



Wisconsin Department of Transportation

August 9, 2017

Division of Transportation Systems Development

Bureau of Project Development
4802 Sheboygan Avenue, Rm 601
P O Box 7916
Madison, WI 53707-7916

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

NOTICE TO ALL CONTRACTORS:

Proposal #11: 1030-20-85, WISC 2017 485
N-S Freeway, Ryan Road Interchange
Ryan Rd, Bridge & Ramps
IH 94
Milwaukee County

1030-26-72
North-South Freeway
Ryan Road to Rawson Ave
IH 94
Milwaukee County

Letting of September 12, 2017

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

Plan Sheets:

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
122A	Structure C-40-32, Sheet 9 of 9 Inadvertently left out of plans
123A – 123H	Structure C-40-33, Sheets 2 – 9 of 9 Inadvertently left out of plans

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Added: 122A and 123A – 123H.

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

Sincerely,

Mike Coleman

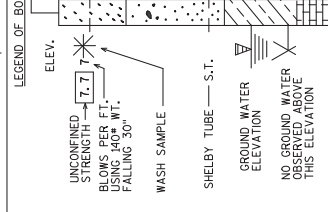
Proposal Development Specialist
Proposal Management Section

END OF ADDENDUM

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

MATERIAL SYMBOLS
TOPSOIL SANDSTONE
SILT SAND PEAT LIMESTONE
GRAVEL CLAY GNEISS/ROCK

LEGEND OF PROBING
95/6-95 BLOWS FOR 6" STA. ELEVATION
PROBING TAKEN WITH 7 AVERAGE BLOWS PER FOOT
A 350# WT. SLEEVE ON A 2" C.D. POINT.



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 14" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A 3" FREE FALL. THE BLOW COUNT IS THE NUMBER OF BLOWS PER FOOT. THE BLOW COUNT IS CASSED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THE DRAWING. THE SUBSURFACE EXPLORATION WAS LIMITED TO THE AREA OF THE BORINGS AND/OR SOUNDINGS. THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT THE CLASSIFICATION OF MATERIAL INVESTIGATED OR THAT THE CLASSIFICATION IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

Page 1 of 1
PROJECT NAME: I-94 Milwaukee, Racine and Kenosha Gaps
DATE OF RECORD: 02/20/10
DRAWN BY: J.V. HSA
CHECKED BY: S. Nease
DATE OF SHEET: 07/14/10
FIELD NO.: 0744-10
JOB NO.: 1030-26-72
SHEET NO.: 8

SOIL BORING LOG
PUEITZ-CUL-2

Sample Number	Sample Type	Sampling Recovery (ft)	Blow Count per Foot	N-Value (pcf)	Depth (ft)	Soil Description and Geological Origin for Each Major Unit	USCS Classification	Moisture Content (%)	Plasticity Index (%)	Liquid Limit (%)	Unconfined Compressive Strength (psi)	Void Diagram	Remarks
SS-1	SS	1.2	3	7	10	LEAN CLAY, trace sand and gravel, brown with gray mottling, moist, very stiff	Cl	22.0	17.4	2.00	3.50		
SS-2	SS	1.0	4	9	10.2	LEAN CLAY, trace sand and gravel, brown, moist, very stiff to hard	Cl	13.3	15.0	1.50	4.50		
SS-3	SS	1.0	10	10	11.2	LEAN CLAY, trace sand and gravel, brown, moist, very stiff to hard	Cl	17.8	15.0	4.00	4.50		
SH-4	SH	1.0	18	14	12.2	1" thick silty seam at the bottom of sample IS-3	SH	14.0	15.3	4.50	4.50		
SS-5	SS	1.0	4	13	13.2	Color change to gray at 11.0'	SH	17.4	15.1	2.50	4.50		
SS-6	SS	1.0	6	14	14.2	Color change to gray at 11.0'	SH	14.0	16.0	2.00	4.50		
SS-7	SS	1.0	5	10	15.2	Wet #18.0'	SH	16.5	20.0	2.00	2.50		
SS-8	SS	1.0	7	14	16.2	Wet #18.0'	SH	15.8	16.0	2.00	2.50		
SS-9	SS	1.0	7	15	17.2	Wet #18.0'	SH	15.8	16.0	2.00	2.50		
SS-10	SS	1.0	7	15	18.2	Wet #18.0'	SH	15.8	16.0	2.00	2.50		

WATER OBSERVATION DATA
WATER ENCOUNTERED DURING DRILLING: N/A
WATER ENCOUNTERED AT COMPLETION: N/A
WATER LEVEL AFTER HOURS: N/A

Page 1 of 1
PROJECT NAME: I-94 Milwaukee, Racine and Kenosha Gaps
DATE OF RECORD: 02/20/10
DRAWN BY: J.V. HSA
CHECKED BY: S. Nease
DATE OF SHEET: 07/14/10
FIELD NO.: 0744-10
JOB NO.: 1030-26-72
SHEET NO.: 8

SOIL BORING LOG
PUEITZ-CUL-1

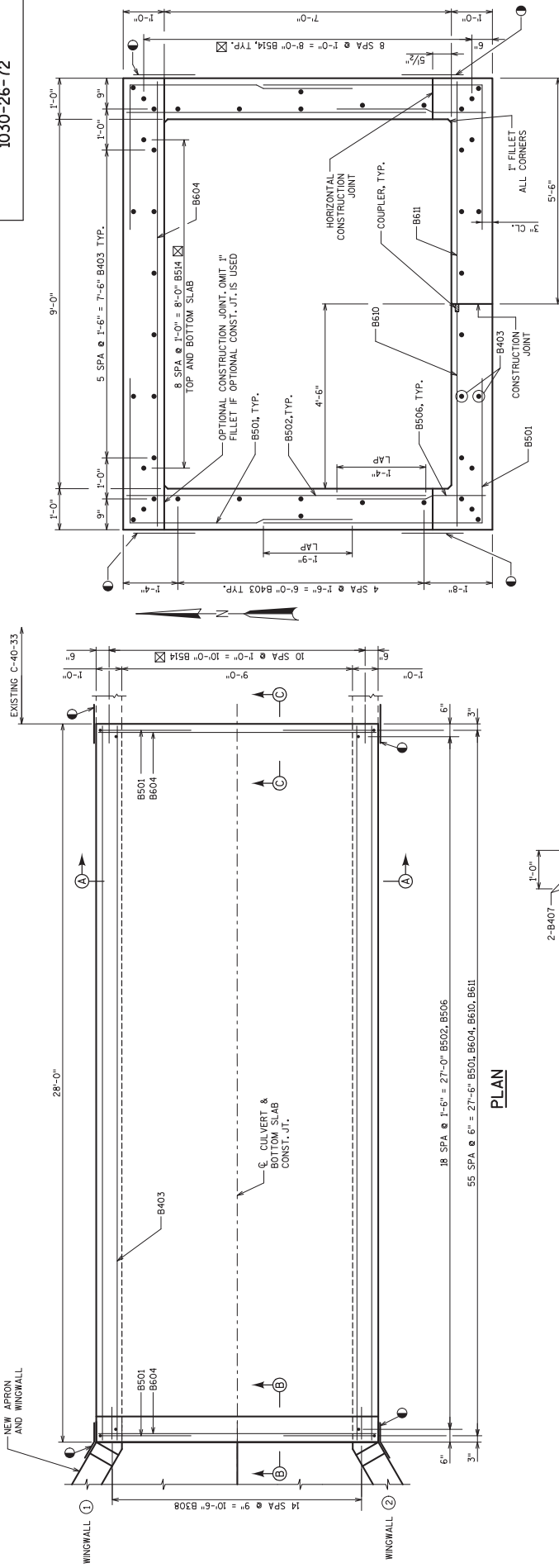
Sample Number	Sample Type	Sampling Recovery (ft)	Blow Count per Foot	N-Value (pcf)	Depth (ft)	Soil Description and Geological Origin for Each Major Unit	USCS Classification	Moisture Content (%)	Plasticity Index (%)	Liquid Limit (%)	Unconfined Compressive Strength (psi)	Void Diagram	Remarks
SS-1	SS	1.2	3	7	10	LEAN CLAY, trace sand and gravel, brown with gray mottling, moist, very stiff	Cl	22.0	17.4	2.00	3.50		
SS-2	SS	1.0	4	9	10.2	LEAN CLAY, trace sand and gravel, brown, moist, very stiff to hard	Cl	13.3	15.0	1.50	4.50		
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SS-6	SS	1.0	6	14	14.2	Color change to gray at 11.0'	SH	14.0	16.0	2.00	4.50		
SS-7	SS	1.0	5	10	15.2	Wet #18.0'	SH	16.5	20.0	2.00	2.50		
SS-8	SS	1.0	7	14	16.2	Wet #18.0'	SH	15.8	16.0	2.00	2.50		
SS-9	SS	1.0	7	15	17.2	Wet #18.0'	SH	15.8	16.0	2.00	2.50		
SS-10	SS	1.0	7	15	18.2	Wet #18.0'	SH	15.8	16.0	2.00	2.50		

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WATER ENCOUNTERED DURING DRILLING: N/A
WATER ENCOUNTERED AT COMPLETION: N/A
WATER LEVEL AFTER HOURS: N/A

Addendum No. 01
ID 1030-26-72
Added Sheet 122A
August 9, 2017

PUEITZ-CUL-2

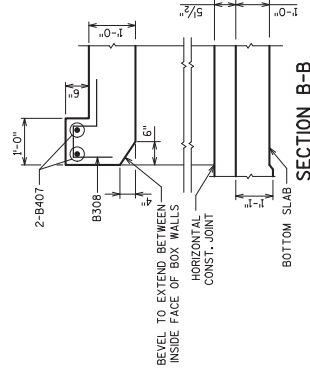
PUEITZ-CUL-1



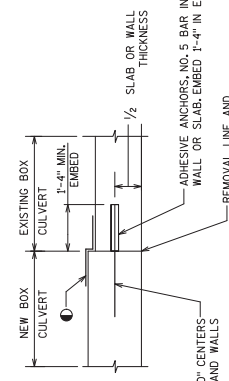
PLAN

Addendum No. 01
ID 1030-26-72
Added Sheet 123C
August 9, 2017

SECTION A-A



SECTION B-B



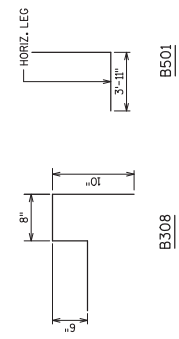
SECTION C-C

BILL OF BARS

BAR MARK	NO.	LENGTH	BAR SERIES	LOCATION
B501	224	9'-1"	X	WALL-SLAB CORNER BAR
B502	38	7'-3"	-	WALL INSIDE FACE VERTICAL
B403	36	27'-8"	-	LONGIT. WALL AND SLAB
B604	56	10'-8"	-	TOP SLAB, BOTTOM TRANSV.
B506	38	2'-8"	-	WALL DOWELS, INSIDE FACE
B407	2	10'-8"	-	HORIZONTAL, HEADER
B308	15	2'-4"	X	VERTICAL, HEADER
B510	56	5'-4"	-	BOTTOM SLAB, TRANSV., TOP
B611	56	5'-4"	-	BOTTOM SLAB, TRANSV., TOP
B514	36	3'-4"	-	OUTSIDE PERIMETER DOWELS

LEGEND

- 1/8" MINIMUM WIDTH RUBBERIZED MEMBRANE WATERPROOFING
- BAR CONNECTED BY BAR COUPLER, SEE SHEET 7 FOR DETAILS
- ⊠ ADHESIVE ANCHORS, NO. 5 BAR, EMBED 1'-4" IN EXIST. CONCRETE.

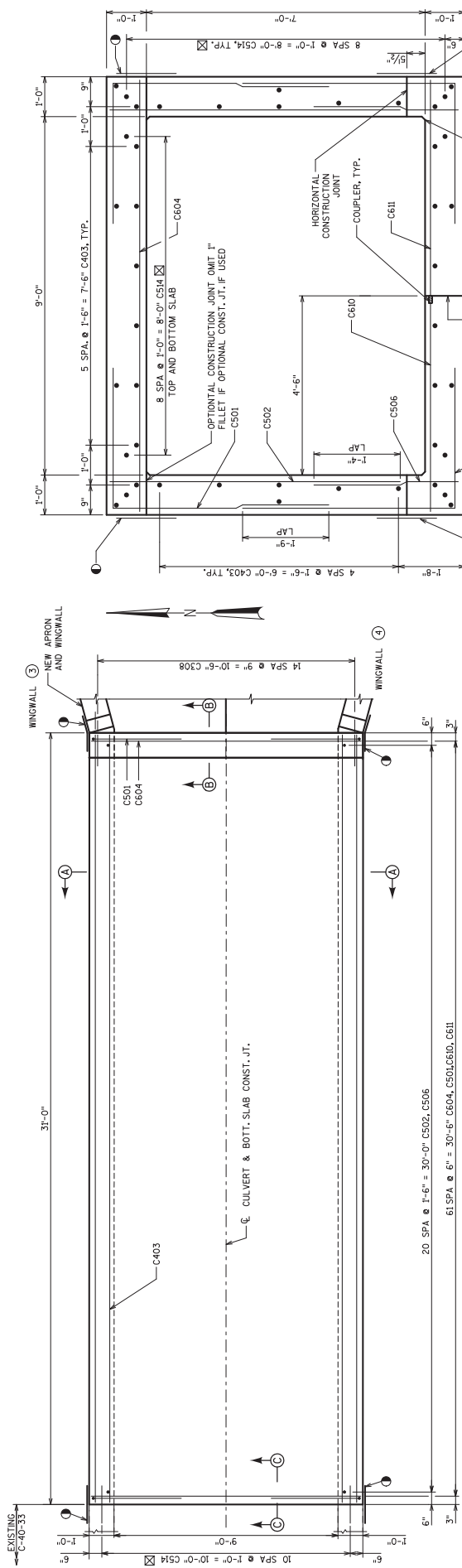


BAR BENDING DIAGRAM

INLET BARREL
DETAILS

123C

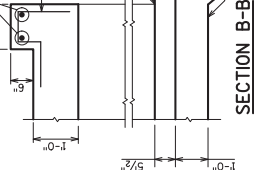
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE C-40-33			
DESIGN	TAL	PLANS	MINN/BOT
SHEET 4 OF 9			123C



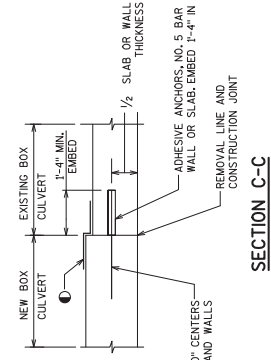
PLAN

BILL OF BARS

BAR MARK	NO.	LENGTH	BAR SERIES	LOCATION
C501	248	9'-3"	X	WALL-SLAB CORNER BAR
C502	42	7'-3"	-	WALL INSIDE FACE VERTICAL
C403	36	30'-8"	-	LONGIT. WALL AND SLAB
C604	62	10'-8"	-	TOP SLAB, BOTTOM TRANSV.
C506	42	2'-8"	-	WALL DOWELS, INSIDE FACE
C407	2	10'-8"	-	HORIZONTAL-HEADER
C308	15	2'-8"	X	VERTICAL-HEADER
C610	62	5'-4"	-	BOTTOM SLAB, TRANSV. TOP
C611	62	5'-4"	-	BOTTOM SLAB, TRANSV., TOP
C514	36	3'-4"	-	OUTSIDE PERIMETER DOWELS



SECTION B-B

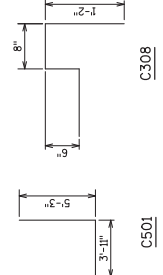


SECTION C-C

Addendum No. 01
ID 1030-26-72
Added Sheet 123D
August 9, 2017

SECTION A-A

- LEGEND**
- 1/8" MINIMUM WIDTH RUBBERIZED MEMBRANE WATERPROOFING
 - BAR CONNECTED BY BAR COUPLER, SEE SHEET 7 FOR DETAILS
 - ⊠ ADHESIVE ANCHORS, NO. 5 BAR, EMBED 1'-4" IN EXIST. CONCRETE.



BAR BENDING DIAGRAM

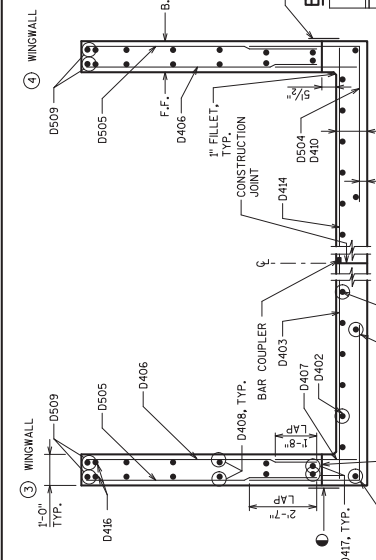
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE C-40-33			
DESIGN	TAL	PLANS	NNY/BOT
SHEET 5 OF 9			123D

Addendum No. 01
 ID 1030-26-72
 Added Sheet 123E
 August 9, 2017

STATE PROJECT NUMBER
 1030-26-72

BAR MARK	A
D504	6'-9"
D410	6'-9"
D412	1'-0"

BAR BENDING DIAGRAM

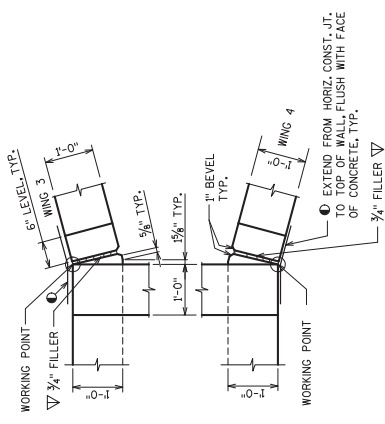


BAR SERIES TABLE

BAR MARK	NO. REOD	LENGTH
D402	2 SERIES OF 5	1'-2" TO 16'-2"
D403	1 SERIES OF 17	5'-4" TO 9'-8"
D505	2 SERIES OF 17	3'-7" TO 7'-3"
D406	2 SERIES OF 12	1'-4" TO 7'-3"
D408	4 SERIES OF 4	3'-4" TO 15'-11"
D410	2 SERIES OF 10	9'-4" TO 11'-6"
D414	1 SERIES OF 17	5'-4" TO 9'-8"

BUNDLE AND TAG EACH SERIES SEPARATELY

WINGWALL SECTION
 (LOOKING EAST)

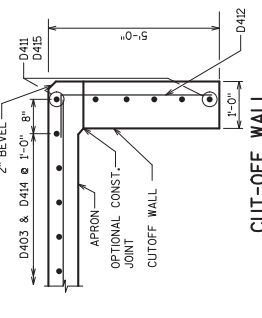


BILL OF BARS

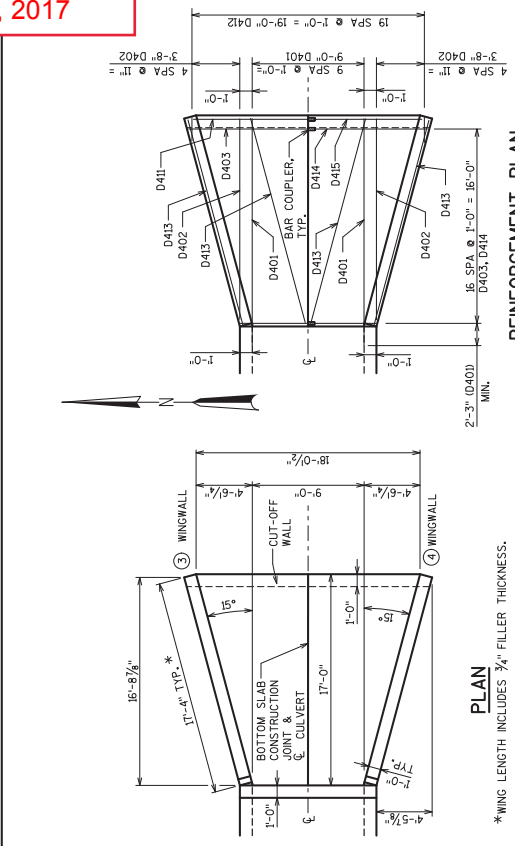
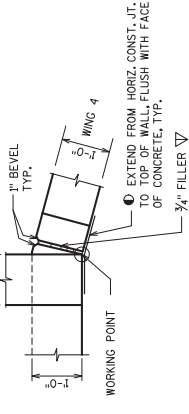
BAR MARK	NO.	LENGTH	BAR SERIES	LOCATION
D401	10	19'-0"	-	APRON LONGIT., TOP
D402	20	8'-8"	-	APRON LONGIT., TOP
D403	17	7'-6"	X	APRON TRANSV., TOP
D504	X	10'-8"	X	APRON-WING CORNER BAR
D505	X	34	5'-5"	WINGWALLS VERTICAL OUTSIDE FACE
D406	X	24	4'-4"	WINGWALLS VERTICAL INSIDE FACE
D407	X	24	3'-0"	WING DOBELS INSIDE FACE
D408	X	16	9'-8"	WING WALLS HORIZONTAL
D509	X	4	18'-0"	WING WALL, TOP
D410	X	20	10'-5"	APRON-WING CORNER BAR
D411	6	9'-3"	-	HORIZONTAL CUT OFF WALL
D412	20	5'-7"	X	VERTICAL CUT OFF WALL
D413	4	16'-11"	-	APRON HORIZ., BOTT.
D414	17	7'-6"	X	APRON TRANSV., TOP
D415	6	9'-3"	-	HORIZONTAL CUT OFF WALL
D416	X	4	1'-5"	WING, HORIZONTAL
D417	X	4	16'-11"	WING, HORIZONTAL

LEGEND

- NOTE: LENGTH SHOWN FOR BARS IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTH
- BAR CONNECTED BY BAR COUPLER. SEE SHEET T FOR DETAILS
- 18" MINIMUM WIDTH RUBBERIZED MEMBRANE WATERPROOFING
- EXTEND FROM HORIZ. CONSTR. JOINT TO TOP OF WINGS
- ROTATE BAR AS NEEDED TO FIT



CORNER DETAIL

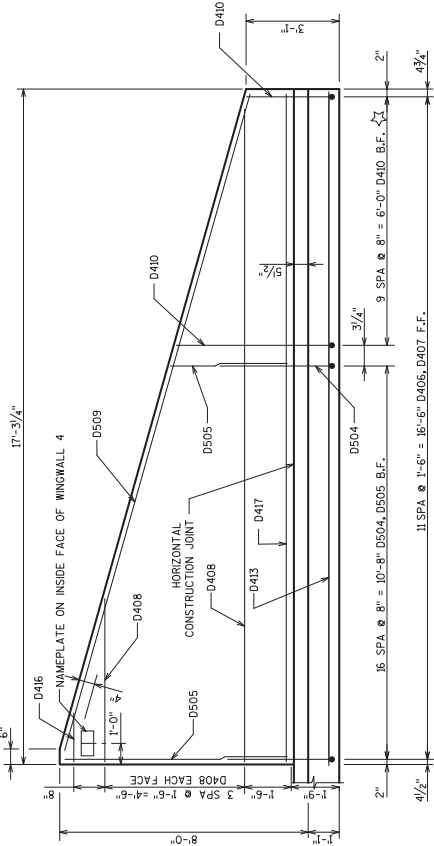


REINFORCEMENT PLAN

PLAN

*WING LENGTH INCLUDES 3/4" FILLER THICKNESS.

WINGWALL 3 & 4 ELEVATION
 (CUT-OFF WALL NOT SHOWN FOR CLARITY)



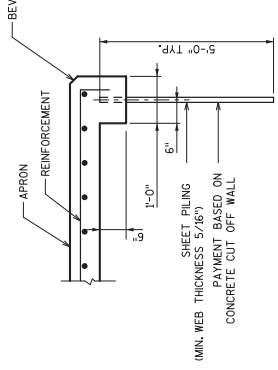
FOR ALTERNATE CUT OFF WALL SEE SHEET 7

E.F. - FRONT FACE
 B.F. - BACK FACE
 F.F. - EACH FACE

NO. DATE REVISION BY
 STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
STRUCTURE C-40-33
 DRAWN BY: PLANS/NNV/BOT
 SHEET 6 OF 9
OUTLET APRON DETAILS
 123E

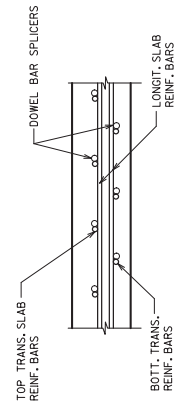
NOTES

STEEL SPLICE (COUPLER) ASSEMBLY SHALL BE AN APPROVED TYPE AND SHALL DEVELOP IN TENSION AT LEAST 125% OF THE YIELD STRENGTH OF THE SPLICED REINFORCEMENT BARS.
 DOWEL BAR SPLICERS SHALL BE OF MINIMUM 60 KSI YIELD STRENGTH, AND HAVE TENSILE STRENGTH AREA EQUAL OR GREATER THAN THAT OF THE LAPPED REINFORCEMENT BARS.
 DOWEL BAR SPLICERS SHALL MEET THE DEFORMATION REQUIREMENTS FOR STANDARD ASTM DEFORMED REINFORCING BARS.
 FOR DOWEL BAR SPLICERS, ALL REINFORCEMENT BARS SHALL BE LAPPED AND TIED TO THE SPLICER BARS.
 OTHER SYSTEMS OF SIMILAR DESIGN MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL. APPROVAL SHALL BE BASED ON CERTIFIED TEST RESULTS FROM AN APPROVED TESTING LABORATORY THAT THE PROPOSED SPLICER (COUPLER) ASSEMBLY SATISFIES THE FOLLOWING REQUIREMENT:
 ① MINIMUM CAPACITY = 1.25 X F_y X A_s AREA OF SPLICED REINFORCEMENT BAR.
 WHERE F_y = YIELD STRENGTH OF SPLICED REINFORCEMENT BARS
 SEE SHEETS 3 THRU 6 FOR LOCATION, STAGING, SIZE, AND QUANTITY OF COUPLERS REQUIRED.

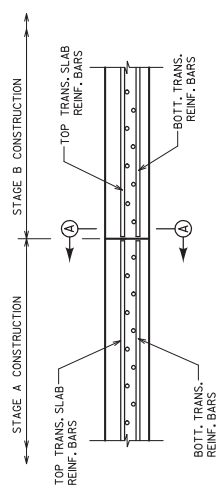


ALTERNATE CUT-OFF WALL

(ALTERNATIVE CUT OFF WALL MAY BE USED WITH THE APPROVAL OF THE ENGINEER, IF IT CAN BE INSTALLED WITHOUT DAMAGING THE UNDERGROUND UTILITIES.)



SECTION A-A

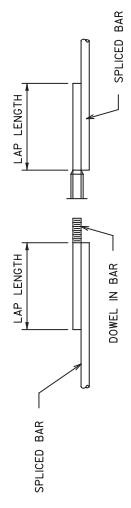


SECTION THRU SLAB

DOWEL BAR SPLICER LAP LENGTHS

CONCRETE UNDER BAR	BAR SIZE	4	5	6	7	8	9	10	11
12" OR LESS	f'c ≥ 3500	1'-8"	2'-8"	3'-2"	4'-3"	5'-6"	7'-0"	8'-9"	10'-11"
	f'c ≥ 4000	1'-8"	2'-8"	3'-2"	4'-0"	5'-2"	6'-6"	8'-3"	10'-2"
MORE THAN 12"	f'c ≥ 3500	2'-3"	2'-11"	3'-6"	4'-8"	6'-8"	9'-0"	12'-0"	15'-4"
	f'c ≥ 4000	2'-3"	2'-11"	3'-6"	4'-5"	6'-8"	9'-4"	12'-4"	15'-4"

BAR LENGTH COMPUTED TO @ LONGIT. CONST. JOINT AND SHALL BE MODIFIED IF REOD. TO BAR COUPLER MANUFACTURER RECOMMENDATIONS. PAY BASED ON BARS AS DETAILED.



DOWEL BAR SPLICER

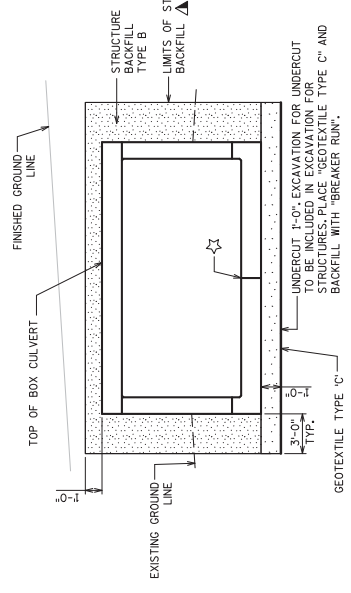
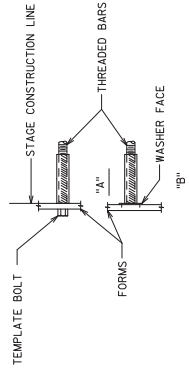
ONE PIECE THREADED SPLICER

SPLICER ALTERNATIVES

Addendum No. 01
ID 1030-26-72
Added Sheet 123F
August 9, 2017

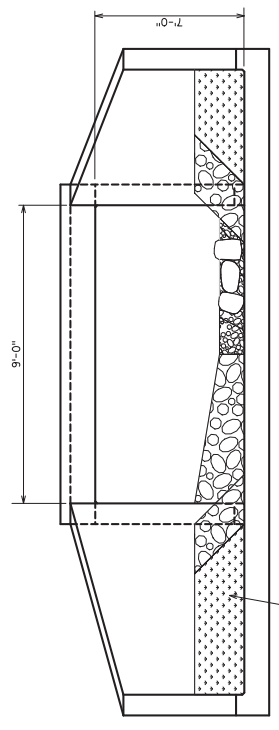
INSTALLATION AND SETTING METHODS

"A" SET SPLICER BY MEANS OF A TEMPLATE BOLT
 "B" SET SPLICER BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.



CROSS SECTION THROUGH APRON

SEE EROSION CONTROL DETAILS ON ROADWAY PLANS FOR FILL ITEMS INSIDE BOX AND APRON



PERMANENT EROSION CONTROL MATERIALS. SEE ROADWAY PLANS FOR DETAILS AND BID ITEMS.

LEGEND

- ▲ BACKFILL PAY LIMITS, BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.
- ☆ LONGITUDINAL CONSTRUCTION JOINT. SEE SHEETS 123E AND 123F FOR LIMITATIONS TO STREAM FLOW DIVERSION INTO HALF OF THE BOX AT A TIME. PERMANENT FLOW DIVERSION IS INCIDENTAL TO BID ITEM "COFFERDAM C-40-33".

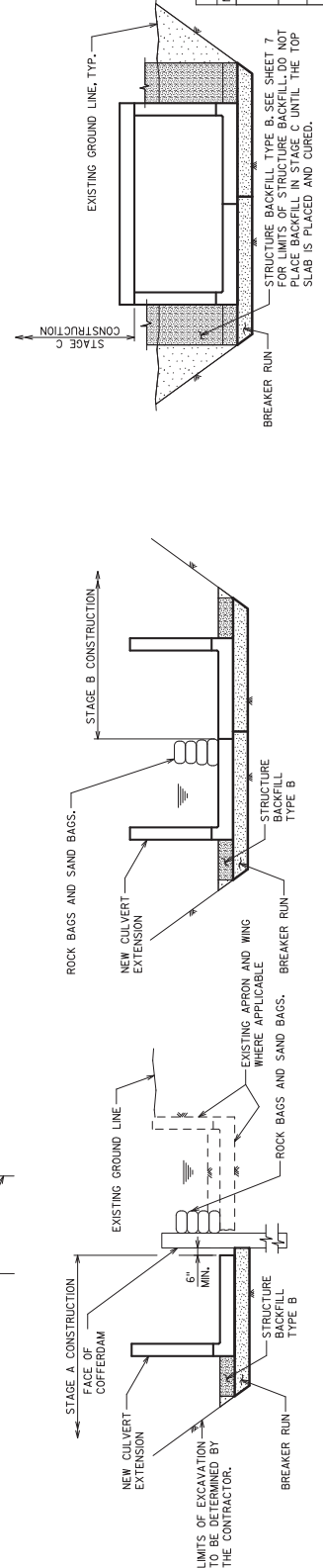
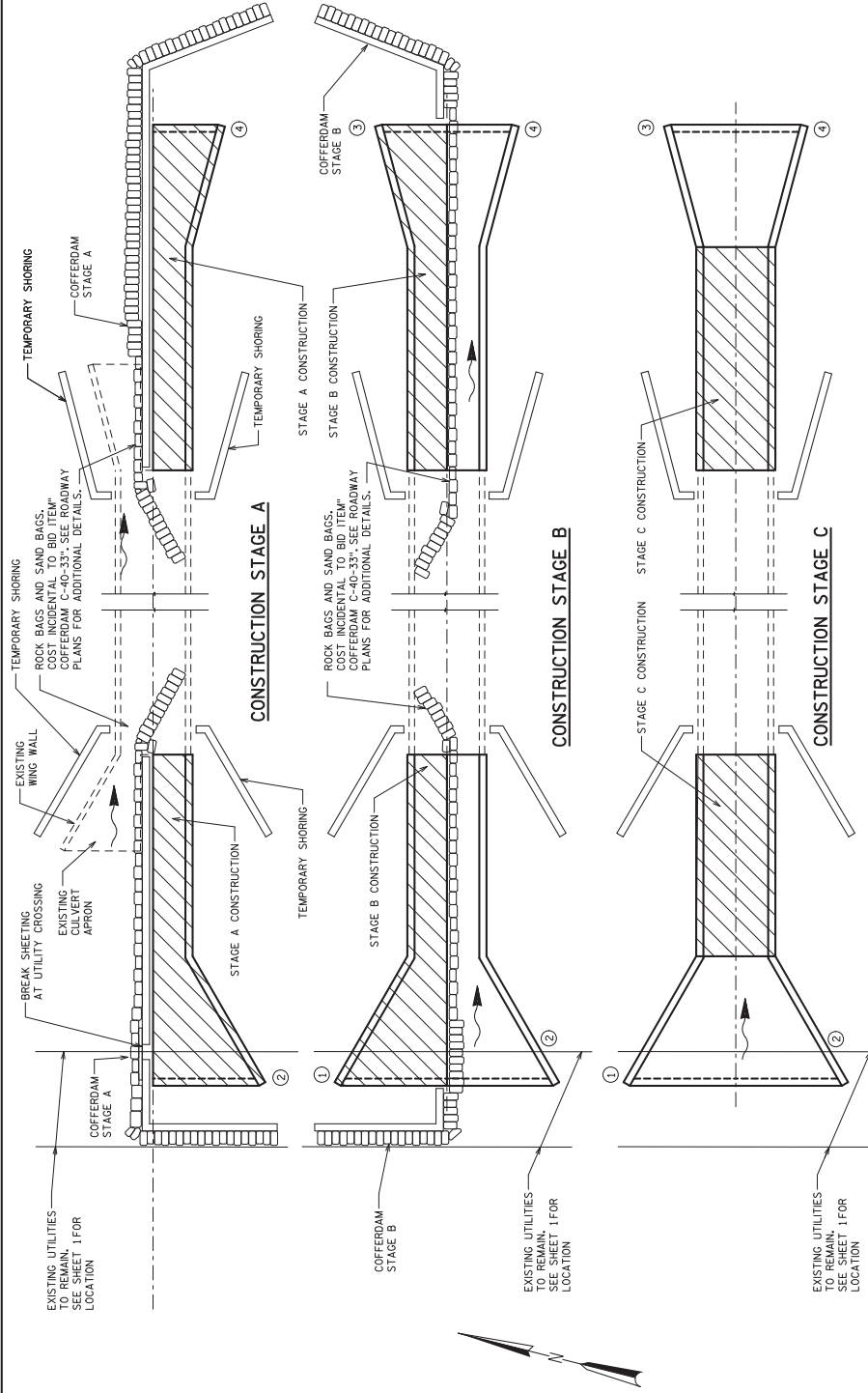
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE C-40-33			
DESIGNED BY	TAL	PLANS	NNV/BDT

MISCELLANEOUS
DETAILS
SHEET 7 OF 9
123F

CULVERT BACKFILL LIMITS

STATE PROJECT NUMBER
1030-26-72

NOTES
SEE ROADWAY PLANS FOR ADDITIONAL INFORMATION ABOUT CONSTRUCTION STAGING AND EROSION CONTROL.



Addendum No. 01
ID 1030-26-72
Added Sheet 123G
August 9, 2017

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE C-40-33			
DESIGNED BY	TAL	FILED	PLANS/VN/VB/BDT
SHEET B OF 9			123G

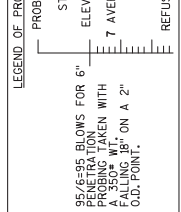
8

8

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

MATERIAL SYMBOLS
TOPSOIL SANDSTONE
SILT SAND LIMESTONE
SAND PEAT
GRAVEL CLAY IGNEOUS ROCK

LEGEND OF PROBING
PROBING NO. STA. ELEVATION
95/6=95 BLOWS FOR 6" PROBING TAKEN WITH A 350# WT. SPT. POINT. ON A 2" C.D. POINT.
7 AVERAGE BLOWS PER FOOT
REFUSAL 95/6



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 14" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A 30# FREE FALL. THE BLOW COUNT IS THE NUMBER OF BLOWS REQUIRED TO PENETRATE A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION
TO OBTAIN RELATIVE DATA CONCERNING THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THE DRAWING. THE ABSURSE OF THESE BORINGS WAS LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS DOES NOT WARRANT THE CLASSIFICATION OF MATERIAL INVESTIGATED OR THAT THE CLASSIFICATION IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

Page 1 of 1
PROJECT NAME: I-94 Milwaukee, Racine, Kenosha Gaps
PROJECT NUMBER: 07144-10
DATE DRILLING STARTED: 12/18/2008
DATE DRILLING COMPLETED: 12/18/2008
DRILLER: A. Wisniewski
SUPERVISOR: E. Jaska

Sample Number	Soil Description and Geologic Origin for Each Major Unit	USCS Classification	Graphic	Well Diagram	Unclassified Compressive Strength (C _u) (psi)	Liquid Limit (%)	Plasticity Index (%)	Fracture Content (%)	Moisture Content (%)	Comments
SS-1	TOPSOIL (thickness not recorded), topsoil present at top of sample 1	AS			1.00	33	13	80	Organic Content = 7%	
SH-1	POSSIBLE FILL, tan clay, heavy gravel, with light brown, medium, silt, lenses of roots, dark brown to brown, moist, stiff	CH			4.00	50	29	27		O _L = 1.1% I _p = 10.0% I _c = 13.0%
SH-2	LEAN CLAY, gray gravel, dark brown to brown, moist, very stiff	CL			3.00	29	15	15		
SS-3	LEAN CLAY, same gravel, gray, moist, very stiff	CL			2.50					
SS-4	traces of fine sand lens and silt lens from sample 6 @ 20.0'	CL			2.00					
SS-5					2.00					
SS-6					2.00					
SS-7					2.00					
SS-8					2.00					

WATER OBSERVATION DATA
WATER ENCOUNTERED DURING DRILLING: N/A
WATER LEVEL AT COMPLETION: N/A
WATER LEVEL AFTER HOURS: N/A
CAVE DEPTH AT COMPLETION: N/A
CAVE DEPTH AFTER HOURS: N/A
NOTE: (boxed) Unrecorded Compressive Strength values denote a Q_u test.
NOTE: Specification lines between soil types represent the approximate boundary; gradual transition between soil types should be expected.

Page 1 of 1
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Sample Number	Soil Description and Geologic Origin for Each Major Unit	USCS Classification	Graphic	Well Diagram	Unclassified Compressive Strength (C _u) (psi)	Liquid Limit (%)	Plasticity Index (%)	Fracture Content (%)	Moisture Content (%)	Comments
SS-1	TOPSOIL (L2), no sample obtained	AS			3.00					
SH-1	LEAN CLAY, same gravel and coarse sand, brown, moist, very soft to hard	CH			4.00	35	19	27		O _L = 0.75% I _p = 10.0% I _c = 13.0% Organic Content = 1%
SS-2	LEAN CLAY, same gravel, gray, moist, very stiff	CL			2.00					
SS-3					2.00					
SS-4					2.00					
SS-5					2.00					
SS-6					2.00					
SS-7					2.00					
SS-8					2.00					

WATER OBSERVATION DATA
WATER ENCOUNTERED DURING DRILLING: N/A
WATER LEVEL AT COMPLETION: N/A
WATER LEVEL AFTER HOURS: N/A
CAVE DEPTH AT COMPLETION: N/A
CAVE DEPTH AFTER HOURS: N/A
NOTE: (boxed) Unrecorded Compressive Strength values denote a Q_u test.
NOTE: Specification lines between soil types represent the approximate boundary; gradual transition between soil types should be expected.

Addendum No. 01
ID 1030-26-72
Added Sheet 123H
August 9, 2017

B-385-C2

B-385-C1