

Addendum #4
Project #2767A
Brown County Port Development Project
Port & Resource Recovery
October 31, 2025
Request for Bid

See original specification packet for addresses

THIS ADDENDUM IS ISSUED TO MODIFY, EXPLAIN OR CORRECT THE ORIGINAL DRAWINGS AND SPECIFICATIONS AND IS HEREBY MADE PART OF THE CONTRACT DOCUMENTS. THIS ADDENDUM MUST BE ACKNOWLEDGED ON THE ADDENDUM RECEIPT SCHEDULE, WHICH WAS INCLUDED IN THE ORIGINAL DOCUMENT PACKAGE.

Vendors are required to read entire addendum to determine requirements affecting their contract.

Addendum #4

This addendum is for the following:

- To start answering questions received for project

1. **QUESTION:** Can you please identify the deadman anchor wall selected SSP and the details of its attached wale? Neither are shown on the plans, but NZ19 is called out in the calc package. Please make it clear what bidders are to use.

Wale seats are also mentioned but not detailed anywhere. Please advise if the seats are required, and if so what the detail is.

RESPONSE: Details on the deadman anchor wall and waler system are presented on sheet SM502. Details on the wale seats are also presented on sheet SM502.

2. **QUESTION:** On drawing SM505 Crane platform detail. It shows 20" diameter OD piling with a plate on top along with some dowels going through cap and into pile. Also, Detail on Dock wall Crane Platform Planview. The arrow looks to be going to a vertical pile. Please clarify both details.

RESPONSE: The piles should all be HP sections. A revised drawing of the crane pad details will be provided to clarify this.

3. **QUESTION:** On drawing SM401 detail C calls out a precast concrete sill. The referenced drawing SM-501 seems to show a cast-in place detail. Also, please clarify that this is only at one location. The details do not reference typical?

RESPONSE: The concrete sill is only intended for the one location on the south end of the dock wall where a drainage ditch outlets at the utility easement. The concrete sill can be either precast or cast-in-place concrete.

4. **QUESTION:** Attachment B item 8.2 Truck scale A Shows 2 ea. and states in the notes column that the scale is to be included. But, on drawing C-501 detail 1, It says the premanufactured truck scale by others. On plan C-120 It shows a Truck scale B and a Truck Scale house as optional. **Who is supplying the house?**

RESPONSE: Please supply one truck scale for Bid Item 8.2. The bid form will be revised to reflect this change. No scale house will be supplied or constructed as part of this project.

5. **QUESTION:** Attachment B item 3.3 Mooring Bollards The qty shows 17 ea. Drawing SM101 shows 16 ea. Please confirm what quantity is correct.

RESPONSE: There should be one additional bollard on the far north end of the dock wall for securing the end of the ship, resulting in 17 bollards. Sheet SM-101 has been revised to include this additional bollard.

6. **QUESTION:** Need clarification on the location of the battered piles. Not sure if the horizontal line on the Crane Platform Plan View is depicting that is a battered pile. It shows the line running all the way across the pad. If the pile went 100 feet down. It would be approx. ½ way across the pad (approx. 40 Ft.). Please clarify the battered piles.

RESPONSE: A revised crane pad drawing will be supplied to clarify the battered piles.

7. **QUESTION:** Are PZC25 or PZC26 grade 60 SSP acceptable for the seawall (between the king piles)?

RESPONSE: PZC26 would be an acceptable alternate to the NZ26 sheets. The dimensions change slightly from the NZ26, so there would be some minimal adjustments that may also need to be made on the Timber Rub Rail connections and the prefab welded connectors on the pipe piles to make the systems compatible.

8. **QUESTION:** Are PZC19 grade 60 SSP acceptable for the anchor wall?

RESPONSE: Yes, PZC19 would be an acceptable alternate to the NZ19 for the anchor wall.

9. **QUESTION:** The seawall SSP is shown as 50 ft long in place. Is 49 ft acceptable? Some bidders will assume they can purchase standard 50 ft lengths and then cut a foot off, leaving the tip a foot short. The top foot often gets damaged during driving and has a handling hole that needs to be cut off or covered. I'd just like everyone to be on the same page and be bidding the same length sheets.

RESPONSE: Yes, assume you can purchase standard 50 ft lengths for the seawall SSP. Also assume that you can cut off a minimal amount off the top after driving to leave a clean top.

10. **QUESTION:** Drawing C-110 has a couple of areas that calls for Existing dock walls to be removed (east side of the boat slip). To what extent are the dock walls to be removed. There is sheeting along the entire perimeter of the boat slip. Can you quantify for bid purposes.

RESPONSE: Only the eastern 75 feet of the existing dockwall would need to be cut or removed as needed to install the anchor wall and tie rods. The rest of the existing sheeting shall remain in place for support.

11. **QUESTION:** At the Discharge Slip. It calls out a few spots for sheet pile to be cutoff 2 ft. To what extent is sheeting to be cut off. All of it or just small portions. Please quantify for bid purposes.

RESPONSE: Please assume that the top 2 feet of the existing sheets will be cut off of areas with final grade below 588'. This equates to approximately 880 feet of dockwall within the western 2/3 of the discharge channel.

12. **QUESTION:** On the bid form item 8.3 Flint Hill Resources Dockwall Repairs. Please quantify for bid purposes. Are there details of the wall?

RESPONSE: The exact scope of the repair and available options are not known at this time. For the purpose of the bid, please assume 1 day of underwater inspection and installation of four 3-cubic yard

grout bags. Final payment will be adjusted when the solution is agreed upon and the work is completed.

13. **QUESTION:** On drawing C-120. On the south end where the sheet pile ties into GLC Minerals wall. Is there an existing sheet pile lock that we are tying into or do we need to complete some type of tie-in. Do you have a detail of what you are looking for.

RESPONSE: There will need to be some sort of infill piece that closes the gap between the new dock wall and the existing Flint Hills Resources wall. The intent is to get as close as practical to the existing wall given the concrete cap on the top of existing. The infill piece at the top might only be formwork. The lake level is about 579 and we need to fill to 585 +/-.

We would backfill the new wall below water with the 6 – 12” stone, so the gap between our sheets and existing needs to be less than 6” so no stone can escape. Then place a geotextile over top of stone and then put a form across the corner inside and out and fill with a concrete plug. Concrete plug goes all the way from the last pipe to the existing sheets.

14. **QUESTION:** Please confirm the compaction requirements for the marine stone fill. Section 31 20 00 Earthwork 3.03.E states *“General fill shall be placed in uniform lifts and compacted to support the construction equipment being used to move and place the fill. This applies to green space areas and diversion berms for surface water control”*, this spec seems more applicable since compaction of 12” stone underwater is not possible. Section 31 41 16 Steel Combination Dockwall 3.07.F Backfill and Monitoring states *“Compaction of fill shall be performed using suitable equipment which will not damage any component of the partially completed work.”*, this does not provide guidance on what level of compaction is required and is not practical with the size material that is being specified.

RESPONSE: Marine stone fill should be nominally compacted with a vibratory compactor when fill level reaches above the water level to reduce potential for future settlement. There is no specific compaction specification for the marine stone fill.

15. **QUESTION:** Please confirm the compaction requirements for crushed stone around the anchor sheets.

RESPONSE: Crushed stone should be nominally compacted with a vibratory compactor to reduce potential for future settlement. There is no specific compaction specification for the crushed stone.

16. **QUESTION:** The plans do not indicate that there is any organic sediment dredging behind the revetment berm at the north end of the project away from the anchor wall sheets, please confirm the marine stone may be placed directly on the existing lake bed. The cross section for STA 23+00 on sheet C-141 shows organic material dredging behind the combi-wall in this same area.

RESPONSE: The revetment berm is planned to be placed directly on the lake bed. It is assumed that the berm fill will sink through the organic sediments and rest on the lake bottom. The organic sediments appear to be on the order of 5 to 10 feet thick based on the limited boring data, but may be thicker on the eastern end of the berm where the dredging is called out for the anchor wall. Some of that material may need to be taken out with the dredging of the area behind the dock wall.

17. **QUESTION:** For Bid Item 6.3 - Detention Pond Outlet Structures: It shows an inlet pipe with valve. What is the size of pipe and valve? Is there a certain type of pipe and valve? What is the elevation of D on the structure as noted in detail?

RESPONSE: The pipe and valve are 6 inches in diameter. Please assume a gate valve flanged to a section of 6-inch steel pipe. For stability of the structure, the elevation of “D” on the detail is 2 feet lower than the inlet/outlet pipe elevations for each structure. Additional detail has been provided on revised Sheet C-504 (attached).

18. **QUESTION:** Gas Utility Installation: Is this Wisconsin Public Service item not a contractor item? They usually have their contractors install the gas.

RESPONSE: That is correct. Please assume that the gas service will be run into the site to the termination point near the 90-degree bend in the road by Wisconsin Public Service. Include any cost that may be needed to help coordinate the installation or provide a termination at the end.

In a similar manner, for Bid Item 7.1 – Underground Electrical, please assume 2,460 lineal feet of electrical feed from the location of Truck Scale A to the disconnect locations. Assume that the utility provider will run the initial feed to the transformer location near the truck scale.

Attachments follow this page to support above answers

RFB DUE DATE
11/18/25 BY 11:00 A.M. CST

VAN NIEUWHOVEN, MARK B | WorkingBROWN COUNTY WI|2201593 Port Property Development|00_CAD|Design|Sheet|SITE DETAILS.dwg - 10/29/2025

P.E. No.:
Approved: MJV
Checked: GMM
Drawn: INR
Designed: INR
GEI Project 2201593

Attention: 1"
0
If this scale bar does not measure 1"
then drawing is not original scale.

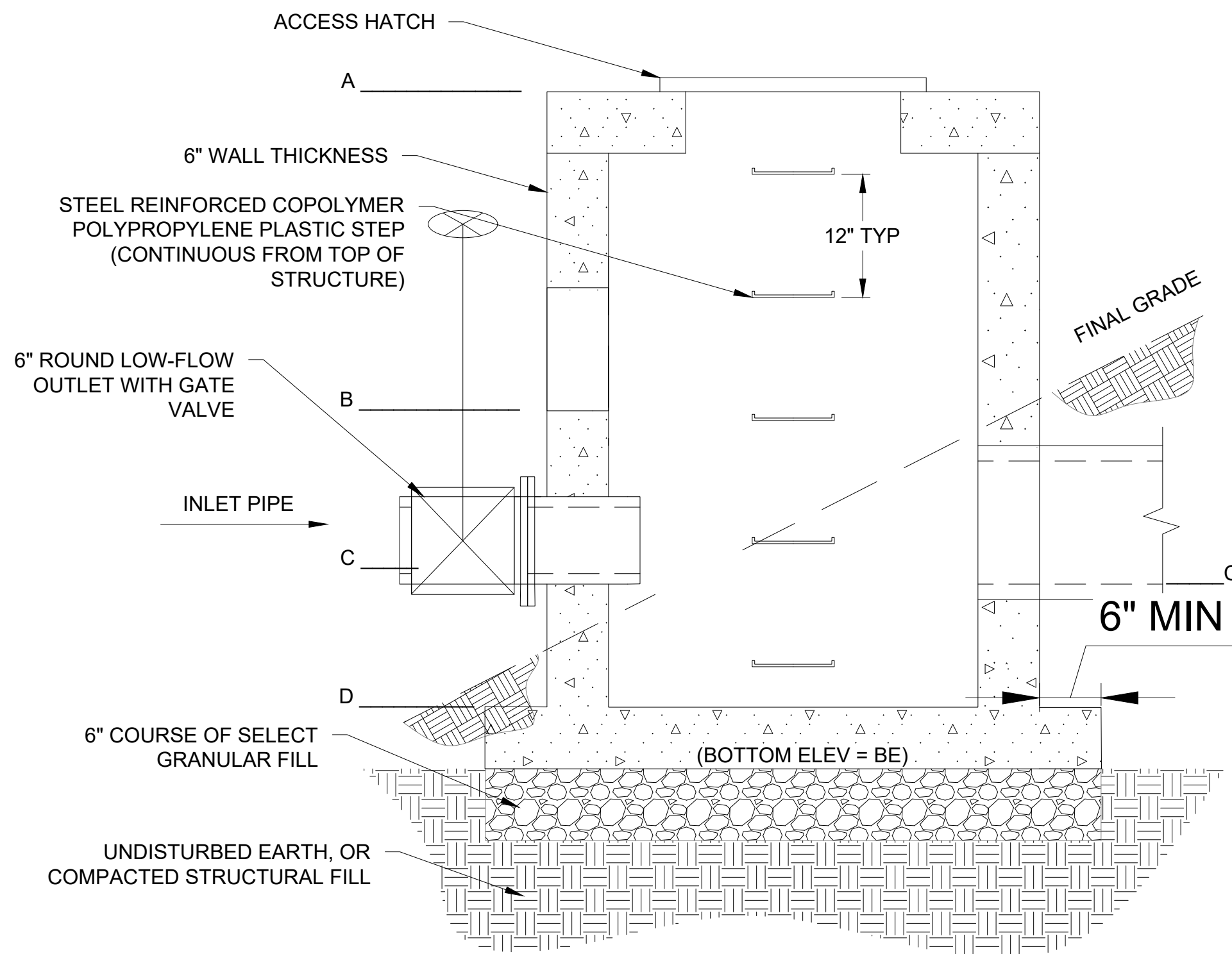
A	10/22/2025	FOR BID	MJV
NO.	DATE	ISSUE/REVISION	APP

SHEET NAME

STORM DETAILS

SHEET NO.

C-504

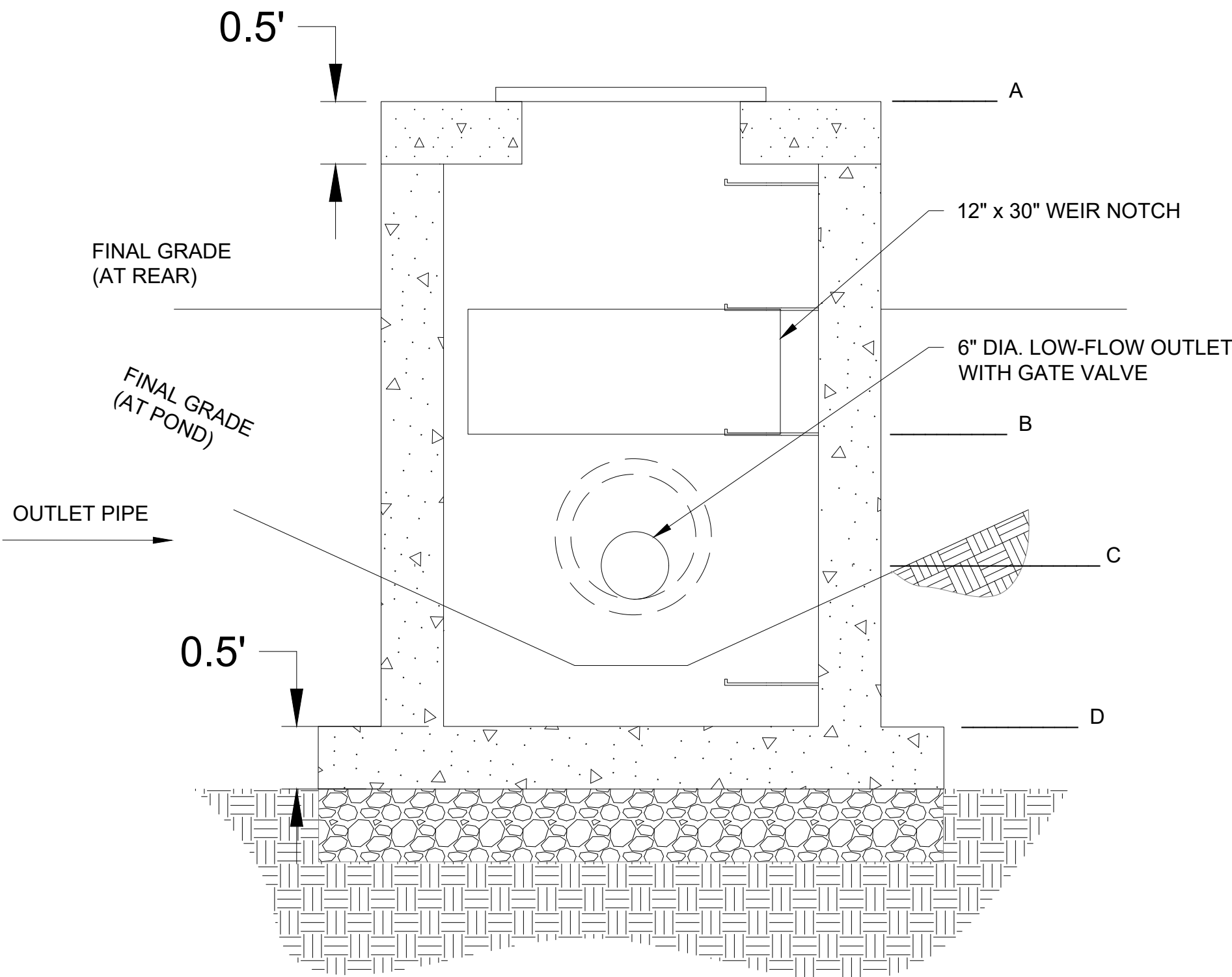


SIDE VIEW

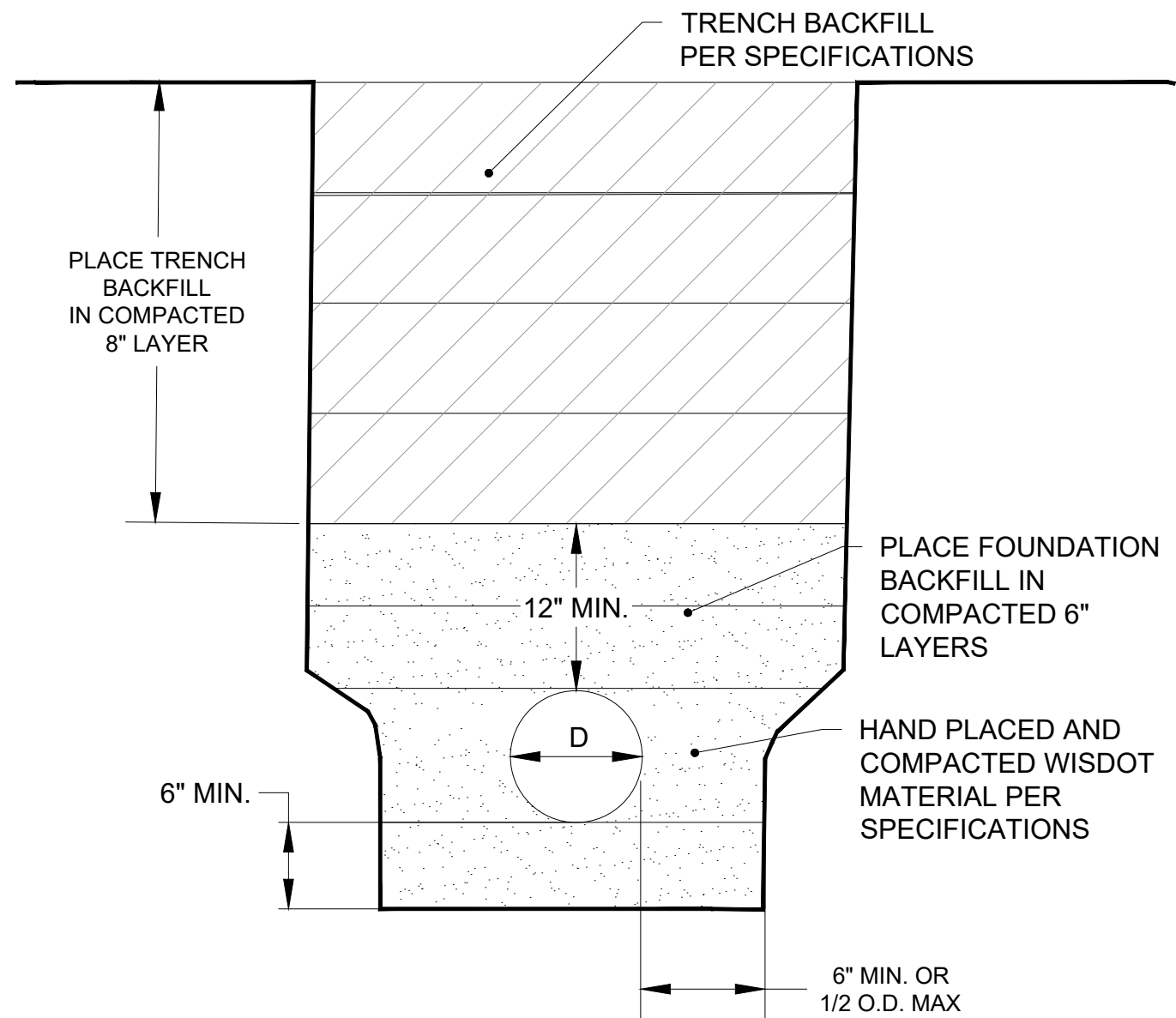
BASIN	A	B	C	D	EMERGENCY SPILLWAY
1	583.00	581.50	581.50	579.50	584.00
2	584.00	582.00	582.00	580.00	583.50

POND STRUCTURE OUTLET

NO SCALE



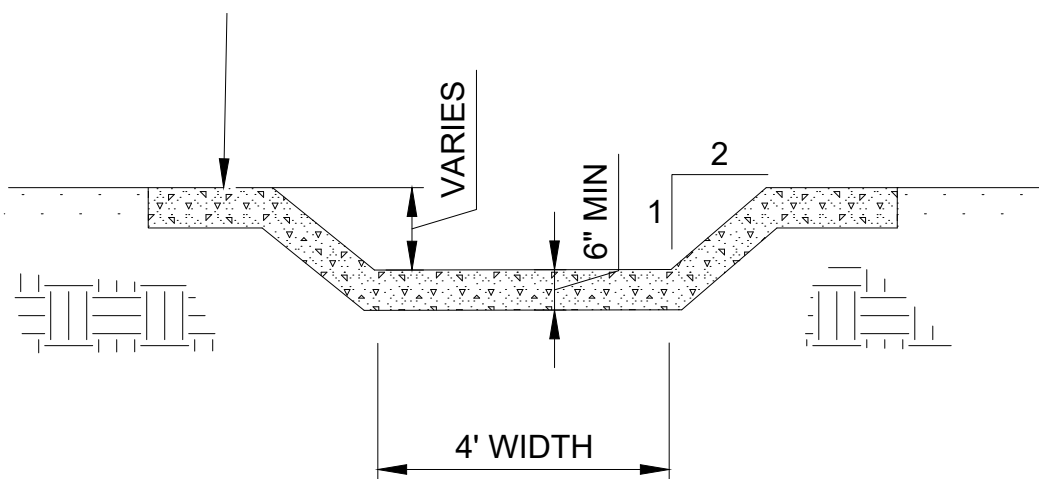
FRONT VIEW



- NOTES:
- EXCAVATE AND PLACE FOUNDATION BACKFILL AT LEAST 6 INCHES BELOW THE BOTTOM OF THE PIPE. IF ROCK, HARDPAN, OR FRAGMENTED MATERIAL EXISTS, THE DEPTH IS THE GREATER OR 6 INCHES BELOW THE PIPE OR TO A DEPTH EQUAL TO 1/2 INCH PER FOOD OF PROPOSED EMBANKMENT ABOVE THE TOP OF THE PIPE.
 - THE BACKFILL MATERIALS AND METHODS SHALL CONFORM TO THE SPECIFICATIONS.

PIPE BEDDING DETAIL

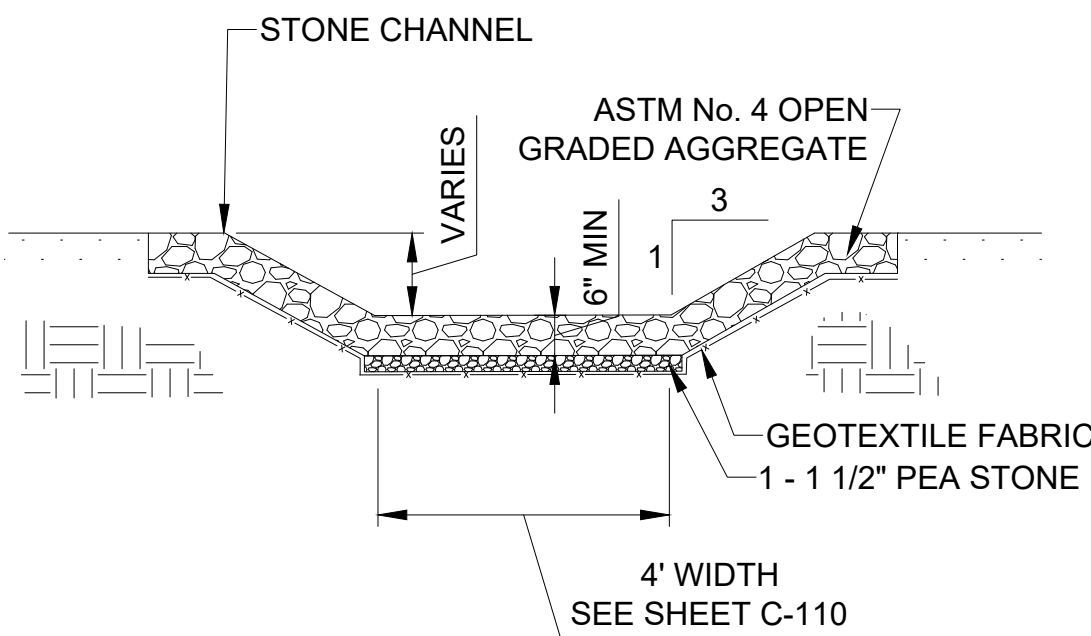
NO SCALE



- NOTES:
- COMPACT SUBGRADE MATERIAL TO A MIN. OF 95% MAXIMUM DRY DENSITY AS DETERMINED BY ASTM-D1557.
 - GRANULAR BASE MATERIAL SHALL BE COMPACTED TO A MIN OF 95% MAXIMUM DRY DENSITY AS DETERMINED BY ASTM-D1557.
 - CONCRETE REQUIREMENTS:
 - COMPRESSIVE STRENGTH: 4,500 PSI @ 28 DAYS
 - AIR ENTRAINMENT: 7.0% +/- 1.5%
 - SLUMP:
 - 0-3" WITHOUT ADMIXTURES OR WITH TYPE A OR D ADMIXTURE.
 - 0-6" AFTER THE ADDITION OF TYPE MR, F OR G ADMIXTURE.
 - SAW CUT 1/4 DEPTH CONTRACTION JOINTS AT 25' INTERVALS FIBER EXPANSION JOINTS TO BE INSTALLED AT 100' INTERVALS AND AT EACH CHANGE IN DIRECTION.

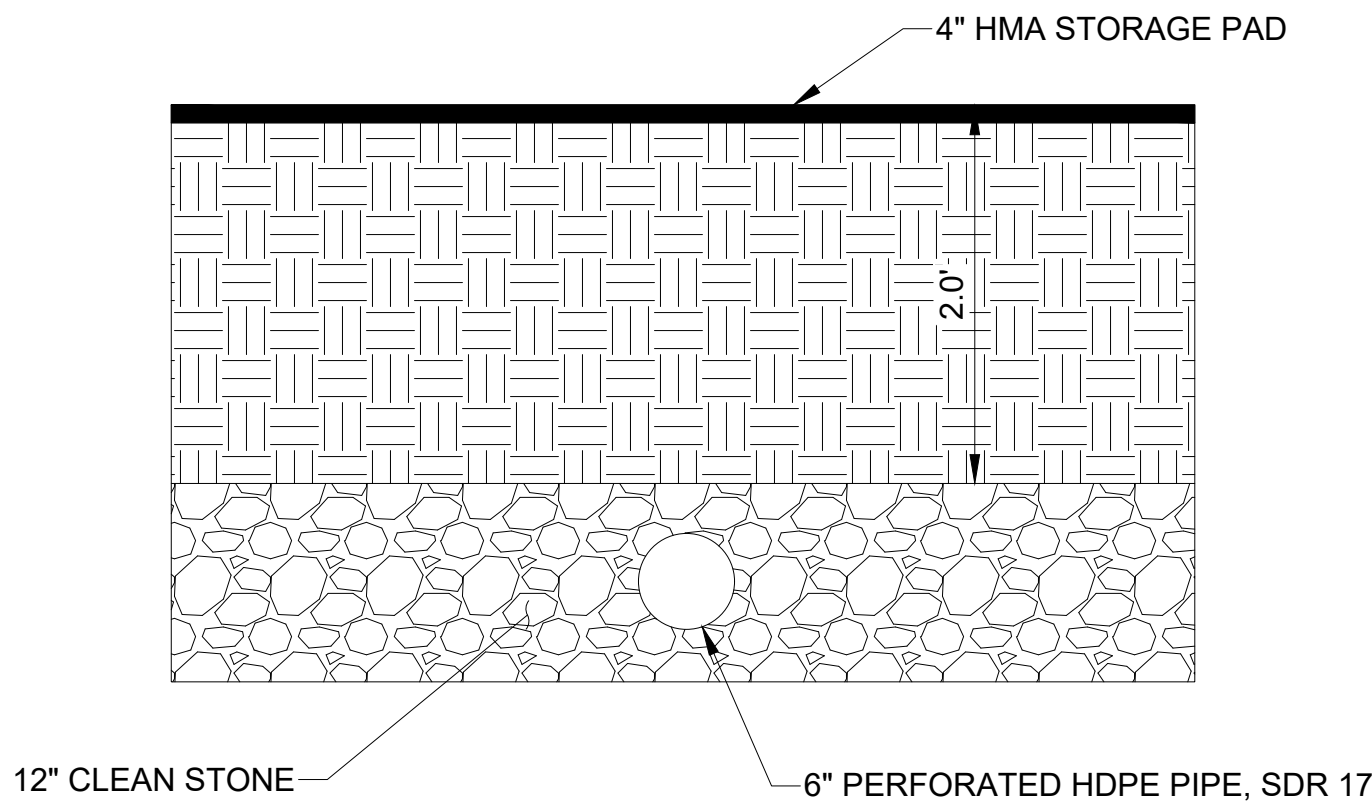
CONCRETE DRAINAGE SWALE

NO SCALE



DRAINAGE SWALE - WITH STONE

NO SCALE

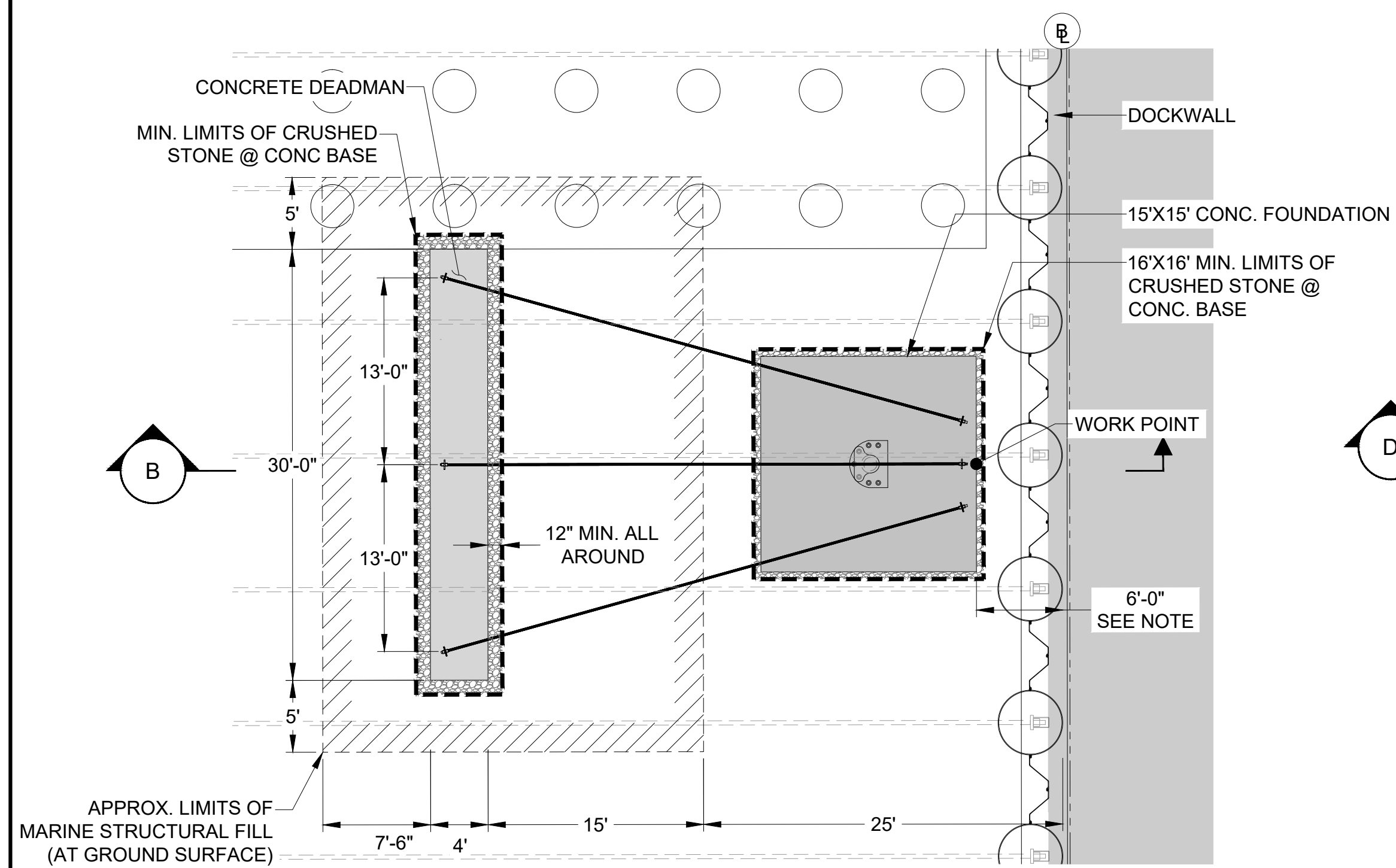


DRAIN TILE SECTION

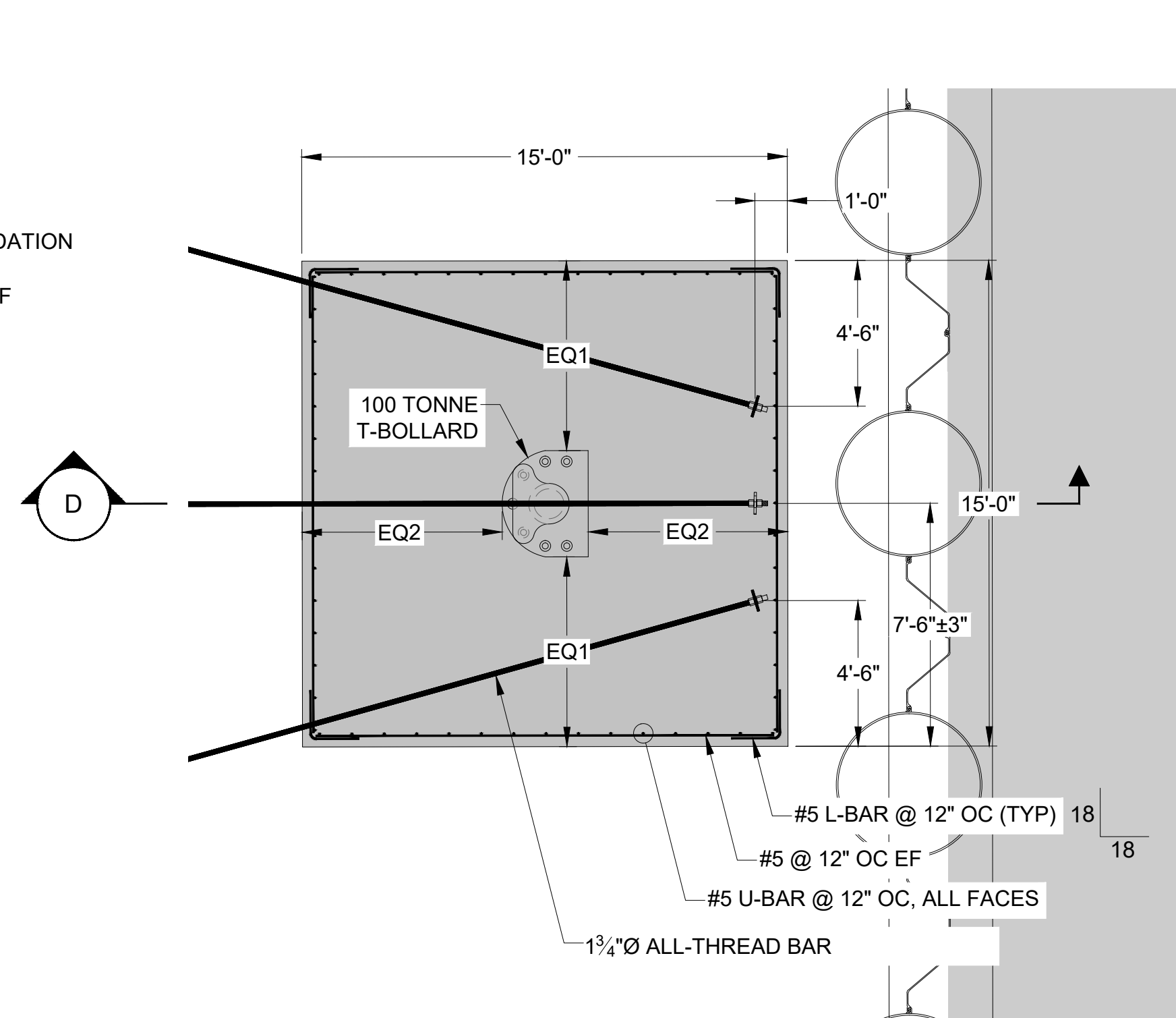
NO SCALE

FOR BID

FOR BID



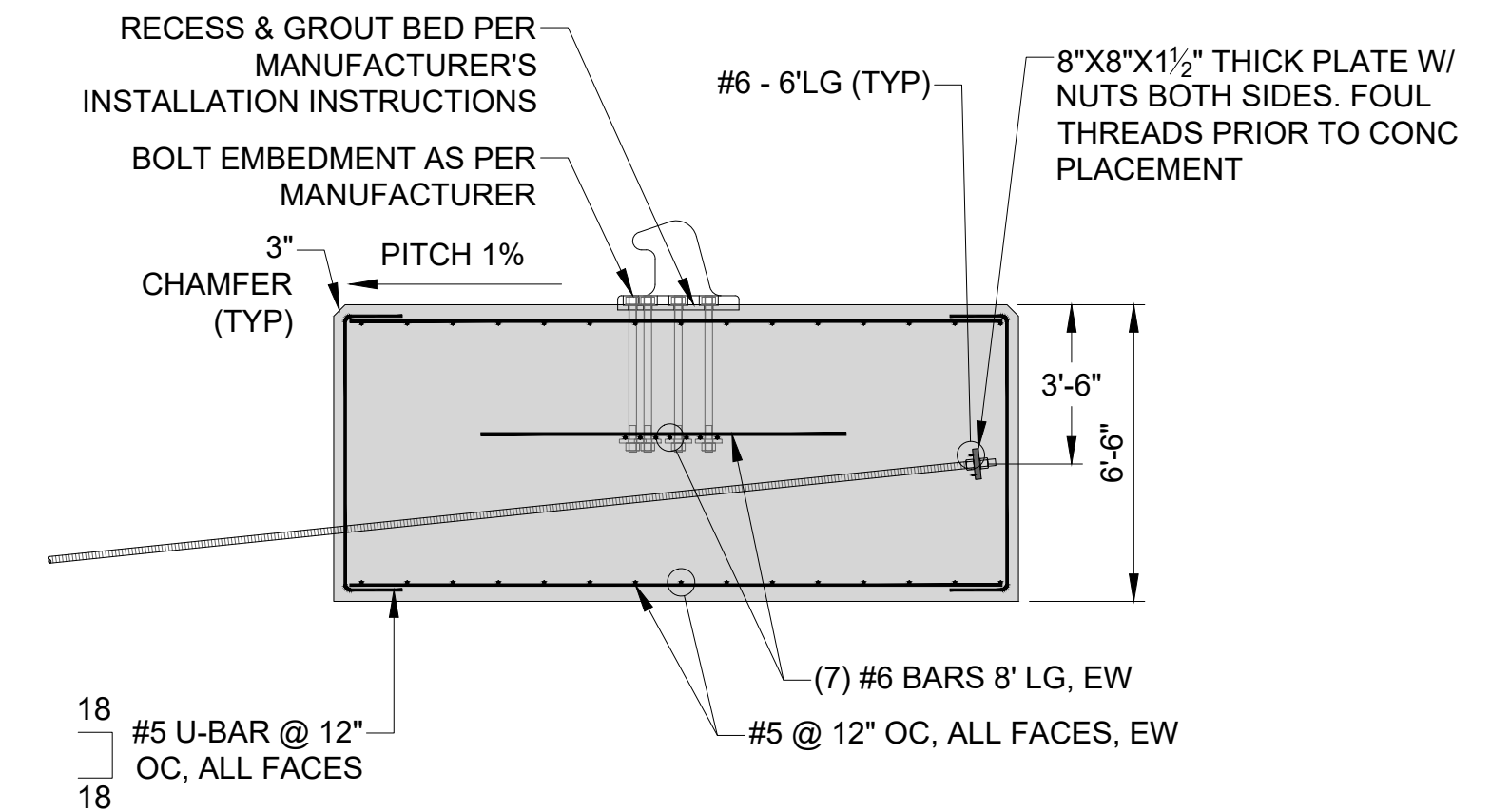
PLAN
100 TONNE T-BOLLARD SCALE: 1/8"=1'-0"



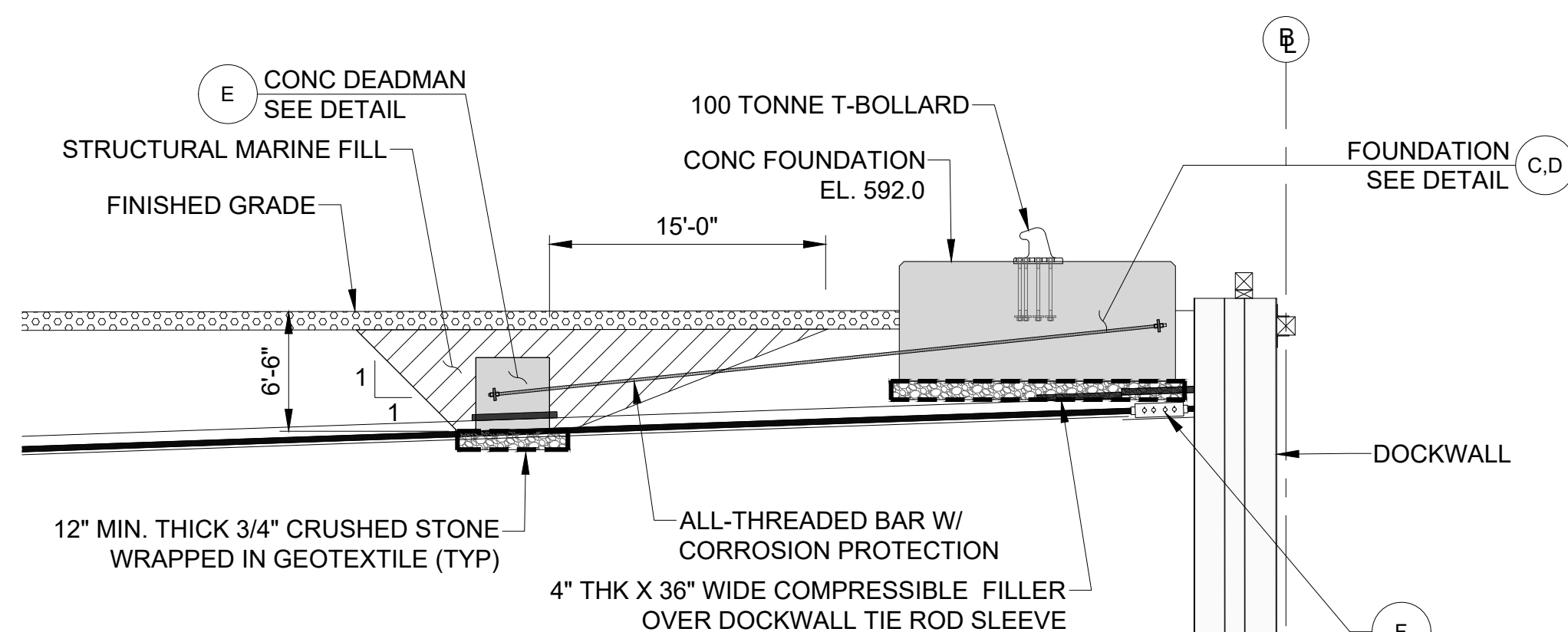
PLAN

CONCRETE FOUNDATION LAYOUT AND REINFORCEMENT

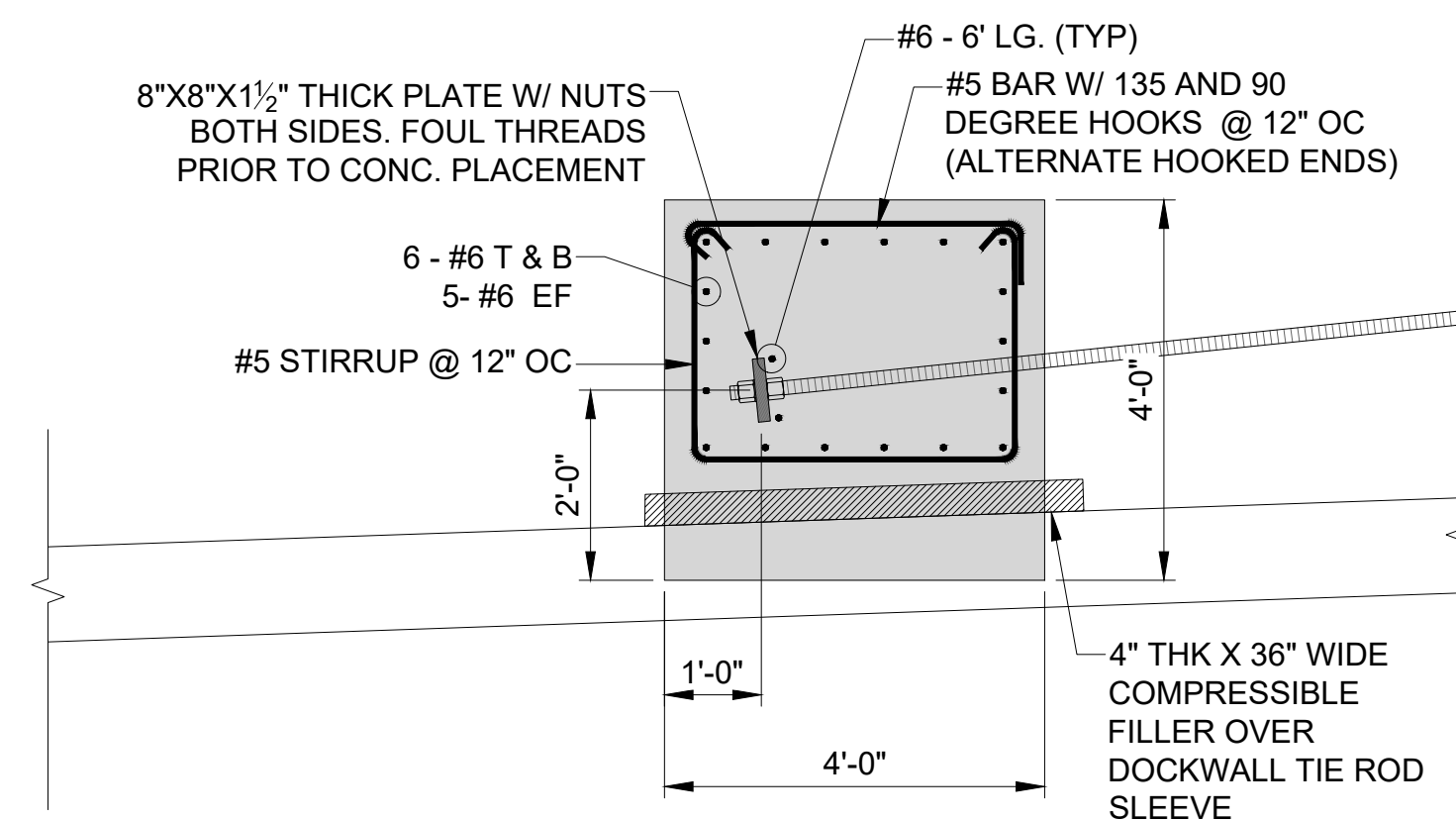
SCALE: 1/4"=1'-0"



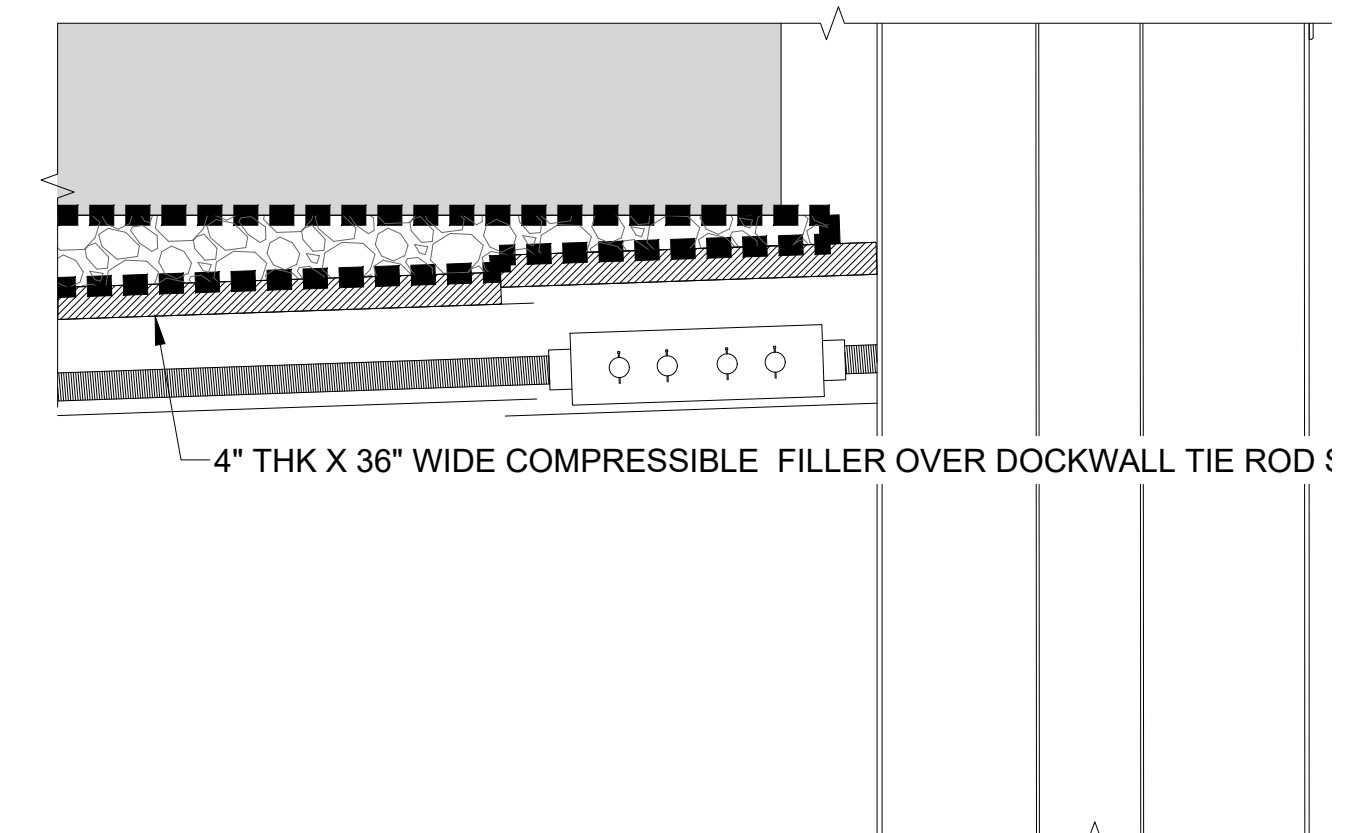
D SECTION
CONCRETE FOUNDATION SCALE: 1/4"=1'-0"
LAYOUT AND
REINFORCEMENT



B SECTION
100 TONNE T-BOLLARD SCALE: 1/8"=1'-0"



E SECTION
CONCRETE DEADMAN SCALE: 1/2"=1'-0"



F DETAIL
TIE ROD
SCALE: 1/2"=1'-0"

NOTE:

1. FINAL LOCATIONS OF ALL BOLLARDS SHALL BE AS DIRECTED BY THE OWNER
2. CENTER BOLLARD ON DOCK WALL TIE ROD TO MINIMIZE CONFLICTS

GEI  Consultants
GEI CONSULTANTS, INC.
3159 VOYAGER DRIVE
GREEN BAY, WI 54311
(920)455-8200

BROWN COUNTY
PORT & RESOURCE
RECOVERY
GREEN BAY, WI

PORT PROPERTY
DEVELOPMENT

PORT & RESOURCE RECOVERY
2561 BROADWAY ST
GREEN BAY, WI

<i>P.E. No.:</i>	
<i>Approved:</i>	MJV
<i>Checked:</i>	ADP
<i>Drawn:</i>	JSF
<i>Designed:</i>	EB
<i>GEI Project</i>	2201593

Attention:

0 1"

If this scale bar does not measure 1" then drawing is not original scale.

A	10/22/2025	FOR BID	MJV
O.	DATE	ISSUE/REVISION	APP

SHEET NAME

MARINE BOLLARD DETAILS

SHEET NO. _____

SM504

FOR BID

\\ANNIEUWENHOVEN, MARK B:\Working\BROWN COUNTY W\2201593 Port Property Development\00_CAD\Design\Sheets\PROPOSED BOLLARD.dwg - 10/30/2025