

DATE: March 21, 2024

FROM: Elkhart County Highway Department

610 Steury Avenue Goshen, Indiana 46528

TO: Prospective Bidders

RE: ADDENDUM No. 1 to the Bidding Documents for

Project #22005, CR 20 and CR 37 Southside Improvements

Middlebury, Elkhart County

This Addendum forms a part of the Contract Documents and modifies the original Bidding Documents as noted below. Please acknowledge receipt of the Addendum in the space provided in the Bid Form. Failure to do so may subject the Bidder to disqualification.

This Addendum No. 1 consists of fifteen (15) pages.



ITEMIZED PROPOSAL:

Replace the Itemized Proposal with the revised Itemized Proposal included with this addendum. Itemized Proposal revisions include:

- Update Item #5 to remove 203 reference and change EXCAVATION, COMMON to EARTHWORK
- Update Item #13 to 1698 TON
- Update Item #49 change CONTROLLER AND CABINET, P1 to CONTROLLER AND CABINET,
 TYPE R W/ UPS ATTACHED TO CABINET
- · Remove Item #72
- · Add Item CCTV ASSEMBLY 1 EACH

SUBMITTED CONTRACTOR QUESTIONS & RESPONSES:

1. Q: I'm having a problem coming up with the aggregate shoulder quantity of 3,486 tons nor does the agg shoulder dimensions make any since on the table, as the shoulder is illustrated on the plans to be 2' with 4:1 tapper at approx. 7.5" which would be just less than half the bid quantity. A: The Compacted Aggregate, No. 53 quantity is 1698 TONS.

PROJECT TECHNICAL SPECIFICATIONS:

TP14 – Traffic Signal add additional language:

UNINTERRUPTIBLE POWER SUPPLY

The power supply unit shall be capable of handling surges and spikes present in normal utility power. Battery backup of up to 12 hours should be provided for power outages. The power supply unit shall have remote monitoring capabilities. The power supply unit and battery backup shall be housed in a separate cabinet mounted to the side of the traffic signal cabinet. An automatic transfer switch shall be included.

All equipment shall be fully compatible with Elkhart County approved traffic signal controllers, to the satisfaction of the Engineer. The cost of any additional equipment or labor to install this equipment shall be included in the cost of the following pay item:

Pay Item Pay Unit Symbol

Controller and Cabinet, Type R, w/ UPS Attached to Cabinet..... EACH

Elkhart County Highway Department Project #22005, CR 20 and CR 37 Southside Improvements Middlebury, Elkhart County



County Road 20 at 37 Improvement Project

Pre-Bid Meeting Agenda March 15, 2024, 1:00 PM 610 Steury Ave, Goshen IN

1. Introductions

- County / Town Staff & Roles
 - Primary Contact: Project Engineer/Inspector: Brian Hendsbee, P.E.
 <u>bhendsbee@elkcohwy.org</u> (574) 533-0538 office; (574) 349-4248 cell
 - County Engineer: Charlie McKenzie, P.E. <u>cmckenzie@elkcohwy.org</u> (574) 533-0538 office
 - Design Engineer: Barbie Swihart Stutzman, P.E., Lochmueller Group; <u>bstutzman@lochgroup.com</u> (574) 334-5479
- Please use the sign in sheet
- 2. Utility Project Description <u>Prior to Road construction, separate contract</u>
 - Installation of water main on CR 20 from CR 27 to SR 13 (North lane)
 - Installation of sanitary sewer on CR 20 from roughly 700 east of CR 37 to SR 13 (South lane)
 - Rough grading to subbase layer elevation
 - Full-depth reclaiming of asphalt west of CR 37 through SR 13 (County road project limits)
 - MOT provided/initiated as part of utility work Contractor shall coordinate with Utility Project Contractor to ensure a successful transition between MOT subcontractors
 - Schedule
 - o Begin work on April 1, 2024
 - o Completion June 1, 2024
- 3. County Road Project This contract
 - Bids will be received on March 25th
 - Project Schedule
 - o Phase 1
 - Scope restore pavement to existing width through binder course
 NOTE AT PROPOSED PROFILE
 - Install underground storm sewer and board/bury where necessary
 - Complete temporary drive tie ins
 - Begin June 1, 2024
 - Complete August 1, 2024 open to traffic
 - R/W Clearing Phase 10/1/2024 11/1/2024



- Begin immediate following the completion of right of way acquisition by the County
- Phase 2
 - i. Scope Widening, final HMA surface, traffic signal, drainage improvements
 - 1. Begin 4/1/25 Closure allowed
 - 2. Complete 7/1/25
- 4. Important Dates
 - Bids are due Monday, March 25th, 2024 at 9:00 a.m., at the Commissioner's office, 117 N 2nd Street in Downtown Goshen. Not the Highway office.
 - Questions will be answered until 12:00 noon Friday 22nd, 2024. All questions will be answered via addendum. Please check the website for an addendum at the close of business on Friday.
 - Start Date June 1, 2024
 - Phase 1 Intermediate Completion Date August 1, 2024
 - R/W Clearing Intermediate Completion Date November 1, 2024
 - Substantial Completion Date July 1, 2025
 - Final Completion Date **November 1, 2025,** \$3000/ day Liquidated damages.
 - o No weather delays considered for contract extension
 - Any addendums will be posted on the website, <u>www.elkcohwy.org</u>. Please acknowledge them on the bid form.
 - Minutes for this meeting will be posted on the website. No notifications will be sent.
 Please check the website.
- 5. Utilities NTP to be given prior to 11/1/2024 to allow for immediate start or work.
 - NIPSCO
 - Relocation entire south side of CR 20
 - Relocation of two newly installed transmission poles
 - 90-day work plan
 - Elkhart County Fiber
 - 17 day work plan
 - Hand holes on North side of road and short run near SR 13
 - Surf
 - Relocation along south side of road
 - Waiting on work plan / schedule
 - Frontier
 - Bore north side of CR 20, entire length
 - 60-day work plan
 - Water/Sewer new installation to be complete prior to start date



- NIPSCO Gas
 - Bore 4 inch on south side of CR 20, entire length
 - 60 days preconstruction; 60-day work plan
- Contractor shall be responsible for verifying locations and depths of any and all utilities and any additional utility coordination required.

6. Right-of-Way

 Right-of-Way for widening and utility relocation will be acquired by 10/1/2024, conservatively

7. Pay Estimates

- All pay estimates will have a 10% retainage
- Pay applications may be submitted monthly

8. General items

- Special Right-of-Way Conditions bid Item. This item is to cover unforeseen conditions.
 This amount is budgetary only, and any extra work must be approved via a change order at an agreed cost.
- Undistributed items for subgrade treatment will be used at Engineer's discretion and must be cleared prior to use.
- Maintenance of Traffic Special Provision we intend to enforce it.
- Maintenance Bond for 3 years after the completion of the project.

9. Permits

- The county has obtained coverage under the GSGP (WIP). Contractor will need to furnish SWPPP inspector for storm and weekly reporting after bid selection.
- Contractor will work with county and electrical service to establish power for signal
- INDOT construction Permit
 - County consultant will obtain driveway permit for approach and signal work at SR 13
 - Contractor is required to coordinate with INDOT on construction
 - o SR 13 must remain open to traffic throughout

Contractor Questions & Answers Through Thursday (3/21/2024)

Q: The #53's for the project do they have to be CAPP certified or just meet the gradation for INDOT #53's? Can we use local gravel #53's or recycled concrete #53's?

A: For Pay items 9 2's Undistributed (301), 10 base (301), and 11 base undistributed (301), local gravel or recycled concrete are acceptable as long as they meet a #53 gradation. For item 13 (303), shoulders the county requires limestone #53's



END OF ADDENDUM NO. 1

CONTRACTOR SHALL ACKNOWLEDGE RECEIPT OF THIS ADDENDUM AS PART OF THE SUBMITTED BID DOCUMENTS

CR 20 AND CR 37 SOUTHSIDE IMPROVEMENTS - ELKHART COUNTY PROJECT NO. 22005 **BID DOCUMENTS**

Contractor	 		

ELKHART COUNTY, INDIANA BOARD OF COUNTY COMMISSIONERS CR 20 AND CR 37 SOUTHSIDE IMPROVEMENTS – ELKHART COUNTY PROJECT NO. 22005 ITEMIZED PROPOSAL

NO.	Spec. Section	Description	Quantity	Unit	Unit Price	Extension
1	105	CONSTRUCTION ENGINEERING	1.00	LS		
2	110	MOBILIZATION AND DEMOBILIZATION	1.00	LS		
3	201/TP1	CLEARING RIGHT OF WAY	1.00	LS		
4	TP12	SPECIAL RIGHT OF WAY CONDITION	1.00	LS	\$150,000	
5	TP3	EARTHWORK	1.00	LS		
6	203/TP3	EXCAVATION, COMMON (UNDISTRIBUTED)	78.00	CYS		
7	207/TP5	SUBGRADE TREATMENT, TYPE II	986.00	SYS		
8	214/TP6	GEOGRID, TYPE IB (UNDISTRIBUTED)	117.00	SYS		
9	301/TP6	COMPACTED AGGREGATE NO. 2 (UNDISTRIBUTED)	117.00	CYS		
10	301/TP6	COMPACTED AGGREGATE NO. 53	2355.00	CYS		
11	301/TP6	COMPACTED AGGREGATE NO 53 (UNDISTRIBUTED)	78.00	CYS		
12	302/TP6	DENSE GRADED SUBBASE	165.00	CYS		
13	303/TP6	COMPACTED AGGREGATE NO. 53	1698.00	TON		
14	304/TP7	WIDENING WITH HMA, TYPE C	1279.00	TON		
15	306	MILLING, ASPHALT, 1 1/2 IN.	343.00	SYS		
16	306	MILLING, ASPHALT, 4 IN.	1692.00	SYS		
17	306	MILLING, TRANSITION	113.00	SYS		
18	401/TP7	HMA SURFACE, TYPE C, 9.5 MM	1730.00	TON		
19	401/TP7	HMA INTERMEDIATE, TYPE C, 19.0 MM	1977.00	TON		
20	401/TP7	HMA BASE, TYPE C, 25.0 MM	3202.00	TON		
21	610/TP7	HMA FOR APPROACHES, TYPE C	567.00	TON		
22	610	PCCP FOR APPROACHES, 6 IN.	986.00	SYS		
23	611	MAILBOX ASSEMBLY, SINGLE	19.00	EACH		
24	616	RIPRAP, REVETMENT	46.00	TON		
25	616	GEOTEXTILE FOR RIPRAP TYPE 1B	57.00	SYS		
26	616/TP4	INSPECTION HOLE	5.00	EACH		
27	621	MOBILIZATION AND DEMOBILIZATION FOR SEEDING	1.00	EACH		
28	621	MULCHED SEEDING R	16492.00	SYS		
29	621	SODDING	522.00	SYS		
30	715/TP9	PIPE, TYPE 2, CIRCULAR, 15 IN.	1167.00	LFT		

CR 20 AND CR 37 SOUTHSIDE IMPROVEMENTS - ELKHART COUNTY PROJECT NO. 22005 BID DOCUMENTS

VIDEO INSPECTION FOR PIPE 1167.00 31 715/TP9 LFT PIPE END SECTION, DIAMETER 15 IN. 5.00 **EACH** 32 715/TP9 **EACH** 33 720/TP9 INLET, E7 5.00 720/TP9 INLET, F7 5.00 EACH 34 MANHOLE, C4 1.00 **EACH** 35 720/TP9 ROAD CLOSURE SIGN ASSEMBLY **EACH** 801/TP13 10.00 36 DETOUR ROUTE MARKER ASSEMBLY 34.00 **EACH** 37 801/TP13 **EACH** CONSTRUCTION SIGN, A 15.00 38 801/TP13 MAINTAINING TRAFFIC 1.00 LS 39 801/TP13 40 801/TP13 BARRICADE, III-A 144.00 LFT 41 801/TP13 BARRICADE, III-B 48.00 LFT SIGN POST, SQUARE TYPE 1 80.00 LFT 42 802 UNREINFORCED ANCHOR BASE SIGN, SHEET, ASSEMBLY RELOCATE 1.00 **EACH** 43 802 SIGN, SHEET, WITH LEGEND, 0.080 IN. 65.00 SFT 44 802 SIGN, SHEET, WITH LEGEND, 0.100 IN. 47.00 SFT 45 808 SIGNAL POLE FOUNDATION, 36 IN. X 144 IN. 46 805/TP14 4.00 **EACH** 805/TP14 13.00 47 HANDHOLE, SIGNAL, TYPE 1 **EACH** CONDUIT, STEEL, GALVANIZED, 2 IN. 805/TP14 60.00 LFT 48 **CONTROLLER AND CABINET, TYPE R W/** 805/TP14 1.00 **EACH** 49 **UPS ATTACHED TO CABINET** 805/TP14 CONDUIT, PVC, 2 IN. SCHEDULE 40 1890.00 LFT 50 805/TP14 CELLULAR MODEM KIT 1.00 **EACH** 51 LOOP DETECTOR DELAY AMPLIFIER, 805/TP14 4.00 **EACH** 52 COUNTING, 2 CHANNEL 805/TP14 CONDUIT, HDPE, 2 IN. SCHEDULE 80 680.00 53 LFT 805/TP14 TRAFFIC SIGNAL HEAD, 3 SECTION, 12 IN. 8.00 **EACH** 54 805/TP14 SPAN, CATENARY, AND TETHER **EACH** 4.00 55 805/TP14 DISCONNECT HANGER 4.00 **EACH** 56 805/TP14 SIGNAL SERVICE 1.00 **EACH** 57 SIGNAL CABLE, SERVICE, COPPER, 3C/8 805/TP14 50.00 LFT 58 GAUGE SIGNAL CABLE, ROADWAY LOOP, COPPER, 805/TP14 2250.00 LFT 59 1C/14 GAUGE SIGNAL CABLE, CONTROL, COPPER, 5C/14 805/TP14 250.00 LFT 60 **GAUGE** SIGNAL CABLE, CONTROL, COPPER, 9C/14 805/TP14 690.00 LFT 61 **GAUGE** SIGNAL CABLE, DETECTOR LEAD-IN. 805/TP14 3790.00 LFT 62 COPPER, 2C/16 GAUGE 805/TP14 SIGNAL DETECTOR HOUSING **EACH** 63 8.00 SAW CUT FOR ROADWAY LOOP DETECTOR 805/TP14 840.00 LFT 64 AND SEALANT 805/TP14 1.00 65 CONTROLLER CABINET FOUNDATION, P1 **EACH**

CR 20 AND CR 37 SOUTHSIDE IMPROVEMENTS - ELKHART COUNTY PROJECT NO. 22005 BID DOCUMENTS

66	805/TP14	SIGNAL POLE, STEEL STRAIN, 36 FT	4.00	EACH		
67	805/TP14	LOOP DETECTOR DELAY AMPLIFIER, 2 CHANNEL	4.00	EACH		
68	808	LINE, PAINT, SOLID, WHITE, 4 IN.	1016.00	LFT		
69	808	LINE, PAINT, SOLID, YELLOW, 4 IN.	27216.00	LFT		
70	808	PAVEMENT MESSAGE MARKING, PAINT, LANE INDICATION ARROW	13.00	EACH		
71	808	TRANSVERSE MARKING, PAINT, STOP LINE, WHITE, 24 IN.	256.00	LFT		
72	808	GROOVING FOR PAVEMENT MARKINGS	0.00	LFT		
73	808	TRANSVERSE MARKING, PAINT, CROSSHATCH LINE, YELLOW, 12 IN.	1158.00	LFT		
74	805	CCTV ASSEMBLY	1.00	EACH		
					TOTAL BID:	

TOWN OF MIDDLEBURY, INDIANA

Intersection Improvements At CR 20 And CR 37

PROJECT

SEWER

WATER

TRAFFIC

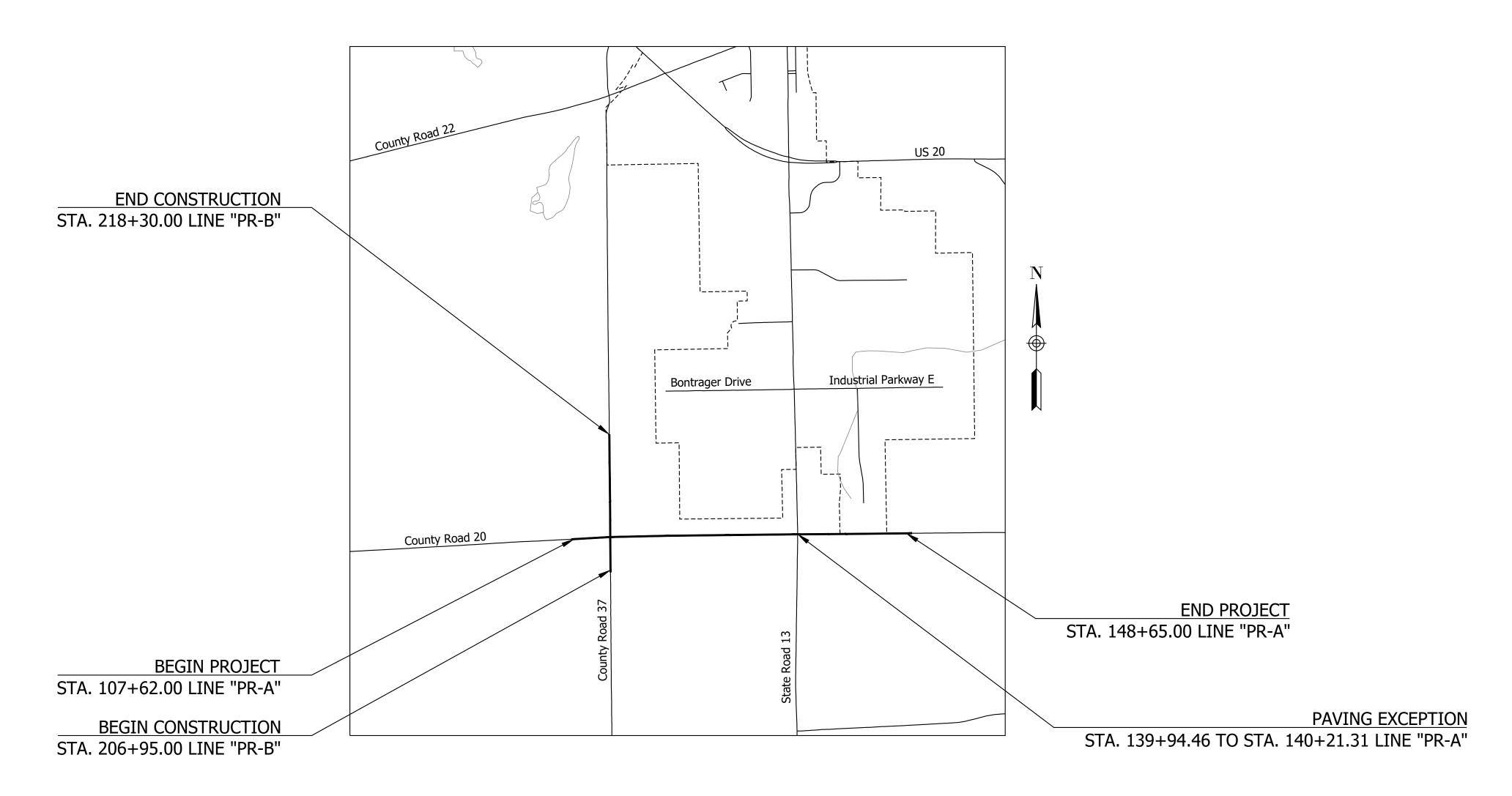
STREET

OTHER

BRIDGE

DRAWING INDEX

DESCRIPTION	SHEET NO.
TITLE SHEET	1
PLAT NO. 1	2
TYPICAL CROSS SECTIONS - PHASE 1	3
TYPICAL CROSS SECTIONS - PHASE 2	4 - 6
MAINTENANCE OF TRAFFIC	7 - 8
PLAN & PROFILE - LINE "PR-A" - PHASE 1	9 - 14
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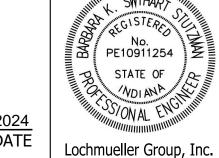


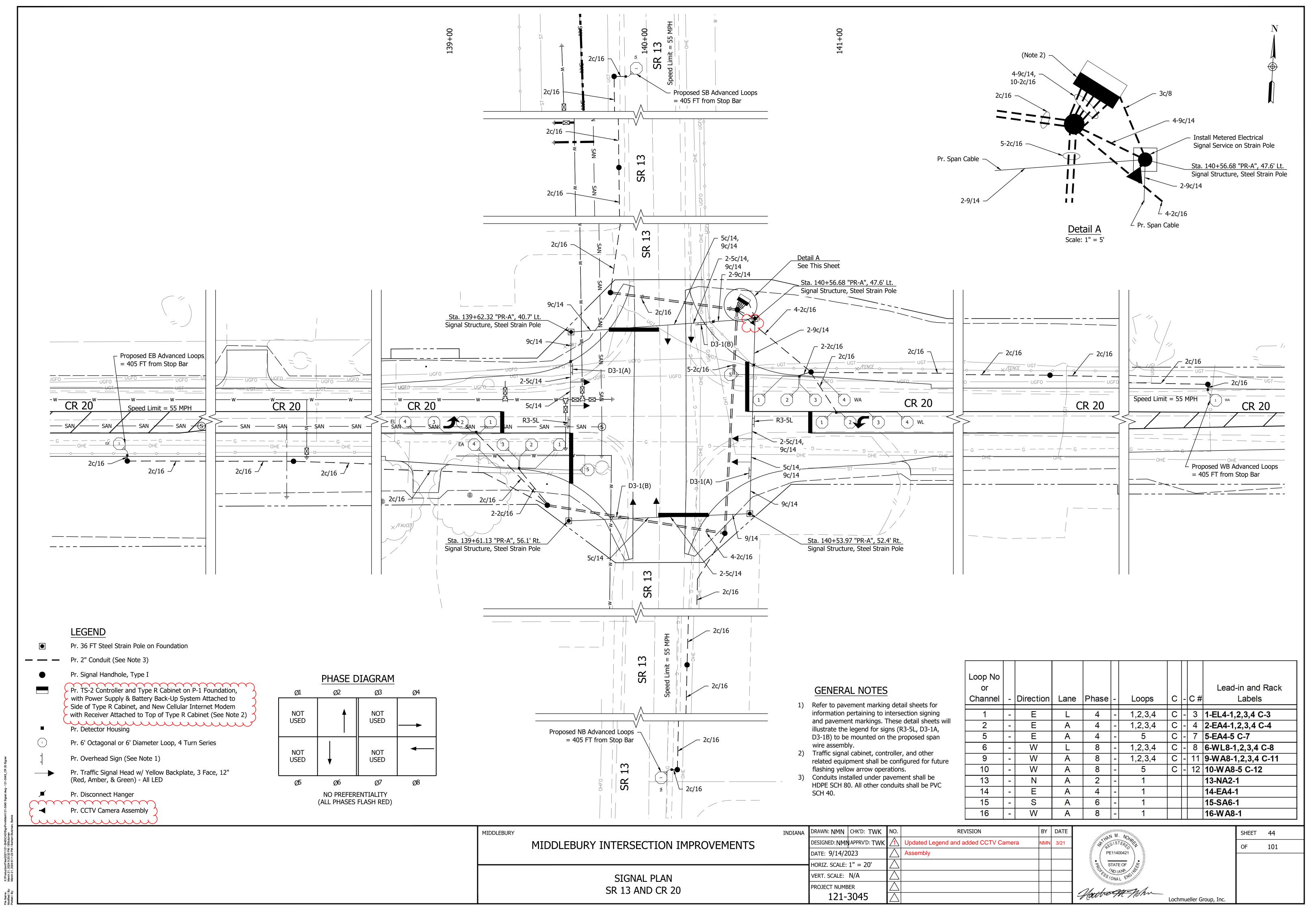


Jefferson Boulevard, Suite 500
South Bend, Indiana 46601
PHONE: 574.334.5460
TOLL FREE: 800.423.7411

		REVISIONS	
SHEET NO.	DATE	REVISED	
44	3/21/2024	UPDATED LEGEND - ADDED CCTV CAMERA ASSEMBLY	
48-50	3/21/2024	SHOULDER STONE QUANTITY UPDATED	
51	3/20/2024	REMOVAL OF GROOVINGS FOR PAVEMENT MARKINGS	







														PAV	EMEI	NT Q	UAN	ITITI	ES AI	ND AF	PPRO	ACH T	ABLE	Ē														
						SURFACE	BEYON LINE	ND R/W								ETE		s,	ď		HM	A MATERIA	ALS			HMA MAT 巴	ERIALS		. 53	. 53		ż		j				
	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH	LENGTH	KADII	TANCE BEYOND R/W LINE	TED AGGREGATE BASE	НМА	CONCRETE		GRAI	DΕ		EXCAVA	TION	LEAR ZONE AT DRIVE	JOINTED REINFORCED CONCRET PAVEMENT, 12 IN.	QC/QA-PCCP, 12 IN.	HMA FOR APPROACHE TYPE C	WIDENING WITH HM/ TYPE C	HMA SURFACE, TYPE C, 9.5 mm	HMA SURFACE, TYPE C, 9.5 mm	HMA INTERMEDIATE, TYPE C, 19.0 mm	HMA BASE, TYPE C, 25.0 mm	HMA BASE, TYPE C, 25.0 mm	INT ADHESIVE, SURFACE	T ADHESIVE INTERMEDIAT	QUIED ASPHALT SEALANT	SPHALT FOR TACKCOAT	MPACTED AGGREGATE NO. FOR SHOULDERS	MPACTED AGGREGATE NO. FOR SUBBASE, 4IN.	DENSE GRADED SUBBASE	CCP FOR APPROACHES, 6 II	SUBGRADE TREATMENT, TYPE II	ILLING, ASPHALT, 1 1/2 IN	MILLING, ASPHALT, 4 IN.	MILLING, TRANSITION	REMARKS	5
					FSIO	MPAC									ס	IUIOI		LBS.	PER SYS		L	BS. PER SY	S			JOIN	Ĭ	A (8	8		Δ		Σ				
		FT	FT F	T 1	FT	SYS	SYS	SYS	1 %	2 %	3 %	4 %	CUT CYS	FILL	FT	,	SYS	660 TON	660 TON	165 TON	220	275 TON	385 TON		LFT	LFT	LFT	TON	TON	CYS	CYS	SYS	SYS	SYS	SYS	SYS		
Phase 1 CR 20 - Line "PR-A"									,,	,,,			0.0	-						, , , ,								(, , ,	3	0.0	0,0	5.5		3.0	0,0		
107+12.00 to 107+62.00	Incidental	20.2	50.0																	9.3					100.0	100.0	100.0	0.04	28.5 13.9					112.2				
107+62.00 to 109+00.00	Mainline	20.0 1	138.0																	25.3		42.1	59.0		276.0	276.0	276.0	0.31	78.7 38.3	34.1								
109+00.00 to 113+05.95	Mainline	22.5	106.0																	83.9		139.8	195.7	7	811.9	811.9	811.9	1.04	231.5 112.8	113.0								
113+05.95 to 113+85.50	Mainline	24.0	79.5																	17.5		29.2	40.9		159.1	159.1	159.1	0.22	45.4 22.1	23.6								
113+85.50 to 115+44.69	Mainline	21.9 1	159.2																	31.9		53.2	74.4		318.4	318.4	318.4	0.39	90.8 44.2	43.0								
115+44.69 to 119+17.44	Mainline	19.7	372.8																	67.5		112.4	157.4	ł	745.5	745.5	745.5	0.83	<u> </u>	90.8								
119+17.44 to 128+45.86	Mainline	20.0	928.4																	170.2		283.7	397.2	2	1856.8	1856.8	1856.8	2.10	529.5 257.9	229.2								
128+45.86 to 129+03.95	Mainline	20.0	58.1																	10.6		17.7	24.8		116.2	116.2	116.2	0.13	33.1 16.1	14.3								
129+03.95 to 139+14.42	Mainline	20.8 1	010.5																	192.6		321.0	449.4	}	2020.9	2020.9	2020.9	2.38	576.3	259.4								
139+14.42 to 139+94.46	Mainline	15.9	80.0																	11.7		19.4	27.2		160.1	160.1	160.1	0.14	280.7 45.7	15.7								
Phase 2																												(22.0									
CR 20 - Line "PR-A" 107+62.00 to 112+09.71 Ma	lainline Widening LT	3.7	147.7																68.5	15.1					447.7	447.7	447.7	0.19	}	31.4								
107+62.00 to 112+03.65 Ma	ainline Widening RT	2.3	141.7																45.7	9.4					441.7	441.7	441.7	0.12		23.6								
112+09.71 to 112+69.77 Ma	lainline Widening LT	5.3	60.1																12.7	2.9					60.1	60.1	60.1	0.04		5.4								
112+03.65 to 112+63.49 Ma	ainline Widening RT	9.5	59.8															22.0		5.2					59.8	59.8	59.8	0.06	}	8.5								
112+69.77 to 113+24.29 Ma	lainline Widening LT	5.9	54.5															12.8		2.9					54.5	54.5	54.5	0.04		5.3								
112+63.49 to 113+31.07 Ma	ainline Widening RT	10.6	67.6															27.5		6.6					67.6	67.6	67.6	0.08	\	10.5								
113+64.81 to 114+24.17 Ma	lainline Widening LT	7.7	59.4															17.8		4.2					59.4	59.4	59.4	0.05		7.1								
113+54.90 to 114+18.51 Ma	ainline Widening RT	10.6	63.6															25.8		6.2					63.6	63.6	63.6	0.08	}	9.9								
114+24.17 to 114+84.38 Ma																		17.2		4.0						60.2			\	6.9								
114+18.51 to 114+78.51 Ma																			22.0	5.2					60.0			0.06	}	8.5								
114+84.38 to 116+24.80 Ma																			37.3	8.7						140.4			}	15.2								
114+78.51 to 119+30.46 Ma																			97.4	22.3						451.9		(41.2								
116+24.80 to 119+30.39 Ma																			60.2	13.6						305.6		0.28		25.9								
119+30.39 to 128+45.86 Ma																										915.5				42.9								
																			77.1										}	5								
119+30.46 to 127+61.94 Ma																			52.8	9.4						831.5				33.2								
127+61.94 to 130+75.00 Ma																			61.2	13.9						313.1			}	26.3								
130+75.00 to 138+67.14 Ma																				87.7		150.1	216			792.1				137.9								
128+45.86 to 138+63.20 Ma	lainline Widening LT	2.0 1	017.3																40.3	18.7					1017.3	1017.3	1017.3	0.23		50.2								
138+63.20 to 139+94.65 Ma	lainline Widening LT	7.8 1	131.4															40.0		9.4					131.4	131.4	131.4	0.12		15.9								
138+67.14 to 139+94.02 Ma	ainline Widening RT																	111.6		27.3						253.8				39.9								
140+20.91 to 141+46.98	Mainline	57.6 1	126.0														_			66.6		112.2	158.4	+	504.0	504.3	504.0	0.82	71.9 35.0	95.9								
141+46.98 to 143+45.11	Mainline	35.0 1	198.1																	63.6		108.0	153.3	3	594.4	594.4	594.4	0.79	113.0 55.2	95.4								
143+45.11 to 148+65.00	Mainline	29.5	520																	140.6		239.6	341.0)	1559.7	1559.7	1559.7	1.74	296.5 144.4	215.0								
148+65.00 to 149+15.00	Incidental	20.2	50.0																	9.3					100.0	100.0	100.0	0.04						112.2				
Table 1 Total																		274.7	926.6	11	88.1	1628.6	2	295.0	15850.3	15850.5	15850.3	14.5	2382.1	1775.0				224.4				
																													1160.1	J								

ame: X:Production/Fies/2021/121-3045/CADWIscDWG/t21-3045 Misc Tables.dwg - Ap ed / By: March 21, 2024 5:53:56 PM / IMolitsky 1/ By: March 21, 2024 5:54:09 PM / Molitsky, Jeff

MIDDLEBURY		INDIANA	DRAWN: DJG	CHK'D: BSS	NO.	REVISION	BY	DATE	
	MIDDLEBURY INTERSECTION IMPROVEMENTS		DESIGNED: JRM	APPRV'D: BSS	1	Shoulder Stone Quantity Revised	JRM	3/21	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
	THE DEED ON THE RECEIVED TO THE RECEIVED		DATE: 01/30/	2024	\triangle				
			HORIZ. SCALE:	N/A	\triangle				
			VERT. SCALE:	N/A	\triangle				
	APPROACH TABLE		PROJECT NUMB	ER	\triangle				,
			121-3	3045	\triangle				\mathfrak{Z}

SWIHARY SULLING STERES CONTINUED NO.

PE10911254

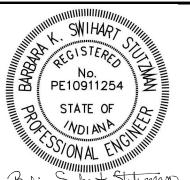
STATE OF A SULLING S

SHEET 48

OF 101

											PA	VEME	ENT (QUAN	ITITI	ES AN	ND AP	PROA	CH TA	ABLE						~~~	<u> </u>								
																U		HM/	A MATERIA	_S			HMA MAT	ERIALS			<u></u>								
LOCATION	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH	LENGTH	RADII	STANCE BEYOND R/W LINE	SURFACE BE LIN		J .	GRADE		EXCAVATION	CLEAR ZONE AT DRIVE	TED REINFORCED CONCRETE PAVEMENT, 12 IN.	QC/QA-PCCP, 12 IN.	HMA FOR APPROACHES, TYPE C	WIDENING WITH HMA, TYPE	HMA SURFACE, TYPE C, 9.5 mm	HMA SURFACE, TYPE C, 9.5 mm	HMA INTERMEDIATE, TYPE C, 19.0 mm	HMA BASE, TYPE C, 25.0 mm	HMA BASE, TYPE C, 25.0 mm	INT ADHESIVE, SURFACE	r adhesive intermediate	QUIED ASPHALT SEALANT	SPHALT FOR TACKCOAT	MPACTED AGGREGATE NO. 53 FOR SHOULDERS	MPACTED AGGREGATE NO. 53 FOR SUBBASE, 4IN.	DENSE GRADED SUBBASE	CCP FOR APPROACHES, 6 IN.	SUBGRADE TREATMENT, TYPE II	MILLING, ASPHALT, 1 1/2 IN.	MILLING, ASPHALT, 4 IN.	MILLING, TRANSITION	REMARKS	
		FT	FT	FT	FT	COMPACT SAGGREGA	SYS S	1 %	2 3	4 %	CUT FILL CYS CYS	FT	NIOC	SYS	660	ER SYS 660 TON	165 TON	220 TON	3S. PER SYS 275 TON	385 TON	495 TON	C LFT	NIOC	lfT	TON	8 TON	CYS	CYS	SYS	SYS		SYS S	SYS		
CR 37 - Line "PR-B" 206+45.00 to 206+95.00	Incidental	21.3	50.0														9.8					100.0	100.0	100.0		28.5					118.3				
206+95.00 to 212+17.09			522.1														95.9		159.9	223.8			1044.2	1044.2	\langle	13.9 297.8									
206+95.00 to 211+05.71																79.3			20010	22310		410.7	410.7		0.22	145.0	34.3								
206+95.00 to 209+99.91			304.9													59.0	13.3					304.9	304.9	304.9	Ś		25.5								
211+05.71 to 211+65.87		9.5	60.2												22.0	33.0	5.2					60.2	60.2	60.2	0.06		8.5								
209+99.91 to 211+11.74															22.0	32.8	7.7							111.8	}		13.1								
211+11.74 to 211+71.61															22.0	32.6	5.2					59.9	59.9	59.9			8.5								=
211+65.87 to 212+24.19															55.7		13.7						116.6	116.6	8		19.8								
211+71.61 to 212+25.07															48.8		12.0					106.9	106.9	106.9			17.4								
212+17.09 to 212+60.24			19.1														25.3		8.5	11.8			38.1	38.1	(8.6									
212+60.24 to 212+89.94		33.0															9.0		15.0	20.9		59.4	59.4	59.4	>	23.8 11.6	\								
212+66.90 to 213+20.57			53.7												46.3		11.3						107.3	107.3	\		16.6								
212+68.29 to 213+26.53	Mainline Widening RT														53.4		13.1					116.5		116.5	\		19.0								
212+89.94 to 218+30.00	Mainline	20.0	540.1														99.0		165.0	231.1		1080.1	1080.1	1080.1	1.22	308.0 150.0	133.4								
213+20.57 to 213+80.57	Mainline Widening LT	9.5	60.0												22.0		5.2					60.0	60.0	60.0	0.06		8.5								=
213+26.53 to 213+86.58	Mainline Widening RT	9.5	60.1												22.0		5.2					60.1	60.1	60.1	0.06		8.5								
213+80.57 to 215+24.90	Mainline Widening LT	7.5	144.3													42.4	9.9					144.3	144.3	144.3	0.12		16.9								
213+86.58 to 218+30.00	Mainline Widening RT	4.7	443.4													83.9	18.9					443.4	443.4	443.4	0.23		36.5								
215+24.90 to 218+30.00	Mainline Widening LT	4.3	305.1													54.2	12.2					305.1	305.1	305.1	0.15		23.9								
218+30.00 to 225+80.00	Incidental	20.3	750														139.6				418.7	1500.0		1500.0	1.15	127.8 208.3						1691.7			
225+80.00 to 226+30.00	Incidental	20.3	50															12.4								200.5	}					11	12.8		
Driveways PR-A																																			
109+50.34	Class II Drive RT	21.9	17.0																									6.9	41.4	41.4					
109+55.02	Class II Drive LT	15.8	18.0																									5.3	31.6	31.6					
111+30.81	Class II Drive RT	22.9	10.0)	4.2	25.4	25.4					
112+57.65	Class II Drive LT	19.5	19.0																					,			<u> </u>	6.9	41.2	41.2					
114+83.33	Class II Drive LT	15.1	17.0																									4.8	28.5	28.5					
115+86.01	Class II Drive LT	14.6	10.4																									2.8	16.9	16.9					
118+07.61	Class II Drive LT	18.9	48.0																									16.8	100.8	100.8					
119+30.85	Class IV Drive LT	18.6	7.0																								}	2.4	14.5	14.5					
120+63.51	Class II Drive RT	16.0	11.0																									3.3	19.6	19.6					
121+32.66	Class II Drive RT	13.7	22.0																								}	5.6	33.5	33.5					
124+38.66	Class II Drive LT	29.0	20.0																								}	10.7	64.4	64.4					
125+19.09	Class II Drive LT	19.5	14.0																								\	5.1	30.3	30.3					
129+95.39	Class II Drive LT	12.9	24.0																								\	5.7	34.4	34.4					
Table 2 Total															292.2	351.6	54	1.9	348.3	906	5.4	6229.6	4729.6	6229.6	5.9	1103.7 537 5	579.1	80.4	482.5	482.5	118.3	1691.7 11	12.8		
																										537.5									

INDIANA DRAWN: DJG CHK'D: BJS NO. MIDDLEBURY REVISION DESIGNED: JRM APPRV'D: BSS Shoulder Stone Quantity Revised MIDDLEBURY INTERSECTION IMPROVEMENTS DATE: 01/30/2024 HORIZ. SCALE: N/A VERT. SCALE: N/A APPROACH TABLE PROJECT NUMBER 121-3045

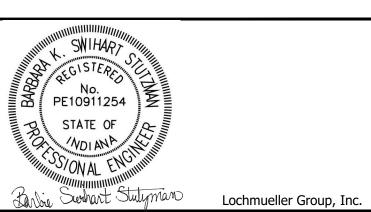


OF 101

															PA	VEI	MENT	- QI	JAN	TITI	ES AI	ND A	PPRO	ACH T	ABLE														
																								1A MATERI				HMA MA	ATERIALS		<u> </u>	23							
LOCATION	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH	LENGTH	RADII	TANCE BEYOND R/W LINE		RFACE BE) R/W		GF	RADE		EXCA	VATION	CLEAR ZONE AT DRIVE	REINFORCED CONC	r, 12 in.	QC/QA-PCCP, 12 IN.	HMA FOR APPROACHES, TYPE C	WIDENING WITH HMA, TYPE C	HMA SURFACE, TYPE C, 9.5 mm	HMA SURFACE, TYPE C, 9.5 mm	HMA INTERMEDIATE, TYPE C, 19.0 mm	HMA BASE, TYPE C, 25.0 mm	HMA BASE, TYPE C, 25.0 mm	DINT ADHESIVE, SURFACE	JOINT ADHESIVE INTERMEDIATE	QUIED ASPHALT SEALANT	ASPHALT FOR TACKCOAT	MPACTED AGGREGATE NO. 5 FOR SHOULDERS	MPACTED AGGREGATE NO. FOR SUBBASE, 4IN.	DENSE GRADED SUBBASE	PCCP FOR APPROACHES, 6 IN.	SUBGRADE TREATMENT, TYPE II	MILLING, ASPHALT, 1 1/2 IN.	MILLING, ASPHALT, 4 IN.	MILLING, TRANSITION	REMARKS
					SIQ	COMPAC		Σ	NCR							J	NIOC			LBS. P	ER SYS		L	BS. PER S	/S		ň				8)8							
						8	AG		8	1	2	3	4	CUT	FILL		ř					165	220	275	385						\	$ \langle$							
100 00 70	6	FT		FT	FT	SY	S SY	YS	SYS	%	%	%	%	CYS	CYS	FT			SYS	TON	TON	TON	TON	TON	TON	TON	LFT	LFT	LFT	TON	TON	CYS	_		SYS	SYS	SYS	SYS	
130+80.73	Class II Drive LT	13.1	21.0																		\vdash											+	5.1	30.6	30.6				
132+89.24	Class II Drive LT	20.2	18.0																												>	K	6.7	40.4	40.4				
134+54.66	Class II Drive LT	20.7	18.0																														6.9	41 4	41.4		 		
134734.00	Class II DINE LI	20.7	10.0																													1	0.9	71.7	71.7				
137+21.61	Class II Drive LT	21.4	21.0																													\mathbb{R}	8.3	49.9	49.9				
138+47.55	Class II Drive RT	16.2	14.0																												<u>}</u>		4.2	25.2	25.2				
1.11 - 10.20		0.7	24.0																													Ž.	1						
141+48.28	Class IV Drive RT	9.7	24.0																												<u> </u>	1	4.3	25.9	25.9				
144+04.63	Class IV Drive RT	15.5	23.0																													Ž.	6.6	39.6	39.6				
145+62.55	Class II Drive LT	13.4	16.0																													}	4.0	23.8	23.8				
147+68.98	Class II Drive RT	18.5	22.0																													3	7.5	45.2	45.2				
PR-B																																							
211+72.60	Class II Drive LT	21.9	10.0																													3	4.1	24.3	24.3				
213+20.87	Class II Drive LT	25.8	18.0		1										1																	<u> </u>	8.6	51.6	51.6				
214+48.74	Class II Drive LT	16.6	19.0																													1	5.8	35.0	35.0				
214+96.16	Class II Drive RT	13.9	21.0																														5.4	32.4	32.4				
218+73.36	Class II Drive LT	3.4	28.0		+																											}	1.8	10.6	10.6				
																																}							
220+99.00	Class II Drive LT	3.0	40.0																									+				 	2.2	13.3	13.3		 		
223+49.35	Class II Drive LT	3.0	40.0																													1	2.2	13.3	13.3				
Table 3 Total										1																1					<u>}</u>	1	83.8	502.7	502.7				
	'			1	-	ı	I	L_				-1	-1		-													-				}							
Table 1 Totals																				274.7	926.6		188.0	1628.6		95.0	15850.3	15850.5	15850.	3 14.5	2382.1	1775.0	0.0	0.0	0.0	224.4	0.0	0.0	
Table 2 Totals Table 3 Totals					+			-+							+	-				292.2	351.6 0.0		41.9 0.0	348.3 0.0)6.4).0	6229.6	15850.5 4729.6 0.0 20581.0	6229.6	5.9	1103.7	579.1	80.4	482.5	482.5	118.3	1691.7	112.8	
Total					+										+					567.0	1279.0	17	730.0	1977.0		02.0	22080.0	20581.0	22080.	0.0	3186.0	2355.0	165.0	986.0	986.0	343.0	1692.0	113.0	
_					-		-	,	_		1	_	-	-	•		•	-						•				(Table	1 Totals	1160.1	_{		-		-			

Table 2 Totals 537.5
Table 3 Totals 0
Total 1698.0

X:ProductionFlest2021/121-3045/CADWiscDWG/121-3045 Misc March 21, 2024 5:55:55 PM / Molitsky, Jeff March 21, 2024 5:54:39 PM / Molitsky, Jeff



SHEET 50

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											STR	UCT	URE	DA T	ГА ТАВ	LE							
STRUCTURE NUMBER	STATION	DCATIOI L		SIZ		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE	T LENGTH	TOP OF RIM		VER MAX FT	.ATT OP STREAM MOTA	DOWN STREAM	SERVICE LIFE	SITE DESIGNATION pH	BACKFILL METHOD	TYPE	SAS	S RIPRAP	SA GEOTEXTILE	YIDEO INSPECTION PIPE END		REMARKS
				111				LII	LLL V.	11	1 1	LLLV.	LLLV.	IK			ITEL	C13	10113	313	LII LA	•	
ine P	PR-A		_																				
2	112+04	4.07 X		1	5	2	Inlet E7	90	909.00			905.00	904.75	75	Abs. 7		2	40				3	
3	112+94	1.09 X		1	5	2	Inlet F7	29	909.00			904.75	904.62	75	Abs. 7		2	14				3A	
3A	113+23	3.00 X		1	5	2	MH C4	84	910.11			904 62	904.25	75	Abs. 7		2	39				4	
																						'	
4	114+07	7.04 X	+	1	5	2	Inlet F7	50	909.00			904.25	904.11	75	Abs. 7		2	26			50		North 27' Installed in Phase 2
4A	114+15	5.70)	(1	5	2	Pipe	40				904.11	904.00	75	Abs. 7		2	15			40 1	Outlet	
5	112+94	1.09	7	(1	5	2	Inlet E7	105	908.60			904.50	904.00	75	Abs. 7		2	37			105 1	Outlet	
6	138+88	3.00 X		1	5	2	Inlet E7	55	906.69			904.75	904.37	75	Abs. 7		2	10			55		North 17' installed in Phase 2
6A	138+48	2 80	1	(1	5	2	Pipe	35				004.37	904.06	75	Abs. 7		2	5			35	8	
0/							·																
7	139+50	0.00	7	(1	5	2	Inlet E7	114	907.25			904.85	904.06	75	Abs. 7		2	26			114	8	
8	138+36	6.00	7	(1	5	2	Inlet F7	202	906.00			904.06	903.60	75	Abs. 7		2	21			202 1	Outlet	
9	145+00	0.00		(1	5	2	Pipe	64				903.75	903.06	75	Abs. 7		2	7			64 1	10	
10	144+36	6.00		(1	5	2	Inlet F7	91	905.00			903.06	902.83	75	Abs. 7		2	21			91	11	
																				07			
11	143+46	5.00		(1	5	2	Inlet F7	64	906.13			902.83	902.64	75	Abs. 7		2	14	2	27	64 1	Outlet	
ine P	PR-B																						
3B	214+28	3.00 X		1	5	2	Inlet E7	144	910.00			905.35		75	Abs. 7		2	38			144	3A	
				+	-																		

					SHEET	SIGN & POS	ST SUM	MARY						
			SIG	SN							POS	ST		
LINE	SIGN LOCATION	SIGN CODE	SIGN SIZE	GROUND - MOUNTED SIGN AREA (ft²)	MOUNTED ON PANEL SIGN, AREA (ft²)	MOUNTED ON PANEL SIGN, AREA (ft²)			A. (TYPE 3)		SQUA ' - 12 GA.	(TYPE 2)		2 1/4" - 12 GA. (TYPE 1)
LINE	(STA.)	SIGN CODE	(IN. x IN.)		0.080"			NFORCED A			FORCED A ST LENGTH			NFORCED ANCHOR OST LENGTH (FT.)
				0.080"	0.080	0.100"	1	2	TOTAL	1	2	TOTAL	1	TOTAL
PR-A	111+67.00	W3-1	30 X 30	6.25									10.0	10.0
PR-A	112+90.00	R1-1	30 X 30	6.25									10.0	20.0
PR-A	114+00.00	R1-1	30 X 30	6.25									10.0	30.0
PR-A	115+25.00	W3-1	30 X 30	6.25									10.0	40.0
PR-A	140+00.00	R3-5L	30 X 36		7.50									
PR-A	140+00.00	R3-5L	30 X 36		7.50									
PR-A	140+00.00	D3-1(A)	24 X 54			9.00								
PR-A	140+00.00	D3-1(A)	24 X 54			9.00								
PR-A	140+00.00	D3-1(B)	24 X 60			10.00								
PR-A	140+00.00	D3-1(B)	24 X 60			10.00								
PR-A	140+00.00	Address 5900 RT	8 X 42			2.33								
PR-A	140+00.00	Address 1250 RT	8 X 42			2.33								
PR-A	140+00.00	Address 5900 LT	8 X 42			2.33								
PR-A	140+00.00	Address 1250 LT	8 X 42			2.33								
PR-B	211+00.00	W3-1	30 X 30	6.25									10.0	50.0
PR-B	212+02.00	R1-1	30 X 30	6.25									10.0	60.0
PR-B	212+99.00	R1-1	30 X 30	6.25									10.0	70.0
PR-B	214+25.00	W3-1	30 X 30	6.25									10.0	80.0
$\geq \leq$										$\geq \leq$				

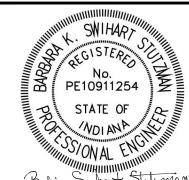
	P <i>F</i>	AVEIVIE	<u> </u>	IAKKI	NGS :	SUMIN	<u>IAKY</u>	OF QL	JAIN I I	ITES		
LOCATION	LINE, PAINT			TRANSVERSE MARKING, PAINT, CROSSHATCH LINE		TRANSVERSE MARKING, PAINT, STOP LINE		PAVEMENT MESSAGE MARKING, PAINT LANE INDICATION ARROW	PAVEMENT MESSAGE MARKING, PAINT, R X R	PAVEMENT MESSAGE MARKING, PAINT ONLY	GROOVING FOR PAVEMENT MARKINGS)) Remarks
200111	Solid White 4 IN.	Solid Yellow 4 IN.	Broken White 4 IN.	White 12 IN.	Yellow 12 IN.	White 24 IN.	White 24 IN.	PAVEME MARKING INDICAT	PAVEME MARKING	PAVEME	GROC	
	LFT	LFT	LFT	LFT	LFT	LFT	LFT	EACH	EACH	EACH (LFT	
CR 20 - Line "PR-A"										(
Phase 1		1.150								(4.450	
107+12.00 to 112+67.00		1,150								(-1,150-	
114+25.00 to 139+27.00		5,075								(<u>-5,075</u>	
CR 20 - Line "PR-A"											>	
Phase 2										(
107+12.00 to 112+67.00	120	3,544			138		33.5	2		(3,661	
114+25.00 to 139+27.00	415	9,903			583		68.5	5		(-10,318	
140+86.00 to 149+15.00	260	2,304			159		36.5	2		(2,564	
SR 13 NB and SB							51.0			(>	
CR 37 - Line "PR-B"										(
206+45.00 to 212+00.00	100	1,920			139		36.3	2		(-2,020-	
213+25.00 to 225+80.00	120	3,320			139		30.2	2			3,110	
TOTAL	1,016	27,216			1,158		256	13			-28,231	

			D	IT	CH S	SUMM	1ARY	TAB	LE			
LOCATION						SODDING						
FROM STATION	TO STATION	LEFT	MEDIAN	RIGHT	ACTUAL LENGTH	FOR DITCHES	FOR MEDIAN	FOR SHOULDER BREAK	SODDING AT BRIDGE CONE	TOTAL SODDING	NURSERY SODDING FOR LAWNS	RIPRAP DITCH
					LFT	SYS	SYS	SYS	SYS	SYS	SYS	TON
115+25.00	115+91.00			Χ	66							44
124+00.00	127+25.00			X	325	289				289		
128+23.00	129+35.00			X	112	100				100		
146+00.00	147+50.00			X	150	133				133		
	Total:									522		44

EARTHWORK SUMMARY								
FILL								
Fill Volume - PR-A	994	CYS						
Fill Volume - PR-B	190	CYS						
Subtotal	1,183	CYS						
15% Swell	177	CYS						
Total Fill Volume	1,361	CYS						
EXCAVATION								
Cut Volume - PR-A	4,626	CYS						
Cut Volume - PR-B	1,350	CYS						
Drainage Basin #1	592	CYS						
Subtotal	6,569	CYS						
Less Pav't Removal in PH1	1,235	CYS						
Total Common Excavation	5,334	CYS						

LT./RT.	€ BOX	DESCRIPTION	WIDTH,	ASSEMBLY REQ'D			
	STATION	DESCRIPTION	W (FT)	SINGLE			
Lt	109+72	Line "A"		1			
Lt	111+30	Line "A"		1			
Lt	112+41	Line "A"		1			
Lt	114+55	Line "A"		1			
Lt	118+38	Line "A"		1			
Lt	121+53	Line "A"		1			
Lt	124+08	Line "A"		1			
Lt	131+03	Line "A"		1			
Lt	132+68	Line "A"		1			
Lt	134+42	Line "A"		1			
Lt	136+97	Line "A"		1			
Lt	137+00	Line "A"		1			
Lt	139+20	Line "A"		1			
Lt	143+66	Line "A"		1			
Lt	145+69	Line "A"		1			
Lt	147+82	Line "A"		1			
Rt	214+70	Line "B"		1			
Lt	221+27	Line "B"		1			
Lt	223+70	Line "B"		1			
		TOTALS		19			

MIDDLEBURY		INDIANA	DRAWN: DJG	CHK'D: BSS	NO.	REVISION	BY	DATE
	MIDDLEBURY INTERSECTION IMPROVEMENTS		DESIGNED: JRM	APPRV'D: BSS	1	Removal of Groovings for Pavement Markings	JRM	3/20
	MIDDLEBORT INTERSECTION IMPROVEMENTS		DATE: 01/30/	/2024				
			HORIZ. SCALE:	: N/A				
			VERT. SCALE:	N/A				
	MISCELLANEOUS TABLES		PROJECT NUMI	BER				
			121-3045					



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