Wisconsin Department of Transportation

March 2, 2015

Division of Transportation Systems Development
Bureau of Project Development
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NOTICE TO ALL CONTRACTORS:

Proposal #31: 9180-19-71, WISC 2015 145
City of Oconto Falls
W. Highland Dr – E. Highland Dr
STH 22
Oconto County

Letting of March 10, 2015

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

Special Provisions

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress
7	Utilities

Added Special Provisions	
Article No.	Description
75	Pipe Underdrain Railroad 6-Inch, SPV.0090.10
76	Construction Staking Railroad Crossing, SPV.0105.02
77	Grading and Shaping Railroad Crossing, SPV.0105.03

Schedule of Items

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
455.0605	Tack Coat	GAL	110	127	127
460.1101	HMA Pavement Type E-1	Ton	550	520	520
608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	2226	2366	2366
611.0535	Manhole Covers Type J-Special	EA	18	19	19

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.1103	HMA Pavement Type E-3	Ton	0	60	60
465.0105	Asphaltic Surface	Ton	0	40	40
611.2003	Manholes 3-FT Diameter	EA	0	1	1
SPV.0090.10	Pipe Underdrain Railroad 6-Inch	LF	0	115	115
SPV.0105.02	Construction Staking Railroad Crossing	LS	0	1	1
SPV.0105.03	Grading and Shaping Railroad Crossing	LS	0	1	1

Plan Sheets

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
2	General Notes – Updated table
23	Construction Details – Removed detail for railroad crossing
35	Plan Detail – Updated sheet with new storm sewer and railroad pipe underdrain
46	Storm Sewer – Updated sheet with new storm sewer and railroad pipe underdrain
95	Miscellaneous Quantities – Revised quantities and added new items
99	Miscellaneous Quantities – Added new line
100	Miscellaneous Quantities – Updated quantity total
101	Miscellaneous Quantities – Added bid item
102	Miscellaneous Quantities – Added structure and bid item
103	Miscellaneous Quantities – Added bid item
118	Miscellaneous Quantities – Added bid item
155	Plan and Profile – Updated sheet with new storm sewer and railroad pipe underdrain

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
17A	Typical Sections – Add typical for railroad crossing

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

PROJECT ID 9180-19-71

March 2, 2015

Special Provisions

3. Prosecution and Progress

Add the following paragraphs:

Coordinate the timing for the reconstruction of the railroad crossing at Station 34+90 with Escanaba and Lake Superior Railroad Company to coincide with construction activities.

Before the new railroad crossing at Station 34+90 is opened to local traffic, at least 150 feet of concrete pavement must be placed on either side of the crossing and paving of the HMA pavement approaches. Concrete pavement within 50 feet of the railroad crossing cannot be placed until the new railroad crossing has been installed. Adjust proposed pavement grades as necessary to match new railroad crossing height.

While the railroad crossing is closed for its reconstruction, Monroe Street and Jackson Street are required to be kept open at all times to traffic.

After the new railroad crossing is open to local traffic provide street sweeping under the pertinent bid item to keep the new railroad crossing free of dirt and debris.

At the beginning of installation of railroad crossing at Station 34+90 operations, close STH 22/Chestnut Avenue to through traffic for a maximum of 21 calendar days. Do not reopen until completing the following work: removal of the existing crossing (by others), railroad crossing surface (by others), railroad crossing subgrade, pipe underdrain railroad 6-Inch, breaker run, base aggregate dense 1 ¼-inch, concrete pavement 8-Inch, and HMA Pavement type E-3.

Supplement standard spec 108.11 as follows:
If the contractor fails to complete the work necessary to reopen crossing at Station 34+90 to traffic within 21 calendar days, the department will assess the contractor $1,810 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 21 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

During the reconstruction of the railroad crossing surface at Station 34+90, complete all required work for the crossing subgrade within two consecutive calendar days starting the day after the existing crossing is removed by Escanaba and Lake Superior Railroad Company. Complete the following work: Grading & Shaping Railroad Crossing, 6-inch Railroad Pipe Underdrain, Base Aggregate Dense 1 ¼-Inch, and Asphaltic Surface.

Supplement standard spec 108.11 as follows:
If the contractor fails to complete the work necessary for the railroad crossing surface subgrade within 2 consecutive calendar days, the department will assess the contractor $1,810 in interim liquidated damages for each calendar day the contract work remains incomplete beyond 2 consecutive calendar days. An entire calendar day will be charged for any period of time within a calendar day that the work remains incomplete beyond 12:01 AM.

7. Utilities

Replace the entire article with the following:

This contract does not come under the provision of Administrative Rule Trans 220.
107-065 (20080501)

Within the limits of this project there are underground and aerial utility facilities. Coordinate construction activities with a call to Diggers Hotline, and/or a direct call to the utilities for the underground facilities in the area as required per statutes. Use caution to ensure the integrity of underground facilities, and maintain OSHA code clearances from overhead facilities at all times.

There are utility facilities within the construction limits of this project. Additional detailed information regarding the location of discontinued, relocated, and/or removed utility facilities is available in the work plan provided by each utility company or on the permits issued to them. View these documents at the Regional Office during normal working hours.

CenturyLink (communications) has overhead and underground facilities beginning at the Main Street and STH 22 intersection and running to the end of the project limits, north of East Highland Drive.

CenturyLink will be relocating underground facilities along the south side STH 22 between Main Street and Franklin Street. CenturyLink's proposed facilities will have underground crossings of STH 22 between Franklin Street and Washington Street, east of Washington Street, south of Grove Street, and south of East Highland Drive. Underground crossings of sideroads will be located under Main Street, Grove Street, Jackson Street, and East Highland Drive. CenturyLink will be removing existing poles and installing new poles at offsets ranging from 27' to 34' right of centerline along the south side of STH 22 from Main Street to Jefferson Street. A single pole in the west quadrant of the STH 22 and Adams Street intersection will be relocated. Existing underground crossings of STH 22 at the following locations will be abandoned in place: at approximately Station 9+87, approximately Station 30+45. CenturyLink will be abandoning multiple underground lines running along the east side of STH 22 from Grove Street to the end of project limits, north of East Highland Drive. Existing underground lines running along the west side of STH 22 from approximately Station 46+30 to the end of project limits north of East Highland Drive will also be abandoned in place. The remaining existing facilities along STH 22 from Grove Street to the end of project north of East Highland Drive will be removed and relocated underground along the east side of STH 22.

CenturyLink anticipates beginning relocations of facilities on April 20, 2015 and completing work in 25 working days. Work will begin at the intersection of STH 22 and East Highland Drive and proceed to the south. CenturyLink contact is Dennis Haag, (920) 361-0040, dennis.haag@centurytel.com

Oconto Falls Utility (electricity) has underground and overhead lighting facilities throughout the project area.

The City of Oconto Falls will be relocating the overhead power lines, crossing STH 22 at the Caldwell Avenue intersection to underground. The power pole in the southwest and southeast quadrant will be removed. The City will be moving several poles, between approximately Station 5+50 and Station 44+00 to avoid the proposed sidewalk, and will be relocating the power poles that conflict with the proposed East Highland Drive intersection. The City is planning to do this work prior to April 1, 2015. There are two poles just south of East Highland Drive in conflict with the widening of STH 22. These poles will be relocated during construction; the Contractor needs to coordinate with Jason Valentine on the relocation of the poles. The grading for the roadway widening south of East Highland Drive needs to be completed before the poles can be relocated. Contact Jason Valentine 5 days in advance of completion of grading work for the relocation of these two poles to just outside of the proposed sidewalk. It will take the City approximately 5 working days to move the two poles, relocate the wire, and remove the old poles.

The City of Oconto Falls will be removing the existing light poles, salvaging them, and then placing them on the new bases installed by the contractor near the completion of the project. The Contractor is to coordinate removals of light poles with the City; contact Jason Valentine at least 5 days in advance of needing the light poles removed. The removal of the lighting poles will take the City about 5 working days to complete. The City will also be providing the conduit for the new lighting. The City will pull the electrical wire for the lighting once the conduit is installed by the Contractor. The Contractor is to contact Jason Valentine at least 5 days in advance of needing the street lighting wire to be pulled and the new lighting poles to be set. This work will take the City about 5 working days to complete.

Oconto Falls Utility contact is Jason Valentine, (920) 373-4244, jvalentine@wppienergy.org

Oconto Falls Utility (water) has facilities throughout the project area.

A new 8-inch watermain is placed along STH 22, from just north of Cherry Avenue to East Highland Drive. The new watermain is placed underneath the proposed STH 22 roadway, and new water service connections were run to a curb stops at the right of way, as well as new hydrants along the roadway. The existing watermain was abandoned in place. Existing water valve boxes were also abandoned in place and buried beneath the existing roadway, the Contractor will need to remove the abandoned sections of water valves to below the subgrade elevation.

Water facilities along this corridor were relocated in 2014. Contractor is to adjust valve boxes and curb stops to final grade during construction.

Oconto Falls Utility contact is Jason Valentine, (920) 373-4244, jvalentine@wppienergy.org

Oconto Falls Utility (sanitary) has facilities throughout the project area.

A new 8-inch sanitary sewer line was placed along STH 22, from Cherry Avenue to East Highland Drive. The new sanitary facilities are located underneath the proposed STH 22 roadway, at the same location of the existing sanitary sewer line.

Sanitary sewer faculties along this corridor were relocated in 2014. Contractor is to adjust manhole castings to final grade during construction.

Oconto Falls Utility contact is Jason Valentine, (920) 373-4244, jvalentine@wppienergy.org

ST Paper, LLC (sewer) has underground facilities in the project area.

No conflict is anticipated.

ST Paper contact is Bob Twaroski, (920) 846-3411, bob.twaroski@stpaperllc.com

We Energies (electric) has overhead facilities at the East Highland intersection.

We Energies has a utility pole in the southeast quadrant of STH 22 and East Highland Drive, this pole should be in the proposed terrace, and at least 2 feet from the proposed face of curb. No conflicts are anticipated.

We Energies (electric) contact is Tom Borchart, (920) 380-3449, thomas.borchart@we-energies.com

We Energies (gas) has underground facilities throughout the entire project area.

Along STH 22, from just east of the STH 22 and Main Street intersection to Chestnut Avenue, We Energies has an existing 8-inch and 6-inch gas main in conflict with the project. These sections will

be abandoned in place. The new 6-inch gas main will be relocated along the south side of STH 22, approximately 2-feet north of the right of way. From Chestnut Avenue to Grove Street the existing 8-inch gas main will be replaced with a 6-inch gas main along the east side of STH 22 (approximately 2-feet inside of the right of way). From Grove Street to the end of the project, north of East Highland Drive, the existing 8-inch gas main will be abandoned in place, and replaced with a new 8-inch gas main along the west side of STH 22. The new gas main from Monroe Street to East Highland Drive will be located approximately 2-feet east of the west right of way of STH 22. North of East Highland Drive, the gas main will be located approximately 10' east of the west right of way line. Proposed underground gas main crossings of STH 22 will be located in multiple locations between Main Street and Franklin Street, east of Franklin Street, west of Washington Street, west of Jefferson Street, Grove Street, and north of Jackson Street. The abandoned gas main conflicts with the proposed storm sewer inlets exist along south side of Monroe Street and at the north and south sides of the west leg of the East Highland Drive intersection. These 2-inch and 4-inch existing mains will be abandoned in place and new 2-inch and 4-inch gas mains will be relocated around the inlets, 2-feet off of the respective sideroad right of way lines. This work is anticipated to start by March 30, 2015 and be completed between Adams Street and East Highland Drive by May 9, 2015. The work between Main Street and Adams Street is anticipated to be completed by June 6, 2015.

We Energies has an existing 2-inch gas main in conflict with the project along the west side of STH 22, running from Central Avenue to past the STH 22 and Main Street intersection. This section of gas main will be abandoned in place, and a new 2-inch gas main will be relocated under the proposed sidewalk, approximately 3-feet off the right of way for STH 22. The new 2-inch gas main will cross Main Street along the south side of STH 22. This work is anticipated to be completed by June 6, 2015.

In the concrete repair segment, We Energies plans to replace some of their gas facilities not due to conflicts, but due to age and type of existing materials. This work will be done beginning at project limits just south of West Highland Drive and ending near Linden Avenue. New underground crossings of STH 22 will be located just south of John Street and just north of Market Street. This work is anticipated to be start by June 8, 2015 and be completed by June 27, 2015.

We Energies (gas) contact is Zach Duga, (920) 380-3458 or (920) 450-9314 (mobile), zachary.duga@we-energies.com

Packerland Broadband (communications) has underground facilities throughout the project area.

No conflict anticipated.

Packerland Broadband contact is Randy Simms, (906) 282-3802, randy.simms@ccisystems.com

Oconto Electric Cooperative (electricity) has overhead transmission line crossing STH 22 at station 437+75.

No conflict is anticipated.

Oconto Electric Cooperative contact is Jack Pardy, (920) 846-2816 or (920) 373-8524 (mobile), jpardy@ocontoelectric.com

75. Pipe Underdrain Railroad 6-Inch, Item SPV.0090.10

A Description

This special provision describes constructing pipe underdrain adjacent to railroad tracks in accordance to section 612 of the standard specifications, as shown on the plans, as directed by the engineer, and as hereinafter provided.

B Materials

Furnish Schedule 80 PVC pipe in accordance to the requirements of ASTM Specification D1784 and D1785. Furnish pipe perforated according to AASHTO M278. Fittings shall conform to ASTM D4396.

Furnish Geotextile Fabric type DF schedule A meeting the requirements of standard spec 645.2.4.

Furnish Base Aggregate Open Graded meeting the requirement of standard spec 310.2.

C Construction
Construct in accordance to the requirements of standard spec 612.3 and as shown on the plans.

Geotextile fabric is to be installed between base aggregate open graded and breaker run.

D Measurement
The department will measure Pipe Underdrain Railroad 6-Inch, by the linear foot acceptably completed. The department will measure along the centerline of the pipe, center to center of junctions and fittings.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.10	Pipe Underdrain Railroad 6-Inch	LF

Payment is full compensation for furnishing all materials including pipe, connections, geotextile fabric, and base aggregate open graded; for laying pipe; for connecting to storm sewer structures and for backfilling.

76. Construction Staking Railroad Crossing, Item SPV.0105.02

A Description
Perform construction staking under this bid item to establish the horizontal and vertical position for new railroad crossing.

B (Vacant)

C Construction
Perform construction staking in accordance to section 650.3 of the standard specifications and the additional requirements hereinafter specified.

C.1 Profile
Within 500 feet of the roadway survey the existing rails for both horizontal and vertical alignment. The new railroad crossing is anticipated to be raised 3-inches over the existing elevation. After survey is completed compare rail grades with proposed pavement grades. Pavement grades may need to be adjusted to match new crossing. Submit existing and proposed grades to project engineer and the railroad for approval before any work is completed.

C.2 Base Layers
Stake each layer as shown in the typical sections to ensure proper thickness. Ensure that the finished elevation of the asphaltic surface matches planned grade. Place grade stakes at 25 ft intervals along the railroad.

C.3 Railroad
Re-establish the centerline of track at even 25-foot stations with 25-foot offsets, both sides of the centerline, after the subballast and asphaltic surface has been prepared and before turning the work area over to the railroad. Mark elevations for cuts and fills on the lath and/or hubs in reference to top-of-rail elevation.

D Measurement
The department will measure Construction Staking Railroad Crossing as a single lump sum unit acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.02	Construction Staking Railroad	LS

Payment will be in accordance to section 650.5 of the standard specifications.

77. Grading and Shaping Railroad Crossing, Item SPV.0105.03.

A Description
This special provision describes excavating, filling, grading, shaping, and compacting, as necessary to construct the railroad crossing as shown on the plans and in accordance to the pertinent requirements of the standard specifications and as hereinafter provided.

B (Vacant)

C Construction
Remove all existing railroad crossing material after the railroad removes their materials they desire to salvage.

Dispose of all surplus and unsuitable material in accordance to standard spec 205.3.12.

Coordinate the timing of the work with the railroad to ensure the crossing is closed as listed in the special provisions.

In addition ensure adjacent roadway work is coordinated with the completion of the crossing to ensure the crossing is closed to local traffic as listed in the special provisions.

D Measurement
The department will measure Grading and Shaping Railroad Crossing as a single complete unit of work.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.03	Grading and Shaping Railroad Crossing	LS

Payment is full compensation for all excavating, grading, shaping, and compacting; and for providing and placing fill.

The base aggregate dense, asphaltic surface, geotextile fabric type SAS, pipe underdrain railroad, breaker run and finishing items will be measured and paid for under the pertinent items provided in the contract.

Schedule of Items
Attached, dated March 2, 2015, are the revised Schedule of Items Pages 4, 6, 7, and 20.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 2, 23, 35, 46, 95, 99, 100, 101, 102, 103, 118, and 155.
Added: 17A.

END OF ADDENDUM

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

FILL, AS SHOWN ON THE PLAN SHEETS, PERTAINS TO EMBANKMENT CONSTRUCTED FROM EXCAVATION COMMON. THE FACTOR USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 1.5.

EXCAVATION BELOW SUBGRADE (EBS) WILL BE MEASURED AND PAID FOR AS EXCAVATION COMMON. THE LOCATION FOR EBS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE EXACT LOCATION AND WIDTH OF PRIVATE ENTRANCES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR AS SHOWN ON THE PLANS. BASE AGGREGATE DENSE 1 1/4-INCH WILL BE USED UNDER ALL DRIVEWAYS.

THE REMOVAL OF ASPHALT DRIVEWAYS WILL BE PAID FOR AS EXCAVATION COMMON.

MAINTAIN DRIVING SURFACE TO ALL PROPERTY OWNERS WITH BASE AGGREGATE DENSE 1 1/4-INCH.

A SAW JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

SAW CUT LOCATIONS SHOWN ON THE PLAN ARE SUBJECT TO ADJUSTMENT BY THE ENGINEER IN THE FIELD. THE LINE OF SUCH SAW CUTS WILL BE NEATLY DELINEATED THROUGH THE ASPHALT AND/OR CONCRETE STREETS, DRIVEWAYS AND/OR PARKING LOTS AT THE MATCH LINE AS SHOWN ON THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER WITHOUT ANY DAMAGE TO THE REMAINING PORTION OF THE EXISTING PAVEMENT.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN AND PROVIDE DOCUMENTATION TO THE ENGINEER.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS, FLOODWAY OR FLOODPLAIN OF ANY WETLANDS.

EROSION CONTROL MEASURES WILL BE PLACED AS SHOWN ON THE EROSION CONTROL PLAN. THE EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER. REMOVAL OF ITEMS ARE INCIDENTAL TO THE RESPECTIVE EROSION CONTROL BID ITEM COSTS.

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL BY THE ENGINEER. FINAL LIMITS OF FENCE REMOVAL TO BE DETERMINED BY THE ENGINEER.

RESHAPE AND SEEDING OF ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS OUTSIDE OF THE ENGINEER DETERMINED CONSTRUCTION LIMITS ARE INCIDENTAL TO THE CONTRACT.

BOXOUTS WILL BE PROVIDED IN CONCRETE SIDEWALK BY THE CONTRACTOR FOR SIGN PLACEMENT. THE COST OF THE BOXOUTS WILL BE INCIDENTAL TO CONCRETE SIDEWALK. LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING MOTORISTS AND PEDESTRIANS THAT MAY ENTER THE WORK ZONE FROM POSSIBLE HAZARD.

CURB AND GUTTER ELEVATIONS ARE ALONG THE FLANGE LINE UNLESS OTHERWISE NOTED.

RADIUS POINTS, UNLESS OTHERWISE NOTED, ARE TO FACE OF CURB.

CURVE DATA IS BASED ON ARC DEFINITION.

BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS.

PROPERTY LINES SHOWN ARE APPROXIMATE.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AC	ACRE
AGG	AGGREGATE
AH	AHEAD
ET AL	AND OTHERS
	ANGLE
BK	BACK
BLDG	BUILDING
BLK	BLOCK
BR	BRIDGE
CB	CATCH BASIN
CL OR C/L	CENTER LINE
	CENTRAL ANGLE OR DELTA
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
CPCA	CULVERT PIPE CORRUGATED ALUMINUM
CPCS	CULVERT PIPE CORRUGATED STEEL
CTH	COUNTY TRUNK HIGHWAY
CR	CREEK
CP	CULVERT PIPE
C & G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DWY	DRIVEWAY
E	EAST
X	EAST GRID COORDINATE
EB	EASTBOUND
EL OR ELEV	ELEVATION
ENT	ENTRANCE
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXIST	EXISTING
FF	FACE TO FACE
FE	FIELD ENTRANCE
FG	FINISHED GRADE
FT	FOOT
INL	INLET
INV	INVERT
IP	IRON PIPE OR PIN
LT	LEFT
L	LENGTH OF CURVE
LIN FT OR LF	LINEAR FOOT
MH	MANHOLE
NC	NORMAL CROWN
NW OR N/W	NORMAL WATER
N	NORTH
Y	NORTH GRID COORDINATE
NB	NORTHBOUND
PT	POINT
PCC	POINT OF COMPOUND CURVE
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
POC	POINT ON CURVE
POT	POINT ON TANGENT
RR	RAILROAD
RL OR R/L	REFERENCE LINE
REBAR	REINFORCEMENT BAR
REQD	REQUIRED
R/W	RIGHT-OF-WAY
R	RADIUS
S	SOUTH
SB	SOUTHBOUND
STH	STATE TRUNK HIGHWAYS
STA	STATION
SS	STORM SEWER
SE	SUPERELEVATION
SURF	SURFACE
SL OR S/L	SURVEY LINE
T	TANGENT
TYP	TYPICAL
WB	WESTBOUND

PROJECT AND UTILITY CONTACTS

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
NORTHEAST REGION HEADQUARTERS
ATTN: JIM DOPERALSKI JR.
2984 SHAWANO AVENUE
P.O. BOX 10488
GREEN BAY, WI 54307-0448
PHONE: 920-662-5119
EMAIL: james.doperalski@wisconsin.gov

WIS. DEPT OF TRANSPORTATION
NORTHEAST REGION - PRIMARY CONTACT
ATTN: MATT TERNES-PROJECT MANAGER
944 VANDERPERRON WAY
PO BOX 28080
GREEN BAY, WI 54304
PHONE:920-492-3500
EMAIL:Matthew.Ternes@dot.wi.gov

AYRES ASSOCIATES
ATTN: PHIL VERVILLE III
3376 PACKERLAND DRIVE
ASHWAUBENON, WI 54115
PHONE: 920-498-1200
EMAIL: Vervillep@ayresassociates.com

COUNTY SURVEYOR
MARK TUETEBERG
301 WASHINGTON STREET
OCONTO, WI 54153
920-834-8821

PACKERLAND BROADBAND
WAYNE CRETTON
105 KENT STREET
PO BOX 190
IRON MOUNTAIN, MI 49801
PHONE: 906-282-3768
EMAIL: wayne.cretton@plbb.us

CENTURYLINK
DENNIS HAAG
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BERLIN, WI 54923
PHONE: 920-361-0040
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OCONTO FALLS MUNICIPAL UTILITY-WATER AND SEWER
JASON VALENTINE
223 MONROE AVENUE
OCONTO FALLS, WI 54154
PHONE: 920-846-4424
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OCONTO FALLS MUNICIPAL UTILITY-ELECTRIC
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OCONTO ELECTRIC COOPERATIVE-ELECTRIC
JACK PARDY
7479 REA ROAD
PO BOX 168
OCONTO FALLS, WI 54154-9573
PHONE: 920-846-2816
EMAIL: jpardy@ocontoelectric.com

WE ENERGIES-GAS/PETROLEUM AND ELECTRIC
LATROY BRUMFIELD
A299
333 W. EVERETT STREET
MILWAUKEE, WI 53203
PHONE: 414-221-5617
EMAIL: LaTroy.Brumfield@we-energies.com

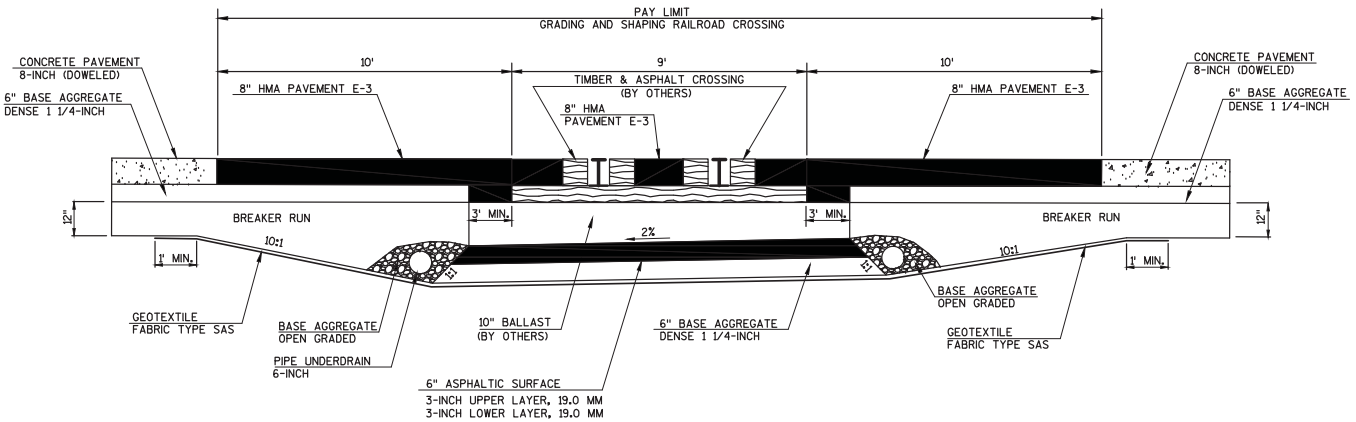
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

Addendum No. 1
ID 9180-19-71
Revised Sheet 2
March 2, 2015

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS	ASPHALTIC MATERIAL
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER	PG-64-28 PG-64-28
E-1	5"	2" UPPER LAYER 3" LOWER LAYER	PG-64-28 PG-64-28
E-3	8"	2" UPPER LAYER 3" LOWER LAYER 3" LOWER LAYER	PG-64-28 PG-64-28

ORDER OF SECTION 2 SHEETS

FILE NAME : N:\C3D\56022300\SHEETSPLAN\020101_GN.DWG PLOT DATE : 2/19/2015 7:37 AM PLOT BY : VERVILLE, PHILLIP PLOT NAME : PLOT SCALE : 0.004732
WISDOT/CADDS SHEET 42



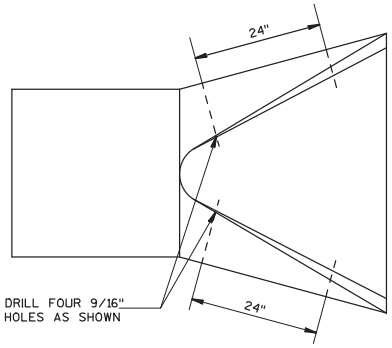
TYPICAL FINISHED SECTION FOR STH 22 RAILROAD CROSSING
(LOOKING WEST)

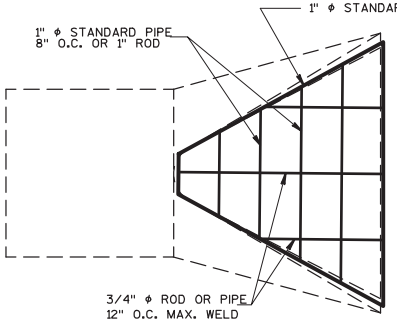
Addendum No. 1
ID 9180-19-71
Added Sheet 17A
March 2, 2015

PROJECT NO: 9180-19-71	HWY: STH 22	COUNTY: OCONTO	TYPICAL SECTIONS	SHEET 17A	E

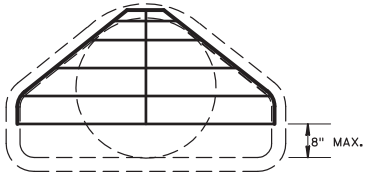
FILE NAME : N:\C3D\56022300\SHEETSPLAN\020315_TS.DWG PLOT DATE : 2/25/2015 3:03 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42



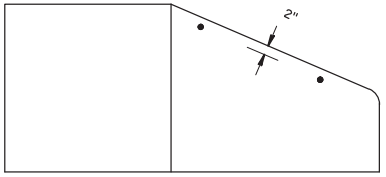


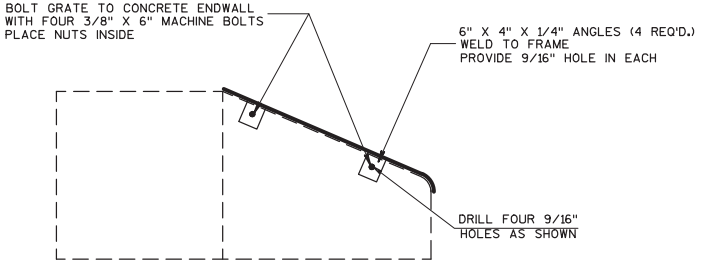
AT EACH PIPE



PIPE GRATE DETAIL

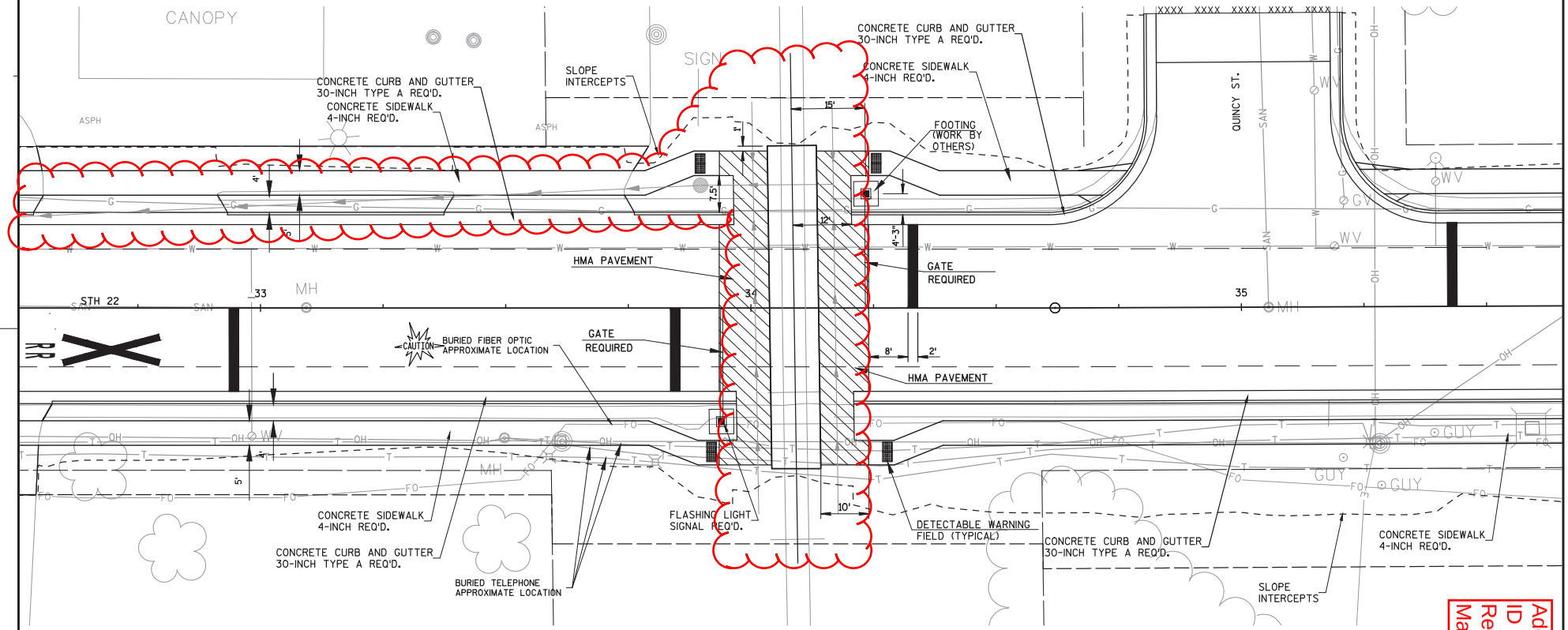
(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)





Addendum No. 1
ID 9180-19-71
Revised Sheet 23
March 2, 2015

PROJECT NO: 9180-19-71	HWY: STH 22	COUNTY: OCONTO	CONSTRUCTION DETAILS	SHEET 23	E



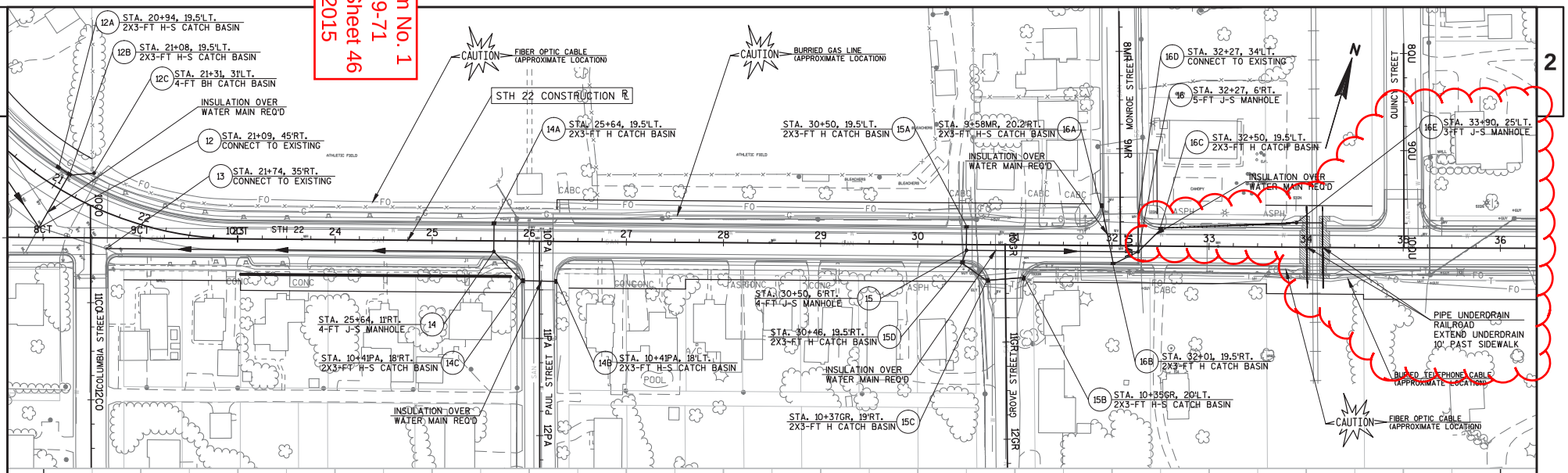
Addendum No. 1
ID 9180-19-71
Revised Sheet 35
March 2, 2015

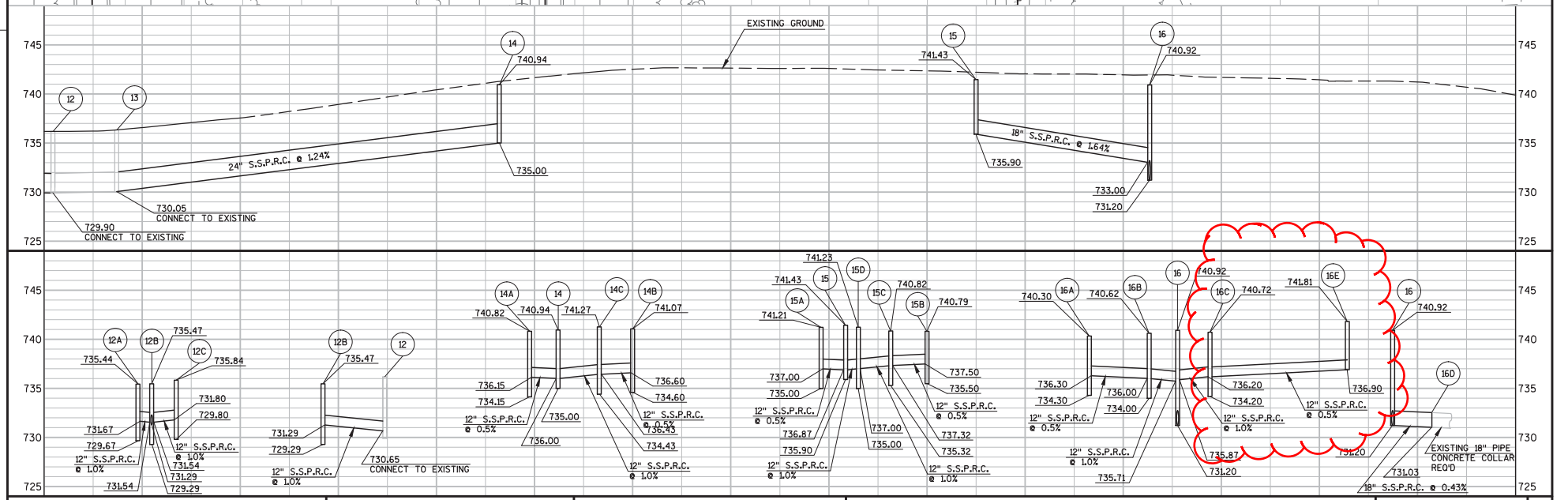
PROJECT NO: 9180-19-71	HWY: STH 22	COUNTY: OCONTO	PLAN DETAIL	SHEET 35	E

FILE NAME : N:\C3D\56022300\SHEETSPLAN\021203_PD.DWG PLOT DATE : 2/11/2015 2:42 PM PLOT BY : AYRES ASSOCIATES PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 42

Addendum No. 1
ID 9180-19-71
Revised Sheet 46
March 2, 2015





PROJECT NO: 9180-19-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 46	E

FILE NAME : N:\C3D\56022300\SHEETSPLAN\022504_SS.DWG PLOT DATE : 2/19/2015 7:53 AM PLOT BY : AYRES ASSOCIATES PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 41

CONCRETE PAVEMENT REPAIR

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 * DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	416.1710 CONCRETE PAVEMENT REPAIR SY	601.0409 * CONCRETE CURB & GUTTER 30-INCH TYPE A LF	SPV.0090.13 CONCRETE JOINT AND CRACK CLEANING LF	COMMENT
0030										
	424+50	-	424+56	STH 22	15	68	25	-	-	PANEL REPLACEMENT
	428+75	-	428+81	STH 22, LT	9	34	13	-	-	PANEL REPLACEMENT
	430+85	-	430+91	STH 22, RT	9	34	13	-	-	PANEL REPLACEMENT
	432+10	-	432+16	STH 22, LT	9	34	13	-	-	PANEL REPLACEMENT
	432+36	-	432+42	STH 22, LT	9	34	13	-	-	PANEL REPLACEMENT
	436+75	-	436+81	STH 22, RT	9	34	13	-	-	PANEL REPLACEMENT
	437+33	-	437+39	STH 22, LT	9	38	13	-	-	PANEL REPLACEMENT
	437+75	-	437+21	STH 22, RT	9	44	16	-	-	PANEL REPLACEMENT
	438+03	-	438+09	STH 22, RT	9	44	16	-	-	PANEL REPLACEMENT
	438+45	-	438+51	STH 22	9	68	25	-	-	PANEL REPLACEMENT
	438+57	-	438+63	STH 22	9	24	11	-	-	PANEL REPLACEMENT
	420+00	-	440+91	STH 22	20	-	-	50	-	INLET ADJUSTMENTS
	UNDISTRIBUTED			STH 23	17	44	29	50	200	FIELD LOCATED BY ENGINEER
	TOTALS				142	500	200	100	200	

* QUANTITIES SHOWN ELSEWHERE

ASPHALTIC FLUMES

STATION	LOCATION	465.0315 SY
49+25	STH 22, RT	4
TOTAL		4

WALL MODULAR BLOCK GRAVITY

STATION	TO	STATION	LOCATION	532.0200.S SF
442+90	-	443+60	STH 22, LT	156
456+30	-	457+56	STH 22, RT	770
460+02	-	460+49	STH 22, RT	394
TOTAL				1,320

ASPHALTIC PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	455.0120 ASPHALTIC MATERIAL PG 64-28 (5.5%) TON	455.0605 TACK COAT GAL	460.1101 HMA PAVEMENT TYPE E-1 TON	460.1103 HMA PAVEMENT TYPE E-3 TON	460.4000 HMA COLD WEATHER PAVING TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	COMMENT
0010												
	440+91	-	448+19	STH 22	1.2	5	22	-	22	-	38	
	448+19	-	454+46	STH 22	0.4	2	9	-	9	-	8	
	454+46	-	5+96	STH 22	1.8	7	34	-	34	-	12	
	5+96	-	8+68	STH 22	1.9	8	35	-	-	-	6	
	8+68	-	11+89	STH 22	1.5	6	27	-	-	-	4	
	11+89	-	15+15	STH 22	1.6	7	31	-	-	-	1	
	15+15	-	18+36	STH 22	1.1	4	20	-	-	-	2	
	18+36	-	25+75	STH 22	1.1	4	20	-	-	-	21	
	25+75	-	30+50	STH 22	2.2	9	40	-	-	-	3	
	30+50	-	34+01	STH 22	3.9	20	56	30	-	-	22	
	34+01	-	34+16	STH 22	-	6	-	-	-	40	-	RAILROAD SUBGRADE
	34+16	-	38+75	STH 22	2.3	15	27	30	-	-	2	
	38+75	-	41+75	STH 22	0.5	2	9	-	-	-	11	
	41+75	-	51+04	STH 22	10.5	33	190	-	190	-	30	
	SUBTOTALS				30	127	520	60	255	40	160	
0020												
	443+55	-	444+00	STH 22 RT	-	-	-	-	-	-	10	LANDSCAPING AREA
	SUBTOTALS				0	0	0	0	0	0	10	
	TOTALS				30	127	520	60	255	40	170	

CONCRETE CURB PEDESTRIAN

CATEGORY	STATION	LOCATION	601.0600 LF
0030	437+25	STH 22, LT	15
	TOTAL		15

CONCRETE STEPS

STATION	LOCATION	602.1500 SF
456+63	STH 22, RT	11
456+92	STH 22, LT	9
457+19	STH 22, RT	9
458+21	STH 22, RT	9
460+28	STH 22, RT	11
7+20	STH 22, LT	4
7+65	STH 22, LT	4
10+31	STH 22, RT	3
18+57	STH 22, LT	4
19+15	STH 22, LT	14
22+18	STH 22, RT	4
24+51	STH 22, RT	4
TOTAL		86

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

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ID 9180-19-71
Revised Sheet 95
March 2, 2015

Addendum No. 1
ID 9180-19-71
Revised Sheet 99
March 2, 2015

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STORM SEWER PIPE (CONTINUED)

FROM	TO	LOCATION	608.0312 REINFORCED CONCRETE 12-INCH CLASS III LF	608.0315 REINFORCED CONCRETE 15-INCH CLASS III LF	608.0318 REINFORCED CONCRETE 18-INCH CLASS III LF	608.0324 REINFORCED CONCRETE 24-INCH CLASS III LF	608.0330 REINFORCED CONCRETE 30-INCH CLASS III LF	608.0336 REINFORCED CONCRETE 36-INCH CLASS III LF	SPV.0090.02 STORM SEWER PVC PIPE 6-INCH LF	SPV.0090.03 STORM SEWER PVC PIPE 8-INCH LF	SPV.0090.04 STORM SEWER PVC PIPE 12-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EA	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EA	520.8000 CONCRETE COLLARS FOR PIPE EA	611.9800.S PIPE GRATES EA	JOINT TIES * EACH	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
10E	10D	STH 22	30	-	-	-	-	-	-	-	-	-	-	-	-	-	734.35	734.05	0.0100
10D	10	STH 22	10	-	-	-	-	-	-	-	-	-	-	-	-	-	734.05	733.95	0.0100
10	10F	STH 22	-	-	-	50	-	-	-	-	-	-	-	-	-	-	733.38	732.59	0.0158
11A	11B	STH 22	57	-	-	-	-	-	-	-	-	-	-	-	-	-	732.00	731.72	0.0049
11B	11	STH 22	18	-	-	-	-	-	-	-	-	-	-	-	-	-	731.72	731.54	0.0100
11C	11	STH 22	33	-	-	-	-	-	-	-	-	-	-	-	-	-	731.80	731.47	0.0100
11	12	STH 22	-	-	-	308	-	-	-	-	-	-	-	-	-	-	730.50	729.90	0.0019
12A	12B	STH 22	13	-	-	-	-	-	-	-	-	-	-	-	-	-	731.67	731.54	0.0100
12C	12B	STH 22	25	-	-	-	-	-	-	-	-	-	-	-	-	-	731.80	731.54	0.0104
12B	12	STH 22	63	-	-	-	-	-	-	-	-	-	-	-	-	-	731.29	730.65	0.0102
14	13	STH 22	-	-	-	399	-	-	-	-	-	-	-	-	-	-	735.00	730.05	0.0124
14A	14	STH 22	30	-	-	-	-	-	-	-	-	-	-	-	-	-	736.15	736.00	0.0050
14B	14C	PAUL STREET	34	-	-	-	-	-	-	-	-	-	-	-	-	-	736.60	736.43	0.0050
14C	14	PAUL STREET	42	-	-	-	-	-	-	-	-	-	-	-	-	-	736.43	736.00	0.0102
15A	15	STH 22	25	-	-	-	-	-	-	-	-	-	-	-	-	-	737.00	736.87	0.0052
15B	15C	GROVE STREET	37	-	-	-	-	-	-	-	-	-	-	-	-	-	737.50	737.32	0.0049
15C	15D	GROVE STREET	32	-	-	-	-	-	-	-	-	-	-	-	-	-	737.32	737.00	0.0100
15D	15	STH 22	13	-	-	-	-	-	-	-	-	-	-	-	-	-	737.00	736.87	0.0100
15	16	STH 22	-	-	177	-	-	-	-	-	-	-	-	-	-	-	735.90	733.00	0.0164
16A	16B	MONROE STREET	61	-	-	-	-	-	-	-	-	-	-	-	-	-	736.30	736.00	0.0049
16B	16	STH 22	28	-	-	-	-	-	-	-	-	-	-	-	-	-	736.00	735.71	0.0104
16C	16	STH 22	33	-	-	-	-	-	-	-	-	-	-	-	-	-	736.20	735.87	0.0100
16	16D	MONROE STREET	-	-	40	-	-	-	-	-	-	-	-	1	-	-	731.20	731.03	0.0043
16E	16	STH 22	140	-	-	-	-	-	-	-	-	-	-	-	-	-	736.90	736.20	0.0050
17E	17A	STH 22	37	-	-	-	-	-	-	-	-	-	-	-	-	-	730.70	730.50	0.0054
17A	17	STH 22	85	-	-	-	-	-	-	-	-	-	-	-	-	-	730.50	730.14	0.0042
17C	17B	STH 22	5	-	-	-	-	-	-	-	-	-	-	1	-	-	729.61	729.56	0.0100
17B	17	STH 22	29	-	-	-	-	-	-	-	-	-	-	-	-	-	729.56	729.26	0.0103
17C	17B	STH 22	5	-	-	-	-	-	-	-	-	-	-	-	-	-	729.61	729.56	0.0100
17D	17	STH 22	-	24	-	-	-	-	-	-	-	-	-	1	-	-	730.28	730.08	0.0083
17F	17	STH 22	18	-	-	-	-	-	-	-	-	-	-	-	-	-	730.23	730.14	0.0050
17G	17F	STH 22	-	-	-	-	-	-	13	-	-	-	-	-	-	-	-	732.66	-
17H	17F	STH 22	-	-	-	-	-	-	7	-	-	-	-	1	-	-	-	731.34	-
17I	17B	STH 22	-	-	-	-	-	-	17	-	-	-	-	1	-	-	731.34	-	-
17	18	STH 22	-	-	-	47	-	-	-	-	-	-	-	-	-	-	728.26	728.17	0.0019
18A	18	STH 22	26	-	-	-	-	-	-	-	-	-	-	-	-	-	729.50	729.24	0.0100
18B	18	STH 22	12	-	-	-	-	-	-	-	-	-	-	1	-	-	-	728.81	-
18	19	STH 22	-	-	-	223	-	-	-	-	-	-	-	-	-	-	728.17	727.29	0.0039
19A	19B	STH 22	37	-	-	-	-	-	-	-	-	-	-	-	-	-	728.50	728.32	0.0049
19B	19	STH 22	21	-	-	-	-	-	-	-	-	-	-	-	-	-	728.32	728.11	0.0100
19C	19	STH 22	12	-	-	-	-	-	-	-	-	-	-	1	-	-	728.16	728.08	0.0067

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

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STORM SEWER PIPE (CONTINUED)

FROM	TO	LOCATION	608.0312 REINFORCED CONCRETE 12-INCH CLASS III LF	608.0315 REINFORCED CONCRETE 15-INCH CLASS III LF	608.0318 REINFORCED CONCRETE 18-INCH CLASS III LF	608.0324 REINFORCED CONCRETE 24-INCH CLASS III LF	608.0330 REINFORCED CONCRETE 30-INCH CLASS III LF	608.0336 REINFORCED CONCRETE 36-INCH CLASS III LF	SPV.0090.02 STORM SEWER PVC PIPE 6-INCH LF	SPV.0090.03 STORM SEWER PVC PIPE 8-INCH LF	SPV.0090.04 STORM SEWER PVC PIPE 12-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EA	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EA	520.8000 CONCRETE COLLARS FOR PIPE EA	611.9800.S PIPE GRATES EA	JOINT TIES * EACH	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
19	20	STH 22	-	-	-	183	-	-	-	-	-	-	-	-	-	-	727.29	726.57	0.0039
20A	20	STH 22	-	14	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
20	21	STH 22	-	-	-	184	-	-	-	-	-	-	-	-	-	-	726.57	725.65	0.0050
21A	21B	STH 22	-	-	-	40	-	-	-	-	-	-	-	-	-	-	725.78	725.70	0.0020
21B	21	STH 22	-	-	-	15	-	-	-	-	-	-	-	-	-	-	725.70	725.65	0.0033
21	22	STH 22	-	-	-	140	-	-	-	-	-	-	1	-	1	6	725.65	725.30	0.0025
23G	23A	E. HIGHLAND DRIVE	-	-	-	-	-	-	-	-	21	-	-	-	-	-	-	724.78	-
23A	23B	E. HIGHLAND DRIVE	61	-	-	-	-	-	-	-	-	-	-	-	-	-	724.10	723.79	0.0051
23B	23	E. HIGHLAND DRIVE	110	-	-	-	-	-	-	-	-	-	-	-	-	-	723.79	723.20	0.0054
23F	23C	STH 22	48	-	-	-	-	-	-	-	-	-	-	-	-	-	725.05	724.80	0.0052
23C	23	STH 22	88	-	-	-	-	-	-	-	-	-	-	-	-	-	724.80	723.92	0.0100
23D	23E	E. HIGHLAND DRIVE	42	-	-	-	-	-	-	-	-	-	-	-	-	-	724.40	724.10	0.0071
23E	23	E. HIGHLAND DRIVE	41	-	-	-	-	-	-	-	-	-	-	-	-	-	724.10	723.69	0.0100
23	24	STH 22	-	-	-	179	-	-	-	-	-	-	1	-	1	6	723.20	722.85	0.0020
25	21A	STH 22	-	-	-	11	-	-	-	-	-	-	-	-	-	-	725.80	725.78	0.0018
25A	25	STH 22	-	-	6	-	-	-	-	-	-	-	-	1	-	-	-	725.65	-
25B	25	STH 22	-	-	-	-	-	-	-	6	-	-	-	1	-	-	-	725.84	-
26	25	STH 22	-	-	43	-	-	-	-	-	-	-	-	-	-	-	725.89	725.80	0.0021
26A	26	STH 22	-	-	9	-	-	-	-	-	-	1	-	-	-	-	725.91	725.89	0.0022
		TOTALS	2,366	38	280	3,691	46	21	57	26	21	1	2	13	2	12			

NOTES:

*FOR INFORMATION ONLY: JOINT TIES ARE REQUIRED FOR ENDWALLS. TIE LAST THREE PIPE JOINTS (TWO TIES PER JOINT-6 TIES MINIMUM PER ENDWALL).

Addendum No. 1
ID 9180-19-71
Revised Sheet 100
March 2, 2015

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

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STORM SEWER STRUCTURES AND COVERS

STRUCTURE NO.	STATION	OFFSET	LOCATION	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1230 CATCH BASIN 2X3-FT EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	SPV.0060.02 INLET COVERS TYPE BH EACH	SPV.0060.02 INLET COVERS TYPE BH EACH	GRATE ELEV.	OUTLET INVERT ELEV.	STRUCTURE DEPTH FT.
1	10+23	6.0' LT	CHERRY AVENUE	1	-	-	-	-	-	-	-	1	-	-	-	-	736.23	722.77	12.12
1A	10+46	17.5' LT	CHERRY AVENUE	-	-	1	-	-	1	-	-	-	-	-	-	-	735.87	730.34	4.63
1B	442+27	24.0' LT	STH 22	-	-	1	-	-	1	-	-	-	-	-	-	-	736.71	731.00	4.71
1C	10+42	17.5' RT	CHERRY AVENUE	-	1	-	-	-	1	-	-	-	-	-	-	-	736.05	730.67	4.47
2	441+47	8.0' RT	STH 22	1	-	-	-	-	-	-	-	-	1	-	-	-	736.34	722.50	12.59
2A	441+20	24.0' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	735.78	730.20	4.63
3	444+46	15.5' RT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	738.39	731.30	5.84
3A	444+46	24.0' LT	STH 22	-	-	1	-	-	1	-	-	-	-	-	-	-	738.22	732.70	4.48
3B	444+46	24.0' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	738.27	732.70	4.57
4	446+45	15.5' RT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	739.75	732.50	6.00
4A	446+33	24.0' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	739.59	733.91	4.68
4B	446+45	24.0' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	739.53	733.89	4.63
5	448+83	15.5' RT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	741.56	734.80	4.35
5A	448+82	24.0' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	741.41	736.20	4.23
5B	448+83	24.0' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	741.43	736.20	3.86
6	451+72	15.5' RT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	743.42	736.50	5.67
6A	451+71	24.0' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	743.13	737.88	4.25
6B	451+72	24.0' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	743.30	737.88	4.42
7	454+93	10.0' RT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	745.09	738.39	5.45
7A	455+77	24.0' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	745.22	740.59	3.63
7B	455+73	24.0' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	745.59	740.11	4.48
7C	456+27	24.0' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	746.73	741.69	4.04
7D	456+27	24.0' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	746.73	741.21	4.52
8	8+75	19.0' RT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	748.57	742.67	4.65
8A	10+36	18.7' LT	S. FRANKLIN STREET	-	-	1	-	-	1	-	-	-	-	-	-	-	748.80	745.40	2.40
8B	7+97	19.5' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	749.22	745.28	2.94
8C	7+97	27.5' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	749.07	745.05	3.02
9	11+19	19.0' RT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	743.84	738.50	4.09
9A	10+36	19.0' LT	STH 22	-	-	1	-	-	1	-	-	-	-	-	-	-	742.91	739.83	2.08
9B	11+19	19.5' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	743.97	739.70	3.27
9C	11+19	27.5' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	743.66	739.80	2.86
10	14+40	19.0' RT	STH 22	1	-	-	-	-	-	-	-	1	-	-	-	-	739.38	733.38	4.75
10A	10+41	18.7' LT	ADAMS STREET	-	-	1	-	-	1	-	-	-	-	-	-	-	738.90	735.11	2.79
10B	15+15	19.5' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	738.70	734.49	3.21
10C	14+34	19.5' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	739.47	734.62	3.85
10D	14+34	27.5' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	739.32	734.05	4.27
10E	9+56	19.0' LT	ADAMS STREET	-	-	1	-	-	1	-	-	-	-	-	-	-	738.63	734.35	3.42
11	18+15	6.0' RT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	736.55	730.50	4.80
11A	17+59	19.5' LT	STH 22	-	-	1	-	-	1	-	-	-	-	-	-	-	736.59	732.00	3.59
11B	18+03	19.5' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	736.37	731.72	3.65

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STORM SEWER STRUCTURES AND COVERS (CONTINUED)

STRUCTURE NO.	STATION	OFFSET	LOCATION	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1220 CATCH BASIN 2X3-FT EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	SPV.0060.01 INLET COVERS TYPE BH EACH	SPV.0060.02 INLET COVERS TYPE H-D EACH	GRATE ELEV.	OUTLET INVERT ELEV.	STRUCTURE DEPTH FT.
11C	18+38	19.5' LT	STH 22	-	-	1	-	-	1	-	-	-	-	-	-	-	736.21	731.80	3.41
12A	20+94	19.5' LT	STH 22	-	-	1	-	-	1	-	-	-	-	-	-	-	735.44	731.67	2.77
12B	21+08	19.5' LT	STH 22	-	-	1	-	-	1	-	-	-	-	-	-	-	735.47	731.54	2.93
12C	21+31	31.0' LT	STH 22	-	-	-	1	-	-	-	-	-	-	-	1	-	735.84	731.80	2.79
14	25+64	11.0' RT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	740.94	735.00	4.03
14A	25+64	19.5' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	740.82	736.15	3.01
14B	10+41	18.0' LT	PAUL STREET	-	-	1	-	-	1	-	-	-	-	-	-	-	741.07	736.60	3.04
14C	10+41	18.0' RT	PAUL STREET	-	-	1	-	-	1	-	-	-	-	-	-	-	741.27	736.43	3.39
15	30+50	6.0' RT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	741.43	735.90	4.31
15A	30+50	19.5' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	741.21	737.00	3.24
15B	10+35	20' LT	GROVE STREET	-	-	1	-	-	1	-	-	-	-	-	-	-	740.79	737.50	2.31
15C	10+37	19' RT	GROVE STREET	-	1	-	-	-	1	-	-	-	-	-	-	-	740.82	737.32	2.50
15D	30+46	19.5' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	741.23	737.00	3.25
16	32+27	6.0' RT	STH 22	1	-	-	-	-	-	-	-	1	-	-	-	-	740.92	731.20	8.47
16A	9+58	20.2' RT	MONROE STREET	-	-	1	-	-	1	-	-	-	-	-	-	-	740.30	736.30	3.00
16B	32+01	19.5' RT	STH 22	-	-	1	-	-	1	-	-	-	-	-	-	-	740.62	736.00	3.62
16C	32+50	19.5' LT	STH 22	-	1	-	1	-	1	-	-	-	-	-	-	1	740.72	736.20	3.52
16E	33+90	25' LT	STH 22	1	-	-	-	-	-	1	-	-	-	-	-	-	741.81	736.90	3.91
17	38+26	36' RT	STH 22	1	-	-	-	-	-	-	-	-	-	1	-	-	734.78	728.26	4.90
17A	37+80	19.5' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	735.40	730.50	3.90
17B	10+35	22.1' RT	JACKSON STREET	-	-	1	-	-	1	-	-	-	-	-	-	-	734.50	729.56	3.94
17E	37+80	19.5' RT	JACKSON STREET	-	1	-	-	-	1	-	-	-	-	-	-	-	735.40	730.70	3.70
17F	10+51	21.0' LT	JACKSON STREET	-	1	-	-	-	1	-	-	-	-	-	-	-	734.99	730.23	3.76
18	38+72	39.0' RT	STH 22	-	-	-	-	1	-	-	-	-	-	-	1	-	734.53	728.17	5.11
18A	38+56	20.2' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	734.04	729.50	3.54
19	40+96	38' RT	STH 22	-	-	-	-	1	-	-	-	-	-	-	1	-	731.96	727.29	3.42
19A	40+88	19.5' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	732.51	728.50	3.01
19B	40+88	19.5' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	732.51	728.32	3.19
20	42+79	37' RT	STH 22	-	-	-	1	-	-	-	-	-	-	-	1	-	729.80	726.57	1.98
21	44+63	37' RT	STH 22	-	-	-	1	-	-	-	-	-	-	-	1	-	729.36	725.65	2.46
21A	44+63	19.5' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	730.64	725.78	3.86
21B	44+63	22.9' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	730.20	725.70	3.50
23	48+53	31' RT	STH 22	1	-	-	-	-	-	-	-	1	-	-	-	-	728.49	723.20	4.04
23A	9+34	31' RT	E. HIGHLAND DRIVE	-	-	1	-	-	1	-	-	-	-	-	-	-	728.14	724.10	3.04
23B	9+22	31' LT	E. HIGHLAND DRIVE	-	-	1	-	-	1	-	-	-	-	-	-	-	728.43	723.79	3.36
23C	47+65	30.5' RT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	728.81	724.80	3.01
23D	10+72	22.3' RT	E. HIGHLAND DRIVE	-	-	1	-	-	1	-	-	-	-	-	-	1	728.03	724.40	2.63
23E	10+72	22.2' LT	E. HIGHLAND DRIVE	-	-	1	-	-	1	-	-	-	-	-	-	-	728.08	724.10	2.98
23F	47+65	19.5' LT	STH 22	-	1	-	-	-	1	-	-	-	-	-	-	-	729.03	725.05	2.98
25	44+63	29' LT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	730.52	725.70	3.57
26	45+06	31' LT	STH 22	1	-	-	-	-	-	-	1	-	-	-	-	-	730.01	725.89	2.87
	TOTALS			19	36	21	3	2	57	1	12	4	1	1	5	1			

NOTES:
- OFFSET DISTANCE TO CENTER FOR MANHOLES, BACK OF CURB FOR INLETS, AND END OF ENDWALL.
- GRATE ELEVATION IS FIGURED TO EDGE OF PAVEMENT FOR INLETS, CENTER OF MANHOLE COVER, AND ENDWALL INVERT.
- FINAL LOCATION TO BE DETERMINED BY THE ENGINEER.
- STRUCTURE DEPTHS COMPUTED WITH A MINIMUM OF 6-INCHES ADJUSTMENT TO COVERS

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ADJUSTING MANHOLE COVERS

STATION	OFFSET	LOCATION	611.8110 EACH
21+09	50.0' RT	STH 22	1
21+74	34.6' RT	STH 22	1
10+36	7.0' LT	CHERRY AVENUE	1
10+47	10.3' LT	CENTRAL AVENUE	1
9+55	6.9' RT	ADAMS STREET	1
TOTAL			5

ADJUSTING INLET COVERS

CATEGORY	STATION	OFFSET	LOCATION	611.8115 EACH
0010				
	20+72	35.5' RT	STH 22	1
	21+88	36.7' RT	STH 22	1
	7+82	16.7' RT	CHESTNUT STREET	1
	10+71	16.6' RT	COLUMBIA STREET	1
	10+71	16.8' LT	COLUMBIA STREET	1
	SUBTOTAL			5
0030				
	424+51	20' RT	STH 22	1
	434+83	20' RT	STH 22	1
	437+60	79' LT	STH 22	1
	438+67	20' LT	STH 22	1
	439+00	20' RT	STH 22	1
	SUBTOTAL			5
	TOTAL			10

FENCE SAFETY

STATION	TO	STATION	LOCATION	616.0700.S FENCE SAFETY LF	SPV.0090.05 TEMPORARY PEDESTRIAN LF
440+91	-	454+75	STH 22	2,700	2,700
442+00	-	443+70	STH 22, LT	170	-
UNDISTRIBUTED				1,130	300
TOTALS				4,000	3,000

PIPE UNDERDRAIN

STATION	TO	STATION	LOCATION	612.0206 UNPERFORATED 6-INCH LF	612.0406 WRAPPED 6-INCH LF	SPV.0090.10 RAILROAD 6-INCH LF
34+01	-	34+16	STH 22	-	-	115
442+27	-	442+90	STH 22, LT	73	-	
442+90	-	443+61	STH 22, LT	-	72	-
456+27	-	456+30	STH 22, RT	12	-	
456+30	-	457+56	STH 22, RT	-	127	-
460+02	-	460+53	STH 22, RT	-	61	-
10+32CY	-	10+52CY	CHERRY AVENUE, RT	-	20	-
10+36CY	-	10+56CY	CHERRY AVENUE, LT	-	20	-
10+26FK	-	10+46FK	S. FRANKLIN STREET, LT	-	20	-
10+26WA	-	10+46WA	S. WASHINGTON STREET, LT	-	20	-
10+31AD	-	10+51AD	ADAMS STREET, LT	-	20	-
20+84	-	20+94	STH 22, LT	-	10	-
20+96		21+08	STH 22, LT	-	10	-
21+08	-	21+18	STH 22, LT	-	10	-
31+91	-	32+11	STH 22, RT	-	20	-
9+48MR	-	9+68MR	MONROE STREET	-	20	-
9+12EH	-	9+32EH	E. HIGHLAND DRIVE, LT	-	20	-
9+24EH	-	9+44EH	E. HIGHLAND DRIVE, RT	-	20	-
10+62EH	-	10+82EH	E. HIGHLAND DRIVE, LT	-	20	-
10+62EH	-	10+82EH	E. HIGHLAND DRIVE, RT	-	20	-
TOTALS				85	510	115

INSULATION BOARD POLYSTYRENE

CAT	STATION	LOCATION	612.0902.S 2-INCH SY
0030			
	441+80	STH 22, LT	2
	455+18	STH 22, RT	2
	455+75	STH 22, LT	2
	456+27	STH 22, LT	2
	7+97	STH 22, LT	2
	8+24	STH 22, RT	2
	11+44	STH 22, RT	2
	14+36	STH 22, LT	2
	14+88	STH 22, RT	2
	15+09	STH 22, LT	2
	21+09	STH 22, RT	2
	30+80	STH 22, RT	2
	31+95	STH 22, RT	2
	32+45	STH 22, LT	2
	37+60	STH 22, LT	2
	37+69	STH 22, LT	2
	38+08	STH 22, RT	2
	10+40	PAUL STREET, LT	2
	9+34	E. HIGHLAND DRIVE, RT	2
	9+49	E. HIGHLAND DRIVE, LT	2
	UNDISTRIBUTED		20
	TOTAL		60

DUST CONTROL SURFACE TREATMENT

LOCATION	623.0200 S.Y.
UNDISTRIBUTED	50,000
TOTAL	50,000

TRACKING PADS

LOCATION	628.7560 EACH
UNDISTRIBUTED	6
TOTAL	6

ROCK BAGS

STATION	LOCATION	628.7570 EACH
45+00	STH 22, RT	15
45+10	STH 22, LT	15
45+50	STH 22, RT	15
46+30	STH 22, RT	10
50+80	STH 22, RT	15
	UNDISTRIBUTED	10
TOTAL		50

SILT FENCE

STATION	TO	STATION	LOCATION	628.1504 QUANTITY LF	628.1520 MAINTENANCE LF
25+00	-	30+25	STH 22, LT	525	1,050
34+25	-	36+00	STH 22, RT	175	350
44+20	-	47+40	STH 22, RT	320	640
48+75	-	50+75	STH 22	250	500
			UNDISTRIBUTED	230	460
TOTALS				1,500	3,000

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CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.4000 STORM SEWER SYSTEM EACH	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB, GUTTER, AND CURB AND GUTTER LF	650.7000 CONCRETE PAVEMENT LF	650.8500 ELECTRICAL INSTALLATIONS LS	650.9910 SUPPLEMENTAL CONTROL LS	650.9920 SLOPE STAKES LF	SPV.0105.02 RAILROAD CROSSING LS
440+91	-	460+50	STH 22	21	1,959	-	3,500	1,959	1	1	1,959	-
5+14	-	51+04	STH 22	41	4,590	179	7,120	4,411	-	-	4,590	1
10+15	-	10+75	CHERRY AVE	2	60	25	139	35	-	-	60	-
9+61	-	9+79	CALDWELL AVE	-	18	5	45	13	-	-	18	-
10+21	-	10+45	CALDWELL AVE	-	24	5	60	19	-	-	24	-
9+35	-	9+85	CENTRAL AVE	-	50	18	38	32	-	-	50	-
10+15	-	10+65	CENTRAL AVE	-	50	17	36	33	-	-	50	-
9+45	-	9+75	MAIN AVE	-	30	5	82	25	-	-	30	-
9+15	-	9+75	FRANKLIN ST	-	60	33	135	27	-	-	60	-
10+17	-	10+55	FRANKLIN ST	1	38	10	90	28	-	-	38	-
9+25	-	9+75	WASHINGTON ST	-	50	23	116	27	-	-	50	-
10+17	-	10+55	WASHINGTON ST	1	38	10	90	28	-	-	38	-
9+20	-	9+75	ADAMS ST	1	55	28	132	27	-	-	55	-
10+17	-	10+60	ADAMS ST	1	43	10	106	33	-	-	43	-
10+17	-	10+70	JEFFERSON ST		53	25	121	28	-	-	53	-
7+30	-	8+04	S CHESTNUT AVE	-	74	15	140	59	-	-	74	-
10+49	-	10+85	COLUMBIA ST	-	36	10	78	26	-	-	36	-
10+17	-	11+00	PAUL ST	2	83	50	183	33	-	-	83	-
10+17	-	10+75	GROVE ST	2	58	20	98	38	-	-	58	-
9+05	-	9+83	MONROE ST	1	78	45	175	33	-	-	78	-
9+40	-	9+83	QUINCY ST	-	43	10	105	33	-	-	43	-
9+40	-	9+83	JACKSON ST	-	43	10	109	33	-	-	43	-
10+17	-	10+65	JACKSON ST	3	48	10	120	38	-	-	48	-
9+40	-	9+83	VANBUREN ST	-	43	10	104	33	-	-	43	-
9+00	-	9+79	E HIGHLAND DR	2	79	15	205	64	-	-	79	-
10+28	-	11+25	E HIGHLAND DR	2	97	5	225	92	-	-	97	-
TOTALS				80	7,800	593	13,352	7,207	1	1	7,800	1

CONCRETE BASES TYPE 5

STATION	OFFSET	LOCATION	654.0105 EACH
440+87	31.1	STH 22, LT	1
441+75	32.0	STH 22, RT	1
442+65	31.9	STH 22, LT	1
443+25	31.9	STH 22, RT	1
444+37	31.5	STH 22, LT	1
445+28	31.5	STH 22, RT	1
446+29	32.1	STH 22, LT	1
447+11	31.6	STH 22, RT	1
448+21	32.1	STH 22, LT	1
448+78	31.2	STH 22, RT	1
449+63	32.0	STH 22, LT	1
450+56	31.4	STH 22, RT	1
451+52	31.7	STH 22, LT	1
452+36	31.5	STH 22, RT	1
453+10	31.6	STH 22, LT	1
453+88	31.5	STH 22, RT	1
454+75	33.2	STH 22, LT	1
455+38	31.4	STH 22, RT	1
456+26	26.0	STH 22, LT	1
457+15	26.0	STH 22, RT	1
458+03	26.0	STH 22, LT	1
458+84	26.0	STH 22, RT	1
459+72	26.0	STH 22, LT	1
460+49	26.0	STH 22, RT	1
8+74	25.9	STH 22, RT	1
11+19	25.8	STH 22, RT	1
15+11	20.1	STH 22, LT	1
17+62	23.5	STH 22, LT	1
21+35	24.9	STH 22, RT	1
TOTAL			29

NOTE FINAL LOCATIONS TO BE VERIFIED BY CITY OF OCONTO FALLS

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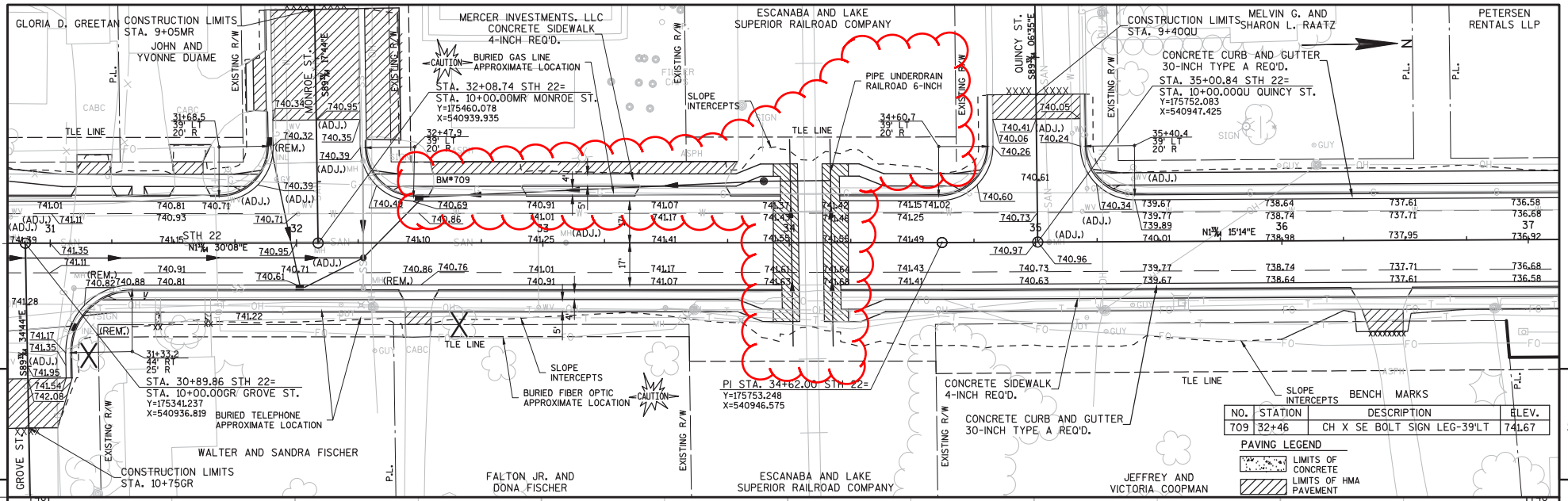
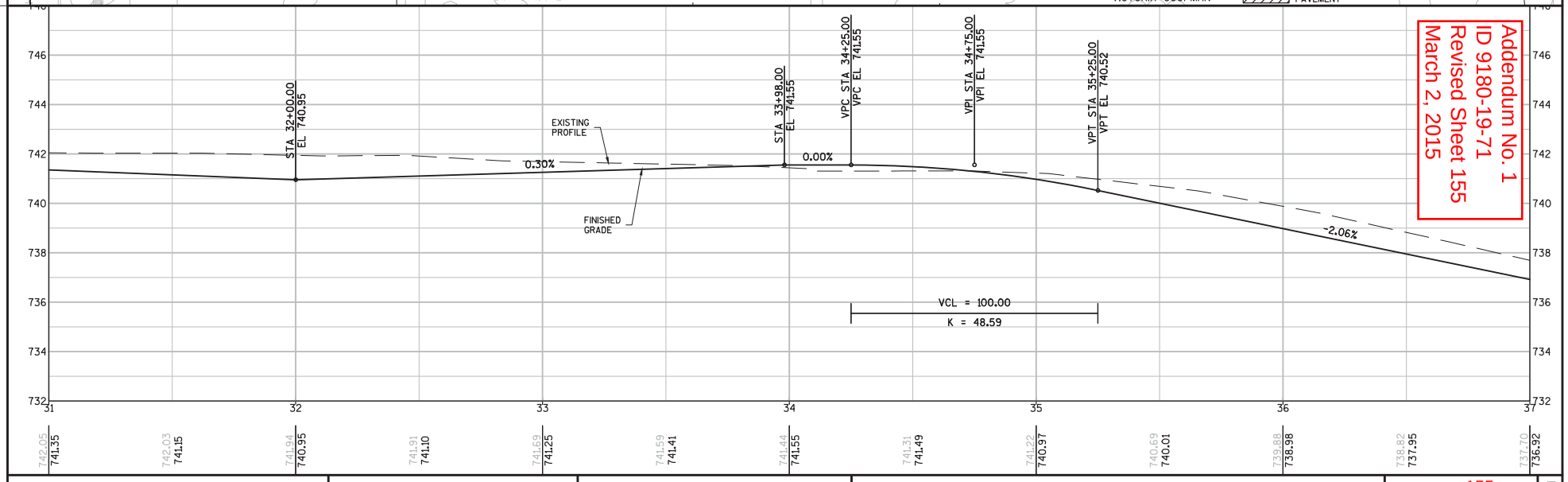
March 2, 2015

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED





Addendum No. 1
ID 9180-19-71
Revised Sheet 155
March 2, 2015

PROJECT NO: 9180-19-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: STH 22	SHEET 155	E

FILE NAME : N:\C3D\56022300\SHEETSPLAN\050110_PP.DWG PLOT DATE : 2/19/2015 7:58 AM PLOT BY : VERVILLE, PHILLIP PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44

CONTRACT: 20150310031 PROJECT(S): 9180-19-71 FEDERAL ID(S): WISC 2015145

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0320	415.0080 Concrete Pavement 8-Inch	31,175.000 SY		.		.
0330	415.0210 Concrete Pavement Gaps	5.000 EACH		.		.
0340	415.1080 Concrete Pavement HES 8-Inch	1,820.000 SY		.		.
0350	416.0160 Concrete Driveway 6-Inch	1,010.000 SY		.		.
0360	416.0610 Drilled Tie Bars	145.000 EACH		.		.
0370	416.0620 Drilled Dowel Bars	1,900.000 EACH		.		.
0380	416.1710 Concrete Pavement Repair	200.000 SY		.		.
0390	440.4410.S Incentive IRI Ride	4,900.000 DOL	1.00000		4900.00	
0400	455.0120 Asphaltic Material PG64-28	30.000 TON		.		.
0410	455.0605 Tack Coat	127.000 GAL		.		.
0420	460.1101 HMA Pavement Type E-1	520.000 TON		.		.

CONTRACT: 20150310031 PROJECT(S): 9180-19-71 FEDERAL ID(S): WISC 2015145

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS		UNIT PRICE DOLLARS	CTS	BID AMOUNT DOLLARS	CTS
0530	601.0411 Concrete Curb & Gutter 30-Inch Type D	750.000	LF	.		.	
0540	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	530.000	LF	.		.	
0550	601.0600 Concrete Curb Pedestrian	15.000	LF	.		.	
0560	602.0405 Concrete Sidewalk 4-Inch	62,550.000	SF	.		.	
0570	602.0415 Concrete Sidewalk 6-Inch	14,200.000	SF	.		.	
0580	602.0515 Curb Ramp Detectable Warning Field Natural Patina	560.000	SF	.		.	
0590	602.1500 Concrete Steps	86.000	SF	.		.	
0600	606.0200 Riprap Medium	6.000	CY	.		.	
0610	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	2,366.000	LF	.		.	
0620	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	38.000	LF	.		.	
0630	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	280.000	LF	.		.	

CONTRACT: 20150310031 PROJECT(S): 9180-19-71 FEDERAL ID(S): WISC 2015145

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0640	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	3,691.000 LF		.		.
0650	608.0330 Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	46.000 LF		.		.
0660	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	21.000 LF		.		.
0670	611.0535 Manhole Covers Type J-Special	19.000 EACH		.		.
0680	611.0624 Inlet Covers Type H	36.000 EACH		.		.
0690	611.0639 Inlet Covers Type H-S	21.000 EACH		.		.
0700	611.1004 Catch Basins 4-FT Diameter	3.000 EACH		.		.
0710	611.1005 Catch Basins 5-FT Diameter	2.000 EACH		.		.
0720	611.1230 Catch Basins 2x3-FT	57.000 EACH		.		.
0730	611.2004 Manholes 4-FT Diameter	12.000 EACH		.		.
0740	611.2005 Manholes 5-FT Diameter	4.000 EACH		.		.

CONTRACT: 20150310031 PROJECT(S): 9180-19-71 FEDERAL ID(S): WISC 2015145

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
2040	SPV.0180 Special 03. Shredded Hardwood Bark Mulch	385.000 SY		.		.
2050	460.1103 HMA Pavement Type E-3	60.000 TON		.		.
2060	465.0105 Asphaltic Surface	40.000 TON		.		.
2070	611.2003 Manholes 3-FT Diameter	1.000 EACH		.		.
2080	SPV.0090 Special 10. Pipe Underdrain Railroad 6-Inch	115.000 LF		.		.
2090	SPV.0105 Special 02. Construction Staking Railroad Crossing	LUMP	LUMP			.
2100	SPV.0105 Special 03. Grading and Shaping Railroad Crossing	LUMP	LUMP			.
	SECTION 0001 TOTAL					.
	TOTAL BID					.