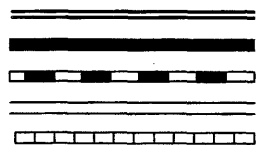


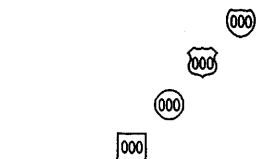
BRIDGE DECK OVERLAY
LETTING DATE
9/27/02

BRF-61-8(97)--38-31

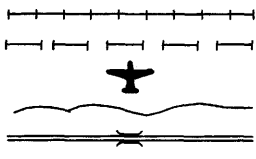
CONVENTIONAL SIGNS



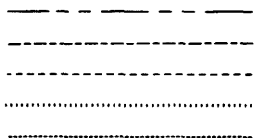
DIVIDED HIGHWAY
PAVED ROAD
BITUMINOUS ROAD
GRAVEL ROAD
EARTH ROAD



INTERSTATE HIGHWAY
UNITED STATES HIGHWAY
STATE HIGHWAY
COUNTY HIGHWAY



RAILROAD
PIPELINE
AIRPORT
HYDROLOGY
BRIDGE



STATE BOUNDARY
COUNTY BOUNDARY
CORPORATE LIMIT LINE
TOWNSHIP LINE
SECTION LINE



Iowa Department of Transportation
Highway Division

PLANS OF PROPOSED IMPROVEMENTS ON THE

PRIMARY ROAD SYSTEM

DUBUQUE COUNTY

BRIDGE DECK OVERLAY

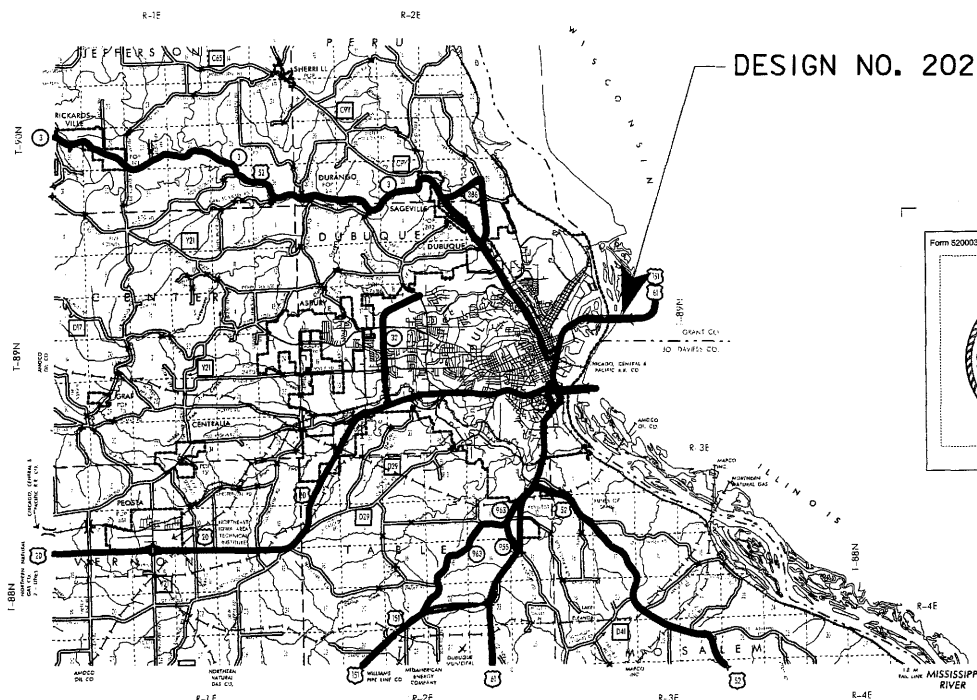
US 61 AND US 151 OVER MISSISSIPPI RIVER
(CITY ISLAND BRIDGE) IN DUBUQUE

THE IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND
BRIDGE CONSTRUCTION, SERIES 2001, PLUS CURRENT SUPPLEMENTAL SPECIFICATIONS
AND SPECIAL PROVISIONS, SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

VALUE ENGINEERING SAVES. REFER TO THE GENERAL NOTES IN THESE PLANS.



10
EKJ



LOCATION MAP

150

Form 520003 12-97



I hereby certify that this project was constructed in accordance
with the contract documents, the "as-built" plans were prepared
under my supervision, and that I am a duly licensed Professional
Engineer under the laws of the State of Iowa.

Carey T. Lewis 2-11-04
Project Engineer Date

My license renewal date is December 31, _____

2003 LUNDACONST. CO. DAWIS ERIKSON
Year Contractor Project Inspector

STANDARD ROAD
PLANS

STANDARD ROAD PLANS ARE LISTED
ON SHEET 10

DESIGN DATA RURAL

2000 AADT 14,500 V.P.D.

TRUCKS 8 %

ENGLISH STANDARD
BRIDGE PLANS

STANDARD ISSUED REVISED

REVISIONS

INDEX OF SEALS

SHEET NO.	NAME	TYPE
1	WILLIAM D. TUCKER	STRUCTURAL DESIGN
10	ROBERT A. SCHOENROCK	ROADWAY DESIGN

STRUCTURAL DESIGN



I hereby certify that this engineering document was prepared
by me or under my direct personal supervision and that I
am a duly licensed Professional Engineer under the laws
of the State of Iowa.

William D. Tucker 7/15/02
Signature Date

Printed or Typed Name

My license renewal date is December 31, 2003

Pages or sheets covered by this seal: 1-9 OF 15

DESIGN TEAM: HLA/DAW

ENGLISH

IOWA DOT * OFFICE OF BRIDGES AND STRUCTURES

FILE NO. 29192

DUBUQUE COUNTY

PROJECT NUMBER BRF-61-8(97)--38-31

SHEET NUMBER 1

BRIDGE QUANTITIES					
ITEM NO.	ITEM CODE	ITEM	UNITS		AS BUILT QUANTITY
0010	2408-780000	STRUCTURAL STEEL	LB		1,711.000
0020	2413-0698071	BRIDGE FLOOR OVERLAY	SY		22,967.648
0030	2413-0698072	BRIDGE FLOOR REPAIR, CL A	SY		74.562
0040	2528-8400047	TEMP BARRIER RAIL	LF		18,950.000
0050	2533-4980005	MOBILIZATION	LS		1.000
0060	2599-9999005	NAVIGATION LIGHTS	EACH		6.000
0070	2599-9999010	BRIDGE JOINT REPAIR	LS		1.000

ITEM NO.	ESTIMATE REFERENCE INFORMATION
2	A SIGNIFICANT PORTION OF THE DECK WILL REQUIRE 1 3/4" SCARIFICATION INSTEAD OF THE STANDARD 1/4".
4	QUANTITY BASED ON 4 SETUPS. PHYSICAL LENGTH OF TEMPORARY BARRIER IS 3,187.5 FT.
6	QUANTITY IS FOR FURNISHING NAVIGATION LIGHTS ONLY. DELIVER LIGHTS TO DUBUQUE SHOP OF THE IOWA DEPARTMENT OF TRANSPORTATION, US HIGHWAY 61 SOUTH, DUBUQUE, IA 52003.

CONTRACT MODIFICATIONS				
0185	2599-9999010	RAILROAD PROTECTIVE INSURANCE	LS	1.000
0205	2599-9999005	RAILROAD FLAGGER	EACH	1,356.820
0260	2599-9999009	PAVING NOTCH REPAIR	LF	37.700
0270	2599-9999010	UNINCORPORATED MATERIAL	LS	1.000
0275	2599-9999010	SA-400 NEOPRENE SEAL	LS	1.000
0280	2599-9999010	BRIDGE JOINT REPAIR	LS	1.000
0285	2599-9999010	COVER PLATE BOLTS WELDING	LS	1.000
0300	6200-7000061	PRICE ADJ. SMOOTHNESS OVERLAY	EACH	-1.000
0305	2599-9999010	TRAFFIC CONTROL MOBILIZATION	LS	1.000

TABULATION CLASS "A" REPAIR					
WESTBOUND		STATION	EASTBOUND		PIER NO.
OSL	ISL		ISL	OLS	
4.472		87+24	2.556	4.278	1
1.944	4.861	93+24	3.889		4
4.277	4.277	99+24	5.899		7
		100+91 ⁴			S1
		102+59			S2
		104+26 ⁵			S3
9.722	4.472	105+94	2.917	2.528	8
8.943	5.25	114+34	1.944	2.333	12

Note: Typical Class "A" repair was at modular expansion joints, adjacent to the support bar bearing enclosure embedded in the deck.

SPECIFICATIONS:

DESIGN: AASHTO SERIES OF 1996.
CONSTRUCTION: IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2001, PLUS CURRENT SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

DESIGN STRESSES:

DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SERIES OF 1996. REINFORCING STEEL IN ACCORDANCE WITH SECTION 8, GRADE 60. CONCRETE IN ACCORDANCE WITH SECTION 8, f'c = 3,500 PSI. STRUCTURAL (PAINTED) STEEL IN ACCORDANCE WITH SECTION 10. ASTM A709

GENERAL NOTES:

THE INTENT OF THIS DESIGN IS TO REPAIR THE EXISTING CITY ISLAND BRIDGE AT DUBUQUE (U.S. 61 AND U.S. 151 OVER THE MISSISSIPPI RIVER). COPIES OF ORIGINAL DESIGN PLANS (DESIGN NOS. 777, 1279, 1479, 1579, 1679 AND 1779 DUBUQUE COUNTY) AND SHOP DRAWINGS WILL BE MADE AVAILABLE TO THE CONTRACTOR. CONTACT THE OFFICE OF CONTRACTS - HIGHWAY DIVISION - IOWA D.O.T. - AMES.

REPAIR SHALL CONSIST OF:

1. BRIDGE DECK OVERLAY
2. BRIDGE JOINT REPAIR
 - A. MODULAR JOINTS AT PIER 1, PIER 4, PIER 7, PIER 8 AND PIER 12.
 - B. STRIP SEAL JOINTS AT THREE LOCATIONS WITHIN SPAN 7 (i.e. BETWEEN PIER 7 AND PIER 8)
3. APPLICATION OF SEALER TO CONCRETE BARRIER RAILS AND TOP FACES OF PIER 1, PIER 4, PIER 7, PIER 12, WEST ABUTMENT AND EAST ABUTMENT.

NO PRELIMINARY FLOOR SURVEY IS SHOWN. THE PLAN QUANTITY FOR "CLASS A BRIDGE FLOOR REPAIR" IS ESTIMATED AS 1 PERCENT OF THE TOTAL FLOOR AREA. THE ACTUAL QUANTITY IS DETERMINED BY THE ENGINEER AFTER THE A.C. SURFACING HAS BEEN REMOVED. ACTUAL SPALLED AND HOLLOW AREAS AS DETERMINED BY THE ENGINEER SHALL BE REPAIRED.

PRESENT FLOOR THICKNESS IS ABOUT 9 INCHES. THE CONTRACTOR SHALL EXERCISE CARE IN REMOVING CONCRETE IN ORDER TO PREVENT UNNECESSARY UNBONDING OF REINFORCING STEEL.

SURFACE RAISE, AS SHOWN ON THESE PLANS, SHALL BE CONSIDERED A MINIMUM. IN ORDER TO LIMIT THE ADDITIONAL DEAD LOAD, SURFACE RAISE SHALL BE RESTRICTED TO A MAXIMUM OF 1/2" MORE THAN SHOWN ON THE PLANS. PROFILE MAY BE ADJUSTED TO THE EXTENT POSSIBLE WITHIN THESE LIMITS.

ALL DIMENSIONS AND DETAILS SHOWN ON THESE PLANS PERTINENT TO NEW CONSTRUCTION SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR BEFORE STARTING CONSTRUCTION.

FAINT LINES ON PLANS INDICATE EXISTING PORTIONS OF THE BRIDGE.

UTILITY COMPANIES WHOSE FACILITIES ARE SHOWN ON THE PLANS OR KNOWN TO BE WITHIN THE CONSTRUCTION LIMITS SHALL BE NOTIFIED BY THE BRIDGE CONTRACTOR OF THE STARTING DATE.

THE BRIDGE CONTRACTOR IS ENCOURAGED TO TAKE FULL ADVANTAGE OF SPECIFICATION 1105.15 -- VALUE ENGINEERING INCENTIVE PROPOSAL. A PAMPHLET AND CONCEPTUAL PROPOSAL FORM WILL BE AVAILABLE AT THE PRECONSTRUCTION CONFERENCE.

REMOVALS SHALL BE IN ACCORDANCE WITH SECTION 2401 OF THE STANDARD SPECIFICATIONS. ANY DAMAGE TO OTHER PORTIONS OF THE EXISTING STRUCTURE NOT NOTED FOR REMOVAL SHALL BE THE RESPONSIBILITY OF THE BRIDGE CONTRACTOR AND SHALL BE REPAIRED AT NO EXTRA COST TO THE STATE.

THE TOP AND INTERIOR FACES OF THE CONCRETE BARRIER RAILS AND THE TOP FACES OF PIER 1, PIER 4, PIER 7, PIER 12, WEST ABUTMENT AND EAST ABUTMENT ARE TO BE CLEANED AND SEALED IN ACCORDANCE WITH STANDARD SPECIFICATION 2403.21 (D). DO NOT ALLOW SEALER MATERIAL TO RUN DOWN THE EXTERIOR VERTICAL FACE OF THE EXTERIOR BARRIER RAILS AND THE VERTICAL FACES OF THE PIERS AND THE ABUTMENTS. ALL COSTS ASSOCIATED WITH CLEANING AND SEALING OF THE CONCRETE BARRIER RAILS AND THE TOP FACES OF PIER 1, PIER 4, PIER 7, PIER 12, WEST ABUTMENT AND EAST ABUTMENT SHALL BE INCLUDED IN THE UNIT PRICE BID ITEM "BRIDGE FLOOR OVERLAY".

THE BID ITEM "STRUCTURAL STEEL" SHALL INCLUDE ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING THE FOLLOWING:

1. 22 RAISE FRAMES FOR DECK DRAINS
2. 22 EXTENSION FRAMES FOR DECK DRAINS
3. ALL ASSOCIATED ANCHOR BOLTS, BOLTS AND NUTS

THE TOP REINFORCING MAT IS EPOXY COATED. SCARIFICATION AND REPAIR PROCEDURES SHALL NOT DAMAGE THE EPOXY COATING. IF THE EPOXY COATING IS DAMAGED, IT SHALL BE REPAIRED AT NO EXTRA COST TO THE STATE. THE ORIGINAL PLANS SHOW 2 1/2 INCHES OF CONCRETE COVER ON THE TOP TRANSVERSE REINFORCING BARS. A SURVEY WILL BE CONDUCTED BY THE OFFICE OF MATERIALS TO VERIFY THE CONCRETE COVER OVER THE TOP TRANSVERSE REINFORCING BARS. THIS INFORMATION WILL BE MADE AVAILABLE AT THE PRECONSTRUCTION MEETING. IF THE CONTRACTOR DAMAGES REINFORCING DURING THE SCARIFICATION PROCESS, WORK SHALL STOP IMMEDIATELY AND THE ENGINEER NOTIFIED.

DESIGN HISTORY AT THIS SITE

DES. NO.	TYPE OF WORK
777	ORIGINAL DESIGN
1279	ORIGINAL DESIGN
1479	ORIGINAL DESIGN
1579	ORIGINAL DESIGN
1679	ORIGINAL DESIGN
1779	ORIGINAL DESIGN

TRAFFIC CONTROL PLAN

NOTE: THE ROADWAY WILL BE OPEN TO THRU TRAFFIC. REFER TO THE TRAFFIC CONTROL PLAN SHOWN ELSEWHERE IN THESE PLANS.

LOCATION:

MAINTENANCE NO. 3191.8S061
U.S. 61/ U.S. 151 OVER MISSISSIPPI RIVER
T-89 N R-3 E
SECTION 17
DUBUQUE TOWNSHIP
DUBUQUE COUNTY
FHWA NO. 604440

DESIGN FOR BRIDGE DECK OVERLAY
**CITY ISLAND BRIDGE
OVER MISSISSIPPI RIVER
AT DUBUQUE, IOWA**
GENERAL NOTES AND QUANTITIES
STATION: 102+59.00 JUNE, 2002
DUBUQUE COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 1 OF 8 FILE NO. 29192 DESIGN NO. 202

DESIGNED BY H. L. ADCOCK CHECKED BY _____
DETAILED BY D. A. WRIGHT CADD FILE _____

DUBUQUE COUNTY

PROJECT NUMBER

BRF-61-8(97)--38-31

SHEET NUMBER

2

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACCTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

6/26/2003 7:58 AM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
1	1	6/26/2003	\$5,700.00	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
Railroad Protective Insurance, Railroad Flagger

Description of Changes
In the scope of the project, modular joint repair will be done at pier 12, adjacent to the Burlington Northern & Santa Fe Railroad. The Burlington Northern & Santa Fe Railroad requires the contractor to obtain Railroad Protective Insurance, with limits of \$2,000,000/\$5,000,000. In conjunction with the insurance, the railroad will require a flagger present during work hours.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0001, DESIGN NO. 202; A 2946'-6 X 75'-2 STEEL GIRDER BRIDGE

Item Description	Item Code	Prop.Ln.	ItemType	Unit	Proposed Qty.	Unit Price	Dollar Value
(EACH ITEM) Railroad Flaggers	2599-999005	0205	SUPPLEMENT EACH		1,000.000	1.00000	\$1,000.00

Reason: The Burlington Northern & Santa Fe requires a railroad flagger present while the contractor is working adjacent to the railroad. Railroad invoice is in the office file.

(LUMP SUM ITEM) Railroad Protective Insurance	2599-999010	0185	SUPPLEMENT LS		1.000	4,200.00000	\$4,200.00
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Reason: Railroad Protective Insurance is required for work adjacent to the Burlington Northern & Santa Fe Railroad. Agreed price prior to work. Contractor invoice is in the office file.

Subtotal for Category 0001:	\$5,700.00
Subtotal for Project 31-0618-097:	\$5,700.00

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACCTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

12/1/2003 10:03 AM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
13	1	11/21/2003	\$18,917.11	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
Bolt Replacement, Welding

Description of Changes
During removal of the expansion joint cover plates, a majority of the bolts broke off. In order to secure the plates, the broken bolts had to be drilled out and the threads re-tapped. New stainless steel bolts were ordered for replacement.

At pier 8, westbound lane, a crack was discovered in two of the expansion joint units. The Central Construction Office requested the cracks fixed, by widening the crack and welding. At pier 4 and 5 during the sand blasting of the expansion joints, two areas were found to be deteriorated from rust which would not allow the new joint material to seal properly. Bridge Maintenance requested that lip on the expansion joints, by welding, be built up to receive and seal the new joint material.

RCE Office and Contractor agreed to lump sum price for extra work on force account basis. Contractor's force account sheets in RCE Office project file.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0001, DESIGN NO. 202; A 2946'-6 X 75'-2 STEEL GIRDER BRIDGE

Item Description	Item Code	Prop.Ln.	ItemType	Unit	Proposed Qty.	Unit Price	Dollar Value
(LUMP SUM ITEM) Cover Plate Bolts, Welding	2599-999010	0305	SUPPLEMENT LS		1.000	18,917.11000	\$18,917.11

Reason: Replace broken cover plate bolts. Repair of expansion joint cracks and upper expansion joint lips. Cost of bolt replacement includes all labor, materials, equipment, and overhead, \$1,001.53. Cost of welding includes all labor, equipment, material, and overhead, and 10% for the prime contractor, \$17,915.48.

Subtotal for Category 0001:	\$18,917.11
Subtotal for Project 31-0618-097:	\$18,917.11

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACCTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

9/2/2003 11:16 AM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
4	3	9/2/2003	\$6,155.11	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
SA-400 Neoprene Seal

Description of Changes
The plans indicated the strip seal replacement to be SE-400. This product was not compatible with the expansion joint. The correct seal was SA-400 and was ordered to complete the strip seal work. The SE-400 neoprene was delivered to the Dubuque Maintenance garage.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0001, DESIGN NO. 202; A 2946'-6 X 75'-2 STEEL GIRDER BRIDGE

Item Description	Item Code	Prop.Ln.	ItemType	Unit	Proposed Qty.	Unit Price	Dollar Value
(LUMP SUM ITEM) SA-400 Neoprene Seal	2599-999010	0275	SUPPLEMENT LS		1.000	2,915.33000	\$2,915.33

Reason: Contractor had ordered SE-400 Neoprene seal as per plan, which was incorrect. Lump sum price is manufacturer's invoice price for the new seal (SA-400) minus the invoice price for the old seal (SE-400). Invoices in project file. New seal invoice price equals \$5902.58, old seal high cost due to manufacturer's special set up to run material for this project.

(LUMP SUM ITEM) Unexpended Material	2599-999010	0270	SUPPLEMENT LS		1.000	3,238.78000	\$3,238.78
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Reason: Manufacturer's invoice price plus 10% mark-up as per specification 1109.04 - Cancelled work. Material delivered to the Dubuque Maintenance shop. Invoice in project file.

Subtotal for Category 0001:	\$6,155.11
Subtotal for Project 31-0618-097:	\$6,155.11

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACCTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

10/20/2003 10:52 AM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
14		11/21/2003	\$-2,000.00	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
Incentive/Disincentive for Bridge Deck Smoothness

Description of Changes
Disincentive for one segment of the outside EBL.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0001, DESIGN NO. 202; A 2946'-6 X 75'-2 STEEL GIRDER BRIDGE

Item Description	Item Code	Prop.Ln.	ItemType	Unit	Proposed Qty.	Unit Price	Dollar Value
PRICE ADJUSTMENT SMOOTHNESS-OVERLAY Bridge Deck Overlay Incentive	6200-700061	0300	SUPPLEMENT EACH		-1.000	2,000.00000	\$-2,000.00

Reason: One segment of the outside EBL was not connected to the profile index as shown in Article 2317.07B. The segment average PRI is 22.4, a deduction of \$2000.00.

Subtotal for Category 0001:	\$-2,000.00
Subtotal for Project 31-0618-097:	\$-2,000.00

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACCTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

9/16/2003 9:40 AM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
10	1	9/16/2003	\$117,673.15	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
EWO - Bridge Joint Repair

Description of Changes
The plan notes only accounted for the contractor to acquire compression bearings and control springs for modular joints at Pier 1, Pier 4, and Pier 12. Additional compression bearings and control springs had to be placed at Pier 7 and Pier 8.

Payment for additional modular joint repair includes, material costs, labor, equipment, standby time, and additional traffic control setups. Lump sum unit price includes prime contractor's mark up. Contractor's force account sheets and material costs in RCE office file.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0001, DESIGN NO. 202; A 2946'-6 X 75'-2 STEEL GIRDER BRIDGE

Item Description	Item Code	Prop.Ln.	ItemType	Unit	Proposed Qty.	Unit Price	Dollar Value
(LUMP SUM ITEM) EWO - Bridge Joint Repair	2599-999010	0280	SUPPLEMENT LS		1.000	117,673.15000	\$117,673.15

Reason: Plans omitted all of the compression bearings and control springs to be placed at modular joints for Piers 7 and 8.

Subtotal for Category 0001:	\$117,673.15
Subtotal for Project 31-0618-097:	\$117,673.15

Time Extensions

Site	Site Description	Site Type	Original Compl. Date/Days	Additional No. of Days	New Compl. Date/Days
00		WORK DAYS	50	40	102

Reason: For contractor's delays incurred for additional placement of compression bearings and control springs at modular joints.

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACCTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

1/12/2004 5:33 PM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
15	2	1/12/2004	\$71,200.00	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
Increase Temporary Barrier Rail, TC, Mob.

Description of Changes
There was a plan error for a number of compression bearings and control springs at expansion joints, which caused delays in delivery of material. This adversely affected the contractor's staging to work on bridge overlay and repair of bridge expansion joints. The west bridge approach was lengthened to correct profile grade and with the ramp layers and removal of median and median barrier rail it was advantageous to stage approach work separate from bridge overlay. This increased the placement of temporary barrier rail by 1,400 LF at the approaches. The modular joint work required 4,800 LF of rail to provide safety for the traveling public as well as the workers.

The project delays caused the contractor to complete installation of modular expansion joint neoprene gland in cooler temperatures. This delay required the removal of temporary barrier rail and open closed lanes to the traveling public while waiting for cool temperatures.

Lump Sum unit prices reflects the extra costs to the contractor for Traffic Control and additional Mobilization. RCE and Contractor agreed to lump sum unit price, which reflected a reasonable amount for the work to be done.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0001, DESIGN NO. 202; A 2946'-6 X 75'-2 STEEL GIRDER BRIDGE

Item Description	Item Code	Prop.Ln.	ItemType	Unit	Proposed Qty.	Unit Price	Dollar Value
(LUMP SUM ITEM) Traffic Control Mobilization	2599-999010	0305	SUPPLEMENT LS		1.000	3,000.00000	\$3,000.00

Reason: For extra work to install neoprene gland \$1000.00 for Mobilization and \$2000.00 for additional Traffic Control.

Subtotal for Category 0001:	\$3,000.00
Subtotal for Project 31-0618-097:	\$3,000.00

BRIDGE JOINT REPAIR

MODULAR JOINT REPAIR SHALL CONSIST OF THE FOLLOWING:

1. REPLACEMENT OF ALL COMPRESSION BEARINGS.
2. REPLACEMENT OF ALL CONTROL SPRINGS.
3. CLEANING OF ALL SLIP PLATES.
4. REPLACEMENT OF ALL MODULAR JOINT SEALS.

THE CONTRACTOR SHALL ACQUIRE 444 PAIRS OF COMPRESSION BEARINGS AND 438 CONTROL SPRINGS FROM MODULAR JOINT MANUFACTURER OR ANOTHER SOURCE APPROVED BY ENGINEER, 438 PAIRS OF BEARINGS AND 432 CONTROL SPRINGS ARE REQUIRED FOR MODULAR JOINT REPAIR. THE CONTRACTOR SHALL PROVIDE 6 CONTROL SPRINGS TO THE IOWA DOT TO BE GIVEN TO DISTRICT 6 BRIDGE CREW LEADER.

STRIP SEAL JOINT REPAIR SHALL CONSIST OF THE FOLLOWING:

1. REPLACEMENT OF ALL STRIP SEALS.

THE CONTRACTOR SHALL USE WATSON BOWMAN ACME SA-400 NEOPRENE SEALS OR APPROVED EQUAL.

SPECIAL BRIDGE JOINT REPAIR NOTES

ALL BOLTED CONNECTIONS ON THE UNDERSIDE OF THE MODULAR JOINTS THAT ARE DISASSEMBLED MUST BE TACK WELDED AFTER REASSEMBLY TO ENSURE THAT THE CONNECTIONS DO NOT VIBRATE LOOSE.

TACK WELD TOP AND BOTTOM SLIP PLATES TO SUPPORT BARS WHERE THE SLIP PLATES HAVE SEPARATED FROM THE SUPPORT BARS, LEAVING A SLIGHT GAP.

PROCEDURE FOR REPLACING COMPRESSION BEARINGS

THE FOLLOWING PROCEDURE IS A GUIDE TO ASSIST IN REPLACEMENT OF MODULAR JOINT COMPRESSION BEARINGS. THE CONTRACTOR SHALL CONTACT THE MODULAR JOINT MANUFACTURER TO OBTAIN MORE COMPLETE DIRECTIONS. IT IS RECOMMENDED THAT THE CONTRACTOR FOLLOW THE MANUFACTURER'S PROCEDURE AS CLOSELY AS POSSIBLE. PLEASE REFER TO SHOP DRAWINGS FOR THIS PROJECT WHEN REVIEWING AND PERFORMING THE ACTUAL WORK.

EQUIPMENT

THE FOLLOWING EQUIPMENT IS NEEDED FOR THE REPLACEMENT PROCEDURE:

1. SPREADER
2. LIFTING DEVICE
3. 10-TON RAM SET UP
4. CHAIN

PROCEDURE

THE FOLLOWING STEPS ARE FOR THE REPLACEMENT PROCEDURE OF THE EXISTING COMPRESSION BEARINGS FOR THE UPPER AND LOWER LOCATIONS.

1. REMOVE EXISTING BOX SEAL FROM BETWEEN STEEL CENTER BEAMS. (REMARKS: REMOVE CURB PLATES OR JACK THEM UP AND SUPPORT ON BLOCKING. IF FASTENERS ARE DIFFICULT TO LOOSEN, WELD NUTS TO TOP OF FLAT HEAD BOLTS AND USE A WRENCH TO TURN NUTS. SPREAD RAILS 3 INCHES APART IF POSSIBLE AND SPLIT SEAL DOWN THE CENTER WITH SHARP KNIFE. PULL SEALS FROM LOCKING LUGS IN CENTER BEAM. WORK A SMALL AMOUNT OF MATERIAL AWAY FROM THE LOCKING LUGS, THEN CINCH A STRAP ON THE MATERIAL AND PULL.)
2. USING SPREADER, SHIFT CENTER BEAMS TO ONE SIDE. (REMARKS: TRY TO KEEP SPACINGS OF BEAMS AS UNIFORM AS POSSIBLE. DO NOT SPREAD JUST ONE END. SPREAD THE WHOLE SECTION OF JOINT.)
3. USING LIFTING DEVICE, LIFT BAR TO REMOVE LOWER BEARINGS.
4. WHEN ALL LOWER BEARINGS ARE REMOVED, LOWER BAR AND REMOVE UPPER BEARINGS.
5. REPLACE UPPER BEARINGS. (REMARKS: THE UPPER BEARINGS MAY HAVE BEEN GLUED IN PLACE TO HOLD THEM DURING THE ORIGINAL INSTALLATION OF THE SUPPORT BARS. IF THE BEARINGS ARE GLUED, THEY CAN BE REMOVED WITH A REASONABLE FORCE. ALL EXISTING BEARING MATERIAL SHOULD BE CLEANED FROM THE HOLES IN THE SUPPORT BOXES WHERE THE STEMS OF THE BEARINGS ARE INSERTED. THE USE OF A SEAL-REMOVING TOOL WILL HELP IN DOING THIS.)
6. USING LIFTING DEVICE, LIFT BAR TO REPLACE LOWER BEARING.

SPECIAL NOTES

ANY FOREIGN MATTER PRESENT IN THE MODULAR JOINT SHALL BE REMOVED.

THE UPPER STAINLESS STEEL SLIP PLATE MUST BE PROTECTED FROM FOREIGN MATTER AND DAMAGE WHEN CLEANING OUT THE SUPPORT BOXES.

PROCEDURE FOR REPLACING CONTROL SPRINGS

THE FOLLOWING PROCEDURE IS A GUIDE TO ASSIST IN REPLACEMENT OF MODULAR JOINT CONTROL SPRINGS. THE CONTRACTOR SHALL CONTACT THE MODULAR JOINT MANUFACTURER TO OBTAIN MORE COMPLETE DIRECTIONS. IT IS RECOMMENDED THAT THE CONTRACTOR FOLLOW THE MANUFACTURER'S PROCEDURE AS CLOSELY AS POSSIBLE. PLEASE REFER TO SHOP DRAWINGS FOR THIS PROJECT WHEN REVIEWING AND PERFORMING THE ACTUAL WORK.

EQUIPMENT

THE FOLLOWING EQUIPMENT IS NEEDED FOR THE REPLACEMENT PROCEDURE:

1. HAMMER
2. CROW BAR
3. SPREADER
4. 10-TON RAM CYLINDER

PROCEDURE

THE FOLLOWING STEPS ARE FOR THE REPLACEMENT PROCEDURE OF THE EXISTING CONTROL SPRINGS IN ONE PARTICULAR LOCATION AT A TIME.

1. REMOVE EXISTING NYLON DOWELS WITH THE AID OF A HAMMER, FORCING THE DOWEL TO ONE SIDE.
2. REMOVE EXISTING CONTROL SPRING MATERIAL. A CROW BAR MAY BE USED TO UNWEDGE MATERIAL IN AREAS WHERE THE SYSTEM IS FULLY OPENED.
3. FROM THE TOP OF THE EXPANSION JOINT, TAKE THE SPREADING DEVICE AND APPLY PRESSURE TO THE SIDES OF THE STEEL SUPPORT RAILS, WHICH IN TURN WILL SPREAD OPEN ONE BUFFER LOCATION, ALLOWING EASIER INSTALLATION OF NEW BUFFERS BETWEEN STEEL STOPS.
4. REINSERT THE NEW DOWEL INTO THE BUFFER AND HAMMER BACK INTO PLACE.

SPECIAL NOTES

REPLACE ALL NEOPRENE CONTROL SPRINGS (PART 1M4 ON SHOP DRAWINGS) WITH URETHANE CONTROL SPRINGS.

REATTACH CONTROL SPRING DOWEL SUPPORT PLATES (PARTS 12P2 AND 12P3 ON SHOP DRAWINGS) TO CROSS BEAMS USING A 1/2 INCH FILLET WELD IF ORIGINAL WELD HAS FAILED.

PROCEDURE FOR REPLACING MODULAR JOINT SEALS

THE FOLLOWING PROCEDURE IS A GUIDE TO ASSIST IN REPLACEMENT OF MODULAR JOINT SEALS. THE CONTRACTOR SHALL CONTACT THE MODULAR JOINT MANUFACTURER TO OBTAIN MORE COMPLETE DIRECTIONS. IT IS RECOMMENDED THAT THE CONTRACTOR FOLLOW THE MANUFACTURER'S PROCEDURE AS CLOSELY AS POSSIBLE. PLEASE REFER TO SHOP DRAWINGS FOR THIS PROJECT WHEN REVIEWING AND PERFORMING THE ACTUAL WORK.

PROCEDURE

1. SLIDER PLATE REMOVAL

REMOVE SLIDER PLATES LOCATED AT THE CURB AREAS OF THE EXPANSION JOINT.

2. FIELD PREPARATION

CLEAN ALL ROADWAY DEBRIS THAT MAY HAVE COLLECTED AT CURB AREAS AND IN THE EXPANSION GAPS AT SEAL LOCATIONS.

3. JACKING OPERATIONS

PRIOR TO PROCEEDING WITH REMOVAL OF THE NEOPRENE SEALS, IT IS RECOMMENDED THAT A MINIMUM OPENING OF 1 1/4 INCHES TO 2 INCHES BE OBTAINED BETWEEN THE STEEL EXTRUSIONS. JACKING THE HOLLOW CENTER BEAMS HORIZONTALLY TO ACHIEVE THE MINIMUM OPENINGS MAY BE REQUIRED. THIS WILL ALLOW FOR EASE OF EXTRACTING THE NEOPRENE SEAL. JACKING OPERATIONS MAY BE ACCOMPLISHED BY UTILIZING A MINIMUM OF TWO 10-TON HYDRAULIC JACKS AND THE REQUIRED JACKING PLATE BRACKETS.

4. SEAL REMOVAL

BEGIN REMOVAL OPERATIONS OF THE NEOPRENE SEAL BY UTILIZING THE MANUFACTURER'S POGO-STICK INSTALLATION TOOL TO DISENGAGE THE UPPER LOCKING LUGS OF THE NEOPRENE SEAL. USING THE SAME TOOL, PRY THE LOCKING LUG OUT AND AWAY FROM THE UPPER SECTION OF THE EXTRACTION OF THE SEAL. BEGIN BY EXTRACTING THE TWO INSIDE (MIDDLE) SEALS FIRST BY STARTING AT THE CURB AREA AND WORKING ALONG THE LENGTH OF THE EXPANSION JOINT.

UPON COMPLETION, BEGIN EXTRACTING TWO OUTSIDE SEALS IN THE SAME MANNER. AS A RESULT OF THE ABOVE PROCEDURE, THE EXTRACTION OF THE TWO OUTSIDE SEALS MAY BE PERFORMED SIMULTANEOUSLY.

5. SEAL RE-INSTALLATION

PRIOR TO INSTALLATION OF THE SEAL, THE EXTRUSION CAVITY MUST BE FREE OF ALL DIRT, OIL, STANDING WATER AND ANY FOREIGN MATTER THAT COULD BE DETRIMENTAL TO THE SEALING CAPABILITY OF THE NEOPRENE SEAL, AND SHOULD BE BRUSHED OR BLOWN WITH COMPRESSED AIR AND CLEANED WITH AN APPROVED SOLVENT. A MINIMUM OPENING OF 2 INCHES WILL ALSO BE REQUIRED BETWEEN THE STEEL EXTRUSIONS TO ALLOW FOR FIELD INSTALLATION OF THE NEOPRENE SEAL.

APPLY MANUFACTURER'S APPROVED ADHESIVE BY BRUSH TO THE FULL PERIMETER OF THE WALLS OF THE STEEL EXTRUSION CAVITY. IT IS RECOMMENDED THAT THE INSTALLER APPLY THE LUBRICANT/ADHESIVE IN APPROXIMATELY 5-FOOT INCREMENTS. INCREASED TIME MAY BE REQUIRED TO INSTALL THE SEAL; THEREFORE THIS WILL MINIMIZE THE POSSIBILITY OF THE LUBRICANT/ADHESIVE SETTING PREMATURELY.

TO BEGIN INSTALLATION, POSITION THE SEAL OVER THE STEEL EXTRUSIONS WITH ONE SIDE OF THE SEAL BETWEEN THE EXTRUSIONS AS SHOWN BELOW. COMPRESS THE OPPOSITE SIDE OF THE SEAL WITH A DOWN AND INWARD MOTION UNTIL BOTH SIDES ARE RESTING BETWEEN THE STEEL EXTRUSIONS AS SHOWN BELOW. COMPRESS THE OPPOSITE SIDE OF THE SEAL WITH A DOWN AND INWARD MOTION UNTIL BOTH SIDES ARE RESTING BETWEEN THE STEEL EXTRUSIONS.

[SEE FIGURE A]

USING THE PROPER INSTALLATION TOOLS AS SUPPLIED BY THE EXPANSION JOINT MANUFACTURER, INSERT THE SEAL BY APPLYING STRAIGHT DOWNWARD PRESSURE IN THE CENTER OF THE SEAL AS SHOWN BELOW.

[SEE FIGURE B]

BY APPLYING PRESSURE AND PUSHING DOWN, THE SEAL WILL SEAT ITSELF BY FLARING OUT AT THE BOTTOM AND THE LOWER LUGS WILL ENGAGE IN THE LOWER RECESSES OF THE STEEL CAVITIES. CARE SHOULD BE EXERCISED IN ORDER THAT THE SEAL IS NOT INSERTED THROUGH AND PAST THE LOWER EXTRUSION OPENING.

[SEE FIGURE C]

WHEN THE SEAL IS FULLY SEATED (IT WILL BE OBVIOUS FROM FEEL), COMPLETE INSTALLATION BY TUCKING THE TOP LUG UNDER THE UPPER RECESS OF THE STEEL EXTRUSIONS USING A DOWN AND INWARD MOTION. DO NOT USE A KNIFE EDGE OR SHARP TOOL SINCE IT WILL DAMAGE THE SEAL.

[SEE FIGURE D]

UPON COMPLETING THE 5-FOOT SECTION OF THE SEAL, REPEAT THE PRECEDING STEPS ALONG THE LENGTH OF THE EXPANSION JOINT. THE OVERALL SEAL INSTALLATION SHOULD BE INSPECTED TO ENSURE THAT THE SEAL IS PROPERLY SEATED AND LOCKED IN THE EXTRUSION CAVITY. ANY PORTION OF THE SEAL NOT SEATED PROPERLY MUST BE CORRECTED AT ONCE, FOLLOWING THE ABOVE PROCEDURE. SEAL INSTALLATION IS NOW COMPLETE. ALLOW LUBRICANT/ADHESIVE TIME TO FULLY CURE.

6. SLIDER PLATE RE-ASSEMBLY

REPLACE SLIDER PLATES LOCATED AT THE CURB AREAS OF THE EXPANSION JOINT.

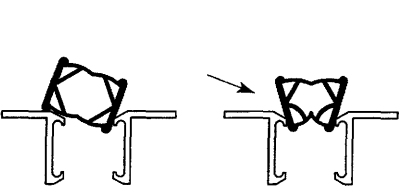


FIGURE A

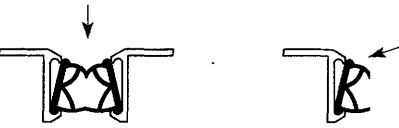


FIGURE C

FIGURE D

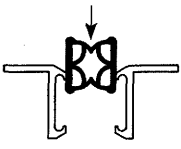


FIGURE B

DESIGN FOR BRIDGE DECK OVERLAY
**CITY ISLAND BRIDGE
OVER MISSISSIPPI RIVER
AT DUBUQUE, IOWA**
JOINT REPAIR NOTES
STATION: 102+59.00 JUNE, 2002
DUBUQUE COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 2 OF 8 FILE NO. 29192 DESIGN NO. 202
SHEET NUMBER 3

SPECIAL NOTES

EACH MODULAR JOINT SEAL IS TO BE PLACED AS ONE CONTINUOUS PIECE FROM END TO END OF STEEL EXTRUSIONS. TO ENSURE PROPER FIT OF THE SEAL AND INCREASE THE EASE OF INSTALLATION, ALL DIRT, SPATTER AND STANDING WATER SHALL BE REMOVED FROM THE STEEL EXTRUSION CAVITY USING A BRUSH, SCRAPER, OR COMPRESSED AIR.

APPLY MANUFACTURER'S APPROVED ADHESIVE TO THE FULL PERIMETER ON THE WALLS OF THE STEEL EXTRUSION CAVITY. USE MANUFACTURER'S INSTALLATION TOOL TO PROPERLY INSERT MODULAR JOINT SEALS IN STEEL EXTRUSIONS.

PROCEDURE FOR REPLACING STRIP SEALS

SPECIAL NOTES

THE NEW STRIP SEALS MUST BE INSTALLED OVER THE ENTIRE LENGTH OF THE EXPANSION JOINT, INCLUDING THE INCLINED SECTIONS AT EACH END OF THE JOINT. EACH STRIP SEAL IS TO BE PLACED AS ONE CONTINUOUS PIECE.

NAVIGATION LIGHTS

THE CONTRACTOR SHALL ACQUIRE 6 NAVIGATION LIGHTS. THESE LIGHTS SHALL BE DELIVERED TO THE DUBUQUE SHOP OF THE IOWA DEPARTMENT OF TRANSPORTATION, US HIGHWAY 61 SOUTH, DUBUQUE, IA 52003. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PARTS FOR THE NAVIGATION LIGHTS FROM TIDELAND SIGNAL CORPORATION, SPECTRA A-M, OR ANOTHER APPROVED MANUFACTURER. SEE FOLLOWING TABLES FOR PARTS LIST.

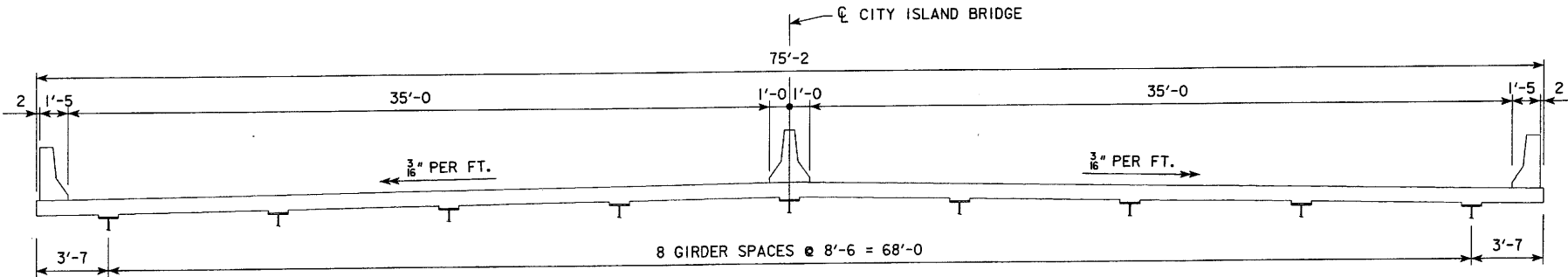
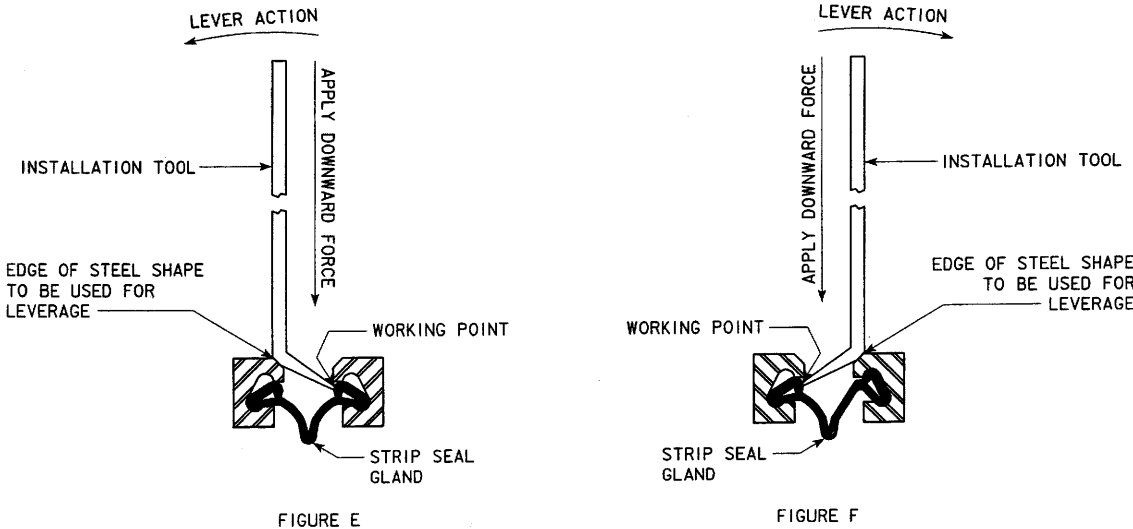
TIDELAND SIGNAL CORPORATION - REQUIRED PARTS FOR 6 NAVIGATION LIGHTS

QTY	PART NUMBER	ITEM
2	010.1059-SA	FIXED BURN
2	ML140	360 DEGREE GREEN LENSES
4	010.1079-SA	FIXED BURN
4	ML140	180 DEGREE RED LENSES
4	LP-2G	PEDESTAL

SPECTRA A-M - REQUIRED PARTS FOR 6 NAVIGATION LIGHTS

QTY	PART NUMBER	ITEM
6	FA 143	LIGHT HEADS-FIXED BURN WITH APL 1297A LAMP CHANGERS
2	FA 230	SWIVELS
4	FA 229	PEDESTALS
2	---	360 DEGREE GREEN LENSES
4	---	180 DEGREE RED LENSES

ALL LIGHTS SHALL HAVE VOLTAGE OF 120 VOLTS



TYPICAL CROSS SECTION

DESIGN FOR BRIDGE DECK OVERLAY
CITY ISLAND BRIDGE
OVER MISSISSIPPI RIVER
AT DUBUQUE, IOWA
JOINT REPAIR NOTES

STATION: 102+59.00 JUNE, 2002

DUBUQUE COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 3 OF 8 FILE NO. 29192 DESIGN NO. 202

DESIGNED BY H. L. ADCOCK CHECKED BY
DETAILED BY D. A. WRIGHT CADD FILE

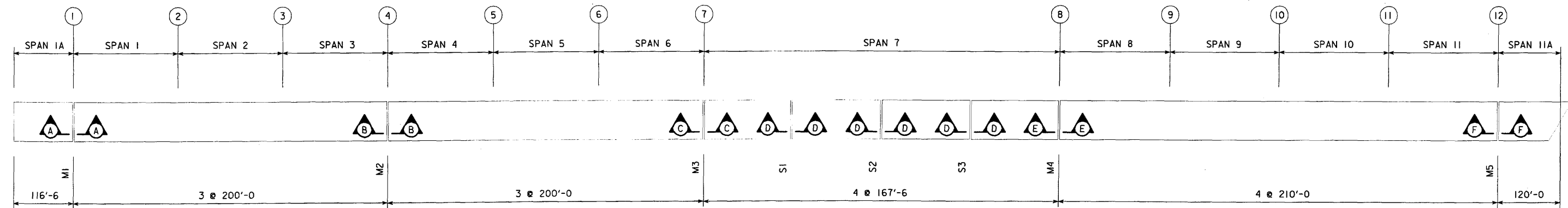
DUBUQUE COUNTY

PROJECT NUMBER BRF-61-8(97)--38-31

SHEET NUMBER 4

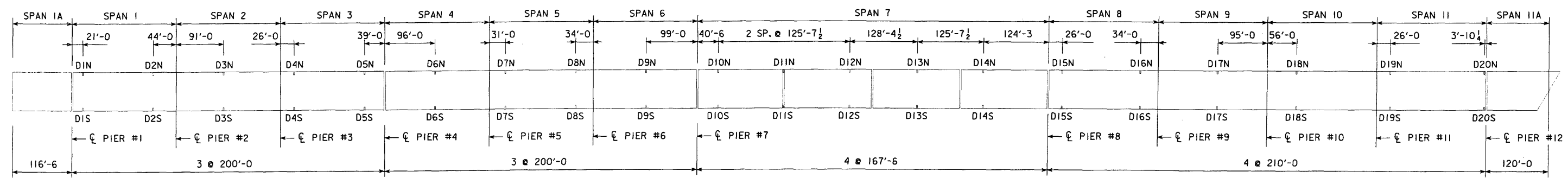


OVERLAY SURFACE RAISE



PLAN SCHEMATIC
SHOWING JOINT LOCATIONS

NOTATION	DESCRIPTION	LOCATION
M1	MODULAR JOINT 1	PIER 1
M2	MODULAR JOINT 2	PIER 4
M3	MODULAR JOINT 3	PIER 7
M4	MODULAR JOINT 4	PIER 8
M5	MODULAR JOINT 5	PIER 12
S1	STRIP SEAL 1	1/4 POINT-SPAN 7
S2	STRIP SEAL 2	1/2 POINT-SPAN 7
S3	STRIP SEAL 3	3/4 POINT-SPAN 7



PLAN SCHEMATIC
SHOWING DRAIN LOCATIONS

FOR SECTIONS A-A, B-B, C-C, D-D,
E-E AND F-F SEE DESIGN SHEET 6.

DESIGN FOR BRIDGE DECK OVERLAY

CITY ISLAND BRIDGE

OVER MISSISSIPPI RIVER

AT DUBUQUE, IOWA

PLAN SCHEMATIC

STATION: 102+59.00

DUBUQUE COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 8 FILE NO. 29192 DESIGN NO. 202

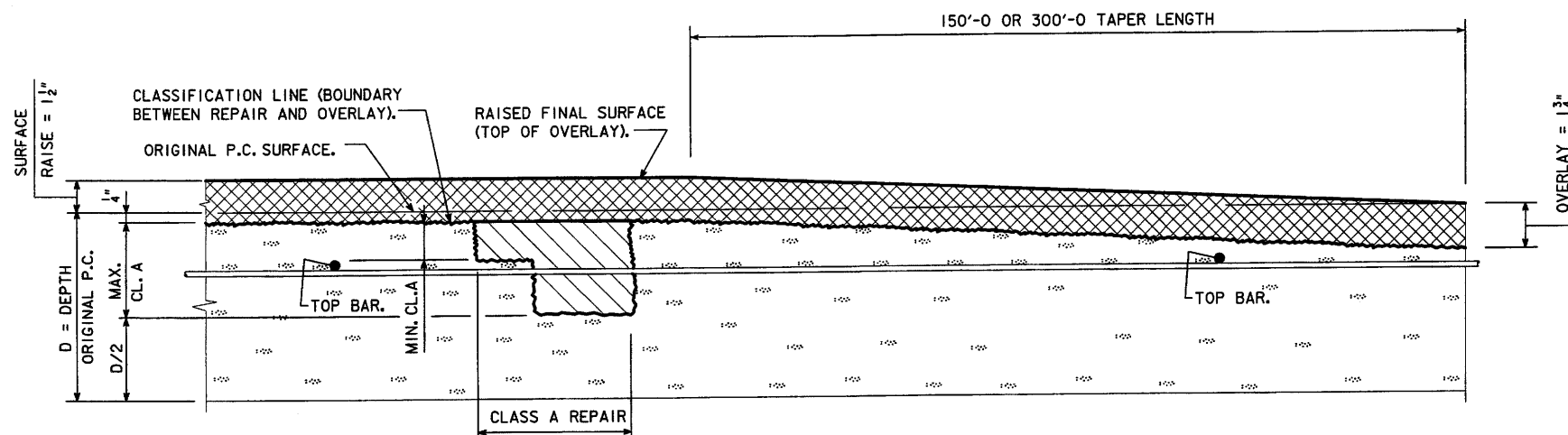
JUNE, 2002

DESIGNED BY H.L. ADCOCK CHECKED BY
 DETAILED BY D.A. WRIGHT CADD FILE

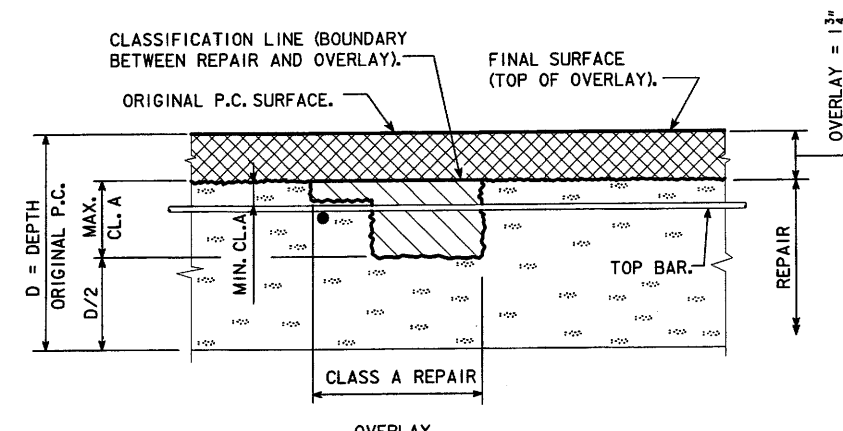
DUBUQUE COUNTY

PROJECT NUMBER BRF-61-8(97)--38-31

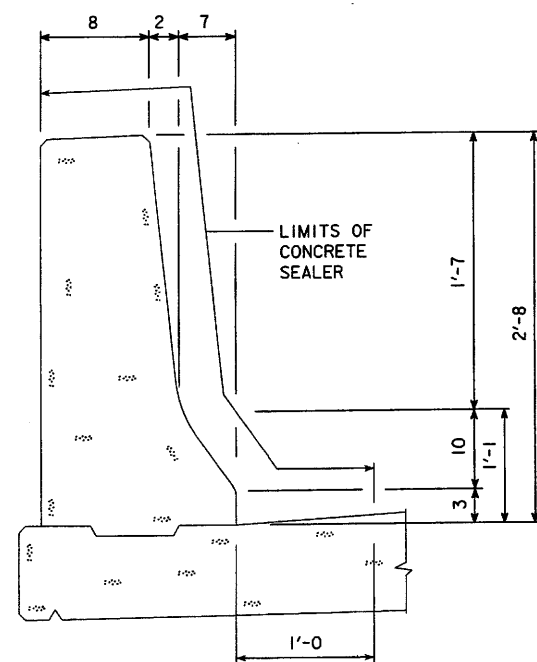
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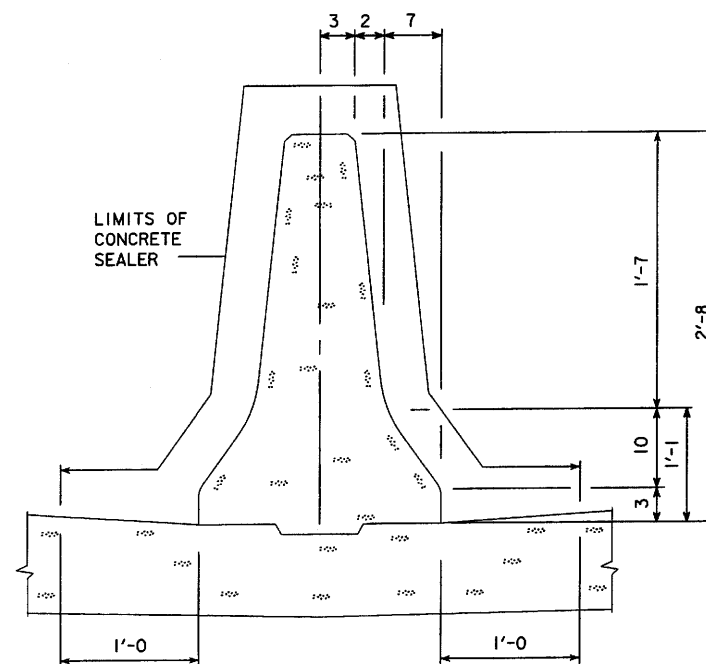
REPAIR AND OVERLAY DEFINITION
LONGITUDINAL SECTION



REPAIR AND OVERLAY DEFINITION
SPAN 1A, TIED ARCH SPAN 7 AND SPAN 11A



OUTSIDE BARRIER RAIL



MEDIAN BARRIER RAIL

EXTENTS OF CONCRETE SEALER

APPLY SEALER TO INSIDE FACE AND TOP OF OUTSIDE BARRIER RAILS FROM WEST ABUTMENT (STA. 86+07.50) TO EAST ABUTMENT (STA. 115+54.00) AND TO BOTH FACES AND TOP OF MEDIAN BARRIER RAIL FROM WEST ABUTMENT (STA. 86+07.50) TO TURMINUS ON WISCONSON SIDE (APPROX. STA. 129+00).

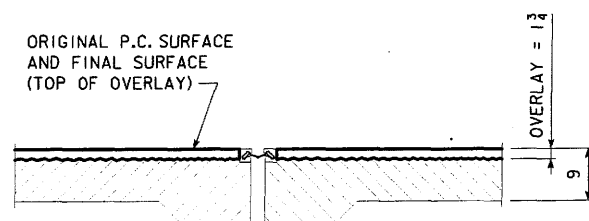
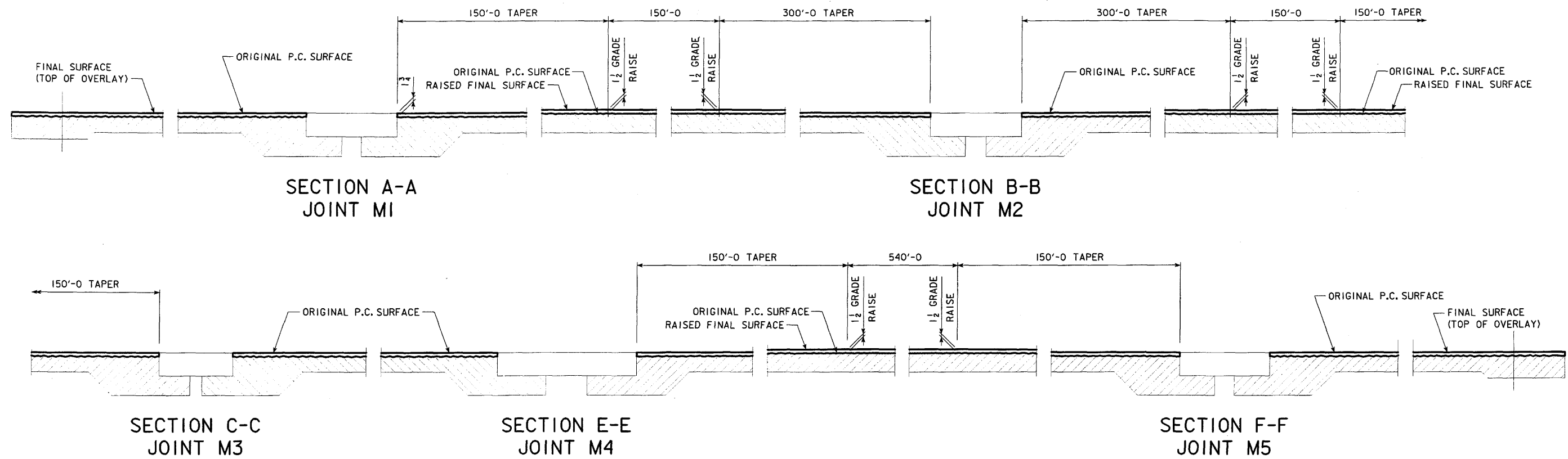
DESIGN FOR BRIDGE DECK OVERLAY
CITY ISLAND BRIDGE
OVER MISSISSIPPI RIVER
AT DUBUQUE, IOWA
OVERLAY AND REPAIR DETAILS
STATION: 102+59.00 JUNE, 2002
DUBUQUE COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 5 OF 8 FILE NO. 29192 DESIGN NO. 202

DESIGNED BY H. L. ADCKOCK CHECKED BY
DETAILED BY D. A. WRIGHT CADD FILE

DUBUQUE COUNTY

PROJECT NUMBER BRF-61-8(97)--38-31

SHEET NUMBER 6



FOR LOCATION OF SECTIONS
A-A, B-B, C-C, D-D, E-E AND
F-F SEE DESIGN SHEET 4.

DESIGN FOR BRIDGE DECK OVERLAY
CITY ISLAND BRIDGE
OVER MISSISSIPPI RIVER
AT DUBUQUE, IOWA
MODULAR JOINT DETAILS
STATION: 102+59.00 JUNE, 2002
DUBUQUE COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 6 OF 8 FILE NO. 29192 DESIGN NO. 202

DESIGNED BY H. L. ADCOCK CHECKED BY _____
DETAILED BY D. A. WRIGHT CADD FILE _____

DUBUQUE COUNTY

PROJECT NUMBER

BRF-61-8(97)--38-31

SHEET NUMBER

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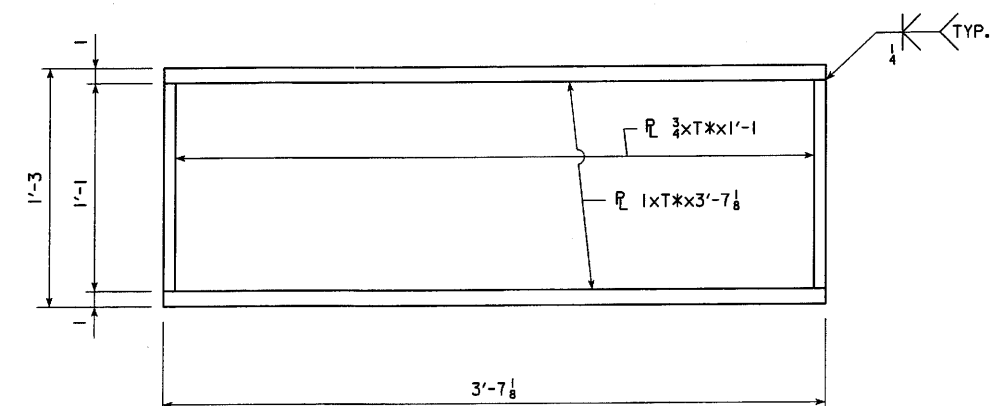
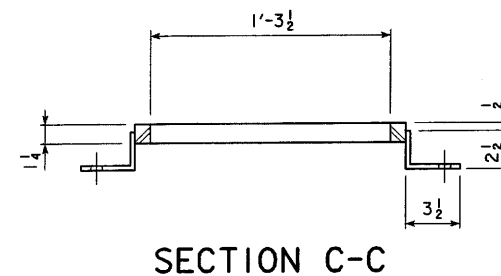
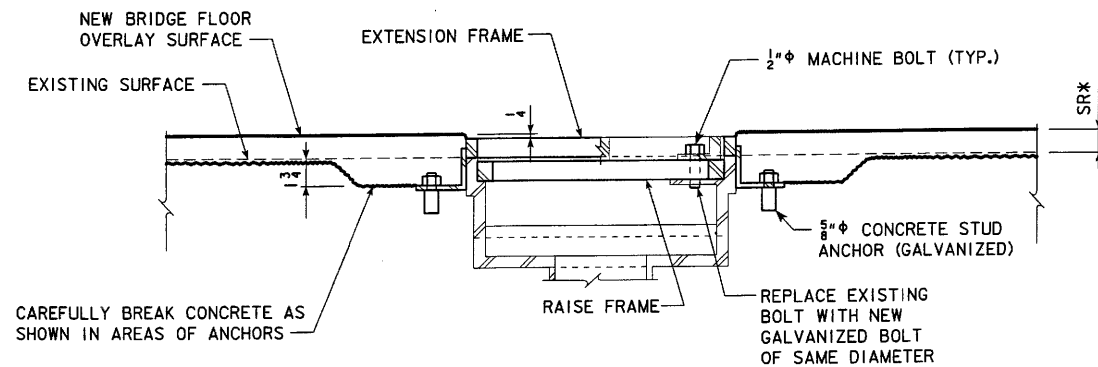
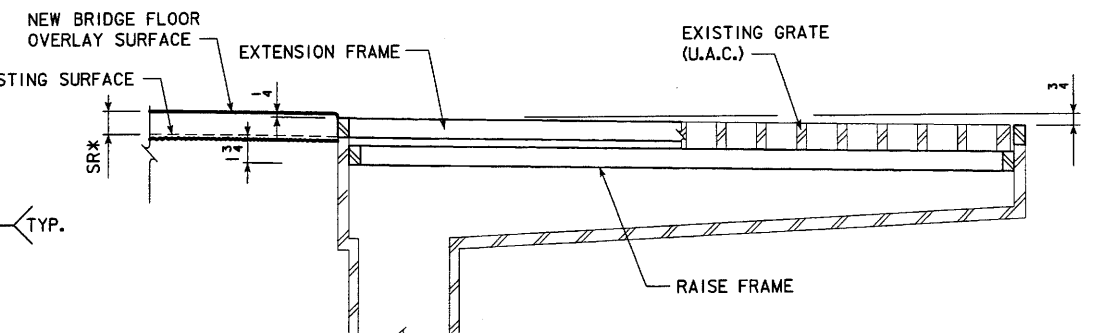
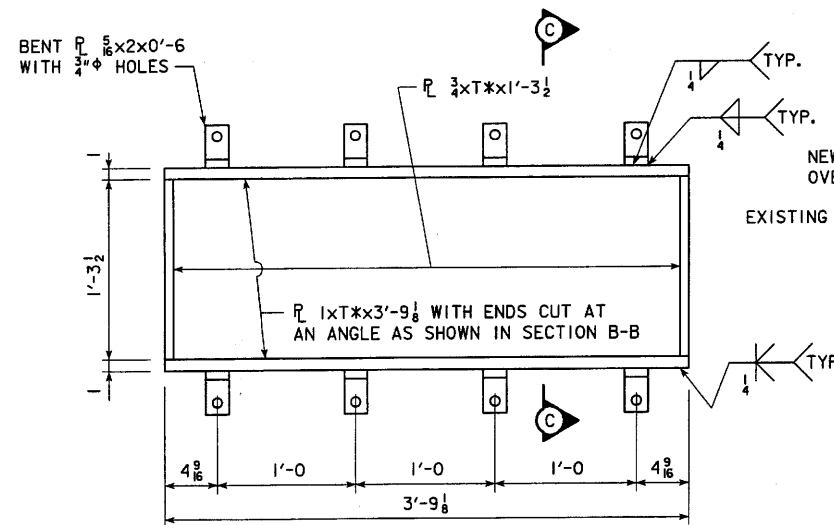
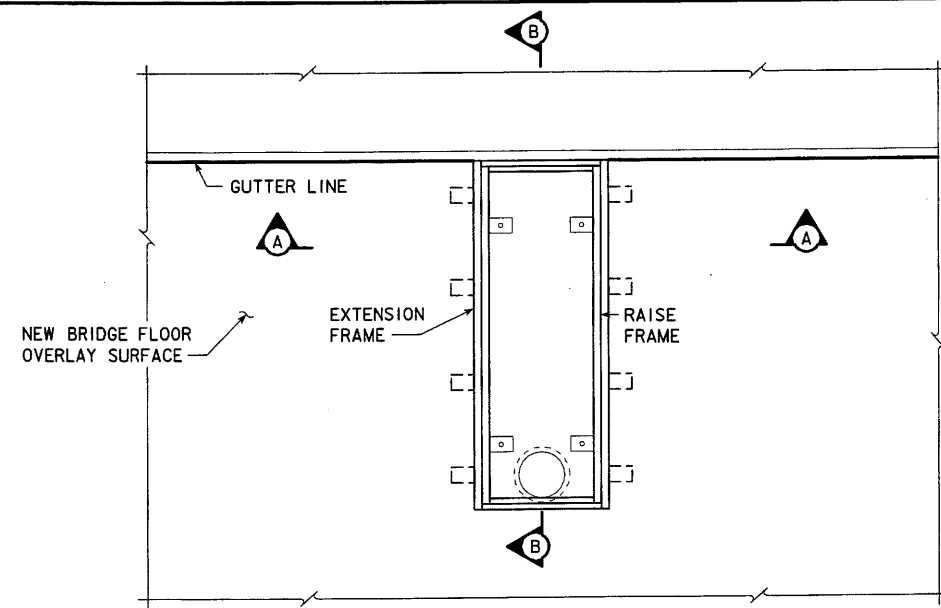


TABLE OF RAISE FRAMES AND EXTENSION FRAMES

DRAIN LOCATION	FRAME THICKNESS T* (INCHES)	SURFACE RAISE SR* (INCHES)	DRAIN LOCATION	FRAME THICKNESS T* (INCHES)	SURFACE RAISE SR* (INCHES)
D1N	0	1	D1S	0	1
D2N	1 1/4	1 1/2	D2S	1 1/4	1 1/2
D3N	1 1/4	1 1/2	D3S	1 1/4	1 1/2
D4N	2	2	D4S	2	2
D5N	0	1	D5S	0	1
D6N	1 1/4	1 1/2	D6S	1 1/4	1 1/2
D7N	1 1/4	1 1/2	D7S	1 1/4	1 1/2
D8N	1 1/4	1 1/2	D8S	1 1/4	1 1/2
D9N	1 1/4	1 1/2	D9S	1 1/4	1 1/2
D10N	0	0	D10S	0	0
D11N	0	0	D11S	0	0
D12N	0	0	D12S	0	0
D13N	0	0	D13S	0	0
D14N	0	0	D14S	0	0
D15N	0	1	D15S	0	1
D16N	1 1/4	1 1/2	D16S	1 1/4	1 1/2
D17N	1 1/4	1 1/2	D17S	1 1/4	1 1/2
D18N	1 1/4	1 1/2	D18S	1 1/4	1 1/2
D19N	1 1/4	1 1/2	D19S	1 1/4	1 1/2
D20N	0	0	D20S	0	0

DRAIN RAISING NOTES:

DRAIN GRATES ALONG THE NORTH AND SOUTH GUTTER LINES SHALL BE RAISED AS NOTED AND SHOWN. THERE ARE 11 RAISE FRAMES AND 11 EXTENSION FRAMES REQUIRED ALONG THE NORTH GUTTER LINE AND 11 RAISE FRAMES AND 11 EXTENSION FRAMES ALONG THE SOUTH GUTTER LINE.

NO DRAIN MODIFICATIONS ARE REQUIRED AT LOCATIONS DIN, DIS, D5N, D5S, D10N, D10S, D11N, D11S, D12N, D12S, D13N, D13S, D14N, D14S, D15N, D15S, D20N AND D20S.

THE RAISE FRAMES AND EXTENSION FRAMES SHALL BE GALVANIZED AFTER FABRICATION. ALL ANCHOR BOLTS, BOLTS AND NUTS SHALL BE GALVANIZED.

THE MINIMUM GRADE OF STRUCTURAL STEEL SHALL BE ASTM A-36.

DESIGN FOR BRIDGE DECK OVERLAY
CITY ISLAND BRIDGE
OVER MISSISSIPPI RIVER
AT DUBUQUE, IOWA
REPAIR DETAILS

STATION: 102+59.00

JUNE, 2002

DUBUQUE COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 7 OF 8 FILE NO. 29192 DESIGN NO. 202

DESIGNED BY H. L. ADCOCK CHECKED BY
DETAILED BY D. A. WRIGHT CADD FILE

DUBUQUE COUNTY

PROJECT NUMBER

BRF-61-8(97)--38-31

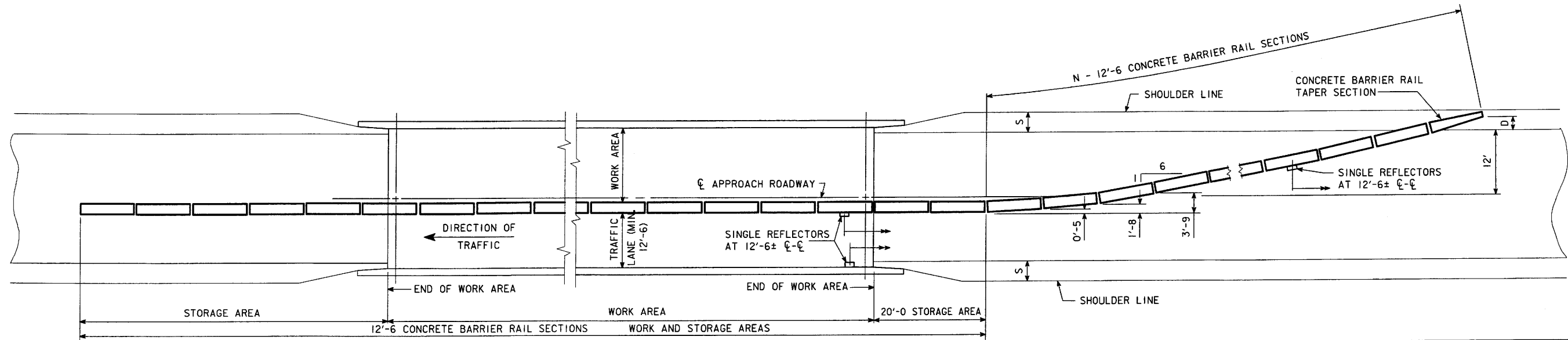
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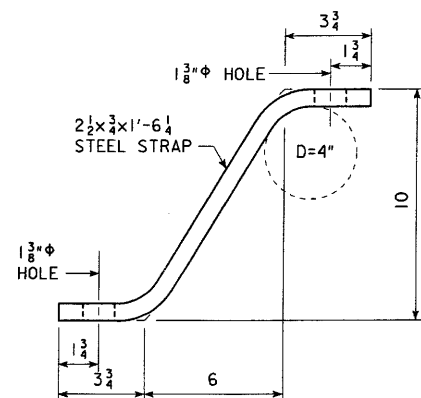
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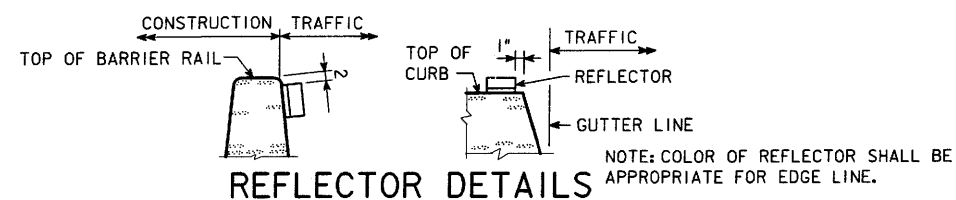
TEMPORARY CONCRETE BARRIER RAIL LAYOUT
FOR ONE WAY TRAFFIC

SHOULDER WIDTH (S)	NO. OF BARRIER RAIL SECT. (N)	D
4 FT.	11	4 FT.
6 FT.	12	5.5 FT.
8 FT.	12	7 FT.
10 FT.	13	9 FT.

SHOULDER WIDTH(S) AT THIS BRIDGE SITE ARE 8 & 3 FEET. THEREFORE 12 CONCRETE BARRIER RAIL SECTIONS ARE REQUIRED FOR THE APPROACH END OF THE BRIDGE.



STRAP DETAIL



REFLECTOR DETAILS

CONCRETE TEMPORARY BARRIER RAIL NOTES:

CONCRETE TEMPORARY BARRIER RAIL SHALL BE CONSTRUCTED AS DETAILED AND NOTED ON THE ENGLISH RE-71 (1), RE-71 (2) AND RE-72 STANDARD ROAD PLANS.

A 12'-6 LANE SHALL BE AVAILABLE FOR TRAFFIC. SCREED EXTENSION OR OVERLAP BEYOND THE LONGITUDINAL CONSTRUCTION JOINT MAY BE LESS THAN THE 6 INCHES REQUIRED BY SUB-ARTICLE 2413.03C.1. THE ENGINEER MAY REQUIRE ADDITIONAL VIBRATION OR SPECIAL FINISHING PROCEDURES ADJACENT TO THE LONGITUDINAL CONSTRUCTION JOINT.

TRAFFIC REFLECTORS SHALL BE A RETRO-REFLECTIVE TYPE, APPROVED BY THE ENGINEER, AND THEY SHALL BE LOCATED AS SHOWN ON THIS SHEET. THE CONTRACTOR SHALL MAINTAIN THE REFLECTORS AND SHALL PROMPTLY REPLACE ANY MISSING OR DAMAGED UNITS. ALL COSTS FOR FURNISHING, INSTALLING AND MAINTAINING REFLECTORS SHALL BE INCLUDED IN THE PRICE BID FOR THE TEMPORARY BARRIER RAIL.

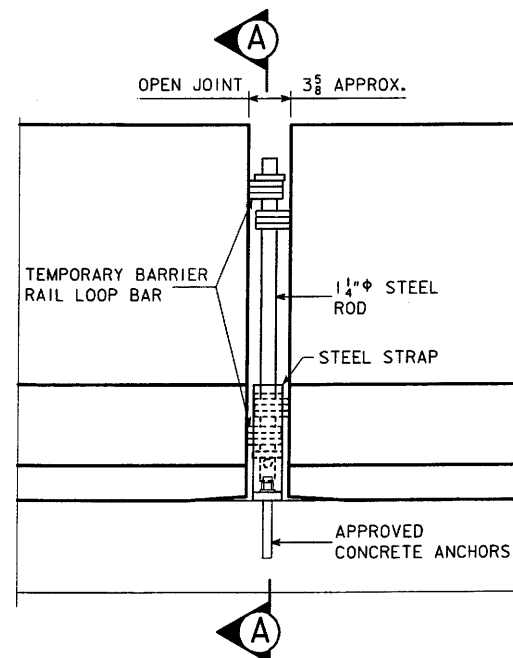
REFER TO OTHER DETAILS, NOTES, AND QUANTITY ITEMS ELSEWHERE IN THESE PLANS FOR TRAFFIC CONTROL TO BE ESTABLISHED IN CONJUNCTION WITH THE TEMPORARY BARRIER RAIL. NO STATIONARY EQUIPMENT OR CONSTRUCTION MATERIAL IS TO BE PLACED IN FRONT OF THE TEMPORARY BARRIER RAIL AT ANY TIME.

TIE-DOWNS WITH CONCRETE ANCHORS ARE REQUIRED ONLY WHERE THE TEMPORARY BARRIER RAIL IS ADJACENT TO A DROP-OFF. HOLES FOR CONCRETE ANCHORS MAY BE DRILLED AFTER POSITIONING THE TEMPORARY BARRIER RAIL. IF CONCRETE ANCHORS ARE THE TYPE WHICH CAN BE SET AND REMOVED AT LEAST 1 1/2 INCHES BELOW THE CONCRETE SURFACE WITHOUT DAMAGING THE CONCRETE (PREFERRED ANCHOR

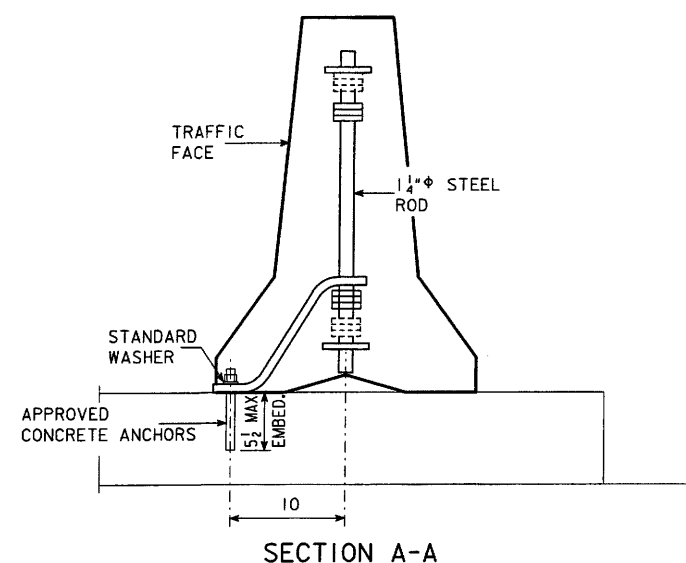
GROUT. OTHER ANCHOR TYPES MAY REQUIRE COMPLETE REMOVAL OF THE ANCHOR INCLUDING CONCRETE SURROUNDING THE ANCHOR. IF THIS IS NECESSARY, THE CONCRETE SHALL BE CORED OUT WITH A 2 INCH DIAMETER CORE BIT AND THE HOLE FILLED WITH NEAT MIXTURE OF SAND/CEMENT GROUT. COST FOR THE REMOVAL OF THE CONCRETE ANCHORS INCLUDING ANY CONCRETE REMOVAL NECESSARY, AND PLACEMENT OF THE SAND/CEMENT GROUT, WILL BE INCIDENTAL TO THE COST OF THE TEMPORARY BARRIER RAIL. THE CONCRETE ANCHORS ARE TO BE REMOVED ONLY AFTER THE TEMPORARY BARRIER RAIL IS NO LONGER NEEDED AT THE PARTICULAR LOCATION.

CONCRETE ANCHORS ARE TO BE A MINIMUM OF 1" DIAMETER AND AS OTHERWISE SPECIFIED IN THE CURRENT MATERIALS I.M. 453.09, WITH A PULL-OUT STRENGTH OF 22 KIPS BASED ON 4000 PSI CONCRETE.

ALL COSTS FOR TIE DOWNS SHALL BE INCLUDED IN THE PRICE BID FOR TEMPORARY BARRIER RAIL.



PART ELEVATION



SECTION A-A

ESTIMATED QUANTITIES

ITEM	AMOUNT
TEMPORARY BARRIER RAIL	18950.000

ITEM REFERENCE:
ALL TEMPORARY BARRIER RAIL SHALL BE NOMINAL 12'-6 LONG CONCRETE UNITS.

DESIGN FOR BRIDGE DECK OVERLAY
CITY ISLAND BRIDGE
OVER MISSISSIPPI RIVER
AT DUBUQUE, IOWA

F-SHAPE TEMP. BARR. RAIL-CONC.
STATION: 102+59.00 JUNE, 2002

DUBUQUE COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 8 OF 8 FILE NO. 29192 DESIGN NO. 202

DESIGNED BY H. L. ADCOCK
CHECKED BY
DETAILED BY D. A. WRIGHT CADD FILE

F-SHAPE TEMPORARY BARRIER RAIL-CONCRETE

STANDARD 1049

DUBUQUE COUNTY

PROJECT NUMBER

BRF-61-8(97)-38-31

SHEET NUMBER

9

REVISED 01-00 - REFERENCE TO ROAD STANDARDS FOR BARRIER DETAILS, TIE-DOWN DETAILS AND NOTE CHANGED.
HE1049.S01-GAN; 9-97, THIS SHEET REDRAWN.

24-JUN-2002 12:08

dwr1gh2

W:\Projects\3106101097\BRF1nal\h310202.s08

PROJECT QUANTITIES

100-1A
07-15-97

ITEM NO.	ITEM CODE	ITEM	UNIT	TOTAL	AS BUILT QUAN.
0080	2301-0685100	BRIDGE APPROACH SECTION	SY		658.659
0090	2505-4008100	RMV GUARDRAIL	LF		37.500
0100	2505-4008200	INSTALL GUARDRAIL	LF		37.500
0110	2505-4021690	G'RAIL END ANCHOR, BEAM, RE-69	EACH		2.000
0120	2510-6745850	RMVL OF PAVEMENT	SY		658.659
0130	2527-9263111	PAINTED PAV'T MARK, WATERBORNE	STA		184.620
0140	2527-9263130	REMOVABLE TAPE MARK	STA		194.340
0150	2527-9263180	PAV'T MARK REMOVED	STA		77.223
0160	2528-8400157	TEMP FLOODLIGHT LUMINAIRE	EACH		1.000
0170	2528-8445110	TRAFFIC CONTROL	LS		1.000
0180	2528-8445112	FLAGGER	DAY		4.000

TRAFFIC CONTROL PLAN

108-23
04-04-89

- Through traffic will be maintained on the project at all times.
- Traffic control on this project shall be found in accordance with the RS series of Standard Road Plans found in Tab. 105-4 on the Title Sheet and/or appropriate Detail Sheets included in the plans. For additional complementary information, refer to Part VI of the Manual on Uniform Traffic Control Devices and the current Standard Specifications.
- All traffic control devices shall be furnished, erected, maintained, and removed by the contractor.
- Where possible, all post mounted signs shall be placed at least 2 feet beyond the curb or edge of shoulder.
- The location for storage of equipment by the contractor during non-working hours shall be as approved by the engineer in charge of construction.
- The engineer may require modifications to the pavement marking details shown. Conflicting permanent edge lines, center lines, or lane lines shall be removed. As applicable, permanent edge lines, center lines, and lane lines shall be placed before the roadway is returned to normal traffic. The current Standard Specifications and supplemental specifications shall apply.
- Proposed sign spacing may be modified as approved by the engineer to meet existing field conditions or to prevent obstruction of the motorist's view of permanent signing.
- Permanent signing that conveys a message contrary to the message of the temporary signing and not applicable to the working conditions shall be covered by the contractor when directed by the engineer.
- Proposed changes in the traffic control plan shall be reviewed with the Office of Construction before changes are made.

10-02-01 213-1
It shall be the contractor's responsibility to provide waste areas or disposal sites for excess material (excavated material or broken concrete) which is not desirable to be incorporated into the work involved on this project. These areas shall not impact wetlands or "Waters Of The U.S." No payment for overhaul will be allowed for material hauled to these sites. No material shall be placed within the right-of-way, unless specifically stated in the plans or approved by the engineer.

09-29-92 203-4
The contractor is encouraged to take full advantage of specification 1105.15 - Value Engineering Incentive Proposal. A pamphlet and conceptual proposal form will be available at the preconstruction conference.

03-28-95

232-3

EROSION CONTROL:

Following completion of work on this project seeding, fertilizing, and mulching of all disturbed areas shall be done as directed by the Engineer.

SEEDING:

3 lbs. of Fescue, Kentucky 31 or Fawn per 1000 sq. ft.

FERTILIZER:

17 lbs. of 13-13-13 (or equivalent) chemically combined fertilizer per 1000 sq. ft.

MULCH:

70 lbs. of dry cereal straw per 1000 sq. ft. All mulch to be consolidated into the soil with the mulch stabilizer.

The preparation of the seedbed, furnishing and application of seed, fertilizer, and mulch to all disturbed areas on this project shall be considered incidental to work on this project and no extra compensation will be allowed.

TABULATION OF EXISTING PAVEMENT

102-5
02-23-93

NO.	LOCATION	EXISTING PAVEMENT Type	COARSE AGGREGATE		SOURCE	DURABILITY CLASS	PAVEMENT THICKNESS Inches	REINFORCEMENT Type	DETAIL TYPICAL
			GRAVEL	CRUSHED STONE					
	MP 191.8	PCC		X	MAR-JO HILLS	I	9		X

REMOVAL OF PAVEMENT

110-1
04-27-99

* Not a bid item.

STATION TO STATION		PAVEMENT TYPE	AREA Sq. Yds.	SAW CUT Lin. Ft.*	REMARKS
85+37.5	86+07.5	PCC	583	86	
Care should be used working around existing intakes.					

REMOVE BEAM GUARDRAIL

110-7A
10-02-01

① Lane(s) to which the installation is adjacent.

LOCATION			STEEL BEAM GUARDRAIL		POSTS	END ANCHORAGE		REMARKS
No.	Direction of Traffic	Station	Side	Remove	Remove	Remove	Type	
				Lin. Ft.	No.	No.		
1	East	86+07.5	RT	18.75	11			
2	West	86+07.5	RT	18.75	11			

ESTIMATE REFERENCE INFORMATION

100-4
07-15-97

Data listed below is for informational purpose only and shall not constitute a basis for any extra work orders.

ITEM NO.	ITEM CODE	DESCRIPTION
Project Summary: This project involves placing of traffic control for bridge repair and full depth finished patching for replacing an EF joint		
1	2301-0685100	BRIDGE APPROACH SECTION See Tab 112-6.
2	2505-4008100	RMV G'RAIL See Tab 110-7A.
3	2505-4008200	INSTALL OF G'RAIL
4	2505-4021690	G'RAIL, END ANCHOR, BEAM, RE-69 See Tab 108-8A.
5	2510-6745850	RMVL OF PAV'T See Tab 110-1.
6	2527-9263111	PAINTED PAV'T MARK, WATERBORNE
7	2527-9263130	REMOVABLE TAPE MARK
8	2527-9263180	PAV'T MARK RMVD See Typical 9001 and Tab 108-22.
9	2528-8400157	TEMP FLOODLIGHTING LUMINAIRE See RDJ-1 and RDJ-2 for location.

TABULATION OF UTILITIES

102-13A
02-23-93

None Provided

TABULATION OF SPECIAL EVENTS

102-15
10-22-93

EVENT	LOCATION	DATE
None Provided		

CONTRACT MODIFICATIONS

0195	2505-4500370	G'RAIL, SPECIAL ADAPTER, RE-37	EACH	4.000
0200	2599-9990005	HMA WEDGE AT WEST END DECK	EACH	2.000
0225	2510-6745850	RMVL OF PAVEMENT	SY	613.685
0230	2301-1033120	PCC PAVT CL C 12"	SY	467.616
0235	2599-9990018	PC PAVED SHOULDER	SY	146.069
0240	2599-9990009	REMOVE & REPLACE MEDIAN RAIL	LF	127.000
0245	2599-9990009	CIP BARRIER RAIL	LF	36.300
0250	2599-9990010	TRAFFIC CONTROL MOBILIZATION	LS	1.000
0255	2503-4470404	INTAKE RA-40 TOP ONLY	EACH	2.000
0265	2599-9990009	REMOVE & REINSTALL G'RAIL	LF	250.000
0285	2599-9990010	REPLACE CURB UNIT	LS	1.000
0290	2599-9990010	CHANGE GUARDRAIL LAPS	LS	1.000

STANDARD ROAD PLANS

105-4
12-03-96

The following Standard Road Plans shall be considered applicable to construction work on this project.

NUMBER	DATE	NUMBER	DATE	NUMBER	DATE
RE-2B	04-03-01	RK-19A	04-30-02	RS-80	10-29-02
RE-12A	10-02-01	RK-19E	04-30-02	RR-1	04-30-02
RE-12B	10-02-01	RS-61	10-27-98		
RE-48A	04-03-01	RS-62	01-12-99		
RE-65B	04-30-02	RS-63A	04-30-02		
RE-68	04-30-02	RS-63B	04-30-02		
RE-69C	04-30-02	RS-65A	04-30-96		



I hereby certify that this plan was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signature: Robert A. Schoenrock Date: 7-23-02
Printed or Typed Name: ROBERT A. SCHOENROCK

My license renewal date is December 31, 20 03

Pages or sheets covered by this seal: B.01, C.01-C.02, U.01-U.03

Design No. 202
File No. 29192
Design Sheet No. C.01

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

9611
5/12/2003 3:41 PM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
3		5/12/2003	\$3,190.00	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
RE-37 Steel Guardrail Posts, HMA wedge

Description of Changes
The plans did not include RE 37 steel guardrail posts at the intake locations for the project. There is an existing intake on both sides and the spacing works out for two steel posts to be attached to each intake top.

With the new overlay in place at the west abutment, a HMA wedge is needed prior to opening the lane to traffic. As a result of maintenance on the approach, the west end of the deck was milled to eliminate the bump at the end of the deck. The new concrete will be protected by the HMA wedge until the approach is replaced.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0002, ROADWAY ITEMS

Item Description	Item Code	Prop.Ln.	Item Type	Unit	Proposed Qty.	Unit Price	Dollar Value
(EACH ITEM) HMA wedge at west end of deck.	2599-9999005	0200	SUPPLEMENT EACH		1.000	2,090.00000	\$2,090.00

Reason: When the new deck overlay was placed, a 1 1/2" rise was created from the existing approach to the new deck surface. To protect the edge of the deck until the approach is replaced, a HMA wedge will be placed. Price includes all labor, material and equipment to construct the wedge and provide a smooth transition to the deck. Price includes 10% for the prime contractor.

GRAIL SPECIAL POST ADAPTER UNIT, 2505-4500370	0195	SUPPLEMENT EACH	4.000	275.00000	\$1,100.00
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Reason: Special posts needed at intake locations to attach guardrail. Price includes materials and labor and 10% for the prime contractor.

Subtotal for Category 0002: \$3,190.00
Subtotal for Project 31-0618-097: \$3,190.00

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

9611
7/24/2003 2:22 PM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
5	2	7/24/2003	\$63,564.67	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
PCC Paving

Description of Changes
The scope of the plans was to replace the west bridge approach to provide a smooth transition to the bridge. Traffic and settlement created a difference in elevation that can be corrected by extending the limits of the PC paving west to station 84+8.5.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0002, ROADWAY ITEMS

Item Description	Item Code	Prop.Ln.	Item Type	Unit	Proposed Qty.	Unit Price	Dollar Value
(LINEAR FEET ITEM) Cast in place barrier	2599-9999009	0245	SUPPLEMENT LF		30.000	160.18000	\$4,804.80

Reason: At the west end of the bridge, three precast sections had been removed and a cast in place section was placed to correct the median rail. It is necessary to remove and replace the section of rail to safely connect the median rails. Price includes equipment, materials and labor to replace the median rail. Price includes 10% for the prime contractor.

(LINEAR FEET ITEM) Remove and Replace Median Barrier Rail	2599-9999009	0240	SUPPLEMENT LF		127.000	41.47000	\$5,266.69
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Reason: The existing median barrier is precast sections anchored to the pavement with 1" dowels set in grout. The sections will be removed, stockpiled, repaired and returned to the new pavement. Price includes equipment, labor and materials necessary to complete the work. Price includes 10% for the prime contractor.

(LUMP SUM ITEM) Traffic Control Modification	2599-9999010	0250	SUPPLEMENT LS		1.000	1,650.00000	\$1,650.00
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Reason: It is necessary to provide additional traffic control to remove and replace the pavement, shoulders and barrier rail. Price includes all equipment, labor and materials for the traffic control. Price includes 10% for the prime contractor.

(SQUARE YARDS ITEM) PC Paved Shoulder 6"	2599-9999018	0235	SUPPLEMENT SY		102.000	50.16000	\$5,116.32
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Reason: The existing 6" paved shoulders will be replaced to match grade of the new pavement. Price includes excavation, guardrail removal as necessary and joints. Price includes 10% for the prime contractor.

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

9611
5/25/2003 10:19 AM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
11	1	5/25/2003	\$5,668.50	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
Replace curb and gutter

Description of Changes
An error in staking, produced a curb line in front of the guardrail at the west approach westbound lane. The existing curb will be removed and replaced to correct the location, as well as repositioning the RA-40 intake top. Correction needed to maintain guardrail height and shoulder width for the safety of the traveling public.

RCE Office and Contractor agreed to lump sum unit price. Price considered reasonable by accounting for number of items to be completed for the curb and gutter correction.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0002, ROADWAY ITEMS

Item Description	Item Code	Prop.Ln.	Item Type	Unit	Proposed Qty.	Unit Price	Dollar Value
(LUMP SUM ITEM) Replace Curb Unit	2599-9999010	0235	SUPPLEMENT LS		1.000	5,668.50000	\$5,668.50

Reason: Correction of the curb unit under guardrail. Work will include removal and reinstallation of steel beam guardrail, remove and install RE-37 steel guardrail post at intake, full depth saw cut to remove curb and gutter, install curb and gutter with drilled dowels, remove and install RA-40 intake top and paving inset, excavation as necessary and backfill, saw and seal concrete joints. Price includes all costs associated with equipment, labor, materials and overhead to complete item. Price includes 10% for the prime contractor mark up.

Subtotal for Category 0002: \$5,668.50
Subtotal for Project 31-0618-097: \$5,668.50

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

9611
5/14/2003 10:33 AM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
7		5/14/2003	\$6,571.53	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
Paving Notch Repair

Description of Changes
When the existing approach was removed, the paving notch face was found to be sheared off. The Central Construction Office requested the paving notch be repaired prior to placement of the new approach section.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0002, ROADWAY ITEMS

Item Description	Item Code	Prop.Ln.	Item Type	Unit	Proposed Qty.	Unit Price	Dollar Value
(LINEAR FEET ITEM) Paving Notch Repair	2599-9999009	0250	SUPPLEMENT LF		81.000	\$81.13000	\$6,571.53

Reason: Repair the west abutment paving notch to provide an adequate surface to support the approach pavement. Price includes removal, additional steel, concrete, equipment, forms and labor. Price includes 10% for the prime contractor.

Subtotal for Category 0002: \$6,571.53
Subtotal for Project 31-0618-097: \$6,571.53

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

9611
5/25/2003 10:19 AM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
11	1	5/25/2003	\$5,668.50	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
Replace curb and gutter

Description of Changes
An error in staking, produced a curb line in front of the guardrail at the west approach westbound lane. The existing curb will be removed and replaced to correct the location, as well as repositioning the RA-40 intake top. Correction needed to maintain guardrail height and shoulder width for the safety of the traveling public.

RCE Office and Contractor agreed to lump sum unit price. Price considered reasonable by accounting for number of items to be completed for the curb and gutter correction.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0002, ROADWAY ITEMS

Item Description	Item Code	Prop.Ln.	Item Type	Unit	Proposed Qty.	Unit Price	Dollar Value
(LUMP SUM ITEM) Replace Curb Unit	2599-9999010	0235	SUPPLEMENT LS		1.000	5,668.50000	\$5,668.50

Reason: Correction of the curb unit under guardrail. Work will include removal and reinstallation of steel beam guardrail, remove and install RE-37 steel guardrail post at intake, full depth saw cut to remove curb and gutter, install curb and gutter with drilled dowels, remove and install RA-40 intake top and paving inset, excavation as necessary and backfill, saw and seal concrete joints. Price includes all costs associated with equipment, labor, materials and overhead to complete item. Price includes 10% for the prime contractor mark up.

Subtotal for Category 0002: \$5,668.50
Subtotal for Project 31-0618-097: \$5,668.50

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

9611
5/25/2003 8:47 AM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
8	2	5/25/2003	\$3,300.00	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
Remove and Reinstall Guardrail

Description of Changes
At the time the bridge approach and PC Pavement are replaced, it is necessary to correct the guardrail mounting height. Settlement of the West bridge approach has made it necessary to extend PCC Paving to station 84+80 for a smooth transition from bridge to existing roadway, which will require 125 feet of guardrail each side to be adjusted to proper height. The existing guardrail will be removed, post holes filled and reinstalled. This work includes replacing two 25' sections of rail and six spacer blocks, obtained at the Dubuque Maintenance Garage.

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0002, ROADWAY ITEMS

Item Description	Item Code	Prop.Ln.	Item Type	Unit	Proposed Qty.	Unit Price	Dollar Value
(LINEAR FEET ITEM) Remove and Reinstall Beam Guardrail	2599-9999009	0255	SUPPLEMENT LF		250.000	\$13.20000	\$3,300.00

Reason: To correct mounting height along the reconstructed bridge approach and PC Pavement. Price includes labor and equipment necessary to complete the work, transporting and installation replacement parts from Dubuque Maintenance garage. Price includes 10% for the prime contractor.

Subtotal for Category 0002: \$3,300.00
Subtotal for Project 31-0618-097: \$3,300.00

LIVE PROJECT NO. BRF-061-8(97)-38-31
ACTING ID: 21438
☐ SUBSTANTIAL ☒ NON-SUBSTANTIAL
☒ PARTICIPATING ☐ NON-PARTICIPATING

Contract Modification

9611
5/25/2003 10:17 AM
FieldManager 3.2a

Contract: 31-0618-097, BRIDGE DECK OVERLAY

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Net Change	Awarded Contract Amount
12	1	10/29/2003	\$1,188.00	\$1,134,221.92

Route
HWY 61

Contract Location
DUBUQUE COUNTY BRF-061-8(97)-38-31

Short Description
Correct guardrail lap direction.

Description of Changes
When the guardrail was attached following the curb replacement, the rail was installed as per Road Standard RE-65B with the top toward the concrete barrier rail. Given the situation at the trailing end and traffic crossing from EB to WB lanes protected by median barrier rail, the Manchester Construction Office requested the guardrail laps be changed to conform with the direction of traffic. The guardrail Road Standard RE-65B may not be applicable to this situation when it creates a conflicting statement of "Guardrail shall be lapped toward the concrete barrier rail".

New Items
Project: 31-0618-097, have Key bill Wisconsin after we final
Category: 0002, ROADWAY ITEMS

Item Description	Item Code	Prop.Ln.	Item Type	Unit	Proposed Qty.	Unit Price	Dollar Value
(LUMP SUM ITEM) Change guardrail laps	2599-9999010	0290	SUPPLEMENT LS		1.000	\$1,188.00000	\$1,188.00

Reason: Change guardrail laps. Price includes labor to remove and reinstall rail sections. Price includes 10% for the prime contractor.

Subtotal for Category 0002: \$1,188.00
Subtotal for Project 31-0618-097: \$1,188.00

TABULATION OF PAVEMENT MARKINGS

108-22
10-31-95

- ② Broken Center Line (Yellow) ⑤ No-Passing Zone Line (Yellow) ⑦ Edge Line Right (White) ⑨ Dotted Line (White) ⑪ Channelizing Line (White) ⑬ Stop Line (White) ⑮ Yellow Curb
 ③ Double Center Line (Yellow) ⑥ Broken Lane Line (White) ⑧ Edge Line Left (Yellow) ⑩ Solid Lane Line (White) ⑫ Channelizing Line (Yellow) ⑭ Crosswalk Line (White) ⑯ White Curb

LOCATION				LENGTH (In Stations)																REMARKS	
ROAD IDENTIFICATION	STATION TO STATION	SIDE		②	③	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯				
		L	R																		
US 61	EB Sta. 85+37.50 to Sta. 115+54.00	X	X				32.340	67.708	34.820										PAINTED PAV'T MARK, WATERBORNE		
								67.940	27.830										REMOVABLE TAPE MARK		
							7.732	64.585	4.930										PAV'T MARK RMVD		
US 61	WB Sta. 85+37.50 to Sta. 115+54.00	X	X				37.540	33.140	30.540	2.550									PAINTED PAV'T MARK, WATERBORNE		
								82.950	15.620										REMOVABLE TAPE MARK		
							7.100	2.620	1.380										PAV'T MARK RMVD		

TABULATION OF STEEL BEAM GUARDRAIL AT BRIDGE END POST, CONCRETE BARRIER AND RAILROAD SIGNALS

Refer to Standard Road Plans RE-48A-B, RE-63, RE-65A, and RE-65B

108-8A
04-30-02

LOCATION				STANDARD ROAD PLAN	CASE	② L2	LAYOUT LENGTHS				MATERIALS REQUIRED					DELINEATORS AND OBJECT MARKERS				BID ITEMS					REMARKS			
No.	① Direction of Traffic	End A=Approach T=Trailing	Side O = Outside M = Median				Station	③ STS (18.75')	④ VT (18.75')	⑤ VF (18.75')	⑥ ET (37.5')	STS		⑦ VT+VF+ET 'W' Beam (3)	⑧ Posts ④ 6"x 8"x 7' with 6"x 8" Spacer Blocks (6 or 7)	⑨ Posts ⑤ 6"x 8"x 6' with 6"x 8" Spacer Blocks	⑩ CRT Posts 6"x 8"x 6' with 6"x 8" Spacer Blocks (4)	Type	Delineator Single White D-1W	Object Marker		Installation of Guardrail ⑪+⑫+⑬+⑭+⑮	Anchorage and Terminal Systems					
												Thrie Beam (25.0')	Transition Section (6.25')							Type 2 OM2-3YV	Type 3		RE-33B	RE-69A		RE-69B	RE-69C	RE-76
				F or S	Feet	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.					
	B	A	O	86+07.5	RE-65B		18.75				25.0	6.25		6	3		3			1	18.75				1			
	B	T	O	86+07.5	RE-65B		18.75				25.0	6.25		6	3		3				18.75				1			

TABULATION OF BRIDGE APPROACH SECTION

Refer to Standard Road Plan RF-19E, RK-16, RK-19A, RK-19B, RK-19C, RK-19D, RK-19E, RK-19F, RK-19G, RK-19H, or RK-19J

① Not a bid item

112-6
10-03-00

LOCATION		APPROACH PAVEMENT					Fixed or Movable Abutment F or M	SUBDRAIN				APPROACH SUBGRADE		REMARKS	
(1) Bridge Station	End	Ⓣ Thickness Inches	Pay Length Feet	Non-Reinf. Pavement Area Sq. Yds.	Reinforced Pavement Area Sq. Yds.	Perforated Subdrain ① 4" Ln. Ft.		Subdrain Outlet ①		Porous ① Backfill Cu. Yds.	Class 'A' Crushed Stone ① Backfill Cu. Yds.	Modified Subbase ① Tons	Polymer Grid ① Sq. Yds.		
								Station	Side						
86+07.5 Driving Lane	West	12	70	221.390	85.330	F	90	85+47.5	RT	5.6	0.5	213.00	323.86	EASTBOUND	
86+07.5 Passing Lane	West	12	70	255.050	96.890	F						213.00	323.86	WESTBOUND	
(1) Stationing is for West end of bridge. (2) Passing lanes must be done consecutively and median barriers must be formed prior to opening lanes. (3) Hand work is to be performed around existing intakes. Existing intakes to be UAC.															

- (1) Stationing is for West end of bridge.
 (2) Passing lanes must be done consecutively and median barriers must be formed prior to opening lanes.
 (3) Hand work is to be performed around existing intakes. Existing intakes to be UAC.

CONTRACT MODIFICATION P.C. PAVEMENT - P.C. PAVED SHOULDER

P.C. PAVEMENT						EASTBOUND WESTBOUND
STATION	STATION	END	THICKNESS	LENGTH	AREA	
84+81	85+37.5	WEST	12	56.5	194.3	
84+81	85+37.5	WEST	12	56.5	257.7	

P.C. PAVED SHOULDER						EASTBOUND WESTBOUND
STATION	STATION	END	THICKNESS	LENGTH	AREA	
84+81	85+37.5	WEST	6	56.5	53.36	
84+81	85+37.5	WEST	6	56.5	53.36	

Design No. 202
 File No. 29192
 Design Sheet No.C.02