

ADDENDUM NO. 04

Baggage Screening Improvements – Phase 2A
[Loading Dock Reconfiguration, Sheriff’s Checkpoint Removal, Jetway Installation
(Gate 30, 46, 47), IAB Airside Trash Remodel, North Checkpoint Relocation]

PROJECT NO. A044-09002

OFFICIAL NOTICE NO. 6640

GENERAL MITCHELL INTERNATIONAL AIRPORT
Milwaukee County, Wisconsin

Prepared By: MILWAUKEE COUNTY DEPARTMENT OF PUBLIC WORKS
ARCHITECTURE AND ENGINEERING DIVISION
Airport Engineers - Telephone 414-747-5320
5300 South Howell Avenue
Milwaukee, Wisconsin 53207

DATE OF ADDENDUM: June 16, 2011

BIDS CLOSE: 2:00 P.M., WEDNESDAY June 22, 2011

TO ALL BIDDERS:

Each bidder shall read this Addendum in its entirety to determine to what extent his proposal and the contract conditions will be affected. This Addendum to the Contract Documents is issued to modify, explain, or correct the original documents and is hereby made part of the Contract Documents.

RECEIPT - Sign the following receipt and attach to submitted Proposal Form.

Receipt of Addendum No. 4, consisting of four (17) pages, for **Baggage Screening Improvements – Phase 2A, [Loading Dock Reconfiguration, Sheriff’s Checkpoint Removal, Jetway Installation (Gate 30, 46, 47), IAB Airside Trash Remodel, North Checkpoint Relocation]**, Official Notice No. 6640, at General Mitchell International Airport, Milwaukee, Wisconsin, dated May 26, 2011 is acknowledged.

Date _____ Firm _____
Per _____ Address _____

CHANGES

SPECIFICATIONS

Book 1 of 2

PROPOSAL

Page 1 – under **Alternates**, after the Alternate #1 paragraph
ADD the new Alternate #2 to read as follows:

“Alternate #2 – Provide pricing for 2 Harmony Enterprises Solar Power Self-Contained compactors, or Engineer approved equal, in lieu of standard type self contained compactors as specified in Section 11 82 26.”

Bid Schedule

Page 3 – Paragraph B. ALTERNATE PRICES add the following:

“b. **Alternate #2:** Provide pricing for 2 Harmony Enterprises Solar Power Self-Contained compactors, or Engineer approved equal, in lieu of standard type self contained compactors as specified in Section 11 82 26.”

Book 2 of 2

Section 00 01 10 – TABLE OF CONTENTS

On page 00 01 10 – 4, after the Division 33 sections listed,
ADD text to read as follows:

“ADDITIONAL INFORMATION FOR BIDDERS

Exhibit 01 – GMIA JETWAY BRIDGE FOUNDATIONS, MILWAUKEE, WISCONSIN
DRAFT GEOTECHNICAL ENGINEERING REPORT from Wagner Komurka
Geotechnical Group, Inc., dated May 16, 2011”

Section 08 71 00 – DOOR HARDWARE

Page 7 – ADD paragraph 2.11 Exit devices as follows:

2.11 EXIT DEVICES

A. Acceptable Manufacturers:

Von Duprin	Sargent	Precision
98/35 Series	80 Series	Apex Series

B. Provide exit device series and functions as specified in Hardware Groups.

- C. All exit devices shall be UL listed for panic. Exit devices for labeled doors shall be UL tested as "Fire Exit Hardware".
- D. Where lever trim is specified, provide lever design to match lockset levers.
- E. Provide cylinders for exit devices with locking trim and cylinder dogging.
- F. Provide cylinder dogging feature for non-rated exit devices.
- G. Provide keyed removable mullions, as specified in the Hardware Groups.

Page 15 – REVISE and ADD hardware groups as follows:

GROUP 39-50, Not used

GROUP 51 - Exit with passage trim

- 1 each Continuous Hinge
- 1 each Exit Device,
Function: Latchbolt retracted by outside lever and inside touchpad.
- 1 each Closer
- 1 each Kickplate, both sides
- 1 each Stop

GROUP 52-205, Not used

EXHIBIT 01

In Book 2 of 2 of the specifications, after the technical specification sections,
INSERT the following document:

EXHIBIT 01 – Applicable portions of GMIA JETWAY BRIDGE FOUNDATIONS, MILWAUKEE,
WISCONSIN DRAFT GEOTECHNICAL ENGINEERING REPORT from Wagner Komurka
Geotechnical Group, Inc., dated May 16, 2011 (attached to this Addendum)

DRAWINGS

Architectural

D101A: Detail 2 Grade Level Demolition Plan - North – ADD the removal of an existing door and portion of wall, and surrounding finishes, at the north wall of existing Stair S-10. (See the attached revision drawing D101A.)

A101A: Detail 1 Partial Grade Level Plan – North Loading Docks – ADD new walls and door at the north wall of existing Stair S-10. (See the attached revision drawing A101A).

A301A: Detail 1 Partial Grade Level Reflected Ceiling Plan – ADD new rated gypsum board ceiling along the south side of existing Stair S-10 in the new door alcove. ADD related ceiling demolition and reinstallation around new walls. (See the attached revision drawing A301A).

A800A: Door and Frame Schedule - Phase 2A – ADD new door S-10-1. (See the attached revision drawing A800A).

Electrical

ED101A: ADD reference to note **12** for exit sign at door to corridor. DELETE reference to key note **12** from exit sign in corridor. ADD reference to key note **14** by exit sign outside of restroom. Revised Key note **12** to read as follows:

DISCONNECT EXISTING EXIT SIGN. RELOCATE TO STAIR S-10 AS SHOWN ON E301A.

ADD key note **14** to read as follows:

DISCONNECT AND REMOVE EXISTING EXIT SIGN. RETAIN CONDUIT AND WIRING AND EXTEND TO RELOCATED EXIT LIGHT AS SHOWN ON E301A.

(See attached drawing)

E301A: ADD relocated exit sign at entrance to stair S-10. ADD reference to note **4** next to exit sign. ADD note **4** to sheet note to read as follows:

RELOCATED EXIT SIGN. EXTEND EXISTING CONDUIT AND WIRING TO NEW LOCATION.

CLARIFICATIONS

None.

EXHIBIT 01

Each soil sample was visually examined by an experienced geotechnical engineer, and classified on the basis of texture and plasticity in accordance with the Unified Soil Classification System ("USCS"). A chart describing this system of classification is included in the Appendix. The two-letter designator following each soil description on the boring logs is the group symbol using this method of classification.

Similar soils were grouped into the major zones noted on the boring logs. In some cases, strata contact lines have been estimated. Where strata changes occur between sampled depths, and the field log does not indicate a strata change depth based on drilling action, the strata change depth is indicated as the midpoint between recovered sample depths. In-situ, the transition between soil types may not occur at the midpoint between sampled depths, and may be gradual in both the horizontal and vertical directions. For these reasons, for this report narrative, referenced soil-strata depths and thicknesses should be considered approximate. Additional information regarding preparation of the final boring logs from laboratory tests is provided on the sheet titled "Laboratory Procedures" included in the Appendix.

All samples recovered from the borings will be retained by WKG² for a period of 60 days after the date of this report, after which they will be discarded unless other instructions as to their disposition are received.

EXPLORATION RESULTS

The following narrative is a generalization of the subsurface conditions encountered in the borings, with depths approximate and referenced to existing ground surface. For a more-detailed description of the subsurface conditions encountered at each boring location, please refer to the boring logs.

Pavement Section

Portland cement concrete pavement was encountered in all borings, ranging in thickness from 20 to 27 inches. In Borings B-1 through B-3, the bottom 5 to 9 inches of the concrete pavement is believed to be a lower-strength concrete (econcrete). In Borings B-3 and B-4, 4 to 5 inches of silty sand and gravel basecourse was encountered below the concrete pavement.

Soil Conditions

Gate D-30 (Boring B-1)

Fill – Approximately 10 inches of hard silty clay fill was encountered below the pavement section in Boring B-1.

Native Deposits – Hard silty clay underlies the fill to a depth of 4.8 feet. Loose silty sand, with silt seams and layers, was encountered below the clay to a depth of 7.8 feet. Loose to medium dense silt, with clay seams and layers, and sand seams and

layers, was encountered below the sand to a depth of 17.5 feet. A sand and gravel layer was encountered from a depth of 16 to 16.5 feet. Medium dense sand was encountered below the silt to a depth of 37.8 feet. Silty clay was encountered below the sand to the maximum depth explored (45 feet).

Gates D-46 and D-47 (Boring B-2)

Fill – Hard silty clay fill was encountered below the pavement section to a depth of 5.5 feet. The fill consisted of loose silty sand with concrete rubble below the clay fill to a depth of 7.5 feet.

Native Deposits – Soft to stiff slightly organic silty clay, with 7 to 10 percent organic content, and moisture content from 25 to 77 percent, underlies the fill and extends to a depth of 13 feet. Stiff very silty clay underlies the slightly organic clay and extends to 20.5 feet. Stiff to very stiff silty clay underlies the very silty clay to a depth of 39 feet. A 2.4-foot layer of medium dense sand is present within the clay at a depth of 22.8 feet. Medium dense clayey silty sand to stiff sandy silty clay was encountered below the silty clay to a depth of 46.8 feet. Hard silty clay was encountered below 46.8 feet to the maximum depth explored.

Gates E-60 and E-61 (Borings B-3 and B-4)

Fill – Fill consisting of medium dense silty sand in Boring B-3, and hard silty clay in Boring B-4, was encountered below the pavement section to depths ranging from 6.8 to 6.0 feet in borings B-3 and B-4, respectively.

Native Deposits – An 11-inch layer of stiff very silty clay to clayey silt was encountered in Boring B-3 below the fill. Firm to hard silty clay was encountered below the fill in Boring B-4, and the very silty clay to clayey silt in Boring B-3, and extended to the maximum depth explored (50 feet).

Groundwater Conditions

Groundwater was not observed in the open boreholes due to the introduction of drilling fluid. Based on soil coloration (silty clay soils of the type encountered in the borings are generally brown above, and gray below, the lowest historic groundwater elevation), it appears that the lowest historic groundwater elevation ranges from approximately 8 to 13 feet below the ground surface.

Fluctuations in the groundwater table elevation should be expected with variations in precipitation, evapotranspiration, surface runoff, etc. In addition, shallower perched groundwater may develop following precipitation events where downward migrating surface water accumulates in relatively permeable layers underlain by relatively impermeable layers.

Pressuremeter Test Results

The results of the pressuremeter tests are presented in Table 1.

TABLE 1

Pressuremeter Test Results Summary

<u>Boring Number</u>	<u>Depth (ft)</u>	<u>P_o (tsf)</u>	<u>P_f (tsf)</u>	<u>P_l (tsf)</u>	<u>E_d (tsf)</u>	<u>E⁺ (tsf)</u>	<u>E_d/E⁺</u>
B-1	6.0-8.5	1.0	5.5	9.3	102	212	0.48
	13.5-16.0	1.5	5.5	10.7	103	362	0.28
	21.5-24.0	1.5	10.0	18.5	240	941	0.26
	26.0-28.5	2.0	12.5	25.0	284	880	0.32
	38.5-41.0	2.5	7.5	15.1	156	222	0.70
B-2	7.0-9.5	0.5	2.7	4.6	43	60	0.72
	13.0-15.5	1.0	3.5	6.6	44	78	0.56
	21.5-24.0	2.0	12.0	22.7	250	717	0.35
	26.0-28.5	2.0	5.5	11.0	121	174	0.70
	31.0-33.5	2.5	6.0	12.0	169	180	0.94
	36.0-38.5	2.0	6.0	11.9	86	54	1.59
B-3	6.0-8.5	1.0	5.0	12.7	111	229	0.48
	13.5-16.0	1.0	6.5	12.9	159	244	0.65
	21.0-23.5	2.0	4.5	10.0	95	169	0.56
	26.0-28.5	2.0	6.0	12.7	131	185	0.71
	31.0-33.5	2.5	7.0	14.2	120	209	0.57
	36.0-38.5	2.5	8.0	15.7	257	656	0.39
B-4	6.0-8.5	1.0	6.0	11.4	128	265	0.48
	13.5-16.0	1.0	4.5	8.5	81	189	0.43
	21.5-24.0	1.5	4.5	8.7	77	130	0.59
	26.0-28.5	2.0	6.0	11.6	121	205	0.59
	31.0-33.5	2.5	6.5	13.7	159	300	0.53
	36.0-28.5	2.5	7.5	14.0	144	246	0.59
						Average	0.59

The at-rest pressure, P_0 , represents the pressure at which the probe has expanded into firm contact with the soil on the sides of the borehole, and the pressure at which the plot of probe volume versus pressure becomes linear. The creep pressure, P_f , represents the pressure at which the plot ceases to be linear (i.e. the pressure at which increasing deformations result from a given incremental pressure increase). The limit pressure, P_l , is the pressure at which complete failure of the soil has occurred, i.e., the plot is vertical. The deformation modulus, E_d , is the slope of the initial linear portion of the plot. The rebound modulus, E^+ , is the slope of the linear reload portion of the plot. The ratio E_d/E^+ is commonly referred to as the α parameter, which is used, along with the deformation modulus, to calculate foundation settlement.

ANALYSIS AND RECOMMENDATIONS

Foundation Recommendations

We understand that the jetway bridges will typically be supported on a 5-foot-diameter straight-shaft drilled pier foundation, with the exception of Gate 60 which will be supported on an existing spread-footing. We understand that there is an existing spread-footing at Gate D-47 which will be evaluated for re-use after it has been exposed to evaluate its size and bearing depth. Based on the soil conditions evident from the borings, our understanding of the elevations at which the foundations will bear, and the pressuremeter test results, it is our opinion that the proposed foundations are suitable for support of the jetway bridges.

Bearing Capacity

Based on lower-bound pressuremeter test results, and soil conditions encountered at each gate, the recommended maximum net allowable bearing stress for the proposed foundations is presented in Table 2. The recommended maximum net allowable bearing stress is the stress transmitted by the foundation to the soil in excess of the minimum final adjacent overburden stress.

The recommended maximum net allowable bearing stress incorporates a minimum safety factor of 3.0 against bearing capacity failure.

Foundation Settlement Estimates

Based on lower-bound soil deformation moduli measured by the pressuremeter test program, and the maximum net allowable bearing stresses, estimated foundation settlement at each gate is presented in Table 2.

Table 2
Recommended Net Allowable Bearing Stress and Estimated Settlement

<u>Location</u>	<u>Foundation Type</u>	<u>Boring Number</u>	<u>Recommended Net Allowable Bearing Stress, psf</u>	<u>Estimated Settlement, inches</u>
Gate D-30	Drilled Pier (5-foot-diameter, 15 feet deep)	B-1	11,000	½ - ¾
Gate D-46	Drilled Pier (5-foot-diameter, 15 feet deep)	B-2	7,000	¾ – 1
Gate D-47	Drilled Pier (5-foot-diameter, 15 feet deep)	B-2	7,000	¾ – 1
Gate D-47	Spread Footing (assumed 8-by-8-foot, bearing 8 feet below grade)	B-2	4,000	¾ – 1
Gate E-60	Spread Footing (14-by-14-foot, bearing 8 feet below grade)	B-4	5,500	¾ - 1
Gate E-61	Drilled Pier (5-foot-diameter, 15 feet deep)	B-3	9,000	¾ – 1

Lateral Earth Pressure Soil Parameters

Soil parameters required for lateral load analysis at each boring location are provided in Table 3. We understand that LPILE will be used by GRAEF to evaluate lateral capacity of the drilled piers.

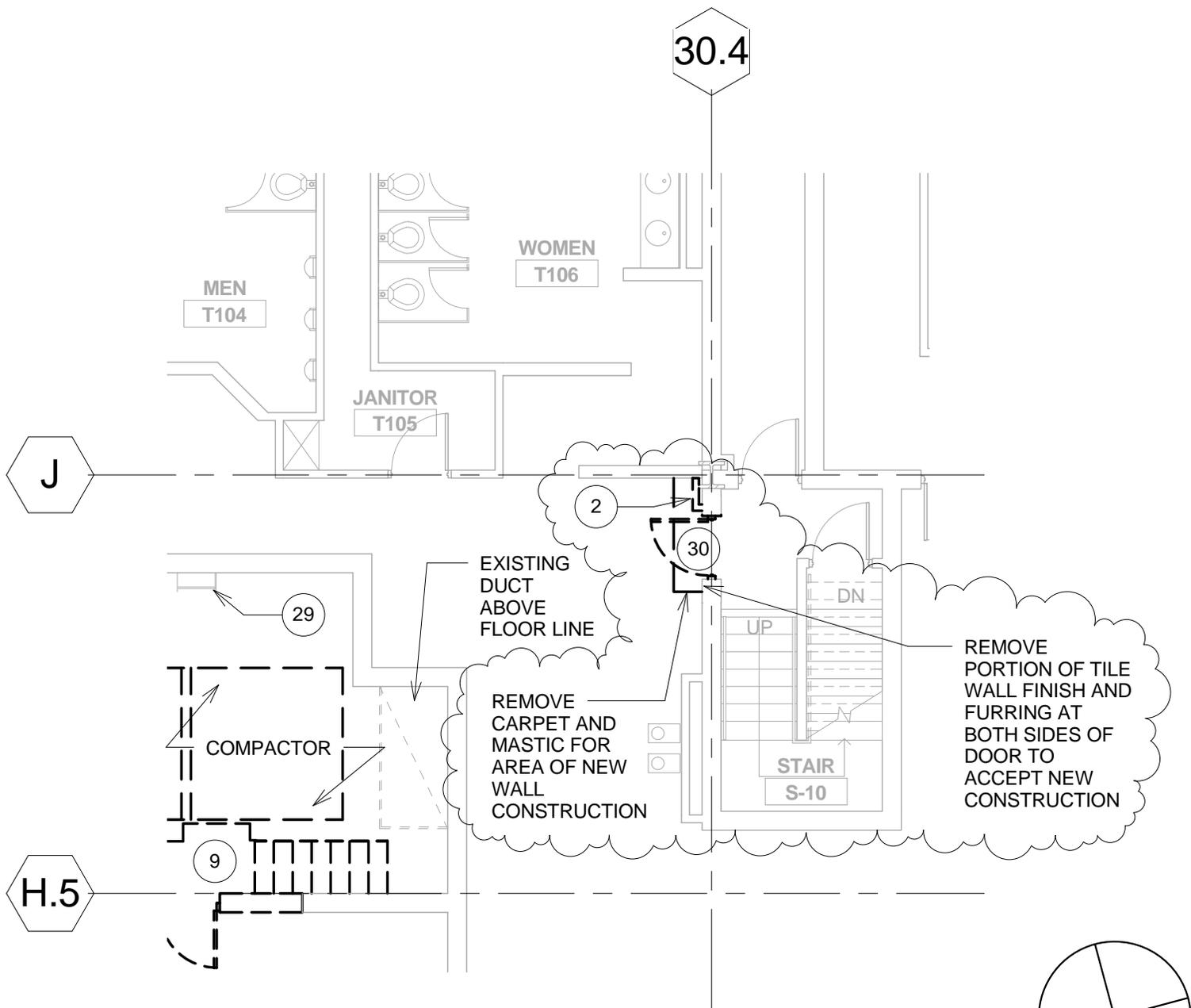
The pressuremeter test moduli were used to calculate the horizontal/vertical subgrade modulus for the soil layers encountered at each foundation location. The subgrade modulus was calculated using the following equation:
 Subgrade Modulus, $k = (E_d + E^+) / \text{pier diameter}$.

TABLE 3
Soil Parameter Summary

Soil Description	Bottom Depth, feet	Effective Unit Weight		Undrained Shear Strength		Effective Internal Friction Angle	Lateral Earth Pressure Coefficients			Strain E ₅₀	Modulus of Subgrade Reaction, pci
		pcf	pci	psf	psi		K _a	K _o	K _p		
Boring B-1 / GATE D-30											
Fill, Clay	3.0	50	0.029	500	3	0	1.00	1.00	1.00	0.020	24
Silty Clay	4.8	70	0.041	4,000	28	0	1.00	1.00	1.00	0.005	200
Silty Sand	7.8	52.6	0.030	---	---	28	0.36	0.53	2.77	---	73
Silt	17.5	52.6	0.030	---	---	28	0.36	0.53	2.77	---	108
F. to C. Sand	37.8	57.6	0.033	---	---	32	0.31	0.47	3.25	---	271
Silty Clay	45.0	70	0.041	500	3	0	1.00	1.00	1.00	0.020	88
Boring B-2 / GATES D-46 and D-47											
Fill	7.5	50	0.029	4,000	28	0	1.00	1.00	1.00	0.005	24
Slightly Organic Silty Clay	13.0	40	0.023	500	3	0	1.00	1.00	1.00	0.020	24
Very Silty Clay	20.5	50	0.029	1,000	7	0	1.00	1.00	1.00	0.007	28
Silty Clay	22.8	70	0.041	3,500	24	0	1.00	1.00	1.00	0.005	75
Silty Sand	25.5	52.6	0.030	---	---	35	0.27	0.43	3.69	---	224
Silty Clay	39	70	0.041	1,000	7	0	1.00	1.00	1.00	0.007	75
Clayey Silty Sand to Sandy Silty Clay	46.8	5206	0.030	---	---	32	0.31	0.47	3.25	---	100
Silty Clay	50	80	0.046	4,000	28	0	1.00	1.00	1.00	0.005	100

TABLE 3
Soil Parameter Summary (continued)

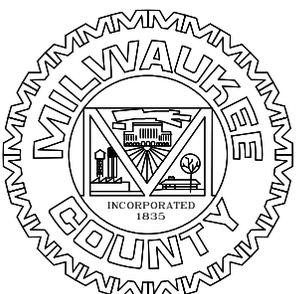
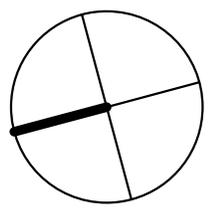
Soil Description	Bottom Depth, feet	Effective Unit Weight		Undrained Shear Strength		Effective Internal Friction Angle	Lateral Earth Pressure Coefficients			Strain E_{50}	Modulus of Subgrade Reaction, pci
		pcf	pci	psf	psi		K_a	K_o	K_p		
Boring B-3 / GATE E-61											
Fill	6.8	50	0.029	500	3	0	1.00	1.00	1.00	0.020	28
Silty Clay	18.5	80	0.046	3,500	24	0	1.00	1.00	1.00	0.005	93
Silty Clay	34.75	80	0.046	1,500	10	0	1.00	1.00	1.00	0.007	70
Silty Clay	50	80	0.046	550	4	0	1.00	1.00	1.00	0.020	211



2

GRADE LEVEL DEMOLITION PLAN - NORTH

1/8" = 1'-0"



MILWAUKEE COUNTY DEPARTMENT OF
TRANSPORTATION AND PUBLIC WORKS

CITY CAMPUS 2711 W. WELLS ST - 2ND FLOOR MILWAUKEE, WI 53208

GRÄEF

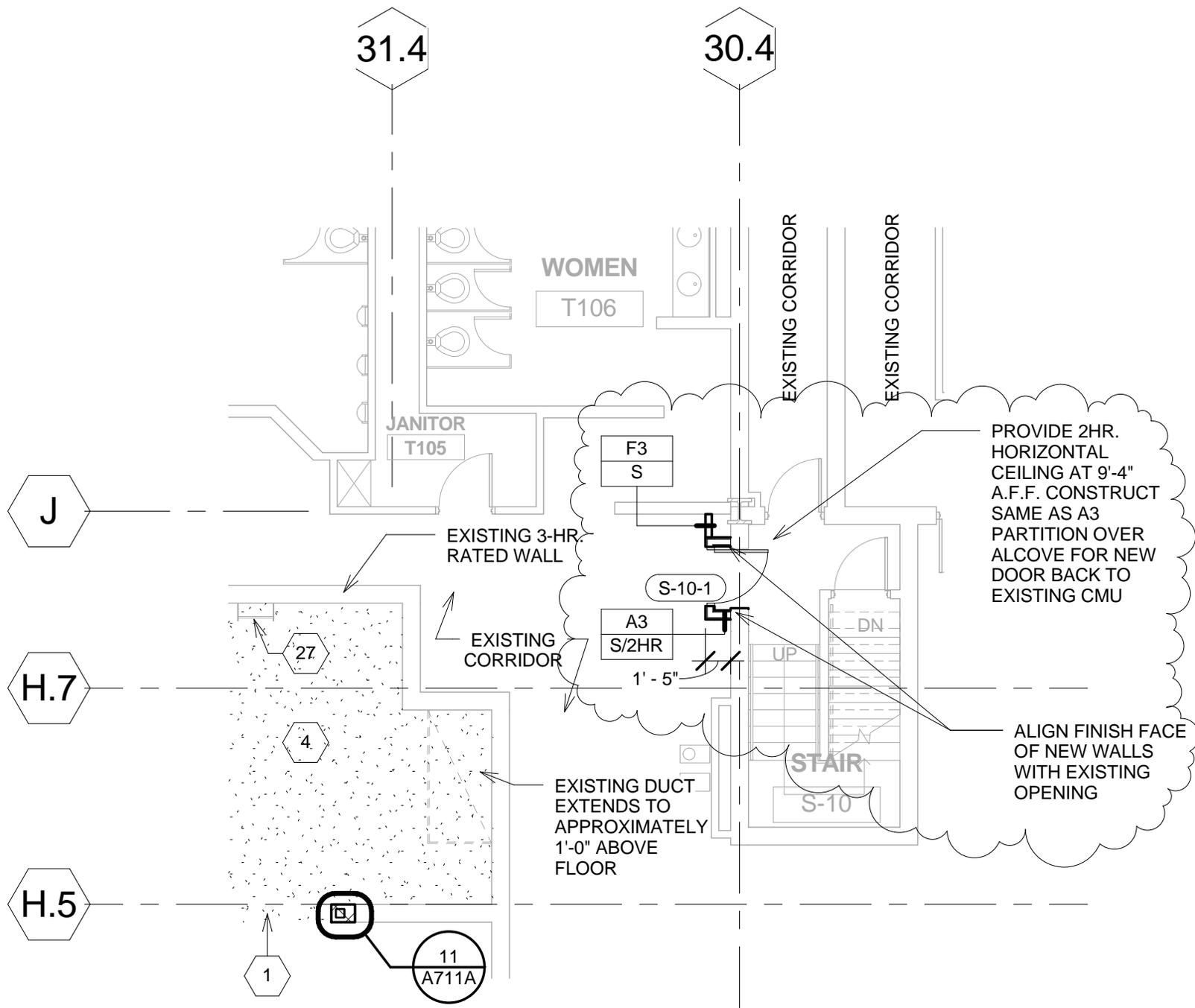
PROJECT NUMBER: A044-09002
DATE: 06-16-2011
SCALE: 1/8" = 1'-0"

PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL
AIRPORT BAGGAGE SCREENING
IMPROVEMENTS PHASE 2A

ADDENDUM # 04

SHEET TITLE: PARTIAL GRADE LEVEL DEMOLITION PLAN - NORTH

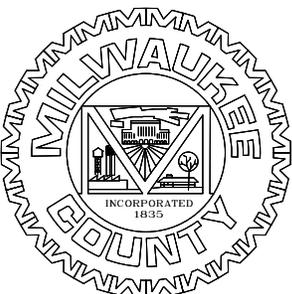
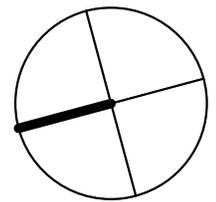
D101A



PARTIAL GRADE LEVEL PLAN - NORTH LOADING DOCKS

1

1/8" = 1'-0"



MILWAUKEE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

CITY CAMPUS 2711 W. WELLS ST - 2ND FLOOR MILWAUKEE, WI 53208

GRÄEF

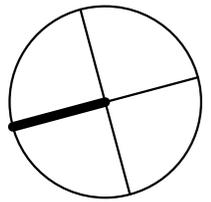
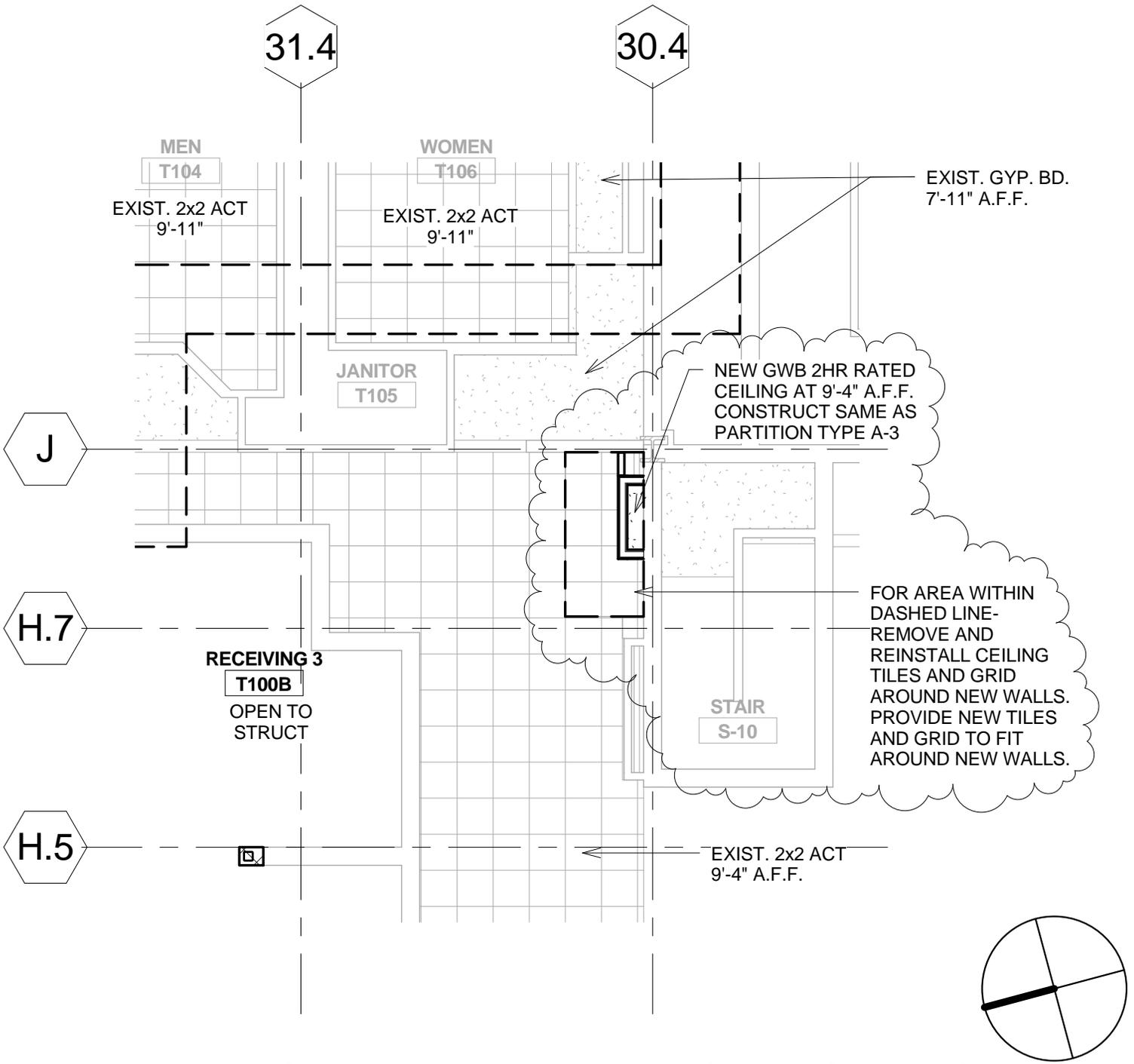
PROJECT NUMBER: A044-09002
 DATE: 06-16-2011
 SCALE: 1/8" = 1'-0"

PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL AIRPORT BAGGAGE SCREENING IMPROVEMENTS PHASE 2A

ADDENDUM # 04

SHEET TITLE: PARTIAL GRADE LEVEL PLAN - NORTH LOADING DOCKS

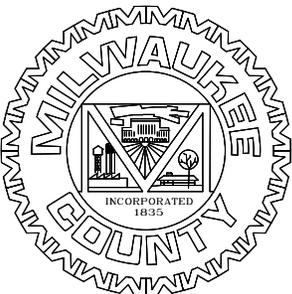
A101A



PARTIAL GRADE LEVEL REFLECTED CEILING PLAN

1

1/8" = 1'-0"



MILWAUKEE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

CITY CAMPUS 2711 W. WELLS ST - 2ND FLOOR MILWAUKEE, WI 53208

GräEF

PROJECT NUMBER: A044-09002

PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL

ADDENDUM # 04

DATE: 06-16-2011

AIRPORT BAGGAGE SCREENING

SCALE: 1/8" = 1'-0"

IMPROVEMENTS PHASE 2A

SHEET TITLE: PARTIAL GRADE LEVEL REFLECTED CEILING PLAN

A301A



MILWAUKEE COUNTY DEPARTMENT OF
TRANSPORTATION AND PUBLIC WORKS
CITY CAMPUS 2711 W. WELLS ST. - 2ND FLOOR MILWAUKEE, WI 53208

PROJECT NUMBER: A044-09002
DATE: 06-16-2011
SCALE:

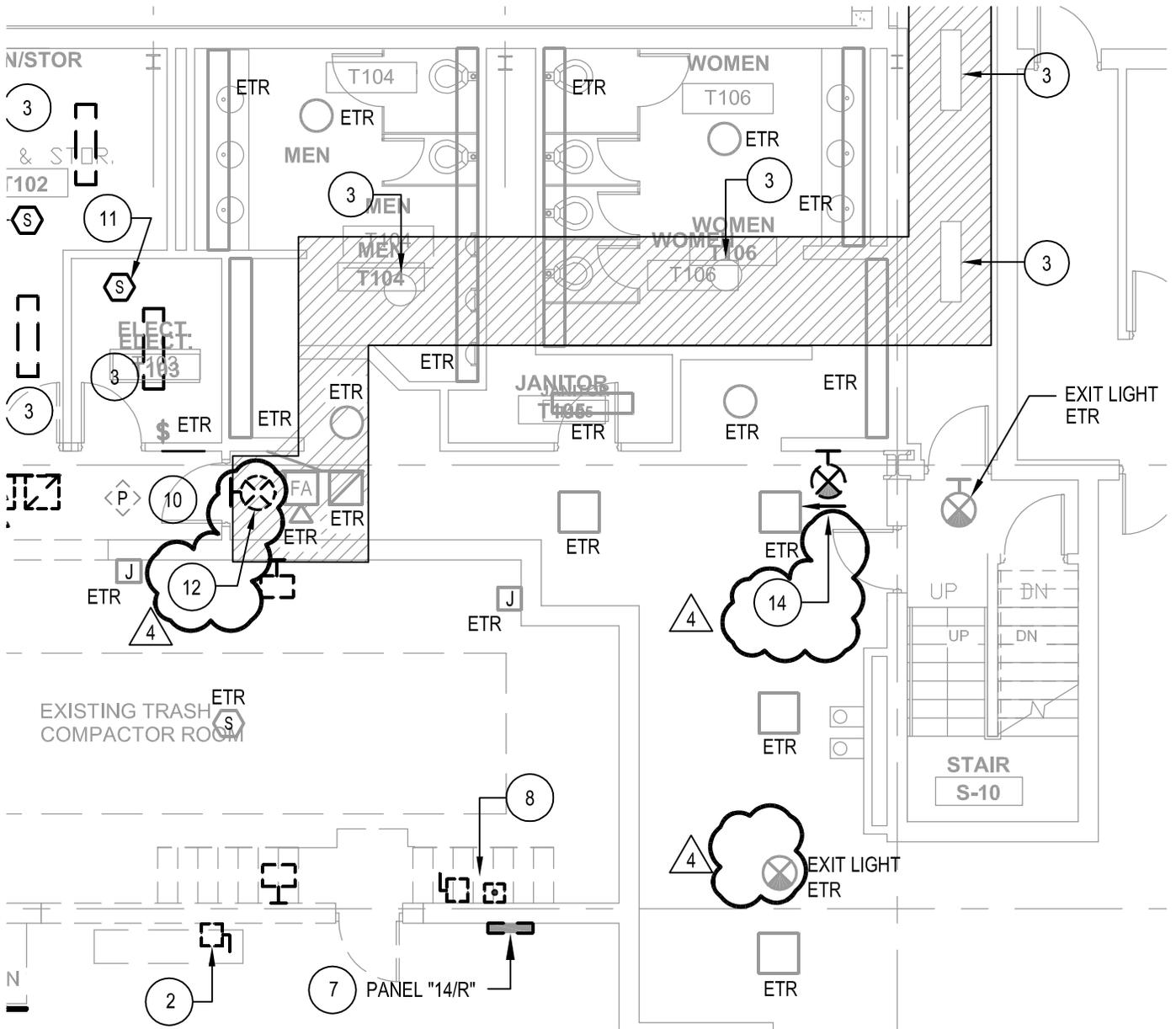
PROJECT TITLE: GMIA BAGGAGE SCREENING
IMPROVEMENTS PHASE 2A
SCHEDULES AND DETAILS

GRAEF

ADDENDUM #04

A800A

DOOR AND FRAME SCHEDULE- PHASE 2A																
ROOM NUMBER	ROOM NAME	DOOR NUMBER	DOORS						FRAMES			DETAILS		FIRE LABEL	HDWR GROUP	REMARKS
			WIDTH	HEIGHT	TYPE SEE 4/A800A	MAT.	FINISH	GLASS	TYPE SEE 2/A800A	MAT.	FINISH	HEAD	JAMB			
GRADE LEVEL																
		S-10-1	3' - 0"	7' - 0"	F	HM	PT-1	-	01	HM	PT-1	6A/A800A	6A/A800A	B	HG-51	
120	TRASH ROOM	T20	10' - 4"	10' - 0"	SOD	STL	PREFIN	-	SEE ELEV.	STL	PT-1	2/A102A	3/4/5/A102A	-	HG-1	1, 4, 5, 7
A100	SHERIFF OFFICE	A100B	2' - 10"	7' - 0"	D	WD	ST-1	-	01	HM	PT-1	6A/A800A	6A/A800A	-	HG-9	
T100B	RECEIVING 3	T100B-1	8' - 0"	8' - 0"	OCD	STL	PREFIN	-	-	STL	PT-1	5/A800A	3/A800A	C	HG-1	6
T100B	RECEIVING 3	T100B-2	8' - 0"	8' - 0"	SOD	STL	PREFIN	-	-	STL	PT-1	3/A700A	7/A800A	-	HG-1	4, 5
T101	TRASH ROOM	T101A	3' - 4"	4' - 10"	F	HM	PT-1	-	02	HM	PT-1	6/A710A	6/A710A	-	HG-38	3
T101	TRASH ROOM	T101B	3' - 0"	7' - 0"	F	HM	PT-1	-	01	HM	PT-1	6A/A800A	6A/A800A	C	HG-206	
T102	JAN. & STOR.	T102	3' - 0"	7' - 0"	F	HM	PT-1	-	01	HM	PT-1	6A/A800A	6A/A800A	C	HG-34	
T103	ELECT.	T103	3' - 0"	7' - 0"	F	HM	PT-1	-	01	HM	PT-1	6A/A800A	6A/A800A	C	HG-34	
T112	STORAGE	T112	3' - 0"	7' - 0"	F	HM	PT-1	-	01A	HM	PT-1	6B/A800A	6B/A800A	C	HG-34	
CONCOURSE D LEVEL																
D30	EXISTING GATE	D30	3' - 0"	7' - 0"	F	HM	PT-1	-	01	HM	PT-1	1/A702A	3/A702A	-	HG-4	2
D46	NEW GATE	D46	4' - 0"	6' - 10"	F	HM	PT-1	-	01	HM	PT-1	3/A701A	1/A701A	-	HG-207	4



2

PARTIAL GRADE LEVEL DEMOLITION - PLAN

1/8"=1'-0"

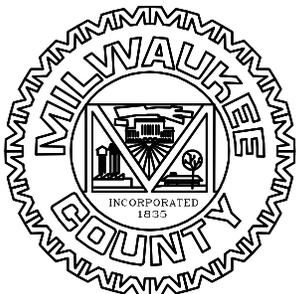


SHEET NOTES:

- 12

 DISCONNECT EXISTING EXIT SIGN. RELOCATE TO STAIR S-10 AS SHOWN ON E301A.
- 14

 DISCONNECT AND REMOVE EXISTING EXIT SIGN. RETAIN CONDUIT AND WIRING AND EXTEND TO RELOCATED EXIT LIGHT AS SHOWN ON E301A.



MILWAUKEE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

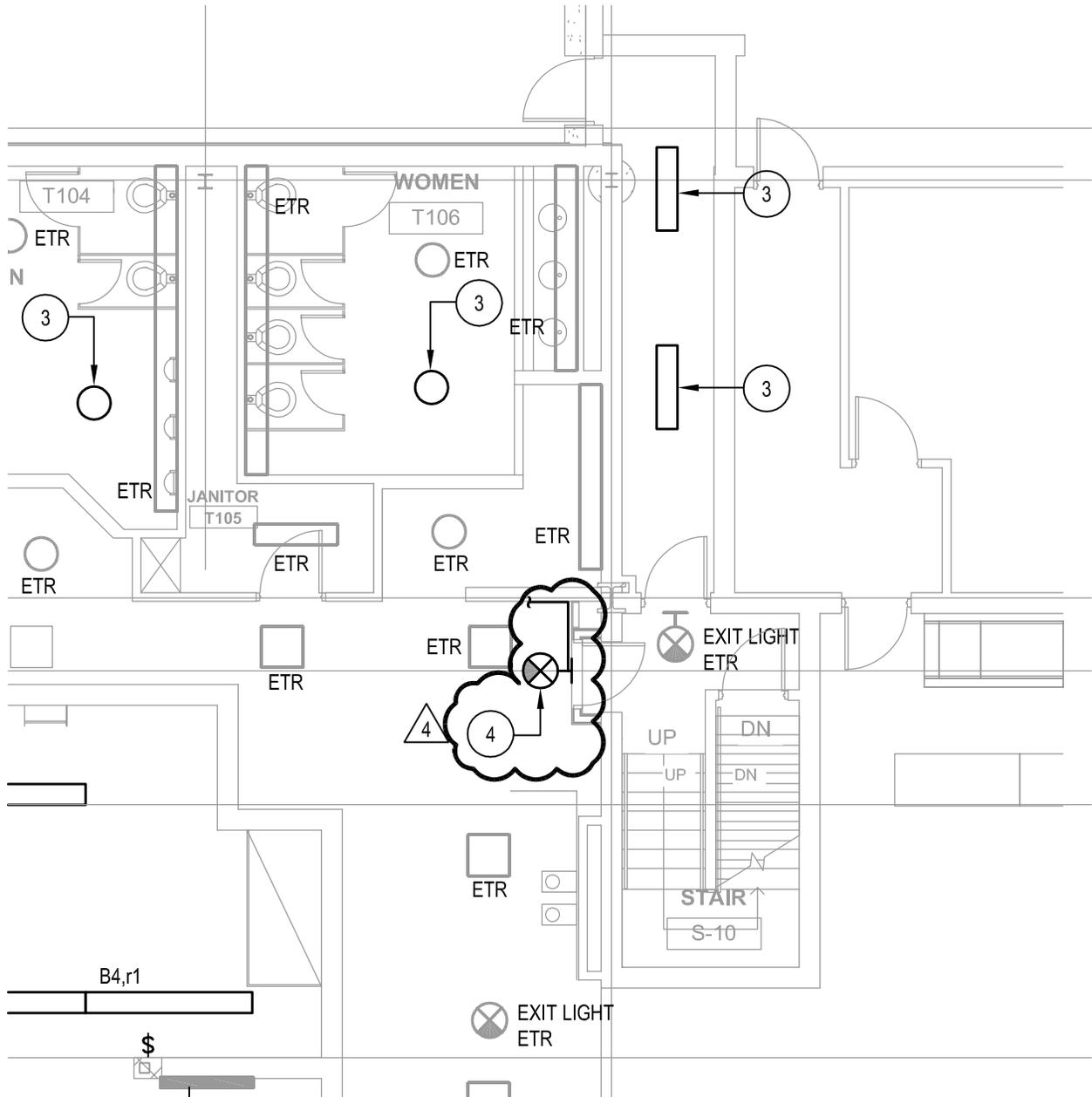
CITY CAMPUS 2711 W. WELLS ST - 2ND FLOOR MILWAUKEE, WI 53208

PROJECT NUMBER: A044-09002
 DATE: 06/16/11
 SCALE: 1/8"=1'-0"
 SHEET TITLE: PARTIAL GRADE LEVEL DEMOLITION - PLAN

PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL AIRPORT BAGGAGE SCREENING IMPROVEMENTS PHASE 2A

ADDENDUM #04

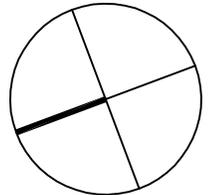
ED101A



1

PARTIAL GRADE LEVEL PLAN - LIGHTING

1/8" = 1'-0"



SHEET NOTES:

4

4 RELOCATED EXIT SIGN. EXTEND EXISTING CONDUIT AND WIRING TO NEW LOCATION.



MILWAUKEE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

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 SCALE: 1/8"=1'-0"
 SHEET TITLE: PARTIAL GRADE LEVEL PLAN - LIGHTING

PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL AIRPORT BAGGAGE SCREENING IMPROVEMENTS PHASE 2A

ADDENDUM #04

E301A