN BY ABP | PLANS CK'D. MSC

GENERAL NOTES AND QUANTITIES

SHEET 2 OF 53

786

WISCONSIN
CHAD D. HALVERSON
E-34364
MADISON, WI
PROFESSIONAL ENGINEER
10/20/15

William C. Drecher SDR
10/20/15

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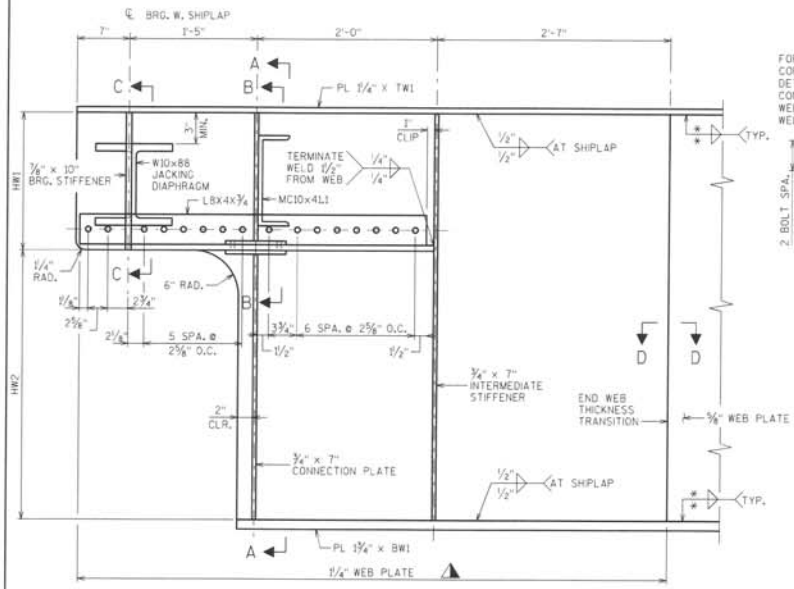
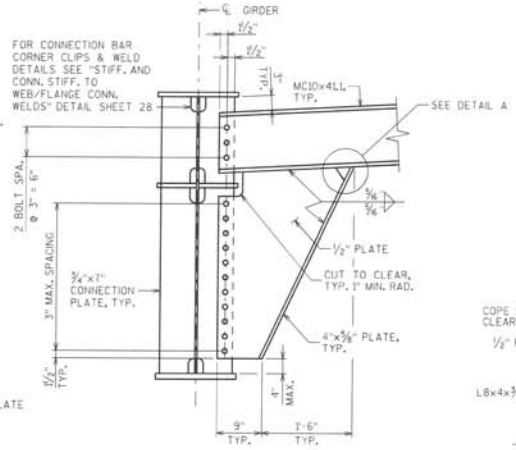
c:\bwv81-local\baker_projects\michael.carpenter\d0345870\080602_GN_Add *2.dgn 20-OCT-2015 12:08

STATE PROJECT NUMBER

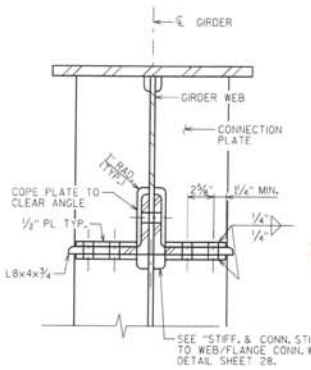
1300-13-74



W. SHIPLAP DETAIL



SECTION A-A SHIPLAP DIAPHRAGM



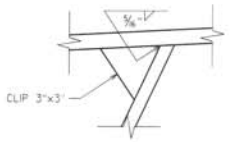
SECTION B-B

NOTES

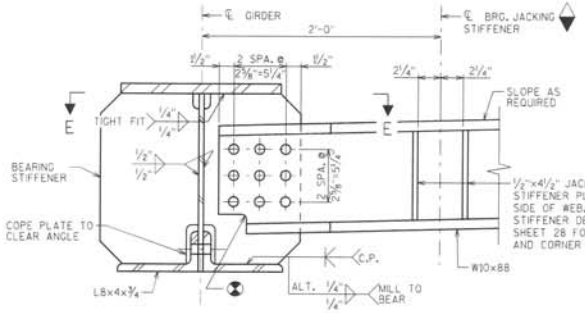
1. ALL CONNECTIONS SHALL BE MADE WITH ⅞"ø FRICTION TYPE HIGH STRENGTH BOLTS (ASTM A325).
2. PROVIDE STEEL PER NOTES 1 & 2 ON SHEET 21.
3. BOLTED CONNECTIONS ON GALVANIZED SURFACES REQUIRE CLASS C SURFACE PREPARATION.

LEGEND

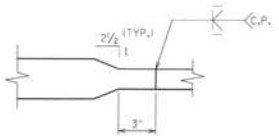
- COPE CHANNEL TO CLEAR BOLTED CONNECTIONS AS NECESSARY. 1" MIN. RADIUS.
- ① METALIZE FIRST 6'-7" OF GIRDER, ALL BOLTS, DIAPHRAGMS AND CONNECTING ELEMENTS ATTACHED TO THIS SECTION OF THE GIRDER SHALL BE METALIZED. METALIZING IS INCLUDED IN BID ITEM "METALIZING B-40-916".
- EACH DIAPHRAGM MEMBER HAS TWO JACKING LOCATIONS OFFSET AS SHOWN FOR EACH GIRDER
- ✳ SEE TABLE OF FILLET WELD SIZES ON SHEET 28.



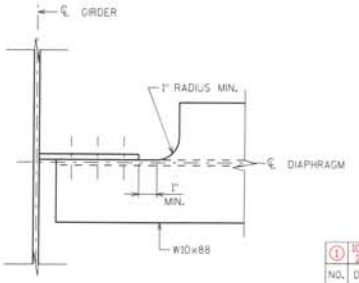
DETAIL A



SECTION C-C JACKING DIAHPHRAGM



SECTION D-D
WEB PLATE THICKNESS TRANSITION



SECTION E-E

WISCONSIN
CHAD D. HALVERSON
E-34364
MADISON, WI
PROFESSIONAL ENGINEER
10/20/15

William C. Drecher SDR
10/20/15

WEB HEIGHT		
GIRDER	HW1	HW2
1	1'-10"	3'-8"
2	1'-8⅜"	3'-9⅝"
3	1'-6⅝"	3'-11⅜"
4	1'-5"	4'-1"
5	1'-3¼"	4'-2¾"

NO.	DATE	REVISION	BY
①	10/20/2015	REVISED NOTE	CDH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-916

DRAWN BY CEM | PLANS CK'D. PAT

SHIPLAP DETAILS

SHEET 25 OF 53

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Addendum No. 02
ID 1300-13-74
Revised Sheet 809
October 22, 2015

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CONTRACT: 20151110011 PROJECT(S): 1300-13-74 FEDERAL ID(S): N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0610	310.0110 Base Aggregate Open Graded	543.000 TON		.		.
0620	311.0110 Breaker Run	14,624.000 TON		.		.
0630	415.0070 Concrete Pavement 7-Inch **P**	5,339.000 SY		.		.
0640	415.0075 Concrete Pavement 7 1/2-Inch **P**	8,615.000 SY		.		.
0650	415.0080 Concrete Pavement 8-Inch **P**	15,760.000 SY		.		.
0660	415.0085 Concrete Pavement 8 1/2-Inch **P**	323.000 SY		.		.
0670	415.0210 Concrete Pavement Gaps	10.000 EACH		.		.
0680	415.0410 Concrete Pavement Approach Slab	300.000 SY		.		.
0690	416.0170 Concrete Driveway 7-Inch	1,016.000 SY		.		.
0700	416.0610 Drilled Tie Bars	77.000 EACH		.		.
0710	416.0620 Drilled Dowel Bars	64.000 EACH		.		.

CONTRACT: 20151110011 PROJECT(S): 1300-13-74 FEDERAL ID(S): N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
5680	SPV.0165 Special 1002. PERMEABLE CONCRETE PAVERS - 80MM, COLOR A	7,503.000 SF		.		.
5690	SPV.0165 Special 1003. PERMEABLE CONCRETE PAVERS - 80MM, COLOR B	4,366.000 SF		.		.
5700	SPV.0165 Special 1004. IRRIGATION ZONES - DRIP	41,760.000 SF		.		.
5710	SPV.0165 Special 1005. IRRIGATION ZONES - SPRAY	5,740.000 SF		.		.
5720	SPV.0165 Special 2001. PRESTRESSED PRECAST CONCRETE WALL PANEL **P**	12,386.000 SF		.		.
5730	SPV.0165 Special 2002. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP **P**	17,130.000 SF		.		.
5740	SPV.0165 Special 2003. WALL WIRE FACED MECHANICALLY STABILIZED EARTH LRFD/QMP **P**	5,722.000 SF		.		.
5750	SPV.0180 Special 1001. SHREDDED HARDWOOD BARK MULCH	3,672.000 SY		.		.
5760	SPV.0195 Special 1001. MANAGEMENT OF SOLID WASTE	28,553.000 TON		.		.
5770	SPV.0105 Special 1007. Removing Overhead Sign Support S-40-191	LUMP	LUMP			.

CONTRACT: 20151110011 PROJECT(S): 1300-13-74 FEDERAL ID(S): N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
5780	SPV.0105 Special 2002. Metalizing B-40-915	LUMP	LUMP			.
5790	SPV.0105 Special 2003. Metalizing B-40-916	LUMP	LUMP			.
	SECTION 0001 TOTAL					.
	TOTAL BID					.