



Wisconsin Department of Transportation

May 31, 2017

Division of Transportation Systems Development

Bureau of Project Development
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NOTICE TO ALL CONTRACTORS:

**Proposal #30: 1517-75-72, WISC 2017 345
USH 10 – USH 10/STH 441
County CB – Oneida St
Midway Interchange Mainline
USH 10
Winnebago County**

Letting of June 13, 2017

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
1.3	Other Contracts
2.1	Prosecution and Progress
7.1	Traffic
8.1	Utilities

Added Special Provisions	
Article No.	Description
10.10	QMP Subgrade

Deleted Special Provisions	
Article No.	Description
7.23	Temporary Thrie Beam Connection Left in Place, Item SPV.0060.215

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
311.0110	Breaker Run	TON	59,734	18,015	77,749
455.0605	Tack Coat	GAL	640	-269	371
603.1132	Concrete Barrier Type S32	LF	538	215	753
603.1156	Concrete Barrier Type S56	LF	3,862	-500	3,362
606.0200	Riprap Medium	CY	868	-804	64
608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	1,857	-12	1,845
611.0535	Manholes Covers Type J-Special	EACH	13	-1	12
611.0654	Inlets Cover Type V	EACH	72	-1	71
611.2004	Manholes 4-Ft Diameter	EACH	8	-1	7
611.3225	Inlet 2x2.5 FT	EACH	45	-1	44
643.0300	Traffic Control Drums	DAY	132,140	19,702	151,842
643.0420	Traffic Control Barricades Type III	DAY	13,315	2,004	15,319
643.0705	Traffic Control Warning Lights Type A	DAY	25,550	4,008	29,558
643.0715	Traffic Control Warning Lights Type C	DAY	33,015	5,444	38,459
643.0900	Traffic Control Signs	DAY	33,070	1,312	34,382
643.0920	Traffic Control Covering Signs Type II	DAY	1	9	10
649.0403	Temporary Pavement Marking Epoxy 4-Inch	LF	57,197	-13,162	44,035

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
603.1456	Concrete Barrier Type S56C	LF	0	500	500
643.0800	Traffic Control Arrow Boards	DAY	0	172	172
643.0910	Traffic Control Covering Signs Type I	EACH	0	11	11
643.1000	Traffic Control Signed Fixed Message Boards	EACH	0	17	17
643.1051	Traffic Control Signs PCMS with Cellular Communications	DAY	0	40	40
643.3000	Traffic Control Detour Signs	DAYS	0	518	518
649.2100	Temporary Raised Pavement Markers Type I	LF	0	13,162	13,162

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
SPV.0060.215	Temporary Thrie Beam Connection Left In Place	Each	3	-3	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
71	Plan Details, Added Concrete Barrier Type S56C, CB 40
72	Plan Details- Added CB33 and CB 34 locations and added Concrete Barrier Type S56C, CB 40
143	ITS General Notes- Signed PE Signature
144	ITS-Wiring Details- Notes Changed
145	ITS-USH 10/STH 441 – The notes to relocated the permanent camera has been revised

181	Traffic Control Stage 1A – Added Temp. Raised Pavement Markers
182	Traffic Control Stage 1A – Added Temp. Raised Pavement Markers
187	Traffic Control Stage 1 A- Added location for Anchored Barrier
188	Traffic Control Stage 1 A- Added location for Anchored Barrier
189	Traffic Control Stage 1 A- Added location for Anchored Barrier
190	Traffic Control Stage 1A – Added Temp. Raised Pavement Markers and location for Anchored Barrier
195	Traffic Control Stage 1A – Added Temp. Raised Pavement Markers
196	Traffic Control Stage 1A – Added Temp. Raised Pavement Markers
199	Traffic Control Stage 1A – Added Temp. Raised Pavement Markers
206	Traffic Control Stage 1A – Added location for Anchored Barrier
274	Miscellaneous Quantities – Stage 1 B Earthwork Station has changed
275	Miscellaneous Quantities – 311.0110 Breaker Run quantities revised
276	Miscellaneous Quantities- 455.0605 Tack Coat quantities revised and 601.0411 title in MQ's only changed.
277	Miscellaneous Quantities – 603.1132 Concrete Barrier Type S32 location and quantities have changed for Stage 1A. Revised Bid Items 603.1156 and added Bid Item 603.1456
282	Miscellaneous Quantities – Quantities for 608.0315 and 608.0324 have been revised, along with the elevations.
284	Miscellaneous Quantities – Quantities for 611.0535 and 611.0654 have been revised, along with the elevations.
285	Miscellaneous Quantities, revised Storm Sewer Structures to add in depth column
286	Miscellaneous Quantities – Quantities for 611.2004 and 611.3225 have been revised, along with the elevations. Revised Storm Sewer Structures to add in depth column and revised Notes
289	Miscellaneous Quantities – Quantities for 606.0200 Riprap Medium revised.
290	Miscellaneous Quantities – Quantities for 643.0300, 643.0420, 643.0705, 643.0715, 643.0900 have revised. Quantities for 643.0910, 643.0920, 643.0800, 643.1051 have been added.
292	Miscellaneous Quantities for 649.2100 Temp. Raised Pavement Markers Type I have been added.
294	Miscellaneous Quantities for 638.2601, 638.2602, 638.3000 have been revised.
295	Miscellaneous Quantities for 638.2601, 638.2602, 638.3000 have been revised.
534	Earth Work Tables
535	Earth Work Tables
536	Earth Work Tables
537	Earth Work Tables
538	Earth Work Tables
539	Earth Work Tables
540	Earth Work Tables
541	Earth Work Tables
542	Earth Work Tables
543	Earth Work Tables
544	Earth Work Tables
545	Earth Work Tables
546	Earth Work Tables

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
52A	Construction Detail- Lane Closure- Regulatory Speed Reduction Without Barrier
233A – 233C	Traffic Control Detail – Racine Rd NB On-Ramp Closure
293A	Miscellaneous Quantities – Signing Type I and II

295A	Miscellaneous Quantities, Traffic Control Detour Sign Summary
376A	SDD - 32-Inch Single Slope Concrete Barrier To 36-Inch Single Slope Concrete Barrier Height Transition
376B	SDD - 36-Inch Single Slope Concrete Barrier To 42-Inch Single Slope Concrete Barrier Height Transition
401A	SDD - Barricades And Signs For Mainline Closures
401B	SDD - Barricades And Signs For Mainline Closures
401C	SDD - Detour Signing For Mainline Closures
4010D	SDD - Traffic Control, Advance Warning Signs 45 M.P.H. Or Greater Two-Way Undivided Road Open To Traffic
401E	SDD - Pavement Marking Words
401F	SDD - Pavement Marking Arrows
401G	SDD - Pavement Marking (Mainline)
402A	SDD - Flexible Tubular Marker Post
402B	SDD - Pavement Marking (Ramps And Gores)
402C	SDD - Lane Drop Pavement Marking
402D	SDD - Pavement Marking For Parallel On-Ramp And Parallel Off-Ramp
402E	SDD - Traffic Control, Lane Closure, Speed Reduction
402F	SDD - Traffic Control, Exit Ramp Closure
402G	SDD - Traffic Control, Shoulder Closure On Divided Roadway, Speeds Greater Than 40 Mph
402H	SDD - Ramp Gate Solar Power
402I	SDD - Ramp Gate Solar Power
402J	SDD - Ramp Gate Solar Power
402K	SDD - Ramp Gate Solar Power
533A	Plan and Elevation S-70-218 Sheet- Was not included in advertised plan
533B	Plan and Elevation S-70-226 Sheet- Was not included in advertised plan
533C	Plan and Elevation S-70-227 Sheet- Was not included in advertised plan
533D	General Notes and Design Data- Was not included in advertised plan
533E	Structure Details- 4-Chord Galvanized Steel Sign Bridge
533F	Structure Details - 4-Chord Sign Bridge Details
533G	Structure Details – Footing Type P1
533H	Structure Details – Footing Type F1
533I	Structure Details – Subsurface Exploration 1
533J	Structure Details – Subsurface Exploration 2
533K	Structure Details – Subsurface Exploration 3
533L	Plan and Elevation S-70-201- Was not included in advertised plan
533M	Structure S-70-201 Member Table
533N	Structure S-70-201 Connection Details
538A	Earthwork Tables

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 01

1517-75-72

May 31, 2017

Special Provisions

1.3. Other Contracts.

Delete paragraph six that starts with the following:

Project 1517-75-86, USH 10 – USH 10/STH 441, County CB – Oneida Street, Mainline TMP (Phase 2), Winnebago County, Wisconsin...

2.1. Prosecution and Progress.

*Replace entire subsection titled Stage 1A under section titled **Traffic/Construction Overview** with the following:*

Stage 1A

- Shift USH 10/STH 441 traffic to previously constructed crossover and USH 10WB/STH 441 SB. The contractor will be allowed one night closure for traffic switch in each direction.
- All ramps at the Racine Road Interchange are open expect for USH 10WB/STH 441 SB Entrance Ramp is Closed.
- All ramps at the Midway Road Interchange are closed expect for USH 10WB/STH 441 SB Entrance Ramp is open.
- Do not close ramps at Midway Road Interchange until July 17, 2017 or until the City of Appleton opens ramps at Oneida Street once the 42-inch water main has been relocated.
- Wall Wire Faced Mechanically Stabilized Earth shall be constructed to withstand the load of construction equipment.
 - Construct roadway embankment along USH 10/STH 441 from Racine Road overpass to Appleton Road.
 - Construct drainage blanket from STA 228+00EB to 260+00EB
 - Construct Horizontal and Vertical Wick Drains in the following areas: 1, 2, and 4.
 - Construct Vertical Wick Drains in area 3.
 - Construct temporary drainage structures, and pipes associated with Stage 1
 - Construct Bridge Structures B-70-423 and B-70-424.
 - Construct Retaining Wall Structures R-70-142, R-70-150, and R-70-151.
 - Construct Noise Wall N-70-132.
 - Construct USH 10/STH 441 NB Roadway
 - Construct USH 10EB/STH 441 NB Entrance ramp at Midway Road Interchange.
 - Partial Excavation of Pond 4.
 - Contractor may close Midway Road for four consecutive calendar days in each direction for setting girders.

*Add the following to the subsection titled Stage 2A under section titled **Traffic/Construction Overview**:*

- During the closure of Racine Road (CTH P) NE ramp, Midway Road (CTH AP) NE ramp must remain open during the entire closure.

7.1 Traffic.

Replace the last paragraph under section titled **Temporary Regulatory Speed Limit Reduction** with the following:

Speed limit reductions implemented under Project ID 1517-75-88 shall be maintained under this project. After completion of 1517-75-88, November 18, 2017, speed limit reductions for USH 10/STH 441 shall be the responsibility of the contractor.

Replace entire section titled **Width Restrictions and Lane Closure System** with the following:

Provide proper signing see construction detail- Lane Closure- Regulatory Speed Reduction Without Barrier.

Replace the first four tables under section titled **Lane/Ramp Closures** with the following:

Freeway/Expressway Lane Requirements																									
Limits:	Eastbound STH 441: IH 41 – CTH P																								
	AM											PM													
From Hour to Hour	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Monday through Thursday	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1
Fridays	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1
Saturdays	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1
Sundays	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1
Legend																									
1	Provide at least one through freeway lane open in each direction of travel																								
2	Open all USH 10/STH 441 lanes to travel																								
	Full closure of USH 10/STH 441 allowed																								

Freeway/Expressway Lane Requirements																									
Limits:	Southbound/Westbound USH 10/STH 441: CTH P/CTH AP entrance ramp (County P entrance ramp after opening) – IH 41																								
	AM												PM												
From Hour to Hour	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Monday through Thursday	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1
Fridays	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1
Saturdays	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1
Sundays	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1
Legend																									
1	Provide at least one through freeway lane open in each direction of travel																								
2	Open all USH 10/STH 441 lanes to travel																								
	Full closure of USH 10/STH 441 allowed																								

Freeway/Expressway Lane Requirements																									
Limits:	Northbound/Eastbound USH 10/STH 441: CTH P – CTH KK																								
	AM												PM												
From Hour to Hour	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Monday through Thursday	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1
Fridays	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1
Saturdays	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1
Sundays	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1
Legend																									
1	Provide at least one through freeway lane open in each direction of travel																								
2	Open all USH 10/STH 441 lanes to travel																								
	Full closure of USH 10/STH 441 allowed																								
REMARKS:																									

Freeway/Expressway Lane Requirements																									
Limits:	Southbound/Westbound USH 10/STH 441: CTH KK - CTH AP entrance ramp (County P entrance ramp after opening)																								
	AM												PM												
From Hour to Hour	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Monday through Thursday	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1
Fridays	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1
Saturdays	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1
Sundays	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1
Legend																									
1	Provide at least one through freeway lane open in each direction of travel																								
2	Open all US 10/STH 441 lanes to travel																								
	Full closure of USH 10/STH 441 allowed																								
REMARKS:																									

7.1 Traffic- Rolling Closures

Add the following section titled **Rolling Closures**:

Rolling Closures

For structure work and equipment moves, WIS 441/US 10 and US 41 may be closed for periods not to exceed 20 minutes between the hours of 10:00 PM to the following morning at 5:00 AM, Sunday, Monday, Tuesday, Wednesday, and Thursday nights. Allow all vehicle backups to clear the project area prior to setting up the next road closure during the above timeframe. The department has contracted with the Wisconsin State Highway Patrol to assist with traffic control operations by setting up rolling roadblocks for these closures. Coordinate with the Traffic Management Engineer, Susan Paulus 414-460-3409, on these road closures and provide 72 hours prior notice to the engineer. (NER441-20141017)

7.23. DELETED.

8.1 Utilities.

Replace entire article language with the following:

- (1) This contract comes under the provision of Administrative Rule Trans 220. 107-065 (20080501)
- (2) Additional detailed information regarding the location of vacated, relocated, and/or removed utility facilities is available in the work plan provided by each utility company or on the permits issued to them. View these documents at the region WisDOT office during normal working hours.
- (3) **AT&T Wisconsin** has an underground **communication** facility that crosses USH 10/STH 441 south of the Midway Road structures and within the proposed wick drain field. AT&T Wisconsin plans to

relocate this facility into the 30' utility corridor designated on the project. AT&T Wisconsin plans to complete this work prior to construction.

- (4) **Menasha Utilities** has an underground **electric** facility that crosses USH 10/STH 441 south of the Midway Road structures and within the proposed wick drain field. Menasha Utilities plans to relocate this facility into the 30' utility corridor designated on the project. Menasha Utilities plans to start their relocation in August 2017 pending material delivery, and will take 50 working days to complete the relocation.
- (5) **Town of Menasha** has an underground **sanitary sewer** facility that crosses USH 10/STH 441 at approximately Station 255+25 and is in conflict with the wick drain field, retaining wall, and roadway fill. The Town plans to reconstruct this facility from Station 252+74 and run along the south right of way to Station 259+70. Here the sanitary sewer will cross under USH 10/STH 441 until it leaves the project limits at the north right of way. The Town of Menasha plans to complete this work prior to construction.
- (6) **We Energies** has a **gas** main that runs along the south side of Midway Road and into sections of USH 10/STH 441 within the wick drain field south of Midway Road. We Energies plans to relocate the gas facility along the proposed south sidewalk and terrace area of proposed Midway Road based on the 1517-75-77 project plans. We Energies plans to complete this work prior to construction.
- (7) The following utility owners have facilities within the project area; however, no adjustments are anticipated:
 - a. ATC Management, Inc
 - b. Time Warner Cable (Charter Communications)
 - c. Town of Menasha - Water
 - d. We Energies - Electric

10.10 QMP Subgrade.

A Description

- (1) This special provision describes requirements for subgrade materials within the roadway foundation as defined in standard spec 101.3. Conform to standard spec 207 as modified in this special provision for all work within the roadway foundation at the locations the plans show.
- (2) Provide and maintain a quality control program. A quality control program is defined as all activities, including process control inspection, sampling and testing, and necessary adjustments in the process that are related to the construction of subgrade which meets all the requirements of this provision.
- (3) Chapter 4 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures. The contractor may obtain the CMM from the department's web site at:
<http://roadwaystandards.dot.wi.gov/standards/cmm/index.htm>

B Materials

B.1 Quality Control Plan

- (1) Submit a comprehensive written quality control plan to the engineer at or before the pre-construction meeting. Do not perform grading work before the engineer reviews and accepts the plan. Construct the project as the plan provides.
- (2) Do not change the quality control plan without the engineer's review. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in

the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:

1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
3. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
4. Location of the QC laboratory, retained sample storage, and control charts and other documentation.
5. A summary of the locations and calculated quantities to be tested under this provision.
6. An explanation regarding the basis of acceptance for material that cannot be tested by nuclear methods due to a high percentage of oversized particles.

B.2 Personnel

- (1) Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians. Have a grading technician certified under HTCP at level I present at the site during all subgrade fill placement, compaction, and nuclear testing activities. Have a nuclear density technician certified under HTCP at level I perform field density and field moisture content testing.

B.3 Laboratory

- (1) Perform quality control testing in a department-qualified laboratory. Obtain information on the Wisconsin laboratory qualification program from:
Materials Management Section
3502 Kinsman Blvd.
Madison, Wisconsin 53704
Telephone: 608-246-5388
<http://www.dot.state.wi.us/business/engrserv/lab-qualification.htm>

B.4 Equipment

- (1) Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM 4-15-12 and maintain a calibration record at the laboratory.
- (2) Furnish nuclear gauges from the department's approved product list at <http://www.atwoodsystems.com/materials>. Ensure that the gauge manufacturer or an approved calibration service calibrates the gauge within 12 months before using it on the project. Retain a copy of the calibration certificate with the gauge.
- (3) Conform to ASTM D 2950 and CMM 4-5-90 for density testing and gauge monitoring methods. Perform nuclear gauge measurements using gamma radiation in the backscatter or direct transmission position. Perform each test for 4 minutes of nuclear gauge count time.

B.5 Soil Source Study

- (1) Conduct and submit a soil source study before beginning of grading operations. Ensure that this study identifies each distinct soil type on the project within the top 15 feet of cut areas and all borrow material. Provide the in-bank natural moisture content for each soil. Develop moisture-density curves for each identified soil type by utilizing AASHTO T 99 with a minimum of 5 individual points, and a zero air voids curve at a specific gravity of 2.65. Determine the maximum density and corresponding optimum moisture level for each soil type. Develop a site-specific family of Proctor curves for this contract from the completed soil source study and submit to the engineer for review and acceptance.

- (2) Perform characterization tests on each of the soil types selected for the soil source study. The tests include AASHTO T 89, AASHTO T 90, AASHTO T 27, and AASHTO T 11. Classify each soil type selected according to the AASHTO soil classification system based on the characterization tests. Do not begin grading operations until the engineer accepts the soil source study.
- (3) Use the soil types identified in the soil source study with corresponding maximum densities and optimum moisture values to determine the compaction compliance on the project. Continue the soil source study in those areas of cuts greater than 15 feet that were not accessible during the initial study. Include data on additional soil types if project conditions change. Ensure that tests of additional soil types are complete and the engineer accepts the results before incorporating the material into the roadway foundation.
- (4) Split each Proctor sample and identify so as to provide comparison with the department's test results. Unless the engineer directs otherwise, retain the QC split samples for 14 calendar days and promptly deliver the department's split samples to the department at:
Materials Management Section
3502 Kinsman Blvd.
Madison, Wisconsin 53704
- (5) Retain and identify 2 representative samples of each Proctor. Submit one sample to the engineer. Retain one sample on site for use when performing textural identification.

B.6 Quality Control Documentation

B.6.1 Control Charts

- (1) Maintain separate control charts for the field density and field moisture content of each grading area. Designate grading areas within the project as follows:
 1. Embankment portions of the project, except within 200 feet of bridge abutments.
 2. Embankment within 200 feet of bridge abutments.
 3. Subgrade cut portions of the project.
 4. Embankment in pipe culvert trenches.
 5. Structure and granular backfill placed at bridge abutments.
- (2) Ensure that all tests are recorded and become part of the project records. Plot required test results on the control charts. Include random and engineer-requested testing but only include the contractor's randomly selected QC test results in the 4-point running average. The contractor may plot other contractor-performed process control or informational tests on the control charts, but do not include them in 4-point running averages.
- (3) Post control charts in an engineer-approved location and update daily. Ensure that the control charts include the project number, the test number, each test element, the applicable control limits, the contractor's individual test results, the running average of the last 4 data points, and the engineer's quality verification test data points. Use the control charts as part of a process control system for identifying potential problems and assignable causes. Format control charts according to CMM 4-15-12.
- (4) Submit control charts to the engineer in a neat and orderly manner within 10 business days after completing subgrade construction.

B.6.2 Records

- (1) Document all observations, inspection records, adjustments to fill placement procedures, soil changes, and test results daily. Note the results of the observations and inspection records as they occur in a permanent field record.

- (2) Provide copies of the field density and field moisture running average calculation sheets, the one-point Proctor tests, records of procedure adjustments, and soil changes to the engineer daily.
- (3) Submit original testing records to the engineer in a neat and orderly manner within 10 business days after completing subgrade construction.

B.7 Contractor Testing

B.7.1 General

- (1) Have a grading technician certified under HTCP at level I present during all subgrade fill placement, compaction, and testing. Have a nuclear density technician certified under HTCP at level I perform the testing for field density and field moisture content. During subgrade construction, use sampling and testing methods identified in the CMM 4-15-22 to perform the required tests at randomly selected locations at the indicated minimum frequency for each grading area.
- (2) Determine the cubic yards for testing based on a total load count system the engineer and contractor agree to.
- (3) For each test, provide the cubic yards represented and the test location to within 2 feet horizontally and 0.5 feet vertically.

B.7.2 Field Density and Field Moisture

- (1) Perform the field density and field moisture tests using the nuclear density meter method according to AASHTO T 310. Ensure that each field density test material is related to one of the specific soil types identified in the soil source study in determining the percent compaction. Use textural identification as the primary method of establishing this relationship. Utilize the representative samples retained from the soil source study when performing the textural identification. Use a coarse particle correction according to AASHTO T 224.
- (2) If field density and field moisture tests cannot be performed by the nuclear density method due to a high percentage of oversized particles as determined according to AASHTO T 99, observe the placement of the embankment and document the basis of acceptance. Document daily quantities of untested embankment and locations where untested embankment is placed, and keep a cumulative quantity of untested embankment material for the duration of the project. Include the daily documentation and a summary of the cumulative quantity of untested embankment material with the project records.

B.7.3 One-Point Proctor

- (1) Obtain a representative sample of the fill material and test according to AASHTO T 272. Compare the sample to the curves developed in the soils source study to determine the maximum dry density and optimum moisture. Use the appendix for AASHTO T 272 as a guide in this determination.

B.7.4 Testing Frequency

B.7.4.1 Subgrade Embankment

- (1) Perform the required tests at the following frequencies:

<u>Test</u>	<u>Minimum Frequency</u>
Field Density & Moisture (AASHTO T 310)	One per 3,000 cubic yards.
One-Point Proctor (AASHTO T 272)	One per 9,000 cubic yards.

B.7.4.2 Subgrade Embankment Within 200 Feet of Bridge Abutments

- (1) Perform the required tests at the following frequencies:

<u>Test</u>	<u>Minimum Frequency</u>
Field Density & Moisture (AASHTO T 310)	One per 3,000 cubic yards.
One-Point Proctor (AASHTO T 272)	One per 9,000 cubic yards.

B.7.4.3 Subgrade Cut

- (1) Perform the required tests at the following frequencies:

<u>Test</u>	<u>Minimum Frequency</u>
Field Density & Moisture (AASHTO T 310)	One per cut area. One per 2,000 linear feet per roadway.

B.7.4.4 Subgrade Embankment in Culvert Pipe Trenches

- (1) Perform the required tests at the following minimum frequencies:

<u>Test</u>	<u>Minimum Frequency</u>
Field Density & Moisture (AASHTO T 310)	One per trench. For pipes larger than 40-inch diameter, 2 per trench on different lifts.
One-Point Proctor (AASHTO T 272)	One per 3,000 cubic yards.

B.7.4.5 Structure and Granular Backfill at Bridge Abutments

- (1) Perform the required tests at the following minimum frequencies:

<u>Test</u>	<u>Minimum Frequency</u>
Field Density & Moisture (AASHTO T 310)	2 per abutment on different lifts.
One-Point Proctor (AASHTO T 272)	One per 3,000 cubic yards.

B.7.5 Compaction Zones

B.7.5.1 Subgrade Embankment

- (1) Embankment material placed within 6 feet of the finished subgrade elevation is classified as upper zone material. Material placed more than 6 feet below the finished subgrade elevation is classified as lower zone material.

B.7.5.2 Subgrade Embankment Within 200 Feet of Bridge Abutments

- (1) All embankment material placed within 200 feet of bridge abutments is subject to the quality controls for upper zone material.

B.7.5.3 Subgrade Cut

- (1) Subgrade material in cut areas is subject to the quality controls for upper zone material.

B.7.5.4 Subgrade Embankment in Culvert Pipe Trenches

- (1) Material placed within culvert pipe trenches is subject to the quality controls for the zone that the material is located in.

B.7.5.5 Structure and Granular Backfill at Bridge Abutments

- (1) All backfill material placed adjacent to bridge abutments is subject to the quality controls for upper zone material.

B.7.6 Control Limits

B.7.6.1 Field Density

- (1) The lower control limit for field density measurements in the upper zone is a minimum of 95% of the maximum dry density as determined by AASHTO T 99 or T 272 for the 4-point running average and a minimum of 92% of the maximum dry density for any individual test.
- (2) The lower control limit for field density measurements in the lower zone is a minimum of 93% of the maximum dry density as determined by AASHTO T 99 or T 272 for the 4-point running average and a minimum of 90% of the maximum dry density for any individual test.

B.7.6.2 Field Moisture Content

- (1) The upper control limit for the field moisture content in the upper and lower zones is 105% of the optimum moisture as determined by AASHTO T 99 or T 272 for the 4-point running average.
- (2) The lower control limit for the field moisture content in the upper and lower zones is 65% of the determined optimum moisture for the 4-point running average. There is no lower control limit for the field moisture of material having less than 5% passing the No. 200 sieve.

B.7.7 Corrective Action

- (1) Notify the engineer if an individual field density test falls below the individual test control limit. The subgrade in this area is unacceptable. Perform corrective actions, acceptable to the engineer, to improve the density of the subgrade material. After corrective action, perform a randomly located retest within the represented quantity to ensure that the material is acceptable.
- (2) Notify the engineer if the field density or field moisture running average point falls below the running average control limit for field density or outside the control limits for field moisture. The subgrade in this area is unacceptable. Perform corrective actions, acceptable to the engineer, to improve the quality of the material represented by the running average point. Retest each corrected area at a new random location within its represented quantity and determine a new 4-point running average. If the new running average is not acceptable, perform further corrective actions and retest at new random locations.
- (3) If the contractor's control data is proven incorrect resulting in a field density or field moisture point falling below the control limit for field density or outside the control limits for field moisture, the subgrade is unacceptable. Employ the methods described above for unacceptable material.

B.8 Department Testing

B.8.1 General

- (1) The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all verification and independent assurance personnel for the project.
- (2) The department will provide field density and field moisture test results to the contractor on the day of testing. Test results from Proctor split samples will be provided to the contractor within 7 business days after the sample has been received by the department.

B.8.2 Verification Testing

- (1) The department will have an HTCP technician, or ACT under the direction of a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified for contractor testing personnel for each test being verified. The department will notify the contractor before testing so the contractor can observe QV testing.

- (2) The department will test field density and field moisture randomly at locations independent of the contractor's QC work. The department will use split samples for verification of Proctor testing. In all cases, the department will conduct the verification tests in a separate laboratory and with separate equipment from the contractor's QC tests.
- (3) The department will perform verification testing as follows:
 1. The department will conduct verification tests on Proctor split samples taken by the contractor. These samples may be from the Soil Source Study or the one-point Proctor or sample locations chosen by the engineer from anywhere in the process. The minimum verification testing frequency is one per 90,000 cubic yards, with at least one for each soil type identified in the Soil Source Study.
 2. The department will test the first split sample obtained by the contractor for the one-point Proctor. The engineer may select any contractor-retained sample for verification testing.
 3. The department will conduct at least one verification test for field density and field moisture per 30,000 cubic yards.
- (4) Plot verification tests on the contractor's quality control charts as specified in B.6.1. Do not include verification tests in the 4-point running average.
- (5) If verification tests are within specified control limits, no further action is required. If verification tests are not within specified control limits, the engineer and contractor will jointly investigate any testing discrepancies. The investigation may include additional testing as well as review and observation of both the department's and contractor's sampling and testing procedures and equipment. Both parties will document all investigative work.
- (6) Correct all deficiencies. If the contractor does not respond to an engineer request to correct a deficiency or resolve a testing discrepancy, the engineer may suspend grading work until action is taken. Resolve disputes as specified in B.9.

B.8.3 Independent Assurance Testing

- (1) Independent assurance is unbiased testing the department performs to evaluate the department's verification and the contractor's QC sampling and testing including personnel qualifications, procedures, and equipment. The department will perform the independent assurance review according to the department's independent assurance program, which may include one or more of the following:
 1. Split sample testing.
 2. Proficiency sample testing.
 3. Witnessing sampling and testing.
 4. Test equipment calibration checks.
 5. Reviewing required worksheets and control charts.
 6. Requesting that testing personnel perform additional sampling and testing.
- (2) Plot the independent assurance tests on the contractor's quality control charts as specified in B.6.1. Do not include independent assurance tests in the 4-point running average.
- (3) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend grading work until action is taken. Resolve disputes as specified in B.9.

B.9 Dispute Resolution

- (1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor may review the data, examine data reduction and analysis methods, evaluate sampling and testing procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.

- (2) If the project personnel cannot resolve a dispute and the dispute affects payment or could result in incorporating nonconforming product, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party tests to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

B.10 Acceptance

- (1) The department will accept the material tested under this provision based on the contractor QC tests unless it is shown through verification testing or the dispute resolution process that the contractor's test results are in error.

C (Vacant)

D (Vacant)

E Payment

- (1) Costs for all sampling, testing, and documentation required under this special provision are incidental to the work. If the contractor fails to perform the work required under this special provision, the department may reduce the contractor's pay. The department will administer pay reduction under the Non-performance of QMP administrative item.

Schedule of Items

Attached, dated May 31, 2017, are the revised Schedule of Items Pages 1 – 17.

Plan Sheets

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

Revised: 71, 72, 143, 144, 145, 181, 182, 187 – 190, 195, 196, 199, 206, 274 – 277, 282, 284 - 286, 289, 290, 292, 294, 295, and 534 - 546.

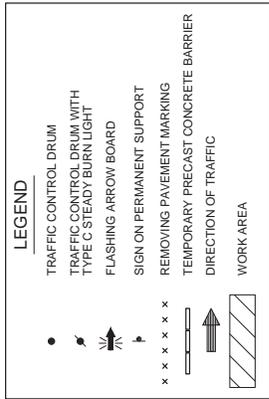
Added: 52A, 233A – 233C, 293A, 295A, 376A, 376B, 401A – 401G, 402A – 402K, 533A – 533N, and 538A.

END OF ADDENDUM

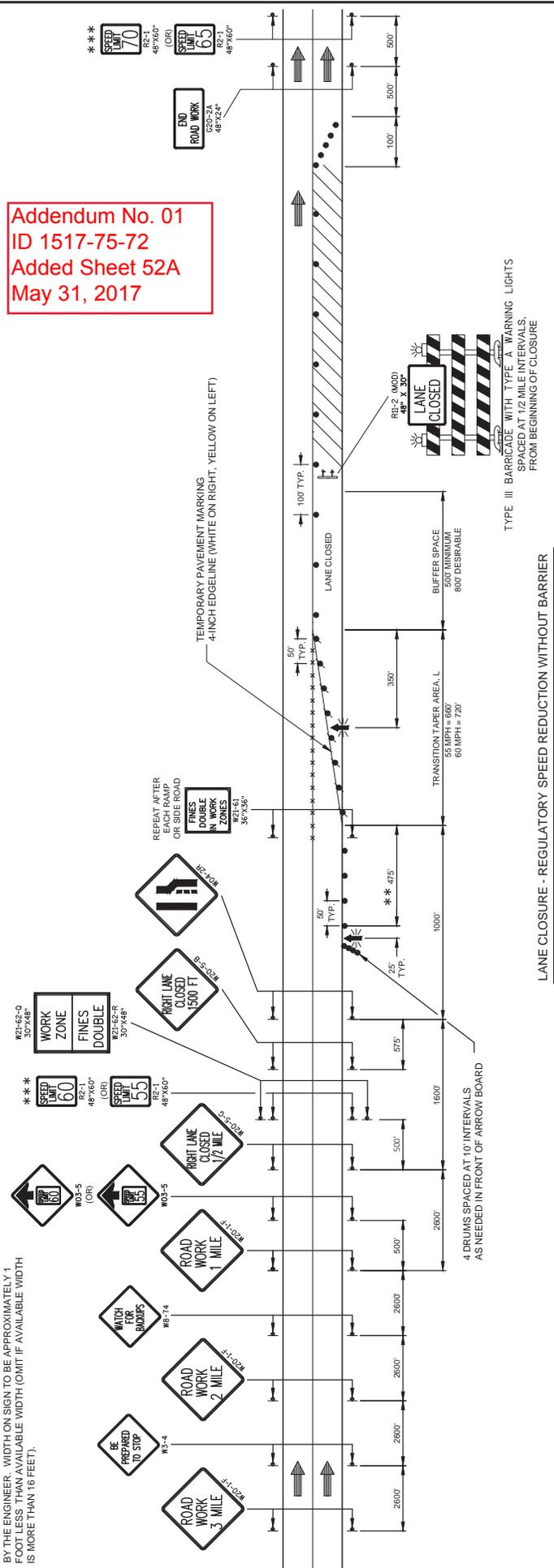
TRAFFIC CONTROL NOTES

- REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION. IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.
- IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/2 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRAIN LINE.
- ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.
- ** CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF THE DRUMS.
- *** SEE REQUIREMENT FOR TEMPORARY REGULATORY SPEED REDUCTION IN THE SPECIAL PROVISIONS.
- COVERING AND REMOVAL OF MATERIAL COVERING TEMPORARY REGULATORY SPEED LIMIT SIGNS AND EXISTING SPEED LIMIT SIGNS RELATED TO TEMPORARY AND/OR PERIODIC LANE CLOSURES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, 500 FEET DESIRABLE, DISTANCE TO EXISTING SIGNS.
- THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- "W" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.
- REDUCED SPEED AHEAD, AND ALL SPEED LIMIT SIGNS MUST BE POST MOUNTED.
- SPEED LIMIT SIGNS SHALL ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND AT 0.5 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- THE LOCATION OF THE FIRST SIGN INDICATING THE 55 OR 60 MPH REGULATORY SPEED LIMIT IS REFERENCED FROM BEGINNING OF LANE CLOSURE TAPER. THE 55 OR 60 MPH REGULATORY SPEED LIMIT SIGN LOCATION MUST BE ADJUSTED WHEN CONSTRUCTION ACTIVITIES REQUIRE THE LANE CLOSURE START LOCATION TO CHANGE.
- TRAFFIC CONTROL DEVICES NOT IN USE SHALL BE LAID DOWN OR REMOVED. TURNING OF DEVICES TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.



INSTALL ON EACH APPROACH TO THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROXIMATELY 1 FOOT LESS THAN AVAILABLE WIDTH (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET).



Addendum No. 01
ID 1517-75-72
Added Sheet 52A
May 31, 2017

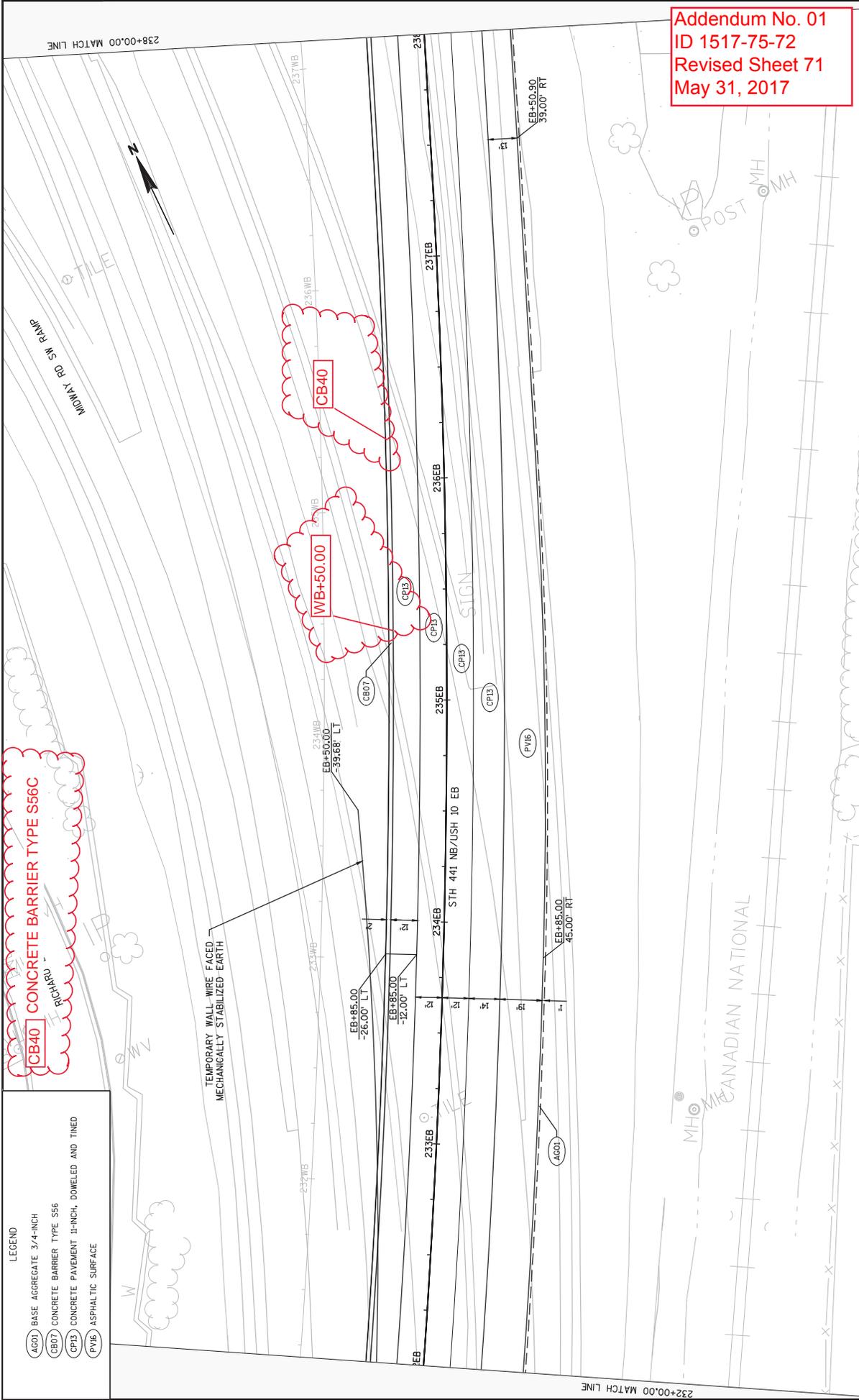
TYPE III BARRICADE WITH TYPE A WARNING LIGHTS SPACED AT 1/2 MILE INTERVALS FROM BEGINNING OF CLOSURE

LANE CLOSURE - REGULATORY SPEED REDUCTION WITHOUT BARRIER

LEGEND

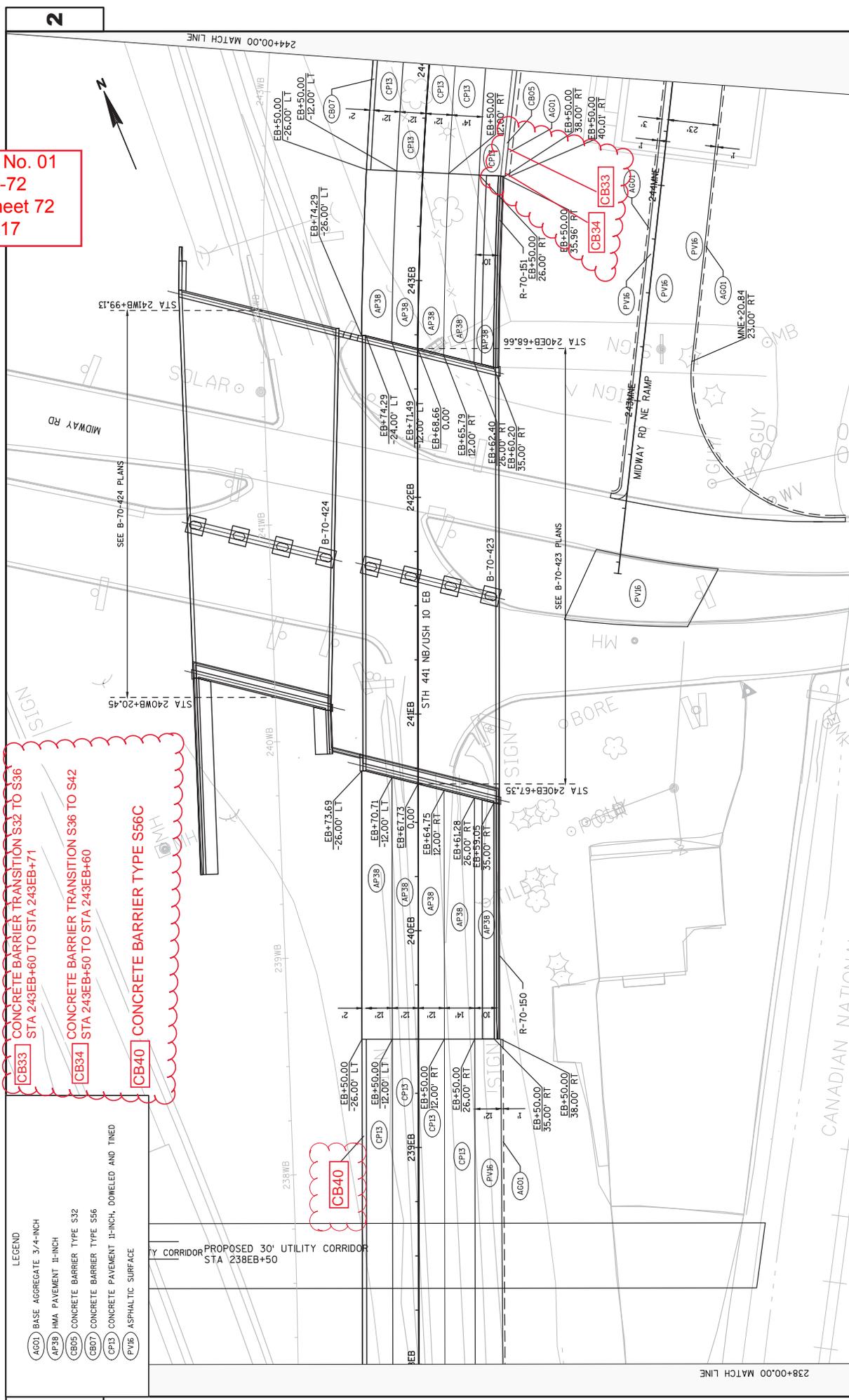
- (A001) BASE AGGREGATE 3/4-INCH
- (CB07) CONCRETE BARRIER TYPE S56
- (CP13) CONCRETE PAVEMENT 11-INCH, DOWELED AND TINED
- (PV16) ASPHALTIC SURFACE

CB40 CONCRETE BARRIER TYPE S56C



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 Revised Sheet 71
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Addendum No. 01
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 Revised Sheet 72
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CB33 CONCRETE BARRIER TRANSITION S32 TO S36
 STA 243EB+60 TO STA 243EB+71

CB34 CONCRETE BARRIER TRANSITION S36 TO S42
 STA 243EB+50 TO STA 243EB+60

CB40 CONCRETE BARRIER TYPE S56C

LEGEND

- (AG01) BASE AGGREGATE 3/4-INCH
- (AP38) HMA PAVEMENT 11-INCH
- (CB05) CONCRETE BARRIER TYPE S32
- (CB07) CONCRETE BARRIER TYPE S56
- (CP13) CONCRETE PAVEMENT 11-INCH, DOWELED AND TINED
- (FV16) ASPHALTIC SURFACE

UTILITY CORRIDOR PROPOSED 30' UTILITY CORRIDOR
 STA 238EB+50

CONTACTS

WIS. DEPT. OF TRANSPORTATION
NE REGION
MR. RANDY ASMAN
944 VANDERPERREN WAY
GREEN BAY, WI 54304
920-492-7719

WIS. DEPT. OF TRANSPORTATION
NE REGION
MR. SCOTT NELSON
944 VANDERPERREN WAY
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920-492-5651

WIS. DEPT. OF TRANSPORTATION
STATE TRAFFIC OPERATIONS
MR. DON SCHELL
433 W ST. PAUL AVENUE, SUITE 300
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414-227-2146

WIS. DEPT. OF TRANSPORTATION
STATE TRAFFIC OPERATIONS
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414-227-2154

AECOM
MR. JAMES LETOURNEAU
1555 N Rivercenter Dr, Suite 214
MILWAUKEE, WI 53212
(414) 944-6080

LEGEND

- JUNCTION BOX
VIDEO SENSOR
CCTV CAMERA
CONTROL CABINET
POLE MOUNTED CABINET
COMMUNICATIONS PULL BOX 24X48
12" PULL BOX
TYPE 5 OR CAMERA POLE
ELECTRICAL PULL BOX 24X48
COMMUNICATIONS VAULT
MANHOLE
MICROWAVE DETECTOR
ITS CONDUIT
ITS CONDUIT DIRECTIONAL BORE
ITS CONDUIT ON STRUCTURE
DYNAMIC MESSAGE SIGN
ROAD WEATHER INFORMATION SYSTEM
METER BREAKER PEDESTAL
BREAKER DISCONNECT BOX
RAMP GATE
SOLAR RAMP GATE CONTROLLER CABINET
RADIO LINK (REMOTE DESTINATION)
TEMPORARY WOOD POLE

STANDARD ABBREVIATIONS

- CCTV
DMS
SDS
S
ATR
AF(A)
CB
PF
MH
SB
AP
DS
TAR
MD
DP
VDCS
FO
RWIS
WIM
COUNT
CLOSED CIRCUIT TELEVISION
RAMP METER
DYNAMIC MESSAGE SIGN
SYSTEM DETECTOR STATION
OVERHEAD SIGNAL SUPPORT
COUNT STATION
AUTOMATIC TRAFFIC RECORDER
ADVANCE FLASHER (ASSEMBLY)
CONTROLLER CABINET
CAMERA POLE
PULL BOX
MANHOLE
COMMUNICATIONS VAULT
SIGNAL BASE
ANTENNA POLE
DRAINAGE STRUCTURE (ON ITS PLANS ONLY)
TRAVELER ADVISORY RADIO
MICROWAVE DETECTOR
DETECTOR POLE
VIDEO DETECTION CAMERA
VEHICLE DETECTION CLASSIFICATION SENSOR
FIBER OPTIC
ROAD WEATHER INFORMATION SYSTEM
WEIGHT COUNT

GENERAL NOTES

THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND TECHNICAL SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR TECHNICAL SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES OTHER THAN MINOR ADJUSTMENTS.

BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT WILL BE LEFT IN PLACE UNLESS THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE REMOVAL AND RECONSTRUCTION OF ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.

BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUITS, PULL BOXES, COMMUNICATIONS VAULTS, POLES, FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

NO TREES (AND/OR SHRUBS) ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

AREAS WITHIN RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR ITS CONSTRUCTION ARE TO BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, AND SEED AND MULCH. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS, BUT ALSO CONTAINING ITS CONSTRUCTION, WILL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS. NO PAYMENT WILL BE MADE FOR RESTORING AREAS DISTURBED FOR ITS CONSTRUCTION OPERATIONS.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.

BE ADVISED THAT DUE TO RAMP, LANE AND SHOULDER CLOSURE RESTRICTIONS AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTORS IN THE AREA.

NOTIFY THE REGIONAL TRAFFIC UNIT, (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: CCTV CAMERA BASE, ITS FIELD CABINET BASE, MICROWAVE DETECTOR BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.

NOTIFY THE REGIONAL TRAFFIC UNIT, (920-492-5651), OR SECONDARY CONTACT AT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: RAM CLOSURE GATE BASES AND RAMP CLOSURE GATE CONTROLLER CABINET BASES.

HAND DIG TRENCHES CROSSING EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE.

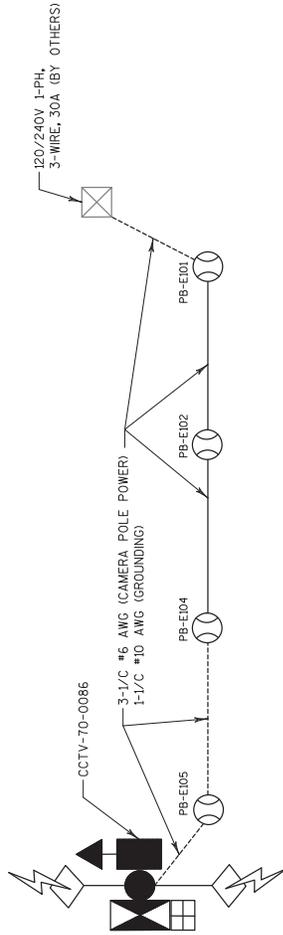
VISUALLY VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE OR SPECIAL METHOD.

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Revised Sheet 143
May 31, 2017

AECOM logo and seal for Matthew J. Letourneau, Professional Engineer, Wisconsin License No. 1517-75-72. Includes contact information for AECOM in Milwaukee, WI.

1/25/2017

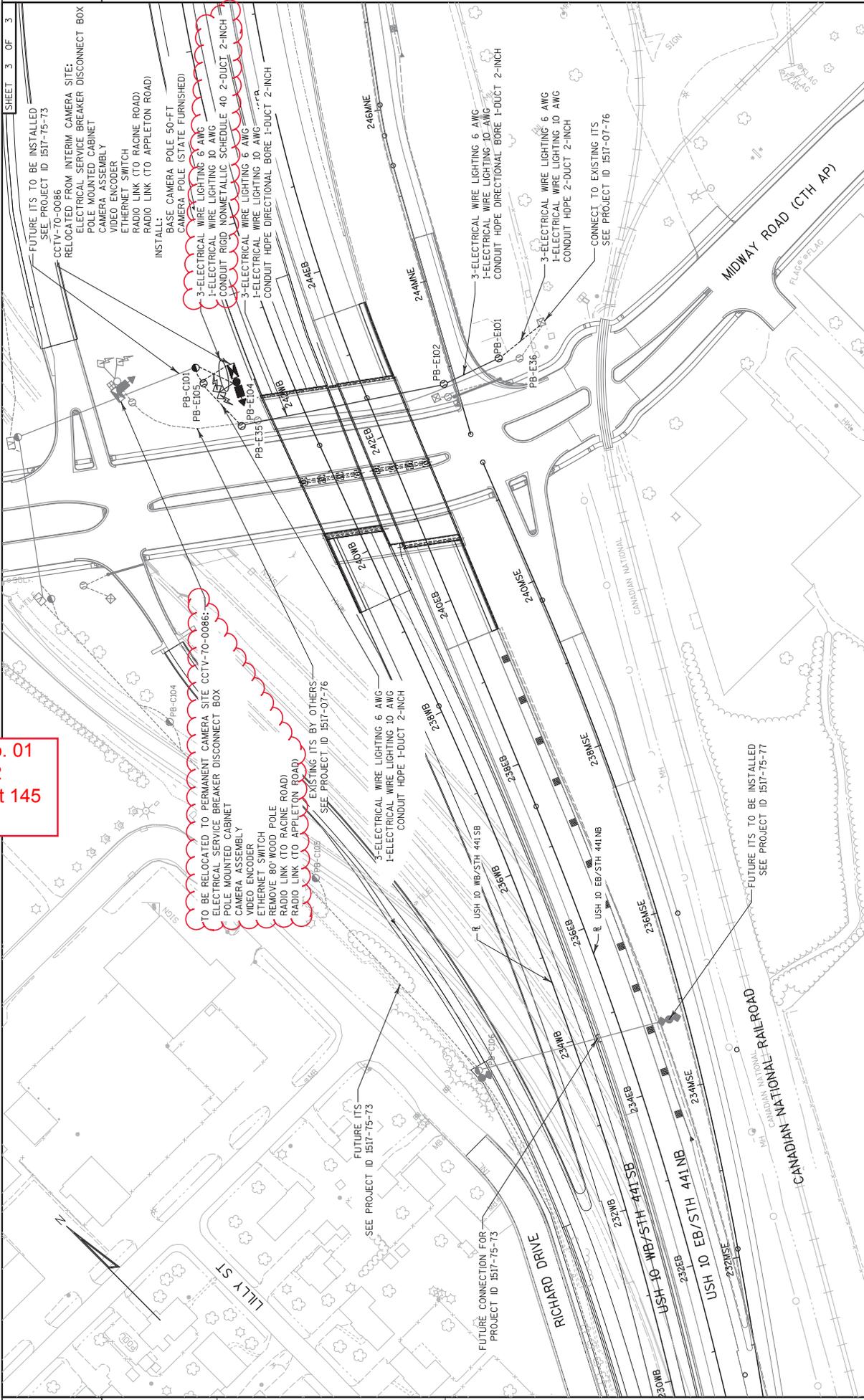
MIDWAY ROAD (CTH AP)
(SEE SHEET 3)



NOTE: CAMERA AND RADIO CABLES INSTALLED FROM EACH DEVICE ON THE POLE TO THE POLE-MOUNTED CABINET.

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May 31, 2017

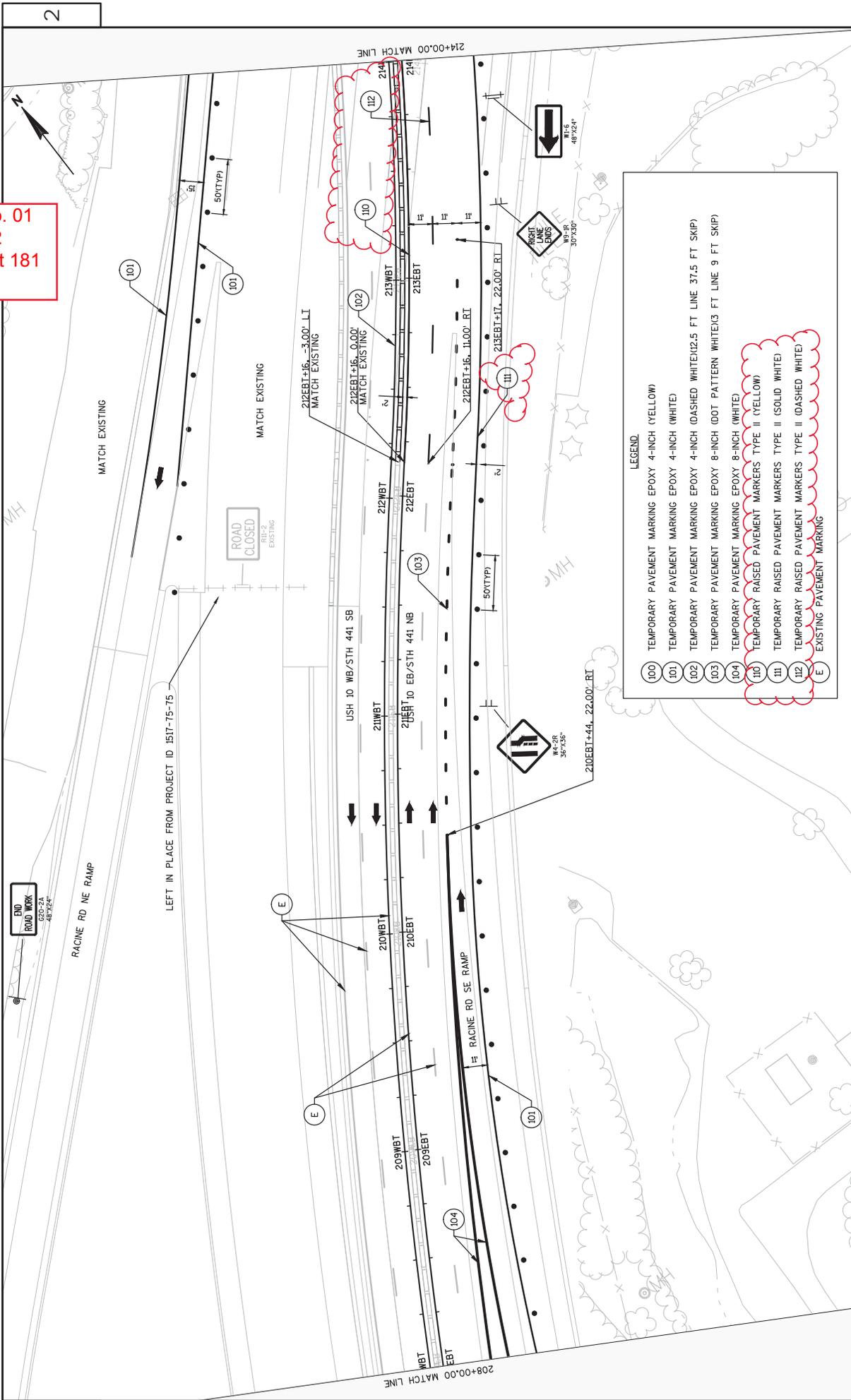
PROJECT NO: 1517-75-72	HWY: USH 10	COUNTY: WINNEBAGO/OUTGAMIE	ITS - WIRING DETAILS	SHEET 144	E
FILE NAME : \\S1102K306\p\objects\Transpor\toH\us 10 MIS 441\CADD\sheets\ITS\15177572\021021.ctb.dgn					
PLOT DATE : 1/26/2017					
PLOT BY : nlcck-becker					
PLOT SCALE : 100.0000 sf / in.					
WISDOT/CADD SHEET 42					



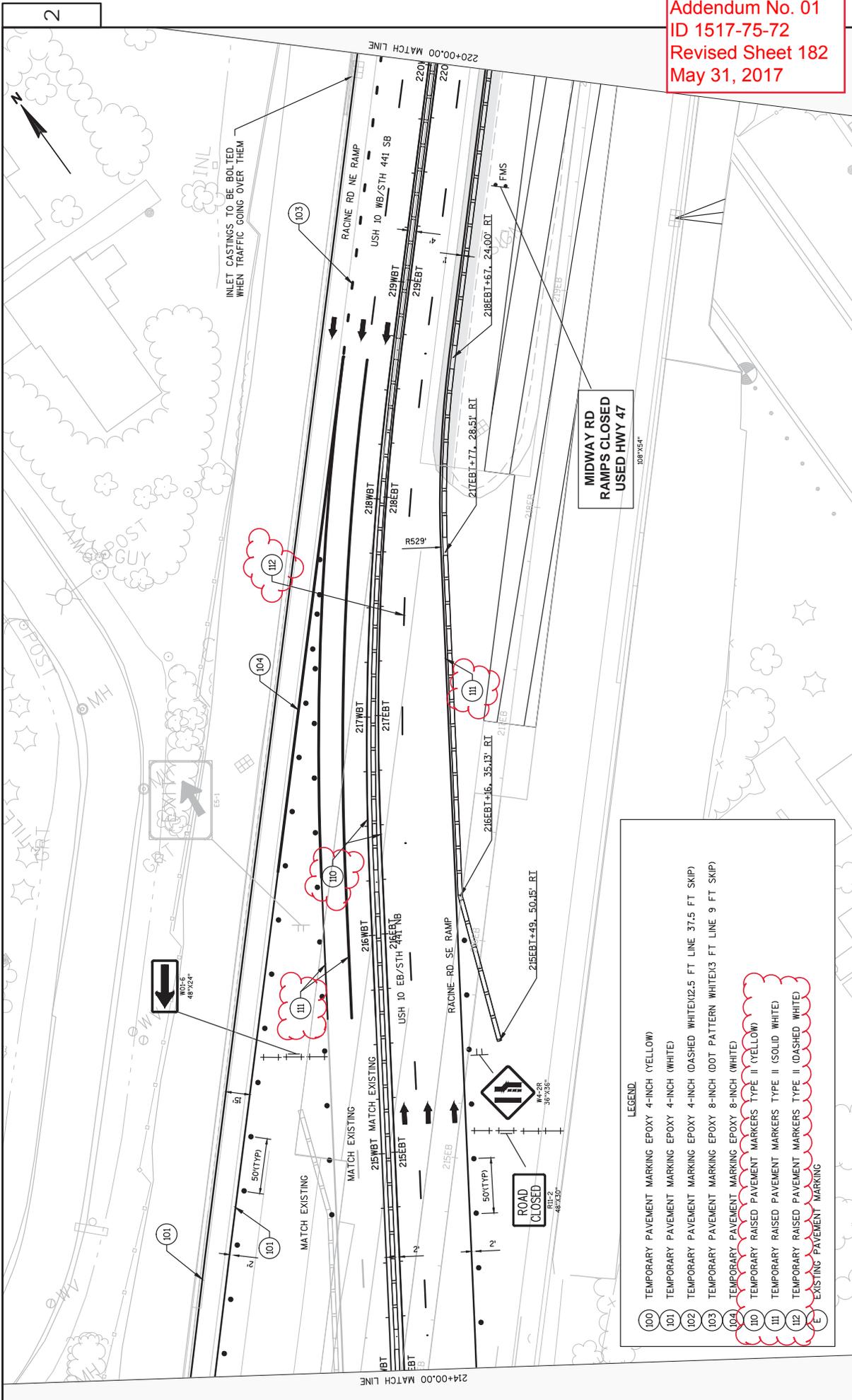
Addendum No. 01
ID 1517-75-72
Revised Sheet 145
May 31, 2017

PROJECT NO: 1517-75-72	HWY: USH 10	COUNTY: WINNEBAGO	ITS - USH 10/STH 441	SHEET 145	E
FILE NAME : \\S1102K306\projects\transport\1517\15177572\021411_fm.dgn					
PLOT DATE : 1/26/2017					
PLOT BY : nlsck-becker					
PLOT SCALE : 100.0000 sf / in.					
WISDOT/CADD SHEET 42					

Addendum No. 01
ID 1517-75-72
Revised Sheet 181
May 31, 2017



Addendum No. 01
 ID 1517-75-72
 Revised Sheet 182
 May 31, 2017



LEGEND:

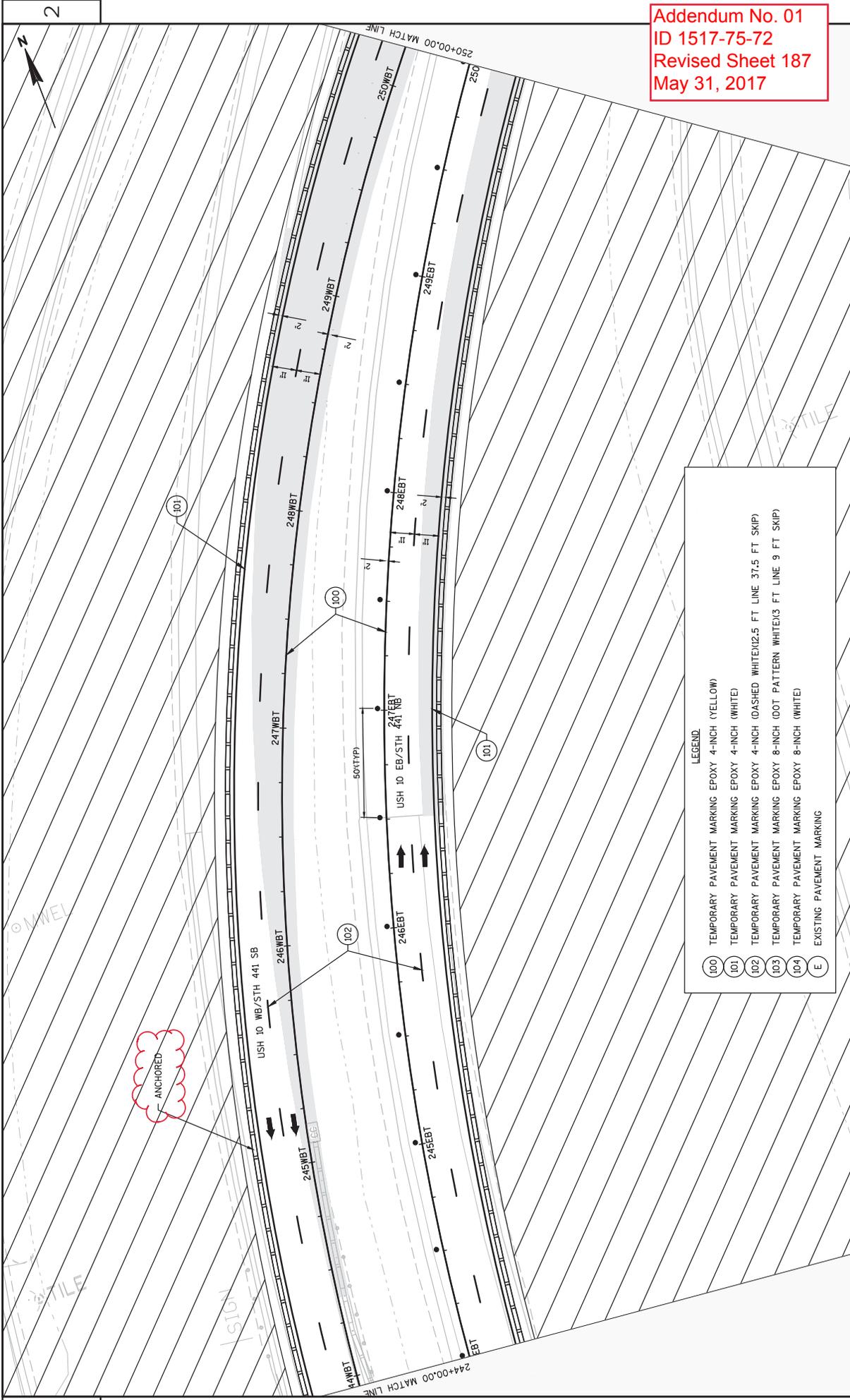
- 100 TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- 101 TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- 102 TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(2.5 FT LINE 37.5 FT SKIP)
- 103 TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
- 104 TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- 110 TEMPORARY RAISED PAVEMENT MARKERS TYPE II (YELLOW)
- 111 TEMPORARY RAISED PAVEMENT MARKERS TYPE II (SOLID WHITE)
- 112 TEMPORARY RAISED PAVEMENT MARKERS TYPE II (DASHED WHITE)
- E EXISTING PAVEMENT MARKING

MIDWAY RD
 RAMP CLOSED
 USED HWY 47

ROAD
 CLOSED

INLET CASTINGS TO BE BOLTED
 WHEN TRAFFIC GOING OVER THEM

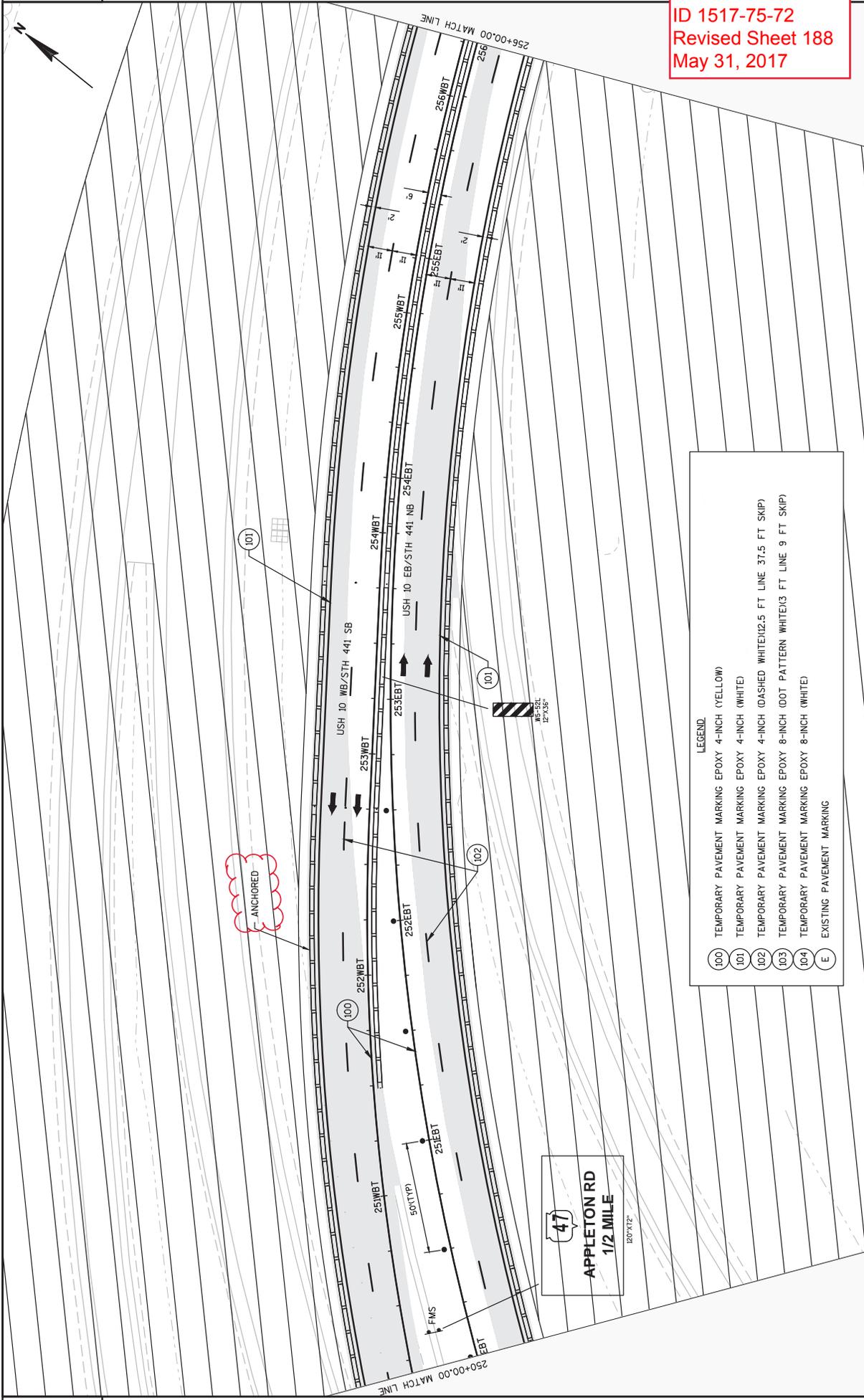
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 ID 1517-75-72
 Revised Sheet 187
 May 31, 2017



LEGEND

(100)	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(101)	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
(102)	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) 0.25 FT LINE 37.5 FT SKIP
(103)	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) 1/3 FT LINE 9 FT SKIP
(104)	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)
(E)	EXISTING PAVEMENT MARKING

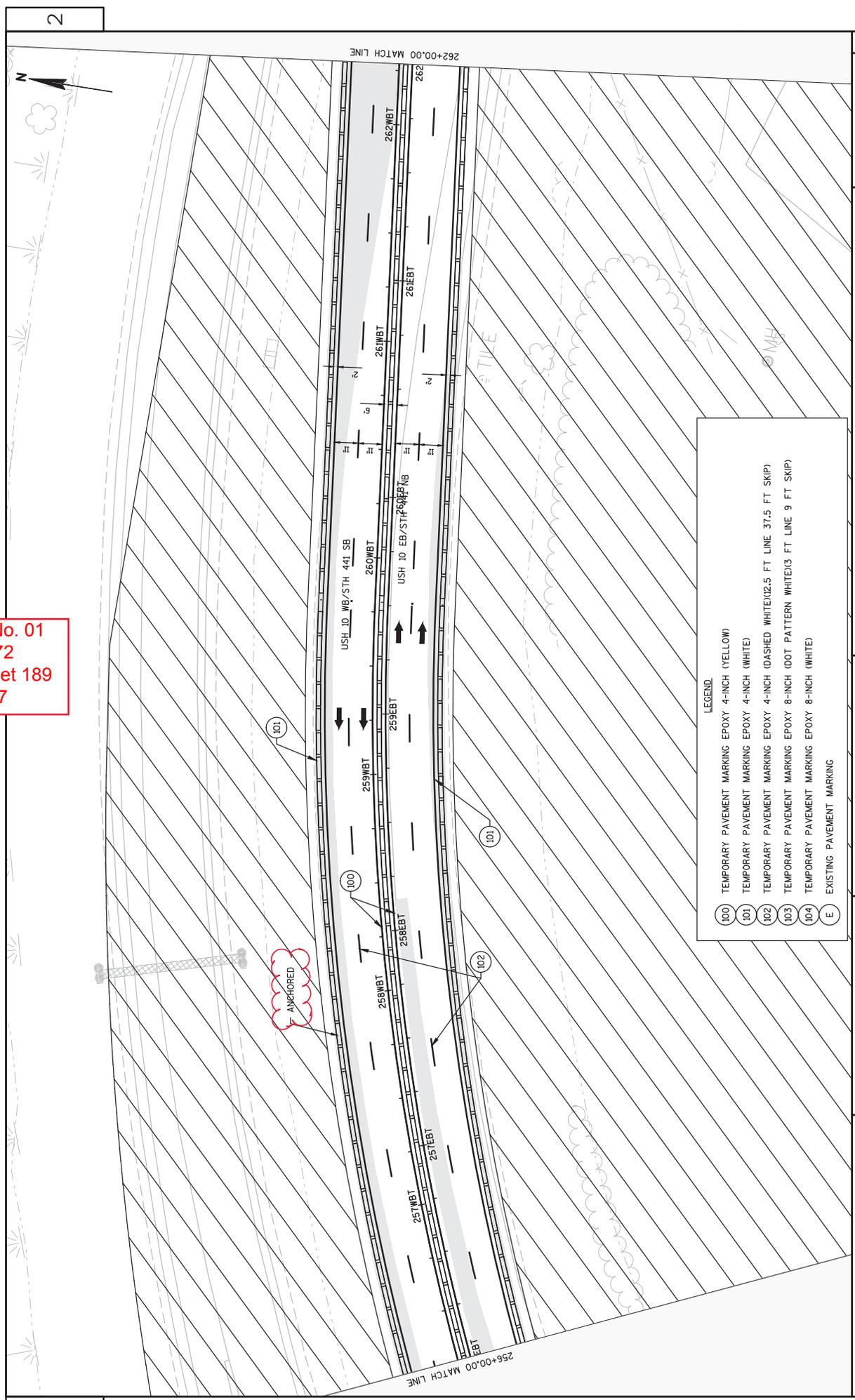
Addendum No. 01
ID 1517-75-72
Revised Sheet 188
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LEGEND

- 100 TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- 101 TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- 102 TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) 2.5 FT LINE 37.5 FT SKIP
- 103 TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) 3 FT LINE 9 FT SKIP
- 104 TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- E EXISTING PAVEMENT MARKING

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 189
 May 31, 2017



LEGEND

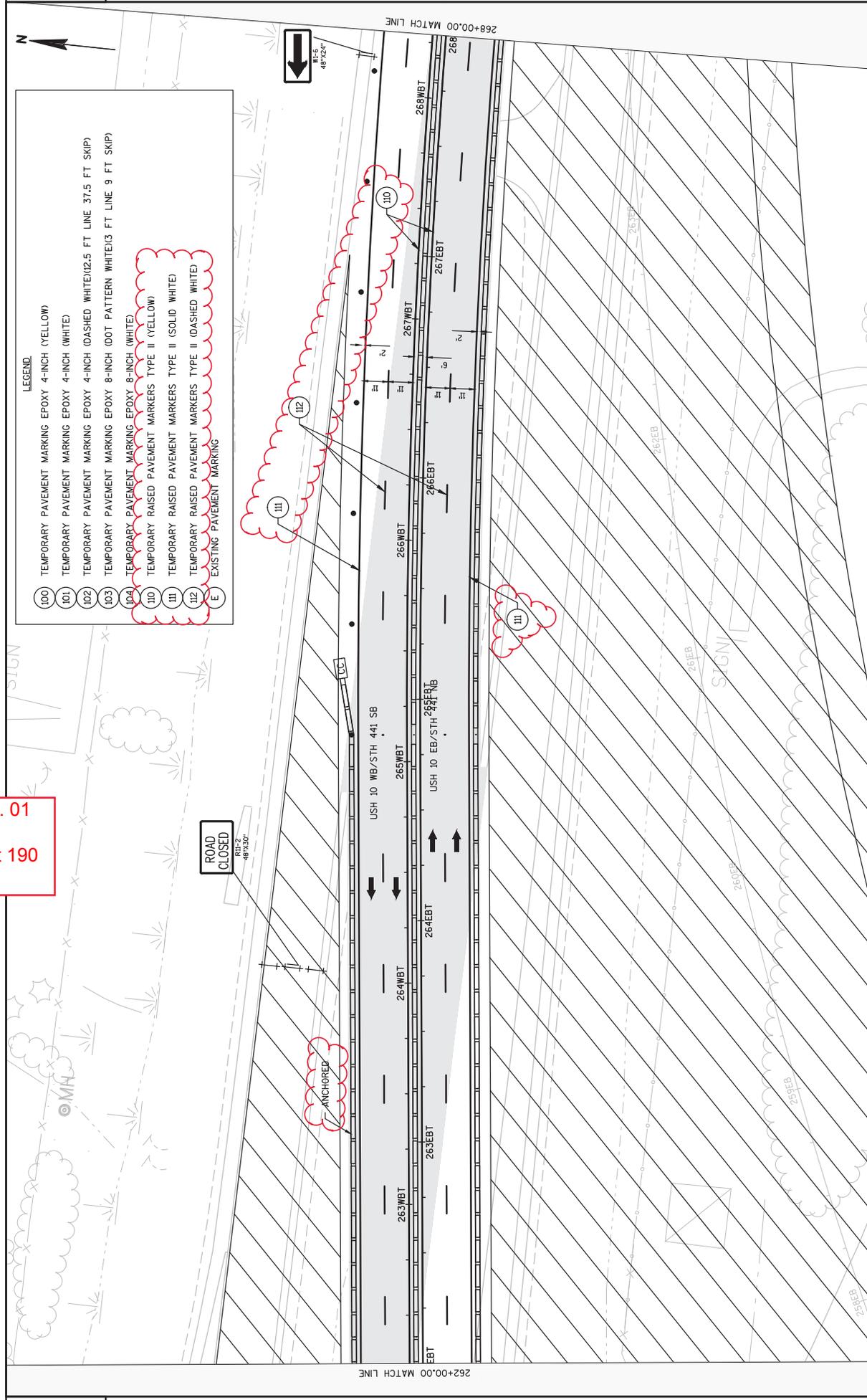
(100)	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(101)	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
(102)	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) 12.5 FT LINE 37.5 FT SKIP
(103)	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) 3 FT LINE 9 FT SKIP
(104)	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)
(E)	EXISTING PAVEMENT MARKING



LEGEND

(100)	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(101)	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
(102)	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
(103)	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)X3 FT LINE 9 FT SKIP)
(104)	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)
(110)	TEMPORARY RAISED PAVEMENT MARKERS TYPE II (YELLOW)
(111)	TEMPORARY RAISED PAVEMENT MARKERS TYPE II (SOLID WHITE)
(112)	TEMPORARY RAISED PAVEMENT MARKERS TYPE II (DASHED WHITE)
(E)	EXISTING PAVEMENT MARKING

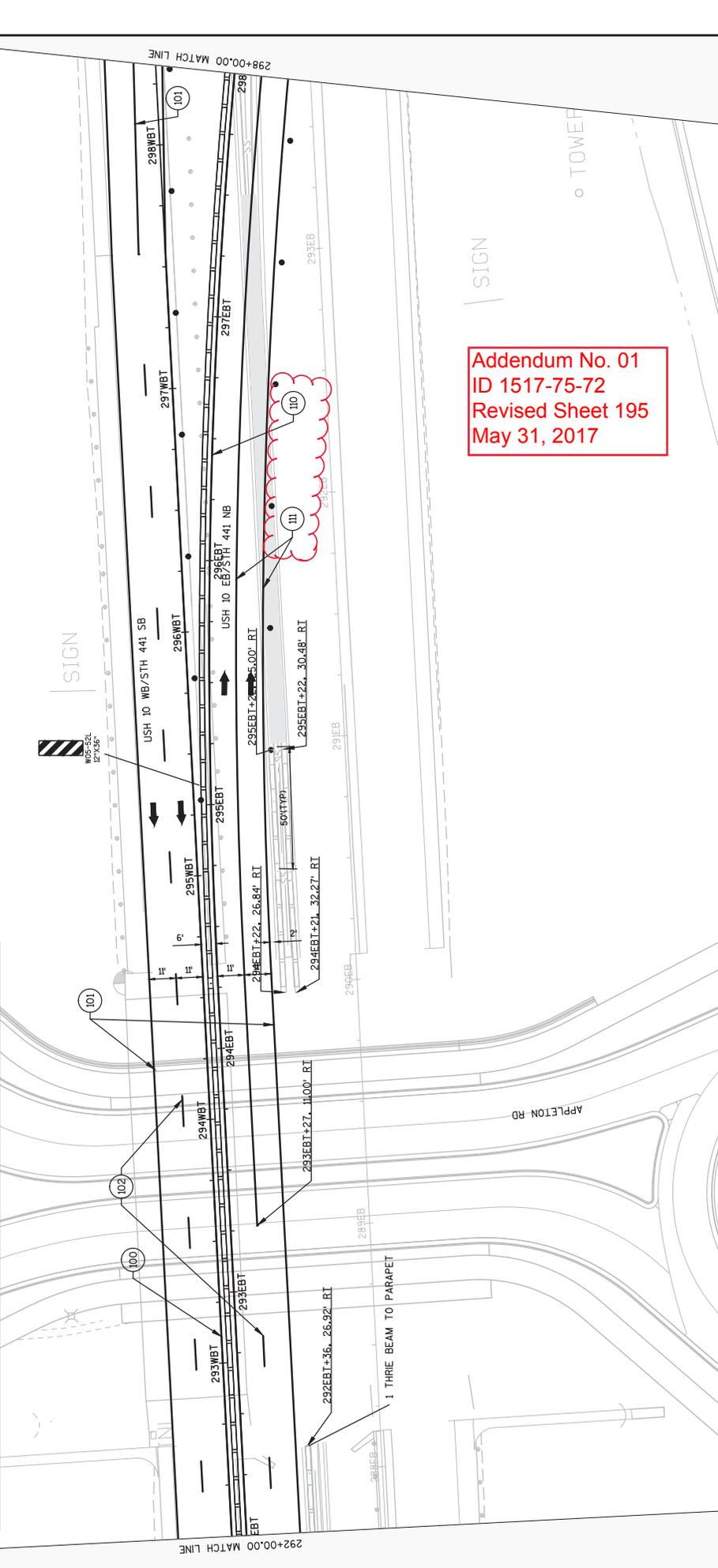
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PROJECT NO. 1517-75-72	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 1A	SHEET 190	E
FILE NAME : S:\NPOS\C30\WIS441\1517750-72\72-75-85\SHEETS\PLAN\1517-75-72\026000-TCNE-1517752-026101-TC1A.DWG					
LAYOUT NAME - 026111-TC1A					
PLOT DATE : 5/22/2017 3:17 PM					
PLOT BY : MARTENS, JOHN W					
PLOT NAME :					
PLOT SCALE : 1 IN=40 FT					
WSDOT/CADD SHEET 42					

LEGEND

- (100) TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- (101) TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (102) TEMPORARY PAVEMENT MARKING EPOXY 4-INCH DASHED WHITE(1/2.5 FT LINE 37.5 FT SKIP)
- (103) TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
- (104) TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (110) TEMPORARY RAISED PAVEMENT MARKERS TYPE II (YELLOW)
- (111) TEMPORARY RAISED PAVEMENT MARKERS TYPE II (SOLID WHITE)
- (L) EXISTING PAVEMENT MARKING

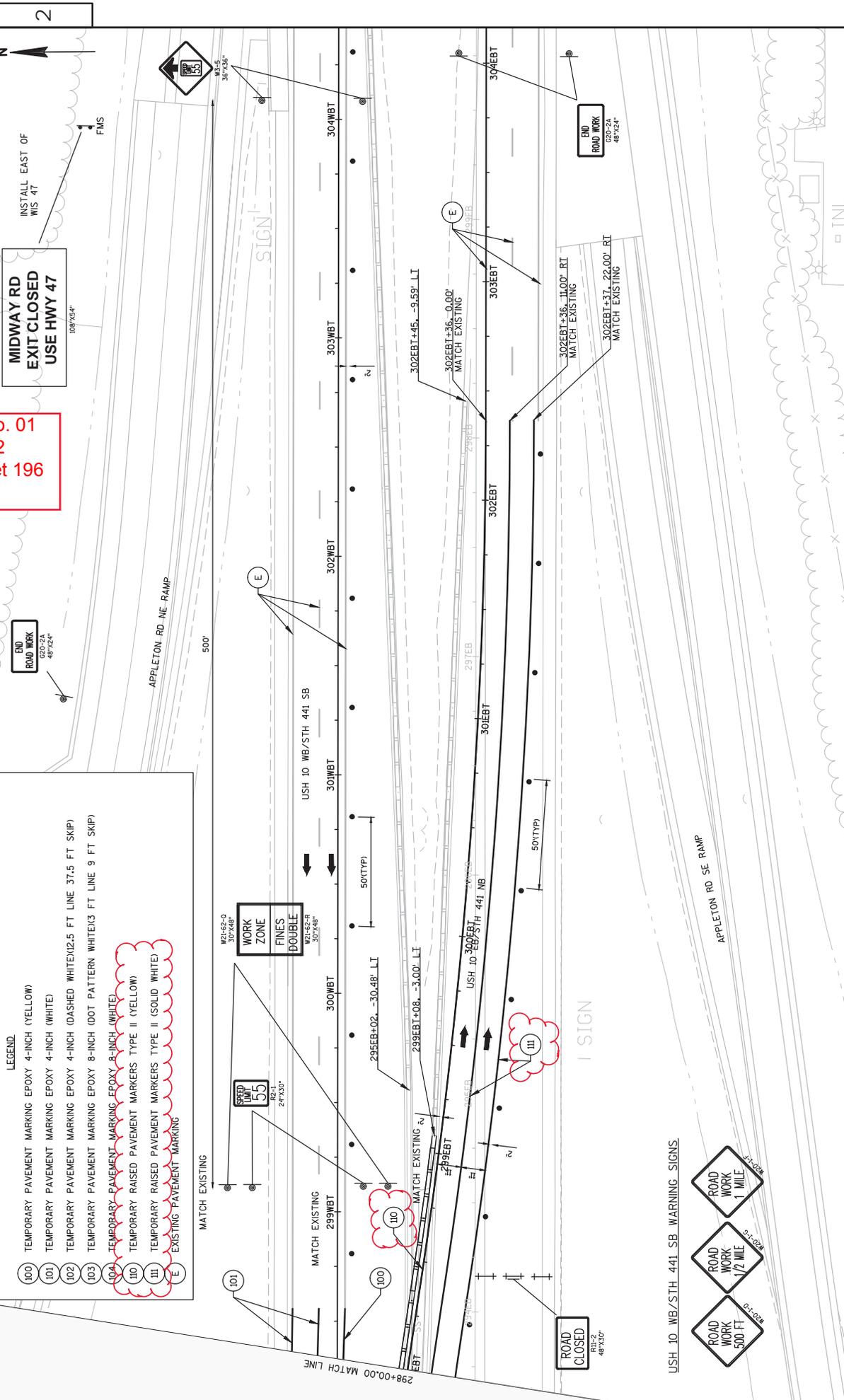


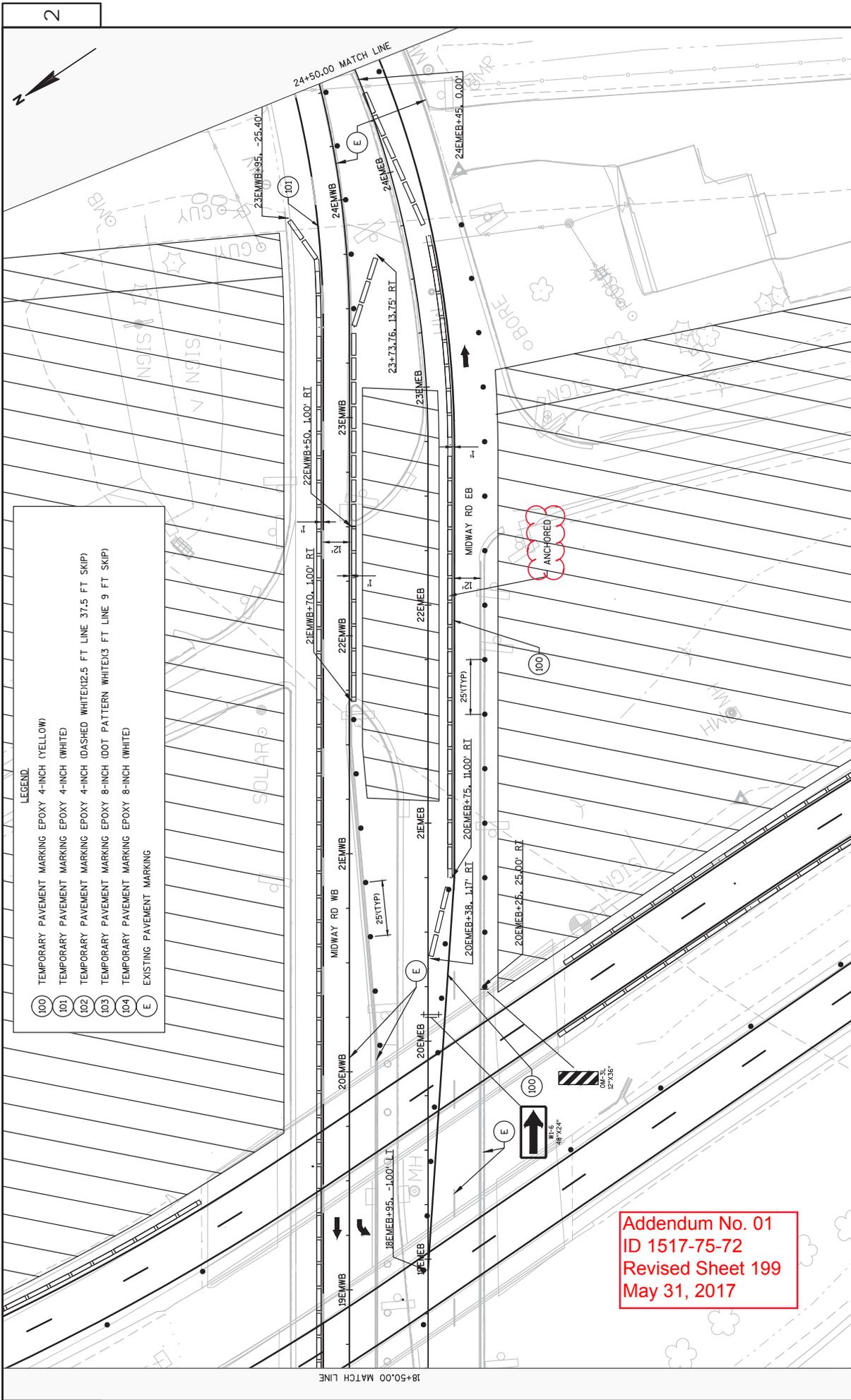
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Addendum No. 01
 ID 1517-75-72
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 May 31, 2017

LEGEND

100	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
101	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
102	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(2.5 FT LINE 37.5 FT SKIP)
103	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
104	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)
110	TEMPORARY RAISED PAVEMENT MARKERS TYPE II (YELLOW)
111	TEMPORARY RAISED PAVEMENT MARKERS TYPE II (SOLID WHITE)
E	EXISTING PAVEMENT MARKING

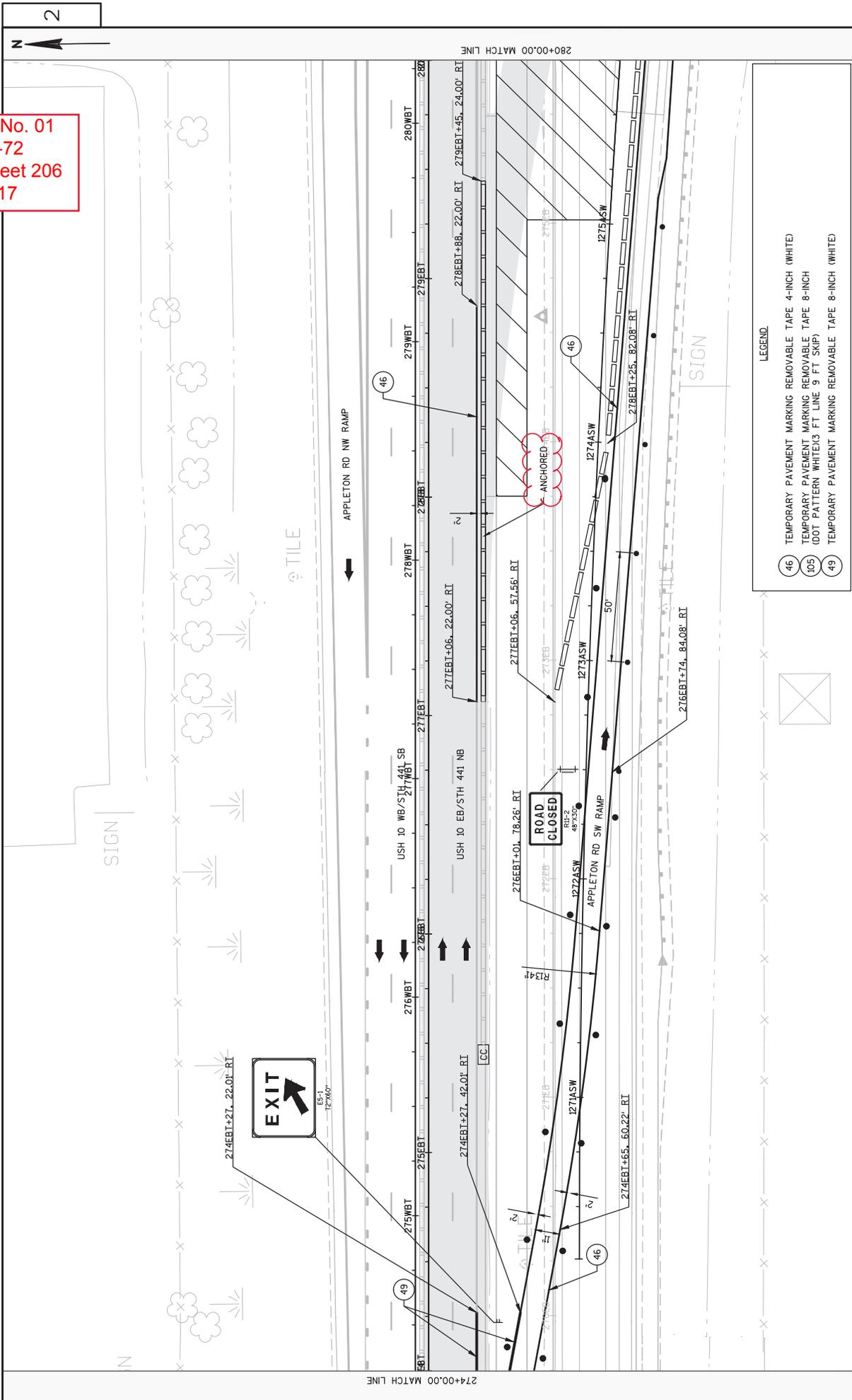




- LEGEND:**
- (100) TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
 - (101) TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
 - (102) TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(2.5 FT LINE 37.5 FT SKIP)
 - (103) TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
 - (104) TEMPORARY PAVEMENT MARKING EPOXY 8-INCH (WHITE)
 - (E) EXISTING PAVEMENT MARKING

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Addendum No. 01
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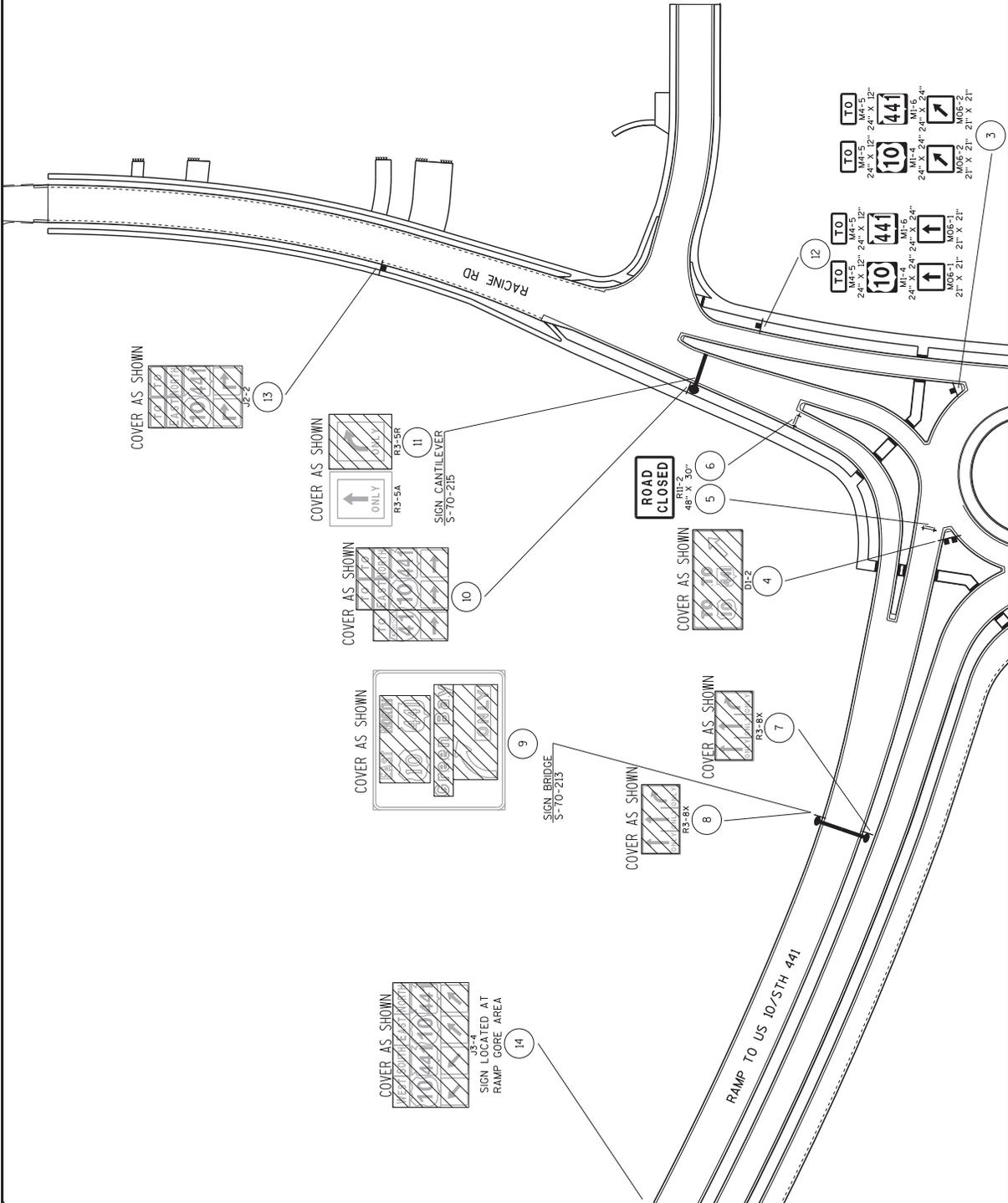


- LEGEND
- 46 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
 - 49 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
 - 43 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)

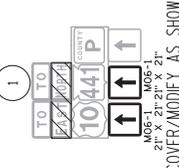
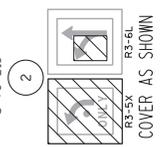
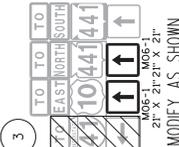
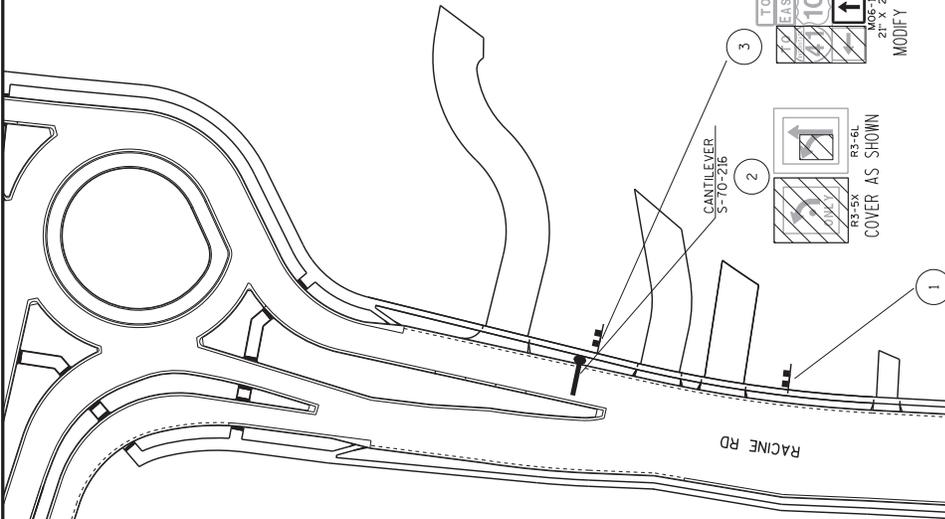


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Added Sheet 233A
May 31, 2017

- LEGEND
- (X) SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
 - ⇄ SIGN MOUNTED ON TYPE III BARRICADE
 - ⇄ POST MOUNTED SIGN
 - (X) CHANGEABLE PORTABLE MESSAGE BOARD
- PLAN SHEET PRODUCED BY WISDOT-NE REGION



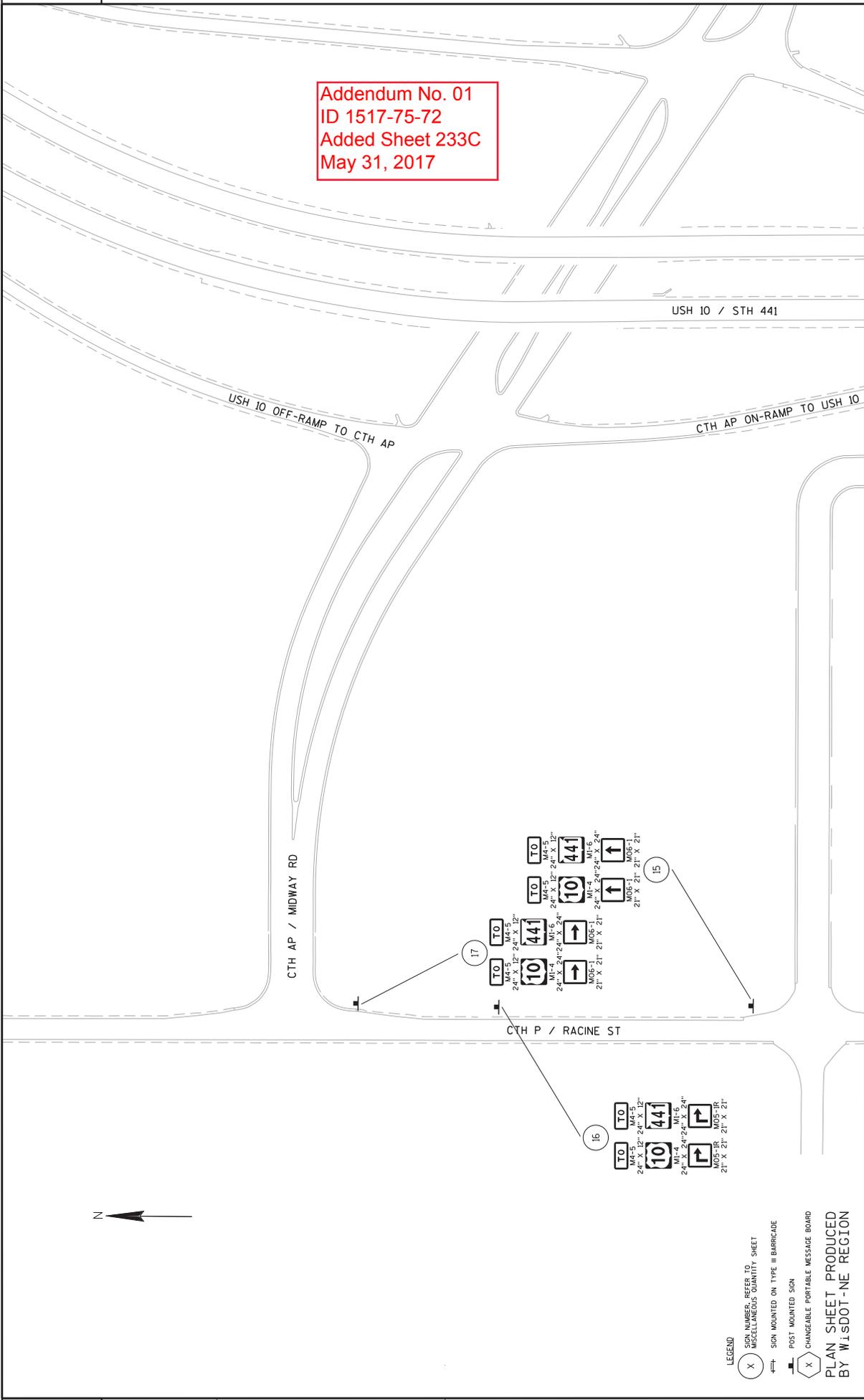
Addendum No. 01
 ID 1517-75-72
 Added Sheet 233B
 May 31, 2017



LEGEND
 (X) SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
 ⇄ SIGN MOUNTED ON TYPE III BARRICADE
 (X) POST MOUNTED SIGN
 (X) CHANGEABLE PORTABLE MESSAGE BOARD

PLAN SHEET PRODUCED BY WISDOT-NE REGION

Addendum No. 01
 ID 1517-75-72
 Added Sheet 233C
 May 31, 2017



PROJECT NO: 1517-75-72	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL - RACINE RD NB ON-RAMP CLOSURE
SHEET 233C			
E			

FILE NAME : N:\sdp\Traffic\A Work Zone\Detours\Winnebago County\10-441_Midway\CTY CB - US 10\1517-75-72\023204_p05.dgn
 PLOT DATE : 24-MAY-2017 16:57
 PLOT BY : d0tj1f
 PLOT NAME :
 PLOT SCALE : 100:1

LEGEND
 (X) SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
 (↑) SIGN MOUNTED ON TYPE III BARRIAGE
 (X) POST MOUNTED SIGN
 (X) CHANGEABLE PORTABLE MESSAGE BOARD
PLAN SHEET PRODUCED BY WISDOT-NE REGION

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EARTHWORK

CATEGORY	ROADWAY	STATION	TO	STATION	(1) EXCAVATION COMMON		FILL (8)		(5) MASS ORDINATE +/-	REMARKS
					CY	(3) EBS	LIFT 1	LIFT 2		
1000					CY		CY	CY		
STAGE 1A	USH 10 EB/5TH 441 NB	217EB+00	-	228EB+00	3,529	0	2,443	0	2,443	1,086
		228EB+00	-	238EB+50	5,679	0	45,055	0	45,055	-39,376
		238EB+50	-	240EB+59	566	0	24,993	1,947	26,941	-26,375
		242EB+71	-	244EB+00	1,863	0	20,978	6,674	27,652	-25,790
		244EB+00	-	247EB+50	8,041	0	37,661	0	37,661	-29,620
		247EB+50	-	252EB+50	12,585	0	31,801	0	31,801	-19,216
		252EB+50	-	260EB+00	18,487	0	41,030	0	41,030	-22,543
		260EB+00	-	278EB+00	17,512	0	5,844	0	5,844	11,668
		244EBT+50	-	259EBT+70	133,862	0	760	0	760	133,102
	TEMPORARY USH 10 EB/5TH 441 NB	242NNE+54	-	244NNE+50	2,003	0	761	0	761	1,242
	MIDWAY ROAD NE RAMP	244NNE+50	-	258NNE+72	1,316	0	19,028	0	19,028	-17,713
		1272ASW+26	-	1278ASW+50	4,654	0	1,829	0	1,829	2,824
	APPLTON ROAD SW RAMP	273+00	-	281+52	25	0	985	0	985	-961
					210,121	0	233,169	8,622	241,790	-31,669
STAGE 1A SUBTOTAL										
STAGE 1B	USH 10 EB/5TH 441 NB	273EB+75	-	288EB+13	2,944	0	5,153	0	5,153	-2,210
STAGE 1B SUBTOTAL										
STAGE 2A	USH 10 WB/5TH 441 SB	222WB+32	-	288WB+00	791	0	3,615	0	3,615	-2,824
		228WB+00	-	238WB+50	651	0	35,945	0	35,945	-35,294
		238WB+50	-	240WB+20	19	0	9,182	0	9,182	-9,163
		242WB+50	-	256WB+00	94,739	0	4,129	0	4,129	90,610
		244EB+00	-	247EB+50	0	0	13,158	0	13,158	-13,158
		256WB+00	-	260WB+00	12,793	0	8,981	0	8,981	3,812
		260WB+00	-	267WB+50	3,862	0	4,013	0	4,013	-151
		279WB+51	-	288WB+32	1,084	0	3,066	0	3,066	-1,982
STAGE 2A SUBTOTAL					113,939	0	82,090	0	82,090	31,849
PROJECT 1517-75-72 TOTAL					327,003	0	329,033	0	329,033	-2,030

(1) EXCAVATION COMMON = CUT + EBS EXCAVATION
(2) CUT VOLUME INCLUDES CONCRETE AND ASPHALTIC SURFACE
(3) EBS EXCAVATION TO BE BACKFILLED ROADWAY EMBANKMENT UNLESS OTHERWISE NOTED IN PLANS
(4) ROADWAY EMBANKMENT = FILL
(5) THE MASS ORDINATE: A POSITIVE QUANTITY INDICATES AN EXCESS OF MATERIAL AND A NEGATIVE QUANTITY INDICATES A SHORTAGE OF MATERIAL AND DOES NOT GUARANTEE THE QUALITY OF COMMON EXCAVATION, AND IF IT CAN BE REUSED ON-SITE, ALL EBS MATERIAL IS ASSUMED TO BE WASTED OFF-SITE.
(6) QUANTITIES FOR THE STRIP DRAIN DRAINAGE BLANKET ARE NOT INCLUDED IN THE EMBANKMENT QUANTITIES AND ARE PAID FOR SEPARATELY.
(7) OVER EXCAVATION OF POND 4 IN STAGE 1A IS ALLOWED TO ELEVATION 754.00 TO BALANCE THE EARTHWORK.
(8) FILLS TO BE PLACED IN LIFT 2 PERTAIN TO THE PROPOSED WB USH 10/ SB 5TH 441 LANES.

FINISHING ROADWAY (PROJECT)

213.0100
 FINISHING ROADWAY
 (PROJECT) 1517-75-72
 ROADWAY
 CATEGORY 1000
 EACH

PROJECT 1517-75-72 1
 PROJECT 1517-75-72 TOTAL 1

AGGREGATE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	305.0110		305.0120		311.0110
						BASE AGGREGATE DENSE	TON	BASE AGGREGATE DENSE	TON	
1000						3/4-INCH	TON	1 1/4-INCH	TON	
STAGE 1A										
	USH 10 EB/STH 441 NB	217EB+00	-	240EB+68	RT/LT	3,414	3,862	7,502	12,391	
		242EB+69	-	275EB+02	RT/LT	2,242	7,502	17,524		
	MIDWAY ROAD NE RAMP	242WNE+54	-	244WNE+50	RT/LT	98	656	735		
		244WNE+50	-	257WNE+49	RT/LT	1,341	967	3,394		
	APPLETON ROAD SW RAMP	1272ASW+06	-	1278ASW+50	RT	861	518	1,835		
	STAGE 1A SUBTOTAL					7,956	13,505	35,879		
STAGE 1B										
	USH 10 EB/STH 441 NB	273EB+75	-	288EB+34	RT/LT	1,494	2,611	7,032		
	APPLETON ROAD SW RAMP	1277ASW+62	-	1278ASW+50	LT	21	-	44		
	STAGE 1B SUBTOTAL					1,515	2,611	7,076		
STAGE 2A										
	USH 10 EB/STH 441 NB	225EB+60	-	223EB+85	LT	-	424	757		
	USH 10 WB/STH 441 SB	222WB+32	-	240WB+01	RT/LT	-	-	7,264		
		242WB+18	-	267WB+50	RT/LT	-	-	21,738		
		279WB+00	-	288WB+32	RT/LT	-	-	5,035		
	STAGE 2A SUBTOTAL					0	424	34,794		
	PROJECT 1517-75-72 TOTAL					9,471	16,540	77,749		

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CATEGORY	ROADWAY	STATION TO	STATION	OFFSET	CONCRETE				CY	LF
					320.0155 CONCRETE BASE 9-INCH SY	SPV.0180.011 MODIFIED HIGH PERFORMANCE CONCRETE (HPC) PAVEMENT 9-INCH SY	SPV.0180.012 MODIFIED HIGH PERFORMANCE CONCRETE (HPC) PAVEMENT 11-INCH SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY		
1000										
STAGE 1A										
	USH 10 EB/5TH 441 NB	217EB+00	240EB+24	RT/LT	-	-	11,298	-	-	-
	USH 10 EB/5TH 441 NB	225EB+60	235EB+11	LT	-	-	-	-	-	890
		243EB+09	275EB+02	RT/LT	-	-	22,225	-	-	-
		254EB+15	257EB+50	RT	439	-	-	-	-	-
		261EB+00	261EB+12	RT	-	-	-	-	4	-
	MIDWAY ROAD NE RAMP	244MNE+50	254MNE+19	RT	-	2,907	-	-	-	-
		247MNE+64	247MNE+75	RT	-	-	-	-	4	-
	APPLETON ROAD SW RAMP	1272ASW+06	1278ASW+50	RT	-	1,554	-	-	-	-
	STAGE 1A SUBTOTAL				439	4,461	33,523	0	8	890
STAGE 1B										
	USH 10 EB/5TH 441 NB	275EB+02	287EB+96	RT/LT	-	-	7,619	-	-	-
		275EB+02	277EB+62	RT	316	-	-	-	-	-
		288EB+16	288EB+34	RT/LT	-	-	-	120	-	-
	STAGE 1B SUBTOTAL				316	0	7,619	120	0	0
STAGE 2A										
	USH 10 EB/5TH 441 NB	225EB+60	223EB+85	LT	-	-	1,273	-	-	-
	STAGE 2A SUBTOTAL				0	0	1,273	0	0	0
PROJECT 1517-75-72 TOTAL					755	4,461	42,415	120	8	890
ASPHALT										
1000										
CATEGORY	ROADWAY	STATION TO	STATION	OFFSET	455.0605 TRACK COAT	460.5223 HMA PAVEMENT 3 LT 58-28 S	460.5224 HMA PAVEMENT 4 LT 58-28 S	460.7423 HMA PAVEMENT 3 HT 58-28 H	460.7424 HMA PAVEMENT 4 HT 58-28 H	465.0105 ASPHALTIC SURFACE TON
STAGE 1A										
	USH 10 EB/5TH 441 NB	223EB+00	239EB+50	RT	-	-	-	-	-	884
		239EB+50	240EB+74	RT/LT	78	-	-	356	130	-
		242EB+60	243EB+50	RT/LT	56	-	-	251	92	-
		251EB+20	254EB+15	RT	19	70	36	-	-	-
		254EB+15	257EB+50	RT	22	-	53	-	-	-
		261EB+00	272EB+06	RT	75	282	144	-	-	-
	MIDWAY ROAD NE RAMP	242MNE+54	244MNE+50	RT/LT	-	-	-	-	-	200
		244MNE+50	247MNE+75	RT	15	56	28	-	-	-
		244MNE+50	254MNE+19	LT	16	61	31	-	-	-
	APPLETON ROAD SW RAMP	1272ASW+06	1278ASW+50	RT	15	58	30	-	-	-
	STAGE 1A SUBTOTAL				296	527	322	607	222	1,084
STAGE 1B										
	USH 10 EB/5TH 441 NB	272EB+06	277EB+62	RT	16	-	38	-	-	-
		277EB+62	288EB+34	RT	58	219	111	-	-	-
	APPLETON ROAD SW RAMP	1277ASW+62	1278ASW+50	LT	1	6	3	-	-	-
	STAGE 1B SUBTOTAL				75	225	152	0	0	0
PROJECT 1517-75-72 TOTAL					371	752	474	607	222	1,084

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CATEGORY	ROADWAY	STATION TO	STATION OFFSET	603.1132		603.1156		603.1456		603.3513		603.3535		
				CONCRETE BARRIER TYPE S32	LF	CONCRETE BARRIER TYPE S56	LF	CONCRETE BARRIER TYPE S58C	LF	CONCRETE BARRIER TRANSITION TYPE S32 TO S36	EACH	CONCRETE BARRIER TRANSITION TYPE S36 TO S42	EACH	
1000	BARRIER	USH 10 EB/STH 441 NB	243EB+50	LT	538	2,478	-	-	-	-	-	-	-	
			243EB+50	RT	215	-	-	-	-	-	-	-	-	-
			255MNE+06	RT	753	2,478	0	2	2	2	2	2	2	2
		STAGE 1A SUBTOTAL												
1000	BARRIER	USH 10 EB/STH 441 NB	225WB+60	LT	884	884	-	-	-	-	-	-	-	
			234EB+50	LT	0	0	500	0	0	0	0	0	0	
			STAGE 2A SUBTOTAL											
		PROJECT 1517-75-72 TOTAL			753	3,362	500	2	2	2	2	2		

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STORM SEWER COVER (CONTINUE)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	ELEVATION (FT)	DEPTH	611.0535		611.0642		611.0654		SPV.0060.016
						MANHOLES COVER TYPE J-S	INLET COVERS TYPE MS	INLET COVERS TYPE V	BOLTING			
1000	252	263EB+80	22.0 LT	781.64			-	-	-	1	-	
	271	266EB+50	22.0 LT	783.03			-	-	-	1	-	
	271A	266EB+50	28.1 LT	783.01			-	-	-	1	-	
	281	269EB+50	21.6 LT	784.72			-	-	-	1	-	
	282	272EB+50	21.6 LT	786.90			-	-	-	1	-	
	321	243MNE+47	48.4 RT	761.33			-	2	-	-	-	
	322	243MNE+30	16.2 LT	762.84			-	2	-	-	-	
	331	242EB+45	154.3 LT	762.78			1	-	-	-	-	
	332	243EB+47	223.3 LT	759.88			2	-	-	-	-	
	STAGE 1A SUBTOTAL					8	8	8	51		8	

STAGE 1B												
	283	275EB+50	21.6 LT	789.37			-	-	-	1	-	
	284	278EB+50	21.6 LT	793.07			-	-	-	1	-	
	291B	281EB+50	22.0 LT	797.98			-	-	-	1	-	
	292A	284EB+50	22.0 LT	802.72			-	-	-	1	-	
	293A	286EB+50	22.0 LT	805.06			-	-	-	1	-	
	294A	288EB+00	22.0 LT	806.32			-	-	-	1	-	
	STAGE 1B SUBTOTAL					0	0	0	6		0	

STAGE 2A												
	114	224EB+75	22.0 RT	753.60			-	-	-	1	-	
	115	225WB+00	16.0 RT	754.36			-	-	-	1	-	
	116	227WB+50	16.0 RT	761.69	760.4		-	-	-	1	-	
	116A	227WB+50	22.0 RT	761.41	760.18		-	-	-	1	-	
	116B	227WB+50	34.6 RT	761.65	760.4		-	-	-	1	-	
	117	228WB+39	16.0 RT	762.59			-	-	-	1	-	
	117A	228WB+30	28.4 RT	762.45			-	-	-	1	-	
	118	229WB+25	16.0 RT	763.44	764.8		-	-	-	1	-	
	118A	229WB+25	28.2 RT	763.39	764.55		-	-	-	1	-	
	119	231WB+00	16.0 RT	768.99			-	-	-	1	-	
	119A	231WB+00	22.0 RT	768.76			-	-	-	1	-	
	119B	231WB+00	33.6 RT	769.00			-	-	-	1	-	
	261	262WB+24	21.6 RT	781.60			-	-	-	1	-	
	262	263WB+91	21.6 RT	781.41			-	-	-	1	-	
	263	265WB+59	22.0 RT	781.65			-	-	-	1	-	
	291	281EB+50	33.4 LT	798.68			-	-	-	1	-	
	291A	281EB+50	27.5 LT	798.99			-	-	-	1	-	
	292	284EB+50	33.4 LT	803.56			-	-	-	1	-	
	293	286EB+50	33.4 LT	805.92			-	-	-	1	-	
	294	288EB+00	33.4 LT	807.23			-	-	-	1	-	
	STAGE 2A SUBTOTAL					5	4	0	14		0	

PROJECT ID 1517-75-72 TOTAL												
						12	8	72	71		8	

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STORM SEWER STRUCTURES

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	ELEVATION (FT)	DEPTH	611.0410		611.1005		611.2004		611.3004		611.3225		611.3902	
						CATCH BASINS	MANHOLES	CATCH BASINS	MANHOLES	4-FT DIAMETER	4-FT DIAMETER	5-FT DIAMETER	4-FT DIAMETER	4-FT DIAMETER	2x2, 5-FT	INLETS	INLETS
1000																	
	100	218EB+71	22.0	LT	746.36												
	100A	218EB+71	30.7	LT	746.76												
	101	219EB+80	22.0	LT	746.55												
	110	222EB+09	22.5	LT	748.13												
	111	222EB+38	16.0	LT	748.68												
	112	225EB+00	16.0	LT	752.95												
	113	113EB+25	22.0	LT	753.23												
	131	235EB+00	16.0	LT	776.79												
	131A	235EB+00	22.0	LT	776.54												
	131B	235EB+00	27.5	LT	776.40												
	131C	235EB+00	33.1	LT	776.51												
	132	238EB+00	16.0	LT	782.84												
	132A	238EB+00	22.0	LT	782.73												
	132B	238EB+00	33.6	LT	783.39												
	141	239EB+45	34.0	RT	785.07												
	142	239EB+45	22.0	LT	785.46												
	142A	240EB+50	22.0	LT	787.20												
	142B	240EB+50	33.0	RT	785.93												
	143	239EB+45	37.8	LT	786.07												
	143A	240EB+88	42.5	LT	787.97												
	145A	242EB+80	33.0	RT	787.31												
	145B	242EB+80	22.0	LT	790.14												
	151	243EB+67	34.9	RT	787.61												
	152	243EB+68	22.0	LT	790.57												
	152A	244EB+18	22.0	LT	790.54												
	161	243EB+80	39.2	LT	789.78												
	162	242EB+87	39.7	LT	789.52												
	171	246EB+20	47.4	RT	788.01												
	172	246EB+20	22.0	LT	791.37												
	172A	246EB+20	40.7	LT	791.14												
	181	250EB+00	44.4	LT	790.93												
	181A	250EB+00	22.0	LT	791.04												
	191	253EB+00	44.7	LT	788.50												
	191A	253EB+00	33.4	LT	788.55												
	191B	253EB+00	22.0	LT	789.03												
	201	248WNE+50	21.0	RT	776.96												
	211	251WNE+50	17.3	LT	781.49												
	212	251WNE+50	20.0	RT	782.90												
	221	261EB+05	45.6	RT	778.38												
	222	261EB+05	22.0	LT	781.64												
	223	259EB+00	22.0	LT	782.65												
	223A	259EB+00	45.6	RT	779.29												
	224	256EB+00	22.0	LT	785.66												
	225	256WNE+00	4.9	LT	783.56												
	225A	254WNE+53	9.7	LT	785.08												
	226	256WNE+00	20.7	RT	782.08												
	231	258WB+50	16.0	RT	783.80												
	231A	258WB+50	22.0	RT	783.44												
	232	256WB+50	18.0	RT	785.49												
	232A	256WB+50	30.6	LT	788.02												
	233	255WB+50	18.0	RT	786.54												
	233A	255WB+50	34.5	RT	785.55												
	251	262EB+42	22.0	LT	781.44												
	251A	262EB+42	34.2	LT	781.06												
	SUBTOTAL					1	1	2	3	3	13	30	1	1			

STORM SEWER STRUCTURES (CONTINUES)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET ELEVATION (FT)	RTM	DEPTH (FT)	611.0410		611.0420		611.1005		611.2004		611.2005		611.3004		611.3225		611.3902		
						CATCH BASINS	MANHOLES	CATCH BASINS	MANHOLES	5-FT DIAMETER	4-FT DIAMETER	5-FT DIAMETER										
	252	263EB+80	22.0	LT	4.43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	271	266EB+50	22.0	LT	2.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	271A	266eb+50	28.1	LT	783.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	281	268EB+50	21.6	LT	784.72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	282	275EB+50	21.6	LT	786.90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	321	243ME+47	48.4	RT	761.33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	322	243MNE+30	16.2	LT	762.84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	331	242EB+45	154.3	LT	762.78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	332	243EB+47	223.3	LT	759.88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		STAGE 1A SUBTOTAL				1	1	3	4	3	3	4	15	32	4							
		STAGE 1B																				
	283	275EB+50	21.6	LT	789.37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	284	278EB+50	21.6	LT	793.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	291B	281EB+50	22.0	LT	797.98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	292A	284EB+50	22.0	LT	802.72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	293A	286EB+50	22.0	LT	805.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	294A	288EB+00	22.0	LT	806.32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		STAGE 1B SUBTOTAL				0	0	0	0	0	0	2	4	0	0							
		STAGE 2A																				
	114	224EB+75	22.0	RT	753.60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	115	225WB+00	16.0	RT	754.36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	116	227WB+50	16.0	RT	760.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	116A	227WB+50	22.0	RT	760.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	116B	227WB+50	34.6	RT	760.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	118	229WB+25	16.0	RT	764.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	118A	229WB+25	28.2	RT	764.55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	119	231WB+00	16.0	RT	768.99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	119A	231WB+00	22.0	RT	768.76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	119B	231WB+00	33.6	RT	769.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	261	262WB+24	21.6	RT	781.60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	262	263WB+91	21.6	RT	781.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	263	265WB+59	22.0	RT	781.65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	291	281EB+50	33.4	LT	798.68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	292	284EB+50	33.4	LT	803.56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	293	286EB+50	33.4	LT	805.92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	294	288EB+00	33.4	LT	807.23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		STAGE 2A SUBTOTAL				0	0	2	3	3	4	8	1	4	0							
		PROJECT ID 1517-75-72 TOTAL				1	1	5	7	4	21	44	4									

COVER DEPTH	
TYPE	DEPTH (FT)
MANHOLE J-S	0.75
INLET V	0.75
INLET MS	0.17

- 1) RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE COVER FOR MANHOLES UNLESS OTHERWISE NOTED.
- 2) TOP OF STRUCTURE ELEVATIONS = RIM/GRATE ELEVATION
- 3) STRUCTURE DEPTH = RIM ELEVATION - INVERT ELEVATION - RING ADJUSTMENTS (0.5') - CASTING DEPTH.
- 4) ADJOINING 2 SECTIONS OF STORM SEWER PIPE JOINT TIES ARE INCIDENTAL TO REINFORCED CONCRETE PIPE, STORM SEWER.
- 5) CONTRACTOR SHALL VERIFY EXISTING PIPE SIZES, MATERIALS AND INVERT ELEVATIONS WHEN CONNECTING NEW STORM SEWER INTO EXISTING PIPES PRIOR TO MANUFACTURING STRUCTURES.
- 6) STATION/OFFSET OF INLETS AND MANHOLES IS AT CENTER OF STRUCTURE.

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 286
 May 31, 2017

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May 31, 2017

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SEEDING

CATEGORY	1000	ROADWAY	629-0210 FERTILIZER		630-0130 SEEDING MIXTURE		630-0200 SEEDING		SPV.0120.014 WATER FOR SEEDED AREAS
			TYPE A	TYPE B	NO. 30	LB	LB	LB	
STAGE 1A			52	1,476	1,107				
		PROJECT 1517-75-72	82,035	1,476	1,107				
		UNDISTRIBUTED	8,204	148	111				553
STAGE 1A SUBTOTAL			90,239	1,624	1,218				608
STAGE 1B			1	78	-				3
		PROJECT 1517-75-72	4,387	78	-				3
		UNDISTRIBUTED	439	8	-				0
STAGE 1B SUBTOTAL			4,826	86	0				3
STAGE 2A			19	530	-				198
		PROJECT 1517-75-72	29,411	530	-				198
		UNDISTRIBUTED	2,941	53	-				20
STAGE 2A SUBTOTAL			32,352	583	0				218
PROJECT 1517-75-72 TOTAL			127,416	2,292	1,218				829

SEEDING

CATEGORY	1000	ROADWAY	624-0100 WATER		MGAL
			TYPE A	TYPE B	
STAGE 1A			260	104	364
		PROJECT 1517-75-72	260	104	364
STAGE 1A SUBTOTAL			260	104	364
STAGE 1B			0	0	0
		PROJECT 1517-75-72	0	0	0
STAGE 1B SUBTOTAL			0	0	0
PROJECT 1517-75-72 TOTAL			260	104	364

EROSION CONTROL

CATEGORY	1000	ROADWAY	606-0300 RIPRAP		628-1504 SILT FENCE		628-1520 SILT FENCE		628-1905 MOBILIZATIONS		628-2004 EROSION MAT		628-7005 INLET PROTECTION		628-7010 INLET PROTECTION		628-7020 INLET PROTECTION		628-7504 TEMPORARY DITCH		628-7555 CULVERT PIPE		GEOTEXTILE TYPE HR	SY		
			HEAVY	MEDIUM	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF			LF	LF
STAGE 1A			36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		PROJECT 1517-75-72	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
STAGE 1A SUBTOTAL			36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
STAGE 1B			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		PROJECT 1517-75-72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STAGE 1B SUBTOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
STAGE 2A			28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		PROJECT 1517-75-72	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POND 4 STA 243WB+57, 417' LT			9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POND 4 STA 249WB+85, 442' LT			9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STAGE 2A SUBTOTAL			28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PROJECT 1517-75-72 TOTAL			64	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

CONCRETE PAVEMENT JOINT LAYOUT

CATEGORY	1000	ROADWAY	SPV.0105.019 CONCRETE PAVEMENT JOINT LAYOUT		LS
			TYPE A	TYPE B	
PROJECT 1517-75-72			1	1	1
PROJECT 1517-75-72 TOTAL			1	1	1

TRACKING PADS

CATEGORY	1000	ROADWAY	628-7560 TRACKING PADS		EACH
			TYPE A	TYPE B	
PROJECT 1517-75-72			5	5	5
PROJECT 1517-75-72 TOTAL			5	5	5

COLD PATCH

CATEGORY	1000	ROADWAY	628-7504 COLD PATCH		TON
			TYPE A	TYPE B	
PROJECT 1517-75-72			10	10	10
PROJECT 1517-75-72 TOTAL			10	10	10

PROJECT NO: 1517-75-72 HWY: USH 10/STH 441 NB COUNTY: WINNEBAGO MISCELLANEOUS QUANTITIES SHEET 289

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CATEGORY	ROADWAY	DAYS	TRAFFIC CONTROL										EACH	DAYS								
			643.0300	643.0430	643.0705	643.0715	643.0900	643.0910	643.0930	643.1000	643.0800	643.1050										
1000	1517-75-72	330	TRAFFIC CONTROL																			
			DRUMS	TYPE III	WARNING LIGHTS	WARNING LIGHTS	WARNING LIGHTS	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	COVERING SIGNS	COVERING SIGNS	COVERING SIGNS	MESSAGE BOARDS	ARROW BOARDS	TRAFFIC CONTROL						
			EACH	DAYS																		
STAGE 1A	1517-75-72	330	252	83,160	26	8,580	52	17,160	69	22,770	57	18,810	4	5	5	6	84	643.1051	643.1051	643.1051	643.1051	643.1051
STAGE 1A SUBTOTAL		330																				
STAGE 1B	1517-75-72	30	259	7,770	29	870	58	1,740	64	1,920	66	1,980	1	5	5	1	14	643.1051	643.1051	643.1051	643.1051	643.1051
STAGE 1B SUBTOTAL		30																				
STAGE 2A	1517-75-72	180	225	40,500	21	3,780	36	6,480	45	8,100	50	9,000	7	7	7	3	42	643.1051	643.1051	643.1051	643.1051	643.1051
STAGE 2A SUBTOTAL		180																				
STAGE 2B	1517-75-72	5	142	710	17	85	34	170	45	225	44	220	0	0	0	2	28	643.1051	643.1051	643.1051	643.1051	643.1051
STAGE 2B SUBTOTAL		5																				
LANE SHIFT	(USH 10 EB/STH 441 NB) LANE DROP at LLBM BRIDGE	76	252	19,152	26	1,976	52	3,952	69	5,244	57	4,332	2	2	2	152	0	643.1051	643.1051	643.1051	643.1051	643.1051
LANE SHIFT SUBTOTAL		0																				
SINGLE LANE NIGHT CLOSURE ON USH10/STH 441	1517-75-72	10	41	410	0	0	0	0	20	200	4	40	3	3	3	20	0	643.1051	643.1051	643.1051	643.1051	643.1051
SINGLE LANE CLOSURES SUBTOTAL		0																				
RACINE ROAD NE RAMP CLOSURE	1517-75-72	14	10	140	0	0	0	0	0	0	0	0	0	0	0	0	0	643.1051	643.1051	643.1051	643.1051	643.1051
RACINE ROAD NE RAMP CLOSURE SUBTOTAL		0																				
PROJECT 1517-75-72 TOTAL			151,842	15,291	29,502	38,459	34,382	10	34,382	17	172	168	40									

NOTE
 **-- STAGE DURATION FOR THIS 643.1050 IS 14 DAYS.
 ***-- CONTRACTOR SHALL INSTALL AFTER PROJECT ID 1517-07-80 CELLULAR PMS SIGNS ARE TAKEN DOWN. ONE PMS CELLULAR SIGN ON EB 10 AND ONE PMS CELLULAR SIGN ON SB 441. ESTIMATED 15 DAYS FOR STAGE 2A AND 5 DAYS FOR STAGE 2B.
 1) LANE SHIFT AT LLBM BRIDGE AFTER PROJECT ID 1517-07-80 PROJECT COMPLETED.
 2) ASSUMED A TOTAL OF 10 SINGLE NIGHT CLOSURES.
 3) RACINE ROAD NE RAMP CLOSURE DETOUR HAS ADDITIONAL QUANTITIES ON TRAFFIC CONTROL DETOUR SIGN SHEET MISCELLANEOUS QUANTITIES.

ERECTION OF PERMANENT SIGNING...TYPE I

SIGN NO.	LOCATION	SIGN CODE	637.1120 SIGNS TYPE I REFLECTIVE SH	635.0200 SIGN SUPPORTS STRUCT. STEEL HIGH-STRENGTH	636.0100 SIGN SUPPORTS CONCRETE MASONRY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT	636.0500 TYPE/SIZE OF STEEL	INHD ONLY - POST LENGTH TO BE VERIFIED BY CONTRACTOR	POST NO. 1	POST NO. 2	OFFSET DISTANCE	DISTANCE BETWEEN POSTS (S)	REMARKS
			W X H	LB	CY	LB		FT	FT	FT	FT	FT	
100A	STH 441/USH 10, CTH P. STRUCTURE	E6-S1	120" X 102" X 102"	85.00									MOUNT TO STRUCTURE B-70-110, CENTER OVER LEFT LANE
100B	STH 441/USH 10, GORE AREA OF CTH AP	E6-S1	60" X 102" X 102"	42.50									MOUNT TO STRUCTURE B-70-110, CENTER OVER RIGHT LANE
100	STH 441/USH 10, GORE AREA OF CTH AP	E3-1	180" X 60" X 60"	75.00	1.2	68	2-TYPE A	24.1	24.1		17.5	9	UM FOX VALLEY, EXIT 290. SEE SIGN DETAIL SHEET
101	STH 441/USH 10, E. OF CTH AP	E7-4	528" X 144"	528.00									MOUNT ON SIGN BRIDGE S-70-226. SEE SIGN DETAIL SHEET
101A	STH 441/USH 10, E. OF CTH AP	E1-SP	332" X 30"	27.50									MOUNT ABOVE SIGN #608 IN UPPER RIGHT CORNER. SEE SIGN DETAIL SHEET
102	STH 441/USH 10, S. OF STH 47	E3-1	228" X 54"	85.50	1.2	68	2-TYPE A	18.6	21.5	21.5	30.0	11.4	DOWNTOWN APPLETON, SEE SIGN DETAIL SHEET
PROJECT TOTALS			843.90	1329	2.4	136							

ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	637.2210 SIGNS TYPE II REFLECTIVE H	634.0614 POSTS WOOD	634.0616 POSTS WOOD	634.0618 POSTS WOOD	REMARKS
			W X H	EA	EA	EA	
1	STH 441/USH 10, E. OF CTH AP	34-2	72" X 54"	27.00	2	2	EAST USH 10, NORTH STH 441
2	STH 441/USH 10, W. OF STH 47	E5-1A	90" X 60"	37.50	2	2	EXIT 290
3	STH 47 OFF RAMP	D1-4	90" X 54"	33.75	2	2	APPLETON ROAD, APPLETON, MENASHA, SEE DETAIL SHEET
4	"	D1-1	96" X 15"	10.00	2	2	UM FOX VALLEY, SEE DETAIL SHEET
PROJECT TOTALS				108.25	2	2	4

MOVING OF TYPE I SIGNS

SIGN NO.	LOCATION	638.2101 MOVING SIGNS TYPE I	REMARKS
		EA	
2H-01	USH 10/STH 441, W. OF STH 47	1	E4-1A & E1-5 SIGNS FOR STH 47 EXIT
PROJECT TOTAL		1	

Addendum No. 01
ID 1517-75-72
Added Sheet 293A
May 31, 2017

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

PROJECT NUMBER: 1517-75-72

HWY: USH 10

COUNTY: WINNEBAGO

MISCELLANEOUS QUANTITIES

SHEET 293A

E

REMOVAL OF TYPE I & II SIGN AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	638-2102 MOVING SIGNS TYPE II EACH	638-2601 REMOVING SIGNS TYPE I EACH	638-2602 REMOVING SIGNS TYPE II EACH	638-3000 REMOVING SMALL SIGN SUPPORTS EACH	638-3100 REMOVING STRUCT. STEEL SIGN SUPPORTS EACH	638-4000 MOVING SMALL SIGN SUPPORTS EACH	643-0920 COVERING SIGNS TYPE II EACH	SPV.0105-950 REMOVING SIGN BRIDGE LS	REMARKS
10	VACANT	---	---	---	---	---	---	---	---	---	
11	VACANT	---	---	---	---	---	---	---	---	---	
12	STH 441/ USH 10, W. OF CTH AP	---	---	---	---	---	---	---	---	---	
14	"	E5-1A	---	---	1	2	---	---	---	---	ALSO REMOVE E6-1 AND E1-5, REMOVE EXISTING STRUCTURE S-70-155
15	VACANT	---	---	---	---	---	---	---	---	---	
16	CTH AP NB OFF RAMP	D1-3	---	1	1	2	---	---	---	---	
17	"	J3-2	---	1	1	1	---	---	---	---	
18	"	R5-1A	---	---	---	---	---	---	---	---	
19	"	R5-1A	---	---	---	---	---	---	---	---	
20	CTH AP SB ON RAMP	R2-1	---	1	1	1	---	---	---	---	
21	STH 441/ USH 10, W. OF CTH AP	W4-3	---	1	1	2	---	---	---	---	
22	"	E1-51A	---	1	---	---	2	---	---	---	ALSO REMOVE E1-5
24	CTH AP SB OFF RAMP	J3-2	---	1	1	1	---	---	---	---	
25	"	R5-1A	---	1	1	1	---	---	---	---	
26	STH 441/ USH 10, E. OF CTH AP	W1-6	---	1	1	1	---	---	---	---	PART OF SIGN 17 REMOVAL
27	"	W4-1	---	1	1	2	---	---	---	---	PART OF SIGN 16 REMOVAL
28	CTH AP SB OFF RAMP	D1-3	---	1	1	2	---	---	---	---	
29	"	W3-3	---	1	1	1	---	---	---	---	
30	"	D10-3	---	1	1	1	---	---	---	---	
31	"	E5-1A	---	1	1	2	---	---	---	---	
32	STH 441/ USH 10, E. OF CTH AP	R3-4B	---	1	1	1	---	---	---	---	
33	"	R2-1	---	1	1	2	---	---	---	---	
34	"	R3-4B	---	1	1	1	---	---	---	---	
35	"	I55-56	---	1	1	1	---	---	---	---	
36	"	E4-1A	---	1	---	---	2	---	---	---	ALSO REMOVE E1-5
37	"	E5-1A	---	1	1	2	---	---	---	---	
PAGE SUBTOTALS			0	2	18	26	4	0	0	1	

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 294
 May 31, 2017

PLAN SHEET PRODUCED
 BY WisDOT - NE REGION

REMOVAL OF TYPE I & II SIGN AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	638.2100 MOVING SIGNS TYPE I EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCT. STEEL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	643.0920 COVERING SIGNS TYPE II EACH	SPV.0105.950 REMOVING BRIDGE LS	REMARKS
38	CTH AP	J3-2	1			1					PART OF SIGN 38 REMOVAL
39	"	R11-54F									
40	"	R3-2			1						
41	USH 10 OFF RAMP TO CTH AP	R5-1		1		1					PART OF SIGN 41 REMOVAL
42	"	R6-2R									
43	"	R1-1F			1						PART OF SIGN 43 REMOVAL
44	"	R6-2L									
45	"	R1-1F			1						PART OF SIGN 45 REMOVAL
46	"	R5-1									
47	CTH AP ON RAMP TO USH 10	R11-54F		1		1					
48	"	R5-57		1		1					
49	CTH AP	R3-20L			1						
50		J2-2		1		1			1		COVER DURING STAGE 1, 1 CYCLE
51		R3-20L		1		1					
52		J2-2		1		1					
53	USH 10 OFF RAMP TO CTH AP	R5-1		1		1					PART OF SIGN 53 REMOVAL
54		J3-1									
55		R1-1F		1		1					PART OF SIGN 56 REMOVAL
56		R1-1F		1		1					
57		R6-2L									
58		R6-2R		1		1					
59		R5-1									
60	CTH AP	J3-2	1					1			REMOVE IN STAGE 1, REINSTALL IN STAGE 2
61	CTH AP ON RAMP TO USH 10	R5-57	1					1			REMOVE IN STAGE 1, REINSTALL IN STAGE 2
62		R11-54F	1								REMOVE IN STAGE 1, REINSTALL IN STAGE 2
63		R6-2L			1						
64		R5-1	1					1			REMOVE IN STAGE 1, REINSTALL IN STAGE 2
65	"	J3-2	1								REMOVE IN STAGE 1, REINSTALL IN STAGE 2
66		R11-54F	1								REMOVE IN STAGE 1, REINSTALL IN STAGE 2
67		R3-2			1						
68	"	J1-2	1					1			REMOVE IN STAGE 1, REINSTALL IN STAGE 2
PAGE SUBTOTALS			7	0	16	15	0	5	1	0	
PROJECT TOTALS			7	2	34	41	4	5		1	

Addendum No. 01
ID 1517-75-72
Revised Sheet 295
May 31, 2017

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

PROJECT NUMBER: 1517-75-72

HWY: USH 10

COUNTY: WINNEBAGO

MISCELLANEOUS QUANTITIES

SHEET 295

E

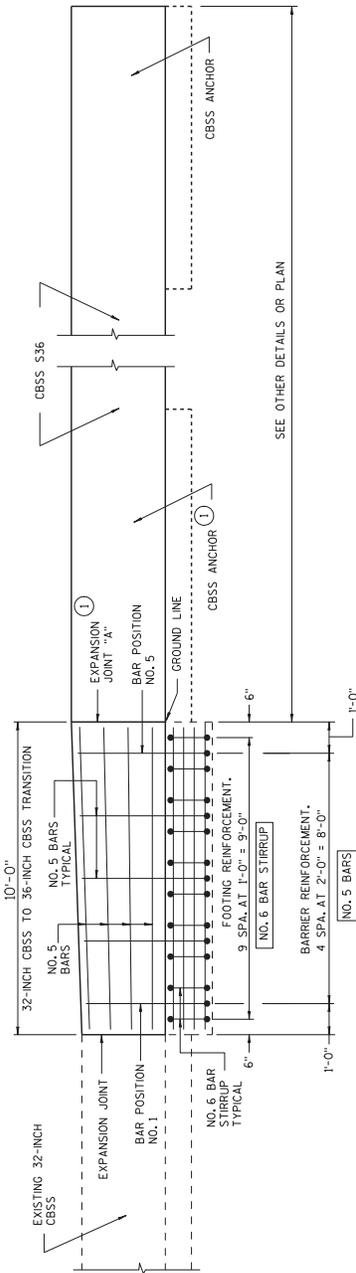
Addendum No. 01
 ID 1517-75-72
 Added Sheet 295A
 May 31, 2017

TRAFFIC CONTROL DETOUR SIGN SUMMARY

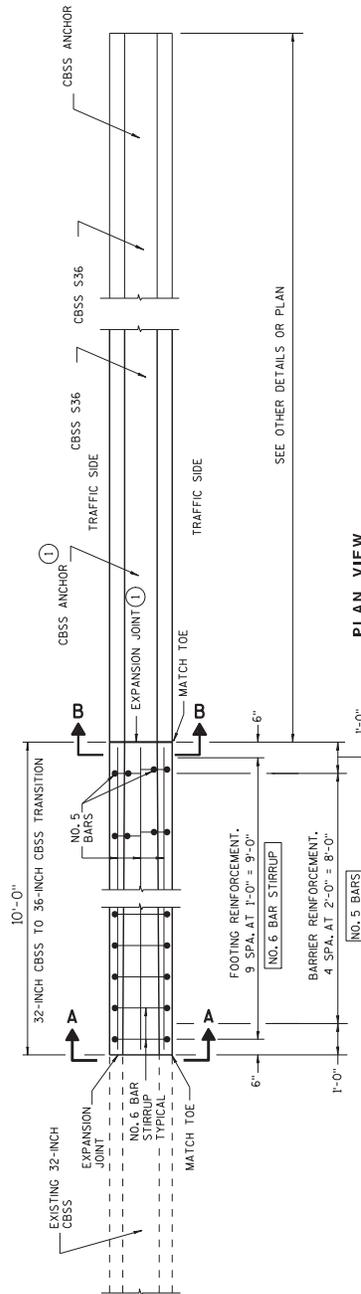
SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643-3000 DETOUR SIGNS	643-0420 BARRICADES TYPE III	643-0705 WARNING LIGHTS TYPE A	NUMBER OF CYCLES	643-0910 COVERING SIGNS TYPE I	643-0920 COVERING SIGNS TYPE II	REMARKS
1	RAMP FROM RACINE RD TO STH 441 NB CLOSED RACINE RD, N. OF 9TH STREET, COVER-MODIFY EXISTING J2-3 AS SHOWN	COVER MO 6-1 MO 6-1	21"x21" 21"x21"	1 1	14 14	14 14			1		1	COVER "EAST-NORTH" AHEAD
2	RACINE RD, N. OF 9TH STREET, COVER OVERHEAD TYPE II SIGNS AS SHOWN	COVER		1	14				1		2	COVER R3-5X AND "LT ARROW" OF R3-6L AHEAD
2A	RACINE RD, N. OF 9TH STREET, MODIFY EXISTING J3-4 AS SHOWN	MO 6-1	21"x21"	1	14				1			AHEAD
3	RACINE RD, AT US 10/5TH 441 RAMP, PLACE IN SPLITTER ISLAND ABOVE EXISTING D1-1 SIGN	M 4-5	24"x12"	1	14	14						10 TILT RIGHT
	"	M 1-4	24"x24"	1	14	14						441 TILT RIGHT
	"	MO 6-2	21"x21"	1	14	14						
	"	M 4-5	24"x12"	1	14	14						
	"	M 1-6	24"x24"	1	14	14						
	"	MO 6-2	21"x21"	1	14	14						
4	RACINE RD, AT US 10/5TH 441 RAMP, COVER EXISTING D1-2 SIGN IN SPLITTER ISLAND TO CONNECTOR RAMP	R 11-2	48"x30"	1	14	14	14	28				
5	RACINE RD, AT US 10/5TH 441 RAMP, PLACE IN ROADWAY TO CONNECTOR RAMP	R 11-2	48"x30"	1	14	14	14	28				
6	RACINE RD, AT US 10/5TH 441 RAMP, PLACE IN ROADWAY TO CONNECTOR RAMP	COVER		1					1		1	COVER SIGN COMPLETELY
7	RAMP FROM RACINE RD TO US 10/5TH 441, COVER EXISTING R3-8X AS SHOWN	COVER		1					1		1	COVER SIGN COMPLETELY
8	RAMP FROM RACINE RD TO US 10/5TH 441, COVER EXISTING R3-8X AS SHOWN	COVER		1					1		1	COVER SIGN COMPLETELY
9	RAMP FROM RACINE RD TO US 10/5TH 441, COVER EXISTING TYPE I SIGN ON SIGN BRIDGE	COVER		1					1		1	COVER SIGN COMPLETELY
10	RACINE RD, S. OF 12TH STREET, COVER EXISTING J3-3 SIGN AS SHOWN	COVER		1					1		1	COVER SIGN COMPLETELY
11	RACINE RD, S. OF 12TH STREET, COVER EXISTING R3-SR SIGN ON SIGN CANTILEVER	COVER		1					1		1	COVER SIGN COMPLETELY
12	RACINE RD, S. OF 12TH STREET, PLACE 100' S. OF 12TH STREET	M 1-4 M 4-5 MO 6-1	24"x12" 24"x24" 21"x21"	1 1 1	14 14 14	14 14 14						10 AHEAD
	"	M 4-5	24"x12"	1	14	14						441 AHEAD
	"	M 1-6	24"x24"	1	14	14						441 AHEAD
	"	MO 6-1	21"x21"	1	14	14						10
13	RACINE RD, N. OF 12TH STREET, COVER EXISTING J2-2 SIGN AS SHOWN	M 4-5	24"x12"	1	14	14			1		1	COVER SIGN COMPLETELY
14	RAMP FROM RACINE RD TO US 10/5TH 441, COVER EXISTING J3-4 IN CORE AREA	M 1-4	24"x24"	1	14	14			1		1	COVER SIGN COMPLETELY
15	RACINE RD, N. OF OLDE MIDWAY RD, PLACE 100' N. OF OLDE MIDWAY RD	M 1-4 MO 6-1	24"x24" 21"x21"	1 1	14 14	14 14						10 AHEAD
	"	M 4-5	24"x12"	1	14	14						441 AHEAD
16	RACINE RD, S. OF MIDWAY RD, PLACE 275' S. OF MIDWAY RD	M 1-4 MO 5-2R M 4-5	24"x24" 21"x21" 24"x12"	1 1 1	14 14 14	14 14 14						10
	"	M 1-4	24"x24"	1	14	14						441
	"	M 4-5	24"x12"	1	14	14						10
17	RACINE RD, S. OF MIDWAY RD, PLACE 50' S. OF MIDWAY RD	M 1-4 MO 6-1 M 4-5	24"x24" 21"x21" 24"x12"	1 1 1	14 14 14	14 14 14						10 AHEAD
	"	M 1-6	24"x24"	1	14	14						441 AHEAD
	"	MO 6-1	21"x21"	1	14	14						

GENERAL NOTES

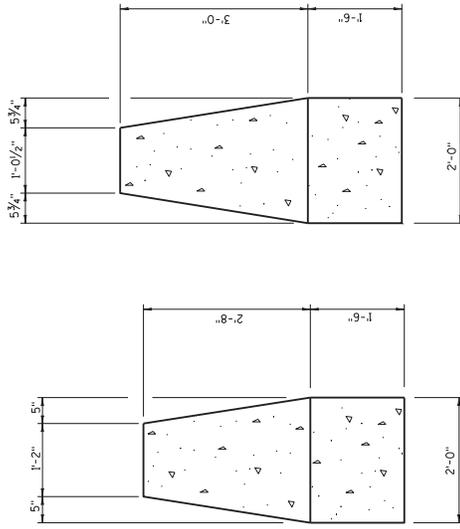
- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.
- 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.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



ELEVATION VIEW



PLAN VIEW

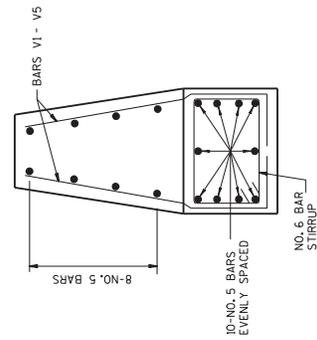


SECTION A-A

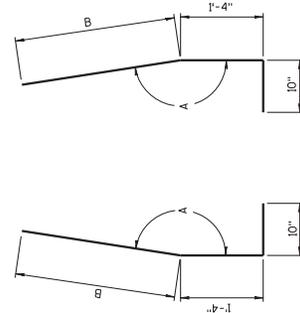
SECTION B-B

**BAR CHART
SECTIONS V1 - V5**

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



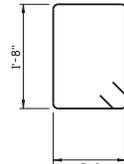
**BAR DETAIL
BAR POSITION NO. 1 - NO. 5**



**BAR BENDING DETAIL
FOR BARS V1 - V5**

**Addendum No. 01
ID 1517-75-72
Added Sheet 376A
May 31, 2017**

**STIRRUP BAR
BENDING DETAIL**



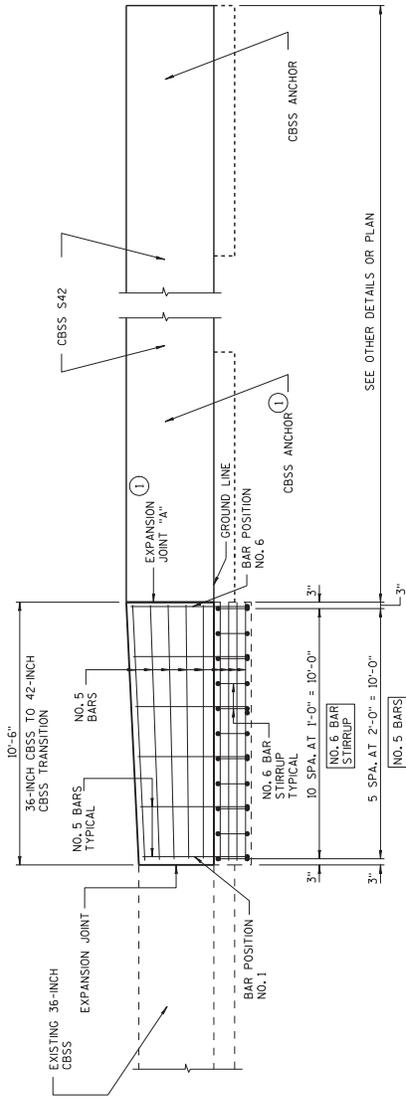
32-INCH SINGLE SLOPE CONCRETE BARRIER TO 36-INCH SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

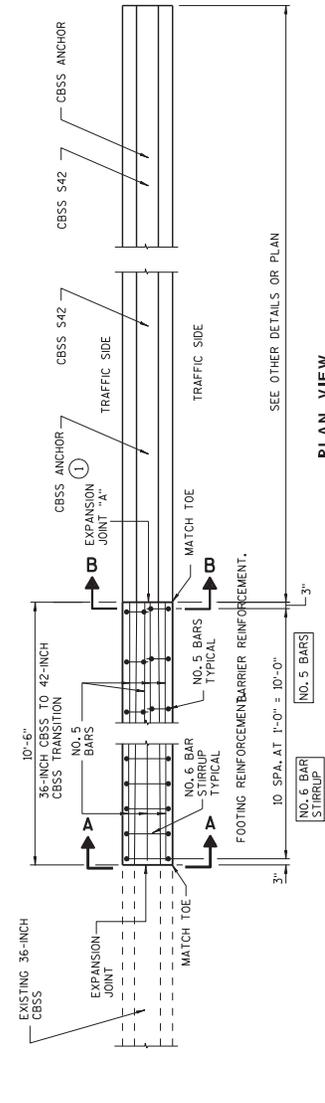
APPROVED
6-3-2010
DATE
/S/ JEFFRY H. ZOSG
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA

GENERAL NOTES

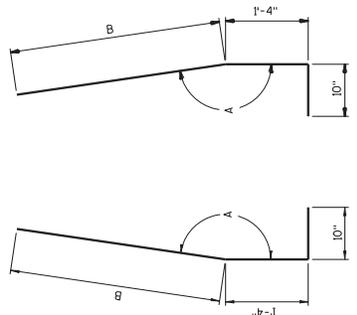
- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.
- 4000 P/SCONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
-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



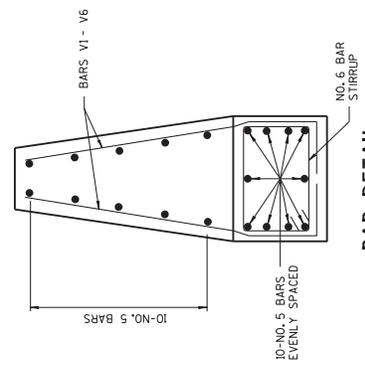
ELEVATION VIEW



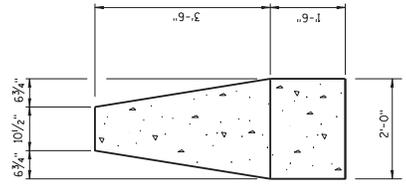
PLAN VIEW



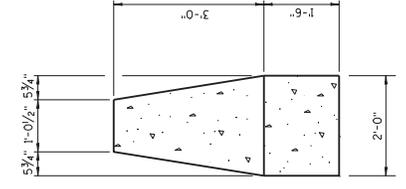
BAR BENDING DETAIL FOR BARS V1 - V6



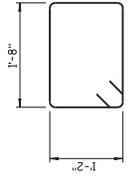
BAR DETAIL BAR POSITION NO. 1 - NO. 6



SECTION A-A



SECTION B-B



STIRRUP BAR BENDING DETAIL

BAR CHART SECTIONS V1 - V6

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

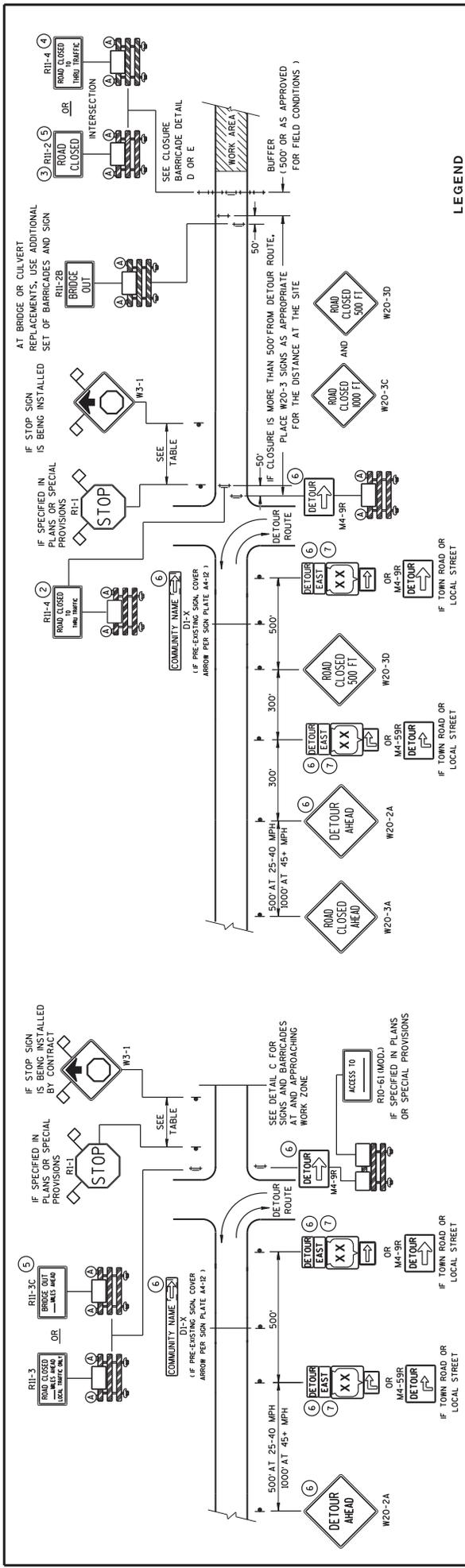
Addendum No. 01
ID 1517-75-72
Added Sheet 376B
May 31, 2017

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

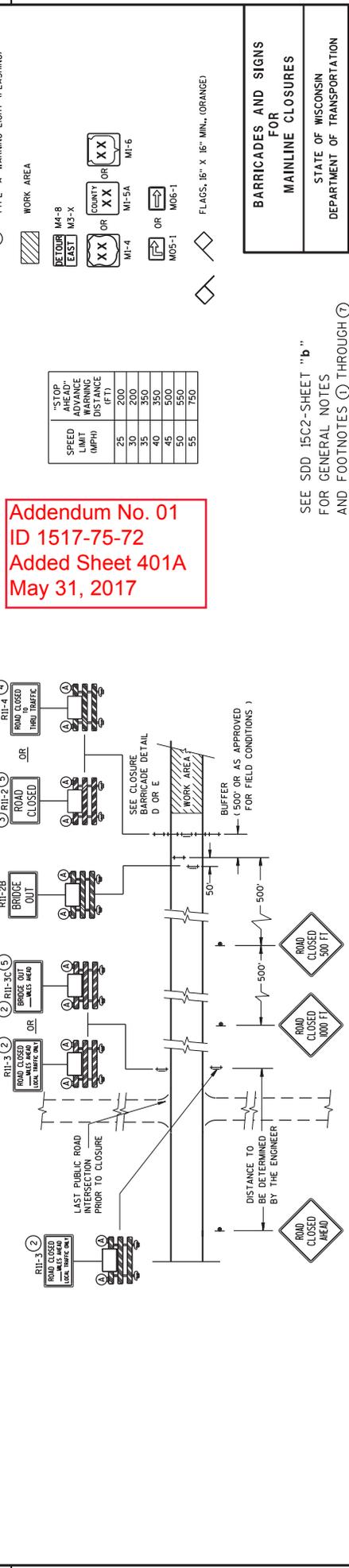
PHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR
WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

Addendum No. 01
ID 1517-75-72
Added Sheet 401A
May 31, 2017

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES THROUGH 7

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2005 / S/ Peter Amodeo Attkide
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
 ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
 THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
 BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.
 SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

R11-2 SHALL BE 48" X 30".

R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".

M4-9 SHALL BE 30" X 24".

M3-X SHALL BE 24" X 12", 136" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

M4-9 SHALL BE 24" X 24", 136" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

M4-9 SHALL BE 24" X 24", 136" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

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M4-9 SHALL BE 24" X 24", 136" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

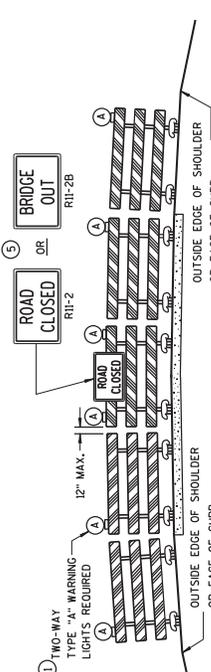
M4-9 SHALL BE 24" X 24", 136" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

M4-9 SHALL BE 24" X 24", 136" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

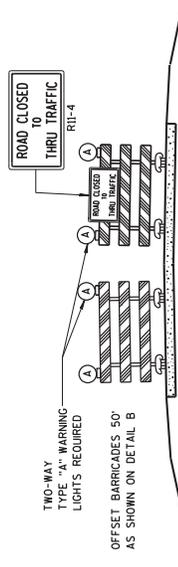
M4-9 SHALL BE 24" X 24", 136" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

M4-9 SHALL BE 24" X 24", 136" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

M4-9 SHALL BE 24" X 24", 136" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)



**DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW**

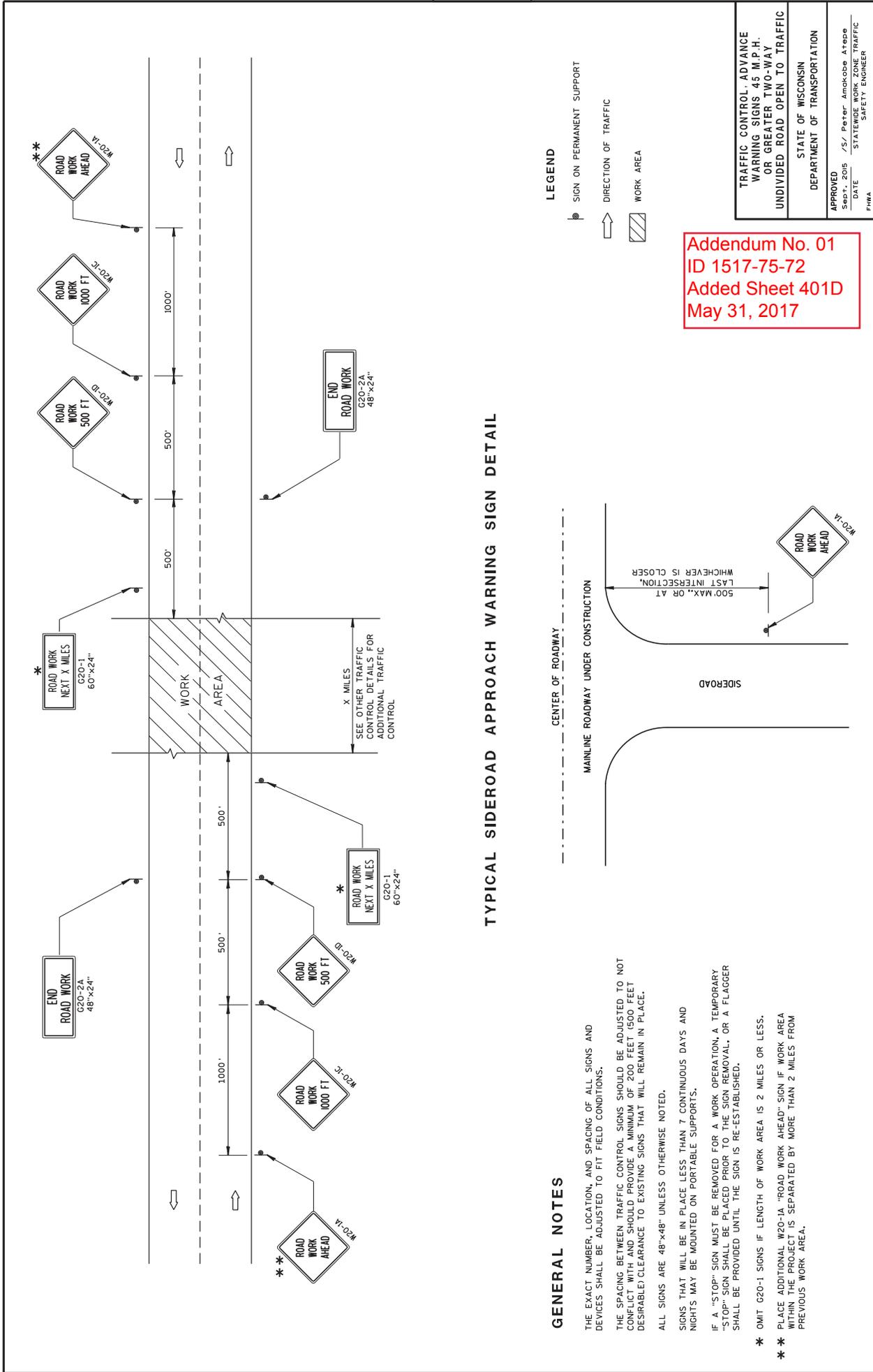


**DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW**

SEE SDD 15C2-SHEET "a" FOR LEGEND

Addendum No. 01
 ID 1517-75-72
 Added Sheet 401B
 May 31, 2017

BARRICADES AND SIGNS FOR MAINLINE CLOSURES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
Sept. 2005 /S/ Peter Amokobbe Atsede DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER PHWA



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

LEGEND

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

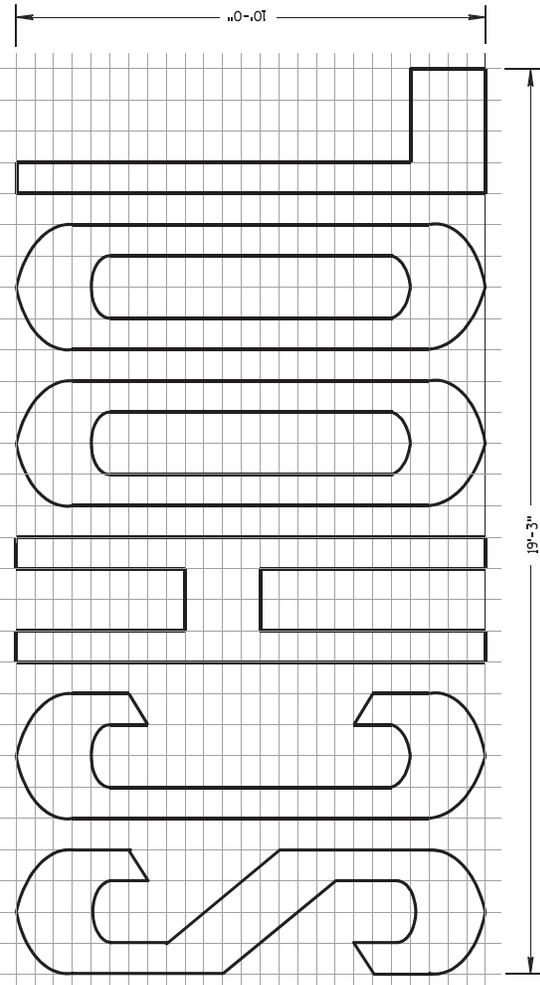
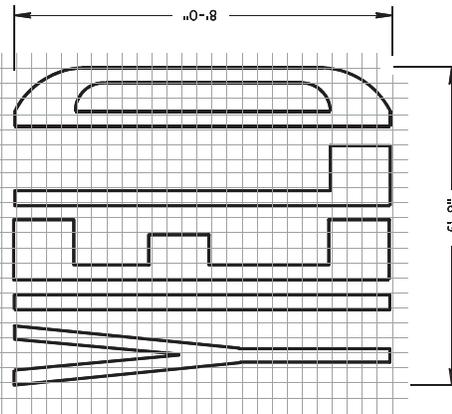
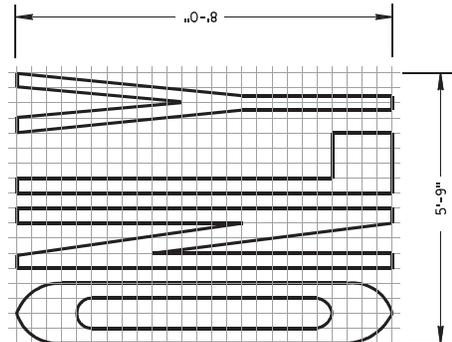
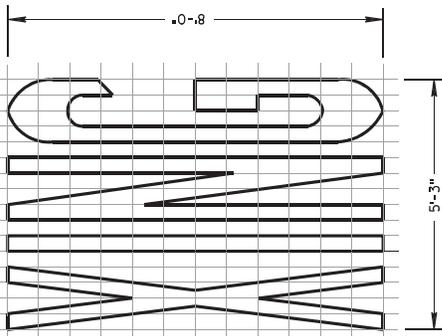
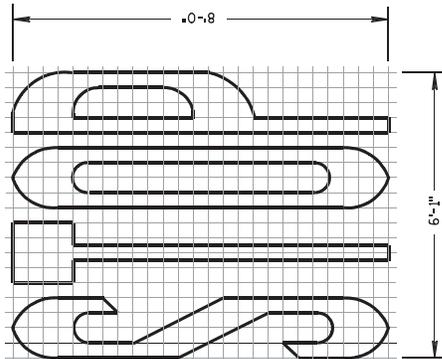
Addendum No. 01
ID 1517-75-72
Added Sheet 401D
May 31, 2017

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

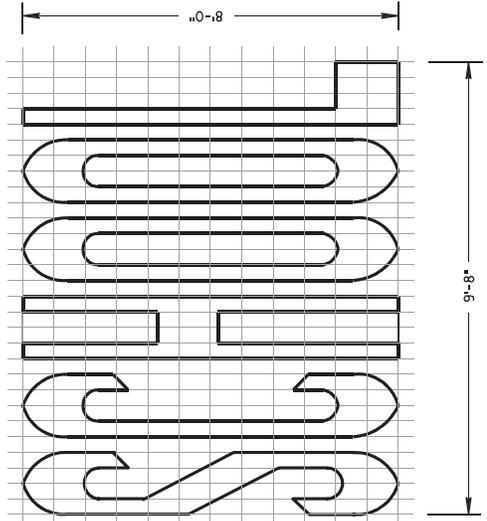
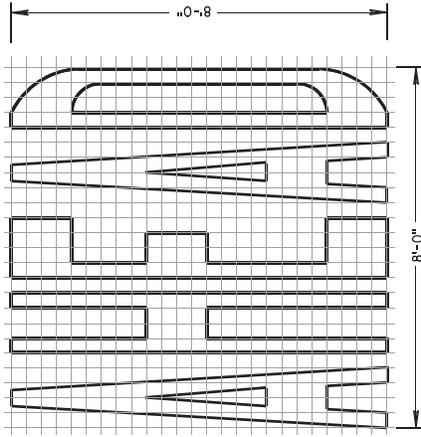
GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TWO-LANE



SINGLE-LANE

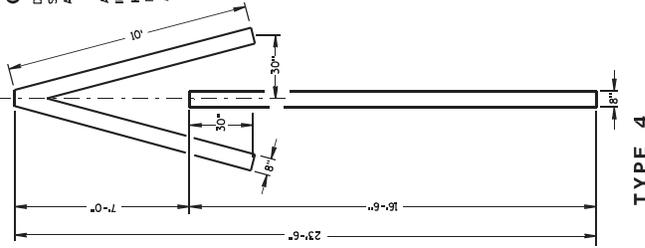
Addendum No. 01
ID 1517-75-72
Added Sheet 401E
May 31, 2017

PAVEMENT MARKING WORDS
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED /S/ Thomas N. Netbohm DATE 7-11 STATE TRAFFIC ENGINEER OF DESIGN FRWA

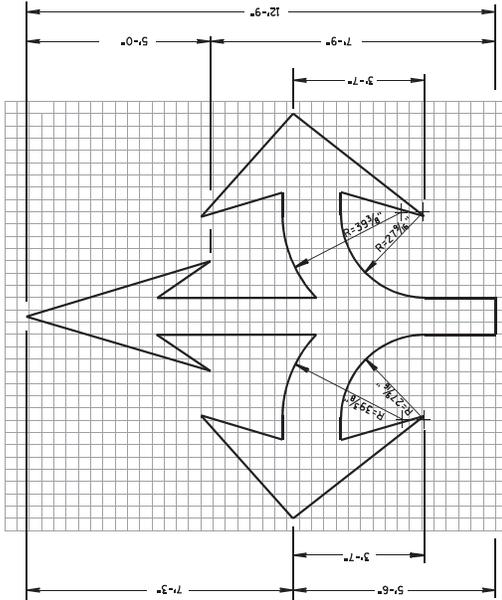
GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

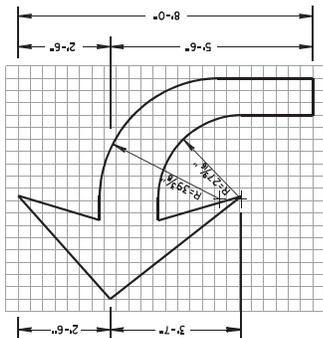
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



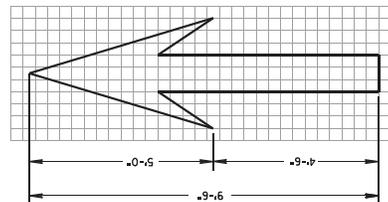
TYPE 4



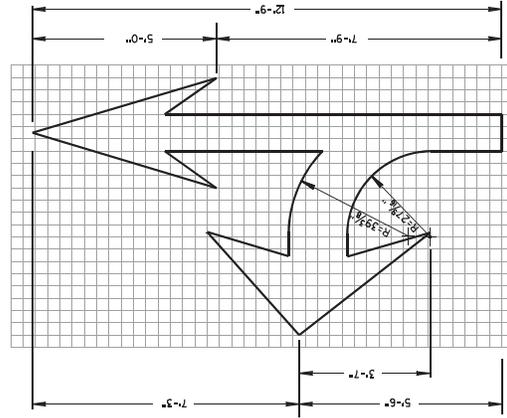
TYPE 6



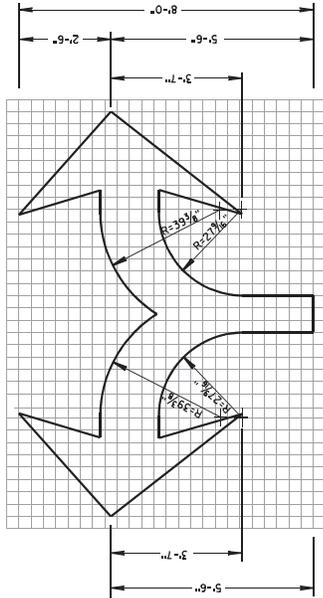
TYPE 2



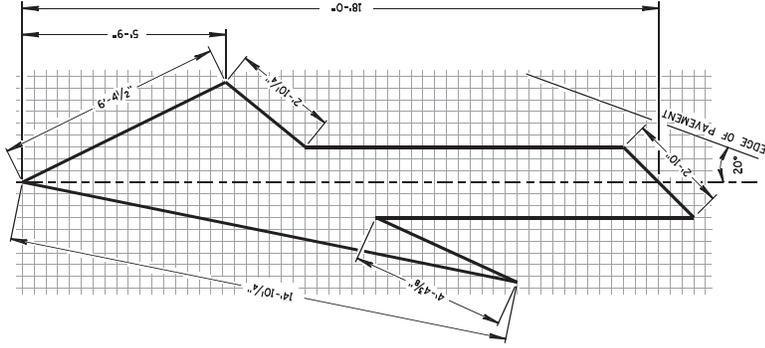
TYPE 1



TYPE 3



TYPE 7



TYPE 5 LANE DROP ARROW

Addendum No. 01
ID 1517-75-72
Added Sheet 401F
May 31, 2017

PAVEMENT MARKING ARROWS
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED _____ DATE 7/1/11 STATE TRAFFIC ENGINEER OF DESIGN FRWA
/S/ Thomas N. Notbohm

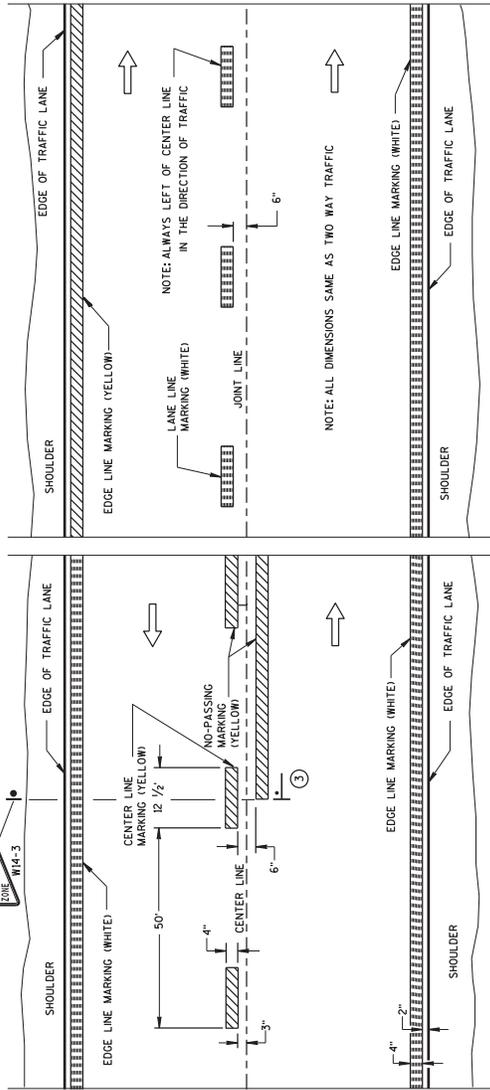
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- ① HALF CYCLE LENGTHS (25'-3") WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS INCLUDING TEMPORARY TRAVELED WAYS WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, APPROXIMATELY 100' FROM TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- ③ NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W4-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
- ④ CONCRETE ONLY.

NOTE

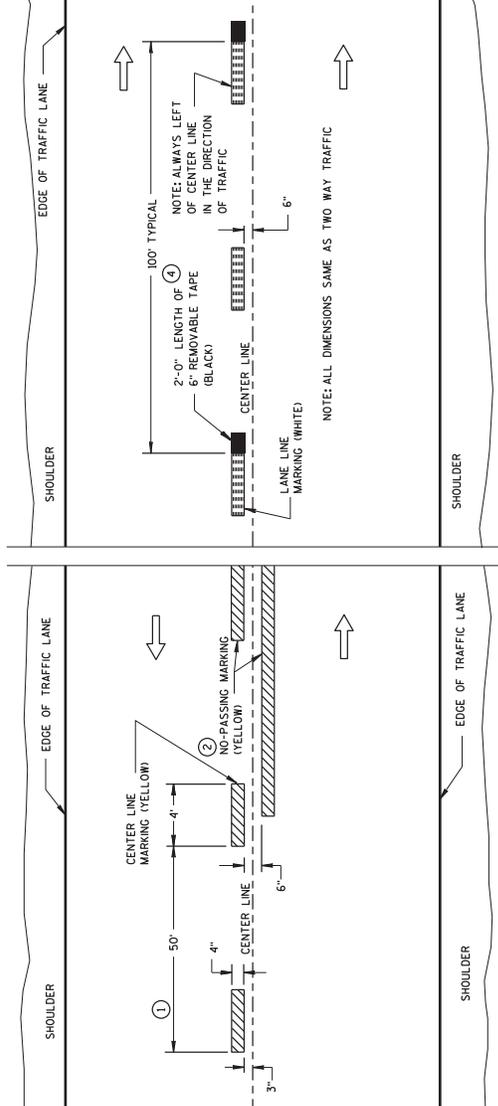
ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



TWO WAY TRAFFIC

ONE WAY TRAFFIC

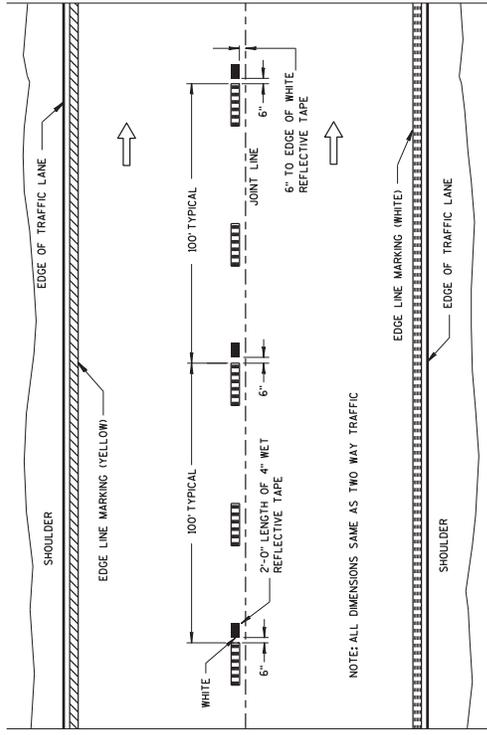
PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC

ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)



**WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE**

LEGEND

- "T" MARKING
- POST MOUNTED SIGN

Addendum No. 01
ID 1517-75-72
Added Sheet 401G
May 31, 2017

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE 5-13-2013
STATE TRAFFIC ENGINEER
P.W.M.A.

401G

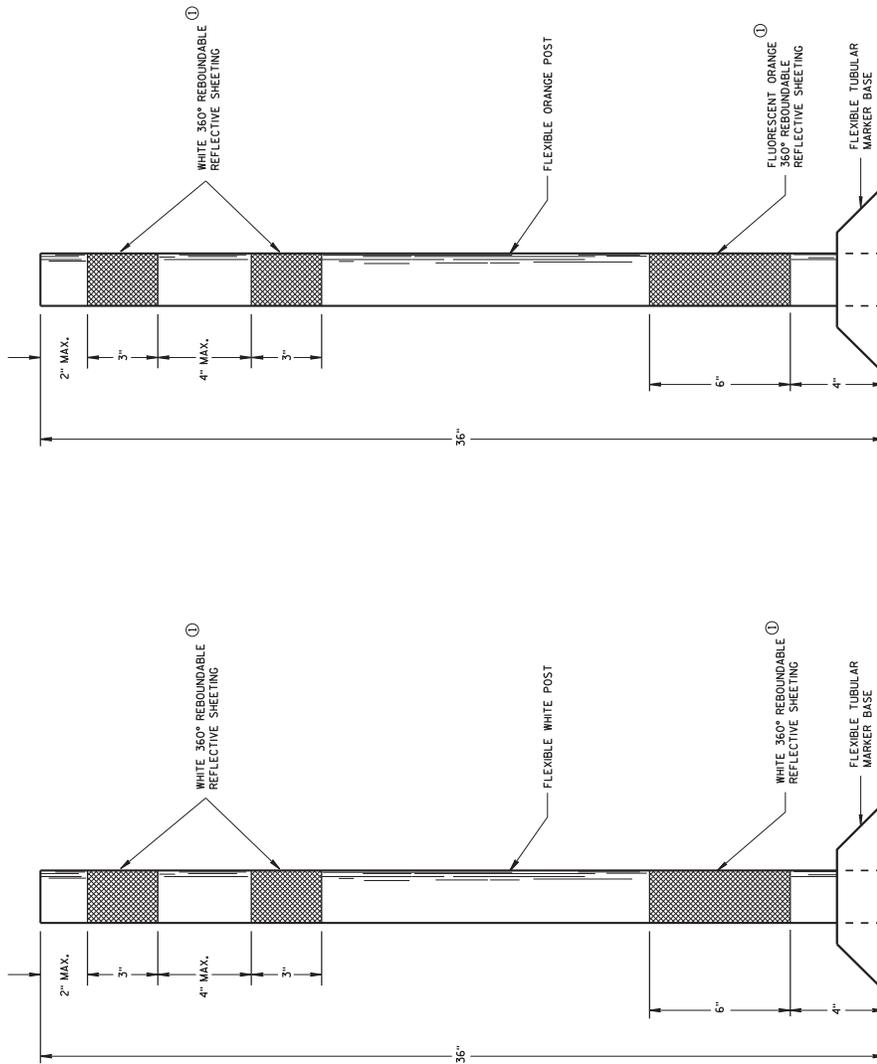
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. FLEXIBLE TUBULAR MARKER POSTS TO BE USED SHALL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.



**FLEXIBLE TUBULAR MARKER POST
TUBULAR MARKER POST
WORK ZONE**

**FLEXIBLE TUBULAR MARKER POST
TUBULAR MARKER POST
PERMANENT CROSSOVER**

Addendum No. 01
ID 1517-75-72
Added Sheet 402A
May 31, 2017

FLEXIBLE TUBULAR MARKER POST	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	/s/ Peter Amodeo Atede STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
DATE	10-16-2015
FHWA	

Addendum No. 01
ID 1517-75-72
Added Sheet 402B
May 31, 2017

PAVEMENT MARKING
(RAMPS AND GORES)

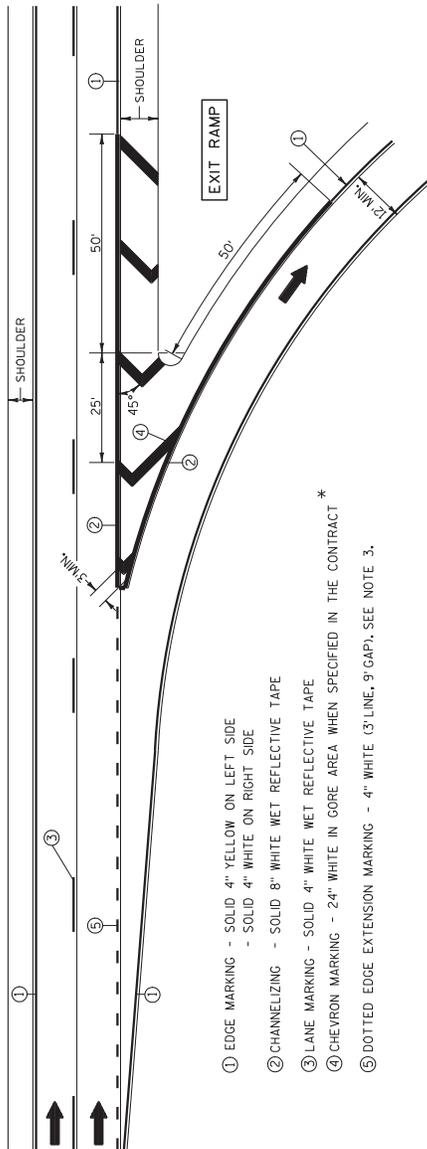
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

402B

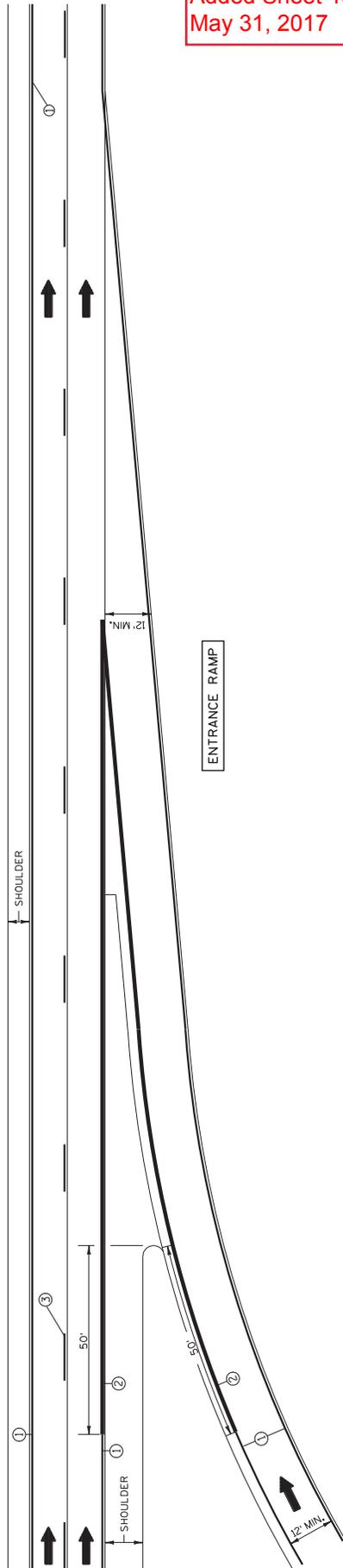
NOTES:

1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.
2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.
3. 3' LINE 9" GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



- ① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE
- ② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE
- ③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE
- ④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *
- ⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9" GAP), SEE NOTE 3.



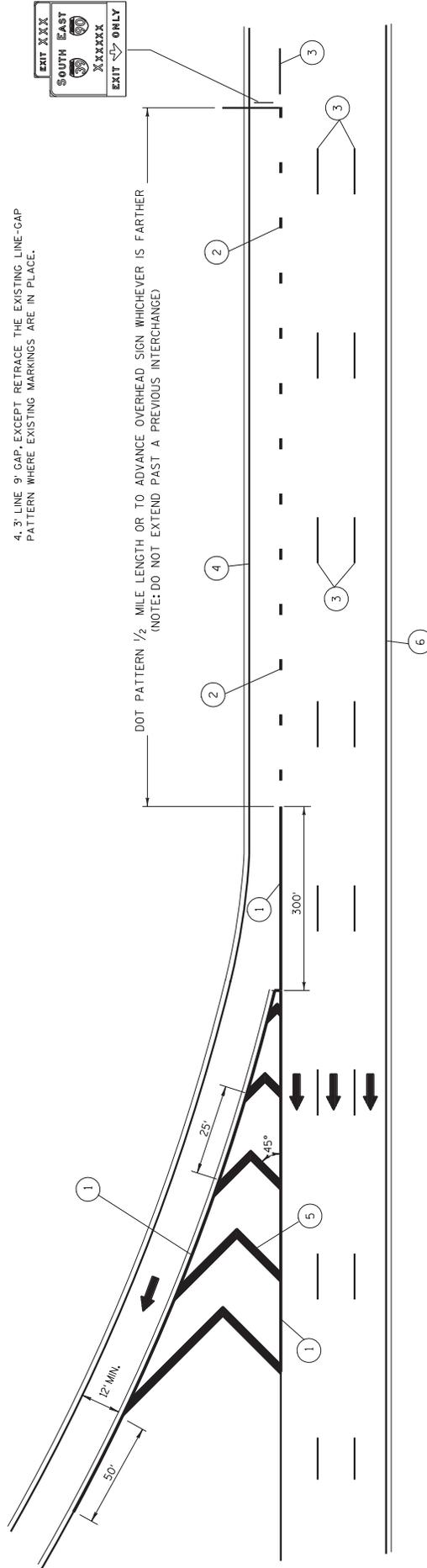
Addendum No. 01
ID 1517-75-72
Added Sheet 402C
May 31, 2017

LANE DROP PAVEMENT MARKING
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

402C

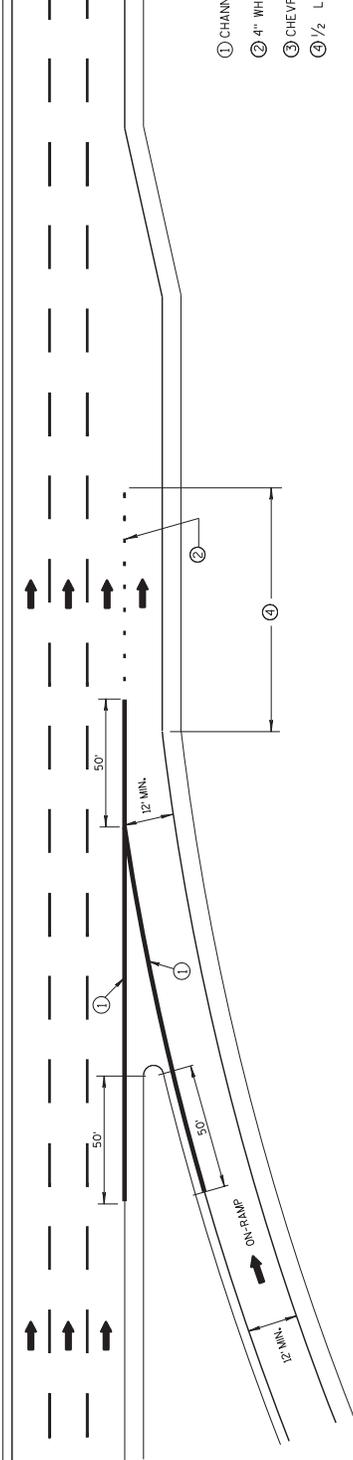
NOTES:

- 1. SEE STANDARD DETAIL DRAWING 15 C 10 FOR SPRAYED OR NON WET REFLECTIVE LINE SEGMENTS.
- 2. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.
- 3. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.
- 4. 3" LINE 9" GAP, EXCEPT RETRACE THE EXISTING LINE-CAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.



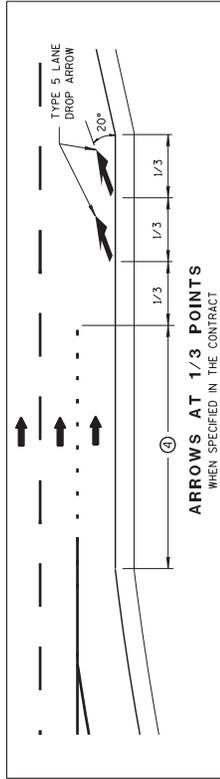
- 1 CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE
- 2 3" LINE, 9" GAP SOLID 8" WHITE WET REFLECTIVE TAPE, SEE NOTE 4.
- 3 SOLID 4" WHITE WET REFLECTIVE TAPE
- 4 4" WHITE EDGE LINE
- 5 CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT
- 6 4" YELLOW EDGE LINE

- NOTES:
1. AHEAD ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.
 2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.
 3. RETRACE EXISTING DIAGONAL MARKINGS.

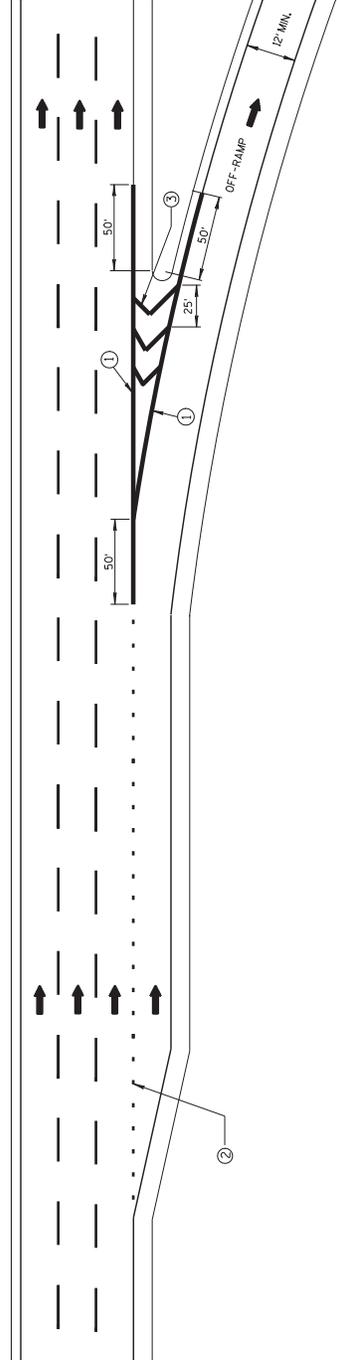


- 1 CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN CORE AREA.
- 2 4" WHITE (3" LINE, 9" GAP).
- 3 CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT.
- 4 1/2 LENGTH OF FULL WIDTH ACCELERATION LANE.

SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP



Addendum No. 01
ID 1517-75-72
Added Sheet 402D
May 31, 2017



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/23/2011	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER OF DESIGN
DATE	PHWA

GENERAL NOTES

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

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

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

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

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

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

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

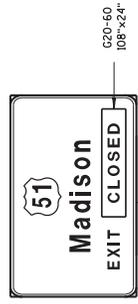
WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

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

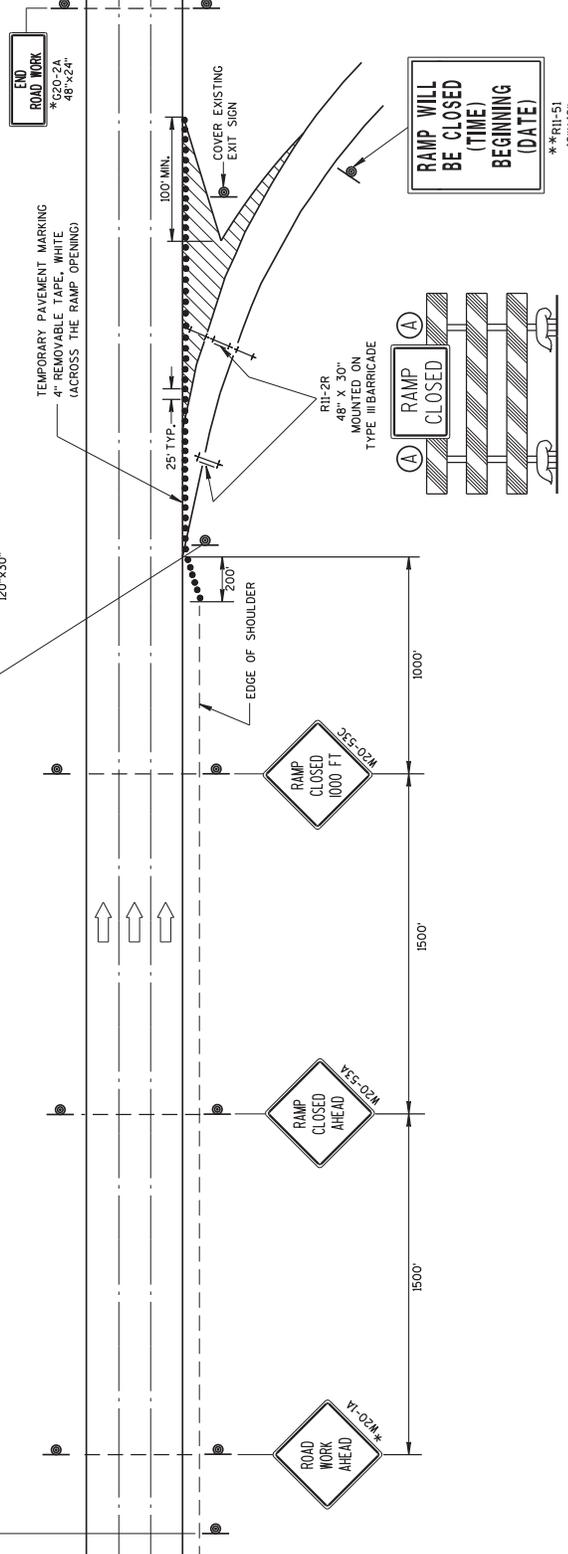
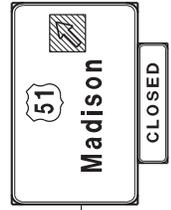
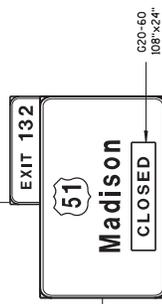
* W20-LAND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

Addendum No. 01
ID 1517-75-72
Added Sheet 402F
May 31, 2017



OR



RAMP WILL BE CLOSED
(TIME)
(DATE)

**R11-51
48"x48"

(OR SPECIAL SIGN IF INDICATED IN PLAN)

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

GENERAL NOTES

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

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

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

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

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

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

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

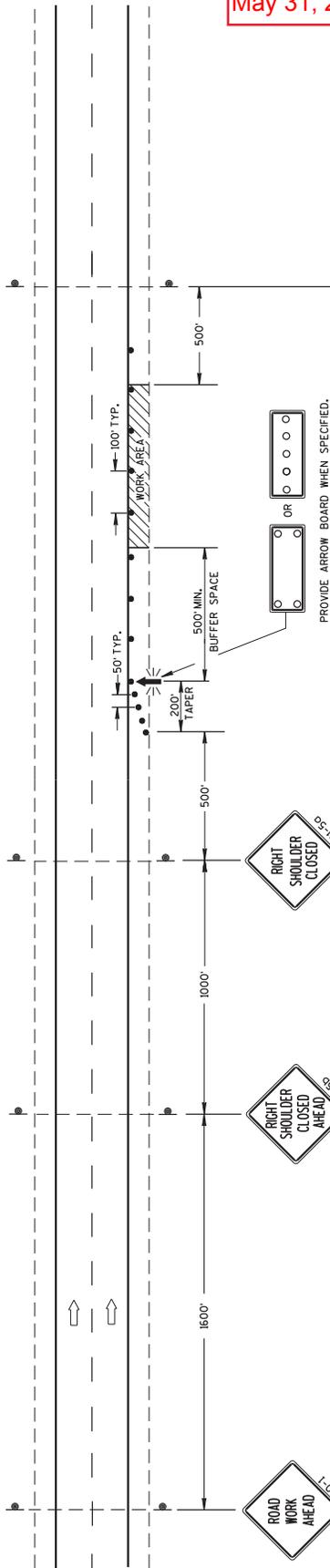
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

LEGEND

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

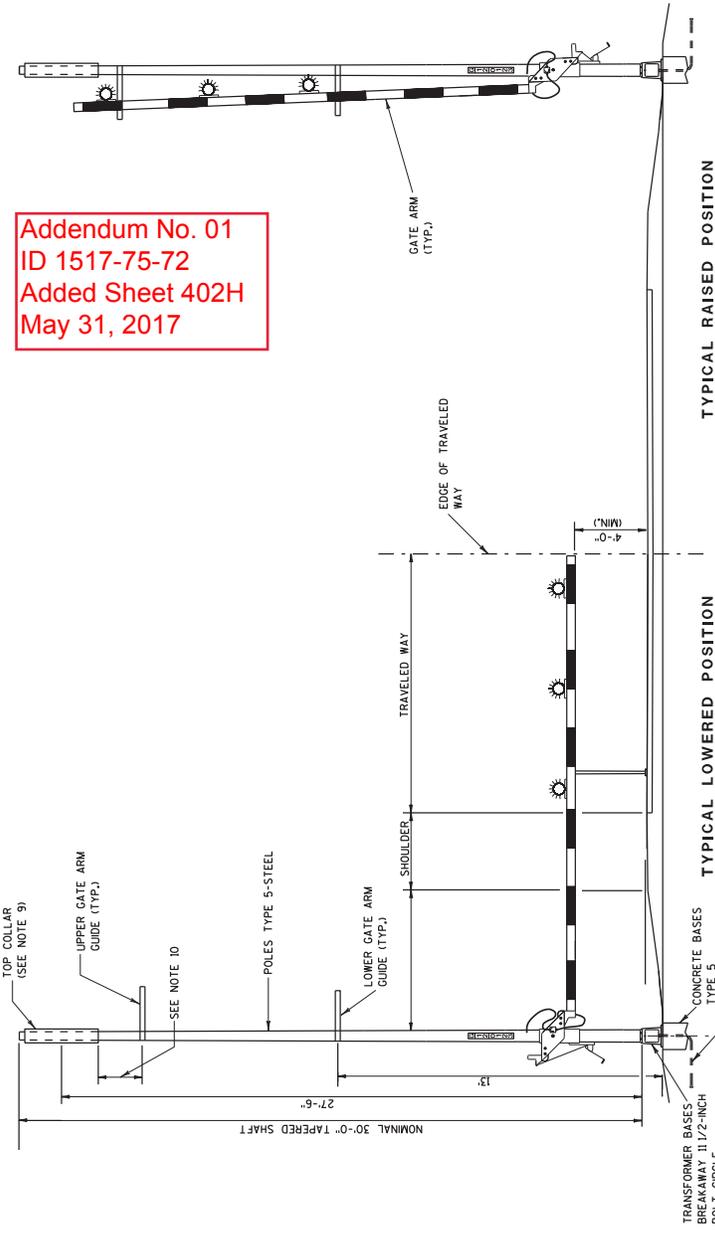


(SIGN MAY BE OMITTED IF DURATION OF SHOULDER WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS)

Addendum No. 01
ID 1517-75-72
Added Sheet 402G
May 31, 2017

TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	/s/ Travis Feites
DATE	8/2013
STATE TRAFFIC ENGINEER OF DESIGN	
FHWA	

Addendum No. 01
ID 1517-75-72
Added Sheet 402H
May 31, 2017

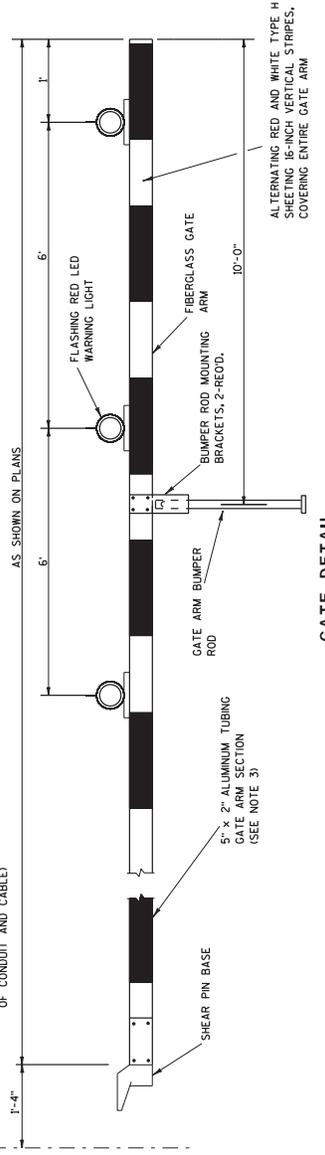
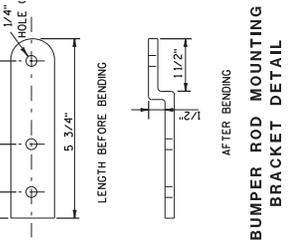
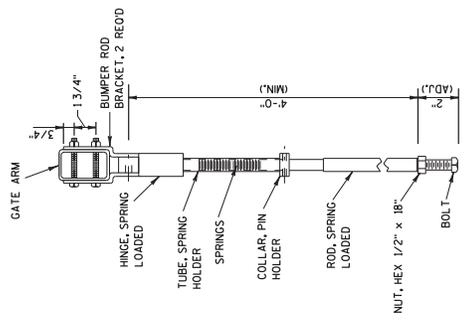


6

GENERAL NOTES

1. THE LOCATION OF RAMP CLOSURE GATES AND MOUNTING HEIGHT OF GATE ARM PIVOT SHALL BE VERIFIED BY THE ENGINEER.
2. HEIGHT OF GATE ARM GUIDES MAY BE VARIED AS REQUIRED FOR WARNING LIGHT CLEARANCE.
3. FIBERGLASS/ALUMINUM GATE ARM AND SHEAR PIN BASE SHALL BE SUPPLIED BY THE SAME VENDOR.
4. GATE ARM TO BE MOUNTED ON PROPOSED POLE AS INDICATED ON THE PLANS. PROPOSED POLE SHALL BE TYPE 5 POLE.
5. LOCATION OF THE CONCRETE BASE AND LENGTH OF THE GATE ARM WILL BE VERIFIED BY THE ENGINEER TO ENSURE ADEQUATE COVERAGE OF THE TRAVELED LANE.
6. GATE PIVOTS, SUPPORTS AND GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED. ALL ROUGH EDGES AND BURRS SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING.
7. ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
8. ANY FIELD DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
9. A STANDARD LIGHTING LUMINAIRE ARM MAY BE MOUNTED TO THE TYPE 5 POLE IN LIEU OF THE TOP COLLAR.
10. UPPER GATE ARM GUIDE IS TO BE INSTALLED 6 TO 12-INCHES BELOW THE BOTTOM OF THE TOP COLLAR.

6



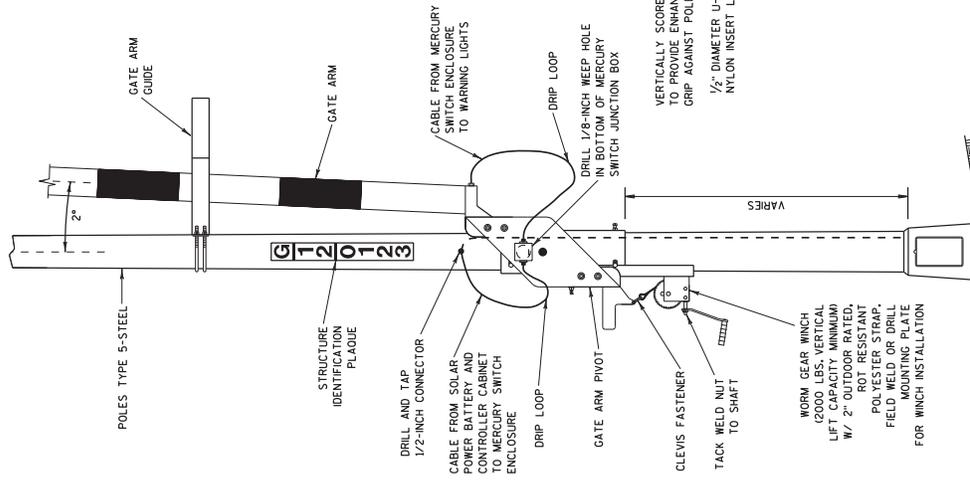
GATE ARM BUMPER ROD DETAIL

GATE DETAIL
(SOLAR POWER OPTION)

RAMP GATE
SOLAR POWER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

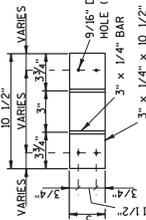
402H



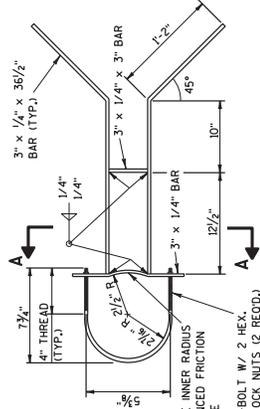
GATE PIVOT ASSEMBLY

GENERAL NOTES

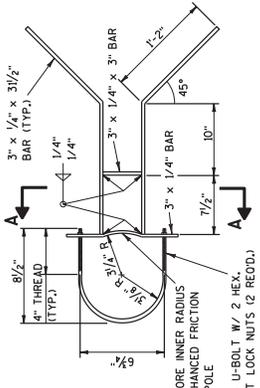
1. WHEN THE GATE IS FULLY RAISED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE OUTSIDE OF THE REAR CHANNEL.
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL.
3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HIS HIGH STRENGTH, WHICH SHALL CONFORM TO ASTM A528. BOLTS 1/2" NOMINAL DIAMETER OR LESS MAY BE STAINLESS STEEL.



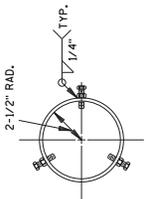
SECTION A-A
U-BOLTS NOT SHOWN



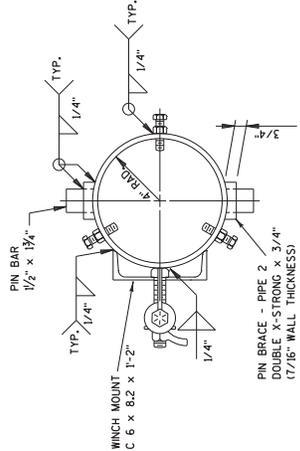
UPPER GATE ARM GUIDE DETAIL



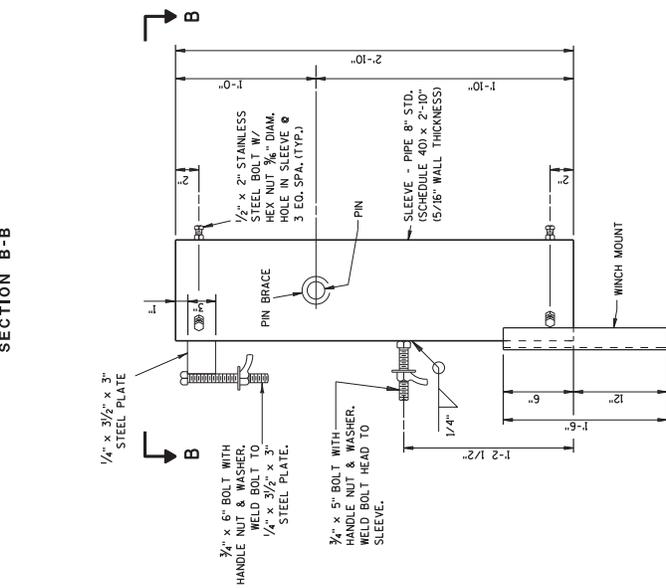
LOWER GATE ARM GUIDE DETAIL



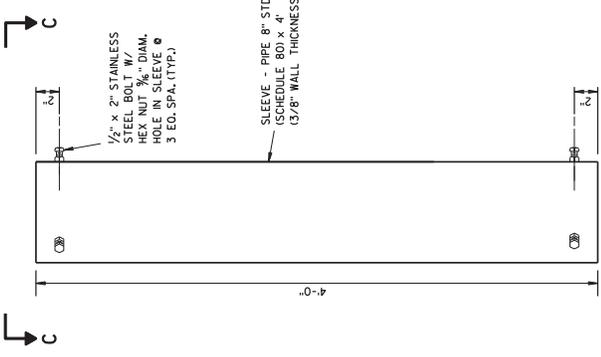
SECTION C-C



SECTION B-B



PIVOT SLEEVE DETAIL



TOP COLLAR

Addendum No. 01
ID 1517-75-72
Added Sheet 402K
May 31, 2017

APPROVED DATE 11/2015 P.H.W.A.	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER
DEPARTMENT OF TRANSPORTATION	
STATE OF WISCONSIN	
RAMP GATE SOLAR POWER	

STATE PROJECT NUMBER
1517-75-72

S-70-226 ESTIMATED QUANTITIES

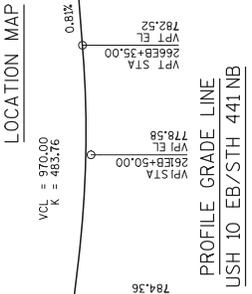
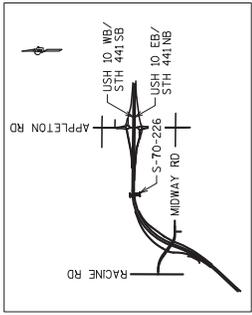
BID ITEM	CONCRETE MASONRY	UNIT	TOTAL
535.0100	CONCRETE MASONRY	CY	28
536.1500	STEEL COATED REINFORCEMENT HS	LB	2,480
541.6600	BRIDGE S-70-226	LS	1

LEGEND

- VERTICAL CLEARANCE IS MEASURED FROM THE BOTTOM OF THE PROPOSED SIGN TO THE ROADWAY SURFACE. THE EDGE OF PROPOSED SIGN DESIGN VERTICAL CLEARANCE IS 18'-3" FOR A 12'-0" HIGH SIGN. DIMENSIONS OF ROADWAY OVER THE HIGH POINT OF THE ROADWAY.
- PAYMENT FOR EXCAVATION AND SUPPORTS CONCRETE MASONRY SIGN.

SIGN INFORMATION

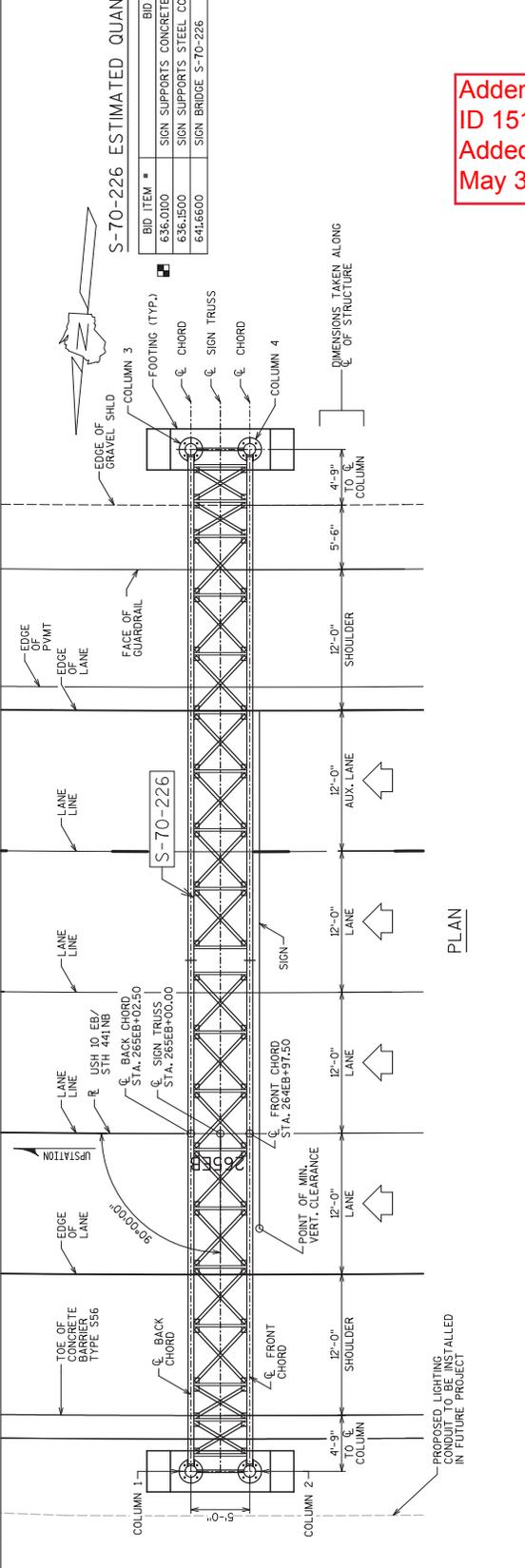
DESIGN SIGN AREA = 1,236 SF
MAX. SIGN DEPTH = 18'-0" (TYPE 1 SIGN)
44'-0" X 12'-0" TYPE 1 SIGN
11'-0" X 2'-6" TYPE 1 SIGN



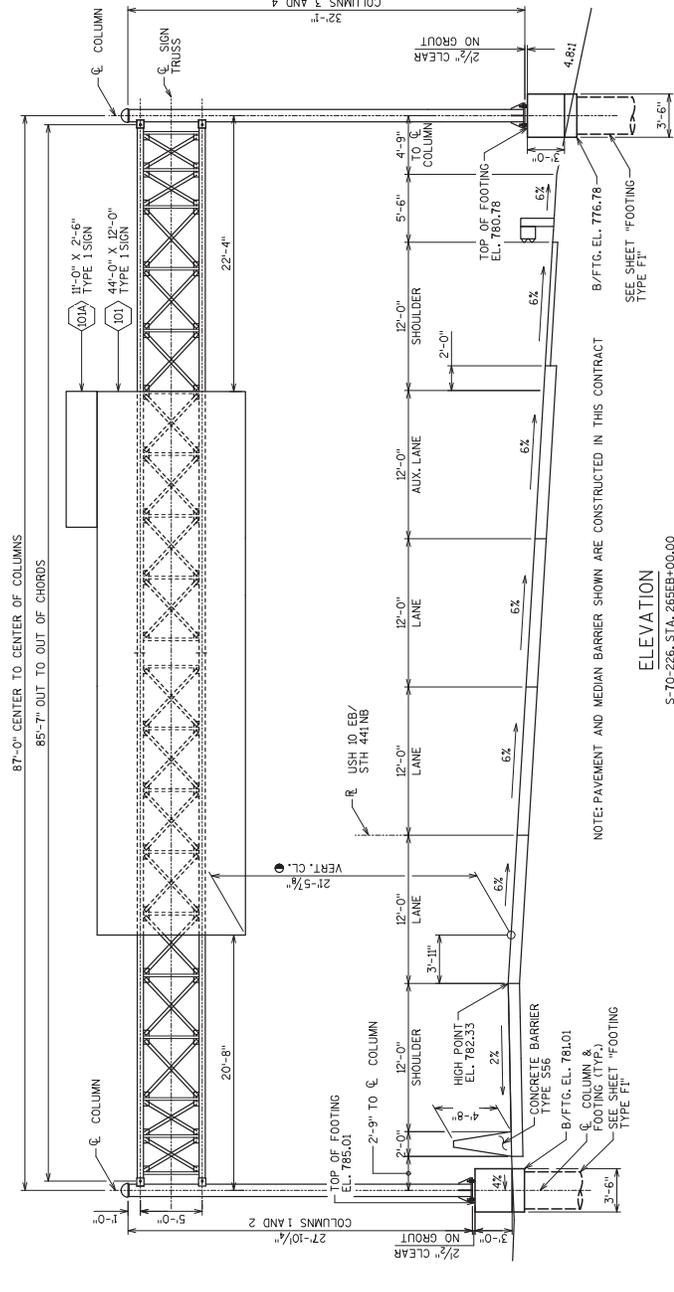
FOUNDATION DATA

SUPPORT ON CONCRETE FOOTINGS WITH TWO 3'-0" DIAMETER DRILLED SHAFTS PER FOOTING. DRILLED SHAFT LENGTH IS 16'-0" FOR THE NORTH SUPPORT AND 14'-0" FOR THE SOUTH SUPPORT AND 14'-0" AFTER CONSTRUCTION OF SHAFTS.

ALLOWABLE Qs = 9,000 P.S.F.
 = 0 P.S.F. (781 FT TO 778 FT)
 = 600 P.S.F. (770 FT TO 765 FT)
 = 650 P.S.F. (765 FT TO 756 FT)
 = 2,500 P.S.F. (778 FT TO 770 FT)
 = 2,500 P.S.F. (765 FT TO 756 FT)
 = 30' (> 778 FT)
 = 0' (< 778 FT)



Addendum No. 01
ID 1517-75-72
Added Sheet 533B
May 31, 2017



ELEVATION

S-70-226 STA. 265B+00.00
LOOKING EAST, UPSTATION
DIMENSIONS TAKEN ALONG C.E. OF STRUCTURE

NOTE: PAVEMENT AND MEDIAN BARRIER SHOWN ARE CONSTRUCTED IN THIS CONTRACT

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29).
 ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.
 ALL DIMENSIONS ARE IN SURVEY FEET AND SURVEY INCHES UNLESS OTHERWISE SHOWN OR NOTED.
 BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
 THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFY THE BAR SIZE.
 ALTERNATE DESIGNS ARE NOT ALLOWED.
 ALL STRUCTURAL STEEL MEMBERS, PLATES, ANCHOR RODS, H.S. BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED PER SECTION 641 OF THE WISDOT STANDARD SPECIFICATIONS.
 UNLESS DETAILED OTHERWISE IN THE PLAN, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH 7/8" x 425 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH D11 WASHERS.
 WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.
 CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO FABRICATION OF STRUCTURE.
 WELD TEST AS PER AWS D11.
 THE STRUCTURE MUST BE ASSEMBLED IN THE SHOP TO ASSURE FIT UP PER SECTION 641.3.3 OF THE WISDOT STANDARD SPECIFICATIONS.
 HANDHOLES ARE NOT REQUIRED.
 EXACT LOCATION OF SIGN BRIDGE SHALL BE DETERMINED BY THE REGION TRAFFIC ENGINEER.
 CENTER TYPE SIGNS VERTICALLY ON TRUSS AND HORIZONTALLY OVER THE LANES.
 SEE SIGN PLATE NO. A4-6 OF THE SIGN PLATE MANUAL FOR INSTRUCTION ON CENTERING SIGN VERTICALLY ON TRUSS.
 CONTRACTOR SHALL VERIFY UTILITY CONFLICTS PRIOR TO CONSTRUCTION OF FOOTINGS.
 EXCAVATION AND BACKFILLING REQUIRED TO CONSTRUCT THE CONCRETE FOOTINGS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".
 PROVIDE AN IDENTIFICATION PLAQUE FOR THE OVERHEAD SIGN SUPPORT IN ACCORDANCE WITH SDD "STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS." THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE (STRUCTURE)".
 SIGNS OR BLANKS SHALL BE INSTALLED AT THE TIME OF ERECTION. SIGN BLANK SIZE AND POSITION ON TRUSS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATION OR AS SHOWN ON THIS PLAN. SIGN BLANKS AND MOUNTING HARDWARE SHALL BE INCIDENTAL TO THE BID ITEM "SIGN BRIDGE (STRUCTURE)".

DESIGN DATA

DEAD LOAD - 3 PSF OF SIGN AND WT. OF SUPPORTING STRUCTURE. NO PROVISIONS HAVE BEEN INCLUDED FOR A CATWALK, LIGHTING, OR RAILINGS.
 LIVE LOAD - NONE.
 ICE LOAD - 3 PSF TO ONE FACE OF SIGN & AROUND SURFACE OF MEMBERS.
 WIND PRESSURE - 90 MPH (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.
 DESIGNED ACCORDING TO THE 6TH EDITION AND INTERIM REVISIONS OF AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS."

ULTIMATE DESIGN STRESSES

CONCRETE MASONRY.....f'c = 3,500 P.S.I.
 BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 P.S.I.
 COLUMN AND CHORD PIPE, API SPEC. 5L GRADE X42 PSL-2.....fy = 42,000 P.S.I.**
 PLATES, BARS, AND STRUCTURAL ANGLES, ASTM A109 GRADE 36.....fy = 36,000 P.S.I.
 ANCHOR RODS, ASTM F1554, GRADE 55.....fy = 55,000 P.S.I.
 ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.
 **CONTRACTOR MAY SUBSTITUTE ALTERNATE MATERIALS PER WISDOT BRIDGE MANUAL SECTION 39.3 AT NO ADDITIONAL COST, PROVIDED THAT APPROVAL IS OBTAINED FROM THE DEPARTMENT.

Addendum No. 01
 ID 1517-75-72
 Added Sheet 533D
 May 31, 2017

STATE PROJECT NUMBER
 1517-75-72

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-70-218, 226, 227			
DRAWN BY		DESIGNED BY	IN CHARGE
MJA		DNU	MJA
GENERAL NOTES AND DESIGN DATA			SHEET 4 OF 11
			533D

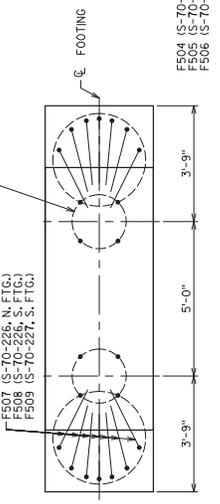
STATE PROJECT NUMBER
1517-75-72

BILL OF BARS
NOTE: THESE BARS ARE FOR BOTH FOOTINGS FOR S-70-226 AND THE SOUTH FOOTING FOR S-70-227

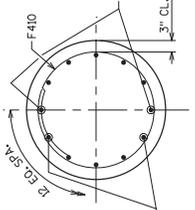
BAR MARK NO.	REQD	LENGTH	BENT	COATED	LOCATION
F601	24	12'-2"	X	X	FOOTING LONGITUDINAL
F502	6	14'-5"	X	X	FOOTING LONGITUDINAL
F503	78	9'-4"	X	X	FOOTING VERTICAL STIRRUP
F504	10	14'-3"	X	X	FOOTING DRILLED SHAFT VERTICAL
F505	10	14'-3"	X	X	FOOTING DRILLED SHAFT VERTICAL
F506	10	14'-3"	X	X	FOOTING DRILLED SHAFT VERTICAL
F507	14	20'-2"	X	X	FOOTING DRILLED SHAFT VERTICAL
F508	14	20'-2"	X	X	FOOTING DRILLED SHAFT VERTICAL
F509	14	17'-2"	X	X	FOOTING DRILLED SHAFT VERTICAL
F510	6	18'-3"	X	X	FOOTING DRILLED SHAFT HOOPS
F511	6	18'-3"	X	X	FOOTING DRILLED SHAFT HOOPS
F512	6	18'-3"	X	X	FOOTING DRILLED SHAFT HOOPS
F513	6	18'-3"	X	X	FOOTING DRILLED SHAFT HOOPS
F514	6	17'-9"	X	X	FOOTING LONGITUDINAL
F515	15	8'-4"	X	X	FOOTING LONGITUDINAL

TOTAL WEIGHT COATED BARS = 3640.00

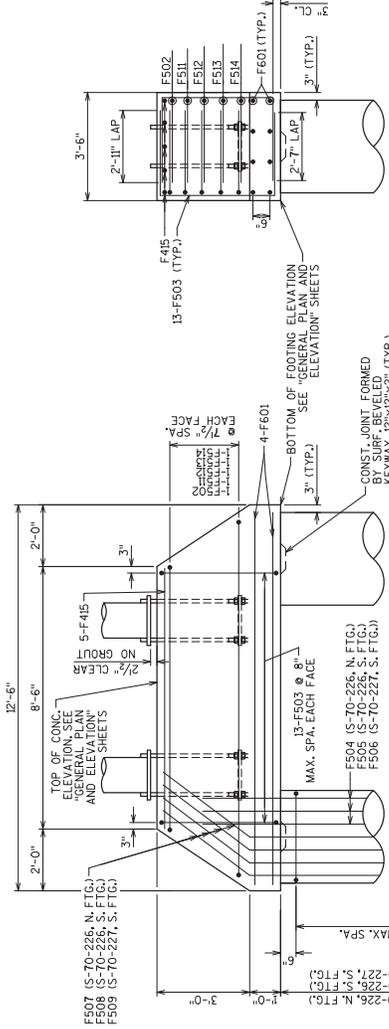
SEE "4-CHORD SIGN BRIDGE DETAILS" FOR ANCHOR BOLT CIRCLE DIA. AND ORIENTATION.



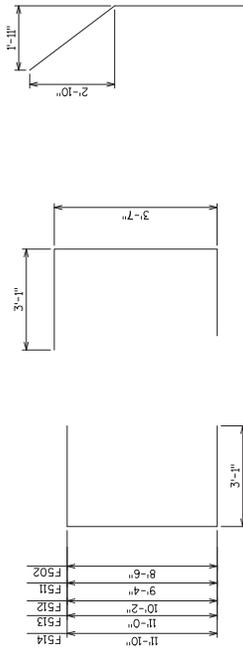
PLAN



SECTION F-F



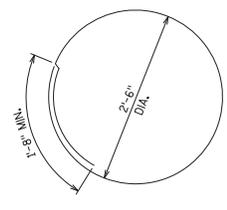
ELEVATION



F502, 511, 512, 513, 514

F503

F507, F508, F509



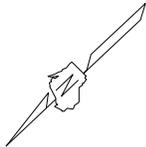
F410

Addendum No. 01
ID 1517-75-72
Added Sheet 533H
May 31, 2017

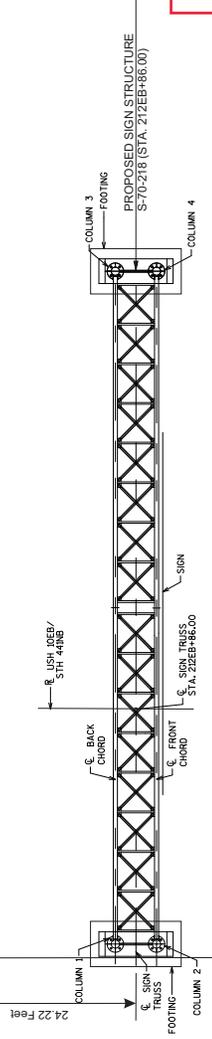
GENERAL NOTES

- DRAWINGS SHALL NOT BE SCALED.
- BAR STEEL REINFORCEMENT SHALL BE 2" CL., UNLESS OTHERWISE SHOWN.
- CONCRETE MASONRY.....fc = 3,500 PSI
- BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 PSI
- ANCHOR RODS ASTM F554 GRADE 55.....fy = 55,000 PSI
- ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE S-70-218, 226, 227			
DRAWN		CEB	PLANS MJA
BY		CEB	CEB
FOOTING TYPE F1			SHEET 8 OF 11
			533H



S217-G1

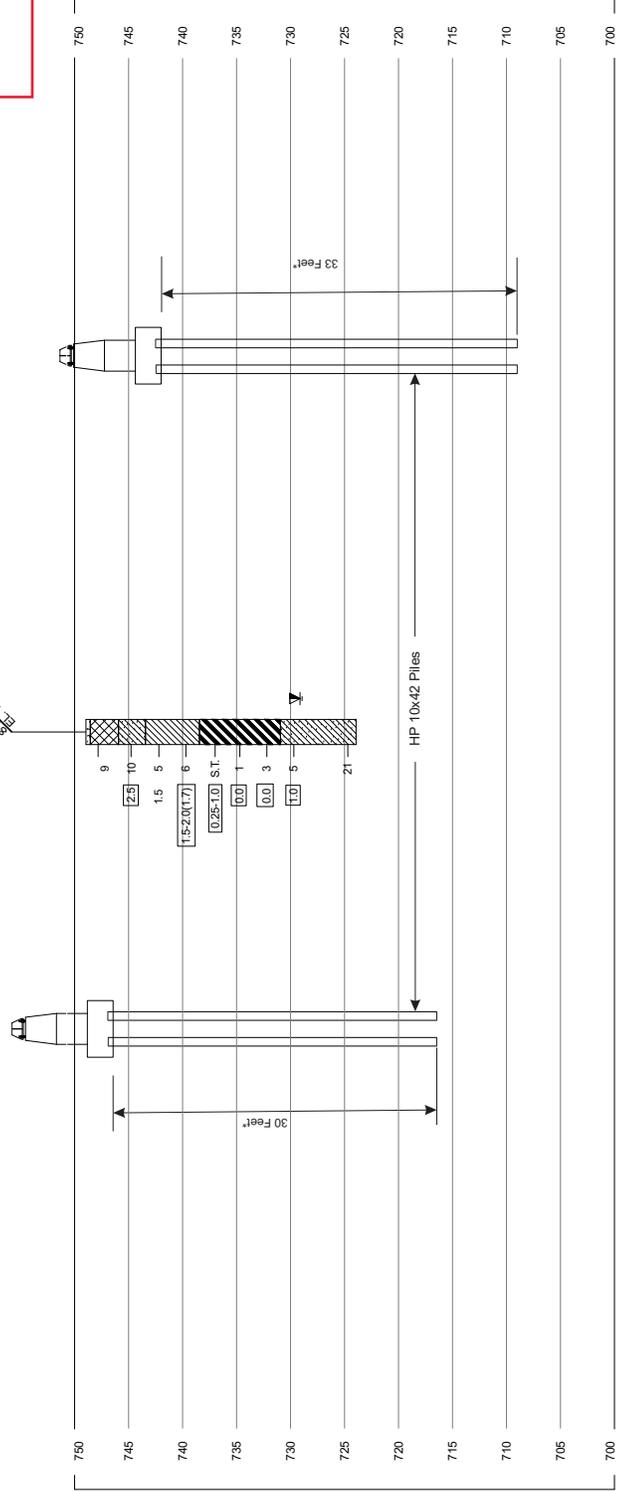


Addendum No. 01
ID 1517-75-72
Added Sheet 5331
May 31, 2017

NOTE:
THE SUBSURFACE INFORMATION PRESENTED
HEREIN IS AN ABBREVIATED VERSION OF
THE APPROPRIATE GEOTECHNICAL
ENGINEERING REPORT.
REVIEW THE APPROPRIATE GEOTECHNICAL
REPORT AND SOIL BORING LOGS FOR
ADDITIONAL SUBSURFACE INFORMATION.

⊕ DENOTES SOIL BORING LOCATION
SOIL BORINGS COMPLETED BY:
GESTRA ENGINEERING INC.

SOIL BORING TAKEN:
04-28-2014 - BORING S217-G1
* ESTIMATED PILE DEPTH TO
ATTAIN 100 TON DRIVING
RESISTANCE



NOTE: ⊕ - WATER LEVEL AT COMPLETION OF DRILLING

STATE PROJECT NUMBER 1517-75-72	
ABBREVIATIONS M — MEDIUM C — COARSE WS — WEATHERED SO — SOUND	MATERIAL SYMBOLS TOPSOIL SAND GRAVEL SILT PEAT CLAY FAT CLAY DOLOMITE FILL
LEGEND OF PROBING 95/6 — 95 BLOWS FOR 6" PENETRATION PROBING TAKEN WITH FALLING 8" ON A 2" O.D. POINT. ELEVATION 7 AVERAGE BLOWS PER FOOT	
LEGEND OF BORING REFUSAL 95/6 UNCONFINED STRENGTH BLOWS PER FT. FALLING 30" WASH SAMPLE SHELBY TUBE — S.T. GROUND WATER ELEVATION NO GROUND WATER OBSERVED ABOVE THIS ELEVATION SANDY GRAVEL F. BOLLERS OR COBBLES SAND SILTY CLAY SO LIMESTONE	
UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 60 LB. SLEEVE WITH A 140 LB. SLEEVE AND A 140 LB. HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE. SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT THE LOCATIONS SHOWN ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION UPON REVIEWING THE RESULTS OF THESE INVESTIGATIONS INDICATED THAT THE ASSOCIATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.	
NO. DATE	REVISION BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION	
STRUCTURE S-70-218	
DRAWN BY	PLANS DJB
SUBSURFACE EXPLORATION 1	
SHEET 9 OF 11	
5331	



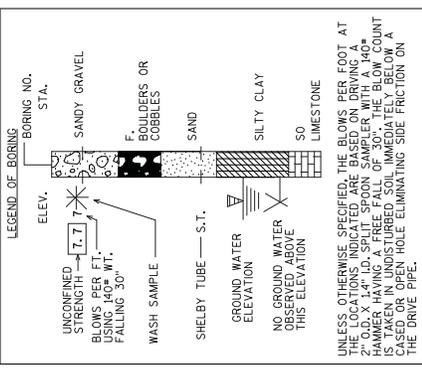
STATE PROJECT NUMBER
1517-75-72

ABBREVIATIONS
F — FINE WS — WEATHERED M — MEDIUM C — COARSE SO — SOUND

MATERIAL SYMBOLS
TOPSOIL SAND GRAVEL FAT CLAY PEAT CLAY SILT DOLOMITE FILL

LEGEND OF PROBING
95/6 BLS FOR 6" PENETRATION
7 AVERAGE BLS PER FOOT FALLING 18" ON A 2" O.D. POINT.

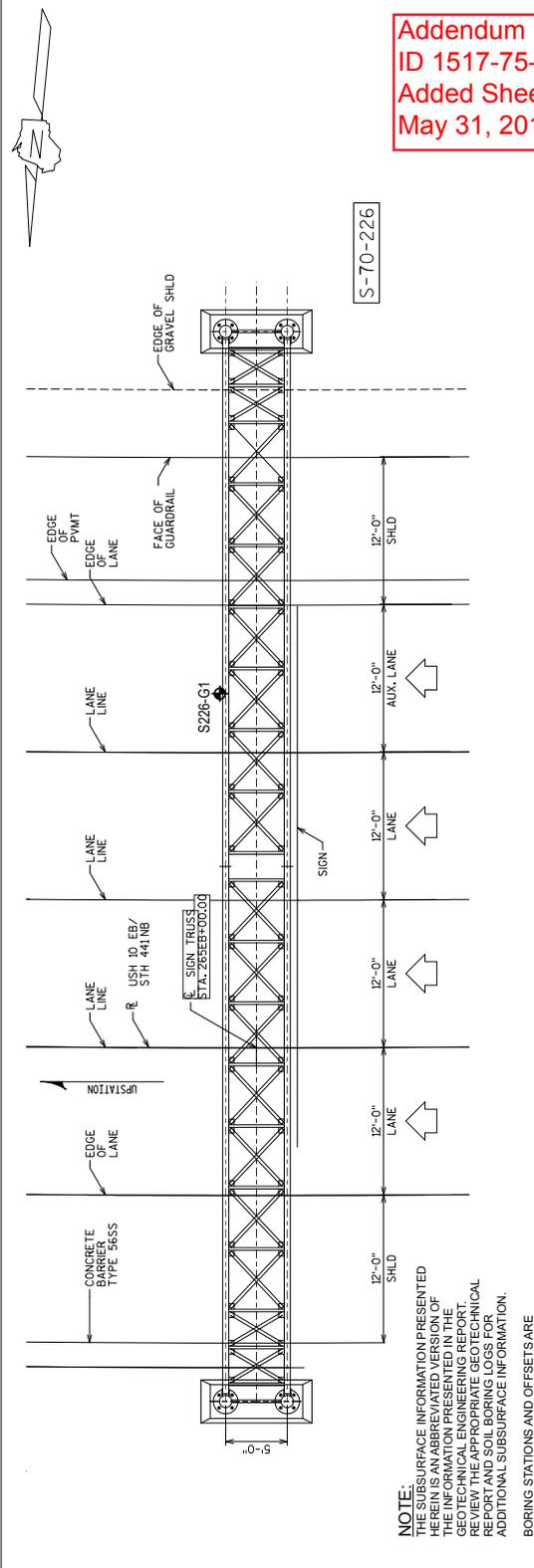
LEGEND OF BORING
ELEV. BORING NO. STA. UNCONFINED STRENGTH BLS PER FT. FALLING 30" WASH SAMPLE SHELBY TUBE — S.T. GROUND WATER ELEVATION NO GROUND WATER OBSERVED ABOVE THIS ELEVATION SILTY CLAY SO LIMESTONE



SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT THE LOCATIONS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DEPARTMENT OF TRANSPORTATION PHASE I INVESTIGATION FOR THE ASSOCIATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

Addendum No. 01
ID 1517-75-72
Added Sheet 533J
May 31, 2017



SOIL BORING TAKEN:
08.29.2014 - BORING S226-G1

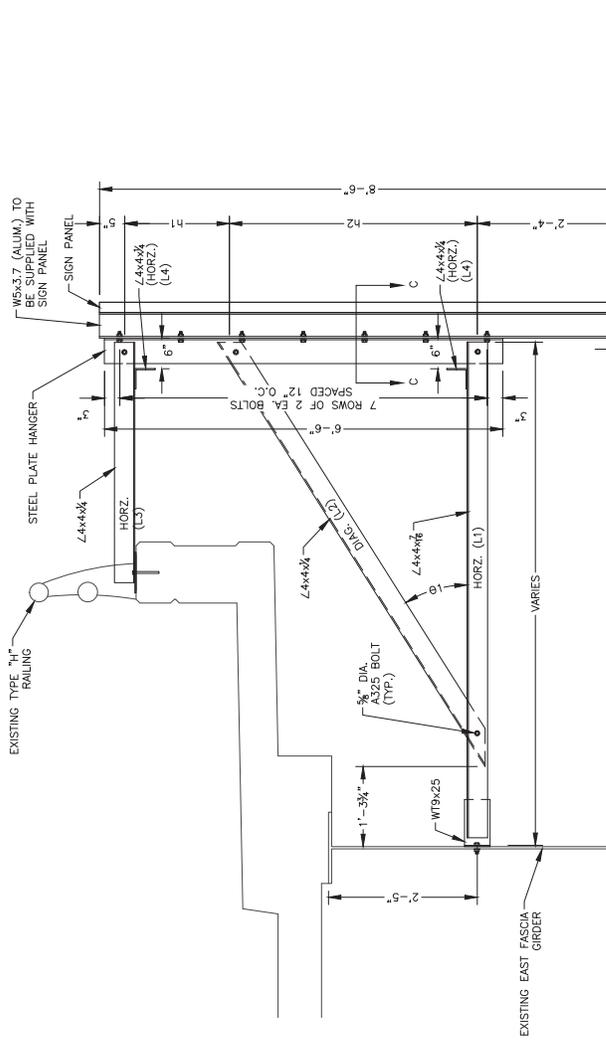
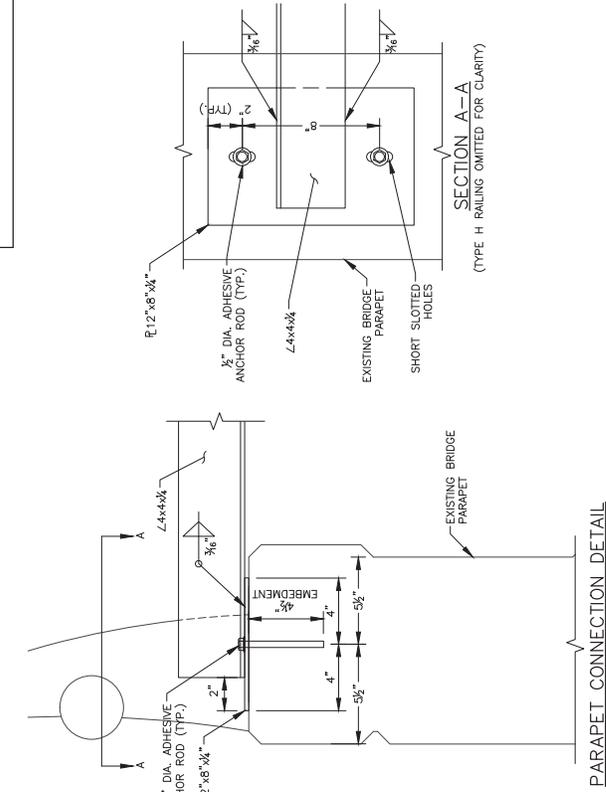
NOTE:
THE SUBSURFACE INFORMATION PRESENTED HEREIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT REVIEW THE COMPLETE GEOTECHNICAL REPORT FOR ADDITIONAL SUBSURFACE INFORMATION.
BORING STATIONS AND OFFSETS ARE BASED ON R/LUSH 10 EB AND WIS 441NB
SOIL BORINGS COMPLETED BY:
GESTRA ENGINEERING, INC.



NOTE: ∇ - WATER LEVEL DURING DRILLING

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE		S-70-226	
SUBSURFACE EXPLORATION 2		533J	
DRAWN BY		PKANS DJB	
CHECKED BY			
SHEET 10 OF 11			

STATE PROJECT NUMBER
1575-75-72

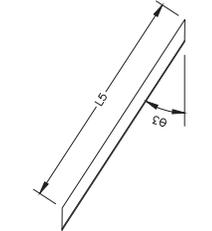
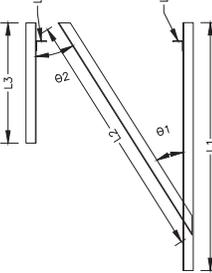


SECTION VIEW
(SEE SHEET 3 FOR CONNECTION DETAILS)
(SWAY BRACE OMITTED FOR CLARITY)

MEMBER LENGTH TABLE

BRACE LINE	L1*	θ1	L2*	θ2	L3*	θ3	L4*	L5	h1	h2
A	6'-2"	32°13'58"	5'-6 1/2"	32°13'58"	2'-0"	33°2'48"	7'-4"	6'-0"	2'-11"	2'-10"
B	8'-0"	32°13'58"	7'-9"	32°13'58"	3'-10 1/2"				1'-9"	4'-0"
C	9'-11"	32°13'58"	10'-10"	32°13'58"	5'-9"				6 1/2"	5'-2 1/2"
A	6'-2"	32°13'58"	5'-6 1/2"	32°13'58"	2'-0"		3'-3"		2'-11"	2'-10"
B	7'-9"	32°13'58"	7'-5"	32°13'58"	3'-7"				1'-11"	3'-10"

*ALL LENGTHS TO THE CENTERLINE OF MEMBER



GENERAL MEMBER DIAGRAM
(ELEVATION VIEW)

SWAY BAR DIAGRAM
(PLAN VIEW)

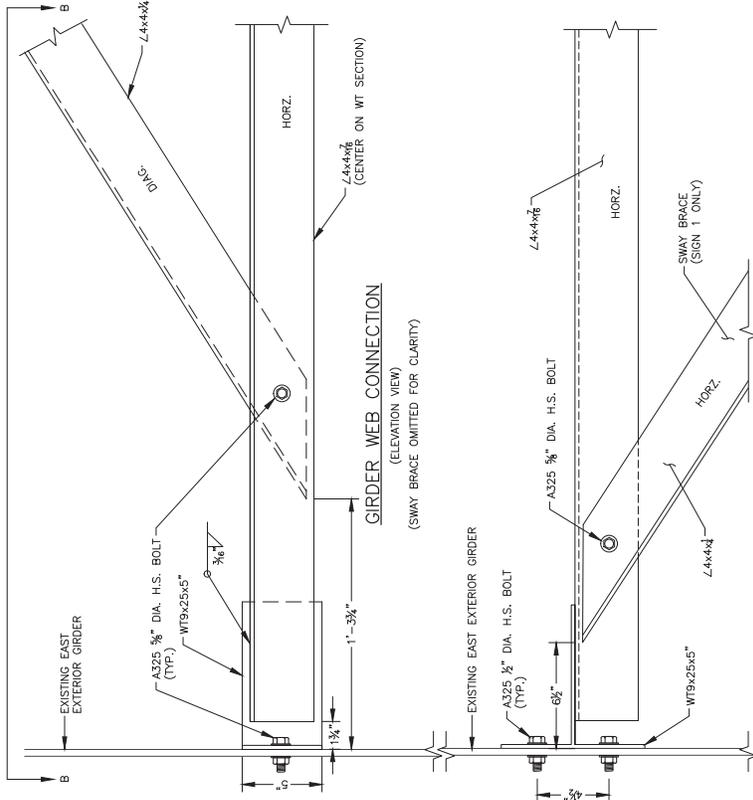
Addendum No. 01
ID 1517-75-72
Added Sheet 533M
May 31, 2017

NO.	DATE	REVISION	BY
STATE OF TEXAS DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION S-70-201			
CONST. SPEC.	WISDOT	DRAWN BY	PLANS CKD. VC
		2016	MR
FRAME SECTION			SHEET 2 OF 3
			533M

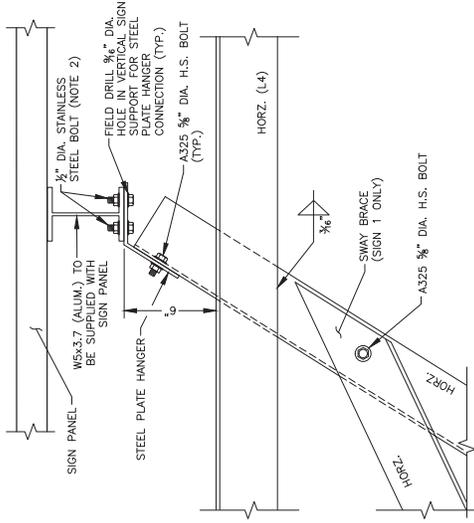
Addendum No. 01
ID 1517-75-72
Added Sheet 533N
May 31, 2017

- NOTES:
1. PAINT THE STEEL PLATE HANGER AT ITS END AND THE ALUMINUM SIGN PANELS ACCORDANCE WITH THE GENERAL NOTES AND THE SPECIFICATIONS.
2. CONNECT $\frac{3}{8}$ " STEEL PLATE HANGER TO ALUMINUM SHAPE WITH $\frac{1}{2}$ " DIAMETER STAINLESS STEEL BOLTS WITH WASHERS AND HEX NUTS.

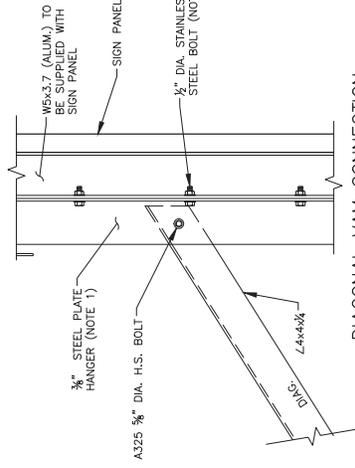
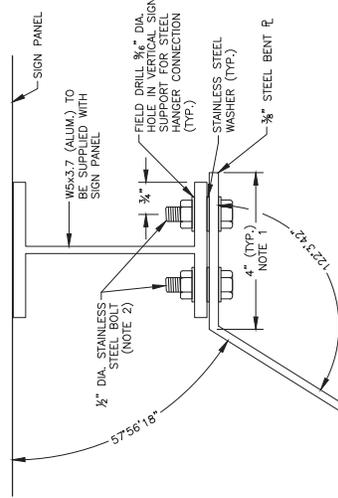
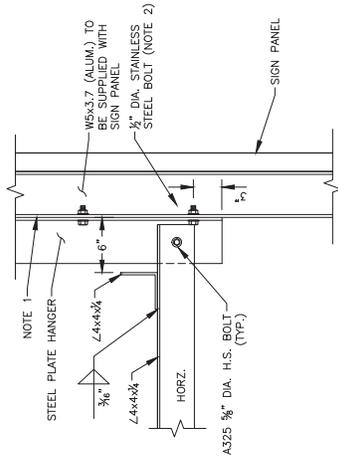
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION S-70-201			
CONST	WISDOT	DRAWN	MR
		PLANS	VC
			SHEET 3 OF 3
CONNECTION DETAILS			533N



SECTION C-C
(FROM SHEET 2, APPLIES TO SIGN 1 ONLY)



SECTION B-B
(PLAN VIEW)
(DIAGONAL OMITTED FOR CLARITY)



TYPICAL VAM CONNECTION
(LOWER SHOWN, UPPER SIMILAR)

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 534
 May 31, 2017

PROJECT ID 1517-75-72
 STAGE 1A - USH 10 EB/STH 441 NB (EB)
 STA 212EB+00 TO 228EB+00

Station	Distance	Area (SF)		Incremental Volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut	Fill	
217+00	0	58.16	0	0.00	0.00	0.00	0.00	0.00
217+50	50	77.77	0	125.86	0.00	125.86	0.00	125.86
218+00	50	86.24	0	151.86	0.00	277.72	0.00	277.72
218+13	13	66.88	0	38.14	0.00	315.86	0.00	315.86
218+50	37	100.81	0	113.50	0.00	429.36	0.00	429.36
219+00	50	117.37	0	202.02	0.00	631.38	0.00	631.38
219+50	50	115.4	0	215.53	0.00	846.91	0.00	846.91
220+00	50	124.35	0	221.99	0.00	1,068.90	0.00	1,068.90
220+50	50	128.15	0	233.80	0.00	1,302.70	0.00	1,302.70
221+00	50	111.02	0	221.45	0.00	1,524.15	0.00	1,524.15
221+50	50	122.06	0	215.81	0.00	1,739.96	0.00	1,739.96
222+00	50	84.12	0	190.91	0.00	1,930.87	0.00	1,930.87
222+50	50	88.73	0	160.05	0.00	2,090.92	0.00	2,090.92
223+00	50	88.21	0	164.00	0.00	2,254.91	0.00	2,254.91
223+50	50	196.98	0	263.80	0.00	2,518.72	0.00	2,518.72
224+00	50	175.32	0	344.91	0.00	2,863.62	0.00	2,863.62
224+50	50	128.58	0	281.57	0.00	3,145.20	0.00	3,145.20
225+00	50	36.49	0.66	171.36	0.61	3,316.56	0.61	3,316.56
225+31	31	16.2	19.34	42.34	11.65	3,358.89	12.26	3,358.89
225+50	19	8.21	52.59	8.39	24.71	3,367.28	36.97	3,367.28
225+60	10	4.11	71.42	2.29	23.08	3,369.57	60.05	3,369.57
226+00	40	4.08	71.63	6.06	105.83	3,375.63	165.88	3,375.63
226+50	50	20.48	173.64	22.74	227.10	3,398.37	392.98	3,398.37
227+00	50	43.29	312.54	59.05	450.17	3,457.42	843.15	3,457.42
227+50	50	16.85	443.07	55.69	699.64	3,513.10	1,542.79	3,513.10
228+00	50	0.46	529.43	16.03	900.46	3,529.13	2,443.25	3,529.13
SUBTOTAL				3,529.13	2,443.25			0.00

PROJECT ID 1517-75-72
 STAGE 1A - USH 10 EB/STH 441 NB (EB)
 STA 228EB+00 TO 238EB+50 (STRIP DRAINS AREA 1)

Station	Distance	Area (SF)		Incremental Volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut	Fill	
228+00	0	135.45	550.21	135.45	550.21	135.45	550.21	-414.76
228+50	50	168.9	597.9	281.81	1,063.06	417.26	1,613.27	-1,196.02
229+00	50	191.92	621.28	334.09	1,128.87	751.35	2,742.15	-1,990.80
229+50	50	199.36	691.7	362.30	1,215.72	1,113.64	3,957.87	-2,844.22
230+00	50	192.51	740.96	362.84	1,326.54	1,476.49	5,284.40	-3,807.92
230+50	50	176.42	780.23	341.60	1,408.51	1,818.09	6,692.91	-4,874.82
230+94	44	141.23	834.17	260.88	1,325.90	2,078.97	8,018.81	-5,939.84
231+00	6	134.69	894.35	28.87	180.85	2,107.84	8,199.67	-6,091.83
231+50	50	121.47	907.99	237.19	1,668.83	2,345.03	9,868.50	-7,523.47
232+00	50	114.19	973.06	218.20	1,741.71	2,563.23	11,610.22	-9,046.98
232+50	50	94.11	1056.5	192.87	1,879.22	2,756.10	13,489.44	-10,733.34
233+00	50	78.74	1106.25	160.05	2,002.55	2,916.15	15,491.98	-12,1575.84
233+50	50	72.49	1175.3	140.03	2,112.55	3,056.18	17,604.53	-14,1548.35
233+85	35	73.85	1226.63	94.99	1,559.03	3,151.16	19,163.56	-16,012.40
234+00	15	75.01	1248.96	41.21	685.37	3,192.37	19,848.93	-16,656.56
234+50	50	121.63	1248.04	182.07	2,312.04	3,374.45	22,160.97	-18,786.52
235+00	50	126.67	1185.2	229.91	2,253.00	3,604.36	24,413.97	-20,809.61
235+50	50	200.6	1128.67	303.03	2,142.47	3,907.38	26,556.44	-22,649.06
236+00	50	258.37	1181.78	424.97	2,139.31	4,332.36	28,695.75	-24,363.39
236+50	50	314.44	1304.64	530.38	2,302.24	4,862.74	30,997.99	-26,135.25
237+00	50	149.2	1544.12	429.30	2,637.74	5,292.03	33,635.73	-28,343.70
237+50	50	49.05	1919.42	183.56	3,206.98	5,475.60	36,842.71	-31,367.11
238+00	50	55.75	2212.17	97.04	3,825.55	5,572.63	40,668.26	-35,095.62
238+50	50	59.16	2525.41	106.40	4,386.65	5,679.03	45,054.90	-39,375.87
SUBTOTAL				5,679.03	45,054.90			0.00

PROJECT NO: 1517-75-72
 HWY: STH 441/USH 10
 COUNTY: WINNEBAGO
 EARTHWORK TABLES
 SHEET 534
 E

PLOT SCALE: 1:1 IN:10 FT
 PLOT BY: VICKMAN, GARRETT T
 PLOT NAME:

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 535
 May 31, 2017

PROJECT ID 1517-75-72
 STAGE 1A - USH 10 EB/STH 441 NB (EB)
 STA 238EB+50 TO 240EB+59 (STRIP DRAINS AREA 2)

Station	Distance	Area (SF)		Incremental Volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut	Fill	
238+50	0	59.16	2512.78	12.63	2,512.78	59.16	2,512.78	-2,466.25
239+00	50	49.59	2921.10	29.51	100.69	159.85	7,544.16	-7,435.94
239+50	50	62.63	3047.36	338.60	104.01	263.87	13,076.04	-13,204.99
240+00	50	61.89	3013.08	334.79	115.18	379.05	18,681.94	-19,318.59
240+50	50	103.08	2807.69	495.48	152.75	531.80	24,071.55	-25,324.21
240+59	9	102.54	2723.61	480.64	34.27	566.07	24,993.44	-26,374.51
SUBTOTAL					566.07	24,993.44	1,947.14	

PROJECT ID 1517-75-72
 STAGE 1A - USH 10 EB/STH 441 NB (EB)
 STA 242EB+74 TO 244EB+00 (STRIP DRAINS AREA 3)

Station	Distance	Area (SF)		Incremental Volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut	Fill	
242+74	0	206.25	1719.86	573.29	206.25	1,719.86	573.29	-2,086.90
243+00	26	331.12	4601.00	1533.67	255.25	3,002.41	1,000.80	-5,834.86
243+50	50	347.4	4413.54	1471.18	628.89	8,355.14	2,785.05	-16,346.16
244+00	50	487.58	4127.59	1031.90	772.36	7,900.55	2,315.35	-25,789.69
SUBTOTAL					1,862.74	20,977.96	6,674.48	

PROJECT ID 1517-75-72
 STAGE 1A - USH 10 EB/STH 441 NB (EB)
 STA 244EB+00 TO 247EB+50 (STRIP DRAINS AREA 4)

Station	Distance	Area (SF)		Incremental Volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut	Fill	
244+00	0	487.58	4127.59	0.00	487.58	4,127.59	0.00	-3,640.01
244+50	50	632.18	3458.26	0.00	1,036.81	7,023.93	0.00	-9,627.13
245+00	50	577.66	2937.50	0.00	1,120.22	5,922.00	0.00	-14,428.91
245+50	50	520.88	2908.50	0.00	1,017.17	5,412.97	0.00	-18,824.71
246+00	50	596.86	2354.04	0.00	1,034.94	4,872.72	0.00	-22,662.49
246+50	50	749.11	1923.64	0.00	1,246.27	3,960.81	0.00	-25,377.03
247+00	50	590.62	1576.21	0.00	1,240.49	3,240.62	0.00	-27,377.14
247+50	50	335.24	1771.73	0.00	857.28	3,099.95	0.00	-29,619.80
SUBTOTAL					8,040.77	37,660.57	0.00	

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 536
 May 31, 2017

PROJECT ID 1517-75-72
 STAGE 1A - USH 10 EB/5TH 441 NB (EB)
 STA 247EB+50 TO 252EB+50 (STRIP DRAINS AREA 5)

Station	Distance	Area (SF)		Incremental Volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Fill Lift 1	Fill Lift 2	cut	Fill Lift 1	Fill Lift 2	cut	
247+50	0	335.24	1771.75	0.00	335.24	1,771.75	335.24	-1,436.51
248+00	50	543.81	1840.77	0.00	813.94	3,344.93	1,149.18	-3,967.50
248+50	50	753.79	1950.83	0.00	1,201.48	3,510.74	2,350.66	-6,276.76
249+00	50	837.61	2117.48	0.00	1,474.99	3,770.72	3,825.65	-8,572.49
249+50	50	764.36	1930.52	0.00	1,481.82	3,744.40	5,307.47	-10,835.07
250+00	50	679.26	2004.99	0.00	1,336.69	3,643.99	6,644.16	-13,142.37
250+50	50	600.5	1799.02	0.00	1,184.96	3,522.23	7,829.12	-15,479.64
251+00	50	621.22	1425.86	0.00	1,132.35	2,1988.99	8,961.47	-17,336.27
251+50	50	625.46	1104.50	0.00	1,153.18	2,340.58	10,114.65	-18,523.68
252+00	50	679.52	833.46	0.00	1,208.31	1,794.41	11,322.97	-19,109.77
252+50	50	683.4	644.48	0.00	1,261.96	1,368.46	12,584.93	-19,216.27
SUBTOTAL					12,584.93	31,801.20	0.00	

PROJECT ID 1517-75-72
 STAGE 1A - USH 10 EB/5TH 441 NB (EB)
 STA 252EB+50 TO 260EB+00 (STRIP DRAINS AREA 6 AND 7)

Station	Distance	Area (SF)		Incremental Volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Fill Lift 1	Fill Lift 2	cut	Fill Lift 1	Fill Lift 2	cut	
252+50	0	683.4	644.48	0.00	683.40	644.48	683.40	38.92
253+00	50	684.48	747.93	0.00	1,266.56	1,289.27	1,949.96	16.21
253+50	50	594.76	881.37	0.00	1,184.48	1,508.61	3,134.44	-307.92
254+00	50	490.72	1072.30	0.00	1,005.07	1,808.95	4,139.51	-1,111.80
254+15	15	483.67	1161.75	0.00	276.08	632.98	4,415.59	-1,468.71
254+50	35	478.18	1389.76	0.00	618.08	1,639.58	5,033.67	-2,490.21
255+00	50	461.96	1478.31	0.00	870.50	2,610.21	5,904.17	-4,275.33
255+50	50	827.89	1664.72	0.00	1,194.31	2,910.21	7,098.47	-5,991.24
256+00	50	1299.51	2089.39	0.00	1,969.81	3,476.03	9,068.29	-7,497.45
256+50	50	1583.83	2704.51	0.00	2,669.76	4,438.80	11,738.05	-9,266.49
257+00	50	472.8	2307.77	0.00	1,904.29	4,641.77	13,642.33	-12,003.20
257+50	50	381.68	2060.58	0.00	791.19	4,044.77	14,433.52	-15,256.78
258+00	50	430.5	1672.75	0.00	752.02	3,456.79	15,185.54	-17,961.55
258+50	50	469.26	1413.89	0.00	833.11	2,858.00	16,018.65	-19,986.44
259+00	50	436.49	966.28	0.00	838.66	2,203.86	16,857.30	-21,351.64
259+50	50	438.67	737.77	0.00	810.33	1,577.82	17,667.64	-22,119.14
260+00	50	446.6	604.87	0.00	819.69	1,243.19	18,487.33	-22,542.63
SUBTOTAL					18,487.33	41,029.96	0.00	

PROJECT ID 1517-75-72
STAGE 1A - TEMPORARY USH 10 EB/STH 441 NB (EBT)

Station	Distance	Area (SF)		Incremental Volume (CY)		Cumulative Volume (CY)		Mass ordinate
		Cut	Fill	Cut	Fill	Cut	Fill	
244+50	0	704.06	10.17	0.00	0.00	0.00	0.00	0.00
245+00	50	1601.85	143.17	2,135.10	141.98	2,135.10	141.98	1,993.12
245+50	50	1234.85	53.2	2,626.57	181.82	4,761.68	323.81	4,437.87
246+00	50	1384.17	1.56	2,425.02	50.70	7,186.69	374.51	6,812.19
246+50	50	1656.18	0.04	2,815.14	1.48	10,001.83	375.99	9,625.84
247+00	50	1987.26	2.09	3,373.56	1.97	13,375.39	377.96	12,997.43
247+50	50	2370.87	7.98	4,035.31	9.32	17,410.69	387.29	17,023.41
248+00	50	2648.65	5.3	4,647.70	12.30	22,058.40	399.58	21,658.81
248+50	50	2821.61	4.66	5,065.06	9.22	27,123.45	408.81	26,714.65
249+00	50	3000.12	5.72	5,390.49	9.61	32,513.94	418.42	32,095.53
249+50	50	3111.06	10.82	5,658.50	15.31	38,172.44	433.73	37,738.71
250+00	50	3203.09	13.13	5,846.44	22.18	44,018.88	455.91	43,562.97
250+50	50	3265.93	21.1	5,989.83	31.69	50,008.71	487.60	49,521.11
251+00	50	3302.41	28.13	6,081.80	45.58	56,090.51	533.19	55,557.32
251+50	50	3340.93	24.1	6,151.24	48.36	62,241.75	581.55	61,660.20
252+00	50	3350.28	24.6	6,195.56	45.09	68,437.31	626.64	67,810.68
252+50	50	3307.57	20.45	6,164.68	41.71	74,601.99	668.35	73,933.64
253+00	50	3211.26	14.58	6,035.95	32.44	80,637.94	700.79	79,937.16
253+50	50	3015.48	8.61	5,765.50	21.47	86,403.44	722.26	85,681.19
254+00	50	2780.65	7.78	5,366.79	15.18	91,770.23	737.44	91,032.80
254+50	50	2575.08	2.9	4,959.01	8.89	96,729.24	747.32	95,981.92
255+00	50	2398.37	1.69	4,605.05	4.25	101,334.29	751.57	100,582.71
255+50	50	2227.78	1.24	4,283.47	2.71	105,617.76	754.29	104,863.47
256+00	50	2088.79	0.62	3,996.82	1.72	109,614.58	756.01	108,858.57
256+50	50	1978.83	0.48	3,766.31	1.02	113,380.90	757.03	112,623.87
257+00	50	1912.17	0.3	3,602.78	0.72	116,983.68	757.75	116,225.93
257+50	50	1860.67	0.28	3,493.37	0.54	120,477.05	758.29	119,718.76
258+00	50	1803.93	0.29	3,393.15	0.53	123,870.19	758.81	123,111.38
258+50	50	1743.42	0.19	3,284.58	0.44	127,154.78	759.26	126,395.52
259+00	50	1722.87	0.23	3,209.58	0.39	130,364.31	759.65	129,604.66
259+50	50	1251.53	0.08	2,754.07	0.29	133,118.38	759.94	132,358.44
259+70	20	756.71	0.12	743.79	0.07	133,862.17	760.01	133,102.16
Cumulative Total								760.01

Addendum No. 01
ID 1517-75-72
Revised Sheet 538
May 31, 2017

Addendum No. 01
 ID 1517-75-72
 Added Sheet 538A
 May 31, 2017

PROJECT ID 1517-75-72
 STAGE 1A - MIDWAY ROAD NE TEMPORARY RAMP (MNE)

Station	Distance	Area (SF)		Emmental Volume (CY)				Cumulative Volume (CY)				Mass Ordinate
		Cut	Fill	Cut	Fill	Unadjus	Fill	Cut	Fill	Fill	Fill	
		Lift 1	Lift 2	Lift 1	Lift 2	Lift 1	Lift 2	Lift 1	Lift 2	Lift 1	Lift 2	
242+54	0	239.74	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
242+60	6	387.61	0	75.41	0.00	0.00	0.00	75.41	0.00	0.00	0.00	75.41
242+70	10	403.72	0	146.54	0.00	0.00	0.00	221.95	0.00	0.00	0.00	221.95
242+80	10	317.73	0	133.60	0.00	0.00	0.00	355.55	0.00	0.00	0.00	355.55
242+90	10	250.39	0	105.21	0.00	0.00	0.00	460.76	0.00	0.00	0.00	460.76
243+00	10	268.1	0	96.02	0.00	0.00	0.00	556.78	0.00	0.00	0.00	556.78
243+10	10	256.12	0	97.08	0.00	0.00	0.00	653.86	0.00	0.00	0.00	653.86
243+20	10	272.99	0	97.98	0.00	0.00	0.00	751.84	0.00	0.00	0.00	751.84
243+30	10	242.78	0	95.51	0.00	0.00	0.00	847.35	0.00	0.00	0.00	847.35
243+40	10	218.19	0	85.36	0.00	0.00	0.00	932.72	0.00	0.00	0.00	932.72
243+47	7	231.61	0	57.31	0.00	0.00	0.00	990.03	0.00	0.00	0.00	990.03
243+50	3	236.64	0.03	27.05	0.00	0.00	0.00	1,017.08	0.00	0.00	0.00	1,017.08
243+60	10	243.83	10.78	88.98	2.00	0.00	0.00	1,106.06	2.00	0.00	0.00	1,104.05
243+70	10	248.73	48.43	91.21	10.96	0.00	0.00	1,197.27	12.97	0.00	0.00	1,184.30
243+80	10	253.38	115.48	92.98	30.35	0.00	0.00	1,290.25	43.32	0.00	0.00	1,246.93
243+90	10	257.61	210.1	94.63	60.29	0.00	0.00	1,384.88	103.61	0.00	0.00	1,281.27
244+00	10	265.17	297.81	96.81	94.06	0.00	0.00	1,481.69	197.67	0.00	0.00	1,284.02
244+10	10	288.04	311.78	102.45	112.89	0.00	0.00	1,584.14	310.56	0.00	0.00	1,273.58
244+20	10	292.1	331.41	107.43	119.11	0.00	0.00	1,691.57	429.67	0.00	0.00	1,261.90
244+30	10	286.94	354.44	107.23	127.01	0.00	0.00	1,798.80	556.68	0.00	0.00	1,242.12
244+40	10	279.35	375.00	104.87	135.08	0.00	0.00	1,903.67	691.76	0.00	0.00	1,211.91
244+50	10	256.61	0.00	99.25	69.44	0.00	0.00	2,002.92	761.20	0.00	0.00	1,241.72
		Cumulative totals		2,002.92	761.20	0.00						

PROJECT ID 1517-75-72
 STAGE 1A - MIDWAY ROAD NE RAMP (WNE)

Station	Distance	Area (SF)		Incremental Volume (CY)		Cumulative Volume (CY)		Fill Lift 1	Fill Lift 2	Cut	Fill Lift 1	Fill Lift 2	Mass Ordinate	
		Cut	Fill	Cut	Fill	Cut	Fill							
244+50	0	261.36	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
245+00	50	137.57	0	369.38	0.00	369.38	0.00	0.00	0.00	369.38	0.00	0.00	369.38	
245+50	50	64.03	1.13	186.67	0.00	556.05	1.05	0.00	0.00	556.00	0.00	0.00	555.00	
245+70	20	47.95	8.94	41.47	0	597.52	4.78	0.00	0.00	592.74	0.00	0.00	592.74	
246+10	40	32.32	67.58	59.46	0	656.98	61.46	0.00	0.00	595.52	0.00	0.00	595.52	
246+60	50	29	146.92	56.78	0	713.76	260.07	0.00	0.00	453.69	0.00	0.00	453.69	
246+83	23	24.16	178.13	22.64	0	736.40	398.52	0.00	0.00	337.88	0.00	0.00	337.88	
247+00	17	19.59	209.54	13.77	0	750.17	520.56	0.00	0.00	229.61	0.00	0.00	229.61	
247+10	10	18.72	231.45	7.09	0	757.27	602.22	0.00	0.00	155.04	0.00	0.00	155.04	
247+50	40	17.3	314.04	26.68	0	783.95	1,006.29	0.00	0.00	-222.34	0.00	0.00	-222.34	
247+75	25	13.72	423.36	14.36	0	798.31	1,347.68	0.00	0.00	-549.37	0.00	0.00	-549.37	
248+00	25	13.81	378.95	12.75	0	811.06	1,719.12	0.00	0.00	-908.07	0.00	0.00	-908.07	
248+50	50	15.24	361.38	26.90	0	837.95	2,404.61	0.00	0.00	-1,566.66	0.00	0.00	-1,566.66	
249+00	50	17.35	349.83	30.18	0	868.13	3,063.14	0.00	0.00	-2,195.01	0.00	0.00	-2,195.01	
249+50	50	17.3	371.32	32.08	0	900.21	3,730.87	0.00	0.00	-2,830.66	0.00	0.00	-2,830.66	
250+00	50	12.07	400.95	27.19	0	927.41	4,445.94	0.00	0.00	-3,518.53	0.00	0.00	-3,518.53	
250+50	50	11.92	431.96	22.21	0	949.62	5,217.15	0.00	0.00	-4,267.53	0.00	0.00	-4,267.53	
251+00	50	6.98	471.5	17.50	0	967.12	6,053.69	0.00	0.00	-5,086.57	0.00	0.00	-5,086.57	
251+50	50	9.51	488.57	15.27	0	982.39	6,942.64	0.00	0.00	-5,960.25	0.00	0.00	-5,960.25	
252+00	50	9.68	507.13	17.77	0	1,000.16	7,864.58	0.00	0.00	-6,864.43	0.00	0.00	-6,864.43	
252+50	50	11.54	499.85	19.65	0	1,019.81	8,796.97	0.00	0.00	-7,777.17	0.00	0.00	-7,777.17	
253+00	50	11.23	471.14	21.08	0	1,040.89	9,696.04	0.00	0.00	-8,655.15	0.00	0.00	-8,655.15	
253+50	50	8.5	452.45	18.27	0	1,059.16	10,551.21	0.00	0.00	-9,492.06	0.00	0.00	-9,492.06	
254+00	50	11.42	460.61	18.44	0	1,077.60	11,396.64	0.00	0.00	-10,319.04	0.00	0.00	-10,319.04	
254+50	50	18.12	500.99	27.35	0	1,104.95	12,287.01	0.00	0.00	-11,182.06	0.00	0.00	-11,182.06	
255+00	50	6.39	480.21	22.69	0	1,127.65	13,195.53	0.00	0.00	-12,067.88	0.00	0.00	-12,067.88	
255+50	50	17.64	483.48	22.25	0	1,149.90	14,087.83	0.00	0.00	-12,937.94	0.00	0.00	-12,937.94	
256+00	50	26.77	458.09	41.12	0	1,191.02	14,959.66	0.00	0.00	-13,768.64	0.00	0.00	-13,768.64	
256+50	50	19.38	413.73	42.73	0	1,233.75	15,766.90	0.00	0.00	-14,533.15	0.00	0.00	-14,533.15	
257+00	50	15.35	415.12	32.16	0	1,265.91	16,534.35	0.00	0.00	-15,268.44	0.00	0.00	-15,268.44	
257+50	50	2.6	415.55	16.62	0	1,282.53	17,303.49	0.00	0.00	-16,020.96	0.00	0.00	-16,020.96	
258+00	50	4.83	377.01	6.88	0	1,289.41	18,037.34	0.00	0.00	-16,747.94	0.00	0.00	-16,747.94	
258+50	50	10.25	378.38	13.96	0	1,303.37	18,736.78	0.00	0.00	-17,433.41	0.00	0.00	-17,433.41	
258+72	22	19.77	337.16	12.23	0	1,315.60	19,028.29	0.00	0.00	-17,712.69	0.00	0.00	-17,712.69	
Cumulative totals											1,315.60	19,028.29	0.00	

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 539
 May 31, 2017

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 540
 May 31, 2017

PROJECT ID 1517-75-72
 STAGE 1A - APPLETON ROAD SW RAMP (ASW)

Station	Distance	Area (SF)		Incremental Volume (CY)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut	Fill	
1270+26	0	219.7	31.02	0.00	0.00	0.00	0.00	0.00
1270+50	24	210.2	36.73	191.07	30.11	191.07	30.11	160.96
1270+74	24	204.71	36.32	184.40	32.47	375.47	62.58	312.89
1271+00	26	204.17	39.44	196.87	36.48	572.34	99.05	473.28
1271+35	35	214.92	42.59	271.63	53.17	843.97	152.22	691.75
1271+50	15	216.34	43.4	119.79	23.89	963.77	176.11	787.66
1271+65	15	214.36	46.09	119.64	24.86	1,083.41	200.97	882.44
1272+00	35	192.46	37.6	263.68	54.24	1,347.08	255.21	1,091.87
1272+10	10	187.79	34.26	70.42	13.31	1,417.50	268.52	1,148.98
1272+15	5	186.26	33.34	34.63	6.26	1,452.14	274.78	1,177.36
1272+50	35	176.11	25.35	234.87	38.04	1,687.01	312.82	1,374.19
1273+00	50	179.04	28.89	328.84	50.22	2,015.85	363.04	1,652.81
1273+50	50	168.01	42.9	321.34	66.47	2,337.19	429.51	1,907.68
1274+00	50	166.84	55.2	310.05	90.83	2,647.24	520.34	2,126.89
1274+50	50	180.58	78.99	321.69	124.25	2,968.92	644.59	2,324.33
1275+00	50	178.47	90.47	332.45	156.91	3,301.38	801.50	2,499.87
1275+50	50	103.23	122.1	260.83	196.82	3,562.21	998.33	2,563.88
1276+00	50	100.31	89.41	188.46	195.84	3,750.67	1,194.17	2,556.50
1276+50	50	95.05	79.21	180.89	156.13	3,931.56	1,350.30	2,581.26
1277+00	50	97.02	78.75	177.84	146.26	4,109.40	1,496.56	2,612.85
1277+50	50	94.65	62.33	177.47	130.63	4,286.88	1,627.19	2,659.69
1278+00	50	96.46	57.06	176.95	110.55	4,463.83	1,737.73	2,726.10
1278+50	50	108.5	41.77	189.78	91.51	4,653.61	1,829.24	2,824.36
Cumulative Total				4,653.61	1,829.24			

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 541
 May 31, 2017

PROJECT ID 1517-75-72
 STAGE 1A - NOISE WALL N-70-132

Station	Distance	Area (SF)		Incremental Volume (CY)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut	Fill	
273+00	0	0	0.39	0.00	0.00	0.00	0.00	0.00
273+50	50	0	3.6	0.00	0.00	0.00	3.69	-3.69
274+00	50	0	6.57	0.00	0.00	0.00	13.11	-13.11
274+50	50	0	35.2	0.00	0.00	0.00	51.79	-51.79
275+00	50	0.12	44.71	0.11	73.99	0.11	125.78	-125.67
275+50	50	0	78.91	0.11	114.46	0.22	240.24	-240.02
276+00	50	0	58.12	0.00	126.88	0.22	367.12	-366.90
276+50	50	0	48.9	0.00	99.09	0.22	466.21	-465.99
277+00	50	2.83	51.28	2.62	92.76	2.84	558.97	-556.13
277+50	50	4.45	47.4	6.74	91.37	9.58	650.34	-640.76
278+00	50	5.85	37.95	9.54	79.03	19.12	729.37	-710.25
278+50	50	0	37.12	5.42	69.51	24.54	798.88	-774.34
279+00	50	0	30.33	0.00	62.45	24.54	861.33	-836.80
279+50	50	0	22.4	0.00	48.82	24.54	910.16	-885.62
280+00	50	0	13.09	0.00	32.86	24.54	943.02	-918.48
280+50	50	0	9.73	0.00	21.13	24.54	964.15	-939.61
281+00	50	0	4.96	0.00	13.60	24.54	977.75	-953.21
281+50	50	0	2.85	0.00	7.23	24.54	984.98	-960.44
281+52	2	0	3.94	0.00	0.25	24.54	985.23	-960.70
Column Totals				24.54	985.23			

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 542
 May 31, 2017

PROJECT ID 1517-75-72
 STAGE 1B- USH 10 EB/STH 441 NB (EB)

Station	Distance	Area (SF)		Incremental Volume (CY)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut	Fill	
273+75	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00
274+00	25	5.13	1.57	2.38	0.73	2.38	0.73	1.65
274+50	50	8.03	0.67	12.19	2.07	14.56	2.80	11.76
275+00	50	7.89	1.22	14.74	1.75	29.30	4.55	24.75
275+02	2	92.81	1.24	3.73	0.09	33.03	4.64	28.39
275+50	48	86.10	0.65	159.03	1.68	192.06	6.32	185.74
276+00	50	91.85	0.06	164.77	0.66	356.83	6.98	349.85
276+50	50	90.61	0.08	168.94	0.13	525.77	7.11	518.67
277+00	50	83.34	0.66	161.06	0.69	686.84	7.79	679.05
277+50	50	76.94	0.97	148.41	1.51	835.25	9.30	825.94
277+62	12	135.33	0.99	47.17	0.44	882.42	9.74	872.68
278+00	38	132.18	2.66	188.25	2.57	1,070.67	12.31	1,058.36
278+50	50	118.16	10.37	231.80	12.06	1,302.46	24.37	1,278.09
279+00	50	68.67	13.78	172.99	22.36	1,475.45	46.73	1,428.72
279+50	50	45.66	24.49	105.86	35.44	1,581.31	82.17	1,499.15
280+00	50	28.54	24.23	68.70	45.11	1,650.02	127.28	1,522.74
280+50	50	17.50	44.77	42.63	63.89	1,692.65	191.17	1,501.48
281+00	50	6.60	63.46	22.31	100.21	1,714.96	291.38	1,423.58
281+50	50	0.36	93.92	6.44	145.72	1,721.41	437.10	1,284.30
282+00	50	0.00	120.03	0.33	198.10	1,721.74	635.21	1,086.53
282+50	50	0.00	139.47	0.00	240.38	1,721.74	875.48	846.56
283+00	50	0.00	145.58	0.00	263.94	1,721.74	1,139.42	582.32
283+24	24	0.00	145.16	0.00	129.22	1,721.74	1,268.64	453.10
283+50	26	0.00	157.58	0.00	145.76	1,721.74	1,414.40	307.34
283+84	34	0.00	169.64	0.00	206.03	1,721.74	1,620.43	101.31
284+00	16	0.00	173.34	0.00	101.62	1,721.74	1,722.05	-0.31
284+14	14	0.00	178.41	0.00	91.19	1,721.74	1,813.25	-91.51
284+50	36	1.24	201.18	0.83	253.06	1,722.57	2,066.31	-343.74
284+59	9	2.89	214.10	0.69	69.21	1,723.25	2,135.52	-412.26
284+64	5	4.00	222.49	0.64	40.43	1,723.89	2,175.94	-452.05
285+00	36	19.95	225.73	15.97	298.81	1,739.86	2,474.76	-734.90
285+50	50	50.78	260.43	65.49	450.15	1,805.35	2,924.91	-1,119.56
286+00	50	77.19	258.15	118.49	480.17	1,923.84	3,405.07	-1,481.23
286+50	50	102.28	252.54	166.18	472.86	2,090.02	3,877.93	-1,787.92
287+00	50	126.31	239.39	211.66	455.49	2,301.67	4,333.42	-2,031.75
287+50	50	150.54	221.25	256.34	426.98	2,558.02	4,760.41	-2,202.39
288+00	50	173.43	128.13	299.97	323.96	2,857.99	5,084.37	-2,226.38
288+13	13	183.40	158.62	85.90	69.03	2,943.89	5,153.40	-2,209.51
Column totals				2,943.89	5,153.40			

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 543
 May 31, 2017

PROJECT ID 1517-75-72
 STAGE 2A - USH 10 WB/STH 441 SB (WB)
 STA 222WB+32 TO STA 228WB+00

Station	Distance	Area (SF)		Incremental Volume (CY)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut	Fill	
222+32	0	150.17	0.00	0.00	0.00	0.00	0.00	0.00
222+50	18	144.91	0.00	98.36	0.00	98.36	0.00	98.36
223+00	50	130.53	0.00	255.04	0.00	353.40	0.00	353.40
223+50	50	104.19	0.00	217.33	0.00	570.73	0.00	570.73
224+00	50	60.77	0.02	152.74	0.02	723.47	0.02	723.45
224+50	50	6.20	13.84	62.01	12.83	785.48	12.85	772.63
225+00	50	0.02	88.54	5.76	94.80	791.24	107.65	683.59
225+50	50	0.02	180.31	0.04	248.94	791.28	356.58	434.69
226+00	50	0.00	266.64	0.02	413.84	791.30	770.43	20.87
226+50	50	0.01	346.86	0.01	568.06	791.30	1,338.48	-547.18
227+00	50	0.00	411.15	0.01	701.86	791.31	2,040.34	-1,249.03
227+50	50	0.00	475.91	0.00	820.98	791.31	2,861.32	-2,070.01
228+00	50	0.00	534.91	0.00	753.97	791.32	3,615.05	-2,823.74
SUBTOTAL				791.32	3,615.05			

PROJECT ID 1517-75-72
 STAGE 2A - USH 10 WB/STH 441 SB (WB)
 STA 228WB+00 TO STA 238WB+50 (STRIP DRAINS AREA 8)

Station	Distance	Area (SF)		Incremental Volume (CY)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Cut	Fill	Cut	Fill	
228+00	0	13.40	571.55	13.40	571.55	13.40	571.55	-558.15
228+50	50	14.93	596.92	26.23	1,081.92	39.63	1,653.47	-1,613.84
229+00	50	15.43	665.43	28.11	1,168.84	67.74	2,822.31	-2,754.57
229+50	50	14.52	759.39	27.73	1,319.28	95.47	4,141.59	-4,046.11
230+00	50	13.87	832.62	28.14	1,474.08	123.61	5,615.67	-5,492.06
230+50	50	16.64	894.42	30.10	1,599.11	153.71	7,214.78	-7,061.07
231+00	50	17.03	950.62	31.18	1,708.37	184.89	8,923.15	-8,738.26
231+50	50	16.26	1001.64	30.82	1,807.65	215.71	10,730.80	-10,515.09
232+00	50	14.99	1047.92	28.94	1,897.74	244.65	12,628.54	-12,383.89
232+50	50	15.02	1083.92	27.79	1,973.93	272.44	14,602.47	-14,330.03
233+00	50	14.56	1085.21	27.39	2,008.45	299.83	16,610.92	-16,311.09
233+50	50	14.10	1168.42	26.54	2,086.69	326.36	18,697.61	-18,371.25
234+00	50	17.81	1184.10	29.55	2,178.26	355.91	20,875.87	-20,519.96
234+50	50	26.89	1103.35	41.39	2,118.01	397.30	22,993.88	-22,596.59
235+00	50	7.17	1031.85	31.54	1,977.04	428.84	24,970.92	-24,542.09
235+50	50	15.81	832.77	21.28	1,726.50	450.11	26,697.42	-26,247.31
236+00	50	12.91	735.47	26.59	1,452.07	476.71	28,149.49	-27,672.79
236+50	50	64.89	685.43	72.04	1,315.65	548.74	29,465.14	-28,916.40
237+00	50	17.83	721.15	76.59	1,302.39	625.34	30,767.53	-30,142.20
237+50	50	0.00	831.60	16.51	1,437.73	641.84	32,205.26	-31,563.42
238+00	50	0.00	986.60	0.00	1,683.52	641.84	33,888.78	-33,246.94
238+50	50	9.64	1,234.12	8.93	2,056.22	650.77	35,945.00	-35,294.23
SUBTOTAL				650.77	35,945.00			

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 544
 May 31, 2017

PROJECT ID 1517-75-72
 STAGE 2A - USH 10 WB/STH 441 SR (WB)
 STA 238WB+50 TO STA 240WB+20

Station	Distance	Area (SF)		Incremental Volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Fill Lift 1	Fill Lift 2	Cut	Fill	
238+50	0	9.64	1234.12	0.00	0.00	9.64	1,234.12	0.00
239+00	50	0.00	1564.96	0.00	0.00	18.57	3,825.86	0.00
239+50	50	0.07	1824.84	0.00	0.00	18.64	5,650.70	0.00
240+00	50	0.00	1414.00	0.00	0.00	18.70	8,649.63	0.00
240+20	20	0.00	29.99	0.00	0.00	18.70	9,182.08	0.00
SUBTOTAL						18.70	9,182.08	0.00

PROJECT ID 1517-75-72
 STAGE 2A - USH 10 WB/STH 441 SR (WB)
 STA 242WB+50 TO STA 256WB+00

Station	Distance	Area (SF)		Incremental Volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Fill Lift 1	Fill Lift 2	Cut	Fill	
242+50	0	295.91	0.06	0.00	0.00	295.91	0.06	0.00
243+00	50	2282.75	0.25	0.00	0.00	2,387.65	0.35	0.00
243+50	50	3691.48	57.43	0.00	0.00	5,531.69	53.75	0.00
244+00	50	2774.60	36.20	0.00	0.00	5,987.11	140.45	0.00
244+50	50	2966.80	65.96	0.00	0.00	5,316.11	235.04	0.00
245+00	50	2746.81	108.37	0.00	0.00	161.42	396.46	0.00
245+50	50	2947.07	157.07	0.00	0.00	245.78	642.24	0.00
246+00	50	2571.61	416.70	0.00	0.00	30,080.97	1,173.50	0.00
246+50	50	2613.80	262.26	0.00	0.00	5,109.89	1,802.17	0.00
247+00	50	2201.77	120.10	0.00	0.00	4,451.02	2,156.21	0.00
247+50	50	1931.27	136.87	0.00	0.00	4,141.69	2,378.62	0.00
248+00	50	2024.64	138.09	0.00	0.00	3,891.23	2,616.56	0.00
248+50	50	1656.55	135.30	0.00	0.00	3,662.88	2,871.15	0.00
249+00	50	1729.96	126.56	0.00	0.00	3,408.51	3,124.29	0.00
249+50	50	1355.32	104.21	0.00	0.00	3,135.65	3,366.75	0.00
250+00	50	1494.59	82.71	0.00	0.00	2,856.74	3,580.43	0.00
250+50	50	1291.38	53.32	0.00	0.00	2,638.81	3,753.50	0.00
251+00	50	1503.28	22.57	0.00	0.00	2,579.60	3,879.46	0.00
251+50	50	1274.57	12.89	0.00	0.00	2,572.08	3,982.56	0.00
252+00	50	1512.28	17.40	0.00	0.00	2,580.42	4,010.61	0.00
253+00	50	1298.16	12.26	0.00	0.00	2,602.26	4,038.07	0.00
253+50	50	1501.82	11.25	0.00	0.00	2,592.57	4,059.84	0.00
254+00	50	1215.87	10.15	0.00	0.00	2,516.37	4,079.65	0.00
254+50	50	1392.38	2.19	0.00	0.00	2,415.04	4,091.08	0.00
255+00	50	1095.93	1.28	0.00	0.00	2,303.99	4,094.29	0.00
255+50	50	1143.80	0.06	0.00	0.00	2,073.82	4,095.53	0.00
256+00	50	722.68	35.79	0.00	0.00	1,728.22	4,128.73	0.00
SUBTOTAL						94,738.56	4,128.73	0.00

PROJECT NO: 1517-75-72

HWY: STH 441/USH 10

COUNTY: WINNEBAGO

EARTHWORK TABLES

SHEET 544

E

FILE NAME : S:\NPOS\C30\WIS441\1517750-72-77-85\SHEETS\PLAN\1517-75-72\090100-ERWNE-15177502-090101-EW.DWG
 LAYOUT NAME - 090111-EW

PLOT DATE : 5/11/2017 1:22 PM

PLOT BY : VICKMAN, GARRETT T

PLOT SCALE : 1 IN=10 FT

WSDOT/CADD SHEET 49

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 545
 May 31, 2017

PROJECT ID 1517-75-72
 STAGE 2A - USH 10 WB/STH 441 SB (WB)
 STA 256WB+00 TO STA 260WB+00 (STRIP DRAINS AREA 9)

Station	Distance	Area (SF)		Incremental Volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Fill Lift 1	Fill Lift 2	Cut	Fill	
256+00	0	1493.63	35.79	0.00	0.00	1,493.63	35.79	1,457.84
256+50	50	1261.69	304.63	0.00	0.00	2,551.22	315.20	3,693.86
257+00	50	1109.86	549.56	0.00	0.00	2,195.88	790.92	5,098.82
257+50	50	944.86	723.60	0.00	0.00	1,902.52	1,178.85	5,822.49
258+00	50	708.63	830.00	0.00	0.00	1,531.01	1,438.52	5,914.98
258+50	50	523.44	820.16	0.00	0.00	1,140.81	1,527.93	5,527.86
259+00	50	412.78	704.13	0.00	0.00	866.87	1,411.38	4,983.35
259+50	50	140.93	612.41	0.00	0.00	512.69	1,219.02	4,277.03
260+00	50	505.47	536.21	0.00	0.00	598.52	1,063.54	3,812.01
SUBTOTAL						12,793.15	8,981.14	

PROJECT ID 1517-75-72
 STAGE 2A - USH 10 WB/STH 441 SB (WB)
 STA 260WB+00 TO STA 267WB+50

Station	Distance	Area (SF)		Incremental Volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Fill Lift 1	Fill Lift 2	Cut	Fill	
260+00	0	346.82	536.21	0.00	0.00	346.82	536.21	-189.39
260+50	50	354.58	473.08	0.00	0.00	649.44	934.53	-474.47
261+00	50	317.01	361.48	0.00	0.00	621.84	791.26	-643.89
261+50	50	237.01	295.04	0.00	0.00	512.98	626.41	-757.32
262+00	50	154.26	205.13	0.00	0.00	362.29	463.12	-858.15
262+50	50	79.07	131.66	0.00	0.00	216.05	311.84	-953.95
263+00	50	24.29	75.76	0.00	0.00	95.70	192.06	-1,050.30
263+50	50	8.39	34.59	0.00	0.00	30.26	102.18	-1,122.21
264+00	50	1.47	11.32	0.00	0.00	9.13	42.51	-1,155.59
264+50	50	14.60	1.39	0.00	0.00	14.88	11.77	-1,132.48
265+00	50	52.31	0.00	0.00	0.00	61.95	1.29	-1,091.82
265+50	50	83.38	0.00	0.00	0.00	125.64	0.00	-966.18
266+00	50	117.16	0.00	0.00	0.00	185.69	0.00	-780.49
266+50	50	102.65	0.00	0.00	0.00	203.53	0.00	-576.96
267+00	50	113.97	0.00	0.00	0.00	200.57	0.00	-376.39
267+50	50	129.36	0.00	0.00	0.00	225.24	0.00	-151.15
SUBTOTAL						3,862.01	4,013.16	

PROJECT ID 1517-75-72
 STAGE 2A - USH 10 EB/STH 441 NB (WB)
 STA 244EB+00 TO 247EB+50 (STRIP DRAINS AREA 4)

Station	Distance	Area (SF)		Incremental volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Fill Lift 1	Fill Lift 2	Cut	Fill	
244+00	0	0	1031.90	0.00	0.00	1,031.90	0.00	-1,031.90
244+50	50	0	1152.75	0.00	0.00	2,022.82	0.00	-3,054.72
245+00	50	0	1258.93	0.00	0.00	2,233.04	0.00	-5,287.76
245+50	50	0	727.13	0.00	0.00	1,838.94	0.00	-7,126.70
246+00	50	0	1008.87	0.00	0.00	1,607.41	0.00	-8,734.11
246+50	50	0	1035.80	0.00	0.00	1,893.22	0.00	-10,627.33
247+00	50	0	848.73	0.00	0.00	1,744.94	0.00	-12,372.26
247+50	50	0	0.00	0.00	0.00	785.86	0.00	-13,158.12
SUBTOTAL					0.00	13,158.12	0.00	

PROJECT ID 1517-75-72
 STAGE 2A - USH 10 WB/STH 441 SB (WB)
 STA 279WB+51 TO STA 288WB+32

Station	Distance	Area (SF)		Incremental volume (CY) (Unadjusted)		Cumulative Volume (CY)		Mass Ordinate
		Cut	Fill	Fill Lift 1	Fill Lift 2	Cut	Fill	
279+51	0	27.02	19.83	0.00	0.00	27.02	19.83	7.19
280+00	49	12.02	24.08	0.00	0.00	35.55	59.82	2.76
280+50	50	1.75	33.04	0.00	0.00	12.75	112.71	-37.38
281+00	50	0.00	56.94	0.00	0.00	1.62	76.94	-119.08
281+50	50	0.04	85.52	0.00	0.00	0.04	76.98	-250.95
282+00	50	0.00	109.22	0.00	0.00	0.04	77.02	-431.23
282+50	50	0.00	136.32	0.00	0.00	0.00	77.02	-638.58
283+00	50	0.05	134.55	0.00	0.00	0.05	77.06	-909.34
283+50	50	0.07	139.79	0.00	0.00	0.11	77.17	-1,163.24
284+00	50	0.06	121.54	0.00	0.00	0.12	77.29	-1,405.10
284+50	50	0.00	103.52	0.00	0.00	0.06	77.35	-1,613.43
285+00	50	2.73	83.10	0.00	0.00	2.53	79.88	-1,783.70
285+50	50	21.96	81.53	0.00	0.00	22.86	102.74	-1,913.27
286+00	50	49.58	75.94	0.00	0.00	66.24	168.98	-1,992.84
286+50	50	73.23	122.10	0.00	0.00	113.71	282.69	-2,062.49
287+00	50	96.67	111.94	0.00	0.00	157.31	440.01	-2,121.88
287+50	50	123.07	97.31	0.00	0.00	203.46	643.47	-2,112.17
288+00	50	154.27	76.80	0.00	0.00	256.80	900.27	-2,016.59
288+32	32	155.82	175.63	0.00	0.00	183.76	1,084.02	-1,982.42
SUBTOTAL						1,084.02	3,066.44	
Cumulative Total						113,938.53	82,089.74	0.00

Addendum No. 01
 ID 1517-75-72
 Revised Sheet 546
 May 31, 2017



Proposal Schedule of Items

Proposal ID: 20170613030 Project(s): 1517-75-72

Federal ID(s): WISC 2017345

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0010	201.0105 Clearing	23.000 STA	_____.	_____.
0020	201.0205 Grubbing	23.000 STA	_____.	_____.
0030	203.0100 Removing Small Pipe Culverts	14.000 EACH	_____.	_____.
0040	203.0200 Removing Old Structure (station) 01. 241EBT+51	LS	LUMP SUM	_____.
0050	203.0200 Removing Old Structure (station) 02. 241WBT+71	LS	LUMP SUM	_____.
0060	204.0100 Removing Pavement	45,116.000 SY	_____.	_____.
0070	204.0110 Removing Asphaltic Surface	41,330.000 SY	_____.	_____.
0080	204.0150 Removing Curb & Gutter	1,234.000 LF	_____.	_____.
0090	204.0165 Removing Guardrail	272.000 LF	_____.	_____.
0100	204.0170 Removing Fence	4,229.000 LF	_____.	_____.
0110	204.0175 Removing Concrete Slope Paving	715.000 SY	_____.	_____.
0120	204.0180 Removing Delineators and Markers	50.000 EACH	_____.	_____.
0130	204.0190 Removing Surface Drains	2.000 EACH	_____.	_____.
0140	204.0210 Removing Manholes	1.000 EACH	_____.	_____.
0150	204.0220 Removing Inlets	17.000 EACH	_____.	_____.
0160	204.0245 Removing Storm Sewer (size) 01. 6-Inch to 18-Inch	1,258.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20170613030 Project(s): 1517-75-72

Federal ID(s): WISC 2017345

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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0170	204.0245 Removing Storm Sewer (size) 02. 21-Inch to 30-Inch	517.000 LF	_____.	_____.
0180	205.0100 Excavation Common	327,003.000 CY	_____.	_____.
0190	206.1000 Excavation for Structures Bridges (structure) 01. B-70-423	LS	LUMP SUM	_____.
0200	206.1000 Excavation for Structures Bridges (structure) 02. B-70-424	LS	LUMP SUM	_____.
0210	210.1500 Backfill Structure Type A	1,627.000 TON	_____.	_____.
0220	213.0100 Finishing Roadway (project) 01. 1517-75-72	1.000 EACH	_____.	_____.
0230	305.0110 Base Aggregate Dense 3/4-Inch	9,471.000 TON	_____.	_____.
0240	305.0120 Base Aggregate Dense 1 1/4-Inch	16,540.000 TON	_____.	_____.
0250	311.0110 Breaker Run	77,749.000 TON	_____.	_____.
0260	320.0155 Concrete Base 9-Inch	755.000 SY	_____.	_____.
0270	415.0410 Concrete Pavement Approach Slab	120.000 SY	_____.	_____.
0280	416.1010 Concrete Surface Drains	8.000 CY	_____.	_____.
0290	440.4410 Incentive IRI Ride	15,150.000 DOL	1.00000	15,150.00
0300	455.0605 Tack Coat	371.000 GAL	_____.	_____.
0310	460.2000 Incentive Density HMA Pavement	1,450.000 DOL	1.00000	1,450.00
0320	460.5223 HMA Pavement 3 LT 58-28 S	752.000 TON	_____.	_____.



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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0330	460.5224 HMA Pavement 4 LT 58-28 S	474.000 TON	_____.	_____.
0340	460.7423 HMA Pavement 3 HT 58-28 H	607.000 TON	_____.	_____.
0350	460.7424 HMA Pavement 4 HT 58-28 H	222.000 TON	_____.	_____.
0360	465.0105 Asphaltic Surface	1,084.000 TON	_____.	_____.
0370	501.1000.S Ice Hot Weather Concreting	10,950.000 LB	_____.	_____.
0380	502.3200 Protective Surface Treatment	3,791.000 SY	_____.	_____.
0390	502.3210 Pigmented Surface Sealer	1,168.000 SY	_____.	_____.
0400	503.0146 Prestressed Girder Type I 45W-Inch	3,158.000 LF	_____.	_____.
0410	504.0500 Concrete Masonry Retaining Walls	847.000 CY	_____.	_____.
0420	505.0400 Bar Steel Reinforcement HS Structures	22,210.000 LB	_____.	_____.
0430	505.0600 Bar Steel Reinforcement HS Coated Structures	345,760.000 LB	_____.	_____.
0440	506.2605 Bearing Pads Elastomeric Non-Laminated	68.000 EACH	_____.	_____.
0450	506.4000 Steel Diaphragms (structure) 01. B-70-423	28.000 EACH	_____.	_____.
0460	506.4000 Steel Diaphragms (structure) 02. B-70-424	24.000 EACH	_____.	_____.
0470	511.1200 Temporary Shoring (structure) 01. S-70-0218	160.000 SF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20170613030 Project(s): 1517-75-72

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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0480	513.2001 Railing Pipe (structure) 01. R-70-150	14.000 LF	_____.	_____.
0490	516.0500 Rubberized Membrane Waterproofing	138.000 SY	_____.	_____.
0500	517.1010.S Concrete Staining (structure) 01. B-70-423	5,315.000 SF	_____.	_____.
0510	517.1010.S Concrete Staining (structure) 02. B-70-424	5,425.000 SF	_____.	_____.
0520	517.1010.S Concrete Staining (structure) 03. R-70-150	6,415.000 SF	_____.	_____.
0530	517.1010.S Concrete Staining (structure) 04. R-70-151	755.000 SF	_____.	_____.
0540	517.1010.S Concrete Staining (structure) 05. R-70-142	16,785.000 SF	_____.	_____.
0550	517.1050.S Architectural Surface Treatment (structure) 01. B-70-423	975.000 SF	_____.	_____.
0560	517.1050.S Architectural Surface Treatment (structure) 02. B-70-424	1,140.000 SF	_____.	_____.
0570	517.1050.S Architectural Surface Treatment (structure) 03. R-70-150	5,065.000 SF	_____.	_____.
0580	517.1050.S Architectural Surface Treatment (structure) 04. R-70-151	462.000 SF	_____.	_____.
0590	517.1050.S Architectural Surface Treatment (structure) 05. R-70-142	12,115.000 SF	_____.	_____.
0600	520.8000 Concrete Collars for Pipe	11.000 EACH	_____.	_____.
0610	521.0112 Culvert Pipe Corrugated Steel 12-Inch	33.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20170613030 Project(s): 1517-75-72

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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0620	521.0118 Culvert Pipe Corrugated Steel 18-Inch	162.000 LF	_____.	_____.
0630	521.1012 Apron Endwalls for Culvert Pipe Steel 12-Inch	1.000 EACH	_____.	_____.
0640	521.1018 Apron Endwalls for Culvert Pipe Steel 18-Inch	1.000 EACH	_____.	_____.
0650	521.2005.S Surface Drain Pipe Corrugated Metal Slotted (inch) 01. 12-INCH	112.000 LF	_____.	_____.
0660	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	274.000 LF	_____.	_____.
0670	522.0148 Culvert Pipe Reinforced Concrete Class III 48-Inch	80.000 LF	_____.	_____.
0680	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	3.000 EACH	_____.	_____.
0690	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	8.000 EACH	_____.	_____.
0700	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	5.000 EACH	_____.	_____.
0710	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	1.000 EACH	_____.	_____.
0720	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	2.000 EACH	_____.	_____.
0730	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	4.000 EACH	_____.	_____.
0740	525.0336 Apron Endwalls for Aluminum Culvert Pipe 36-Inch	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20170613030 Project(s): 1517-75-72

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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0750	531.0300.S Noise Barriers Double-Sided Sound Absorptive (structure) 01. N-70-132	11,600.000 SF	_____.	_____.
0760	550.0010 Pre-Boring Unconsolidated Materials	80.000 LF	_____.	_____.
0770	550.1100 Piling Steel HP 10-Inch X 42 Lb	140.000 LF	_____.	_____.
0780	550.1120 Piling Steel HP 12-Inch X 53 Lb	5,240.000 LF	_____.	_____.
0790	601.0411 Concrete Curb & Gutter 30-Inch Type D	890.000 LF	_____.	_____.
0800	603.1132 Concrete Barrier Type S32	753.000 LF	_____.	_____.
0810	603.1156 Concrete Barrier Type S56	3,362.000 LF	_____.	_____.
0820	603.3513 Concrete Barrier Transition Type S32 to S36	1.000 EACH	_____.	_____.
0830	603.3535 Concrete Barrier Transition Type S36 to S42	1.000 EACH	_____.	_____.
0840	603.8000 Concrete Barrier Temporary Precast Delivered	36,774.000 LF	_____.	_____.
0850	603.8125 Concrete Barrier Temporary Precast Installed	36,774.000 LF	_____.	_____.
0860	604.0400 Slope Paving Concrete	36.000 SY	_____.	_____.
0870	604.0600 Slope Paving Select Crushed Material	705.000 SY	_____.	_____.
0880	606.0200 Riprap Medium	64.000 CY	_____.	_____.
0890	606.0300 Riprap Heavy	18.000 CY	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20170613030 Project(s): 1517-75-72

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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0900	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	1,845.000 LF	_____.	_____.
0910	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	766.000 LF	_____.	_____.
0920	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	4,011.000 LF	_____.	_____.
0930	608.0330 Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	161.000 LF	_____.	_____.
0940	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	261.000 LF	_____.	_____.
0950	611.0410 Reconstructing Catch Basins	1.000 EACH	_____.	_____.
0960	611.0420 Reconstructing Manholes	1.000 EACH	_____.	_____.
0970	611.0535 Manhole Covers Type J-Special	12.000 EACH	_____.	_____.
0980	611.0642 Inlet Covers Type MS	8.000 EACH	_____.	_____.
0990	611.0654 Inlet Covers Type V	71.000 EACH	_____.	_____.
1000	611.1005 Catch Basins 5-FT Diameter	5.000 EACH	_____.	_____.
1010	611.2004 Manholes 4-FT Diameter	7.000 EACH	_____.	_____.
1020	611.2005 Manholes 5-FT Diameter	4.000 EACH	_____.	_____.
1030	611.3004 Inlets 4-FT Diameter	21.000 EACH	_____.	_____.
1040	611.3225 Inlets 2x2.5-FT	44.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20170613030 Project(s): 1517-75-72

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Contract Items

Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1050	611.3902 Inlets Median 2 Grate	4.000 EACH	_____.	_____.
1060	612.0406 Pipe Underdrain Wrapped 6-Inch	2,025.000 LF	_____.	_____.
1070	614.0150 Anchor Assemblies for Steel Plate Beam Guard	4.000 EACH	_____.	_____.
1080	614.0397 Guardrail Mow Strip Emulsified Asphalt	696.000 SY	_____.	_____.
1090	614.0905 Crash Cushions Temporary	6.000 EACH	_____.	_____.
1100	614.2300 MGS Guardrail 3	1,395.000 LF	_____.	_____.
1110	614.2500 MGS Thrie Beam Transition	117.000 LF	_____.	_____.
1120	614.2610 MGS Guardrail Terminal EAT	3.000 EACH	_____.	_____.
1130	614.2620 MGS Guardrail Terminal Type 2	2.000 EACH	_____.	_____.
1140	616.0206 Fence Chain Link 6-FT	1,880.000 LF	_____.	_____.
1150	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1517-75-72	1.000 EACH	_____.	_____.
1160	619.1000 Mobilization	1.000 EACH	_____.	_____.
1170	624.0100 Water	364.000 MGAL	_____.	_____.
1180	625.0500 Salvaged Topsoil	127,416.000 SY	_____.	_____.
1190	628.1504 Silt Fence	1,037.000 LF	_____.	_____.
1200	628.1520 Silt Fence Maintenance	1,037.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20170613030 Project(s): 1517-75-72

Federal ID(s): WISC 2017345

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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1210	628.1905 Mobilizations Erosion Control	3.000 EACH	_____.	_____.
1220	628.1910 Mobilizations Emergency Erosion Control	6.000 EACH	_____.	_____.
1230	628.2004 Erosion Mat Class I Type B	115,833.000 SY	_____.	_____.
1240	628.7005 Inlet Protection Type A	75.000 EACH	_____.	_____.
1250	628.7010 Inlet Protection Type B	74.000 EACH	_____.	_____.
1260	628.7020 Inlet Protection Type D	2.000 EACH	_____.	_____.
1270	628.7504 Temporary Ditch Checks	396.000 LF	_____.	_____.
1280	628.7555 Culvert Pipe Checks	12.000 EACH	_____.	_____.
1290	628.7560 Tracking Pads	5.000 EACH	_____.	_____.
1300	628.7570 Rock Bags	110.000 EACH	_____.	_____.
1310	629.0210 Fertilizer Type B	79.000 CWT	_____.	_____.
1320	630.0130 Seeding Mixture No. 30	2,292.000 LB	_____.	_____.
1330	630.0200 Seeding Temporary	1,218.000 LB	_____.	_____.
1340	634.0614 Posts Wood 4x6-Inch X 14-FT	2.000 EACH	_____.	_____.
1350	634.0616 Posts Wood 4x6-Inch X 16-FT	2.000 EACH	_____.	_____.
1360	634.0618 Posts Wood 4x6-Inch X 18-FT	4.000 EACH	_____.	_____.
1370	635.0200 Sign Supports Structural Steel HS	1,329.000 LB	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1380	636.0100 Sign Supports Concrete Masonry	56.400 CY	_____.	_____.
1390	636.0500 Sign Supports Steel Reinforcement	136.000 LB	_____.	_____.
1400	636.1500 Sign Supports Steel Coated Reinforcement HS	6,040.000 LB	_____.	_____.
1410	637.1220 Signs Type I Reflective SH	843.500 SF	_____.	_____.
1420	637.2210 Signs Type II Reflective H	108.250 SF	_____.	_____.
1430	638.2101 Moving Signs Type I	1.000 EACH	_____.	_____.
1440	638.2102 Moving Signs Type II	7.000 EACH	_____.	_____.
1450	638.2601 Removing Signs Type I	2.000 EACH	_____.	_____.
1460	638.2602 Removing Signs Type II	34.000 EACH	_____.	_____.
1470	638.3000 Removing Small Sign Supports	41.000 EACH	_____.	_____.
1480	638.3100 Removing Structural Steel Sign Supports	4.000 EACH	_____.	_____.
1490	638.4000 Moving Small Sign Supports	5.000 EACH	_____.	_____.
1500	641.6600 Sign Bridge (structure) 01. S-70-226	LS	LUMP SUM	_____.
1510	642.5401 Field Office Type D	1.000 EACH	_____.	_____.
1520	643.0200.S Traffic Control Surveillance and Maintenance (project) 01. 1517-75-72	545.000 DAY	_____.	_____.
1530	643.0300 Traffic Control Drums	151,842.000 DAY	_____.	_____.



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1540	643.0420 Traffic Control Barricades Type III	15,319.000 DAY	_____.	_____.
1550	643.0705 Traffic Control Warning Lights Type A	29,558.000 DAY	_____.	_____.
1560	643.0715 Traffic Control Warning Lights Type C	38,459.000 DAY	_____.	_____.
1570	643.0900 Traffic Control Signs	34,382.000 DAY	_____.	_____.
1580	643.0920 Traffic Control Covering Signs Type II	10.000 EACH	_____.	_____.
1590	643.1050 Traffic Control Signs PCMS	168.000 DAY	_____.	_____.
1600	645.0120 Geotextile Type HR	26.000 SY	_____.	_____.
1610	646.0106 Pavement Marking Epoxy 4-Inch	66,117.000 LF	_____.	_____.
1620	646.0126 Pavement Marking Epoxy 8-Inch	8,102.000 LF	_____.	_____.
1630	646.0600 Removing Pavement Markings	259,810.000 LF	_____.	_____.
1640	649.0400 Temporary Pavement Marking Removable Tape 4-Inch	2,104.000 LF	_____.	_____.
1650	649.0403 Temporary Pavement Marking Epoxy 4-Inch	44,035.000 LF	_____.	_____.
1660	649.0801 Temporary Pavement Marking Removable Tape 8-Inch	240.000 LF	_____.	_____.
1670	649.0803 Temporary Pavement Marking Epoxy 8-Inch	6,366.000 LF	_____.	_____.
1680	652.0125 Conduit Rigid Metallic 2-Inch	220.000 LF	_____.	_____.



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1690	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	1,632.000 LF	_____.	_____.
1700	653.0180 Pull Boxes Steel Communications (inch) 01. 24X36-Inch	5.000 EACH	_____.	_____.
1710	654.0107 Concrete Bases Type 7	5.000 EACH	_____.	_____.
1720	655.0610 Electrical Wire Lighting 12 AWG	990.000 LF	_____.	_____.
1730	655.0615 Electrical Wire Lighting 10 AWG	1,953.000 LF	_____.	_____.
1740	655.0620 Electrical Wire Lighting 8 AWG	6,135.000 LF	_____.	_____.
1750	655.0625 Electrical Wire Lighting 6 AWG	2,457.000 LF	_____.	_____.
1760	657.0210 Transformer Bases Breakaway 15-17 Inch Bolt Circle	5.000 EACH	_____.	_____.
1770	657.0337 Poles Type 17-Aluminum	5.000 EACH	_____.	_____.
1780	657.0730 Luminaire Arms Truss Type 6-Inch Clamp 12-FT	6.000 EACH	_____.	_____.
1790	659.1125 Luminaires Utility LED C	6.000 EACH	_____.	_____.
1800	671.0112 Conduit HDPE 1-Duct 2-Inch	58.000 LF	_____.	_____.
1810	671.0122 Conduit HDPE 2-Duct 2-Inch	56.000 LF	_____.	_____.
1820	671.0212 Conduit HDPE Directional Bore 1-Duct 2- Inch	286.000 LF	_____.	_____.
1830	672.0250 Base Camera Pole 50-FT	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1840	677.0150 Install Camera Pole 50-FT	1.000 EACH	_____	_____
1850	690.0150 Sawing Asphalt	1,490.000 LF	_____	_____
1860	690.0250 Sawing Concrete	2,426.000 LF	_____	_____
1870	715.0415 Incentive Strength Concrete Pavement	14,063.000 DOL	1.00000	14,063.00
1880	715.0502 Incentive Strength Concrete Structures	4,110.000 DOL	1.00000	4,110.00
1890	999.1500.S Crack and Damage Survey	LS	LUMP SUM	_____
1900	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	2,100.000 HRS	5.00000	10,500.00
1910	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	5,760.000 HRS	5.00000	28,800.00
1920	SPV.0035 Special 003. Roadway Embankment	329,033.000 CY	_____	_____
1930	SPV.0035 Special 004. Drainage Blanket	19,876.000 CY	_____	_____
1940	SPV.0035 Special 700. Modified High Performance Concrete (HPC) Masonry Structures	1,459.000 CY	_____	_____
1950	SPV.0060 Special 001. CPM Baseline Schedule	1.000 EACH	_____	_____
1960	SPV.0060 Special 002. CPM Schedule Monthly Updates	15.000 EACH	_____	_____
1970	SPV.0060 Special 005. Vibrating Wire Piezometer Instrumentation System Delivered	6.000 EACH	_____	_____
1980	SPV.0060 Special 006. Settlement Gauges	12.000 EACH	_____	_____



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1990	SPV.0060 Special 016. Bolting Inlet Covers	8.000 EACH	_____.	_____.
2000	SPV.0060 Special 203. Maintenance and Removal of Crash Cushions Temporary Left in Place by Others	2.000 EACH	_____.	_____.
2010	SPV.0060 Special 204. Crash Cushions Temporary Left In Place	1.000 EACH	_____.	_____.
2020	SPV.0060 Special 205. Maintain Traffic Control Signs Left In Place	20.000 EACH	_____.	_____.
2030	SPV.0060 Special 206. Maintain Traffic Control Drums Left In Place	94.000 EACH	_____.	_____.
2040	SPV.0060 Special 207. Maintain Traffic Control Barricades Left In Place	10.000 EACH	_____.	_____.
2050	SPV.0060 Special 208. Maintain Traffic Control Warning Lights Type A Left In Place	20.000 EACH	_____.	_____.
2060	SPV.0060 Special 209. Maintain Traffic Control Warning Lights Type C Left In Place	8.000 EACH	_____.	_____.
2070	SPV.0060 Special 210. Traffic Control Signs Left in Place	44.000 EACH	_____.	_____.
2080	SPV.0060 Special 211. Traffic Control Drums Left In Place	142.000 EACH	_____.	_____.
2090	SPV.0060 Special 212. Traffic Control Barricades Left In Place	17.000 EACH	_____.	_____.
2100	SPV.0060 Special 213. Traffic Control Warning Lights Type A Left In Place	34.000 EACH	_____.	_____.
2110	SPV.0060 Special 214. Traffic Control Warning Lights Type C Left In Place	45.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
2130	SPV.0060 Special 350. Pull Box Non-Conductive 24X42-INCH	4.000 EACH	_____.	_____.
2140	SPV.0060 Special 400. Remove and Relocate Camera Assembly	1.000 EACH	_____.	_____.
2150	SPV.0060 Special 401. Remove and Relocate Ethernet Switch	1.000 EACH	_____.	_____.
2160	SPV.0060 Special 402. Remove and Relocate Video Encoder	1.000 EACH	_____.	_____.
2170	SPV.0060 Special 403. Remove and Relocate Radio Link	2.000 EACH	_____.	_____.
2180	SPV.0060 Special 405. Remove and Relocate Pole Mounted Cabinet	1.000 EACH	_____.	_____.
2190	SPV.0060 Special 406. Remove Wood Pole	1.000 EACH	_____.	_____.
2200	SPV.0060 Special 407. Removing and Deliver Existing Ramp Gates	2.000 EACH	_____.	_____.
2210	SPV.0060 Special 701. Junction Boxes Fiberglass 18x12x12-Inch	2.000 EACH	_____.	_____.
2220	SPV.0060 Special 850. Anchor Assemblies Sign Bridge	4.000 EACH	_____.	_____.
2230	SPV.0075 Special 015. Street Sweeping	100.000 HRS	_____.	_____.
2240	SPV.0090 Special 007. Prefabricated Vertical Drains	948,120.000 LF	_____.	_____.
2250	SPV.0090 Special 008. Prebored Prefabricated Vertical Drains	632,080.000 LF	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
2260	SPV.0090 Special 009. 6-Inch Geocomposite Strip Drains	92,962.000 LF	_____.	_____.
2270	SPV.0090 Special 017. Temporary Shielding	1,500.000 LF	_____.	_____.
2280	SPV.0090 Special 200. Maintain and Remove Concrete Barrier Temporary Precast Left In Place	2,079.000 LF	_____.	_____.
2290	SPV.0090 Special 201. Concrete Barrier Temporary Precast Anchoring	3,028.000 LF	_____.	_____.
2300	SPV.0090 Special 202. Concrete Barrier Temporary Precast Left In Place	13,214.000 LF	_____.	_____.
2310	SPV.0105 Special 010. Geotechnical Instrumentation	LS	LUMP SUM	_____.
2320	SPV.0105 Special 018. Survey Project 1517-75-72	LS	LUMP SUM	_____.
2330	SPV.0105 Special 019. Concrete pavement Joint Layout	LS	LUMP SUM	_____.
2340	SPV.0105 Special 950. Removing Sign Bridge S-70-155	LS	LUMP SUM	_____.
2350	SPV.0105 Special 951. Sign Panel Structure Mounted, S-70-201	LS	LUMP SUM	_____.
2360	SPV.0120 Special 014. Water For Seeded Areas	829.000 MGAL	_____.	_____.
2370	SPV.0165 Special 851. Prestressed Precast Concrete Wall Panel	17,270.000 SF	_____.	_____.
2380	SPV.0165 Special 852. Temporary Wall Wire Faced Mechanically Stabilized Earth LFRD/QMP	6,090.000 SF	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
2390	SPV.0165 Special 853. Wall Wire Faced Mechanically Stabilized Earth LRFD/QMP **P**	17,270.000 SF	_____.	_____.
2400	SPV.0180 Special 011. Modified High Performance Concrete (HPC) Pavement 9-INCH	4,461.000 SY	_____.	_____.
2410	SPV.0180 Special 012. Modified High Performance Concrete (HPC) Pavement 11-INCH	42,415.000 SY	_____.	_____.
2420	SPV.0195 Special 013. Cold Patch	10.000 TON	_____.	_____.
2430	603.1456 Concrete Barrier Type S56C	500.000 LF	_____.	_____.
2440	643.0800 Traffic Control Arrow Boards	172.000 DAY	_____.	_____.
2450	643.0910 Traffic Control Covering Signs Type I	11.000 EACH	_____.	_____.
2460	643.1000 Traffic Control Signs Fixed Message	17.000 SF	_____.	_____.
2470	643.1051 Traffic Control Signs PCMS with Cellular Communications	40.000 DAY	_____.	_____.
2480	643.3000 Traffic Control Detour Signs	518.000 DAY	_____.	_____.
2490	649.2100 Temporary Raised Pavement Markers Type I	13,162.000 EACH	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

