



# Wisconsin Department of Transportation

December 23, 2015

## Division of Transportation Systems Development

Bureau of Project Development  
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### NOTICE TO ALL CONTRACTORS:

**Proposal #11: 1133-10-71, WISC 2015 008**  
**DePere - Suamico**  
**Memorial Drive – CTH M**  
**Memorial Dr-Duck Crk NB/IH43 Intchg**  
**USH 41**  
**Brown County**

### Letting of January 13, 2015

This is Addendum No. 1, which provides for the following:

#### Special Provisions

Revised Special Provisions	
Article No.	Description
1.4	Field Facilities
2.1	Prosecution and Progress
6.3	Notice to Contractor - Abatement of Asbestos Containing Material Structure B-05-0064, B-05-0065, B-05-0067, B-05-0133
6.4	Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit
6.9	Notice to Contractor – Layout Information for Permitted Impact to Wetlands
7.5	Holiday and Other Work Restrictions
7.22	Maintaining Traffic Control for Duck Creek Recreational Vehicles, Item SPV.0105.201
10.16	Strip Drains, SPV.0090.012
10.19	Install Geotextile Fabric Type ES, Item SPV.0180.014
13.1	Wall Wire Faced Mechanically Stabilized Earth LRFD/QMP Pilot, Item SPV.0165.850
13.2	Prestressed Precast Concrete Wall Panel, Item SPV.0165.851
15.3	Concrete Curb & Gutter 32-Inch Type A Full Depth, Item SPV.0090.003; Concrete Curb & Gutter 56-Inch Type A Full Depth, Item SPV.0090.005; Concrete Curb and Gutter 6-Inch Sloped 36-Inch Type A Full Depth, Item SPV.0090.008; 6-Inch Sloped 60-Inch Type A Full Depth, Item SPV.0090.009

Added Special Provisions	
Article No.	Description
10.16	Pre-bored Strip Drains, SPV.0090.013
11.16	Notice to Contractor, Tie Bars

Deleted Special Provisions	
Article No.	Description
1.9	Pay Plan Quantity
15.4	Concrete Barrier Type S56 (36-Inch Wide Base), Item SPV.0090.014; Concrete Barrier Type S56A (36-Inch Wide Base), Item SPV.0090.015
17.1	General Requirements for Electrical Work
17.2	Concrete Base Median Barrier Type 1 - State Furnished Junction Box, Item SPV.0060.372; Concrete Base Median Barrier Type 2, Item SPV.0060.355
17.3	Anchor Bolt Cover Shroud, Item SPV.0060.373

### Schedule of Items

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0245	Removing Storm Sewer (size) 004. 24-inch	LF	326	376	376
205.0100	Excavation Common	CY	127,053	131,847	131,847
455.0105	Asphaltic Material PG58-28	Ton	1,131	347	347
455.0605	Tack Coat	Gal	912	1,557	1,557
460.2000	Incentive Density HMA Pavement	Dol	16,400	4,040	4,040
465.0125	Asphaltic Surface Temporary	Ton	19	14,272	14,272
603.8000	Concrete Barrier Temporary Precast Delivered	LF	55,200	57,525	57,525
603.8125	Concrete Barrier Temporary Precast Installed	LF	85,188	87,563	87,563
614.0805	Crash Cushions Permanent Low Maintenance	EA	4	2	2
642.5401	Field Office Type D	EA	1	2	2
SPV.0035.002	Roadway Embankment	CY	229,296	230,660	230,660
SPV.0090.012	Strip Drains	LF	134,096	107,277	107,277
SPV.0090.202	Concrete Barrier Temporary Precast Left in Place	LF	30,975	33,175	33,175

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0280	Sealing Pipes	EA	0	2	2
204.0291.S	Abandoning Sewer	CY	0	4	4
460.4000	HMA Cold Weather Paving	Ton	0	156	156
SPV.0090.013	Pre-Bored Strip Drains	LF	0	26,819	26,819

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.1110	HMA Pavement Type E-10	Ton	14,058	0	0
652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	2,805	0	0
SPV.0060.373	373. Anchor Bolt Cover Shroud	EA	9	0	0
SPV.0060.355	355. Concrete Base Median Barrier Type 2	EA	1	0	0
SPV.0060.372	372. Concrete Base Median Barrier Type 1 - State Furnished Junction Box	EA	8	0	0
SPV.0090.14	Concrete Barrier Type S56 (36-Inch Wide Base)	LF	1,350	0	0
SPV.0090.15	Concrete Barrier Type S56A (36-Inch Wide Base)	LF	515	0	0

**Plan Sheets**

<b>Revised Plan Sheets</b>	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
21	Construction Details – Revised Notes
35	Construction Details – Revised Notes
52	Construction Details – Detail Added
115	Plan Details – Revised Notes
116	Plan Details – Revised Notes
279	Traffic Control Staging Sequence and Notes – Revised Notes
294	Traffic Control Details – Revised Notes
305	Traffic Control Typical Section – Stage 1 – Revised Notes
306	Traffic Control Typical Section – Stage 1 – Revised Notes
314	Construction Staging – Stage 1 – Revised Notes
315	Construction Staging – Stage 1 – Revised Notes
345	Traffic Control Typical Section – Stage 2 – Revised Notes
346	Traffic Control Typical Section – Stage 2 – Revised Notes
347	Traffic Control Typical Section – Stage 2 – Revised Notes
348	Traffic Control Typical Section – Stage 2 – Revised Notes
349	Traffic Control Typical Section – Stage 2 – Revised Notes
398	Traffic Control Typical Section – Stage 3 – Revised Notes
399	Traffic Control Typical Section – Stage 3 – Revised Notes
400	Traffic Control Typical Section – Stage 3 – Revised Notes & Added Concrete Barrier Temporary Precast to typical section
401	Traffic Control Typical Section – Stage 3 – Revised Notes
402	Traffic Control Typical Section – Stage 3 – Revised Notes
416	Construction Staging – Stage 3 – Added Concrete Barrier Temporary Precast
417	Construction Staging – Stage 3 – Added Concrete Barrier Temporary Precast
418	Construction Staging – Stage 3 – Offset for Concrete Barrier Temporary Precast changed
465	Miscellaneous Quantities – Revised Quantity for Removing Storm Sewer 24-inch. Added Items for Pipe Seals and Abandoning Sewer
466	Miscellaneous Quantities – Revised Quantities for Excavation Common & Roadway Embankment. Revised TWA Alignment Earthwork
469	Miscellaneous Quantities – Revised Quantities for Asphaltic Material PG 58-28 & Tack Coat. Added HMA Cold Weather and Asphaltic Surface Temporary. Removed HMA E-10
473	Miscellaneous Quantities – Removed Concrete Barrier S56 & S56A 36-Inch Wide Base
475	Miscellaneous Quantities – Revised Quantities for Concrete Barrier Temporary Precast Delivered, Installed, and Left in Place
486	Miscellaneous Quantities – Revised Quantity for Crash Cushion Permanent Low Maintenance
514	Miscellaneous Quantities – Revised Quantity for Strip Drains. Added Item for Pre-Bored Strip Drains
949	Computer Earthwork Data – Removed Quantity Totals

<b>Added Plan Sheets</b>	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
315A	Construction Staging – Stage 1 – Added additional substage for beginning of Stage 1
680A	Temporary Signs – Additional Fixed Message Sign Detail
949A	Computer Earthwork Data – Added Additional Earthwork for TWA
949B	Computer Earthwork Data – Added Additional Earthwork for TWA

Deleted Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was deleted)
226 to 250	Removed Lighting Plan

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. 1**

**1133-10-71**

**December 23, 2014**

**Special Provisions**

**1.4 Field Facilities.**

*Replace the second paragraph to the following:*

Provide two field facilities within the limits of this project in accordance to the field office bid item provided in the contract.

**1.9 DELETED.**

**2.1 Prosecution and Progress.**

*Add the following paragraph:*

The department will not grant time extensions to the interim or final completion dates specified above for the following:

1. Severe weather as specified in subsection 108.10.2.2 of the standard specifications.
2. Labor disputes that are not industry wide.
3. Delays in material deliveries.

**6.3 Notice to Contractor - Abatement of Asbestos Containing Material Structure B-05-0064, B-05-0065, B-05-0067, B-05-0133.**

*Replace "Contact: Paul Vraney and Phone: (920) 492-2232" with the following:*

Contact: Todd Sanders and Phone: (414) 897-3867

**6.4 Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.**

*Replace "Paul Vraney at (920) 492-2232" with the following:*

Todd Sanders at (414) 897-3867

**6.9 Notice to Contractor – Layout Information for Permitted Impact to Wetlands.**

*Replace last sentence with the following:*

Contact Todd Sanders, phone (414) 897-3867.

**7.5 Holiday and Other Work Restrictions.**

*Add the following restriction:*

Kenny Chesney Concert at Lambeau Field, June 20, 2015 from 5 hours prior to the event until 5 hours after the event.

**7.22 Maintaining Traffic Control for Duck Creek Recreational Vehicles, Item SPV.0105.201.**

*Under section C Construction replace the entire third paragraph with the following:*

Adhere to conditions in the Waterway Marker Permit, granted by the Wisconsin Department of Natural Resources on March 12, 2013, and renewed August 11, 2014, to postpone the expiration date from September 30, 2015 to November 30, 2016. A copy of the buoy permit is available from the regional office by contacting Todd Sanders at (414) 897-3867.

**10.16 Strip Drains, Item SPV.0090.012.**

*Replace the entire article with the following:*

**10.16 Strip Drains, Item SPV.0090.012; Pre-bored Strip Drains, Item SPV.0090.013.**

**A Description**

This special provision describes furnishing and installing prefabricated strip drains after topsoil has been removed and ground has been graded for positive drainage. Perform all work according to the plans and as provided herein.

**B Materials**

The strip drains shall be prefabricated and consist of a plastic or polyethylene core wrapped in a filter geotextile fabric. They shall be ALIDRAIN, AMER-DRAIN Type 407, MEBRA-DRAIN or an approved equal. The core shall be fabricated with suitable drainage channels.

Every component of the strip drains shall be insect, rodent, mildew, and rot resistant.

Furnish the strip drains in a wrapping which will protect them from abrasion due to shipping and hauling. The strip drains are to be kept dry until installed.

Clearly mark the strip drain rolls showing the type of vertical drain.

Furnish the engineer for approval manufacturer's certifications and strip drain samples a minimum of 14 days prior to delivery of the strip drains to the site. Only one type of strip drain, i.e. strip drain made by the same manufacturer and of the same dimensions and in-plane flow rate, is to be used for the entire project. The delivered strip drains shall bear markings to clearly identify it with the manufacturer's certifications previously furnished to the engineer.

**C Construction**

Install strip drains with approved equipment of a type which will cause a minimum disturbance of the subsoil during the installation operation. Install the strip drain using a mandrel or sleeve which completely encloses the strip drain, thereby protecting it from tears, cuts, and abrasions during installation. The mandrel or sleeve shall be of minimal cross-sectional area.

Submit details of the sequence and method of strip drain installation to the engineer by the contractor a minimum of 14 days prior to the installation of the vertical drains for the project engineer's approval. Approval by the engineer will not relieve the contractor of his responsibility to install the strip drains in accordance with these specifications.

Prior to the installation of strip drains within the designated areas, demonstrate that his equipment, installation method, and materials produce a satisfactory installation in accordance with these specifications. For this purpose the contractor shall be required to install trial strip drains at locations designated by the project engineer. Payment will be at the unit price per linear foot for the strip drains. Payments will not be made for installing unsatisfactory trial strip drains.

Approval by the engineer of the method and equipment used to install the trial drains shall not constitute acceptance of the method for the remainder of the project. If at any time the engineer

considers that the method of installation does not produce a satisfactory drain, the contractor shall alter his method or equipment as necessary to comply with these specifications.

Strip drains shall be located, numbered, and staked out by the contractor. Do not vary the locations of drains by more than 6 inches from the locations indicated in the plan documents or as directed by the engineer.

Force vertically the mandrel with the strip drain inside into the ground to the depth shown on the contract documents. Retract the mandrel leaving the strip drain in place to function as a vertical drain. Cut the strip drain neatly at its upper end with a 12 inch length of drain material extending above the drainage blanket.

Re-level the surface of the granular sub-base course disturbed by strip drain installation equipment. Regrading will not be allowed. Repair any excessive rutting or deformations in the drainage blanket as directed by the engineer at no additional cost to the department.

Splices or connections in the strip drain material will not be allowed.

Carefully check the equipment for plumbness prior to advancing each strip drain and must not deviate more than 1 (one) inch per foot from the vertical.

When obstructions are encountered below the working surface which in the opinion of the engineer cannot be penetrated using normal and accepted procedures, complete the drain from the elevation of the obstruction to the working surface. At the direction of the engineer, install a new drain within 18 inches from the obstructed drain. Pay contractor for all obstructed drains at the contract unit price unless the drain is improperly installed.

Observe precautions necessary for protection of instrumentation devices. After instrumentation devices have been installed, replace at his cost any equipment that is damaged or become unreliable due to his construction operations.

Strip drains that are out of their proper location by more than 6 inches, strip drains that are damaged during construction or strip drains that are improperly installed shall be rejected by the project engineer and no compensation will be allowed for any materials furnished or for any work performed on such drains.

Supply the project engineer with a suitable means of making a linear determination of the quantity of strip drain material used at each strip drain location. During installation of the strip drain, provide suitable means of determining the depth of the strip drain.

#### **D Measurement**

The department will measure Strip Drains and Pre-bored Strip Drains by the linear foot for the full length of strip drain installed, complete and in place. The contractor will not be paid for any more than an 18 inch length of strip drain extending above the drainage blanket.

#### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.012	Strip Drains	LF
SPV.0090.013	Pre-bored Strip Drains	LF

Payment is full compensation for the cost of furnishing the strip drain material, pre-drilling, installation, altering of the equipment and methods of installation in order to produce the required end result in accordance to the plans and specifications. No payment will be made for unacceptable

strip drains or for any delays or expense incurred through changes necessitated by improper or unacceptable material or equipment

**10.19 Install Geotextile Fabric Type ES, Item SPV.0180.014.**

*Under section C Construction replace the entire article to the following:*

In accordance to the plans and standard spec 645.3 and as hereinafter provided:

Obtain and transport materials from the WisDOT project field office, 1940 West Mason Street, Green Bay, WI 54303. Contact Eric Gwidt at (920) 492-7373 a minimum of 7 days prior to arrival. Inspect the condition of all materials prior to loading or transporting. Accept all liability for the original condition of all furnished materials upon transporting to the project site.

Follow all manufacturer installation guidelines for transport and installation of geotextile fabric.

Fabric Manufacturer: Huesker - <http://www.huesker.com>  
Material Type: Comtrac 1000.100

**11.16 Notice to Contractor, Tie Bars.**

Install all tie bars in concrete pavement to be used for future abutting concrete pavement by others under Project 1133-10-77. Protect tie bars from damage. Cost for tie bars and the protection of them is considered incidental to the items of concrete pavement.

**13.1 Wall Wire Faced Mechanically Stabilized Earth LRFD/QMP Pilot, Item SPV.0165.850.**

*Replace the entire article with the following:*

**A Description**

This special provision describes designing, furnishing materials and erecting a permanent earth retention system in accordance to the lines, dimension, elevations and details as shown on the plans and provided in the contract. The design life of the wall and all wall components shall be 75 years minimum.

This special provision describes the quality management program (QMP) for MSE walls. A quality management program is defined as all activities, including process control, inspection, sampling and testing, and necessary adjustments in the process that are related to the construction of the MSE wall, which meets all the requirements of this provision.

This special provision describes contractor quality control (QC) sampling and testing for backfill density testing, documenting those results, and documenting related production and placement process changes. This special provision also describes department quality verification (QV), independent assurance (IA), and dispute resolution.

Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures. The contractor may obtain the CMM from the department's web site at:

<http://roadwaystandards.dot.wi.gov/standards/cmm/index.htm>

**B Materials**

**B.1 Proprietary Wire Faced Mechanically Stabilized Earth Wall Systems**

The supplied wall system must be from the department's approved list of Wire Faced Mechanically Stabilized Earth Wall systems (Wire Faced MSE Walls).



Proprietary wall systems may be used for this work, but must conform to the requirements of this specification and be pre-approved for use by the department's Bureau of Structures, Structures Design Section. The department maintains a list of pre-approved Wire Faced Mechanically Stabilized Earth (Wire Faced MSE) Wall systems. The name of the pre-approved proprietary wall system selected shall be furnished to the engineer within 25 days after the award of contract.

To receive pre-approval, the retaining wall system must comply with all pertinent requirements of this provision. Applications for pre-approval may be submitted at any time. Applications must be prepared in accordance to the requirements of Chapter 14 of the department's current LRFD Bridge Manual. Information and assistance with the pre-approval process can be obtained by contacting the Structures Design Section in Room 601 of the Hill Farms State Transportation Building in Madison or by calling (608) 266-8494.

## **B.2 Design Requirements**

It is the responsibility of the contractor to supply a design and supporting documentation as required by this special provision for review by the department to show the proposed wall design is in compliance with the design specifications. Four copies of the following shall be submitted to the engineer for review and acceptance no later than 60 days from the date of notification to proceed with the project.

The plans and shop drawings shall be prepared on reproducible sheets 11 inch x 17 inch, including borders. Each sheet shall have a title block in the lower right corner. The title block shall include the project identification number and structure number. Design calculations and notes shall be on 8 ½ inch x 11 inch sheets, and shall contain the project identification number, name or designation of the wall, date of preparation, initials of designer and checker, and page number at the top of the page. All plans, shop drawings, and calculations shall be signed, sealed and dated by a professional engineer licensed in the State of Wisconsin.

The design of the Wire Faced MSE Walls shall be in compliance with the *AASHTO LRFD Bridge Design Specifications 5<sup>th</sup> Edition 2010*, (AASHTO LRFD) with latest interim specifications for Mechanically Stabilized Earth Walls, WisDOT's current *Standard Specifications for Highway and Structure Construction* (Standard Specifications), Chapter 14 of the WisDOT LRFD Bridge Manual and standard engineering design procedures as determined by the Department. Loads, load combinations, load and resistance factors shall be as specified in AASHTO LRFD Section 11. The associated resistance factors shall be defined in accordance with Table 11.5.6-1 LRFD.

Design and construct the walls in accordance to the lines, grades, heights and dimensions shown on the plans, as herein specified, and as directed by the engineer. If the wall is installed in front of a bridge abutment or wing, it shall also be designed to resist the applied abutment/bridge lateral forces specified on the contract plans.

Walls parallel to supporting highway traffic shall be designed for the effects of highway surcharge loading equivalent of 2 feet soil surcharge weight or 240 psf. The design shall also consider the traffic barrier impact where applicable. Walls that do not carry highway traffic shall be designed for a live load surcharge of 100 psf in accordance with Chapter 14 of the WisDOT LRFD Bridge Manual or as stated on the plans.

A maximum value of the angle of internal friction of the wall backfill material used for design shall be assumed to be 30 degrees without a certified report of tests. If a certified report of tests yields an angle of internal friction greater than 30 degrees, the larger test value may be used for design, up to a maximum value of 36 degrees.

An external stability check at critical wall stations showing Capacity Demand Ratios (CDR) for sliding, eccentricity, and bearing checks is performed by the department and are provided in the wall plans.

The design of the Wire Faced MSE Walls by the Contractor shall consider the internal and compound stability of the wall mass in accordance with AASHTO LRFD 11.10.6. The internal stability shall include soil reinforcement pullout, soil reinforcement rupture, and panel-reinforcement connection failure at each soil reinforcement level. The design shall be performed using the Simplified Method or Coherent Gravity Method. Calculations for factored stresses and resistances shall be based upon assumed conditions at the end of the design life. Compound stability shall be computed for the applicable strength limits.

The minimum embedment of the Wire Faced MSE wall shall be 1 foot 6 inches, or as given on the contract plan. Frost depth shall not be considered. Additional embedment may be detailed by the contractor, but will not be measured for payment. The wall facings shall be designed in accordance with AASHTO 11.10.2.3. A fine metallic screen and a geotextile filter fabric shall be used at the front face of the wall to retain the fines of the soil mass.

The nominal long term design strength to be used in steel reinforcement and connector design shall consider the corrosion losses and based upon conditions at the end of the design life. The minimum length of soil reinforcement measured from the back face of the wall shall be equal to 0.7 of the wall height or as shown on the plan. In no case shall this length be less than 8 feet. The soil reinforcement shall be the same length from the bottom to the top of each wall section. All soil reinforcement layers shall be connected to facings. The soil reinforcement shall extend 3 feet beyond the theoretical failure plane in all cases. The maximum vertical spacing of soil reinforcement layers shall be 24 inches. The uppermost layer of the reinforcement shall be located between 6" and 12" below the bottom of an overlying slab, footing or top of the wall. The upper layers of the soil reinforcement shall also be checked to verify that they have sufficient tensile resistance against traffic barrier impact where applicable.

Soil reinforcement shall be fabricated or designed to avoid piling, drainage structures or other obstacles in the fill without field modifications. Cutting or altering of the basic structural section of either the strip or grid at the site is prohibited unless approved by the Structures Design Section. A minimum clearance of 3" shall be maintained between any obstruction and reinforcement unless otherwise approved by the Structures Design Section. Splicing steel reinforcement is not allowed unless approved by the Structures Design Section.

Submit the following to the engineer for review: complete design calculations, explanatory notes, supporting materials, specifications, and detailed plans and shop drawings for the proposed wall system. Sample analyses and hand output shall be submitted to verify the output by the software. The design calculations and notes shall clearly indicate the Capacity to Demand Ratios (CDR) for all internal stabilities as defined in AASHTO LRFD.

The wall submittal package shall be submitted electronically to the project engineer and the Structures Design Section. Submit all required information no later than 30 days prior to beginning construction of the wall. The detailed plans and shop drawings shall include all details, dimensions, quantities and cross-sections necessary to construct the walls.

### **B.3 Wall System Components**

Materials furnished for wall system components under this contract shall conform to the requirements of this specification. All certifications related to material and components of the wall systems specified in this subsection shall be submitted to the engineer.

#### **B.3.1 Steel Components**

All steel components (except the metallic screen) of permanent Wire-Faced MSE walls shall be galvanized in accordance to ASTM A-123. Provide steel reinforcement that meets the following requirements:

- Welded Wire Fabric Soil Reinforcement

Provide shop fabricated welded wire reinforcement from cold drawn steel wire that has a yield stress of 65,000 psi and conforming to the minimum requirements of ASTM A-82 and be welded into the finished configuration in accordance to ASTM A-185. A minimum galvanization coating of 2 oz/ft<sup>2</sup> or 3.4 mils thickness is required. Replace welded wire fabric that has been damaged during handling, placing or backfilling at the direction of the engineer, at no expense to the department.

- **Steel Reinforcing Strips and Tie Strips**

As an alternate to welded wire reinforcing mesh, provide steel reinforcing strips or ladder reinforcing strips or equal, hot-rolled from bars, to the required shape and dimensions meeting the requirements of ASTM A-572 Grade 65 minimum and galvanized to a minimum thickness of 3.4 mils. Tie strips shall be shop fabricated of hot-rolled steel meeting the requirements of ASTM A-1011 Grade 50.

- **Welded Wire Fabric Facing Panels**

Provide welded wire fabric that is used to fabricate the facings of the wire-faced wall that has a yield stress of 65,000 psi. All steel shall be shop fabricated of cold drawn steel wire conforming to the minimum requirements of ASTM A-82 and be welded into the finished configuration in accordance to ASTM A-185. Replace welded wire fabric that has been damaged during handling, placing or backfilling at the direction of the engineer, at no expense to the department.

- **Fasteners**

Galvanized high strength bolts meeting the requirements of AASHTO M164 or equivalent.

- **Connector Pins and Mat Bars**

Connector pins and mat bars fabricated from cold drawn steel wire meeting the requirements of ASTM A-82 and galvanized to according to ASTM 123 to a minimum thickness of 3.4 mils.

- **Metallic Screen**

Provide a stainless steel or galvanized steel metallic screen per ASTM A740. The metallic screen should have an approximate opening of ¼” and be made of 0.025” (minimum) gauge wire.

**B.3.2 Geotextile Filter Fabric**

Geotextile filter fabric shall be used behind the metallic screen. Use geotextile as recommended by the wall manufacturer. If none is recommended, use Type DF (schedule B) as shown in Section 645 of the WisDOT Standard Specifications or as specified on the contract plans. Deliver geotextile fabric in a protective wrap and keep it protected from ultraviolet light until it is incorporated into the work.

**B.3.3 Backfill**

Furnish and place backfill for Wire- Faced MSE wall as shown on the plans and as herein provided.

Provide and use material that consists of natural sand or a mixture of sand with gravel, crushed gravel or crushed stone. It shall not contain foundry sand, bottom ash, blast furnace slag, crushed/recycled concrete, crushed/milled asphaltic concrete or other potentially corrosive material.

Provide material that conforms to the following gradation requirements as per AASHTO T27.

<b>Sieve Size</b>	<b>% by Weight Passing</b>
1 inch	100
No. 40	0-60
No. 200	0-15

The material shall have a liquid limit not greater than 25, as per AASHTO T89, and a plasticity index not greater than 6, as per AASHTO T90. Provide the percent by weight, passing the #4 sieve.

In addition, backfill material shall meet the following requirements.

Test	Method	Value
pH	AASHTO T-289	5 – 10.0
Sulfate content	AASHTO T-290	200 ppm max.
Chloride content	AASHTO T-291	100 ppm max.
Electrical Resistivity	AASHTO T-288	3000 ohm/cm min.
Organic Content	AASHTO T-267	1.0% max.
Angle of Internal Friction	AASHTO T-236*	30 degrees min. (At 95.0% of maximum density and optimum moisture, per AASHTO T99, or as modified by C.1)

\*If the amount of P-4 material is greater than 60%, use AASHTO 236 with a standard-size shear box. Test results of this method may allow the use of larger angles of internal friction, up to the maximum allowed by this specification.

If the amount of P-4 material is less than or equal to 60%, two options are available to determine the angle of internal friction. The first method is to perform a fractured faces count, per ASTM 5821, on the R-4 material. If more than 90% of the material is fractured on one face and more than 50% is fractured on two faces, the material meets the specifications and the angle of internal friction can be assumed to be 30 degrees. The second method allows testing all P-1" material, as per AASHTO T-236, with a large shear box. Test results of this second method may allow the use of larger angles of internal friction, up to the maximum allowed by this specification.

Prior to placement of the backfill, obtain and furnish to the engineer a certified report of test results that the backfill material complies with the requirements of this specification. Specify the method used to determine the angle of internal friction. This certified report of test shall be less than 6 months old. Tests will be performed by a certified independent laboratory. In addition, when backfill characteristics and/or sources change, provide a certified report of tests for the new backfill material. Additional certified report of tests (except Angle of Internal Friction test), are also required. These additional backfill tests may be completed at the time of material production or material placement, with concurrence of the engineer. If this additional testing is completed at the time of material production, complete testing for every 2,000 cubic yards of backfill or portion thereof. If this additional testing is completed at the time of material placement, complete testing for every 2,000 cubic yards of backfill, or portion thereof, used per wall. All certified report of these test results shall be less than 6 months old and performed by a certified independent laboratory.

## **C Construction**

### **C.1 Methods**

All excavation and preparation of the foundation for the Wire-Faced Mechanically Stabilized Earth wall shall be in accordance to section 206 of the standard specifications. The volume of excavation covered is limited to the width of the reinforced mass and to the depth of the bottom of the wall unless shown or noted otherwise on the plan. At the end of each working day, provide good temporary drainage such that the backfill shall not become contaminated with run-off soil or water if it is should rain. Do not stockpile or store any materials or large equipment within 10 feet of the back of the wall.

Stagger vertical joints in the welded wire facing.

Compact all backfill behind the wall as specified in 207.3.6 of the standard specifications. Compact the backfill to 95.0% of maximum dry density as determined by AASHTO T-99 (modified to compute densities to the nearest 0.1 pcf) or as modified as follows. If the gradation of the granular backfill is such that the P-200 material is less than 7% and the P-40 is less than 30%, a one-point Proctor test can be conducted in place of the 5-point Proctor. To complete this one-point test compact the sample at a moisture content of 6% then compute the actual (as-tested) sample moisture after

completion of the test. Use Method B or D, and perform this test without removing oversize particles and without correction for coarse particles, as per AASHTO T224. The one-point as-tested moisture content represents the optimum moisture, and the measured one-point density represents the maximum wet density of the material. From these values, the maximum dry density can be computed.

Insure adequate moisture is present in the backfill during placement and compaction to prevent segregation and to help achieve compaction.

Compaction of backfill within 3 feet of the back face of the wall should be accomplished using lightweight compaction devices. Use of heavy compaction equipment or vehicles should be avoided within 3 feet of the wall face.

Erect welded wire facing and other associated elements according to the wall manufacturer's construction guide. Place and compact the MSE backfill to the level of the next higher layer of MSE reinforcement before placing the MSE reinforcement or connecting it to the wall facing. Place remaining courses in vertical or battered positions as shown on the contract plans.

The MSE reinforcement shall lay horizontally on top of the most recently placed and compacted layer of MSE backfill. Bending of MSE reinforcement that result in a kink in the reinforcement shall not be allowed. If skewing of the reinforcement is required due to obstruction in the reinforced fill, the maximum skew angle shall not exceed 15 degrees from the normal position unless a greater skew angle is shown on the wall shop drawings. The adequacy of the skewed reinforcement in such a case shall be addressed by supporting calculations.

When the wall is considered temporary (but will have any geotextile material exposed to ultraviolet light for four (4) months or more), or the installation of a permanent wall facing will not occur for four (4) months or more after placement of any geotextile material, cover the exposed geotextile material in the wall as quickly as practical, to prevent damage caused by exposure to ultraviolet light.

## **C.2 Tolerances**

The overall vertical tolerance of the wall and the horizontal alignment tolerance shall not exceed 2 inches per 10 feet for permanent installations.

Where a cast-in-place facing or a precast concrete panel facing is installed, the overall vertical tolerance shall not exceed  $\pm 1$  inch or as shown on the contract plans.

For battered wire facing, the final deviation from the design batter shall be within  $\pm 3/4$  inch for each 10 feet of battered wall height.

The offset limit between consecutive rows of facing shall not exceed one inch.

## **C.3 Quality Management Program**

### **C.3.1 Quality Control Plan**

Submit a comprehensive written quality control plan to the engineer at or before the pre-construction meeting. Do not perform MSE wall construction work before the engineer reviews and accepts the plan. Construct the project as the plan provides.

Do not change the quality control plan without the engineer's review and acceptance. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Insure that the plan provides the following elements:

1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.

2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
3. A list of source locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
4. Descriptions of stockpiling and hauling methods.
5. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
6. Location of the QC laboratory, retained sample storage, and other documentation.
7. A summary of the locations and calculated quantities to be tested under this provision.

### **C.3.2 Quality Control Personnel**

Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians. Have a HTCP Grading Technician I (GRADINGTEC-I); or Assistant Certified Technician, Grading (ACT-GRADING); or Aggregate Technician I (AGGTEC-I); or Assistant Certified Technician, Aggregate (ACT-AGG) present at the each grading site during all wall backfill placement, compaction, and nuclear testing activities. Have a HTCP Nuclear Density Technician I (NUCDENSITYTEC-I) or Assistant Certified Technician, Nucdensity (ACT-NUC) perform field density and field moisture content testing.

If an Assistant Certified Technician (ACT) is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician insure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

### **C.3.3 Equipment**

Furnish the necessary equipment and supplies for performing quality control testing. Insure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.

Furnish nuclear gauges from the department's approved product list at <http://www.atwoodsyste.ms.com/materials>.

Insure that the gauge manufacturer or an approved calibration service calibrates the gauge the same calendar year it is used on the project. Retain a copy of the calibration certificate with the gauge.

Conform to ASTM D 6938 and CMM 8.15 for density testing and gauge monitoring methods. Perform nuclear gauge measurements using gamma radiation in the backscatter or direct transmission position. Perform each test for 4 minutes of nuclear gauge count time.

Split each Proctor sample and identify so as to provide comparison with the department's test results. Unless the engineer directs otherwise, retain the QC split samples for 14 calendar days and promptly deliver the department's split samples to the department

### **C.3.4 Quality Control (QC) Testing**

Perform compaction testing on the backfill. Conform to CMM 8.15 for testing and gauge monitoring methods. Conduct testing at a minimum frequency of 1 test per 150 cubic yards of backfill, or major portion thereof. A minimum of one test for every lift is required. Deliver documentation of all compaction testing results to the engineer at the time of testing.

Perform 1 gradation test every 750 cubic yards of fill and one 5-point Proctor test (or as modified in C.1) every 2,250 cubic yards of fill. Provide the region split samples of both within 72 hours of sampling, at the region laboratory. Test sites shall be selected using ASTM Method D3665. Provide Proctor test results to the engineer within 48 hours of sampling. Provide gradation test results to the

engineer within 24 hours of sampling. Generate random numbers for the gradation tests using the standard method defined in the HTCP manuals. For every three (3) gradation samples, or portion thereof, a 5-point proctor sample will need to be taken. For determining the 5-point proctor sample, generate a random number. If the random number is:

- 0.000 – 0.333: take proctor sample with the first gradation sample
- 0.334 – 0.666: take proctor sample with the second gradation sample
- 0.667 – 1.000: take proctor sample with the third gradation sample

Example:

Gradation Sample	Gradation Random CY (calculated)
0 - 750 CY	117 CY
751 – 1500 CY	1201 CY
1501 – 2250 CY	2045 CY

Proctor Sample	Random Number	Take Proctor Sample at:
0 – 2250 CY	0.63	1201 CY (751 – 1500 CY gradation sample)

Contractor will supply random numbers for all samples in the initial QMP and in the final QMP submittals.

### C.3.5 Department Testing

#### C.3.5.1 General

(1) The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project, and provide test results to the contractor within 2 business days after the department obtains the sample.

#### C.3.5.2 Quality Verification (QV) Testing

(1) The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in C.3.2 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.

(2) The department will conduct QV tests at the minimum frequency of 30% of the required contractor density, Proctor and gradation tests.

(3) The department will locate density tests and gradation samples randomly, at locations independent of the contractor's QC work. The department will split each Proctor and gradation QV sample, testing half for QV, and retaining the remaining half for 10 business days.

(4) The department will conduct QV Proctor and gradation tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.

(5) The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to this special provision, the department will take no further action. If density QV test results are nonconforming, the area shall be reworked until the density requirements of this special provision are met. If the gradation test results are nonconforming, section 106.5 of the standard specifications will apply. Differing QC and QV nuclear density values of more than 1.5 pcf will be investigated and resolved. QV density tests will be based on the appropriate QC Proctor test

results, unless the QV and QC Proctor result difference is greater than 3.0 pcf. Differing QC and QV Proctor values of more than 3.0 pcf will be investigated and resolved.

### **C.3.5.3 Independent Assurance (IA)**

(1) Independence assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing, including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:

1. Split sample testing.
2. Proficiency sample testing.
3. Witnessing sampling and testing.
4. Test equipment calibration checks.
5. Reviewing required worksheets and control charts.
6. Requesting that testing personnel perform additional sampling and testing.

(2) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in C.3.5.4.

### **C.3.5.4 Dispute Resolution**

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

(2) Production test results, and results from other process control testing, may be considered when resolving a dispute.

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

## **C.4 Geotechnical Information**

Geotechnical data to be used in the design of the wall is given on the wall plan. After completing wall excavation of the entire reinforced soil zone, notify the department and allow the Regional Soils Engineer two working days to review the foundation.

## **D Measurement**

The department will not measure Wall Wire Faced Mechanically Stabilized Earth LRFD/QMP Pilot. The department will use pay plan quantity according to standard spec 109.1.1.2. Unless the Engineer directs in writing, a change to the limits indicated on the contract plan, wall area constructed above or below these limits will not be measured for payment.

## **E Payment**

The department will pay for plan quantities according to standard spec 109.1.1.2 at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0165.850	Wall Wire Faced Mechanically Stabilized Earth LRFD/QMP Pilot	SF



Payment is full compensation for supplying a design and shop drawings; preparing the site, including all necessary excavation and disposal of materials; supplying all necessary wall components to produce a functional system constructing the retaining system, including drainage system; providing backfill, backfilling, compacting, developing/completing/documenting the quality management program, performing compaction testing; covering the geotextile, and for furnishing all tools, labor, equipment, and incidentals necessary to complete the contract work. Parapets, railings, abutment bodies and other items above the wall cap or coping will be paid for separately. Vehicle barrier and its support will be paid separately.

Any required topsoil, fertilizer, seeding or sodding and mulch will be paid for at the contract unit price of topsoil, fertilizer, seeding or sodding and mulch, respectively.

**13.2 Prestressed Precast Concrete Wall Panel, Item SPV.0165.851.**

*Under section D Measurement replace the section to the following:*

The department will not measure Prestressed Precast Concrete Wall Panel. The department will use pay plan quantity in accordance to subsection 109.1.1.2 of the standard specifications. Any modifications to the contract quantity caused by corrections or revisions of the original contract plan, which have been approved by the engineer, will be measured by the square foot on a vertical plane between a line at the finished grade in front of the panel and a line indicating the top of wall including wall cap or coping as shown on the plans. Unless ordered by the engineer, panel area below or above these lines will not be measured for payment.

*Under section E Payment replace the entire first paragraph to the following:*

The department will pay for plan quantities in accordance to subsection 109.1.1.2 of the standard specifications at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0165.851	Prestressed Precast Concrete Wall Panel	SF

**15.3 Concrete Curb & Gutter 32-Inch Type A Full Depth, Item SPV.0090.003; Concrete Curb & Gutter 56-Inch Type A Full Depth, Item SPV.0090.005; Concrete Curb and Gutter 6-Inch Sloped 36-Inch Type A Full Depth, Item SPV.0090.008; 6-Inch Sloped 60-Inch Type A Full Depth, Item SPV.0090.009.**

*Under section D Measurement replace the section to the following:*

The department will not measure Concrete Curb & Gutter (width) (Type). The department will use pay plan quantity according to standard spec 109.1.1.2.

*Under section E Payment replace the entire first paragraph to the following:*

The department will pay for plan quantities in accordance to subsection 109.1.1.2 of the standard specifications at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.003	Concrete Curb and Gutter 32-Inch Type A Full Depth	LF
SPV.0090.005	Concrete Curb and Gutter 56-Inch Type A Full Depth	LF
SPV.0090.008	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A Full Depth	LF
SPV.0090.009	Concrete Curb & Gutter 6-Inch Sloped 60-Inch Type A Full Depth	LF

**15.4 DELETED.**

**17.1 DELETED.**

**17.2 DELETED.**

**17.3 DELETED.**

**Schedule of Items**

Attached, dated December 23, 2014, are the revised Schedule of Items Pages 1 – 34.

**Plan Sheets**

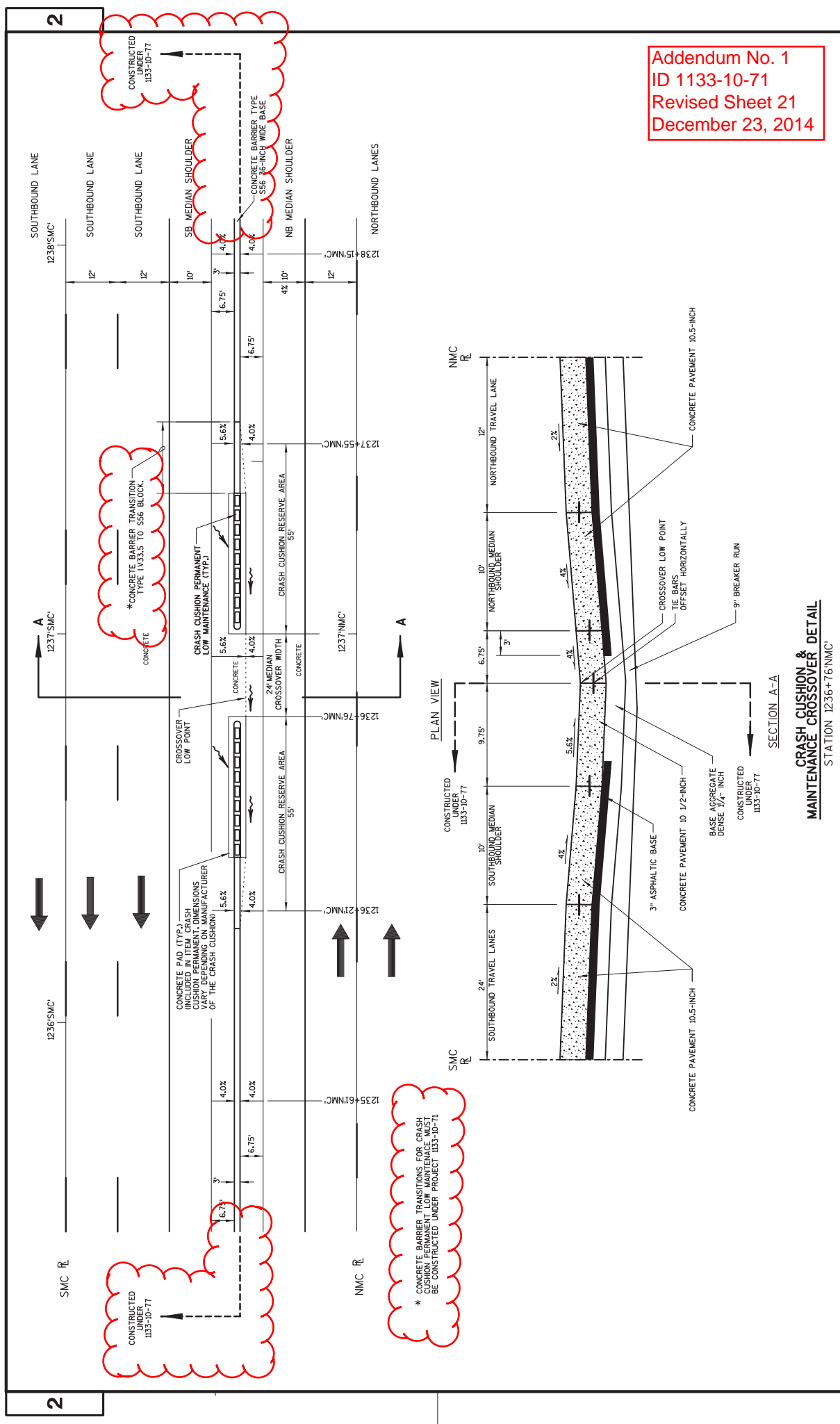
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:

Revised: 21, 35, 52, 115, 116, 279, 294, 305, 306, 314, 315, 345, 346, 347, 348, 349, 398, 399, 400, 401, 402, 416, 417, 418, 465, 466, 469, 473, 475, 486, 514, and 949.

Added: 315A, 680A, 949A, and 949B.

Deleted: 226 – 250.

END OF ADDENDUM



Addendum No. 1  
ID 1133-10-71  
Revised Sheet 21  
December 23, 2014

2

2

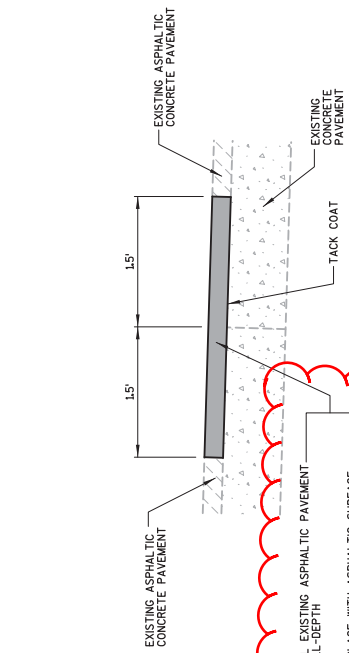
CONSTRUCTED UNDER 1133-10-71

CONSTRUCTED UNDER 1133-10-71

\* CONCRETE BARRIER TRANSITIONS FOR CRASH CUSHION PERMANENT DIMENSIONS SHALL BE CONSTRUCTED UNDER PROJECT 1133-10-71

\* CONCRETE BARRIER TRANSITION TYPE 1133.5 TO 556 BLOCK.

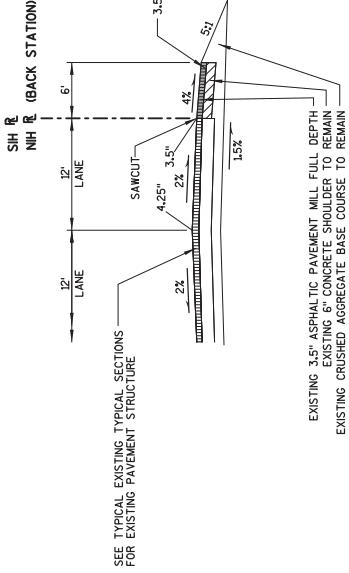
\* CONCRETE BARRIER TRANSITIONS FOR CRASH CUSHION PERMANENT DIMENSIONS SHALL BE CONSTRUCTED UNDER PROJECT 1133-10-71



- \* MILL EXISTING ASPHALTIC PAVEMENT FULL-DEPTH
- \* REPLACE WITH ASPHALTIC SURFACE TEMPORARY

**DETAIL FOR MILL & OVERLAY - 3' EXISTING JOINT OR RUMBLE STRIP**

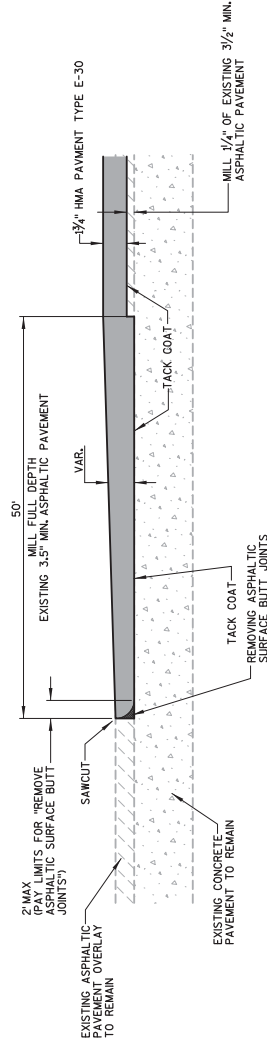
- \* PAID FOR AS "MILL AND PAVE JOINT" OR "MILL AND PAVE RUMBLE STRIP"



- EXISTING 3.5" ASPHALTIC PAVEMENT MILL FULL DEPTH
- EXISTING 6" CONCRETE SHOULDER TO REMAIN
- EXISTING CRUSHED AGGREGATE BASE COURSE TO REMAIN

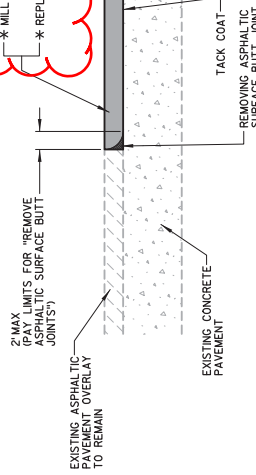
**DETAIL FOR MILLING & OVERLAYING IH 43 MEDIAN SHOULDERS OUTSIDE CONSTRUCTION LIMITS FOR STAGED TRAFFIC**

STA. 1122+00 SH RT TO 1125+00 SH RT  
STA. 1135+50 NIH TO STA. 1141+00 NIH RT (BACK STATION)



**DETAIL FOR IH 43 BUTT JOINTS FOR MILLING ASPHALTIC PAVEMENT AND HMA OVERLAY**

STA. 1125+00 SH  
STA. 1141+00 SH



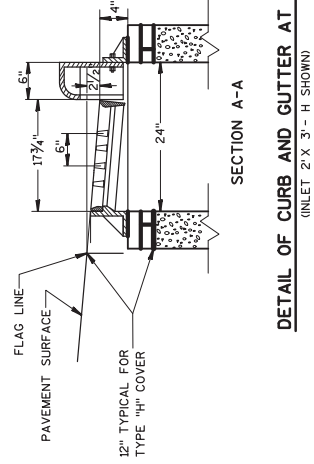
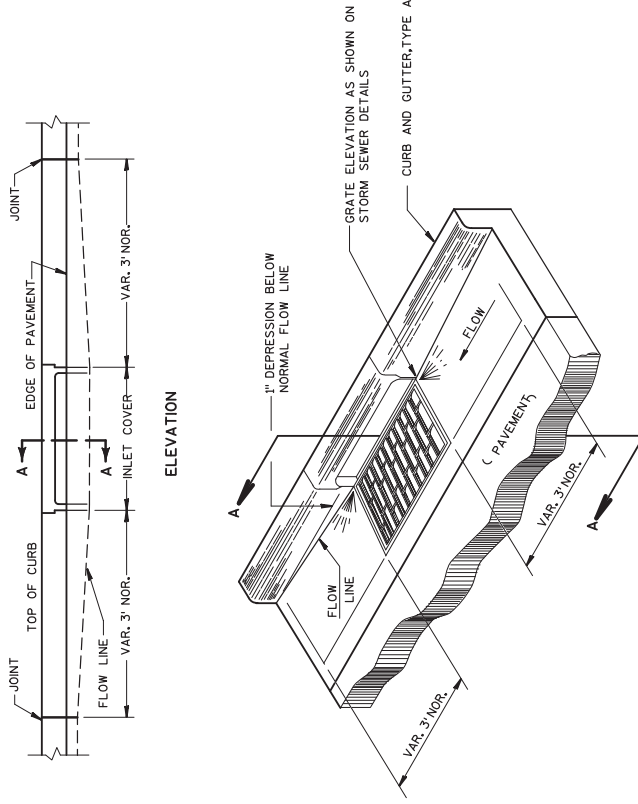
**DETAIL FOR BUTT JOINTS FOR MILL AND OVERLAY OF EXISTING ASPHALTIC PAVEMENT**

STA. 1122+00 SH RT  
STA. 1135+50 NIH LT  
TERMINUS OF MILL AND OVERLAY 3' EXISTING JOINT

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- \* PAID FOR AS "MILL AND PAVE JOINT" OR "MILL AND PAVE RUMBLE STRIP"

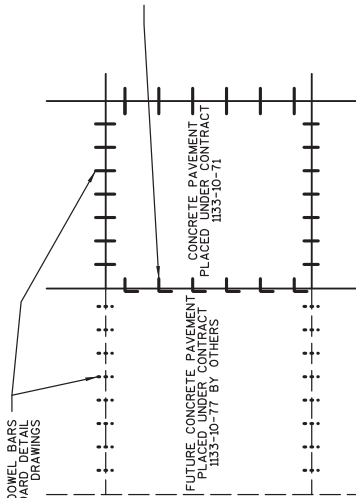
Addendum No. 1  
ID 1133-10-71  
Revised Sheet 52  
December 23, 2014



**DETAIL OF CURB AND GUTTER AT INLETS**  
(INLET 2' X 3' - H SHOWN)

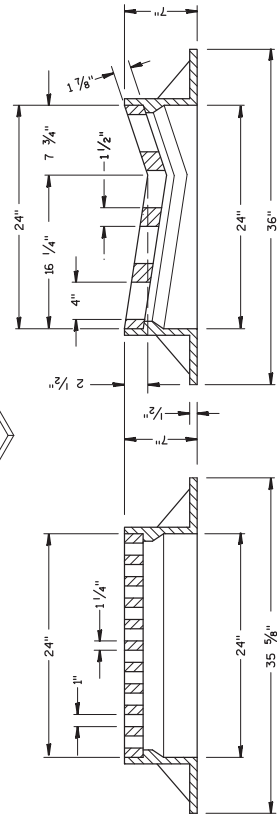
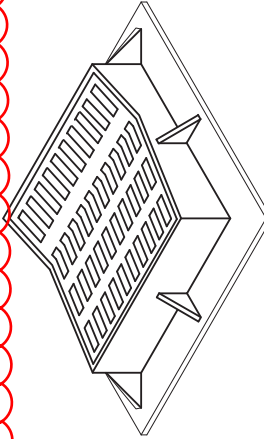
INSTALL DOWEL BARS PER STANDARD DETAIL DRAWINGS

INSTALL TYPICAL PAVEMENT TIES PER SDD UNDER CONTRACT 1133-10-71 PAVEMENT TIES ARE INCIDENTAL TO CONCRETE PAVEMENT ITEMS IN CONTRACT 1133-10-71 CONTRACTOR TO PLACE OF STRAIGHT BARS.



**CONCRETE PAVEMENT TIE BARS ABUTTING FUTURE PAVEMENT**

- 1138+00 - 1172+48 NMC
- 1138+00 - 1162+56 SMC
- 1125+00 - 1171+00 SH
- 1200+00 - 1220+25 IHA
- 1141+00 - 1179+00 NH



**INLET COVER TYPE DW**  
(APPROXIMATE WEIGHT 455#)  
FRAME WEIGHT 285#  
GRATE WEIGHT 170#

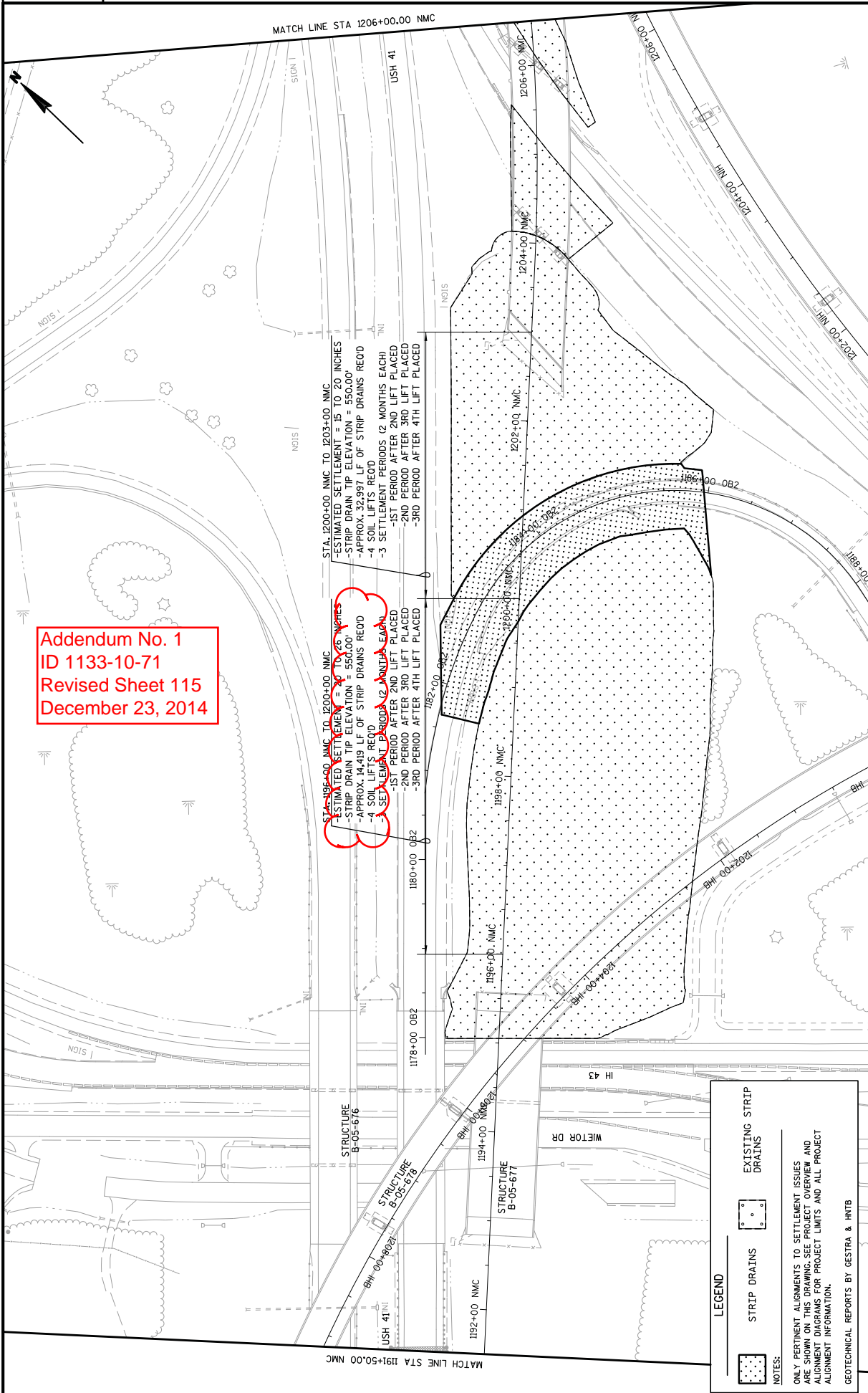
MATCH LINE STA 1206+00.00 NMC

MATCH LINE STA 1191+50.00 NMC

**Addendum No. 1**  
**ID 1133-10-71**  
**Revised Sheet 115**  
**December 23, 2014**

STA. 1196+00 NMC TO 1200+00 NMC  
 -ESTIMATED SETTLEMENT = 20 TO 25 INCHES  
 -STRIP DRAIN TIP ELEVATION = 550.00'  
 -APPROX. 14,419 LF OF STRIP DRAINS REQ'D  
 -4 SOIL LIFTS REQ'D  
 -SETTLEMENT PERIODS (2 MONTHS EACH)  
 -1ST PERIOD AFTER 2ND LIFT PLACED  
 -2ND PERIOD AFTER 3RD LIFT PLACED  
 -3RD PERIOD AFTER 4TH LIFT PLACED

STA. 1200+00 NMC TO 1203+00 NMC  
 -ESTIMATED SETTLEMENT = 15 TO 20 INCHES  
 -STRIP DRAIN TIP ELEVATION = 550.00'  
 -APPROX. 32,997 LF OF STRIP DRAINS REQ'D  
 -4 SOIL LIFTS REQ'D  
 -3 SETTLEMENT PERIODS (2 MONTHS EACH)  
 -1ST PERIOD AFTER 2ND LIFT PLACED  
 -2ND PERIOD AFTER 3RD LIFT PLACED  
 -3RD PERIOD AFTER 4TH LIFT PLACED



**LEGEND**

- STRIP DRAINS
- EXISTING STRIP DRAINS

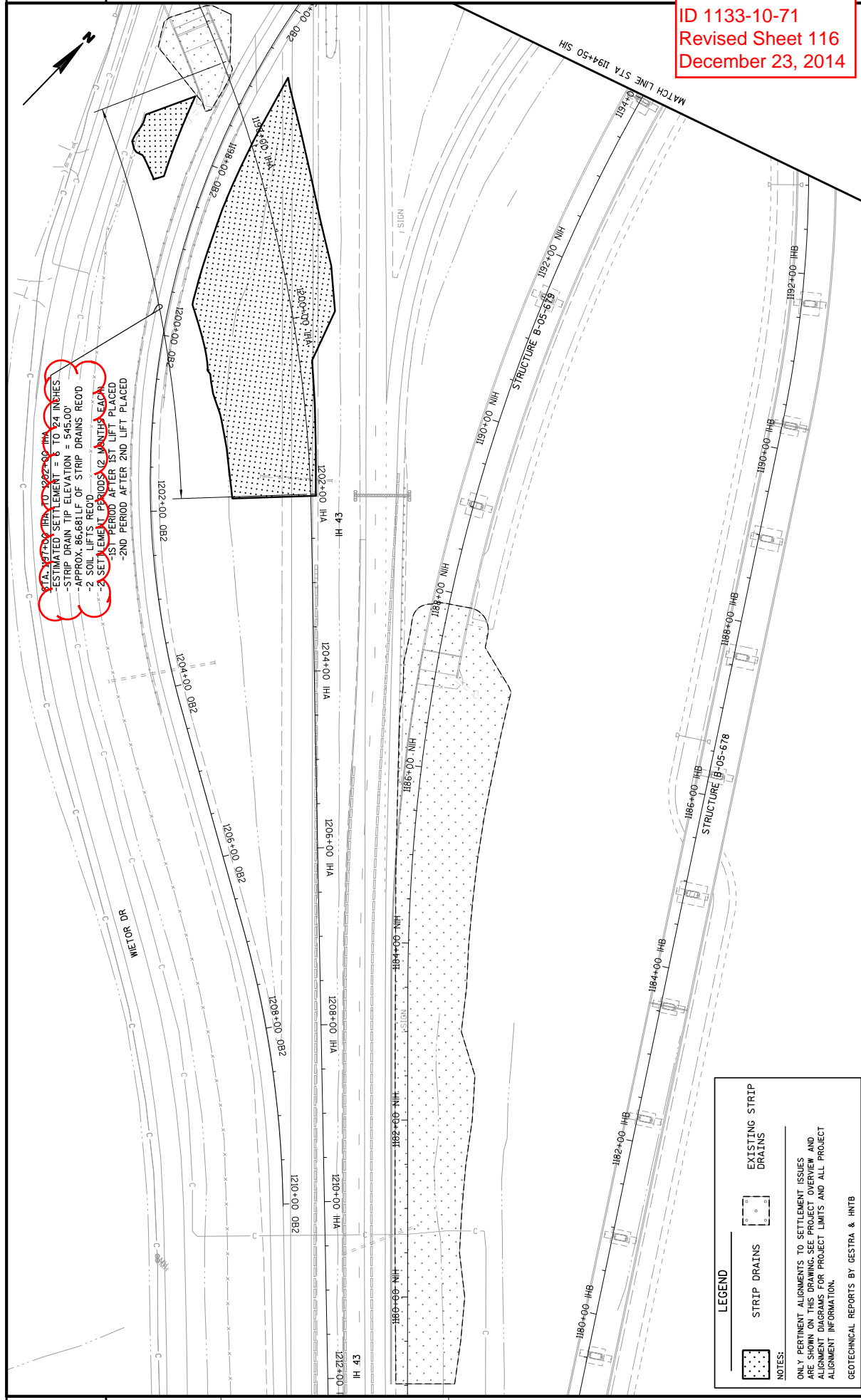
**NOTES:**

ONLY PERTINENT ALIGNMENTS TO SETTLEMENT ISSUES ARE SHOWN ON THIS DRAWING. SEE PROJECT OVERVIEW AND ALIGNMENT DIAGRAMS FOR PROJECT LIMITS AND ALL PROJECT ALIGNMENT INFORMATION.

GEOTECHNICAL REPORTS BY GESTRA & HNTB



STA. 1194+00 IHB TO 1202+00 IHA  
 -ESTIMATED SETTLEMENT = 6 TO 24 INCHES  
 -STRIP DRAIN TIP ELEVATION = 545.00'  
 -APPROX. 86.681LF OF STRIP DRAINS REQ'D  
 -2 SOIL LIFTS REQ'D  
 -2 SETTLEMENT PERIODS (2 MONTHS EACH)  
 -1ST PERIOD AFTER 1ST LIFT PLACED  
 -2ND PERIOD AFTER 2ND LIFT PLACED



**LEGEND**

- STRIP DRAINS
- EXISTING STRIP DRAINS

**NOTES:**

ONLY PERTINENT ALIGNMENTS TO SETTLEMENT ISSUES ARE SHOWN ON THIS DRAWING. SEE PROJECT OVERVIEW AND ALIGNMENT DIAGRAMS FOR PROJECT LIMITS AND ALL PROJECT ALIGNMENT INFORMATION.

GEOTECHNICAL REPORTS BY GESTRA & HNTB

Addendum No. 1  
 ID 1133-10-71  
 Revised Sheet 116  
 December 23, 2014

GENERAL NOTES

ALL SIGNS ARE 48" x 48", UNLESS OTHERWISE NOTED.

"W" IS THE SAME AS "W", EXCEPT THE BACKGROUND IS ORANGE.

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

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

NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.

CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

INDEX OF TRAFFIC CONTROL SHEETS

TRAFFIC CONTROL SEQUENCE AND NOTES

TRAFFIC CONTROL DETAILS

ADVANCED WARNING SIGNING

LEGEND FOR TRAFFIC CONTROL PLANS

TRAFFIC CONTROL PLANS INCLUDING OVERVIEW & TYPICAL SECTIONS

STAGE 1 TRAFFIC CONTROL PLANS INCLUDING OVERVIEW & TYPICAL SECTIONS

STAGE 2 TRAFFIC CONTROL PLANS INCLUDING OVERVIEW & TYPICAL SECTIONS

TRAFFIC CONTROL SEQUENCE - STAGE 1

OVERVIEW

FOR USH 41, CONSTRUCT TEMPORARY PAVEMENT FOR SHIFT OF NB USH 41 TRAFFIC TO ALLOW FOR RECONSTRUCTION OF NB USH 41 IN STAGE 2. FOR IH 43, CONSTRUCT TEMPORARY PAVEMENT IN MEDIAN FOR SHIFT OF IH 43 TRAFFIC TO ALLOW FOR RECONSTRUCTION OF THE OUTSIDE PORTIONS OF NB IH 43 AND SB IH 43 IN STAGE 2. FOR VLP NB OFF-RAMP, CONSTRUCT THE PERMANENT ROADWAY. BEGIN CLOSURE OF THE NB USH 41 RAMP TO SB IH 43.

TRAFFIC:

USH 41:

MAINTAIN TWO-LANE THRU TRAFFIC ON NB USH 41, AND ON SB USH 41, ON THEIR EXISTING ROADWAYS, EXCEPT FOR INTERMITTENT PERMITTED OVERNIGHT SINGLE-LANE CLOSURES AS NEEDED FOR TEMPORARY CONSTRUCTION OPERATIONS, SUCH AS CBTP, TEMPORARY PAVING, TRAFFIC SHIFTS, ETC.

AT A MINIMUM, PROVIDE A PARALLEL LANE SEGMENT AT LEAST 400'-LONG DOWNSTREAM OF ON-RAMPS, AND DURING STAGE 1, CLOSE A SINGLE LANE FOR NB USH 41 SOUTH OF VLP AVENUE OVERNIGHT TO MAINTAIN 12'-WIDE LANES, BUT NARROWING THE OUTSIDE SHOULDER TO 1'.

FOR NB USH 41, PROVIDE ROLLING CLOSURE TO INSTALL PARTIALLY COVERED PERMANENT SIGNS ON EXISTING SIGN STRUCTURE S-5-197.

FOR NB USH 41, PROVIDE ROLLING CLOSURE TO REMOVE SIGN STRUCTURE S-5-3.

IH 43 INTERCHANGE:

FOR EXISTING NB IH 43, CONTINUOUSLY CLOSE THE MEDIAN LANE, PROVIDING FOR THE LANE DROP JUST SOUTH OF MERGE POINT WITH THE ON-RAMP FROM ATKINSON DRIVE.

FOR NB IH 43, PROVIDE A PARALLEL LANE SEGMENT DOWNSTREAM OF THE MERGE WITH THE RAMP FROM ATKINSON DRIVE, AND UPSTREAM OF THE SPLIT OF THE RAMPS TO NB USH 41 AND SB USH 41.

FULLY CLOSE NB IH 43 OVERNIGHT FOR AS MANY AS TWO NIGHTS TO CONSTRUCT STORM SEWER - DETOUR ONTO ATKINSON DRIVE AND VLP AVENUE.

FOR NB IH 43, PROVIDE ROLLING CLOSURE TO REMOVE SIGN STRUCTURES S-5-27 AND S-4-26.

DOWNSTREAM OF NB IH 43, KEEP THE RAMPS TO NB USH 41 AND TO SB USH 41 OPEN TO TRAFFIC ON THEIR EXISTING ROADWAYS.

DOWNSTREAM OF NB IH 43, CLOSE THE RAMP TO SB USH 41 OVERNIGHT TO REMOVE EXISTING BRIDGE B-4-133.

FOR NB USH 41, PROVIDE ROLLING CLOSURE TO REMOVE SIGN STRUCTURE S-5-5.

IH 43 INTERCHANGE:

FOR EXISTING NB IH 43, CONTINUOUSLY CLOSE THE MEDIAN LANE, PROVIDING FOR THE LANE DROP JUST SOUTH OF MERGE POINT WITH THE ON-RAMP FROM ATKINSON DRIVE.

FOR NB IH 43, PROVIDE A PARALLEL LANE SEGMENT DOWNSTREAM OF THE MERGE WITH THE RAMP FROM ATKINSON DRIVE, AND UPSTREAM OF THE SPLIT OF THE RAMPS TO NB USH 41 AND SB USH 41.

FULLY CLOSE NB IH 43 OVERNIGHT FOR AS MANY AS TWO NIGHTS TO CONSTRUCT STORM SEWER - DETOUR ONTO ATKINSON DRIVE AND VLP AVENUE.

FOR NB IH 43, PROVIDE ROLLING CLOSURE TO REMOVE SIGN STRUCTURES S-5-27 AND S-4-26.

DOWNSTREAM OF NB IH 43, KEEP THE RAMPS TO NB USH 41 AND TO SB USH 41 OPEN TO TRAFFIC ON THEIR EXISTING ROADWAYS.

DOWNSTREAM OF NB IH 43, CLOSE THE RAMP TO SB USH 41 OVERNIGHT TO REMOVE EXISTING BRIDGE B-4-133.

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TRAFFIC CONTROL SEQUENCE - STAGE 1 (cont.)

FOR EXISTING SB IH 43, CONTINUOUSLY CLOSE THE MEDIAN LANE THROUGH THE WORK ZONE, IMMEDIATELY SOUTH OF THE WORK ZONE, OPEN BOTH EXISTING LANES TO TRAFFIC.

UPSTREAM OF SB IH 43, CONTINUOUSLY CLOSE THE RAMP FROM NB USH 41, AND PROVIDE DETOUR SIGNING.

UPSTREAM OF SB IH 43, TRAFFIC FOR THE RAMP FROM SB USH 41 IS ON ITS EXISTING ROADWAY.

UPSTREAM OF SB IH 43, CLOSE THE RAMP FROM SB USH 41 OVERNIGHT TO REMOVE EXISTING BRIDGE B-5-133.

VLP AVENUE RAMPS:

FOR THE NB OFF-RAMP, RESTRICT THE LATERAL CLEARANCE TO 13', HAVING AN 11' LANE AND 1' SHOULDERS. PROVIDE ADVANCED WARNING SIGNING FOR THE VLP AVENUE OVERNIGHT PERMITTED OVERNIGHT CLOSURE AS NEEDED FOR CBTP AND TRAFFIC SHIFTS.

EARLY IN STAGE 1, PRIOR TO SHIFTING NB USH 41 TRAFFIC PARTIALLY INTO THE MEDIAN, SHIFT NB OFF-RAMP TRAFFIC BY RESTRICTING THE LATERAL CLEARANCE TO 13' DOWNSTREAM OF THE SPLIT POINT FROM NB USH 41, IN THE VICINITY OF RETAINING WALL R-4-5181.

AFTER THE END OF STAGE 1, CLOSE THE NB OFF-RAMP OVERNIGHT TO ALLOW THE CONSTRUCTION OF A NEW AND EXISTING RAMP, AND TO SHIFT TRAFFIC ONTO THE NEW RAMP.

FOR NB ON-RAMP AND SB OFF-RAMP, MAINTAIN TRAFFIC ON EXISTING RAMP PAVEMENT.

FOR THE SB ON-RAMP, PROVIDE INTERMITTENT PERMITTED OVERNIGHT CLOSURE AS NEEDED FOR TEMPORARY PAVING, TRAFFIC SHIFTS, ETC. ALSO, CLOSE THE SB ON-RAMP OVERNIGHT FOR ONE NIGHT TO CONSTRUCT STORM SEWER.

FOR NB OFF-RAMP AND SB OFF-RAMP, CLOSE LEFT TURN LANES OVERNIGHT WHEN VLP AVENUE IS FULLY CLOSED UNDERNEATH USH 41.

VLP AVENUE:

MAINTAIN TWO-LANE THRU TRAFFIC ON EB VLP AVENUE, AND ON WB VLP AVENUE, EXCEPT FOR INTERMITTENT PERMITTED OVERNIGHT SINGLE-LANE CLOSURES AS NEEDED FOR TEMPORARY CONSTRUCTION OPERATIONS, AND FOR SUPERSTRUCTURE WORK.

CONTINUOUSLY CLOSE THE MAJORITY OF LENGTH OF LEFT TURN LANES FOR EB AND WB VLP AVENUE, FOR UP TO 14 DAYS, TO WIDEN EXISTING BRIDGE B-5-64.

VLP AVENUE SIDEWALKS:

CLOSE WB VLP AVENUE SIDEWALK OVERNIGHT TO WIDEN EXISTING BRIDGE B-5-64.

CONSTRUCTION:

USH 41:

CONSTRUCT PERMANENT OUTSIDE LANE AND SHOULDER FOR NB USH 41 FROM MEMORIAL DRIVE TO THE OFF-RAMP TO VLP AVENUE.

BEGIN GRADING FOR NB USH 41 FILL EMBANKMENT BETWEEN EXISTING BRIDGES B-5-677 AND B-5-681. TWO-TO TWO-LANE THRU TRAFFIC TO BE MAINTAINED THROUGHOUT THE GRADING TO ALLOW FOR THE RAMP TO SB USH 41.

DURING STAGE 1, PROVIDE TEMPORARY PAVING FOR THE MEDIAN SHOULDER ALONG NB USH 41 SOUTH OF VLP AVENUE.

THE PLAN TO ADD VLP AVENUE TO THE SOUTH OF MEMORIAL DRIVE, TO BE CONSTRUCTED ALONG NB USH 41, AND INSTALLED TEMPORARY CROSSOVER JUST NORTH OF MEMORIAL DRIVE.

FOR SB USH 41, CONSTRUCT TEMPORARY WIDENING ALONG OUTSIDE SHOULDER JUST SOUTH OF VLP AVENUE.

RECONFIGURE EXISTING TEMPORARY MEDIAN CROSSOVER BETWEEN VLP AVENUE AND THE RAILROAD.

CONSTRUCT TEMPORARY PAVING ALONG NB USH 41 MEDIAN SHOULDER JUST NORTH OF VIETOR DRIVE.

IN THE MEDIAN NORTH OF DUCK CREEK, CONSTRUCT TEMPORARY WIDENING ALONG SB USH 41, AND INSTALL TEMPORARY CROSSOVER IMMEDIATELY NORTH OF THE CREEK.

NORTH OF DUCK CREEK, CONSTRUCT TEMPORARY PAVEMENT ALONG OUTSIDE SHOULDER FOR SB USH 41, AND FOR NB USH 41.

TRAFFIC CONTROL SEQUENCE - STAGE 1 (cont.)

IH 43 INTERCHANGE:

CONSTRUCT TEMPORARY PAVEMENT IN IH 43 MEDIAN FROM START OF RECONSTRUCTION AREA AT STA 1141 TO MILITARY AVENUE.

CONSTRUCT TEMPORARY WIDENING ALONG INSIDE OF NB IH 43 BETWEEN MILITARY AVENUE AND USH 41.

FOR NB IH 43 SOUTH OF THE START OF RECONSTRUCTION AT STA 1141, CONSTRUCT A TRANSITION FROM THE EXISTING NB IH 43 PAVEMENT TO THE TEMPORARY MEDIAN PAVEMENT.

FOR SB IH 43 FROM JUST NORTH OF ATKINSON DRIVE TO THE START OF RECONSTRUCTION AT STA 1141, REMOVE THE EXISTING MEDIAN SHOULDER STRIP WITH A MILL AND OVERLAY.

FOR SB IH 43 AT THE START OF RECONSTRUCTION AT STA 1141, CONSTRUCT A TRANSITION FROM THE SB IH 43 MEDIAN SHOULDER TO THE TEMPORARY MEDIAN PAVEMENT.

FOR NB USH 41 RAMP TO SB IH 43, BEGIN GRADING FOR FILL EMBANKMENT AT THE NORTH END OF EXISTING BRIDGE B-5-671, INCLUDING ACROSS THE VACATED EXISTING NB USH 41 RAMP TO SB IH 43.

VLP AVENUE RAMPS:

FOR THE NB OFF-RAMP, CONSTRUCT THE PERMANENT TRAFFIC LANE AND OUTSIDE SHOULDER, AND PROVIDE A TEMPORARY CONNECTION TO THE EXISTING RAMP JUST SOUTH OF THE RAMP TERMINAL.

FOR THE SB ON-RAMP, PROVIDE TEMPORARY PAVING ALONG BOTH SHOULDERS AT THE FREEWAY GORE AREA.

STRUCTURE CONSTRUCTION & REMOVAL:

WIDEN EXISTING BRIDGE B-5-64.

CONSTRUCT RETAINING WALL R-4-5181.

CONSTRUCT FOOTING ON OUTSIDE SHOULDER FOR SIGN STRUCTURE S-5-18511.

BEGIN CONSTRUCTION OF SIGN STRUCTURE S-5-191.

REMOVE EXISTING BRIDGE B-5-133.

REMOVE EXISTING SIGN STRUCTURES S-5-3, S-5-27, AND S-4-26.

TRAFFIC CONTROL SEQUENCE - STAGE 2

OVERVIEW

RECONSTRUCT NB USH 41. RECONSTRUCT OUTSIDE PORTIONS OF NB IH 43 AND SB IH 43. RECONSTRUCT NB USH 41 RAMP TO SB IH 43. RECONSTRUCT NB IH 43 RAMP TO SB USH 41 BETWEEN NB IH 43 AND EXISTING STRUCTURE B-5-676.

SUBSTAGE 2A (NB USH 41 RAMP TO SB IH 43 CLOSED):

TRAFFIC:

USH 41:

PROVIDE TWO-LANE THRU TRAFFIC FOR NB USH 41 AND FOR SB USH 41, EXCEPT FOR PERMITTED OVERNIGHT SINGLE-LANE CLOSURES FOR TEMPORARY CONSTRUCTION OPERATIONS.

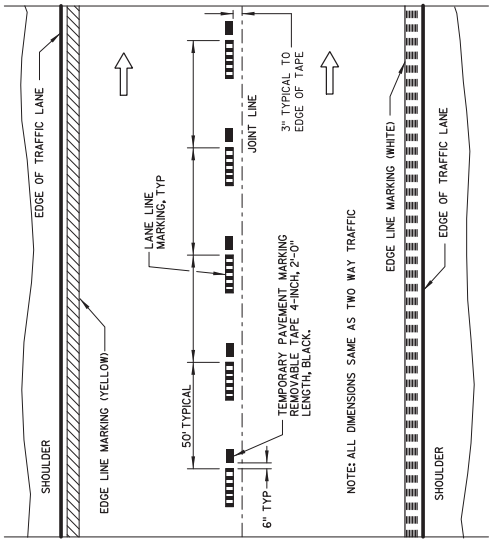
SOUTH OF VLP AVENUE, PLACE TRAFFIC FOR BOTH DIRECTIONS OF USH 41 ON THE TEMPORARILY WIDENED EXISTING SB USH 41 ROADWAY, SEPARATED BY CBTP. SHIFT TRAFFIC FOR NB USH 41 ACROSS THE MEDIAN USING TEMPORARY CROSSOVERS JUST NORTH OF MEMORIAL DRIVE, AND JUST NORTH OF VLP AVENUE. FOR BOTH DIRECTIONS, PROVIDE LATERAL CLEARANCE OF 24', CONSISTING OF 11-WIDE TRAFFIC LANES, AND A 1-WIDE SHOULDER ON EITHER SIDE.

BETWEEN VLP AVENUE AND DUCK CREEK, RUN TRAFFIC FOR BOTH DIRECTIONS OF USH 41 ON THEIR RESPECTIVE EXISTING ROADWAYS, BUT SHIFT TRAFFIC FOR NB USH 41 ONTO THE MEDIAN SHOULDER. FOR NB USH 41, PROVIDE MIN. LATERAL CLEARANCE OF 24', CONSISTING OF 11-WIDE TRAFFIC LANES, AND A 1-WIDE SHOULDER ON EITHER SIDE.

NORTH OF DUCK CREEK, PLACE TRAFFIC FOR BOTH DIRECTIONS OF USH 41 ON THE TEMPORARILY WIDENED EXISTING SB USH 41 ROADWAY, SEPARATED BY CBTP. SHIFT TRAFFIC FOR NB USH 41 ACROSS THE MEDIAN USING TEMPORARY CROSSOVERS JUST NORTH OF DUCK CREEK, AND JUST NORTH OF THE PROJECT LIMIT AT STA 1248. FOR BOTH DIRECTIONS, PROVIDE 11-WIDE TRAFFIC LANES, AND A 1-WIDE INSIDE SHOULDER. FOR NB USH 41, THE LATERAL CLEARANCE IS 24', INCLUDING A 1-WIDE OUTSIDE SHOULDER.

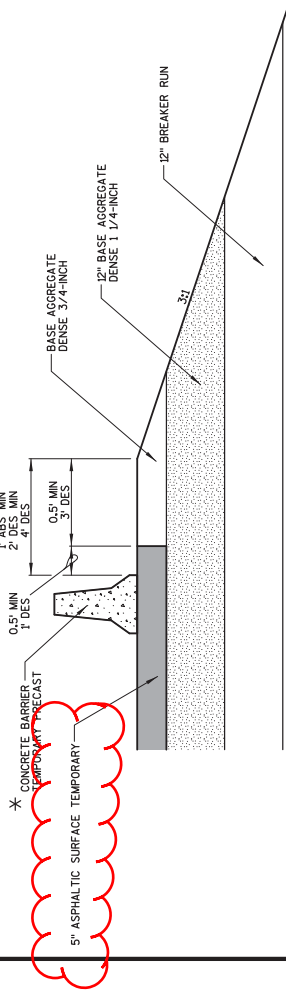
AT A MINIMUM, PROVIDE A PARALLEL LANE SEGMENT AT LEAST 400'-LONG DOWNSTREAM OF ON-RAMPS, AND UPSTREAM OF OFF-RAMPS.





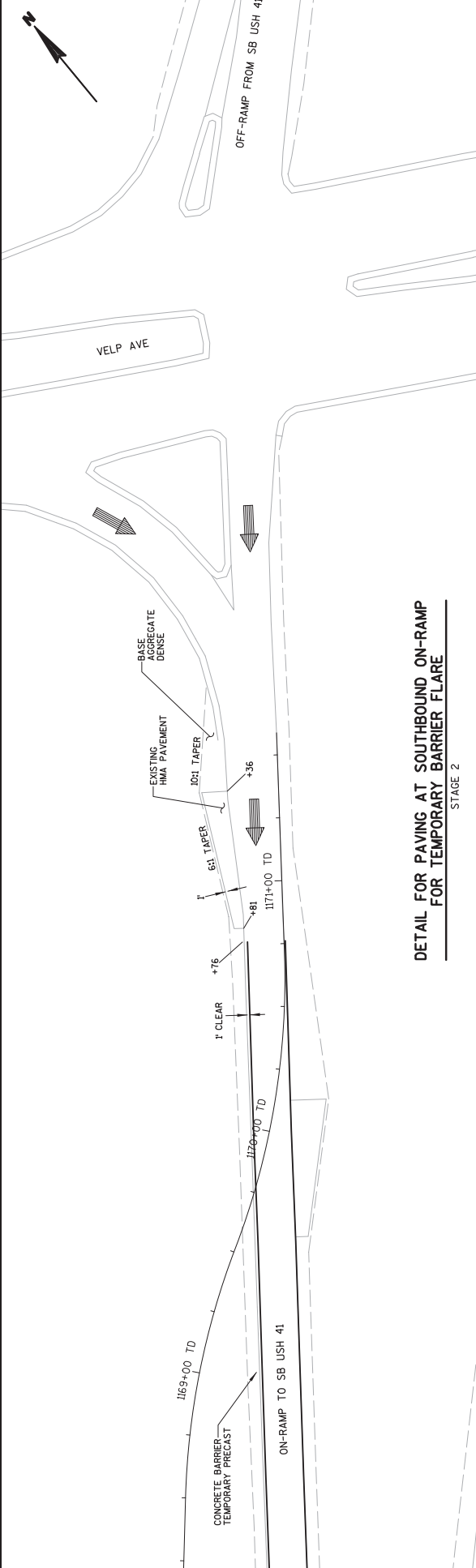
TEMPORARY PAVEMENT MARKING

Addendum No. 1  
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- \* ANCHOR WHEN:
- 1) CBTP <4' FROM TEMPORARY SHORING
  - 2) CBTP <2' FROM ANY DROP-OFF
  - 3) CBTP <4' FROM DROP, STEEPER THAN 3:1, AT LEAST 2' HIGH

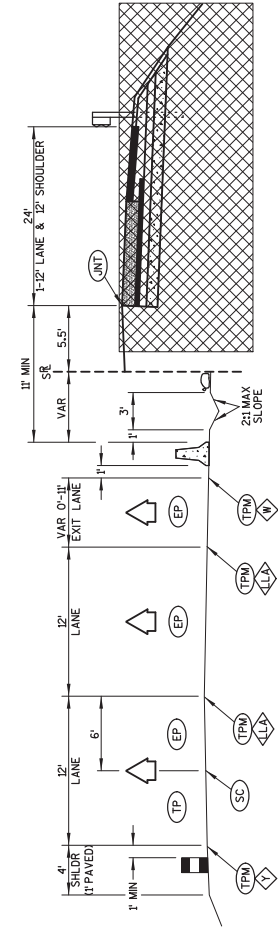
DETAIL FOR PAVING BEHIND CONCRETE BARRIER TEMPORARY PRECAST



DETAIL FOR PAVING AT SOUTHBOUND ON-RAMP FOR TEMPORARY BARRIER FLARE

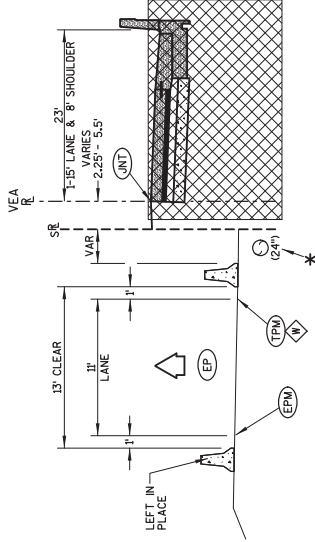
STAGE 2

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 ID 1133-10-71  
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 December 23, 2014



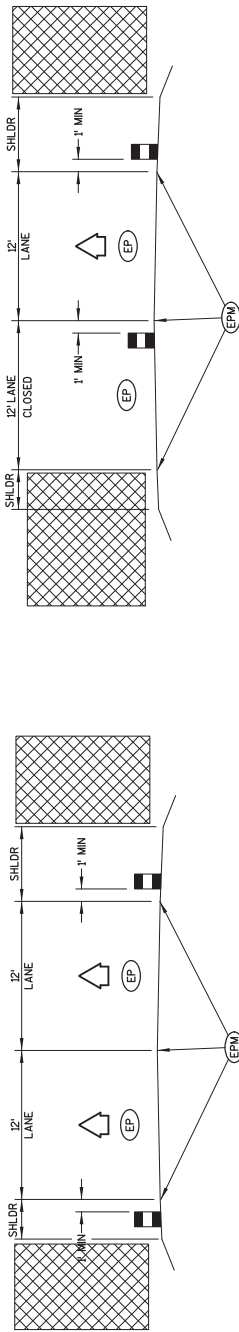
**NB USH 41**

STA 1138+00 NMC TO STA 1159+00 NMC



**NB USH 41 OFF-RAMP TO VELP AVE**

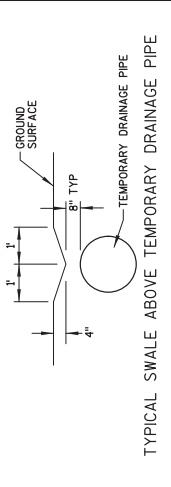
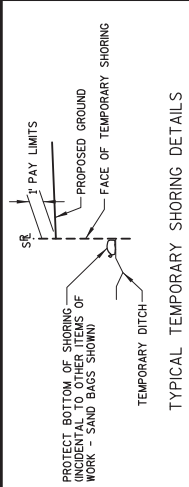
STA 1159+00 VEA TO STA 1170+00 VEA



**NB OR SB USH 41 - BOTH LANES OPEN**

**NB OR SB USH 41 - OVERNIGHT LANE CLOSURE**

- LEGEND**
- WORK ZONE
  - TRAFFIC DIRECTION
  - CONCRETE BARRIER TEMPORARY PRECAST
  - BARRIER ANCHORED
  - TRAFFIC CONTROL DRUMS
  - EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
  - TEMPORARY DRAINAGE PIPE (SIZE)
  - CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
  - EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
  - PROPOSED PAVEMENT - SEE TYPICAL FINISHED SECTIONS
  - TEMPORARY PAVEMENT TEMPORARY ASPHALTIC SURFACE 12" BASE AGGREGATE DENSE 1 1/4-INCH OVER 12" BREAKER NON
  - BASE AGGREGATE DENSE 3/4-INCH (SOLDBFS) SAMCUT AT EDGE OF EXISTING TRAVEL LANE
  - EXISTING PAVEMENT MARKING
  - PROPOSED PAVEMENT MARKING - SEE PAVEMENT MARKING PLAN
  - TEMPORARY PAVEMENT MARKING
  - TEMPORARY PAVEMENT MARKING REMOVABLE TAPE
  - TEMPORARY PAVEMENT MARKING (EPOXY)
  - YELLOW EDGE LINE
  - WHITE EDGE LINE
  - WHITE LANE LINE SKIP-DASH (ASPHALT)
  - WHITE LANE LINE SKIP-DASH (CONCRETE) - IF MARKING IS TEMPORARY, INCLUDE 2" BLACK REMOVABLE TAPE EVERY OTHER SKIP
  - POINT REFERRED TO ON PROFILE



TYPICAL SWALE ABOVE TEMPORARY DRAINAGE PIPE

HWY: USH 41

COUNTY: BROWN

TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 1

SHEET 305

PROJECT NO: 1133-10-71

FILE NAME : N:\450267\NB-15-02\_Memor\01 Dr-Duck Creek MainLine\_IH 43 Interchange\DRN\11331071\11331071\_026101\_S1.TS.dgn

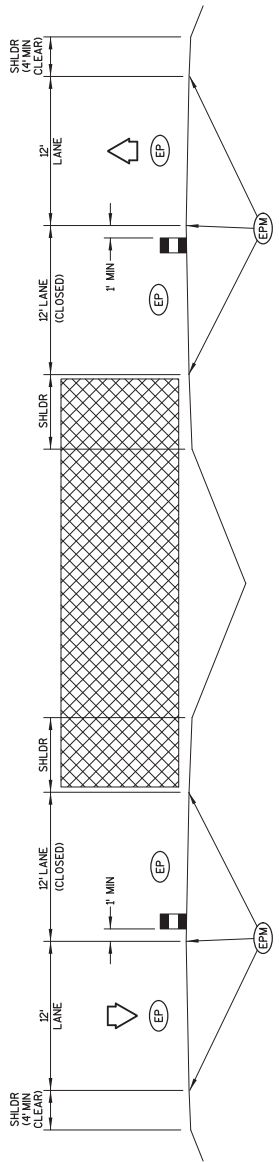
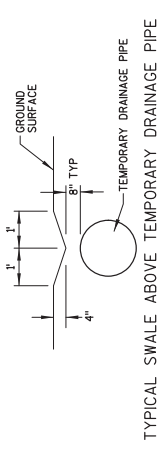
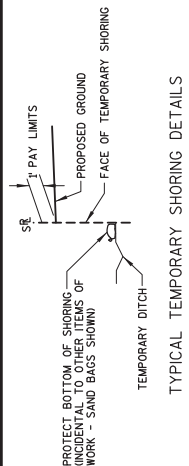
PLOT DATE : 12/17/2014

PLOT SCALE : 1:1200

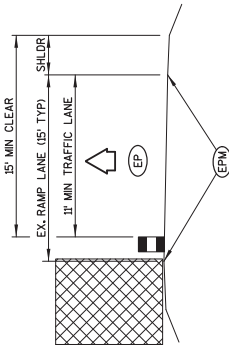
PLT BY : hoerhken

**LEGEND**

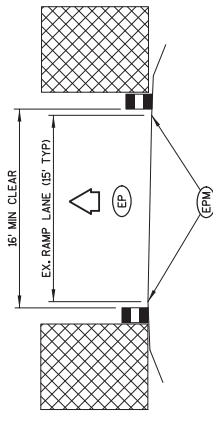
- WORK ZONE
- TRAFFIC DIRECTION
- CONCRETE BARRIER TEMPORARY PRECAST
- BARRIER ANCHORED
- TRAFFIC CONTROL DRUMS
- EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
- TEMPORARY DRAINAGE PIPE (SIZE)
- CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
- EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
- PROPOSED PAVEMENT - SEE TYPICAL FINISHED SECTIONS
- TEMPORARY PAVEMENT TEMPORARY ASPHALTIC SURFACE 1 1/4-INCH OVER 12" BREAKER NON
- BASE AGGREGATE DENSE 3/4-INCH (SHOULDERS) SAMCUT AT EDGE OF EXISTING TRAVEL LANE
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING - SEE PAVEMENT MARKING PLAN
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING REMOVABLE TAPE
- TEMPORARY PAVEMENT MARKING (EPOXY)
- YELLOW EDGE LINE
- WHITE EDGE LINE
- WHITE LINE LINE SKIP-DASH (ASPHALT)
- WHITE LINE LINE SKIP-DASH (CONCRETE) - IF MARKING IS TEMPORARY, INCLUDE # BLACK REMOVABLE TAPE EVERY OTHER SKIP
- POINT REFERRED TO ON PROFILE



**IH 43**  
 MAINTAIN MIN 16' CLEAR WIDTH IN BOTH DIRECTIONS

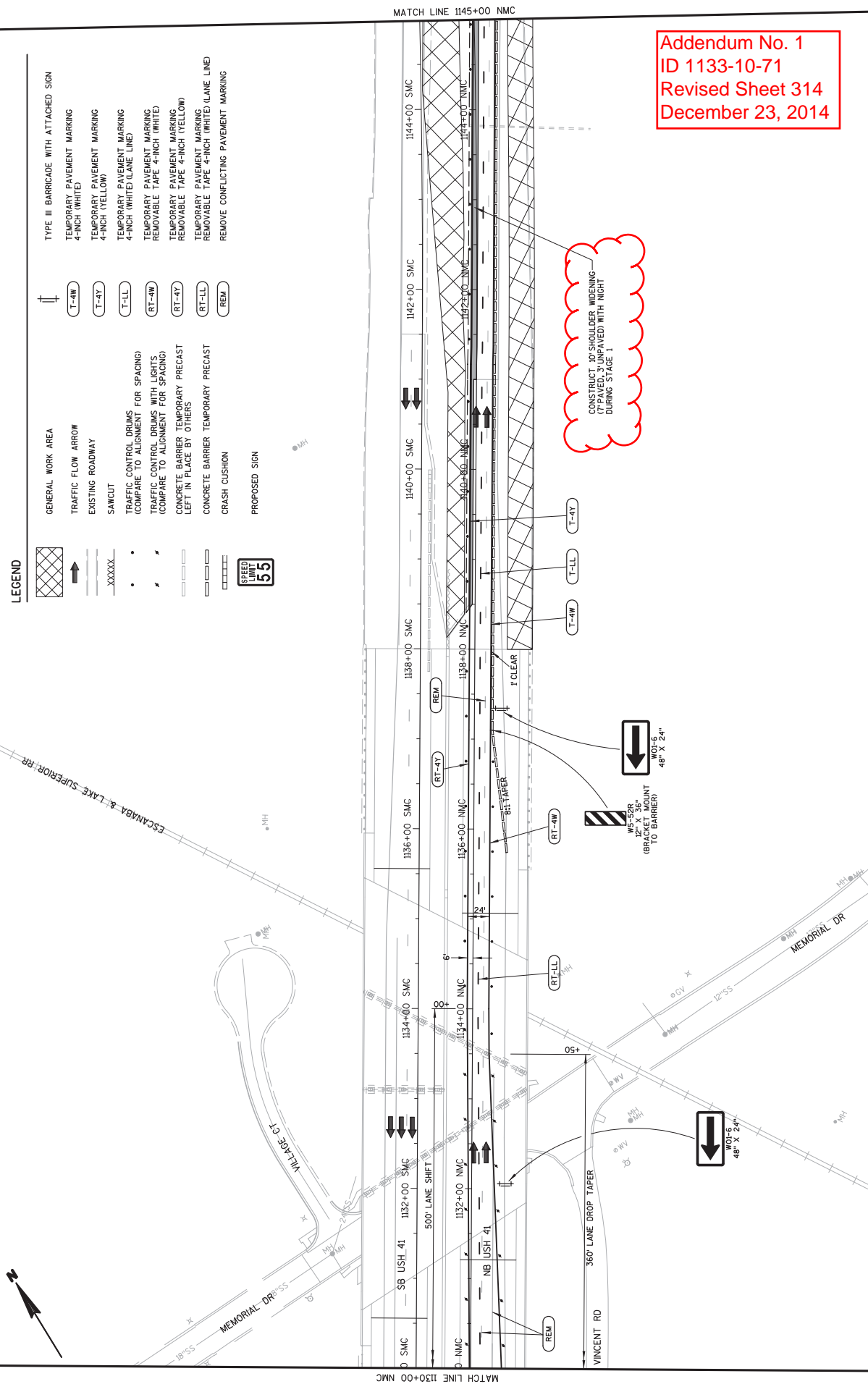


**RAMPS - DRUMS ON ONE SIDE OF TRAFFIC**



**RAMPS - DRUMS ON BOTH SIDES OF TRAFFIC**

Addendum No. 1  
 ID 1133-10-71  
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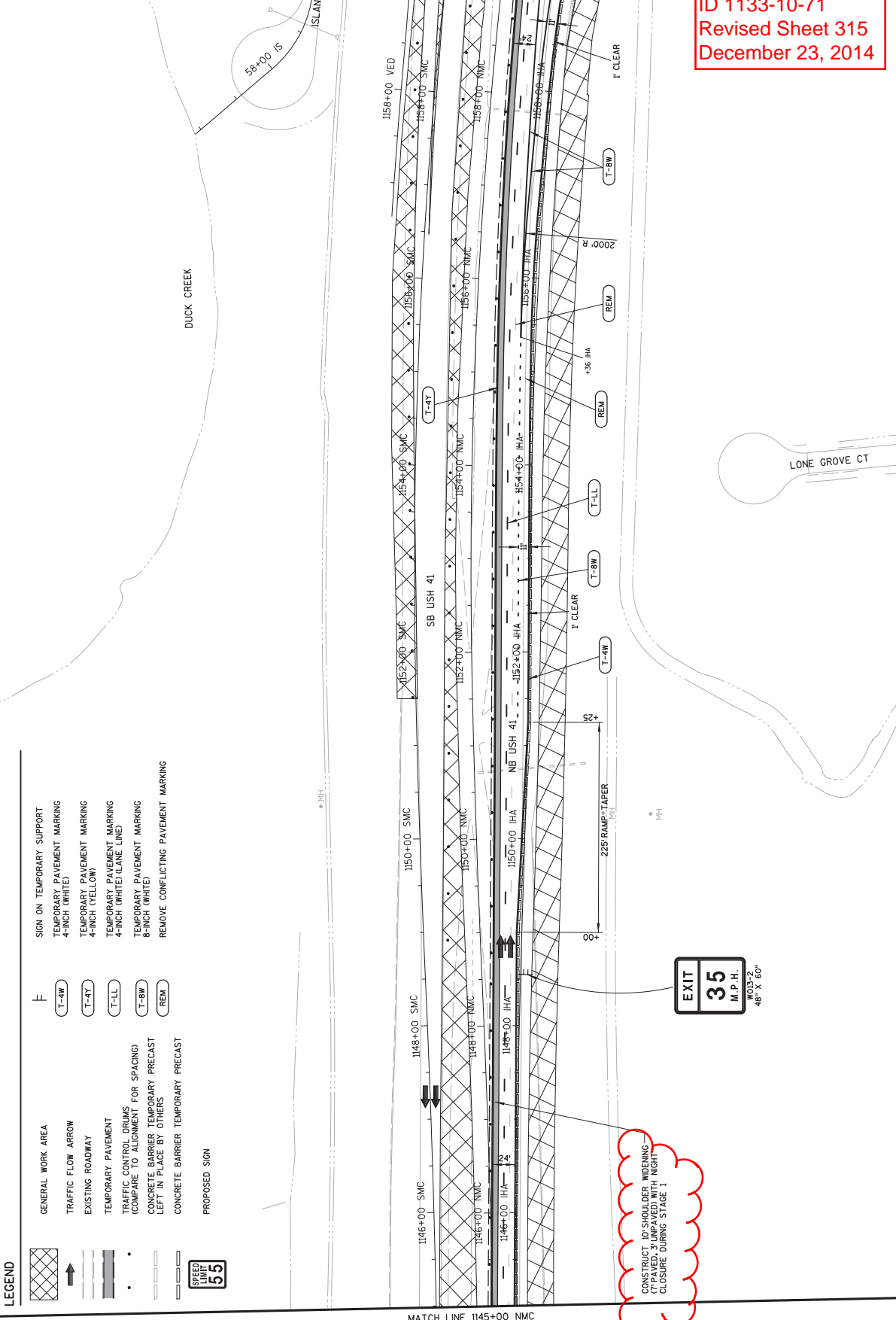


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 ID 1133-10-71  
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 December 23, 2014















CONSTRUCT 10' SHOULDER WIDENING  
 (7' PAVED, 3' UNPAVED WITH NIGHT  
 DURING STAGE 1

**LEGEND**

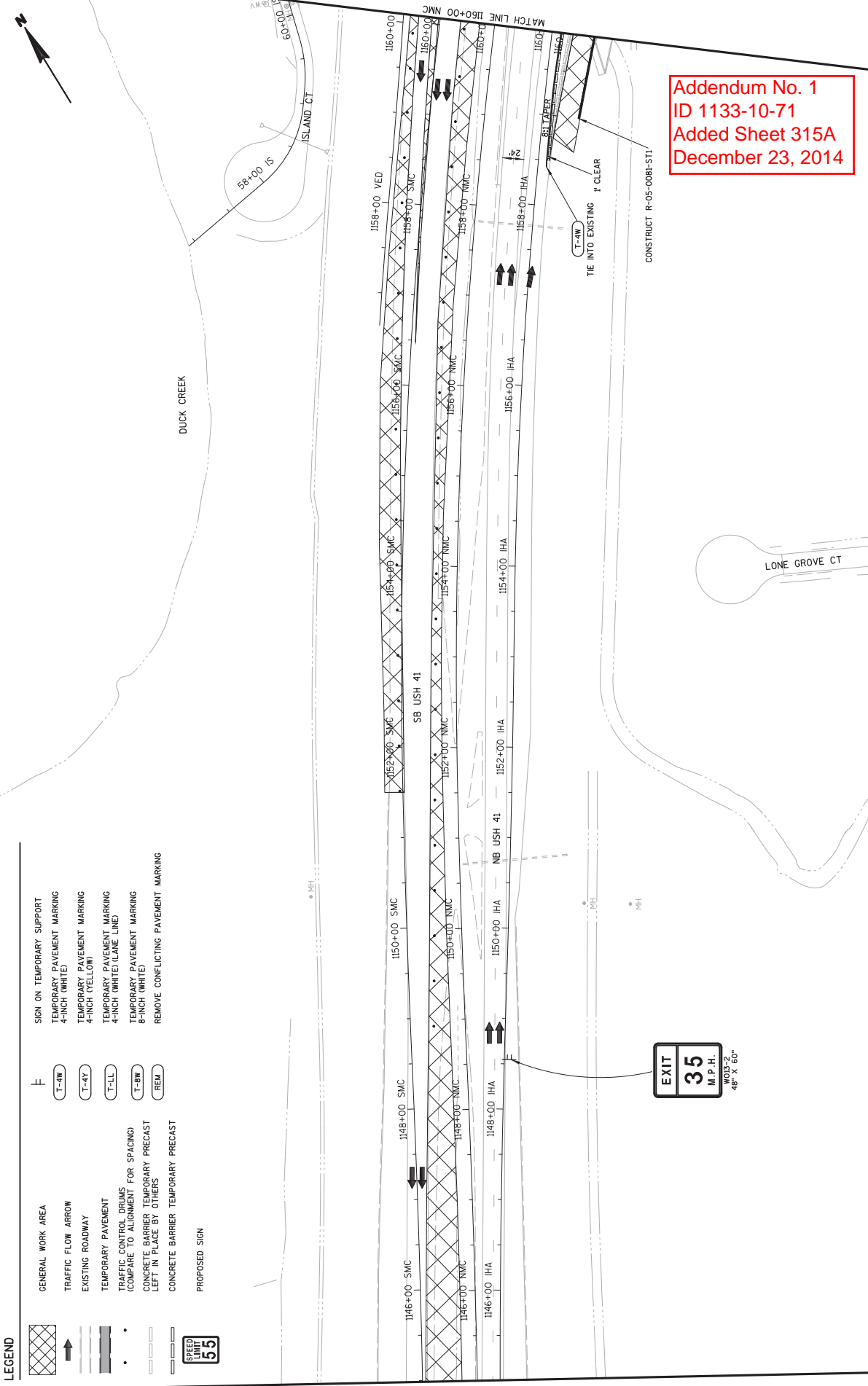
	GENERAL WORK AREA		TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC FLOW ARROW		TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
	EXISTING ROADWAY		TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
	SAWCUT		TEMPORARY PAVEMENT MARKING 4-INCH (WHITE) (LANE LINE)
	TRAFFIC CONTROL DRUMS (COMPARE TO ALIGNMENT FOR SPACING)		TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH LIGHTS (COMPARE TO ALIGNMENT FOR SPACING)		TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE BY OTHERS		TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (LANE LINE)
	CONCRETE BARRIER TEMPORARY PRECAST		REMOVE CONFLICTING PAVEMENT MARKING
	CRASH CUSHION		
	PROPOSED SIGN		



Addendum No. 1  
 ID 1133-10-71  
 Revised Sheet 315  
 December 23, 2014

- LEGEND**
-  GENERAL WORK AREA
  -  TRAFFIC FLOW ARROW
  -  EXISTING ROADWAY
  -  TEMPORARY PAVEMENT
  -  TRAFFIC CONTROL DRUMS (COMPARE TO ALIGNMENT FOR SPACING)
  -  CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE BY OTHERS
  -  CONCRETE BARRIER TEMPORARY PRECAST
  -  PROPOSED SIGN
- F**
-  SIGN ON TEMPORARY SUPPORT
  -  TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
  -  TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
  -  TEMPORARY PAVEMENT MARKING 4-INCH (WHITE) (LANE LINE)
  -  TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
  -  REMOVE CONFLICTING PAVEMENT MARKING

CONSTRUCT 10' SHOULDER WIDENING  
 ON NORTH SIDE WITH NIGHT  
 CLOSURE DURING STAGE 1



Addendum No. 1  
 ID 1133-10-71  
 Added Sheet 315A  
 December 23, 2014

- LEGEND**
- GENERAL WORK AREA
  - TRAFFIC FLOW ARROW
  - EXISTING ROADWAY
  - TEMPORARY PAVEMENT
  - TRAFFIC CONTROL DRUMS (COMPARE TO ALIGNMENT FOR SPACING)
  - CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE BY OTHERS
  - CONCRETE BARRIER TEMPORARY PRECAST
  - PROPOSED SIGN
- F SIGN ON TEMPORARY SUPPORT**
- TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
  - TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
  - TEMPORARY PAVEMENT MARKING 4-INCH (WHITE) (LANE LINE)
  - TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
  - REMOVE CONFLICTING PAVEMENT MARKING

MATCH LINE 1145+00 NMC

PROJECT NO: 1133-10-71

HWY: USH 41

COUNTY: BROWN

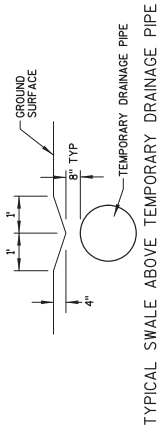
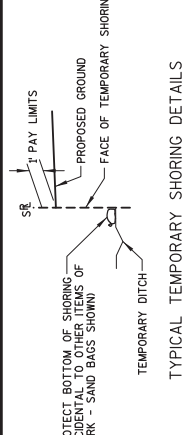
CONSTRUCTION STAGING - STAGE 1

SHEET

E 315A

LEGEND

- WORK ZONE
- TRAFFIC DIRECTION
- CONCRETE BARRIER TEMPORARY PRECAST
- BARRIER ANCHORED
- TRAFFIC CONTROL DRUMS
- EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
- TEMPORARY DRAINAGE PIPE (SIZE)
- CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
- EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
- PROPOSED PAVEMENT - SEE TYPICAL FINISHED SECTIONS
- TEMPORARY PAVEMENT TEMPORARY OVER
  - 12" ASPHALT SURFACE
  - 12" BREAKER RUN
- BASE AGGREGATE DENSE 3/4-INCH (SHOULDERS)
- SAMCUT AT EDGE OF EXISTING TRAVEL LANE
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING - SEE PAVEMENT MARKING PLAN
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING REMOVABLE TAPE
- TEMPORARY PAVEMENT MARKING (EPOXY)
- YELLOW EDGE LINE
- WHITE EDGE LINE
- WHITE LANE LINE SKIP-DASH (ASPHALT)
- WHITE LANE LINE SKIP-DASH (CONCRETE)
- IF MARKING IS TEMPORARY, INCLUDE A BLACK REMOVABLE TAPE EVERY OTHER SKIP
- POINT REFERRED TO ON PROFILE



PROJECT NO: 1133-10-71

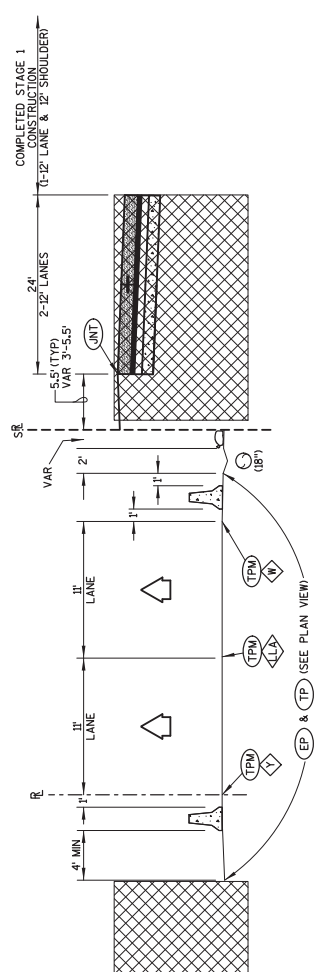
HWY: USH 41

COUNTY: BROWN

TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 2

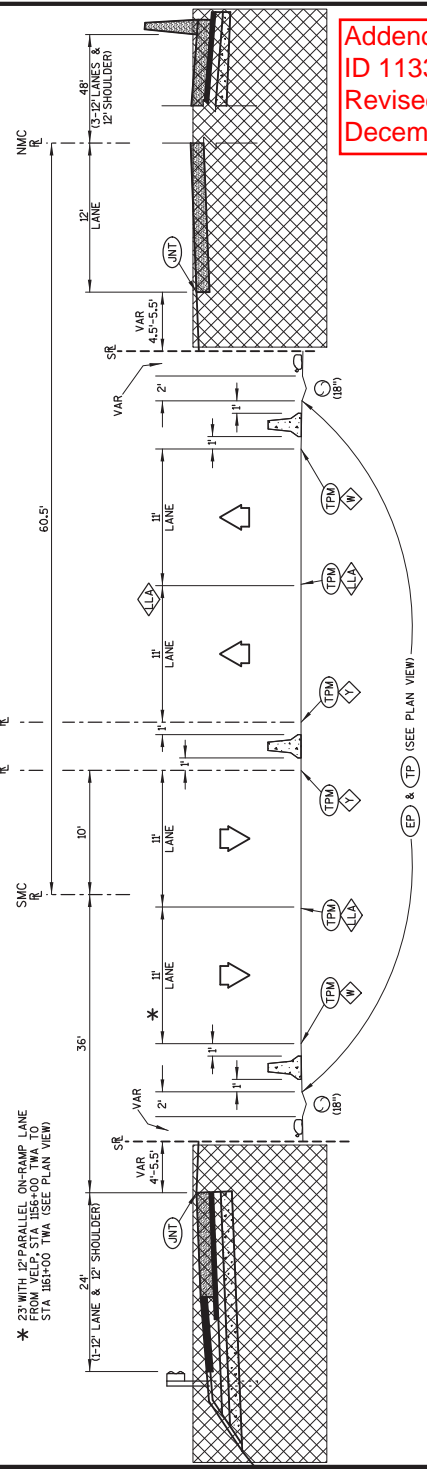
SHEET 345

E WISDOT/CADD SHEET 42



USH 41

NB USH 41 - STA 1138+00 TWB TO STA 1146+50 TWB - SHOWN ABOVE  
 SB USH 41 - STA 1138+00 TWA TO STA 1146+50 TWA (BACK STATION) - CONSTRUCT 12' OUTSIDE LANE & 12' SHOULDER  
 NB USH 41 - STA 1179+00 TWB TO STA 1185+00 TWB - CONSTRUCT ENTIRE PROPOSED NB USH 41 ROADWAY

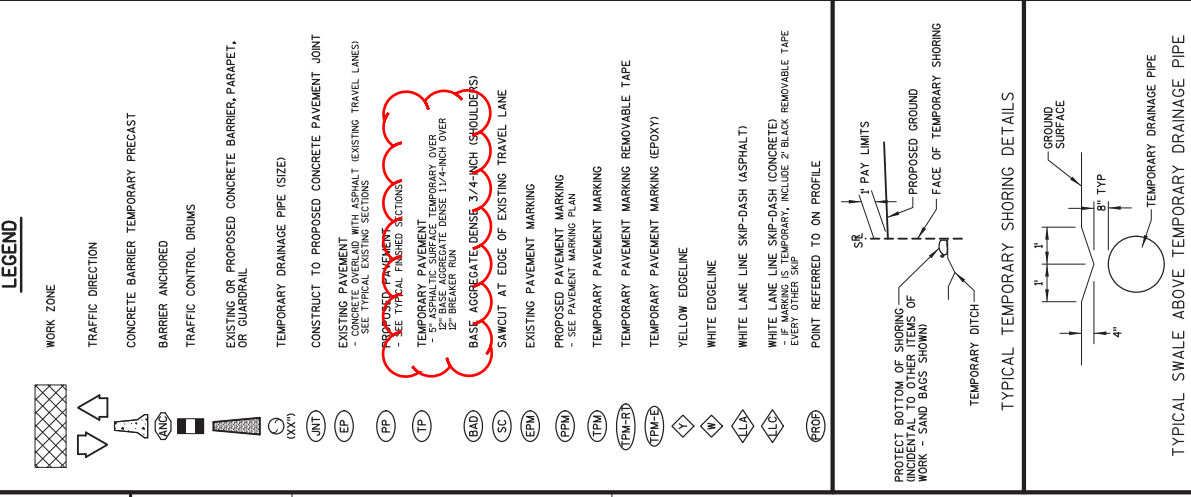


USH 41

STA 1146+50 TWB TO STA 1179+00 TWB

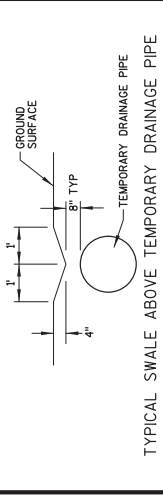
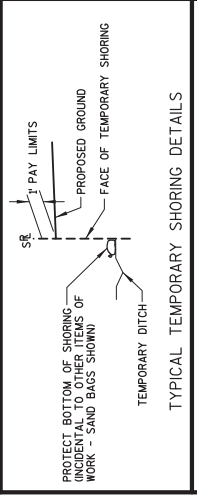
Addendum No. 1  
 ID 1133-10-71  
 Revised Sheet 345  
 December 23, 2014

Addendum No. 1  
ID 1133-10-71  
Revised Sheet 346  
December 23, 2014



**LEGEND**

- WORK ZONE
- TRAFFIC DIRECTION
- CONCRETE BARRIER TEMPORARY PRECAST
- BARRIER ANCHORED
- TRAFFIC CONTROL DRUMS
- EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
- TEMPORARY DRAINAGE PIPE (SIZE)
- CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
- EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
- PROPOSED PAVEMENT - SEE TYPICAL FINISHED SECTIONS
- TEMPORARY PAVEMENT TEMPORARY OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH OVER 12" BREAKER RUN
- BASE AGGREGATE DENSE 3/4-INCH (SHOULDERS) SAMCUT AT EDGE OF EXISTING TRAVEL LANE
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING - SEE PAVEMENT MARKING PLAN
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING REMOVABLE TAPE
- TEMPORARY PAVEMENT MARKING (EPOXY)
- YELLOW EDGE LINE
- WHITE EDGE LINE
- WHITE LANE LINE SKIP-DASH (ASPHALT)
- WHITE LANE LINE SKIP-DASH (CONCRETE) - IF MARKING IS TEMPORARY, INCLUDE 2" BLACK REMOVABLE TAPE EVERY OTHER SKIP
- POINT REFERRED TO ON PROFILE



PROJECT NO: 1133-10-71

HWY: USH 41

COUNTY: BROWN

TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 2

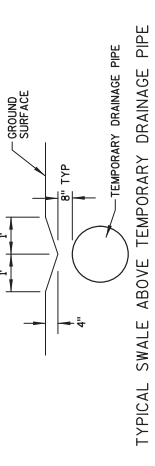
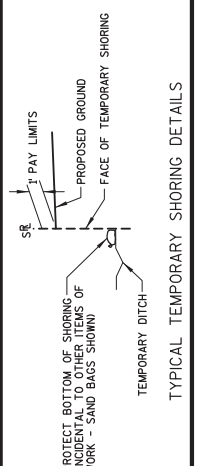
SHEET 346

E



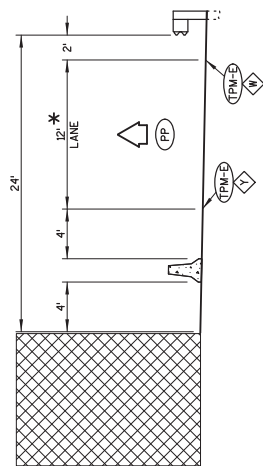
**LEGEND**

- WORK ZONE
- TRAFFIC DIRECTION
- CONCRETE BARRIER TEMPORARY PRECAST
- BARRIER ANCHORED
- TRAFFIC CONTROL DRUMS
- EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
- TEMPORARY DRAINAGE PIPE (SIZE)
- CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
- EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
- PROPOSED PAVEMENT - SEE TYPICAL FINISHED SECTIONS
- TEMPORARY PAVEMENT TEMPORARY OVER ASPHALTIC SURFACE - 12" BASE AGGREGATE DENSE 1 1/4-INCH OVER 1/2" BREAKER NON
- BASE AGGREGATE DENSE 3/4-INCH (SHOULDERS)
- SAMCUT AT EDGE OF EXISTING TRAVEL LANE
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING - SEE PAVEMENT MARKING PLAN
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING REMOVABLE TAPE
- TEMPORARY PAVEMENT MARKING (EPOXY)
- YELLOW EDGELINE
- WHITE EDGELINE
- WHITE LANE LINE SNIP-DASH (ASPHALT)
- WHITE LANE LINE SNIP-DASH (CONCRETE) - IF MARKING IS TEMPORARY, INCLUDE 2" BLACK REMOVABLE TAPE EVERY OTHER SNIP
- POINT REFERRED TO ON PROFILE

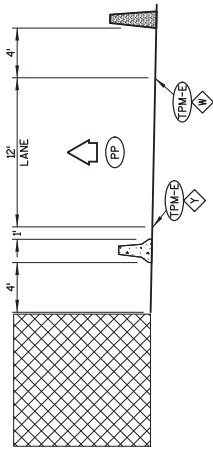


TYPICAL SWALE ABOVE TEMPORARY DRAINAGE PIPE

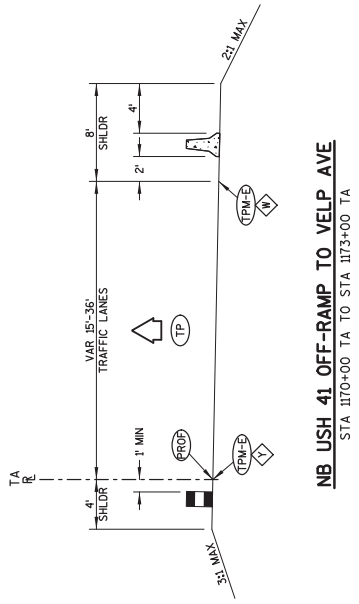
\* SUBSTAGE 2C - ADD 12" LANE FOR TRAFFIC CONTROL DRUMS TO STA 1159+50 NMC TO STA 1159+00 NMC (SEE PLAN VIEW)



**NB USH 41 OFF-RAMP TO VELP AVE**  
STA 1138+00 NMC TO STA 1159+00 NMC



**NB USH 41 OFF-RAMP TO VELP AVE**  
STA 1159+00 VEA TO STA 1170+00 VEA

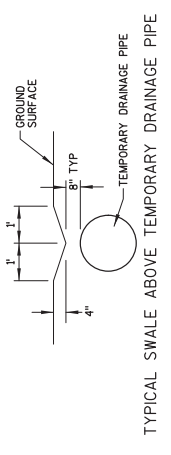
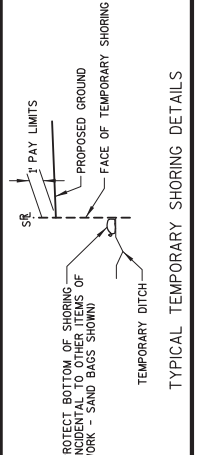


**NB USH 41 OFF-RAMP TO VELP AVE**  
STA 1170+00 TA TO STA 1173+00 TA

Addendum No. 1  
ID 1133-10-71  
Revised Sheet 347  
December 23, 2014

**LEGEND**

- WORK ZONE
- TRAFFIC DIRECTION
- CONCRETE BARRIER TEMPORARY PRECAST
- BARRIER ANCHORED
- TRAFFIC CONTROL DRUMS
- EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
- TEMPORARY DRAINAGE PIPE (SIZE)
- CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
- EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES)  
- SEE TYPICAL EXISTING SECTIONS
- PROPOSED PAVEMENT  
- SEE TYPICAL FISHED SECTIONS
- TEMPORARY PAVEMENT TEMPORARY OVER  
- 2" ASPHALT SURFACE  
- 12" BASE AGGREGATE DENSE 1 1/4-INCH OVER 1/2" BREAKER RUN
- BASIC AGGREGATE DENSE 3/4-INCH (SHOULDERS)
- SAWCUT AT EDGE OF EXISTING TRAVEL LANE
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING  
- SEE PAVEMENT MARKING PLAN
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING EPOXY
- YELLOW EDGE LINE
- WHITE EDGE LINE
- WHITE LANE LINE SKIP-DASH (ASPHALT)
- WHITE LANE LINE SKIP-DASH (CONCRETE)  
- IF MARKING IS TEMPORARY, INCLUDE A BLACK REMOVABLE TAPE EVERY OTHER SKIP
- POINT REFERRED TO ON PROFILE



PROJECT NO: 1133-10-71

HWY: USH 41

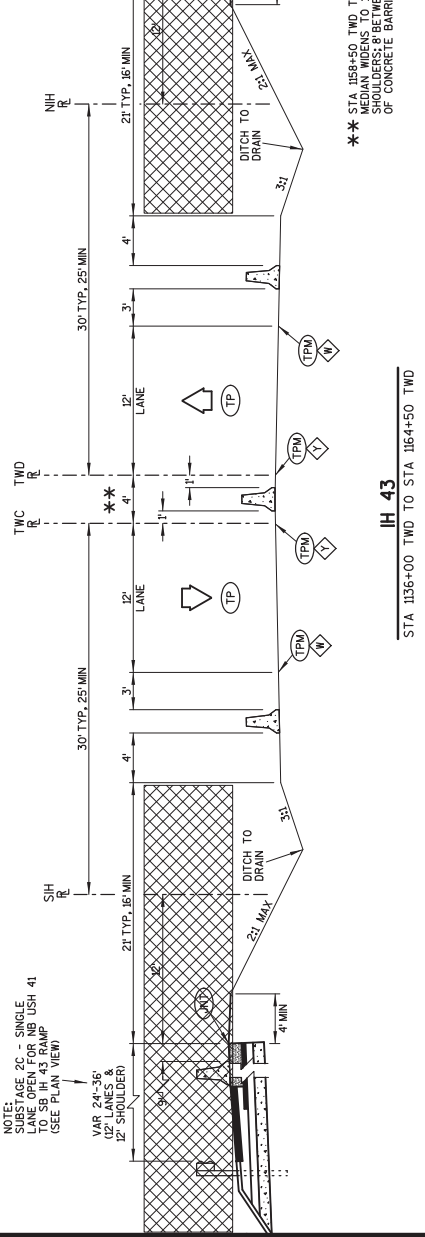
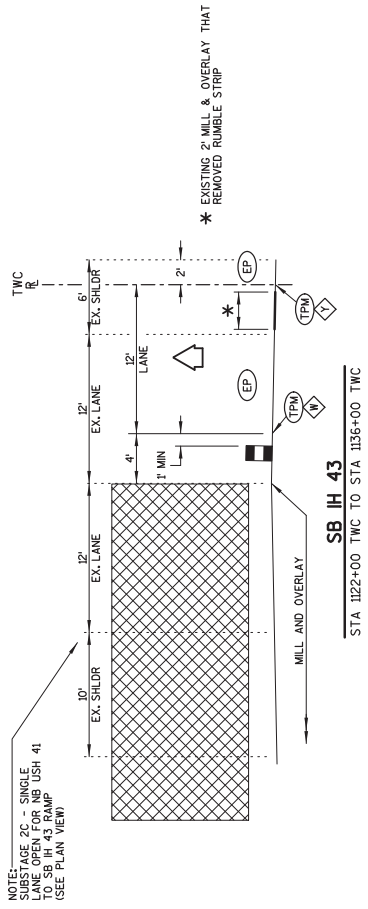
COUNTY: BROWN

TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 2

SHEET 348

E

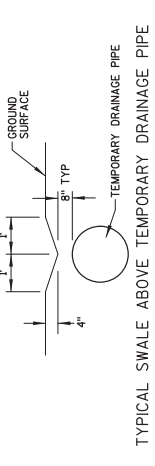
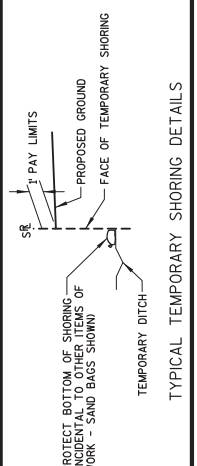
Addendum No. 1  
ID 1133-10-71  
Revised Sheet 348  
December 23, 2014



\*\* STA 1168+50 TWD TO STA 1165+50 TWD, SECTION HAS BEEN OPENED UP AND RUNS OF CONCRETE BARRIER TEMPORARY PRECAST

**LEGEND**

- WORK ZONE
- TRAFFIC DIRECTION
- CONCRETE BARRIER TEMPORARY PRECAST
- BARRIER ANCHORED
- TRAFFIC CONTROL DRUMS
- EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
- TEMPORARY DRAINAGE PIPE (SIZE)
- CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
- EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
- PROPOSED PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
- TEMPORARY PAVEMENT TEMPORARY OVER 12" ASPHALT SURFACE 1 1/4" INCH OVER 12" BASE AGGREGATE DENSE 3/4" INCH (SHOULDERS)
- SAWCUT AT EDGE OF EXISTING TRAVEL LANE
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING - SEE PAVEMENT MARKING PLAN
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING REMOVABLE TAPE
- YELLOW EDGE LINE
- WHITE EDGE LINE
- WHITE LINE LINE SKIP-DASH (ASPHALT)
- WHITE LINE LINE SKIP-DASH (CONCRETE) - IF MARKING IS TEMPORARY, INCLUDE 2" BLACK REMOVABLE TAPE EVERY OTHER SKIP
- POINT REFERRED TO ON PROFILE



PROJECT NO: 1133-10-71

HWY: USH 41

COUNTY: BROWN

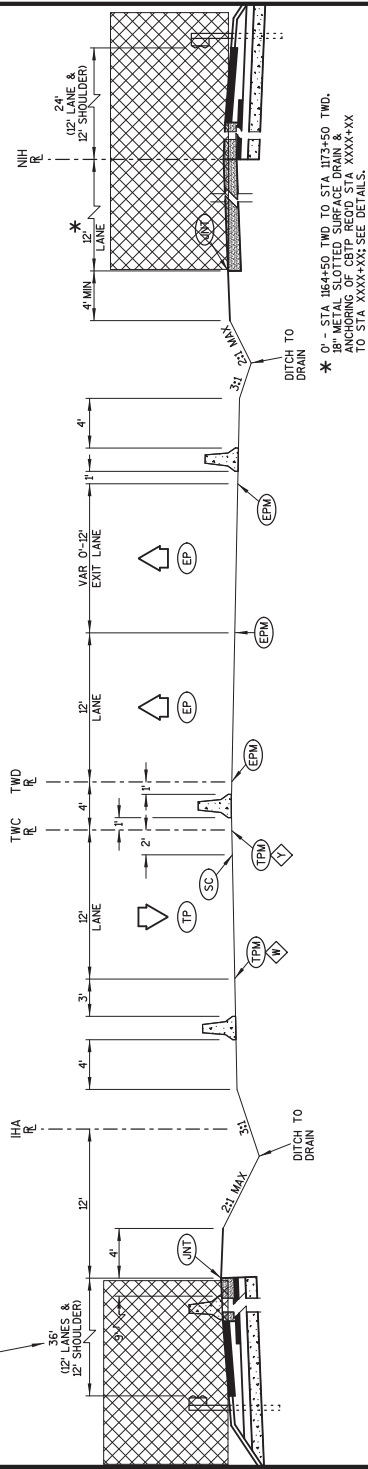
TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 2

SHEET 349

WISDOT/CADD SHEET 42

FILE NAME : N:\450267\NS-15-02 Memor-01 Dr-Duck Creek MainLine IH 43 Interchange\DRN\11331071\11331071-026205-S2-TS.dgn PLOT DATE : 12/17/2014 PLOT SCALE : 1:1200

NOTE: USE 90° SINGLE LANE OPEN FOR NB USH 41 TO SB IH 43 RAMP (SEE PLAN VIEW)

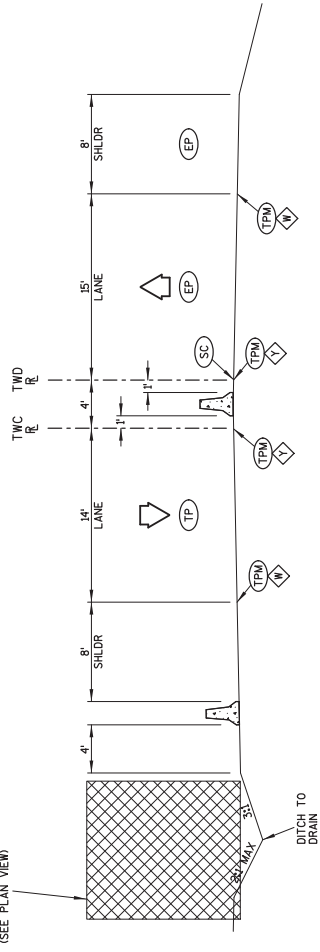


**IH 43**

STA 1164+50 TWD TO STA 1190+00 TWD

\* 0' - STA 1164+50 TWD TO STA 1173+50 TWD. 18" METAL SLOTTED SURFACE DRAIN & ANCHORING OF CURB REQ'D. STA XXXX+XX TO STA XXXX+XX SEE DETAILS.

NOTE: USE 90° SINGLE LANE OPEN FOR NB USH 41 TO SB IH 43 RAMP (SEE PLAN VIEW)



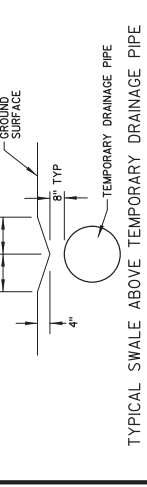
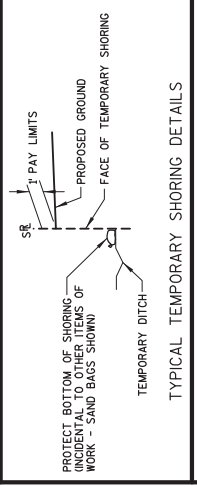
**IH 43**

STA 1190+00 TWD TO STA 1201+00 TWD

Addendum No. 1  
ID 1133-10-71  
Revised Sheet 349  
December 23, 2014

LEGEND

- WORK ZONE
- TRAFFIC DIRECTION
- CONCRETE BARRIER TEMPORARY PRECAST
- BARRIER ANCHORED
- TRAFFIC CONTROL DRUMS
- EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
- TEMPORARY DRAINAGE PIPE (SIZE)
- CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
- EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
- PROPOSED PAVEMENT - SEE TYPICAL FINISHED SECTIONS
- TEMPORARY PAVEMENT TEMPORARY ASPHALTIC SURFACE 11/4-INCH OVER 12" BREAKER NON
- BASE AGGREGATE DENSE 3/4-INCH (SHOULDERS) SAMCUT AT EDGE OF EXISTING TRAVEL LANE
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING - SEE PAVEMENT MARKING PLAN
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PAVEMENT REMOVABLE TAPE
- TEMPORARY PAVEMENT MARKING (EPOXY)
- YELLOW EDGE LINE
- WHITE EDGE LINE
- WHITE LANE LINE SNIP-DASH (ASPHALT)
- WHITE LANE LINE SNIP-DASH (CONCRETE) - IF MARKING IS TEMPORARY, INCLUDE 2" BLACK REMOVABLE TAPE EVERY OTHER SNIP
- POINT REFERRED TO ON PROFILE



PROJECT NO: 1133-10-71

HWY: USH 41

COUNTY: BROWN

TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 3

SHEET 398

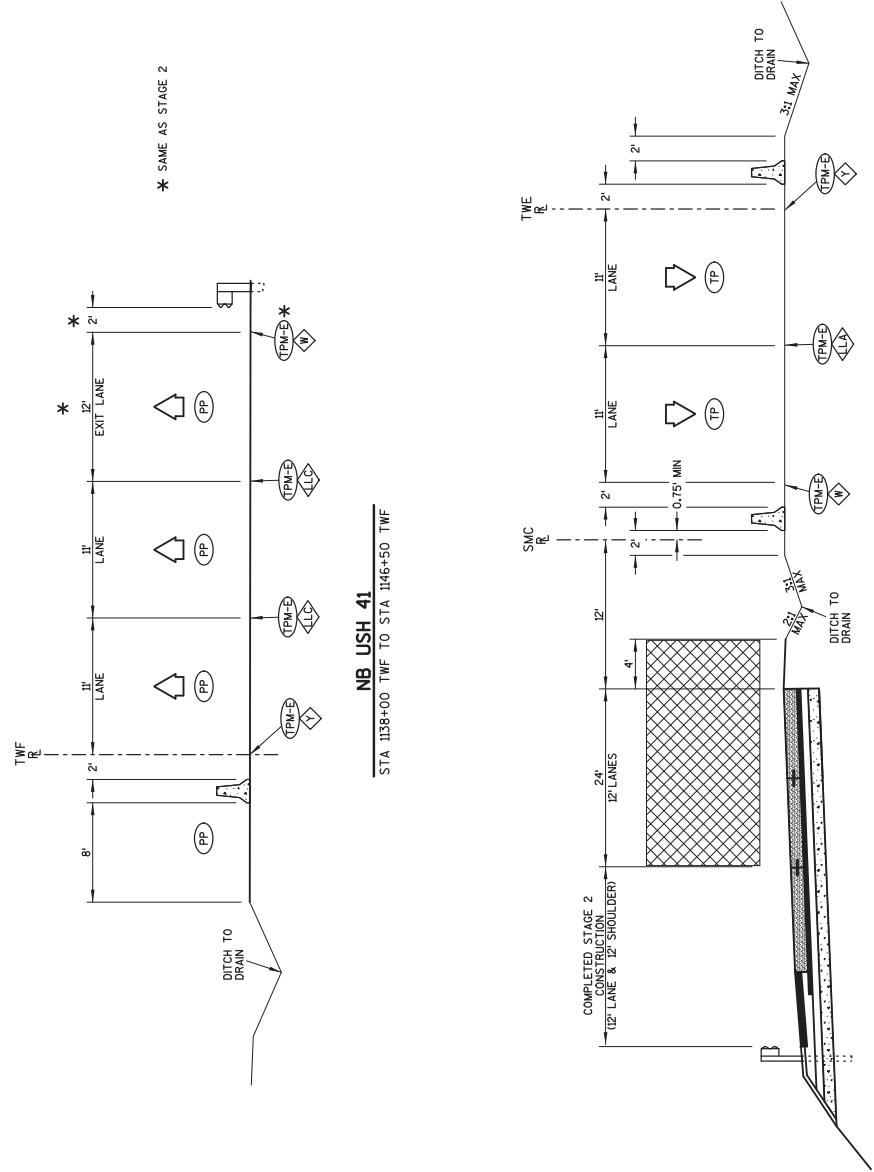
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FILE NAME : N:\450267\NB-15-02 Memor.i.d1 Dr-Duck Creek MainLine.IH 43 Interchange\DRN\11331071\11331071\_026301\_53.TS.dgn

PLOT DATE : 12/17/2014

PLOT SCALE : 1:1200

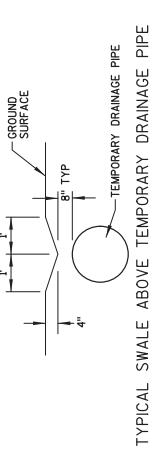
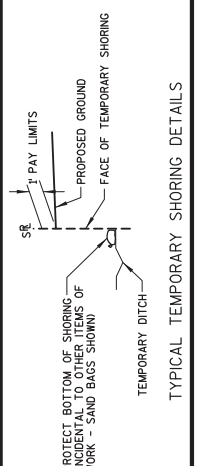
WISDOT/CADD SHEET 42



Addendum No. 1  
 ID 1133-10-71  
 Revised Sheet 398  
 December 23, 2014

**LEGEND**

- WORK ZONE
- TRAFFIC DIRECTION
- CONCRETE BARRIER TEMPORARY PRECAST
- BARRIER ANCHORED
- TRAFFIC CONTROL DRUMS
- EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
- TEMPORARY DRAINAGE PIPE (SIZE)
- CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
- EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
- PROPOSED PAVEMENTS - SEE TYPICAL FINISHED SECTIONS
- TEMPORARY PAVEMENT
- TEMPORARY ASPHALT SURFACE OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH OVER 1/2" BREAKER RUN
- BASE AGGREGATE DENSE 3/4-INCH (SHOULDERS) SAMCUT AT EDGE OF EXISTING TRAVEL LANE
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING - SEE PAVEMENT MARKING PLAN
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING REMOVABLE TAPE
- TEMPORARY PAVEMENT MARKING (EPOXY)
- YELLOW EDGE LINE
- WHITE EDGE LINE
- WHITE LANE LINE SNIP-DASH (ASPHALT)
- WHITE LANE LINE SNIP-DASH (CONCRETE) - IF MARKING IS TEMPORARY, INCLUDE 2" BLACK REMOVABLE TAPE EVERY OTHER SNIP
- POINT REFERRED TO ON PROFILE



PROJECT NO: 1133-10-71

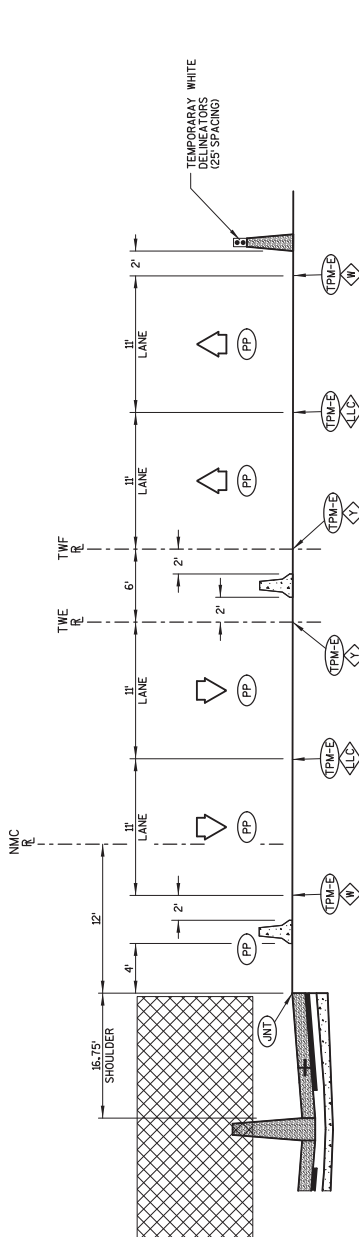
HWY: USH 41

COUNTY: BROWN

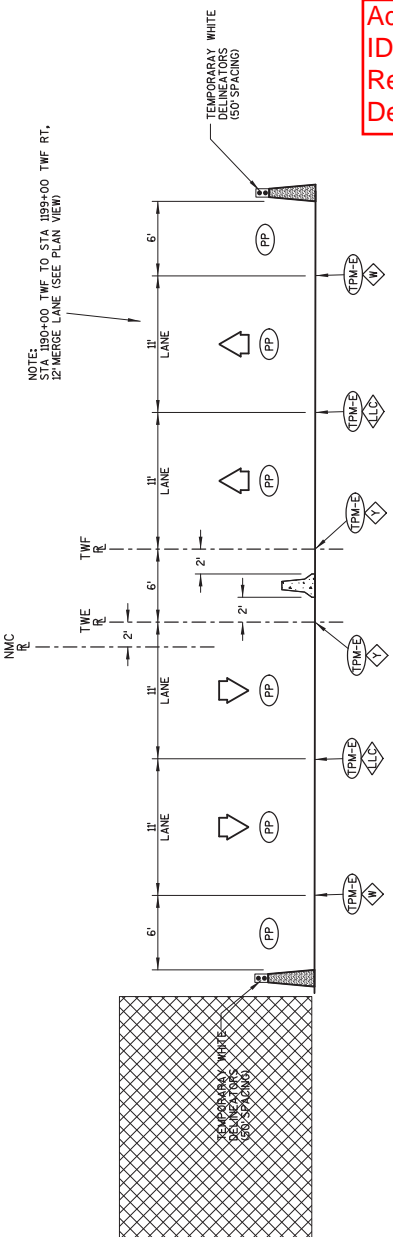
TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 3

SHEET 399

E



**USH 41**  
STA 1146+50 TWF TO STA 1173+00 TWF



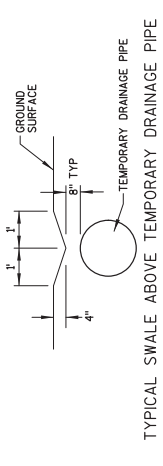
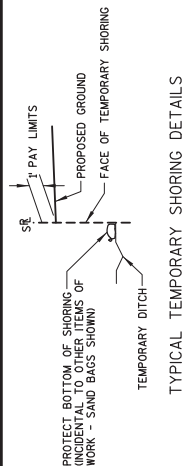
**USH 41**  
STA 1173+00 TWF TO STA 1209+00 TWF

NOTE:  
1. STA 1189+00 TWF TO STA 1193+00 TWF RT.  
2. MERGE LANE (SEE PLAN VIEW)

Addendum No. 1  
ID 1133-10-71  
Revised Sheet 399  
December 23, 2014

**LEGEND**

- WORK ZONE
- TRAFFIC DIRECTION
- CONCRETE BARRIER TEMPORARY PRECAST
- BARRIER ANCHORED
- TRAFFIC CONTROL DRUMS
- EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
- TEMPORARY DRAINAGE PIPE (ISZE)
- CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
- EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
- PROPOSED PAVEMENT - SEE TYPICAL FINISHED SECTIONS
- TEMPORARY PAVEMENT
- TEMPORARY ASPHALT SURFACE OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH OVER 12" BREAKER RUN
- BASE AGGREGATE DENSE 3/4-INCH (SLOULDBES)
- SAMCUT AT EDGE OF EXISTING TRAVEL LANE
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING - SEE PAVEMENT MARKING PLAN
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING REMOVABLE TAPE
- TEMPORARY PAVEMENT MARKING (EPOXY)
- YELLOW EDGE LINE
- WHITE EDGE LINE
- WHITE LANE LINE SKIP-DASH (ASPHALT)
- WHITE LANE LINE SKIP-DASH (CONCRETE) - IF MARKING IS TEMPORARY, INCLUDE 2" BLACK REMOVABLE TAPE EVERY OTHER SKIP
- POINT REFERRED TO ON PROFILE



PROJECT NO: 1133-10-71

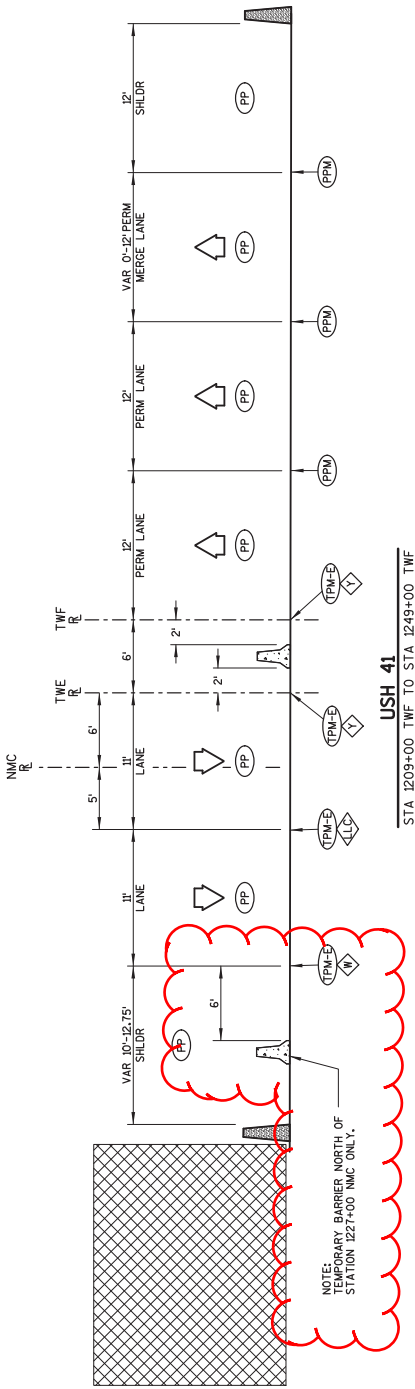
HWY: USH 41

COUNTY: BROWN

TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 3

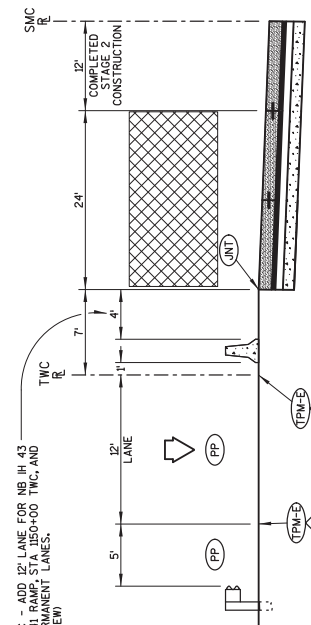
SHEET 400

E WISDOT/CADD SHEET 42

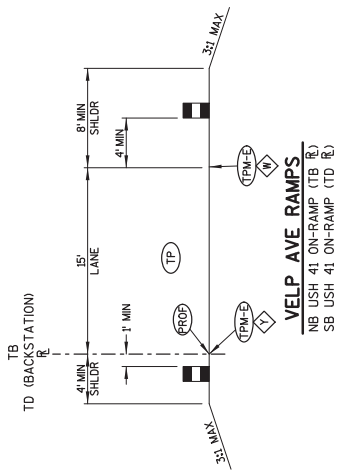


NOTE: TEMPORARY BARRIER NORTH OF STATION 1227+00 NMC ONLY.

**USH 41**  
STA 1209+00 TWC TO STA 1249+00 TWF

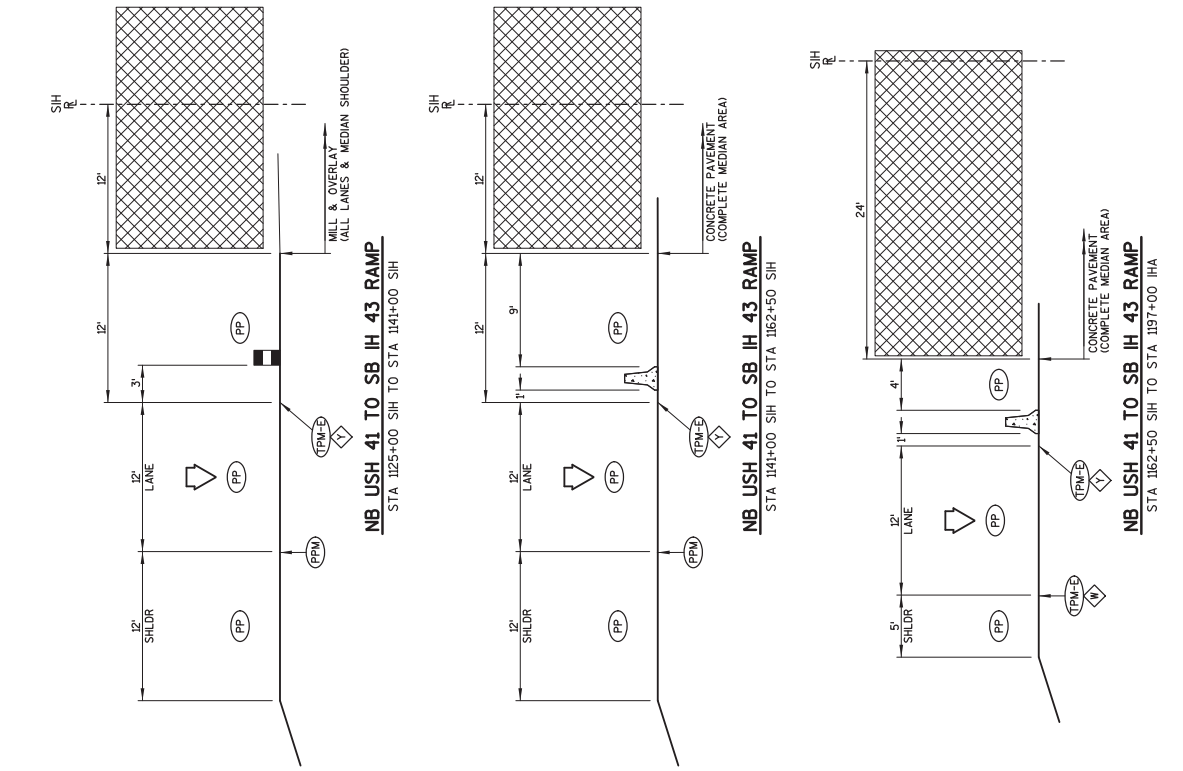


**SB USH 41 ON-RAMP FROM VELP AVE**  
STA 1138+00 TWC TO STA 1160+00 TWC

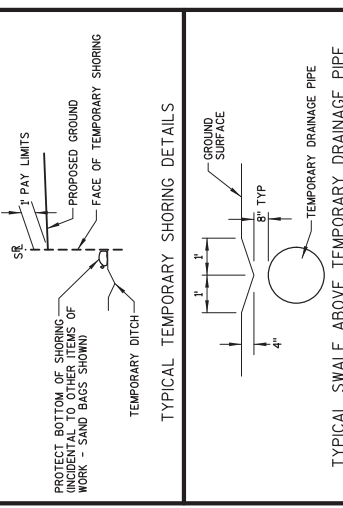


Addendum No. 1  
ID 1133-10-71  
Revised Sheet 400  
December 23, 2014

Addendum No. 1  
ID 1133-10-71  
Revised Sheet 401  
December 23, 2014

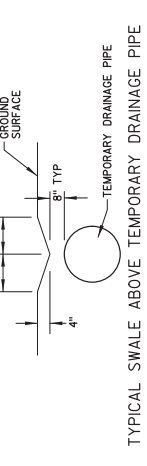
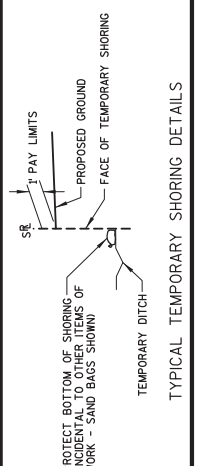


- LEGEND**
- WORK ZONE
  - TRAFFIC DIRECTION
  - CONCRETE BARRIER
  - TEMPORARY PRECAST BARRIER ANCHORED
  - TRAFFIC CONTROL DRUMS
  - EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
  - TEMPORARY DRAINAGE PIPE (SIZE)
  - CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
  - EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
  - PROPOSED PAVEMENT - SEE TYPICAL FINISHED SECTIONS
  - TEMPORARY PAVEMENT TEMPORARY OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH OVER 12" BREAKER RUN
  - BASE AGGREGATE DENSE 3/4-INCH (SHOULDERS) SAMCUT AT EDGE OF EXISTING TRAVEL LANE
  - EXISTING PAVEMENT MARKING
  - PROPOSED PAVEMENT MARKING - SEE PAVEMENT MARKING PLAN
  - TEMPORARY PAVEMENT MARKING
  - TEMPORARY PAVEMENT MARKING REMOVABLE TAPE
  - TEMPORARY PAVEMENT MARKING (EPOXY)
  - YELLOW EDGE LINE
  - WHITE EDGE LINE
  - WHITE LANE LINE SKIP-DASH (ASPHALT)
  - WHITE LANE LINE SKIP-DASH (CONCRETE) - IF MARKING IS TEMPORARY, INCLUDE 2" BLACK REMOVABLE TAPE EVERY OTHER SKIP
  - POINT REFERRED TO ON PROFILE



**LEGEND**

- WORK ZONE
- TRAFFIC DIRECTION
- CONCRETE BARRIER
- TEMPORARY PRECAST BARRIER
- ANCHORED
- TRAFFIC CONTROL DRUMS
- EXISTING OR PROPOSED CONCRETE BARRIER, PARAPET, OR GUARDRAIL
- TEMPORARY DRAINAGE PIPE (SIZE)
- CONSTRUCT TO PROPOSED CONCRETE PAVEMENT JOINT
- EXISTING PAVEMENT WITH ASPHALT (EXISTING TRAVEL LANES) - SEE TYPICAL EXISTING SECTIONS
- PROPOSED PAVEMENT - SEE TYPICAL FINISHED SECTIONS
- TEMPORARY PAVEMENT TEMPORARY OVER 12" ASPHALT SURFACE 11/4-INCH OVER 12" BREAKER RUN
- BASE AGGREGATE DENSE 3/4-INCH (SHOULDERS)
- SAMCUT AT EDGE OF EXISTING TRAVEL LANE
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING - SEE PAVEMENT MARKING PLAN
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PAVEMENT REMOVABLE TAPE
- TEMPORARY PAVEMENT MARKING (EPOXY)
- YELLOW EDGE LINE
- WHITE EDGE LINE
- WHITE LANE LINE SNIP-DASH (ASPHALT)
- WHITE LANE LINE SNIP-DASH (CONCRETE)
- IF MARKING IS TEMPORARY, INCLUDE # BLACK REMOVABLE TAPE EVERY OTHER SNIP
- POINT REFERRED TO ON PROFILE



PROJECT NO: 1133-10-71

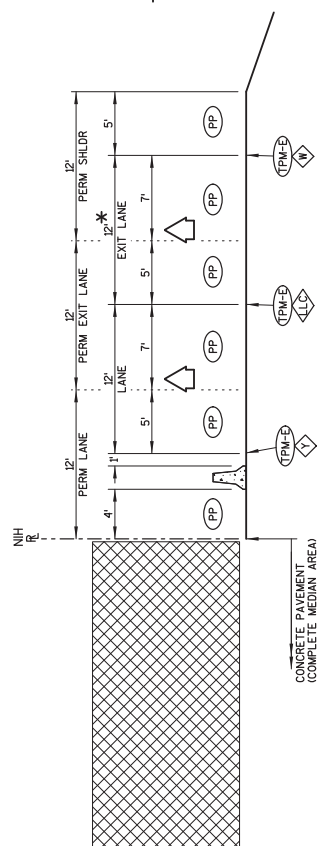
HWY: USH 41

COUNTY: BROWN

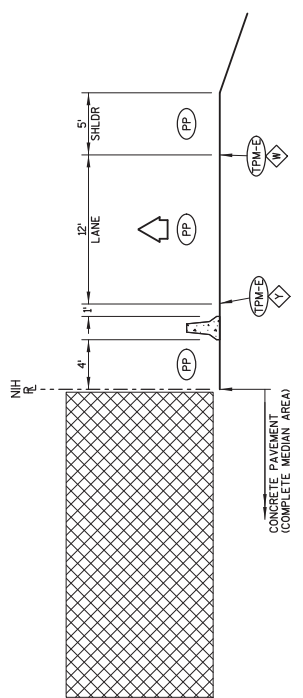
TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 3

SHEET 402

E



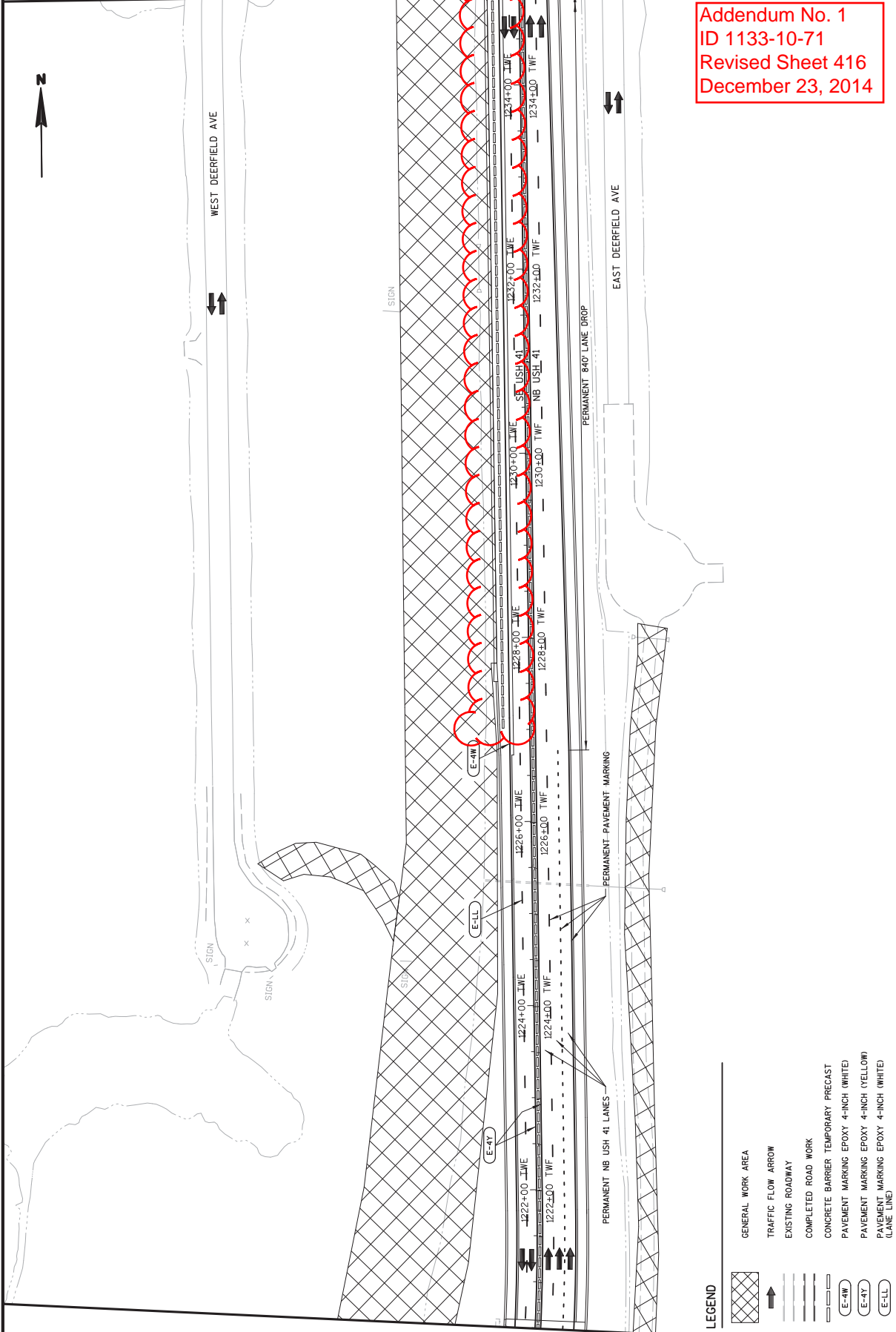
**NB IH 43**  
STA 1141+00 NIH TO STA 1164+00 NIH



**NB IH 43**  
STA 1164+00 NIH TO STA 1183+00 NIH

Addendum No. 1  
ID 1133-10-71  
Revised Sheet 402  
December 23, 2014



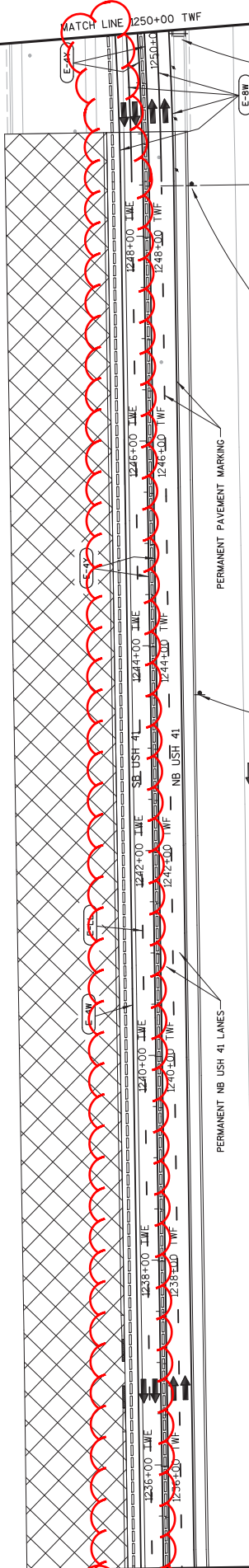


Addendum No. 1  
 ID 1133-10-71  
 Revised Sheet 416  
 December 23, 2014

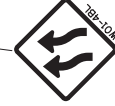
- LEGEND**
- GENERAL WORK AREA
  - TRAFFIC FLOW ARROW
  - EXISTING ROADWAY
  - COMPLETED ROAD WORK
  - CONCRETE BARRIER TEMPORARY PRECAST
  - PAVEMENT MARKING EPOXY 4-INCH (WHITE)
  - PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
  - PAVEMENT MARKING EPOXY 4-INCH (WHITE) (LANE LINE)



WEST DEERFIELD AVE



EAST DEERFIELD AVE



Addendum No. 1  
 ID 1133-10-71  
 Revised Sheet 417  
 December 23, 2014

LEGEND

- GENERAL WORK AREA
- TRAFFIC FLOW ARROW
- EXISTING ROADWAY
- COMPLETED ROAD WORK
- TRAFFIC CONTROL DRUMS WITH LIGHTS (COMPARE TO ALIGNMENT FOR SPACING)
- CONCRETE BARRIER TEMPORARY PRECAST
- PROPOSED SIGN

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- PAVEMENT MARKING EPOXY 4-INCH (WHITE) (LANE LINE)
- PAVEMENT MARKING EPOXY 8-INCH (WHITE)



PROJECT NO: 1133-10-71

HWY: USH 41

COUNTY: BROWN

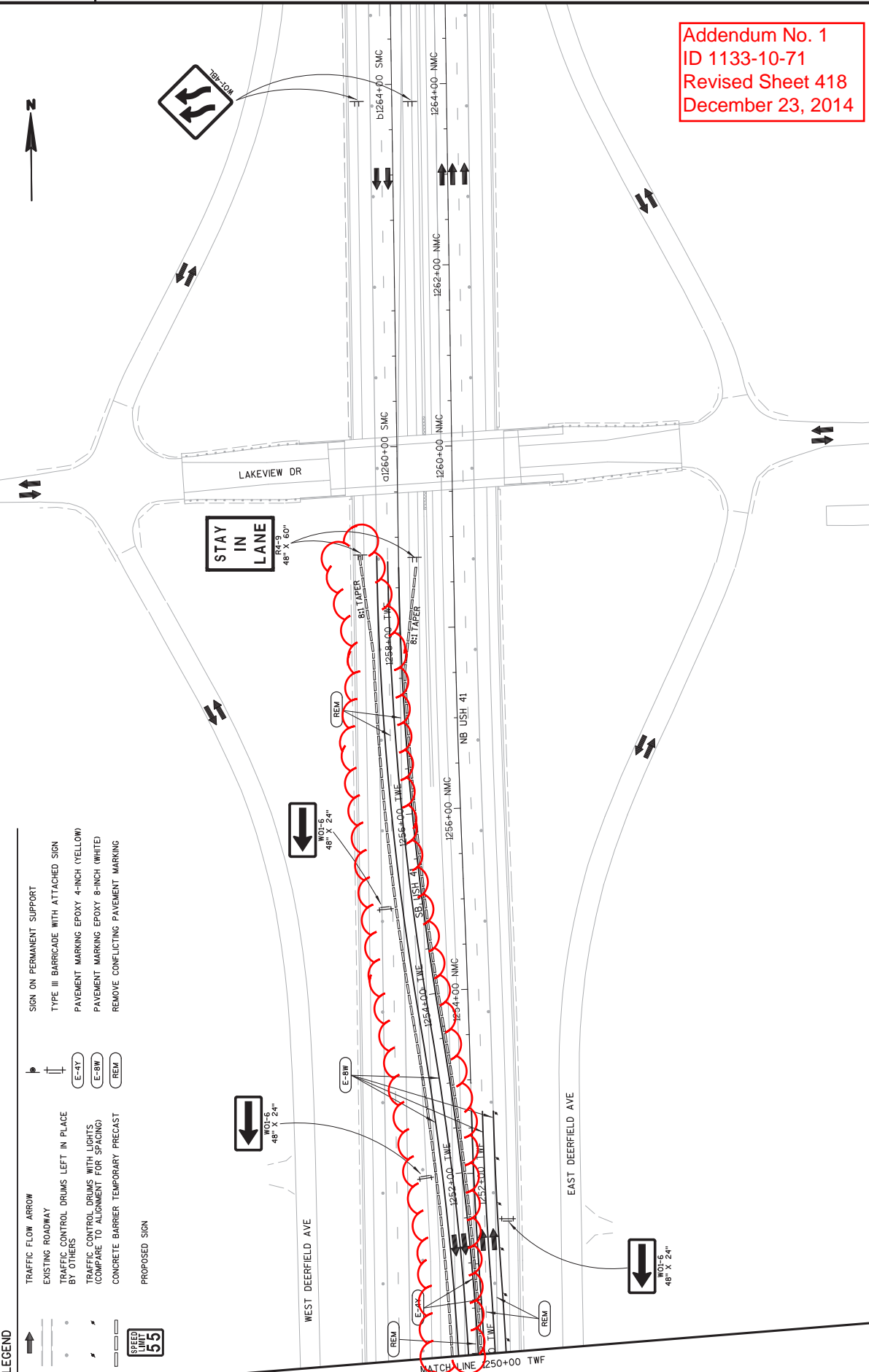
CONSTRUCTION STAGING - STAGE 3

SHEET 417



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- LEGEND**
- TRAFFIC FLOW ARROW
  - EXISTING ROADWAY
  - TRAFFIC CONTROL DRUMS LEFT IN PLACE BY OTHERS
  - TRAFFIC CONTROL DRUMS WITH LIGHTS (COMPARE TO ALIGNMENT FOR SPACING)
  - CONCRETE BARRIER TEMPORARY PRECAST
  - PROPOSED SIGN
  - SIGN ON PERMANENT SUPPORT
  - TYPE III BARRICADE WITH ATTACHED SIGN
  - PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
  - PAVEMENT MARKING EPOXY 8-INCH (WHITE)
  - REMOVE CONFLICTING PAVEMENT MARKING



REMOVING AND ABANDONING DRAINAGE ITEMS

STATION	LOCATION	OFFSET	EACH	203.0100	204.0210	204.0220	204.0245.002	204.0245.003	204.0245.004	204.0245.004	204.0245.002	204.0280	204.0291.S	REMARKS
STAGE 1				REMOVING SMALL PIPE MANHOLES CULVERTS	REMOVING INLETS	REMOVING STORMSEWER (12-INCH)	REMOVING STORMSEWER (18-INCH)	REMOVING STORMSEWER (24-INCH)	REMOVING STORMSEWER (36-INCH)	REMOVING STORMSEWER	SEALING PIPES	ABANDONING SEWER		
STATION	LOCATION	OFFSET	EACH	EA	EA	LF	LF	LF	LF	LF	EA	CY		
1143+82	NMC	LT-RT	1											18-INCH CMCP
1150+75	IHA	RT	1											HALF OF PIPE REM. IN STAGE 2, 12-INCH RCP
1157+77	IHA	LT-RT	1											HALF OF PIPE REM. IN STAGE 2, 18-INCH CMCP
1162+50	VEA	LT-RT						22						
1172+50	SMC	LT-RT		1		60								
1172+65	SMC	RT		1		20								
1175+68	SMC	RT		1		24								
1217+12	SIH	RT		1		34								
1225+34	NMC	LT		1		16								
1232+00	NMC	LT		1										18-INCH CMCP
1238+00 - 1246+10	NMC	LT				810								18-INCH CMCP & ATTACHED SLOTTED DRAIN
1241+34	NMC	LT		1										
1246+10	NMC	LT		1										
1150+02	NIH	LT		1		36								
1158+01	NIH	LT		1		36								REMOVAL FOR TEMPORARY DRAINAGE
11743+08	SIH	LT		1		8								PIPE IS 14X23-INCH HE SPPRC
1178+50	SIH	LT-RT		1		48								HALF OF PIPE REM. IN STAGE 2, 18-INCH RCP
1180+65	NIH	LT-RT		1										REMOVAL FOR TEMPORARY DRAINAGE
1189+25	TWC	LT				8								
STAGE 1 SUBTOTALS			5	1	10	114	986	22	0	0	0	0		
STAGE 2														
1148+25 - 1150+70	NMC	LT						20						
1157+75	IHA	RT						50			2	4		
1162+00	NMC	LT												
1162+00	IHA	LT-RT						54						
1162+00 - 1170+00	IHA	LT			3		752							
1172+63	NMC	LT			1	30								
1225+34	NMC	RT				178								
1235+22	NMC	LT-RT			1				110					
1150+02	NIH	RT				80								
1158+01	NIH	RT				80								
1178+52	NIH	LT-RT				90								PIPE IS 14X23-INCH HE SPPRC
87+02	WT	RT			1									24-INCH RCP
1201+31	IHA	LT-RT			1									18-INCH RCP
STAGE 2 SUBTOTALS			2	1	8	30	1,180	354	110	2	4	4		
PROJECT 1133-10-71 TOTALS			7	2	18	144	2,166	376	110	2	4	4		

REMOVING SURFACE DRAINS

STATION	LOCATION	OFFSET	EACH	204.0190
1195+53	NMC	LT	1	
STAGE 1 SUBTOTAL			1	
STAGE 2				
1172+67	NMC	RT	1	
1186+07	NMC	RT	1	
1195+53	NMC	LT	1	
1201+00	NMC	RT	1	
1288+50	NMC	RT	1	
STAGE 2 SUBTOTAL			5	
PROJECT 1133-10-71 TOTALS			6	

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Category	Stage	From To Station	Location	Excavation Common (CY) (1) 205,0100			Excavation Marsh (CY) (5) 205,0400			Fill (CY) (8)	Select Borrow (CY) (9) 208,1100 Factor 1.15	Breaker Run (TON) (10) 311,0110	Drainage Blanket (CY) (11) SPV,0035,001	Granular Material for ES Fabric (CY) (12) SPV,0035,004	Roadway Embankment (CY) (13) SPV,0035,002	Mass Ordinate +/- (14)	
				Cut (CY) (2)	EBS (CY) (3)	Drainage Blanket Cut (CY) (4)	General Marsh Excavation (CY) (6)	Marsh Excavation Median (CY) (7)	Marsh Excavation Cut (CY) (7)								
1000	1 & 2	1168+50 - 1216+50 IHA	NB 41 - SB 43 flyover ramp	10,832	0	0	15,141	0	1,475	48,202	0	3,934	0	57,934	-47,103		
	2	1167+50 - 1176+65 IHB	NB 43 - SB 41 flyover ramp	4	0	0	0	0	0	980	0	0	0	980	-975		
	2	1141+00 - 1187+08 NIH	NB 43 - NB 41 ramp	6,951	10,913	0	0	0	0	3,321	0	19,643	0	3,321	3,630		
	1 & 2	1138+00 - 1249+00 NMC	NB USH 41	14,161	3,479	0	0	6,350	0	105,276	7,300	6,263	0	105,276	-91,116		
	1 & 2	1198+50 - 1206+50 OB2	Obilitate NB 41 - SB 43 loop ramp	18,858	0	0	13,611	0	7,623	0	0	1,502	816	11,293	20,360		
	2	1125+00 - 1174+50 SH	SB 41 - SB 43 ramp	9,716	8,336	0	0	0	0	609	0	0	0	609	9,107		
	2	1138+00 - 1158+00 SMC	SB USH 41	2,883	760	0	0	0	0	16,382	0	1,367	0	16,382	-13,170		
	2	1152+00 - 1180+00 TWA	SB USH 41 Temporary	6,679	0	0	0	0	0	1,581	0	0	0	1,581	7,098		
	2	1138+60 - 1245+75 TWB	NB USH 41 Temporary	10,345	0	0	0	0	0	2,137	0	0	0	2,137	8,798		
	2	1123+00 - 1168+00 TWC	SB IH 43 Temporary	3,366	0	0	0	0	0	637	0	0	0	637	2,729		
	2	1135+00 - 1201+15 TWD	NB IH 43 Temporary	6,185	0	0	0	0	0	1,490	0	0	0	1,490	4,695		
	2	1138+00 - 1144+50 TWE	SB USH 41 Temporary	472	0	0	0	0	0	904	0	0	0	904	-433		
	1	1160+50 - 1170+00 VEA	NB 41 offramp to Velp Ave	277	0	0	0	0	0	8,527	0	0	0	8,527	-8,250		
	2	1177+00 - 1190+00 VEB	NB 41 on-ramp from Velp Ave	1,501	0	0	0	0	0	843	0	0	0	843	-102		
	2	1158+00 - 1168+50 VED	SB 41 on-ramp from Velp Ave	29	0	0	0	0	0	18,946	0	0	0	18,946	-18,017		
Project 1133-10-71 Sub-Total				94,748	23,188	13,611	22,765	6,350	9,088	209,634	7,300	42,278	5,436	816	230,660	-123,117	
<b>Project 1133-10-71 Total</b>				131,847			38,213			7,300			42,278			230,660	

1) Excavation Common = Cut + EBS Excavation + Drainage Blanket Cut. Item number 205,0100. Additional 136,765 CY of EBS Excavation to be removed of Temporary Median Crossover (STA. 1236+00-1248+00 NMC).

2) Cut volume includes concrete and asphaltic surface material.

3) EBS Excavation to be backfilled with Breaker Run at field engineer's discretion.

4) Additional excavation necessary to install drainage blanket. Measured from bottom of drainage blanket to existing ground.

5) Excavation Marsh limits as identified in the cross sections. The material designated as Excavation Marsh is planned to be wasted offsite. Any areas designated as Excavation Marsh in the plans will be paid for as Excavation Marsh, regardless of the type of material encountered. Additionally, if the contractor's operations allow for the marsh excavation to be used as fill onsite, then its excavation will be paid as Excavation Marsh. Unless otherwise specified in plans, all General Marsh Excavation is assumed to be backfilled with Roadway Embankment.

6) Material excavated as Marsh Excavation from Median North of Duck Creek and backfilled with Select Borrow. (see construction details) (Not shown in Computer Earthwork Tables).

7) Portion of material excavated as Marsh Excavation, but not to be backfilled. (see construction details).

8) Measured from existing ground to top of proposed fill.

9) To be used north of Duck Creek to backfill poor soil in the existing medians. Used at the field engineer's discretion.

10) Used at field engineer's discretion to backfill EBS.

11) Volume occupied by drainage blanket has been removed from Roadway Embankment quantity.

12) Granular Material for ES Fabric necessary to protect Geotextile Fabric. See Geotextile Map for further details.

13) Roadway Embankment = (Drainage Blanket Cut + (General Marsh Excavation - Marsh Excavation Cut) + Fill - Drainage Blanket) - Granular Material for ES Fabric

14) The Mass Ordinate: A positive quantity indicates an excess of material within the project and a negative quantity indicates a shortage of material within the project. Structure Excavation is not included in this calculation. Mass Ordinate = (Cut + Drainage Blanket Cut) - Roadway Embankment - Granular Material for ES Fabric. The Mass Ordinate is for information purposes only as Common Excavation and Roadway Embankment are not balanced for quantity purposes and does not guarantee the quality of Common Excavation, and if it can be reused onsite.

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December 23, 2014

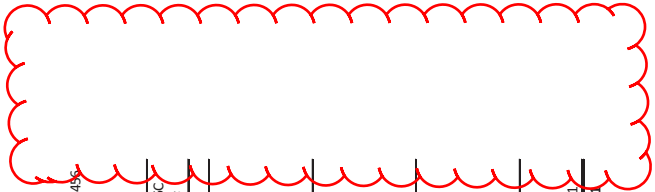
ASPHALTIC PAVEMENTS

STATION	STATION	LOCATION	SY	CONCRETE BASE	CONCRETE	320.0145	320.0150	455.0105	455.0605	460.1100	460.1100	460.1100	460.4000	465.0125	REMARKS
			8.5-INCH	8.5-INCH	PG58-28	PG58-28	TACK	F-0.3	E-30	PAVING	HMA COLD WEATHER	HMA COLD WEATHER	ASPHALTIC SURFACE TEMPORARY		
			SY	SY	TON	TON	GAL	TON	TON	TON	TON	TON	TON	TON	
STAGE 1															
1138+00	-	1158+00	NMC-IHA	--	--	34	156	467	--	156	--	--	--	--	SHOULDER
1138+21	-	1172+85	TWB	--	--	--	--	--	--	--	--	--	1,994	--	41 SB-41 CROSSOVER
1156+53	-	1160+64	TWA	--	--	--	--	--	--	--	--	--	429	--	TEMP SB-41 WIDENING
1158+00	-	1172+72	TWA	--	--	--	--	--	--	--	--	--	464	--	TEMP SB-41 WIDENING
1174+27	-	1180+46	TWA	--	--	--	--	--	--	--	--	--	194	--	TEMP SB-41 WIDENING
1174+41	-	1178+39	TWB	--	--	--	--	--	--	--	--	--	138	--	TEMP NB-41 WIDENING
1178+66	-	1184+72	TWB	--	--	--	--	--	--	--	--	--	142	--	TEMP NB-41 CROSSOVER
1195+50	-	1206+61	TWB	--	--	--	--	--	--	--	--	--	327	--	TEMP NB-41 WIDENING
1214+85	-	1218+45	TWB	--	--	--	--	--	--	--	--	--	110	--	TEMP NB-41 WIDENING
1214+86	-	1246+02	TWB	--	--	--	--	--	--	--	--	--	1,948	--	TEMP NB-41 CROSSOVER
1223+31	-	1201+33	TWC	--	--	--	--	--	--	--	--	--	7,098	--	TEMP 43 MEDIUM PAVING
1170+00	-	1173+08	TA	--	--	--	--	--	--	--	--	--	359	--	TEMP VEP CONNECTION
109+50	-	110+00	VEW	--	--	--	--	--	--	--	--	--	5	--	TEMP VEP SIDEWALK REPLACEMENT
1152+00	-	1162+00	TWD	--	--	--	--	--	--	--	--	--	82	--	TEMP ASPHALT PATCHING FOR STORM CROSSINGS
1159+89	-	1161+61	NMC	--	--	--	--	--	--	--	--	--	75	--	TEMP ASPHALT FOR SAG OVER BEAVER DAM BOX
1162+10	-	1162+60	SMC	--	--	--	--	--	--	--	--	--	32	--	ASPHALT FOR STORM SEWER PATCH
SUBTOTALS STAGE 1															
						34	156	467	--	156	--	--	13,397		
STAGE 2															
1138+00	-	1156+55	SMC	--	--	32	145	579	--	--	--	--	--	--	SHOULDER
1148+49	-	1153+25	IHA	--	--	6	--	102	--	--	--	--	--	--	GDRE
1186+24	-	1190+03	NMC	--	--	2	--	45	--	--	--	--	--	--	GDRE
1125+00	-	1197+83	SIH - IHA	--	--	122	557	2,226	--	--	--	--	--	--	SHOULDER NB-41 TO SB-43
1125+00	-	1141+00	SH	--	--	33	149	--	--	596	--	--	--	--	MAINLINE
1128+60	-	1142+75	SIH	1725	--	21	121	--	--	386	--	--	--	--	MAINLINE
1141+00	-	1142+75	NIH	235	--	3	16	--	--	52	--	--	--	--	MAINLINE
1141+00	-	1176+18	NIH - IHB	--	--	59	270	1,078	--	--	--	--	--	--	SHOULDER NB-43 TO SB-41
1160+50	-	1162+75	VEA	180	--	--	--	--	--	--	--	--	--	--	GDRE
1169+46	-	1171+61	IHB	338	--	2	--	38	--	--	--	--	--	--	GDRE
1171+59	-	1186+58	NIH	--	--	26	117	467	--	--	--	--	--	--	SHOULDER NB-43 TO NB-41
1171+61	-	1176+18	IHB	--	--	6	28	114	--	--	--	--	--	--	LEFT SHOULDER
1138+00	-	1144+75	TWE	--	--	--	--	--	--	--	--	--	560	--	TEMP SB-41 CROSSOVER
1168+50	-	1170+85	TQ	--	--	--	--	--	--	--	--	--	194	--	TEMP SB VEP ON RAMP
1175+67	-	1177+00	TB	--	--	--	--	--	--	--	--	--	106	--	TEMP NB VEP ON RAMP
109+75	-	111+25	VEW	--	--	--	--	--	--	--	--	--	14	--	SIDEWALK REPLACEMENT UNDER BRIDGE
SUBTOTALS STAGE 2															
				2,478	1,315	313	1,402	4,648	1,034	1,034	156	875	14,272		
PROJECT 1133-10-71 TOTALS															
				2,478	1,315	347	1,557	5,115	1,034	1,034	156	875	14,272		

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**CONCRETE BARRIER**

STAGE 2	STATION	- STATION	LOCATION	OFFSET	CONCRETE BARRIER			S56C
					S42	S56	S42C	
					LF	LF	LF	LF
	1154+16	- 1173+02	NMC	RT	1873	--	--	--
	1154+21	- 1163+00	IHA	LT	880	--	--	--
	1156+75	- 1168+50	VEB	LT	1180	--	--	--
	1158+21	- 1159+00	IHA	RT	80	--	--	--
	1163+00	- 1164+00	IHA	RT	--	--	100	--
	1162+98	- 1167+50	VEA	LT	--	--	463	--
	1164+00	- 1171+72	IHA	RT	744	--	--	--
	1174+56	- 1184+06	NMC	RT	--	950	--	--
	1175+35	- 1184+21	NMC	RT	886	--	--	--
	1179+25	- 1184+09	VEB	RT	482	--	--	--
	1179+76	- 1184+21	VEB	LT	467	--	--	--
	1186+18	- 1192+84	NMC	LT	--	666	--	--
	1186+20	- 1192+84	VEB	RT	666	--	--	--
	1195+56	- 1202+35	NMC	RT	680	--	--	--
	1195+56	- 1202+87	NMC	LT	--	735	--	--
	1220+46	- 1249+00	NMC	RT	2860	--	--	--
	1220+56	- 1225+50	NMC	LT	--	492	--	--
	1225+50	- 1227+50	NMC	LT	--	--	--	207
<b>PROJECT 1133-10-71 TOTALS</b>					<b>10,798</b>	<b>2,843</b>	<b>563</b>	<b>207</b>



**CONCRETE SIDEWALK**

602.0410

CONCRETE  
 SIDEWALK  
 5-INCH

STAGE 2	STATION	- STATION	LOCATION	OFFSET	SF
	1153+39	1172+82	IHA	LT	12500
	1162+49	1163+73	VEA	LT	500
	1186+08	1186+79	VEB	LT	430
					--
<b>PROJECT 1133-10-71 TOTALS</b>					<b>13,430</b>

CONCRETE BARRIER TEMPORARY PRECAST AND ANCILLARY ITEMS

STATION	STATION	OFFSET	LOCATION	LF	DELIVERED	CONCRETE BARRIER TEMPORARY PRECAST	603.8125	CONCRETE BARRIER TEMPORARY PRECAST	603.8125	CRASH CUSHIONS TEMPORARY LEFT IN PLACE	SPV.0060.207	TEMPORARY BEAM CONNECTION	SPV.0060.201	CONCRETE BARRIER ANCHORING	SPV.0090.200	CONCRETE BARRIER TEMPORARY PRECAST	SPV.0090.202
							INSTALLED										
							LF			EA		EA			EA		EA
STAGE 1																	
1135+75	-	1145+00	RT	NMC	950		950										
1145+00	-	1160+00	RT	IHA	1,500		1,500										
1159+00	-	1170+30	LT	VEA	1,050		1,050										
1172+00	-	1178+55	RT	SMC	650		650										
1175+50	-	1187+70	LT	SIH	1,625		1,625										
					5,775		5,775			0		0			0		0
STAGE 1 SUBTOTALS																	
STAGE 2A																	
1129+00	-	1130+00	LT	NMC	100		100										100
1130+00	-	1184+70	LT	TWB	4,825		5,475										
1136+70	-	1159+90	RT	IHA	2,350		2,350										
1135+70	-	1184+00	RT	TWB	4,825		4,850			1					25		
1138+00	-	SB VELP RMP	LT	TWA	3,200		3,200										
1138+00	-	1144+60	RT	TWA	675		675										
1167+80	-	1181+72	LT	TWA	1,400		1,400			1					25		
1159+90	-	1170+00	LT	VEA	1,010		1,010										
1191+25	-	1204+00	RT	TWB	1,300		1,300										
1215+00	-	1254+30	RT	TWB	3,950		3,950										
1214+90	-	1257+40	LT	TWB	4,250		4,250					2					
1132+50	-	1202+70	RT	TWC	7,025		7,025										
1138+00	-	1202+70	LT	TWC	4,850		6,475					200					
1132+00	-	1139+80	LT	TWD	800		800			1					25		
1136+00	-	1180+00	RT	TWD	4,400		4,400								200		
1159+10	-	1165+00	LT	TWD	600		600										
					42,200		47,863			3		0			2		475
STAGE 2A SUBTOTALS																	
STAGE 2B																	
1184+00	-	1192+50	RT	TWB	725		850										
					725		850			0		0			0		0
STAGE 2B SUBTOTALS																	
STAGE 2C																	
1141+00	-	1177+10	LT	SIH	3,625		3,625										3,625
1199+00	-	1214+00	LT	IHA	1,500		1,500										1,500
					5,125		5,125			0		0			0		5,125
STAGE 2C SUBTOTALS																	
STAGE 3																	
1130+00	-	1145+00	LT	TWF	1,500		1,500										1,500
1137+50	-	1258+80	RT	TWE	1,100		12,050										12,050
1137+50	-	1173+90	LT	TWE	3,650		3,650										3,650
1137+90	-	1160+00	LT	TWG	2,225		2,225										2,225
1160+00	-	1168+50	RT	VED	850		850										850
1168+50	-	1170+00	RT	TD	150		150										150
1227+00	-	1258+80	LT	TWE	2,600		3,200										3,200
1136+25	-	1179+50	RT	NIH	4,325		4,325			1					25		4,325
					3,700		27,950			1		1			25		27,950
STAGE 3 SUBTOTALS																	
UNDISTRIBUTED																	
					57,525		87,563			4		1			2		1,000
PROJECT 1133-10-71 TOTALS																	
COUNTY: BROWN																	
MISCELLANEOUS QUANTITIES																	
SHEET NO: 475																	

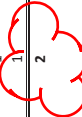
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 ID 1133-10-71  
 Revised Sheet 475  
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Addendum No. 1  
ID 1133-10-71  
Revised Sheet 486  
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PERMANENT CRASH CUSHIONS

STATION	-	STATION	LOCATION	OFFSET	EACH	FT	BACK	WIDTH	MARKING	OBJECT	CRASH	TEST	LEVEL	TRAFFIC	DIRECTION	LOCATION	TRAFFIC	CRASH	CUSHION	SHIELDS	
1153+47	-	1153+89	NMC	RT	1	2	OM-3C	TL-3	UNIDIRECTIONAL	L&R	PERM. CONC. BARRIER IN MEDIAN	L&R	PERM. CONC. BARRIER IN MEDIAN								
1162+57	-	1162+97	IHA	RT	1	2	OM-3C	TL-3	UNIDIRECTIONAL	L&R	PERM. CONC. BARRIER IN MEDIAN	L&R	PERM. CONC. BARRIER IN MEDIAN								
PROJECT 1133-10-71 TOTALS																					



SURVEY MONUMENT ITEMS

ROADWAY	LOCATION	OFFSET	EACH	SECTION	PROJECT
US 41 NB (NMC)	111+79	150' RT	4	SPV.0060.010	1
US 41 NB (NMC)	1149+96	103' RT	4	SECTION	1
VEIP AVE. (VEA)	1166+31	43' RT	4	SURVEY	1
PROJECT 1133-10-71 TOTALS			12	MONUMENTS, RECONSTRUCT	3

TEMPORARY DELINEATORS

STATION TO STATION	OFFSET	LOCATION	DELINEATORS TEMPORARY EACH	SPV.0060.206 LEFT IN PLACE DELINEATOR TEMPORARY EACH
1154+00 - 1186+70	RT	TWF	125	125
1191+30 - 1209+20	RT	TWF	37	37
1182+94 - 1249+00	LT	TWE	93	93
SUBTOTALS STAGE 3			255	255
PROJECT 1133-10-71 TOTALS			255	255

MOVING AND REMOVING SIGNS

STATION	SIGN DESCR.	OS	LOCATION	EACH	MOVING SIGN TYPE II SUPPORTS EACH
1171+20	LEFT ARROW "ONLY", THRU/LEFT, RIGHT ARROW "ONLY"	RT	TA	2	4
PROJECT 1133-10-71 TOTALS				2	4

DUST CONTROL SURFACE TREATMENT

LOCATION	SY
UNDISTRIBUTED	5,000
PROJECT TOTAL	5,000

VIBRATING WIRE PIEZOMETER  
INSTRUMENTATION SYSTEM, DELIVERED

STAGE 2	FEATURE	STATION	O/S	SPV.0060.003 EACH
	TOP OF EMBANKMENT	1198+50 IHA	20' LT	1
<b>PROJECT 1133-10-71 TOTALS</b>				
				<b>1</b>

STRIP DRAINS

STATION	-	STATION	LOCATION	LS	LF	SPV.0090.002 STRIP DRAINS	SPV.0090.013 PRE-BORED STRIP DRAINS
STAGE 1							
	1182+00	-	1185+50	082	37,932	9,483	
<b>SUBTOTALS</b>		<b>STAGE 1</b>			<b>37,932</b>	<b>9,483</b>	
STAGE 2							
	1197+00	-	1202+00	IHA	69,345	17,336	
<b>SUBTOTALS</b>		<b>STAGE 2</b>			<b>69,345</b>	<b>17,336</b>	
<b>PROJECT 1133-10-71 TOTALS</b>					<b>107,277</b>	<b>26,819</b>	

SETTLEMENT GAUGES

STAGE 2	FEATURE	STATION	O/S	SPV.0060.004 EACH
	TOP OF EMBANKMENT	1198+50 IHA	20' LT	1
<b>PROJECT TOTAL 1133-10-71</b>				
				<b>1</b>

GEOTECHNICAL INSTRUMENTATION

STAGE 1	LOCATION	LS
		1
<b>PROJECT TOTAL</b>		
		<b>1</b>

GEOGRID REINFORCEMENT

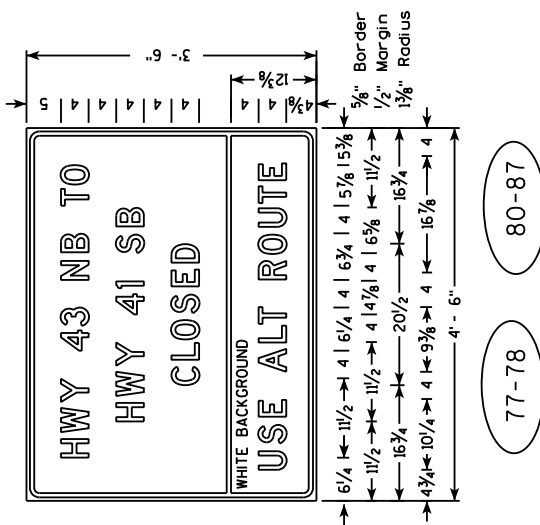
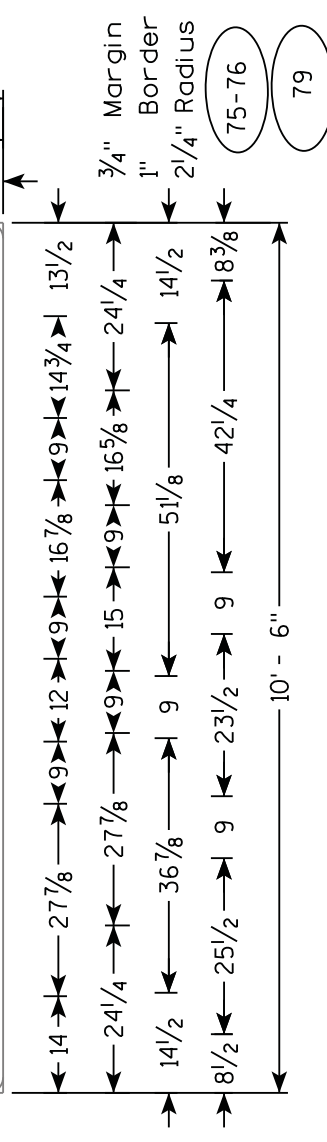
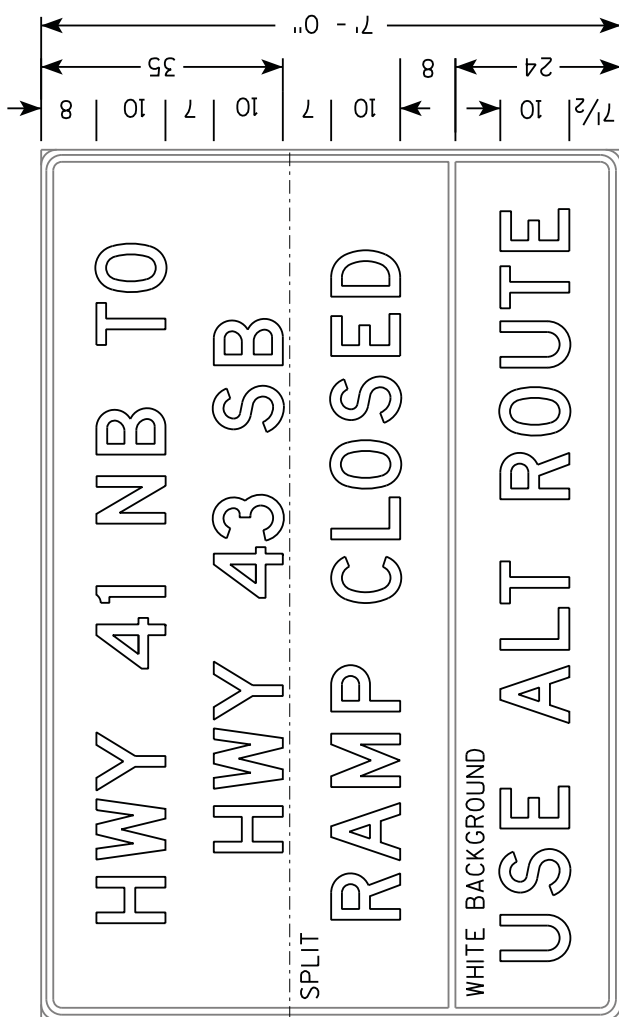
STAGE	LOCATION	SY
STAGE 1	UNDISTRIBUTED	2500
STAGE 2	UNDISTRIBUTED	2500
<b>PROJECT 1133-10-71 TOTALS</b>		<b>5000</b>

Addendum No. 1  
ID 1133-10-71  
Revised Sheet 514  
December 23, 2014

Addendum No. 1  
ID 1133-10-71  
Added Sheet 680A  
December 23, 2014

NOTES

- All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:  
Background - ORANGE except as Shown  
Message - BLACK
- Message Series - D



PLAN SHEET PRODUCED  
BY WISDOT-NE REGION

SB 41 TEMPORARY ALIGNMENT "TWA" (continued)

Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)		Mass Ordinate Note 8					
		Cut	Fill	Marsh Ex. Cut	Marsh Ex. Blanket Cut	EBS	Drainage Blanket	Cut	Fill	Marsh Ex. Cut	Marsh Ex. Blanket Cut	EBS	Drainage Blanket	Cut	Fill						
		Note 1	Note 2	Note 3	Note 4	Note 5	Note 6	Note 7	Note 1	Note 2	Note 3	Note 4	Note 5	Note 6	Note 7	1.00	1.00				
1167+00	50	31.8	0	0	0	0	0	0	57	0	0	0	0	0	0	2251	72	2179			
1167+50	50	52.4	0	0	0	0	0	0	78	0	0	0	0	0	0	2329	72	2257			
1168+00	50	49.0	0	0	0	0	0	0	94	0	0	0	0	0	0	2423	72	2351			
1168+50	50	42.7	0	0	0	0	0	0	85	0	0	0	0	0	0	2507	72	2436			
1169+00	50	40.1	0	0	0	0	0	0	77	0	0	0	0	0	0	2584	72	2512			
1169+50	50	35.4	9.0	0	0	0	0	0	70	8	0	0	0	0	0	2654	80	2574			
1170+00	50	30.9	18.6	0	0	0	0	0	61	26	0	0	0	0	0	2715	106	2609			
1170+50	50	34.7	13.1	0	0	0	0	0	61	29	0	0	0	0	0	2776	135	2641			
1171+00	50	37.0	7.1	0	0	0	0	0	66	19	0	0	0	0	0	2843	154	2688			
1171+50	50	38.8	4.7	0	0	0	0	0	70	11	0	0	0	0	0	2913	165	2748			
1172+00	50	39.4	2.1	0	0	0	0	0	72	6	0	0	0	0	0	2985	171	2814			
1172+50	50	34.8	12.9	0	0	0	0	0	69	14	0	0	0	0	0	3054	185	2868			
1173+00	50	0	0	0	0	0	0	0	50	12	0	0	0	0	0	3104	197	2906			
Velp Ave																					
1174+00	50	36.4	6.5	0	0	0	0	0	67	12	0	0	0	0	0	3171	209	2962			
1174+50	50	36.4	6.5	0	0	0	0	0	72	6	0	0	0	0	0	3243	215	3028			
1175+00	50	41.6	0	0	0	0	0	0	77	0	0	0	0	0	0	3321	215	3105			
1175+50	50	41.8	0	0	0	0	0	0	75	0	0	0	0	0	0	3395	215	3180			
1176+00	50	39.0	0	0	0	0	0	0	71	0	0	0	0	0	0	3467	216	3251			
1176+50	50	37.9	0	0	0	0	0	0	67	1	0	0	0	0	0	3534	216	3317			
1177+00	50	34.8	0	0	0	0	0	0	65	1	0	0	0	0	0	3599	217	3382			
1177+50	50	35.1	0	0	0	0	0	0	64	0	0	0	0	0	0	3663	217	3446			
1178+00	50	34.4	0	0	0	0	0	0	61	0	0	0	0	0	0	3724	217	3506			
1178+50	50	31.2	0	0	0	0	0	0	56	0	0	0	0	0	0	3780	217	3563			
1179+00	50	29.5	0	0	0	0	0	0	54	0	0	0	0	0	0	3834	217	3617			
1179+50	50	29.1	0	0	0	0	0	0	52	0	0	0	0	0	0	3886	217	3669			
1180+00	50	27.2	0	0	0	0	0	0													
								COLUMN SUB-TOTALS						1,693	145	0	0	0	0	0	0

Addendum No. 1  
ID 1133-10-71  
Revised Sheet 949  
December 23, 2014

Notes:  
 (1) Cut  
 (2) Fill  
 (3) Marsh Excavation  
 (4) Marsh Excavation Cut  
 (5) Blanket Cut  
 (6) EBS  
 (7) Drainage Blanket  
 (8) Mass Ordinate  
 Measured from existing ground to top of proposed cut. Cut includes pavement material.  
 Measured from existing ground to top of proposed fill.  
 All marsh excavation planned to be wasted offsite. Marsh excavation to be backfilled with Roadway/Embankment, unless specified in plans.  
 Portion of material excavated as Marsh Excavation, but not to be backfilled (see construction detail).  
 Additional excavation necessary to install drainage blanket. Measured from bottom of drainage blanket to existing ground.  
 All EBS material assumed to be wasted offsite. All EBS to be backfilled with Roadway/Embankment, unless specified by Engineer (see construction detail).  
 End area occupied by drainage blanket  
 Mass Ordinate = (Cut + Blanket Cut) - [(Marsh Excavation - Marsh Excavation Cut.) + Fill + Blanket Cut - Drainage Blanket]

SB 41 TEMPORARY ALIGNMENT "TWA" (continued)

Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)		Mass Ordinate			
		Cut	Blanket	Fill	Marsh Ex. Cut	Marsh Ex. Blanket	EBS	Drainage Blanket	Cut	Fill	Cut	Fill				
		Note 1	Note 2	Note 3	Note 4	Note 5	Note 6	Note 7	Note 1	Note 2	Note 3	Note 4	Note 5	Note 6	Note 7	Note 8
1221+50		26.2	0	0	0	0	0	0	50	0	0	0	0	0	0	3719
1222+00	50	27.9	0	0	0	0	0	0	52	0	0	0	0	0	0	3771
1222+50	50	28.1	0	0	0	0	0	0	55	0	0	0	0	0	0	3826
1223+00	50	31.1	0	0	0	0	0	0	58	0	0	0	0	0	0	3883
1223+50	50	31.2	0	0	0	0	0	0	59	3	0	0	0	0	0	3940
1224+00	50	32.5	2.9	0	0	0	0	0	60	8	0	0	0	0	0	3991
1224+50	50	32.5	6	0	0	0	0	0	82	132	0	0	0	0	0	3941
1225+00	50	55.9	136	0	0	0	0	0	86	210	0	0	0	0	0	3817
1225+50	50	36.6	91	0	0	0	0	0	76	146	0	0	0	0	0	3746
1226+00	50	45.3	67	0	0	0	0	0	87	118	0	0	0	0	0	3715
1226+50	50	48.1	60	0	0	0	0	0	95	96	0	0	0	0	0	3713
1227+00	50	54.5	44	0	0	0	0	0	105	74	0	0	0	0	0	3744
1227+50	50	58.6	36	0	0	0	0	0	115	61	0	0	0	0	0	3799
1228+00	50	65.8	29	0	0	0	0	0	131	48	0	0	0	0	0	3882
1228+50	50	76.2	22	0	0	0	0	0	144	38	0	0	0	0	0	3988
1229+00	50	79.6	19	0	0	0	0	0	148	34	0	0	0	0	0	4102
1229+50	50	80.2	18	0	0	0	0	0	153	28	0	0	0	0	0	4227
1230+00	50	84.7	13	0	0	0	0	0	159	23	0	0	0	0	0	4363
1230+50	50	86.9	12	0	0	0	0	0	162	21	0	0	0	0	0	4503
1231+00	50	87.9	11	0	0	0	0	0	156	23	0	0	0	0	0	4636
1231+50	50	80.4	14	0	0	0	0	0	151	25	0	0	0	0	0	4762
1232+00	50	83.0	13	0	0	0	0	0	161	21	0	0	0	0	0	4902
1232+50	50	91.3	10	0	0	0	0	0	171	16	0	0	0	0	0	5057
1233+00	50	93.1	7	0	0	0	0	0	184	12	0	0	0	0	0	5228
1233+50	50	105.4	7	0	0	0	0	0	185	14	0	0	0	0	0	5399
1234+00	50	94.5	8	0	0	0	0	0	163	18	0	0	0	0	0	5544
1234+50	50	81.2	11	0	0	0	0	0	159	17	0	0	0	0	0	5685
1235+00	50	90.1	8	0	0	0	0	0	127	10	0	0	0	0	0	5846
1235+50	50	94.7	3	0	0	0	0	0	171	3	0	0	0	0	0	5970
1236+00	50	42.1	0.1	0	0	0	0	0	3,503	1,202	0	0	0	0	0	

Notes:  
 (1) Cut  
 (2) Fill  
 (3) Marsh Excavation  
 (4) Marsh Excavation Cut  
 (5) Blanket Cut  
 (6) EBS  
 (7) Drainage Blanket  
 (8) Mass Ordinate

Measured from existing ground to top of proposed cut. Cut includes pavement material.  
 Measured from existing ground to top of proposed fill.  
 All marsh excavation planned to be wasted offsite. Marsh excavation to be backfilled with Roadway/Embankment, unless specified in plans.  
 Portion of material excavated as Marsh Excavation, but not to be backfilled (see construction detail).  
 Additional excavation necessary to install drainage blanket. Measured from bottom of drainage blanket to existing ground.  
 All EBS material assumed to be wasted offsite. All EBS to be backfilled with Roadway/Embankment, unless specified by Engineer (see construction detail).  
 End area occupied by drainage blanket  
 Mass Ordinate = (Cut + Blanket Cut) - [(Marsh Excavation - Marsh Excavation Cut) + Fill + Blanket Cut - Drainage Blanket]

**COLUMN SUB-TOTALS**  
 3,503 1,202 0 0 0 0 0 0 0

Addendum No. 1  
 ID 1133-10-71  
 Added Sheet 949A  
 December 23, 2014

PROJECT NUMBER: 1133-10-71

HWY: USH 41

COUNTY: BROWN

COMPUTER EARTHWORK DATA

SHEET NO: 949A

SB 41 TEMPORARY ALIGNMENT "TWA" (continued)

Station	Distance	AREA (SF)										Incremental Vol (CY) (Unadjusted)					Cumulative Vol (CY)		Mass Ordinate												
		Cut	Fill	Marsh Ex. Cut	Marsh Ex. Blanket Cut	EBS	Drainage Blanket	Note 1	Note 2	Note 3	Note 4	Note 5	Note 6	Note 7	Cut	Fill	Note 8														
1236+50	50	41.1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7466	1419	6047											
1237+00	50	39.4	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7541	1421	6120											
1237+50	50	39.2	4.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7613	1425	6188											
1238+00	50	39.3	6.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7686	1435	6251											
1238+50	50	39.0	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7758	1447	6311											
1239+00	50	41.3	7.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7833	1461	6371											
1239+50	50	40.0	8.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7908	1476	6432											
1240+00	50	41.8	6.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7984	1490	6494											
1240+50	50	41.9	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8061	1500	6561											
1241+00	50	41.8	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8139	1511	6628											
1241+50	50	42.3	4.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8217	1521	6696											
1242+00	50	40.2	4.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8293	1529	6764											
1242+50	50	40.6	4.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8368	1537	6830											
1243+00	50	42.6	5.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8445	1546	6898											
1243+50	50	42.1	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8523	1557	6966											
1244+00	50	41.9	8.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8601	1570	7031											
1244+50	50	42.8	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8679	1581	7098											
<b>COLUMN SUB-TOTALS</b>												1,291	162	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>COLUMN TOTALS</b>												8,679	1,581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

COLUMN SUB-TOTALS

COLUMN TOTALS

- Notes:
- (1) Cut
  - (2) Fill
  - (3) Marsh Excavation
  - (4) Marsh Excavation Cut
  - (5) Blanket Cut
  - (6) EBS
  - (7) Drainage Blanket
  - (8) Mass Ordinate
- Measured from existing ground to top of proposed cut. Cut includes pavement material.  
 Measured from existing ground to top of proposed fill.  
 All marsh excavation planned to be wasted offsite. Marsh excavation to be backfilled with Roadway Embankment, unless specified in plans.  
 Portion of material excavated as Marsh Excavation, but not to be backfilled (see construction detail).  
 Additional excavation necessary to install drainage blanket. Measured from bottom of drainage blanket to existing ground.  
 All EBS material assumed to be wasted offsite. All EBS to be backfilled with Roadway Embankment, unless specified by Engineer (see construction detail).  
 End area occupied by drainage blanket  
 Mass Ordinate = (Cut + Blanket Cut) - [(Marsh Excavation - Marsh Excavation Cut) + Fill + Blanket Cut - Drainage Blanket]

Addendum No. 1  
 ID 1133-10-71  
 Added Sheet 949B  
 December 23, 2014

SCHEDULE OF ITEMS

REVISED:

CONTRACT:  
20150113011

PROJECT(S):  
1133-10-71

FEDERAL ID(S):  
WISC 2015008

CONTRACTOR : \_\_\_\_\_

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS

SECTION 0001 Contract Items

0010	201.0110 Clearing	1,929.000 SY	.	.	.	.
0020	201.0120 Clearing	432.000 ID	.	.	.	.
0030	201.0210 Grubbing	1,919.000 SY	.	.	.	.
0040	201.0220 Grubbing	432.000 ID	.	.	.	.
0050	203.0100 Removing Small Pipe Culverts	7.000 EACH	.	.	.	.
0060	203.0200 Removing Old Structure (station) 001. 1192+00 Nmc	LUMP	LUMP	.	.	.
0070	203.0200 Removing Old Structure (station) 002. 1173+73.21 Nb	LUMP	LUMP	.	.	.
0080	203.0200 Removing Old Structure (station) 002. 1192+50 Smc	LUMP	LUMP	.	.	.
0090	203.0200 Removing Old Structure (station) 003. 1189+25 Sih	LUMP	LUMP	.	.	.
0100	203.0200 Removing Old Structure (station) 004. 1161+15 Nih	LUMP	LUMP	.	.	.

## SCHEDULE OF ITEMS

REVISED:

CONTRACT:  
20150113011PROJECT(S):  
1133-10-71FEDERAL ID(S):  
WISC 2015008

CONTRACTOR : \_\_\_\_\_

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0110	203.0200 Removing Old Structure (station) 005. 1210+60 Smc	LUMP	LUMP			.
0120	203.0200 Removing Old Structure (station) 006. 1197+00 Iha Lt	LUMP	LUMP			.
0130	203.0200 Removing Old Structure (station) 007. 325+35	LUMP	LUMP			.
0140	203.0200 Removing Old Structure (station) 008. 1185+25 Nmc, 43' Lt	LUMP	LUMP			.
0150	203.0225.S Debris Containment (structure) 700. B-5-64	LUMP	LUMP			.
0160	203.0225.S Debris Containment (structure) 702. B-05-674	LUMP	LUMP			.
0170	203.0225.S Debris Containment (structure) 703. B-05-669	LUMP	LUMP			.
0180	203.0225.S Debris Containment (structure) 704. B-05-675	LUMP	LUMP			.
0190	204.0100 Removing Pavement **p**	34,990.000 SY				.
0200	204.0110 Removing Asphaltic Surface **p**	120.000 SY				.
0210	204.0115 Removing Asphaltic Surface Butt Joints **p**	169.000 SY				.



## SCHEDULE OF ITEMS

REVISED:

CONTRACT:  
20150113011PROJECT(S):  
1133-10-71FEDERAL ID(S):  
WISC 2015008

CONTRACTOR : \_\_\_\_\_

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0220	204.0120 Removing Asphaltic Surface Milling **p**	3,569.000 SY	.	.	.	.
0230	204.0165 Removing Guardrail **p**	5,305.000 LF	.	.	.	.
0240	204.0170 Removing Fence **p**	19,031.000 LF	.	.	.	.
0250	204.0175 Removing Concrete Slope Paving	264.000 SY	.	.	.	.
0260	204.0180 Removing Delineators and Markers	80.000 EACH	.	.	.	.
0270	204.0190 Removing Surface Drains	6.000 EACH	.	.	.	.
0280	204.0210 Removing Manholes	1.000 EACH	.	.	.	.
0290	204.0220 Removing Inlets	17.000 EACH	.	.	.	.
0300	204.0245 Removing Storm Sewer (size) 002. 12-Inch **p**	144.000 LF	.	.	.	.
0310	204.0245 Removing Storm Sewer (size) 003. 18-Inch **p**	1,356.000 LF	.	.	.	.
0320	204.0245 Removing Storm Sewer (size) 004. 24-Inch **p**	376.000 LF	.	.	.	.

## SCHEDULE OF ITEMS

REVISED:

CONTRACT:  
20150113011PROJECT(S):  
1133-10-71FEDERAL ID(S):  
WISC 2015008

CONTRACTOR : \_\_\_\_\_

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0330	204.0245 Removing Storm Sewer (size) 005. 36-Inch **p**	110.000 LF	.		.	
0340	204.9090.S Removing (Item Description) 001. Temporary Shoring Left In Place	150.000 LF	.		.	
0350	204.9090.S Removing (Item Description) 002. Concrete Barrier Temporary Precast Left In Place	9,000.000 LF	.		.	
0360	205.0100 Excavation Common **p**	131,847.000 CY	.		.	
0370	205.0400 Excavation Marsh	38,213.000 CY	.		.	
0380	206.1000 Excavation for Structures Bridges (structure) 002. B-05-669	LUMP	LUMP		.	
0390	206.1000 Excavation for Structures Bridges (structure) 005. B-05-674	LUMP	LUMP		.	
0400	206.1000 Excavation for Structures Bridges (structure) 006. B-05-675	LUMP	LUMP		.	
0410	206.1000 Excavation for Structures Bridges (structure) 700. B-5-64	LUMP	LUMP		.	

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0420	208.1100 Select Borrow	7,300.000 CY	.		.	
0430	209.0300.S Backfill Coarse Aggregate (size) 001. No 1	160.000 CY	.		.	
0440	210.0100 Backfill Structure **p**	1,670.000 CY	.		.	
0450	213.0100 Finishing Roadway (project) 001. 1133-10-71	1.000 EACH	.		.	
0460	305.0110 Base Aggregate Dense 3/4-Inch	20,670.000 TON	.		.	
0470	305.0120 Base Aggregate Dense 1 1/4-Inch	87,290.000 TON	.		.	
0480	311.0110 Breaker Run	165,608.000 TON	.		.	
0490	315.0100 Asphaltic Base	20,926.000 TON	.		.	
0500	320.0145 Concrete Base 8-Inch **p**	2,478.000 SY	.		.	
0510	320.0150 Concrete Base 8 1/2-Inch **p**	1,315.000 SY	.		.	
0520	415.0090 Concrete Pavement 9-Inch **p**	6,412.000 SY	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
0530	415.0105 Concrete Pavement 10 1/2-Inch **p**	109,525.000 SY	.		.	
0540	415.0410 Concrete Pavement Approach Slab **p**	1,856.000 SY	.		.	
0550	416.0610 Drilled Tie Bars	566.000 EACH	.		.	
0560	416.0620 Drilled Dowel Bars	144.000 EACH	.		.	
0570	416.1010 Concrete Surface Drains	11.800 CY	.		.	
0580	416.1110 Concrete Shoulder Rumble Strips	16,722.000 LF	.		.	
0590	440.4410.S Incentive IRI Ride	26,000.000 DOL	1.00000		26000.00	
0600	455.0105 Asphaltic Material PG58-28	347.000 TON	.		.	
0610	455.0605 Tack Coat	1,557.000 GAL	.		.	
0620	460.1100 Hma Pavement Type E-0.3	5,270.000 TON	.		.	
0640	460.1130 Hma Pavement Type E-30	1,034.000 TON	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
0650	460.2000 Incentive Density HMA Pavement	4,040.000 DOL	1.00000		4040.00	
0660	465.0125 Asphaltic Surface Temporary	14,272.000 TON	.		.	
0670	465.0400 Asphaltic Shoulder Rumble Strips **p**	10,909.000 LF	.		.	
0680	502.0100 Concrete Masonry Bridges **p**	158.000 CY	.		.	
0690	502.2000 Compression Joint Sealer Preformed Elastomeric (width) 700. 3-Inch **p**	34.000 LF	.		.	
0700	502.3100 Expansion Device (structure) 700. B-5-64 **p**	LUMP	LUMP		.	
0710	502.3200 Protective Surface Treatment **p**	25,837.000 SY	.		.	
0720	502.5002 Masonry Anchors Type L No. 4 Bars **p**	4.000 EACH	.		.	
0730	502.5005 Masonry Anchors Type L No. 5 Bars	3.000 EACH	.		.	
0740	502.5010 Masonry Anchors Type L No. 6 Bars **p**	40.000 EACH	.		.	
0750	502.6110 Masonry Anchors Type S 3/4-Inch **p**	10.000 EACH	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
0760	503.0128 Prestressed Girder Type I 28-Inch **p**	2,044.000 LF	.	.	.	.
0770	503.0137 Prestressed Girder Type I 36W-Inch **p**	302.000 LF	.	.	.	.
0780	503.0172 Prestressed Girder Type I 72W-Inch **p**	1,824.000 LF	.	.	.	.
0790	504.0500 Concrete Masonry Retaining Walls **p**	695.000 CY	.	.	.	.
0800	505.0405 Bar Steel Reinforcement HS Bridges	54,260.000 LB	.	.	.	.
0810	505.0605 Bar Steel Reinforcement HS Coated Bridges	344,940.000 LB	.	.	.	.
0820	505.0615 Bar Steel Reinforcement HS Coated Retaining Walls	81,240.000 LB	.	.	.	.
0830	506.2605 Bearing Pads Elastomeric Non-Laminated **p**	114.000 EACH	.	.	.	.
0840	506.2610 Bearing Pads Elastomeric Laminated **p**	2.000 EACH	.	.	.	.
0850	506.4000 Steel Diaphragms (structure) 002. B-05-669 **p**	22.000 EACH	.	.	.	.
0860	506.4000 Steel Diaphragms (structure) 005. B-05-674 **p**	24.000 EACH	.	.	.	.

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			DOLLARS	CTS	DOLLARS	CTS
0870	506.4000 Steel Diaphragms (structure) 006. B-05-675 **p**	12.000 EACH	.	.	.	.
0880	506.4000 Steel Diaphragms (structure) 700. B-5-64 **p**	4.000 EACH	.	.	.	.
0890	511.1200 Temporary Shoring (structure) 002. B-05-669	600.000 SF	.	.	.	.
0900	511.1200 Temporary Shoring (structure) 005. B-05-674	1,420.000 SF	.	.	.	.
0910	511.1200 Temporary Shoring (structure) 700. B-5-64	480.000 SF	.	.	.	.
0920	511.1300 Temporary Shoring (location) 001. Sta 1150+50 - Sta 1153+75 Iha	1,950.000 SF	.	.	.	.
0930	511.1300 Temporary Shoring (location) 002. Sta 1161+00 - Sta 1167+00 Vea	4,515.000 SF	.	.	.	.
0940	511.2200 Temporary Shoring Left in Place (structure) 005. B-05-674	855.000 SF	.	.	.	.
0950	511.2200 Temporary Shoring Left in Place (structure) 700. B-5-64	342.000 SF	.	.	.	.

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			DOLLARS	CTS	DOLLARS	CTS
0960	511.2300 Temp Shoring Left in Place (location) 001. Sta 1169+76 - Sta 1170+21 Vea	SF 560.000	.		.	
0970	511.2300 Temp Shoring Left in Place (location) 002. Sta 1142+00 - Sta 1145+75 Smc	SF 1,885.000	.		.	
0980	511.2300 Temp Shoring Left in Place (location) 003. Sta 1146+50 - Sta 1171+35 Nmc	SF 19,600.000	.		.	
0990	511.2300 Temp Shoring Left in Place (location) 004. Sta 1154+25 - Sta 1162+41 Smc	SF 4,950.000	.		.	
1000	511.2300 Temp Shoring Left in Place (location) 005. Sta 1234+92 - Sta 1235+49 Nmc	SF 259.000	.		.	
1010	516.0500 Rubberized Membrane Waterproofing ***p**	SY 175.000	.		.	
1020	520.8000 Concrete Collars for Pipe	EACH 1.000	.		.	
1030	521.0118 Culvert Pipe Corrugated Steel 18-Inch	LF 464.000	.		.	
1040	521.0124 Culvert Pipe Corrugated Steel 24-Inch	LF 15.000	.		.	



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			DOLLARS	CTS	DOLLARS	CTS
1050	521.2005.S Surface Drain Pipe Corrugated Metal Slotted (inch) 001. 18-Inch	990.000 LF	.		.	
1060	521.2005.S Surface Drain Pipe Corrugated Metal Slotted (inch) 002. 24-Inch	460.000 LF	.		.	
1070	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	100.000 LF	.		.	
1080	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	1.000 EACH	.		.	
1090	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	34.000 EACH	.		.	
1100	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	3.000 EACH	.		.	
1110	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	1.000 EACH	.		.	
1120	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	2.000 EACH	.		.	
1130	550.0500 Pile Points	193.000 EACH	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
1140	550.1100 Piling Steel HP 10-Inch X 42 Lb	108.000 LF	.	.	.	.
1150	550.1120 Piling Steel HP 12-Inch X 53 Lb	17,495.000 LF	.	.	.	.
1160	602.0410 Concrete Sidewalk 5-Inch **p**	13,430.000 SF	.	.	.	.
1170	603.1142 Concrete Barrier Type S42 **p**	10,798.000 LF	.	.	.	.
1180	603.1156 Concrete Barrier Type S56 **p**	2,843.000 LF	.	.	.	.
1190	603.1442 Concrete Barrier Type S42c **p**	553.000 LF	.	.	.	.
1200	603.1456 Concrete Barrier Type S56c **p**	201.000 LF	.	.	.	.
1210	603.3279 Concrete Barrier Transition Type F51SF to S56	2.000 EACH	.	.	.	.
1220	603.3513 Concrete Barrier Transition Type S32 to S36	3.000 EACH	.	.	.	.
1230	603.3535 Concrete Barrier Transition Type S36 to S42	3.000 EACH	.	.	.	.
1240	603.8000 Concrete Barrier Temporary Precast Delivered	57,525.000 LF	.	.	.	.

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			DOLLARS	CTS	DOLLARS	CTS
1250	603.8125 Concrete Barrier Temporary Precast Installed	87,563.000 LF	.		.	
1260	604.0400 Slope Paving Concrete **p**	44.000 SY	.		.	
1270	604.0500 Slope Paving Crushed Aggregate **p**	200.000 SY	.		.	
1280	604.0600 Slope Paving Select Crushed Material **p**	1,364.000 SY	.		.	
1290	606.0200 Riprap Medium	414.000 CY	.		.	
1300	606.0300 Riprap Heavy	2.000 CY	.		.	
1310	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	719.000 LF	.		.	
1320	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	1,497.000 LF	.		.	
1330	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	2,499.000 LF	.		.	
1340	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	3,921.000 LF	.		.	
1350	608.0330 Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	194.000 LF	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
1360	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	1,442.000 LF	.	.	.	.
1370	611.0430 Reconstructing Inlets	2.000 EACH	.	.	.	.
1380	611.0530 Manhole Covers Type J	6.000 EACH	.	.	.	.
1390	611.0535 Manhole Covers Type J-Special	4.000 EACH	.	.	.	.
1400	611.0612 Inlet Covers Type C	1.000 EACH	.	.	.	.
1410	611.0624 Inlet Covers Type H	3.000 EACH	.	.	.	.
1420	611.0627 Inlet Covers Type HM	8.000 EACH	.	.	.	.
1430	611.0654 Inlet Covers Type V	74.000 EACH	.	.	.	.
1440	611.2004 Manholes 4-Ft Diameter	7.000 EACH	.	.	.	.
1450	611.2005 Manholes 5-Ft Diameter	15.000 EACH	.	.	.	.
1460	611.2006 Manholes 6-Ft Diameter	5.000 EACH	.	.	.	.

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			DOLLARS	CTS	DOLLARS	CTS
1470	611.2007 Manholes 7-Ft Diameter	2.000 EACH	.		.	
1480	611.2066 Manholes 6x6-Ft	1.000 EACH	.		.	
1490	611.3003 Inlets 3-Ft Diameter	3.000 EACH	.		.	
1500	611.3004 Inlets 4-Ft Diameter	25.000 EACH	.		.	
1510	611.3220 Inlets 2x2-Ft	1.000 EACH	.		.	
1520	611.3225 Inlets 2x2.5-Ft	66.000 EACH	.		.	
1530	611.9800.S Pipe Grates	3.000 EACH	.		.	
1540	612.0106 Pipe Underdrain 6-Inch	2,130.000 LF	.		.	
1550	612.0206 Pipe Underdrain Unperforated 6-Inch	140.000 LF	.		.	
1560	612.0406 Pipe Underdrain Wrapped 6-Inch	2,825.000 LF	.		.	
1570	614.0150 Anchor Assemblies for Steel Plate Beam Guard	1.000 EACH	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
1580	614.0397 Guardrail Mow Strip Emulsified Asphalt	3,100.000 SY	.	.	.	.
1590	614.0805 Crash Cushions Permanent Low Maintenance	2.000 EACH	.	.	.	.
1600	614.0905 Crash Cushions Temporary	4.000 EACH	.	.	.	.
1610	614.2300 Mgs Guardrail 3	6,737.500 LF	.	.	.	.
1620	614.2500 Mgs Thrie Beam Transition	237.000 LF	.	.	.	.
1630	614.2610 Mgs Guardrail Terminal EAT	5.000 EACH	.	.	.	.
1640	614.2620 Mgs Guardrail Terminal Type 2	3.000 EACH	.	.	.	.
1650	616.0100 Fence Woven Wire (height) 001. 4-Ft	7,772.000 LF	.	.	.	.
1660	616.0206 Fence Chain Link 6-FT	1,721.000 LF	.	.	.	.
1670	616.0329 Gates Chain Link (width) 001. 3. 5-Ft	1.000 EACH	.	.	.	.
1680	616.0700.S Fence Safety	500.000 LF	.	.	.	.

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			DOLLARS	CTS	DOLLARS	CTS
1690	618.0100 Maintenance And Repair of Haul Roads (project) 001. 1133-10-71	1.000 EACH	.		.	
1700	619.1000 Mobilization	1.000 EACH	.		.	
1710	621.0100 Landmark Reference Monuments	12.000 EACH	.		.	
1720	623.0200 Dust Control Surface Treatment	5,000.000 SY	.		.	
1730	624.0100 Water	1,750.000 MGAL	.		.	
1740	625.0500 Salvaged Topsoil	136,925.000 SY	.		.	
1750	627.0200 Mulching	64,950.000 SY	.		.	
1760	628.1504 Silt Fence	24,200.000 LF	.		.	
1770	628.1520 Silt Fence Maintenance	24,200.000 LF	.		.	
1780	628.1905 Mobilizations Erosion Control	15.000 EACH	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
1790	628.1910 Mobilizations Emergency Erosion Control	10.000 EACH	.		.	
1800	628.2004 Erosion Mat Class I Type B	75,000.000 SY	.		.	
1810	628.2008 Erosion Mat Urban Class I Type B	1,000.000 SY	.		.	
1820	628.6510 Soil Stabilizer Type B	13.000 ACRE	.		.	
1830	628.7005 Inlet Protection Type A	145.000 EACH	.		.	
1840	628.7010 Inlet Protection Type B	95.000 EACH	.		.	
1850	628.7020 Inlet Protection Type D	40.000 EACH	.		.	
1860	628.7504 Temporary Ditch Checks	915.000 LF	.		.	
1870	628.7555 Culvert Pipe Checks	105.000 EACH	.		.	
1880	628.7560 Tracking Pads	12.000 EACH	.		.	
1890	628.7570 Rock Bags	925.000 EACH	.		.	



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			DOLLARS	CTS	DOLLARS	CTS
1900	629.0210 Fertilizer Type B	86.000 CWT	.		.	
1910	630.0120 Seeding Mixture No. 20	3,400.000 LB	.		.	
1920	630.0160 Seeding Mixture No. 60	75.000 LB	.		.	
1930	630.0200 Seeding Temporary	3,400.000 LB	.		.	
1940	633.0100 Delineator Posts Steel	64.000 EACH	.		.	
1950	633.0500 Delineator Reflectors	208.000 EACH	.		.	
1960	633.1000 Delineator Brackets	144.000 EACH	.		.	
1970	633.1100 Delineators Temporary	255.000 EACH	.		.	
1980	633.5200 Markers Culvert End	33.000 EACH	.		.	
1990	634.0614 Posts Wood 4x6-Inch X 14-FT	8.000 EACH	.		.	
2000	634.0616 Posts Wood 4x6-Inch X 16-FT	12.000 EACH	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
2010	634.0618 Posts Wood 4x6-Inch X 18-FT	6.000 EACH	.		.	
2020	634.0810 Posts Tubular Steel 2x2-Inch X 10-FT	1.000 EACH	.		.	
2030	635.0200 Sign Supports Structural Steel HS	3,649.000 LB	.		.	
2040	636.0100 Sign Supports Concrete Masonry **P**	221.800 CY	.		.	
2050	636.0500 Sign Supports Steel Reinforcement	352.000 LB	.		.	
2060	636.1000 Sign Supports Steel Reinforcement HS	7,490.000 LB	.		.	
2070	636.1500 Sign Supports Steel Coated Reinforcement HS	30,920.000 LB	.		.	
2080	637.1220 Signs Type I Reflective SH	1,090.000 SF	.		.	
2090	637.2210 Signs Type II Reflective H	258.750 SF	.		.	
2100	637.2230 Signs Type II Reflective F	64.000 SF	.		.	
2110	638.2102 Moving Signs Type II	2.000 EACH	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
2120	638.2601 Removing Signs Type I	32.000 EACH	.		.	
2130	638.2602 Removing Signs Type II	129.000 EACH	.		.	
2140	638.3000 Removing Small Sign Supports	152.000 EACH	.		.	
2150	638.3100 Removing Structural Steel Sign Supports	23.000 EACH	.		.	
2160	638.4000 Moving Small Sign Supports	4.000 EACH	.		.	
2170	641.1200 Sign Bridge Cantilevered (Structure) 956. S-05-195	LUMP	LUMP		.	
2180	641.6600 Sign Bridge (Structure) 952. S-05-191	LUMP	LUMP		.	
2190	641.6600 Sign Bridge (Structure) 961. S-05-234	LUMP	LUMP		.	
2200	642.5401 Field Office Type D	2.000 EACH	.		.	
2210	643.0200 Traffic Control Surveillance And Maintenance (Project) 001. 1133-10-71	250.000 DAY	.		.	
2220	643.0300 Traffic Control Drums	197,315.000 DAY	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
2230	643.0420 Traffic Control Barricades Type Iii	8,636.000 DAY	.	.	.	.
2240	643.0705 Traffic Control Warning Lights Type A	16,148.000 DAY	.	.	.	.
2250	643.0715 Traffic Control Warning Lights Type C	35,553.000 DAY	.	.	.	.
2260	643.0800 Traffic Control Arrow Boards	1,110.000 DAY	.	.	.	.
2270	643.0900 Traffic Control Signs	43,687.000 DAY	.	.	.	.
2280	643.0910 Traffic Control Covering Signs Type I	6.000 EACH	.	.	.	.
2290	643.0920 Traffic Control Covering Signs Type Ii	16.000 EACH	.	.	.	.
2300	643.1000 Traffic Control Signs Fixed Message	1,409.250 SF	.	.	.	.
2310	643.1050 Traffic Control Signs PCMS	723.000 DAY	.	.	.	.
2320	643.2000 Traffic Control Detour (Project) 001. 1133-10-71	1.000 EACH	.	.	.	.
2330	643.3000 Traffic Control Detour Signs	2,530.000 DAY	.	.	.	.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
2340	645.0111 Geotextile Fabric Type Df Schedule A ***p**	1,185.000 SY	.		.	
2350	645.0120 Geotextile Fabric Type Hr	852.000 SY	.		.	
2360	645.0140 Geotextile Fabric Type Sas	13,107.000 SY	.		.	
2370	646.0106 Pavement Marking Epoxy 4-Inch	116,190.000 LF	.		.	
2380	646.0126 Pavement Marking Epoxy 8-Inch	13,120.000 LF	.		.	
2390	646.0600 Removing Pavement Markings	26,720.000 LF	.		.	
2400	646.0841.S Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch	2,650.000 LF	.		.	
2410	646.0843.S Pavement Marking Grooved Wet Reflective Contrast Tape 8-Inch	220.000 LF	.		.	
2420	647.0166 Pavement Marking Arrows Epoxy Type 2	2.000 EACH	.		.	
2430	647.0176 Pavement Marking Arrows Epoxy Type 3	1.000 EACH	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
2440	647.0356 Pavement Marking Words Epoxy	3.000 EACH	.		.	
2450	649.0100 Temporary Pavement Marking 4-Inch	91,220.000 LF	.		.	
2460	649.0400 Temporary Pavement Marking Removable Tape 4-Inch	9,840.000 LF	.		.	
2470	649.0701 Temporary Pavement Marking 8-Inch	7,280.000 LF	.		.	
2480	649.0801 Temporary Pavement Marking Removable Tape 8-Inch	3,150.000 LF	.		.	
2490	649.1800 Temporary Pavement Marking Arrows Removable Tape	14.000 EACH	.		.	
2500	649.2000 Temporary Pavement Marking Words Removable Tape	2.000 EACH	.		.	
2510	652.0125 Conduit Rigid Metallic 2-Inch **p**	1,208.000 LF	.		.	
2520	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch **p**	572.000 LF	.		.	
2540	653.0222 Junction Boxes 18x12x6-Inch	7.000 EACH	.		.	
2550	657.6005.S Anchor Assemblies Light Poles On Structures	6.000 EACH	.		.	

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
2560	670.0100 Field System Integrator	LUMP	LUMP			.
2570	670.0200 Its Documentation	LUMP	LUMP			.
2580	673.0225.S Install Pole Mounted Cabinet	EACH	1.000	.		.
2590	678.0500 Communication System Testing	LUMP	LUMP			.
2600	690.0150 Sawing Asphalt	LF	877.000	.		.
2610	690.0250 Sawing Concrete	LF	13,920.000	.		.
2620	ASP.1T0A On-The-Job Training Apprentice At \$5.00/Hr	HRS	2,100.000	5.00000		10500.00
2630	ASP.1T0G On-The-Job Training Graduate At \$5. 00/Hr	HRS	5,760.000	5.00000		28800.00
2640	SPV.0035 Special 001. Drainage Blanket	CY	5,436.000	.		.
2650	SPV.0035 Special 002. Roadway Embankment	CY	230,660.000	.		.
2660	SPV.0035 Special 003. Excavation Of Phragmites Soil	CY	760.000	.		.

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			DOLLARS	CTS	DOLLARS	CTS
2670	SPV.0035 Special 004. Granular Material For Es Fabric	816.000 CY	.	.	.	.
2680	SPV.0035 Special 700. High Performance Concrete (Hpc) Masonry Structures **p**	2,368.000 CY	.	.	.	.
2690	SPV.0060 Special 001. Cpm Baseline Schedule	1.000 EACH	.	.	.	.
2700	SPV.0060 Special 002. Cpm Schedule Monthly Updates	8.000 EACH	.	.	.	.
2710	SPV.0060 Special 003. Vibrating Wire Piezometer Instrumentation System, Delivered	1.000 EACH	.	.	.	.
2720	SPV.0060 Special 004. Settlement Gauges	1.000 EACH	.	.	.	.
2730	SPV.0060 Special 005. Concrete Barrier Transition Type S56 (54-Inch Base) To S56 (36-Inch Base)	1.000 EACH	.	.	.	.
2740	SPV.0060 Special 006. Concrete Barrier Transition Type V56 To S56 (36-Inch Wide Base)	6.000 EACH	.	.	.	.
2750	SPV.0060 Special 007. Concrete Barrier Transition Type Iv V33.5 To S42 Block	2.000 EACH	.	.	.	.



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			DOLLARS	CTS	DOLLARS	CTS
2760	SPV.0060 Special 008. Concrete Barrier Transition Type I V33.5 To S56 Block	EACH 2.000	.		.	
2770	SPV.0060 Special 010. Section Survey Monuments, Reconstruct Project	EACH 3.000	.		.	
2780	SPV.0060 Special 011. Removing Sand Barrel Array And Concrete Pad At Sign Structure Support	EACH 3.000	.		.	
2790	SPV.0060 Special 102. Storm Sewer Tap	EACH 1.000	.		.	
2800	SPV.0060 Special 103. Inlet Cover Type Dw	EACH 3.000	.		.	
2810	SPV.0060 Special 104. Drain Slotted Vane Type A 3-Foot	EACH 1.000	.		.	
2820	SPV.0060 Special 105. Drain Slotted Vane Type B 6-Foot	EACH 9.000	.		.	
2830	SPV.0060 Special 107. Temporary Drainage Manhole 4-Ft Diameter	EACH 6.000	.		.	
2840	SPV.0060 Special 108. Temporary Inlet Cover	EACH 4.000	.		.	
2850	SPV.0060 Special 109. Temporary Manhole Cover	EACH 2.000	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
2860	SPV.0060 Special 111. Inlet Covers Bolted	18.000 EACH	.		.	
2870	SPV.0060 Special 114. Storm Sewer Plug	24.000 EACH	.		.	
2880	SPV.0060 Special 115. Cover Plates	8.000 EACH	.		.	
2890	SPV.0060 Special 150. Inlet Protection Type A Special	5.000 EACH	.		.	
2900	SPV.0060 Special 151. Sedimentation Basin	10.000 EACH	.		.	
2910	SPV.0060 Special 152. Temporary Stone Ditch Checks	25.000 EACH	.		.	
2920	SPV.0060 Special 153. Tracking Pad Maintenance	2.000 EACH	.		.	
2930	SPV.0060 Special 200. Maintenance And Removal Of Crash Cushions Temp Left In Place By Others	10.000 EACH	.		.	
2940	SPV.0060 Special 201. Temporary Thrie Beam Connection	2.000 EACH	.		.	
2950	SPV.0060 Special 205. Temporarily Mount And Locate Type I Signs	3.000 EACH	.		.	

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
2960	SPV.0060 Special 206. Left In Place Delineator Temporary	255.000 EACH	.	.	.	.
2970	SPV.0060 Special 207. Crash Cushion Temporary Left In Place	1.000 EACH	.	.	.	.
2980	SPV.0060 Special 310. Pavement Marking Grooved Preformed Thermoplastic Arrows Type 5	1.000 EACH	.	.	.	.
3020	SPV.0060 Special 400. Install Dynamic Message Sign	1.000 EACH	.	.	.	.
3030	SPV.0060 Special 401. Install Ip Radio	1.000 EACH	.	.	.	.
3040	SPV.0060 Special 402. Salvage Dynamic Message Sign	1.000 EACH	.	.	.	.
3050	SPV.0060 Special 403. Salvage Pole Mounted Cabinet	1.000 EACH	.	.	.	.
3060	SPV.0060 Special 404. Salvage Ip Radio	1.000 EACH	.	.	.	.
3070	SPV.0060 Special 950. Bar Couplers Vertical Footing Reinforcement No. 7	60.000 EACH	.	.	.	.
3080	SPV.0060 Special 951. Bar Couplers Vertical Footing Reinforcement No. 8	366.000 EACH	.	.	.	.

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			DOLLARS	CTS	DOLLARS	CTS
3090	SPV.0075 Special 150. Street Sweeping	500.000 HRS	.	.	.	.
3100	SPV.0075 Special 200. Truck Mounted Attenuator With Operator	150.000 HRS	.	.	.	.
3110	SPV.0075 Special 201. Truck Mounted Attenuator Without Operator	150.000 HRS	.	.	.	.
3120	SPV.0085 Special 700. Bar Steel Reinforcement Hs Stainless Bridges	5,930.000 LB	.	.	.	.
3130	SPV.0090 Special 003. Concrete Curb & Gutter 32-Inch Type A Full Depth **p**	111.000 LF	.	.	.	.
3140	SPV.0090 Special 005. Concrete Curb & Gutter 56-Inch Type A Full Depth **p**	16.000 LF	.	.	.	.
3150	SPV.0090 Special 008. Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A Full Depth **p**	48.000 LF	.	.	.	.
3160	SPV.0090 Special 009. Concrete Curb & Gutter 6-Inch Sloped 60-Inch Type A Full Depth **p**	1,090.000 LF	.	.	.	.
3170	SPV.0090 Special 012. Strip Drains	107,277.000 LF	.	.	.	.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
3200	SPV.0090 Special 016. Concrete Curb & Gutter And Barrier, Cold Weather Covering, Plastic 1 Layer	200.000 LF	.	.	.	.
3210	SPV.0090 Special 017. Concrete Curb & Gutter And Barrier, Cold Weather Covering, Plastic 2 Layers	200.000 LF	.	.	.	.
3220	SPV.0090 Special 018. Conc C&G And Barrier, Cold Weather Covering, Plastic/Hay/Plastic Or Blanket	200.000 LF	.	.	.	.
3230	SPV.0090 Special 100. Storm Sewer Temporary 18-Inch	1,075.000 LF	.	.	.	.
3240	SPV.0090 Special 101. Storm Sewer Temporary 24-Inch	132.000 LF	.	.	.	.
3250	SPV.0090 Special 200. Concrete Barrier Temporary Precast Anchoring	1,000.000 LF	.	.	.	.
3260	SPV.0090 Special 201. Glare Screens Temporary	1,070.000 LF	.	.	.	.
3270	SPV.0090 Special 202. Concrete Barrier Temporary Precast Left In Place	33,175.000 LF	.	.	.	.
3280	SPV.0090 Special 700. Downspout Rtrp 6-Inch	8.000 LF	.	.	.	.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
3290	SPV.0105 Special 001. Survey Project 1133-10-71	LUMP	LUMP			.
3300	SPV.0105 Special 004. Geotechnical Instrumentation	LUMP	LUMP			.
3310	SPV.0105 Special 007. Concrete Pavement Joint Layout	LUMP	LUMP			.
3320	SPV.0105 Special 201. Maintaining Traffic Control For Duck Creek Recreational Vehicles	LUMP	LUMP			.
3330	SPV.0165 Special 200. Traffic Control Signs Fixed Message Left In Place	SF	192.000			.
3340	SPV.0165 Special 250. Permanent Covering Signs Type I	SF	82.000			.
3350	SPV.0165 Special 700. Architectural Surface Treatment	SF	8,083.000			.
3360	SPV.0165 Special 701. Staining Concrete	SF	43,502.000			.
3370	SPV.0165 Special 702. Staining Concrete Brick	SF	6,753.000			.
3380	SPV.0165 Special 703. Longitudinal Grooving Bridge Deck	SF	184,534.000			.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
3390	SPV.0165 Special 705. Temporary Shoring Railroad B-05-674	SF 590.000	.	.	.	.
3400	SPV.0165 Special 706. Temporary Shoring Railroad B-05-675	SF 280.000	.	.	.	.
3410	SPV.0165 Special 850. Wall Wire Faced Mechanically Stabilized Earth Lrfd/Qmp Pilot ***p**	SF 19,463.000	.	.	.	.
3420	SPV.0165 Special 851. Prestressed Precast Concrete Wall Panel ***p**	SF 19,463.000	.	.	.	.
3430	SPV.0165 Special 950. Sign Blanks Left-In-Place	SF 297.000	.	.	.	.
3440	SPV.0180 Special 008. Concrete Pavement Variable Depth	SY 1,173.000	.	.	.	.
3450	SPV.0180 Special 009. Geogrid Reinforcement	SY 5,000.000	.	.	.	.
3460	SPV.0180 Special 011. Concrete Pavement, Cold Weather Covering, Plastic 1 Layer	SY 5,000.000	.	.	.	.
3470	SPV.0180 Special 012. Concrete Pavement, Cold Weather Covering, Plastic 2 Layer	SY 3,000.000	.	.	.	.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
3480	SPV.0180 Special 013. Concrete Pavement, Cold Weather Covering, Plastic/Hay/Plastic Or Blanket	2,000.000 SY	.	.	.	.
3490	SPV.0180 Special 014. Install Geotextile Fabric Type Es	2,448.000 SY	.	.	.	.
3500	SPV.0195 Special 005. Cold Patch	10.000 TON	.	.	.	.
3510	SPV.0195 Special 006. Mill And Pave Joint	108.000 TON	.	.	.	.
3520	SPV.0195 Special 007. Mill And Pave Rumble Strip	50.000 TON	.	.	.	.
3530	204.0280 Sealing Pipes	2.000 EACH	.	.	.	.
3540	204.0291.S Abandoning Sewer	4.000 CY	.	.	.	.
3550	460.4000 HMA Cold Weather Paving	156.000 TON	.	.	.	.
3560	SPV.0090 Special 013. Pre-Bored Strip Drains	26,819.000 LF	.	.	.	.
	SECTION 0001 TOTAL				.	.
	TOTAL BID				.	.