



Wisconsin Department of Transportation

October 31, 2019

Division of Transportation Systems Development

Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

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

NOTICE TO ALL CONTRACTORS:

Proposal #22: 6430-12-71, WISC 2019 690
IH 41 – CTH JJ
STH 76 Divided Ends – CTH JJ
STH 76
Winnebago County

Letting of November 12, 2019

This is Addendum No. 02, which provides for the following:

Plan Sheets:

| Revised Plan Sheets | |
|---------------------|---|
| Plan Sheet | Plan Sheet Title (brief description of changes to sheet) |
| 15 | Roundabout center island will receive Low Maintenance Seed, Fertilizer Type B, and mulch (instead of shrubs). |
| 16 | Roundabout center island will receive Low Maintenance Seed, Fertilizer Type B, and mulch (instead of shrubs). |
| 28 | Detectable warning fields will be 'Natural Patina' instead of 'yellow'. |
| 29 | Detectable warning fields will be 'Natural Patina' instead of 'yellow'. |
| 30 | Detectable warning fields will be 'Natural Patina' instead of 'yellow'. |
| 31 | Detectable warning fields will be 'Natural Patina' instead of 'yellow'. |
| 32 | Detectable warning fields will be 'Natural Patina' instead of 'yellow'. |
| 33 | Detectable warning fields will be 'Natural Patina' instead of 'yellow'. |
| 34 | Detectable warning fields will be 'Natural Patina' instead of 'yellow'. |
| 35 | Detectable warning fields will be 'Natural Patina' instead of 'yellow'. |
| 180 | Fill expansion factor corrected in the notes section to match what's shown in the table. Should be 1.42, not 1.25 |

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 15, 16, 28, 29, 30, 31, 32, 33, 34, 35, 180

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

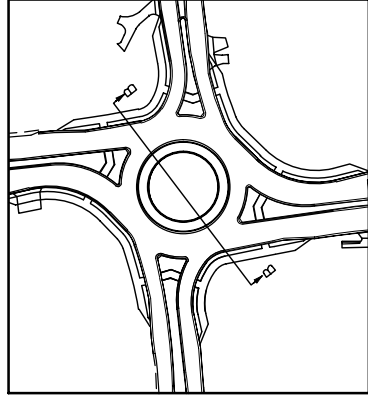
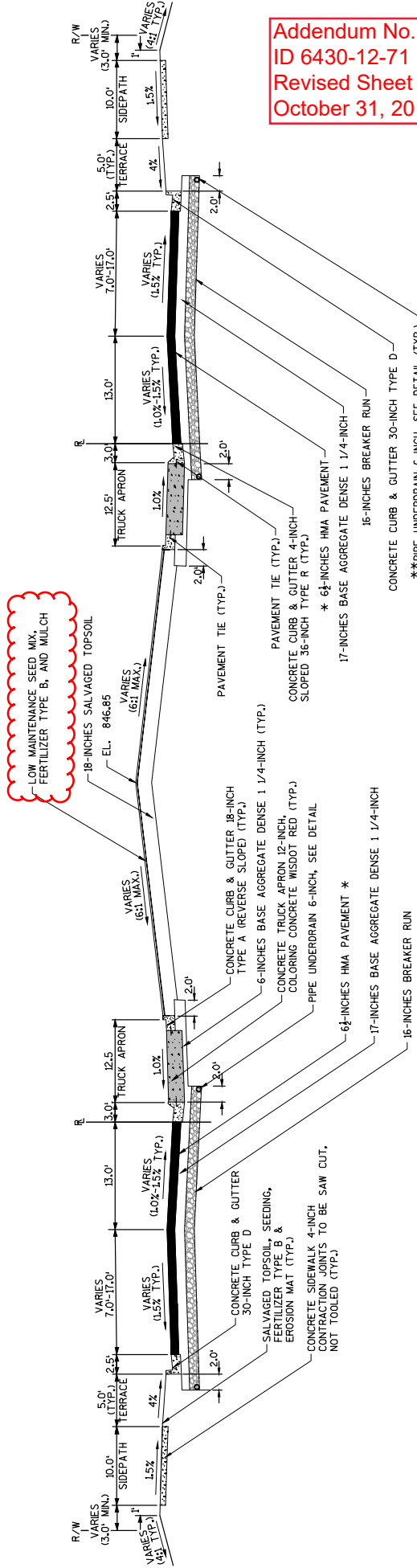
Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

END OF ADDENDUM

Addendum No. 02
 ID 6430-12-71
 Revised Sheet 16
 October 31, 2019



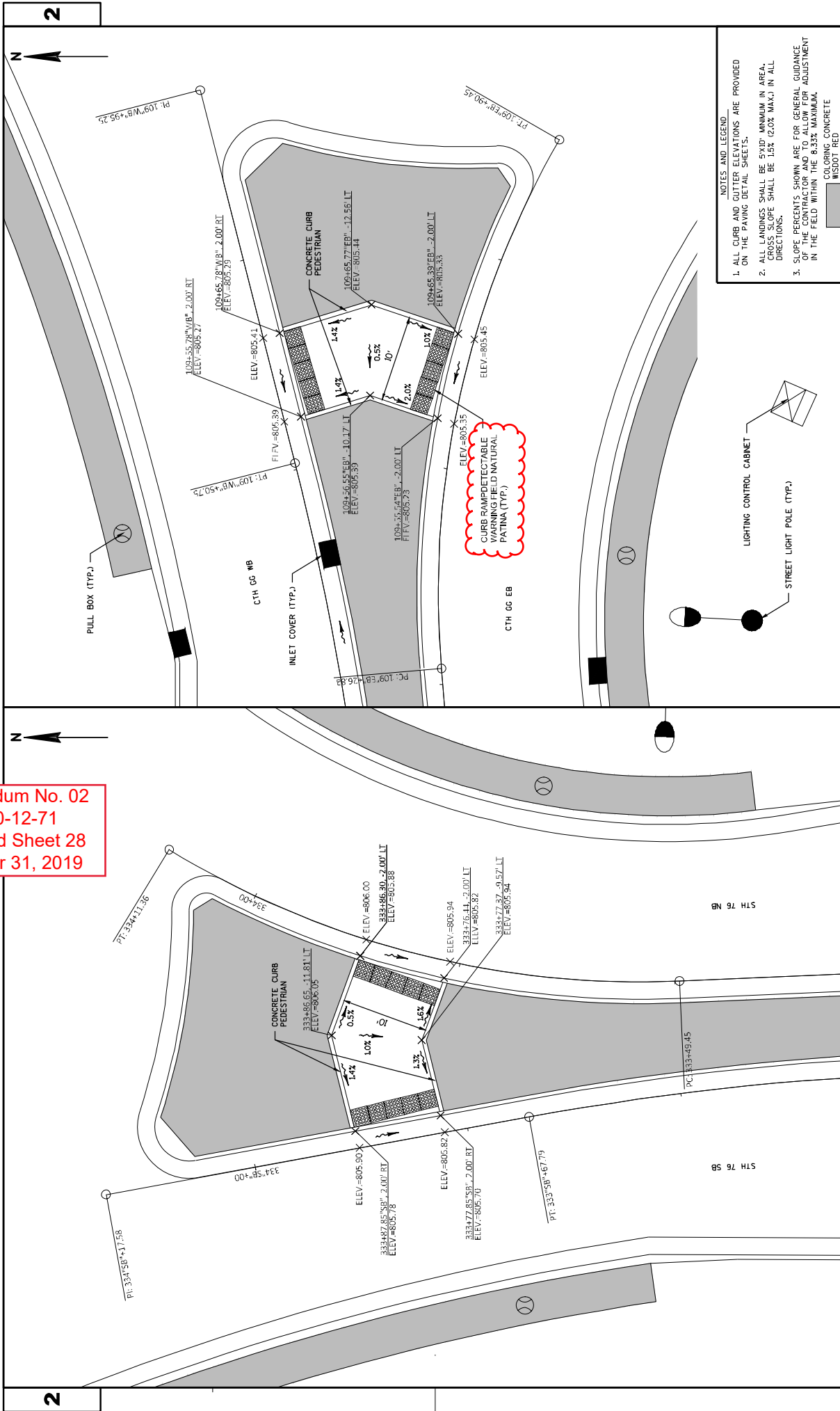
FINISHED ROUNDABOUT TYPICAL SECTION
 CTH JJ/BREEZEWOOD LANE
 SECTION B-B

* HMA MIXTURE TYPES:
 2" UPPER LAYER - 4 MT 58- 28H
 2" LOWER LAYER - 3 MT 58 -28S
 2" LOWER LAYER - 3 MT 58- 28S

** INSTALL UNDERDRAIN EXTENDING OUT 10' FROM CENTER LINE IN EACH DIRECTION AND INSTALL FOR THE REST OF THE CENTER CIRCLE ALIGNMENT.

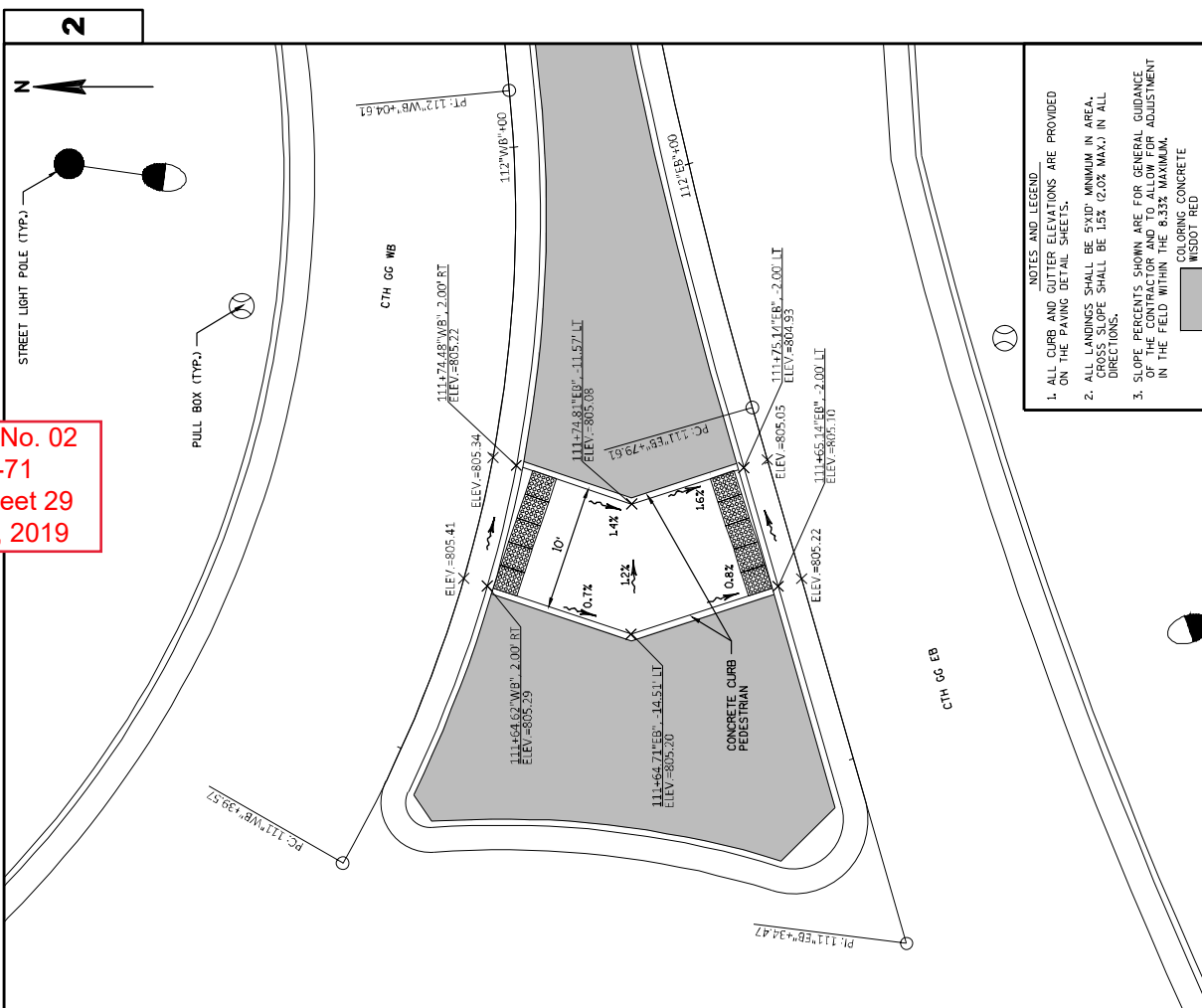
| | | | | |
|--|---------------------------------|---------------------------|---------------|----------------------|
| PROJECT NO: 6430-12-71 | COUNTY: WINNEBAGO | FINISHED TYPICAL SECTIONS | SHEET 16 | E |
| HWY: STH 76 | PLLOT DATE : 10/29/2019 2:04 PM | PLLOT NAME : CHASE KIELER | PLLOT SCALE : | WISDOT/CADD SHEET 44 |
| FILE NAME : P:\905\93\0093153\CADD\C3D\SHEETS\PLAN\PROPOSED TYPICAL SECTION-ROUNDABOUT.DWG | | | | |
| LAYOUT NAME - JJ | | | | |

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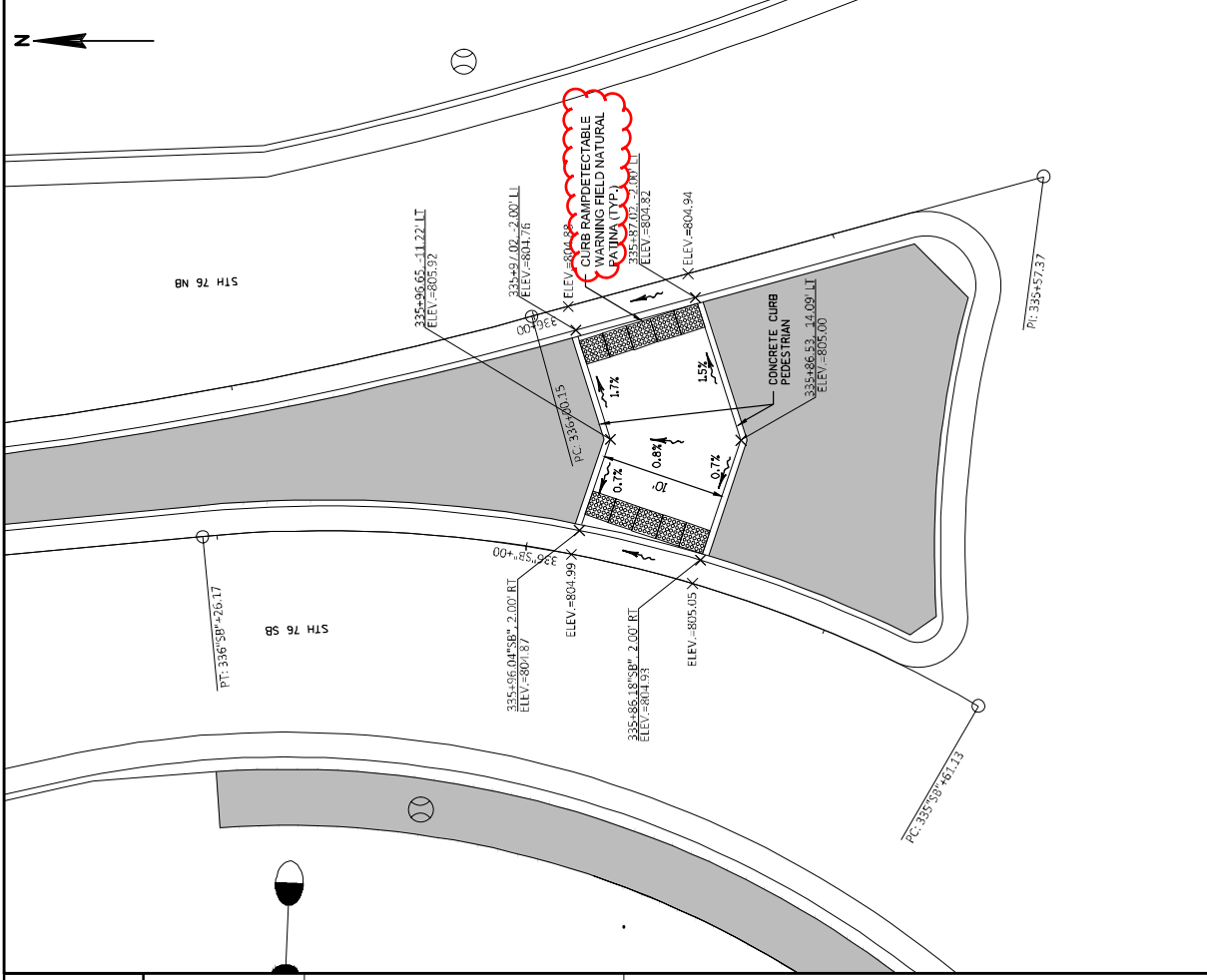


- NOTES AND LEGEND
1. ALL CURB AND CUTTER ELEVATIONS ARE PROVIDED ON THE PAVING DETAIL SHEETS.
 2. ALL LANDINGS SHALL BE 5'X10' MINIMUM IN AREA. CROSS SLOPE SHALL BE 1.5% (2.0% MAX.) IN ALL DIRECTIONS.
 3. SLOPE PERCENTS SHOWN ARE FOR GENERAL GUIDANCE. THE CONTRACTOR SHALL MAKE FIELD ADJUSTMENT IN THE FIELD WITHIN THE 8.33% MAXIMUM.
- COLORING CONCRETE
 WISDOT RED

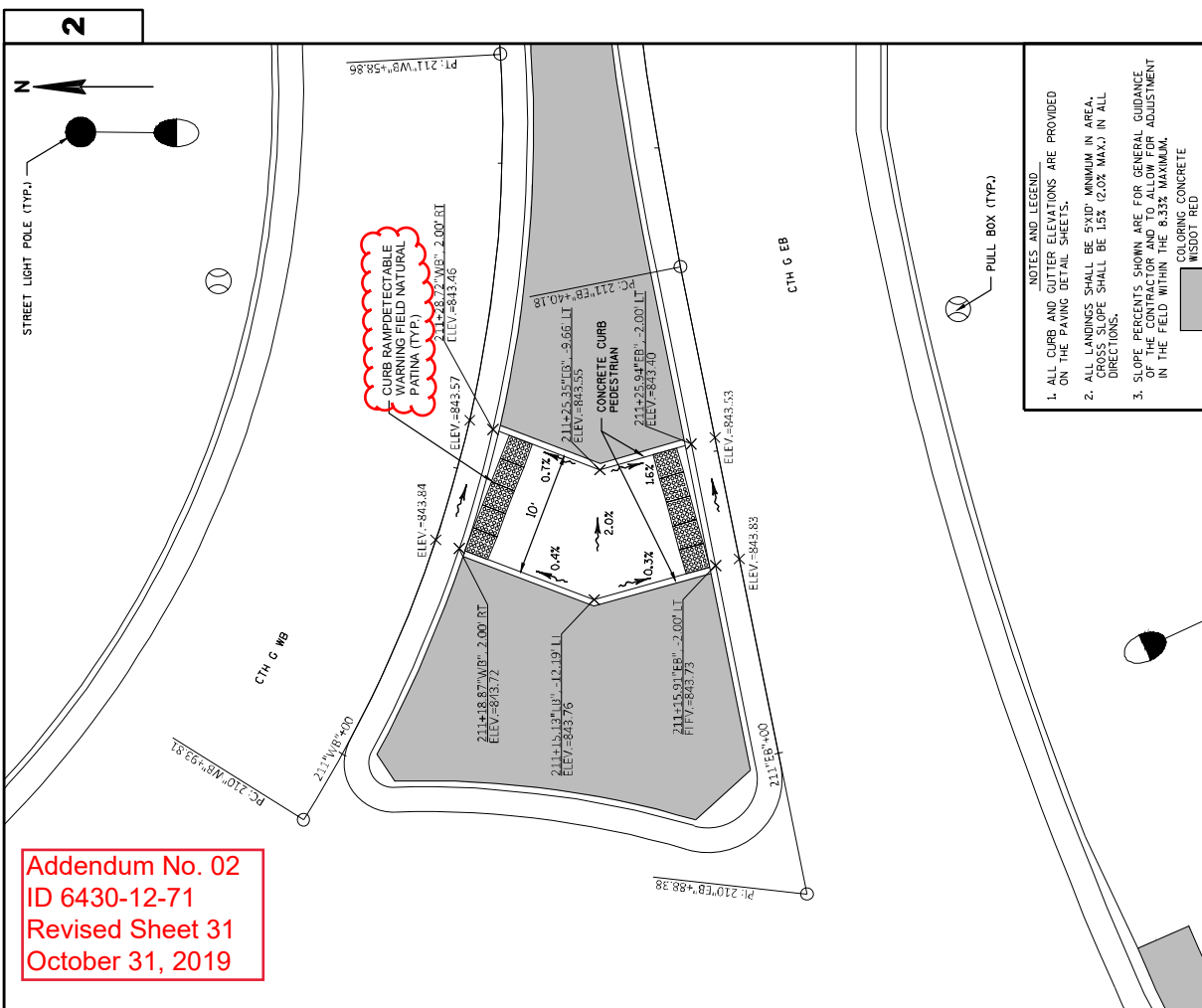
Addendum No. 02
 ID 6430-12-71
 Revised Sheet 29
 October 31, 2019



- NOTES AND LEGEND
1. ALL CURB AND CUTTER ELEVATIONS ARE PROVIDED ON THE PAVING DETAIL SHEETS.
 2. ALL LANDINGS SHALL BE 5'x10' MINIMUM IN AREA. CROSS SLOPE SHALL BE 1.5% (2.0% MAX.) IN ALL DIRECTIONS.
 3. SLOPE PERCENTS SHOWN ARE FOR GENERAL GUIDANCE. THE CONTRACTOR WILL DO THE FIELD ADJUSTMENT IN THE FIELD WITHIN THE 8.33% MAXIMUM.
- COLORING CONCRETE
 WISDOT RED

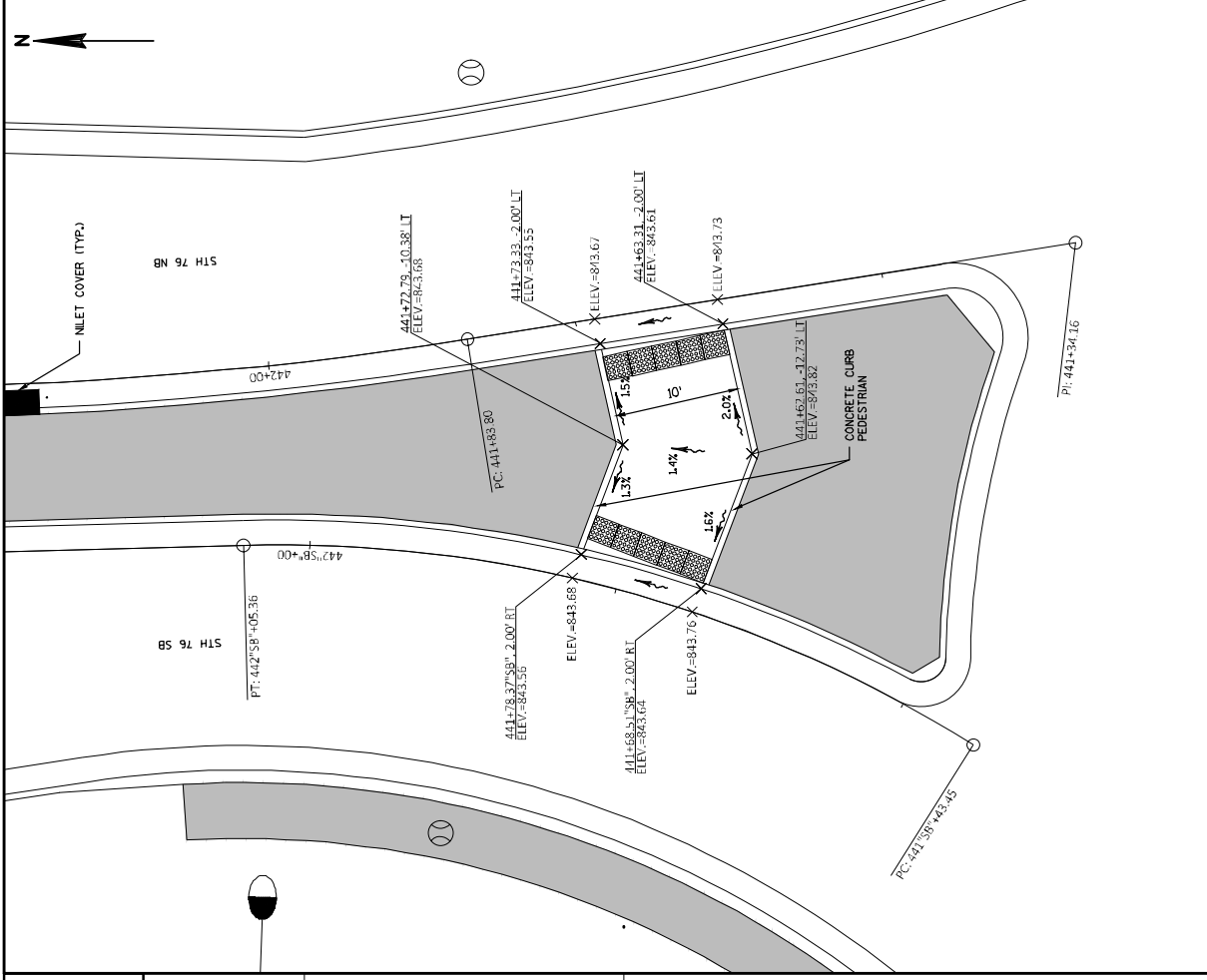


CURB RAMP DETECTABLE WARNING FIELD NATURAL CURB (U-3)

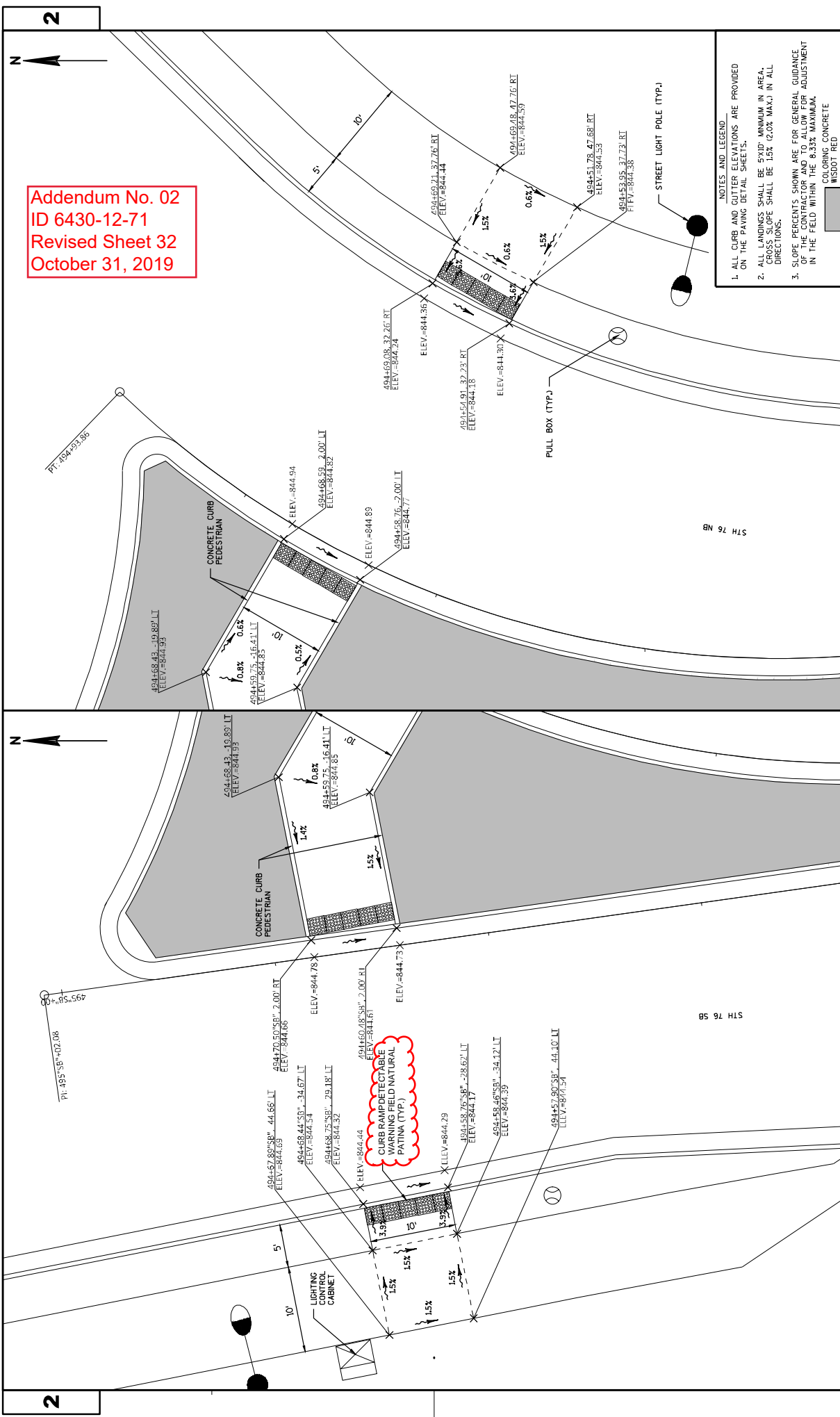


Addendum No. 02
 ID 6430-12-71
 Revised Sheet 31
 October 31, 2019

- NOTES AND LEGEND
1. ALL CURB AND CUTTER ELEVATIONS ARE PROVIDED ON THE PAVING DETAIL SHEETS.
 2. ALL LANDINGS SHALL BE 5% MINIMUM IN AREA. CROSS SLOPE SHALL BE 1.5% (2.0% MAX.) IN ALL DIRECTIONS.
 3. SLOPE PERCENTS SHOWN ARE FOR GENERAL GUIDANCE. THE CONTRACTOR WILL DO THE FIELD ADJUSTMENT IN THE FIELD WITHIN THE 8.33% MAXIMUM.
- COLORING CONCRETE
 WISDOT RED

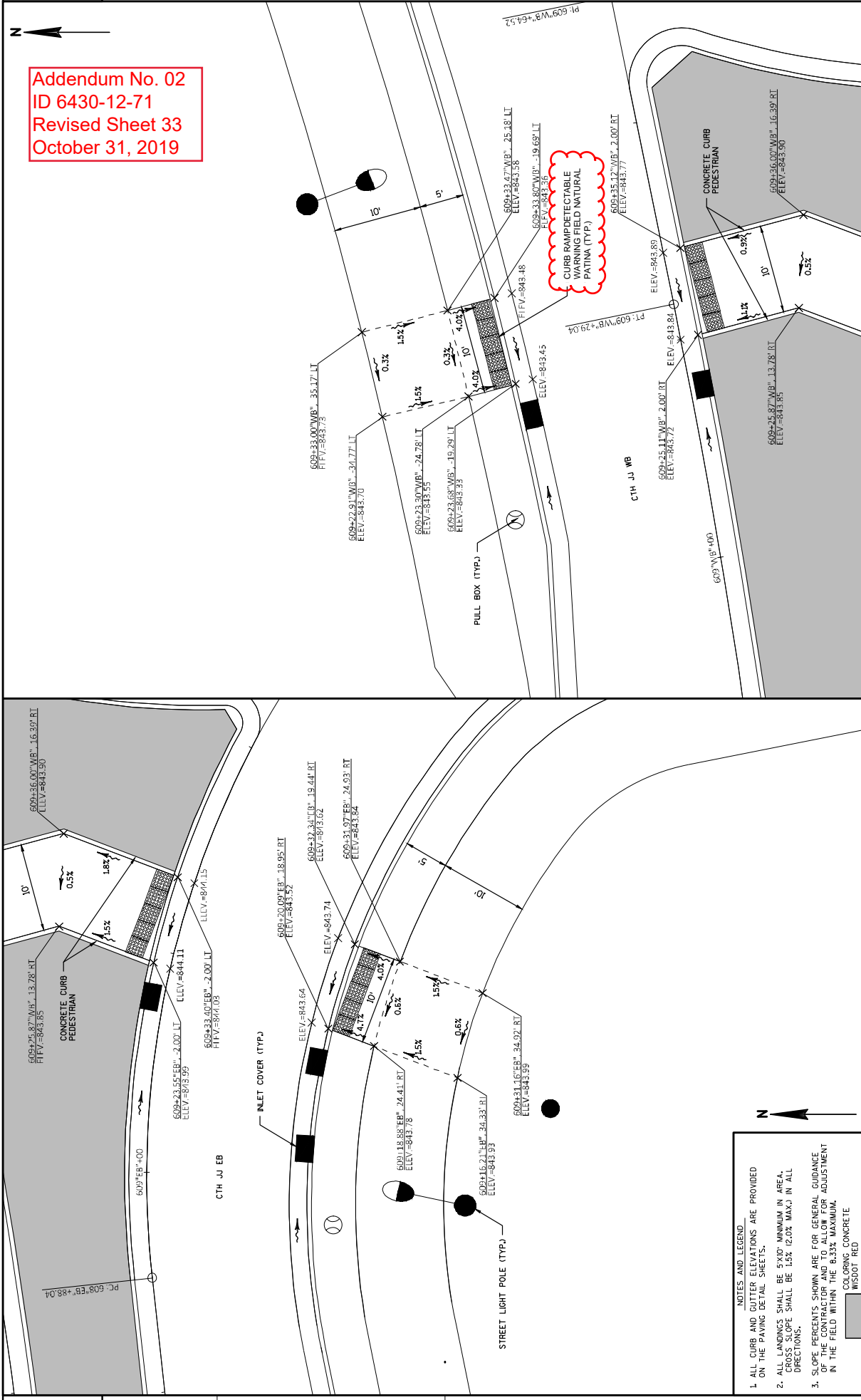


Addendum No. 02
 ID 6430-12-71
 Revised Sheet 32
 October 31, 2019



- NOTES AND LEGEND
1. ALL CURB AND CUTTER ELEVATIONS ARE PROVIDED ON THE PAVING DETAIL SHEETS.
 2. ALL LANDINGS SHALL BE 5% MINIMUM IN AREA. CROSS SLOPE SHALL BE 1% (2.0% MAX.) IN ALL DIRECTIONS.
 3. SLOPE PERCENTS SHOWN ARE FOR GENERAL GUIDANCE OF THE CONTRACTOR. TO BE ADJUSTED IN THE FIELD WITHIN THE 8.33% MAXIMUM.
- COLORING CONCRETE
 WISDOT RED

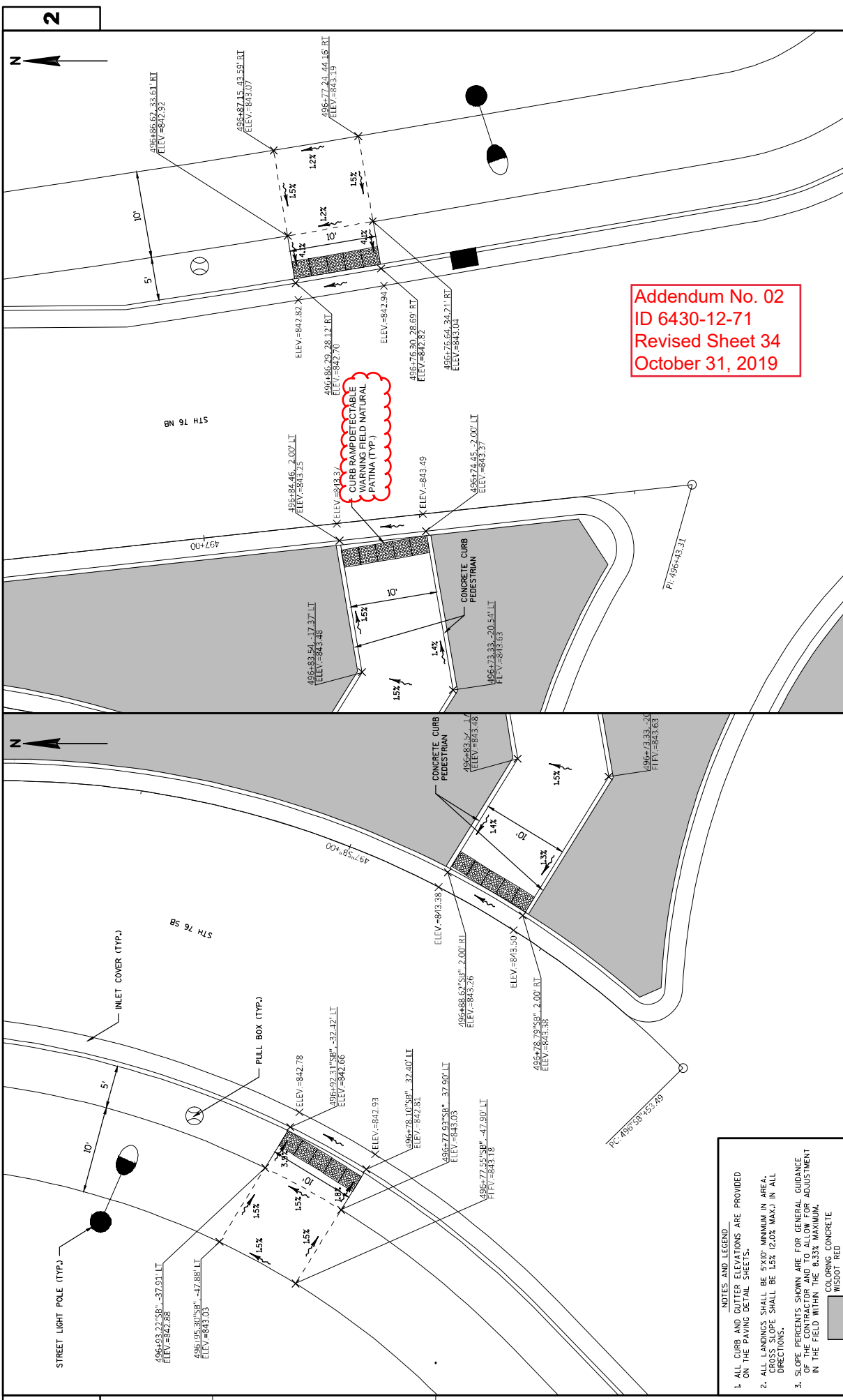
Addendum No. 02
 ID 6430-12-71
 Revised Sheet 33
 October 31, 2019



NOTES AND LEGEND

1. ALL CURB AND GUTTER ELEVATIONS ARE PROVIDED ON THE PAVING DETAIL SHEETS.
2. ALL LANDINGS SHALL BE 5'X10' MINIMUM IN AREA. CROSS SLOPE SHALL BE 1.5% (2.0% MAX.) IN ALL DIRECTIONS.
3. SLOPE PERCENTS SHOWN ARE FOR GENERAL GUIDANCE ONLY. THE CONTRACTOR SHALL MAKE SLOPE ADJUSTMENT IN THE FIELD WITHIN THE 8.33% MAXIMUM.

COLORING CONCRETE
 WISDOT RED

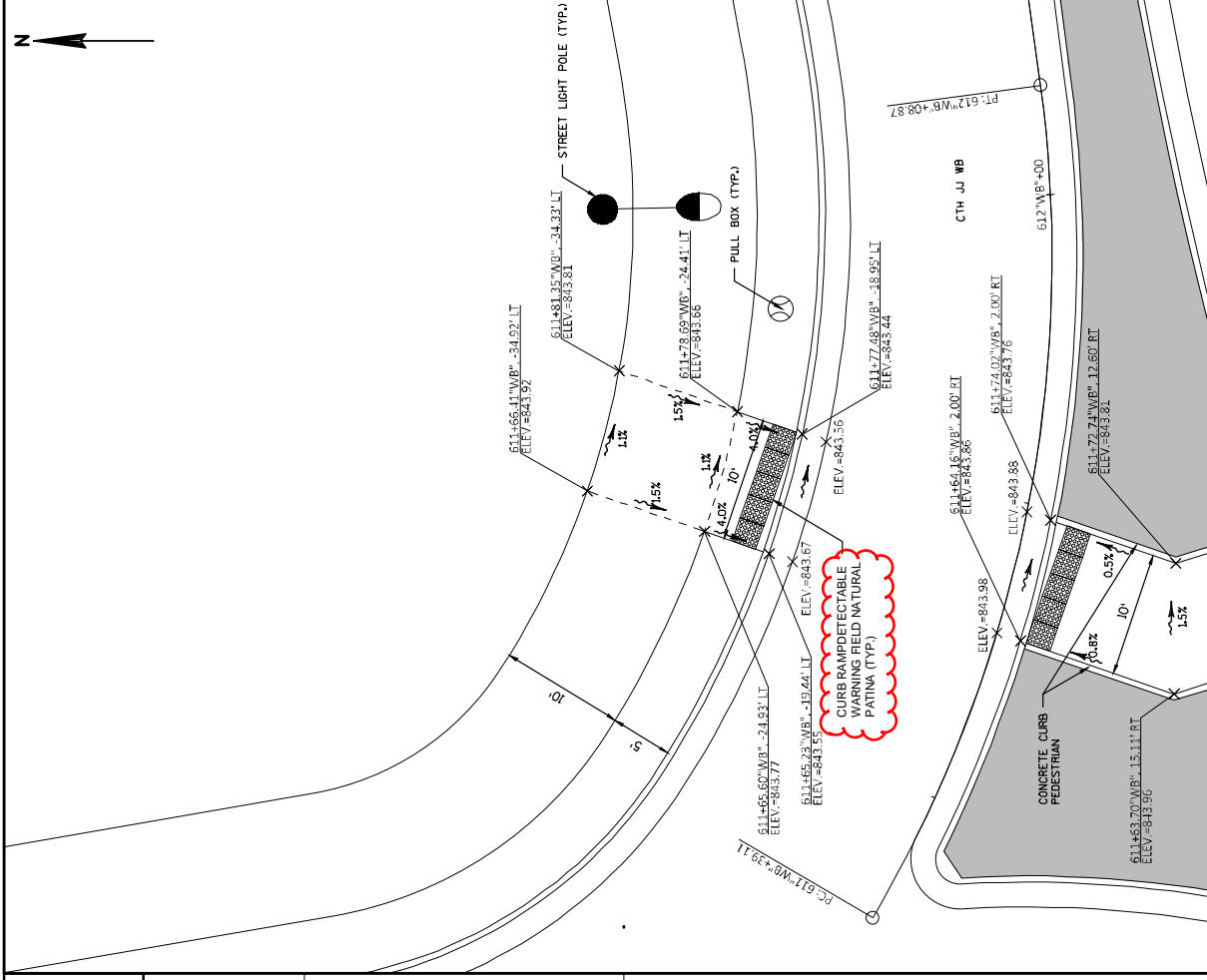
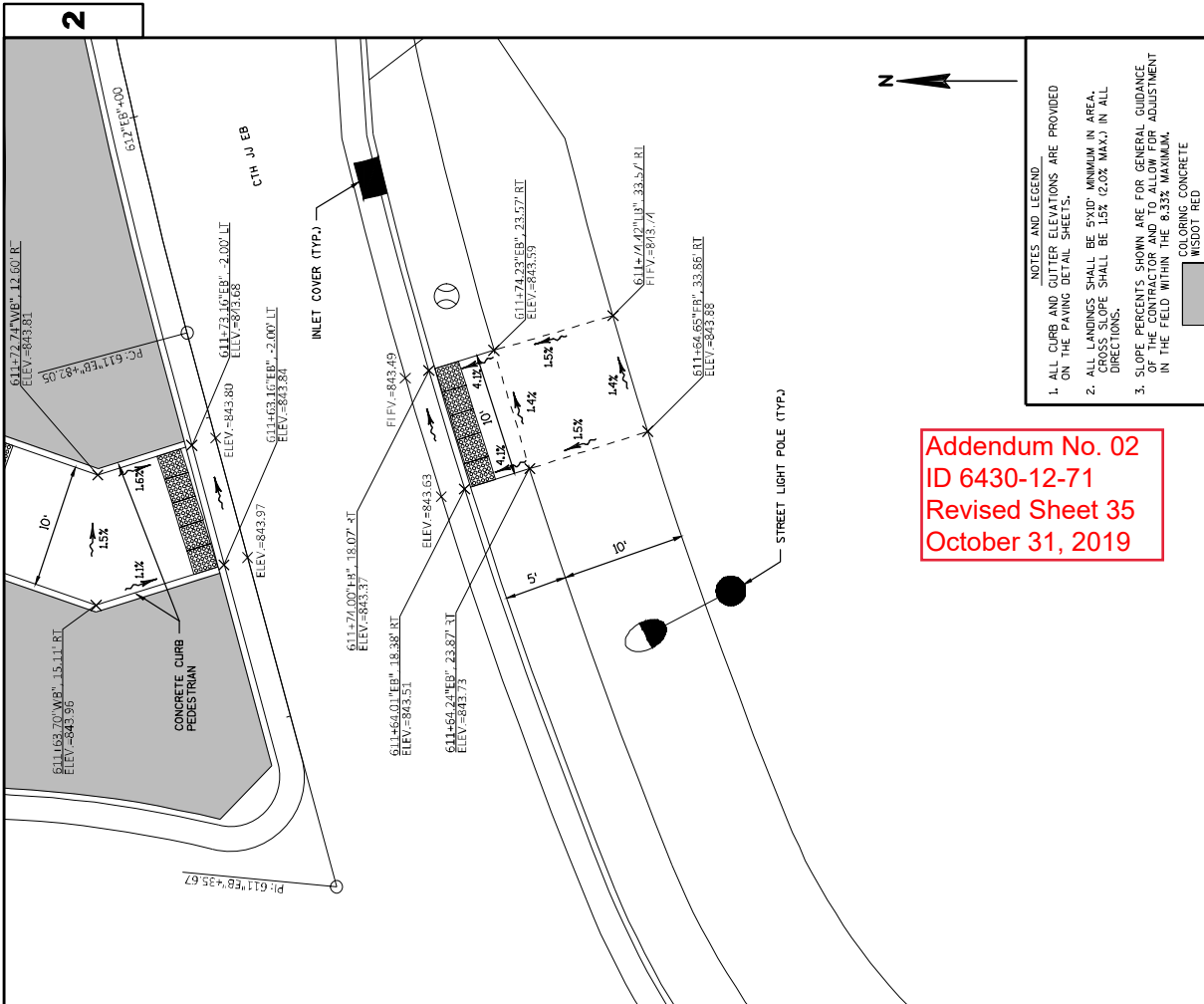


Addendum No. 02
 ID 6430-12-71
 Revised Sheet 34
 October 31, 2019

NOTES AND LEGEND

1. ALL CURB AND GUTTER ELEVATIONS ARE PROVIDED ON THE PAVING DETAIL SHEETS.
2. ALL LANDINGS SHALL BE FINISHED MINIMUM IN AREA. CROSS SLOPE SHALL BE 1.5% (2.0% MAX.) IN ALL DIRECTIONS.
3. SLOPE PERCENTS SHOWN ARE FOR GENERAL GUIDANCE. SEE THE CONTRACT FOR THE LOCAL ADJUSTMENT IN THE FIELD WITHIN THE 8.33% MAXIMUM.

COLORING CONCRETE
 WISDOT RED



Addendum No. 02
 ID 6430-12-71
 Revised Sheet 35
 October 31, 2019

- NOTES AND LEGEND**
- ALL CURB AND CUTTER ELEVATIONS ARE PROVIDED ON THE PAVING DETAIL SHEETS.
 - ALL LANDINGS SHALL BE 5'X10' MINIMUM IN AREA. CROSS SLOPE SHALL BE 1.5% (2.0% MAX.) IN ALL DIRECTIONS.
 - SLOPE PERCENTS SHOWN ARE FOR GENERAL GUIDANCE OF THE CONTRACTOR. TO BE FIELD ADJUSTMENT IN THE FIELD WITHIN THE 8.33% MAXIMUM.
- COLORING CONCRETE
 WISDOT RED

Addendum No. 02
ID 6430-12-71
Revised Sheet 180
October 31, 2019

| Division | From/To Station | Location | Common Excavation (1) | | Salvaged/Unusable Pavement Material (4) | Available Material (5) | Unexpanded Fill | Expanded Fill (13) | | Mass Ordinate +/- (14) | Waste | Borrow | Comment: | | | | | | | | |
|---------------------|---|--|------------------------------|--------------------------------------|---|-----------------------------|------------------------|--------------------------|------------------------------|------------------------|------------------|--------------------|---|------|-------|-------|-------|-------|-------|-------|------|
| | | | Cut (2) | (Item # 205.0100) EBS Excavation (3) | | | | Factor | | | | | | | | | | | | | |
| 1 | 10+07 to 34+38 40+50 to 50+00 Undistributed | Bypass Lane CTH JJ/Breezewood Bypass Lane STH 76 | 1317 459 | 0 0 | 0 0 | 1317 459 | 1833 791 | 1.42 1.12 | 2603 864 | -1286 -684 | (Item #208.0100) | Stage 1 Stage 1 | | | | | | | | | |
| Division 1 Subtotal | | | | | | | | | | | | | 1776 | 93 | 2624 | 3726 | -1950 | 0 | 1950 | | |
| 2 | 320NB+00 to 341NB+00 101EB+76 to 109EB+75 111EB+50 to 119EB+75 Undistributed | STH 76 near CTH GG CTH GG CTH GG | 2698 3686 2535 | 0 0 450 | 0 176 168 | 2223 3609 2365 | 648 488 1021 | 924 488 1452 | 924 2934 1853 | 1303 2814 816 | | | Stage 2 Stage 2 Stage 2 | | | | | | | | |
| Division 2 Subtotal | | | | | | | | | | | | | 8918 | 450 | 8097 | 3064 | 5033 | 0 | 5033 | 0 | |
| 3 | 467NB+00 to 469NB+50 465SB+75 to 403SB+91 671EB+87 to 609EB+50 611EB+50 to 618EB+95 Undistributed | STH 76 near CTH JJ STH 76 near CTH JJ CTH JJ/Eastbound CTH JJ/Eastbound | 3152 2818 2405 4086 | 0 0 0 620 | 0 398 170 166 | 488 2421 2250 3920 | 94 90 269 154 | 127 127 382 218 | 2537 2293 1853 3702 | | | | Stage 2A Stage 2 Stage 2A Stage 2A | | | | | | | | |
| Division 3 Subtotal | | | | | | | | | | | | | 12461 | 620 | 11240 | 852 | 10385 | 0 | 10385 | 0 | |
| 4 | 465NB+50 to 506NB+75 598EB+00 to 609EB+50 611EB+50 to 621EB+50 Undistributed | STH 76 bypass lanes CTH JJ/bypass lanes CTH JJ/bypass lanes | 4043 3594 3163 | 0 0 540 | 224 209 191 | 3620 3395 2972 | 527 3365 533 | 748 335 756 | 3072 3050 2215 | | | | Stage 2C Stage 2C Stage 2C | | | | | | | | |
| Division 4 Subtotal | | | | | | | | | | | | | 10801 | 540 | 10176 | 1840 | 8337 | 0 | 8337 | 0 | |
| 5 | 435NB+00 to 446NB+00 201EB+88 to 209EB+90 211EB+10 to 218EB+64 Undistributed | STH 76 near CTH G CTH G CTH G | 7310 4497 2749 | 0 0 730 | 0 165 168 | 6361 4324 2581 | 1554 1122 933 | 2201 1593 1325 | 4164 2740 1256 | | | | Stage 5 Stage 5 Stage 5 | | | | | | | | |
| Division 5 Subtotal | | | | | | | | | | | | | 14556 | 730 | 13274 | 3605 | 8155 | 0 | 8155 | 0 | |
| 6 | 445NB+00 to 460NB+00 Undistributed | STH 76 | 23283 | 0 | 4516 | 18767 | 3021 | 4294 | 14477 | | | | Stage 6 | | | | | | | | |
| Division 6 Subtotal | | | | | | | | | | | | | 23283 | 0 | 18767 | 3021 | 14477 | 0 | 14477 | 0 | |
| 7 | 304NB+84 to 320NB+00 Undistributed | STH 76 | 11691 | 0 | 2669 | 9025 | 2087 | 2493 | 6062 | | | | Stage 3 | | | | | | | | |
| Division 7 Subtotal | | | | | | | | | | | | | 11691 | 580 | 9025 | 2087 | 6062 | 0 | 6062 | 0 | |
| 8 | 341NB+00 to 369NB+00 365NB+00 to 453NB+00 Undistributed | STH 76 STH 76 | 27908 27386 | 0 0 | 4627 4203 | 23281 23383 | 3489 3232 | 4949 4592 | 18332 18588 | | | | Stage 4 Stage 4 | | | | | | | | |
| Division 8 Subtotal | | | | | | | | | | | | | 55294 | 2760 | 46464 | 6717 | 9538 | 0 | 36925 | 0 | |
| Grand Total | | | | | | | | | | | | | 138780 | 6930 | 19961 | 22110 | 31938 | 89373 | 1950 | 89373 | 1950 |

- 1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
- 2) Salvaged/Unusable Pavement Materials included in Cut.
- 3) EBS Excavation to be backfilled with Breaker Run material. EBS is not shown in the cross sections. The location of EBS will be determined by the engineer.
- 4) Salvaged/Unusable Pavement Material
- 5) Available Material = Cut - Salvaged/Unusable Pavement Material
- 6) Expanded Fill Factor = 1.42
- 7) The Mass Ordinate +/- Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.