



Wisconsin Department of Transportation

May 31, 2018

Division of Transportation Systems Development
Bureau of Project Development
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Madison, WI 53705

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NOTICE TO ALL CONTRACTORS:

Proposal #05: 2704-09-70
Braun Road
IH 94 EFR to CTH H
Local Street
Racine County

Letting of June 12, 2018

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
5	Prosecution and Progress
6	Traffic
9	Work Restrictions
10	Utilities
12	Hauling Restrictions
41	Roadway Excavation
69	Roadway Embankment, Item SPV.0035.001
92	Field Office Left in Place Special, Item SPV.0105.003; Maintain Field Office Left in Place Special, Item SPV.0135.001

Added Special Provisions	
Article No.	Description
95	Transport and Install State Furnished Radar Detection System Braun Road & Foxconn Driveway
96	Slip-In Check Valve for 24" Inside Diameter Pipe, Item SPV.0060.015

Deleted Special Provisions	
Article No.	Description
87	Transport and Install State Furnished Multi-Sensor Vehicle Detection System Braun Road & Foxconn Driveway, Item SPV.105.302
90	Transport and Install State Furnished Video Vehicle Detection System Braun Road & Foxconn Driveway, Item SPV.0105.305

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
416.1010	Concrete Surface Drains	CY	305	-253	52
504.0100	Concrete Masonry Culverts	CY	989	185	1,174
505.0400	Bar Steel Reinforcement HS Structures	LB	104,720	-30	104,690
505.0600	Bar Steel Reinforcement HS Coated Structures	LB	9,090	-460	8,630
522.1036	Apron Endwalls For Culvert Pipe Reinforced Concrete 36-Inch	EACH	4	1	5
606.0200	Riprap Medium	CY	343	-15	328
608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	3,573	-80	3,493
608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	2,098	-336	1,762
608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	3,523	182	3,705
608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	568	-20	548
608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	183	-32	151
611.0535	Manhole Covers Type J-Special	EACH	4	1	5
611.0624	Inlet Covers Type H	EACH	185	-2	183
611.2004	Manholes 4-ft Diameter	EACH	91	-2	89
611.2005	Manholes 5-ft Diameter	EACH	42	2	44
611.2006	Manholes 6-ft Diameter	EACH	13	1	14
611.3230	Inlets 2x3-ft Diameter	EACH	112	-2	110
611.9800.S	Pipe Grates	EACH	7	1	8
649.0120	Temporary Marking Line Epoxy 4-Inch	LF	17,705	-1,341	16,364
649.0220	Temporary Marking Line Epoxy 8-Inch	LF	15,565	-2,012	13,553
655.0510	Electrical Wire Traffic Signals 12 AWG	EACH	42	7,971	8,013
673.0105	Communication Vault Type 1	EACH	1	9	10

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
450.4000	HMA Cold Weather Paving	TON	0	2,000	2,000
606.0600	Grouted Riprap Medium	CY	0	17	17
608.0524	Storm Sewer Pipe Reinforced Concrete Class V 24-Inch	LF	0	231	231
670.0200	ITS Documentation	LS	0	1	1
671.0122	Conduit HDPE 2-Duct 2-Inch	LF	0	7,890	7,890
673.0200	Tracer Wire Marker Posts	EACH	0	10	10
SPV.0060.015	Slip-In Check Valve for 24" Inside Diameter Pipe	Each	0	1	1
SPV.0105.306	Transport and Install State Furnished Radar Detection System Braun Road & Foxconn Driveway	LS	0	1	1

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
606.0100	Riprap Light	CY	175	-175	0
SPV.0105.302	Transport and Install State Furnished Multi-Sensor Detection System Braun Road & Foxconn Driveway	LS	1	-1	0
SPV.0105.305	Transport and Install State Furnished Video Vehicle Detection System Braun Road & Foxconn Driveway	LS	1	-1	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
23	Construction Details (revised notes section)
24	Construction Details (revised notes section)
25	Construction Details (Topsoil removal in fill)
26	Construction Details (revised callouts)
27	Construction Details (revised callouts)
113-116	Storm Sewer (deleted pipe/revised callouts)
131	Storm Sewer (revised callouts)
132	Storm Sewer (revised callouts)
139-141	Storm Sewer (revised callouts)
181	Traffic Signal Project Overview (added signal numbers)
182	Traffic Signal Plan (revised detection)
183	Traffic Signal Plan (added traffic signal number)
184	Sequence of Operations (revised detection)
186	Cable Routing (revised detection)
187	Communication Project Overview (added signal numbers)
188	Communication Plan (added signal number, revised communication vault)
205	Typical Sections – Braun Road Staging (deleted West side tie-in)
222	Traffic Control – Stage 1B (deleted West tie-in)
224	Traffic Control – Stage 1B (added callout)
226	Traffic Control – Stage 1B (added callout)
228	Traffic Control – Stage 1B (added callout)
232	Traffic Control – Stage 1C (added callout)
234	Traffic Control – Stage 1C (added callout)
236	Traffic Control – Stage 1C (added callout)
238	Traffic Control – Stage 1C (added callout)
241	Traffic Control – Stage 2A (deleted West tie-in)
242	Traffic Control – Stage 2A (added callout)
244	Traffic Control – Stage 2A (added callout)
246	Traffic Control – Stage 2A (added callout)
248	Traffic Control – Stage 2A (added callout)
249	Traffic Control – Stage 2A (added signs)
250	Traffic Control – Stage 2A (deleted west tie-in)
251	Traffic Control – Stage 2B (added callout)
253	Traffic Control – Stage 2B (added callout)

255	Traffic Control – Stage 2B (added callout)
257	Traffic Control – Stage 2B (added callout)
258	Traffic Control – Stage 2B (added callout)
260	Traffic Control – Stage 3A (added callout)
261	Traffic Control – Stage 3A (added callout)
262	Traffic Control – Stage 3B (added callout)
263	Traffic Control – Stage 3B (added callout)
264	Traffic Control – Stage 3C (added callout)
265	Traffic Control – Stage 3C (added callout)
313	Earthwork MQ's
314 - 317	Miscellaneous Quantities (revised substructure quantities)
319	Miscellaneous Quantities (revised concrete surface drain quantities)
320	Miscellaneous Quantities (revised asphalt quantities)
349	Miscellaneous Quantities (revised pavement marking quantities)
353- 356	Miscellaneous Quantities (revised storm sewer quantities)
358	Miscellaneous Quantities (revised storm sewer quantities)
359	Miscellaneous Quantities (revised storm sewer quantities)
360	Miscellaneous Quantities (revised storm sewer quantities)
362	Miscellaneous Quantities (revised storm sewer quantities)
364- 368	Miscellaneous Quantities (revised storm sewer quantities)
373	Miscellaneous Quantities (revised storm sewer quantities)
379	Miscellaneous Quantities (revised storm sewer quantities)
380	Miscellaneous Quantities (revised storm sewer quantities)
382- 384	Miscellaneous Quantities (revised storm sewer quantities)
394	Miscellaneous Quantities (revised detection items)
395	Miscellaneous Quantities (removed communication vault)
518- 523	Structures (dry cell revision)
525- 530	Structures (dry cell revision)
535- 539	Earthwork (Deleted West tie-in)

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
25A	Construction Details (Topsoil removal, subgrade in partial cut)
25B	Construction Details (Topsoil removal, subgrade in fill)
27A	Construction Details (added real estate status detail)
27B	Haul Routes June 1 – June 17, 2018 (Added Construction Detail)
27C	Haul Routes June 18 – July 31, 2018 (Added Construction Detail)
27D	Haul Routes August 1 – August 30, 2018 (Added Construction Detail)
27E	Haul Routes September – November, 2018
27F	Haul Routes Winter 2018 – Spring 2019
67A	FTMS Plans – Overview (FTMS/ITS now included in the plans)
67B– 67O	ITS Plans (FTMS/ITS now included in the plans)
240A	Traffic Control – Stage 2A (extended limits shown)
249A	Traffic Control – Stage 2B (extended limits shown)
397A	Miscellaneous Quantities (FTMS/ITS now included in the plans)

Deleted Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was deleted)
206	Construction Details – Temporary Tie-ins (Deleted West tie-in detail)
544-548	Cross Sections – Temporary Tie-ins (Deleted West tie-in)

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

2704-09-70

May 31, 2018

Special Provisions

5. Prosecution and Progress.

Replace entire article language with the following:

Begin work within ten calendar days after the engineer issues a written notice to do so.

Provide the start date to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the approved start date.

To revise the start date, submit a written request to the engineer at least two weeks before the intended start date. The engineer will approve or deny that request based on the conditions cited in the request and its effect on the department's scheduled resources.

The contract time for completion, including interim completion dates, is based on an expedited work schedule and may require extraordinary forces and equipment due to enhanced coordination efforts with adjacent site developments and utility installation.

Be advised that there may be multiple mobilizations and/or remobilizations to complete construction operations, for example such items as: grading, concrete pavement repair/replacement, paving, traffic control, signing, temporary and permanent pavement marking, finishing items and other incidental items. No additional payment will be made, by the department, for additional mobilizations.

Interim and Final Completion of Work

Supplement standard spec 108.10 with the following:

The department will not grant time extensions for the following:

- Severe weather as specified in standard spec 108.10.2.2.
- Labor disputes that are not industry wide.
- Delays in material deliveries.

sef-108-015 (20171004)

Winter weather work, grading, excavation of frozen ground, high ground water, dewatering during winter months, and mitigation efforts for high water table elevations shall not be considered adverse weather delays to construction. Cost for all dewatering is considered incidental to construction.

Anticipate cold weather concrete paving and ancillary concrete work (curb, median barrier, etc.). Plan to heat aggregates and water for mixes, and that the heating of the aggregate and water is considered incidental to those concrete items. There will be no adverse weather delay for cold weather construction.

A Schedule of Operations

The general requirements for allowable closures and access requirements are as follows. Dates of requirements do not necessarily coincide with respective stages of work:

Prior to August 1, 2018

- Provide access at all times to FC1 and FC 3 (West and East Foxconn Access Points) See article Traffic for Lane Rental Fee Assessment
- Provide access at all times to two site development access points North of Braun Road (N3, N4, N5) See article Traffic for Lane Rental Fee Assessment

- Allowable full closure to Braun Road at Station 131+50 between FC2 and FC3 (Central and East Foxconn access points) for duration no longer than 7 consecutive days. Braun Road at this location to be reopened by 12:01AM August 1, 2018
- Bi-directional access to remain at all times to FoxConn along Braun Road from CTH H and the East Frontage Road at all times. Closure to Braun Road at the Kilbourn Road Ditch Box Culvert is prohibited
- All work impacting bi-directional traffic on existing Braun Road required between 9PM to 6AM. See article Traffic for Lane Rental Fee Assessment

August 1, 2018 to December 15, 2018

- Provide access at all times to FC1 and FC 3 (West and East Foxconn Access Points) See article Traffic for Lane Rental Fee Assessment
- Provide access at all times to any two site development access points North of Braun Road (N3, N4, N5) See article Traffic for Lane Rental Fee Assessment
- Bi-directional traffic to remain at all times to FoxConn driveways along Braun Road from CTH H to FC1 and FC3 access locations. Closure to Braun Road at the Kilbourn Road Ditch Box Culvert is allowed
- All work impacting bi-directional Braun Road traffic is required between 9PM to 6AM. See article Traffic for Lane Rental Fee Assessment

December 15, 2018 to March 1, 2019

- Provide access at all times to any two site development access points South of Braun Road (FC1, FC2, FC3) See article Traffic for Lane Rental Fee Assessment
- Provide access at all times to any two site development access points North of Braun Road (N3, N4, N5) See article Traffic for Lane Rental Fee Assessment
- Bi-directional traffic to remain at all times to FoxConn driveways along Braun Road from CTH H and East Frontage Road.
- All work impacting bi-directional Braun Road traffic is required between 9PM to 6AM. See article Traffic for Lane Rental Fee Assessment

March 1, 2019 to Project Completion

- Provide access at all times to any two site development access points South of Braun Road (FC1, FC2, FC3) See article Traffic for Lane Rental Fee Assessment
- Provide access at all times to any two site development access points North of Braun Road (N3, N4, N5) See article Traffic for Lane Rental Fee Assessment
- Bi-directional traffic to remain at all times to FoxConn driveways along Braun Road from CTH H.
- Access to the workzone from East Frontage Road through the WisConn Valley Way workzone is prohibited.
- All work impacting bi-directional Braun Road traffic is required between 9PM to 6AM. See article Traffic for Lane Rental Fee Assessment

The department anticipates that the schedule for each stage shall be as follows below, unless modifications are approved in writing by the engineer.

Braun Road – 2704-09-70:

Close Braun Road to public traffic for 2018 construction season with the exception for hauling and trucking operations for Foxconn and the areas North and South of the proposed Right-of-way. Access for Foxconn is to be maintained at all times with the main roadway connection from Braun Road being CTH H after July 31, 2018. Full access from both CTH H or the East Frontage road is required prior to August 1, 2018.

Through access from the West project limits across Kilbourn Road Ditch will be fully restricted due to box culvert construction during Stage 1 operations starting August 1, 2018.

Prior to winter 2018/2019, reconnect Braun Road at the East and West terminus to provide for connectivity either through restoring traffic on existing Braun Road or with traffic shifted onto newly constructed Eastbound lanes of Braun Road.

Close Braun Road to through traffic for 2019 construction season with the exception for hauling and trucking operations for Foxconn and the areas north and south of the proposed right-of-way. Access for Foxconn is to be maintained at all times from CTH H as the West limits of the job will be closed due to adjacent project work.

Coordinate traffic control and work operations with other projects listed under the article Other Contracts.

- **Stage 1A** – Begin construction of Eastbound Braun Road where not impacting existing Braun Road traffic.. Work for the proposed Kilbourn Road Ditch box culvert is prohibited until the temporary diversion channel is installed and approved by the engineer and applies to all stages of construction. Existing access locations into FoxConn will be maintained by others up to the Right-of-way line.

Stage 1A activities include:

- Full closure to Braun Road to all traffic at West project limits (no earlier than August 1, 2018) to facilitate temporary diversion construction of Kilbourn Road Ditch, new box culvert construction, and poor soils excavation.
- Full closure to Braun Road between the Central and East FoxConn Access points for 7 days, with reopening of Braun Road by July 31st, 2018 to install cross culvert at Station 131+50 to drain a ditch low point from the North Side of Braun Road to the South Side.
- Temporary widening along North side of existing Braun Road from East project limits to Western FoxConn Access (FC1) to facilitate workzone traffic for roadway and site development construction vehicles. See plans for alignment shifts for utility pole avoidance.
- Construction of access locations into FoxConn development
- Begin construction of Eastbound Braun Road.

- **Stage 1B** – Continue construction of Eastbound Braun Road.

Stage 1B activities include:

- Continue full closure to Braun Road to all traffic at West project limits to remove and backfill poor soils at designated locations and to complete entire proposed Kilbourn Road Ditch box culvert, required to restore West project access in Stage 1C.
- Use temporary widening along North side of existing Braun Road to facilitate workzone traffic for roadway and site development construction vehicles. Complete all paving from West driveway to West project limits to restore access construction and site development traffic access across Kilbourn Road Ditch.
- Continue construction of Eastbound Braun Road.

- **Stage 1C** – Restore construction and site development traffic access across the Kilbourn Road Ditch Box Culvert (B-51-160).

Stage 1C activities include:

- Finish construction of all access locations into site development to the South of Braun Road. See plans for limits of placement of asphalt. Do not place final concrete driveway or raised islands (deferred to Stage 3).
- Use temporary widening along North side of existing Braun Road to facilitate workzone traffic for roadway and site development construction vehicles.
- Complete asphaltic pavement transitions at the East and West project limits to match into existing Braun Road. Coordinate with adjacent project construction to confirm limits.
- Complete Eastbound Braun Road Construction.

**Note – Stage 1C can carry over into Spring 2019 construction

Winter Operations 2018/2019 – Restore through traffic operations along Braun Road for construction, Emergency Service, and site development delivery/trucking operations only. Braun Road to be closed to through public traffic. Contractor to coordinate winter maintenance operations per subsection C “Winter Maintenance” with local municipalities.

- **Stage 2A** –All traffic is shifted to Eastbound Braun Road lanes. Begin construction of Westbound Braun Road. Eastbound Braun Road pavement is closed to public traffic and open to site development and construction traffic only.

Stage 2A activities include:

- Begin construction of the proposed access locations to the North of Braun Road that align with access locations completed to the South in Stages 1A, 1B, and 1C.
- Begin construction on Westbound Braun Road.

- **Stage 2B** - Complete construction of Westbound Braun Road.

Stage 2B activities include:

- Complete Westbound Braun connections to Braun Road at the East and West project limits.
- Stage construction of remaining intersections into North side development locations
- Complete all remaining Westbound Braun construction.

- **Stage 3A/3B/3C** –All traffic is shifted to their respective direction of travel. Coordinate driveway access needs with site development traffic to construct the following:

- Remove all temporary asphalt placed as part of Stage 1 at driveway locations.
- Construct all raised islands and median noses and concrete pavement at driveway locations.
- Place inlet castings on all inlets that were covered as part of Stage 1 operations.
- Place all above ground signal equipment.
- Reopen Braun Road to public traffic.

B Work Restrictions

Right-of-way

Do not commence work in areas that are not under department or Village of Mount Pleasant ownership as outlined in the plans. It is anticipated that real estate for the project will be fully clear by September 20, 2018. All associated site preparation and demolition work shall be complete by October 1, 2018 for those parcels with homes remaining. A construction detail depicting the status of real estate clearance of each parcel is provided in the plans. Contact Steve Hoff (262) 548-6718 for detailed map of individual parcel clearance status prior to bidding.

Wetlands

Do not begin construction within wetland areas until the Section 404 permit has been approved. Verify with the engineer that the permit is approved before starting construction in affected wetland areas. Permit approval date is anticipated to be July 15, 2018.

Work Zone Ingress/Egress.

Provide engineer approved signage and for access into and out of the work zones at locations approved by the engineer. Ensure that proper signage is established indicating no through traffic is permitted along Braun Road at the West Leg of the CTH H/Braun Road intersection and that public access to the workzone from CTH H and West Project limits is restricted.

At the weekly traffic meetings, provide an Emergency Work Zone Access Plan and required updates, as approved by the engineer, to direct emergency responders accessing a mainline median barrier restricted work zone.

Locations of work zone egress or ingress for construction vehicles, other than as the plans show, is subject to approval from the engineer. All construction vehicles shall yield to all through traffic at all locations.

Any reduction to traffic capacity to Braun Road is prohibited prior to August 1, 2018. The only exception is for a 7 calendar day closure with required completion before July 31, 2018 for culvert construction at Station 131+50. Access across Kilbourn Ditch during this 7-day closure is required to be maintained.

During 2019 construction operations, access to the worksite from the Western limits of the project will be restricted due to a live workzone for construction of Braun Road as part of Construction ID 2704-00-76, Wisconn Valley Way, CTH KR to STH 11 (2019) and therefore will not be available. Gain access to the Western limits of the project through Braun Road by way of CTH H. Coordinate with the engineer on when project 2704-00-76 will close Braun Road.

Prairie Crayfish

Crayfish may be present near the Kilbourn Road Ditch. If during the course of normal work, the crayfish are observed, the contractor should attempt to remove the crayfish from the worksite and store them in a bucket with soil and notify the engineer. The engineer will contact the DNR and they will relocate them off the project.

Immediately after the temporary diversion of waterways, engineer will contact the DNR to inspect the site. The DNR will remove, protect and store cray fish and other species left a behind in the old channel prior to any construction activities near the existing channel for the new box culvert construction.

Migratory Birds

Swallow and other migratory birds' nests have been observed on or under the existing bridges. All active nests (when eggs or young are present) of migratory birds are protected under the Federal Migratory Bird Treaty Act.

The nesting season for swallows and other birds is usually between May 1 and August 30. Either prevent active nests from becoming established, or apply for a depredation permit from the US Fish and Wildlife Service for work that may disturb or destroy active nests. The need for a permit may be avoided by removing the existing bridge structure prior to nest occupation by birds, or clearing nests from all structures before the nests become active in early spring. As a last resort, prevent birds from nesting by installing a suitable netting device on the remaining structure prior to nesting activity.

Northern Long-eared Bat (*Myotis septentrionalis*)

Northern Long-eared Bats (NLEB) have the potential to inhabit the project limits because they roost in trees. Roosts may not have been observed on this project, but conditions to support the species exist. The species and all active roosts are protected by the Federal Endangered Species Act. If an individual bat or active roost is encountered during construction operations, stop work and notify the engineer and the WisDOT Regional Environmental Coordinator (REC).

According to the final 4(d) rule issued for the NLEB, the department has determined that the proposed activity may affect, but will not result in prohibited take of the NLEB. The activity involves tree removal, but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree.

If additional trees need to be removed, no Clearing shall occur without prior approval from the engineer, following coordination with the WisDOT REC. Additional tree removal beyond the area originally specified will require consultation with the United States Fish and Wildlife Service (USFWS) and may require a bat

presence/absence survey. Notify the engineer if additional Clearing cannot be avoided to begin coordination with the WisDOT REC. The WisDOT REC will initiate consultation with the USFWS and determine if a survey is necessary.

Submit a schedule and description of clearing operations with the ECIP 14 days prior to any Clearing operations. The department will determine, based on schedule and scope of work, what additional erosion control measures shall be implemented prior to the start of Clearing operations, and list those additional measures in the ECIP.

Fish Spawning

There shall be no instream disturbance of the following waterways, as a result of construction activity under or for this contract, from March 1 to June 15, both dates inclusive, in order to avoid adverse impacts upon the spawning of fish.

Project	Location	County	Station
2704-09-70	Kilbourn Road Ditch/Braun Road	Racine County	Station 89BRW+82

Any change to this limitation will require submitting a written request by the contractor to the engineer, subsequent review and concurrence by the Department of Natural Resources in the request, and final approval by the engineer. The approval will include all conditions to the request as mutually agreed upon by WisDOT and DNR. Regardless of timeframe, culvert pipe checks for pipes at these waterways shall be removed immediately after completion of the pipe work.

Fish (20090901)

Rusty Patched Bumble Bee (*Bombus affinis*)

The rusty patched bumble bee (*Bombus affinis*) was listed as endangered by the U.S. Fish and Wildlife Service (USFWS) under the Endangered Species Act, effective March 21, 2017. Construction activities such as grading outside the mowed shoulder area have the potential to impact ground nests and wildflowers that may serve as a food source for the bee. If an active rusty-patched bumblebee nest is encountered in construction areas, contact the WisDOT Regional Environmental Coordinator, who will coordinate with USFWS.

Historic Tree Preservation

A historic burr oak tree is identified and located at Station 85BRW+70, 200' LT of the Westbound direction of Braun Road. All activities, including but not limited to construction of all items for the project, material handling, material storage, equipment storage, diversion channel construction are prohibited within a 100-FT radius of the base of the tree. Prior to any operations within 150-FT of the base of the tree, contact the engineer to ensure proper protections are in place to minimize any potential damage.

Irrigation System

Do not install irrigation system prior to 2019.

C Winter Maintenance

The Village of Mount Pleasant will perform snow removal operations for local streets that are open to public or site development traffic. Provide Racine County Highway Maintenance, Village of Mount Pleasant, and Racine County Sheriff's Department, with a 24-hour emergency contact number for when maintenance is required. sef-999-060 (20120330)

D Enhanced Coordination

The project limits include numerous existing and proposed utilities. Special consideration should be given to the location of the existing pole line along the North side of Braun Road. It is in close proximity to box culvert, diversion channel, and poor soils mitigation construction from Station 87+00 to 93+00. New gas main installation along the South Right-of-way will also impact driveway installation. See article Utilities for description of these facilities.

There are also proposed utilities that are large in size that parallel the entire length of the project limits.

Site development trucking is expected to be of high volume during anticipated hours of 6AM to 9PM from either CTH H or the East Frontage Road to enter Braun Road. There will be no allowable disruptions to these site development operations prior to August 1, 2018. Trucking will continue until December 1, 2018 with exclusive use of CTH H to Braun Road as the preferred route.

Coordination with site development contractor is required for daylighting of the storm sewer system to shared stormwater ponds located within the site development property. See plans for pipe sizes and endwall locations.

Time extensions shall not be granted for delays incurred due to existing utilities work, proposed utility installation, or providing access for site development traffic. Ensure these elements are accounted for when determining the construction schedule.

Interim Completion: Completion of Pipe Crossing Stage 1A – STA 131+50 (July 31, 2018)

Complete all work required to restore bi-direction traffic on pavement over the culvert crossing at Station 131+50 to facilitate site development from CTH H to the West Access driveway by July 31, 2018. Upon 12:01 AM on August 1, 2018, the department will assess the contractor \$5,000 in interim liquidated damages for each calendar day the roadway remains closed to bi-directional traffic.

If contract time expires prior to completing all work specified in the contract, additional liquidated damages will be affixed according to these special provisions.

Interim Completion: Restore traffic to West Project Limits (December 14, 2018)

If the contractor fails to complete all work required to restore Kilbourn Road Ditch to the proposed location of B-51-160 and reopen Braun Road to through access to the West Project limits as shown on the Stage 1C of traffic control plans prior to 12:01 AM December 15, 2018, the department will assess the contractor \$2,500 in interim liquidated for each calendar day contract work remains incomplete beyond 12:01 AM December 15, 2018. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

If contract time expires prior to completing all work specified in the contract, additional liquidated damages will be affixed according to these special provisions.

Final Completion (October 15, 2019)

Replace standard spec 108.11 paragraph (3) as follows:

The department will assess \$5,000 in daily liquidated damages. These liquidated damages reflect the cost of engineering, supervision, and a portion of road user costs.

6. Traffic.

Replace entire article language with the following:

General

The construction sequence, including the associated traffic control, shall be substantially accomplished as detailed in the Traffic Control Plans, and as described herein.

Maintain access to existing residences and homes at all times until all real estate is acquired. Anticipated real estate clearance date referenced in article *Prosecution and Progress*.

Coordinate traffic requirements under this contract with other adjacent and concurrent department or local municipality projects. Implement and coordinate all traffic control between project limits and with adjacent contractors as shown on the plans or as directed by the engineer. Modifications to the traffic control plan may be required by the engineer to be safe and consistent with adjacent work by others.

Unless detailed in the plans, do not begin or continue any work that closes traffic lanes outside the allowed time periods specified in this article.

Do not store equipment, vehicles, or materials on adjacent streets beyond the project limits without specific approval of the engineer.

At all times, provide access to at least two access drive locations both North and South of Braun Road for site development traffic.

Wisconsin Lane Closure System Advance Notification

Provide the following advance notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS).

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

Closure type with height, weight, or width restrictions (available width, all lanes in one direction < 16')	MINIMUM NOTIFICATION
Lane and shoulder closures	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 calendar days
Closure type without height, weight, or width restrictions (available width, all lanes in one direction ≥ 16')	MINIMUM NOTIFICATION
Lane and shoulder closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

Discuss LCS completion dates and provide changes in the schedule to the engineer at weekly project meetings in order to manage closures nearing their completion date.

Provide 7-day notice to engineer of expected changes to the status of FoxConn site development access locations prior to implementation. Notice does not constitute approval of those changes.

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Notify the engineer and Construction Program Work Zone and Traffic Engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work.

Staging

Perform construction operations on Braun Road in stages as shown in the traffic control/construction staging plan. The construction stages are:

**Braun Road:
Stage 1A/1B**

Bi-directional traffic along Braun Road is to be maintained on existing Braun Road prior to August 1, 2018 at all times with the exception of culvert installation activities at Station 131+50.

After July 31, 2018, full closure of Braun Road from the FoxConn West Access Driveway to the West project limits is permitted. Construction and site development traffic access to be provided from CTH H upon closure of the West Project limits after July 31, 2018.

Temporary widening of Braun Road to be utilized for site development traffic during Stage 1B from East project limits to FC1 (West Access Point). During construction of the temporary widening, provide uninterrupted bi-directional traffic along Braun Road from 6AM to 9PM. All temporary widening work to be completed during the timeframes of 9PM to 6AM that require any lane closures to existing Braun Road.

Stage 1C

Traffic for site development and construction access traffic across the Kilbourn Road Ditch Box Culvert (B-51-160) is restored at conclusion of Stage 1B. At conclusion of Stage 1C, shift site development traffic (1 lane each direction) onto newly constructed Eastbound Braun Road. Stage 1C can carryover into Spring 2019.

Stage 2A/2B

Maintain one lane in each direction for site development traffic in both directions along Eastbound Braun Road, while closing Braun Road to all other traffic.

All permeant access locations to be open to the site South of Braun Road by completion of Stage 1C.

Provide for access to the site North of Braun Road at all times.

At the completion of Stage 2B, restore site development traffic to the respective directions of travel while matching into CTH H to the East and existing Braun Road to the West.

Stage 3A/3B/3C

Site development traffic remains on their respective directions of travel while final driveway and raised island paving is completed. Provide access to at least two driveway access locations South of Braun Road.

Provide access to at least two driveway access locations North of Braun Road.

At conclusion of Stage 3C, reopen Braun Road to public traffic.

Lane Rental Fee Assessment

A General

The contract designates some lane closures to perform the work. The contractor will not incur a Lane Rental Fee Assessment for closing lanes during the allowable lane closure times. The contractor will incur a Lane Rental Fee Assessment for each lane closure outside of the allowable lane closure times. If a lane is obstructed at any time due to contractor operations, it is considered a closure. The purpose of lane rental is to enforce compliance of lane restrictions and discourage unnecessary closures.

The allowable lane closure times are shown in this Traffic article.

Submit the dates of the proposed lane or driveway access restrictions to the engineer as part of the progress schedule.

Coordinate lane or driveway access restrictions with any concurrent operations on adjacent roadways within 3 miles of the project. If other projects are in the vicinity of this project, coordinate lane closures to run concurrent with lane closures on adjacent projects when possible. When lane closures on adjacent projects extend into the limits of this project, Lane Rental Fee Assessments will only occur if the closure facilitates work under this contract.

B Lane Rental Fee Assessment

The Lane Rental Fee Assessment incurred for each lane closure, each access closure, and each full closure of a roadway, per direction of travel unless otherwise noted, is as follows:

- Braun Road 2 lanes to 1 lane: 6AM to 9PM - \$5,000 per hour broken into 15 minute increments
- Braun Road 2 lanes to Full Closure: 6AM to 9PM - \$10,000 per our broken into 15 minute increments
- Braun Road open to 2 lanes: No fee
- Keeping 1 access location open South of Braun: All times - \$5,000 per hour broken into 15 minute increments

- Keeping 1 access location open North of Braun: All times - \$5,000 per hour broken into 15 minute increments
- Keeping 0 access locations open South of Braun: All times - \$15,000 per hour broken into 15 minute increments
- Keeping 0 access locations open North of Braun: All times -\$15,000 per hour broken into 15 minute increments

The Lane Rental Fee Assessment represents a portion of the cost of the interference and inconvenience to the road users for each closure. All lane closure event increments 15 minutes and less will be assessed as a 15-minute increment.

The engineer, or designated representative, will be the sole authority in determining time period length for the Lane Rental Fee Assessment.

Lane Rental Fee Assessments will not be assessed for closures due to crashes, accidents or emergencies not initiated by the contractor.

The department will assess Lane Rental Fee Assessment by the dollar under the administrative item Failing to Open Road to Traffic. The total dollar amount of Lane Rental Fee Assessment will be computed by multiplying the Lane Rental Assessment Rate by the number of 15-minute increments of each lane closure event as described above.

Lane Rental Fee Assessment will be in effect from the time of the Notice to Proceed until the department issues final acceptance. If interim completion time or contract time expires prior to the completion of specified work in the contract, additional liquidated damages will be assessed according to standard spec 108.11 or as specified within this contract.
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9. Work Restrictions.

Replace entire article language with the following:

Comply with all local ordinances that apply to local street work operations, including those pertaining to night work. If required to work outside of the allowable timeframes, furnish any ordinance variance or required permits to the engineer in writing 3 days before performing this work. Do not perform any work that violates local ordinance prior to obtaining written approval from the engineer.

10. Utilities.

Replace entire article language with the following:

Additional information regarding recently relocated utility facilities may be available on permits issued to the utility companies. These permits can be viewed at the Region Office during normal working hours. Contact WisDOT SE Freeways Utility Coordinator Greg Berry at (414) 750-7828 for further information.

Underground and overhead utility facilities are located within the project limits. Utility adjustments are required for this construction project as noted below. Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities that have facilities in the area as required per state statute. Use caution to ensure the integrity of underground facilities and maintain code clearances from overhead facilities at all times.

Some utility work, as described below, is dependent on prior work being performed by the contractor at a specific site. Provide the engineer and the affected utility a good faith notice of when the utility is to start work at the site.

Notice shall be given 14 to 16 calendar days in advance of when the site will be available to the utility. Follow up with a confirmation notice to the engineer and the utility not less than 3 working days before the site will be ready for the utility to begin its work.

Contact utility companies listed in the plans prior to preparing bids to obtain current information on existing utility locations and the status of any new utility relocation work.

Utility companies will be performing utility work and adjustments within the limits during the life of the project. The contractor shall cooperate and coordinate construction activities with these companies.

There may be discontinued utility facilities within the project limits. If a conflict with a discontinued utility facility is encountered, contact the appropriate utility owner/representative to coordinate construction activities and proper removal and disposal of said facility as necessary.

Known utilities in the project area are as follows:

AT&T Wisconsin has an existing overhead communications line within the project limits beginning beyond the westerly project limits and running easterly on We Energies poles along the existing northerly right of way of Braun Road to a pole at Station 84BRW+58, 6'LT. From there it continues easterly on AT&T Wisconsin poles along the existing northerly right of way to Station 94BRW+41, 5'LT. From there it continues easterly on We Energies' poles along the northerly existing right of way of Braun Road to beyond the project limits.

Prior to construction, AT&T Wisconsin will construct a new overhead communications line along the east side of the IH 94 East Frontage Road and install a new connection to the existing pole line along the north right of way of Braun. AT&T Wisconsin will remove their existing overhead line and poles along the existing northerly right of way between Station 84BRW+58, 6'LT and Station 94BRW+41, 5'LT upon completion of the new overhead line along the East Frontage Road and connection to the Braun Road pole line.

During construction, AT&T Wisconsin will construct a new underground communications line beginning beyond the westerly project limits and running easterly along a line 13' north of and parallel to the proposed southerly right of way of Braun Road to beyond the easterly project limits. AT&T Wisconsin will also remove the remainder of the existing overhead line on We Energies poles along the existing northerly Braun Road right of way. Construction of the new line and pole line removals are anticipated to take 90 days beginning in July 2018.

Contact Mark Eder (262-896-7434) of AT&T Wisconsin 21 days in advance to coordinate construction, locations and any excavation near their facilities.

Mount Pleasant, Village of – Lighting has no existing lighting facilities within the project limits. Construct new Mount Pleasant lighting conduit, pull boxes, and light pole bases as shown in the plans.

Contact Mark Benish (262-664-7844) of Village of Mount Pleasant 7 days in advance to coordinate construction.

Racine Water Works Commission (RWWC) has no existing water main facilities within the project limits. Prior to and during construction, RWWC will construct a new water main beginning beyond the westerly project limits and running easterly along a line 21' south of and parallel to the proposed northerly right of way of Braun Road to beyond the project limits. Construction of the proposed water main is anticipated to take 90 days beginning in July 2018.

Upon completion of the over-excavation of poor soils in the vicinity of the Kilbourn Ditch in advance of the box culvert construction, and prior to backfilling in the area of the proposed water main, RWWC will install a casing pipe in the area of the proposed box culvert. Allow RWWC 7 days to install the casing pipe. Coordinate installation of the casing pipe prior to over-excavation or poor soils, any diversion of Kilbourn Ditch and installation of the box culvert.

Contact Sean Sullivan (262-953-3062 office / 262-313-3387 cell) of Ruekert-Mielke 21 days in advance to coordinate construction, diversions, locations and any excavation near their facilities.

We Energies – Electric has an existing overhead electric line within the project limits beginning beyond the westerly project limits and running easterly along the existing northerly right of way of Braun Road to a pole at Station 84BRW+58, 6'LT where it turns and runs southerly, crossing Braun Road at 84BRW+57, and continues southerly to a pole at Station 84BRE+52, 17'RT. From there it turns and runs easterly along the existing southerly right of way of Braun Road to a pole at Station 93BRE+94, 21'RT where it turns and runs northeasterly, crossing Braun Road at Station 94BRE+09, and continues northeasterly to a pole at Station 94BRW+41, 5'LT. From there it turns and runs easterly along the existing northerly right of way of Braun Road to beyond the project limits.

Prior to construction, We Energies will remove the existing overhead electric line between the pole at Station 84BRW+58, 6'LT and the pole at Station 94BRW+41, 5'LT. We Energies will also remove the poles along the existing southerly right of way between Station 84BRE+52, 17'RT and Station 93BRE+94, 21'RT. The remaining existing overhead electric lines and poles along the existing northerly right of way will remain in place during Stage 1 as necessary to serve existing homes in the project area until their demolition.

During construction, upon disconnection of all services to existing homes and prior to Stage 2 of the roadway construction, We Energies will remove the remaining overhead lines and poles along the existing northerly right of way. Allow We Energies 30 days to remove the existing overhead lines and poles upon disconnection of all existing electric services.

During construction, We Energies will construct a new 24.9kV underground electric line beginning at Station 99BRE+78 and running easterly along a line 3' north of and parallel to the proposed southerly right of way of Braun Road, to beyond the project limits. Construction of the proposed electric line is anticipated to take 90 days beginning in October 2018.

Contact Dan Toomey (414-944-5695) of We Energies 21 days in advance to coordinate removals, construction, locations and any excavation near their facilities.

We Energies – Gas has no existing gas facilities within the project limits. During construction, We Energies will construct new gas mains in the following locations:

- A new high-pressure gas line beginning beyond the westerly project limits and running easterly along a line 8' north of and parallel to the proposed southerly right of way of Braun Road to beyond the project limits. Construction of the proposed gas main is anticipated to take 90 days beginning in October 2018.
- A new low-pressure gas line beginning beyond the westerly project limits and running easterly, along a line 8' south of and parallel to the proposed northerly right of way of Braun Road, to beyond the project limits. Construction of the proposed gas main is anticipated to take 120 days beginning in September 2018.

Contact Dan Toomey (414-944-5695) of We Energies 21 days in advance to coordinate construction, locations and any excavation near their facilities.

WisDOT has no existing traffic signal facilities within the project limits. Construct new WisDOT conduit, pull boxes, and signal pole bases at the intersection at Station 122BRW+00 as shown in the plans.

Contact WisDOT Traffic Signal Operations (414-750-2605) 7 days in advance to coordinate construction.

WisDOT has no existing traffic management and communications facilities within the project limits. Construct new WisDOT conduit and pull boxes as shown in the plans.

Contact Jeff Madson (414-225-3723) of WisDOT 7 days in advance to coordinate construction.

12. Hauling Restrictions.

Replace entire article language with the following:

Replace standard spec 107.2 with the following:

Approved local street haul routes are shown in the plan.

If additional haul routes are needed that are not shown in the plan, or part of the state trunk highway system, present a proposed haul route plan detailing any additional haul routes five business days in advance of any proposed hauling to the department. Include the months, days of the week, time of day, number of trucks, types of trucks and maximum loads of trucks anticipated to accomplish the project work in the additional haul route submittal.

The department will review the submittal and either approve or provide a letter with comments and proposed revisions to the contractor within five business days of its receipt. If approve, the department will subsequently survey the existing condition of that haul route to establish a baseline for assessing damage that the contractor's hauling operations might cause.

At all times, conduct operations in a manner that will cause a minimum of disruption to traffic on existing roads.

41. Roadway Excavation

Replace entire article language with the following:

Replace standard spec 205.3.2(2) with the following:

Salvage topsoil, as specified in Article *Topsoil Special*, from excavation areas and the roadway foundation. Remove topsoil present below subgrade in cut sections and excess topsoil from embankment areas not required to cover side slopes as excavation common. Dispose of excess topsoil according to standard spec 205.3.12. Utilize Roadway Embankment to backfill areas of topsoil removal as directed by the engineer. The engineer may require EBS Backfill to fill shallow areas at cut-fill transitions to address stability issues related to the underlying soils.

Add the following to standard spec 205.5.2(1):

Provide the department with an earth flow diagram within 15 calendar days of receiving the contract Notice to Proceed.

Identify all excavation required for the project, all sources of roadway embankment fill including offsite material, shrinkage and swell factors, proposed stockpile material, structure excavation (if used in embankments), waste, and fills anticipated to be treated with a soil drying agent. Provide start and finish dates for each grading area within the division. These dates should correspond to the dates shown on the project schedule.

Provide earth flow diagram updates to the engineer for sequencing and source changes.

Add the following to standard spec 205.5.2(2):

The department will not pay EBS to remove frost from embankments or cut sections, unless directed by the engineer. It is the contractor's responsibility to stage construction so that exposed subgrades do not freeze or to provide adequate frost protection. Any work necessary to remove and replace frozen materials from newly constructed embankments or exposed cut sections is considered incidental to the excavation bid items.

69. Roadway Embankment, Item SPV.0035.001.

Replace the section titled B Materials with the following:

B Materials

B.1 Embankment

Furnish roadway embankment conforming with standard spec 207.2 except as follows:

Supplement standard spec 207.2(1) with the following:

If the contractor utilizes offsite material to construct embankments, the material shall conform to standard spec 208 except as follows:

- Delete standard spec 208.2.2(2).

87. DELETED.

90. DELETED.

92. Field Office Left in Place Special, Item SPV.0105.003; Maintain Field Office Left in Place Special, Item SPV.0135.001.

Replace entire article language with the following:

A Description

This special provision describes furnishing, equipping, and maintaining field office facilities from assembled Modular Field Office Units, and transferring the field office facilities to a subsequent contractor.

B Materials

Obtain engineer approval on the layout of field office that is to be constructed of 5 modular office building units that are a minimum of 56' long by 12' wide each and one additional equal size unit serving as a temporary lavatory. Each unit (unless is specified as a temporary lavatory unit) shall have separated private rooms on each end of the unit that measure a minimum of 11' x 12', or applicable layout approved by the engineer. Ensure that the units meet all local, state, and federal applicable health, fire, and building codes and standards. Provide proposed field office layout plans for the engineer to review. Do not begin assembling the field office until the engineer approves the layout plans.

The lavatory unit shall include temporary bathroom facilities for both men and women. The men's temporary bathroom facility shall have a minimum of 3 sinks, 4 barrier separated urinals, and 3 enclosed temporary toilet stalls. The women's temporary bathroom facility shall have a minimum of 2 sinks and 2 enclosed temporary toilet stalls. All water and septic lines to all units must withstand freezing conditions and remain operational during freezing conditions.

This field office will be located at the state-owned park and ride at the southeast quadrant of the IH 94 and STH 11 interchange. Equip and maintain these facilities with suitable natural and artificial lighting. Also provide adequate heating and air conditioning equipment and fuel necessary to maintain a temperature range from 68 F to 80 F in all units during the hours occupied. All components of the heating and air-conditioning system, including filters, shall be furnished, replaced, and maintained by the contractor. Occupation of the field facility by the engineering staff shall be established within two weeks of contract execution.

The contractor shall arrange and secure external power and landline data sources for the facility. Power and data shall be established prior to occupation of the facility. Provide a standalone meter pedestal for the power service. Provide one standalone shipping container, or engineer deemed equivalent, to serve as power/transformer and telecom data room with distribution panels to service entire distribution of field office.

This standalone unit shall have a single access and secured main door. Line walls with $\frac{3}{4}$ " fired rated plywood for attaching of electrical items. All cabling to be run with rigid PVC conduit as per local codes.

Equip:

- Doors and windows with locks.
- Exterior doors with dead bolt locks and an integrated proximity keypad access control system for entry.
- All windows shall be barred.
- Skirting for exterior of the modular units.
- Fire Alarms and Smoke Detectors per all local, state, and federal applicable health, fire, and building codes and standards.
- Windstrap tie downs Modular Office Building Units.

The entrance shall include stairs and a ramp that shall be ADA compliant and built per municipal building codes. The entrance shall be fully constructed at the time the field office is occupied. Construct OSHA compliant railings as required around perimeter of the stairs and ramp.

Supply a first aid kit in each field office provided under the contract. Ensure the kits are readily accessible to project personnel per OSHA 1910.151 and meet the minimum requirements of ANSI Z308.1-1998. Check and replenish the contents of each kit at least once a week. Ensure that each kit contains, at a minimum, a supply of nitrile examination gloves, CPR masks, adhesive tape, pressure and cling bandages, antiseptic wipes, bite/sting swabs, cold packs, and safety goggles.

Equip each modular unit with a 6-pound or larger fire extinguisher conforming to class A, B, and C of the NFPA Code. Inspection and maintenance of all fire extinguishers shall be incidental to the field office.

Total area of at least 4,032 square feet interior useable floor space, including shared spaces, such as office areas, storage areas, conference rooms, meeting areas, hallways, and temporary toilet facilities.

Provide; maintain in clean good working condition; and stock lavatories with sanitary supplies, including a sufficient supply of soap; hand sanitizer; toilet paper; and paper towels. The on-site sanitary facilities must meet Federal, State, and local health department requirements at all times. Comply with OSHA standards for number of sanitary facilities required.

Obtain engineer's approval of suitably sized, open meeting area. The meeting area should include tables and folding chairs to accommodate regularly scheduled meetings of 50 people. The meeting room shall include a wireless ceiling mounted 1080-pixel liquid crystal display projector with a minimum of 3,000 lumens, a 4' x 8' white board, and phone jack. Minimum space of 30' x 20' needed for the meeting area.

At the main entrance of the office, provide a common area with desk and phone jack.

Provide a minimum of 6 private rooms with a minimum of 120 sf each, additionally equipped with 2 desks, one 72" x 30" folding table, a four-shelf bookcase, a large lockable metal storage cabinet, a fire proof 4-drawer file cabinet, 3 110V electrical outlets, and a 4' x 3' whiteboard with dry-erase markers. Supply the interior doors to these rooms with locks, independent of the main access key security

Provide 3 ergonomically correct office chairs in working condition, with, at a minimum, the following features, for each private room:

- Five-legged base with casters.
- High backrest.
- Seat adjustable from 15 inches to 22 inches from the floor with a "seamless waterfall, rounded front edge.

Provide an access controlled server room with a minimum of 100 sf, that can maintain a temperature range from 50 F to 75 F. The server room shall be equipped with an uninterruptable power supply, and 110 V

electric outlets sufficient to run all necessary equipment. Contractor to provide separate wiring from server room to battery backup at power source for server room.

Provide at least 30 high speed broad band internet connections with a minimum download connection speed of 100 Mbps download, and 10 Mbps for uploads. Use Cat 6 cable for all internet connections

Use the state provided internet service provider, Badger Net, a BITS approved Dynamic IP Address (DHCP), two wireless routers, a Digital Subscriber Loop (DSL) or Cable Modem Router. The package will accommodate IPsec based VPN products. The department will provide the internet service to the field office. Coordinate service installation and network setup with Keith Waier at (608) 266-2492, two weeks in advance of work operations beginning at the field office.

Provide and install into the field office 4 four-line programmable touch-tone telephones and telephone exchanges with local and long-distance service. At least one will be a cordless type operating at least 2.4 GHz. The voice exchanges are to be configured so that the incoming calls for any voice exchange utilize an open exchange. Furnish a voice mail answering service. The telephones and the communication services are for the sole use of the department staff.

Provide and maintain two new, wireless high-capacity color printer/photocopier/scanner capable of printing and copying up to 11" x 17" paper, with the ability to perform duplexing, sorting, stapling, and multiple sheet auto feeding, with a built-in scanner with the capability to scan black and white and color up to 11" x 17" at a minimum of 1200dpi, and with a network connection, as approved by the engineer.

Provide and maintain an adequate supply of bottled drinking water. Provide two refrigerators with a minimum 18 cubic foot capacity, including a freezer. Provide two microwave ovens with a minimum 1.1 cubic foot capacity, a minimum of 1000 watts, and a removable glass turntable.

Maintain the field office equipment and provide supplies for the photocopiers (paper and ink) as requested by the engineer.

Provide for the professional cleaning of the field office during regular business hours twice monthly. Have routine cleaning of the floors and mats of the trailer as requested by the engineer.

Provide clearly marked recycling and waste receptacles within the field office, and separate recycling and waste dumpsters near the field office. Cover outdoor containers to keep out rain, and snow. Provide regularly scheduled recycling and waste pick-up.

The remainder of the park and ride lot not occupied by the field office will be utilized for department-staff parking. Complete parking lot improvements as shown in the project plans to accommodate the needs of the field office at peak usage, as approved by the engineer. These improvements include the removal and replacement of the raised median island with asphaltic surface and the expansion of the park and ride lot to the south with an asphaltic surface. Maintain the parking lot and egress, including snow removal and salting of the parking lot and entrance steps of the field office.

Provide Base Aggregate Dense 1 ¼-Inch conforming to standard spec 305.

Provide Asphaltic Surface conforming to standard spec 465.

C Construction

Do not combine field offices, or combine them with, or attach them to, any buildings used by the contractor, unless the engineer allows in writing.

Do not begin construction operations requiring the use of the field offices by the department until the required field offices are approved by the engineer, furnished, fully equipped, and made ready for use as the engineer directs.

Maintain the field office until CTH H project 3760-00-70 (CTH KR to STH 11) has been executed, anticipated to be August 1, 2019, and all facilities have been transferred to the 3760-00-70 contractor. Coordinate transfer of the Field Office Left in Place Special to the 3760-00-70 contractor, including all parking; lighting; field office units; office supplies, equipment, and furniture; lavatory supplies and equipment; secured access; telecommunications and IT equipment and services; utility services; cleaning and maintenance services; and all incidentals listed within this special provision.

These field facilities are for the sole use of the department. The field office shall remain available for department under this contract until the engineer approves its transfer to the 3760-00-70 contractor.

Complete parking lot improvements within two weeks of field office occupancy. The parking lot improvements shall conform to standard spec 204, 205, 305, and 465. Excess materials that cannot be incorporated into the project shall be wasted offsite.

D Measurement

The department will measure Field Office Left In Place Special by the lump sum, acceptably completed.

The department will measure Maintain Field Office Left In Place Special by the month, or partial month where applicable, acceptably completed

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.003	Field Office Left In Place Special	LS
SPV.0135.001	Maintain Field Office Left In Place Special	MON

Payment for Field Office Left in Place Special is full compensation for providing, equipping, all associated mobilizations of mobile modular office units; securing and providing employee access; for completing parking lot improvements including all required removals, materials, labor, equipment, wasting excess material offsite, and any other incidentals; for telecommunications equipment and installation; and providing all incidentals including but not limited to entrance stairs and ramp, refrigerator/freezer, microwave, utilities, meter pedestal, fuel, safety, ventilation, office equipment, copiers, and for coordination and transfer of all Field Office Left In Place Special facilities to the subsequent contractor.

Payment for Maintain Field Office Left in Place Special is full compensation for cleaning and maintaining the facility and associated parking lot; telecommunication, power, and all other service fees; and for providing all incidentals, including bottled water, fuel, maintenance of temporary toilet facilities, and office supplies as required, either independently or jointly, for each month the field office is used by the department.

95. Transport and Install State Furnished Radar Detection System Braun Road & Foxconn Driveway, Item SPV.0105.306.

A Description

This special provision describes the transporting and installing of department furnished Radar Detection System on poles or arms as the plans show and as follows.

B Materials

Pick up the department furnished Radar System at the department's electrical shop located at 935 South 60th Street, West Allis. Notify the department's electrical field unit (EFU) at (414) 266-1170 to make arrangements for picking up the department furnished materials at least five (5) working days prior to material pick-up.

C Construction

Install the department furnished pole/arm mounting brackets, extension arms (if required), and radar units per manufacturer recommendations in the locations determined by the department.

Install the power and communication cable to run continuously (without splices) from the traffic signal cabinet to the pole handhole plus an additional 16-feet in each pull box and an extra 10-feet in the pole handhole. Install the detector unit cable whip from the detector unit to the pole handhole. Splice the detector unit cable whip to the power and communication cable in the pole handhole using the provided junction box.

Mark each end of the lead in the traffic signal cabinet and each cable in the pole handhole to indicate the equipment label (i.e. RA1, RA2, etc.) on the plans. For a cabinet that is not operating the signal, the contractor will terminate the ends. If the cabinet is operating the signal, the cabinet wiring will be done by the department.

Notify department's Electrical Shop at (414) 266-1170 upon completion of the installation and aiming of the radar units.

The department will provide the vendor's contact information. Coordinate directly with the department's radar detection system vendor to arrange for the vendor to program the radar detection system on site. Notify the department and vendor at least five working days prior to the date of programming. Assist the department and vendor with fine adjusting of the radar units during the radar system programming, if necessary.

D Measurement

The department will measure Transporting and Installing State Furnished Radar Detection System [Location] as a single lump sum unit of work for each intersection acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.306	Transport and Install State Furnished Radar Detection System Braun Road & Foxconn Driveway	LS

Payment is full compensation for transporting and installing the radar detection system, cable, mounting hardware, and radar units; and assisting the department and vendor during the radar system programming.

SER-658.4 (20170419) ELEC

96. Slip – In Check Valve for 24” Inside Diameter Pipe, Item SPV.0060.015

A Description

The specification covers furnishing and installing Slip-In Check Valves (Check Valves) at locations entering the proposed detention pond and the outfall of the proposed pond. Furnish and install Check Valve as shown in the plans and details, as well as in accordance with manufacturer's instructions.

B Materials

Contractor shall provide an in-line elastomeric type check valve with compression clamps and a slip-in cuff connection. Check Valve shall slip into downstream end of RCCP pond outlets and be attached with 316 stainless steel expansion clamps which shall expand outward to seal the valve against the RCCP pipe wall without use of a separate valve body or pipe.

Check Valve shall be one-piece pure gum rubber construction with reinforcement throughout the body, disc, and bill and resilient to freezing and UV exposure.

Check Valve shall open to allow passage of flow in one direction when line pressure exceeds the backpressure. When backpressure exceeds line pressure the bill and disc are forced closed preventing reverse flow. Valves shall be designed to crack open with less than 2-inch water depth above the valve invert and the following parameters:

24-inch Check Valve into outfall structure shall be designed to open with less than 2-inches of line pressure and rated for a maximum of 20 feet of backpressure. Check Valve shall have less than 0.2-feet of headloss for the 2-year design flow rate of 5 cubic feet per second.

Manufacturer shall have designed, fabricated and have at least three (3) current installation of this style of check valves within a size range of 24" to 72" diameters within the United States. Manufacturer shall provide documentation, including project name, location, and references.

Manufacturer shall have conducted hydraulic testing to determine head loss, jet velocity and vertical opening height characteristics on a minimum of three (3) sizes of valves. The testing must have been conducted for free discharge (pressurized and open channel flow discharging to atmosphere) and submerged conditions.

C Construction

Furnish and install Check Valve at the locations identified on the plans.

Check Valves will be placed inside two (2) 24" Inside Diameter Pipes. Due to small variations in RCCP fabrication depending on manufacturer, the contractor is responsible for providing the proper size Check Valve for the actual inside diameter of the RCCP being used. Check Valve shall be sized to fit such that the upstream and downstream sections of the valve shall be circumferentially in tight contact with the inside diameter of the outlet pipe. After installation, the Check Valve shall not protrude beyond the end of the outlet pipe.

Contractor to provide any clamps or hardware required for installation of Check Valve. Such items are considered incidental to this work.

The contractor will be responsible for installing the Check Valve as shown in the plans and details and per the manufacturer's instructions. Contractor shall make manufacturer's authorized representative available to assist during valve installation.

D Measurement

Check Valve shall be measured by each unit installed in place, and the quantity measured for payment shall be the number of units each of the various locations completed and accepted in accordance with the contract and plans. All clamps and hardware necessary for installing Check Valve are considered incidental to this work.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.015	Slip – In Check Valve for 24" Inside Diameter Pipe	Each

Providing all labor, materials, incidentals, and hardware necessary for installing Slip-In Check Valve for 24" Inside Diameter Pipe are considered incidental to this work.

Schedule of Items

Attached, dated May 31, 2018, are the revised Schedule of Items Pages 1 – 14.

Plan Sheets

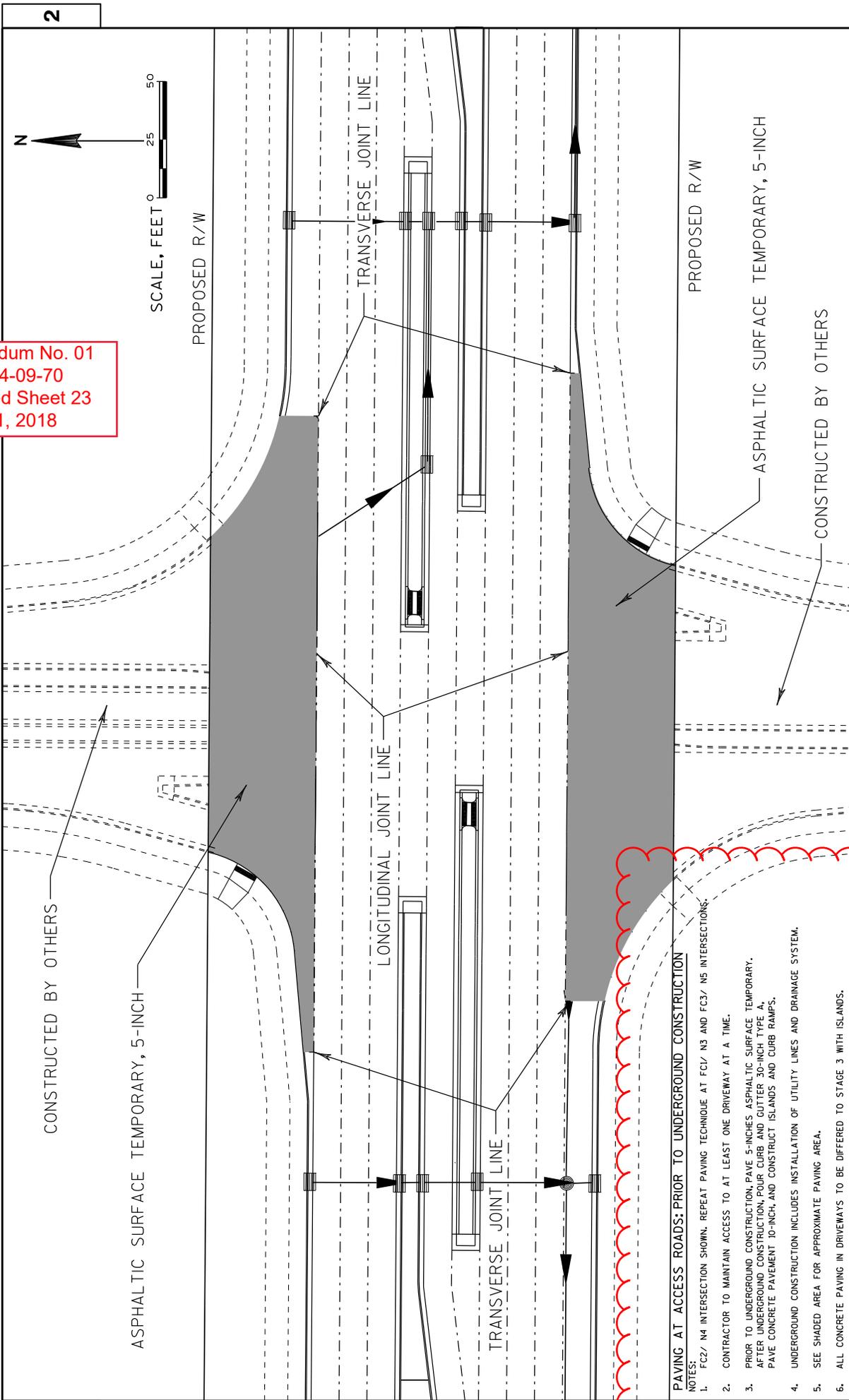
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:

Revised: 23 - 27, 113 - 116, 131, 132, 139 – 141, 181 - 184, 186 - 188, 205, 222, 224, 226, 228, 232, 234, 236, 238, 241, 242, 244, 246, 248 - 253, 255, 257, 258, 260 - 265, 313 - 317, 319, 320, 349, 353 - 356, 358, 359, 360, 362, 364 - 368, 373, 379, 380, 382 - 384, 394, 395, 518 - 523, 525 - 530, and 535 - 539

Added: 25A, 25B, 27A - 27F, 67A - 67O, 240A, 259A, and 397A

END OF ADDENDUM

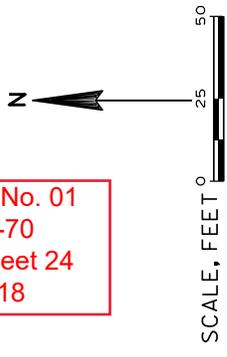
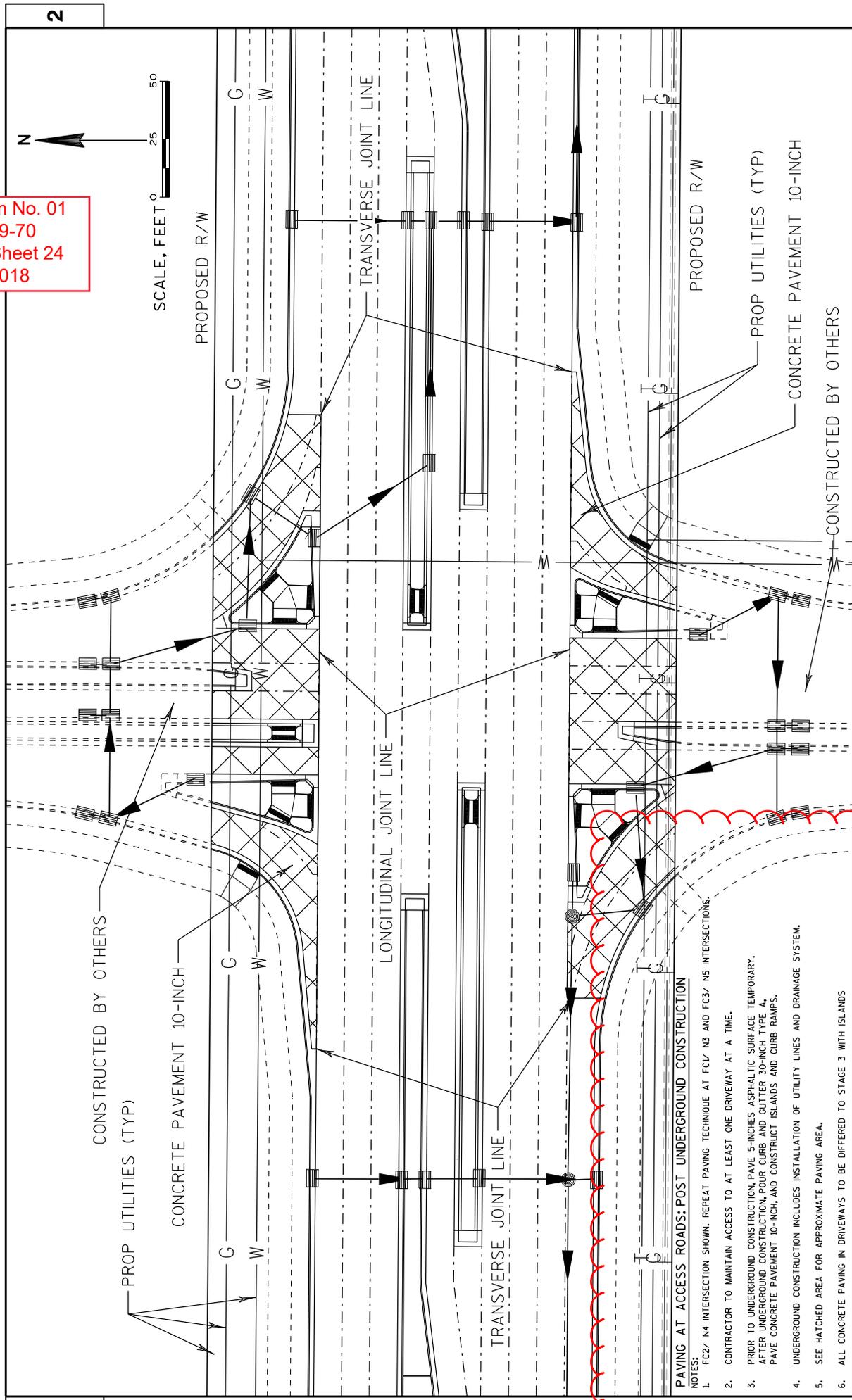
Addendum No. 01
 ID 2704-09-70
 Revised Sheet 23
 May 31, 2018



- PAVING AT ACCESS ROADS: PRIOR TO UNDERGROUND CONSTRUCTION**
- NOTES:
1. FC2/ N4 INTERSECTION SHOWN. REPEAT PAVING TECHNIQUE AT FC1/ N3 AND FC3/ N5 INTERSECTIONS.
 2. CONTRACTOR TO MAINTAIN ACCESS TO AT LEAST ONE DRIVEWAY AT A TIME.
 3. PRIOR TO UNDERGROUND CONSTRUCTION, PAVE 5-INCHES ASPHALTIC SURFACE TEMPORARY. AFTER UNDERGROUND CONSTRUCTION, POUR CURB AND GUTTER 30-INCH TYPE A, PAVE CONCRETE PAVEMENT 10-INCH, AND CONSTRUCT ISLANDS AND CURB RAMPS.
 4. UNDERGROUND CONSTRUCTION INCLUDES INSTALLATION OF UTILITY LINES AND DRAINAGE SYSTEM.
 5. SEE SHADED AREA FOR APPROXIMATE PAVING AREA.
 6. ALL CONCRETE PAVING IN DRIVEWAYS TO BE DEFERRED TO STAGE 3 WITH ISLANDS.

PROJECT NO: 2704-09-70	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 23	E
FILE NAME : D:\1\pww-int-jntb.org\FW\gear_Lakes\Documents\Modison\Projects\71190 I-94 Local_Roads\VL\Engineer\eng\4.3.B\pww\4.3.27040900TBO\JRN115\228\201801.15\22-06.dwg				
PLOT BY : Jucor\Isen				
PLOT SCALE : 15:1				
HWY: BRAUN ROAD				

Addendum No. 01
 ID 2704-09-70
 Revised Sheet 24
 May 31, 2018

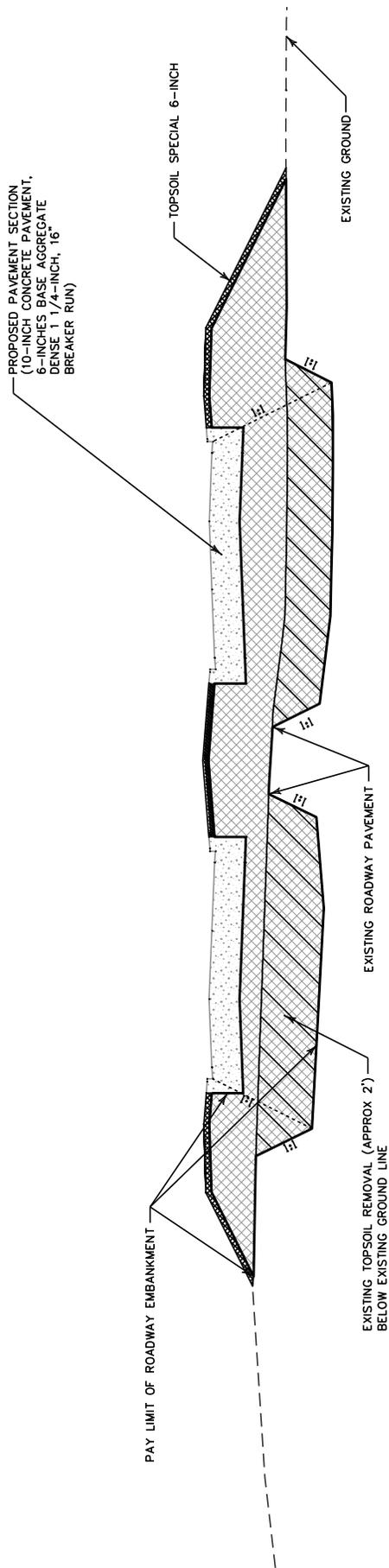


- PAVING AT ACCESS ROADS: POST UNDERGROUND CONSTRUCTION**
- NOTES:
1. FC2/ N4 INTERSECTION SHOWN. REPEAT PAVING TECHNIQUE AT FC1/ N3 AND FC3/ N5 INTERSECTIONS.
 2. CONTRACTOR TO MAINTAIN ACCESS TO AT LEAST ONE DRIVEWAY AT A TIME.
 3. PRIOR TO UNDERGROUND CONSTRUCTION, PAVE 5-INCHES ASPHALTIC SURFACE TEMPORARY. AFTER UNDERGROUND CONSTRUCTION, POUR CURB AND GUTTER 30-INCH TYPE A, PAVE CONCRETE PAVEMENT 10-INCH, AND CONSTRUCT ISLANDS AND CURB RAMPS.
 4. UNDERGROUND CONSTRUCTION INCLUDES INSTALLATION OF UTILITY LINES AND DRAINAGE SYSTEM.
 5. SEE HATCHED AREA FOR APPROXIMATE PAVING AREA.
 6. ALL CONCRETE PAVING IN DRIVEWAYS TO BE DEFERRED TO STAGE 3 WITH ISLANDS

2	E
PROJECT NO: 2704-09-70	COUNTY: RACINE
HWY: BRAUN ROAD	CONSTRUCTION DETAILS
FILE NAME : D:\xpw-int-jmtb-org\FW\gear_Lakes\Documents\Modison\Projects\71190_I-94_Local_Roads\VL\Engineer\mg\4.3.27040900TBO\JN115\2B-021801.1502.00.dwg	PLOT BY : Jucor-Ison
PLOT SCALE : 15:1	PLOT NAME : \$FILE\$
SHEET 24	WISDOT/CADD SHEET 42

LEGEND:

-  ROADWAY EMBANKMENT LIMITS
-  TOPSOIL REMOVAL



TOPSOIL REMOVAL DETAIL
(SUBGRADE IN FILL)

Addendum No. 01
 ID 2704-09-70
 Revised Sheet 25
 May 31, 2018

NOTES:

- STRIP TOPSOIL FROM ROADWAY FOUNDATION. REPLACE WITH ROADWAY EMBANKMENT.
- EXCESS TOPSOIL REMOVED NOT REQUIRED TO COVER SIDE SLOPES UNDER THE TOPSOIL SPECIAL BID ITEM TO BE PAID AS EXCAVATION COMMON.
- THE TOPSOIL THICKNESS MAY BE INCREASED TO 12" OR AS DIRECTED BY THE ENGINEER TO UTILIZE EXCESS TOPSOIL.
- TOPSOIL PLACED THICKER THAN 6" WILL BE PAID FOR UNDER THE ROADWAY EMBANKMENT BID ITEM.
- IN AREAS REQUIRING 2' OF FILL OR LESS, EBS EXCAVATION SPECIAL BELOW TOPSOIL LAYER AS DIRECTED BY THE ENGINEER, REPLACE WITH EBS BACKFILL SPECIAL.

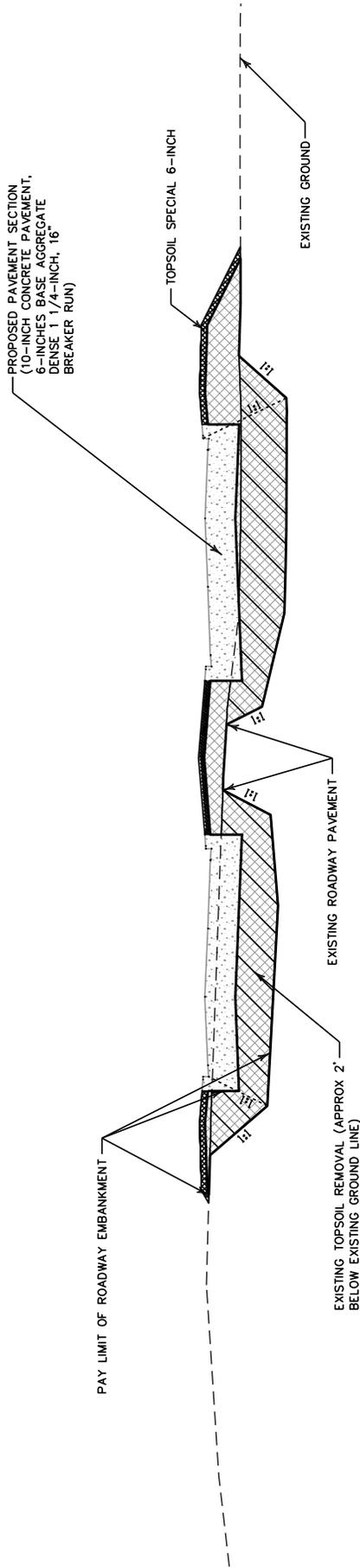
LEGEND:



ROADWAY EMBANKMENT LIMITS



TOPSOIL REMOVAL



TOPSOIL REMOVAL DETAIL
(SUBGRADE IN PARTIAL CUT)

Addendum No. 01
ID 2704-09-70
Added Sheet 25A
May 31, 2018

NOTES:

- STRIP TOPSOIL FROM ROADWAY FOUNDATION. REPLACE WITH ROADWAY EMBANKMENT.
- EXCESS TOPSOIL REMOVED NOT REQUIRED TO COVER SIDE SLOPES UNDER THE TOPSOIL SPECIAL BID ITEM TO BE PAID AS EXCAVATION COMMON.
- THE TOPSOIL THICKNESS MAY BE INCREASED TO 12" OR AS DIRECTED BY THE ENGINEER TO UTILIZE EXCESS TOPSOIL.
- TOPSOIL PLACED THICKER THAN 6" WILL BE PAID FOR UNDER THE ROADWAY EMBANKMENT BID ITEM.
- IN AREAS REQUIRING 2' OF FILL OR LESS, EBS EXCAVATION SPECIAL BELOW TOPSOIL LAYER AS DIRECTED BY THE ENGINEER, REPLACE WITH EBS BACKFILL SPECIAL.

PROJECT NO: 2704-09-70

HWY: BRAUN ROAD

COUNTY: RACINE

CONSTRUCTION DETAILS

SHEET 25A

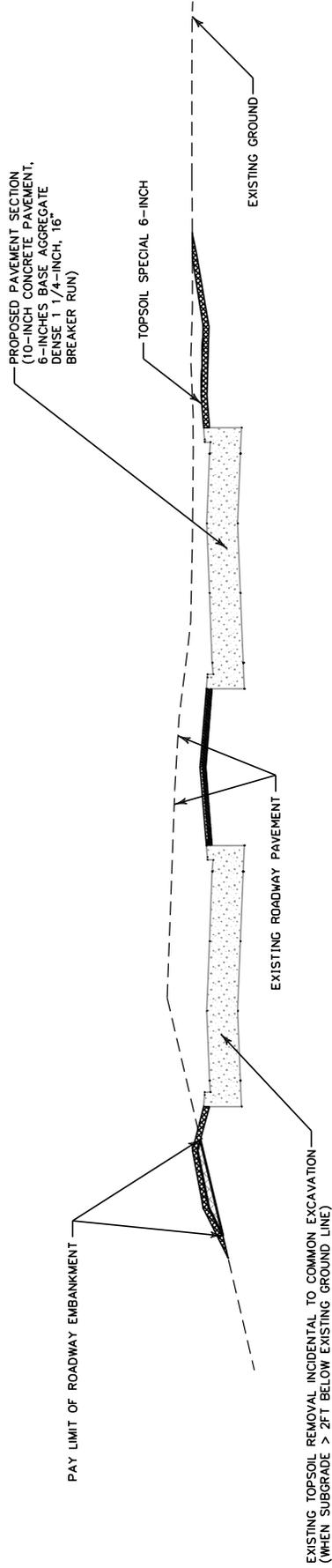
WISDOT/CADD SHEET 42

PLOT SCALE: 15:1

PLOT NAME: \$FILE\$

PLOT BY: cengbr.rmg

FILE NAME: dw:\vpr-int-jrntb-orig\pwc-ear\Lakes\Documents\Modison\Projects\71190_1-94_Local_Roads\4.Engin\eng\N4.3.27040900TBR\N4.3.27040900TBR\N4.3.27040900TBR.dgn



TOPSOIL REMOVAL DETAIL
(SUBGRADE IN CUT)

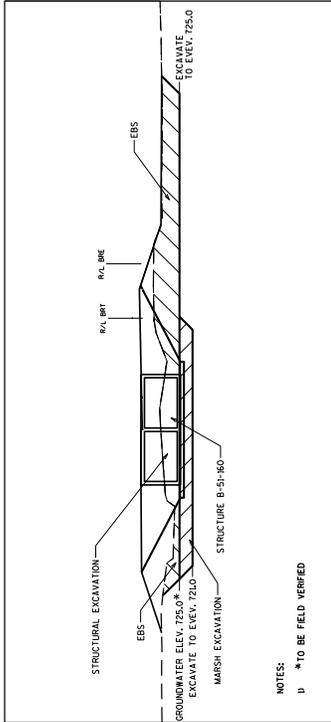
NOTES:

- STRIP TOPSOIL FROM ROADWAY FOUNDATION. REPLACE WITH ROADWAY EMBANKMENT.
- EXCESS TOPSOIL REMOVED NOT REQUIRED TO COVER SIDE SLOPES UNDER THE TOPSOIL SPECIAL BID ITEM TO BE PAID AS EXCAVATION COMMON.
- THE TOPSOIL THICKNESS MAY BE INCREASED TO 12" OR AS DIRECTED BY THE ENGINEER TO UTILIZE EXCESS TOPSOIL.
- TOPSOIL PLACED THICKER THAN 6" WILL BE PAID FOR UNDER THE ROADWAY EMBANKMENT BID ITEM.
- IN AREAS REQUIRING 2' OF FILL OR LESS, EBS EXCAVATION SPECIAL BELOW TOPSOIL LAYER AS DIRECTED BY THE ENGINEER, REPLACE WITH EBS BACKFILL SPECIAL.

Addendum No. 01
ID 2704-09-70
Added Sheet 25B
May 31, 2018

Addendum No. 01
ID 2704-09-70
Revised Sheet 26
May 31, 2018

EXCAVATION TYPICAL SECTION



KILBOURN ROAD DITCH

B-51-160

EXCAVATE TO 721.0

86BRW

BRAUN ROAD

86BRE

90BRW

90BRE

92BRW

92BRE

94BRW

94BRE

96E

96E

EXCAVATE TO 725.0

KILBOURN DITCH STRUCTURAL EXCAVATION

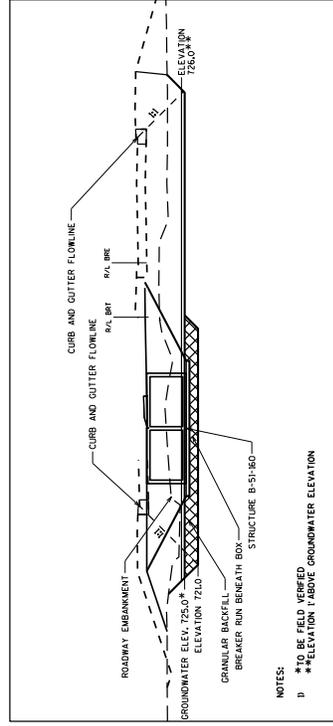


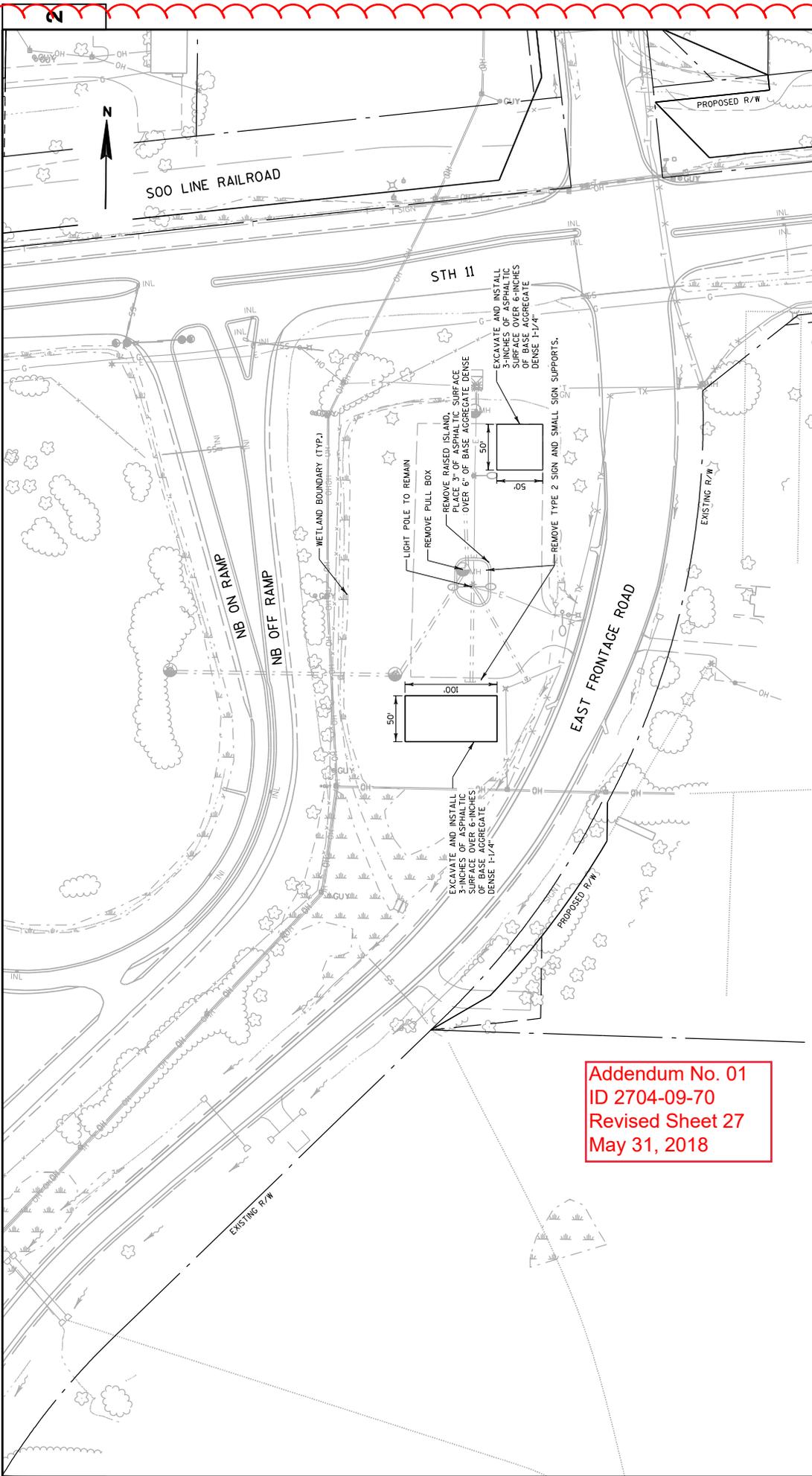
STRUCTURAL EXCAVATION

NOTES:

- 1) EXCAVATION DEPTHS VARY, SEE B-51-160 SOIL INVESTIGATION PLAN

BACKFILL TYPICAL SECTION





Addendum No. 01
 ID 2704-09-70
 Revised Sheet 27
 May 31, 2018

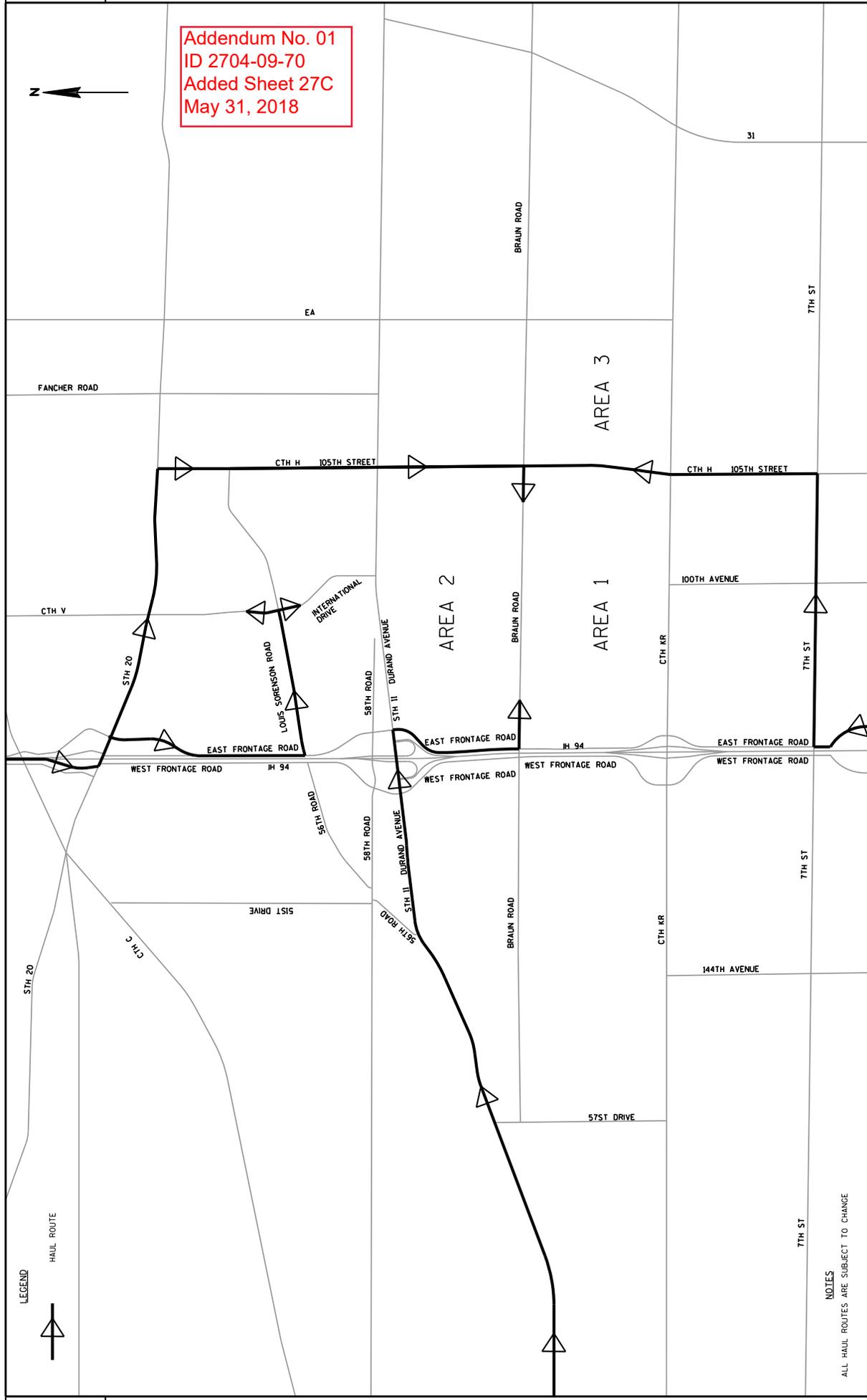
FIELD OFFICE LEFT IN PLACE SPECIAL PARKING LOT IMPROVEMENTS

PROJECT NO: 2704-09-70	HWY: BRAUN ROAD	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 27	E
FILE NAME : D:\Xpwr-int-jrntb.org\FW\gear_Lakes\Documents\Mod\son Projects\71130 1-94 Local Roads\VL\Engineer\cng\4.3.270409001\B00\JL115\2B-001802-025-007M PLOT BY : LucarIson PLOT NAME : #FILE# PLOT SCALE : 100:1 WISDOT/CADD SHEET 42					

2



Addendum No. 01
ID 2704-09-70
Added Sheet 27C
May 31, 2018



LEGEND



HAUL ROUTE

NOTES

ALL HAUL ROUTES ARE SUBJECT TO CHANGE

PROJECT NO: 2704-09-70

HWY: IH 94

COUNTY: RACINE

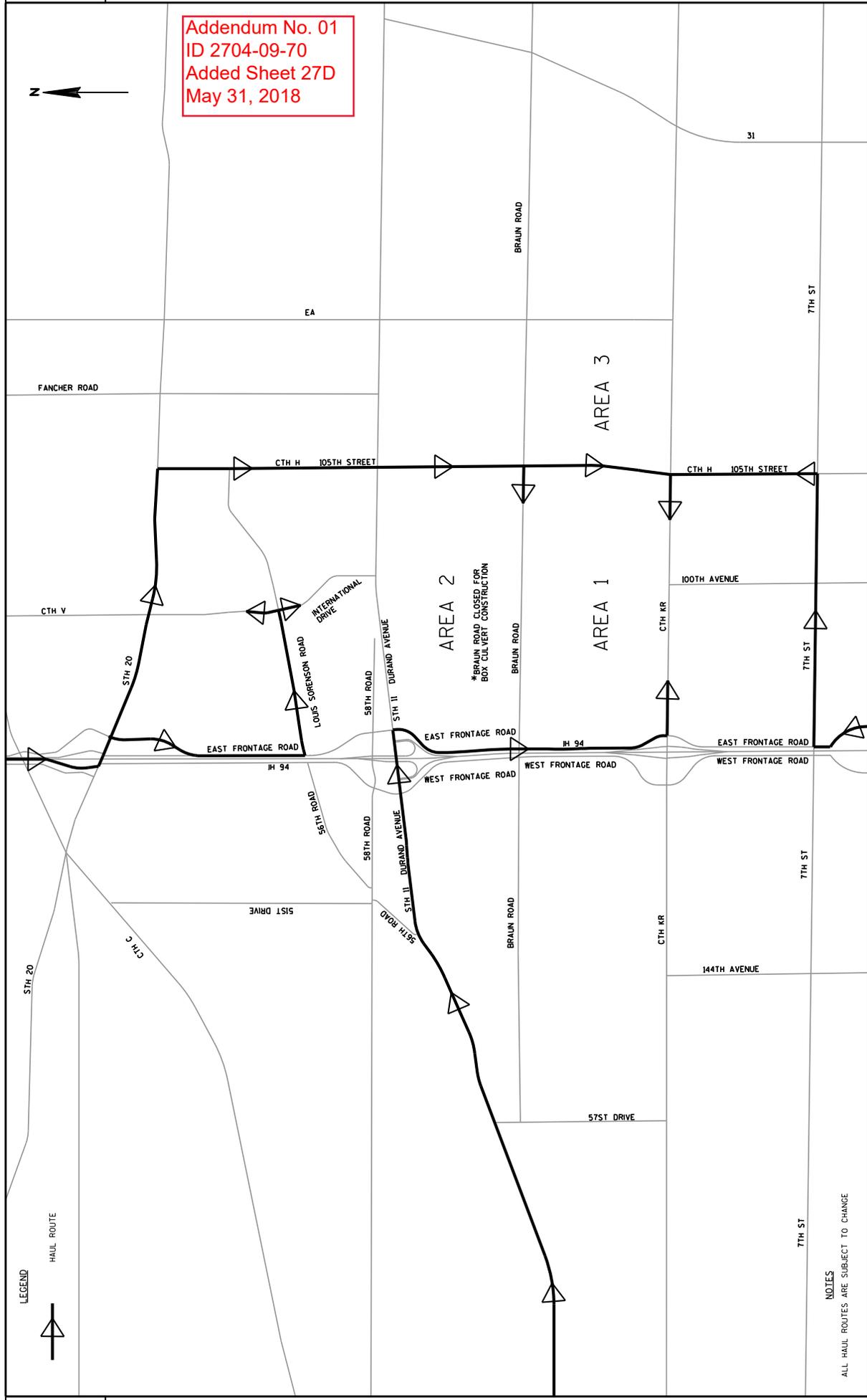
CONSTRUCTION DETAILS: HAUL ROUTES - JUNE 18-JULY 31, 2018

SHEET 27C

FILE NAME : dw:\xpw-int\hntb-org\FW\gear\Lakes\Documents\Map\son Projects\71190 I-94 Local Roads\4.Engineer\eng\4.5.A11-Contracts\4.5.P02\02040907\2704-09-70\2704-09-70-HaulRoutes.dwg PLOT BY : denghr.rng PLOT SCALE : 3200:1 WISDOT/CADD SHEET 42

2

Addendum No. 01
ID 2704-09-70
Added Sheet 27D
May 31, 2018



LEGEND



NOTES

ALL HAUL ROUTES ARE SUBJECT TO CHANGE

PROJECT NO: 2704-09-70

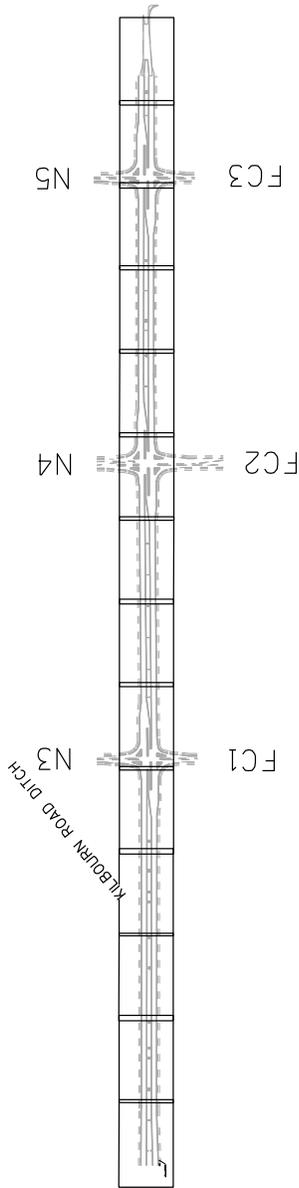
HWY: IH 94

COUNTY: RACINE

CONSTRUCTION DETAILS: HAUL ROUTES AUGUST 1-AUGUST 30, 2018

SHEET 27D

FILE NAME : pw:\vpr-int-jrntb-orig\pwr-ear-Lakes\Documents\Madison\Projects\71190_I-94_Local_Roads\4_Engineer\71190_I-94_Contracts\4_5000-09-09-18\2704-09-70\2704-09-70-000000.dgn
 PLOT NAME :
 PLOT SCALE : 3200:1
 WISDOT/CADD SHEET 42



FTMS GENERAL NOTES

THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL VERIFY ALL CONDITIONS SHOWN IN THESE PLANS, AND 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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE 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 UPON DETECTING ANY FIELD CONDITIONS THAT DIFFER FROM THE CONDITIONS IMMEDIATELY NOTIFIED BY THE ENGINEER OR ANY LOCATION CHANGES OTHER THAN MINOR ADJUSTMENTS. BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES ARE SHOWN AS APPROXIMATE. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES. BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUITS, PULLBOXES, POLES, CABINET FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

- FTMS STANDARD ABBREVIATIONS
- CCTV CLOSED CIRCUIT TELEVISION SITE
 - RM RAMP METER
 - DM5 DYNAMIC MESSAGE SIGN
 - ASR ADDRESS SIGN
 - ATR AUTOMATIC TRAFFIC RECORDER
 - FY ADVANCE FLASHER (ASSEMBLY)
 - CB CONTROLLER CABINET
 - PB PULL BOX
 - PE PULLED END
 - MP MANHOLE
 - V COMMUNICATIONS VAULT
 - SB SIGNAL BASE
 - MD MICROWAVE DETECTOR

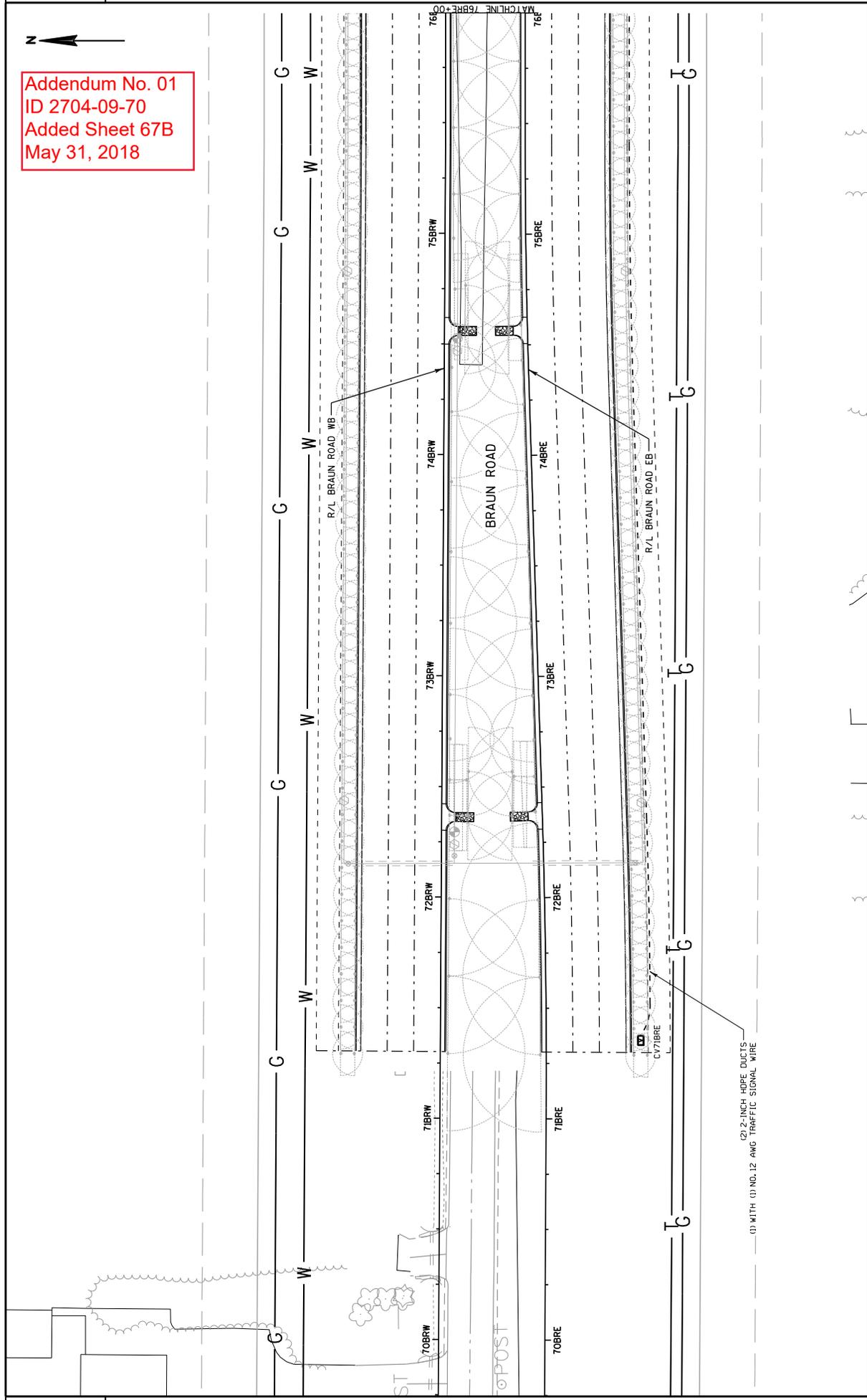
LEGEND

FTMS CONVENTIONAL SYMBOLS	<u>EXISTING</u>	---
FTMS (T)SI CONDUIT		---
COMMUNICATIONS VAULT, TYPE II		⊠
	<u>PROPOSED</u>	---

Addendum No. 01
 ID 2704-09-70
 Added Sheet 67A
 May 31, 2018



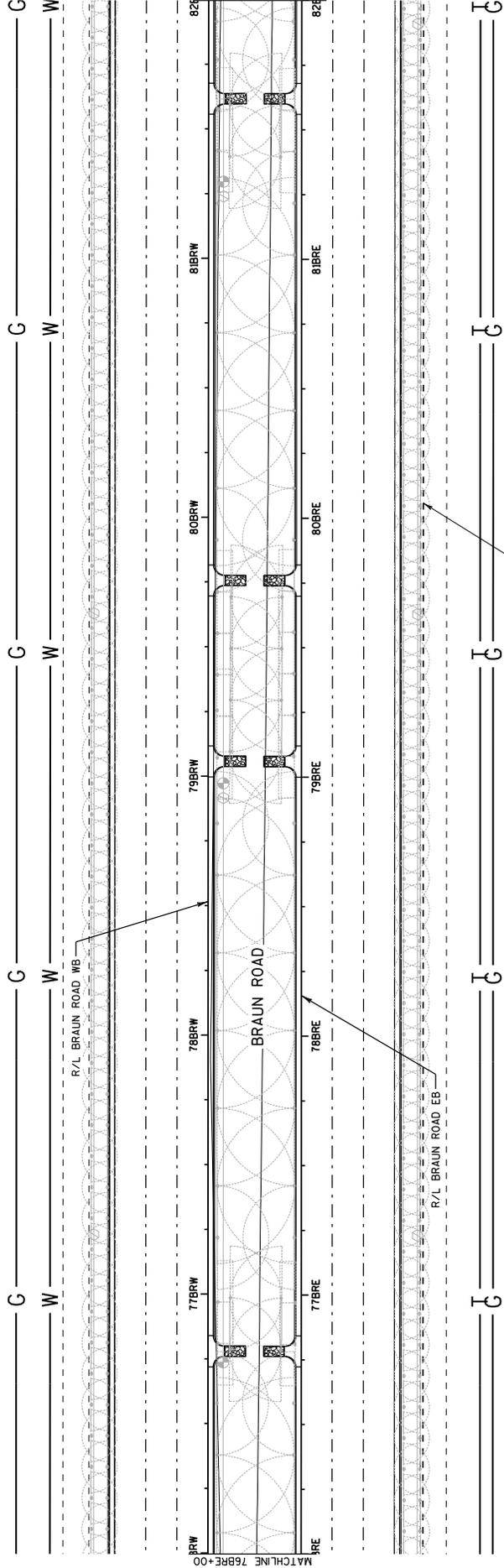
Addendum No. 01
 ID 2704-09-70
 Added Sheet 67B
 May 31, 2018



(2) 2-INCH HDPE DUCTS
 (1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE



Addendum No. 01
ID 2704-09-70
Added Sheet 67C
May 31, 2018



Addendum No. 01
ID 2704-09-70
Added Sheet 67D
May 31, 2018

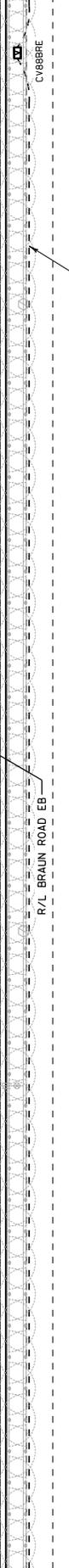
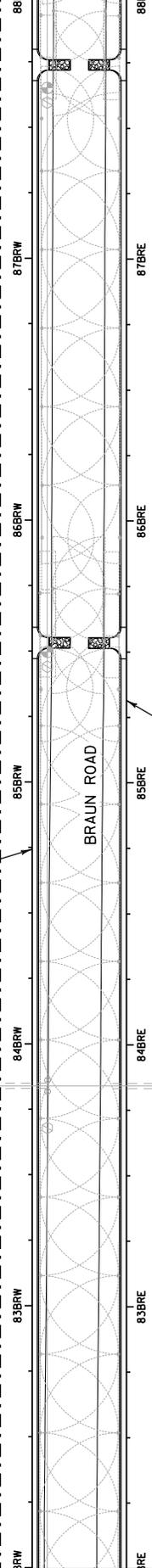
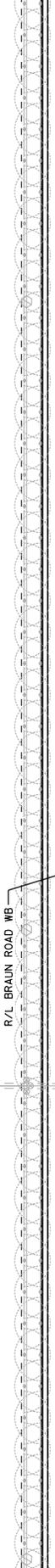


C W

C W

C W

C W



C W

C W

C W

C W

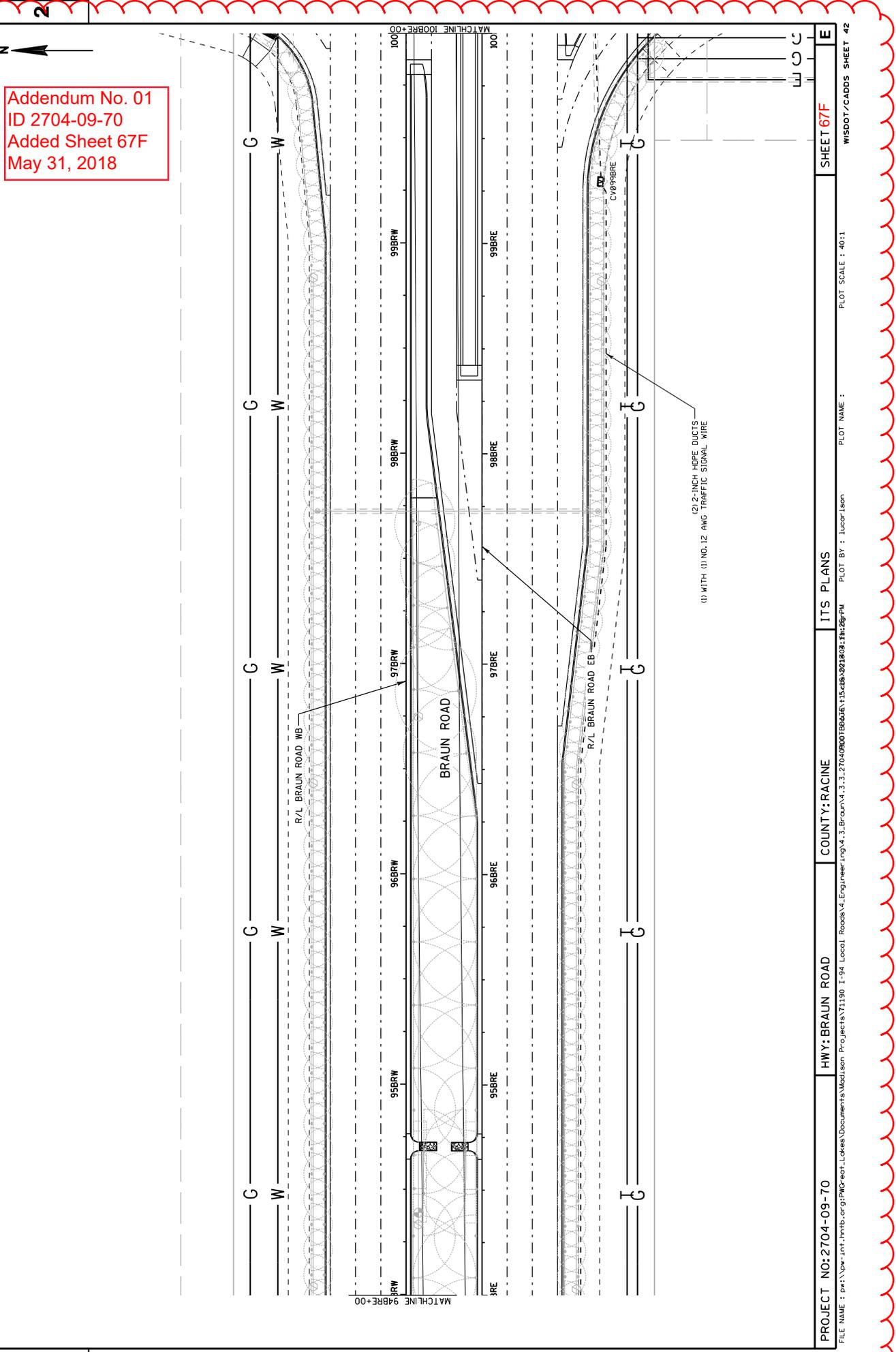
(2) 2-INCH HDPE DUCTS
(1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE



Addendum No. 01
 ID 2704-09-70
 Added Sheet 67F
 May 31, 2018

2

2

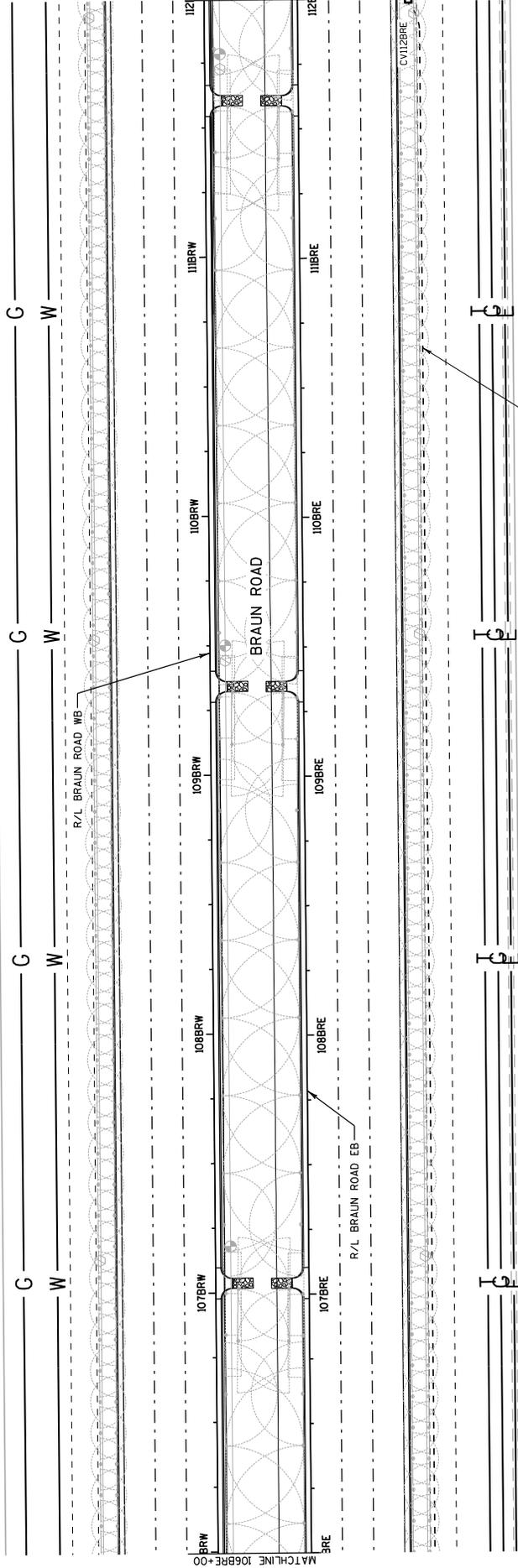


Addendum No. 01
 ID 2704-09-70
 Added Sheet 67H
 May 31, 2018



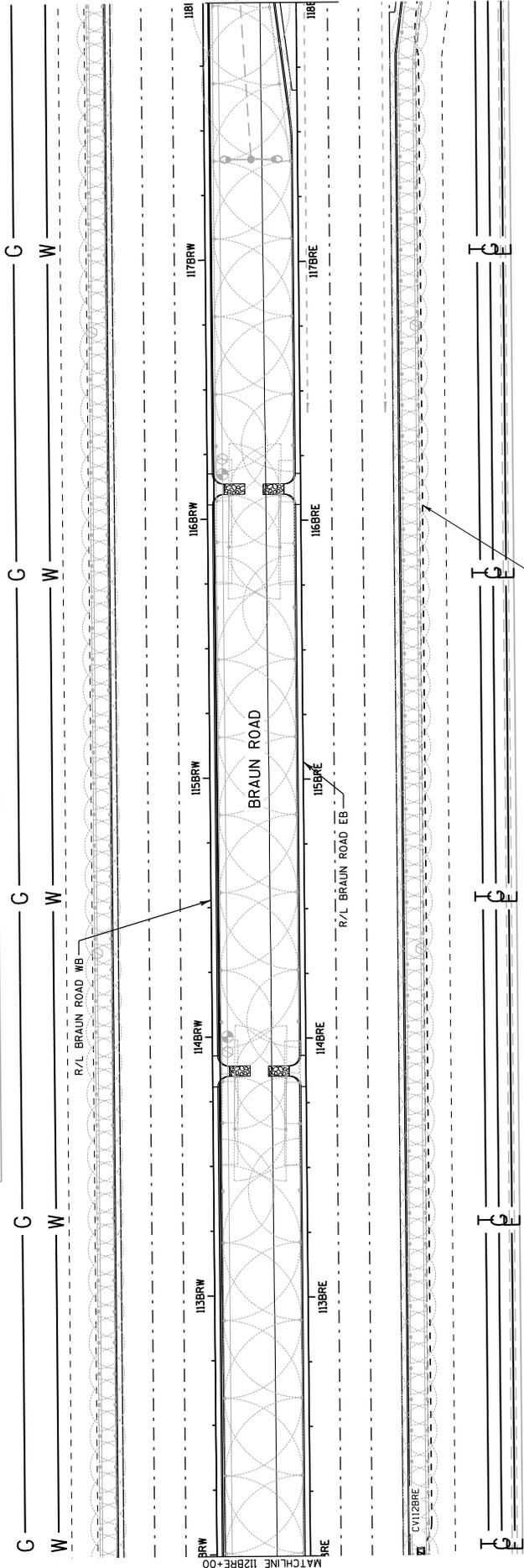
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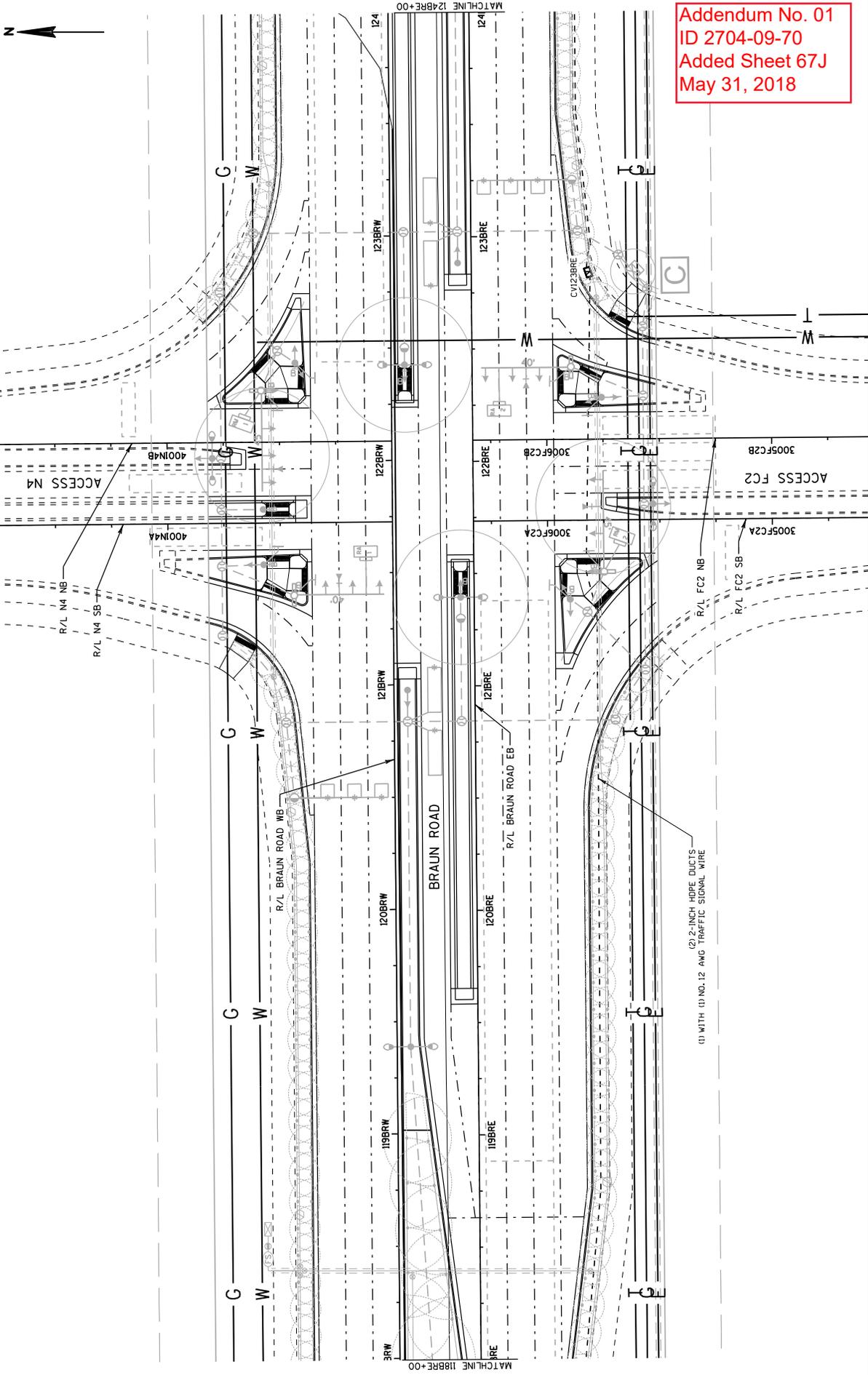
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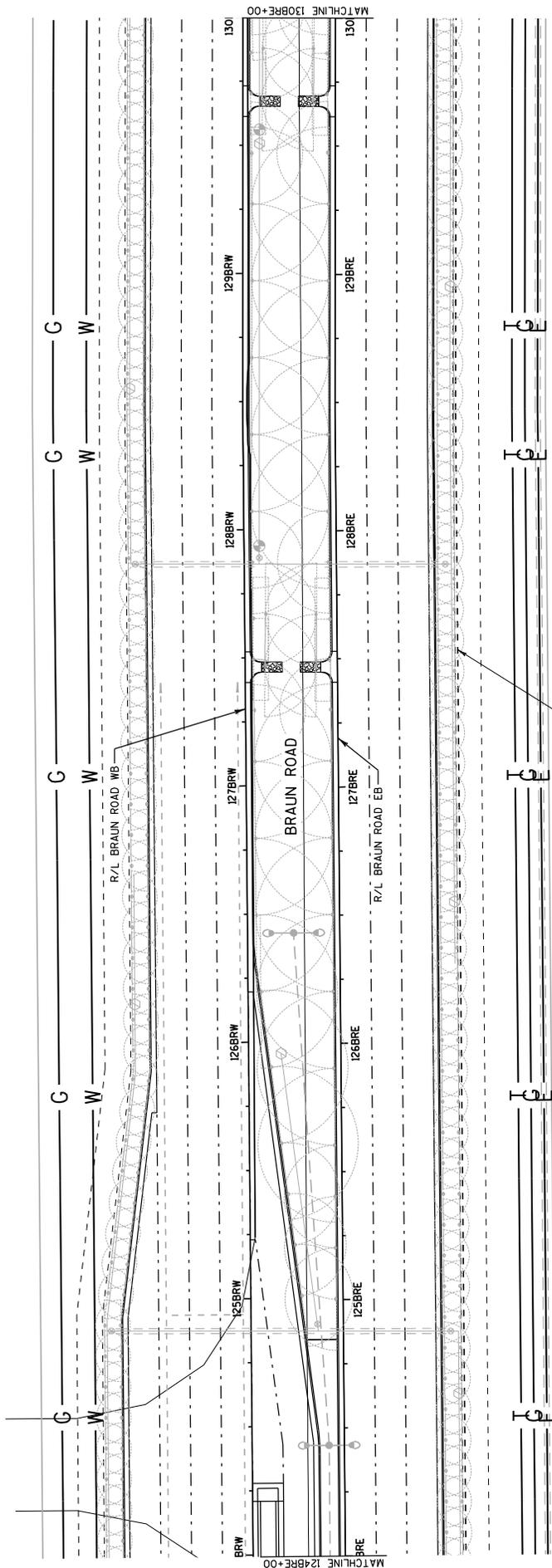
(2) 2-INCH HOPE DUCTS
 (1) WITH (1) NO. 12 ANG. TRAFFIC SIGNAL WIRE

Addendum No. 01
 ID 2704-09-70
 Added Sheet 671
 May 31, 2018

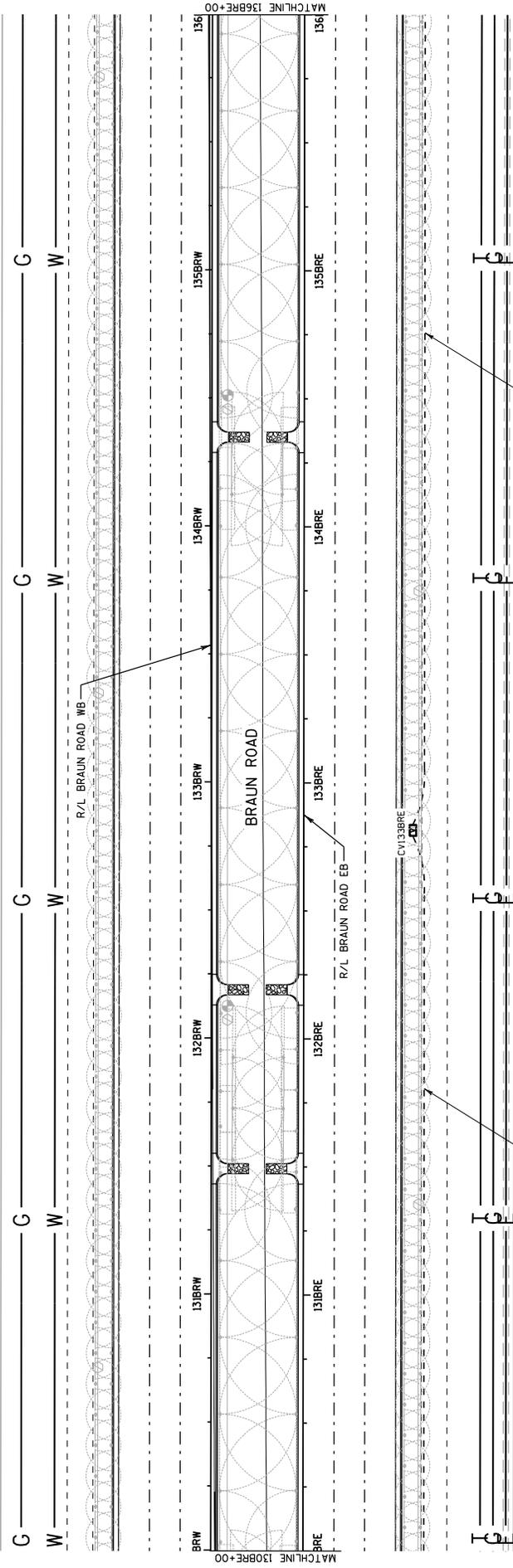




Addendum No. 01
 ID 2704-09-70
 Added Sheet 67J
 May 31, 2018



Addendum No. 01
 ID 2704-09-70
 Added Sheet 67K
 May 31, 2018

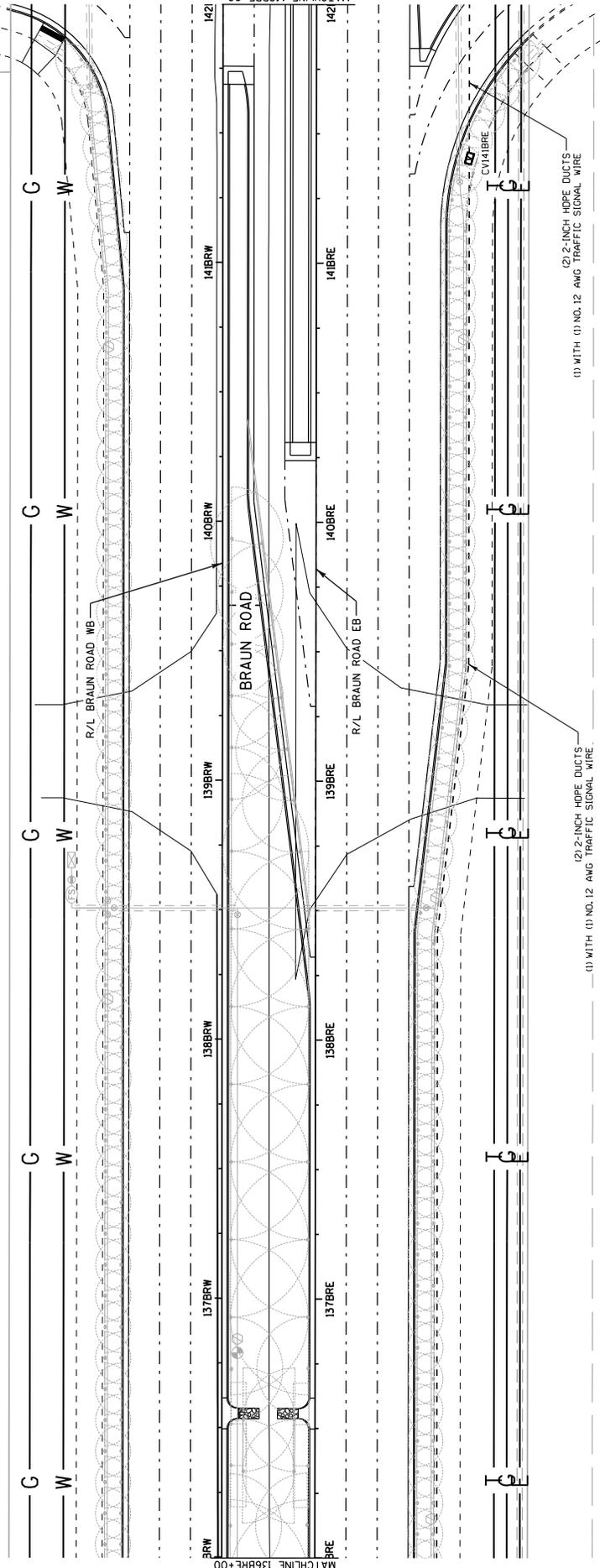


Addendum No. 01
 ID 2704-09-70
 Added Sheet 67L
 May 31, 2018

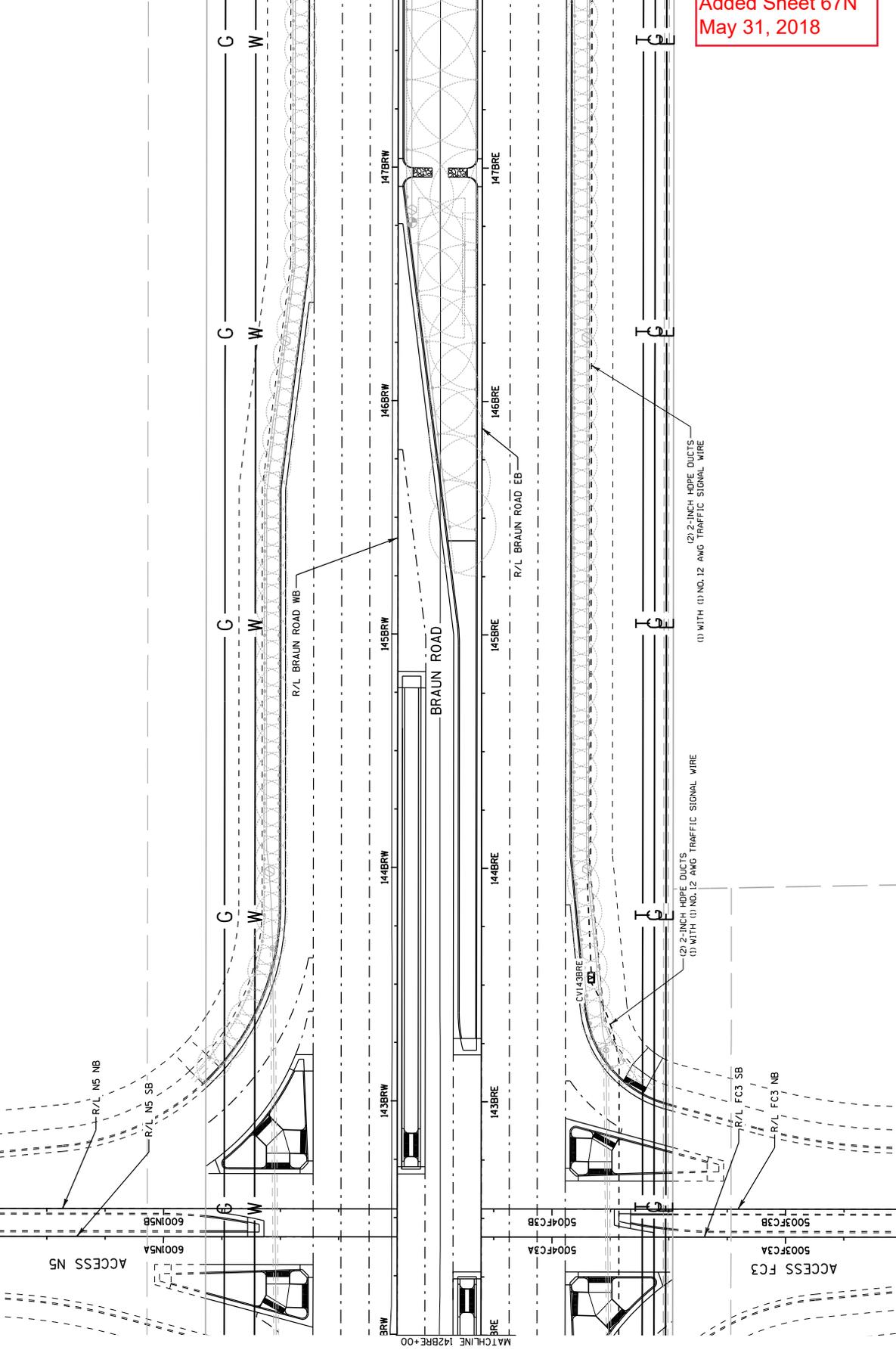
(2) 2-INCH HOPE DUCTS
 (1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

(2) 2-INCH HOPE DUCTS
 (1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

Addendum No. 01
 ID 2704-09-70
 Added Sheet 67M
 May 31, 2018



2

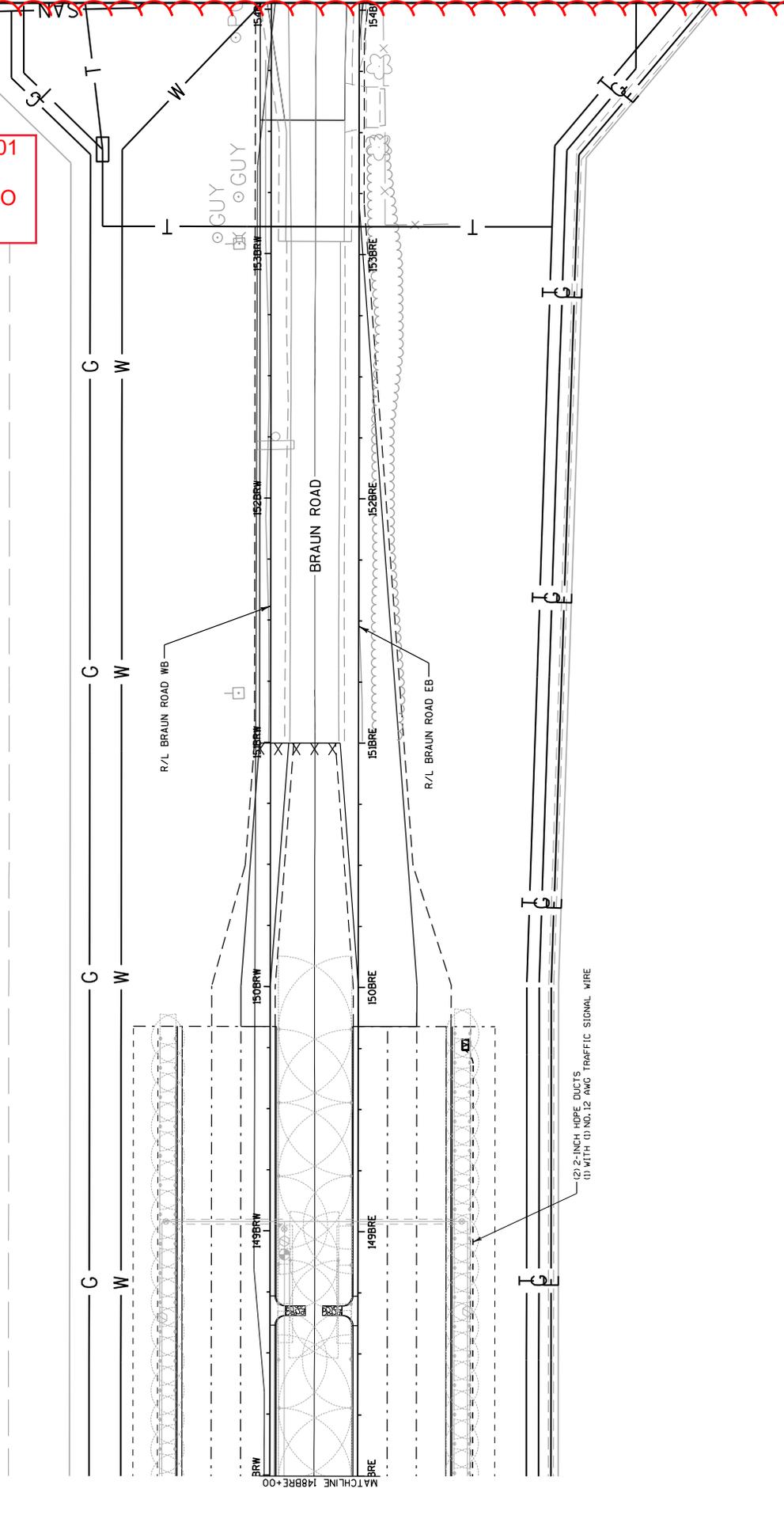


Addendum No. 01
 ID 2704-09-70
 Added Sheet 67N
 May 31, 2018

Addendum No. 01
 ID 2704-09-70
 Added Sheet 670
 May 31, 2018

2

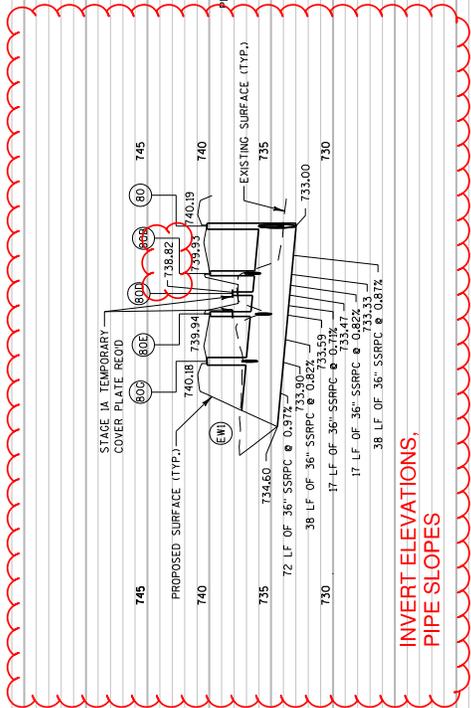
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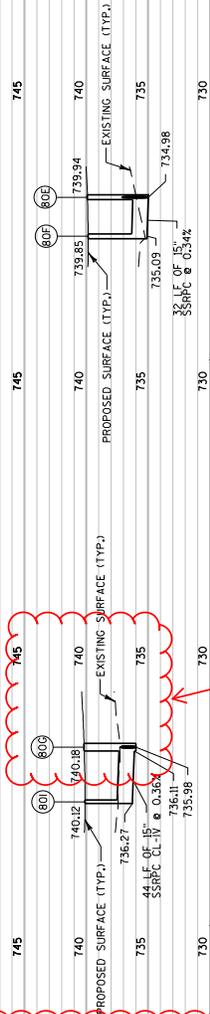
(2) 2-INCH HDPE DUCTS
 (1) WITH (1) NO. 12 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 2704-09-70	HWY: BRAUN ROAD	COUNTY: RACINE	ITS PLANS	SHEET 670
FILE NAME : p:\1\pwr-int-jrntb-org\FW\gear-Lakes\Documents\Modison Projects\71190_I-94_Local_Roads\4.Engin\eng\4.3.2704-09-70\BRAUN\115.CAD\2018\13.FP:85.PM				
PLOT NAME :			PLOT SCALE : 40:1	
PLOT BY : JucorIson			WISDOT/CADD SHEET 670	

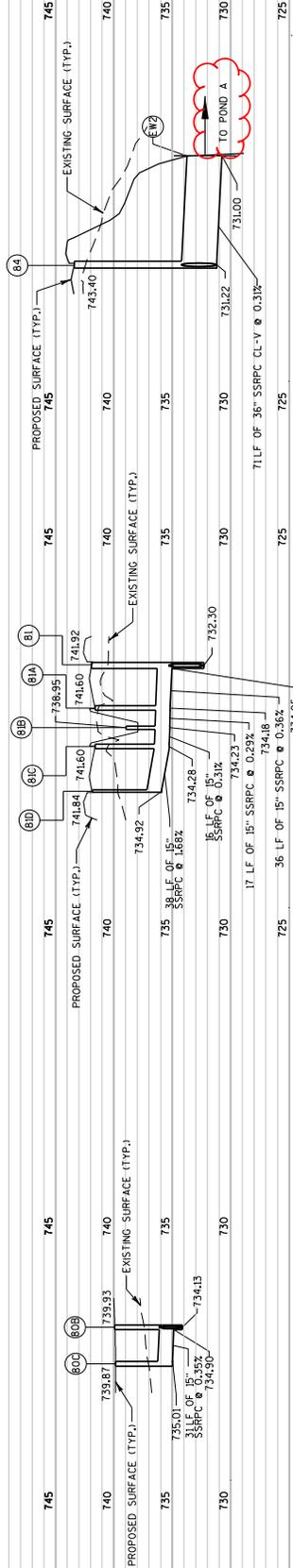
Addendum No. 01
 ID 2704-09-70
 Revised Sheet 114
 May 31, 2018



**INVERT ELEVATIONS,
 PIPE SLOPES**

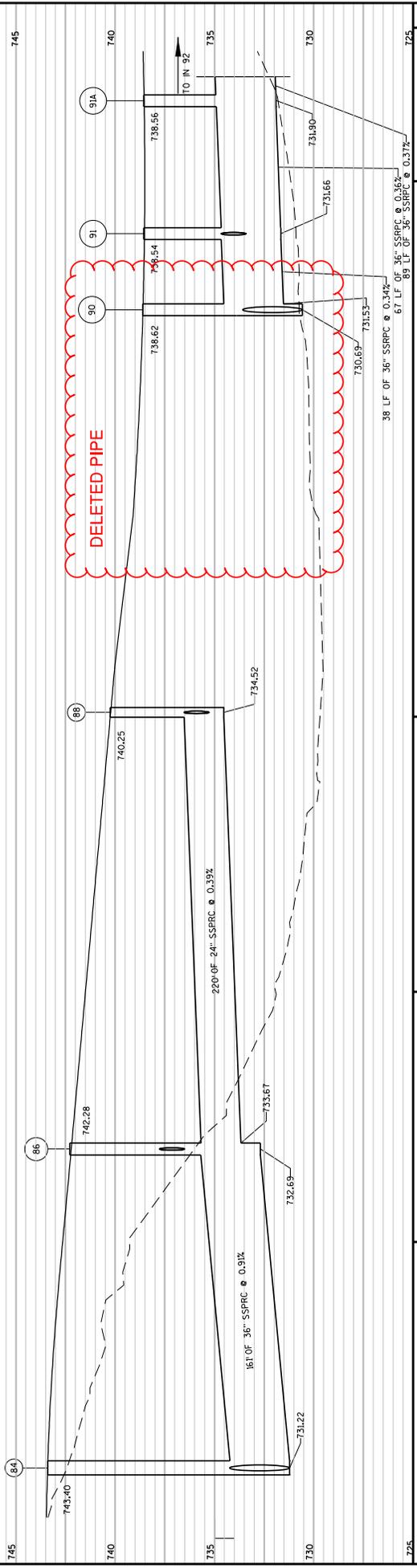
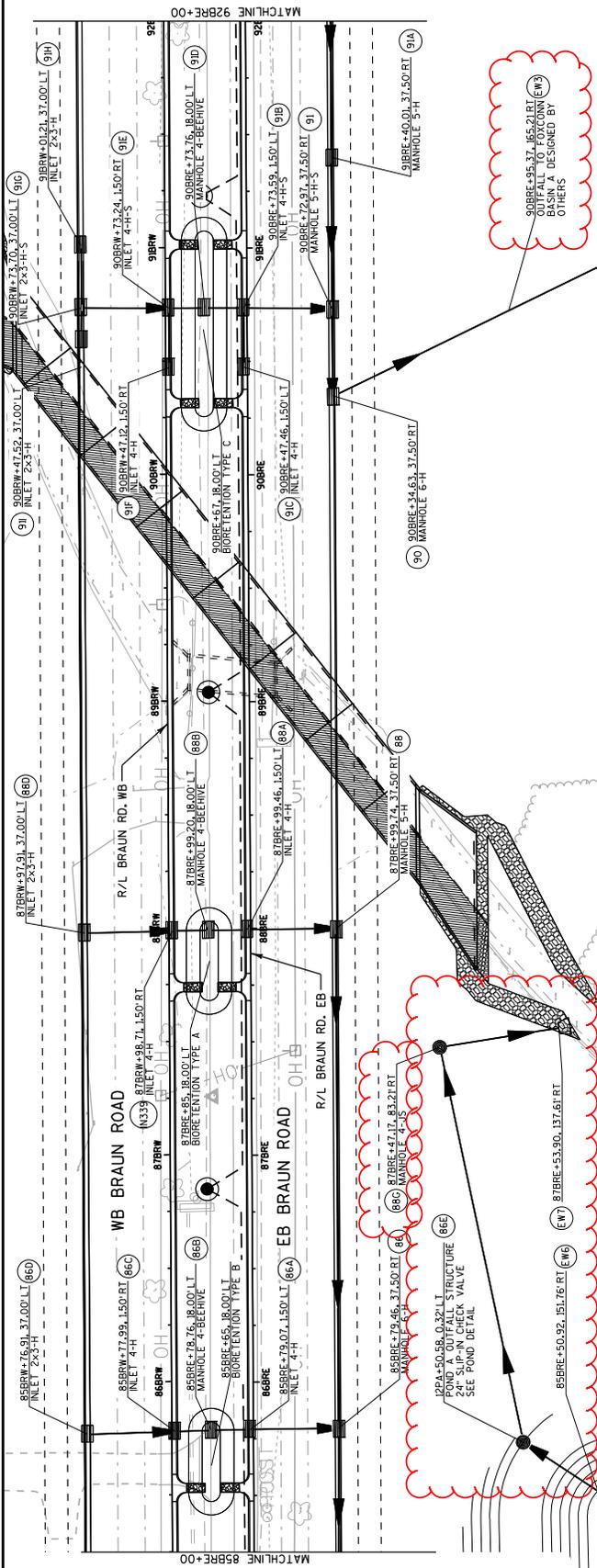


PIPE DELETED

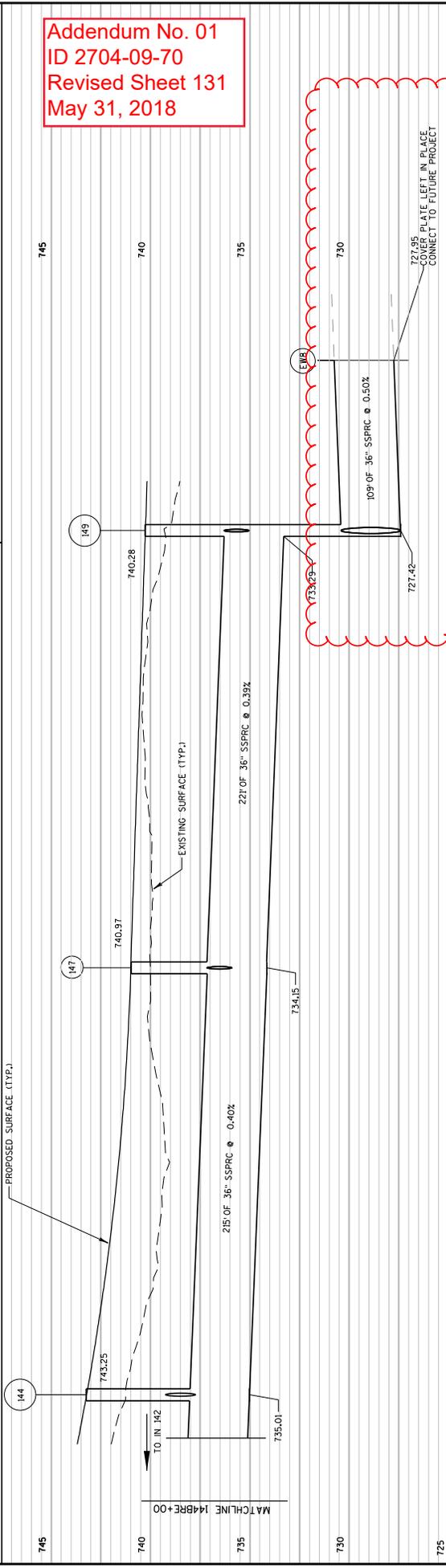
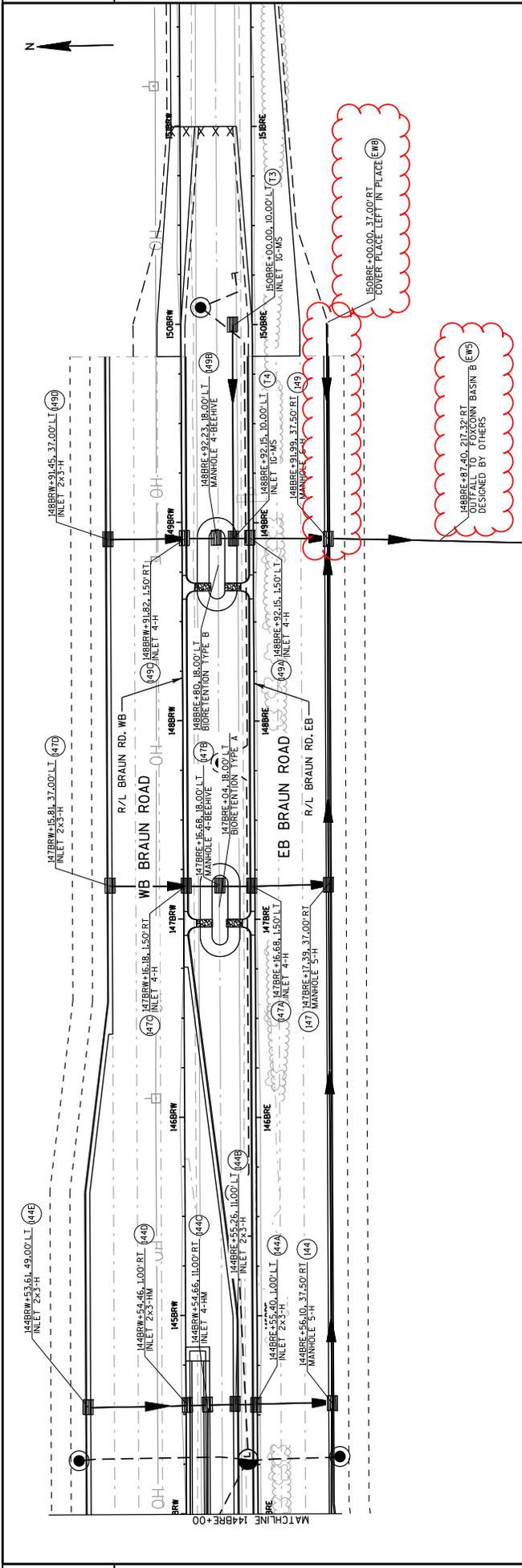




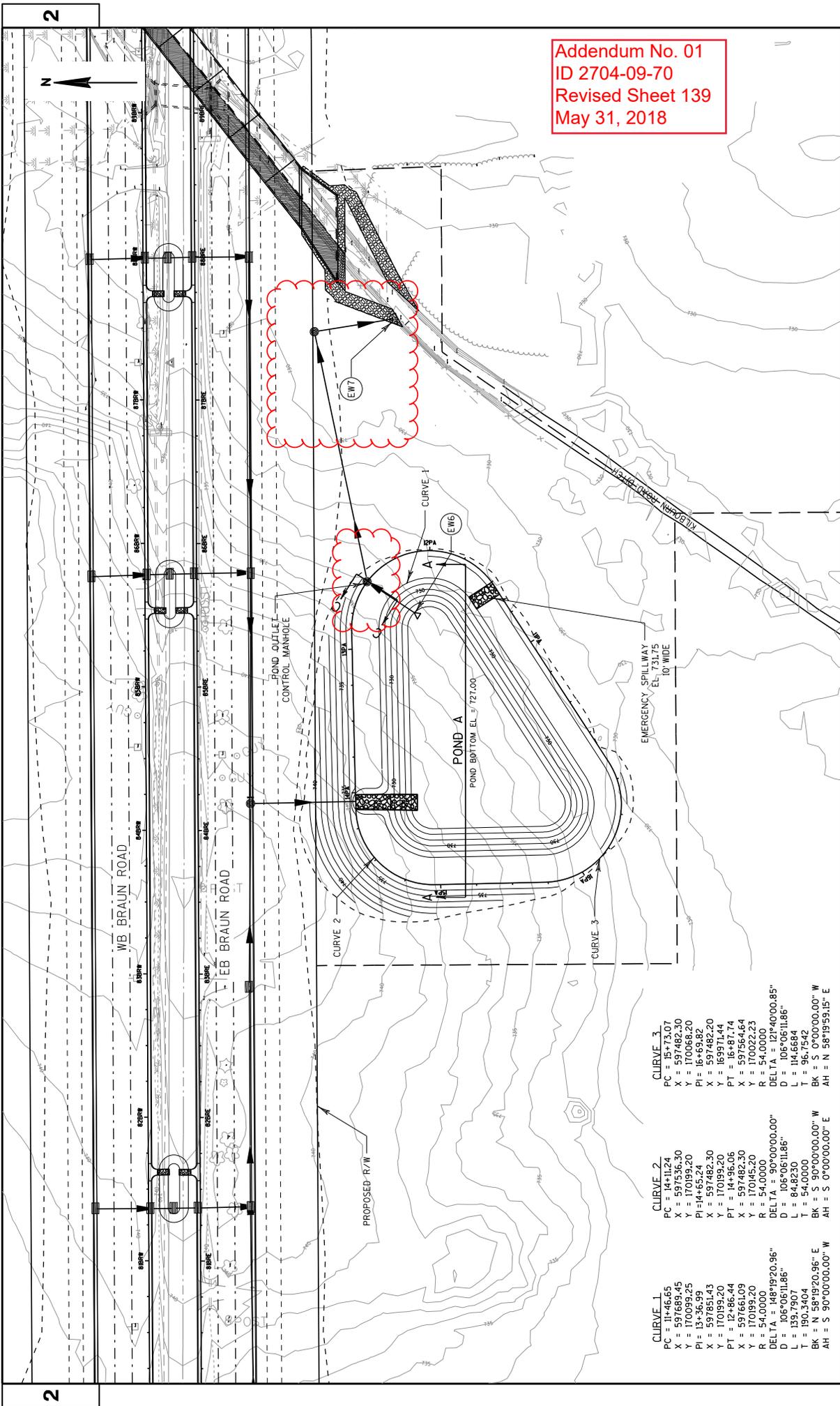
Addendum No. 01
ID 2704-09-70
Revised Sheet 115
May 31, 2018



PROJECT NO: 2704-09-70	HWY: BRAUN ROAD	COUNTY: RACINE	STORM SEWER: BRAUN ROAD	SHEET 115	E
FILE NAME : D:\1\pww-int-jntb.org\FW\gear_Lakes\Documents\Modison Projects\71190 1-94 Local Roads\LE\Engineer\cng\4.3.2704\9000\TBB\04\115\28\A\0228\08-156-86\ANN-PLN.RVT BY : caotfck					
PLOT NAME : PLOT SCALE : 50:1					



Addendum No. 01
 ID 2704-09-70
 Revised Sheet 131
 May 31, 2018

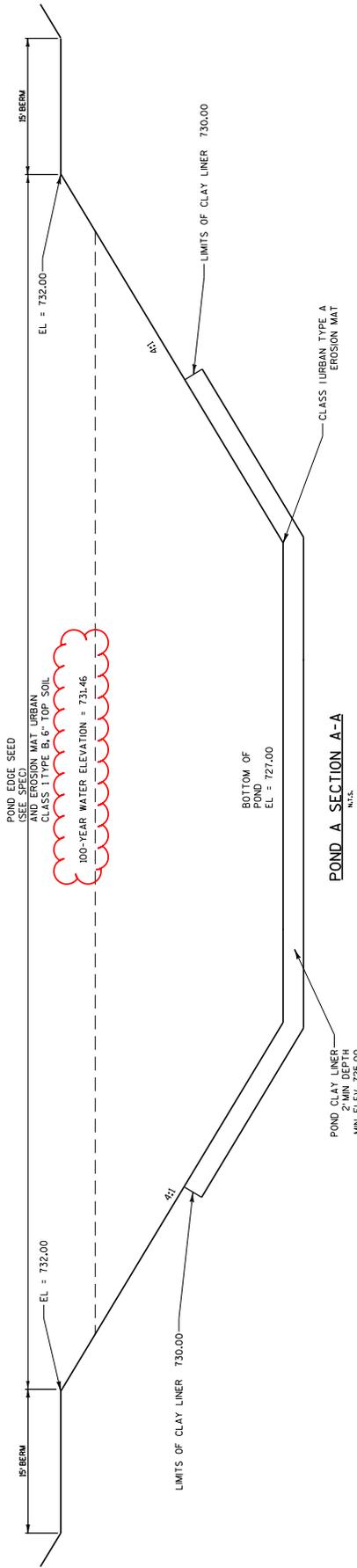


Addendum No. 01
 ID 2704-09-70
 Revised Sheet 139
 May 31, 2018

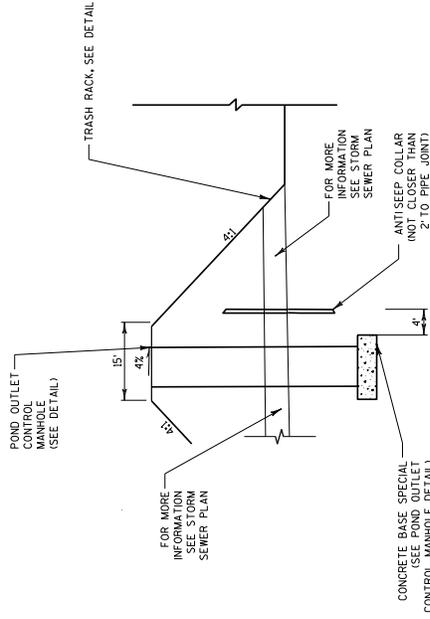
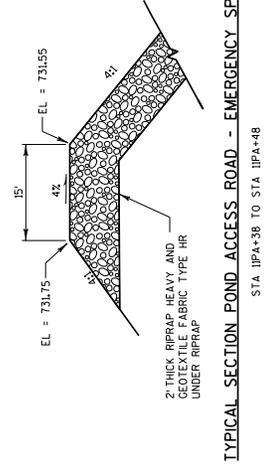
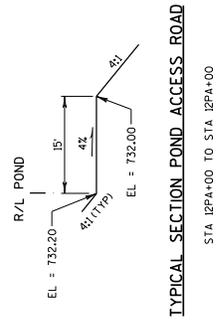
CURVE 1
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 X = 597669.45
 Y = 130759.25
 PI = 1497851.43
 X = 597851.43
 Y = 170199.20
 PT = 12486.44
 X = 597661.09
 Y = 170199.20
 R = 54.0000
 DELTA = 148°19'20.96"
 D = 106°06'11.86"
 L = 139.7907
 T = 190.3404
 BK = N 58°19'20.96" E
 AH = S 90°00'00.00" W

CURVE 2
 PC = 14111.24
 X = 597536.30
 Y = 170062.20
 PI = 1497482.30
 X = 597482.30
 Y = 170199.20
 PT = 14496.06
 X = 597482.30
 Y = 170199.20
 R = 54.0000
 DELTA = 90°00'00.00"
 D = 106°06'11.86"
 L = 84.8230
 T = 54.0000
 BK = S 0°00'00.00" W
 AH = S 0°00'00.00" E

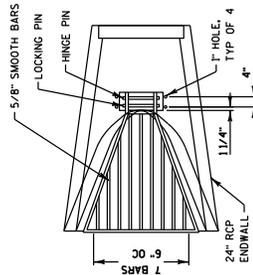
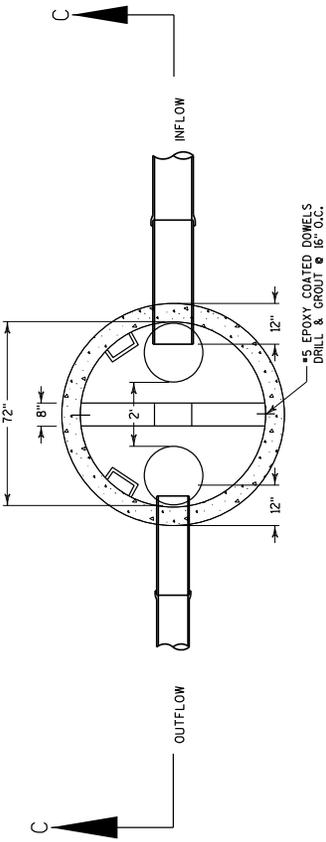
CURVE 3
 PC = 15713.07
 X = 597462.30
 Y = 170062.20
 PI = 15006.20
 X = 597482.30
 Y = 169971.44
 PT = 16487.74
 X = 597564.64
 Y = 170022.23
 R = 54.0000
 DELTA = 121°40'00.85"
 D = 106°06'11.86"
 L = 114.6684
 T = 96.7542
 BK = S 0°00'00.00" W
 AH = N 58°19'59.15" E



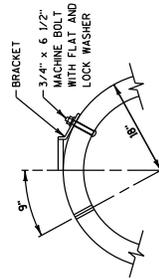
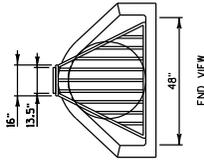
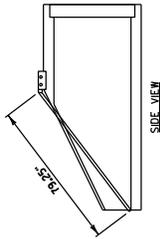
Addendum No. 01
ID 2704-09-70
Revised Sheet 140
May 31, 2018



- NOTES
1. REFER TO STANDARD DETAIL CATCH BASIN 6-FT DIAMETER
 2. THIS SECTION IS FOR INFORMATION. NO PAYMENT TO BE PAID FOR AS
 3. TRASH RACKS WILL BE GALVANIZED OR SIMILARLY PROTECTED FROM CORROSION.
 4. CONNECTOR DEVICE WILL BE REMOVABLE AND APPROVED BY THE ENGINEER

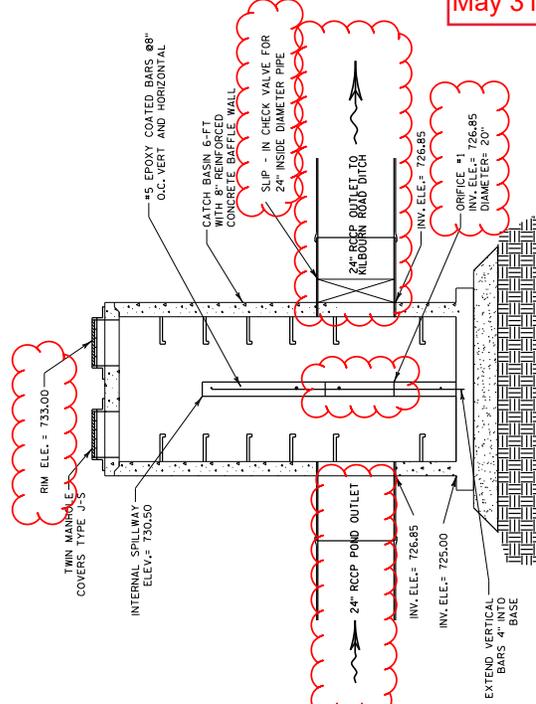


PLAN

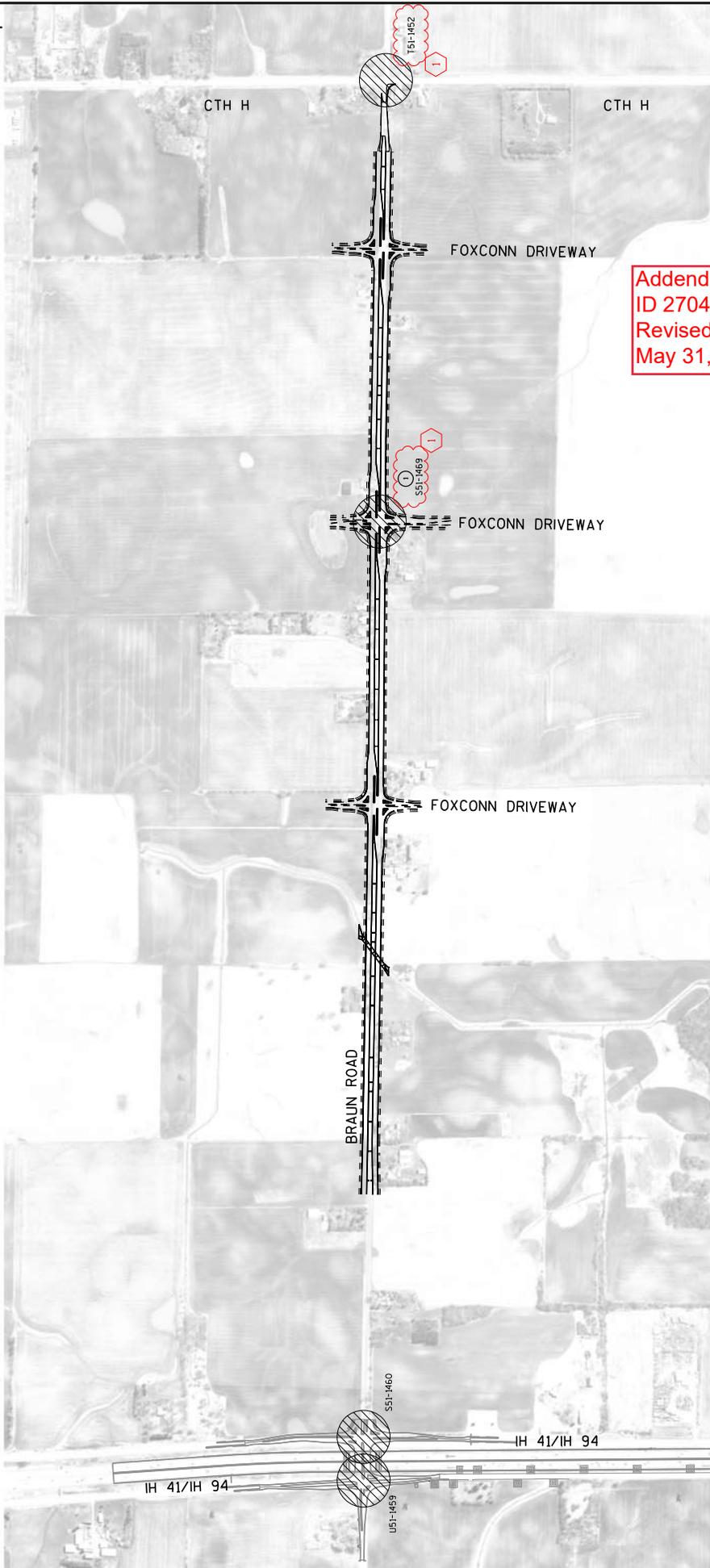


TRASH RACK DETAIL
N.T.S.

Addendum No. 01
ID 2704-09-70
Revised Sheet 141
May 31, 2018

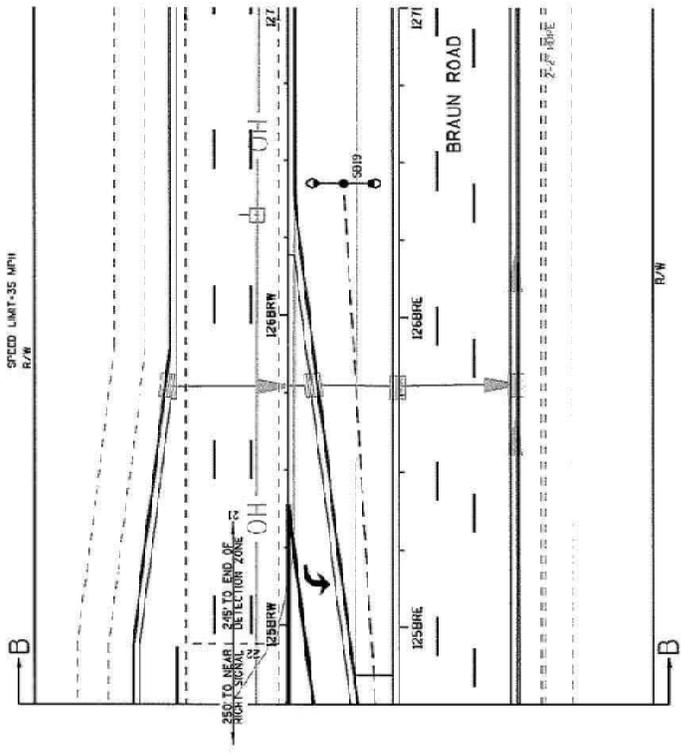
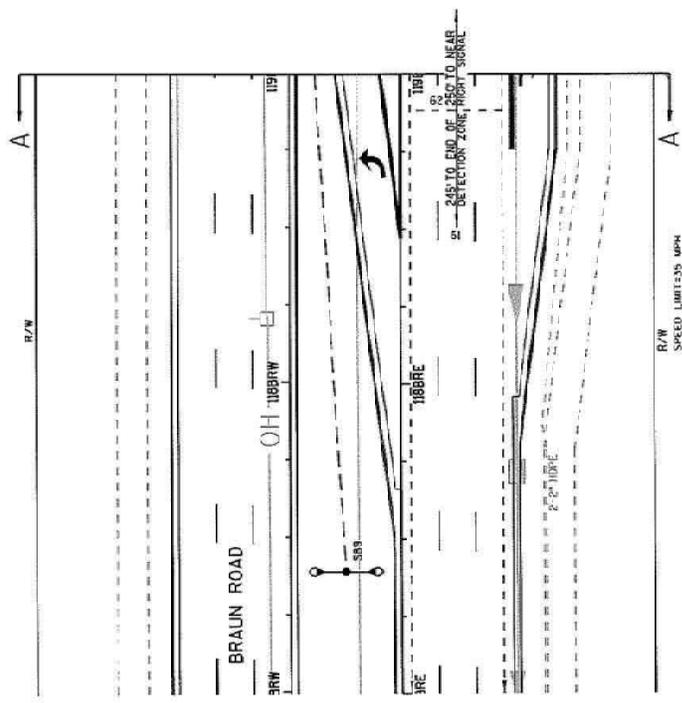


POND - A - OUTLET - CONTROLS - MANHOLE - SECTION - C-C
N.T.S.



- LEGEND**
- TRAFFIC SIGNAL
XXX-XXXX
 - INSTALL TRAFFIC SIGNAL

PROJECT NO: 2704-09-70	HWY: BRAUN ROAD	COUNTY: RACINE	TRAFFIC SIGNAL PROJECT OVERVIEW	SHEET 181
FILE NAME : D:\Xpwr\Int\Intb.org\FW\gear\Lakes\Documents\Modison\Projects\71190_I-94_Local_Roads\VL\Engineer\eng\N\3_27040900TBB\JUL15\c2b\20180803_08:56:56.dwg PLOT BY : jmatson PLOT SCALE : 750:1 WISDOT/CADD SHEET 42				

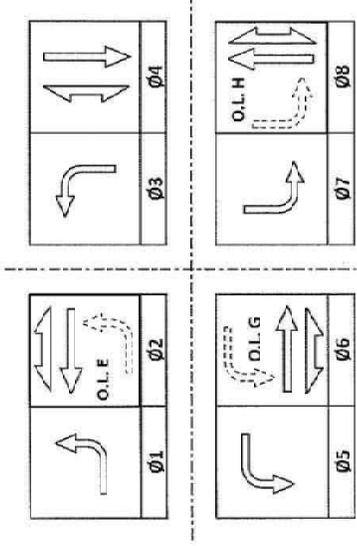


Addendum No. 01
 ID 2704-09-70
 Revised Sheet 183
 May 31, 2018

TRAFFIC CONTROL SIGNAL
 BRAUN ROAD & FOXCONN DRIVEWAY
 VILLAGE OF MOUNT PLEASANT
 RACINE COUNTY
 SIGNAL NO. 551-1469
 RECORD CONTACT: JALUVEY CORP
 DESIGNED BY: HNTB
 REVISIONS: 01

Addendum No. 01
ID 2704-09-70
Revised Sheet 184
May 31, 2018

HEAD NUMBERS	F	L	A	S	H
Ø1	5,6,7				
Ø2	8,9,10,11				
Ø3	18,19,20				
Ø4	21,22,23				
Ø5	12,13,14				
Ø6	1,2,3,4				
Ø7	24,25,26				
Ø8	15,16,17				
Ø2P	29,30				
Ø4P	27,28				
Ø6P	33,34				
Ø8P	31,32				
ØLE	5,6,7				
ØLF					
ØLG	12,13,14				
ØLH	24,25,26				



BARRIER

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3		8		X
4		8		X
5		2		X
6	X	2	MIN	X
7		4		X
8		4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	2-4-5	6-1	1-4-7	8-3

AFTER PREEMPTION SEQUENCE 2-5 OR 6-1, CONTROLLER SHALL RETURN TO PHASES 2-6.
AFTER PREEMPTION SEQUENCE 4-7 OR 8-3, CONTROLLER SHALL RETURN TO PHASES 4-8.

TYPE OF INTERCONNECT/COMMUNICATION
NONE
CLOSED LOOP
TWISTED PAIR
FIBER OPTIC
FIBER OPTIC (FIBERNET)
RADIO
CELL MODEM

TYPE OF COORDINATION
NONE
TRC
TRAFFIC RESPONSIVE
ADAPTIVE
*LOCATION OF MASTER CONTROLLER NO.:
SIGNAL SYSTEM NO.:

TYPE OF LIGHTING
BY OTHER AGENCY
IN TRAFFIC CABINET
IN SEPARATE DOT LIGHTING CABINET

TYPE OF PRE-EMPT
NONE
RAILROAD
EMERGENCY VEHICLE
GIT
TOWBAR
HARDWARE
OTHER
LIFT BRIDGE
QUEUE DETECTION

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT PLAN LOOP DETECTOR*(S)
PLAN LOOP DETECTOR*(S)	11	51	S1	S3	S6				21	31	41	62	81	58			
CALLED PHASE	1	5							2	3	4	6	8				
CALL OPTION	X	X							X	X	X	X	X				
DELAY TIME																	
EXTENSION OPTION	X	X							X	X	X	X	X				
EXTEND TIME																	
USE ADDED INITIAL																	
CROSS SWITCH PHASE	2	6															

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT PLAN LOOP DETECTOR*(S)
PLAN LOOP DETECTOR*(S)	12	52	S2	S5	S7				22	32	61	71	54				
CALLED PHASE	1	5							2	3	6	7					
CALL OPTION	X	X							X	X	X	X	X				
DELAY TIME																	
EXTENSION OPTION	X	X							X	X	X	X	X				
EXTEND TIME																	
USE ADDED INITIAL																	
CROSS SWITCH PHASE	2	6															

BRAUN ROAD & FOXGLOVE DRIVEWAY
VILLAGE OF MOUNT PLEASANT
RACINE COUNTY
SIGNAL NO. 551-3669
CABINET TYPE: T22-S
CONTROLLER TYPE: ECONOLITE
DATE: 09/01/18 PAGE NO. 3 OF 3

04-17-18 DRL
5-17-18 MSH

(CONTINUED)

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
CB1	SB2
CB1	SB3
CB1	SB4
CB1	SB5
CB1	SB6
CB1	SB7
CB1	SB8
CB1	SB9
CB1	SB10
CB1	SB11
CB1	SB12
CB1	SB13
CB1	SB14
CB1	SB15
CB1	SB16
CB1	SB17

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB1	SB3
CB1	SB6
CB1	SB8
CB1	SB9
CB1	SB16
CB1	SB18
CB1	SB19
CB1	SB16

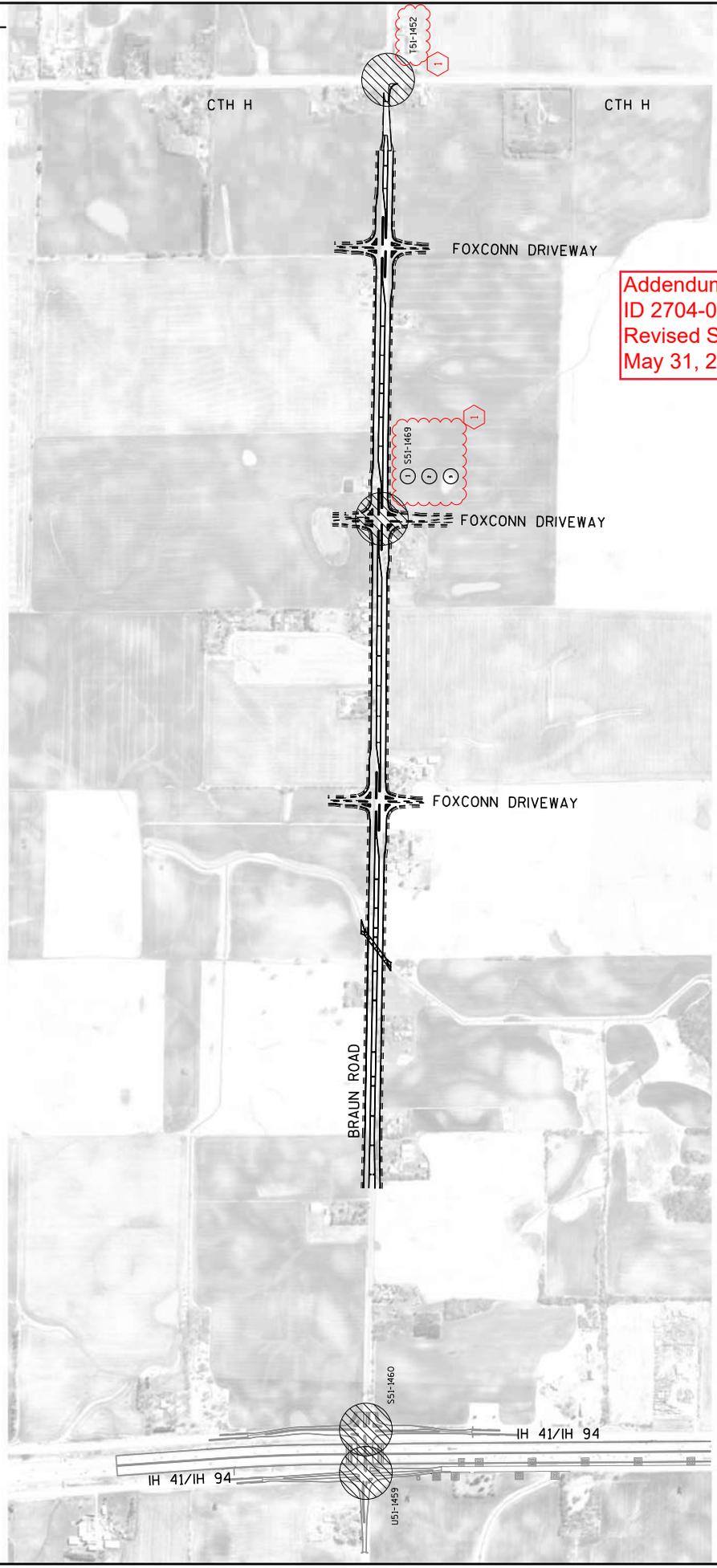
FULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	CB1
PB2	CB1
PB3	SB2
PB4	SB3
PB5	SB5
PB6	SB5
PB7	SB5
PB8	SB6
PB9	SB6
PB10	SB7
PB11	SB7
PB13	SB11
PB14	SB11
PB15	SB12
PB16	SB13
PB17	SB15
PB18	SB15
PB19	SB15
PB20	SB16
PB21	SB16
PB22	SB17
PB23	CB1
PB25	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	SB2 (HEAD B)
CB1	SB5 (HEAD C)
CB1	SB11 (HEAD A)
CB1	SB15 (HEAD D)

RADAR DETECTION CABLE	
FROM	TO
CB1	SB2 (RA2)
CB1	SB5 (RM2)
CB1	SB11 (RA1)
CB1	SB15 (RM1)

1

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 May 31, 2018



Addendum No. 01
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 May 31, 2018

LEGEND

- TRAFFIC SIGNAL
- INSTALL ETHERNET SWITCH IN TRAFFIC SIGNAL CABINET
- COMMUNICATION PROVIDED VIA CELLULAR MODEM
- INSTALL UNDERGROUND INFRASTRUCTURE

PROJECT NO: 2704-09-70	HWY: BRAUN ROAD	COUNTY: RACINE	COMMUNICATION PROJECT OVERVIEW	SHEET 187	E
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FILE NAME : D:\Xpwr\int\mtd\org\FW\gear\Lakes\Documents\Modison\Projects\71190_I-94_Local_Roads\VL\Engineer\eng\N\3_27040900TBB\JUN15\c26a20288.08.1.05.06.dwg PLOT BY : jmotson PLOT SCALE : 750:1 WISDOT/CADD SHEET 42



LEGEND

- NONMETALLIC COMMUNICATION CONDUIT 2", UNLESS OTHERWISE NOTED
- - - FTMS CONDUIT
- ⊠ COMMUNICATIONS VAULT
- ⊞ CONTROL CABINET

NOTE: GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL MAINTAIN THE BOLL BOVES AND CONDUIT INTERCONNECT SHALL MAINTAIN THE PROTECTIVE INTERCONNECT CABLE INTO SYSTEM. CONTACT THE REGIONAL ELECTRICAL FIELD UNIT AT (414) 266-1170.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER NOT SHOWN INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. PROPOSED STORM SEWERS, LIGHTING, DETECTABLE WARNING FIELDS AND TRAFFIC SIGNALS ARE SHOWN GRAYSHADE FOR PLAN CLARITY.

PROJECT NO: 2704-09-70

HWY: BRAUIN ROAD

COUNTY: RACINE

COMMUNICATION PLAN

PLOT NAME :

DESIGNED BY: HRTB

REVISIONS:

REVISION NO. 01

DATE: 09-30-2018

BY: HRTB

DATE: 05-31-2018

TRAFFIC CONTROL INTERCONNECT
 BRAUIN ROAD & FOXCONN DRIVEWAY
 VILLAGE OF MOUNT PLEASANT
 RACINE COUNTY

SIGNAL NO. S51-1469

REGION CONTRACT: MAXUSER-CORP

DESIGNED BY: HRTB

REVISIONS:

REVISION NO. 01

DATE: 09-30-2018

BY: HRTB

DATE: 05-31-2018

PAGE 1 OF 1

SHEET 188

WISDOT/CADD SHEET 42

ADDENDUM NO. 01
 ID 2704-09-70
 Revised Sheet 188
 May 31, 2018

FILE NAME : D:\1\pww-int-hrtb.org\FW\Peer_Lakes\Documents\Modison\Projects\71190_1-94_Local_Roads\VL\Engineer\eng\4.3.2704\9001\B06\JUN15\G8B\2088\18-188-200-NM

PLOT BY : Jmotson

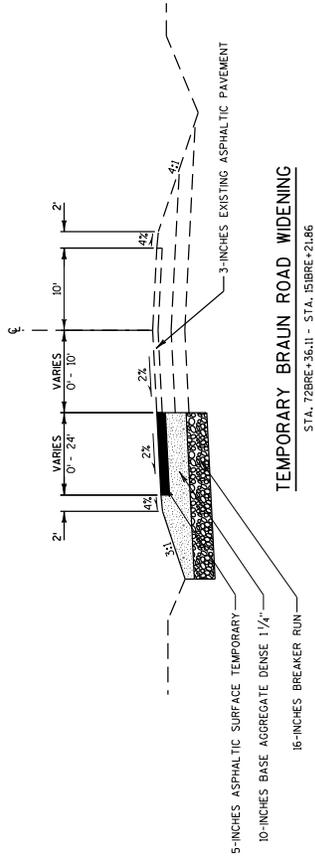
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PLOT BY : Jmotson

FILE NAME : D:\1\pww-int-hrtb.org\FW\Peer_Lakes\Documents\Modison\Projects\71190_1-94_Local_Roads\VL\Engineer\eng\4.3.2704\9001\B06\JUN15\G8B\2088\18-188-200-NM

PLOT BY : Jmotson

Addendum No. 01
 ID 2704-09-70
 Revised Sheet 205
 May 31, 2018

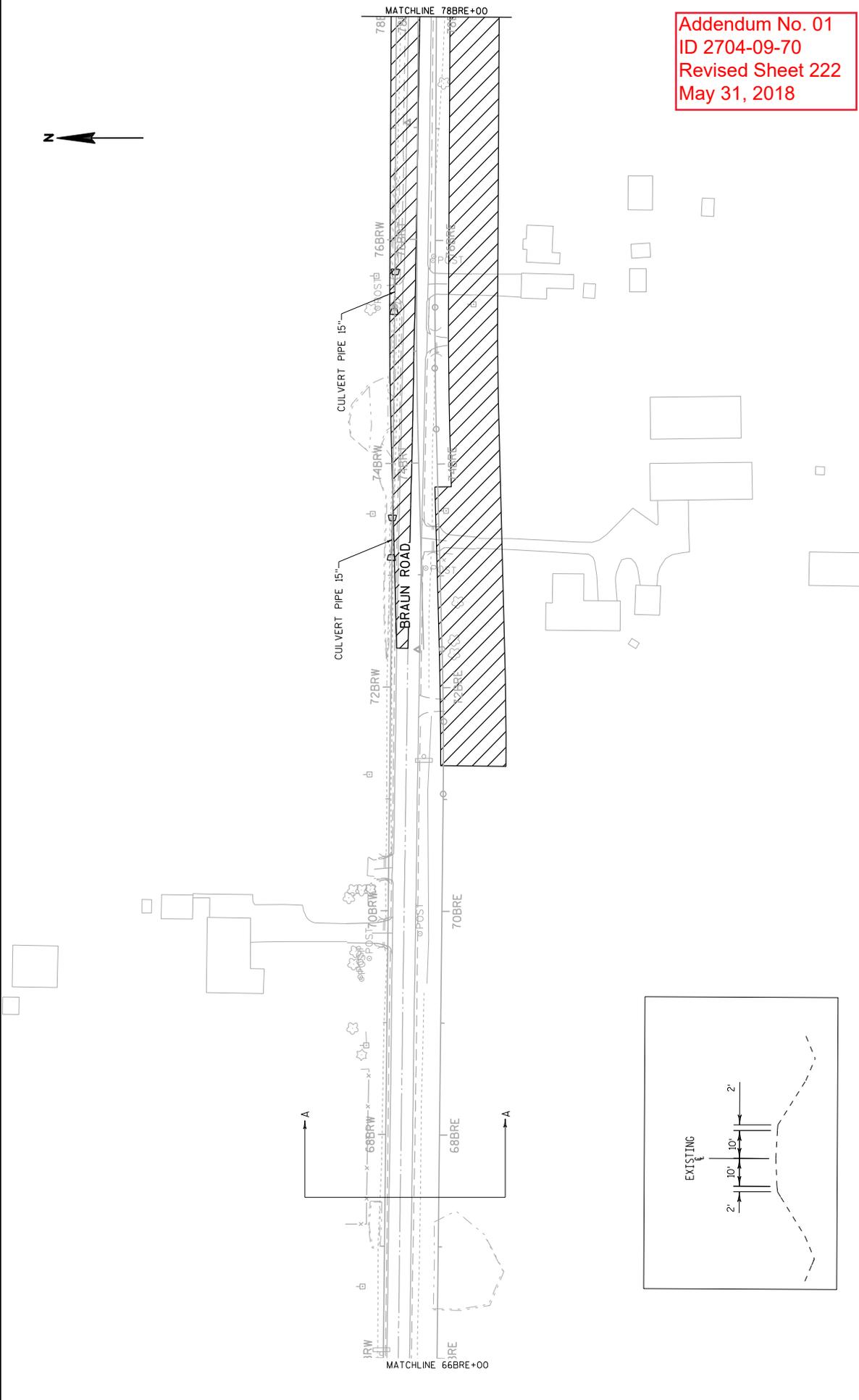


TEMPORARY BRAUN ROAD WIDENING

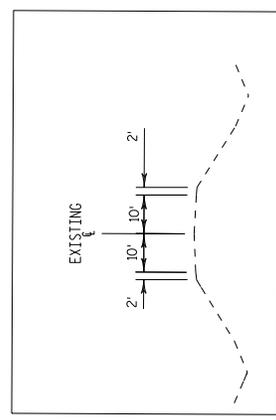
STA. 72BRE+36.11 - STA. 151BRE+21.86

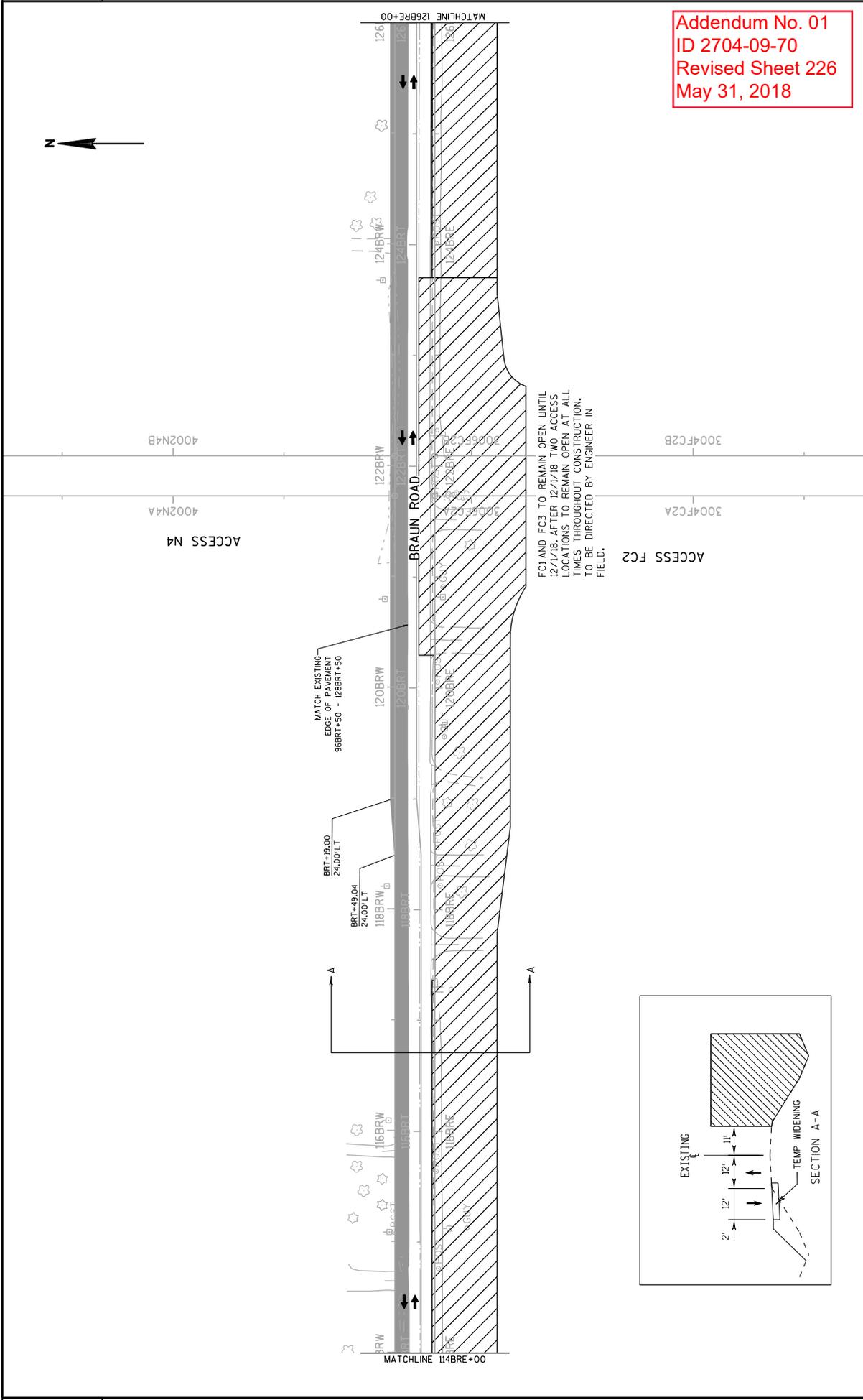
- NOTES:
- 1 - SEE TYPICAL FINISHED SECTIONS FOR EAST END TIE-IN
 - 2 - SEE TRAFFIC CONTROL DETAILS FOR HMA GRADATION SPECIFICS
 - 3 - SEE GENERAL NOTES FOR HMA GRADATION SPECIFICS

PROJECT NO: 2704-09-70	HWY: BRAUN ROAD	COUNTY: RACINE	TYPICAL SECTIONS - BRAUN ROAD STAGING	SHEET 205	E
FILE NAME : D:\Xpwr-Int-Jmtb.org\FW\gear_Lakes\Documents\Modison Projects\71190 I-94 Local_Roads\VL\Engineer\mg\4.3.27040900TBB\JUE115\28-200609.128x39.gmgn PLOT BY : LucarIson PLOT SCALE : 15:1 WISDOT/CADD SHEET 42					

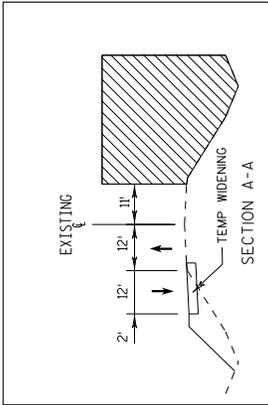


Addendum No. 01
 ID 2704-09-70
 Revised Sheet 222
 May 31, 2018

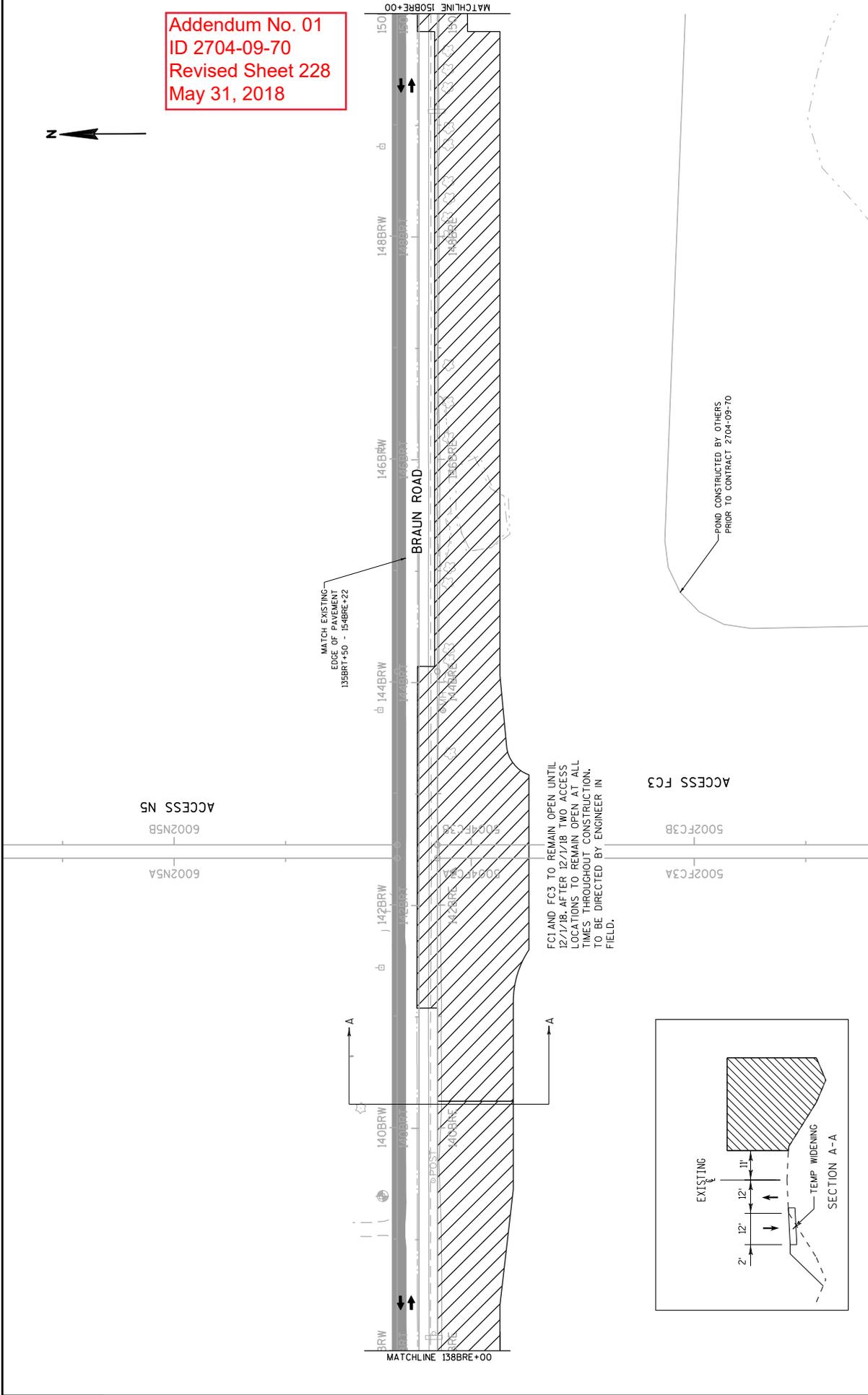




Addendum No. 01
 ID 2704-09-70
 Revised Sheet 226
 May 31, 2018



Addendum No. 01
ID 2704-09-70
Revised Sheet 228
May 31, 2018

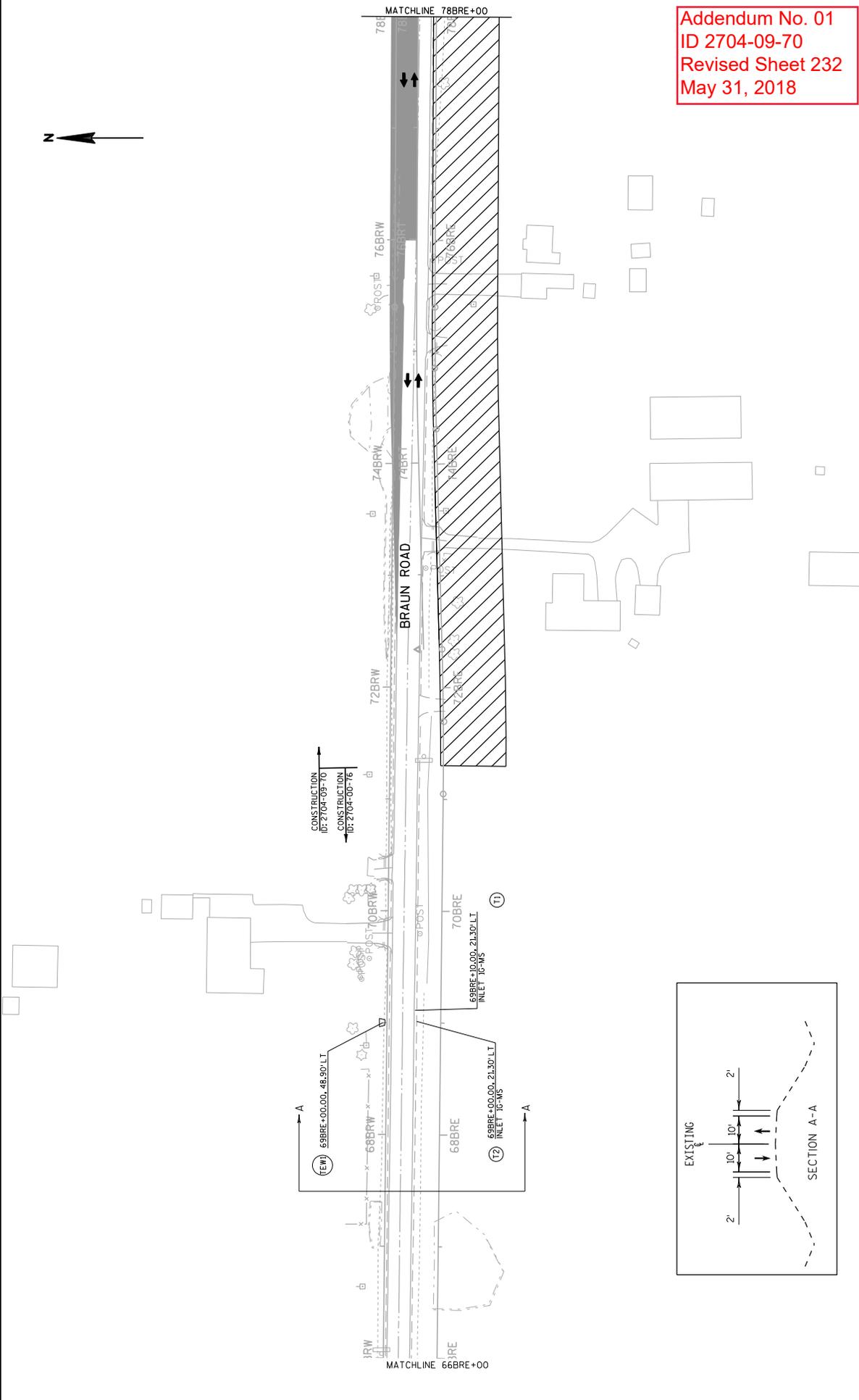




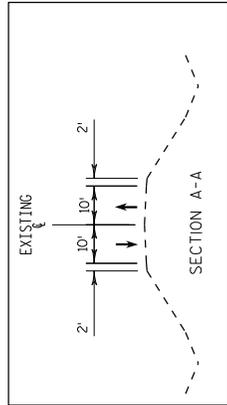
MATCHLINE 78BRE+00

MATCHLINE 66BRE+00

BRAUN ROAD

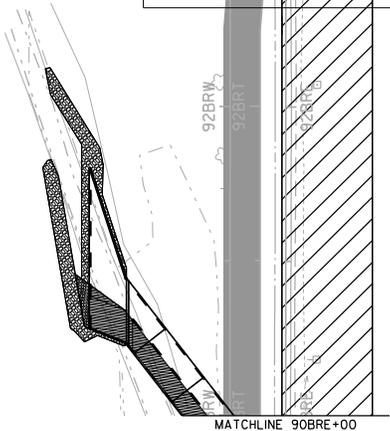
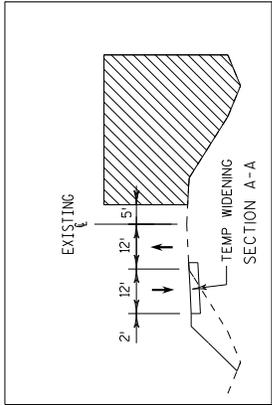


Addendum No. 01
 ID 2704-09-70
 Revised Sheet 232
 May 31, 2018





ACCESS N3
2002N3A
2002N3B

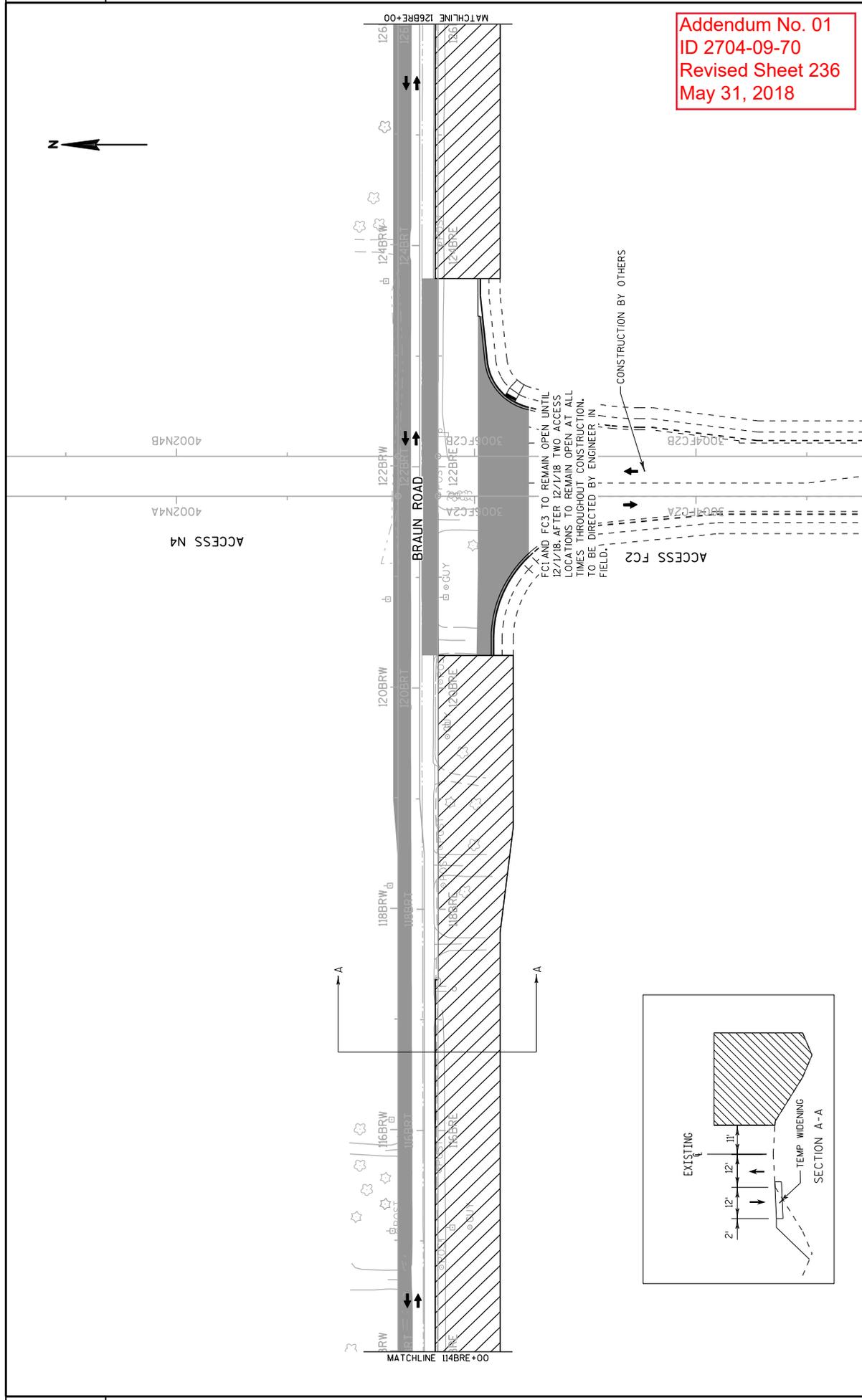


FC1 AND FC3 TO REMAIN OPEN UNTIL 12/1/18. AFTER 12/1/18 TWO ACCESS LOCATIONS TO REMAIN OPEN AT ALL TIMES THROUGHOUT CONSTRUCTION. TO BE DIRECTED BY ENGINEER IN FIELD.

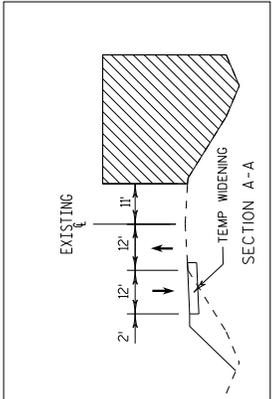
ACCESS FC1

POND CONSTRUCTED BY OTHERS PRIOR TO CONTRACT 2704-09-70

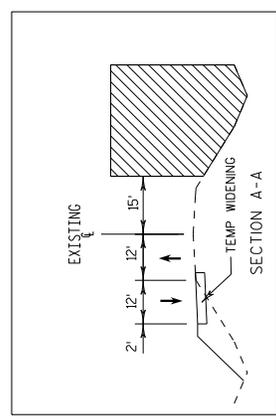
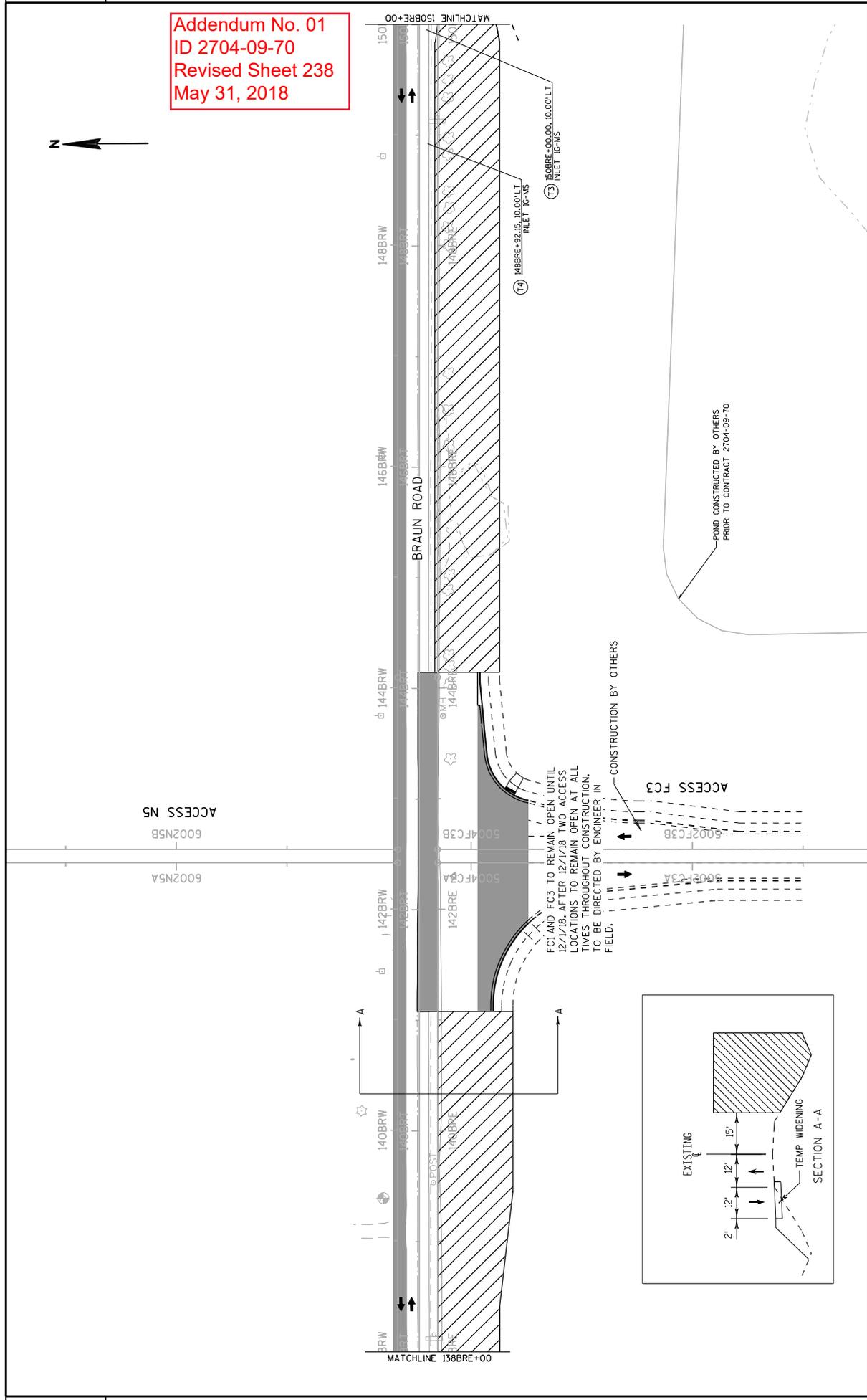
Addendum No. 01
ID 2704-09-70
Revised Sheet 234
May 31, 2018

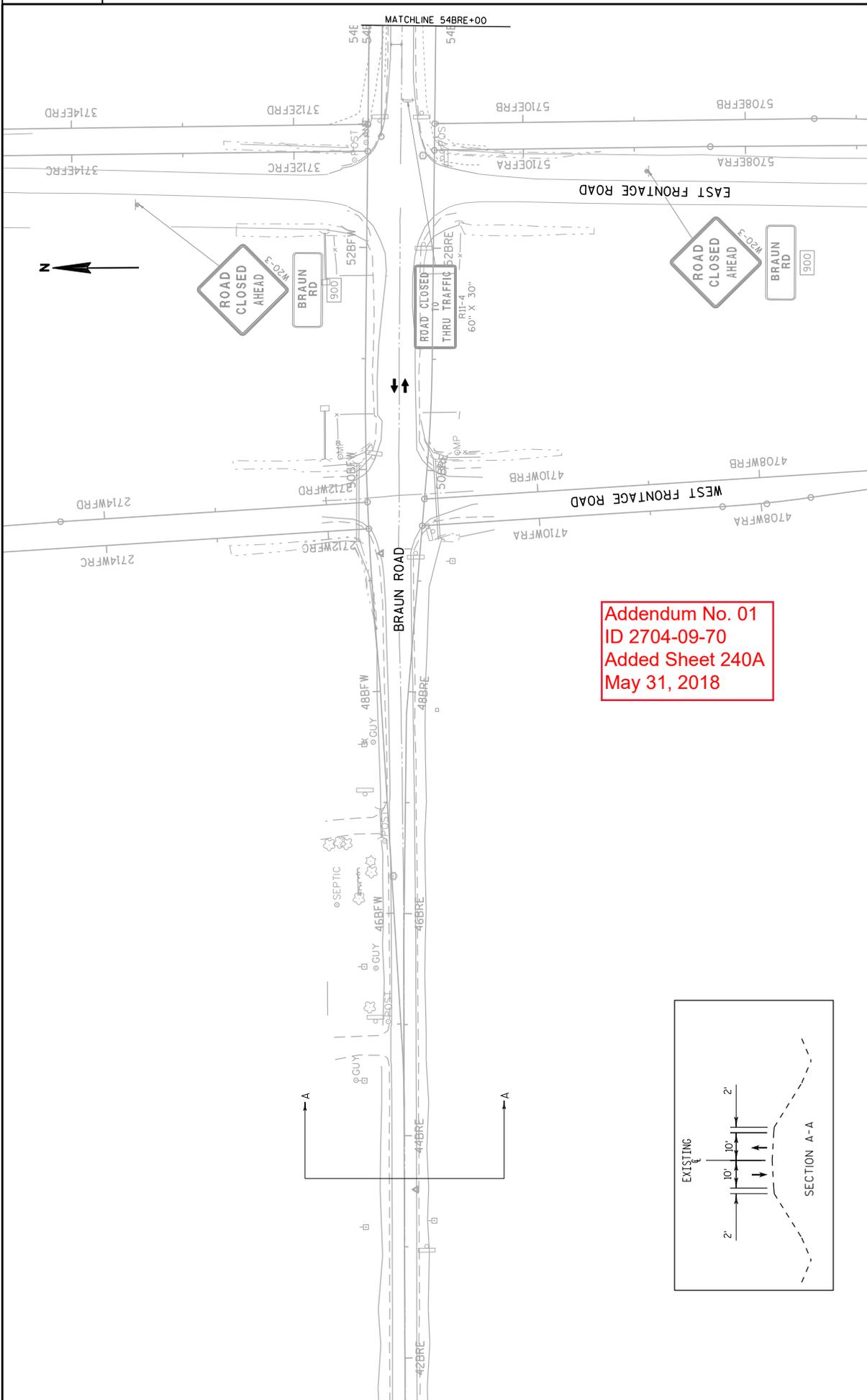


Addendum No. 01
 ID 2704-09-70
 Revised Sheet 236
 May 31, 2018

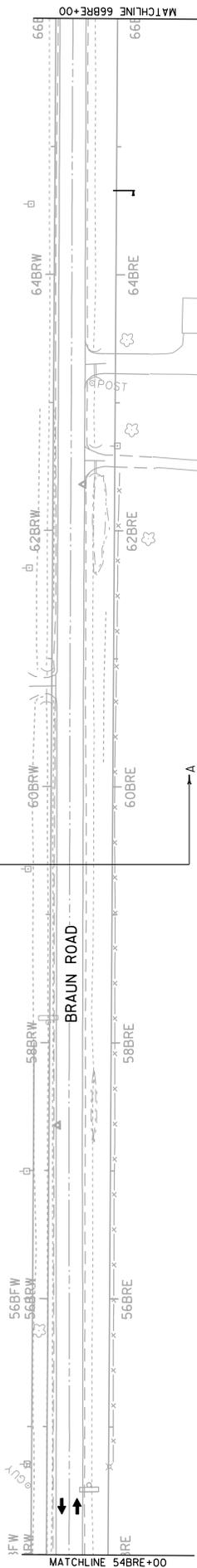


Addendum No. 01
ID 2704-09-70
Revised Sheet 238
May 31, 2018

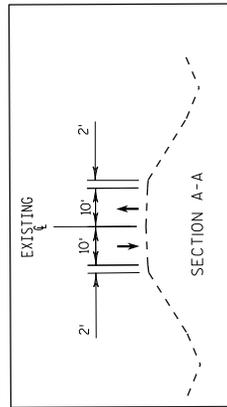




Addendum No. 01
 ID 2704-09-70
 Added Sheet 240A
 May 31, 2018

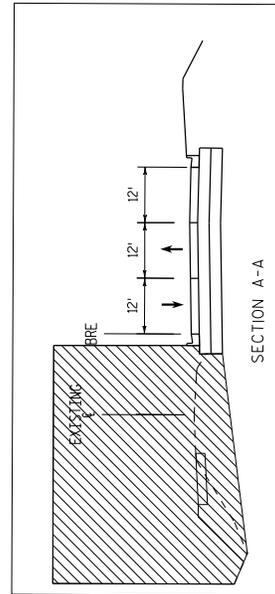
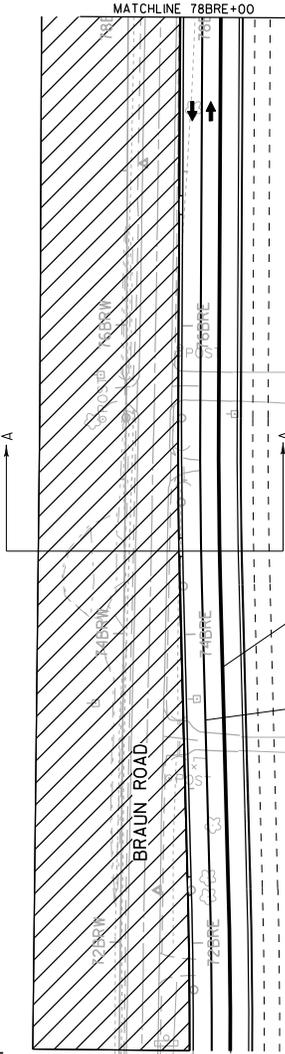


Addendum No. 01
 ID 2704-09-70
 Revised Sheet 241
 May 31, 2018

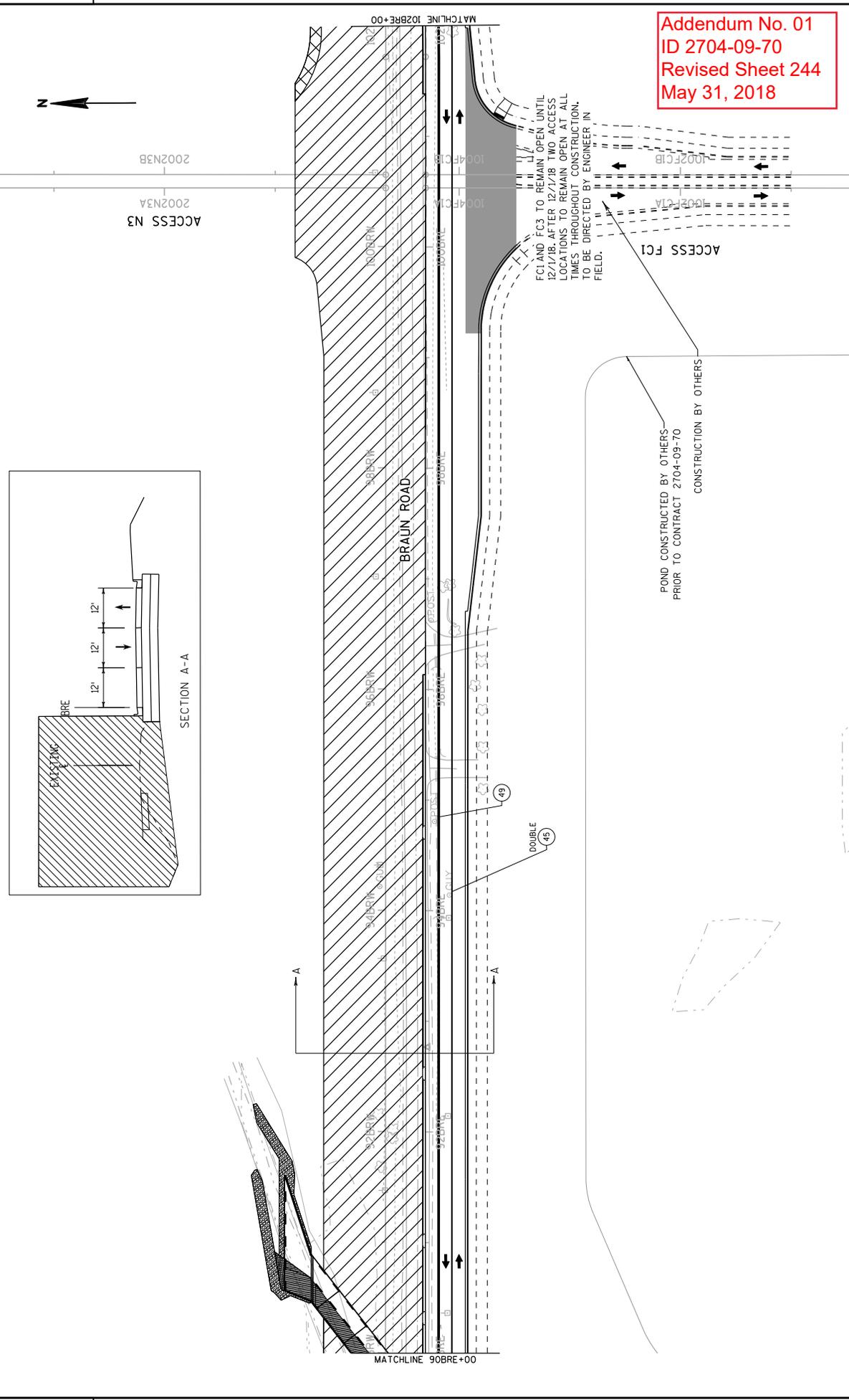




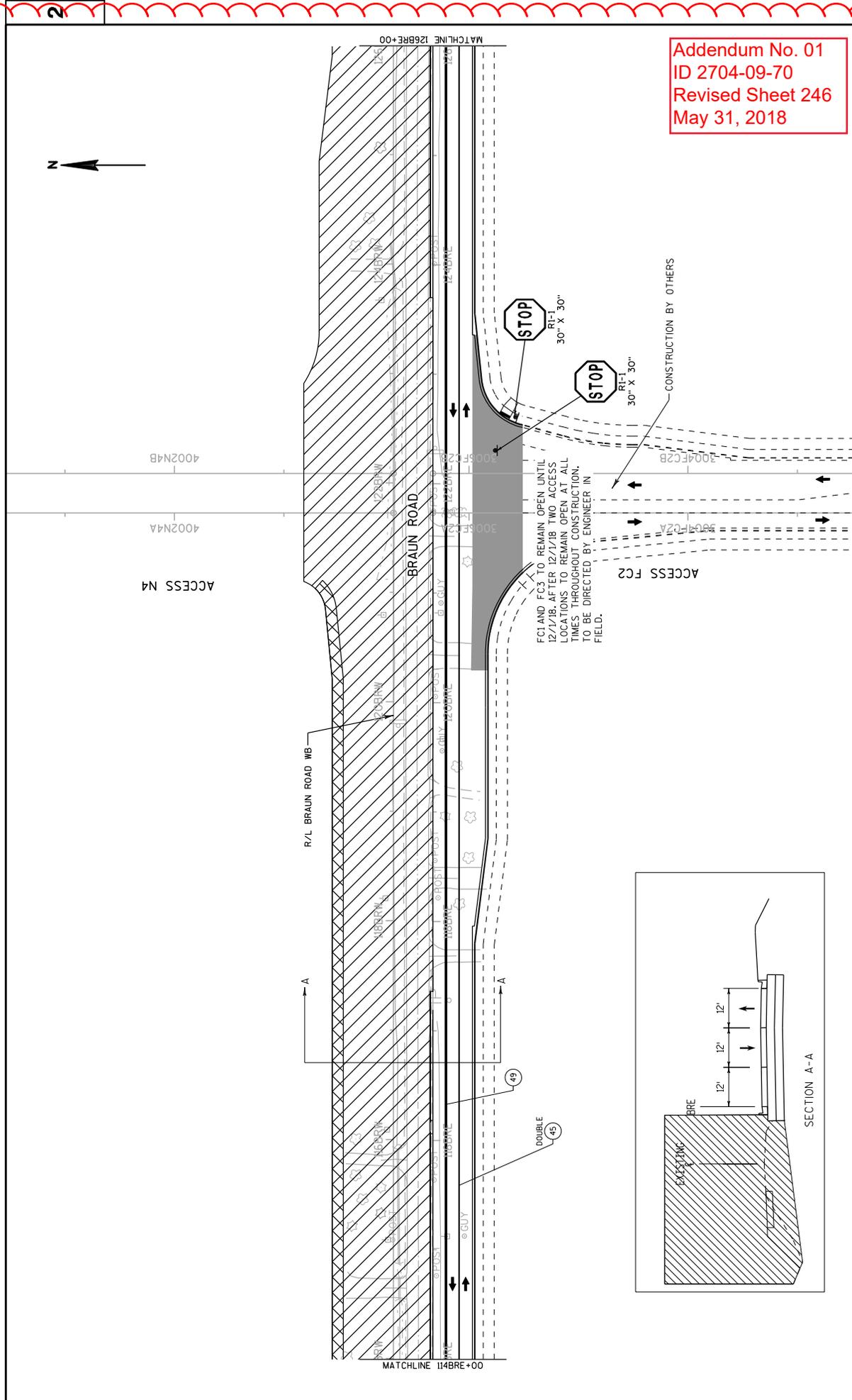
CONSTRUCTION
 ID: 2704-09-70
 CONSTRUCTION
 ID: 2704-00-16



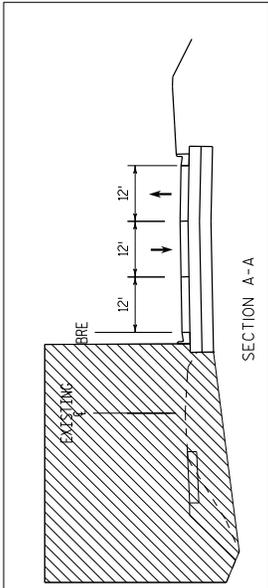
Addendum No. 01
 ID 2704-09-70
 Revised Sheet 242
 May 31, 2018

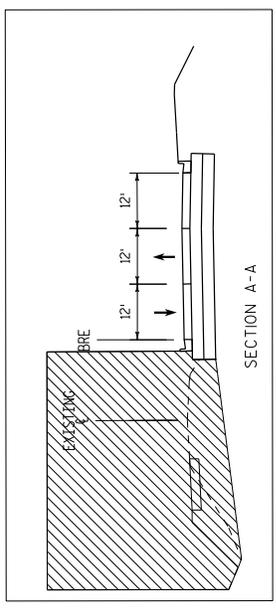


Addendum No. 01
 ID 2704-09-70
 Revised Sheet 244
 May 31, 2018

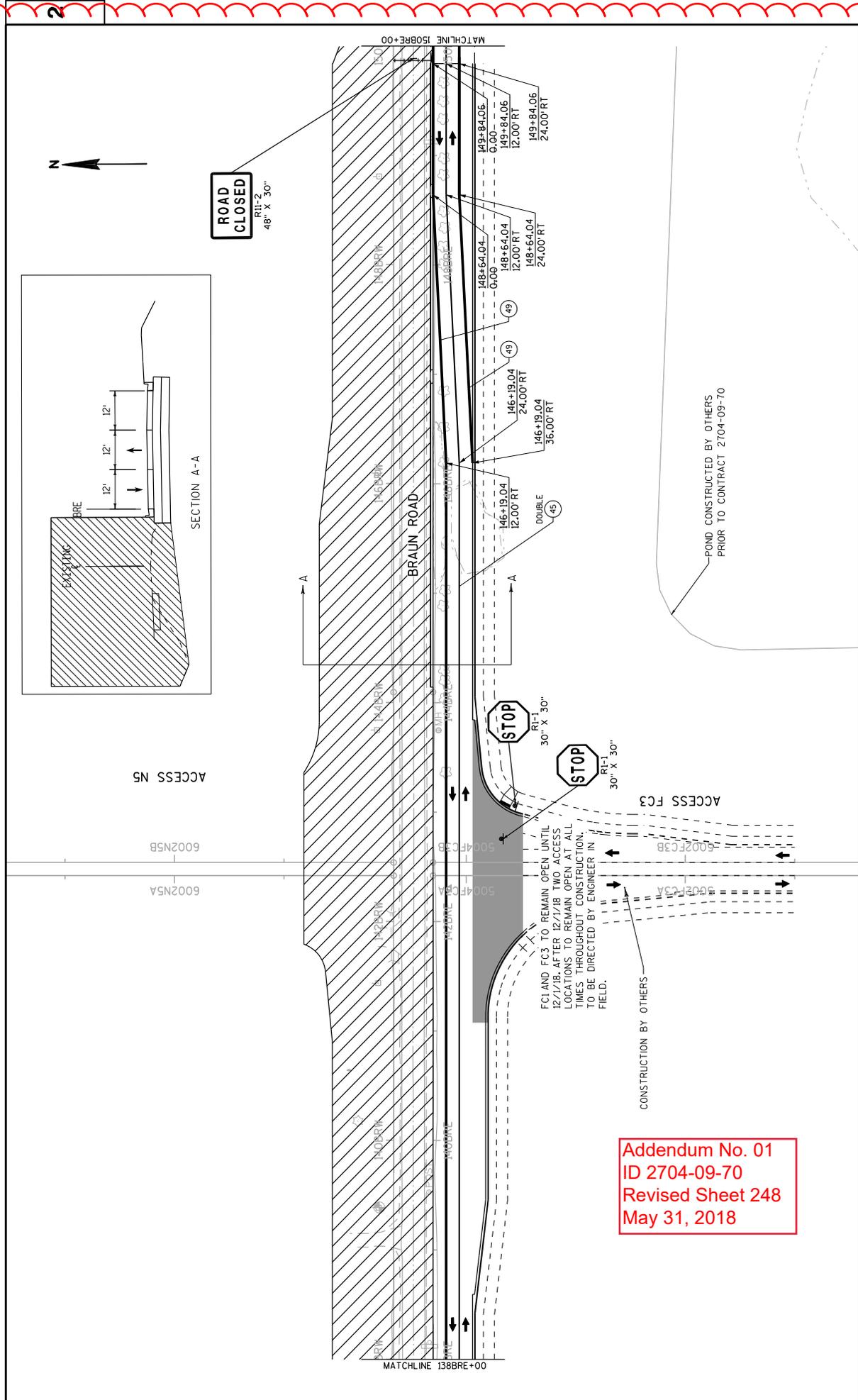


Addendum No. 01
 ID 2704-09-70
 Revised Sheet 246
 May 31, 2018



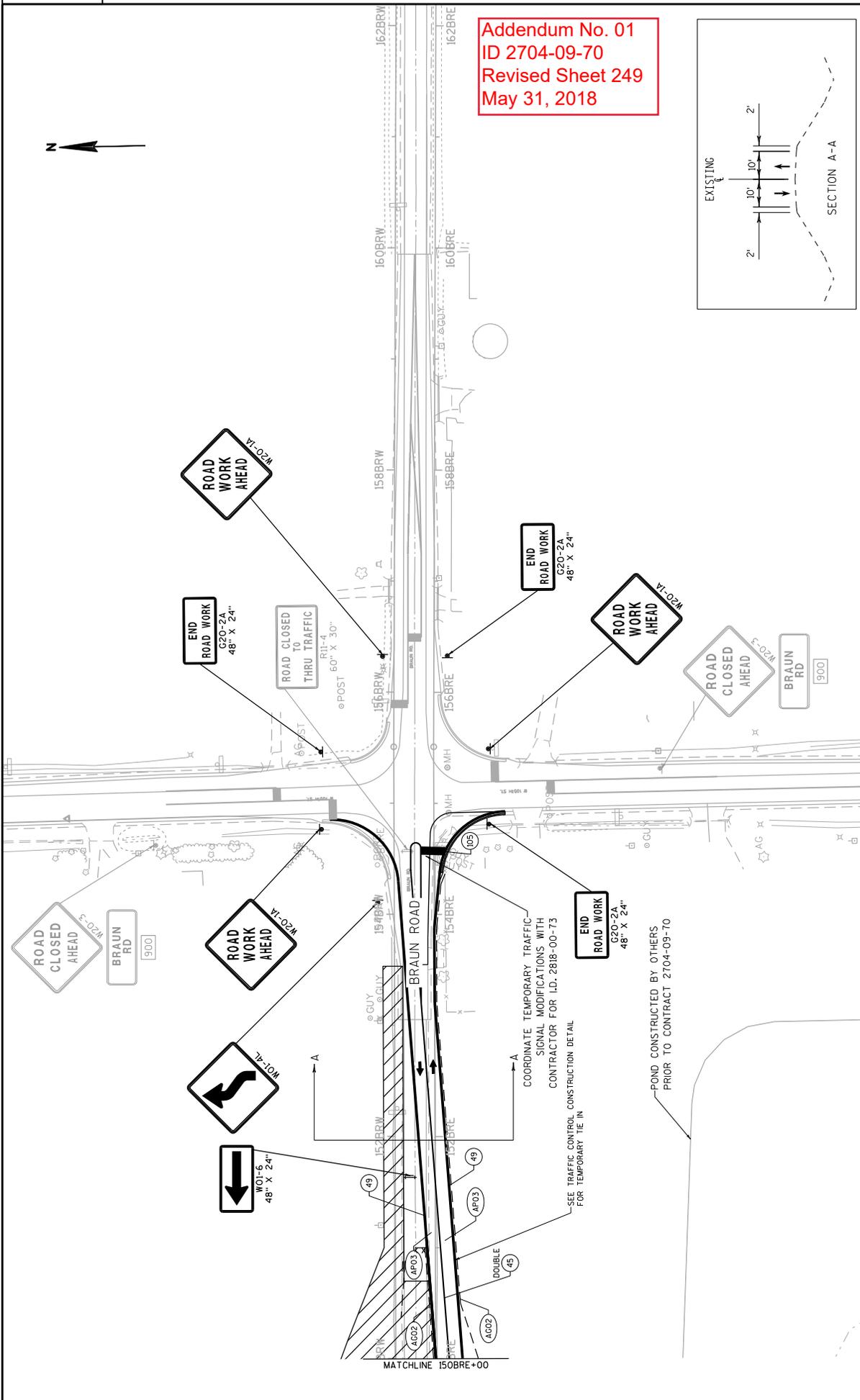


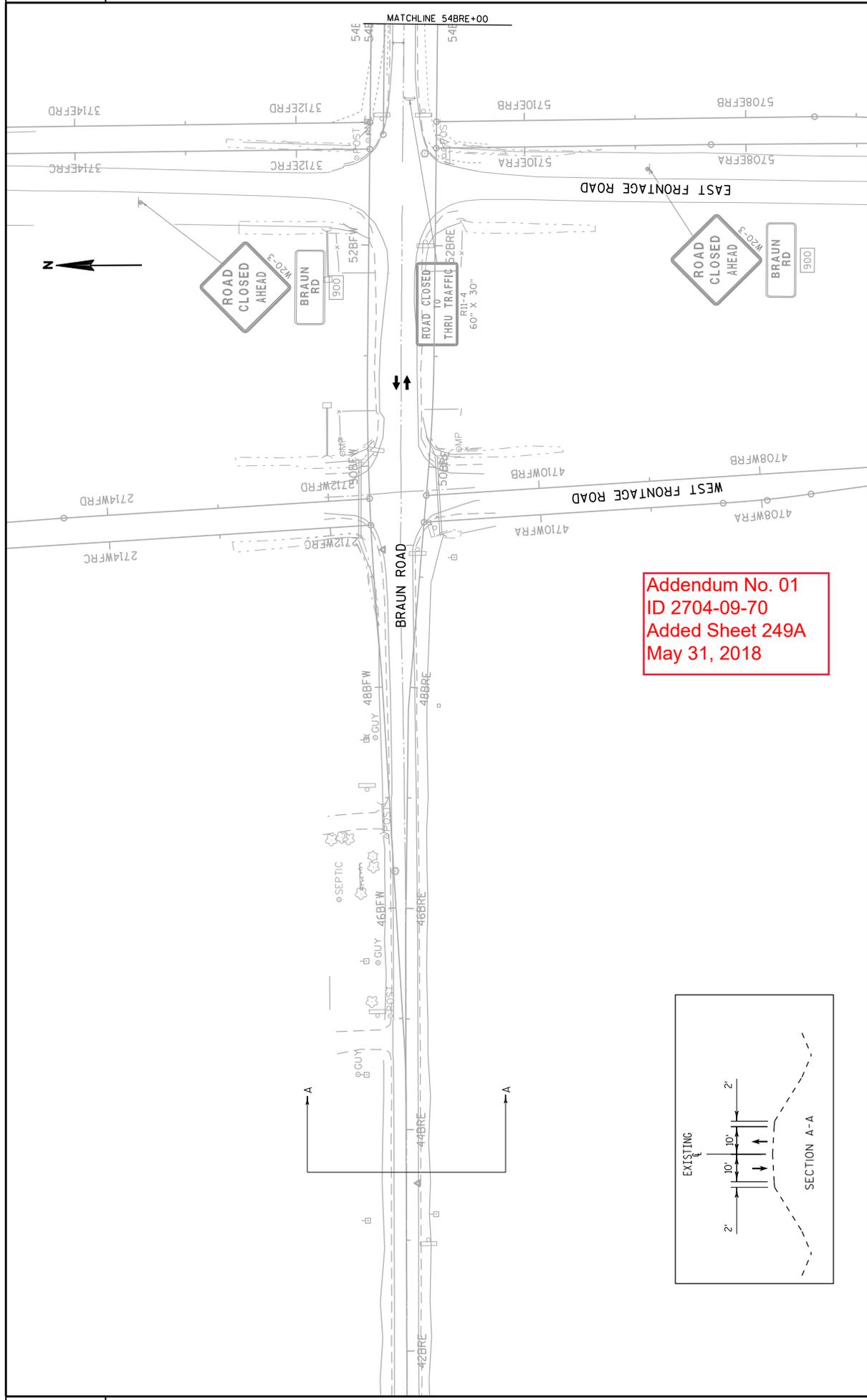
ROAD CLOSED
RII-2
48" X 30"



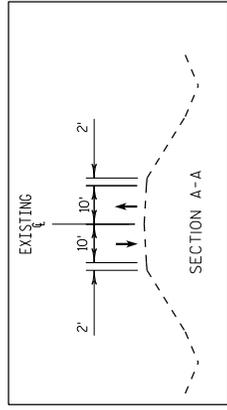
Addendum No. 01
ID 2704-09-70
Revised Sheet 248
May 31, 2018

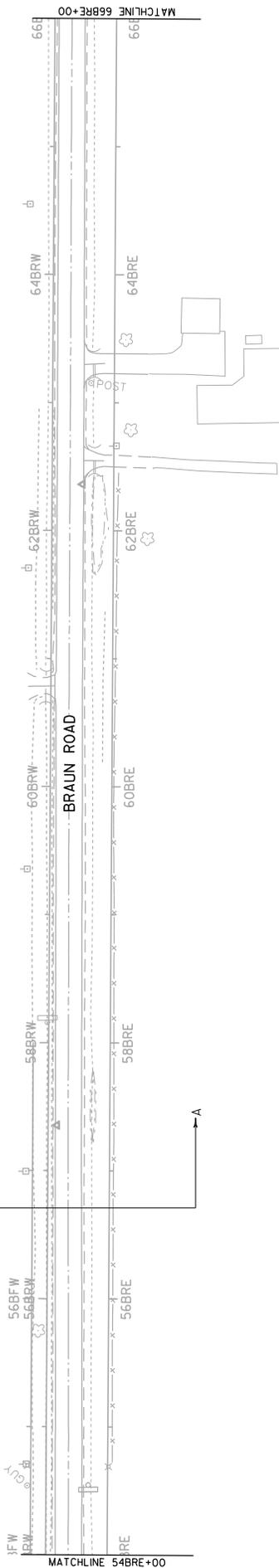
Addendum No. 01
 ID 2704-09-70
 Revised Sheet 249
 May 31, 2018



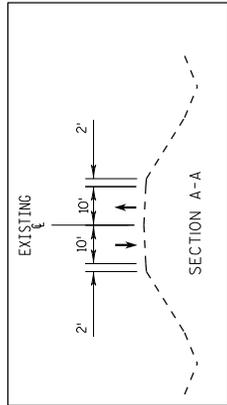


Addendum No. 01
 ID 2704-09-70
 Added Sheet 249A
 May 31, 2018



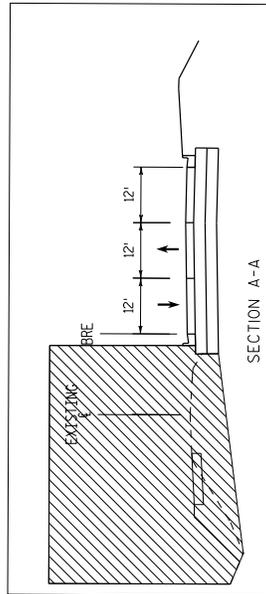
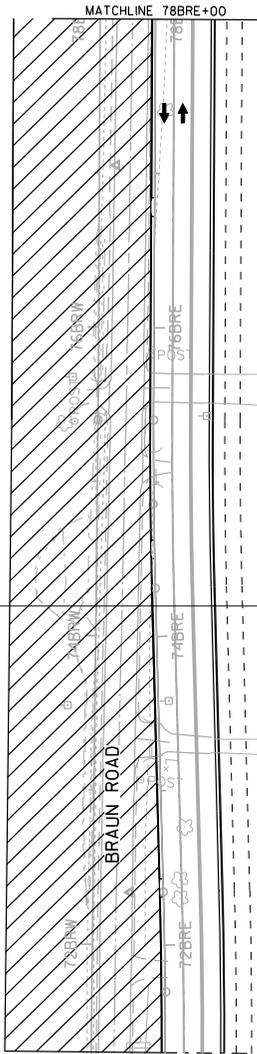


Addendum No. 01
 ID 2704-09-70
 Revised Sheet 250
 May 31, 2018





CONSTRUCTION
ID: 2704-09-70
CONSTRUCTION
ID: 2704-00-16



Addendum No. 01
ID 2704-09-70
Revised Sheet 251
May 31, 2018

PROJECT NO: 2704-09-70

COUNTY: RACINE

HWY: BRAUN ROAD

TRAFFIC CONTROL - STAGE 2B

SHEET 251

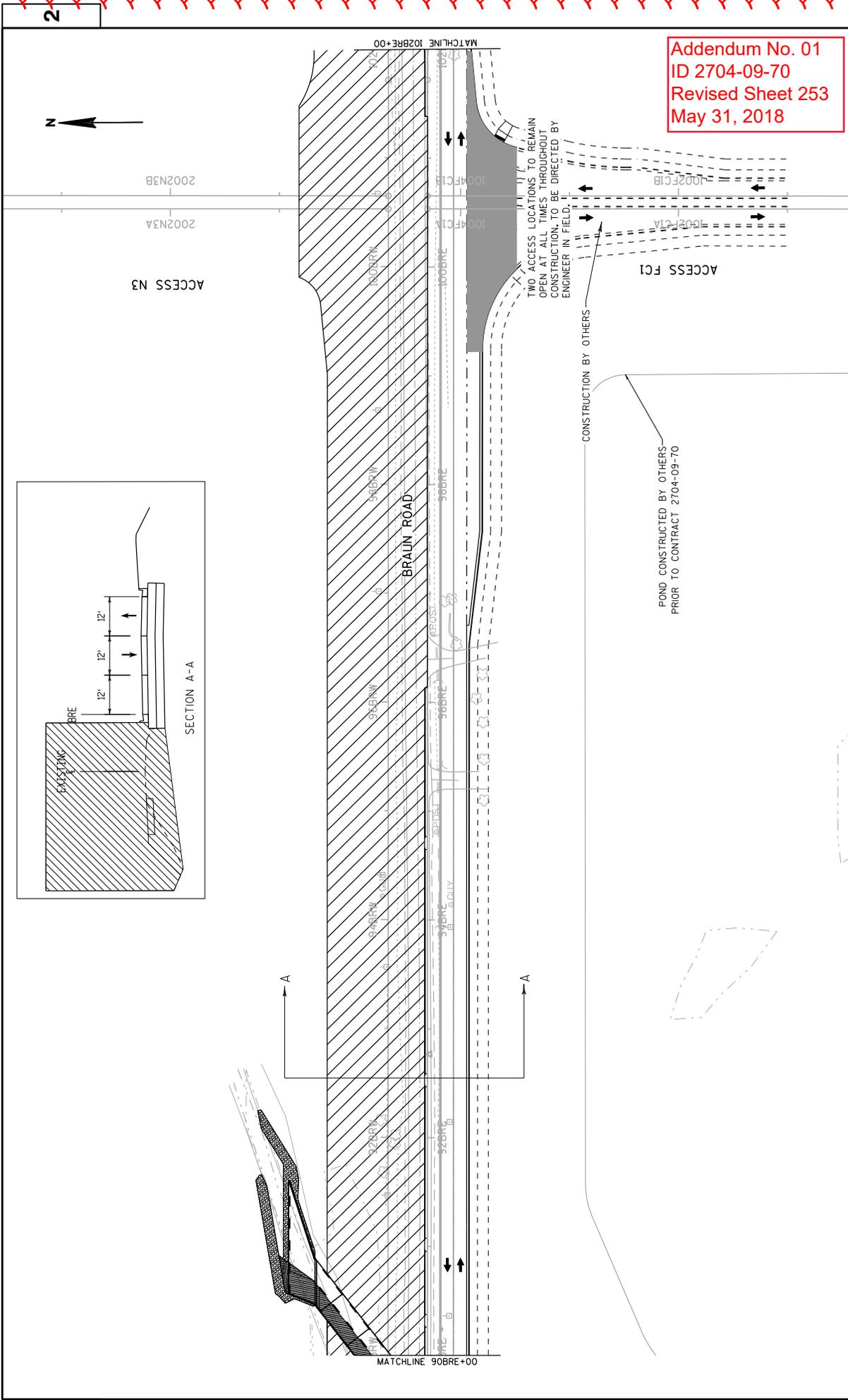
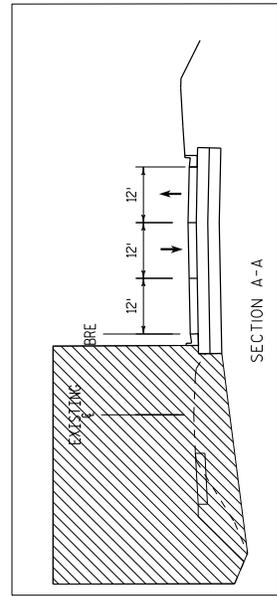
E

PLOT SCALE: 80:1

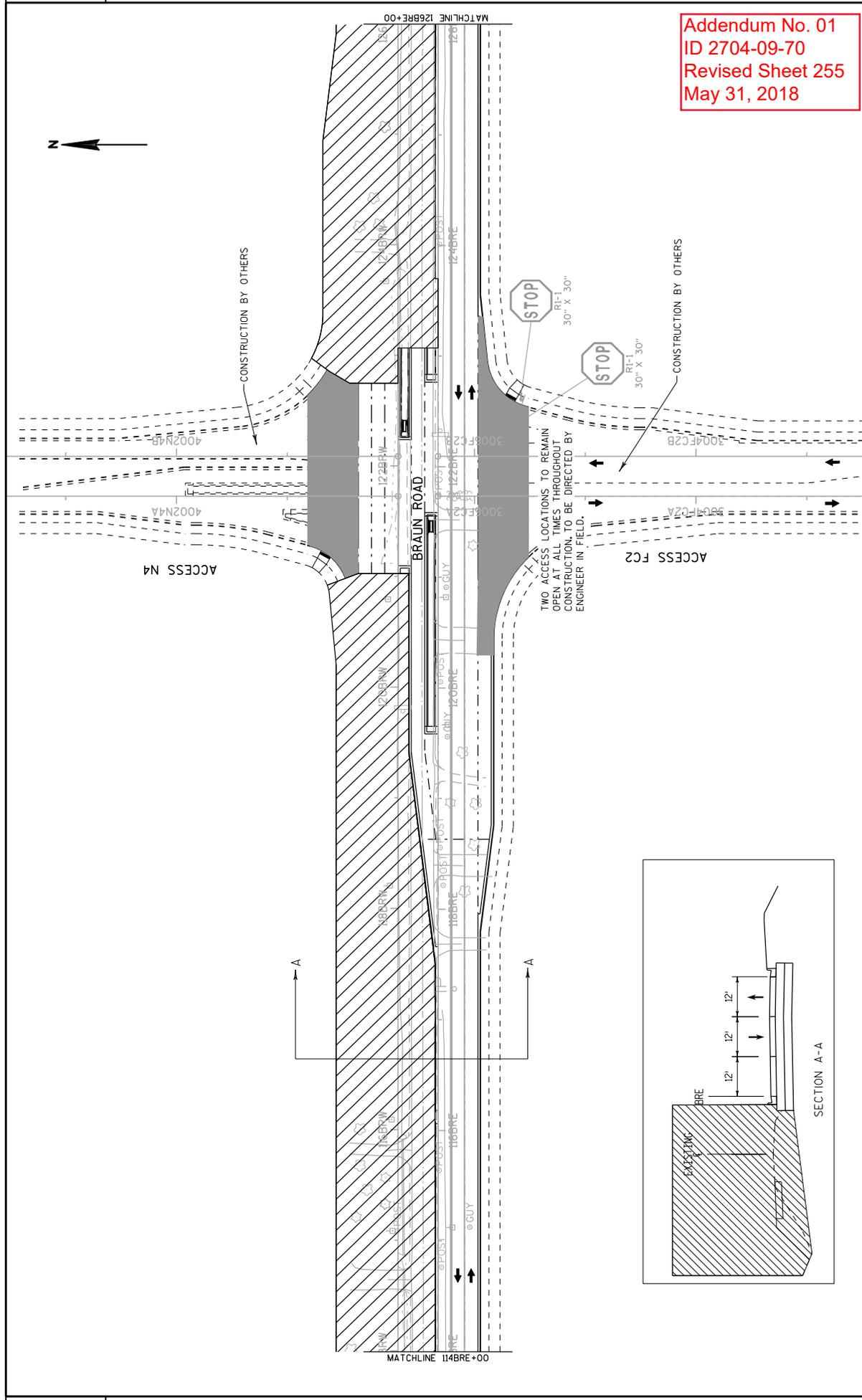
PLOT BY: Jucor/Isen

WISDOT/CADD SHEET 42

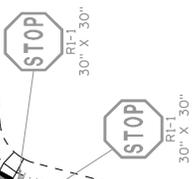
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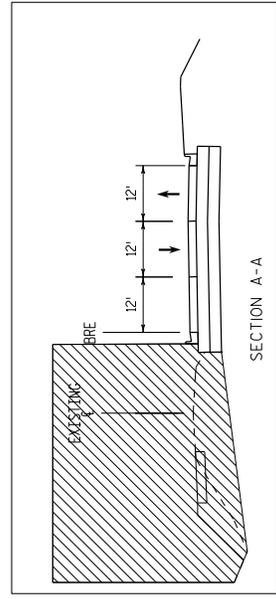
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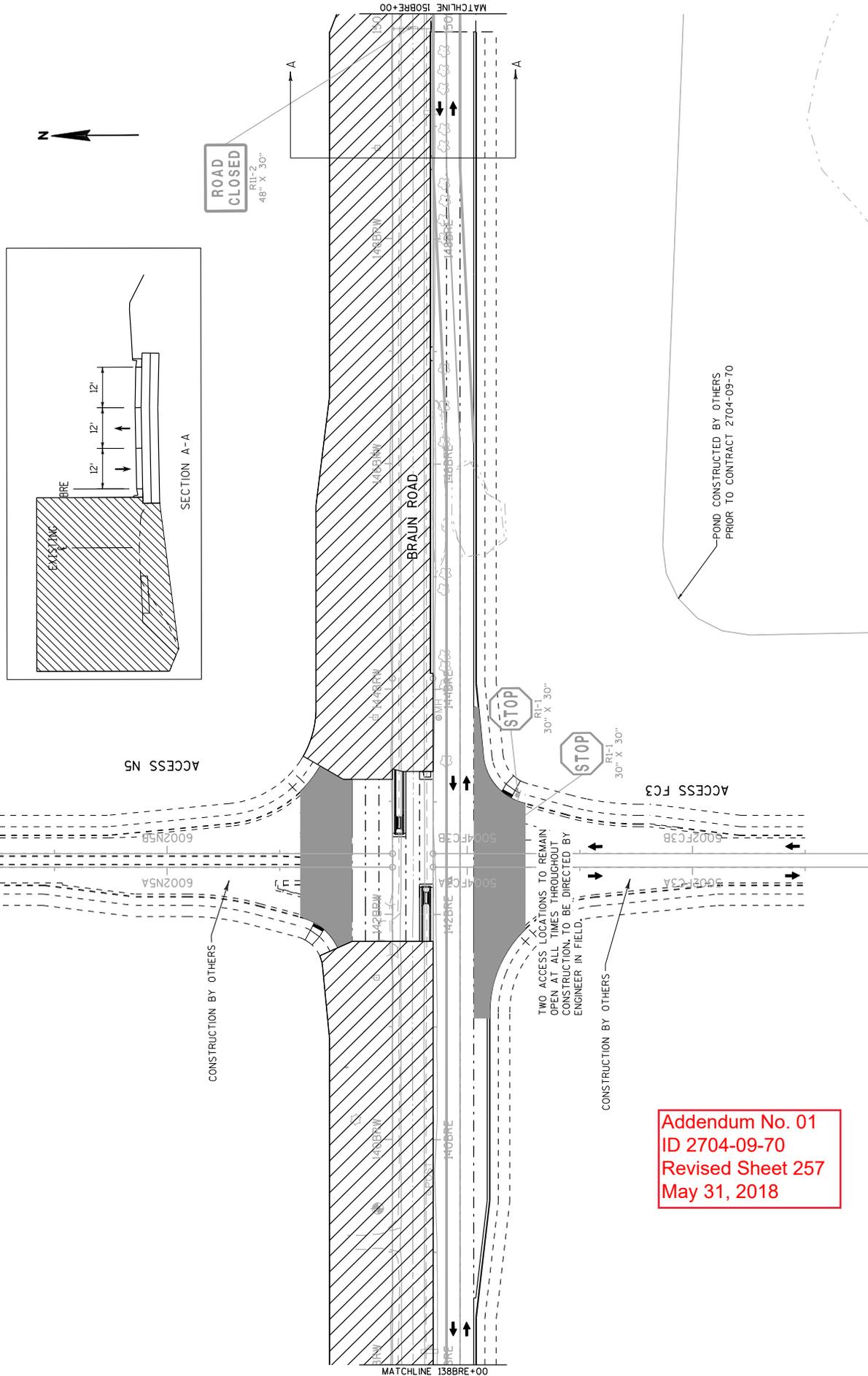


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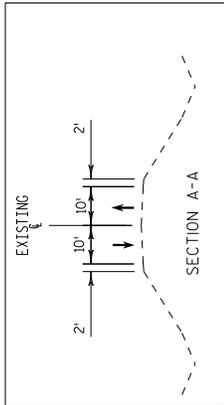
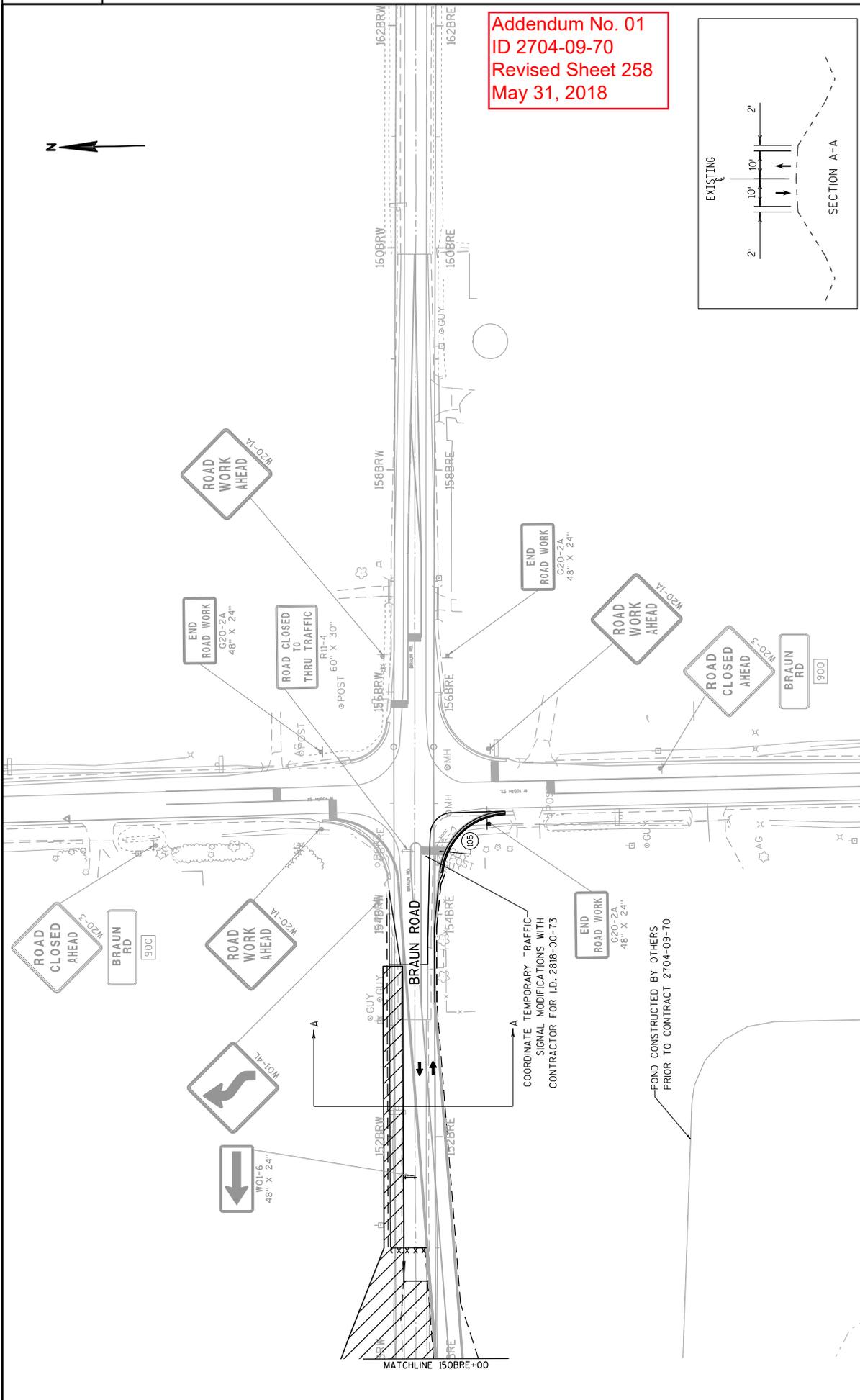
TWO ACCESS LOCATIONS TO REMAIN OPEN AT ALL TIMES THROUGHOUT CONSTRUCTION, TO BE DIRECTED BY ENGINEER IN FIELD.





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POND CONSTRUCTED BY OTHERS
 PRIOR TO CONTRACT 2704-09-70

COORDINATE TEMPORARY TRAFFIC
 SIGNAL MODIFICATIONS WITH
 CONTRACTOR FOR LD. 2818-00-73

W01-6
 48" X 24"

W01-4L
 ROAD WORK AHEAD

W20-3
 ROAD CLOSED AHEAD
 BRAUN RD 900

W20-1A
 ROAD WORK AHEAD

END ROAD WORK
 G20-2A
 48" X 24"

ROAD CLOSED TO
 THRU TRAFFIC
 R11-4
 60" X 30"

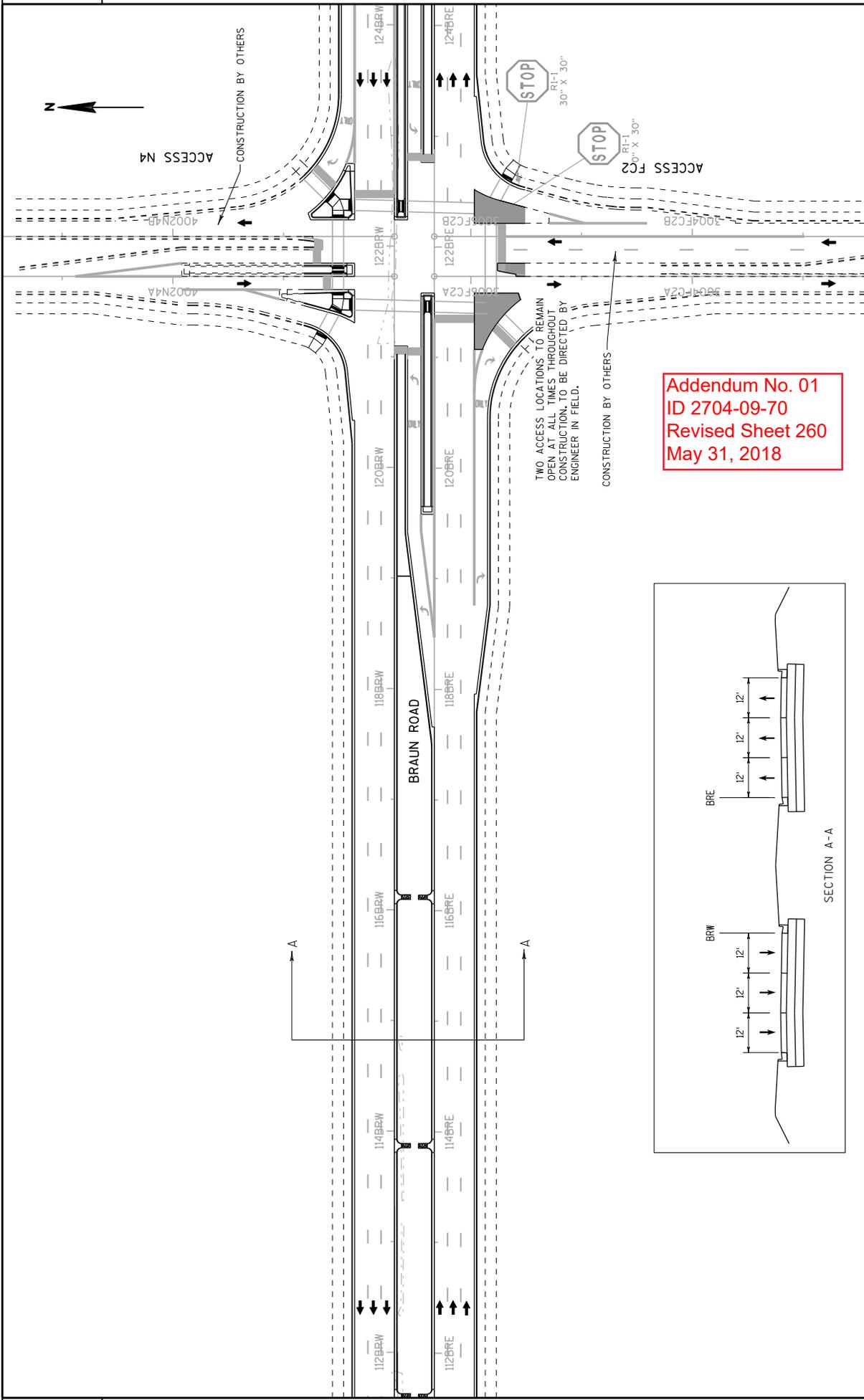
END ROAD WORK
 G20-2A
 48" X 24"

W20-1A
 ROAD WORK AHEAD

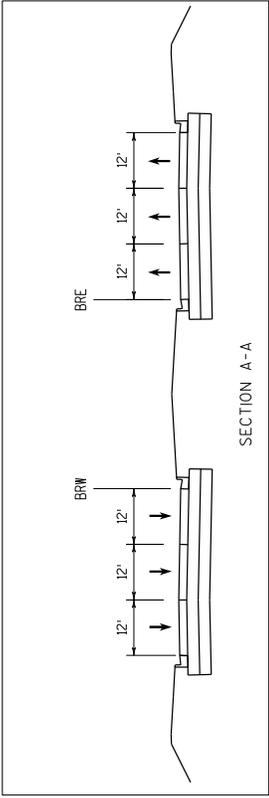
ROAD CLOSED AHEAD
 BRAUN RD 900

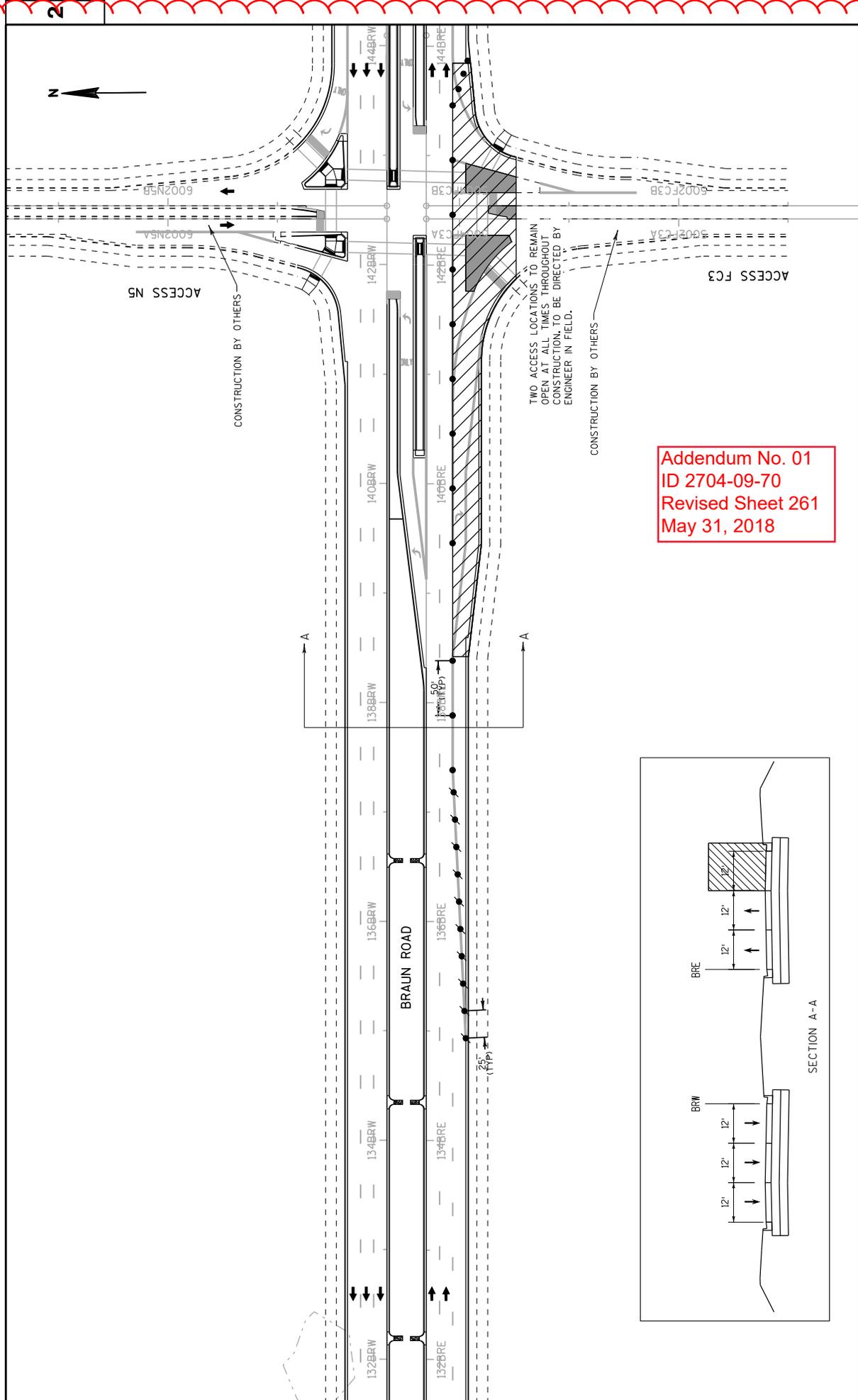
END ROAD WORK
 G20-2A
 48" X 24"

MATCHLINE 150BRW+00

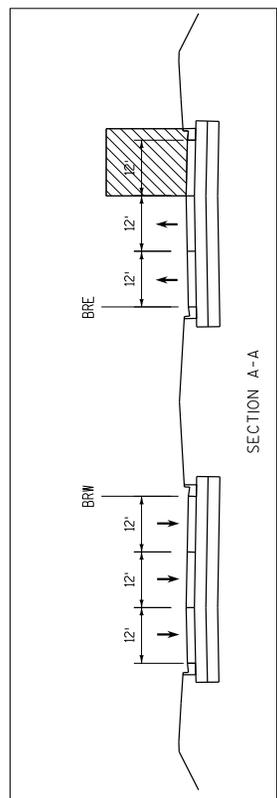


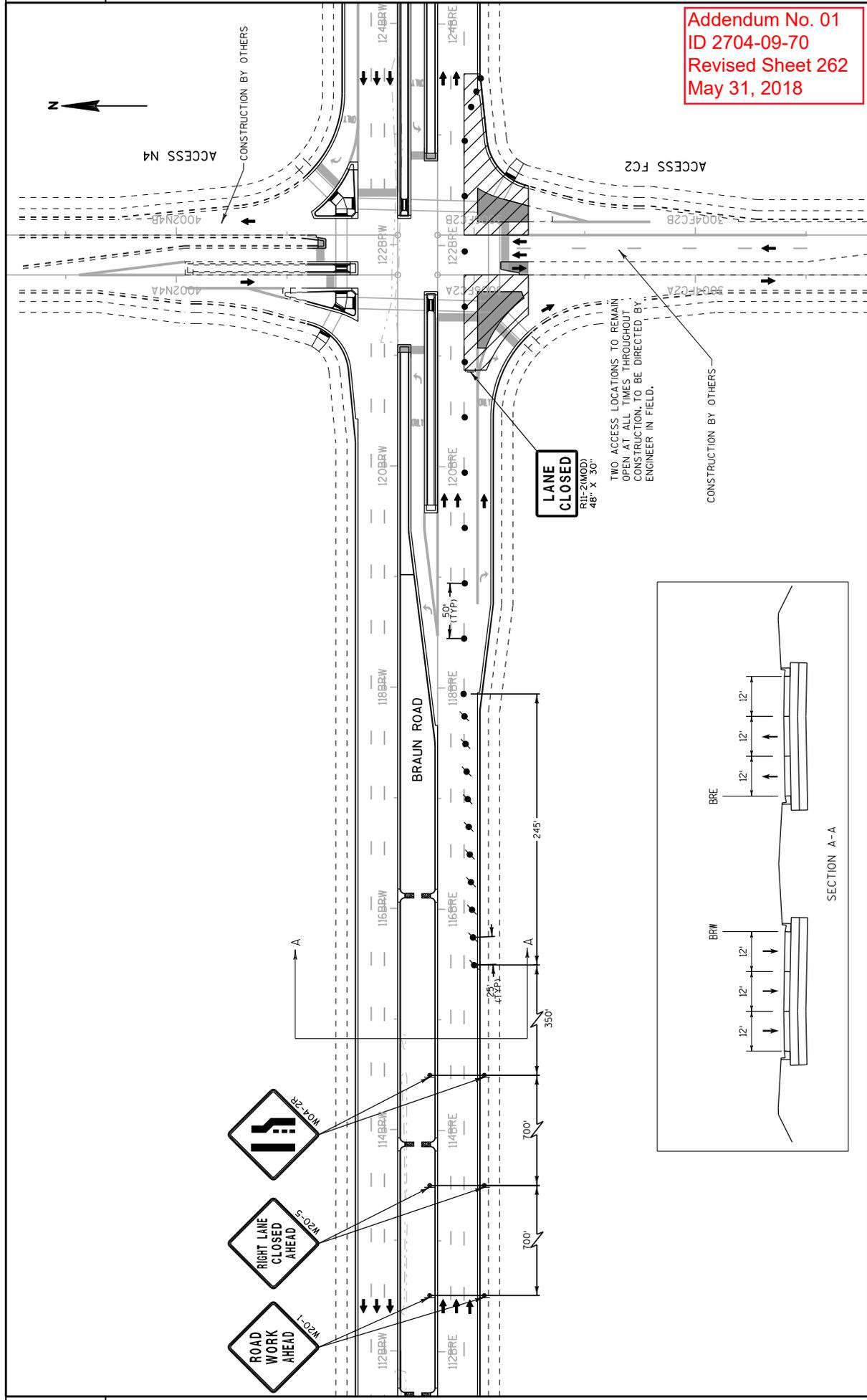
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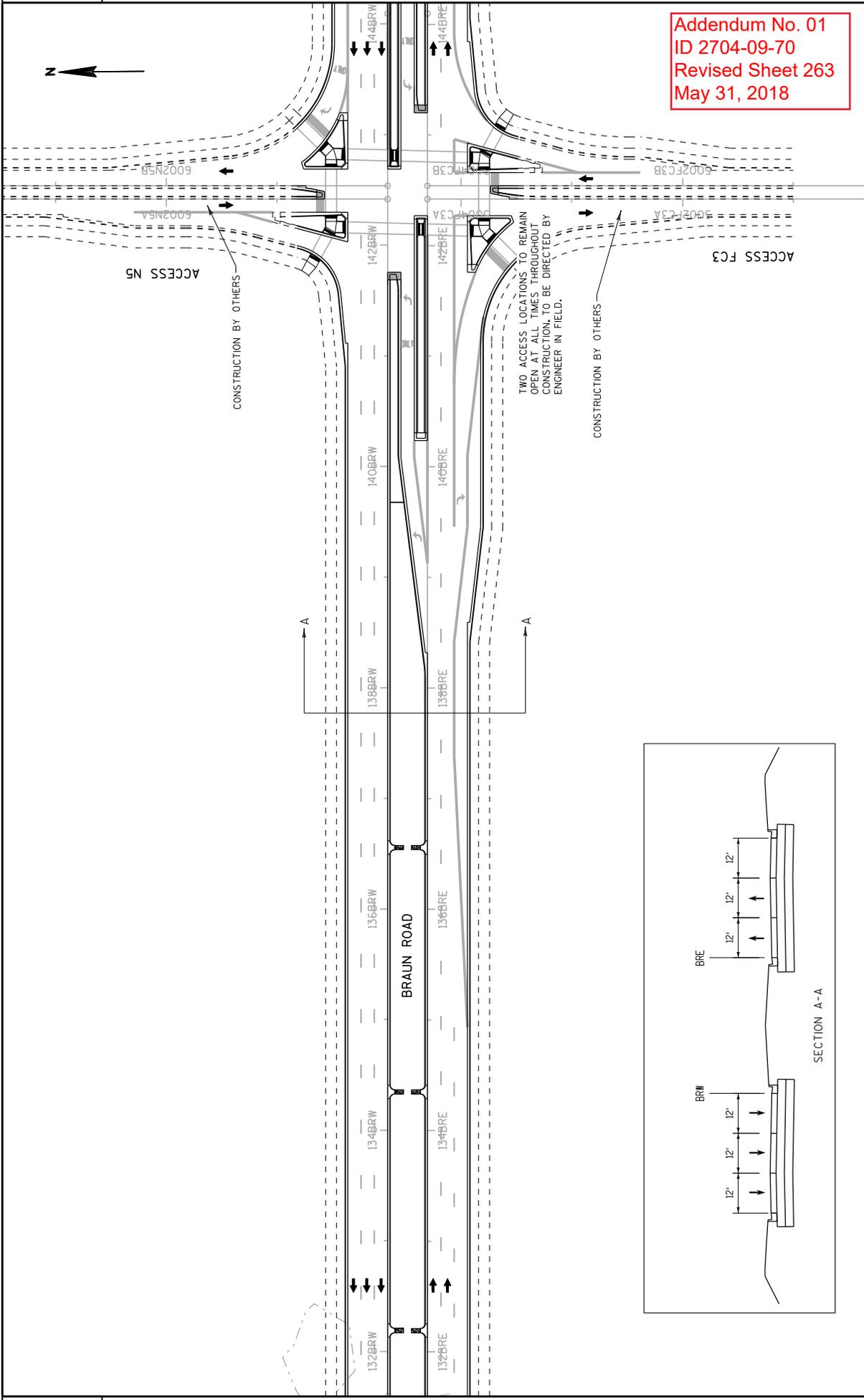


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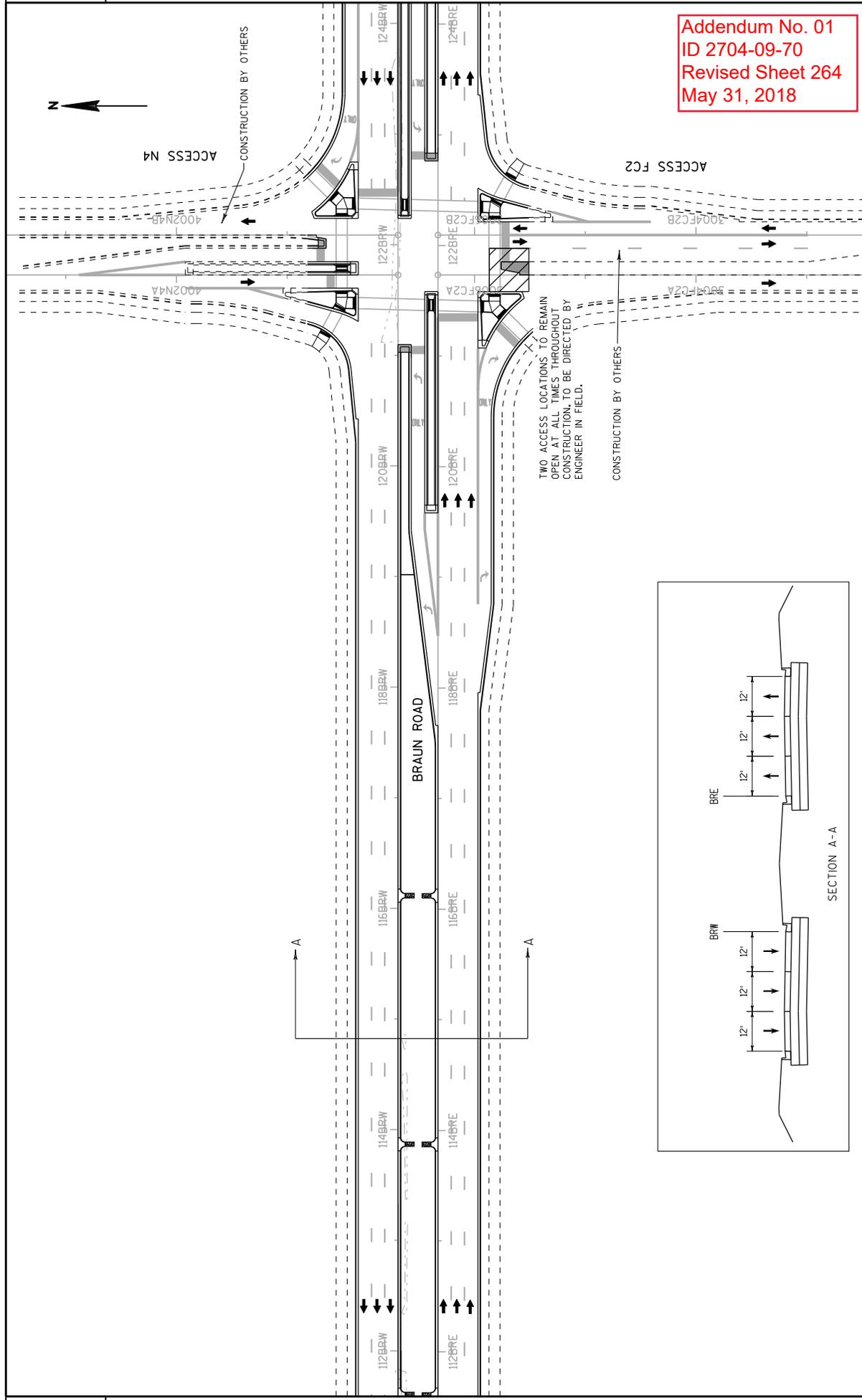




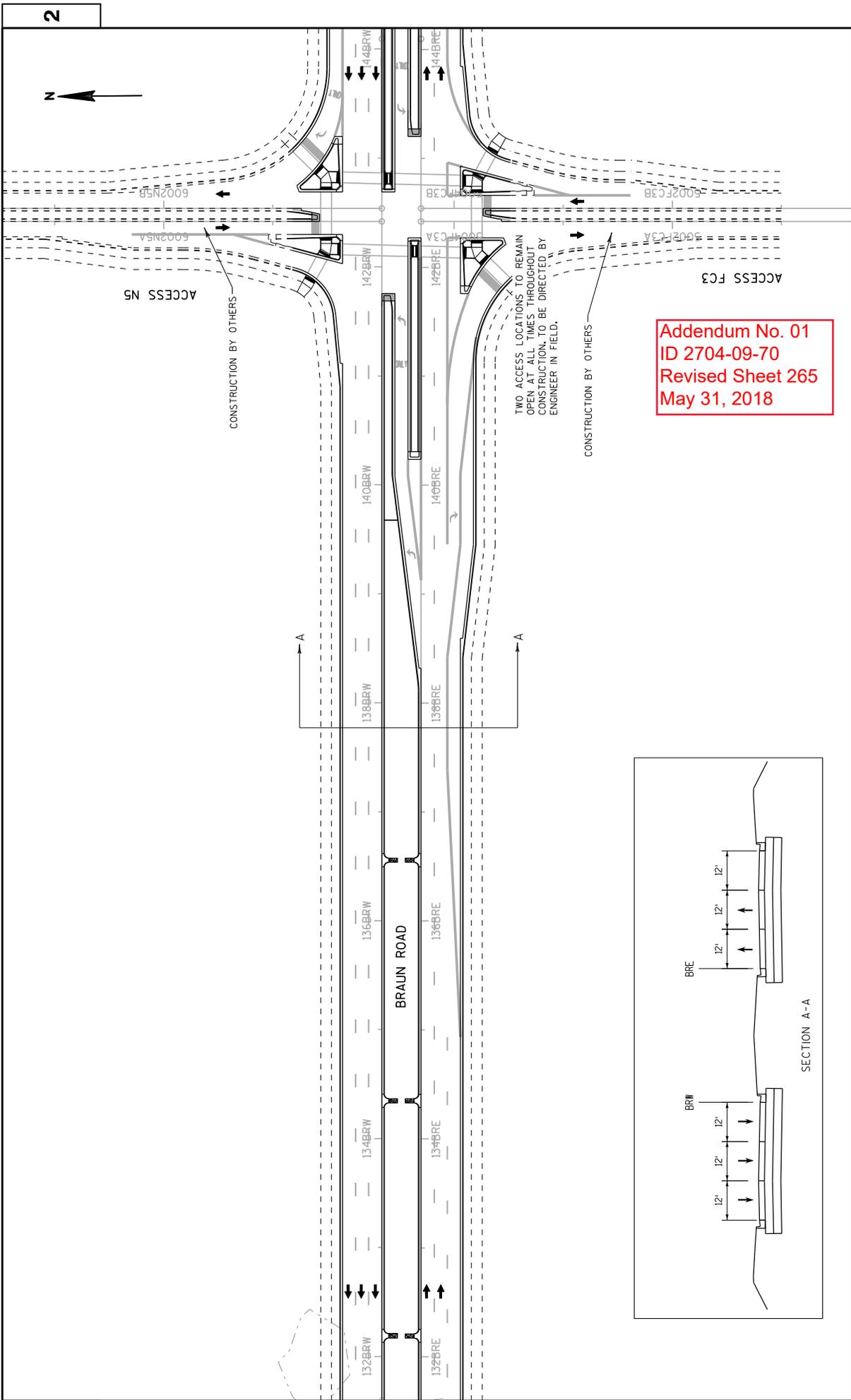
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Addendum No. 01
 ID 2704-09-70
 Revised Sheet 263
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Addendum No. 01
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Addendum No. 01
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Category	Division	From/To Station	Location	Excavation Common (CY)				Roadway Embankment (CY) (3)	Mass Ordinate +/- (4)	Backfill Granular in EBS Excavation only, 1' above normal groundwater (CY) (7)	Excavation Marsh (CY) (6)	Backfill Granular Grade 1 (CY) (6) (8)	Comment:
				Cut (CY) (2)	Topsail Removal (CY) (9)	Topsail Special 6-Inch (CY) (5)	EBS Excavation (In Cross Sections) (CY) (8)						
1000	1A	92BRE+00 - 154BRE+50	TEMPORARY BRAUN ROAD	8,561	4,275	2,536	0	185	8,377	0	0	Includes BRT, East of Sta. 93+50	
Project 2704-09-70 - Division 1A Subtotal				8,561	4,275	2,536	0		8,377	0	0		
Project 2704-09-70 - Division 1A Total				10,300					8,377	0	0		
1000	1B	71BRE+30 - 92BRE+00	TEMPORARY BRAUN ROAD	3,031	1,522	1,172	11,780	7,937	19,309	4,842	6,772	Includes BRT, West of Sta. 93+50	
Project 2704-09-70 - Division 1B Subtotal				3,031	1,522	1,172	11,780		19,309	4,842	6,772		
Project 2704-09-70 - Division 1B Total				15,162					19,309	4,842	6,772		
1000	1C	71BRE+30 - 154BRE+50	BRAUN ROAD EB	25,797	12,658	6,312	0	37,369	50,027	0	0	Includes BRE and BRTE	
POND A				7,870	0	815	0	0	0	7,870	0	0	
Project 2704-09-70 - Division 1C Subtotal				33,667	12,658	7,127	0		50,027	-3,702	0	0	
Project 2704-09-70 - Division 1C Total				39,197					50,027	-3,702	0	0	
1000	2B	71BRE+30 - 149BRE+84	BRAUN ROAD WB	30,850	5,764	8,455	0	26,199	31,963	4,650	0	Includes BRW and BRTW	
Project 2704-09-70 - Division 2B Subtotal				30,850	5,764	8,455	0		31,963	4,650	0	0	
Project 2704-09-70 - Division 2B Total				28,159					31,963	4,650	0	0	
Project 2704-09-70 Totals				92,818					105,757	4,420	4,842	6,772	

1) Excavation Common = Cut + (Topsail Removal - Topsail Special 6-inch in fill sections), Item number 205.0100. Refer to Topsail Removal Data.
2) Cut volume includes existing concrete and asphaltic surface material.
3) Roadway Embankment = (Fill + Topsail Removal Replaced + EBS Excavation Replaced 1' above normal groundwater elevation). Refer to Topsail Removal Detail.
4) The Mass Ordinate is calculated by division. A positive quantity indicates an excess of material within the Division and a negative quantity indicates a shortage of material within the Division. Structure Excavation is not included in this calculation.
5) Topsail Special 6-inch SPV 0180.001 paid as SY. Volume shown as CY for reference for calculation of Excavation Common.
6) Excavation Marsh limits as identified in the cross sections. All marsh material assumed to be wasted offsite. Refer to Kilbourn Ditch Excavation Details.
7) For reference for calculation of Roadway Embankment. Refer to Kilbourn Ditch Excavation Details.
8) EBS Excavation as identified in the cross sections at Kilbourn Ditch. EBS Excavation to be backfilled with Backfill Granular to 1' above normal groundwater elevation (Verify in field). Backfill with Roadway Embankment above Backfill Granular, or as directed by the Engineer. All EBS material assumed to be wasted offsite.
9) Topsail quantity below subgrade in cut sections and topsail removal quantity in fill areas. Topsail volume not utilized for mass ordinate calc. Excess topsail material assumed to be wasted offsite.
10) Fill quantity shown for reference.

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SUBSTRUCTURE

ROADWAY	EROM STATION	STATION	TO STATION	OFFSET	TO	OFFSET	TON	TON	TON	SY	MGAL
							BASE AGGREGATE DENSE 1 1/4-INCH	BREAKER RUN	DUST CONTROL SURFACE TREATMENT		
STAGE 1A											
BRAUN ROAD	89BRW+90	154BRW+40	L7/RT	7.626	12,201	13,726	12,201	13,726			297
STAGE 1A SUBTOTAL				7.626	12,201	13,726					297
STAGE 1B											
BRAUN ROAD	74BRW+40	89BRW+55	L7/RT	3,307	5,291	5,952					129
	120BRE+29	121BRE+55	LT	9	42	42					
	120BRE+29	121BRE+55	LT	9	42	42					
	120BRE+29	121BRE+20	RT	11	49	49					
	120BRE+29	121BRE+54	RT	120	193	217					5
	120BRE+29	123BRE+70	L7/RT	1,440	2,305	2,593					56
	121BRE+13	121BRE+57	RT	5	25	25					
	121BRE+14	121BRE+56	RT	52	76	85					2
	121BRE+14	121BRE+53	RT	3	15	15					
	121BRE+73	121BRE+85	RT	1	6	6					
	121BRE+83	121BRE+85	RT	1	5	5					
	122BRE+21	122BRE+24	RT	3	15	15					
	122BRE+24	122BRE+46	RT	44	63	71					2
	122BRE+27	122BRE+52	RT	4	20	20					
	122BRE+54	123BRE+70	RT	15	70	70					
	122BRE+83	123BRE+70	LT	5	24	24					
	122BRE+83	123BRE+70	LT	5	24	24					
	141BRE+07	142BRE+24	LT	9	39	39					
	141BRE+07	144BRE+14	L7/RT	1,092	1,747	1,966					43
	141BRE+07	141BRE+84	RT	10	44	44					
	141BRE+8	142BRE+23	RT	117	187	211					5
	141BRE+82	142BRE+27	RT	5	25	25					
	141BRE+83	142BRE+22	RT	3	15	15					
	141BRE+83	142BRE+25	RT	52	76	85					2
	142BRE+42	142BRE+48	RT	1	6	6					
	142BRE+52	142BRE+54	RT	1	5	5					
	142BRE+66	142BRE+70	RT	3	15	15					
	142BRE+69	142BRE+89	RT	42	62	69					2
	142BRE+72	142BRE+83	RT	4	19	19					
	142BRE+96	144BRE+14	RT	15	70	70					
	143BRE+27	144BRE+14	L7/RT	5	24	24					
STAGE 1B SUBTOTAL				6,393	10,000	11,848					246

SUBSTRUCTURE (CONTINUED)

STAGE TC	ROADWAY	FROM STATION	TO STATION	OFFSET	OFFSET	TO	BASE AGGREGATE DENSE 1 1/4 INCH	TON	BREAKER RUN	TON	311.0110	623.0200	DUST CONTROL SURFACE TREATMENT	SY	MGAL	624.0100*
	BRAUN ROAD	71BRE+30	120BRE+30		L7/RT		8,365	22,308		25,096		1,238		460		
		96BRE+13			LT		275			1,238				4		
		71BRE+30	96BRE+08		RT		320			1,441				5		
		96BRE+24	100BRE+36		RT		116	185		208				5		
		96BRE+93	100BRE+38		RT		5			25						
		96BRE+94	100BRE+33		RT		3			15						
		96BRE+94	100BRE+36		RT		52	76		85				2		
		100BRE+53	100BRE+60		RT		1			6						
		100BRE+63	100BRE+65		RT		1			5						
		100BRE+77	100BRE+81		RT		3			15						
		100BRE+80	100BRE+100		RT		52	76		85				2		
		100BRE+83	101BRE+04		RT		4			19						
		101BRE+10	120BRE+29		RT		216			974				3		
		101BRE+38	103BRE+40		LT		12			56						
		103BRE+40	117BRE+36		LT		155			698				2		
		123BRE+70	124BRE+85		LT		7			32						
		123BRE+70	124BRE+44		LT		5			21						
		123BRE+70	141BRE+08		RT		194			871				3		
		123BRE+70	141BRE+08		L7/RT		2,970	7,919		8,909				163		
		124BRE+85	138BRE+16		LT		148			666						
		140BRE+16	141BRE+07		LT		6			26						
		144BRE+14	149BRE+84		L7/RT		940	2,507		2,820				52		
		144BRE+14	145BRE+40		LT		8			35						
		144BRE+14	149BRE+84		RT		63			285				1		
		145BRE+40	149BRE+84		LT		49			222				1		
		149BRE+84	150BRE+83		LT		16	34		39						
		149BRE+84	154BRE+37		RT		63			152				1		
		149BRE+84	150BRE+83		LT		6			26						
		149BRE+84	154BRE+38		RT		35			156				1		
		149BRE+84	154BRE+92		L7/RT		966	1,545		1,738				38		
		151BRW+00	153BRW+53		RT		68			163						
		154BRE+38	154BRE+91		RT		10			47						
	STAGE TC SUBTOTAL						15,134	34,650		46,174				746		

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SUBSTRUCTURE (CONTINUED)

STAGE 2	ROADWAY	FROM STATION	TO STATION	OFFSET	OFFSET	BASE AGGREGATE DENSE 1 1/4 INCH	311.0110	305.0120	623.0200	624.0100*
							BREAKER	DUST CONTROL SURFACE		
							TON	SY		
							TON	MGAL		
BRAUN ROAD	71BRW+30	97BRW+79	RT	294	LT	322	--	1,324	4	
	71BRW+30	100BRW+8	LT	322	LT	1,451	--	1,451	5	
	71BRW+30	149BRW+84	LT/RT	16,048	LT/RT	48,143	42,793	48,143	883	
	96BRW+13	97BRW+79	RT	19	RT	85	--	85	--	
	97BRW+79	98BRW+80	RT	13	RT	56	--	56	--	
	97BRW+79	98BRW+80	RT	12	RT	56	--	56	--	
	98BRW+27	100BRW+35	RT	14	RT	64	--	64	--	
	98BRW+27	100BRW+35	RT	14	RT	64	--	64	--	
	100BRW+14	100BRW+36	LT	4	LT	19	--	19	--	
	100BRW+18	100BRW+38	LT	42	LT	69	62	69	2	
	100BRW+38	100BRW+41	LT	3	LT	15	--	15	--	
	100BRW+53	100BRW+55	LT	1	LT	5	--	5	--	
	100BRW+59	100BRW+65	LT	1	LT	6	--	6	--	
	100BRW+80	101BRW+25	LT	5	LT	25	--	25	--	
	100BRW+82	101BRW+24	LT	52	LT	85	76	85	2	
	100BRW+84	101BRW+95	LT	70	LT	209	186	209	4	
	100BRW+85	101BRW+24	LT	3	LT	15	--	15	--	
	101BRW+18	121BRW+28	LT	227	LT	1,022	--	1,022	3	
	101BRW+38	103BRW+39	RT	13	RT	56	--	56	--	
	103BRW+39	119BRW+02	RT	174	RT	783	--	783	3	
	117BRW+35	119BRW+02	RT	19	RT	85	--	85	--	
	119BRW+02	121BRW+03	RT	12	RT	56	--	56	--	
	119BRW+02	121BRW+03	RT	12	RT	56	--	56	--	
	119BRW+50	120BRW+29	RT	5	RT	21	--	21	--	
	119BRW+50	120BRW+29	RT	5	RT	21	--	21	--	
	121BRW+31	121BRW+55	LT	4	LT	20	--	20	--	
	121BRW+36	121BRW+56	LT	43	LT	71	63	71	2	
	121BRW+58	121BRW+61	LT	3	LT	15	--	15	--	
	121BRW+73	121BRW+76	LT	3	LT	13	--	13	--	
	121BRW+82	121BRW+85	LT	3	LT	13	--	13	--	
	121BRW+97	121BRW+99	LT	1	LT	3	--	3	--	
	122BRW+04	122BRW+09	LT	1	LT	4	--	4	--	
	122BRW+24	122BRW+68	LT	5	LT	25	--	25	--	
	122BRW+26	122BRW+68	LT	52	LT	85	76	85	2	
	122BRW+27	124BRW+36	RT	14	RT	65	--	65	--	
	122BRW+27	124BRW+36	RT	14	RT	65	--	65	--	
	122BRW+28	122BRW+37	LT	69	LT	207	184	207	4	
	122BRW+29	122BRW+68	LT	--	LT	15	--	15	--	
	122BRW+63	141BRW+98	LT	219	LT	985	--	985	3	
	124BRW+44	124BRW+84	RT	2	RT	11	--	11	--	
	124BRW+84	139BRW+68	LT	165	LT	744	--	744	2	

SUBSTRUCTURE (CONTINUED)

ROADWAY	FROM STATION	OFFSET	TO STATION	IO	OFFSET	1 1/4-INCH	DENSE	BREAKER	311.0110	623.0200	624.0100*
						TON	TON	TON	DUST CONTROL	SURFACE	WATER
						TON	SY	MGAL			
	138BRW+16		139BRW+88	RT		17		78	--		--
	139BRW+68		141BRW+69	RT		12		56	--		--
	139BRW+68		141BRW+69	RT		13		57	--		--
	140BRW+16		142BRW+24	RT		14		64	--		--
	142BRW+03		142BRW+24	LT		4		19	--		--
	142BRW+07		142BRW+27	LT		42		69	--		2
	142BRW+27		142BRW+30	LT		3		15	--		--
	142BRW+42		142BRW+44	LT		1		5	--		--
	142BRW+48		142BRW+54	LT		1		6	--		--
	142BRW+69		143BRW+13	LT		5		25	--		--
	142BRW+71		143BRW+13	LT		52		85	--		2
	142BRW+72		144BRW+92	RT		15		68	--		--
	142BRW+72		144BRW+92	RT		15		68	--		--
	142BRW+73		143BRW+82	LT		69		207	--		4
	142BRW+74		143BRW+13	LT		3		15	--		--
	143BRW+09		149BRW+84	LT		76		344	--		1
	143BRW+27		145BRW+40	RT		13		60	--		--
	145BRW+40		149BRW+84	RT		50		224	--		1
	149BRW+84		154BRW+32	L7/RT		389		623	--		15
	149BRW+85		154BRW+34	L7/RT		60		128	--		3
	149BRW+86		154BRW+32	L7/RT		32		142	--		--
	149BRW+87		150BRW+88	L7/RT		6		26	--		--
	149BRW+88		150BRW+88	L7/RT		34		39	--		1
STAGE 2 SUBTOTAL						18,890		44,547		58,649	948
UNDISTRIBUTED						3,574		6,961		8,888	157
PROJECT 2704-09-70 TOTALS						51,617		108,359		139,285	2,394

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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CONCRETE SURFACE DRAINS

416.1010

CONCRETE SURFACE

DRAIN

CY

ROADWAY	STATION	OFFSET	DRAIN	CY
STAGE 1C				
BRAUNROAD	72BRE+37	3'LT		1
	74BRE+57	3'LT		1
	76BRE+78	3'LT		1
	79BRE+6	3'LT		1
	79BRE+76	3'LT		1
	81BRE+62	3'LT		1
	85BRE+54	3'LT		1
	87BRE+74	3'LT		1
	90BRE+32	3'LT		1
	91BRE+2	3'LT		1
	92BRW+53	3'LT		1
	94BRE+71	3'LT		1
	106BRE+6	3'LT		1
	107BRE+4	3'LT		1
	109BRE+35	3'LT		1
	111BRE+61	3'LT		1
	113BRE+87	3'LT		1
	116BRE+12	3'LT		1
	127BRE+47	3'LT		1
	129BRE+68	3'LT		1
	131BRE+49	3'LT		1
	132BRE+19	3'LT		1
	134BRE+35	3'LT		1
	136BRE+56	3'LT		1
	146BRE+92	3'LT		1
	148BRE+68	3'LT		1
STAGE 1C SUBTOTAL				26

CONCRETE SURFACE DRAINS (CONTINUED)

416.1010

CONCRETE SURFACE

DRAIN

CY

ROADWAY	STATION	OFFSET	DRAIN	CY
STAGE 2				
BRAUNROAD	72BRW+36	3'RT		1
	74BRW+56	3'RT		1
	76BRW+78	3'RT		1
	79BRW+6	3'RT		1
	79BRW+76	3'RT		1
	81BRW+62	3'RT		1
	85BRW+53	3'RT		1
	87BRW+74	3'RT		1
	90BRW+31	3'RT		1
	91BRW+1	3'RT		1
	92BRW+53	3'RT		1
	94BRW+70	3'RT		1
	106BRW+5	3'RT		1
	107BRW+4	3'RT		1
	109BRW+34	3'RT		1
	111BRW+60	3'RT		1
	113BRW+87	3'RT		1
	116BRW+12	3'RT		1
	127BRW+46	3'RT		1
	129BRW+67	3'RT		1
	131BRW+49	3'RT		1
	132BRW+19	3'RT		1
	134BRW+35	3'RT		1
	136BRW+56	3'RT		1
	146BRW+91	3'RT		1
	148BRW+67	3'RT		1
STAGE 2 SUBTOTAL				26

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PROJECT 2704-09-70 TOTALS

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ASPHALT ITEMS

ROADWAY	STATION	OFFSET	HMA COLD WEATHER PAVING	TACK COAT	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	ASPHALTIC SURFACE	ASPHALTIC SURFACE DRIVEWAY AND FIELD ENTRANCES	ASPHALTIC SURFACE TEMPORARY	COLD PATCH
			TON	GAL	TON	TON	TON	TON	TON	TON
STAGE 1A BRAUN ROAD	93BRW+50	154BRW+74	LT/RT	--	--	--	--	--	3,249	--
STAGE 1A SUBTOTAL									3,249	
STAGE 1B BRAUN ROAD	74BRW+41	88BRW+49	RT	--	--	--	--	--	1,470	--
	120BR+29	123BR+71	LT	--	--	--	--	--	161	--
	120BR+66	122BR+21	RT	--	--	--	--	--	151	--
	121BR+7	121BR+58	RT	--	--	--	--	--	40	--
	121BR+73	121BR+85	RT	--	--	--	--	--	8	--
	122BR+21	122BR+52	RT	--	--	--	--	--	32	--
	122BR+36	123BR+36	RT	--	--	--	--	--	43	--
	141BR+08	144BR+14	RT	--	--	--	--	--	179	--
	141BR+76	142BR+27	RT	--	--	--	--	--	40	--
	142BR+42	142BR+54	RT	--	--	--	--	--	8	--
	142BR+66	142BR+93	RT	--	--	--	--	--	31	--
	142BR+81	143BR+84	RT	--	--	--	--	--	44	--
UNDISTRIBUTED										
STAGE 1B SUBTOTAL			2,000						2,207	
STAGE 1C BRAUN ROAD	98BR+46	100BR+32	RT	--	--	--	--	--	115	--
	100BR+32	100BR+77	RT	--	--	--	--	--	40	--
	100BR+92	101BR+98	RT	--	--	--	--	--	44	--
	149BR+84	154BR+82	LT/RT	63	160	107	--	--	--	--
	150BR+70	150BR+85	LT	--	--	7	--	--	--	--
	153BR+05	153BR+55	LT	--	24	16	--	--	--	--
	150BR+88	153BR+55	LT	45	115	76	--	--	--	--
STAGE 1C SUBTOTAL			117	299	206				199	
STAGE 2 BRAUN ROAD	99BR+27	100BRW+25	LT	--	--	--	--	--	40	--
	100BRW+42	100BRW+86	LT	--	--	--	--	--	55	--
	100BRW+86	101BRW+74	LT	--	--	--	--	--	63	--
	120BRW+47	121BRW+44	LT	--	--	--	--	--	43	--
	121BRW+62	121BRW+73	LT	--	--	--	--	--	18	--
	121BRW+85	123BRW+16	LT	--	--	--	--	--	122	--
	141BRW+14	142BRW+15	LT	--	--	--	--	--	44	--
	142BRW+31	143BRW+61	LT	--	--	--	--	--	122	--
	149BRW+84	154BRW+32	LT	25	63	42	42	--	--	--
STAGE 2 SUBTOTAL			25	63	42	42			507	
UNDISTRIBUTED										
PROJECT 2704-09-70 TOTALS			2,000	142	362	248			366	326

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PAVEMENT MARKINGS

STAGE	ROADWAY	646.1020		646.3020		646.5020		646.5120		646.6120		646.8120		646.8220		649.0120		649.0220		649.0620		649.0820	
		MARKING LINE EPOXY 4-INCH (WHITE) LF	MARKING LINE EPOXY 4-INCH (YELLOW) LF	MARKING LINE EPOXY 8-INCH (WHITE) LF	MARKING LINE EPOXY 8-INCH (YELLOW) LF	MARKING ARROW EPOXY (WHITE) EACH	MARKING WORD EPOXY (WHITE) EACH	MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	MARKING CURB EPOXY YELLOW LF	MARKING ISLAND NOSE EPOXY YELLOW EACH	TEMPORARY MARKING EPOXY 4-INCH (WHITE) LF	TEMPORARY MARKING EPOXY 4-INCH (YELLOW) LF	TEMPORARY MARKING EPOXY 8-INCH (WHITE) LF	TEMPORARY MARKING EPOXY 8-INCH (YELLOW) LF	TEMPORARY MARKING EPOXY (WHITE) EACH	TEMPORARY MARKING EPOXY 18-INCH (WHITE) LF						
STAGE 1C	BRAUN ROAD EB	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 3	BRAUN ROAD EB	3,349	--	1,666	--	10	5	108	726	54	--	--	2,753	635	2	34	--	--	2,753	635	--	--	--
	BRAUN ROAD WB	3,672	--	2,055	--	12	6	121	727	54	--	--	793	375	--	--	--	--	--	--	--	--	--
	FC1	--	--	--	--	--	--	12	115	23	--	--	--	--	--	--	--	--	--	--	--	--	--
	FC2	5	--	21	--	--	--	36	163	24	--	--	--	--	--	--	--	--	--	--	--	--	--
	FC3	--	--	--	--	--	--	12	115	23	23	--	--	--	--	--	--	--	--	--	--	--	--
N3	--	--	--	--	--	--	--	12	115	23	--	--	--	--	--	--	--	--	--	--	--	--	--
N4	--	--	--	--	--	--	--	24	163	16	--	--	--	--	--	--	--	--	--	--	--	--	--
N5	--	--	--	--	--	--	--	12	115	23	--	--	--	--	--	--	--	--	--	--	--	--	--
PROJECT 2704-09-70 TOTALS		7,026	3,763	22	11	337	2,239	239	12	16,364	13,553	2	34										

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STORM SEWER PIPES

608.0312		608.0315		608.0318		608.0324		608.0336		608.0412		608.0415	
FROM STR	TO STR	INVERT ELEV	DISCH ELEV	SLOPE	LF	REINFORCED CONCRETE CLASS II	LF	REINFORCED CONCRETE CLASS II	LF	REINFORCED CONCRETE CLASS III	LF	REINFORCED CONCRETE CLASS IV	LF
BRAUN ROAD STAGE 1A													
STUB	80E	733.90	733.99	0.82%	--	PIPE	--	PIPE	38	PIPE	--	PIPE	--
80E	80D	733.59	733.47	0.71%	--	PIPE	--	PIPE	17	PIPE	--	PIPE	--
80D	80B	733.47	733.33	0.82%	--	PIPE	--	PIPE	17	PIPE	--	PIPE	--
80B	STUB	733.33	733.00	0.87%	--	PIPE	--	PIPE	38	PIPE	--	PIPE	--
STUB	132F	743.95	743.60	1.75%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
EW6	86E	727.00	726.85	0.38%	--	PIPE	40	PIPE	--	PIPE	--	PIPE	--
86E	86G	726.85	726.11	0.42%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
86G	EW7	726.11	725.90	0.40%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
132F	132E	743.60	743.50	0.67%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
132E	132C	743.50	743.38	0.67%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
132C	STUB	743.38	743.29	0.75%	--	PIPE	--	PIPE	110	PIPE	--	PIPE	--
BRAUN ROAD STAGE 1A SUBTOTALS													
BRAUN ROAD STAGE 1B													
121	121A	754.28	754.21	0.37%	--	PIPE	19	PIPE	--	PIPE	--	PIPE	--
121A	120	754.21	753.67	0.48%	--	PIPE	113	PIPE	--	PIPE	--	PIPE	--
120	122J	755.35	755.32	0.30%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
122J	122I	755.32	755.10	0.39%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
122I	122G	755.10	755.07	0.30%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
122G	122E	755.07	755.07	0.30%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
122E	122A	754.82	754.58	0.38%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
122A	121B	754.58	754.34	0.46%	--	PIPE	52	PIPE	--	PIPE	--	PIPE	--
121B	121A	754.34	754.21	0.42%	--	PIPE	31	PIPE	--	PIPE	--	PIPE	--
121A	122C	755.21	755.18	0.27%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
122C	122E	755.18	755.07	0.37%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
122E	122F	755.10	755.07	0.30%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
122F	122G	755.13	755.10	0.27%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
122G	122B	755.48	755.31	0.45%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
122B	142	743.96	743.78	0.45%	40	PIPE	--	PIPE	--	PIPE	--	PIPE	--
142	143K	741.69	741.66	0.30%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143K	143J	741.66	741.55	0.37%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143J	143H	741.55	741.55	0.30%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143H	143F	741.52	741.40	0.38%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143F	143D	741.40	741.24	0.40%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143D	143A	741.24	741.05	0.40%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143A	143B	741.24	741.05	0.40%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143B	143C	741.05	740.84	0.42%	50	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143C	142	740.84	740.71	0.39%	33	PIPE	--	PIPE	--	PIPE	--	PIPE	--
142	143I	741.58	741.55	0.30%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143I	143G	741.55	741.52	0.30%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143G	143F	741.52	741.52	0.30%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143F	143E	741.43	741.39	0.40%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--
143E	143D	741.43	741.39	0.40%	--	PIPE	--	PIPE	--	PIPE	--	PIPE	--

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STORM SEWER PIPES

FROM STR	TO STR	INVERT ELEV	DISCH ELEV	SLOPE	608.0436		608.0515		608.0518		608.0524		608.0536		NOTES
					STORM SEWER PIPE	REINFORCED CONCRETE CLASS V	STORM SEWER PIPE	REINFORCED CONCRETE CLASS V	STORM SEWER PIPE	REINFORCED CONCRETE CLASS V	STORM SEWER PIPE	REINFORCED CONCRETE CLASS V	STORM SEWER PIPE	REINFORCED CONCRETE CLASS V	
BRAUN ROAD STAGE 1A															
STUB	80E	733.90	733.59	0.82%	--	--	--	--	--	--	--	--	--	--	STAGE 1A BREAK 60.5' LT SEE CROSS SECTIONS
80E	80D	733.59	733.47	0.71%	--	--	--	--	--	--	--	--	--	--	--
80D	80B	733.47	733.33	0.82%	--	--	--	--	--	--	--	--	--	--	--
80B	STUB	733.33	733.00	0.87%	--	--	--	--	--	--	--	--	--	--	STAGE 1A BREAK 8.6' RT SEE CROSS SECTIONS
STUB	132F	743.95	743.60	1.75%	20	--	--	--	--	--	--	--	--	--	STAGE 1A BREAK 93.7' LT SEE CROSS SECTIONS
EW6	86E	727.00	726.85	0.38%	--	--	--	--	--	--	--	--	--	--	--
86E	88G	726.85	726.11	0.42%	--	--	--	--	--	--	178	--	--	--	--
88G	EW7	726.11	725.90	0.40%	--	--	--	--	--	--	53	--	--	--	--
132F	132E	743.60	743.50	0.67%	15	--	--	--	--	--	--	--	--	--	--
132E	132C	743.50	743.38	0.67%	18	--	--	--	--	--	--	--	--	--	--
132C	STUB	743.38	743.29	0.75%	12	--	--	--	--	--	--	--	--	--	STAGE 1A BREAK 9.4' RT SEE CROSS SECTIONS
BRAUN ROAD STAGE 1A SUBTOTALS					65	--	--	--	--	--	231	--	--	--	--
BRAUN ROAD STAGE 1B															
121	121A	754.28	754.21	0.37%	--	--	--	--	--	--	--	--	--	--	--
121A	120	754.21	753.67	0.48%	--	--	--	--	--	--	--	--	--	--	--
122J	122I	755.35	755.32	0.30%	10	--	--	--	--	--	--	--	--	--	--
122I	122G	755.32	755.10	0.39%	56	--	--	--	--	--	--	--	--	--	--
122G	122E	755.10	755.07	0.30%	10	--	--	--	--	--	--	--	--	--	--
122E	122A	754.82	754.58	0.38%	--	--	--	--	63	--	--	--	--	--	--
122A	121B	754.58	754.34	0.46%	--	--	--	--	--	--	--	--	--	--	--
121B	121A	754.34	754.21	0.42%	--	--	--	--	--	--	--	--	--	--	--
122D	122C	755.21	755.18	0.27%	11	--	--	--	--	--	--	--	--	--	--
122C	122E	755.18	755.07	0.37%	30	--	--	--	--	--	--	--	--	--	--
122E	122F	755.10	755.07	0.30%	10	--	--	--	--	--	--	--	--	--	--
122F	122G	755.13	755.10	0.27%	11	--	--	--	--	--	--	--	--	--	--
122G	122I	755.48	755.31	0.45%	38	--	--	--	--	--	--	--	--	--	--
142F	142	743.96	743.78	0.45%	--	--	--	--	--	--	--	--	--	--	--
143K	143J	741.69	741.66	0.30%	10	--	--	--	--	--	--	--	--	--	--
143J	143H	741.66	741.55	0.37%	30	--	--	--	--	--	--	--	--	--	--
143H	143F	741.55	741.52	0.30%	10	--	--	--	--	--	--	--	--	--	--
143F	143D	741.52	741.40	0.38%	32	--	--	--	--	--	--	--	--	--	--
143D	143A	741.40	741.24	0.40%	40	--	--	--	--	--	--	--	--	--	--
143A	143B	741.24	741.05	0.40%	47	--	--	--	--	--	--	--	--	--	--
143B	143C	741.05	740.84	0.42%	--	--	--	--	--	--	--	--	--	--	--
143C	142	740.84	740.71	0.39%	--	--	--	--	--	--	--	--	--	--	--
143I	143H	741.58	741.55	0.30%	10	--	--	--	--	--	--	--	--	--	--
143G	143F	741.55	741.52	0.30%	10	--	--	--	--	--	--	--	--	--	--
143E	143D	741.43	741.39	0.40%	10	--	--	--	--	--	--	--	--	--	--

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STORM SEWER PIPES (CONTINUED)

FROM	TO	INVERT ELEV	DISCH ELEV	SLOPE	608.0436		608.0515		608.0518		608.0524		608.0536		NOTES
					STORM SEWER PIPE REINFORCED CONCRETE CLASS V 36-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 15-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 18-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 24-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 36-INCH						
T1	T2	736.90	736.81	0.90%											
T2	TEW1	736.81	736.68	0.46%											
73A	73	737.60	737.46	0.37%		28									
73	75	737.46	736.55	0.42%											
75A	75	736.69	736.55	0.36%											
75	77	736.30	735.43	0.39%											
77A	77	735.82	735.68	0.36%											
77	78	734.93	734.57	0.38%											
78	79	734.57	734.15	0.38%											
79	80	734.15	734.00	0.35%											
80C	80B	735.01	734.90	0.35%											
STUB	80	734.13	734.00	0.34%											
80	80A	733.00	732.92	0.32%											
80A	81	732.92	732.30	0.39%											
81A	81	734.18	734.05	0.36%											
81	83	732.30	731.71	0.39%											
83	84	731.71	731.22	0.39%											
84	EW2	731.22	731.00	0.31%											
86	84	732.69	731.22	0.91%											
86A	86	736.65	736.51	0.36%											
86	86	734.52	733.67	0.39%											
88A	88	735.42	735.28	0.36%											
90	EW3	730.69	730.00	0.49%											
91	90	731.66	731.53	0.34%											
91C	91B	733.64	733.55	0.35%											
91B	91	733.55	733.41	0.36%											
91A	91	731.90	731.66	0.36%											
92	91A	732.23	731.90	0.37%											
92A	92	734.12	733.98	0.36%											
94	92	733.07	732.23	0.39%											
94A	94	734.96	734.82	0.36%											
96	94	733.84	733.07	0.39%											
96A	96	736.82	736.68	0.37%											
99	96	735.13	733.84	0.58%											
99A	99	738.45	738.31	0.36%											
99F	99	738.59	738.56	0.27%											
100	99	735.68	735.13	0.56%											
100J	100I	738.39	738.36	0.30%		10									
100I	100G	738.36	738.25	0.37%											
100H	100G	738.28	738.25	0.30%		10									
100G	100E	738.25	738.22	0.30%		10									
100F	100E	738.25	738.22	0.30%		10									

STAGE 1C BREAK 8.6' RT SEE CROSS SECTIONS

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FROM STR	TO STR	INVERT ELEV	DISCH ELEV	SLOPE	608.0436 STORM SEWER PIPE		608.0515 STORM SEWER PIPE		608.0518 STORM SEWER PIPE		608.0524 STORM SEWER PIPE		NOTES
					REINFORCED CONCRETE CLASS IV 36-INCH	LF	REINFORCED CONCRETE CLASS V 15-INCH	LF	REINFORCED CONCRETE CLASS V 18-INCH	LF	REINFORCED CONCRETE CLASS V 24-INCH	LF	
100E	100C	738.22	738.11	0.33%	--	33	--	--	--	--	--	--	--
100D	100C	738.13	738.10	0.30%	--	10	--	--	--	--	--	--	--
100C	100B	737.86	737.72	0.35%	--	--	40	--	--	--	--	--	--
101A	100B	738.21	737.97	0.38%	--	--	--	--	--	--	--	--	--
100B	100A	737.72	737.54	0.37%	--	--	--	--	--	--	--	--	--
100A	100	737.54	737.38	0.35%	--	--	--	--	--	--	--	--	--
101	100	736.80	735.88	0.64%	--	--	--	--	--	--	--	--	--
101B	101	738.41	738.30	0.28%	--	--	--	--	--	--	--	--	--
103	101	738.76	737.80	1.14%	--	--	--	--	--	--	--	--	--
103A	103	742.24	742.10	0.36%	--	--	--	--	--	--	--	--	--
105	103	741.51	739.76	1.21%	--	--	--	--	--	--	--	--	--
105A	105	742.40	742.26	0.36%	--	--	--	--	--	--	--	--	--
107	105	744.20	741.51	1.22%	--	--	--	--	--	--	--	--	--
107A	107	745.09	744.95	0.36%	--	--	--	--	--	--	--	--	--
109	107	746.46	744.20	0.98%	--	--	--	--	--	--	--	--	--
109A	109	747.34	747.21	0.34%	--	--	--	--	--	--	--	--	--
111	109	748.13	746.46	0.74%	--	--	--	--	--	--	--	--	--
111A	111	749.02	748.88	0.36%	--	--	--	--	--	--	--	--	--
114	111	749.74	748.63	0.49%	--	--	--	--	--	--	--	--	--
114A	114	750.13	749.99	0.36%	--	--	--	--	--	--	--	--	--
116	114	750.84	748.74	0.49%	--	--	--	--	--	--	--	--	--
116A	116	751.23	751.09	0.36%	--	--	--	--	--	--	--	--	--
118	116	752.40	750.84	0.85%	--	--	--	--	--	--	--	--	--
120	118	753.67	752.40	0.59%	--	--	--	--	--	--	--	--	--
120B	120	754.05	753.89	0.37%	--	--	--	--	--	--	--	--	--
120A	120	754.14	754.12	0.29%	--	--	--	--	--	--	--	--	--
124B	124A	752.78	752.75	0.30%	--	--	--	--	--	--	--	--	--
124A	124	752.75	752.61	0.37%	--	--	--	--	--	--	--	--	--
124	126	752.61	749.98	1.49%	--	--	--	--	--	--	--	--	--
126A	126	752.14	751.96	0.46%	--	--	--	--	--	--	--	--	--
126	128	749.98	747.50	1.28%	--	--	--	--	--	--	--	--	--
126A	128	748.16	748.02	0.36%	--	--	--	--	--	--	--	--	--
128	130	747.50	745.34	0.98%	--	--	--	--	--	--	--	--	--
130A	130	745.74	745.60	0.36%	--	--	--	--	--	--	--	--	--
130	132A	744.84	744.16	0.42%	--	--	--	--	--	--	--	--	--
132A	132	744.16	744.08	0.38%	--	--	--	--	--	--	--	--	--
132	132B	743.08	743.00	0.38%	--	--	--	--	--	--	--	--	--
132D	132C	745.03	744.93	0.33%	--	--	--	--	--	--	--	--	--
STUB	132	743.29	743.08	0.78%	27	--	--	--	--	--	--	--	--
132B	134	743.00	741.33	0.78%	--	--	--	--	--	--	--	--	--
134A	134	744.65	744.51	0.36%	--	--	--	--	--	--	--	--	--
134	136	741.33	739.72	0.73%	--	--	--	--	--	--	--	--	--
136A	136	746.06	745.97	0.23%	--	--	--	--	--	--	--	--	--
136	138	739.72	738.23	0.73%	--	--	--	--	--	--	--	--	--
138	142	738.23	736.17	0.59%	--	--	--	--	--	--	--	--	--
142	143	736.17	735.61	0.50%	--	--	--	--	--	--	--	--	--
143	144	735.61	735.01	0.38%	--	--	--	--	--	--	--	--	--
144A	144	737.88	737.74	0.37%	--	--	--	--	--	--	--	--	--
144	147	735.01	734.15	0.40%	--	--	--	--	--	--	--	--	--
147A	147	736.03	735.90	0.33%	--	--	--	--	--	--	--	--	--

STAGE 1C BREAK 9.4' FT SEE CROSS SECTIONS

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STORM SEWER PIPES (CONTINUED)

608.0312		608.0315		608.0318		608.0324		608.0336		608.0412		608.0415	
FROM STR	TO STR	INVERT ELEV	DISCH ELEV	SLOPE	12-INCH LF	REINFORCED CONCRETE CLASS II	15-INCH LF	REINFORCED CONCRETE CLASS II	24-INCH LF	REINFORCED CONCRETE CLASS III	12-INCH LF	REINFORCED CONCRETE CLASS IV	15-INCH LF
147	149	734.15	733.29	0.39%	--	--	--	--	--	221	--	--	--
148B	149A	735.23	735.18	0.29%	--	--	17	--	--	--	--	--	--
149	149	735.18	735.04	0.36%	--	--	39	--	--	--	--	--	--
149A	EW5	727.42	726.00	0.81%	--	--	--	--	--	--	--	--	--
T3	T4	735.74	735.22	0.48%	--	--	108	--	--	--	--	--	--
T4	149A	735.22	735.18	0.44%	--	--	9	--	--	--	--	--	--
BRAUN ROAD STAGE 1C SUBTOTALS					--	--	1,277	2,003	1,684	3,523	--	--	146
BRAUN ROAD STAGE 2													
73D	73C	738.38	737.74	1.68%	--	--	38	--	--	--	--	--	--
73C	73B	737.74	737.67	0.35%	--	--	20	--	--	--	--	--	--
73B	73A	737.67	737.60	0.32%	--	--	22	--	--	--	--	--	--
75D	75C	737.54	736.80	1.90%	--	--	39	--	--	--	--	--	--
75C	75B	736.80	736.74	0.35%	--	--	17	--	--	--	--	--	--
75B	75A	736.74	736.69	0.31%	--	--	16	--	--	--	--	--	--
77D	77C	736.56	735.92	1.68%	--	--	38	--	--	--	--	--	--
77C	77B	735.92	735.87	0.29%	--	--	17	--	--	--	--	--	--
77B	77A	735.87	735.82	0.31%	--	--	16	--	--	--	--	--	--
80I	80G	736.27	736.11	0.36%	--	--	--	--	--	--	--	--	44
EW1	80G	736.27	733.90	0.97%	--	--	--	--	72	--	--	--	--
80G	STUB	734.36	734.23	0.34%	--	--	--	38	--	--	--	--	--
80F	80E	735.09	734.98	0.34%	--	--	32	--	--	--	--	--	--
81D	81C	734.92	734.28	1.68%	--	--	38	--	--	--	--	--	--
81C	81B	734.28	734.23	0.31%	--	--	16	--	--	--	--	--	--
81B	81A	734.23	734.18	0.29%	--	--	17	--	--	--	--	--	--
86D	86C	736.89	736.75	0.36%	--	--	39	--	--	--	--	--	--
86C	86B	736.75	736.70	0.31%	--	--	16	--	--	--	--	--	--
86B	86A	736.70	736.65	0.29%	--	--	17	--	--	--	--	--	--
88D	88C	735.66	735.52	0.36%	--	--	39	--	--	--	--	--	--
88C	88B	735.52	735.47	0.31%	--	--	16	--	--	--	--	--	--
88B	88A	735.47	735.42	0.29%	--	--	17	--	--	--	--	--	--
91I	91G	733.88	733.79	0.64%	--	--	--	--	--	--	14	--	--
91G	91F	733.89	733.79	0.36%	--	--	--	--	--	--	28	--	--
91F	91E	733.79	733.65	0.37%	--	--	38	--	--	--	--	--	--
91E	91D	733.74	733.65	0.35%	--	--	26	--	--	--	--	--	--
91D	91C	733.65	733.60	0.31%	--	--	16	--	--	--	--	--	--
91C	91B	733.60	733.55	0.29%	--	--	17	--	--	--	--	--	--
92D	92C	734.36	734.22	0.36%	--	--	--	--	--	--	--	--	39
92C	92B	734.22	734.17	0.31%	--	--	--	--	--	--	--	--	16
92B	92A	734.17	734.12	0.29%	--	--	--	--	--	--	--	--	17
94D	94C	735.20	735.06	0.36%	--	--	39	--	--	--	--	--	--
94C	94B	735.06	735.01	0.31%	--	--	16	--	--	--	--	--	--

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STORM SEWER PIPES (CONTINUED)

FROM STR	TO STR	INVERT ELEV	DISH ELEV	SLOPE	608.0436		608.0515		608.0518		608.0524		608.0536		NOTES
					STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 15-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 18-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 24-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 36-INCH						
147	149	734.15	733.29	0.39%	--	--	--	--	--	--	--	--	--	--	--
148	149A	735.23	735.18	0.29%	--	--	--	--	--	--	--	--	--	--	--
149	EW5	735.18	735.04	0.36%	--	--	--	--	--	--	--	--	--	176	--
T3	T4	727.42	726.00	0.81%	--	--	--	--	--	--	--	--	--	--	--
T4	149A	735.74	735.22	0.48%	--	--	--	--	--	--	--	--	--	--	--
149A		735.22	735.18	0.44%	--	--	--	--	--	--	--	--	--	--	--
BRAUN ROAD STAGE 1C SUBTOTALS					27	141	40	317							
BRAUN ROAD STAGE 2															
73D	73C	738.38	737.74	1.68%	--	--	--	--	--	--	--	--	--	--	--
73B	73B	737.74	737.67	0.35%	--	--	--	--	--	--	--	--	--	--	--
73A	73A	737.67	737.60	0.32%	--	--	--	--	--	--	--	--	--	--	--
75D	75C	737.54	736.80	1.90%	--	--	--	--	--	--	--	--	--	--	--
75C	75B	736.80	736.74	0.35%	--	--	--	--	--	--	--	--	--	--	--
75B	75A	736.74	736.69	0.31%	--	--	--	--	--	--	--	--	--	--	--
77D	77C	736.56	735.92	1.68%	--	--	--	--	--	--	--	--	--	--	--
77C	77B	735.92	735.87	0.29%	--	--	--	--	--	--	--	--	--	--	--
77B	77A	735.87	735.82	0.31%	--	--	--	--	--	--	--	--	--	--	--
80J	80G	736.27	736.11	0.36%	--	--	--	--	--	--	--	--	--	--	--
EW1	80G	734.60	733.90	0.97%	--	--	--	--	--	--	--	--	--	--	--
80G	STUB	734.36	734.23	0.34%	--	--	--	--	--	--	--	--	--	--	--
80F	80E	735.09	734.98	0.34%	--	--	--	--	--	--	--	--	--	--	--
81D	81C	734.92	734.28	1.68%	--	--	--	--	--	--	--	--	--	--	--
81C	81B	734.28	734.23	0.31%	--	--	--	--	--	--	--	--	--	--	--
81B	81A	734.23	734.18	0.29%	--	--	--	--	--	--	--	--	--	--	--
86D	86C	736.89	736.75	0.36%	--	--	--	--	--	--	--	--	--	--	--
86C	86B	736.75	736.70	0.31%	--	--	--	--	--	--	--	--	--	--	--
86B	86A	736.70	736.65	0.29%	--	--	--	--	--	--	--	--	--	--	--
88D	88C	735.66	735.52	0.36%	--	--	--	--	--	--	--	--	--	--	--
88C	88B	735.52	735.47	0.31%	--	--	--	--	--	--	--	--	--	--	--
88B	88A	735.47	735.42	0.29%	--	--	--	--	--	--	--	--	--	--	--
91I	91G	733.88	733.79	0.64%	--	--	--	--	--	--	--	--	--	--	--
91H	91G	733.89	733.79	0.36%	--	--	--	--	--	--	--	--	--	--	--
91G	91E	733.79	733.65	0.37%	--	--	--	--	--	--	--	--	--	--	--
91F	91E	733.74	733.65	0.35%	--	--	--	--	--	--	--	--	--	--	--
91E	91D	733.65	733.60	0.31%	--	--	--	--	--	--	--	--	--	--	--
91D	91B	733.60	733.55	0.29%	--	--	--	--	--	--	--	--	--	--	--
92D	92C	734.36	734.22	0.36%	--	--	--	--	--	--	--	--	--	--	--
92C	92B	734.22	734.17	0.31%	--	--	--	--	--	--	--	--	--	--	--
92B	92A	734.17	734.12	0.29%	--	--	--	--	--	--	--	--	--	--	--
94D	94C	735.20	735.06	0.36%	--	--	--	--	--	--	--	--	--	--	--
94C	94B	735.06	735.01	0.31%	--	--	--	--	--	--	--	--	--	--	--

STAGE 2 BREAK 60.5' LT SEE CROSS SECTIONS

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STORM SEWER PIPES (CONTINUED)

FROM STR	TO STR	INVERT ELEV	DISCH FT	SLOPE	608.0436		608.0515		608.0518		608.0524		608.0536		NOTES
					STORM SEWER PIPE	REINFORCED CONCRETE CLASS IV	STORM SEWER PIPE	REINFORCED CONCRETE CLASS V	STORM SEWER PIPE	REINFORCED CONCRETE CLASS V	STORM SEWER PIPE	REINFORCED CONCRETE CLASS V	STORM SEWER PIPE	REINFORCED CONCRETE CLASS V	
94B	94A	735.01	734.96	0.29%	--	--	--	--	--	--	--	--	--	--	--
96C	96B	737.44	737.20	0.63%	--	--	--	--	--	--	--	--	--	--	--
96B	96A	737.20	737.07	0.38%	--	--	--	--	--	--	--	--	--	--	--
99E	99D	738.95	738.81	0.37%	--	--	--	--	--	--	--	--	--	--	--
99D	99C	738.81	738.78	0.30%	--	--	--	--	--	--	--	--	--	--	--
99C	99B	738.78	738.73	0.36%	--	--	--	--	--	--	--	--	--	--	--
99B	99A	738.73	738.70	0.30%	--	--	--	--	--	--	--	--	--	--	--
97	99B	739.00	738.67	0.38%	--	--	--	--	--	--	--	--	--	--	--
101Q	101P	739.71	739.68	0.30%	--	--	--	--	--	--	--	--	--	--	--
101P	101N	739.68	739.57	0.37%	--	30	--	--	--	--	--	--	--	--	--
101N	101L	739.57	739.54	0.30%	--	10	--	--	--	--	--	--	--	--	--
101L	101J	739.54	739.42	0.38%	--	32	--	--	--	--	--	--	--	--	--
101J	101I	739.17	739.03	0.37%	--	38	--	--	--	--	--	--	--	--	--
101I	101G	739.03	738.84	0.38%	--	50	--	--	--	--	--	--	--	--	--
101G	101F	738.84	738.61	0.32%	--	--	--	--	--	--	--	--	--	--	--
101F	101E	738.61	738.58	0.30%	--	--	--	--	--	--	--	--	--	--	--
101E	101D	738.58	738.44	0.32%	--	--	--	--	--	--	--	--	--	--	--
101D	101B	738.44	738.41	0.30%	--	--	--	--	--	--	--	--	--	--	--
101K	101J	739.45	739.42	0.27%	--	11	--	--	--	--	--	--	--	--	--
101M	101L	739.57	739.54	0.30%	--	--	--	--	--	--	--	--	--	--	--
101O	101N	739.60	739.57	0.30%	--	10	--	--	--	--	--	--	--	--	--
103C	103B	742.56	742.30	0.38%	--	--	--	--	--	--	--	--	--	--	--
103B	103A	742.30	742.24	0.50%	--	--	--	--	--	--	--	--	--	--	--
105D	105C	743.15	742.50	1.62%	--	--	--	--	--	--	--	--	--	--	--
105C	105B	742.50	742.45	0.33%	--	--	--	--	--	--	--	--	--	--	--
105B	105A	742.45	742.40	0.31%	--	--	--	--	--	--	--	--	--	--	--
107D	107C	745.83	745.19	1.64%	--	--	--	--	--	--	--	--	--	--	--
107C	107B	745.19	745.14	0.31%	--	--	--	--	--	--	--	--	--	--	--
107B	107A	745.14	745.09	0.29%	--	--	--	--	--	--	--	--	--	--	--
109D	109C	747.58	747.44	0.37%	--	--	--	--	--	--	--	--	--	--	--
109C	109B	747.44	747.39	0.31%	--	--	--	--	--	--	--	--	--	--	--
109B	109A	747.39	747.34	0.29%	--	--	--	--	--	--	--	--	--	--	--
111D	111C	749.78	749.14	1.64%	--	--	--	--	--	--	--	--	--	--	--
111C	111B	749.14	749.09	0.31%	--	--	--	--	--	--	--	--	--	--	--
111B	111A	749.09	749.02	0.41%	--	--	--	--	--	--	--	--	--	--	--
114D	114C	750.87	750.23	1.68%	--	--	--	--	--	--	--	--	--	--	--
114B	114A	750.23	750.18	0.31%	--	--	--	--	--	--	--	--	--	--	--
114B	114A	750.18	750.13	0.29%	--	--	--	--	--	--	--	--	--	--	--
118D	116C	751.47	751.33	0.36%	--	--	--	--	--	--	--	--	--	--	--
116C	116B	751.33	751.28	0.31%	--	--	--	--	--	--	--	--	--	--	--
116B	116A	751.28	751.23	0.29%	--	--	--	--	--	--	--	--	--	--	--

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STORM SEWER PIPES (CONTINUED)

FROM STR	TO STR	INVERT ELV	DISCH ELV	SLOPE	608.0436 STORM SEWER PIPE		608.0515 STORM SEWER PIPE		608.0518 STORM SEWER PIPE		608.0524 STORM SEWER PIPE		608.0536 STORM SEWER PIPE		NOTES
					REINFORCED CONCRETE CLASS IV 36-INCH	LF	REINFORCED CONCRETE CLASS V 18-INCH	LF	REINFORCED CONCRETE CLASS V 24-INCH	LF	REINFORCED CONCRETE CLASS V 36-INCH	LF			
120E	120D	754.56	754.42	0.37%	--	--	--	--	--	--	--	--	--	--	--
120D	120C	754.42	754.39	0.30%	--	--	--	--	--	--	--	--	--	--	--
120C	120B	754.39	754.30	0.38%	--	--	--	--	--	--	--	--	--	--	--
122U	122T	754.40	754.37	0.27%	--	11	--	--	--	--	--	--	--	--	--
122T	122R	754.37	754.18	0.43%	--	44	--	--	--	--	--	--	--	--	--
122R	122P	754.18	754.10	0.36%	--	22	--	--	--	--	--	--	--	--	--
122P	122L	753.85	753.62	0.38%	--	61	--	--	--	--	--	--	--	--	--
122L	123A	753.62	753.44	0.32%	--	--	--	--	--	--	--	--	--	--	--
123A	122K	753.44	753.34	0.30%	--	--	--	--	--	--	--	--	--	--	--
122K	123	753.34	753.14	0.34%	--	--	--	--	--	--	--	--	--	--	--
123	124C	753.14	752.82	0.30%	--	--	--	--	--	--	--	--	--	--	--
122N	122N	754.26	754.21	0.50%	--	10	--	--	--	--	--	--	--	--	--
122N	122P	754.21	754.10	0.37%	--	30	--	--	--	--	--	--	--	--	--
122Q	122P	754.13	754.10	0.30%	--	10	--	--	--	--	--	--	--	--	--
122S	122R	754.23	754.20	0.30%	--	10	--	--	--	--	--	--	--	--	--
122M	122T	754.54	754.36	0.47%	--	38	--	--	--	--	--	--	--	--	--
124E	124D	755.00	754.76	0.48%	--	--	--	--	--	--	--	--	--	--	--
124D	124C	754.76	754.73	0.30%	--	--	--	--	--	--	--	--	--	--	--
124C	124B	752.82	752.78	0.29%	--	--	--	--	--	--	--	--	--	--	--
126C	126B	752.48	752.28	0.43%	--	--	--	--	--	--	--	--	--	--	--
126B	126A	752.28	752.14	0.52%	--	--	--	--	--	--	--	--	--	--	--
128D	128C	748.90	748.26	1.64%	--	--	--	--	--	--	--	--	--	--	--
128C	128B	748.26	748.21	0.31%	--	--	--	--	--	--	--	--	--	--	--
128B	128A	748.21	748.16	0.29%	--	--	--	--	--	--	--	--	--	--	--
130D	130C	745.99	745.85	0.37%	--	--	--	--	--	--	--	--	--	--	--
130C	130B	745.85	745.80	0.31%	--	--	--	--	--	--	--	--	--	--	--
130B	130A	745.80	745.74	0.35%	--	--	--	--	--	--	--	--	--	--	--
132J	132H	745.17	745.10	0.35%	--	--	--	--	--	--	--	--	--	--	--
132I	132H	745.17	745.10	0.33%	--	--	--	--	--	--	--	--	--	--	--
EN4	132H	744.44	743.95	1.07%	46	--	--	--	--	--	--	--	--	--	--
132H	STUB	743.95	743.60	2.69%	13	--	--	--	--	--	--	--	--	--	--
132G	132F	745.12	745.01	0.35%	--	--	--	--	--	--	--	--	--	--	--
134D	134C	744.90	744.76	0.37%	--	--	--	--	--	--	--	--	--	--	--
134C	134B	744.76	744.71	0.31%	--	--	--	--	--	--	--	--	--	--	--
134B	134A	744.71	744.65	0.35%	--	--	--	--	--	--	--	--	--	--	--
136D	136C	746.30	746.16	0.37%	--	--	--	--	--	--	--	--	--	--	--
136C	136B	746.16	746.11	0.31%	--	--	--	--	--	--	--	--	--	--	--
136B	136A	746.11	746.06	0.29%	--	--	--	--	--	--	--	--	--	--	--
140C	140B	747.02	746.30	1.89%	--	--	--	--	--	--	--	--	--	--	--
140B	140A	746.30	746.11	1.90%	--	--	--	--	--	--	--	--	--	--	--
140A	142D	746.11	742.91	2.48%	--	--	--	--	--	--	--	--	--	--	--
142D	143L	742.66	740.00	1.67%	--	--	--	--	--	--	--	--	--	--	--
142C	142D	743.90	743.86	0.40%	--	--	--	--	--	--	--	--	--	--	--
142E	142F	744.00	743.96	0.40%	--	--	--	--	--	--	--	--	--	--	--
143W	143V	739.54	739.51	0.30%	--	10	--	--	--	--	--	--	--	--	--
143V	143T	739.51	739.39	0.38%	--	32	--	--	--	--	--	--	--	--	--
143T	143R	739.39	739.36	0.30%	--	10	--	--	--	--	--	--	--	--	--

STAGE 2 BREAK 59.7 LT SEE CROSS SECTIONS

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STORM SEWER PIPES (CONTINUED)

FROM STR	TO STR	INVERT ELEV	DISCH ELEV	SLOPE	608.0312		608.0315		608.0318		608.0324		608.0336		608.0412		608.0415	
					STORM SEWER PIPE	REINFORCED CONCRETE CLASS II 12-INCH	STORM SEWER PIPE	REINFORCED CONCRETE CLASS II 15-INCH	STORM SEWER PIPE	REINFORCED CONCRETE CLASS II 18-INCH	STORM SEWER PIPE	REINFORCED CONCRETE CLASS II 24-INCH	STORM SEWER PIPE	REINFORCED CONCRETE CLASS III 36-INCH	STORM SEWER PIPE	REINFORCED CONCRETE CLASS IV 12-INCH	STORM SEWER PIPE	REINFORCED CONCRETE CLASS IV 15-INCH
143R	143P	739.36	739.25	0.38%	--	--	--	--	--	--	--	--	--	--	--	--	--	--
143P	143O	739.00	738.77	0.37%	--	--	--	--	--	--	--	--	--	--	--	--	--	--
143O	143N	738.77	738.61	0.36%	--	--	45	--	--	--	--	--	--	--	--	--	--	--
143N	143L	738.61	738.36	0.37%	--	--	67	--	--	--	--	--	--	--	--	--	--	--
143L	144C	738.36	737.96	0.38%	--	--	104	--	--	--	--	--	--	--	--	--	--	--
143U	143T	739.42	739.39	0.30%	--	--	--	--	--	--	--	--	--	--	--	--	--	--
143S	143R	739.42	739.39	0.30%	--	--	--	--	--	--	--	--	--	--	--	--	--	--
143Q	143P	739.28	739.24	0.40%	--	--	--	--	--	--	--	--	--	--	--	--	--	--
142A	143O	739.20	739.02	0.42%	--	--	43	--	--	--	--	--	--	--	--	--	--	--
144E	144D	738.46	738.27	0.38%	--	--	50	--	--	--	--	--	--	--	--	--	--	--
144D	144C	738.27	738.24	0.30%	--	--	10	--	--	--	--	--	--	--	--	--	--	--
144C	144B	737.96	737.91	0.36%	--	--	14	--	--	--	--	--	--	--	--	--	--	--
144B	144A	737.91	737.88	0.30%	--	--	10	--	--	--	--	--	--	--	--	--	--	--
147D	147C	736.27	736.13	0.37%	--	--	--	--	--	--	--	--	--	--	--	--	--	38
147C	147B	736.13	736.08	0.29%	--	--	--	--	--	--	--	--	--	--	--	--	--	17
147B	147A	736.08	736.03	0.31%	--	--	--	--	--	--	--	--	--	--	--	--	--	16
149D	149C	735.42	735.28	0.37%	--	--	38	--	--	--	--	--	--	--	--	--	--	--
149C	149B	735.28	735.23	0.31%	--	--	16	--	--	--	--	--	--	--	--	--	--	--
BWB	149	727.95	727.42	0.50%	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BRAIN ROAD STAGE 2 SUBTOTALS					60	2,093	728	72	38	1,762	72	42	402	548				
BRAIN ROAD TOTALS					60	3,493	2,946	1,762	3,705	42	548							

STORM SEWER PIPES (CONTINUED)

FROM STR	TO STR	INVERT ELEV	DISCH ELEV	SLOPE	608.0436		608.0515		608.0518		608.0524		608.0536		NOTES
					PIPE REINFORCED CONCRETE CLASS IV 36-INCH	LF	PIPE REINFORCED CONCRETE CLASS V 15-INCH	LF	PIPE REINFORCED CONCRETE CLASS V 18-INCH	LF	PIPE REINFORCED CONCRETE CLASS V 24-INCH	LF	PIPE REINFORCED CONCRETE CLASS V 36-INCH	LF	
143P	143P	738.36	738.25	0.38%	--	--	29	--	--	--	--	--	--	--	--
143O	143O	738.77	738.61	0.36%	--	--	--	62	--	--	--	--	--	--	--
143N	143N	738.61	738.36	0.37%	--	--	--	--	--	--	--	--	--	--	--
143L	143L	738.36	737.96	0.38%	--	--	--	--	--	--	--	--	--	--	--
143U	143U	739.42	739.39	0.30%	--	--	10	--	--	--	--	--	--	--	--
143S	143S	739.42	739.39	0.30%	--	--	10	--	--	--	--	--	--	--	--
143Q	143Q	739.28	739.24	0.40%	--	--	10	--	--	--	--	--	--	--	--
142A	143O	738.20	738.02	0.42%	--	--	--	--	--	--	--	--	--	--	--
144E	144D	738.46	738.27	0.38%	--	--	--	--	--	--	--	--	--	--	--
144D	144C	738.27	738.24	0.30%	--	--	--	--	--	--	--	--	--	--	--
144C	144B	737.96	737.91	0.36%	--	--	--	--	--	--	--	--	--	--	--
144B	144A	737.91	737.88	0.30%	--	--	--	--	--	--	--	--	--	--	--
147D	147C	736.27	736.13	0.37%	--	--	--	--	--	--	--	--	--	--	--
147B	147A	736.13	736.08	0.29%	--	--	--	--	--	--	--	--	--	--	--
147A	147A	736.08	736.03	0.31%	--	--	--	--	--	--	--	--	--	--	--
149D	149C	735.42	735.28	0.37%	--	--	--	--	--	--	--	--	--	--	--
149C	149B	735.28	735.23	0.31%	--	--	--	--	--	--	--	--	--	--	--
EW8	149	727.95	727.42	0.50%	--	--	399	211	--	--	--	--	--	--	--
BRAUN ROAD STAGE 2 SUBTOTALS					59	151	915	314	231	317					
BRAUN ROAD TOTALS															

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STORM SEWER STRUCTURES (CONT)

611.2006 611.2007 611.8120.S 611.9800.S 611.3230 611.3901 633.5200

STRUCTURE NUMBER	STATION	OFFSET	FLANGE OR RIM ELEV	EXISTING RIM ELEV	LOWEST INVERT	MANHOLES		COVER PLATE		PIPE		INLETS		INLETS		MARKERS		NOTES		
						DIAMETER	DIAMETER	TEMPORARY	DIAMETER	DIAMETER	DIAMETER	2x3-FT	DIAMETER	DIAMETER	GRATE	GRATE	END		END	
BRAUN ROAD STAGE 1A																				
80B	79BRE+51.80	1.50 LT	739.83	--	734.13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
80D	79BRE+51.95	18.00 LT	738.82	--	734.18	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
80E	79BRW+51.41	1.50 RT	739.94	--	734.23	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
EW6	85BRE+50.92	151.76 RT	0.00	--	727.00	--	--	1	--	1	--	--	--	--	--	2	--	--	--	
EW7	87BRE+53.90	137.61 RT	0.00	--	725.90	--	--	1	--	1	--	--	--	--	--	2	--	--	--	
88G	87BRE+47.17	83.21 RT	733.00	--	726.11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
132C	131BRE+75.05	1.50 LT	749.11	--	743.38	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
132E	131BRE+74.82	18.00 LT	747.83	--	743.50	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
132F	131BRW+74.62	1.50 RT	749.11	--	743.60	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
UNDISTRIBUTED																				
BRAUN ROAD STAGE 1A SUBTOTALS																				
11 2 4																				
BRAUN ROAD STAGE 1B																				
121	121BRE+20.50	38.00 RT	761.39	--	754.28	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
121A	121BRE+01.12	38.00 RT	761.29	--	754.21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
121B	121BRE+04.53	68.78 RT	760.66	--	754.34	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
122A	121BRE+57.28	64.98 RT	762.30	--	754.58	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
122B	3005FC2B+41.30	14.27 RT	--	--	755.48	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
122C	3005FC2A+07.16	28.68 LT	--	--	755.18	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
122D	3004FC2A+96.78	26.35 LT	--	--	755.21	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
122E	3005FC2A+07.41	1.00 RT	--	--	754.82	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
122F	3004FC2A+97.02	1.00 RT	--	--	755.10	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
122G	3005FC2B+07.49	25.00 LT	--	--	755.10	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
122H	3004FC2B+96.87	25.00 LT	--	--	755.13	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
122I	3005FC2B+07.22	31.48 RT	--	--	755.32	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
122J	3004FC2B+97.06	29.29 RT	--	--	755.35	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
142	141BRE+87.80	36.50 RT	749.56	--	736.17	--	--	--	--	--	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
142F	141BRE+87.90	1.00 LT	749.22	--	743.96	--	--	1	--	--	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
143A	5003FC3B+40.24	14.11 RT	--	--	741.24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
143B	142BRE+26.14	68.04 RT	746.91	--	741.05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
143C	141BRE+76.12	70.32 RT	747.63	--	740.84	--	--	--	--	--	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
143D	5003FC3B+04.26	31.37 RT	--	--	741.40	--	--	--	--	--	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
143E	5002FC3B+94.31	29.32 RT	--	--	741.42	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
143F	5003FC3B+04.64	1.00 LT	--	--	741.52	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
143G	5002FC3B+94.28	1.00 LT	--	--	741.55	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
143H	5003FC3A+04.38	1.00 RT	--	--	741.55	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
143I	5002FC3A+94.27	1.00 RT	--	--	741.58	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
143J	5003FC3A+04.25	28.54 LT	--	--	741.66	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
143K	5002FC3A+94.29	26.35 LT	--	--	741.69	--	--	--	--	1	--	--	--	--	--	--	--	--	--	TO BE DETERMINED BY DEVELOPER
UNDISTRIBUTED																				
BRAUN ROAD STAGE 1B SUBTOTALS																				
10																				

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STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE NUMBER	STATION	OFFSET	FLANGE OR RIM ELEV	EXISTING RIM ELEV	LOWEST INVERT	CONCRETE COLLARS FOR PIPE		REINFORCED CONCRETE 15-INCH*		REINFORCED CONCRETE 24-INCH*		REINFORCED CONCRETE 36-INCH*		MANHOLE COVERS TYPE JS		INLET COVERS TYFEHM		INLET COVERS TYPEHS		INLET COVERS TYFEHS		INLET COVERS BEEHIVE		MANHOLES 4-FT DIAMETER		MANHOLES 5-FT DIAMETER		
						EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
140C	140BRW+27.51	37.00 LT	752.13	--	747.02	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
142A	142BRW+27.18	71.55 LT	747.11	--	738.20	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	
142C	141BRW+56.56	1.00 RT	749.69	--	743.90	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
142D	141BRW+56.78	11.00 RT	748.61	--	742.66	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
142E	141BRE+87.70	11.00 LT	748.99	--	744.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
143L	143BRW+51.07	11.00 RT	744.95	--	738.36	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
143N	143BRE+05.69	38.50 LT	746.37	--	738.61	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	
143O	142BRW+69.76	65.31 LT	746.95	--	738.77	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
143P	600INSB+26.45	28.30 RT	*	--	739.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	
143Q	600INSB+35.91	26.23 RT	*	--	739.28	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
143R	600INSB+25.90	1.00 LT	*	--	738.39	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	
143S	600INSB+36.10	1.00 LT	*	--	739.42	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
143T	600NSA+25.75	1.00 RT	*	--	739.39	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	
143U	600NSA+36.00	1.00 RT	*	--	739.42	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	
143V	600NSA+26.01	31.58 LT	*	--	739.51	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	
143W	600NSA+35.97	29.38 LT	*	--	739.54	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	
144B	144BRE+55.26	11.00 LT	742.34	--	737.91	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
144C	144BRW+54.66	11.00 RT	742.94	--	737.96	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	
144D	144BRW+54.46	1.00 RT	743.22	--	738.27	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	
144E	144BRW+53.61	49.00 LT	743.21	--	738.46	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	
147B	147BRE+16.68	18.00 LT	739.61	--	736.08	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--	--	1	--	--	
147C	147BRW+16.18	1.50 RT	740.57	--	736.13	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--	--	1	--	--	
147D	147BRW+15.81	37.00 LT	740.81	--	736.27	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--	--	1	--	--	
149C	148BRW+91.82	1.50 RT	740.04	--	735.28	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--	--	1	--	--	
149D	148BRW+91.45	37.00 LT	740.28	--	735.42	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--	--	1	--	--	
BRAUN ROAD SUBTOTALS						5	5	1	1	1	5	5	183	10	10	13	36	4	4	20	20	52	7	7	89	44		
BRAUN ROAD TOTALS						15	15	1	3	5	5	183	13	36	4	23	89	44										

PROJECT NO: 2704-09-70

HWY: BRAUN ROAD

COUNTY: RACINE

MISCELLANEOUS QUANTITIES -- BRAUN ROAD

SHEET: 379

E

FILE NAME: IP\W\hds\032021_mq1.ppt

PLOT DATE: 5/24/2018 12:04:17 PM

PLOT BY: HNTB Corp

PLOT NAME: 032021_mq28

PLOT SCALE: 1:1

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STORM SEWER STRUCTURES (CONT)

611.2006 611.2007 611.8120.S 611.9800.S 611.3230 611.3901 633.5200

STRUCTURE NUMBER	STATION	OFFSET	FLANGE OR EXISTING		LOWEST INVERT	MANHOLES		COVER PLATE TEMPORARY	PIPE		INLETS 2X3-FT DIAMETER	INLETS MEDIAN 1 GRATE	MARKERS CULVERT END	NOTES
			RIM ELEV	EXISTING RIM ELEV		6-FT DIAMETER	7-FT DIAMETER		EACH	EACH				
140C	140BRW+27.51	37.00 LT	752.13		747.02						1			
142A	142BRW+27.18	71.55 LT	747.11		739.20									
142C	141BRW+56.56	1.00 RT	749.69		743.90						1			
142D	141BRW+56.78	11.00 RT	748.61		742.66									
142E	141BRE+67.70	11.00 LT	748.99		744.00						1			
143L	143BRW+51.07	11.00 RT	744.95		738.36									
143N	143BRE+05.69	38.50 LT	746.37		738.61									
143O	142BRW+69.76	65.31 LT	746.95		738.77									
143P	6001NSB+26.45	28.30 RT	*		739.00									TO BE DETERMINED BY DEVELOPER
143Q	6001NSB+35.91	26.23 RT	*		739.28						1			TO BE DETERMINED BY DEVELOPER
143R	6001NSB+25.90	1.00 LT	*		739.39						1			TO BE DETERMINED BY DEVELOPER
143S	6001NSB+36.10	1.00 LT	*		739.42						1			TO BE DETERMINED BY DEVELOPER
143T	6001NSA+25.75	1.00 RT	*		739.39						1			TO BE DETERMINED BY DEVELOPER
143U	6001NSA+36.00	1.00 RT	*		739.42						1			TO BE DETERMINED BY DEVELOPER
143V	6001NSA+26.01	31.58 LT	*		739.51						1			TO BE DETERMINED BY DEVELOPER
143W	6001NSA+35.97	29.38 LT	*		739.54						1			TO BE DETERMINED BY DEVELOPER
144B	144BRE+55.26	11.00 LT	742.34		737.91						1			
144C	144BRW+54.66	11.00 RT	742.94		737.96									
144D	144BRW+54.46	1.00 RT	743.22		738.27						1			
144E	144BRW+53.61	49.00 LT	743.21		738.46						1			
147B	147BRE+16.68	18.00 LT	739.61		736.08									
147C	147BRW+16.18	1.50 RT	740.57		736.13									
147D	147BRW+15.81	37.00 LT	740.81		736.27						1			
149C	148BRW+91.82	1.50 RT	740.04		735.28									
149D	148BRW+91.45	37.00 LT	740.28		735.42						1			
UNDISTRIBUTED														
BRAUN ROAD SUBTOTALS														
				4	4	2	10	10	2	75	4	4	4	
BRAUN ROAD TOTALS														
				14	2	41	8	110	4	14	4	14		

TEMPORARY CULVERT PIPE ITEMS

STATION	OFFSET	INLET END	OUTLET END	LENGTH	ITEM DESCRIPTION	QUANTITY
73BRE+57	50'	LT	15	2	522.1015* APRON END WALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	2
73BRE+68	50'	LT	15	2	TEMPORARY CULVERT PIPE 15-INCH	2
84BRE+58	47'	LT	15	2		2
PROJECT 2704-09-70 TOTALS						6

* A ADDITIONAL QUANTITIES ELSEWHERE

POND LINER CLAY 640.1303.S

POND LINER CLAY	1,223
PROJECT 2704-09-70 TOTAL	1,223

POND OUTLET STORM SEWER STRUCTURE

STATION	ITEM DESCRIPTION	QUANTITY
STA. 12PA+50.58, 0.32' LT	POND A POND A OUTLET STORM SEWER STRUCTURE EACH	1
PROJECT 2704-09-70 TOTAL		1

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BIORETENTION

SPV.0060.725 SPV.0060.726 SPV.0060.727

STAGE	ROADWAY	STATION	OFFSET	BIORETENTION		BIORETENTION	
				CELL A	CELL B	CELL C	CELL C
2B	Braun Road	72BRE-49	22.85' LT	1	--	--	--
		74BRE-68	18' LT	--	1	--	--
		76BRE-90	18' LT	1	--	--	--
		79BRE-41	18' LT	--	--	1	--
		81BRE-50	18' LT	1	--	--	--
		85BRE-65	18' LT	--	1	--	--
		85BRE-65	18' LT	1	--	--	--
		90BRE-67	18' LT	--	--	1	--
		92BRE-41	18' LT	1	--	--	--
		94BRE-59	18' LT	--	1	--	--
		104BRE-73	18' LT	--	1	--	--
		106BRE-83	18' LT	1	--	--	--
		109BRE-23	18' LT	--	1	--	--
		111BRE-50	18' LT	1	--	--	--
		113BRE-75	18' LT	--	1	--	--
		116BRE-00	18' LT	1	--	--	--
		127BRE-58	18' LT	--	1	--	--
129BRE-79	18' LT	1	--	--	--		
131BRE-85	18' LT	--	--	1	--		
134BRE-24	18' LT	1	--	--	--		
136BRE-45	18' LT	--	1	--	--		
146BRE-58	18' LT	1	--	--	--		
148BRE-80	18' LT	--	1	--	--		
TOTALS				11	9	3	

TEMPORARY CULVERT PIPE ITEMS

ROADWAY	STATION	OFFSET	PIPE	EACH
STAGE 1A				
BRAUN ROAD	85BRE+76.79	117.93RT		1
STAGE 1A SUBTOTAL				1
PROJECT 2704-09-70 TOTALS				1

SPV.0060.015
SUP-IN
CHECK VALVE
FOR
24" INSIDE DIAMETER
PIPE

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BRAUN ROAD & FOXCONN DRIVEWAY
ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

SUMMARY OF STATE FURNISHED MATERIALS - FOR INFORMATION ONLY

QUANTITY	UNIT	DESCRIPTION
1	EACH	TRAFFIC SIGNAL CONTROLLER AND CABINET
4	EACH	POLES TYPE 12
2	EACH	MONOTUBE ARMS 40 FT
2	EACH	MONOTUBE ARMS 45 FT
4	EACH	EVP DETECTOR HEAD (HEADS A, B, C, D)
2	EACH	RADAR DETECTOR UNIT - ADVANCE (RA1, RA2)
2	EACH	RADAR DETECTOR UNIT - MATRIX (RM1, RM2)
1	EACH	CELL MODEM
1	EACH	ETHERNET SWITCH

3

3

CONDUIT

FROM	TO	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	DESCRIPTION
CB1	PB1	--	30	
PB1	PB2	--	51	
PB2	PB3	--	62	
PB3	PB4	--	96	
PB4	PB5	--	148	
PB5	PB6	--	36	
PB6	PB7	--	52	
PB7	PB8	--	136	
PB8	PB9	46	--	
PB9	PB10	--	48	
PB10	PB11	--	108	
PB11	PB12	34	--	
PB12	PB13	--	102	
PB13	PB14	--	62	
PB14	PB15	--	50	
PB15	PB16	--	46	
PB16	PB17	--	148	
PB17	PB18	--	36	
PB18	PB19	--	60	
PB19	PB20	--	134	
PB20	PB21	52	--	
PB21	PB22	--	48	
PB22	PB23	--	108	
PB23	PB24	23	--	
PB24	PB25	--	63	
PB25	CB1	--	30	
SUBTOTALS		155	1654	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONDUIT (CONT.)

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	DESCRIPTION
PB3	SB1	19	--	
PB3	SB2	--	35	
PB4	SB3	4	--	
PB6	SB4	10	--	
PB6	SB5	--	19	
PB9	SB6	10	--	
PB10	SB7	14	--	
PB10	SB8	145	--	
SB8	SB9	200	--	
PB14	SB10	19	--	
PB14	SB11	--	35	
PB15	SB12	19	--	
PB16	SB13	4	--	
PB18	SB14	10	--	
PB18	SB15	--	19	
PB21	SB16	8	--	
PB22	SB17	14	--	
PB22	SB18	141	--	
SB18	SB19	200	--	
SUBTOTALS		817	108	
TOTALS		972	1762	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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BRAUN ROAD & FOXCONN DRIVEWAY
 ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

TRANSPORT AND INSTALL STATE FURNISHED EMERGENCY VEHICLE
 PREEMPTION (EVP) DETECTOR HEADS
 BRAUN ROAD & FOXCONN DRIVEWAY

	SPV.0105.303	
	TRANSPORT AND INSTALL	
	STATE FURNISHED EMERGENCY VEHICLE	
	PREEMPTION (EVP) DETECTOR HEADS	
LOCATION	LS	
		1
TOTAL		1

BRAUN ROAD & FOXCONN DRIVEWAY

TOTAL

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TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS
 BRAUN ROAD & FOXCONN DRIVEWAY

	SPV.0105.304	
	TRANSPORT TRAFFIC SIGNAL AND	
	INTERSECTION LIGHTING MATERIALS	
LOCATION	LS	
		1
TOTAL		1

BRAUN ROAD & FOXCONN DRIVEWAY

TOTAL

TRANSPORT AND INSTALL STATE FURNISHED RADAR
 DETECTION SYSTEM
 BRAUN ROAD & FOXCONN DRIVEWAY

	SPV.0105.306	
	TRANSPORT AND INSTALL	
	STATE FURNISHED RADAR	
	DETECTION SYSTEM	
LOCATION	LS	
		1
TOTAL		1

BRAUN ROAD & FOXCONN DRIVEWAY

TOTAL

1

1

COMMUNICATION
ALL ITEMS ARE CATEGORY 3000 UNLESS OTHERWISE NOTED

CONDUIT

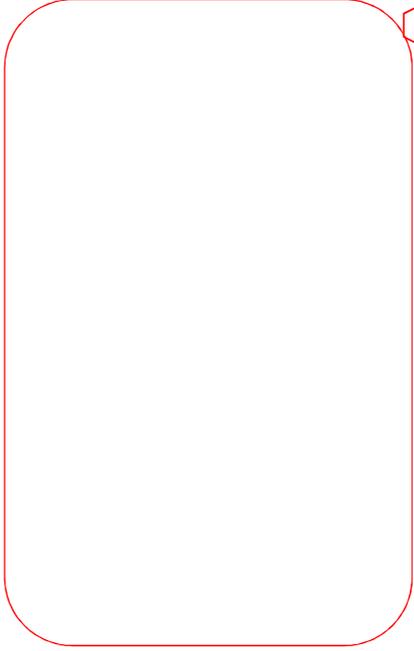
FROM	TO	LF
CB1 (S51-1469)	I/C CV/101	19
TOTALS		19

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	LF
CB1 (S51-1469)	I/C CV/101	42
TOTAL		42

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ITS COMMUNICATION VAULTS

673.0105	673.0200			
COMMUNICATION VAULT TYPE 1	TRACER WIRE MARKER POSTS			
EACH	EACH			
CV71BRE	1	1		
CV88BRE	1	1		
CV99BRE	1	1		
CV101BRE	1	1		
CV112BRE	1	1		
CV123BRE	1	1		
CV133BRE	1	1		
CV141BRE	1	1		
CV143BRE	1	1		
CV150BRE	1	1		
TOTALS		10	10	10

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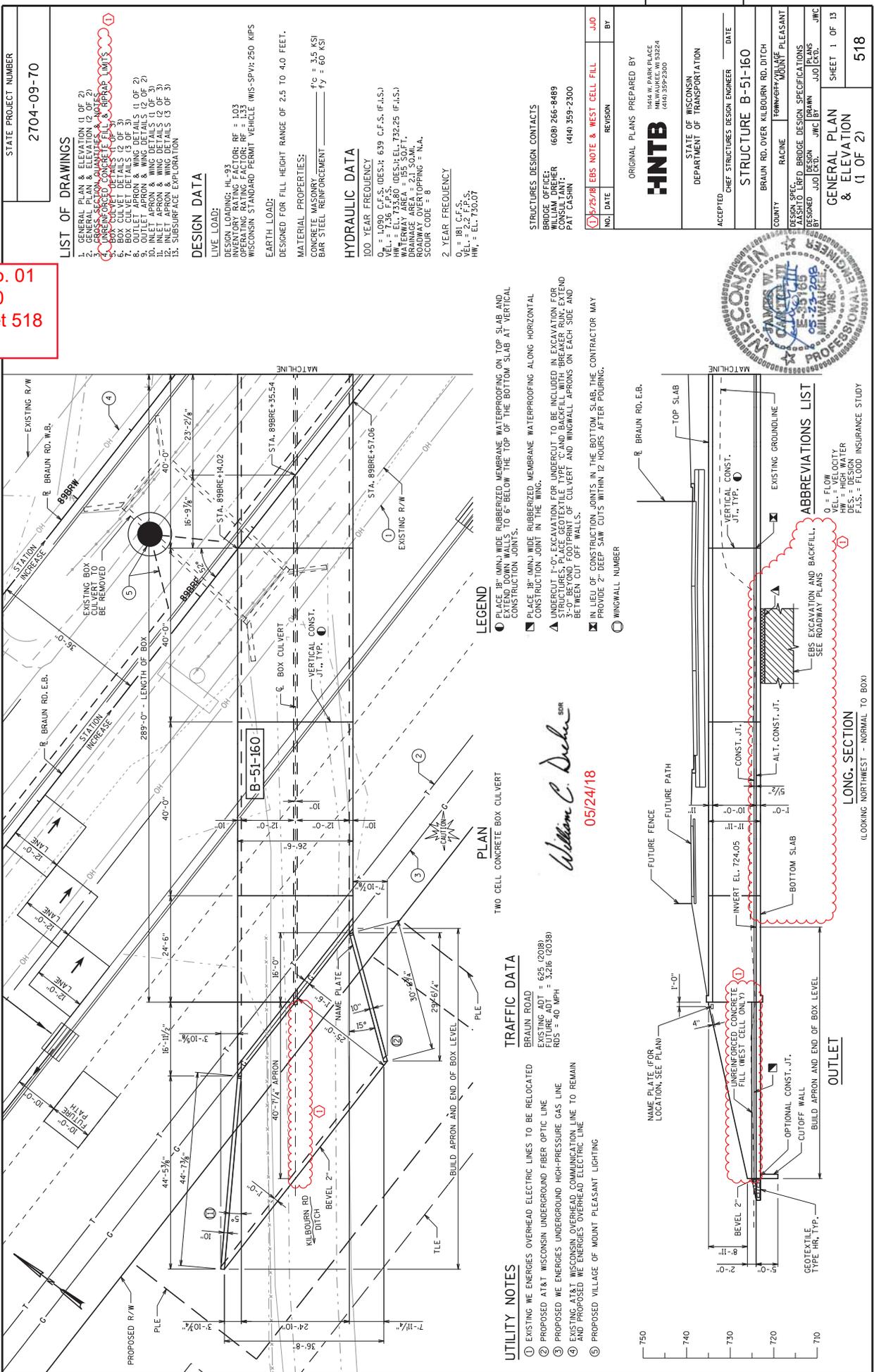
ITS CONDUIT

671.0122	655.0510			
CONDUIT HDPE 2-DUCT 2-INCH	ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG			
LF	LF			
CV71BRE - CV88BRE	1645	1,645		1,654
CV88BRE - CV99BRE	1190	1,190		1,199
CV99BRE - CV101BRE	200	200		209
CV101BRE - CV112BRE	1050	1,050		1,059
CV112BRE - CV123BRE	1100	1,100		1,109
CV123BRE - CV133BRE	1000	1,000		1,009
CV133BRE - CV141BRE	875	875		884
CV141BRE - CV143BRE	200	200		209
CV143BRE - CV150BRE	630	630		639
TOTALS		7,890		7,971

MISCELLANEOUS ITS ITEMS

670.0200.001			
ITS DOCUMENTATION			
LS			
CV71BRE - CV150BRE	1		
TOTAL	1		

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STATE PROJECT NUMBER
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LIST OF DRAWINGS

- GENERAL PLAN & ELEVATION (1 OF 2)
- PROPOSED CONCRETE FILL & APRON (1 OF 2)
- PROPOSED CONCRETE FILL & APRON (2 OF 2)
- BOX CULVERT DETAILS (1 OF 3)
- BOX CULVERT DETAILS (2 OF 3)
- BOX CULVERT DETAILS (3 OF 3)
- INLET APRON & WING DETAILS (1 OF 2)
- INLET APRON & WING DETAILS (2 OF 2)
- OUTLET APRON & WING DETAILS (1 OF 3)
- OUTLET APRON & WING DETAILS (2 OF 3)
- INLET APRON & WING DETAILS (3 OF 3)
- SUBSURFACE EXPLORATION

DESIGN LOADS:
 LIVE LOAD: HS-20
 DESIGN LOADING: HL-93 FOR: RF = 1.03
 OPERATING RATING FACTOR: RF = 1.33
 WISCONSIN STANDARD PERMIT VEHICLE (MS-SPV): 250 KIPS

DESIGNED FOR FILL HEIGHT RANGE OF 2.5 TO 4.0 FEET.

MATERIAL PROPERTIES:
 CONCRETE MASONRY: $f'_c = 3.5$ KSI
 BAR STEEL REINFORCEMENT: $f_y = 60$ KSI

HYDRAULIC DATA

100 YEAR FREQUENCY
 $Q = 1,090$ C.F.S. (DESIGN) 639 C.F.S. (F.I.S.)
 $HW = 7.36$ F.P.S.
 $HM = EL. 733.20$ (DESIGN) $EL. 732.25$ (F.I.S.)
 $HW = EL. 733.20$ (DESIGN) $EL. 732.25$ (F.I.S.)
 $HM = EL. 733.20$ (DESIGN) $EL. 732.25$ (F.I.S.)
 DRAINAGE AREA = 2.1 SQ.MI.
 ROADWAY OVERTOPPING = N.A.
 SCOUR CODE = 8

2 YEAR FREQUENCY
 $Q = 181$ C.F.S.
 $HW = EL. 730.07$

STRUCTURES DESIGN CONTACTS
 BRIDGE OFFICE: 6080 266-8489
 WILLIAM DREHER
 WISCONSIN DEPARTMENT OF TRANSPORTATION
 PAY CASHIN

REVISIONS

NO.	DATE	REVISION
1	05/24/18	EBS NOTE & WEST CELL FILL
2		JUD

ORIGINAL PLANS PREPARED BY
HNTB
 1144 W. BARR PLACE
 MILWAUKEE, WI 53224
 (414) 359-2300

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

ACCEPTED: CHIEF STRUCTURES DESIGN ENGINEER DATE
 STRUCTURE B-51-160

COUNTY: BRAUN RD. OVER KILBOURN RD. DITCH
 RACINE COUNTY
 DESIGN SPEC: WISCONSIN BRIDGE DESIGN SPECIFICATIONS
 ASHTO LRFD BRIDGE DESIGN SPECIFICATIONS
 BY: JUD EBS JWC BYW JWC
 SIGNED: JUD EBS JWC BYW JWC
 DATE: 05/24/18

GENERAL PLAN & ELEVATION
 (1 OF 2)

SHEET 1 OF 13
 518

PLOT SCALE: 1:10

- UTILITY NOTES
- EXISTING WE ENERGIES OVERHEAD ELECTRIC LINES TO BE RELOCATED
 - PROPOSED AT&T WISCONSIN UNDERGROUND FIBER OPTIC LINE
 - PROPOSED WE ENERGIES UNDERGROUND HIGH-PRESSURE GAS LINE
 - EXISTING AT&T WISCONSIN OVERHEAD COMMUNICATION LINE TO REMAIN AND PROPOSED WE ENERGIES OVERHEAD ELECTRIC LINE
 - PROPOSED VILLAGE OF MOUNT PLEASANT LIGHTING
- TRAFFIC DATA
- BRAUN ROAD
 EXISTING ADT = 625 (2018)
 PROPOSED ADT = 3426 (2038)
 RDS = 40 MPH
- LEGEND
- PLACE 18" (MIN.) WIDE RUBBERIZED MEMBRANE WATERPROOFING ON TOP SLAB AND EXCAVATION JOINTS TO 6" BELOW THE TOP OF THE BOTTOM SLAB AT VERTICAL CONSTRUCTION JOINTS.
 - CONSTRUCTION JOINT IN THE WING.
 - UNDERCUT 1'-0" EXCAVATION FOR UNDERCUT UNDERCUTS TO BE INCLUDED IN EXCAVATION FOR 3'-0" BEYOND FOOTPRINT OF CULVERT AND WINGWALL APRONS ON EACH SIDE AND BETWEEN CUT OFF WALLS.
 - IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY PROVIDE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING.
 - WINGWALL NUMBER

LONG SECTION
 (LOOKING NORTHWEST - NORMAL TO BOX)

OUTLET

ABBREVIATIONS LIST

Q = FLOW
 V = VELOCITY
 DES. = DESIGN
 F.I.S. = FLOOD INSURANCE STUDY

William C. Decker
 05/24/18

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	TOTAL
203.0500.001	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS. STATION 898R+10	LS	1
206.2000.001	EXCAVATION FOR STRUCTURES. CULVERTS B-51-160	LS	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	8,243
311010	BREAKER RUN	TON	844
504.0100	CONCRETE MASONRY CULVERTS	CY	1,174
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	104,690
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	8,630
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SF	94
606.0200	GROUPED RIPRAP MEDIUM	CY	220
645.0105	GEOTEXTILE TYPE C	SF	1,447
SPV.0105.001	TEMPORARY WATER DIVERSION CULVERT B-51-160	LS	1
NON BID ITEMS			
PREFORMED FILLER			
NAME PLATE			
ALL ITEMS ARE CATEGORY 1200			
SIZE 3/4"			
EACH 1			

* 190 CY OF TOTAL IS FOR UNREINFORCED CONCRETE FILL IN WEST CELL AND AT APRONS. SEE "UNREINFORCED CONCRETE FILL AND RIPRAP LIMITS" SHEET FOR DETAILS.

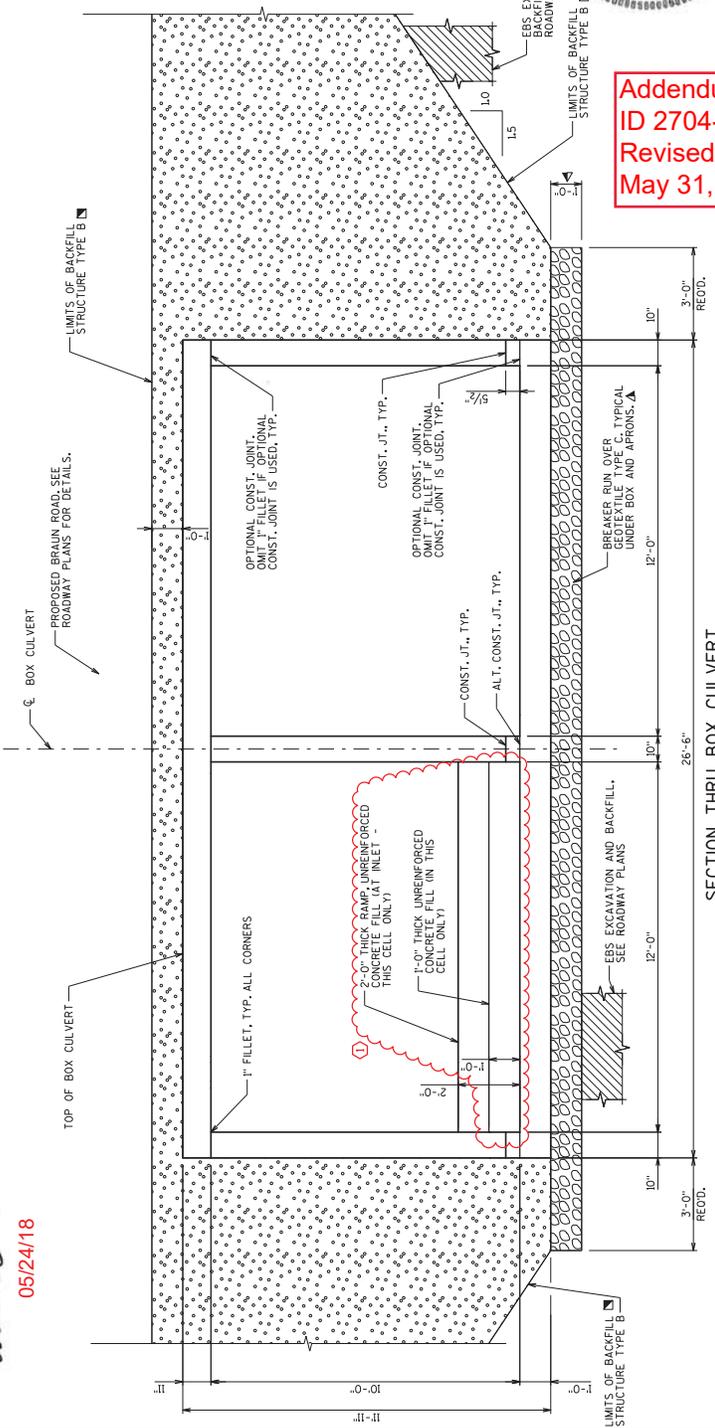
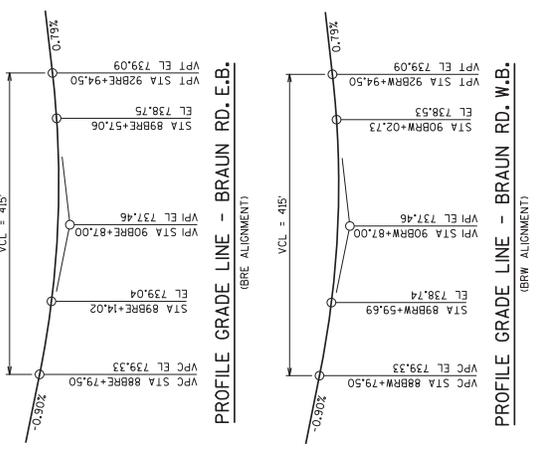
William C. Decker
05/24/18

GENERAL NOTES

- DESIGN IS IN ACCORDANCE WITH ASHTO LRPD BRIDGE DESIGN SPECIFICATIONS 7TH EDITION, 2014 WITH ALL INTERIM REVISIONS THROUGH 2016, UNLESS OTHERWISE NOTED.
- THE EXISTING STRUCTURE IS APPROXIMATELY 14 WIDE BY 8 HIGH OPENING BY 38" LONG SINGLE CELL CONCRETE BOX CULVERT WITH WINGWALLS ALL FOUR CORNERS. THE EXISTING STRUCTURE IS APPROXIMATELY 14 WIDE BY 8 HIGH OPENING BY 38" LONG SINGLE CELL CONCRETE BOX CULVERT WITH WINGWALLS ALL FOUR CORNERS. NO INFORMATION IS AVAILABLE ON WISDOT'S HS WEBSITE.
- DRAWINGS SHALL NOT BE SCALED.
- BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS SHOWN OR NOTED OTHERWISE.
- THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFY THE BAR SIZE. ALL BAR STEEL REINFORCEMENT ARE ENGLISH DESIGNATION.
- ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.
- COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE REFERENCE SYSTEM (NAD83, BACINE COUNTY, NAD83 (9971), ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD83 (9993).
- THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR DETERMINATIONS AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE, THE UTILITIES LABELED AS PROPOSED MAY BE INSTALLED BY OTHERS PRIOR TO THIS CONTRACT.
- NAME PLATE SHALL BE CONSIDERED INCIDENTAL TO BID ITEM "CONCRETE MASONRY CULVERTS". REFER TO S.D.D. "NAME PLATE (STRUCTURES)" FOR NAME PLATE DETAILS.
- REMOVE OLD STRUCTURE AND CONSTRUCT B-51-160 WHILE BRAUN ROAD IS CLOSED.

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- ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE OR BREAKER RUN SHALL BE BACKFILLED WITH EARTHWORK. THE BACKFILL ELEVATION SHOWN IN THE SECTION THRU BOX CULVERT FILL ABOVE THE BACKFILL IS INCLUDED IN THE EARTHWORK QUANTITIES IN THE ROAD PLANS.
- BACKFILL PAY LIMITS BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.
- UPPER LIMITS OF EXCAVATION FOR STRUCTURES (B-51-160) SHALL BE THE EXISTING GROUND LINE OR EXISTING STREAM BED.
- UNDERCUT 1'-0" EXCAVATION FOR UNDERCUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE GEOTEXTILE TYPE C AND BACKFILL WITH "BREAKER RUN".
- THE CONCRETE IN THE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE Dewatered. THE ALTERNATE CUT OFF WALL MAY BE USED TO EXCAVATE UNDERWATER. THE ALTERNATE CUT OFF WALL SHALL BE BASED ON CONCRETE CUT OFF WALL QUANTITIES AND BID PRICES.
- THE CONTRACTOR MAY FURNISH PRECAST CONCRETE BOX CULVERT IN LIEU OF CAST-IN-PLACE CONCRETE BOX CULVERT. THE PRECAST CONCRETE BOX CULVERTS SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 OF THE CURRENT WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES. THE CONTRACTOR SHALL PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".



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NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE BAR MARK PREFIXES INDICATE THE TYPE OF A BAR MARK SIGNIFIES THE BAR SIZE

BILL OF BARS

BAR MARK	NO. REQ'D	LENGTH	LOCATION	BAR SERIES
D401	10	31'-4"	CUT OFF WALL	
D402	37	5'-5"	CUT OFF WALL	X
D403	18	5'-5"	CUT OFF WALL	X
D405	27	42'-8"	APRON - LONG.	X
D406	3	20'-7"	APRON - LONG.	X
D405	25	42'-10"	APRON - TRANS.	X
D408	24	11'-8"	APRON - TRANS.	X
D408	3	45'-0"	APRON - LONG.	X
D409	3	31'-5"	APRON - LONG.	X
D410	3	31'-5"	APRON - LONG.	X
D411	12	3'-8"	WING 1 - VERT. - F.F.	X
D412	37	3'-1"	WING 1 - VERT. - F.F.	X
D413	37	6'-9"	WING 1 - VERT. - F.F.	X
D614	12	7'-1"	WING 1 - VERT. - B.F.	X
D615	24	11'-8"	WING 1 - VERT. - B.F.	X
D616	24	5'-6"	WING 1 - VERT. - B.F.	X
D617	24	13'-1"	WING 1 - VERT. - B.F.	X
D618	24	13'-1"	WING 1 - VERT. - B.F.	X
D619	24	13'-1"	WING 1 - VERT. - B.F.	X
D419	8	3'-7"	WING 2 - VERT. - F.F.	X
D420	26	3'-1"	WING 2 - VERT. - F.F.	X
D421	26	6'-9"	WING 2 - VERT. - F.F.	X
D622	8	7'-0"	WING 2 - VERT. - B.F.	X
D623	17	11'-8"	WING 2 - VERT. - B.F.	X
D624	17	5'-6"	WING 2 - VERT. - B.F.	X
D625	17	13'-1"	WING 2 - VERT. - B.F.	X
D626	17	9'-0"	WING 2 - VERT. - B.F.	X
D427	2	44'-2"	WING 2 - VERT. - F.F.	X
D428	2	44'-2"	WING 2 - VERT. - F.F.	X
D430	12	22'-8"	WING 1 - HORIZ.	X
D431	12	11'-5"	WING 2 - HORIZ.	X
D632	2	30'-2"	WING 2 - HORIZ.	X
D633	2	44'-10"	WING 2 - HORIZ. - TOP	X
D634	2	31'-2"	WING 2 - HORIZ. - TOP	X

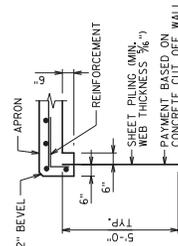
▲ LENGTH SHOWN FOR THE BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

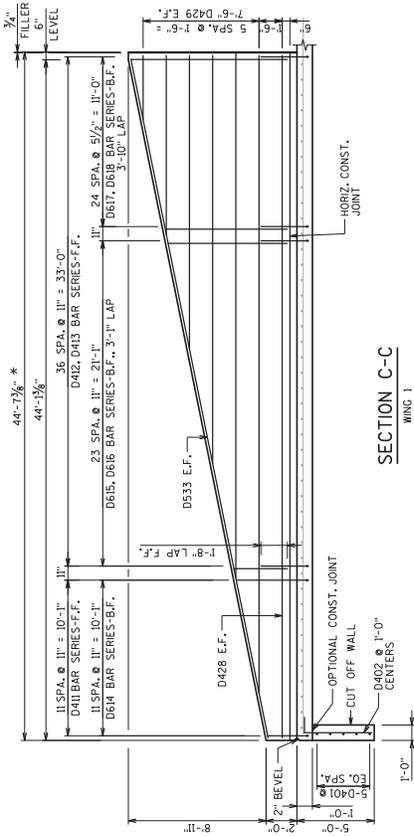
BAR MARK	NO. REQ'D	LENGTH
D403	1 SERIES OF 7	4'-10" TO 34'-10"
D405	1 SERIES OF 3	10'-6" TO 30'-8"
D407	1 SERIES OF 24	2'-10" TO 20'-5"
D411	1 SERIES OF 12	2'-7" TO 4'-8"
D413	1 SERIES OF 37	3'-5" TO 10'-2"
D614	1 SERIES OF 12	6'-1" TO 8'-2"
D616	1 SERIES OF 24	10'-0" TO 8'-0"
D618	1 SERIES OF 24	7'-0" TO 10'-1"
D619	1 SERIES OF 8	2'-7" TO 4'-4"
D421	1 SERIES OF 26	3'-4" TO 10'-1"
D622	1 SERIES OF 8	6'-1" TO 8'-0"
D624	1 SERIES OF 17	5'-4" TO 7'-8"
D626	1 SERIES OF 17	7'-11" TO 10'-1"
D428	2 SERIES OF 6	4'-2" TO 41'-3"
D431	2 SERIES OF 6	2'-10" TO 20'-1"

MARK	A
D402	1'-0"
D614	3'-8"
D617	8'-0"
D622	3'-8"
D623	7'-4"
D625	8'-0"

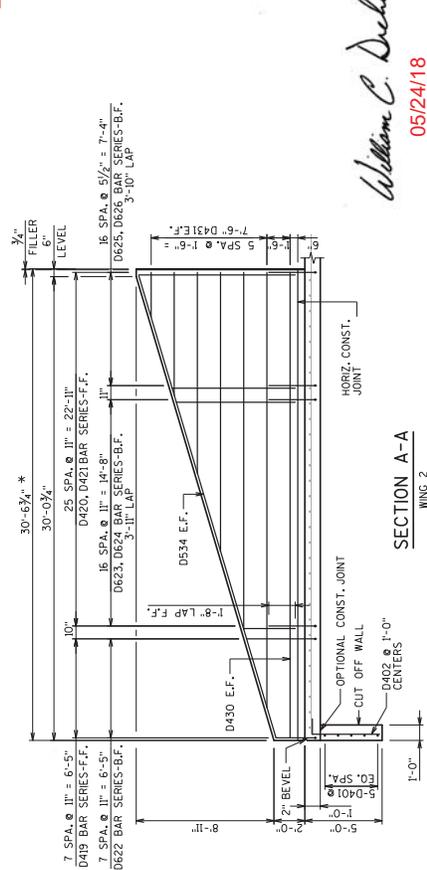
LEGEND
* WING LENGTH INCLUDES 3/4" FILLER



ALTERNATE CUT-OFF WALL



SECTION C-C
WING 1



SECTION A-A
WING 2



William C. Decker
05/24/18

NO.	DATE	REVISION	JUD
1	5/29/18	WEST CELL FILL	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-160
HDA
PINS
PKGS
MPM

OUTLET APRON
& WING DETAILS
(2 OF 2)

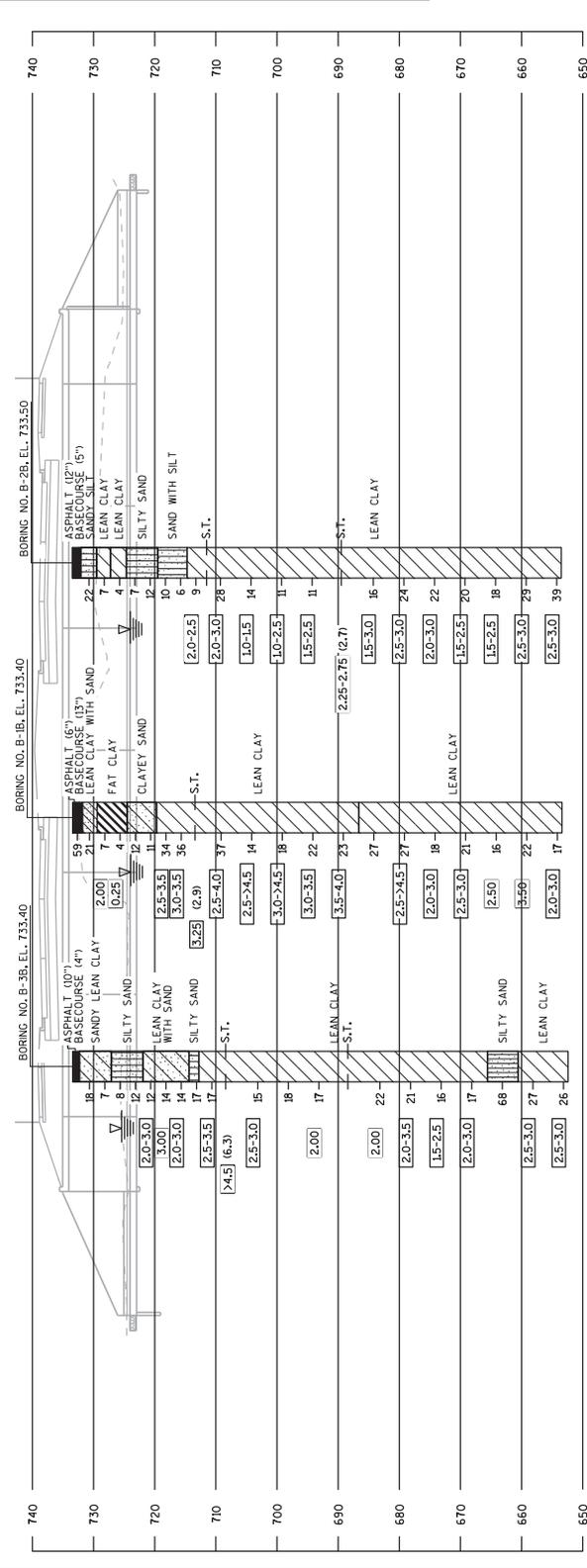
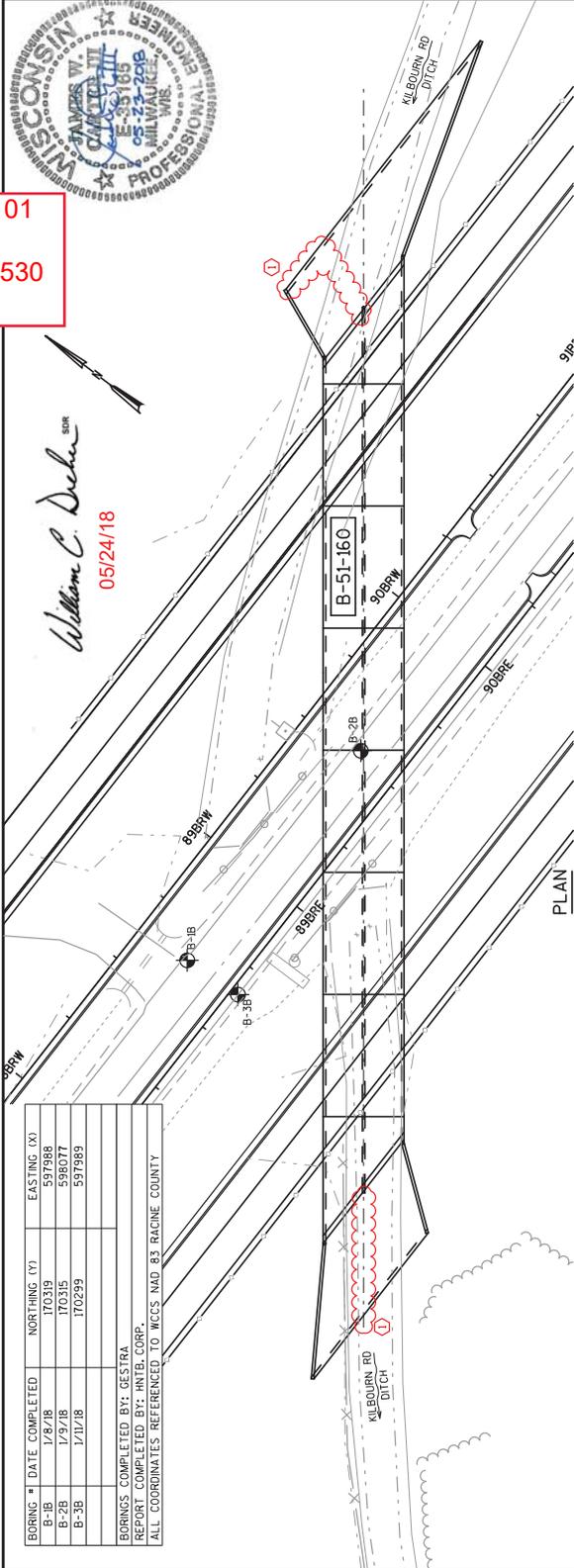
SHEET 9 OF 13
526



William C. Decker
 05/24/18

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-2B	1/8/18	170319	5501088
B-2B	1/7/18	170315	5501088
B-3B	1/17/18	170239	5579989

BORINGS COMPLETED BY: GESTRA
 REPORT COMPLETED BY: HNTB-CORP.
 ALL COORDINATES REFERENCED TO WGS84 NAD 83 RACINE COUNTY



STATE PROJECT NUMBER
 2704-09-70

MATERIAL SYMBOLS

ASPHALT BASECOURSE	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/METAL

LEGEND OF BORING

ST - SHIELBY TUBE
 C.G. - COARSE
 F.C. - FINE
 COBBLE OR BOULDER
 WEATHERED LIMESTONE
 CORE RUN #1 - 24'-29"
 REC=80%, ROD=72%

UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSP)
 UNCONFINED STRENGTH, AS DETERMINED BY UNCONFINED COMPRESSION TEST (TSP)
 UNLESS OTHERWISE SPECIFIED THE SPT 'N' VALUE IS BASED ON THE SPT TEST METHOD AND THE TEST HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.
 GROUND WATER ELEVATION
 AT TIME OF DRILLING
 END OF DRILLING
 AFTER DRILLING

F-FINE M-MEDIUM C-COARSE ST-SHIELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION AS TO THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE. NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO. DATE REVISION BY

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

STRUCTURE B-51-160

ISSUED FOR PERMITS

SUBSURFACE EXPLORATION SHEET 13 OF 13

530

Addendum No. 01
 ID 2704-09-70
 Revised Sheet 530
 May 31, 2018

PLOT SCALE : 40:1

PLOT NAME : #FILE\$

PLOT BY : joedwald

FILE NAME : D:\V\Draw\Int\mtd-or-g\FM\Creat_Lakes\Documents\Wisconsin Projects\71130 I-94 Local Roads\4-Engineer\mg4.3-Br\m4.3.6-A11-P\p\p\DR\Gis\9-23-2018\0806911e\p\$7

Addendum No. 01
 ID 2704-09-70
 Revised Sheet 535
 May 31, 2018

PROJECT ID 2704-09-70
 DIVISION 1C - Braun Road EB

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate					
			Cut	Topsoil Removal	EBS (In Cross Sections)	Excavation Marsh (In Cross Sections)	Cut	Fill	Topsoil Removal	EBS Removal	Excavation Marsh	Cut	Fill		Topsoil Removal	EBS Removal	Excavation Marsh		
71+30	AH	0.00	13	159	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71+50		20.00	11	155	96	0	0	0	0	116	70	0	0	116	70	0	0	0	-108
72+00		50.00	7	147	103	0	0	0	0	17	280	184	0	25	397	254	0	0	-371
72+50		50.00	23	71	97	0	0	0	0	28	202	186	0	53	599	440	0	0	-546
73+00		50.00	58	46	76	0	0	0	0	75	109	161	0	128	708	601	0	0	-580
73+50		50.00	8	87	99	0	0	0	0	61	124	162	0	188	831	763	0	0	-643
74+00		50.00	1	144	103	0	0	0	0	8	215	187	0	196	1046	951	0	0	-850
74+50		50.00	42	62	68	0	0	0	0	40	191	158	0	236	1237	1108	0	0	-1001
75+00		50.00	175	11	0	0	0	0	0	201	67	63	0	437	1304	1171	0	0	-867
75+50		50.00	259	0	0	0	0	0	0	402	10	0	0	838	1314	1171	0	0	-475
76+00		50.00	213	6	0	0	0	0	0	437	6	0	0	1275	1320	1171	0	0	-44
76+50		50.00	36	72	70	0	0	0	0	230	73	65	0	1506	1393	1236	0	0	113
77+00		50.00	16	215	95	0	0	0	0	48	266	153	0	1553	1659	1388	0	0	-106
77+50		50.00	6	320	102	0	0	0	0	20	496	183	0	1573	2155	1571	0	0	-582
78+00		50.00	5	387	101	0	0	0	0	9	655	188	0	1583	2810	1759	0	0	-1227
78+50		50.00	0	463	102	0	0	0	0	4	787	188	0	1587	3597	1946	0	0	-2010
79+00		50.00	0	440	101	0	0	0	0	0	835	188	0	1587	4432	2134	0	0	-2845
79+50		50.00	1	360	96	0	0	0	0	1	740	182	0	1588	5172	2317	0	0	-3584
80+00		50.00	9	232	92	0	0	0	0	10	548	174	0	1598	5721	2491	0	0	-4123
80+50		50.00	18	113	84	0	0	0	0	25	320	163	0	1623	6041	2654	0	0	-4417
81+00		50.00	90	51	32	0	0	0	0	100	152	107	0	1723	6192	2761	0	0	-4469
81+50		50.00	92	49	24	0	0	0	0	169	92	52	0	1892	6285	2812	0	0	-4393
82+00		50.00	70	67	37	0	0	0	0	150	107	57	0	2042	6392	2869	0	0	-4350
82+50		50.00	43	78	61	0	0	0	0	104	134	91	0	2146	6526	2961	0	0	-4380
83+00		50.00	105	41	8	0	0	0	0	137	111	64	0	2283	6637	3025	0	0	-4354
83+50		50.00	119	18	0	0	0	0	0	208	55	7	0	2491	6692	3032	0	0	-4201
84+00		50.00	110	29	0	0	0	0	0	212	44	0	0	2703	6736	3032	0	0	-4033
84+50		50.00	60	65	40	0	0	0	0	157	87	37	0	2860	6823	3069	0	0	-3962
85+00		50.00	19	92	74	0	0	0	0	73	145	105	0	2933	6968	3174	0	0	-4035
85+50		50.00	0	225	87	0	0	0	0	17	293	149	0	2950	7261	3323	0	0	-4311
86+00		50.00	0	510	92	0	0	0	0	680	166	0	0	2950	7941	3489	0	0	-4991
86+50		50.00	0	679	94	0	0	0	0	0	1101	173	0	2950	9043	3662	0	0	-6093
87+00		50.00	0	747	96	0	0	0	0	0	1321	176	0	2950	10364	3838	0	0	-7414
87+50		50.00	0	672	0	0	0	0	0	0	1315	89	0	2950	11678	3927	0	0	-8728
88+00		50.00	39	595	0	0	0	0	0	36	1174	0	0	2986	12852	3927	0	0	-9866
88+50		50.00	35	508	0	0	0	0	0	69	1022	0	0	3055	13874	3927	0	0	-10819
89+00		50.00	2	580	0	0	0	0	0	34	1008	0	0	3089	14882	3927	0	0	-11793
89+50		50.00	0	475	0	0	0	0	0	2	977	0	0	3091	15858	3927	0	0	-12767
90+00		50.00	1	527	0	0	0	0	0	1	927	0	0	3092	16786	3927	0	0	-13694
90+50		50.00	1	476	0	0	0	0	0	2	928	0	0	3094	17714	3927	0	0	-14620
91+00		50.00	0	452	0	0	0	0	0	1	859	0	0	3094	18572	3927	0	0	-15478
91+50		50.00	0	390	0	0	0	0	0	0	779	0	0	3094	19352	3927	0	0	-16257
92+00		50.00	6	269	81	0	0	0	0	5	610	75	0	3100	19962	4002	0	0	-16862

Addendum No. 01
 ID 2704-09-70
 Revised Sheet 536
 May 31, 2018

PROJECT ID 2704-09-70
 DIVISION 1C - Braun Road EB

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate					
			Cut	Topsoil Removal	EBS	Excavation Marsh	Cut	Topsoil Removal	EBS	Excavation Marsh	Cut	Fill	Topsoil Removal	EBS		Excavation Marsh				
92+50	9250.00	50.00	8	128	73	0	0	0	0	12	368	143	0	0	3112	20330	4145	0	0	-17218
93+00	9300.00	50.00	47	66	42	0	0	0	0	51	180	106	0	0	3162	20510	4251	0	0	-17348
93+50	9350.00	50.00	70	56	24	0	0	0	0	108	113	60	0	0	3270	20623	4312	0	0	-17353
94+00	9400.00	50.00	149	3	15	0	0	0	0	203	55	36	0	0	3473	20678	4347	0	0	-17205
94+50	9450.00	50.00	192	1	9	0	0	0	0	316	4	22	0	0	3788	20682	4369	0	0	-16893
95+00	9500.00	50.00	157	5	14	0	0	0	0	322	5	21	0	0	4111	20687	4390	0	0	-16576
95+50	9550.00	50.00	167	4	20	0	0	0	0	300	8	32	0	0	4411	20695	4422	0	0	-16284
96+00	9600.00	50.00	131	2	10	0	0	0	0	276	5	28	0	0	4687	20700	4450	0	0	-16013
96+50	9650.00	50.00	240	0	0	0	0	0	0	343	2	9	0	0	5030	20702	4459	0	0	-15672
97+00	9700.00	50.00	254	0	0	0	0	0	0	457	0	0	0	0	5488	20702	4459	0	0	-15215
97+50	9750.00	50.00	330	0	0	0	0	0	0	541	0	0	0	0	6029	20702	4459	0	0	-14674
98+00	9800.00	50.00	282	0	0	0	0	0	0	567	0	0	0	0	6596	20702	4459	0	0	-14106
98+50	9850.00	50.00	224	0	0	0	0	0	0	469	0	0	0	0	7065	20702	4459	0	0	-13637
99+00	9900.00	50.00	237	0	0	0	0	0	0	427	0	0	0	0	7492	20702	4459	0	0	-13210
99+50	9950.00	50.00	262	0	0	0	0	0	0	462	0	0	0	0	7954	20702	4459	0	0	-12748
100+00	10000.00	50.00	340	0	0	0	0	0	0	558	0	0	0	0	8512	20702	4459	0	0	-12190
100+50	10050.00	50.00	328	0	0	0	0	0	0	618	0	0	0	0	9131	20702	4459	0	0	-11572
101+00	10100.00	50.00	274	0	0	0	0	0	0	557	0	0	0	0	9687	20702	4459	0	0	-11015
101+50	10150.00	50.00	138	43	2	0	0	0	0	381	40	2	0	0	10068	20742	4461	0	0	-10673
102+00	10200.00	50.00	209	0	3	0	0	0	0	321	40	5	0	0	10389	20781	4465	0	0	-10392
102+50	10250.00	50.00	161	10	0	0	0	0	0	343	9	3	0	0	10732	20790	4468	0	0	-10058
103+00	10300.00	50.00	100	21	11	0	0	0	0	242	29	10	0	0	10974	20819	4478	0	0	-9845
103+50	10350.00	50.00	90	22	18	0	0	0	0	176	40	27	0	0	11150	20860	4505	0	0	-9710
104+00	10400.00	50.00	38	99	58	0	0	0	0	118	113	70	0	0	11268	20972	4575	0	0	-9704
104+50	10450.00	50.00	20	141	76	0	0	0	0	53	223	124	0	0	11322	21195	4700	0	0	-9873
105+00	10500.00	50.00	15	154	83	0	0	0	0	32	273	148	0	0	11354	21468	4847	0	0	-10114
105+50	10550.00	50.00	18	143	77	0	0	0	0	31	275	148	0	0	11385	21743	4996	0	0	-10358
106+00	10600.00	50.00	27	126	70	0	0	0	0	41	249	136	0	0	11426	21992	5132	0	0	-10566
106+50	10650.00	50.00	35	122	63	0	0	0	0	57	230	123	0	0	11483	22222	5254	0	0	-10739
107+00	10700.00	50.00	37	123	62	0	0	0	0	67	227	116	0	0	11550	22449	5370	0	0	-10899
107+50	10750.00	50.00	36	121	62	0	0	0	0	68	225	115	0	0	11618	22675	5484	0	0	-11056
108+00	10800.00	50.00	35	118	64	0	0	0	0	66	221	117	0	0	11684	22896	5601	0	0	-11212
108+50	10850.00	50.00	37	120	62	0	0	0	0	67	220	117	0	0	11751	23116	5718	0	0	-11365
109+00	10900.00	50.00	35	119	64	0	0	0	0	67	221	117	0	0	11818	23338	5835	0	0	-11519
109+50	10950.00	50.00	48	105	50	0	0	0	0	77	207	106	0	0	11896	23544	5940	0	0	-11649
110+00	11000.00	50.00	64	87	35	0	0	0	0	104	177	79	0	0	12000	23721	6020	0	0	-11721
110+50	11050.00	50.00	61	86	38	0	0	0	0	116	160	68	0	0	12117	23881	6088	0	0	-11764
111+00	11100.00	50.00	52	96	48	0	0	0	0	105	168	80	0	0	12222	24049	6168	0	0	-11827
111+50	11150.00	50.00	51	91	49	0	0	0	0	96	173	90	0	0	12318	24223	6258	0	0	-11905
112+00	11200.00	50.00	61	86	38	0	0	0	0	104	164	81	0	0	12422	24387	6339	0	0	-11965

Addendum No. 01
 ID 2704-09-70
 Revised Sheet 537
 May 31, 2018

PROJECT ID 2704-09-70
 DIVISION 1C - Braun Road EB

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	Topsoil Removal	Cut	Fill	Topsoil Removal	Cut	Fill	Topsoil Removal	
112+50	11250.00	50.00	71	83	29	122	156	62	12544	24543	6401	-11999
113+00	11300.00	50.00	63	97	37	125	167	61	12669	24710	6462	-12041
113+50	11350.00	50.00	49	122	53	104	203	84	12773	24913	6546	-12140
114+00	11400.00	50.00	32	139	65	74	242	110	12847	25154	6656	-12307
114+50	11450.00	50.00	28	142	67	55	260	122	12902	25414	6778	-12512
115+00	11500.00	50.00	43	118	54	66	241	112	12968	25655	6889	-12688
115+50	11550.00	50.00	37	105	59	74	207	105	13042	25862	6994	-12820
116+00	11600.00	50.00	28	102	70	60	191	119	13102	26054	7113	-12952
116+50	11650.00	50.00	22	105	74	46	191	133	13148	26245	7246	-13097
117+00	11700.00	50.00	41	87	54	58	177	119	13206	26422	7365	-13216
117+50	11750.00	50.00	54	46	39	88	122	86	13295	26545	7451	-13250
118+00	11800.00	50.00	97	26	16	141	66	51	13435	26611	7502	-13176
118+50	11850.00	50.00	202	0	0	277	24	15	13712	26635	7516	-12923
119+00	11900.00	50.00	291	0	0	456	0	0	14168	26635	7516	-12467
119+50	11950.00	50.00	460	0	0	695	0	0	14863	26635	7516	-11772
120+00	12000.00	50.00	432	0	0	826	0	0	15690	26635	7516	-10946
120+50	12050.00	50.00	310	0	0	688	0	0	16377	26635	7516	-10258
121+00	12100.00	50.00	410	0	0	667	0	0	17044	26635	7516	-9591
121+50	12150.00	50.00	355	0	0	709	0	0	17753	26635	7516	-8882
122+00	12200.00	50.00	254	0	0	564	0	0	18317	26635	7516	-8318
122+50	12250.00	50.00	194	0	0	415	0	0	18732	26635	7516	-7903
123+00	12300.00	50.00	108	65	21	279	60	20	19011	26696	7536	-7684
123+50	12350.00	50.00	89	72	26	182	127	44	19193	26823	7580	-7630
124+00	12400.00	50.00	81	91	33	157	151	55	19350	26974	7635	-7624
124+50	12450.00	50.00	54	102	45	125	179	72	19475	27153	7707	-7678
125+00	12500.00	50.00	41	111	55	88	198	93	19563	27351	7799	-7787
125+50	12550.00	50.00	37	106	62	72	202	108	19635	27552	7908	-7917
126+00	12600.00	50.00	55	101	46	89	199	97	19707	27756	8020	-8049
126+50	12650.00	50.00	78	79	30	123	167	71	19920	28122	8188	-8159
127+00	12700.00	50.00	156	20	0	186	117	28	20106	28239	8217	-8133
127+50	12750.00	50.00	142	25	0	259	63	0	20365	28302	8217	-7937
128+00	12800.00	50.00	142	25	0	276	42	0	20641	28344	8217	-7703
128+50	12850.00	50.00	78	85	17	204	102	16	20845	28446	8233	-7601
129+00	12900.00	50.00	42	134	53	111	203	65	20956	28649	8298	-7693
129+50	12950.00	50.00	18	176	81	55	287	124	21011	28936	8422	-7925
130+00	13000.00	50.00	7	159	89	23	311	157	21035	29247	8579	-8212
130+50	13050.00	50.00	6	253	93	13	382	169	21047	29629	8749	-8582
131+00	13100.00	50.00	5	374	99	10	581	178	21057	30210	8927	-9153
131+50	13150.00	50.00	4	336	98	9	658	183	21066	30868	9109	-9802
132+00	13200.00	50.00										

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 ID 2704-09-70
 Revised Sheet 538
 May 31, 2018

PROJECT ID 2704-09-70 DIVISION 1C - Braun Road EB		AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate				
STATION	Real Station	Distance	Cut	Fill	Topsoil Removal	EBS (In Cross Sections)	Excavation Marsh (In Cross Sections)	Cut	Fill	Topsoil Removal	EBS	Excavation Marsh	Cut	Fill	Topsoil Removal	EBS	Excavation Marsh	Mass Ordinate
132+50	13250.00	50.00	3	358	100	0	0	6	643	183	0	0	21072	31510	9293	0	0	-10438
133+00	13300.00	50.00	2	344	100	0	0	4	650	185	0	0	21077	32160	9478	0	0	-11083
133+50	13350.00	50.00	3	338	96	0	0	5	631	182	0	0	21081	32792	9659	0	0	-11710
134+00	13400.00	50.00	11	185	87	0	0	13	483	170	0	0	21094	33275	9829	0	0	-12181
134+50	13450.00	50.00	37	117	59	0	0	44	279	135	0	0	21138	33554	9964	0	0	-12416
135+00	13500.00	50.00	66	91	27	0	0	95	193	79	0	0	21234	33747	10043	0	0	-12513
135+50	13550.00	50.00	89	81	9	0	0	143	159	33	0	0	21377	33906	10076	0	0	-12529
136+00	13600.00	50.00	110	68	0	0	0	184	138	8	0	0	21561	34044	10084	0	0	-12483
136+50	13650.00	50.00	143	49	0	0	0	235	108	0	0	0	21796	34152	10084	0	0	-12356
137+00	13700.00	50.00	95	76	9	0	0	221	115	8	0	0	22017	34268	10092	0	0	-12250
137+50	13750.00	50.00	27	119	69	0	0	113	181	73	0	0	22130	34448	10165	0	0	-12318
138+00	13800.00	50.00	9	171	88	0	0	33	269	146	0	0	22163	34717	10311	0	0	-12554
138+50	13850.00	50.00	15	163	91	0	0	22	310	166	0	0	22185	35027	10477	0	0	-12842
139+00	13900.00	50.00	15	93	101	0	0	27	237	178	0	0	22212	35264	10656	0	0	-13052
139+50	13950.00	50.00	16	88	113	0	0	28	167	198	0	0	22240	35431	10854	0	0	-13191
140+00	14000.00	50.00	15	99	112	0	0	28	173	209	0	0	22269	35604	11063	0	0	-13335
140+50	14050.00	50.00	12	98	115	0	0	25	182	210	0	0	22294	35786	11273	0	0	-13493
141+00	14100.00	50.00	12	84	114	0	0	22	169	212	0	0	22316	35955	11485	0	0	-13639
141+50	14150.00	50.00	30	63	110	0	0	39	136	207	0	0	22355	36091	11692	0	0	-13736
142+00	14200.00	50.00	103	0	6	0	0	123	58	107	0	0	22478	36150	11799	0	0	-13671
142+50	14250.00	50.00	150	0	4	0	0	234	0	9	0	0	22712	36150	11808	0	0	-13437
143+00	14300.00	50.00	168	0	5	0	0	295	0	8	0	0	23007	36150	11816	0	0	-13143
143+50	14350.00	50.00	97	34	15	0	0	246	32	19	0	0	23253	36181	11835	0	0	-12928
144+00	14400.00	50.00	71	50	34	0	0	156	78	46	0	0	23409	36259	11881	0	0	-12850
144+50	14450.00	50.00	42	61	63	0	0	105	102	90	0	0	23514	36362	11970	0	0	-12848
145+00	14500.00	50.00	33	67	73	0	0	69	118	126	0	0	23583	36479	12096	0	0	-12897
145+50	14550.00	50.00	20	72	76	0	0	49	128	138	0	0	23632	36607	12234	0	0	-12976
146+00	14600.00	50.00	39	53	57	0	0	55	115	124	0	0	23686	36723	12358	0	0	-13036
146+50	14650.00	50.00	87	38	11	0	0	117	85	63	0	0	23804	36807	12420	0	0	-13003
147+00	14700.00	50.00	90	43	12	0	0	165	75	21	0	0	23968	36883	12441	0	0	-12914
147+50	14750.00	50.00	98	34	6	0	0	175	72	16	0	0	24143	36954	12457	0	0	-12811
148+00	14800.00	50.00	113	18	2	0	0	195	49	7	0	0	24338	37003	12464	0	0	-12665
148+50	14850.00	50.00	116	24	0	0	0	212	39	2	0	0	24550	37042	12465	0	0	-12492
149+00	14900.00	50.00	79	50	23	0	0	180	68	21	0	0	24730	37110	12486	0	0	-12380
149+50	14950.00	50.00	39	75	57	0	0	109	116	74	0	0	24839	37226	12560	0	0	-12387
149+84	14984.00	34.00	31	91	67	0	0	44	105	78	0	0	24883	37331	12638	0	0	-12448
150+00	15000.00	16.00	70	1	0	0	0	30	27	20	0	0	24913	37358	12658	0	0	-12445
150+50	15050.00	50.00	77	0	0	0	0	137	1	0	0	0	25049	37359	12658	0	0	-12310
151+00	15100.00	50.00	43	1	0	0	0	111	1	0	0	0	25161	37360	12658	0	0	-12200
151+50	15150.00	50.00	82	0	0	0	0	115	1	0	0	0	25276	37361	12658	0	0	-12086

**PROJECT ID 2704-09-70
DIVISION 1C - Braun Road EB**

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate	
			Cut	Fill	Topsoil Removal	EBS	Excavation Marsh	Cut	Fill	Topsoil Removal	EBS		Excavation Marsh
152+00	15200.00	50.00	1.00	0	0	0	0	0	0	0	0	0	-11917
152+50	15250.00	50.00	39	0	0	0	0	0	0	0	0	0	-11789
153+00	15300.00	50.00	24	0	0	0	0	0	0	0	0	0	-11731
153+50	15350.00	50.00	31	0	0	0	0	0	0	0	0	0	-11681
154+00	15400.00	50.00	31	0	0	0	0	0	0	0	0	0	-11623
154+50	15450.00	50.00	31	7	0	0	0	0	0	0	0	0	-11572
Column totals			25,797	37,369	12,658	0	0	0	0	0	0	0	

Addendum No. 01
ID 2704-09-70
Revised Sheet 539
May 31, 2018



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	108.4400 CPM Progress Schedule	1.000 EACH	_____.	_____.
0004	201.0105 Clearing	61.000 STA	_____.	_____.
0006	201.0205 Grubbing	61.000 STA	_____.	_____.
0008	203.0100 Removing Small Pipe Culverts	21.000 EACH	_____.	_____.
0010	203.0600.S Removing Old Structure Over Waterway With Minimal Debris (station) 001. 89BRE+10	LS	LUMP SUM	_____.
0012	204.0115 Removing Asphaltic Surface Butt Joints	192.000 SY	_____.	_____.
0014	204.0165 Removing Guardrail **P**	103.000 LF	_____.	_____.
0016	204.0170 Removing Fence **P**	193.000 LF	_____.	_____.
0018	204.9090.S Removing (item description) 001. Underdrain	300.000 LF	_____.	_____.
0020	204.9090.S Removing (item description) 002. Drain tile	1,000.000 LF	_____.	_____.
0022	205.0100 Excavation Common	93,711.000 CY	_____.	_____.
0024	205.0400 Excavation Marsh	4,842.000 CY	_____.	_____.
0026	206.2000 Excavation for Structures Culverts (structure) 001. B-51-160	LS	LUMP SUM	_____.
0028	209.1100 Backfill Granular Grade 1	6,772.000 CY	_____.	_____.
0030	210.2500 Backfill Structure Type B	8,243.000 TON	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0032	213.0100 Finishing Roadway (project) 001. 2704-09-70	1.000 EACH	_____.	_____.
0034	305.0120 Base Aggregate Dense 1 1/4-Inch	51,617.000 TON	_____.	_____.
0036	311.0110 Breaker Run	109,203.000 TON	_____.	_____.
0038	415.0100 Concrete Pavement 10-Inch **P**	72,602.000 SY	_____.	_____.
0040	415.4100 Concrete Pavement Joint Filling	72,602.000 SY	_____.	_____.
0042	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____.	_____.
0044	416.1010 Concrete Surface Drains	52.000 CY	_____.	_____.
0046	440.4410 Incentive IRI Ride	35,700.000 DOL	1.00000	35,700.00
0048	455.0605 Tack Coat	142.000 GAL	_____.	_____.
0050	460.2000 Incentive Density HMA Pavement	509.000 DOL	1.00000	509.00
0052	460.6223 HMA Pavement 3 MT 58-28 S	362.000 TON	_____.	_____.
0054	460.6224 HMA Pavement 4 MT 58-28 S	248.000 TON	_____.	_____.
0056	465.0125 Asphaltic Surface Temporary	6,491.000 TON	_____.	_____.
0058	495.1000.S Cold patch	325.000 TON	_____.	_____.
0060	504.0100 Concrete Masonry Culverts **P**	1,174.000 CY	_____.	_____.
0062	505.0400 Bar Steel Reinforcement HS Structures	104,690.000 LB	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0064	505.0600 Bar Steel Reinforcement HS Coated Structures	8,630.000 LB	_____.	_____.
0066	516.0500 Rubberized Membrane Waterproofing **P**	94.000 SY	_____.	_____.
0068	520.2015 Culvert Pipe Temporary 15-Inch	45.000 LF	_____.	_____.
0070	520.8000 Concrete Collars for Pipe	15.000 EACH	_____.	_____.
0072	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	7.000 EACH	_____.	_____.
0074	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	3.000 EACH	_____.	_____.
0076	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	5.000 EACH	_____.	_____.
0078	601.0409 Concrete Curb & Gutter 30-Inch Type A **P**	30,730.000 LF	_____.	_____.
0080	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A **P**	2,222.000 LF	_____.	_____.
0082	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D **P**	85.000 LF	_____.	_____.
0084	602.0410 Concrete Sidewalk 5-Inch **P**	25,311.000 SF	_____.	_____.
0086	602.0505 Curb Ramp Detectable Warning Field Yellow	1,020.000 SF	_____.	_____.
0090	606.0200 Riprap Medium	328.000 CY	_____.	_____.
0092	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	60.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

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Roadway Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0094	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	3,493.000 LF	_____.	_____.
0096	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	2,946.000 LF	_____.	_____.
0098	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	1,762.000 LF	_____.	_____.
0100	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	3,705.000 LF	_____.	_____.
0102	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	42.000 LF	_____.	_____.
0104	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	548.000 LF	_____.	_____.
0106	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	151.000 LF	_____.	_____.
0108	608.0515 Storm Sewer Pipe Reinforced Concrete Class V 15-Inch	915.000 LF	_____.	_____.
0110	608.0518 Storm Sewer Pipe Reinforced Concrete Class V 18-Inch	314.000 LF	_____.	_____.
0112	608.0536 Storm Sewer Pipe Reinforced Concrete Class V 36-Inch	317.000 LF	_____.	_____.
0114	611.0535 Manhole Covers Type J-Special	5.000 EACH	_____.	_____.
0116	611.0624 Inlet Covers Type H	183.000 EACH	_____.	_____.
0118	611.0627 Inlet Covers Type HM	13.000 EACH	_____.	_____.
0120	611.0639 Inlet Covers Type H-S	36.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0122	611.0642 Inlet Covers Type MS	4.000 EACH	_____.	_____.
0124	611.2004 Manholes 4-FT Diameter	89.000 EACH	_____.	_____.
0126	611.2005 Manholes 5-FT Diameter	44.000 EACH	_____.	_____.
0128	611.2006 Manholes 6-FT Diameter	14.000 EACH	_____.	_____.
0130	611.2007 Manholes 7-FT Diameter	2.000 EACH	_____.	_____.
0132	611.3230 Inlets 2x3-FT	110.000 EACH	_____.	_____.
0134	611.3901 Inlets Median 1 Grate	4.000 EACH	_____.	_____.
0136	611.8120.S Cover Plates Temporary	41.000 EACH	_____.	_____.
0138	611.9800.S Pipe Grates	8.000 EACH	_____.	_____.
0140	612.0700 Drain Tile Exploration	600.000 LF	_____.	_____.
0142	616.0700.S Fence Safety	2,000.000 LF	_____.	_____.
0144	619.1000 Mobilization	1.000 EACH	_____.	_____.
0146	620.0300 Concrete Median Sloped Nose **P**	776.000 SF	_____.	_____.
0148	623.0200 Dust Control Surface Treatment	139,285.000 SY	_____.	_____.
0150	624.0100 Water	4,993.000 MGAL	_____.	_____.
0152	627.0200 Mulching	14,500.000 SY	_____.	_____.
0154	628.1104 Erosion Bales	408.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0156	628.1504 Silt Fence	28,456.000 LF	_____.	_____.
0158	628.1520 Silt Fence Maintenance	28,456.000 LF	_____.	_____.
0160	628.1905 Mobilizations Erosion Control	12.000 EACH	_____.	_____.
0162	628.1910 Mobilizations Emergency Erosion Control	15.000 EACH	_____.	_____.
0164	628.2008 Erosion Mat Urban Class I Type B	144,673.000 SY	_____.	_____.
0166	628.6005 Turbidity Barriers	1,161.000 SY	_____.	_____.
0168	628.6510 Soil Stabilizer Type B	8.000 ACRE	_____.	_____.
0170	628.7005 Inlet Protection Type A	204.000 EACH	_____.	_____.
0172	628.7020 Inlet Protection Type D	181.000 EACH	_____.	_____.
0174	628.7504 Temporary Ditch Checks	1,136.000 LF	_____.	_____.
0176	628.7555 Culvert Pipe Checks	1.000 EACH	_____.	_____.
0178	628.7560 Tracking Pads	10.000 EACH	_____.	_____.
0180	628.7570 Rock Bags	31.000 EACH	_____.	_____.
0182	629.0210 Fertilizer Type B	84.000 CWT	_____.	_____.
0184	630.0140 Seeding Mixture No. 40	2,188.000 LB	_____.	_____.
0186	630.0200 Seeding Temporary	2,188.000 LB	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0188	632.9101 Landscape Planting Surveillance and Care Cycles	9.000 EACH	_____.	_____.
0190	633.5200 Markers Culvert End	14.000 EACH	_____.	_____.
0192	634.0618 Posts Wood 4x6-Inch X 18-FT	78.000 EACH	_____.	_____.
0194	637.0620 Sign Flags Permanent Type II	16.000 EACH	_____.	_____.
0196	637.2210 Signs Type II Reflective H	425.880 SF	_____.	_____.
0198	637.2215 Signs Type II Reflective H Folding	74.600 SF	_____.	_____.
0200	637.2230 Signs Type II Reflective F	164.000 SF	_____.	_____.
0202	638.2102 Moving Signs Type II	3.000 EACH	_____.	_____.
0204	638.2602 Removing Signs Type II	13.000 EACH	_____.	_____.
0206	638.3000 Removing Small Sign Supports	12.000 EACH	_____.	_____.
0208	638.4000 Moving Small Sign Supports	2.000 EACH	_____.	_____.
0210	640.1303.S Pond Liner Clay	1,223.000 CY	_____.	_____.
0212	643.0300 Traffic Control Drums	1,225.000 DAY	_____.	_____.
0214	643.0410 Traffic Control Barricades Type II	1.000 DAY	_____.	_____.
0216	643.0420 Traffic Control Barricades Type III	1,840.000 DAY	_____.	_____.
0218	643.0705 Traffic Control Warning Lights Type A	3,680.000 DAY	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0220	643.0715 Traffic Control Warning Lights Type C	500.000 DAY	_____.	_____.
0222	643.0900 Traffic Control Signs	19,938.000 DAY	_____.	_____.
0224	643.0920 Traffic Control Covering Signs Type II	115.000 EACH	_____.	_____.
0226	643.1000 Traffic Control Signs Fixed Message	120.000 SF	_____.	_____.
0228	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0230	645.0105 Geotextile Type C	1,447.000 SY	_____.	_____.
0232	645.0120 Geotextile Type HR	750.000 SY	_____.	_____.
0234	645.0220 Geogrid Type SR	29,124.000 SY	_____.	_____.
0236	646.1020 Marking Line Epoxy 4-Inch **P**	7,026.000 LF	_____.	_____.
0238	646.3020 Marking Line Epoxy 8-Inch **P**	3,763.000 LF	_____.	_____.
0240	646.5020 Marking Arrow Epoxy	22.000 EACH	_____.	_____.
0242	646.5120 Marking Word Epoxy	11.000 EACH	_____.	_____.
0244	646.6120 Marking Stop Line Epoxy 18-Inch	337.000 LF	_____.	_____.
0246	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	2,239.000 LF	_____.	_____.
0248	646.8120 Marking Curb Epoxy	239.000 LF	_____.	_____.
0250	646.8220 Marking Island Nose Epoxy	12.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0252	649.0120 Temporary Marking Line Epoxy 4-Inch	16,364.000 LF	_____.	_____.
0254	649.0220 Temporary Marking Line Epoxy 8-Inch	13,553.000 LF	_____.	_____.
0256	649.0520 Temporary Marking Arrow Epoxy	2.000 EACH	_____.	_____.
0258	649.0820 Temporary Marking Stop Line Epoxy 18-Inch	34.000 LF	_____.	_____.
0260	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	7,904.000 LF	_____.	_____.
0262	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	2,673.000 LF	_____.	_____.
0264	652.0800 Conduit Loop Detector	720.000 LF	_____.	_____.
0266	653.0135 Pull Boxes Steel 24x36-Inch	11.000 EACH	_____.	_____.
0268	653.0140 Pull Boxes Steel 24x42-Inch	21.000 EACH	_____.	_____.
0270	654.0101 Concrete Bases Type 1	7.000 EACH	_____.	_____.
0272	654.0102 Concrete Bases Type 2	4.000 EACH	_____.	_____.
0274	654.0105 Concrete Bases Type 5	42.000 EACH	_____.	_____.
0276	654.0113 Concrete Bases Type 13	4.000 EACH	_____.	_____.
0278	654.0217 Concrete Control Cabinet Bases Type 9 Special	1.000 EACH	_____.	_____.
0280	655.0230 Cable Traffic Signal 5-14 AWG	763.000 LF	_____.	_____.
0282	655.0240 Cable Traffic Signal 7-14 AWG	2,634.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0284	655.0260 Cable Traffic Signal 12-14 AWG	2,742.000 LF	_____.	_____.
0286	655.0320 Cable Type UF 2-10 AWG Grounded	2,062.000 LF	_____.	_____.
0288	655.0510 Electrical Wire Traffic Signals 12 AWG	8,013.000 LF	_____.	_____.
0290	655.0515 Electrical Wire Traffic Signals 10 AWG	3,844.000 LF	_____.	_____.
0292	655.0610 Electrical Wire Lighting 12 AWG	1,872.000 LF	_____.	_____.
0294	655.0700 Loop Detector Lead In Cable	2,256.000 LF	_____.	_____.
0296	655.0800 Loop Detector Wire	2,692.000 LF	_____.	_____.
0298	655.0900 Traffic Signal EVP Detector Cable	1,686.000 LF	_____.	_____.
0300	656.0200 Electrical Service Meter Breaker Pedestal (location) 301. Braun Road & Foxconn Driveway	LS	LUMP SUM	_____.
0302	657.0100 Pedestal Bases	7.000 EACH	_____.	_____.
0304	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	46.000 EACH	_____.	_____.
0306	657.0310 Poles Type 3	4.000 EACH	_____.	_____.
0308	657.0322 Poles Type 5-Aluminum	4.000 EACH	_____.	_____.
0310	657.0405 Traffic Signal Standards Aluminum 3.5-FT	1.000 EACH	_____.	_____.
0312	657.0420 Traffic Signal Standards Aluminum 13-FT	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0314	657.0425 Traffic Signal Standards Aluminum 15-FT	5.000 EACH	_____.	_____.
0316	657.0609 Luminaire Arms Single Member 4-Inch Clamp 6-FT	8.000 EACH	_____.	_____.
0318	657.0610 Luminaire Arms Single Member 4 1/2- Inch Clamp 6-FT	8.000 EACH	_____.	_____.
0320	657.1355 Install Poles Type 12	4.000 EACH	_____.	_____.
0322	657.1540 Install Monotube Arms 40-FT	2.000 EACH	_____.	_____.
0324	657.1545 Install Monotube Arms 45-FT	2.000 EACH	_____.	_____.
0326	658.0173 Traffic Signal Face 3S 12-Inch	17.000 EACH	_____.	_____.
0328	658.0174 Traffic Signal Face 4S 12-Inch	9.000 EACH	_____.	_____.
0330	658.0416 Pedestrian Signal Face 16-Inch	8.000 EACH	_____.	_____.
0332	658.0500 Pedestrian Push Buttons	11.000 EACH	_____.	_____.
0334	658.5069 Signal Mounting Hardware (location) 301. Braun Road & Foxconn Driveway	LS	LUMP SUM	_____.
0336	659.1125 Luminaires Utility LED C	16.000 EACH	_____.	_____.
0338	673.0105 Communication Vault Type 1	10.000 EACH	_____.	_____.
0340	690.0150 Sawing Asphalt	6,779.000 LF	_____.	_____.
0342	715.0415 Incentive Strength Concrete Pavement	6,050.000 DOL	1.00000	6,050.00
0344	715.0502 Incentive Strength Concrete Structures	5,934.000 DOL	1.00000	5,934.00



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0346	SPV.0035 Special 001. Roadway Embankment	105,994.000 CY	_____.	_____.
0348	SPV.0035 Special 002. EBS Excavation	9,708.000 CY	_____.	_____.
0350	SPV.0035 Special 003. EBS Backfill	9,708.000 CY	_____.	_____.
0352	SPV.0060 Special 001. Temporary Stone Ditch Checks	60.000 EACH	_____.	_____.
0354	SPV.0060 Special 002. Sand Bags	50.000 EACH	_____.	_____.
0356	SPV.0060 Special 003. Temporary Sediment Traps	6.000 EACH	_____.	_____.
0358	SPV.0060 Special 004. Pond A Outlet Storm Sewer Structure	1.000 EACH	_____.	_____.
0360	SPV.0060 Special 008. Mobilization Emergency Pavement Repair	16.000 EACH	_____.	_____.
0362	SPV.0060 Special 009. Section Corner Monuments	3.000 EACH	_____.	_____.
0364	SPV.0060 Special 010. Inlet Covers Beehive	23.000 EACH	_____.	_____.
0366	SPV.0060 Special 012. Connect Drain Tile	15.000 EACH	_____.	_____.
0368	SPV.0060 Special 725. Bioretention Type A	11.000 EACH	_____.	_____.
0370	SPV.0060 Special 726. Bioretention Type B	9.000 EACH	_____.	_____.
0372	SPV.0060 Special 727. Bioretention Type C	3.000 EACH	_____.	_____.
0374	SPV.0075 Special 001. Pavement Cleanup Project 2704-09-70	40.000 HRS	_____.	_____.
0376	SPV.0090 Special 001. Heavy Duty Silt Fence	2,062.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0378	SPV.0090 Special 002. Pipe Underdrain 6-Inch Special	1,983.000 LF	_____.	_____.
0380	SPV.0105 Special 001. Temporary Water Diversion Culvert B-51-160	LS	LUMP SUM	_____.
0382	SPV.0105 Special 002. Survey Project 2704-09-70	LS	LUMP SUM	_____.
0384	SPV.0105 Special 003. Field Office Left In Place Special	LS	LUMP SUM	_____.
0386	SPV.0105 Special 301. Trans & Inst St Furn Traffic Signal Cabinet Braun Road & Foxconn Driveway	LS	LUMP SUM	_____.
0390	SPV.0105 Special 303. Trans & Ins St Furn EVP Detector Heads Braun Road & Foxconn Driveway	LS	LUMP SUM	_____.
0392	SPV.0105 Special 304. Trans Traf Sig & Intersection Lighting Materials Braun Rd & Foxconn Dwy	LS	LUMP SUM	_____.
0396	SPV.0105 Special 730. Water Tap Service and Irrigation System	LS	LUMP SUM	_____.
0398	SPV.0135 Special 001. Maintain Field Office Left In Place Special	14.000 MON	_____.	_____.
0400	SPV.0170 Special 001. Removal and Disposal of Invasive Plant Species	4.000 STA	_____.	_____.
0402	SPV.0180 Special 001. Topsoil Special	144,673.000 SY	_____.	_____.
0404	450.4000 HMA Cold Weather Paving	2,000.000 TON	_____.	_____.
0406	606.0600 Grouted Riprap Medium	17.000 CY	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20180612005 Project(s): 2704-09-70

Federal ID(s): N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0408	608.0524 Storm Sewer Pipe Reinforced Concrete Class V 24-Inch	231.000 LF	_____.	_____.
0410	670.0200 ITS Documentation	LS	LUMP SUM	_____.
0412	671.0122 Conduit HDPE 2-Duct 2-Inch	7,890.000 LF	_____.	_____.
0414	673.0200 Tracer Wire Marker Posts	10.000 EACH	_____.	_____.
0416	SPV.0105 Special 306. Trans and Ins State Furn Radar Detect System Braun Road & Foxconn Driveway	LS	LUMP SUM	_____.
0418	SPV.0060 Special 015. Slip-In Check Valve For 24" Inside Diameter Pipe	1.000 EACH	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.