HIGHWAY WORK PROPOSAL

Wisconsin Department of Transportation
06/2017 s.66.0901(7) Wis. Stats

Proposal Number: 006

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
Racine	2704-09-71	N/A	Braun Road; Cth H To 90th Street	LOC STR

ADDENDUM REQUIRED

ATTACHED AT BACK

This proposal, submitted by the undersigned bidder to the Wisconsin Department of Transportation, is in accordance with the advertised request for proposals. The bidder is to furnish and deliver all materials, and to perform all work for the improvement of the designated project in the time specified, in accordance with the appended Proposal Requirements and Conditions.

Proposal Guaranty Required: $100,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: July 9, 2019 Time (Local Time): 9:00 am	Firm Name, Address, City, State, Zip Code SAMPLE NOT FOR BIDDING PURPOSES
Contract Completion Time July 01, 2020	
Assigned Disadvantaged Business Enterprise Goal 0%	This contract is exempt from federal oversight.

This certifies that the undersigned bidder, duly sworn, is an authorized representative of the firm named above; that the bidder has examined and carefully prepared the bid from the plans, Highway Work Proposal, and all addenda, and has checked the same in detail before submitting this proposal or bid; and that the bidder or agents, officer, or employees have not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this proposal bid.

Do not sign, notarize, or submit this Highway Work Proposal when submitting an electronic bid on the Internet.

Subscribed and sworn to before me this date _____

(Signature, Notary Public, State of Wisconsin)	(Bidder Signature)
(Print or Type Name, Notary Public, State Wisconsin)	(Print or Type Bidder Name)
(Date Commission Expires)	(Bidder Title)

Notary Seal

Type of Work: For Department Use Only

Removals, grading, base aggregate, HMA pavement, concrete pavement, storm sewer, pond construction, erosion control, permanent signing, traffic control, pavement markings, and restoration.

Notice of Award Dated	Date Guaranty Returned

PLEASE ATTACH
PROPOSAL GUARANTY HERE

Effective with November 2007 Letting

PROPOSAL REQUIREMENTS AND CONDITIONS

The bidder, signing and submitting this proposal, agrees and declares as a condition thereof, to be bound by the following conditions and requirements.

If the bidder has a corporate relationship with the proposal design engineering company, the bidder declares that it did not obtain any facts, data, or other information related to this proposal from the design engineering company that was not available to all bidders.

The bidder declares that they have carefully examined the site of, and the proposal, plans, specifications and contract forms for the work contemplated, and it is assumed that the bidder has investigated and is satisfied as to the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished, and as to the requirements of the specifications, special provisions and contract. It is mutually agreed that submission of a proposal shall be considered conclusive evidence that the bidder has made such examination.

The bidder submits herewith a proposal guaranty in proper form and amount payable to the party as designated in the advertisement inviting proposals, to be retained by and become the property of the owner of the work in the event the undersigned shall fail to execute the contract and contract bond and return the same to the office of the engineer within fourteen (14) days after having been notified in writing to do so; otherwise to be returned.

The bidder declares that they understand that the estimate of quantities in the attached schedule is approximate only and that the attached quantities may be greater or less in accordance with the specifications.

The bidder agrees to perform the said work, for and in consideration of the payment of the amount becoming due on account of work performed, according to the unit prices bid in the following schedule, and to accept such amounts in full payment of said work.

The bidder declares that all of the said work will be performed at their own proper cost and expense, that they will furnish all necessary materials, labor, tools, machinery, apparatus, and other means of construction in the manner provided in the applicable specifications and the approved plans for the work together with all standard and special designs that may be designed on such plans, and the special provisions in the contract of which this proposal will become a part, if and when accepted. The bidder further agrees that the applicable specifications and all plans and working drawings are made a part hereof, as fully and completely as if attached hereto.

The bidder, if awarded the contract, agrees to begin the work not later than ten (10) days after the date of written notification from the engineer to do so, unless otherwise stipulated in the special provisions.

The bidder declares that if they are awarded the contract, they will execute the contract agreement and begin and complete the work within the time named herein, and they will file a good and sufficient surety bond for the amount of the contract for performance and also for the full amount of the contract for payment.

The bidder, if awarded the contract, shall pay all claims as required by Section 779.14, Statutes of Wisconsin, and shall be subject to and discharge all liabilities for injuries pursuant to Chapter 102 of the Statutes of Wisconsin, and all acts amendatory thereto. They shall further be responsible for any damages to property or injury to persons occurring through their own negligence or that of their employees or agents, incident to the performance of work under this contract, pursuant to the Standard Specifications for Road and Bridge Construction applicable to this contract.

In connection with the performance of work under this contract, the contractor agrees to comply with all applicable state and federal statutes relating to non-discrimination in employment. No otherwise qualified person shall be excluded from employment or otherwise be subject to discrimination in employment in any manner on the basis of age, race, religion, color, gender, national origin or ancestry, disability, arrest or conviction record (in keeping with s.111.32), sexual orientation, marital status, membership in the military reserve, honesty testing, genetic testing, and outside use of lawful products. This provision shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation, and selection for training, including apprenticeship. The contractor further agrees to ensure equal opportunity in employment to all applicants and employees and to take affirmative action to attain a representative workforce.

The contractor agrees to post notices and posters setting forth the provisions of the nondiscrimination clause, in a conspicuous and easily accessible place, available for employees and applicants for employment.

If a state public official (section 19.42, Stats.) or an organization in which a state public official holds at least a 10% interest is a party to this agreement, this contract is voidable by the state unless appropriate disclosure is made to the State of Wisconsin Ethics Board.

Effective with August 2015 Letting

BID PREPARATION

Preparing the Proposal Schedule of Items

A General

(1) Obtain bidding proposals as specified in section 102 of the standard specifications prior to 11:45 AM of the last business day preceding the letting. Submit bidding proposals using one of the following methods:

1. Electronic bid on the internet.
2. Electronic bid on a printout with accompanying diskette or CD ROM.
3. Paper bid under a waiver of the electronic submittal requirements.

(2) Bids submitted on a printout with accompanying diskette or CD ROM or paper bids submitted under a waiver of the electronic submittal requirements govern over bids submitted on the internet.

(3) The department will provide bidding information through the department's web site at:
https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

The contractor is responsible for reviewing this web site for general notices as well as information regarding proposals in each letting. The department will also post special notices of all addenda to each proposal through this web site no later than 4:00 PM local time on the Thursday before the letting. Check the department's web site after 5:00 PM local time on the Thursday before the letting to ensure all addenda have been accounted for before preparing the bid. When bidding using methods 1 and 2 above, check the Bid Express™ on-line bidding exchange at http://www.bidx.com/ after 5:00 PM local time on the Thursday before the letting to ensure that the latest schedule of items Expedite file (*.ebs or *.00x) is used to submit the final bid.

(4) Interested parties can subscribe to the Bid Express™ on-line bidding exchange by following the instructions provided at the www.bidx.com web site or by contacting:

Info Tech Inc.
5700 SW 34th Street, Suite 1235
Gainesville, FL 32608-5371
email: mailto:customer.support@bidx.com

(5) The department will address equipment and process failures, if the bidder can demonstrate that those failures were beyond their control.

(6) Contractors are responsible for checking on the issuance of addenda and for obtaining the addenda. Notice of issuance of addenda is posted on the department's web site at:
https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

or by calling the department at (608) 266-1631. Addenda can ONLY be obtained from the departments web site listed above or by picking up the addenda at the Bureau of Highway Construction, 4th floor, 4822 Madison Yards Way, Madison, WI, during regular business hours.

(7) Addenda posted after 5:00 PM on the Thursday before the letting will be emailed to the eligible bidders for that proposal. All eligible bidders shall acknowledge receipt of the addenda whether they are bidding on the proposal or not. Not acknowledging receipt may jeopardize the awarding of the project.

B Submitting Electronic Bids

B.1 On the Internet

(1) Do the following before submitting the bid:

1. Have a properly executed annual bid bond on file with the department.

2. Have a digital ID on file with and enabled by Info Tech Inc. Using this digital ID will constitute the bidder's signature for proper execution of the bidding proposal.

(2) In lieu of preparing, delivering, and submitting the proposal as specified in 102.6 and 102.9 of the standard specifications, submit the proposal on the internet as follows:

1. Download the latest schedule of items reflecting all addenda from the Bid Express™ web site.
2. Use Expedite™ software to enter a unit price for every item in the schedule of items.
3. Submit the bid according to the requirements of Expedite™ software and the Bid Express™ web site. Do not submit a bid on a printout with accompanying diskette or CD ROM or a paper bid. If the bidder does submit a bid on a printout with accompanying diskette or a paper bid in addition to the internet submittal, the department will disregard the internet bid.
4. Submit the bid before the hour and date the Notice to Contractors designates.
5. Do not sign, notarize, and return the bidding proposal described in 102.2 of the standard specifications.

(3) The department will not consider the bid accepted until the hour and date the Notice to Contractors designates.

B.2 On a Printout with Accompanying Diskette or CD ROM

(1) Download the latest schedule of items from the Wisconsin pages of the Bid Express™ web site reflecting the latest addenda posted on the department's web site at:
https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

Use Expedite ™ software to prepare and print the schedule of items. Provide a valid amount for all price fields. Follow instructions and review the help screens provided on the Bid Express™ web site to assure that the schedule of items is prepared properly.

(2) Staple an 8 1/2 by 11 inch printout of the Expedite™ generated schedule of items to the other proposal documents submitted to the department as a part of the bidder's sealed bid. As a separate submittal, not in the sealed bid envelop but due at the same time and place as the sealed bid, also provide the Expedite™ generated schedule of items on a 3 1/2 inch computer diskette or CD ROM. Label each diskette or CD ROM with the bidder's name, the 4 character department-assigned bidder identification code from the top of the bidding proposal, and a list of the proposal numbers included on that diskette or CD ROM as indicated in the following example:

Bidder Name

BN00

Proposals: 1, 12, 14, & 22

(3) If bidding on more than one proposal in the letting, the bidder may include all proposals for that letting on one diskette or CD ROM. Include only submitted proposals with no incomplete or other files on the diskette or CD ROM.

(4) The bidder-submitted printout of the Expedite™ generated schedule of items is the governing contract document and must conform to the requirements of section 102 of the standard specifications. If a printout needs to be altered, cross out the printed information with ink or typewriter and enter the new information and initial it in ink. If there is a discrepancy between the printout and the diskette or CD ROM, the department will analyze the bid using the printout information.

(5) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:

1. The check code printed on the bottom of the printout of the Expedite™ generated schedule of items is not the same on each page.
2. The check code printed on the printout of the Expedite™ generated schedule of items is not the same as the check code for that proposal provided on the diskette or CD ROM.

3. The diskette or CD ROM is not submitted at the time and place the department designates.

C Waiver of Electronic Submittal

(1) The bidder may request a waiver of the electronic submittal requirements. Submit a written request for a waiver in lieu of bids submitted on the internet or on a printout with accompanying diskette or CD ROM. Use the waiver that was included with the paper bid document sent to the bidder or type up a waiver on the bidder's letterhead. The department will waive the electronic submittal requirements for a bidding entity (individual, partnership, joint venture, corporation, or limited liability company) for up to 4 individual proposals in a calendar year. The department may allow additional waivers for equipment malfunctions.

(2) Submit a schedule of items on paper conforming to section 102 of the standard specifications. The department charges the bidder a $75 administrative fee per proposal, payable at the time and place the department designates for receiving bids, to cover the costs of data entry. The department will accept a check or money order payable to: "Wisconsin, Dept. of Transportation."

(3) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:

1. The bidder fails to provide the written request for waiver of the electronic submittal requirements.
2. The bidder fails to pay the $75 administrative fee before the time the department designates for the opening of bids unless the bidder requests on the waiver that they be billed for the $75.
3. The bidder exceeds 4 waivers of electronic submittal requirements within a calendar year.

(4) In addition to the reasons specified in section 102 of the standard specifications, the department may refuse to issue bidding proposals for future contracts to a bidding entity that owes the department administrative fees for a waiver of electronic submittal requirements.

PROPOSAL BID BOND

Wisconsin Department of Transportation

DT1303 1/2006

Proposal Number	Project Number	Letting Date
Name of Principal		
Name of Surety	State in Which Surety is Organized	

We, the above-named Principal and the above-named Surety, are held and firmly bound unto the State of Wisconsin in the sum equal to the Proposal Guaranty for the total bid submitted for the payment to be made; we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns. The condition of this obligation is that the Principal has submitted a bid proposal to the State of Wisconsin acting through the Department of Transportation for the improvement designated by the Proposal Number and Letting Date indicated above.

If the Principal is awarded the contract and, within the time and manner required by law after the prescribed forms are presented for signature, enters into a written contract in accordance with the bid, and files the bond with the Department of Transportation to guarantee faithful performance and payment for labor and materials, as required by law, or if the Department of Transportation shall reject all bids for the work described, then this obligation shall be null and void; otherwise, it shall be and remain in full force and effect. In the event of failure of the Principal to enter into the contract or give the specified bond, the Principal shall pay to the Department of Transportation **within 10 business days of demand** a total equal to the Proposal Guaranty as liquidated damages; the liability of the Surety continues for the full amount of the obligation as stated until the obligation is paid in full.

The Surety, for value received, agrees that the obligations of it and its bond shall not be impaired or affected by any extension of time within which the Department of Transportation may accept the bid; and the Surety does waive notice of any such extension.

IN WITNESS, the Principal and Surety have agreed and have signed by their proper officers and have caused their corporate seals to be affixed this date: **(DATE MUST BE ENTERED)**

PRINCIPAL

(Company Name) **(Affix Corporate Seal)**

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Name of Surety) **(Affix Seal)**

(Signature of Attorney-in-Fact)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

On the above date, this instrument was acknowledged before me by the named person(s).

(Signature, Notary Public, State of Wisconsin)

(Print or Type Name, Notary Public, State of Wisconsin)

(Date Commission Expires)

Notary Seal

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

On the above date, this instrument was acknowledged before me by the named person(s).

(Signature, Notary Public, State of Wisconsin)

(Print or Type Name, Notary Public, State of Wisconsin)

(Date Commission Expires)

Notary Seal

IMPORTANT: A certified copy of Power of Attorney of the signatory agent must be attached to the bid bond.

CERTIFICATE OF ANNUAL BID BOND

Wisconsin Department of Transportation

DT1305 8/2003

Time Period Valid (From/To)
Name of Surety
Name of Contractor
Certificate Holder Wisconsin Department of Transportation

This is to certify that an annual bid bond issued by the above-named Surety is currently on file with the Wisconsin Department of Transportation.

This certificate is issued as a matter of information and conveys no rights upon the certificate holder and does not amend, extend or alter the coverage of the annual bid bond.

Cancellation: Should the above policy be cancelled before the expiration date, the issuing surety will give thirty (30) days written notice to the certificate holder indicated above.

(Signature of Authorized Contractor Representative) (Date)

March 2010

LIST OF SUBCONTRACTORS

Section 66.0901(7), Wisconsin Statutes, provides that as a part of the proposal, the bidder also shall submit a list of the subcontractors the bidder proposes to contract with and the class of work to be performed by each. In order to qualify for inclusion in the bidder's list a subcontractor shall first submit a bid in writing, to the general contractor at least 48 hours prior to the time of the bid closing. The list may not be added to or altered without the written consent of the municipality. A proposal of a bidder is not invalid if any subcontractor and the class of work to be performed by the subcontractor has been omitted from a proposal; the omission shall be considered inadvertent or the bidder will perform the work personally.

No subcontract, whether listed herein or later proposed, may be entered into without the written consent of the Engineer as provided in Subsection 108.1 of the Standard Specifications.

Name of Subcontractor	Class of Work	Estimated Value

DECEMBER 2000

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS - PRIMARY COVERED TRANSACTIONS

Instructions for Certification

1. By signing and submitting this proposal, the prospective contractor is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective contractor shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective contractor to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department determined to enter into this transaction. If it is later determined that the contractor knowingly rendered an erroneous certification in addition to other remedies available to the Federal Government the department may terminate this transaction for cause or default.

4. The prospective contractor shall provide immediate written notice to the department to whom this proposal is submitted if at any time the prospective contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective contractor agrees by submitting this proposal that, should this contract be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department entering into this transaction.

7. The prospective contractor further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," which is included as an addendum to PR-1273 - "Required Contract Provisions Federal Aid Construction Contracts," without

modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. The contractor may rely upon a certification of a prospective subcontractor/materials supplier that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A contractor may decide the method and frequency by which it determines the eligibility of its principals. Each contractor may, but is not required to, check the Disapproval List (telephone # 608/266/1631).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a contractor in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters - Primary Covered Transactions

(1) The prospective contractor certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offense enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the prospective contractor is unable to certify to any of the statements in this certification, such prospective contractor shall attach an explanation to this proposal.

Special Provisions

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 2704-09-71, Braun Road, CTH H to 90th Street, Local Street located in Racine County, Wisconsin as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 2019 Edition, as published by the department, and these special provisions.

If all or a portion of the plans and special provisions are developed in the SI metric system and the schedule of prices is developed in the US standard measure system, the department will pay for the work as bid in the US standard system.

100-005 (20181119)

2. Scope of Work.

The work under this contract shall consist of removals, grading, base aggregate, HMA pavement, concrete pavement, storm sewer, pond construction, erosion control, permanent signing, traffic control, pavement markings, restoration and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Non-mandatory Pre-Bid Meeting.

The above noted project has a non-mandatory pre-bid meeting scheduled as follows:

Prospective bidders are invited to attend a non-mandatory pre-bid meeting on Thursday, June 27, 2019 at 9:00 AM at the Mount Pleasant Village Hall, Ebe Autotorium, 8811 Campus Drive, Mount Pleasant, WI 53406.

No meeting minutes will be prepared. Issues discovered at the meeting will be handled by addendum.

4. Wisconsin Inclusion Plan.

Utilization Plan and Other Inclusion Efforts

WisDOT recognizes the intentions of the Local Development Agreement to encourage inclusion for targeted businesses and workforce participants. Bidders are encouraged to make good-faith efforts to achieve these intentions within these contract provisions.

Requirement at the Time of Bid

All Bidders should submit a Wisconsin Utilization Plan at the time of bid demonstrating how s/he will achieve the inclusion objectives for targeted businesses and workforce participants. The submission should comply with the Wisconsin Utilization Plan.

The Wisconsin Utilization Plan should be submitted to the Wisconsin Department of Transportation: Attn: Beth Cannestra at dotdtsdbpd@dot.wi.gov. For questions regarding this provision please contact Michele Carter at Michele.Carter@dot.wi.gov.

A Public Infrastructure Construction Workforce Engagement Advisory Committee has been created to review trends in all bidders' Wisconsin Inclusion Plan submittals for communication and engagement purposes in the local community.

Business Inclusion Goals, Registration and Certification Requirements

WisDOT recognizes that the Local Development Agreement includes language to encourage local and disadvantaged business inclusion. As a result, the following workforce goals and resources have been established that are consistent with Foxconn's inclusion goals for their project:

Wisconsin based Business	60%
Racine County based Businesses	10%
Minority-Owned (MBE) Business Enterprises	10% Combined
Women-Owned (WBE) Enterprises	
Veteran-Owned Business Enterprises	
Directory of Wisconsin based Businesses Directory of Racine County based Businesses	Wisconsin Department of Revenue

The Wisconsin Utilization Plan is to demonstrate the Bidder's efforts to maximize inclusion of targeted businesses and/or intermediaries which are certified and recognized, to include:

Business Category/Certification	Registration Certification Type
Minority Business Enterprise (MBE)	MBE
North Central Minority Supplier Development Council	MSDC
Women-owned Business Enterprise (WBE)	WBENC
Women's Business Enterprise National Council	
Wisconsin Unified Certification DBE Program	City of Madison DOT, Dane County, Milwaukee County Links
Emerging Business Enterprise (EBE)	EBE
Small Business Enterprise (SBE)	SBE
Service Disabled Veteran and or Veteran-owned business (SDV/SVB)	SDV/SVB
Wisconsin Economic Development Corporation	WEDC

Approved List of Targeted Businesses Intermediaries	
African American Chamber of Commerce of Wisconsin	Pan-African Community Association
American Indian Chamber of Commerce of Wisconsin	The Business Council, Inc.
Greater Milwaukee Chamber of Commerce	Wisconsin Black Chamber of Commerce, Inc.
Hmong Wisconsin Chamber of Commerce	Wisconsin Chinese Chamber of Commerce
Latino Entrepreneurial Network	Wisconsin LGBT Chamber of Commerce
Milwaukee Inner-City Congregations Allied for Home (MICAH)	Wisconsin Veterans Chamber of Commerce
National Association of Minority Contractors (NAMC-WI)	

Approved List of Targeted Businesses Directories
City of Milwaukee Small Business Enterprises (SBE) Business Directory
Wisconsin Supply Chain Market Directory
Wisconsin Unified Certification Program (WIUCP) DBE Directory

Workforce Inclusion and Diversity Goals

WisDOT recognizes that the Local Development Agreement includes language to encourage local and disadvantaged business inclusion. As a result, the following workforce goals have been established that are consistent with Foxconn's inclusion goals for their project:

Wisconsin Resident Work Hours with an emphasis on Racine County Residents	70%
Minorities or People of Color* *Minorities or People of Color as defined: American Indian or Alaska Native – Asian – Black or African American – Hispanic or Latino – Native Hawaiian or Other Pacific Islander. *Federal Register/Vol. 62, No. 210*	10% Combined
Women	
Veterans	

The bidder should make every feasible effort to provide economic opportunities to workforce candidates. The submission of a Wisconsin Utilization Plan affirms the Bidder will have implemented inclusionary measures to engage workforce intermediaries which include the following:

Approved List of Workforce Intermediaries
Human Asset Development Corporation (HADC) First Choice Pre-Apprenticeship Training
Wisconsin Regional Training Partnership WRTP/BIG STEP
Racine Campus of Gateway Technical College

Post-Award

The following two actions will be requested of the Awarded Contractor:

1. Affirmation of business inclusion plan:

   Within five calendar days of contract award, affirm the participation of the targeted businesses who have been identified in the Wisconsin Utilization Plan. Submit separate Wisconsin Inclusion Agreement(s) for each individual business or organization being utilized. Submit to the Wisconsin Department of Transportation: Attn: Beth Cannestra at dotdtsdbpd@dot.wi.gov

2. Monitoring of workforce inclusion plan:

   The Awarded Contractor is required to submit weekly certified payrolls by utilizing WisDOT's Civil Rights Compliance System (CRCS) for workforce analysis purposes only.

5. Leadership Meetings Monthly.

A Description

The department will implement mandatory monthly leadership partnering meetings. Unless the department and contractor agree otherwise, the contractor, project design engineers, and department field personal shall meet monthly from project start until the contractor accepts the tentative final estimate.

The contractor and department field personal may mutually agree to invite other attendees.

This meeting is intended to facilitate a cooperative team environment that defines roles and responsibilities, determines common goals and objectives, and provides a platform to build trust and accountability. Meeting topics may include:

- Issue and risk management
- Dispute resolution procedures
- Safety
- Public outreach
- Traffic management
- Cost reducing incentives
- Claim resolution
- Scheduling issues
- Quality control

All costs are incidental to the contract work.

sef-108-040 (20171004)

6. Prosecution and Progress.

Begin work within ten calendar days after the engineer issues a written notice to do so.

Provide the start date to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the approved start date.

To revise the start date, submit a written request to the engineer at least two weeks before the intended start date. The engineer will approve or deny that request based on the conditions cited in the request and its effect on the department's scheduled resources.

The contract time for completion is based on an expedited work schedule and may require extraordinary forces and equipment.

Winter weather work, grading, excavation of frozen ground, high ground water, dewatering during winter months, and mitigation efforts for high water table elevations shall not be considered adverse weather delays to construction.

Anticipate cold weather asphaltic and concrete paving and ancillary concrete work (curb, sidewalk, etc.). Plan to heat aggregates and water for mixes, and that the heating of the aggregate and water is considered incidental to those concrete items. There will be no adverse weather delay for cold weather construction.

Construction activities are adjacent to live traffic. Provide a 3:1 safety shelf from the construction zone to the location of staged traffic. This applies to all times, including timeframes when construction is not active.

Schedule of Operations

Unless modifications to the staging are approved in writing by the engineer, the department anticipates that the scope of work for each stage shall be as follows and according to the plans:

Stage 1 – Stage 1 Construction activities shall include:

- Begin construction of Braun Road from CTH H to approximately 300-ft west of the CPRR tracks (STA 176BRE+50) under full closure.
- Begin construction of Pond Q and all related ditching and storm sewer.
- Begin construction of Braun Road from approximately 300-ft east of the CPPR tracks (STA 182BRE+50) to 90th St under full closure.
- Construct temporary asphalt widening on the west side of 90th St. Maintain traffic on 90th St one lane in each direction.

Stage 2 – Stage 2 Construction activities shall include:

- Finish construction of Braun Road from CTH H to approximately 300-ft west of the CPRR tracks (STA 176BRE+50) under full closure.
- Finish construction of Pond Q and all related ditching and storm sewer.
- Finish construction of Braun Road from approximately 300-ft east of the CPPR tracks (STA 182BRE+50) to 90th St under full closure.
- Construct the eastern portion of the Braun Road / 90th St intersection. Maintain traffic on 90th St one lane in each direction.

Stage 2A – Stage 2A Construction activities shall include:

- Construct a temporary asphalt connection to existing Braun Road approaching the CPRR tracks on the east and west side.
- Construct the western portion of Braun Road / 90th St Intersection. Maintain traffic on 90th St one lane in each direction.

Winter Operation 2019/2020 – Coordinate winter maintenance operations per article for "Winter Maintenance" with local municipalities.

Stage 3 – Stage 3 Construction activities shall include:

- Construct Braun Road from approximately 300-ft west of the CPRR tracks (STA 176BRE+50) to approximately 300-ft east of the CPRR tracks (STA 182BRE+50) under full closure. Maintain traffic on Braun Road to Area 3 Driveway (Site Development Entrance). Refer to interim completion of work CPPR Crossing (30 Days). Coordinate work concurrent with CPRR crossing contractor.

Enhanced Coordination

The project limits include numerous existing and proposed utilities.

Coordinate traffic staging and shifts with the Braun Road Project, WisDOT ID 2704-09-70. Additional coordination with James Peterson and Sons, the Braun Road Phase 1 contractor, is anticipated and all traffic shifts and stage changes in this project that impact Project 2704-09-70 will need to be approved by the engineer.

Coordinate traffic staging and shifts with the CTH H Project, WisDOT ID 3760-00-70. Additional coordination with Michel's Corporation, the CTH H Phase 1 contractor, is anticipated and all traffic shifts and stage changes in this project that impact Project 3760-00-70 will need to be approved by the engineer.

FoxConn site and utility construction activities will be underway adjacent to Braun Road. Increased trucking and traffic volumes are expected on CTH H and adjacent roads within the development site area.

Coordinate traffic staging and shifts with adjacent Racine Water and Waste Water Facilities – Braun Road Pumping Station Project. The project is located on Parcel 703 (refer to the right of way plat). Provide construction access to the pumping station project contractor from Braun Road. Additional coordination with the pumping station project contractor is anticipated and stage changes in this project that impact the pumping station project will need to be approved by the engineer.

Time extensions shall not be granted for delays incurred due to existing utilities work, proposed utility installation, or providing access for development site traffic. Ensure these elements are accounted for when determining the construction schedule.

Work Restrictions

The following definitions apply to all roadways constructed in this contract:

Peak Hours:

6:00 AM to 7:00 PM, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday

Off-peak Hours:

7:00 PM to 6:00 AM Monday, Tuesday, Wednesday, Thursday, Friday, Saturday

Night Time Hours:

9:00 PM to 6:00 AM the following day

Weekend Hours:

9:00 PM Friday to 6:00 AM Monday

Comply with all local ordinances that apply to local street work operations, including those pertaining to working during night time hours. Furnish any ordinance variance issued by the municipality or required permits to the engineer in writing three days before performing this work.

Closure and Work Restrictions

Maintain access to residences along Braun Road and 90th Street at all times.

Winter Maintenance

The Village of Mount Pleasant will perform snow removal operations for local roads that are open to the public. Provide Racine County Highway Maintenance, the Village of Mount Pleasant, the Village of Sturtevant, and the Racine County Sheriff's Department with a 24-hour emergency contact number for when maintenance is required.

sef-999-060 (20120330)

Interim and Final Completion of Work

Supplement standard spec 108.10 with the following:

The department will not grant time extensions for the following:

1. Severe weather as specified in standard spec 108.10.2.2.
2. Labor disputes that are not industry wide.
3. Delays in material deliveries.

Each day is defined as a 24-hour period beginning at 12:01 AM.

SEF Rev. 14_1211

Interim Completion of work November 30, 2019: Completion of Braun Road from CTH H to 90th St, Pond Q, and the Braun Road/90th St Intersection.

If the contractor fails to complete all work required to open Braun Road in both directions from CTH H to 90th St, Pond Q, and the Braun Road/90th St Intersection as shown in the traffic control plans prior to 12:01 AM December 1, 2019, the department will assess the contractor $2,500 in interim liquidated damages for each calendar day contract work remains incomplete beyond 12:01 AM December 1, 2019. 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.

Interim Completion: CPRR Crossing (60 Days)

Complete all work required to open Braun Road to through traffic within 60 consecutive calendar days. Upon 12:01 AM on the 61st day of construction, the department will assess the contractor $2,500 in interim liquidated damages for each calendar day contract work remains incomplete. Closure must be coordinated with the CPRR crossing contractor to complete CPRR work during closure.

Final Completion of Work July 1, 2020

Enhanced Liquidated Damages

Replace standard spec 108.11 paragraph (3) as follows:

The department will assess $5,000 in daily liquidated damages. These liquidated damages reflect the cost of engineering, supervision, and a portion of road user costs.

Work Zone Ingress/Egress.

Provide engineer approved signage for access into and out of the work zones at locations approved by the engineer.

At the weekly traffic meetings, provide an Emergency Work Zone Access Plan and required updates, as approved by the engineer, to direct emergency responders accessing the work zone.

Locations of work zone egress or ingress for construction vehicles is subject to approval from the engineer. All construction vehicles shall yield to all through traffic at all locations.

Access to the worksite from Braun Road west of CTH H will be restricted due to a live workzone for construction of Braun Road as part of WisDOT ID 2704-09-70, Braun Road, IH 94 EFR to CTH H and therefore will not be available.

Ensure that proper signage is established indicating no through traffic is permitted along Braun Road at the CTH H/Braun Road intersection and that public access to the workzone from CTH H and West project limits is restricted.

Right-of-way

Do not commence work in areas that are not under department or Village of Mount Pleasant ownership as outlined in the plans. Right of way at the intersection of Braun Road and 90th St is in the process of being acquired and work cannot start until it has been. It is anticipated that real estate for the project will be fully clear by Sept 1, 2019. All associated site preparation and demolition work shall be completed by Sept 1, 2019 for those parcels with buildings remaining.

Wetlands

Do not begin construction within wetland areas until the Section 404 permit has been approved. Verify with the engineer that the permit is approved before starting construction in affected wetland areas. Permit approval date is anticipated to be July 1, 2019.

Migratory Birds

Swallow and other migratory birds' nests may be present in the project area. All active nests (when eggs or young are present) of migratory birds are protected under the Federal Migratory Bird Treaty Act.

Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, if swallow and migratory birds' nests are present, work should either occur only between August 30 and May 1st (non-nesting season) or utilize measures to prevent nesting *(e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1)*. If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

Rusty Patched Bumble Bee (*Bombus Affinis*)

The rusty patched bumble bee (Bombus affinis) was listed as endangered by the U.S. Fish and Wildlife Service (USFWS) under the Endangered Species Act, effective March 21, 2017. Construction activities such as grading outside the mowed shoulder area have the potential to impact ground nests and wildflowers that may serve as a food source for the bee. If an active rusty-patched bumblebee nest is encountered in construction areas, contact the WisDOT Regional Environmental Coordinator, who will coordinate with USFWS.

Northern Long-eared Bat (*Myotis septentrionalis*)

Northern Long-eared Bats (NLEB) have the potential to inhabit the project limits because they roost in trees. Roosts may not have been observed on this project, but conditions to support the species exist. The species and all active roosts are protected by the Federal Endangered Species Act. If an individual bat or active roost is encountered during construction operations, stop work and notify the engineer and the WisDOT Regional Environmental Coordinator (REC).

In accordance to the final 4(d) rule issued for the NLEB, the department has determined that the proposed activity may affect, but will not result in prohibited take of the NLEB. The activity involves tree removal, but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree.

If additional trees need to be removed, no clearing shall occur without prior approval from the engineer, following coordination with the WisDOT REC. Additional tree removal beyond the area originally specified will require consultation with the United States Fish and Wildlife Service (USFWS) and may require a bat presence/absence survey. Notify the engineer if additional clearing cannot be avoided to begin coordination with the WisDOT REC. The WisDOT REC will initiate consultation with the USFWS and determine if a survey is necessary.

Prairie Crayfish (*Procambarus gracilis*)

State listed Special Concern species the Prairie Crayfish (Procambarus gracilis) may occur in the project area. This primarily burrowing crayfish is restricted to prairie regions of southeastern Wisconsin and is the rarest crayfish in Wisconsin. This species frequents burrows in banks of ponds, roadside ditches, small sluggish creeks, marshes, swamps, and small artificial lakes, as well as wet pastures and flat fields in prairies. The burrows can be quite deep and branching, with a characteristic mud chimney. This species spends most of its life in its burrow habitat, coming out at night and during rain events. Breeding occurs and young hatch in early spring, as early as March, with juveniles occurring through spring and summer. Females move to open water for a relatively short period in the summer where the newly hatched young are released. For work in or near wetlands or waterways, contractors should be aware of the occurrence of this species. If crayfish are found in conflict with the project area, crayfish should be placed in a plastic bucket with soil from where the crayfish was found. Project staff should contact at (414) 507-4946 and DNR staff will relocate crayfish to a suitable location.

Submit a schedule and description of Clearing operations with the ECIP 14 days prior to any Clearing operations. The department will determine, based on schedule and scope of work, what additional erosion control measures shall be implemented prior to the start of Clearing operations, and list those additional measures in the ECIP.

7. Traffic.

General

The construction sequence, including the associated traffic control, shall be substantially accomplished as detailed in the Traffic Control Plans, and as described herein.

Maintain access to existing residences and homes at all times until all real estate is acquired. Anticipated real estate clearance date referenced in article *Prosecution and Progress.*

Coordinate traffic requirements under this contract with other adjacent and concurrent department or local municipality projects. Implement and coordinate with other contractors all traffic control as shown on the plans. Modifications to the traffic control plan may be required by the engineer to be safe and consistent with adjacent work by others.

Unless detailed in the plans, do not begin or continue any work that closes traffic lanes outside the allowed time periods specified in this article.

Do not store equipment, vehicles, or materials on adjacent streets beyond the project limits without specific approval of the engineer.

Construction Staging and Traffic Control

Perform construction operations on Braun Road in stages as shown in the Traffic Control Plans and as detailed in the Prosecution and Progress. Coordinate traffic control signing with adjacent projects. Traffic Control associated with the construction operations are as follows:

- **Braun Road**

  Braun Road will be constructed under full closure from CTH H intersection to 90th Street Intersection.

- **90th Street**

  90th Street to remain open to through traffic at all times.

- **Emergency Vehicle Access**

  Maintain emergency vehicular access at all times to roadways located within the project limits.

Construction Contact Information

Provide Village of Mount Pleasant Police Department, Village of Sturtevant Police Department, Town of Somers Police Department, Racine County Sheriff Department, and Racine County with a 24-hour emergency contact number for when traffic control maintenance is required.

Stage 1 Traffic

- Place PCMS 10 days in advance of construction as shown in the plans.
- Close Braun Road east of CTH H to 90th St and provide detour route. Place PCMS 10 days in advance of detour.
- Braun Road \ 90th St Intersection – Maintain one lane of traffic in each direction on 90th St on the existing pavement. Maintain one lane of traffic in each direction of Braun Road east of 90th St to the east project limit. Braun road west of 90th St is closed from CTH H to 90th St.
- Coordinate traffic control and work operations with other projects listed under the article Other Contracts.

Stage 2 Traffic

- Place PCMS 10 days in advance of construction as shown in the plans.
- Close Braun Road east of CTH H to 90th St and provide detour route. Place PCMS 10 days in advance of detour.
- Braun Road \ 90th St Intersection – Maintain one lane of traffic in each direction on 90th St on temporary asphalt widening. Close Braun Road east of 90th St to the east project limit to construct the eastern portion of the intersection. Maintain access to local residences at all times. Braun Road west of 90th St is closed from CTH H to 90th St.
- Coordinate traffic control and work operations with other projects listed under the article Other Contracts.

Stage 2A (Winter Operation 2019/2020)

- Braun Road - Open two lanes of traffic in each direction from CTH H intersection to the Area 3 Driveway (development site entrance).
- Braun Road – Open one lane of traffic in each direction from the Area 3 Driveway (development site entrance) to 90th St. Utilize temporary asphalt to connect to existing Braun Road approaching the CPRR crossing.
- Braun Road \ 90th St Intersection – open all legs of the intersection. Maintain access to local residences at all times.
- Coordinate traffic control and work operations with other projects listed under the article Other Contracts.

Stage 3 Traffic

- Place PCMS 10 days in advance of construction as shown in the plans.
- Close Braun Road east of the Area 3 driveway (development site entrance) to 90Th St. and provide detour route. Place PCMS 10 days in advance of detour. Closure must be concurrent with the CPRR crossing work (see Railroad Insurance and Coordination – Soo Line Railroad Company (CP) Spec).
- Maintain two lanes of traffic in each direction on Braun Road from CTH H intersection to the Area 3 Driveway (development site entrance) at all times.
- Maintain full ingress\egress to Area 3 Driveway (development site entrance) at all times.
- Braun Road \ 90th St Intersection – Maintain one lane of traffic in each direction on 90th St on newly constructed pavement. Maintain one lane of traffic in each direction of Braun Road east of 90th St to the east project limit. Maintain access to local residences at all times. Braun road west of 90th St is closed from east of the Area 3 driveway (site development entrance) to 90th St.
- Coordinate traffic control and work operations with other projects listed under the article Other Contracts.

Wisconsin Lane Closure System Advance Notification

Provide the following advance notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS).

- **TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION**

Closure type with height, weight, or width restrictions (available width, all lanes in one direction < 16')	**MINIMUM NOTIFICATION**
Lane and shoulder closures	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 calendar days
Closure type without height, weight, or width restrictions (available width, all lanes in one direction ≥16')	**MINIMUM NOTIFICATION**
Lane and shoulder closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

Discuss LCS completion dates and provide changes in the schedule to the engineer at weekly project meetings in order to manage closures nearing their completion date.

stp 108-057 (20161130)

Provide 7-day notice to engineer of expected changes to the status of Area 3 driveway (development site access) prior to implementation. Notice does not constitute approval of those changes.

Notify the engineer and Construction Program Work Zone and Traffic Engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work.

8. Traffic Meetings and Traffic Control Scheduling.

Every Thursday by 9:00 AM, submit a detailed proposed 2-week look-ahead traffic closure schedule to the engineer. Type the detailed proposed 2-week look-ahead closure schedule into an excel spreadsheet provided by the engineer. Enter information such as closure dates, duration, work causing the closure and detours to be used. Also enter information such as ongoing long-term closures, emergency contacts and general 2-month look-ahead closure information into the excel spreadsheet.

Meet with the engineer at 10:00 AM on Thursdays at the project field office to discuss and answer questions on the proposed schedule. Edit, delete and add closures to the detailed proposed 2-week look-ahead schedule, as directed by the engineer, so that proposed closures meet specification requirements. Other edits, deletions or additions unrelated to meeting specification requirements may also be agreed upon with the engineer during the 10:00 AM meeting.

Every Thursday at 2:00 PM, or as scheduled by the engineer, attend a weekly traffic meeting. The meeting will bring local agencies, project stakeholders, owner managers, owner engineers, contractors, document control and construction engineering personnel together to discuss traffic staging, closures and general impacts. Upon obtaining feedback from the meeting attendees, edit, delete and add information to the detailed 2-week look-ahead closure schedule, as needed. Submit the revised 2-week look-ahead to the engineer.

Obtain approval from the engineer for any mid-week changes to the closure schedule. Revise the 2-week look-ahead as required and obtain engineer approval.

sef-643-040 (20150319)

9. Lane Rental Assessment

A General

The contract designates some lane closures to perform the work. The contractor will not incur a Lane Rental Fee Assessment for closing lanes during the allowable lane closure times. The contractor will incur a Lane Rental Fee Assessment for each lane closure outside of the allowable lane closure times. If a lane is obstructed at any time due to contractor operations, it is considered a closure. The purpose of lane rental is to enforce compliance of lane restrictions and discourage unnecessary closures.

The allowable lane closure times are provided in the Traffic article.

Submit the dates of the proposed lane or driveway access restrictions to the engineer as part of the progress schedule.

Coordinate lane or driveway access restrictions with any concurrent operations on adjacent roadways within 3 miles of the project. If other projects are in the vicinity of this project, coordinate lane closures to run concurrent with lane closures on adjacent projects when possible. When lane closures on adjacent projects extend into the limits of this project, Lane Rental Fee Assessments will only occur if the closure facilitates work under this contract.

B Lane Rental Fee Assessment

The Lane Rental Fee Assessment incurred for each lane closure, each access closure, and each full closure of a roadway, per direction of travel unless otherwise noted, is as follows:

- Braun Road between CTH H and the Area 3 driveway (development site entrance) both directions after the interim completion date: 2 lanes to 1 lane in each direction: $3,000 per hour per lane broken into 15 minute increments.
- Braun Road between CTH H and the Area 3 driveway (development site entrance) both directions after the interim completion date: 2 lanes to Full Closure in each direction: $6,000 per hour per lane broken into 15 minute increments.
- Access to the Area 3 driveway (development site entrance) after the interim completion: Closing the access: $10,000 per hour broken into 15 minute increments.
- 90Th ST: 1 lane closed in either direction: $3,000 per hour per lane broken into 15 minute increments.
- 90Th ST: Full Closure: $6,000 per hour per lane broken into 15 minute increments.

The Lane Rental Fee Assessment represents a portion of the cost of the interference and inconvenience to the road users for each closure. All lane closure event increments 15 minutes and less will be assessed as a 15-minute increment.

The engineer, or designated representative, will be the sole authority in determining time period length for the Lane Rental Fee Assessment.

Lane Rental Fee Assessments will not be assessed for closures due to crashes, accidents or emergencies not initiated by the contractor.

The department will assess Lane Rental Fee Assessment by the dollar under the administrative item Failing to Open Road to Traffic. The total dollar amount of Lane Rental Fee Assessment will be computed by multiplying the Lane Rental Assessment Rate by the number of 15-minute increments of each lane closure event as described above.

Lane Rental Fee Assessment will be in effect from the time of the Notice to Proceed until the department issues final acceptance. If interim completion time or contract time expires prior to the completion of specified work in the contract, additional liquidated damages will be assessed according to standard spec 108.11 or as specified within this contract.

10. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying CTH H, STH 11, or IH 94 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impeed the free flow of traffic during the following holiday periods:

- From noon Friday, August 30, 2019 to 6:00 AM Tuesday, September 3, 2019 for Labor Day;
- From noon Wednesday, November 27, 2019 to 6:00 AM Monday, December 2, 2019 for Thanksgiving;
- From noon Monday, December 23, 2019 to 6:00 AM Thursday, December 26, 2018 for Christmas;
- From noon Tuesday, December 31, 2019 to 6:00 AM Thursday, January 2, 2020 for New Year's Day.
- From noon Friday, May 22, 2020 to 6:00 AM Tuesday, May 26, 2020 for Memorial Day;
- From noon Friday, July 3, 2020 to 6:00 AM Sunday, July 5, 2020 for Independence Day.

stp-107-005 (20050502)

11. Utilities.

This contract does not come under the provisions of Administrative Rule Trans 220.

Additional information regarding recently relocated utility facilities may be available on permits issued to the utility companies. These permits can be viewed at the Region Office during normal working hours. Contact WisDOT SE Freeways Utility Coordinator Greg Berry at (414) 750-7828 for further information.

Underground and overhead utility facilities are located within the project limits. Utility adjustments are required for this construction project as noted below. Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities that have facilities in the area as required per state statute. Use caution to ensure the integrity of underground facilities and maintain code clearances from overhead facilities at all times.

Some utility work, as described below, is dependent on prior work being performed by the contractor at a specific site. Provide the engineer and the affected utility a good faith notice of when the utility is to start work at the site. Notice shall be given 14 to 16 calendar days in advance of when the site will be available to the utility. Follow up with a confirmation notice to the engineer and the utility not less than 3 working days before the site will be ready for the utility to begin its work.

Contact utility companies listed in the plans prior to preparing bids to obtain current information on existing utility locations and the status of any new utility relocation work.

Utility companies will be performing utility work and adjustments within the limits during the life of the project. The contractor shall cooperate and coordinate construction activities with these companies.

There may be discontinued utility facilities within the project limits. If a conflict with a discontinued utility facility is encountered, contact the appropriate utility owner/representative to coordinate construction activities and proper removal and disposal of said facility as necessary.

Known utilities in the project area are as follows:

AT&T Wisconsin has existing overhead and underground communications facilities within the project limits in the following locations:

- An underground communication line beginning beyond the westerly project limits and running easterly along a line approximately 12 feet north of the existing northerly edge of pavement of Braun Road to a pedestal at Station 176BRE+00, 40'LT where it turns and runs northerly to beyond the project limits. Prior to construction, AT&T Wisconsin will discontinue this line in place.
- An underground communication line beginning beyond the northerly project limits and running southeasterly to a pedestal at Station 182BRE, 31'LT where it turns and runs easterly along the northerly Braun Road right-of-way to a pole at Station 207BRE+40, 28'LT. Prior to construction, AT&T Wisconsin will discontinue this line in place.

- An overhead communication line beginning at an AT&T Wisconsin pole at Station 207BRE+40, 28'LT and running easterly, crossing 90th Street at Station 1001NS+93, and continuing to a We Energies' pole at Station 208BRE+44, 32'LT. Prior to construction, AT&T Wisconsin will construct a new guy pole at Station 206BRE+44, 37'LT and an overhead guy wire from this new pole running easterly to the existing We Energies' pole at Station 208BRE+44, 32'LT. AT&T Wisconsin will remove the pole at Station 207BRE+31'LT and the existing overhead line.
- An overhead communication line beginning at a We Energies' pole at Station 208BRE+44, 32'LT and running easterly along the existing northerly Braun Road right-of-way to beyond the project limits. This line will remain in place without adjustment.
- An underground communication line beginning at a pedestal at Station 190BRE+22, 30'LT and running southerly, crossing Braun Road at Station 190BRE+22, to a pedestal at Station 190BRE+14, 23'RT. Prior to construction, AT&T Wisconsin will discontinue this line in place.
- An underground communication line beginning at a pedestal at Station 192BRE+85, 32'LT and running southerly, crossing Braun Road at Station 192BRE+84, to a pedestal at Station 192BRE+84, 17'RT. Prior to construction, AT&T Wisconsin will discontinue this line in place.
- An underground communication line beginning beyond the southerly project limits and running northerly along the easterly 90th Street right-of-way, crossing Braun Road and continuing northerly to a pedestal at Station 208BRE+44, 34'LT. From there it continues northerly along the easterly right-of-way to beyond the project limits. Prior to construction, AT&T Wisconsin will construct a new underground communication line beginning beyond the southerly project limits and running northerly and parallel 2' west of the existing underground line, crossing Braun Road and continuing to a pedestal at Station 208BRE+44, 34'LT. The existing underground line will be discontinued in place.

Contact Jeff Oldenburg, (262) 896-7522, of AT&T Wisconsin 7 days in advance to coordinate locations and any excavation near their facilities.

Charter Communications has existing underground and overhead communications facilities within the project limits in the following locations:

- An existing overhead communications line on We Energies' poles beginning beyond the westerly project limits and running easterly along the existing southerly Braun Road right-of-way to Station 159BRE+12, 42'RT. Prior to construction, Charter Communications will remove this line.
- An existing underground communications line beginning at a We Energies' pole at Station 159BRE+12, 42'RT and running easterly along the southerly edge of pavement of Braun Road to a pedestal at Station 167BRE+96, 5'RT. From there it continues easterly along a line approximately 12' south of the southerly edge of pavement of Braun Road and ends at a We Energies' pole at Station 172BRE+00, 10'RT. Prior to construction, Charter Communications will discontinue this line in place.
- An existing overhead communications line on We Energies' poles beginning at Station 172BRE+00, 10'RT and running easterly along a line 5' north of the existing southerly Braun Road right-of-way to Station 206BRE+88, 26'RT where it turns northeasterly, crossing Braun Road at Station 207BRE+54, and continuing northeasterly to a pole at Station 208BRE+44, 32'LT. Prior to construction, Charter Communications will remove this line.
- An existing overhead communications line on We Energies' poles beginning at Station 208BRE+44, 32'LT and running easterly along the existing northerly Braun Road right-of-way to beyond the project limits. This line will remain in place without adjustment.
- An existing overhead communications line on We Energies' poles beginning beyond the southerly project limits and running northerly along the existing easterly 90th Street right-of-way, crossing Braun Road at Station 208BRE+44, and continuing northerly to a pole at Station 208BRE+44, 32'LT and then continuing northerly to beyond the project limits. This line will remain in place without adjustment.

Contact Pete Kruzela, (414) 908-1339 office / (414) 688-5376 cell, of Charter Communications 7 days in advance to coordinate locations and any excavation near their facilities.

Mount Pleasant, Village of – Sanitary has existing sanitary sewer facilities within the project limits in the following locations:

- An existing sanitary sewer beginning at a manhole at Station 208BRE+24, 18'RT and running easterly along a line 7' south of the southerly edge of pavement of Braun Road to a manhole to beyond the project limits. This line will remain in place without adjustment.

During construction and in conjunction with grading and paving operations, the Village of Mount Pleasant will adjust the manhole at Station 208BRE+24, 18'RT. Allow 3 days for Mount Pleasant to adjust the manhole.

Contact Anthony Beyer, (262) 664-7849, of Village of Mount Pleasant 7 days in advance to coordinate locations and any excavation near their facilities.

Racine Water Works Commission (RWWC) has existing underground water facilities within the project limits in the following locations:

- An existing water main beginning beyond the northerly project limits and running southerly along the northbound lanes of 90th Street to Station 208BRE+24, 2'LT where it turns and runs easterly and ends at Station 208BRE+74, 4'LT. This line will remain in place without adjustment.

Prior to construction, RWWC will construct new underground water facilities in the following locations:

- A new water main beginning beyond the westerly project limits and running northeasterly to Station 156BRE+45, 85'LT where it turns and runs easterly to Station 168BRE+77, 85'LT. From there it turns southeasterly to Station 169BRE+07, 72'LT where it turns and runs easterly to Station 172BRE+02, 72'LT. From there it runs southeasterly to Station 178BRE+06, 36'LT where it turns and runs easterly, crossing 90th Street at Station 1001NS+80, to beyond the project limits.
- A new water main beginning at the proposed southerly Braun Road right-of-way and running northerly, crossing Braun Road at Station 168BRE+57, and continuing northerly and ending at the proposed northerly Braun Road right-of-way.
- A new water main beginning at a tee at Station 182BRE+63, 33'LT and running northerly to beyond the project limits.
- A new water main beginning at a tee at Station 208BRE+76, 4'LT and running southerly and ending at Station 208BRE+76, 97'RT.

During construction and in conjunction with grading and paving operations, RWWC will adjust existing water valves. Allow 3 days for RWWC to adjust the water valves.

Contact Chad Regalia, (262) 497-4611, of Racine Water Works Commission 7 days in advance to coordinate locations and any excavation near their facilities.

Rogers Telecom has existing underground communications facilities within the project limits beginning beyond the southerly project limits and running northerly along a line 25' east of and parallel to the westerly right-of-way of the Canadian Pacific Railway, crossing Braun Road at Station 178BRE+57, and continuing northerly to beyond the project limits. This line will remain in place without adjustment.

Contact Vickie Moran, (262) 497-4611, of Rogers Telecom 7 days in advance to coordinate locations and any excavation near their facilities.

Verizon Business has existing underground communications facilities within the project limits beginning beyond the southerly project limits and running northerly along a line 20' west of and parallel to the easterly right-of-way of the Canadian Pacific Railway, crossing Braun Road at Station 179BRE+17, and continuing northerly to beyond the project limits. This line will remain in place without adjustment.

Contact Tom Buher, (708) 458-6410 office / (708) 261-1394 cell, of Verizon Business 7 days in advance to coordinate locations and any excavation near their facilities.

We Energies – Electric has existing overhead and underground electric facilities within the project limits in the following locations:

- An existing overhead electric line beginning beyond the westerly project limits and running easterly along the existing southerly Braun Road right-of-way to Station 159BRE+12, 42'RT. Prior to construction, We Energies will relocate this line as noted below. The existing line and poles will be removed.
- An existing overhead electric line beginning at a pole at Station 170BRE+59, 82'LT and running southeasterly to a pole at Station 171BRE+60, 41'LT where it turns and runs southeasterly, crossing Braun Road at Station 171BRE+92, and continuing southeasterly to a pole at Station 172BRE+00, 10'RT. From there it runs easterly along the existing southerly Braun Road right-of-way to Station 206BRE+88, 26'RT where it turns and runs northeasterly, crossing Braun Road at Station 207BRE+54, and continues northeasterly to a pole at Station 208BRE+44, 32'LT. We Energies will relocate this line as noted below. The existing line and poles will be removed.
- An existing overhead electric line beginning at Station 208BRE+44, 32'LT and running easterly along the existing northerly Braun Road right-of-way to beyond the project limits. This line will remain in place without adjustment.
- An existing overhead electric line beginning at Station 174BRE+10, 9'RT and running northeasterly, crossing Braun Road at Station 174BRE+16, and continuing to a pole at Station 174BRE+40, 39'LT. Prior to construction, We Energies will remove these poles and line.
- An existing overhead electric line beginning at Station 179BRE+36, 8'RT and running northerly, crossing Braun Road at Station 179BRE+35, and continuing to a pole at Station 179BRE+29, 67'LT. Prior to construction, We Energies will remove these poles and line.
- An existing overhead electric line beginning at Station 181BRE+96, 11'RT and running northerly, crossing Braun Road at Station 181BRE+96, and continuing to a pole at Station 181BRE+87, 75'LT. Prior to construction, We Energies will remove these poles and line.
- An existing underground electric line beginning a pole at Station 194BRE+96, 18'RT and running southerly to beyond the project limits. Prior to construction, We Energies will extend and reconstruct this line as noted below.
- An existing overhead guy wire beginning at a guy pole at Station 207BRE+56, 31'LT and running easterly, crossing 90th Street at Station 1001NS+94, and continuing to a pole at Station 208BRE+44, 32'LT. Prior to construction, We Energies will remove this pole and line.
- An existing overhead electric line beginning beyond the southerly project limits and running northerly along the existing easterly 90th Street right-of-way, crossing Braun Road at Station 208BRE+44, and continuing northerly to a pole at Station 208BRE+44, 32'LT and then continuing northerly along the easterly right-of-way to beyond the project limits. This line will remain in place without adjustment.

Prior to construction, We Energies will construct new overhead electric facilities in the following locations:

- A new overhead electric line beginning at a pole at Station 177BRE+76, 50'LT running easterly along a line 2.5' south of and parallel to the existing northerly Braun Road right-of-way, crossing 90th Street at Station 1001NS+93, and continuing to an existing pole at Station 208BRE+44, 32'LT.
- A new overhead electric line beginning at a pole at Station 179BRE+46, 46'LT running northwesterly to and existing pole at Station 179BRE+29, 67'LT.

Contact Dan Toomey, (414) 944-5695, of We Energies 7 days in advance to coordinate removals, construction, locations and any excavation near their facilities.

We Energies – Gas has existing underground gas facilities within the project limits in the following locations:

- An existing underground gas line beginning beyond the westerly project limits and running easterly along the southerly edge of pavement of Braun Road to Station 158BRE+59, 3'RT. From there the line runs southeasterly to Station 159BRE+46, 11'RT and then runs easterly along a line approximately 5' north of and parallel to the existing southerly Braun Road right-of-way, crossing 90th Street at Station 1001NS+30, and continuing easterly and ending at Station 209BRE+88, 29'RT. Prior to construction, We Energies will relocate this line as noted below. The existing line will be discontinued in place.
- An existing underground gas line beginning at a tee at Station 207BRE+70, 31'RT and running northerly, crossing Braun Road at Station 207BRE+73, and continuing northerly to beyond the project limits. Prior to construction, We Energies will discontinue the existing line in place between Station 207BRE+70, 31'RT and Station 207BRE74, 22'LT.

Prior to construction, We Energies will construct new underground gas facilities in the following locations:

- A new underground low-pressure gas line beginning beyond the westerly project limits and running easterly along a line 8' south of and parallel to the proposed northerly Braun Road right-of-way to Station 168BRE+36, 103'LT where it turns and runs southeasterly to Station 178BRE+78, 40'LT. From there it turns and runs easterly along a line 8' south of and parallel to the existing northerly Braun Road right-of-way, crossing 90th Street and ending at Station 209BRE+88, 28'LT.
- A new underground low-pressure gas beginning at a tee at Station 207BRE+68, 23'LT and running southerly and ending at Station 207BRE+68, 98'RT.
- A new underground low-pressure gas main beginning at a tee at Station 207BRE+72, 23'LT and running northerly along a line 2' east of and parallel to the existing westerly 90th Street right-of-way and tying into the existing main at Station 1005NS+65, 28'LT.
- A new underground high-pressure gas line beginning beyond the westerly project limits and running easterly along a line 3' north of and parallel to the proposed southerly Braun Road right-of-way to Station 206BRE+60, 133'RT where it turns and runs northeasterly to Station 207BRE+46, 50'RT. From there it turns and runs easterly along a line 15' south of and parallel to the existing southerly Braun Road right-of-way to beyond the project limits.

Prior to and during construction, We Energies will construct new underground gas facilities in the following locations:

- A new underground low-pressure gas line beginning at Station 176BRE+20, 55'LT and running easterly, crossing under the Canadian Pacific Railway, along a line 8' south of and parallel to the proposed northerly Braun Road right-of-way to Station 181+60, 32'LT. Construction of this gas line is anticipated to be completed by August 1, 2019.
- A new underground high-pressure gas line beginning at Station 176BRE+20, 115'RT and running easterly, crossing under the Canadian Pacific Railway, along a line 3' north of and parallel to the proposed southerly Braun Road right-of-way to Station 187+70, 125'RT. Construction of this gas line is anticipated to be completed by August 1, 2019.

Contact Dan Toomey (414-944-5695) of We Energies 7 days in advance to coordinate construction, locations and any excavation near their facilities.

WisDOT has no existing lighting facilities within the project limits. Prior to construction, as part of Project ID 3760-00-70, WisDOT will construct new underground lighting conduit beginning beyond the westerly project limits and running northeasterly and ending at Station 156BRE+29, 51'RT.

Contact Eric Perea, (414) 750-0935, 7 days in advance to coordinate locations and any excavation near their facilities.

WisDOT has no existing traffic signal facilities within the project limits. Prior to construction, as part of Project 3760-00-70, WisDOT will construct new underground signal conduit and pull boxes at Station 156BRE+23, LT and RT.

Contact Jarrett Gates, (262) 548-5894 office / (414) 750-2472 cell) of WisDOT 7 days in advance to coordinate locations and any excavation near their facilities.

WisDOT has no existing traffic management and communications facilities within the project limits. Prior to construction, as part of Project 3760-00-70, WisDOT will construct new underground communications conduit beginning beyond the westerly project limits and running northeasterly and ending at Station 156BRE+29, 65'RT.

Contact Jeff Madson, (414) 225-3723, of WisDOT 7 days in advance to coordinate locations and any excavation near their facilities.

12. Other Contracts.

Modifications to the traffic control plan may be required by the engineer to be safe and consistent with adjacent work by others.

It is expected that routine maintenance by the city and county personnel may be required at certain times concurrently with the work being done under this contract.

The following contracts are anticipated to be under construction within the time period of this contract, unless otherwise indicated:

IH 94 N-S Freeway Mainline construction CTH G to College Ave Contract:

- ID 1035-01-79, IH 94 N-S Freeway, CTH G to 7 Mile Road
- ID 1035-01-72, IH 94 N-S Freeway, 7 Mile Road Interchange, 7 Mile Road
- ID 1035-01-74, IH 94 N-S Freeway, 7 Mile Road Interchange, Mainline and Ramps
- ID 1035-01-82, IH 94 N-S Freeway, 7 Mile Road to Milwaukee County Line
- ID 1030-20-87, IH 94 N-S Freeway, County Line to Oakwood Rd, Elm Rd Interchange
- ID 1030-20-84, IH 94 N-S Freeway, Oakwood Rd to College Ave

Development Roads

- ID 1320-23-70, STH 11, East Frontage Road to WisConn Valley Way
- ID 1320-23-73, WisConn Valley Way to CTH H
- ID 2704-09-70, Braun Road, East Frontage Road to CTH H
- ID 2704-00-75, International Drive, STH 11 to STH 20
- ID 2704-00-76, Wisconn Valley Way, CTH KR to STH 11
- ID 3763-00-73, CTH KR, East Frontage Road to CTH H
- ID 2818-00-73, Wisconn Valley Way Box Culvert
- ID 2704-00-77, Wisconn Valley Way/CTH KR Intersection
- ID 2718-00-73, CTH H, CTH KR to STH 20
- ID 3760-00-70, CTH H, CTH KR to Braun Road
- ID 3760-00-71, CTH H, Braun Road to STH 11*

- ID 1320-23-71, STH 11, CTH H Intersection*
- ID 3763-00-75 CTH KR, Kilbourn Ditch Box Culvert
- Racine Water and Waste Water Facilities – Braun Road Pumping Station (Parcel 703 in Right-of-Way Plat)

*Traffic control measures as part of the construction at the CTH H/STH 11 intersection scheduled for Spring 2020 require full closure to the South leg of CTH H/STH 11 intersection. Consider this configuration when determining haul route alternatives to the job site in calendar year 2020.

13. Railroad Insurance and Coordination - Soo Line Railroad Company (CP).

A Description

Comply with standard spec 107.17 for all work affecting Soo Line Railroad Company (CP) property and any existing tracks.

A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3. Insurance is filed in the name of Soo Line Railroad Company d/b/a Canadian Pacific.

Notify evidence of the required coverage, and duration to Jim Krieger, Manager Public Works; Canadian Pacific Plaza, 120 South 6th Street, Suite 700, Minneapolis, MN 55402; Telephone (612) 330-4555; E-mail: jim_krieger@cpr.ca.

Also send a copy to the following: Paul Derksen, SE Region Railroad Coordinator; 141 N. W. Barstow Street, Waukesha, WI 53188; Telephone (262) 548-8770; E-mail: paul.derksen@dot.wi.gov.

Include the following information on the insurance document:

- Project ID: 2704-09-71
- Project Location: Sturtevant, Wisconsin
- Route Name: Braun Road, Racine County
- Crossing ID: 388 018J
- Railroad Subdivision: C&M Subdivision
- Railroad Milepost: 60.59
- Work Performed: Roadway Reconstruction

A.2 Train Operation

Approximately 18 passenger trains and 36 through freight trains operate daily through the construction site. Passenger trains operate at up to 79 mph. Through freight trains operate at up to 50 mph.

A.3 Names and Addresses of Railroad Representatives for Consultation and Coordination

Construction Contact

Jim Krieger, Manager Public Works; Canadian Pacific Plaza, 120 South 6th Street, Suite 700, Minneapolis, MN 55402; Telephone (612) 330-4555; E-mail jim_krieger@cpr.ca for consultation on railroad requirements during construction.

Amend standard spec 108.4 to include the railroad in the distribution of the initial bar chart, and monthly schedule updates. The bar chart shall specifically show work involving coordination with the railroad.

Flagging Contact

Dave LeClaire, Supervisor of Public Works; Canadian Pacific Plaza, 120 South 6th Street, Suite 700, Minneapolis, MN 55402; Telephone (612) 330-4556; E-mail dave.leclaire@cpr.ca Reference the Crossing ID, Wisconsin Milepost and Subdivision found in A.1.

* Contact Soo Line (CP) prior to letting for flagman work hour availability.

Cable Locate Contact

In addition to contacting Diggers Hotline, contact CP Call Before You Dig line at (866) 291-0741, five working days before the locate is needed. Reference the Crossing ID, Wisconsin Milepost and Subdivision found in A.1.

Soo Line (CP) will only locate railroad owned facilities located in the railroad right-of-way. The railroad does not locate any other utilities.

A.4 Work by Railroad

The railroad will perform the work described in this section, except for work described in other special provisions, and will be accomplished without cost to the contractor. Remove existing railroad signals and gate arms. Install an at grade crossing surface with warning device including gates.

A.5 Temporary Grade Crossing

If a temporary grade crossing is desired, submit a written request to the railroad representative named in A.3 at least 40 days prior to the time needed. Approval is subject to the discretion of the railroad. The department has made no arrangements for a temporary grade crossing.

A.6 Rail Security Awareness and Contractor Orientation

Prior to entry on railroad right-of-way, the contractor shall arrange for on-line security awareness and contractor orientation training and testing and be registered through "e-RAILSAFE" for all contractor and subcontractor employees working on railroad right-of-way. See e-railsafe.com "Information". The security awareness and contractor orientation training is shown under the railroad's name.

The department has secured right of entry to railroad property; neither the contractor nor subcontractors or their employees will be required to sign a right of entry form.

The security awareness and contractor orientation certification is valid for 2 years and must be renewed for projects that will carry over beyond the 2 year period. Contractor and subcontractor employees shall wear the identification badge issued by e-RAILSAFE when on railroad right-of-way. Costs associated with training and registration are incidental to other items in the contract.

stp-107-026 (20170615)

14. Information to Bidders, WPDES General Construction Storm Water Discharge Permit.

The department has obtained coverage through the Wisconsin Department of Natural Resources to discharge storm water associated with land disturbing construction activities of this contract under the Wisconsin Pollutant Discharge Elimination System General Construction Storm Water Discharge Permit (WPDES Permit No. WI-S066796-1). A certificate of permit coverage is available from the regional office by contacting Sean Race at 141 NS Barstow Street, Waukesha WI 53189, (414) 750-2380. Post the permit in a conspicuous place at the construction site.

stp-107-056 (20180628)

15. Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.

The department is obtaining a U.S. Army Corps of Engineers Section 404 permit. Comply with the requirements of the permit in addition to requirements of the special provisions. A copy of the permit application is available from the regional office by contacting Dobra Payant at (414) 750-2677. Do not begin any work activities in affected wetlands prior to 404 permit being obtained. See article *Prosecution and Progress* for anticipated date.

16. Environmental Protection, Aquatic Invasive Species Control.

Invasive organisms such as VHS, zebra mussels, purple loosestrife, and Eurasian water milfoil are becoming more prolific in Wisconsin and pose adverse effects to waters of the state. Wisconsin State Statutes 30.07, “Transportation of Aquatic Plants and Animals; Placement of Objects in Navigable Waters”, details the state law that requires the removal of aquatic plants and zebra mussels each time equipment is put into state waters.

At construction sites that involve navigable water or wetlands, use the follow cleaning procedures to minimize the chance of invasive species infestation. Use these procedures for all equipment that comes in contact with waters of the state and/or infested water or potentially infested water in other states.

Ensure that all equipment that has been in contact with waters of the state, or with infested or potentially infested waters, has been decontaminated for aquatic plant materials and zebra mussels prior to being used in other waters of the state. Before using equipment on this project, thoroughly disinfect all equipment that has come into contact with potentially infested waters. Use the following inspection and removal procedures (guidelines from the Wisconsin Department of Natural Resources http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf for disinfection:

1. Prior to leaving the contaminated site, wash machinery and ensure that the machinery is free of all soil and other substances that could possibly contain invasive species;
2. Drain all water from boats, trailers, bilges, live wells, coolers, bait buckets, engine compartments, and any other area where water may be trapped;
3. Inspect boat hulls, propellers, trailers and other surfaces. Scrape off any attached mussels, remove any aquatic plant materials (fragments, stems, leaves, seeds, or roots), and dispose of removed mussels and plant materials in a garbage can prior to leaving the area or invested waters; and
4. Disinfect your boat, equipment and gear by either:
    a. Washing with ~212º F water (steam clean), or
    b. Drying thoroughly for five days after cleaning with soap and water and/or high pressure water, or
    c. Disinfecting with either 200 ppm (0.5 oz per gallon or 1 Tablespoon per gallon) Chlorine for 10-minute contact time or 1:100 solution (38 grams per gallon) of Virkon Aquatic for 20- to 30-minute contact time. Note: Virkon is not registered to kill zebra mussel veligers nor invertebrates like spiny water flea. Therefore, this disinfect should be used in conjunction with a hot water (>104º F) application.

Complete the inspection and removal procedure before equipment is brought to the project site and before the equipment leaves the project site.

17. Maintaining Drainage.

Maintain drainage at and through worksite during construction conforming to standard spec 107.22, 204, 205 and 520.

Use existing storm sewers, existing culvert pipes, existing drainage channels, temporary culvert pipes, or temporary drainage channels to maintain existing surface and pipe drainage. Pumps may be required to drain the surface, pipe, and structure discharges during construction. Costs for furnishing, operating, and maintaining the pumps is considered incidental to the project.

Dewatering (Mechanical Pumping) for Bypass Water (sediment-free) Operations

If dewatering bypass operations are required from one pipe structure to another downstream pipe structure or from the upstream to downstream end of a culvert and the bypass flow is not transporting sediments (sand, silt, and clay particles) from a tributary work site area, bypass pumping operations will be allowed provided that the department has been made aware of and approves operation. When pumping bypass flows, the discharge location will need to be stable and not produce erosion from the discharge velocity that would cause release of sediment downstream.

Dewatering (Mechanical Pumping) for treatment Water (sediment-laden) Operations

If dewatering operations require pumping of water containing sediments (sand, silt, and clay particles), the discharge will not be allowed to leave the work site or discharge to a storm water conveyance system without sediment removal treatment. Refer to article Erosion Control in these special provisions for additional requirements.

sef-107-016 (20170310)

18. Erosion Control.

Add the following to standard spec 107.20

Erosion control best management practices (BMP's) the plans show are at suggested locations. The actual locations shall be determined by the contractor's ECIP and by the engineer. Include each dewatering (mechanical pumping) operation in the ECIP submittal. The ECIP shall supplement information the plans show and not reproduce it. The ECIP shall identify how to implement the project's erosion control plan. ECIP shall demonstrate timely and diligently staged operations, continuing all construction operations methodically from the initial removals and topsoil stripping operations through the subsequent grading, paving, and re-application of top soil to minimize the exposure to possible erosion.

Additional devices may be needed based on sequence of operations and field conditions. A ‘staged’ ECIP may be required for this project, as new areas are disturbed. Each new ‘stage’ of the ECIP needs to be submitted to the project staff and the WDNR liaison for review as an amendment to the ECIP with a standard 14-day review period. Work should not commence in new areas until the project staff and WDNR has reviewed and concurred with the corresponding ECIP amendment.

Provide the ECIP 14 days before the pre-construction conference. Provide 1 copy of the ECIP to the department and 1 copy of the ECIP to the WDNR Liaisons Kristina Betzold, (414) 263-8517, Kristina.betzold@wisconsin.gov. Do not implement the ECIP until department approval, and perform all work conforming to the approved ECIP.

Maintain Erosion Control BMP's until permanent vegetation is established or until the engineer determines that the BMP is no longer required.

Stockpile excess materials or spoils on upland areas away from wetlands, floodplains, and waterways. Install perimeter silt fence protection around stockpiles within a timeframe acceptable to the engineer. If stockpiled materials will be left for more than 14 days, install temporary seed and mulch or other temporary erosion control measures the engineer orders. Show the proposed stockpile locations in the ECIP.

Re-apply topsoil on graded areas, as designated by the engineer, within a timeframe acceptable to the engineer after grading is completed within those areas. Seed, fertilize, and mulch/erosion mat top-soiled areas, as designated by the engineer, within 5 days after placement of topsoil. If graded areas are left not completed and exposed for more than 14 days, seed those areas with temporary seed and mulch.

Do not allow excavation for; structures, utilities, grading, maintaining drainage that requires dewatering (mechanical pumping) of water containing sediments (sand, silt, and clay particles) to leave the work site or discharge to a storm water conveyance system without sediment removal treatment. Before each dewatering operation, submit to the department a separate ECIP amendment describing in words and pictorial format an appropriate BMP for sediment removal, conforming to WisDNR Storm Water Construction Technical Standard, Code 1061, Dewatering. Include reasoning, location, and schedule duration proposed for each operation. Per Code 1061, include all selection criteria: site assessment, dewatering practice selection, calculations, plans, specifications, operations, maintenance, and location of proposed treated water discharge. Provide a stabilized discharge area. If directing discharge towards or into an inlet structure, provide additional inlet protection for back-up protection. Do not house any dewatering technique in a wetland or floodplain.

All dewatering, including treatment to remove suspended solids, not covered under bid items is incidental to the contract.

The project team may identify ‘sensitive’ areas in the field that require additional temporary stabilization to protect resources from being contaminated by sediment-laden water discharging from the work site. Any ‘release’ of sediment-laden water from the work site that enters a wetland or waterway should be reported to the WDNR liaison within 24 hours.

The contractor shall restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils shall take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized. A plan for 'over-wintering' the project or a specific project area shall be compiled and submitted to the project staff and WDNR for review in an amendment to the ECIP.

The DOT Select Site process must be adhered to for clean fill or any other material that leaves the work site. The project staff and the WDNR liaison will review all proposed select sites and a site visit may be required. Filling of wetlands, waterways or floodplain is not allowed under the select site process, unless the site owner has proof of required local/state/federal permits. No new impermeable surfaces can be left at a select site (including gravel roads or pads), unless the site owner attains required permits. Contaminated materials leaving the site need to adhere to the Hazardous Material Management Plan.

Construction materials and debris, including fuels, oil, and other liquid substances, will not be stored in the construction area in a manner that would allow them to enter a wetland or waterbody as a result of spillage, natural runoff, or flooding. If a spill of any potential pollutant should occur, it is the responsibility of the permittee to remove such material, to minimize any contamination resulting from this spill, and to immediately notify the State Duty Officer at 1 (800) 943-0003.

Construction of structures over navigable waterways shall be completed as quickly as possible in order to minimize disruption. Construction shall minimize the removal of shoreline vegetation below the ordinary high water mark (OHWM), unless otherwise directed by the WDNR Transportation Liaison. Construction equipment should not operate on the bed of the stream or below the OHWM, except for that which is necessary for the placement of the structure. The contractor must provide a means of separating the live flow channel of the waterway from disturbed areas (cofferdam, turbidity barrier, etc.). Any plan for diverting the flow of a navigable waterway (listed under Fish Spawning provision) needs to be submitted, reviewed and approved by the project staff and the WDNR liaison shall be incidental to the contract.

If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

When performing concrete or asphalt sawcutting operations, the slurry shall be squeegeed off to the shoulder gravel or shoveled into the gravel behind curbs and not allowed into storm sewers, ditches, waterways or wetlands.

19. Dust Control Implementation Plan.

A Description

This special provision describes developing, updating, and implementing a detailed Dust Control Implementation Plan (DCIP) for all land-disturbing construction activities and associated impacts both within the project site boundaries and outside the project site boundaries. Incorporate contract bid items that this article specifies into the DCIP.

B (Vacant)

C Construction

C.1 General

Control dust on the project as specified in standard spec 107.18. Minimize dust emissions resulting from land disturbing activities. Do not generate excessive air borne particulate matter (PM) or nuisance dust conditions. Control dust at all times during the contract.

Submit a DCIP to the engineer and WDNR Liaison for review at least 14 calendar days before the preconstruction conference. Coordinate with the department, if requested, to resolve DCIP related issues before the preconstruction conference. The department will either approve the DCIP or request revisions. Do not initiate land-disturbing activities without the department's approval of the DCIP.

C.2 DCIP Contents

Develop a DCIP tailored to the specific needs of the project. Consider potential impacts to businesses and residences adjacent to the job site. Describe in detail all land disturbing, dust generating activities. Identify strategies to prevent, mitigate, and collect excess dust. Establish clear lines of communication with the engineer to ensure that all dust control issues can be dealt with promptly.

Include all of the following:

1. A single contact person with overall responsibility for the DCIP development as well as surveillance and remediation of job related dust. Provide:
    - Name, firm, address, and working-hours phone number.
    - Non-working-hours phone number.
    - Email address.
2. A site map locating project features, the job site boundaries, all ingress and egress points, air intakes and other dust-sensitive areas, and all public and private paved surfaces within and adjacent to the job site. Show where specific land disturbing, dust generating activities will occur and, to the extent possible, where employing various dust control or prevention strategies.
3. A matrix, or plan, for each anticipated land disturbing, dust generating activity, showing the following:
    - Preventive measures that shall be employed.
    - The applicable contact person.
    - The contractor’s timetable and surveillance measures used to determine when remediation is required.
    - The specific dust control and remediation measures that shall be employed. Identify the specific contract bid items that shall be used for payment. Indicate costs and practices that are incidental to the contract.
    - Both maintenance and cleanup schedules and procedures.
    - Excess and waste materials disposal strategy.
4. A description of monitoring and resolving off-site impacts.

C.3 Updating the DCIP

Update the DCIP during the contract or as the engineer directs. Obtain the engineer's approval for all DCIP alterations. Also obtain the engineer's approval for routine DCIP adjustments for weather, job conditions, or emergencies that will have an impact on payment under the bid items listed in the approved DCIP.

C.4 Dust Control Deficiencies

Coordinate with engineer to determine deadlines for resolving dust control deficiencies. Deficiencies include actions or lack of actions resulting in excessive dust, non-compliance with the contractor’s DCIP or associated special provisions, and not properly maintaining equipment.

D Measurement

The department will measure the various bid items associated with dust control as specified in the applicable measurement subsections of either the standard specs or other contract special provisions. The department will not measure work performed under a DCIP alteration unless the engineer specifically approves that alteration.

Measurement under the DCIP includes the contract bid items listed in this special provision:

623.0200	Dust Control Surface Treatment
624.0100	Water
628.7560	Tracking Pads
SPV.0075.001	Pavement Cleanup Project 2704-09-71

The department will measure work completed under other existing contract bid items if approved as a part of the DCIP. The department will consider new bid items to the contract if proposed under the DCIP. The department will not measure work required under the DCIP that is not included in contract bid items.

E Payment

All costs associated with the development and updating of the DCIP are incidental to the contract. The department will pay separately for the work required to implement the actions approved in the DCIP under the contract bid items approved as a part of the DCIP. All other costs associated with work approved under the DCIP are incidental to the contract.

sef-107-005 (20170323)

20. Project Site Air Quality.

Because fine particulate matter levels for Racine County are typically close to $PM_{2.5}$ limits and the project is in a non-attainment area for the federal 8-hour ozone standard, contributions from construction activities can have a major impact well beyond the project limits. Take practical measures to mitigate the impact of operating construction equipment on the air quality in and around the project site.

Voluntarily establishing the staging zones for trucks waiting to load and unload is encouraged by the department. Locate staging zones where idling of diesel powered equipment will have minimal impact on abutting properties and the general public. The department will make signs available to help identify these zones. Have truckers queue up in these zones whenever it is practical. The department further encourages drivers to shut down diesel trucks as soon as it appears likely that they will be queued up for more than ten minutes. Notify employees and sub-contractors about fueling and engine idling.

Portable Concrete Crusher Plants

Portable concrete crusher plants need a NR 440 Concrete Crusher Plant Air Permit for air emissions. Please contact Wisconsin Department of Natural Resources to request additional information and permit application materials. Complete permit applications may take 3 months to process.

sef-999-039 (20160929)

21. Hauling Restrictions.

Replace standard spec 107.2 with the following:

Prior to hauling any materials to or from the project, all trucking providers will be required to attend a mandatory pre-haul conference. The purpose of the pre-haul conference is to discuss specific project hauling requirements, placard implementation, weekly haul forecasting and reporting, and the processes required to secure approvals for any hauling routes not shown in the plan. Attendance of this conference is considered incidental to the work. Any trucking provider not attending the pre-haul conference will not be allowed to haul for the project.

The department will provide placards at the pre-haul conference for all trucks hauling materials to and from the project. These placards must be displayed on the dash when actively hauling for the project. Additional placards can be picked up at the Development Roads field office. Obtaining, distributing, and placement of the placards as well as implementation of the placard system is considered incidental to the work.

Provide a forecast of the following week's hauling activities by 10:00 AM each Wednesday. The hauling forecast shall include the following information for each individual haul route for each day's hauling activities: the number of trucks hauling, the number of overall truck trips, the hours in operation, and the type of material being hauled. The haul route includes all roadways utilized between the material source/waste site and the project. The hauling forecast shall not combine haul routes. The department will provide a spreadsheet format for use in forecast reporting. The weekly hauling forecast and reporting is considered incidental to the work.

If additional haul routes are needed that are not shown in the plan, or part of the state trunk highway system, submit a New Haul Route Request Form detailing any additional haul routes three business days in advance of any proposed hauling to the department. Include the months, days of the week, time of day, number of trucks, types of trucks and maximum loads of trucks anticipated to accomplish the project work. The New Haul Route Request Form can be found on the department's 511 website at the address listed below.

https://projects.511wi.gov/fdr/trucking/

The department will review the request and either approve or provide a letter with comments and proposed revisions to the contractor within three business days of its receipt. If approved, the department will subsequently survey the existing condition of that haul route to establish a baseline for assessing damage that the contractor's hauling operations might cause.

At all times, conduct operations in a manner that will cause a minimum of disruption to traffic on existing roads.

22. Public Involvement Meetings.

Participate in department-sponsored public involvement meetings as the engineer requests. Ensure that representatives of subcontractors also participate in those meetings if the engineer requests.

sef-999-040 (20160915)

23. Geotechnical Investigation Information.

Replace standard spec 102.5(3) 2 with the following:

Available information relative to subsurface exploration, borings, soundings, water levels, elevations or profiles are available for review at the department's Regions office. Contact Steve Hoff, 141 NW Barstow Street, Waukesha, WI 53187, (262) 548-6718.

Review the available information to determine if it is of use. The use or not of the geotechnical information does not relieve performing the work conforming to the plans and specifications.

24. Partnering Meetings Monthly.

A Description

The department will implement mandatory monthly program partnering meetings involving various stakeholders in and around the Foxconn development site corridor. The meetings will involve leadership staff from the following entities: contractor, department, adjacent development site, utilities, local officials, and adjacent department contracts. The meetings will occur monthly from project start until the contractor accepts the tentative final estimate. The department may invite other attendees if deemed appropriate.

This meeting is intended to facilitate cooperation and coordination of construction activities within and surrounding the Wisconn development site corridor. Meeting topics may include:

- Schedule updates
- Hauling coordination
  - Development site access
  - Public/private project interface issues
  - Utility progress
- Safety
  - Local official concerns
- Public outreach
- Traffic management

All costs are incidental to contract work.

25. Contractor Document Submittals.

This special provision describes minimum requirements for submitting project documents to the department. This special provision does not apply to shop drawing submittals.

Provide one electronic copy of all documents requiring department review, acceptance, or approval. Attach a completed engineer-provided transmittal sheet to each email submittal. The department will reject submittals with incomplete transmittal sheets and require re-submittal.

The department will return one reviewed, accepted, or approved original to the contractor. Additional return originals can be requested. Submit an additional original for each additional return original requested.

Submit electronic copies in Portable Document Format (PDF) to the engineer-designated folder within the department's SharePoint site, and send alerts with a link to the document via email to (an) account(s) the engineer determines. If possible, translate original documents from their native format (e.g. Word, Excel, AutoCAD, etc.) using a Portable Document Format translation routine. Scan other documents to PDF format with a minimum resolution of 600 dpi.

All costs for contractor document submittals are incidental to the contract.

sef-105-010 (20150619)

26. Notice to Contractor – Personnel Identification Program.

All contractor personnel will be required to register in the program prior to performing work. Valid photo identification which includes unexpired driver's license, government issued identification cards, military identification, passport, or other identification approved by the department will be required to register. All personnel registered will be issued a hard hat sticker with an identification number by the department. Stickers shall be placed in a visible location on the hard hat.

Noncompliance with this contract provision may result in removal of contractor personnel from the project or suspension of work according to Wisconsin Department of Transportation standard spec 108.6 applicable under the contract

27. Notice to Contractor – Great Lakes Compact

This project is near, or may cross, the Subcontinental Divide which is the watershed boundary of the Great Lakes basin and the Mississippi River basin. The Great Lakes Compact and Wisconsin State Statutes regulate water use in the Great Lakes basin and ban diversion of Great Lakes water, with limited exceptions. Source water obtained from the Mississippi River basin may be released on portions of the project located within the Mississippi River basin or the Great Lakes Basin. Source water obtained from the Great Lakes basin may only be released within the Great Lakes basin. Please submit all water sources and plans for use to the department for review and approval prior to use on the project. Source water permanently incorporated into a product (e.g., concrete masonry) is exempt from the requirements of this special provision if the product is made within the Great Lakes basin.

28. Notice to Contractor – Media Relations.

a) The contractor shall not disseminate or publicize this Agreement, information relating to this Agreement, their work responsibilities, or generally comment about the entire project without prior written consent from one of the department's designated Project Communications Leaders listed under Section (d).

b) The contractor shall refer all information requests or interview requests made by external parties, including media sources, to all of the department's designated Project Communications Leaders listed under Section (d).

c) The contractor agrees to coordinate with the department as to the form, content and timing of any public announcement of this Agreement.

d) The Project Communications Leaders for the department will be:

i. The department's project manager

ii. Becky Kikkert
4802 Sheboygan Avenue
Madison, WI 53705
Phone: (608) 266-3581
Email: rebecca.kikkert@dot.wi.gov

iii. Michael Pyritz
141 NW Barstow Street
P.O. Box 798
Waukesha, WI 53188
Phone: (262) 521-5373
Email: michael.pyritz@dot.wi.gov

e) Noncompliance with this contract provision may result in removal of contractor personnel from the project or suspension of work according to standard spec 108.6 applicable under the contract.

f) Notwithstanding anything to the contrary contained herein, no provision of this Agreement shall be interpreted to impede the contractor, or any individual, from reporting possible violations of state or federal law to any governmental agency or entity, or from making other disclosures under the whistleblower provisions of state or federal law. The contractor does not need the prior authorization of the department to make any such reports or disclosures and the contractor shall not be required to notify the department that such reports or disclosures have been made.

29. Notice to Contractor – Safety.

All workers shall wear OSHA and ANSI compliant safety head protection, safety glasses, safety-toe protective footwear, and safety vest at all times while within the project footprint.

The contractor and respective subcontractors shall provide a copy of their current Company Safety Plans to the department at the preconstruction meeting. All workers shall comply with the Safety Plans of their employer.

Noncompliance with this contract provision may result in removal of contractor personnel from the project or suspension of work according to standard spec 108.6 applicable under the contract.

30. Notice to Contractor – Airport Operating Restrictions.

The Federal Aviation Administration (FAA) has height restrictions surrounding select airports. The department has obtained a Temporary Determination of No Hazard to Air Navigation for all temporary structure (i.e. crane) erections associated with the project. These Determinations have been received on March 12, 2019. Copies of the Determinations can be obtained through the engineer.

The Determinations include conditions such as red obstruction lights and orange/white checkered flags on cranes, as well as lowering the cranes to the ground when not in use and during the hours between sunset and sunrise.

Notify the manager of the applicable airport at least 5 business days prior to the temporary structure being erected and again when the structure is removed from the site. Contact the airport owner to disseminate a Notice to Airmen (NOTAM) when cranes are in use and construction is occurring.

Include dust control provisions near airports in the Dust Control Implementation Plan.

Any failure or malfunction that lasts more than 30 minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Any height exceeding the above ground level (AGL) or above mean sea level (AMSL) in the Determinations will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

The Determinations will expire unless extended, revised or terminated by the issuing office. Contractor must request an extension of the effective period of the determination to be postmarked or delivered by the contractor at least 30 days prior to the expiration date to:

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Once the Determinations are received, for questions on extensions to the effective period of the determinations, contact the FAA office at (847) 294-7575 and reference the Aeronautical Study Number.

Any changes in coordinates and/or heights will void the Determinations. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.

Determinations include temporary construction equipment such as cranes, derricks, and other equipment, which may be used during actual construction of a structure. Equipment shall not exceed the overall heights as indicated above. Contractor must request separate notice to the FAA if equipment has a height greater than the studied structure.

Contractor must copy the engineer on any correspondence with the FAA as it relates to time extensions and new/revised Determinations.

A Determination concerns the effect of temporary structures on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If drainage or pond designs need to be modified in the field, contact WisDOT Bureau of Aeronautics (Levi Eastlick, Levi.Eastlick@dot.wi.gov, (608) 267-5018 or Matt Malicki, Matthew.Malicki@dot.wi.gov, (608) 267-5273, to obtain input on minimizing wildlife attractants for the modified designs.

31. Notice to Contractor – Potential UST System Beyond Construction Limits.

The department completed hazardous materials assessment for locations within the project where excavation is required. Results indicate underground storage tanks are registered to numerous addresses along the Project Corridor at the following approximate locations:

- Braun Road 72BRE+00 to 75BRE+50 beyond project limits to the south. A 500-gallon leaded gasoline UST is registered to 13027 Braun Road.
- Braun Road 68BRW+00 to 70BRW+40 beyond project limits to the north. A 500-gallon unleaded gasoline UST is registered to 13144 Braun Road.
- Braun Road 106BRW+20 to 109BRW+40 beyond project limits to the north. A 500-gallon unleaded gasoline UST is registered to 1200 S Braun Road (actual address is 12006 Braun Road).

The status of the underground storage tanks (USTs) at these properties are unknown; however, its location is expected to be beyond the excavation limits necessary to complete the work under this project. Control construction operations in this area to ensure that they do not extend beyond the excavation limits indicated in the plans. If a UST system or associated contaminated soils are unexpectedly encountered during excavation near the above location, or anywhere else on the project, terminate excavation in the area and notify the engineer immediately. The department will coordinate the UST response on an emergency basis.

Information regarding the Hazardous Materials Assessment for this project is available by contacting:

Andrew Malsom
WisDOT SE Region
141 NW Barstow St.
Waukesha, WI 53187
(262) 548-6705

107-100 (20050901)

32. Material and Equipment Staging.

Submit a map showing all proposed material stockpile or equipment storage locations to the engineer 14 days before either preconstruction or proposed use, whichever comes first. Identify the specific purposes for the location. Obtain written permits from the property owner and submit two copies to the engineer before use. Do not stockpile or store materials or equipment on wetlands.

sef-999-020 (20170310)

33. Contractor Notification.

Replace standard spec 104.2.2.2(2) with the following:

If the contractor discovers the differing condition, provide a written notice, as specified in standard spec 104.3.3, of the specific differing condition before further disturbing the site and before further performing the affected work.

104.3.2 (Vacant)

104.3.3 Contractor Initial Written Notice

Replace standard spec 104.3.2 and 104.3.3 with the following:

If required by standard spec 104.2, or if the contractor believes that the department’s action, the department's lack of action, or some other situation results in or necessitates a contract revision, promptly provide a written notice to the engineer. At a minimum, provide the following:

a) A written description of the nature of the issue.

b) The time and date of discovering the problem or issue.

c) If appropriate, the location of the issue.

Provide the additional information specified in standard spec 104.3.5 as early as possible to assist the engineer in the timely resolution of an identified issue. The engineer will not require, in subsequent submissions, duplication of information already provided.

sef-104-005 (20141211)

34. Waste Materials.

Delete standard spec 106.2.1 (1).

35. Subletting the Contract.

Replace standard spec 108.1.1 (3) with the following:

If proposing to have a party other than a subcontractor perform work, notify the engineer and submit details of this arrangement in writing. The engineer will determine if that arrangement constitutes subcontracting. Submit copies of all other agreements between any parties regarding the performance of work under the contract with the Request to Sublet.

sef-108-035 (20171004)

36. CPM Progress Schedule.

Replace standard spec 108.4.4.1 with the following:

(1) Submit a CPM Progress Schedule and updates.

(2) To ensure compatibility with the Master Program Schedule, use the latest version of Primavera P6 Project Management, by Oracle Corporation, Redwood Shores, CA, to prepare the Initial CPM Progress Schedule, Monthly CPM Progress Updates and other CPM Progress Revisions requested by the engineer.

(3) Within five business days after award, the department will provide its current standard Work Breakdown Structure and activity codes to use to develop the Initial CPM Progress Schedule.

(4) Designate a Project Scheduler who will be responsible for scheduling the Work and submit a professional resume describing a minimum of three years of scheduling experience on interstate-highway reconstruction work of similar size and complexity, including recent experience with P6. Obtain approval of the submitted resume before scheduling the work.

Replace standard spec 108.4.4.4(2) with the following:

(2) For each schedule update, submit electronic copies in an approved format and updated PDF printouts of the following:

1. Tabular sorts by:
   - Activity Identification/Early Start.
   - Total Float.
2. If applicable, an updated logic diagram as the engineer requires.
3. If augmenting the CPM schedule with a linear schedule, provide an update of the linear schedule.
4. Activities underway and as-built dates for the past month.
5. Agreement on the as-built dates with the department depicted in the Monthly CPM Progress Schedule Update. Document all disagreements. Use the as-built dates from the Monthly CPM Progress Schedule Update for the month when updating the CPM schedule.
6. Actual as-built dates for completed activities through final acceptance of the project.

sef-108-010 (20171004)

37. Force Account.

Add the following to standard spec 109.4.5.1 (3)1:

Include accumulation of wages to date for each employee performing force account work and identify allowable Federal Unemployment Tax (FUTA) and State Unemployment Tax (SUTA) multipliers.

sef-109-005 (20180104)

Costs for all sampling, testing, and documentation required under this special provision are incidental to the work. If the contractor does not perform the work required under this special provision, the department may reduce the contractor's pay. The department will administer pay reduction under the Non-performance of QMP administrative item.

38. Removing or Abandoning Miscellaneous Structures.

Replace standard spec 204.5.1(3) with the following:

When backfilling with Backfill Granular as specified in this special provision article or as directed by the engineer, the item Backfill Granular is considered incidental to the appropriate bid item.

At locations where Backfill Granular is not specified, contractor may choose to use either Backfill or Backfill Granular, and no separate payments will be made for using Backfill Granular.

Supplement standard spec 204.3.2.2 with the following:

Backfill existing storm sewer or existing storm sewer structure locations shown for removal or abandonment outside the new traveled way with native backfill immediately after completing the sewer work. Backfill according to standard spec 209 within the traveled way.

All backfill, including native material, provided for removal or abandonment of existing storm sewer structures and pipes is considered incidental to the appropriate bid item.

SEF Rev. 14_1215

39. Removing Underdrain, Item 204.9090.S.001.

A Description

This special provision describes removing Underdrain according to the pertinent provisions of standard spec 204 and as hereinafter provided.

B Materials

Furnish Backfill Granular materials according to the pertinent requirements of standard spec 209.

C (Vacant)

D Measurement

The department will measure Removing Underdrain by the linear feet, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9090.S.001	Removing Underdrain	LF

Payment is full compensation for excavating, removing, furnishing and placing all materials, backfilling and compacting.

stp-204-025 (20150630)

40. Removing Draintile, Item 204.9090.S.002.

A Description

This special provision describes removing draintile according to the pertinent provisions of standard spec 204 and as hereinafter provided.

B Materials

Furnish Backfill Granular materials according to the pertinent requirements of standard spec 209.

C (Vacant)

D Measurement

The department will measure Removing Draintile by the linear feet, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9090.S.002	Removing Draintile	LF

Payment is full compensation for excavating, removing, furnishing and placing all materials, backfilling and compacting.

stp-204-025 (20150630)

41. Roadway Excavation

Replace standard spec 205.3.2(2) with the following:

Salvage topsoil, as specified in Article *Topsoil Special*, from excavation areas and the roadway foundation. Remove topsoil present below subgrade in cut sections and excess topsoil from embankment areas not required to cover side slopes as excavation common. Dispose of excess topsoil according to standard spec 205.3.12. Utilize Roadway Embankment to backfill areas of topsoil removal as directed by the engineer. The engineer may require EBS Backfill to fill shallow areas at cut-fill transitions to address stability issues related to the underlying soils.

Add the following to standard spec 205.5.2(1):

Provide the department with an earth flow diagram within 15 calendar days of receiving the contract Notice to Proceed. Identify all excavation required for the project, all sources of roadway embankment fill including offsite material, shrinkage and swell factors, proposed stockpile material, structure excavation (if used in embankments), and waste. Provide start and finish dates for each grading area within the division. These dates should correspond to the dates shown on the project schedule.

Any deviation from the sequencing shown in the earth flow diagram will require approval from the engineer and will require an update to the earth flow diagram.

Add the following to standard spec 205.5.2(2):

The department will not pay EBS to remove frost from embankments or cut sections, unless directed by the engineer. It is the contractor’s responsibility to stage construction so that exposed subgrades do not freeze or to provide adequate frost protection. Any work necessary to remove and replace frozen materials from newly constructed embankments or exposed cut sections is considered incidental to the excavation bid items.

42. QMP Subgrade.

A Description

This special provision describes requirements for subgrade materials within the roadway foundation as defined in standard spec 101.3. Conform to standard spec 207 as modified in this special provision for all work within the roadway foundation at the following locations:

- Braun Road
- FoxConn Access Driveways and sidestreets

Provide and maintain a quality control program. A quality control program is defined as all activities, including process control inspection, sampling and testing, documentation, and necessary adjustments in the process that are related to the construction of subgrade which meets all the requirements of this provision.

Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures. The contractor may obtain the CMM from the department's web site at:

https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/default.aspx

B Materials

B.1 Quality Control Plan

Submit a comprehensive written quality control plan to the engineer at or before the pre-construction meeting. Do not perform grading work before the engineer reviews and accepts the plan. Construct the project as the plan provides.

Do not change the quality control plan without the engineer's review. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:

- An organizational chart with names, telephone numbers, current certifications or titles, and roles and responsibilities of QC, QV, and IA personnel.
- The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
- An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
- Location of the QC laboratory, retained sample storage, and control charts and other documentation.
- A summary of the locations and calculated quantities to be tested under this provision.
- An explanation regarding the basis of acceptance for material that cannot be tested by nuclear methods due to a high percentage of oversized particles.

B.2 Personnel

Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians. Have a grading technician certified under HTCP at level I (or ACT Grading Technician under the direction of a certified technician) present at the site during all subgrade preparation, fill placement, compaction, and nuclear testing activities. Have a nuclear density technician certified under HTCP at level I perform field density and field moisture content testing.

B.3 Laboratory

Perform quality control testing in a department-qualified laboratory. Obtain information on the Wisconsin laboratory qualification program from:

Materials Laboratory
3502 Kinsman Boulevard
Madison, Wisconsin 53704-2583
Telephone: (608) 246-7938
https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/tools/appr-prod/qual-labs.aspx

B.4 Equipment

Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.

Furnish nuclear gauges from the department's approved product list at:

http://www.atwoodsystems.com/

Ensure that the gauge manufacturer or an approved calibration service calibrates the gauge within 12 months before using it on the project. Retain a copy of the calibration certificate with the gauge. Nuclear density gauge calibration verification is required daily when earthwork construction operations require testing under this special provision article. This calibration verification shall be performed using the departments "Validator" apparatus which is located at the 94 N-S construction field office. Establish a standard gauge reading for the "Validator" using the ten test average method. The source emitter depth for calibration verification, in the direct transmission mode, will be determined by the engineer. This procedure will establish the "Validator" apparatus, as the contractor's project reference site.

Conform to ASTM D 2950 and CMM 8.15 for density testing and gauge monitoring methods. Perform nuclear gauge measurements using gamma radiation in the backscatter or direct transmission position. Perform each test for 4 minutes of nuclear gauge count time.

B.5 Soil Source Study

Conduct and submit a soil source study before beginning of grading operations. Ensure that this study identifies each distinct soil type on the project within the top 15 feet of cut areas and all borrow material. Provide the in-bank natural moisture content for each soil. Develop moisture-density curves for each identified soil type by utilizing AASHTO T 99, with a minimum of 5 individual points, and a zero air voids curve at a specific gravity of 2.65. If a different specific gravity is used perform a specific gravity test. Determine the maximum density and corresponding optimum moisture level for each soil type. Develop a

site-specific family of Proctor curves for this contract from the completed soil source study and submit to the engineer for review and acceptance.

Perform characterization tests on each of the soil types selected for the soil source study. The tests for roadway include AASHTO T 89, AASHTO T 90, AASHTO T 27, and AASHTO T 11. Classify each soil type selected according to the AASHTO soil classification system based on the characterization tests. Do not begin grading operations until the engineer accepts the soil source study.

Use the soil types identified in the soil source study with corresponding maximum densities and optimum moisture values to determine the compaction compliance on the project. Continue the soil source study in those areas of cuts greater than 15 feet that were not accessible during the initial study. Include data on additional soil types if project conditions change. Ensure that tests of additional soil types are complete, and the engineer accepts the results before incorporating the material into the roadway foundation.

Split each Proctor sample and identify so as to provide comparison with the department's test results. Unless the engineer directs otherwise, retain the QC split samples for 14 calendar days and promptly deliver the department's split samples to the department at:

Regional Materials Laboratory
Attn: Paul Emmons
935 S. 60th Street
West Allis, Wisconsin 53214
Telephone: (414) 266-1158

Retain and identify two representative samples of each Proctor. Submit one sample to the engineer. Retain one sample on site for use when performing textural identification.

B.6 Quality Control Documentation

B.6.1 Control Charts

Maintain separate control charts for the field density and field moisture content of each grading area. Designate grading areas within the project as follows:

- Embankment portions of the project, except within 200 feet of bridge abutments.
- Embankment within 200 feet of bridge abutments.
- Subgrade cut portions of the project.
- Embankment in pipe culvert, sewer and waterline trenches.
- Structure and granular backfill placed at bridge abutments.
- Embankments of the project where embankments are 20 feet or higher regardless of location to be known as special compaction area.

Ensure that all tests are recorded and become part of the project records. Plot required test results on the control charts. Include random and engineer-requested testing but only include the contractor's randomly selected QC test results in the 4-point running average. The contractor may plot other contractor-performed process control or informational tests on the control charts, but do not include them in 4-point running averages.

Post control charts in an engineer-approved location and update daily. Ensure that the control charts include the project number, the test number, each test element, the applicable control limits, the contractor's individual test results, the running average of the last 4 data points, and the engineer's quality verification test data points. Use the control charts as part of a process control system for identifying potential problems and assignable causes. Format control charts according to the CMM.

Submit control charts to the engineer in a neat and orderly manner within 10 business days after completing subgrade construction.

B.6.2 Records

Document all observations, inspection records, and adjustments to fill placement procedures, soil changes, and test results daily. Note the results of the observations and inspection records as they occur in a permanent field record.

Provide copies of the field density and field moisture running average calculation sheets, records of procedure adjustments, and soil changes to the engineer and QV personnel daily.

Submit original testing records to the engineer in a neat and orderly manner within 10 business days after completing subgrade construction.

B.7 Contractor Testing

B.7.1 General

Have a grading technician certified under HTCP at level I (or ACT Grading Technician under the direction of a certified technician) present during all subgrade preparation, fill placement, compaction, and testing. Have a nuclear density technician certified under HTCP at level I perform the testing for field density and field moisture content. During subgrade construction, use sampling and testing methods identified in the CMM to perform the required tests at randomly selected locations at the indicated minimum frequency for each grading area.

Determine the cubic yards for testing based on a total load count system the engineer and contractor agree to.

For each test, provide the cubic yards represented and the test location to within 2 feet horizontally and 0.5 feet vertically. Use project stationing to determine horizontal location and grade stakes to determine vertical location.

Test areas of suspect compaction or areas which appear to be nonconforming as determined by the engineer.

B.7.2 Field Density and Field Moisture

Perform the field density and field moisture tests using the nuclear density meter method according to AASHTO T 310. Ensure that each field density test material is related to one of the specific soil types identified in the soil source study in determining the percent compaction. Use textural identification as the primary method of establishing this relationship. Use the representative samples retained from the soil source study when performing the textural identification. Use a coarse particle correction according to AASHTO T 224.

If field density and field moisture tests cannot be performed by the nuclear density method due to a high percentage of oversized particles as determined according to AASHTO T 99 for highway embankments, observe the placement of the embankment and document the basis of acceptance. Document daily quantities of untested embankment and locations where untested embankment is placed and keep a cumulative quantity of untested embankment material during the project. Include the daily documentation and a summary of the cumulative quantity of untested embankment material with the project records.

B.7.3 Testing Frequency

B.7.3.1 Subgrade Embankment portions of the project, except within 200 Feet of bridge abutments

Perform the required tests at the following frequencies:

Test	Minimum Frequency
Field Density and Moisture (AASHTO T 310)	One per 2,000 cubic yards of fill per lift or one test per grading area per day whichever yields the most tests.

B.7.3.2 Subgrade Embankment Within 200 Feet of Bridge Abutments

Perform the required tests at the following frequencies:

Test	Minimum Frequency
Field Density and Moisture (AASHTO T 310)	One per 1,000 cubic yards of fill per lift or one test per grading area per day whichever yields the most tests.

B.7.3.3 Subgrade Cut

Perform the required tests at the following frequencies:

Test	Minimum Frequency
Field Density and Moisture (AASHTO T 310)	One test per 1,000 linear feet of cut or one test per cut area whichever yields the most tests. The testing will be completed at the finished subgrade elevation.

B.7.3.4 Subgrade Embankment in Pipe Removals, Pipe Culvert, Sewer and Waterline Trenches

Perform the required tests at the following minimum frequencies per trench run between structures. Test trenches individually at the frequency listed in this section. For example, lateral lines and trunk lines are to be considered individual trenches:

Test	Minimum Frequency
Field Density and Moisture (AASHTO T 310)	One test per 100 CY of backfill placed per lift or one test per day whichever yields the most tests.

B.7.3.5 Structure and Granular Backfill at Bridge Abutments

Perform the required tests at the following minimum frequencies:

Test	Minimum Frequency
Field Density and Moisture (AASHTO T 310)	One test per 2 feet of vertical backfill height per abutment.

B.7.3.6 Embankments of the project 20 feet or higher regardless of location to be known as special compaction area

Perform the required tests at the following minimum frequencies but exclude MSE wall backfill:

Test	Minimum Frequency
Field Density and Moisture (AASHTO T 310)	One per 2,000 cubic yards of fill per lift or one test per grading area per day whichever yields the most tests.

B.7.4 Control Limits

B.7.4.1 Field Density

B.7.4.1.1 General Conditions

The lower control limit for field density measurements is a minimum of 95.0 percent of the maximum dry density as determined by AASHTO T 99 or T 272for the 4-point running average and a minimum of 92.0 percent of the maximum dry density for any individual test.

B.7.4.1.2 Embankments of the project 20 feet or higher regardless of zone to be known as special compaction area excluding MSE wall backfill

The lower control limit for field density measurements in the special compaction area is a minimum of 98.0 percent of the maximum dry density as determined by AASHTO T 99 or T 272 for the 4-point running average and a minimum of 95.0 percent of the maximum dry density for any individual test.

B.7.4.2 Field Moisture Content

The upper control limit for the field moisture content for embankment material within 5 feet or less of finished subgrade is 105.0 percent of the optimum moisture as determined by AASHTO T 99 or T 272 for the 4-point running average.

The upper control limit for the field moisture content for embankment material greater than 5 feet below finished subgrade is 110.0 percent of the optimum moisture as determined by AASHTO T 99 or T 272 for the 4-point running average.

The lower control limit for the field moisture content in for all embankments is 65.0 percent of the determined optimum moisture for the 4-point running average. There is no lower control limit for the field moisture of material having less than 5 percent passing the No. 200 sieve.

B.7.5 Corrective Action

Notify the engineer if an individual field density test falls below the individual test control limit. The subgrade in this area is unacceptable. Perform corrective actions, acceptable to the engineer to improve the density of the subgrade material. After corrective action, perform a randomly located retest within the represented quantity to ensure that the material is acceptable.

Notify the engineer if the field density or field moisture running average point falls below the running average control limit for field density or outside the control limits for field moisture. The subgrade in this area is unacceptable. Perform corrective actions, acceptable to the engineer to improve the quality of the material represented by the running average point. Retest each corrected area at a new random location within its represented quantity and determine a new 4-point running average. If the new running average is not acceptable, perform further corrective actions and retest at new random locations.

If the contractor's control data is proven incorrect resulting in a field density or field moisture point falling below the control limit for field density or outside the control limits for field moisture, the subgrade is unacceptable. Employ the methods described in this special provision for unacceptable material.

B.8 Department Testing

B.8.1 General

The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all verification and independent assurance personnel for the project.

The department will provide field density and field moisture test results to the contractor on the day of testing. Test results from Proctor split samples will be provided to the contractor within 7 business days after the sample has been received by the department.

B.8.2 Verification Testing

The department will have an HTCP technician, or ACT under the direction of a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified for contractor testing personnel for each test being verified. The department will notify the contractor before testing so the contractor can observe QV testing.

The department will test field density and field moisture randomly at locations independent of the contractor's QC work. The department will use split samples for verification of Proctor testing. In all cases, the department will conduct the verification tests in a separate laboratory and with separate equipment from the contractor's QC tests.

The department will perform verification testing as follows:

1. The department will conduct verification tests on Proctor split samples taken by the contractor. These samples may be from the Soil Source Study or sample locations chosen by the engineer from anywhere in the process. The minimum verification testing frequency is one per 90,000 cubic yards, with at least one for each soil type identified in the Soil Source Study.
2. The engineer may select any contractor-retained sample for verification testing.
3. The department will conduct at least one verification test for field density and field moisture per 20,000 cubic yards.

Plot verification tests on the contractor's quality control charts as specified in B.6.1. Do not include verification tests in the 4-point running average.

If verification tests are within specified control limits, no further action is required. If verification tests are not within specified control limits, the engineer and contractor will jointly investigate any testing discrepancies. The investigation may include additional testing as well as review and observation of both the department's and contractor's sampling and testing procedures and equipment. Both parties will document all investigative work.

Correct all deficiencies. If the contractor does not respond to an engineer request to correct a deficiency or resolve a testing discrepancy, the engineer may suspend grading work until action is taken. Resolve disputes as specified in B.9.

B.8.3 Independent Assurance Testing

Independent assurance is unbiased testing the department performs to evaluate the department's verification and the contractor's QC sampling and testing including personnel qualifications, procedures, and equipment. The department will perform the independent assurance review according to the department's independent assurance program, which may include one or more of the following:

1. Split sample testing.
2. Proficiency sample testing.
3. Witnessing sampling and testing.
4. Test equipment calibration checks.
5. Reviewing required worksheets and control charts.
6. Requesting that testing personnel perform additional sampling and testing.

Plot the independent assurance tests on the contractor's quality control charts as specified in B.6.1. Do not include independent assurance tests in the 4-point running average.

If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or cooperate in resolving identified deficiencies, the engineer may suspend grading work until action is taken. Resolve disputes as specified in B.9.

B.9 Dispute Resolution

The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor may review the data, examine data reduction and analysis methods, evaluate sampling and testing procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.

If the project personnel cannot resolve a dispute and the dispute affects payment or could result in incorporating nonconforming product, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party tests to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

B.10 Acceptance

The department will accept the material tested under this provision based on the contractor QC tests unless it is shown through verification testing or the dispute resolution process that the contractor's test results are in error.

C (Vacant)

D (Vacant)

E Payment

43. Concrete Pavement Joint Layout, Item 415.5110.S.

A Description

This special provision describes providing a concrete pavement or concrete base joint layout design for intersections and marking the location of joints in the field.

B (Vacant)

C Construction

Plan and locate all points necessary to establish the horizontal position of the transverse and longitudinal joints in the concrete to prevent uncontrolled cracking. Submit a joint layout design to the engineer at least 7 calendar days before paving each intersection. Do not lay out joints until the engineer has reviewed the joint layout design. Mark the location of concrete joints in the field. Follow the plan details for joints in concrete making adjustments as required to fit field conditions.

D Measurement

The department will measure Concrete Pavement Joint Layout as a single lump sum unit for all joint layout designs and marking, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
415.5110.S	Concrete Pavement Joint Layout	LS

Payment is full compensation for providing the intersection joint layout designs and marking all joints in the field.

The department will adjust pay for crack repairs as specified in standard spec 415.5.3.

stp-415-020 (20170615)

44. Cold Patch, Item 495.1000.S.

A Description

This special provision describes furnishing cold patch and filling potholes and other voids in existing pavement surfaces as the engineer directs.

B Materials

Furnish a mixture of course aggregate, natural sand, and MC-250 bituminous material designed to have a workability range of 15-100º F without heating. Ensure that the mixture:

- Adheres to wet surfaces.
- Resists damage from water, salt, and deicing products.
- Requires no mixing or special handling before use.
- Supports traffic immediately after placement and compaction.

Conform to the following gradation:

SIEVE SIZE	PERCENT PASSING (by weight)
1/2-inch (12.5 mm)	100
3/8-inch (9.5 mm)	90 - 100
No. 4 (4.75 mm)	90 max
No. 8 (2.38 mm)	20 - 65
No. 200 (0.074 mm)	2 - 10
Bitumen	4.8 - 5.4

The department will accept cold patch based primarily on the engineer's visual inspection. The department may also test for gradation.

C Construction

Stockpile cold patch on site on a smooth, firm, well-drained area cleared of vegetation and foreign material. Cover the stockpile and ensure that it is easily accessible. Replenish the stockpile throughout the project duration but limit the size at any given time to 10 tons on site unless the engineer approves otherwise. Dispose of unused material at project completion unless the engineer directs otherwise.

Place cold patch by hand. Remove ponded water and loose debris before placement. Compact flush with a tamper, roller, or vehicle tire after placement.

Refill patched areas as necessary to maintain a flush pavement surface until project completion.

D Measurement

The department will measure Cold Patch by the ton, acceptably stockpiled on site.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
495.1000.S	Cold Patch	TON

Payment for Cold Patch is full compensation for providing and maintaining patches; for furnishing and replenishing stockpiled material on-site; and for disposing of excess material at project completion.

stp-495-010 (20160607)

45. Storm Sewer

Supplement standard spec 204.5.1 with the following:

QMP sampling, testing and documentation if applicable is incidental to removing storm sewer bid item and no separate payment will be made.

Supplement standard spec 608.2 with the following:

Two weeks prior to start of storm sewer construction, provide a shoring design and installation sequence for each location where shoring is to be used. Have a professional engineer, currently registered in the State of Wisconsin and knowledgeable of the specific site conditions and requirements, verify the adequacy of the design. Submit one electronic copy in portable document format of each shoring design, signed and sealed by the same professional engineer verifying the design, to the engineer for incorporation into the permanent project record.

Supplement standard spec 608.3.1 with the following:

(1) Incorporate excavated material in the work to the extent practicable. Use materials with suitable engineering properties for embankment.

(2) Dispose of surplus or unsuitable material as specified in standard spec 205.3.12.

Supplement standard spec 608.3.4 with the following:

Place rubber gasket joints over the spigot end or tongue of the entering pipe for all round storm sewer pipes horizontal and elliptical pipes with a rise less than or equal to 40-inches. Clean the gasket and the ends of the pipe from sand and gravel. If the gasket provided is neither factory lubricated nor self-lubricating, lubricate the outside of the gasket and the inside of the bell or groove of the last pipe with an engineer - approved vegetable lubricant immediately before making the joint. Place the spigot or tongue of the pipe being laid with the gasket in place into the bell or groove end of the previously laid pipe. Set pipe carefully to line and grade and push or jack home. The engineer may order the use of a jack or “come-along” if deemed necessary to ensure that the joints are completely tight.

For horizontal elliptical pipe rise greater than 40-inches use mastic joint compound. Where factory lubricated rubber gasket joints are not available, clean the ends of the pipe from sand and gravel. Place engineer-approved mastic joint sealer on both the spigot and bell ends of the pipe being laid. Apply additional mastic around each joint exterior and wrap each joint with Geotextile Fabric Type DF laid flat meeting requirements of standard spec 645. Wrap each joint so that the Geotextile Fabric overlaps each joint a distance of approximately ½ of the pipe diameter.

Replace standard spec 608.5(2) with the following:

Payment for the Storm Sewer Pipe bid items is full compensation for providing all materials, including all special Y's, mitered sections, elbows and connections required; for all submittals; for excavating and wasting excess material, except rock excavation; for providing rubber gaskets; Lubrication of rubber gaskets; mastic joint sealer; for supporting utilities in storm sewer trench; for shoring design, providing a signed and sealed copy of the design; for installation, monitoring, and removal of shoring; for forming foundation; for laying pipe; for sealing joints and making connections to new or existing features, bedding material; for backfilling and granular backfill material; for QMP sampling, testing and documentation; for cleaning out; and absent the pertinent contract bid items, for restoring the work site.

46. Pipe Grates, Item 611.9800.S.

A Description

This special provision describes providing pipe grates on the ends of pipes.

B Materials

Furnish steel conforming to the requirements of standard spec 506.2.2.1. Furnish steel pipe conforming to the requirements of standard spec 506.2.3.6.

Furnish pipe grates galvanized according to ASTM A123.

Furnish angles and brackets galvanized according to ASTM A123.

Furnish required hardware galvanized according to ASTM A153.

C Construction

Repair pipes, rods, angles and brackets on which the galvanized coating has been damaged according to the requirements of AASHTO M36M.

D Measurement

The department will measure Pipe Grates in units of work where one unit is one grate, completed and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
611.9800.S	Pipe Grates	EACH

Payment is full compensation for furnishing and installing all materials; and for drilling and connecting grates to pipes.

stp-611-010 (20030820)

47. Catch Basins, Manholes, and Inlets.

Supplement standard spec 611.3.1 with the following:

Use a Grade "A" concrete for final adjustment of manhole cover. Provide a butyl rubber gasket or butyl rubber rope for joints of precast reinforced concrete manhole sections. Butyl Rubber gasket joint used for manholes conforms to 8.41.6 of the Standard Specification for Sewer and Water Construction in Wisconsin, latest Edition. Provide non-rocking covers for all drainage structures subject to traffic loading.

Submit shop drawings for all drainage structures. For structures where WisDOT standard detail drawings are not available, provide shop drawings prepared, verified and stamped by a professional engineer currently registered in the State of Wisconsin. Submit one electronic copy of shop drawings in portable document format for engineer's review two weeks before fabrication. Show clearly on shop drawings information for all pipe connections to the structure. The contractor is responsible for all errors of detailing and fabrication. The omission from the shop drawings of any pipe connection shall not relieve contractor of the responsibility of providing such materials, even though the shop drawings may have been reviewed and accepted by the engineer.

Supplement standard spec 611.3.2 with the following:

Conform to storm sewer concrete collar detail for storm sewer pipes to structure connections as shown on the plans.

Supplement standard spec 611.3.3 with the following:

Use monolithic concrete shimming as the plan shows for final adjustment of drainage structures located within the concrete pavement, concrete shoulders, concrete curb and gutter and concrete barrier wall.

Supplement standard spec 611.3.7 with the following:

Construct height adjustments of 4-inches or more with concrete grade rings. Never use grade rings less than 2-inches thick.

Replace standard spec 611.5.2 (1) with the following:

Payment for Catch Basins, Manholes, and Inlets bid items is full compensation for providing all submittals; materials, including all masonry, and concrete bricks, for Grade “A” concrete adjustments and monolithic concrete shimming; adjusting rings; conduit and sewer connections, steps, and other fittings; for providing and installing butyl rubber joints; for furnishing backfill, backfilling; all excavating, disposing of surplus material, and for cleaning out and restoring the work site; except that the department will pay for covers, including frames, grates and lids separately.

Cost of non-rocking covers for all drainage structures subject to traffic loading is incidental to new cover on proposed structure or reconstructing/adjusting manholes or inlets on existing structure.

48. Adjusting Manhole Covers.

This special provision describes adjusting manhole covers conforming to standard spec 611 as modified in this special provision.

Adjust manhole covers located in pavement areas in two separate operations. Initially, remove designated manhole covers along with sufficient pavement to permit installation of temporary cover plate over the opening. Fill the excavated area with asphaltic pavement mixture, which shall remain in place until contract milling and paving operations permit setting the manhole frames to grade. During the second phase, remove the asphaltic pavement mixture surrounding the manhole plus the temporary cover plate, and set the manhole cover to final grade. The department will measure and pay for the items of asphaltic pavement mixture, temporary cover plate, milling, and paving separately.

Revise standard spec 611.3.7 by deleting the last paragraph.

Set the manhole frames so that they comply with the surface requirements of standard spec 450.3.2.9. At the completion of the paving, a 6-foot straightedge shall be placed over the centerline of each manhole frame parallel to the direction of traffic. A measurement shall be made at each side of the frame. The two measurements shall be averaged. If this average is greater than 5/8 inches, reset the manhole frame to the correct plane and elevation. If this average is 5/8 inches or less but greater than 3/8 inches, the manhole frame shall be allowed to remain in place but shall be paid for at 50 percent of the contract unit price.

If the manhole frame is higher than the adjacent pavement, the two measurements shall be made at each end of the straightedge. These two measurements shall be averaged. The same criteria for acceptance and payment as above, shall apply.

stp-611-005 (20030820)

49. Fence Safety, Item 616.0700.S.

A Description

This special provision describes providing plastic fence at locations the plans show.

B Materials

Furnish notched conventional metal "T" or "U" shaped fence posts.

Furnish fence fabric meeting the following requirements.

Color:	International orange (UV stabilized)
Roll Height:	4 feet
Mesh Opening:	1 inch min to 3 inch max
Resin/Construction:	High density polyethylene mesh
Tensile Yield:	Avg. 2000 lb per 4 ft. width (ASTM D638)
Ultimate Tensile Strength:	Avg. 3000 lb per 4 ft. width (ASTM D638)
Elongation at Break (%):	Greater than 100% (ASTM D638)
Chemical Resistance:	Inert to most chemicals and acids

C Construction

Drive posts into the ground 12 to 18 inches. Space posts at 7 feet.

Use a minimum of three wire ties to secure the fence at each post. Weave tension wire through the top row of strands to provide a top stringer that prevents sagging.

Overlap two rolls at a post and secure with wire ties.

D Measurement

The department will measure Fence Safety by the linear foot along the base of the fence, center-to-center of posts, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
616.0700.S	Fence Safety	LF

Payment is full compensation for furnishing and installing fence and posts; maintaining the fence and posts in satisfactory condition; and for removing and disposing of fence and posts at project completion.

stp-616-030 (20160607)

50. Signs Type II.

Supplement standard spec 637.2.4 with the following:

Use stainless steel bolts, washers and nuts for type II signs mounted on sign bridges or type I signs mounted on overhead sign supports. Use clips on every joint for Sign Plate A 4-6 when mounted on a sign bridge or overhead sign support. Inspect installation of clips and assure bolts and nuts are tightened to manufacturers recommended torque values.

Use aluminum vertical sign support beams that have a 5-inch wide flange and weigh 3.7 pounds per foot, if the L-brackets are 4 inches wide then use 4 inch wide flange beams weighing 3.06 pounds per foot. Contractor shall measure the width of the L-brackets on existing structures of determine the width needed for sign support beams.

Use beams a minimum of six feet in length or equal to the height of the sign to be supported, whichever is greater. Use U-bolts that are made of stainless steel, one-half inch diameter and of the proper size to fit the truss cords of each sign bridge. Install vertical sign support beams on each sign and use new U-bolts to attach each beam to the top and bottom cord of the sign bridge truss.

For type II signs on overhead sign supports follow the approved product list for mounting brackets.

Replace standard spec 637.2.4.1(2)2 with the following:

Clips may be either stainless steel or aluminum conforming to ASTM B 108, alloy 356.0-T6.

~~SER-637.1 (20170405)~~

51. Field Facilities

Replace standard spec 642 with the following:

The department has procured its own Field Facilities.

52. Temporary Portable Rumble Strips, Item 643.0310.S.

A Description

This special provision describes providing, relocating, maintaining, and removing temporary portable rumble strips.

B Materials

Furnish RoadQuake2 or Roadquake2F temporary portable rumble strips, by Plastic Safety Systems. Do not use alternate products or methods without preapproval by the Bureau of Traffic Operations.

C Construction

C.1 Placement

Provide rumble strips where the plans show or the engineer directs as follows:

1. Before placing rumble strips, clean the roadway of sand and other materials that may cause slippage.
2. Place one end of the rumble strips 6 inches from the roadway centerline. Extend the strips perpendicular to the direction of travel. Ensure strips lay flat on the roadway surface.
3. Only one series of rumble strips, placed before the first work zone, is required per direction of travel for multiple work zones spaced 1 mile or less apart. Work zones spaced greater than 1 mile apart require a separate series of rumble strips.

C.2 Maintenance

Maintain rumble strips as follows:

1. If rumble strips slide, become out of alignment, or are no longer in the wheel path of approaching vehicles during the work period, thoroughly clean both sides of the rumble strips and reset on a clean roadway.
2. Repair or replace damaged rumble strips immediately.

D Measurement

The department will measure temporary portable rumble strips as a single lump sum unit of work, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.0310.S	Temporary Portable Rumble Strips	LS

Payment is full compensation for providing, relocating, maintaining or replacing, and removing temporary portable rumble strips.

stp-643-020 (20161130)

53. Covering Signs.

Replace standard spec 643.2.3.3(2) with the following:

(2) Ensure that covers are flat black, blank, and opaque.

Add the following to standard spec 643.3.4.1 as paragraph four:

(4) If multiple messages on a single sign are required to be covered, minimize the number of holes created by covering the sign with a single rectangular shaped covering. Multiple coverings on a single sign is only permissible where necessary to avoid covering necessary content or as directed by the engineer. Submit sign covering plans to the engineer for single signs requiring multiple coverings 3 days before performing work. Obtain engineer approval before covering signs. Remove sign coverings before placing fixed messages signs unless otherwise directed by the engineer.

sef-643-005 (20180104)

54. Traffic Control.

Supplement standard spec 643.3.1 with the following:

Provide the Racine County Sheriff's Department, the Wisconsin State Patrol, Village of Mount Police Department, Village of Sturtevant Police Department, and the engineer a current telephone number with which the contractor or his representative can be contacted during non-working hours in the event a safety hazard develops.

Do not park or store equipment, contractor’s and personal vehicles or construction materials within the clear zone or on any roadway carrying traffic during working and non-working hours except at locations and periods of time approved by the engineer.

Do not permit construction or personnel equipment or vehicles to directly cross the live traffic lanes of Braun Road. Yield to all through traffic at all locations. Equip all vehicles or equipment operating in the live traffic lanes with a hazard identification beam (flashing yellow signal light) that is visible from 360 degrees. Operate the flashing yellow beam only when merging or exiting live traffic lanes or when parked or operating on shoulders, except when parked behind barrier wall. Do not park personal vehicles within the access control limits of the freeway. Do not cross live traffic lanes of Braun Road with equipment or vehicles.

Obtain prior approval from the engineer for the locations of egress or ingress for construction vehicles to prosecute the work.

Do not disturb, remove or obliterate any traffic control signs, advisory signs, sand barrel array, shoulder delineators or beam guard in place along the traveled roadways without the approval of the engineer.

Flagging operations shall follow 104.6.1(4) of the standard specs, and chapter 6E of the WMUTCD.

Replace standard spec 643.3.1(7) with the following:

Provide equipment, forces, and materials to promptly restore any traffic control devices or pavement markings damaged or disturbed within 2 hours of being contacted.

SER-643.1 (20170808)

55. Roadway Embankment, Item SPV.0035.001.

A Description

This special provision describes placing in embankments and in miscellaneous backfills, material obtained under the bid items in the roadway and drainage excavation or excavation for structure sections; or material obtained off site as specified under these special provisions.

B Materials

B.1 Embankment

Furnish roadway embankment conforming with standard spec 207.2 except as follows:

Supplement standard spec 207.2(1) with the following:

The contractor may not place excess topsoil or other unstable soil in embankments when the embankment height exceeds ten feet.

If the contractor utilizes offsite material to construct embankments, the material shall conform to standard spec 208 except as follows:

- The contractor shall be responsible for complying with all permit requirements in obtaining off site material.
- Delete standard spec 208.2.2(2).

C Construction

Construct roadway embankment according to standard spec 207.3 except as follows:

Supplement standard spec 207.3.6 with the following:

Prior to placing any material for a succeeding layer, ensure the previous layer does not have excessive rutting, displacement, or distortion under the compacting or hauling equipment. If rutting, displacement, or distortion is observed, the contractor shall inform the engineer how yielding material will be addressed prior to continuing roadway embankment construction.

If off site material is utilized, construction must conform to standard spec 208.3.

D Measurement

The department will measure roadway embankment without any correction for shrinkage or expansion factors by the cubic yard, acceptably completed in its final location using the method of average end areas, except as follows:

1) The engineer and contractor mutually agree to an alternative volume calculation method.
2) If it is not possible to compute volumes of the various classes of roadway and drainage embankment by the method of average end areas due to erratic location of isolated deposits, the department may compute the volumes by three-dimensional measurements.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.001	Roadway Embankment	CY

Payment is full compensation for furnishing offsite and onsite sources, for forming, compacting, shaping, sloping, trimming, finishing, and maintaining the embankments. If offsite materials are utilized for roadway embankments, payment includes full compensation for all items listed in standard spec 208.5 (2), for obtaining all required permits, and all other incidental work required under this section.

ASP-5 will be applied to this item. The Fuel Usage Factor for this item is 0.23.

56. EBS Excavation, Item SPV.0035.002.

A Description

This special provision describes excavating and disposing of material taken below the subgrade of future pavement structures at locations determined by the engineer. The removal of excess topsoil will be paid under common excavation.

B Materials

Excavate all materials below subgrade not classified as rock, stone piles and stone fences, or marsh excavation. Perform work according to standard spec 205.2.2 and as hereinafter provided.

C Construction

Perform work according to the pertinent provisions of standard spec 205.3 and as hereinafter provided.

C.1 Yielding Subgrade

After rough grading on all or a portion of the subgrade in cut areas and in areas requiring 2 feet or less embankment is complete, and the grade is ready for blue tops, point out areas of yielding subgrade to the engineer. The engineer will evaluate the subgrade to determine if EBS Excavation is required.

If the engineer requests, provide loaded trucks and run the subgrade as the engineer directs to confirm yielding areas. Perform EBS Excavation in yielding areas as directed by the engineer.

C.2 Excavation Below Subgrade

Excavate materials as directed by the engineer. Remove deposits of frost-heave material, unstable silty soils, wet and unstable soil, material salvaged from old road cores in marshes, topsoil containing considerable amounts of humus or vegetable matter, rocks, or other undesirable foundation material to the depth below finished grade as the engineer directs.

Compact, or prepare otherwise as required, the existing ground within the roadway foundation as necessary to support the roadway and attain the specified density.

Dispose of all excavated materials offsite at no expense to the department. Locate disposal sites outside the right-of-way and comply with all regulations relating to disposal of solid waste. Ensure that disposal sites are neatly constructed. In performing these operations, do not create a nuisance or cause pollution or siltation of natural watercourses, streams, lakes, wetlands, or reservoirs. Obtain written permits for disposal from the owner of the property where placing the material, unless disposing of the material at a licensed waste disposal operation. Furnish permits, or copies of permits, to the engineer before disposal. Do not deposit waste in wetlands.

C.3 Temporary Drainage

During construction, slope and drain the excavation bottoms to prevent water accumulation. If it is necessary in the prosecution of the work to interrupt existing surface drainage, sewers, or under drainage, provide temporary drainage until completing permanent drainage work.

D Measurement

The department will measure EBS Excavation by the cubic yard, acceptably completed as computed using the method of average end areas, with no correction for curvature.

The department will not measure for payment materials excavated in forming benches or steps in preparing the foundation for embankments placed on slopes.

The department will not measure for payment materials excavated to remove frost from newly constructed embankments or cut subgrades unless directed by the engineer.

If undercutting designated slopes to provide for placing topsoil or salvaged topsoil, the undercut is incidental to the Topsoil Special bid item.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.002	EBS Excavation	CY

Payment for EBS Excavation is full compensation for performing excavation below subgrade after receiving engineer approval; for the satisfactory disposal of all resulting material offsite; for obtaining and furnishing copies of permits; for furnishing, placing, and removing all temporary drainage installations; and for providing loaded trucks and running them on the subgrade to confirm yielding areas.

The department will only pay for engineer-approved EBS Excavation to correct problems beyond the contractor’s control. Work performed under standard spec 105.3 to correct unacceptable work is the contractor’s responsibility.

ASP-5 will be applied to this item. The Fuel Usage Factor is 0.29.

57. EBS Backfill, Item SPV.0035.003.

A Description

This special provision describes backfilling EBS Excavation with breaker run. Areas of backfilling in locations of existing topsoil removal to be paid under Roadway Embankment.

B Materials

Furnish all materials according to standard spec 311.2 and as hereinafter provided.

C Construction

Place breaker run where EBS Excavation was performed or as the engineer directs. Compact breaker run using standard compaction conforming to standard spec 301.3.

D Measurement

The department will determine weight or volume, adjust for moisture, and convert between weight and volume as specified in standard spec 301.4.

The department will measure EBS Backfill by the cubic yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.003	EBS Backfill	CY

Payment for EBS Backfill is full compensation for providing and compacting breaker run in areas of EBS Excavation.

The department will only pay for EBS Backfill at engineer-approved EBS Excavation locations. Work performed under standard spec 105.3 to correct unacceptable work is the contractor's responsibility.

The department will not pay for EBS Backfill to replace materials excavated to remove frost from newly constructed embankments or cut subgrades.

58. Portable Speed Trailer, Item SPV.0045.001

A Description

This special provision describes furnishing, hauling, placing, erecting, re-erecting, operating, maintaining, moving and removal of portable speed trailers during the construction of this project.

B Materials

Furnish portable speed trailer conforming to the appropriate requirements of standard spec 643 and the Manual on Uniform Traffic Control Devices (MUTCD), latest edition, for portable changeable message signs (PCMS).

Provide a battery powered device with a regulatory speed limit sign and a radar speed sign displaying speed in mph. The flash rate should be between 50 and 60 cycles per minute. Place the sign so that in the operating mode the bottom of the message panel is 7 feet or higher above the top of curb or near edge of pavement. Orient the message panel so the message is legible from 850 feet under both day and night conditions.

C Construction

Furnish, haul, place, erect, re-erect, operate, maintain, move, and remove devices at locations as directed by the engineer.

Coordinate the placement and duration of these devices with the engineer at least 24 hours before its intended use and accommodate within the project. Provide an area to park the devices that is still visible to traffic.

Space five traffic control drums at ten-foot intervals as needed in front of the portable speed trailer.

Move devices not performing as intended to the satisfaction of the engineer within 24 hours of notification.

D Measurement

The department will measure Portable Speed Trailer by the day, acceptably completed. For this special provision, the number of days measured is defined as the number of calendar days that the portable speed trailer is used in moving operations or short-term stationary work. A calendar day begins with each deployment within a defined time-frame and exceeding two hours.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0045.001	Portable Speed Trailer	DAY

Payment is full compensation for furnishing, hauling, placing, erecting, re-erecting, operating, maintaining, moving and removal of portable speed trailers during the construction of this project. Drums are paid separately under traffic control items.

sef-643-025 (20171004)

59. Temporary Stone Ditch Checks, Item SPV.0060.002.

A Description

Furnish and install temporary stone ditch checks; clean and maintain ditch checks as shown on the plans or as directed by the engineer, and as hereinafter provided. This item also includes the removal and disposal of the ditch checks as directed by the engineer.

B Materials

Conform to standard spec 606.2.1 using the following gradation:

INCHES	VOLUME OCCUPIED BY STONES
>8	0%
4-6	50% - 90%
<2	5% or less

Material shall be visually inspected and approved by the engineer.

C Construction

Place stone ditch checks immediately after shaping of the ditches or slopes are completed. Place stone checks at right angles to the direction of flow and construct according to the details shown in the plans.

Remove sediment from behind the stone ditch checks when it has accumulated to one half of the original height of the dam. Perform cleaning according to standard spec 628.

D Measurement

The department will measure Temporary Stone Ditch Checks by each item, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.002	Temporary Stone Ditch Checks	EACH

Payment is full compensation for furnishing, installing, maintaining, and cleaning; disposal of sediment; and for removing temporary ditch check.

Restoration of the area after ditch check removal shall be paid for with restoration items included in the contract.

(NER14-1104)

60. Sand Bags, Item SPV.0060.003.

A Description

This special provision describes the construction of dikes or barriers with sand filled bags as shown on the plans.

B Materials

Provide bags made of canvas, burlap, nylon or other approved material. Use bags that will contain a minimum of one half cubic foot of sand, be of one size and shape and be securely closed.

Use sand that conforms to the standard spec 501.2.5.3 except that standard spec 501.2.5.3.4 shall be deleted. The maximum size of particle shall pass a No. 4 sieve.

C Construction

Remove and dispose of the sand bags and all surplus material upon completion of its use under this contract.

D Measurement

The department will measure Sand Bags as each individual sand bag, placed and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.003	Sand Bags	EACH

Payment is full compensation for furnishing and installing sand filled bags; for all excavation; for removal and disposal of the sand bags and all waste or surplus materials, including eroded materials and for shaping and restoring the area.

Any required topsoiling, fertilizing, seeding or mulching will be paid for under the applicable bid item.

SER-207.1 (20101021)

61. Temporary Sediment Traps, Item SPV.0060.004.

A Description

Design, construct, and maintain temporary sediment traps used to intercept sediment-laden runoff and to retain the sediment.

B Materials

Materials shall be according to Wisconsin DNR Technical Standard 1063 (Sediment Trap).

C Construction

Design, construct, maintain and remove temporary sediment traps following the guidance in Wisconsin DNR Technical Standard 1063 (Sediment Trap) and according to the detail shown in the plans, and at the direction of the engineer. Locations as directed by the engineer. General locations requiring Temporary Sediment Traps are upstream of streams and wetlands which receive sediment laden runoff. Install prior to major grading operations. Do not remove until directed by the engineer.

D Measurement

The department will measure Temporary Sediment Traps as each individual sediment trap, installed according to the contract and acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.004	Temporary Sediment Traps	EACH

Payment is full compensation for design; furnishing and maintaining each basin; for removal of the basin; and for stabilization of disturbed area after removal.

62. Erosion Control Filter Bags, Item SPV.0060.005.

A Description

This special provision describes furnishing, installing, maintaining, and removing erosion control filter bags under other contract items at locations designated on the plans or as directed by the engineer, and according to plan details and as hereinafter provided.

B Materials

Bags shall be made of synthetic net with a mesh size of 1/8-inches by 1/8-inches that is of sufficient strength to hold the aggregate and to be lifted vertically.

Fill material shall be clean, sound, hard, durable coarse aggregate meeting the approval of the engineer and conforming to the size and gradation requirements for Size No. 1 coarse aggregate as specified in standard spec 501.2.5.4.5.

C Construction

Furnish bags filled with fill material as specified, secured to prevent loss of fill material during transportation, placement, maintenance and removal operations as hereinafter described. Completed erosion control filter bags shall have minimum in-place filled dimensions of 24-inches long by 12-inches wide by 6-inches high.

Install the erosion control filter bags as directed by the engineer and per plan detail. Place erosion control filter bags before starting any construction operation that may cause sedimentation or siltation at the site of the proposed filter bags.

D Measurement

The department will measure Erosion Control Filter Bags by each individual erosion control filter bag placed, acceptably completed.

The department will not measure individual erosion control filter bags specified to be installed as part of silt fence drainage outlet protection. In those installations erosion control filter bags are part of and incidental to the appropriate bid items.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.005	Erosion Control Filter Bags	EACH

Payment is full compensation for furnishing all specified materials; for delivering, assembling, placing, maintaining, and removing and disposing erosion control filter bags; for removing and disposing of the accumulated sediments; and for repairing and restoring damaged areas.

The department will not pay for individual erosion control filter bags specified to be installed as part of silt fence drainage outlet protection. In those installations erosion control filter bags are part of and incidental to the appropriate bid items.

63. Connect Drain Tile, Item SPV.0060.006.

A Description

This special provision describes connecting existing drain tiles to proposed structures or proposed storm sewer pipes.

B (Vacant)

C Construction

Identify drain tile invert elevations through Drain Tile Exploration. Connect the exposed drain tile with the appropriate coupling, concrete collar or by means approved by the engineer to reestablish the connection. Use concrete masonry for concrete collar conforming to standard spec 520.2.4. Ensure that the connection does not negatively impact the current flow capacity of the drain tile.

D Measurement

The department will measure Connect Drain Tile as each connection, acceptably completed

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.006	Connect Drain Tile	EACH

Payment is full compensation for performing all work; removing seals, end walls and concrete collars, providing all materials, couplings, concrete collars. Any additional pipe or materials required to connect the drain tile shall be considered incidental to this bid item. The new pipe that restores drainage will be paid separately under their respective bid items.

64. Pond Q Outlet Storm Sewer Structure, Item SPV.0060.007.

A Description

Furnish and install pond outlet Storm Sewer Structure according to the pertinent provisions of standard spec 611, as shown on the plans and as hereinafter provided. Furnish and install trash racks on the outlet Storm Sewer Structure. Furnish and install trash racks according to the pertinent provisions of standard specs 506 and 513, as shown on the plans and as hereinafter provided. Provide orifice holes and anti-seep collar as shown on the plan. Provide G according to standard specifications.

B Materials

Furnish manhole materials according to standard spec 611.

Furnish steel conforming to the requirements of standard spec 506.2.2.1. Furnish steel galvanized according to ASTM A123 and ASTM 1153 as applicable.

Trash racks shall be fabricated from structural steel shapes, flat bar and plates and shall be galvanized after fabrication. Shop drawings for the trash racks shall be submitted to the engineer for approval prior to fabricating the trash racks.

Furnish bolts, nuts and washers for the installation of the trash racks onto the Outlet Storm Sewer Structures. Bolts, nuts and washers according to standard spec 513.2.2.5.

C Construction

Conform to standard spec 611.3.

D Measurement

The department will measure Pond Q Outlet Storm Sewer Structure as each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.007	Pond Q Outlet Storm Sewer Structure	EACH

Payment is full compensation for providing and placing all materials, including all masonry, steel and pipe connections, and other fittings; furnishing and installing trash racks; for providing orifice holes and anti-seep collars; for furnishing all excavating, riprap, backfilling, disposing of surplus material, and for cleaning out and restoring the work site.

65. Mobilizations Emergency Pavement Repair, Item SPV.0060.008.

A Description

This special provision describes furnishing and mobilizing personnel, equipment, traffic control, and materials to the project site to repair the existing pavement for emergencies as the engineer directs. An emergency is a sudden occurrence of a serious and urgent nature, beyond normal maintenance of the existing pavement.

B (Vacant)

C Construction

Mobilize with sufficient personnel, equipment, traffic control, materials, and incidentals on the jobsite within 4 hours or as directed in the engineer's written order to repair the existing pavement on an emergency basis. This work will be scheduled during night time hours outside of the lane rental fee hours shown in Article xx traffic unless the pavement repair emergency requires an immediate lane or full roadway closure.

D Measurement

The department will measure Mobilizations Emergency Pavement Repair as each individual mobilization, acceptably completed. The department will not include delivering and installing pavement repair or maintenance materials provided for in specific contract bid items. All traffic control items used for each Mobilization will be considered incidental to the Mobilization.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.008	Mobilizations Emergency Pavement Repair	EACH

Payment is full compensation for the staged moving of personnel, moving equipment, setting up and removing traffic control, traffic control materials, and moving materials. Payment also includes any premium charges related to night work if the repair is completed during overnight hours. The department will pay separately for delivery and installation of pavement repair materials under the other bid items in this contract. The department will not pay separately for traffic control items and materials even though they may be included in other bid items in this contract and will consider them incidental to each Mobilization.

66. Storm Sewer Plug, Item SPV.0060.009.

A Description

Install a Storm Sewer plug at locations specified in the plans.

B Materials

Provide a precast reinforced concrete plug or an engineer approved alternative, conforming to the inside diameter of the corresponding pipe as shown on the plan. Furnish concrete conforming to standard spec 501 and standard spec 611.

C Construction

Place a watertight plug in the end of the storm sewer pipe in a manner that seals the pipe but allows for future removal of the plug without damaging the storm sewer pipe.

D Measurement

The department will measure Storm Sewer plug as each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.009	Storm Sewer Plug	EACH

Payment is full compensation for furnishing and installing all required materials. (NER11-0217)

67. Section Corner Monuments, Item SPV.0060.010.

A Description

Coordinate with Southeastern Wisconsin Regional Planning Commission (SEWRPC) for the perpetuation and replacement of a section corner (Public Land Survey System- PLSS) monument.

B Materials

SEWRPC will provide a pre-cast concrete monument or brass disk to be used to mark the PLSS corner.

Furnish base aggregate dense materials that conform to standard spec 305 and concrete, asphalt, topsoil or other materials depending on the surface surrounding the corner.

C Construction

SEWRPC will perpetuate existing section corner monument. The contractor is responsible to coordinate with SEWRPC and the WisDOT Project Manager throughout the perpetuation and replacement process. The engineer will contact SEWRPC at (262) 953-4295 at least two weeks before starting construction operations or the preconstruction meeting to allow for section corner monument perpetuation.

Contractor must excavate and completely remove the existing monument. Contractor is responsible for providing a backfilled 3 to 4 foot deep hole where existing monument was removed. Contractor is responsible to coordinate the materials and methodology to complete the construction of the surface surrounding the monument. This may include but is not limited to a 2' x 2' "box out" or 24" diameter core hole in concrete, asphalt pavement/paving rings, coring to facilitate poured in place monuments, topsoil, seed and mulching or other materials or methodologies as agreed to by the contractor and SEWPRC.

Contact Information:

Attn: John Washburn
Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, WI 53187-1607
Phone (262) 547-6721
Cell (262) 953-4295
Fax (262) 547-1103
E-mail: jwashburn@sewrpc.org

D Measurement

The department will measure Section Corner Monuments Special by each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.010	Section Corner Monuments	EACH

Payment is full compensation for all excavating; removal of existing monument, for placing and compacting backfill material; for disposing of surplus materials; for concrete or asphalt material, finishing of roadway or other surfaces, for all coordination with SEWRPC; and for furnishing all labor, tools, and equipment.

SER-621.1 (20170530)

68. Reconnecting Storm Sewer, Item SPV.0060.011.

A Description

This special provision describes connecting new storm sewer pipe or structures to existing storm sewer pipe or structures. This special provision also describes connecting a new manhole or inlet to existing pipe.

B (Vacant)

C Construction

Remove existing concrete collars, pipe seals or end walls constructed under previous projects or in earlier stages of this project. Verify that positive drainage is achieved when connecting new pipe to existing structures or storm sewer. If necessary reset pipe stubs or sections of existing pipe to ensure positive drainage. Salvage any structurally sound pipe that requires removal if prior approval is granted by the

engineer. Connect the new pipe or structure to the existing pipe or structures with the appropriate coupling, concrete collar or by means approved by the engineer. Use concrete masonry for concrete collar conforming to standard spec 520.2.4.

D Measurement

The department will measure Reconnecting Storm Sewer as each new pipe or structure connection to existing pipe or structure, acceptably completed. Measurement will include connections of new pipe or structures to pipe or structures placed in previous stages of the project, in addition to pipe or structures constructed under previous projects.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.014	Reconnecting Storm Sewer	EACH

Payment is full compensation for performing all work; removing seals, end walls and concrete collars, providing all materials, coring, couplings, concrete collars. Anyadditional pipe or materials required to reconnect the storm sewer shall be considered incidental to this bid item. The new pipe and removal of the existing pipe will be paid separately under their respective bid items.

69. Pavement Cleanup Project 2704-09-71 Item SPV.0075.001.

A Description

This special provision describes cleanup of dust and debris from pavements as the engineer directs.

B Materials

B.1 Pavement Cleanup

Furnish a vacuum-type street sweeper equipped with a power broom, water spray system, and a vacuum collection system.

Use vacuum equipment with a self-contained particulate collector capable of preventing discharge from the collection bin into the atmosphere.

Use a vacuum-type sweeper as the primary sweeper, except as specified in this special provision or approved by the engineer.

C Construction

C.1 Surveillance

Provide daily surveillance of active haul routes to identify if material is being tracked from the jobsite. Document the condition of the roads and all sweeping recommendations in a daily report. Submit reports to the engineer daily, including hourly metered tickets for that day’s sweeping activities.

C.2 Pavement Cleanup

Keep all pavements, sidewalks, driveways, curb lanes and gutters within the project boundaries, free of dust and debris generated from all activity under the contract.

Conduct sweepings as the engineer directs or approves, to eliminate dust problems that might arise during off-work hours or emergencies. Provide the engineer with a contact person available at all times to respond to requests for emergency sweeping. Coordinate with engineer to determine deadlines for responding to emergency sweeping requests and cleaning up spillage and material tracked to/from the project.

Skid steers with mechanical power brooms may only be used on sidewalks and driveways whose pavements will not support the weight of a street sweeper, unless otherwise approved by the engineer. Do not dry sweep. Ensure all broomed equipment used for sweeping has a functioning water bar.

D Measurement

The department will measure Pavement Cleanup (Project) by the hour, acceptably completed, and only with prior approval by the engineer.

Tickets shall include:

- Date
- Company
- Operator name
- Equipment make/model
- Routes swept
- Total hours

Total hours shall be to the nearest 0.25 hour that work under this item was performed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0075.001	Pavement Cleanup Project 2704-09-71	HR

Payment is full compensation for daily surveillance; preparing and submitting the daily surveillance report with hourly metered tickets; mobilization; sweeping; and disposing of materials.

sef-104-006 (20170323)

70. Heavy Duty Silt Fence, Item SPV.0090.001.

A Description

This special provision describes the delivery, installation, maintenance, and removal of Heavy Duty Silt Fence. Install fence as directed by the engineer. Do not remove fence until directed by the engineer.

B Materials

Provide Heavy Duty Silt Fence consisting of a composite of woven wire fence fabric, posts, geotextile, fasteners, and to be assembled by the contractor. Woven wire fence fabric shall be a standard field fence type a minimum of 4 feet high, a maximum mesh spacing of 6-inches and minimum 14-$^{1}/_{2}$ gauge wire.

Provide “studded tee” or “U” type metal posts with sizes according to the construction detail and a minimum weight of 1.3 lb/ft.

Provide geotextile fabric meeting the following requirements:

Property	Unit	Test Method	Minimum Average Roll Value
Grab Tensile Strength	LB.	ASTM D4632	380
Grab Tensile Elongation	%	ASTM D4632	50
Puncture Strength	LB.	ASTM D4833	240
Trapezoid Tear Strength	LB.	ASTM D4533	145
Apparent Opening Size	U.S. Standard Sieve	ASTM D4751	170 (0.09 mm)
Permittivity	sec^{-1}	ASTM D4491	0.7
Water Flow Rate	$Gal/min/ft^2$	ASTM D4491	50
UV Resistance after 500 hours	% strength retained	ASTM D4355	70

Furnish a manufacturer's Certified Report of Test or Analysis that the geotextile fabric delivered for use in the work meets the above requirements to the engineer at least 15 days prior to use in the work. Provide geotextile fabric bearing markings to clearly identify it with the applicable test report furnished to the engineer.

Supply material in 15'9" wide rolls and cut in half.

C Construction

Install the Heavy Duty Silt Fence as directed by the engineer and shown on the attached detail drawing. Space ties and anchors to adequately support system. Include or add acceptable guy lines, where required, for additional support.

Maintenance work, when required, will be specified on erosion control orders. Maintenance includes replacement of failed 12GA wire ties; re-anchoring of metal posts (standing lying sections back-up); entrenchment of the bottom fabric; and guy line repairs, if required. Geotextile fabric and woven wire fence fabric replacement not required for maintenance.

D Measurement

The department will measure Heavy Duty Silt Fence by the linear foot, acceptably completed. The department will measure along the base of the fence, center-to-center of end post, for each section of fence.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.001	Heavy Duty Silt Fence	LF

Payment is full compensation for all furnishing, assembling, erecting, maintaining, and removal of the silt fence; for anchoring the silt fence.

71. Pipe Underdrain 6-Inch Special, Item SPV.0090.002.

A Description

This special provision describes providing necessary subsurface drainage by constructing trenches, placing the required geotextile fabric, installing the designated pipes or drainage devices, connecting the wrapped underdrain to receiving structures, providing cored connection holes, back-plastering and or mortaring connections to storm sewer structures (both on the external and internal sides of the receiving structure), providing and installing PVC or HDPE fittings, and caps or plugs ,for excavating, plowing, backfilling the trenches with the specified backfill material according to standard spec 310, 612 and 645, salvaging; disposing of surplus material; and restoring the work site as shown on the plans and details, and as hereinafter provided.

B Materials

B.1 Base Aggregate

Use only base aggregate open graded conforming to standard spec 310.2.

B.2 Geotextile Fabric

Utilize geotextile fabric consisting of Type DF Schedule A and conforming to standard spec 645.2.2.4. Completely wrap the installation trench with geotextile fabric.

C Construction

Conform to standard spec 310, 612, and 645.

D Measurement

The department will measure Pipe Underdrain 6-Inch Special 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 item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.002	Pipe Underdrain 6-inch Special	LF

Payment is full compensation for providing, handling, and placing all materials, including pipe, base aggregate open graded, geotextile fabric Type DF Schedule A, providing cored connections, making all necessary connections to the receiving structures, performing back-plastering and or mortaring of wrapped underdrain connections to storm sewer structures, providing and installing all fittings, and caps or plugs; for furnishing all excavating, plowing, and re-compacting, salvaging; disposing of surplus material; and restoring the work site.

72. Marking Contrast Epoxy 4-inch Special, Item SPV 0090.003.

A Description

This special provision describes applying contrast epoxy marking conforming to standard spec 646, as the plans show, and as follows.

B Materials

Furnish epoxy pavement marking materials conforming of standard spec 646.2.

C Construction

Apply two 1 ½-inch wide black epoxy lines with a 4-inch separation between the two black lines for the first pass, followed by a 4-inch wide white epoxy line second pass, for a total width of 7 inches. Apply epoxy pavement marking conforming to standard spec 646.3.

D Measurement

The department will measure Marking Contrast Epoxy 4-Inch Special by the linear foot, acceptably completed, measured once as the length of the centerline of the completed installation.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.003	Marking Contrast Epoxy 4-Inch Special	LF

Payment is full compensation for providing replacement marking.

SER-646.1 (20180131) PVMK

73. Marking Contrast Epoxy 8-inch Special, Item SPV 0090.004.

A Description

This special provision describes applying contrast epoxy marking conforming to standard spec 646, as the plans show, and as follows.

B Materials

Furnish epoxy pavement marking materials conforming of standard spec 646.2.

C Construction

Apply two 1 ½-inch wide black epoxy lines with a 8-inch separation between the two black lines for the first pass, followed by an 8-inch wide white epoxy line second pass, for a total width of 7 inches. Apply epoxy pavement marking conforming to standard spec 646.3.

D Measurement

The department will measure Marking Contrast Epoxy 8-Inch Special by the linear foot, acceptably completed, measured once as the length of the centerline of the completed installation.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.004	Marking Contrast Epoxy 8-Inch Special	LF

Payment is full compensation for providing replacement marking.

SER-646.2 (2010131) PVMK

74. Survey Project, Item SPV.0105.001.

A Description

This special provision describes modifying standard spec 105.6 and 650 to define the requirements for construction staking for this contract. Conform to standard spec 105.6 and 650 except as modified in this special provision.

Replace standard spec 650.1 with the following:

This section describes the contractor-performed construction staking required under individual contract bid items to establish the horizontal and vertical position for all aspects of construction including:

- storm sewer
- subgrade
- base
- curb
- gutter
- curb and gutter
- curb ramps
- pipe culverts
- drainage structures
- structure layout
- bridges
- all retaining wall layout
- pavement
- pavement markings (temporary and permanent)
- barriers (temporary and permanent)
- overhead signs
- freeway and local street lighting
- electrical installations
- supplemental control
- slope stakes
- detention ponds
- traffic signals
- ITS
- FTMS
- paths
- utilities
- conduit
- landscaping elements
- installation of community sensitive design elements
- traffic control items
- fencing
- multi-use path

B (Vacant)

C Construction

Supplement standard spec 650.3.1 (5) with the following:

Global positioning methods will not be allowed to establish the following:

1. Structure layout horizontal or vertical locations.
2. Concrete pavement vertical locations.
3. Curb, gutter, and curb and gutter vertical locations.
4. Concrete barrier vertical locations.
5. Storm Sewer layout horizontal or vertical locations, including structure centers, offsets, access openings, rim and invert elevations.

Replace standard spec 650.3.1(6) with the following:

(6) Maintain neat, orderly, and complete survey notes, drawings, and computations used in establishing the lines and grades. This includes:

- Raw data files
- Digital stakeout reports
- Control check reports
- Supplemental control files (along with method used to establish coordinates and elevation)
- Calibration report

Make the survey notes and computations available to the engineer within 24 hours as the work progresses unless a longer period is approved by the engineer.

Replace standard spec 650.3.3.1 with the following:

Under the Survey Project bid item, global positioning system (GPS) machine guidance for conventional subgrade staking on all or part of the work may be substituted. The engineer may require reverting to conventional subgrade staking methods for all or part of the work at any point during construction if the GPS machine guidance is producing unacceptable results.

Replace standard spec 650.3.3.3.4.1 with the following:

The department will provide the contractor staking packet as described in the Construction and Materials Manual (CMM) 7.10. At any time after the contract is awarded, the available survey and design information may be requested. The department will provide that information within 5 business days of receiving the contractor's request. The department incurs no additional liability beyond that specified in standard spec 105.6 or standard spec 650 by having provided this additional information.

Add the following to standard spec 650.3.3.3.6.2 as paragraph (4):

Record all subgrade elevation checks and submit a hard copy to the engineer within 24 hours or as requested by the engineer.

D Measurement

Replace standard spec 650.4 with the following:

(1) The department will measure Survey Project as a single lump sum unit of work, acceptably completed.

E Payment

Replace standard spec 650.5 with the following:

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.001	Survey Project	LS

Payment is full compensation for performing all survey work required to lay out and construct all work under this contract and for adjusting stakes to ensure compatibility with existing field conditions. The department will not make final payment for this item until the contractor submits all survey notes and computations used to establish the required lines and grades to the engineer within 24 hours of completing this work. Re-staking due to construction disturbance and knock-outs will be performed at no additional cost to the department.

sef-650-005 (20180104)

75. Removal and Disposal of Invasive Plant Species, Item SPV.0170.001.

A Description

(1) This work shall consist of removing and disposal of invasive plant species, including but not limited to Phragmites, Cut-leaved teasel and Wild Parsnip per the Invasive Species Identification, Classification, and Control Rule (Chapter NR 40, Wis. Adm. Code). Plants shall be removed and disposed from areas designated as follows. It shall include furnishing all necessary materials and performing all necessary work such as excavating topsoil, cutting stems, removing individual plants including roots, disposing of plants, and such work necessary and incidental to complete the item according to the plans, specifications, and contract.

B (Vacant)

C Construction

(1) The WDNR Liaison will determine locations of invasive plant species.

C.1 Removing and Disposing of Phragmites (Common Reed)

(1) All phragmite plants shall be removed from areas designated by the WDNR Liaison. Removal of phragmites shall include removal of the entire plant and root system. Removal shall be performed by removal of all existing topsoil and plant biomass from the areas designated by the WDNR Liaison. Topsoil and biomass removed from invasive plant areas shall be kept in a separate stockpile than topsoil intended for reuse on the project under the Topsoil Special item.

(2) All plants removed shall be disposed either on-site under a minimum of 5 feet of fill or plants shall be taken to a solid waste landfill. Transport of plants to any location other than a licensed landfill shall require approval by the WisDNR. Disposal of plants under fill or at a licensed landfill shall occur within one day of removal.

C.2 Removing and Disposing of Cut-leaved Teasel and/or Wild Parsnip

(1) All Cut-leaved Teasel and/or Wild Parsnip plants shall be removed from areas designated by the WDNR Liaison. Removal of Cut-leaved Teasel and Wild Parsnip shall by cut at the stem or completely excavated. Removal shall be performed by either removal of each individual plant by hand or by removal of all existing topsoil and plant biomass from the areas designated by the WDNR Liaison. If excavation methods are used to remove plants, the topsoil shall be kept in a separate stockpile than topsoil intended for reuse on the project under the Salvaged Topsoil item.

(2) All plants removed shall be disposed either on-site under a minimum of 5 feet of fill or plants shall be taken to a solid waste landfill. Transport of plants to any location other than a licensed landfill shall require approval by the WisDNR. Disposal of plants under fill or at a licensed landfill shall occur within one day of removal.

C.3 Wild Parsnip Safety

(1) Care shall be taken when handling Wild Parsnip. When sap contacts skin in the presence of sunlight, it can result in severe rashes, blisters, and discoloration of the skin (phytophotodematitis). Wear gloves, long sleeves, and long pants when handling this species.

C.4 404 Permit

(1) Areas of invasive species designated by the WDNR Liaison may be outside of wetland fill areas covered under the 404 permit. Excavation shall not be performed in these areas. For Cut-leaved Teasel and Wild Parsnip in these areas, the plants shall be cut at the stem, removed and disposed according to Section C.2.

C.5 DNR Contact

(1) A minimum of two weeks prior to excavation within invasive plant species areas, contact WisDNR for identification and delineation of invasive species in the field. The DNR contact is:

Kristina Betzold
Environmental Analysis and Review Specialist
Wisconsin Department of Natural Resources
2300 North Dr. Martin Luther King Jr. Drive
Milwaukee, WI 53212
Phone: (414) 507-4946
krisitna.betzold@wisconsin.gov

D Measurement

The department will measure Removal and Disposal of Invasive Plant Species by the full 100-foot station, acceptably completed, measured along the roadway reference line with each full 100-foot station starting and ending at a +00 station. Measurement will be along the roadway reference line, and will apply to removals that are done outside of topsoil removal limits.

E Payment

(1) The department will pay for measured quantities at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0170.001	Removal and Disposal of Invasive Plant Species	STA

(2) Payment is full compensation for removing, stockpiling, excavating, loading, hauling, and either on-site disposal or licensed landfill disposal of these invasive plants.

If invasive plants are removed by excavation methods, the department will pay for restoring topsoil under the Salvaged Topsoil or Topsoil items.

76. Topsoil Special, Item SPV.0180.001.

A Description

This special provision section describes furnishing, placing, spreading, and finishing humus-bearing soil, adapted to sustain plant life, commonly known as topsoil, from locations the contractor furnishes beyond the limits of the right-of-way.

This special provision also describes removing topsoil from the sites of proposed roadway excavations and embankments in quantities and depths available and necessary to cover the work slopes. This work also includes reclamation, placing, spreading, and finishing of this topsoil.

B Materials

Furnish material that is relatively free from large roots, sticks, weeds, brush, stones, litter, and waste products.

Furnish material, either obtained offsite, or material obtained within project limits, consisting of loam, sandy loam, silt loam, silty clay loam, or clay loam humus-bearing soils adapted to sustain plant life. Do not use surface soils from ditch bottoms, drained ponds, and eroded areas, or soils which are supporting growth of NR 40 listed plants and noxious weeds or other undesirable vegetation. Ensure that the material conforms to the following:

Topsoil Requirements	Minimum Range	Maximum Range
Material Passing 2.00 mm (#10) Sieve[1]	90%	100%
PH Range	6.0	8.0
Organic Matter[2]	5%	20%
Clay	5%	30%
Silt	10%	70%
Sand and Gravel	10%	70%

[1] See standard spec 625.3.3 for sieve requirements when using either sod or seed mixture 40.

[2] Organic matter determined by loss on ignition test of samples oven dried to constant weight at 212 F (100 C).

C Construction

C.1 Preparing the Roadway for Topsoil

Undercut or underfill all areas designated to receive topsoil to a degree that if covered to the required depth with topsoil the finished work conforms to the required lines, grades, slopes and cross sections the plans and drawings show.

C.2 Processing Topsoil

Mow topsoil procurement areas to a height of approximately 6 inches. Remove litter such as brush, rock, and other materials that will interfere with subsequent vegetation establishment.

Strip off the humus-bearing soil. Take care to minimize removing the underlying sterile soil. Then stockpile the topsoil on the right-of-way or place it directly on the designated areas.

Obtain topsoil from embankment areas outside the roadway foundation only if that additional material is required to cover the slopes, and conforms to the requirements of section B in this special provision. Use excess topsoil on the project or dispose of as specified in standard spec 205.3.12.

C.3 Placing Topsoil

After preparing and finishing the areas designated for topsoil to the required lines, grades, slopes and cross section, place and spread the topsoil to a uniform depth as the plans show or the contract requires. If no depth is shown, place and spread the topsoil to a minimum depth of 4 inches in rural areas and a minimum depth of 6 inches in urban areas, or as the engineer designates.

Break down all clods and lumps using appropriate equipment to provide a uniformly textured soil.

Where using either sod or seed mixture 40 ensure that, for the upper 2 inches, 100 percent of the material passes a 1-inch sieve and at least 90 percent passes the No. 10 sieve.

Remove rocks, twigs, foreign material, and clods that cannot be broken down. Dress the entire surface to present a uniform appearance. The engineer will not require rolling.

If light sandy soils are covered with heavier clay bearing loam topsoil, then mix or blend the two types of soils to a more or less homogeneous mixture by using the appropriate equipment.

D Measurement

The department will measure Topsoil Special, acceptably completed, by the square yard. The measured quantities shall equal the actual number of square yards of topsoiled area to the depth specified within the limits of construction designated on the plans, or in the contract, or as the engineer directs.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.001	Topsoil Special	SY

Payment for Topsoil Special is full compensation for removing, stockpiling, reclaiming, providing, processing, excavating, loading, hauling, and placing this material; and for undercutting excavations, or underfilling embankments necessary to receive this material. The department will make no deductions from the Excavation bid items for quantities of Topsoil Special obtained from cut sections. Additionally, the department will make no allowance, adjustment, or measurement for payment under the Excavation bid items for undercutting cut sections necessary to receive Topsoil Special. The department will not measure and pay for volumes of Topsoil Placed under the Roadway Embankment bid item.

If an area is damaged by erosion after partial acceptance, the department will pay for restoring topsoil in these areas at a unit price determined by multiplying the contract unit price bid for Topsoil multiplied by 3, the department will pay for restoration under the Restoration Post Acceptance Topsoil administrative item.

The department will not pay for removing topsoil from outside the roadway foundation in embankment areas unless that material is necessary to cover the slopes.

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ADDITIONAL SPECIAL PROVISION 4

Payment to First-Tier Subcontractors

Within 10 calendar days of receiving a progress payment for work completed by a subcontractor, pay the subcontractor for that work. The prime contractor may withhold payment to a subcontractor if, within 10 calendar days of receipt of that progress payment, the prime contractor provides written notification to the subcontractor and the department documenting "just cause" for withholding payment.

The prime contractor may also withhold routine retainage from payments due subcontractors.

Payment to Lower-Tier Subcontractors

Ensure that subcontracting agreements at all tiers provide prompt payment rights to lower-tier subcontractors that parallel those granted first-tier subcontractors in this provision.

Release of Routine Retainage

After granting substantial completion the department may reduce the routine retainage withheld from the prime contractor to 75 percent of the original total amount retained.

When the Department sends the semi-final estimate the department may reduce the routine retainage withheld from the prime contractor to 10 percent of the original total amount retained.

Within 30 calendar days of receiving the semi-final estimate from the department, submit written certification that subcontractors at all tiers are paid in full for acceptably completed work and that no routine retainage is being withheld. The department will pay the prime contractor in full and reduce the routine retainage withheld from the prime contractor to zero when the department approves the final estimate.

This special provision does not limit the right of the department, prime contractor, or subcontractors at any tier to withhold payment for work not acceptably completed or work subject to an unresolved contract dispute.

ADDITIONAL SPECIAL PROVISIONS 5

Fuel Cost Adjustment

A Description

Fuel Cost Adjustments will be applied to partial and final payments for work items categorized in Section B as a payment to the contractor or a credit to the department. ASP-5 shall not apply to any force account work.

B Categories of Work Items

The following items and Fuel Usage Factors shall be used to determine Fuel Cost Adjustments:

(1) Earthwork.		Unit	Gal. Fuel Per Unit
205.0100	Excavation Common	CY	0.23
205.0200	Excavation Rock	CY	0.39
205.0400	Excavation Marsh	CY	0.29
208.0100	Borrow	CY	0.23
208.1100	Select Borrow	CY	0.23
209.1100	Backfill Granular Grade 1	CY	0.23
209.1500	Backfill Granular Grade 1	Ton	0.115
209.2100	Backfill Granular Grade 2	CY	0.23
209.2500	Backfill Granular Grade 2	Ton	0.115
350.0102	Subbase	CY	0.28
350.0104	Subbase	Ton	0.14
350.0115	Subbase 6-Inch	SY	0.05
350.0120	Subbase 7-Inch	SY	0.05
350.0125	Subbase 8-Inch	SY	0.06
350.0130	Subbase 9-Inch	SY	0.07
350.0135	Subbase 10-Inch	SY	0.08
350.0140	Subbase 11-Inch	SY	0.09
350.0145	Subbase 12-Inch	SY	0.09

C Fuel Index

A Current Fuel Index (CFI) in dollars per gallon will be established by the Department of Transportation for each month. The CFI will be the price of No. 2 fuel oil, as reported in U.S. Oil Week, using the first issue dated that month. The CFI will be the average of prices quoted for Green Bay, Madison, Milwaukee and Minneapolis.

The base Fuel Index (BFI) for this contract is $2.15 per gallon.

D Computing the Fuel Cost Adjustment

The engineer will compute the ratio CFI/BFI each month. If the ratio falls between 0.85 and 1.15, inclusive, no fuel adjustment will be made for that month. If the ratio is less than 0.85 a credit to the department will be computed. If the ratio is greater than 1.15 additional payment to the contractor will be computed. Credit or additional payment will be computed as follows:

(1) The engineer will estimate the quantity of work done in that month under each of the contract items categorized in Section B.

(2) The engineer will compute the gallons of fuel used in that month for each of the contract items categorized in Section B by applying the unit fuel usage factors shown in Section B.

(3) The engineer will summarize the total gallons (Q) of fuel used in that month for the items categorized in Section B.

(4) The engineer will determine the Fuel Cost Adjustment credit or payment from the following formula:

$$FA = \left(\frac{CFI}{BFI} - 1\right) x\ Q\ x\ BFI$$

(plus is payment to contractor; minus is credit to the department)

Where	FA	=	Fuel Cost Adjustment (plus or minus)
	CFI	=	Current Fuel Index
	BFI	=	Base Fuel Index
	Q	=	Monthly total gallons of fuel

E Payment

A Fuel Cost Adjustment credit to the department will be deducted as a dollar amount each month from any sums due to the contractor. A Fuel Cost Adjustment payment to the contractor will be made as a dollar amount each month.

Upon completion of the work under the contract, any difference between the estimated quantities and the final quantities will be determined. An average CFI, calculated by averaging the CFI for all months that fuel cost adjustment was applied, will be applied to the quantity differences. The average CFI shall be applied in accordance with the procedure set forth in Section D.

ADDITIONAL SPECIAL PROVISION 6
ASP 6 - Modifications to the standard specifications

Make the following revisions to the standard specifications:

104.10.2 Submittal and Review of a CRI Concept

Replace paragraph two with the following effective with the July 2019 letting:

(2) The department will review the CRI concept and, within 10 business days of the contractor's initial submittal, notify the contractor in writing whether the CRI concept has merit and whether the contractor should submit it as a CRI proposal. The contractor and the department can mutually agree to extend this 10-day review requirement. The department will notify the contractor if a professional engineer registered in the state of Wisconsin should seal the CRI proposal. If the department informs the contractor to submit the CRI proposal, the department will share in the cost for developing the CRI proposal as specified in 104.10.4.1(3).

107.14 Contractor's Responsibility for Work

Replace the entire text with the following effective with the June 2019 letting:

(1) Within 107.14, the term "work" is redefined to mean "the work product that is completed in its final position and is incorporated in the project."

(2) The contractor shall maintain charge and care of the work until the engineer accepts the work as specified in 105.11. Protect the work against injury or damage caused by public traffic, the action of the elements, or from other causes, whether arising from the execution or non-execution of the work. Rebuild, repair, restore, and make good injuries or damages to work caused by the above at no additional cost to the department.

(3) The department will assume responsibility for the work as follows:

1. Costs the department assumes under 104.6.
2. Costs to repair bridge damage attributed to public traffic, if the engineer determines that damage was beyond the control of and without the fault of the contractor.

(4) The contractor shall not bear the expense for damage to the work caused by abnormal and unforeseeable occurrences beyond the control of, and without the fault or negligence of, the contractor. These abnormal and unforeseeable occurrences include but are not limited to the following:

1. Cataclysmic phenomena of nature.
2. Acts of the public enemy.
3. Acts of government authorities.

(5) Before suspending the work, take the necessary precautions to prevent damage to the project, prevent traffic accidents, and provide for normal drainage. Erect necessary temporary barrier, barricades, signs, or other facilities at no expense to the department except as specified in 104.6.

(6) The contractor is responsible for all damages to equipment and supplies regardless of the circumstances.

107.17.1 General

Replace paragraph seven with the following effective with the December 2018 letting:

(7) Have a professional engineer registered in the state of Wisconsin sign and seal the shop drawings. At least 30 calendar days before starting falsework, form, or shoring construction; submit a PDF file of shop drawings to the railroad's chief engineering officer and to the engineer. The engineer and the railroad may review the shop drawings. If the engineer or the railroad finds the shop drawings unsatisfactory, the contractor shall make the required changes. A satisfactory shop drawing review does not relieve the contractor of responsibility and liability for the structural integrity and proper functioning of the falsework, forms, or shoring.

109.1.1 General

Replace the entire text with the following effective with the January 2019 letting:

(1) The engineer will use the US standard system to measure all work completed under the contract. The engineer will determine quantities of materials the contractor furnishes and work the contractor performs using measurement methods and computations conforming to standard engineering practice, modified to meet department requirements. The engineer will document these measurements using department procedures.

(2) The engineer will measure the work as the contract measurement subsection for individual items specifies. The department will measure the actual quantities of work the contractor acceptably completes and make final payment based on those actual measured quantities except as follows:

1. If the measurement subsection for a bid item specifically restricts the quantity measured for payment or allows for use of conversion factors.
2. If the engineer executes a contract change order modifying the method of measurement for specific bid items, the engineer will measure the quantities of applicable bid items for payment using the change order methods.
3. If the engineer, under 105.3.1(2), approves a contractor-requested plan dimension change between US standard and SI metric dimensions, the engineer will measure whichever of the following is less:
   - Actual quantities constructed.
   - Quantities derived from the original plan dimensions.
4. For substitutions made under 106.2.3 between US standard and SI metric products, the engineer will measure the actual quantities of the substitute products using the original contract measuring system.

205.5.2 Excavation

Replace the entire text with the following effective with the April 2019 letting:

205.5.2.1 General

(1) Payment for the Excavation bid items under this section is full compensation for work specified for those excavation classes under 205 with no separate contract bid items; for hauling; and for constructing and removing temporary drainage installations as specified under 205.3.3.

(2) Payment also includes removing walls, foundations, etc. with no separate contract bid items; for disposal of resulting material; and for backfilling basements or openings resulting from removing walls, foundations, etc.

205.5.2.2 Associated Work

(1) The department will pay separately for removing concrete structures under the 203 and 204 bid items.

(2) The department will pay separately for granular backfill the contract or engineer requires under the Backfill Granular bid items.

(3) The department will pay separately for erosion control, fertilizing, and seeding of material disposal sites as specified for material disposal sites in 628.5.1.

(4) If the contract does not include the Excavation Rock bid item, the department will pay 5 times the contract bid price of the Excavation Common bid item to remove boulders having volumes of one cubic yard or more. The department will pay for these boulder removals under the Removing Large Boulders administrative item.

205.5.2.3 Excavation Below Subgrade

205.5.2.3.1 General

(1) The department will only pay for engineer-approved EBS to correct problems beyond the contractor's control.

205.5.2.3.2 Quantity Overruns

(1) The department will provide additional compensation for EBS quantity overruns if the following conditions are met:

- The quantity of engineer-approved EBS, calculated exclusive of work covered under 205.5.2.3.3 or 301.5, exceeds the total contract EBS quantity the earthwork summary sheet shows by more than 25 percent.
- The material exceeding that 25 percent threshold cannot be disposed of within the project right-of-way.

(2) The department will pay 2 times the contract unit price, up to $25,000, for the quantity of EBS meeting the above conditions. After exceeding $25,000 per contract, the department will pay for additional EBS as determined under 109.4.

205.5.2.3.3 Subgrade Correction

(1) Work performed under 105.3 to correct unacceptable work is the contractor's responsibility. For EBS work performed where the engineer did not approve the subgrade for subsequent operations, the department will pay for EBS at the contract price under the pertinent excavation and backfill bid items, or absent those bid items as extra work. For EBS work performed where the engineer approved the underlying layers for subsequent operations, the department will pay for EBS as follows:

1. Up to a maximum of $25,000 per contract, the department will pay as follows:
   1.1 For excavation: 3 times the contract unit price for the Excavation Common bid item under the EBS Post Grading administrative item.
   1.2 For backfill with the materials the engineer directs: at the contract unit price for the bid items of each material used to fill the excavation.
   1.3 For excavation or backfill without contract bid items: as extra work.
2. After exceeding $25,000 per contract, the department will pay for additional EBS in engineer-approved areas as determined under 109.4.

305.2.1 General

Replace paragraph two with the following effective with the December 2018 letting:

(2) Where the contract specifies or allows 1 1/4-inch base, do not place reclaimed asphalt, reprocessed material, or blended materials below virgin aggregate materials unless the contract specifies or the engineer allows in writing. The department will allow virgin aggregate above reclaimed asphalt, reprocessed material, or blended materials in shoulder areas adjacent to concrete pavement.

420.3.2.1 General

Replace paragraph one with the following effective with the December 2018 letting:

(1) Use self-propelled grinding machines with depth, grade, and slope controls designed for grinding and texturing concrete. Equip grinding machines with diamond blades and a vacuuming system capable of removing liquid and solid residue from the ground surface. Shroud the machine to prevent discharging loosened material into adjacent work areas or live traffic lanes. Provide the specified effective wheelbase, defined as the center of the front to center of the rear main support wheels.

420.3.2.2 Continuous Grinding

Replace paragraph one with the following effective with the December 2018 letting:

(1) Under the Continuous Diamond Grinding Concrete Pavement bid item, ensure that the grinding machine, including the grinding head, weighs 35,000 pounds or more, will grind a strip at least 4 feet wide, and has an effective wheel base of 25 feet or more. For pavements with a design speed less than 40 miles per hour and areas difficult to access, the contractor may use equipment with an effective wheel base of 12 feet or more.

450.3.2.8 Jointing

Replace paragraphs three through five with the following effective with the December 2018 letting:

(3) Construct notched wedge longitudinal joints for mainline paving if the pavement thickness conforms to the minimums specified in 460.3.2, unless the engineer directs or allows an alternate joint. Construct the wedge using a slope no steeper than 3:1. Extend the wedge 12 inches beyond the normal lane width, or as the engineer directs. Ensure that the wedge for all layers directly overlaps and slopes in the same direction.

(4) Locate the joint at the pavement centerline for 2-lane roadways, or at lane lines if the roadway has more than 2 lanes. Construct a vertical notch 1/2-inch to 3/4-inch high on the centerline or lane line at the top of each wedge. Place a 1/2-inch to 3/4-inch notch at the outside bottom edge of the wedge after compacting each layer. Align the finished longitudinal joint line of the upper layer with the centerline or lane line.

(5) Construct the wedge for each layer using an engineer-approved strike-off device that will provide a uniform slope and will not restrict the main screed. Shape and compact the wedge with a weighted steel side roller wheel the same width as the wedge. Apply a tack coat to the wedge surface and both notches before placing the adjacent lane.

455.2.4.3 Emulsified Asphalts

Replace paragraph two with the following effective with the December 2018 letting:

(2) The bill of lading for emulsified asphalts shall indicate the asphalt content of the original emulsion and dilution rate of the additional water added to the original emulsion. If undiluted samples are not available, test the diluted material and modify AASHTO M140, M208, or M316 to reflect properties resulting from dilution of the asphalt.

460.2.8.3.1.4 Department Verification Testing Requirements

Replace paragraph three with the following effective with the December 2018 letting:

(3) The department will perform testing conforming to the following standards:

Bulk specific gravity (G_{mb}) of the compacted mixture according to AASHTO T166.

Maximum specific gravity (G_{mm}) according to AASHTO T209.

Air voids (V_a) by calculation according to AASHTO T269.

VMA by calculation according to AASHTO R35.

Asphalt content by ignition oven according to AASHTO T308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T-164, or Asphalt Analyzer™ according to manufacturer recommendations.

460.2.8.3.1.6 Acceptable Verification Parameters

Replace paragraph one with the following effective with the December 2018 letting:

(1) The engineer will provide test results to the contractor within 2 mixture-production days after obtaining the sample. The quality of the product is acceptably verified if it meets the following limits:

- Va is within a range of 2.0 to 4.3 percent. For SMA, Va is within a range of 2.7 to 5.3 percent.
- VMA is within minus 0.5 of the minimum requirement for the mix design nominal maximum aggregate size.
- Asphalt content is within minus 0.3 percent of the JMF.

460.2.8.3.1.7 Dispute Resolution

Replace paragraph one with the following effective with the December 2018 letting:

(1) When QV test results do not meet the specified limits for 100 percent pay, the bureau's AASHTO accredited laboratory and certified personnel will referee test the retained portion of the QV sample and the retained portion of the required forward and backward QC retained samples according to CMM 8-36.

460.5.2.1 General

Replace paragraphs five and six with the following effective with the December 2018 letting:

(5) The department will reduce pay for nonconforming QMP HMA mixtures as specified in 460.2.8.2.1.7, starting from the stop point to the point when the running average of 4 is back inside the warning limits. The engineer will determine the quantity of material subject to pay reduction based on the testing data and an inspection of the completed pavement. The department will reduce pay as follows:

PAYMENT FOR MIXTURE[1] [2] [3]

ITEM	PRODUCED WITHIN WARNING BANDS	PRODUCED OUTSIDE JMF LIMITS
Gradation	90%	75%
Asphalt Content[4]	___	___
Air Voids	70%	50%
VMA	90%	75%

[1] For projects or plants where the total production of each mixture design requires less than 4 tests refer to CMM 8-36.

[2] Payment is in percent of the contract unit price for the HMA Pavement bid item. The department will reduce pay based on the nonconforming property with lowest percent pay. If the quantity of material subject to pay adjustment based on the running average of 4 is also subject to pay adjustment resulting from dispute resolution in accordance with 460.2.8.3.1.7, the department will apply the single pay adjustment resulting in the lowest percent pay.

[3] In addition to any pay adjustment listed in the table above, the department will adjust pay for nonconforming binder under the Nonconforming QMP Asphaltic Material administrative item. The department will deduct 25 percent of the contract unit price of the HMA Pavement bid item per ton of pavement placed with nonconforming PG binder the engineer allows to remain in place.

[4] The department will not adjust pay based on a running average of 4 asphalt content tests; however, corrective action will be applied to nonconforming material according to 460.2.8.2.1.7.

(6) If during a QV dispute resolution investigation the department discovers unacceptable mixture defined by one or more of the following:

- Va greater than 5.0 or less than 1.5.
- VMA more than 1.0 below the minimum allowed in table 460-1.
- AC more than 0.5 % below the JMF target.

Remove and replace the material, or if the engineer allows the mixture to remain in place, the department will pay for the quantity of affected material at 50 percent of the contract price.

501.3.8.2.1 General

Replace paragraph two with the following effective with the April 2019 letting:

(2) If the concrete temperature at the point of placement exceeds 90 F, do not place concrete under the following structure and concrete barrier bid items:

Concrete Masonry Bridges	Concrete Masonry Retaining Walls
Concrete Masonry Bridges HES	Concrete Masonry Retaining Walls HES
Concrete Masonry Culverts	Concrete Masonry Endwalls
Concrete Masonry Culverts HES	Concrete Masonry Overlay Decks
Concrete Barrier Single-Faced 32-Inch	Concrete Barrier (type)
Concrete Barrier Double-Faced 32-Inch	Concrete Barrier Fixed Object Protection (type)
Concrete Barrier Transition Section 32-Inch	Concrete Barrier Transition (type)

506.3.2 Shop Drawings

Replace paragraph four with the following effective with the December 2018 letting:

(4) Ensure that the fabricator submits a PDF file of shop drawings for railroad structures to the railroad company's chief engineering officer upon contract completion.

603.3.1.1 General

Replace paragraph three with the following effective with the April 2019 letting:

(3) Cast permanent barrier and transitions in place. Use construction methods conforming to 502 and conform to the hot weather placement requirements of 501.3.8.2. Use forms or engineer-approved slip form methods for barrier. Use forms for transitions. Construct barrier on horizontal curves as a series of 12-foot or shorter chords.

646.3.1.2 Liquid Marking

Replace paragraph five with the following effective with the June 2019 letting:

(5) Apply liquid marking and glass beads across the line at or exceeding the following:

LIQUID MARKING	PAVEMENT TYPE	THICKNESS (mils)	BEAD APPLICATION (pounds per gallon)
Paint	all	16	8
Epoxy	SMA, seal coats, and polymer overlays	25	25
Epoxy	all other	20	22.5
Wet Reflective Epoxy	all	20	[1]

[1] Use the product specific bead application rate for wet reflective epoxy specified on the department's APL.

646.3.2.3.2 Wet Reflective Epoxy

Replace paragraph one with the following effective with the June 2019 letting:

(1) Apply wet reflective epoxy binder in a grooved slot. and provide a double drop bead system as follows:

1. Wet reflective/recoverable elements at the application rate specified in the department's APL.
2. Glass beads conforming to 646.2.2 at the application rate specified in the department’s APL.

650.3.1 General

Replace the entire text with the following effective with the December 2018 letting:

(1) Department and contractor responsibilities for construction staking are specified in 105.6. Conform to 105.6 and the additional requirements specified here in 650.3 for the individual contractor-staking bid items the contract includes.

(2) Protect and preserve known property and survey marks and land monuments as specified in 107.11.3. The contract may require related work under the 621 bid items.

(3) Obtain or calculate benchmark data, grades, and alignment from plan information. The engineer will furnish data for the horizontal and vertical control points, control point ties, horizontal alignments, profiles, and elevations. Reestablish, set additional, and maintain the horizontal and vertical control points and control point ties, as needed for bid items.

(4) Check horizontal and vertical information including but not limited to alignments, locations, elevations, and dimensions, that either the plans show or the engineer provides, for compatibility with existing field conditions. Conduct similar compatibility checks and accuracy checks of horizontal and vertical positions either the department or the contractor establishes in the field.

(5) Perform survey work using conventional methods, or AMG methods capable of achieving the lines and grades the plans show for the work in question. Establish additional benchmarks and control points as necessary to support the method of operation.

650.3.1.1 Staking

(1) Furnish, set, reference, and maintain stakes and markings necessary to establish the alignment, location, benchmarks, elevations, and continuous profile-grades for road and structure work as needed for bid items. Supervise and coordinate construction staking.

(2) Maintain neat, orderly, and complete survey notes, drawings, and computations used in establishing the lines and grades. Make the survey notes and computations available to the engineer within 24 hours, upon request, as the work progresses.

(3) Furnish surveying equipment, stakes, flags, pins, lath, whiskers, and other materials necessary to perform this work, subject to the engineer’s approval.

650.3.1.2 Automated Machine Guidance

650.3.1.2.1 General

(1) The contractor may substitute AMG for conventional staking on all or part of the work under the individual staking bid items. Coordinate with the engineer throughout the course of construction to ensure that work performed using AMG conforms to the contract tolerances and that the methods employed conform to the contractor's AMG work plan and accepted industry standards. Revert to

conventional staking methods for all or part of the work at any point during construction if AMG is producing unacceptable results.

650.3.1.2.2 AMG Work Plan

(1) Submit a comprehensive written AMG work plan for department review at least 5 business days before the preconstruction conference. In that plan discuss how AMG technology will be integrated into other technologies employed on the project. List the staking bid items that will have work performed using AMG and, for each bid item listed, include the following:

1. Designate which portions of the contract will be done using AMG and which portions will be done using conventional staking.
2. Designate a single staff person as the primary contact for AMG technology issues.
3. List and map the primary and secondary control points required under 105.6.2 enveloping the site.
4. Describe the contractor's quality control procedures. Include the frequency and type of checks performed to ensure that the work conforms to the contract plans.

(2) The engineer will review the plan to determine if it conforms to the contract. Do not perform AMG work until the engineer approves the governing portion of the AMG workplan. Perform the work as the contractor's AMG work plan provides. Update the plan as necessary.

650.3.1.2.3 Geometric and Surface Information

650.3.1.2.3.1 Department Responsibilities

(1) At any time after the contract is awarded the contractor may request the contractor data packet. The department will provide the packet within 5 business days of receiving the contractor's request.

650.3.1.2.3.2 Contractor Responsibilities

(1) Develop and maintain a contractor construction model for areas of the project employing AMG. Confirm that the resulting model agrees with the contract plans.

(2) If the engineer requests, provide the construction model to the department in LandXML or other engineer-approved format.

650.3.1.2.4 Managing and Updating Information

(1) Notify the department of any errors or discrepancies in department-provided information. The department will determine what revisions may be required. The department will revise the contract plans, if necessary, to address errors or discrepancies that the contractor identifies. The department will provide the best available information related to those contract plan revisions.

(2) Revise the construction model as required to support construction operations and to reflect any contract plan revisions the department makes. Perform checks to confirm that the revised construction model agrees with the contract plan revisions. If the engineer requests, provide construction model updates to the engineer. The department will pay for costs incurred to incorporate contract plan revisions as extra work.

650.3.1.2.5 Construction Checks

(1) Check the work against the plan elevation at randomly selected points on cross-sections located at stations evenly divisible by 100 at the frequency the engineer approved as a part of the AMG work plan. Submit the results of these random checks to the engineer daily. Notify the engineer immediately if a check exceeds the tolerances specified in 650.3.1.2.6 below.

(2) Check the work at additional points as the engineer directs. The department may conduct periodic independent checks.

650.3.1.2.6 Construction Tolerances

(1) Ensure that the finished work vertically matches existing or other completed features. Ensure that the work conforms to revised plan elevations as follows:

- Subgrade : +/- 0.10 feet.
- Base : within the tolerance specified in 301.3.4.1(2).

650.3.3 Subgrade

Retitle and replace the entire text with the following effective with the December 2018 letting:

650.3.3 Subgrade Staking

(1) Set construction stakes or marks at intervals of 100 feet, or more frequently, for rural sections and at intervals of 50 feet, or more frequently, for urban sections. Include additional stakes at each cross-section as necessary to match the plan cross-section, achieve the required accuracy, and to support construction operations. Also set and maintain stakes as necessary to establish the horizontal and vertical positions of intersecting road radii, auxiliary lanes, horizontal and vertical curves, and curve transitions. Locate stakes to within 0.25 feet horizontally and establish the grade elevation to within 0.03 feet vertically.

Errata

520.3.3 Laying Pipe

Correct errata by replacing "sections" with "joints" to clarify the intent that the last 3 joints need ties.

(5) Provide joint ties on the upstream and downstream ends of circular and horizontal elliptical concrete culvert and concrete cattle pass installations. Tie the next 3 pipe joints or, if using apron endwalls, the endwall joint and the last 2 pipe joints. Ties are not required on culverts with masonry endwalls unless the plans show otherwise.

608.3.3 Laying Pipe

Correct errata by replacing "sections" with "joints" to clarify the intent that the last 3 joints need ties.

(5) Provide joint ties on concrete storm sewer system infall and outfall pipes. Tie the last 3 pipe joints or, if using apron endwalls, the endwall joint and the next 2 pipe joints. Ties are not required on installations with masonry endwalls unless the plans show otherwise.

ADDITIONAL SPECIAL PROVISION 7

A. Reporting 1st Tier and DBE Payments During Construction

1. Comply with reporting requirements specified in the department's Civil Rights Compliance, Contractor's User Manual, Sublets and Payments.
2. Report payments to all DBE firms within 10 calendar days of receipt of a progress payment by the department or a contractor for work performed, materials furnished, or materials stockpiled by a DBE firm. Report the payment as specified in A(1) for all work satisfactorily performed and for all materials furnished or stockpiled.
3. Report payments to all first tier subcontractor relationships within 10 calendar days of receipt of a progress payment by the department for work performed. Report the payment as specified in A(1) for all work satisfactorily performed.
4. All tiers shall report payments as necessary to comply with the DBE payment requirement as specified in A(2).
5. Require all first tier relationships, DBE firms and all other tier relationships necessary to comply with the DBE payment requirement in receipt of a progress payment by contractor to acknowledge receipt of payment as specified in A(1), (2), (3) and (4).
6. All agreements made by a contractor shall include the provisions in A(1), (2), (3), (4) and (5), and shall be binding on all first tier subcontractor relationships and all contractors and subcontractors utilizing DBE firms on the project.

B. Costs for conforming to this special provision are incidental to the contract.

NOTE: CRCS Prime Contractor payment is currently not automated and will need to be manually loaded into the Civil Rights Compliance System. Copies of prime contractor payments received (check or ACH) will have to be forwarded to paul.ndon@dot.wi.gov within 5 days of payment receipt to be logged manually.

***Additionally, for information on Subcontractor Sublet assignments, Subcontractor Payments and Payment Tracking, please refer to the CRCS Payment and Sublets manual at:

https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payments-sublets-manual.pdf

Effective January 2019 Letting ASP 9

ADDITIONAL SPECIAL PROVISION 9
Electronic Certified Payroll or Labor Data Submittal

(1) Use the department's Civil Rights Compliance System (CRCS) to electronically submit certified payroll reports for contracts with federal funds and labor data for contracts with state funds only. Details are available online through the department's highway construction contractor information (HCCI) site on the Labor, Wages, and EEO Information page at:

https://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/default.aspx

(2) Ensure that all tiers of subcontractors, including all trucking firms, either submit their weekly certified payroll reports (contracts with federal funds) or labor data (contracts with state funds only) electronically through CRCS. These payrolls or labor data are due within seven calendar days following the close of the payroll period. Every firm providing physical labor towards completing the project is a subcontractor under this special provision.

(3) Upon receipt of contract execution, promptly make all affected firms aware of the requirements under this special provision and arrange for them to receive CRCS training as they are about to begin their submittals. The department will provide training either in a classroom setting at one of our regional offices or by telephone. Contact Paul Ndon at (414) 438-4584 to schedule the training.

(4) The department will reject all paper submittals for information required under this special provision. All costs for conforming to this special provision are incidental to the contract.

(5) Firms wishing to export payroll/labor data from their computer system into CRCS should have their payroll coordinator contact Paul Ndon at paul.ndon@dot.wi.gov. Not every contractor's payroll system is capable of producing export files. For details, see Section 4.8 CPR Auto Submit (Data Mapping) on pages 49-50; 66-71 of the CRCS Payroll Manual at:

https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payroll-manual.pdf

Non-discrimination Provisions

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. Non-discrimination: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. Information and Reports: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Federal Highway Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

a. Withholding payments to the contractor under the contract until the contractor complies; and/or
b. Cancelling, terminating, or suspending a contract, in whole or in part.

6. Incorporation of Provisions: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Effective August 2015 letting

BUY AMERICA PROVISION

All steel and iron materials permanently incorporated in this project shall be domestic products and all manufacturing and coating processes for these materials from smelting forward in the manufacturing process must have occurred within the United States. Coating includes epoxy coating, galvanizing, painting and any other coating that protects or enhances the value of a material subject to the requirements of Buy America. The exemption of this requirement is the minimal use of foreign materials if the total cost of such material permanently incorporated in the product does not exceed one-tenth of one percent (1/10 of 1%) of the total contract cost or $2,500.00, whichever is greater. For purposes of this paragraph, the cost is that shown to be the value of the subject products as they are delivered to the project. The contractor shall take actions and provide documentation conforming to CMM 2-28.5 to ensure compliance with this “Buy America” provision.

https://wisconsindot.gov/rdwy/cmm/cm-02-28.pdf

Upon completion of the project certify to the engineer, in writing using department form WS4567, that all steel, iron, and coating processes for steel or iron incorporated into the contract work conform to these "Buy America" provisions. Attach a list of exemptions and their associated costs to the certification form. Department form WS4567 is available at:

https://wisconsindot.gov/hcciDocs/contracting-info/ws4567.doc

Proposal ID: 20190709006 **Project(s):** 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	108.4400 CPM Progress Schedule	1.000 EACH	_____.____	_____.____
0004	201.0105 Clearing	23.000 STA	_____.____	_____.____
0006	201.0205 Grubbing	23.000 STA	_____.____	_____.____
0008	203.0100 Removing Small Pipe Culverts	15.000 EACH	_____.____	_____.____
0010	204.0115 Removing Asphaltic Surface Butt Joints	359.000 SY	_____.____	_____.____
0012	204.0150 Removing Curb & Gutter	437.000 LF	_____.____	_____.____
0014	204.0170 Removing Fence	42.000 LF	_____.____	_____.____
0016	204.0205 Removing Utility Poles	1.000 EACH	_____.____	_____.____
0018	204.0220 Removing Inlets	2.000 EACH	_____.____	_____.____
0020	204.0245 Removing Storm Sewer (size) 001. 12-Inch	102.000 LF	_____.____	_____.____
0022	204.9090.S Removing (item description) 001. Underdrain	300.000 LF	_____.____	_____.____
0024	204.9090.S Removing (item description) 002. Drain Tile	1,000.000 LF	_____.____	_____.____
0026	205.0100 Excavation Common	100,546.000 CY	_____.____	_____.____
0028	213.0100 Finishing Roadway (project) 001. 2704-09-71	1.000 EACH	_____.____	_____.____
0030	305.0110 Base Aggregate Dense 3/4-Inch	950.000 TON	_____.____	_____.____
0032	305.0120 Base Aggregate Dense 1 1/4-Inch	27,300.000 TON	_____.____	_____.____

Proposal ID: 20190709006 **Project(s):** 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	311.0110 Breaker Run	47,400.000 TON	_____._____	_____._____
0036	415.0100 Concrete Pavement 10-Inch	9,942.000 SY	_____._____	_____._____
0038	415.1100 Concrete Pavement HES 10-Inch	1,105.000 SY	_____._____	_____._____
0040	415.4100 Concrete Pavement Joint Filling	11,047.000 SY	_____._____	_____._____
0042	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____._____	_____._____
0044	416.0160 Concrete Driveway 6-Inch	47.000 SY	_____._____	_____._____
0046	416.0620 Drilled Dowel Bars	58.000 EACH	_____._____	_____._____
0048	416.1010 Concrete Surface Drains	7.000 CY	_____._____	_____._____
0050	450.4000 HMA Cold Weather Paving	1,900.000 TON	_____._____	_____._____
0052	455.0605 Tack Coat	1,660.000 GAL	_____._____	_____._____
0054	460.2000 Incentive Density HMA Pavement	6,108.000 DOL	1.00000	6,108.00
0056	460.6223 HMA Pavement 3 MT 58-28 S	4,511.000 TON	_____._____	_____._____
0058	460.6224 HMA Pavement 4 MT 58-28 S	3,124.000 TON	_____._____	_____._____
0060	465.0120 Asphaltic Surface Driveways and Field Entrances	22.000 TON	_____._____	_____._____
0062	465.0125 Asphaltic Surface Temporary	832.000 TON	_____._____	_____._____
0064	495.1000.S Cold patch	300.000 TON	_____._____	_____._____

Proposal ID: 20190709006 **Project(s):** 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0066	520.1012 Apron Endwalls for Culvert Pipe 12-Inch	3.000 EACH	_____.____	_____.____
0068	520.1015 Apron Endwalls for Culvert Pipe 15-Inch	3.000 EACH	_____.____	_____.____
0070	520.1024 Apron Endwalls for Culvert Pipe 24-Inch	9.000 EACH	_____.____	_____.____
0072	520.1036 Apron Endwalls for Culvert Pipe 36-Inch	3.000 EACH	_____.____	_____.____
0074	520.8000 Concrete Collars for Pipe	4.000 EACH	_____.____	_____.____
0076	521.1012 Apron Endwalls for Culvert Pipe Steel 12-Inch	4.000 EACH	_____.____	_____.____
0078	521.3115 Culvert Pipe Corrugated Steel 15-Inch	80.000 LF	_____.____	_____.____
0080	522.0424 Culvert Pipe Reinforced Concrete Class IV 24-Inch	80.000 LF	_____.____	_____.____
0082	522.0436 Culvert Pipe Reinforced Concrete Class IV 36-Inch	194.000 LF	_____.____	_____.____
0084	522.2424 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	163.000 LF	_____.____	_____.____
0086	522.2624 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	2.000 EACH	_____.____	_____.____
0088	601.0409 Concrete Curb & Gutter 30-Inch Type A	6,092.000 LF	_____.____	_____.____
0090	601.0411 Concrete Curb & Gutter 30-Inch Type D	5,539.000 LF	_____.____	_____.____
0092	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	700.000 LF	_____.____	_____.____

Proposal ID: 20190709006 **Project(s):** 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0094	602.0410 Concrete Sidewalk 5-Inch	13,442.000 SF	_____.____	_____.____
0096	602.0505 Curb Ramp Detectable Warning Field Yellow	340.000 SF	_____.____	_____.____
0098	602.0605 Curb Ramp Detectable Warning Field Radial Yellow	64.000 SF	_____.____	_____.____
0100	606.0100 Riprap Light	3.600 CY	_____.____	_____.____
0102	606.0200 Riprap Medium	3.600 CY	_____.____	_____.____
0104	606.0300 Riprap Heavy	200.000 CY	_____.____	_____.____
0106	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	79.000 LF	_____.____	_____.____
0108	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	1,248.000 LF	_____.____	_____.____
0110	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	102.000 LF	_____.____	_____.____
0112	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	2,076.000 LF	_____.____	_____.____
0114	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	128.000 LF	_____.____	_____.____
0116	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	176.000 LF	_____.____	_____.____
0118	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	68.000 LF	_____.____	_____.____
0120	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	375.000 LF	_____.____	_____.____

Proposal ID: 20190709006 **Project(s):** 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0122	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	327.000 LF	_____.____	_____.____
0124	608.2419 Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	73.000 LF	_____.____	_____.____
0126	611.0420 Reconstructing Manholes	1.000 EACH	_____.____	_____.____
0128	611.0535 Manhole Covers Type J-Special	6.000 EACH	_____.____	_____.____
0130	611.0612 Inlet Covers Type C	1.000 EACH	_____.____	_____.____
0132	611.0624 Inlet Covers Type H	53.000 EACH	_____.____	_____.____
0134	611.0627 Inlet Covers Type HM	6.000 EACH	_____.____	_____.____
0136	611.0639 Inlet Covers Type H-S	12.000 EACH	_____.____	_____.____
0138	611.0642 Inlet Covers Type MS	9.000 EACH	_____.____	_____.____
0140	611.2004 Manholes 4-FT Diameter	1.000 EACH	_____.____	_____.____
0142	611.2005 Manholes 5-FT Diameter	21.000 EACH	_____.____	_____.____
0144	611.2007 Manholes 7-FT Diameter	3.000 EACH	_____.____	_____.____
0146	611.3004 Inlets 4-FT Diameter	17.000 EACH	_____.____	_____.____
0148	611.3230 Inlets 2x3-FT	34.000 EACH	_____.____	_____.____
0150	611.3901 Inlets Median 1 Grate	1.000 EACH	_____.____	_____.____
0152	611.3902 Inlets Median 2 Grate	4.000 EACH	_____.____	_____.____

Proposal ID: 20190709006 **Project(s):** 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0154	611.8110 Adjusting Manhole Covers	1.000 EACH	_____.____	_____.____
0156	611.8115 Adjusting Inlet Covers	1.000 EACH	_____.____	_____.____
0158	611.9800.S Pipe Grates	1.000 EACH	_____.____	_____.____
0160	612.0700 Drain Tile Exploration	1,500.000 LF	_____.____	_____.____
0162	616.0700.S Fence Safety	1,000.000 LF	_____.____	_____.____
0164	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0166	620.0300 Concrete Median Sloped Nose	803.000 SF	_____.____	_____.____
0168	623.0200 Dust Control Surface Treatment	43,390.000 SY	_____.____	_____.____
0170	624.0100 Water	3,820.000 MGAL	_____.____	_____.____
0172	628.1104 Erosion Bales	226.000 EACH	_____.____	_____.____
0174	628.1504 Silt Fence	4,900.000 LF	_____.____	_____.____
0176	628.1520 Silt Fence Maintenance	4,900.000 LF	_____.____	_____.____
0178	628.1905 Mobilizations Erosion Control	10.000 EACH	_____.____	_____.____
0180	628.1910 Mobilizations Emergency Erosion Control	8.000 EACH	_____.____	_____.____
0182	628.2008 Erosion Mat Urban Class I Type B	105,500.000 SY	_____.____	_____.____
0184	628.7005 Inlet Protection Type A	76.000 EACH	_____.____	_____.____
0186	628.7020 Inlet Protection Type D	75.000 EACH	_____.____	_____.____

Proposal ID: 20190709006 **Project(s):** 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0188	628.7504 Temporary Ditch Checks	800.000 LF	_____.____	_____.____
0190	628.7555 Culvert Pipe Checks	15.000 EACH	_____.____	_____.____
0192	628.7560 Tracking Pads	8.000 EACH	_____.____	_____.____
0194	629.0210 Fertilizer Type B	75.500 CWT	_____.____	_____.____
0196	630.0140 Seeding Mixture No. 40	1,900.000 LB	_____.____	_____.____
0198	630.0200 Seeding Temporary	1,900.000 LB	_____.____	_____.____
0200	633.5200 Markers Culvert End	10.000 EACH	_____.____	_____.____
0202	634.0618 Posts Wood 4x6-Inch X 18-FT	52.000 EACH	_____.____	_____.____
0204	637.2210 Signs Type II Reflective H	249.360 SF	_____.____	_____.____
0206	637.2230 Signs Type II Reflective F	103.190 SF	_____.____	_____.____
0208	638.2102 Moving Signs Type II	2.000 EACH	_____.____	_____.____
0210	638.2602 Removing Signs Type II	13.000 EACH	_____.____	_____.____
0212	638.3000 Removing Small Sign Supports	13.000 EACH	_____.____	_____.____
0214	643.0300 Traffic Control Drums	23,800.000 DAY	_____.____	_____.____
0216	643.0310.S Temporary Portable Rumble Strips	 LS	LUMP SUM	_____.____
0218	643.0420 Traffic Control Barricades Type III	9,380.000 DAY	_____.____	_____.____
0220	643.0705 Traffic Control Warning Lights Type A	18,760.000 DAY	_____.____	_____.____

Proposal ID: 20190709006 **Project(s):** 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0222	643.0715 Traffic Control Warning Lights Type C	6,300.000 DAY	_____.____	_____.____
0224	643.0900 Traffic Control Signs	21,420.000 DAY	_____.____	_____.____
0226	643.0920 Traffic Control Covering Signs Type II	10.000 EACH	_____.____	_____.____
0228	643.1000 Traffic Control Signs Fixed Message	220.000 SF	_____.____	_____.____
0230	643.1050 Traffic Control Signs PCMS	280.000 DAY	_____.____	_____.____
0232	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0234	645.0120 Geotextile Type HR	535.000 SY	_____.____	_____.____
0236	645.0130 Geotextile Type R	26.000 SY	_____.____	_____.____
0238	645.0220 Geogrid Type SR	21,600.000 SY	_____.____	_____.____
0240	646.1020 Marking Line Epoxy 4-Inch	8,684.000 LF	_____.____	_____.____
0242	646.3020 Marking Line Epoxy 8-Inch	852.000 LF	_____.____	_____.____
0244	646.5020 Marking Arrow Epoxy	18.000 EACH	_____.____	_____.____
0246	646.5120 Marking Word Epoxy	8.000 EACH	_____.____	_____.____
0248	646.5320 Marking Railroad Crossings Epoxy	2.000 EACH	_____.____	_____.____
0250	646.6120 Marking Stop Line Epoxy 18-Inch	172.000 LF	_____.____	_____.____
0252	646.6220 Marking Yield Line Epoxy 18-Inch	7.000 EACH	_____.____	_____.____
0254	646.7120 Marking Diagonal Epoxy 12-Inch	259.000 LF	_____.____	_____.____

Proposal ID: 20190709006 **Project(s):** 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0256	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	1,013.000 LF	_____.____	_____.____
0258	646.8120 Marking Curb Epoxy	282.000 LF	_____.____	_____.____
0260	646.8220 Marking Island Nose Epoxy	5.000 EACH	_____.____	_____.____
0262	648.0100 Locating No-Passing Zones	0.420 MI	_____.____	_____.____
0264	649.0105 Temporary Marking Line Paint 4-Inch	2,025.000 LF	_____.____	_____.____
0266	649.0150 Temporary Marking Line Removable Tape 4-Inch	6,595.000 LF	_____.____	_____.____
0268	649.0805 Temporary Marking Stop Line Paint 18-Inch	24.000 LF	_____.____	_____.____
0270	649.0850 Temporary Marking Stop Line Removable Tape 18-Inch	49.000 LF	_____.____	_____.____
0272	690.0150 Sawing Asphalt	491.000 LF	_____.____	_____.____
0274	690.0250 Sawing Concrete	29.000 LF	_____.____	_____.____
0276	715.0415 Incentive Strength Concrete Pavement	829.000 DOL	1.00000	829.00
0278	740.0440 Incentive IRI Ride	9,025.000 DOL	1.00000	9,025.00
0280	SPV.0035 Special 001. Roadway Embankment	33,580.000 CY	_____.____	_____.____
0282	SPV.0035 Special 002. EBS Excavation	7,200.000 CY	_____.____	_____.____
0284	SPV.0035 Special 003. EBS Backfill	7,200.000 CY	_____.____	_____.____
0286	SPV.0045 Special 001. Portable Speed Trailer	730.000 DAY	_____.____	_____.____

Proposal ID: 20190709006 **Project(s):** 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0288	SPV.0060 Special 002. Temporary Stone Ditch Checks	40.000 EACH	_____.____	_____.____
0290	SPV.0060 Special 003. Sand Bags	50.000 EACH	_____.____	_____.____
0292	SPV.0060 Special 004. Temporary Sediment Traps	6.000 EACH	_____.____	_____.____
0294	SPV.0060 Special 005. Erosion Control Filter Bags	5.000 EACH	_____.____	_____.____
0296	SPV.0060 Special 006. Connect Drain Tile	10.000 EACH	_____.____	_____.____
0298	SPV.0060 Special 007. Pond Q Outlet Storm Sewer Structure	1.000 EACH	_____.____	_____.____
0300	SPV.0060 Special 008. Mobilizations Emergency Pavement Repair	10.000 EACH	_____.____	_____.____
0302	SPV.0060 Special 009. Storm Sewer Plug	2.000 EACH	_____.____	_____.____
0304	SPV.0060 Special 010. Section Corner Monuments	3.000 EACH	_____.____	_____.____
0306	SPV.0060 Special 011. Reconnecting Storm Sewer	1.000 EACH	_____.____	_____.____
0308	SPV.0075 Special 001. Pavement Cleanup Project 2704-09-71	200.000 HRS	_____.____	_____.____
0310	SPV.0090 Special 001. Heavy Duty Silt Fence	425.000 LF	_____.____	_____.____
0312	SPV.0090 Special 002. Pipe Underdrain 6-Inch Special	850.000 LF	_____.____	_____.____
0314	SPV.0090 Special 003. Marking Contrast Epoxy 4-Inch Special	689.000 LF	_____.____	_____.____
0316	SPV.0090 Special 004. Marking Contrast Epoxy 8-Inch Special	1,454.000 LF	_____.____	_____.____

Proposal ID: 20190709006 **Project(s):** 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0318	SPV.0105 Special 001. Survey Project	LS	LUMP SUM	_____._____
0320	SPV.0170 Special 001. Removal and Disposal of Invasive Plant Species	5.000 STA	_____._____	_____._____
0322	SPV.0180 Special 001. Topsoil Special	105,500.000 SY	_____._____	_____._____
	Section: 0001		**Total:**	_____._____
			Total Bid:	**_____._____**

PLEASE ATTACH SCHEDULE OF ITEMS HERE

Wisconsin Department of Transportation

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

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

July 1, 2019

NOTICE TO ALL CONTRACTORS:

Proposal #06: 2704-09-71
Braun Road
CTH H to 90th Street
Local Street
Racine County

Letting of July 9, 2019

This is Addendum No. 01, which provides for the following:

Special Provisions:

Revised Special Provisions	
Article No.	Description
6	Prosecution and Progress
7	Traffic
11	Utilities
21	Hauling Restrictions

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0115	Removing Asphaltic Surface Butt Joint	SY	359	-94	265
204.0150	Removing Curb and Gutter	LF	437	-14	423
205.0100	Excavation Common	CY	100,546	-1,291	99,255
305.0110	Base Aggregate Dense ¾-Inch	TON	950	-90	860
305.0120	Base Aggregate Dense 1 ¼-Inch	TON	27,300	-940	26,360
311.0110	Breaker Run	TON	47,400	-890	46,510
415.0100	Concrete Pavement 10-Inch	SY	9,942	1,077	11,019
415.4100	Concrete Pavement Joint Filling	SY	11,047	-28	11,019
455.0605	Tack Coat	GAL	1,660	-9	1,651
460.6223	HMA Pavement 3 MT 58-28 S	TON	4,511	-36	4,475
460.6224	HMA Pavement 4 MT 58-28 S	TON	3,124	-25	3,099
465.0125	Asphaltic Temporary	TON	832	-171	661
601.0411	Concrete Curb and Gutter 30-Inch Type D	LF	5,539	24	5,563

602.0410	Concrete Sidewalk 5-Inch	SF	13,442	-1,501	11,941
620.0300	Concrete Median Sloped Nose	SF	803	30	833
623.0200	Dust Control Surface Treatment	SY	43,390	7,400	50,790
624.0100	Water	MGAL	3,820	-77	3,743
628.2008	Erosion Mat Urban Class I Type B	SY	105,500	-2,600	102,900
628.7005	Inlet Protection Type A	EACH	76	-1	75
628.7020	Inlet Protection Type D	EACH	75	-1	74
628.7504	Temporary Ditch Checks	LF	800	-30	770
629.0210	Fertilizer Type B	CWT	75.5	-5.5	70
630.0140	Seeding Mixture No. 40	LB	1,900	-40	1,860
630.0200	Seeding Temporary	LB	1,900	880	2,780
637.2230	Signs Type II Reflective F	SF	103.19	10.0	113.19
643.0300	Traffic Control Drums	DAYS	23,800	-4,060	19,740
643.0420	Traffic Control Barricades Type III	DAYS	9,380	-1,400	7,980
643.0705	Traffic Control Warning Lights Type A	DAYS	18,760	-2,800	15,960
643.0715	Traffic Control Warning Lights Type C	DAYS	6,300	-2,800	3,500
643.0900	Traffic Control Signs	DAYS	21,420	-1,540	19,880
646.1020	Marking Line Epoxy 4-Inch	LF	8,684	233	8,917
649,0150	Temporary Marking Line Removable Tape 4-Inch	LF	6,595	1,619	4,976
649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	49	-16	33
SPV.0035.001	Roadway Embankment	CY	33,580	-910	32,670
SPV.0180.001	Topsoil Special	SY	105,500	-2,600	102,900

Deleted Bid Item Quantities			
Bid Item	Item Description	Unit	Old Quantity
415.1100	Concrete Pavement High Early Strength (10-Inch)	SY	1,105
649.0105	Temporary Marking Line Paint 4-Inch	LF	2,025
649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	24

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
4	General Notes (Remove Temporary Braun Road R/L)
26	Haul Routes (Updated Haul Routes)
35-36	Plan Details (Updated Driveway Location)
51-52	Paving Grades (Updated Driveway Location)
66-71	Erosion Control (Update Traffic Control Staging)
77-78	Storm Sewer Plan/Profile (Updated Driveway Location)
84	Storm Sewer Plan/Profile (Updated Traffic Control Staging)
87	Pond Detail Sheet
105	Typical Sections–Staging (Remove Temporary Braun Road typical section)
107, 110-112, 115-122	Traffic Control (Update Traffic Control Staging)
130-137	Color Staging (Update Traffic Control Staging)
144	Alignment Plan (Updated Driveway Location)
154-160, 162-185, 187, 189-191	Miscellaneous Quantities (Updated Driveway Location, Staging)
206	Plan and Profile (Updated Ditch)

319-325	Earthwork Tables (Updated Earthwork at Driveway Location and traffic control staging change)
337-340	Cross Sections (Updated in Area of Driveway Revision)

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
69A-69C	Erosion Control Stage 2A (Update Traffic Control Staging)
115A-115H	Traffic Control Stage 2A (Update Traffic Control Staging)
173A-173B	Miscellaneous Quantities (Updated Traffic Control Staging)

Deleted Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was deleted)
45-46	Plan Details: Temporary Pavement (Temporary Pavement Removed)
67-68	Erosion Control – Stage 1 (Update Traffic Control Staging)
72	Erosion Control – Stage 3 (Update Traffic Control Staging)
113-114	Traffic Control – Stage 1 (Update Traffic Control Staging)
123-125	Traffic Control – Winter Operations (Update Traffic Control Staging)
126-129	Traffic Control – Stage 3 (Update Traffic Control Staging)
145	Alignment: Temporary Braun Road ((Update Traffic Control Staging)
207	Plan and Profile: Temporary Braun Road
326	Cross Sections (Traffic Control Staging)

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. 01

2704-09-71

July 1, 2019

Special Provisions

6. Prosecution and Progress.

Replace entire article language with the following:

Begin work within ten calendar days after the engineer issues a written notice to do so.

The contract time for completion is based on an expedited work schedule and may require extraordinary forces and equipment.

Winter weather work, grading, excavation of frozen ground, high ground water, dewatering during winter months, and mitigation efforts for high water table elevations shall not be considered adverse weather delays to construction.

Anticipate cold weather asphaltic and concrete paving and ancillary concrete work (curb, sidewalk, etc.). Plan to heat aggregates and water for mixes, and that the heating of the aggregate and water is considered incidental to those concrete items. There will be no adverse weather delay for cold weather construction.

Provide the start date to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the approved start date.

To revise the start date, submit a written request to the engineer at least two weeks before the intended start date. The engineer will approve or deny that request based on the conditions cited in the request and its effect on the department's scheduled resources.

Construction activities are adjacent to live traffic. At all times, provide a 3:1 safety shelf from the construction zone to the location of staged traffic. This applies to all times, including timeframes when construction is not active.

Schedule of Operations
Unless modifications to the staging are approved in writing by the engineer, the department anticipates that the scope of work for each stage shall be as follows and according to the plans:

Stage 1 – Stage 1 Construction activities shall include:

- Construct Braun Road from CTH H to approximately 300-ft west of the CPRR tracks (STA 176BRE+50) under full closure.
- Construct Pond Q and all related ditching and storm sewer.

Winter Operation 2019/2020

- Open Braun Road in both directions from CTH H to the Area 3 Driveway (Site Development Entrance).
- Contractor to coordinate winter maintenance operations per article for "Winter Maintenance" with local municipalities.

Stage 2A – Stage 2A Construction activities shall include:

- Construction of Braun Road from approximately 300-ft west of the CPRR tracks (STA 176BRE+50) to 90th St under full closure. Coordinate work concurrent with CPRR crossing contractor. Maintain

traffic on Braun Road in each direction from CTH H to the Area 3 Driveway (Site Development Entrance).

- Construct temporary asphalt widening on the west side of 90th St. Maintain traffic on 90th St one lane in each direction.

Stage 2B – Stage 2B Construction activities shall include:

- Construction of Braun Road from approximately 300-ft west of the CPRR tracks (STA 176BRE+50) to 90th St under full closure. Coordinate work concurrent with CPRR crossing contractor. Maintain traffic on Braun Road in each direction from CTH H to the Area 3 Driveway (Site Development Entrance).
- Construct the eastern portion of the Braun Road / 90th St intersection. Maintain traffic on 90th St one lane in each direction.

Stage 2C – Stage 2C Construction activities shall include:

- Construction of Braun Road from approximately 300-ft west of the CPRR tracks (STA 176BRE+50) to 90th St under full closure. Coordinate work concurrent with CPRR crossing contractor. Maintain traffic on Braun Road in each direction from CTH H to the Area 3 Driveway (Site Development Entrance).
- Construct the western portion of the Braun Road / 90th St intersection. Maintain traffic on 90th St one lane in each direction.

Enhanced Coordination
The project limits include numerous existing and proposed utilities.

Coordinate traffic staging and shifts with the Braun Road Project, WisDOT ID 2704-09-70. Additional coordination with James Peterson and Sons, the Braun Road Phase 1 contractor, is anticipated and all traffic shifts and stage changes in this project that impact Project 2704-09-70 will need to be approved by the engineer.

Coordinate traffic staging and shifts with the CTH H Project, WisDOT ID 3760-00-70. Additional coordination with Michels Corporation, the CTH H Phase 1 contractor, is anticipated and all traffic shifts and stage changes in this project that impact Project 3760-00-70 will need to be approved by the engineer.

FoxConn site and utility construction activities will be underway adjacent to Braun Road. Increased trucking and traffic volumes are expected on CTH H and adjacent roads within the development site area.

Coordinate traffic staging and shifts with adjacent Racine Water and Waste Water Facilities – Braun Road Pumping Station Project. The project is located on Parcel 703 (refer to the right of way plat). Provide construction access to the pumping station project contractor from Braun Road. Additional coordination with the pumping station project contractor is anticipated and stage changes in this project that impact the pumping station project will need to be approved by the engineer.

Time extensions shall not be granted for delays incurred due to existing utilities work, proposed utility installation, or providing access for development site traffic. Ensure these elements are accounted for when determining the construction schedule.

Work Restrictions

The following definitions apply to all roadways constructed in this contract:

Peak Hours:

- 6:00 AM to 7:00 PM, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday

Off-peak Hours:

- 7:00 PM to 6:00 AM Monday, Tuesday, Wednesday, Thursday, Friday, Saturday

Night Time Hours:

- 9:00 PM to 6:00 AM the following day

Weekend Hours:

- 9:00 PM Friday to 6:00 AM Monday

Comply with all local ordinances that apply to local street work operations, including those pertaining to working during night time hours. Furnish any ordinance variance issued by the municipality or required permits to the engineer in writing three days before performing this work.

Closure and Work Restrictions

- Maintain access to residences along Braun Road and 90th Street at all times.

Winter Maintenance
The Village of Mount Pleasant will perform snow removal operations for local roads that are open to the public. Provide Racine County Highway Maintenance, the Village of Mount Pleasant, the Village of Sturtevant, and the Racine County Sheriff's Department with a 24-hour emergency contact number for when maintenance is required.

sef-999-060 (20120330)

Interim and Final Completion of Work

Supplement standard spec 108.10 with the following:

The department will not grant time extensions for the following:

Severe weather as specified in standard spec 108.10.2.2.

Labor disputes that are not industry wide.

Delays in material deliveries.

Each day is defined as a 24-hour period beginning at 12:01 AM.
SEF Rev. 14_1211

Interim Completion of work November 30, 2019: Completion of Braun Road from CTH H to the Area 3 Driveway (Site Development Entrance) and Pond Q.

If the contractor fails to complete all work required to open Braun Road in both directions from CTH H to the Area 3 Driveway (Site Development Entrance) and Pond Q as shown in the traffic control plans prior to 12:01 AM December 1, 2019, the department will assess the contractor $2,500 in interim liquidated damages for each calendar day contract work remains incomplete beyond 12:01 AM December 1, 2019. 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.

Final Completion of Work July 1, 2020

Enhanced Liquidated Damages

Replace standard spec 108.11 paragraph (3) as follows:

The department will assess $5,000 in daily liquidated damages. These liquidated damages reflect the cost of engineering, supervision, and a portion of road user costs.

Work Zone Ingress/Egress.
Provide engineer approved signage for access into and out of the work zones at locations approved by the engineer.

At the weekly traffic meetings, provide an Emergency Work Zone Access Plan and required updates, as approved by the engineer, to direct emergency responders accessing the work zone.

Locations of work zone egress or ingress for construction vehicles is subject to approval from the engineer. All construction vehicles shall yield to all through traffic at all locations.

Access to the worksite from Braun Road west of CTH H will be restricted due to a live workzone for construction of Braun Road as part of WisDOT ID 2704-09-70, Braun Road, IH 94 EFR to CTH H and therefore will not be available.

Ensure that proper signage is established indicating no through traffic is permitted along Braun Road at the CTH H/Braun Road intersection and 90th St/Braun Road intersection and that public access to the workzone from CTH H and 90th St is restricted.

Right-of-way

Do not commence work in areas that are not under department or Village of Mount Pleasant ownership as outlined in the plans. Right of way at the intersection of Braun Road and 90th St is in the process of being acquired and work cannot start until it has been. It is anticipated that real estate for the project will be fully clear by Sept 1, 2019. All associated site preparation and demolition work shall be completed by Sept 1, 2019 for those parcels with buildings remaining.

Wetlands

Do not begin construction within wetland areas until the Section 404 permit has been approved. Verify with the engineer that the permit is approved before starting construction in affected wetland areas. Permit approval date is anticipated to be September 1, 2019.

Migratory Birds

Swallow and other migratory birds' nests may be present in the project area. All active nests (when eggs or young are present) of migratory birds are protected under the Federal Migratory Bird Treaty Act. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, if swallow and migratory birds' nests are present, work should either occur only between August 30 and May 1st (non-nesting season) or utilize measures to prevent nesting *(e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1)*. If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

Rusty Patched Bumble Bee (*Bombus Affinis*)

The rusty patched bumble bee (Bombus affinis) was listed as endangered by the U.S. Fish and Wildlife Service (USFWS) under the Endangered Species Act, effective March 21, 2017. Construction activities such as grading outside the mowed shoulder area have the potential to impact ground nests and wildflowers that

may serve as a food source for the bee. If an active rusty-patched bumblebee nest is encountered in construction areas, contact the WisDOT Regional Environmental Coordinator, who will coordinate with USFWS.

Northern Long-eared Bat (*Myotis septentrionalis*)

Northern Long-eared Bats (NLEB) have the potential to inhabit the project limits because they roost in trees. Roosts may not have been observed on this project, but conditions to support the species exist. The species and all active roosts are protected by the Federal Endangered Species Act. If an individual bat or active roost is encountered during construction operations, stop work and notify the engineer and the WisDOT Regional Environmental Coordinator (REC).

In accordance to the final 4(d) rule issued for the NLEB, the department has determined that the proposed activity may affect, but will not result in prohibited take of the NLEB. The activity involves tree removal, but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree.

If additional trees need to be removed, no clearing shall occur without prior approval from the engineer, following coordination with the WisDOT REC. Additional tree removal beyond the area originally specified will require consultation with the United States Fish and Wildlife Service (USFWS) and may require a bat presence/absence survey. Notify the engineer if additional clearing cannot be avoided to begin coordination with the WisDOT REC. The WisDOT REC will initiate consultation with the USFWS and determine if a survey is necessary.

Prairie Crayfish (*Procambarus gracilis*)

State listed Special Concern species the Prairie Crayfish (Procambarus gracilis) may occur in the project area. This primarily burrowing crayfish is restricted to prairie regions of southeastern Wisconsin and is the rarest crayfish in Wisconsin. This species frequents burrows in banks of ponds, roadside ditches, small sluggish creeks, marshes, swamps, and small artificial lakes, as well as wet pastures and flat fields in prairies. The burrows can be quite deep and branching, with a characteristic mud chimney. This species spends most of its life in its burrow habitat, coming out at night and during rain events. Breeding occurs and young hatch in early spring, as early as March, with juveniles occurring through spring and summer. Females move to open water for a relatively short period in the summer where the newly hatched young are released. For work in or near wetlands or waterways, contractors should be aware of the occurrence of this species. If crayfish are found in conflict with the project area, crayfish should be placed in a plastic bucket with soil from where the crayfish was found. Project staff should contact at (414) 507-4946 and DNR staff will relocate crayfish to a suitable location.
Submit a schedule and description of Clearing operations with the ECIP 14 days prior to any Clearing operations. The department will determine, based on schedule and scope of work, what additional erosion control measures shall be implemented prior to the start of Clearing operations, and list those additional measures in the ECIP.

7. Traffic.

Replace entire article language with the following:

General

The construction sequence, including the associated traffic control, shall be substantially accomplished as detailed in the Traffic Control Plans, and as described herein.

Maintain access to existing residences and homes at all times until all real estate is acquired. Anticipated real estate clearance date referenced in article *Prosecution and Progress.*

Coordinate traffic requirements under this contract with other adjacent and concurrent department or local municipality projects. Implement and coordinate with other contractors all traffic control as shown on the plans. Modifications to the traffic control plan may be required by the engineer to be safe and consistent with adjacent work by others.

Unless detailed in the plans, do not begin or continue any work that closes traffic lanes outside the allowed time periods specified in this article.

Do not store equipment, vehicles, or materials on adjacent streets beyond the project limits without specific approval of the engineer.

Construction Staging and Traffic Control

Perform construction operations on Braun Road in stages as shown in the Traffic Control Plans and as detailed in the Prosecution and Progress. Coordinate traffic control signing with adjacent projects. Traffic Control associated with the construction operations are as follows:

Braun Road

Braun Road will be constructed under full closure from CTH H intersection to the 90th Street Intersection in Stage 1 and a full closure from the Area 3 Driveway (Site Development Entrance) to the 90th Street Intersection in Stage 2.

Braun Road must remain open in both directions from CTH H intersection to the Area 3 Driveway (Site Development Entrance) after the interim completion date.

90th Street

90th Street to remain open to through traffic at all times.

Emergency Vehicle Access

Maintain emergency vehicular access at all times to roadways located within the project limits.

Construction Contact Information

Provide Village of Mount Pleasant Police Department, Village of Sturtevant Police Department, Town of Somers Police Department, Racine County Sheriff Department, and Racine County with a 24-hour emergency contact number for when traffic control maintenance is required.

Stage 1 Traffic

- Place PCMS 10 days in advance of construction as shown in the plans.
- Close Braun Road east of CTH H to 90th St and provide detour route. Place PCMS 10 days in advance of detour.
- Braun Road \ 90th St Intersection – Maintain one lane of traffic in each direction on 90th St on the existing pavement. Maintain one lane of traffic in each direction of Braun Road east of 90th St to the east project limit. Braun road west of 90th St is closed from CTH H to 90th St.
- Coordinate traffic control and work operations with other projects listed under the article Other Contracts.

(Winter Operation 2019/2020)

- Open Braun Road in both directions from CTH H to the Area 3 Driveway (Site Development Entrance). Refer to interim completion date.

Stage 2A Traffic

- Place PCMS 10 days in advance of construction as shown in the plans.
- Braun Road - Open in both directions from CTH H to the Area 3 Driveway (Site Development Entrance).
- Braun Road - Closed east of the Area 3 Driveway (Site Development Entrance) to 90th St. Closure must be concurrent with the CPRR crossing work (see Railroad Insurance and Coordination – Soo Line Railroad Company (CP) Spec).
- Braun Road \ 90th St Intersection – Maintain one lane of traffic in each direction on 90th St on the existing pavement. Maintain one lane of traffic in each direction of Braun Road east of 90th St to the east project limit. Braun road west of 90th St is closed from the Area 3 Driveway (Site Development Entrance) to 90th St.
- Coordinate traffic control and work operations with other projects listed under the article Other Contracts.

Stage 2B

- Braun Road - Open in both directions from CTH H to the Area 3 Driveway (Site Development Entrance).
- Braun Road - Closed east of the Area 3 Driveway (Site Development Entrance) to 90th St. Closure must be concurrent with the CPRR crossing work (see Railroad Insurance and Coordination – Soo Line Railroad Company (CP) Spec).
- Braun Road \ 90th St Intersection – Maintain one lane of traffic in each direction on 90th St on temporary asphalt widening. Close Braun Road east of 90th St to the east project limit to construct the eastern portion of the intersection. Maintain access to local residences at all times. Braun Road west of 90th St is closed from the Area 3 Driveway (Site Development Entrance) to 90th St.
- Coordinate traffic control and work operations with other projects listed under the article Other Contracts.

Stage 2C Traffic

- Braun Road - Open in both directions from CTH H to the Area 3 Driveway (Site Development Entrance).
- Braun Road - Closed east of the Area 3 Driveway (Site Development Entrance) to 90th St. Closure must be concurrent with the CPRR crossing work (see Railroad Insurance and Coordination – Soo Line Railroad Company (CP) Spec).
- Braun Road \ 90th St Intersection – Maintain one lane of traffic in each direction on 90th St on newly constructed pavement. Maintain one lane of traffic in each direction of Braun Road east of 90th St to the east project limit. Maintain access to local residences at all times. Braun road west of 90th St is closed from east of the Area 3 driveway (site development entrance) to 90th St.
- Coordinate traffic control and work operations with other projects listed under the article Other Contracts.

Wisconsin Lane Closure System Advance Notification

Provide the following advance notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS).

- **TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION**

Closure type with height, weight, or width restrictions (available width, all lanes in one direction < 16')	MINIMUM NOTIFICATION
Lane and shoulder closures	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 calendar days
Closure type without height, weight, or width restrictions (available width, all lanes in one direction ≥16')	**MINIMUM NOTIFICATION**
Lane and shoulder closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

Discuss LCS completion dates and provide changes in the schedule to the engineer at weekly project meetings in order to manage closures nearing their completion date.

Provide 7-day notice to engineer of expected changes to the status of Area 3 driveway (development site access) prior to implementation. Notice does not constitute approval of those changes.
Notify the engineer and Construction Program Work Zone and Traffic Engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work.

11. Utilities.

Replace entire article language with the following:

Additional information regarding recently relocated utility facilities may be available on permits issued to the utility companies. These permits can be viewed at the Region Office during normal working hours. Contact WisDOT SE Freeways Utility Coordinator Greg Berry at (414) 750-7828 for further information.

Underground and overhead utility facilities are located within the project limits. Utility adjustments are required for this construction project as noted below. Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities that have facilities in the area as required per state statute. Use caution to ensure the integrity of underground facilities and maintain code clearances from overhead facilities at all times.

Some utility work, as described below, is dependent on prior work being performed by the contractor at a specific site. Provide the engineer and the affected utility a good faith notice of when the utility is to start work at the site. Notice shall be given 14 to 16 calendar days in advance of when the site will be available to the utility. Follow up with a confirmation notice to the engineer and the utility not less than 3 working days before the site will be ready for the utility to begin its work.

Contact utility companies listed in the plans prior to preparing bids to obtain current information on existing utility locations and the status of any new utility relocation work.

Utility companies will be performing utility work and adjustments within the limits during the life of the project. The contractor shall cooperate and coordinate construction activities with these companies.

There may be discontinued utility facilities within the project limits. If a conflict with a discontinued utility facility is encountered, contact the appropriate utility owner/representative to coordinate construction activities and proper removal and disposal of said facility as necessary.

Known utilities in the project area are as follows:

AT&T Wisconsin has existing overhead and underground communications facilities within the project limits in the following locations:

- An underground communication line beginning beyond the westerly project limits and running easterly along a line approximately 12 feet north of the existing northerly edge of pavement of Braun Road to a pedestal at Station 176BRE+00, 40'LT where it turns and runs northerly to beyond the project limits. Prior to construction, AT&T Wisconsin will discontinue this line in place.
- An underground communication line beginning beyond the northerly project limits and running southeasterly to a pedestal at Station 182BRE, 31'LT where it turns and runs easterly along the northerly Braun Road right of way to a pole at Station 207BRE+40, 28'LT. Prior to construction, AT&T Wisconsin will discontinue this line in place.
- An overhead communication line beginning at an AT&T Wisconsin pole at Station 207BRE+40, 28'LT and running easterly, crossing 90th Street at Station 1001NS+93, and continuing to a We Energies' pole at Station 208BRE+44, 32'LT. Prior to construction, AT&T Wisconsin will construct a new guy pole at Station 206BRE+44, 37'LT and an overhead guy wire from this new pole running easterly to the existing We Energies' pole at Station 208BRE+44, 32'LT. AT&T Wisconsin will remove the pole at Station 207BRE+31'LT and the existing overhead line.
- An overhead communication line beginning at a We Energies' pole at Station 208BRE+44, 32'LT and running easterly along the existing northerly Braun Road right of way to beyond the project limits. This line will remain in place without adjustment.
- An underground communication line beginning at a pedestal at Station 190BRE+22, 30'LT and running southerly, crossing Braun Road at Station 190BRE+22, to a pedestal at Station 190BRE+14, 23'RT. Prior to construction, AT&T Wisconsin will discontinue this line in place.
- An underground communication line beginning at a pedestal at Station 192BRE+85, 32'LT and running southerly, crossing Braun Road at Station 192BRE+84, to a pedestal at Station 192BRE+84, 17'RT. Prior to construction, AT&T Wisconsin will discontinue this line in place.
- An underground communication line beginning beyond the southerly project limits and running northerly along the easterly 90th Street right of way, crossing Braun Road and continuing northerly to a pedestal at Station 208BRE+44, 34'LT. From there it continues northerly along the easterly right of way to beyond the project limits. Prior to construction, AT&T Wisconsin will construct a new underground communication line beginning beyond the southerly project limits and running northerly and parallel 2' west of the existing underground line, crossing Braun Road and continuing to a pedestal at Station 208BRE+44, 34'LT. The existing underground line will be discontinued in place.

Contact Jeff Oldenburg (262-896-7522) of AT&T Wisconsin 7 days in advance to coordinate locations and any excavation near their facilities.

Charter Communications has existing underground and overhead communications facilities within the project limits in the following locations:

- An existing overhead communications line on We Energies' poles beginning beyond the westerly project limits and running easterly along the existing southerly Braun Road right of way to Station 159BRE+12, 42'RT. Prior to construction, Charter Communications will remove this line.
- An existing underground communications line beginning at a We Energies' pole at Station 159BRE+12, 42'RT and running easterly along the southerly edge of pavement of Braun Road to a pedestal at Station 167BRE+96, 5'RT. From there it continues easterly along a line approximately 12' south of the southerly edge of pavement of Braun Road and ends at a We Energies' pole at Station 172BRE+00, 10'RT. Prior to construction, Charter Communications will discontinue this line in place.
- An existing overhead communications line on We Energies' poles beginning at Station 172BRE+00, 10'RT and running easterly along a line 5' north of the existing southerly Braun Road right of way to Station 206BRE+88, 26'RT where it turns northeasterly, crossing Braun Road at Station 207BRE+54, and continuing northeasterly to a pole at Station 208BRE+44, 32'LT. Prior to construction, Charter Communications will remove this line.
- An existing overhead communications line on We Energies' poles beginning at Station 208BRE+44, 32'LT and running easterly along the existing northerly Braun Road right of way to beyond the project limits. This line will remain in place without adjustment.

- An existing overhead communications line on We Energies' poles beginning beyond the southerly project limits and running northerly along the existing easterly 90th Street right of way, crossing Braun Road at Station 208BRE+44, and continuing northerly to a pole at Station 208BRE+44, 32'LT and then continuing northerly to beyond the project limits. This line will remain in place without adjustment. Prior to construction and upon completion of We Energies' reconstruction and relocation of poles along the easterly 90th Street right of way as described below, Charter Communications will reconstruct this overhead line on reconstructed and relocated We Energies' poles.

Contact Pete Kruzela (414-908-1339 office/ 414-688-5376 cell) of Charter Communications 7 days in advance to coordinate locations and any excavation near their facilities.

Mount Pleasant, Village of – Sanitary has existing sanitary sewer facilities within the project limits in the following locations:

- An existing sanitary sewer beginning at a manhole at Station 208BRE+24, 18'RT and running easterly along a line 7' south of the southerly edge of pavement of Braun Road to a manhole to beyond the project limits. This line will remain in place without adjustment.

During construction and in conjunction with grading and paving operations, the Village of Mount Pleasant will adjust the manhole at Station 208BRE+24, 18'RT and Station 213BRE+23, 14'RT. Allow 3 days for Mount Pleasant to adjust the manholes.

Contact Anthony Beyer (262-664-7849) of Village of Mount Pleasant 7 days in advance to coordinate locations and any excavation near their facilities.

Racine Water Works Commission (RWWC) has existing underground water facilities within the project limits in the following locations:

- An existing water main beginning beyond the northerly project limits and running southerly along the northbound lanes of 90th Street to Station 208BRE+24, 2'LT where it turns and runs easterly and ends at Station 208BRE+74, 4'LT. This line will remain in place without adjustment.

Prior to construction, RWWC will construct new underground water facilities in the following locations:

- A new water main beginning beyond the westerly project limits and running northeasterly to Station 156BRE+45, 85'LT where it turns and runs easterly to Station 168BRE+77, 85'LT. From there it turns southeasterly to Station 169BRE+07, 72'LT where it turns and runs easterly to Station 172BRE+02, 72'LT. From there it runs southeasterly to Station 178BRE+06, 36'LT where it turns and runs easterly, crossing 90th Street at Station 1001NS+80, to beyond the project limits.
- A new water main beginning at the proposed southerly Braun Road right of way and running northerly, crossing Braun Road at Station 168BRE+57, and continuing northerly and ending at the proposed northerly Braun Road right of way.
- A new water main beginning at a tee at Station 182BRE+63, 33'LT and running northerly to beyond the project limits.
- A new water main beginning at a tee at Station 208BRE+76, 4'LT and running southerly and ending at Station 208BRE+76, 97'RT.

During construction and in conjunction with the construction of the 90th Street intersection in Stage 2, RWWC will construct new underground water facilities beginning at a tee at Station 208BRE+72, 15'LT and running southerly, crossing Braun Road at Station 208BRE+72, and ending at Station 208BRE+72, 80'RT. Provide access as necessary for this water main work during construction.

During construction and in conjunction with grading and paving operations, RWWC will adjust existing water valves. Allow 3 days for RWWC to adjust the water valves.

Contact Chad Regalia (262-497-4611) of Racine Water Works Commission 7 days in advance to coordinate locations and any excavation near their facilities.

Rogers Telecom has existing underground communications facilities within the project limits beginning beyond the southerly project limits and running northerly along a line 25' east of and parallel to the westerly right of way of the Canadian Pacific Railway, crossing Braun Road at Station 178BRE+57, and continuing northerly to beyond the project limits. This line will remain in place without adjustment.

Contact Vickie Moran (262-497-4611) of Rogers Telecom 7 days in advance to coordinate locations and any excavation near their facilities.

Verizon Business has existing underground communications facilities within the project limits beginning beyond the southerly project limits and running northerly along a line 20' west of and parallel to the easterly right of way of the Canadian Pacific Railway, crossing Braun Road at Station 179BRE+17, and continuing northerly to beyond the project limits. This line will remain in place without adjustment.

Contact Tom Buher (708-458-6410 office / 708-261-1394 cell) of Verizon Business 7 days in advance to coordinate locations and any excavation near their facilities.

We Energies – Electric has existing overhead and underground electric facilities within the project limits in the following locations:

- An existing overhead electric line beginning beyond the westerly project limits and running easterly along the existing southerly Braun Road right of way to Station 159BRE+12, 42'RT. Prior to construction, We Energies will relocate this line as noted below. The existing line and poles will be removed.
- An existing overhead electric line beginning at a pole at Station 170BRE+59, 82'LT and running southeasterly to a pole at Station 171BRE+60, 41'LT where it turns and runs southeasterly, crossing Braun Road at Station 171BRE+92, and continuing southeasterly to a pole at Station 172BRE+00, 10'RT. From there it runs easterly along the existing southerly Braun Road right of way to Station 206BRE+88, 26'RT where it turns and runs northeasterly, crossing Braun Road at Station 207BRE+54, and continues northeasterly to a pole at Station 208BRE+44, 32'LT. Prior to construction, We Energies will relocate this line as noted below. The existing line and poles will be removed.
- An existing overhead electric line beginning at Station 208BRE+44, 32'LT and running easterly along the existing northerly Braun Road right of way to beyond the project limits. This line will remain in place without adjustment.
- An existing overhead electric line beginning at Station 174BRE+10, 9'RT and running northeasterly, crossing Braun Road at Station 174BRE+16, and continuing to a pole at Station 174BRE+40, 39'LT. Prior to construction, We Energies will remove these poles and line.
- An existing overhead electric line beginning at Station 179BRE+36, 8'RT and running northerly, crossing Braun Road at Station 179BRE+35, and continuing to a pole at Station 179BRE+29, 67'LT. Prior to construction, We Energies will remove these poles and line.
- An existing overhead electric line beginning at Station 181BRE+96, 11'RT and running northerly, crossing Braun Road at Station 181BRE+96, and continuing to a pole at Station 181BRE+87, 75'LT. Prior to construction, We Energies will remove these poles and line.
- An existing underground electric line beginning a pole at Station 194BRE+96, 18'RT and running southerly to beyond the project limits. Prior to construction, We Energies will extend and reconstruct this line as noted below.
- An existing overhead guy wire beginning at a guy pole at Station 207BRE+56, 31'LT and running easterly, crossing 90th Street at Station 1001NS+94, and continuing to a pole at Station 208BRE+44, 32'LT. Prior to construction, We Energies will remove this pole and line.
- An existing overhead electric line beginning beyond the southerly project limits and running northerly along the existing easterly 90th Street right of way, crossing Braun Road at Station 208BRE+44, and continuing northerly to a pole at Station 208BRE+44, 32'LT and then continuing northerly along the easterly right of way to beyond the project limits. Prior to construction, We Energies will reconstruct this line in place from Station 999NS+20, 32'RT to a pole at Station 208BRE+44, 32'LT.

Prior to construction, We Energies will construct new overhead electric facilities in the following locations:

- A new overhead electric line beginning at a pole at Station 177BRE+76, 50'LT running easterly along a line 2.5' south of and parallel to the existing northerly Braun Road right of way, crossing 90th Street at Station 1001NS+93, and continuing to an existing pole at Station 208BRE+44, 32'LT.
- A new overhead electric line beginning at a pole at Station 179BRE+46, 46'LT running northwesterly to and existing pole at Station 179BRE+29, 67'LT.

Contact Dan Toomey (414-944-5695) of We Energies 7 days in advance to coordinate removals, construction, locations and any excavation near their facilities.

We Energies – Gas has existing underground gas facilities within the project limits in the following locations:

- An existing underground gas line beginning beyond the westerly project limits and running easterly along the southerly edge of pavement of Braun Road to Station 158BRE+59, 3'RT. From there the line runs southeasterly to Station 159BRE+46, 11'RT and then runs easterly along a line approximately 5' north of and parallel to the existing southerly Braun Road right of way, crossing 90th Street at Station 1001NS+30, and continuing easterly and ending at Station 209BRE+88, 29'RT. Prior to construction, We Energies will relocate this line as noted below. The existing line will be discontinued in place.
- An existing underground gas line beginning at a tee at Station 207BRE+70, 31'RT and running northerly, crossing Braun Road at Station 207BRE+73, and continuing northerly to beyond the project limits. Prior to construction, We Energies will discontinue the existing line in place between Station 207BRE+70, 31'RT and Station 207BRE74, 22'LT.

Prior to construction, We Energies will construct new underground gas facilities in the following locations:

- A new underground low-pressure gas line beginning beyond the westerly project limits and running easterly along a line 8' south of and parallel to the proposed northerly Braun Road right of way to Station 168BRE+36, 103'LT where it turns and runs southeasterly to Station 178BRE+78, 40'LT. From there it turns and runs easterly along a line 8' south of and parallel to the existing northerly Braun Road right of way, crossing 90th Street at Station 1004NS+08, and ending at Station 209BRE+88, 39'LT.
- A new underground low-pressure gas line beginning at a tee at Station 207BRE+68, 39'LT and running southerly and ending at Station 207BRE+68, 170'RT.
- A new underground low-pressure gas line beginning at a tee at Station 207BRE+72, 39'LT and running northerly along a line 2' east of and parallel to the existing westerly 90th Street right of way and tying into the existing main at Station 1006NS+39, 28'LT.
- A new underground high-pressure gas line beginning beyond the westerly project limits and running easterly along a line 3' north of and parallel to the proposed southerly Braun Road right of way to Station 206BRE+60, 133'RT where it turns and runs northeasterly to Station 207BRE+46, 50'RT. From there it turns and runs easterly along a line 15' south of and parallel to the existing southerly Braun Road right of way to beyond the project limits.

Prior to and during construction, We Energies will construct new underground gas facilities in the following locations:

- A new underground low-pressure gas line beginning at Station 176BRE+20, 55'LT and running easterly, crossing under the Canadian Pacific Railway, along a line 8' south of and parallel to the proposed northerly Braun Road right of way to Station 181+60, 32'LT. Construction of this gas line is anticipated to be completed by August 1, 2019.
- A new underground high-pressure gas line beginning at Station 176BRE+20, 115'RT and running easterly, crossing under the Canadian Pacific Railway, along a line 3' north of and parallel to the proposed southerly Braun Road right of way to Station 187+70, 125'RT. Construction of this gas line is anticipated to be completed by August 1, 2019.

Contact Dan Toomey (414-944-5695) of We Energies 7 days in advance to coordinate construction, locations and any excavation near their facilities.

WisDOT has no existing lighting facilities within the project limits. Prior to construction, as part of Project ID 3760-00-70, WisDOT will construct new underground lighting conduit beginning beyond the westerly project limits and running northeasterly and ending at Station 156BRE+29, 51'RT.

Contact Eric Perea (414-750-0935) 7 days in advance to coordinate locations and any excavation near their facilities.

WisDOT has no existing traffic signal facilities within the project limits. Prior to construction, as part of Project ID 3760-00-70, WisDOT will construct new underground signal conduit and pull boxes at Station 156BRE+23, LT and RT.

Contact Jarrett Gates (262-548-5894 office/ 414-750-2472 cell) of WisDOT 7 days in advance to coordinate locations and any excavation near their facilities.

WisDOT has no existing traffic management and communications facilities within the project limits. Prior to construction, as part of Project ID 3760-00-70, WisDOT will construct new underground communications conduit beginning beyond the westerly project limits and running northeasterly and ending at Station 156BRE+29, 65'RT.

Contact Jeff Madson (414-225-3723) of WisDOT 7 days in advance to coordinate locations and any excavation near their facilities.

21. Hauling Restrictions.

Replace entire article language with the following:

Replace standard spec 107.2 with the following:

Prior to hauling any materials to or from the project, all trucking providers will be required to attend a mandatory pre-haul conference. The purpose of the pre-haul conference is to discuss specific project hauling requirements, placard implementation, weekly haul forecasting and reporting, and the processes required to secure approvals for any hauling routes not shown in the plan. Attendance of this conference is considered incidental to the work. Any trucking provider not attending the pre-haul conference will not be allowed to haul for the project.

The department will provide placards at the pre-haul conference for all trucks hauling materials to and from the project. These placards must be displayed on the dash when actively hauling for the project. Additional placards can be picked up at the Development Roads field office. Obtaining, distributing, and placement of the placards as well as implementation of the placard system is considered incidental to the work.
Provide a forecast of the following week's hauling activities by 10:00 AM each Wednesday. The hauling forecast shall include the following information for each individual haul route for each day's hauling activities: the number of trucks hauling, the number of overall truck trips, the hours in operation, and the type of material being hauled. The haul route includes all roadways utilized between the material source/waste site and the project. The hauling forecast shall not combine haul routes. The department will provide a spreadsheet format for use in forecast reporting. The weekly hauling forecast and reporting is considered incidental to the work.

If additional haul routes are needed that are not shown in the plan, or part of the state trunk highway system, submit a New Haul Route Request Form detailing any additional haul routes three business days in advance of any proposed hauling to the department. Include the months, days of the week, time of day, number of trucks, types of trucks and maximum loads of trucks anticipated to accomplish the project work. The New Haul Route Request Form can be found on the department's 511 website at the address listed below.

https://projects.511wi.gov/fdr/trucking/

The department will review the request and either approve or provide a letter with comments and proposed revisions to the contractor within three business days of its receipt. If approved, the department will subsequently survey the existing condition of that haul route to establish a baseline for assessing damage that the contractor's hauling operations might cause.

At all times, conduct operations in a manner that will cause a minimum of disruption to traffic on existing roads.

Do not haul materials of any kind on, along or across any portion of 94 / IH 41, from noon Friday, July 10th, 2020 to 6:00 AM Monday, July 20th, 2020.

Schedule of Items
Attached, dated July 1, 2019, are the revised Schedule of Items Pages 1 – 11.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:

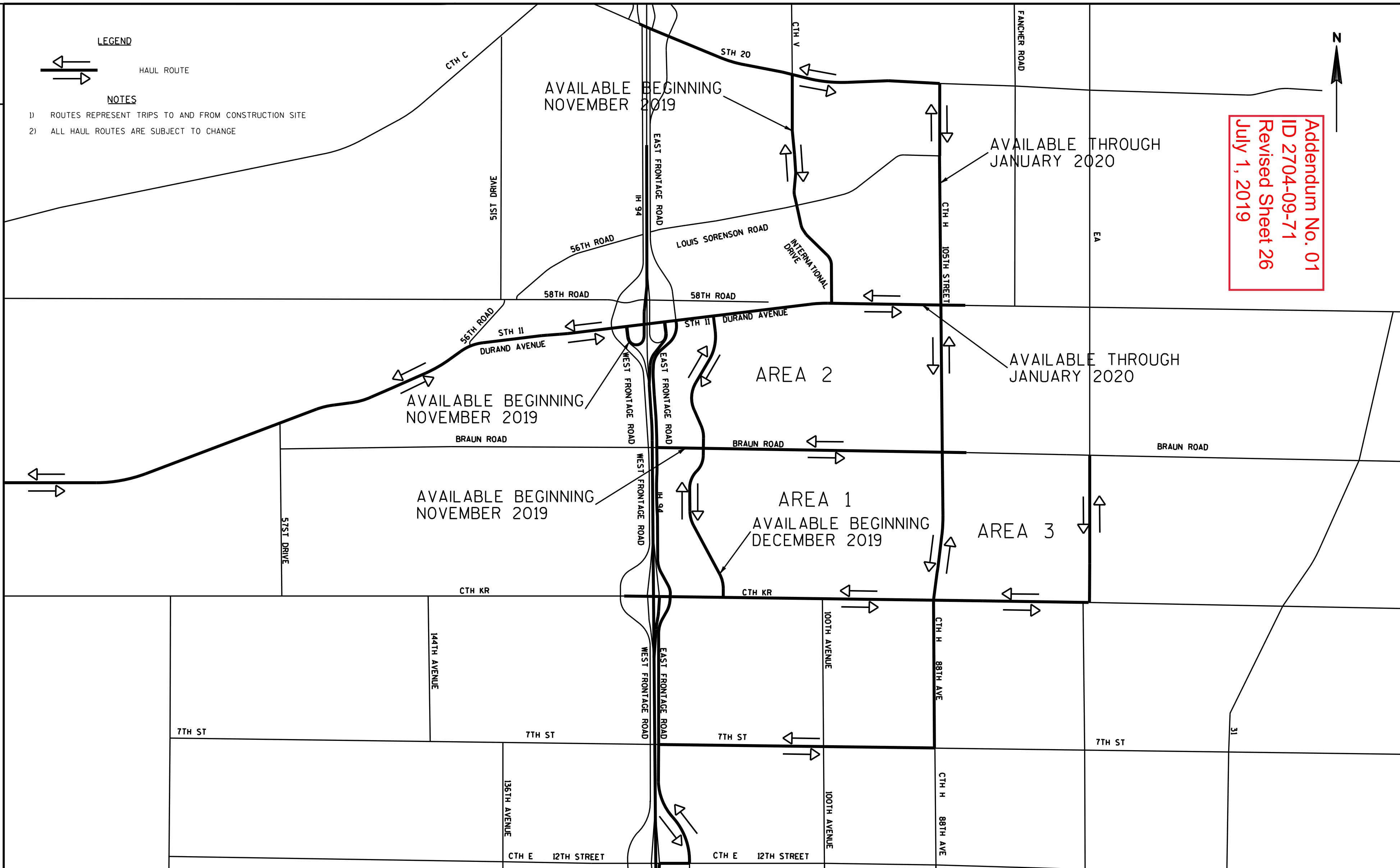
Revised: 4, 26, 35, 36, 51, 52, 66 – 71, 77, 78, 84, 87, 105, 110 – 112, 115, 116 – 119, 102 – 122, 130 – 137, 144, 154 – 160, 162 - 185, 189 – 191, 206, 319, and 337 – 340.
Added: 69A – 69C, 115A – 115H, 173A and 173B

END OF ADDENDUM

ALI IDENTIFIER	R/L CALLOUT	ROAD NAME
BRE	R/L BRAUN ROAD EB	BRAUN ROAD EB
BRW	R/L BRAUN ROAD WB	BRAUN ROAD WB
DWY	R/L DRIVEWAY	DRIVEWAY
NS	R/L 90TH STREET	90TH STREET
PQ	R/L POND Q	POND Q
PD	R/L DITCH	POND OUTFALL DITCH
TNS	R/L TEMPORARY 90TH STREET	TEMPORARY 90TH STREET

HMA PAVEMENT TYPE	TOTAL PAVEMENT LAYER THICKNESS	LAYERS
4 MT 58-28 S 3 MT 58-28 S	5-1/2"	2-1/4" UPPER LAYER 3-1/4" LOWER LAYER
ASPHALTIC SURFACE TEMPORARY	5"	N/A

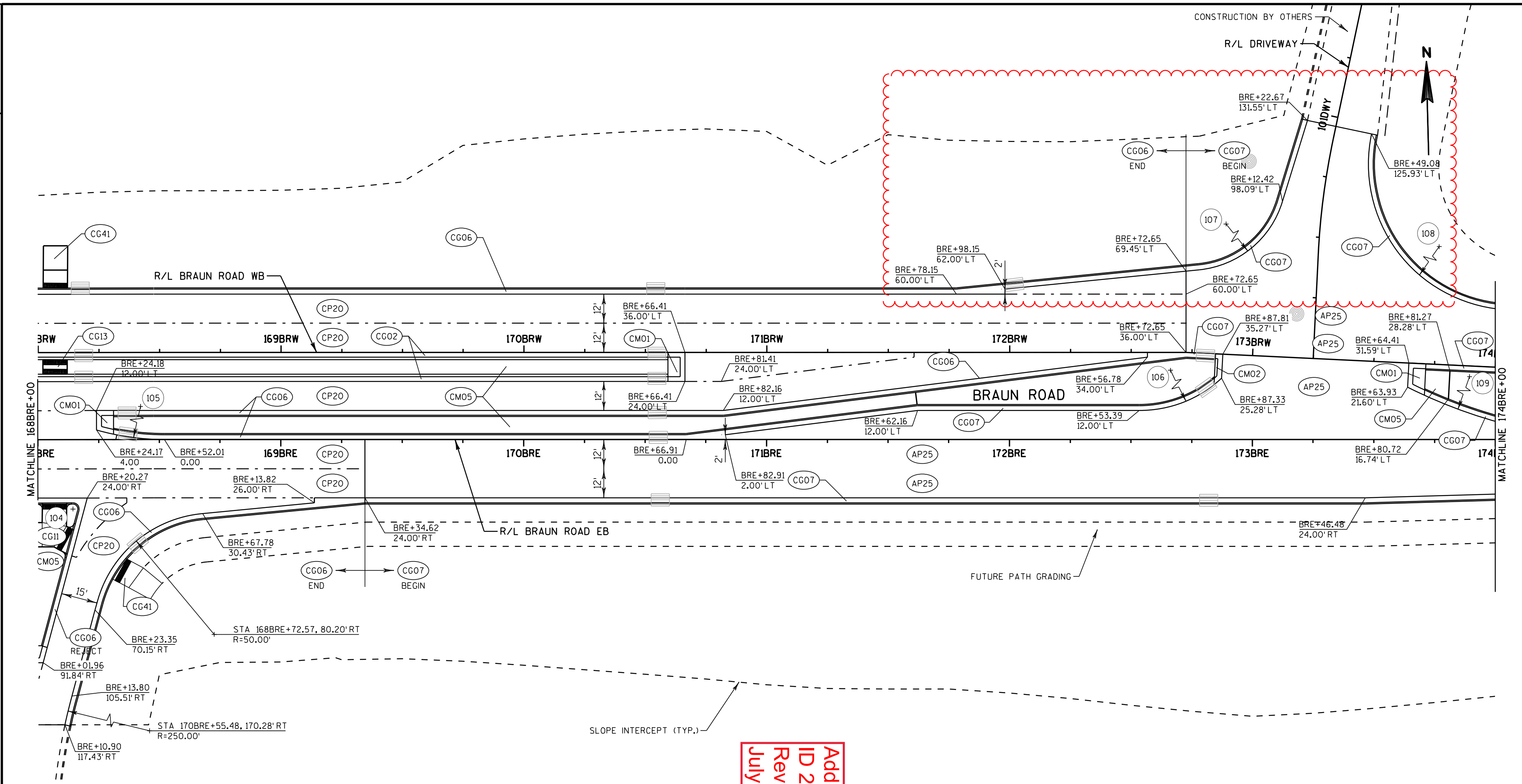
Addendum No. 01
ID 2704-09-71
Revised Sheet 4
July 1, 2019



PROJECT NO: 2704-09-71 | HWY: BRAUN ROAD | COUNTY: RACINE | CONSTRUCTION DETAILS: HAUL ROUTES | SHEET 26 | E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East PLOT DATE : 6/27/2019 2:21:58 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 3200:1

WISDOT/CADDS SHEET 42



Addendum No. 01
ID 2704-09-71
Revised Sheet 35
July 1, 2019

CONSTRUCTION BY OTHERS

RADIUS TABLE (CENTER OF RADIUS)			
POINT	STATION	OFFSET	RADIUS
104*	168BRE+14.40	28.50' RT	2.50'
105	168BRE+52.01	100.00' LT	100.00'
106	172BRE+53.39	62.00' LT	50.00'
107	172BRE+74.17	109.80' LT	40.00'
108	174BRE+07.76	113.45' LT	60.00'
109	174BRE+54.35	200.00' LT	200.00'

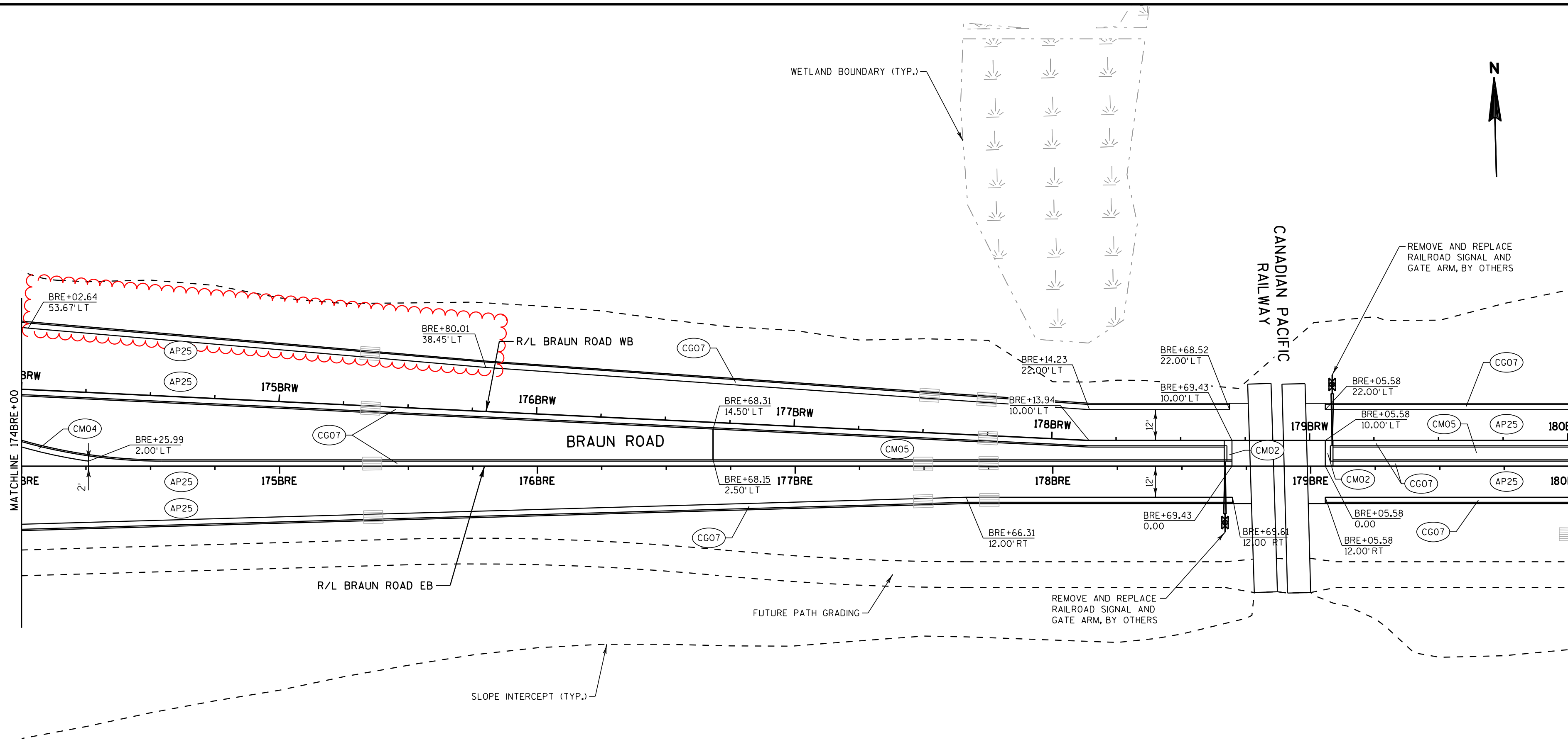
* RADIUS MEASURED TO FACE OF CURB

LEGEND

AP25	HMA PAVEMENT TYPE 4 MT 58-28 S, 2-1/4" (UPPER LAYER) HMA PAVEMENT TYPE 3 MT 58-28 S, 3-1/4" (LOWER LAYER)
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG07	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG11	CURB RAMP TYPE 6
CG13	CURB RAMP TYPE 5
CG41	CURB RAMP TYPE 3 (MODIFIED)
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM05	CONCRETE SIDEWALK, 5-INCH
CP20	CONCRETE PAVEMENT 10-INCH, DOWELED

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	PLAN DETAILS: BRAUN ROAD	SHEET 35	E

Addendum No. 01
ID 2704-09-71
Revised Sheet 36
July 1, 2019

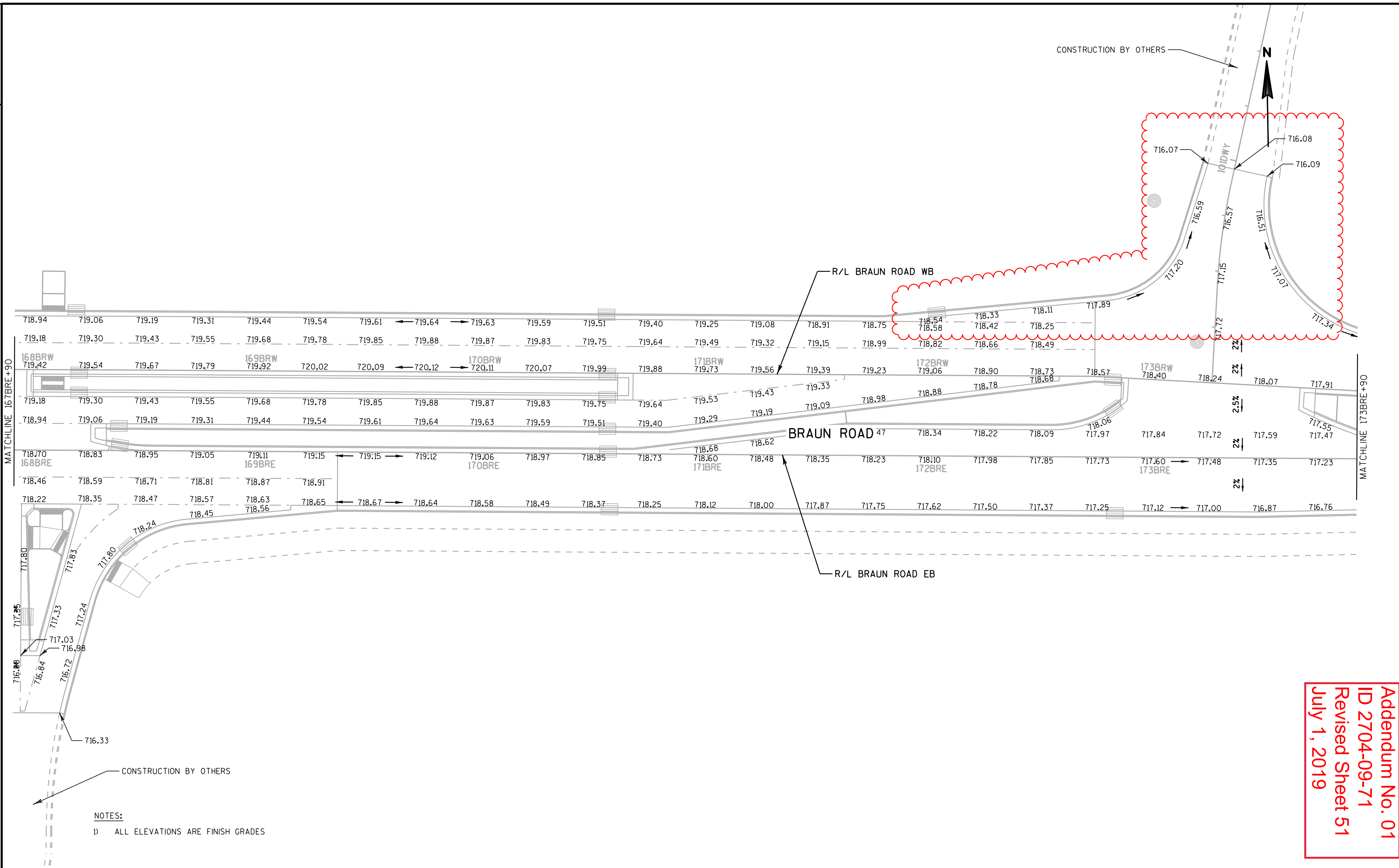


LEGEND

- AP25 — HMA PAVEMENT TYPE 4 MT 58-28 S, 2-1/4" (UPPER LAYER) / HMA PAVEMENT TYPE 3 MT 58-28 S, 3-1/4" (LOWER LAYER)
- CG07 — CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CM02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM04 — MAINTENANCE OPENING
- CM05 — CONCRETE SIDEWALK, 5-INCH

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	PLAN DETAILS: BRAUN ROAD	SHEET 36	E

2



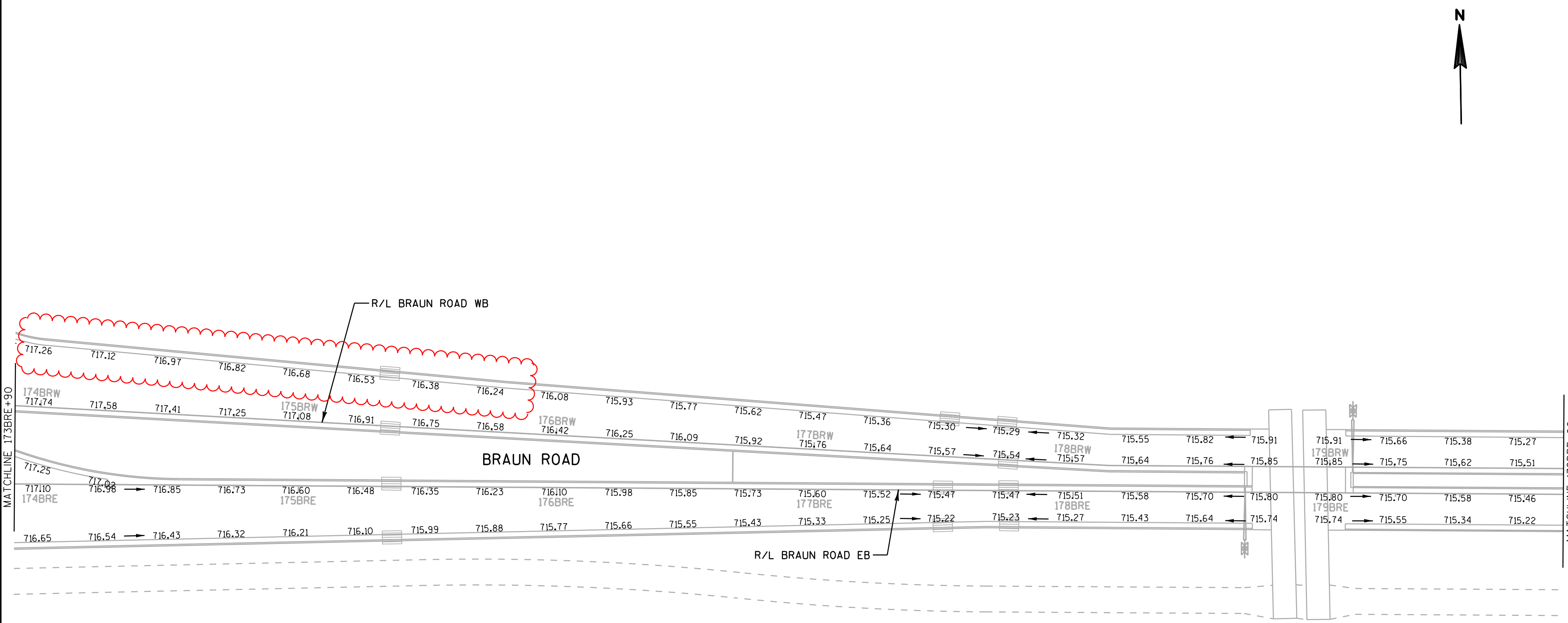
NOTES:
1) ALL ELEVATIONS ARE FINISH GRADES

Addendum No. 01
ID 2704-09-71
Revised Sheet 51
July 1, 2019

PROJECT NO:2704-09-71 | HWY:BRAUN ROAD | COUNTY:RACINE | PAVING GRADE: BRAUN ROAD | SHEET 51 | E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\ 1:32:44 PM | PLOT BY : jdepies | PLOT NAME : | PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42



NOTES:

1) ALL ELEVATIONS ARE FINISH GRADES

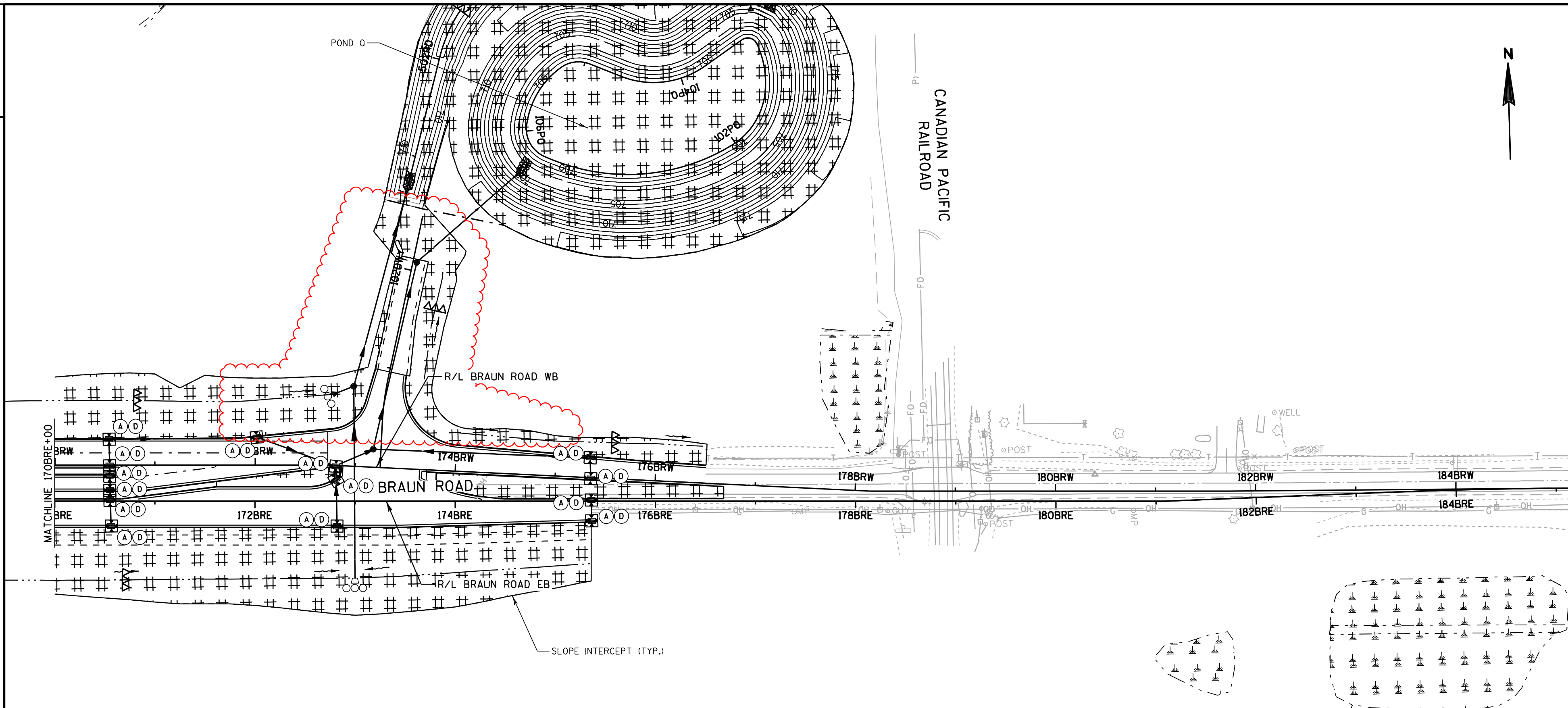
Addendum No. 01
ID 2704-09-71
Revised Sheet 52
July 1, 2019

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	PAVING GRADE: BRAUN ROAD	SHEET 52	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... 1:32:51 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

Addendum No. 01
ID 2704-09-71
Revised Sheet 66
July 1, 2019



NOTES

1. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

2. AREAS IN THE MEDIAN AND BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS REQUIRE TOPSOIL SPECIAL, FERTILIZER, SEED, AND EROSION MAT.

3. RESTORATION AREAS IN THE MEDIAN AND AREAS BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS SHALL BE SEEDED WITH DOT SEEDING MIXTURE NO. 40.

4. WHEN INLET PROTECTION TYPE A & D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE D AFTER THE INLET CASTINGS ARE IN PLACE.

5. EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES AND ARE DISPLAYED FOR REFERENCE ONLY

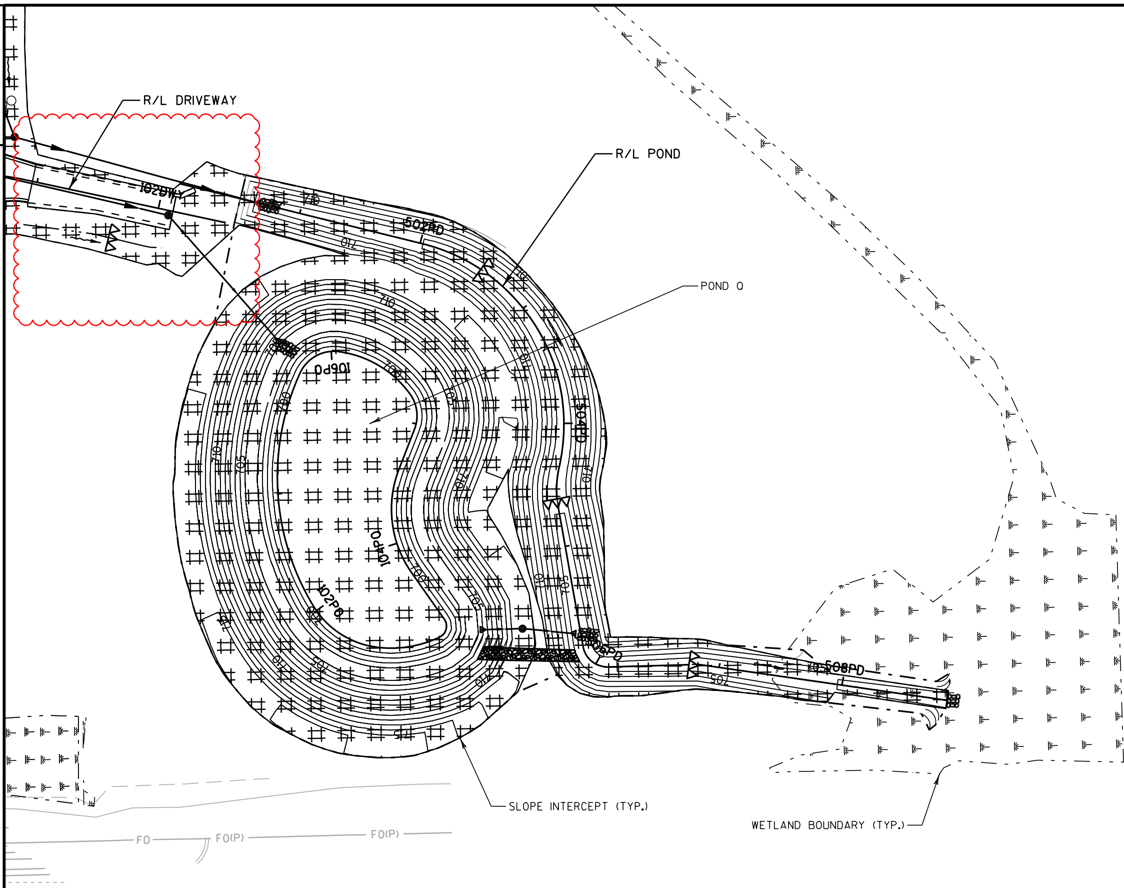
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- EROSION BALES
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- RIP RAP HEAVY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	EROSION CONTROL - STAGE 1	SHEET 66	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... PLOT DATE: ... 1:40:22 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42



Addendum No. 01
ID 2704-09-71
Revised Sheet 69
July 1, 2019

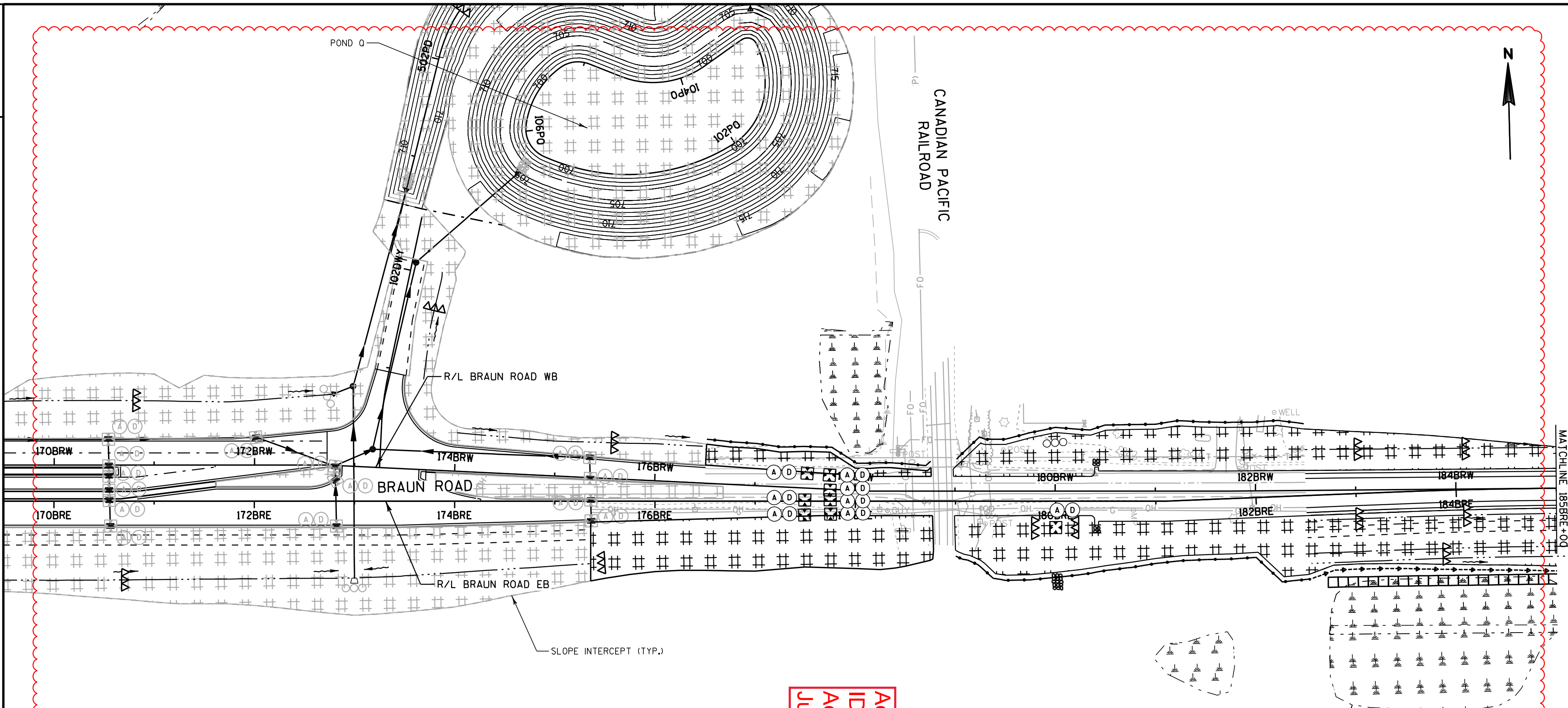
NOTES

1. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. AREAS IN THE MEDIAN AND BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS REQUIRE TOPSOIL SPECIAL, FERTILIZER, SEED, AND EROSION MAT.
3. RESTORATION AREAS IN THE MEDIAN AND AREAS BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS SHALL BE SEEDED WITH DOT SEEDING MIXTURE NO. 40.
4. WHEN INLET PROTECTION TYPE A & D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE D AFTER THE INLET CASTINGS ARE IN PLACE.
5. EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES AND ARE DISPLAYED FOR REFERENCE ONLY

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- EROSION BALES
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- RIP RAP HEAVY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	EROSION CONTROL - STAGE 1	SHEET 69	E



Addendum No. 01
ID 2704-09-71
Added Sheet 69A
July 1, 2019

NOTES

1. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

2. AREAS IN THE MEDIAN AND BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS REQUIRE TOPSOIL SPECIAL, FERTILIZER, SEED, AND EROSION MAT.

3. RESTORATION AREAS IN THE MEDIAN AND AREAS BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS SHALL BE SEEDED WITH DOT SEEDING MIXTURE NO. 40.

4. WHEN INLET PROTECTION TYPE A & D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE D AFTER THE INLET CASTINGS ARE IN PLACE.

5. EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES AND ARE DISPLAYED FOR REFERENCE ONLY

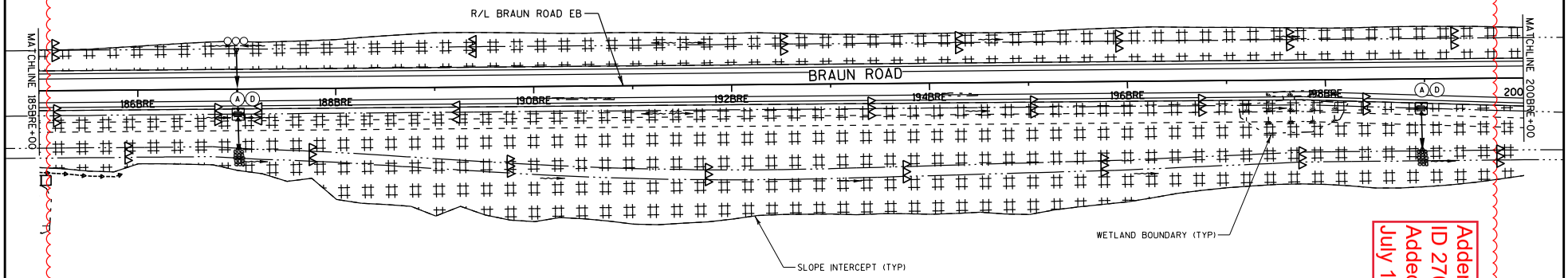
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- EROSION BALES
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- RIP RAP HEAVY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	EROSION CONTROL - STAGE 2A	SHEET 69A	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... PLOT DATE : ... 2019 ...:40:26 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 100:1 WISDOT/CADDS SHEET 42

2



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NOTES

1. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. AREAS IN THE MEDIAN AND BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS REQUIRE TOPSOIL SPECIAL, FERTILIZER, SEED, AND EROSION MAT.
3. RESTORATION AREAS IN THE MEDIAN AND AREAS BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS SHALL BE SEEDED WITH DOT SEEDING MIXTURE NO. 40.
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5. EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES AND ARE DISPLAYED FOR REFERENCE ONLY

EROSION CONTROL LEGEND

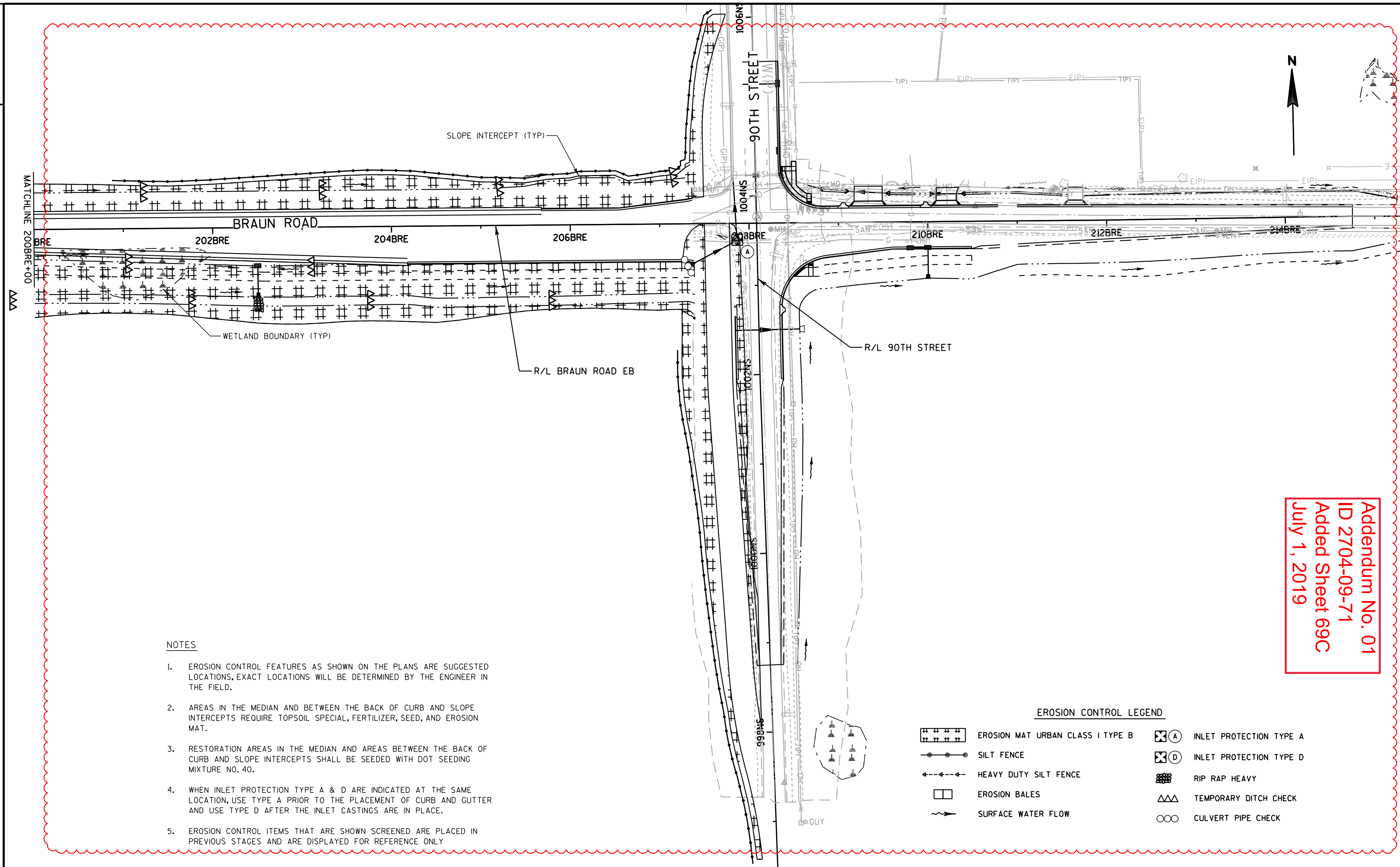
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- EROSION BALES
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- RIP RAP HEAVY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK

Addendum No. 01
ID 2704-09-71
Added Sheet 69B
July 1, 2019

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	EROSION CONTROL - STAGE 2A	SHEET 69B	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\Plots\[illegible] 12:46 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42



Addendum No. 01
ID 2704-09-71
Added Sheet 69C
July 1, 2019

NOTES

1. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

2. AREAS IN THE MEDIAN AND BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS REQUIRE TOPSOIL SPECIAL, FERTILIZER, SEED, AND EROSION MAT.

3. RESTORATION AREAS IN THE MEDIAN AND AREAS BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS SHALL BE SEEDED WITH DOT SEEDING MIXTURE NO. 40.

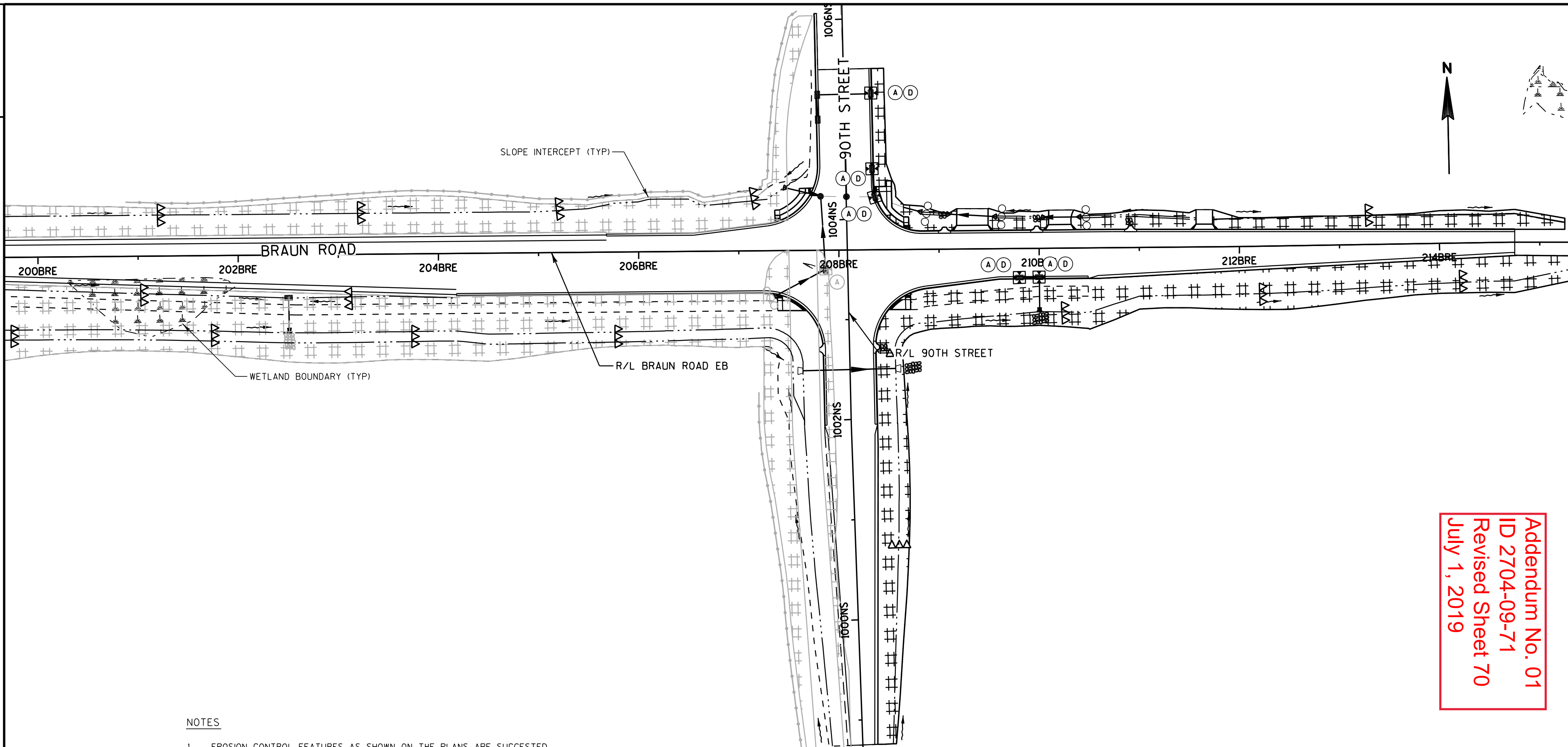
4. WHEN INLET PROTECTION TYPE A & D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE D AFTER THE INLET CASTINGS ARE IN PLACE.

5. EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES AND ARE DISPLAYED FOR REFERENCE ONLY

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- EROSION BALES
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- RIP RAP HEAVY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	EROSION CONTROL - STAGE 2A	SHEET 69C	E



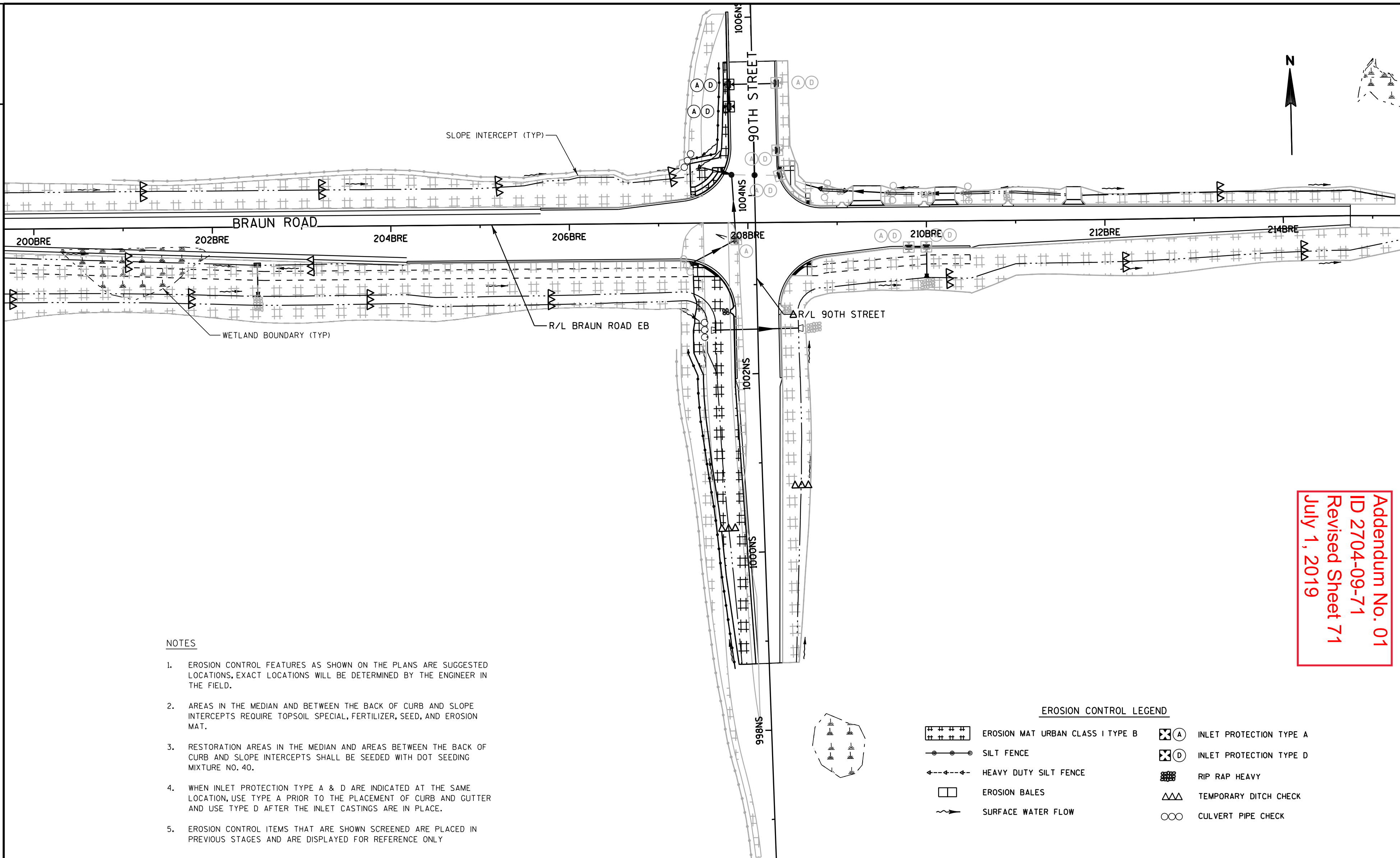
NOTES

1. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. AREAS IN THE MEDIAN AND BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS REQUIRE TOPSOIL SPECIAL, FERTILIZER, SEED, AND EROSION MAT.
3. RESTORATION AREAS IN THE MEDIAN AND AREAS BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS SHALL BE SEEDED WITH DOT SEEDING MIXTURE NO. 40.
4. WHEN INLET PROTECTION TYPE A & D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE D AFTER THE INLET CASTINGS ARE IN PLACE.
5. EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES AND ARE DISPLAYED FOR REFERENCE ONLY

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- EROSION BALES
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- RIP RAP HEAVY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	EROSION CONTROL - STAGE 2B	SHEET 70	E



NOTES

1. EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

2. AREAS IN THE MEDIAN AND BETWEEN THE BACK OF CURB AND SLOPE INTERCEPTS REQUIRE TOPSOIL SPECIAL, FERTILIZER, SEED, AND EROSION MAT.

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4. WHEN INLET PROTECTION TYPE A & D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE D AFTER THE INLET CASTINGS ARE IN PLACE.

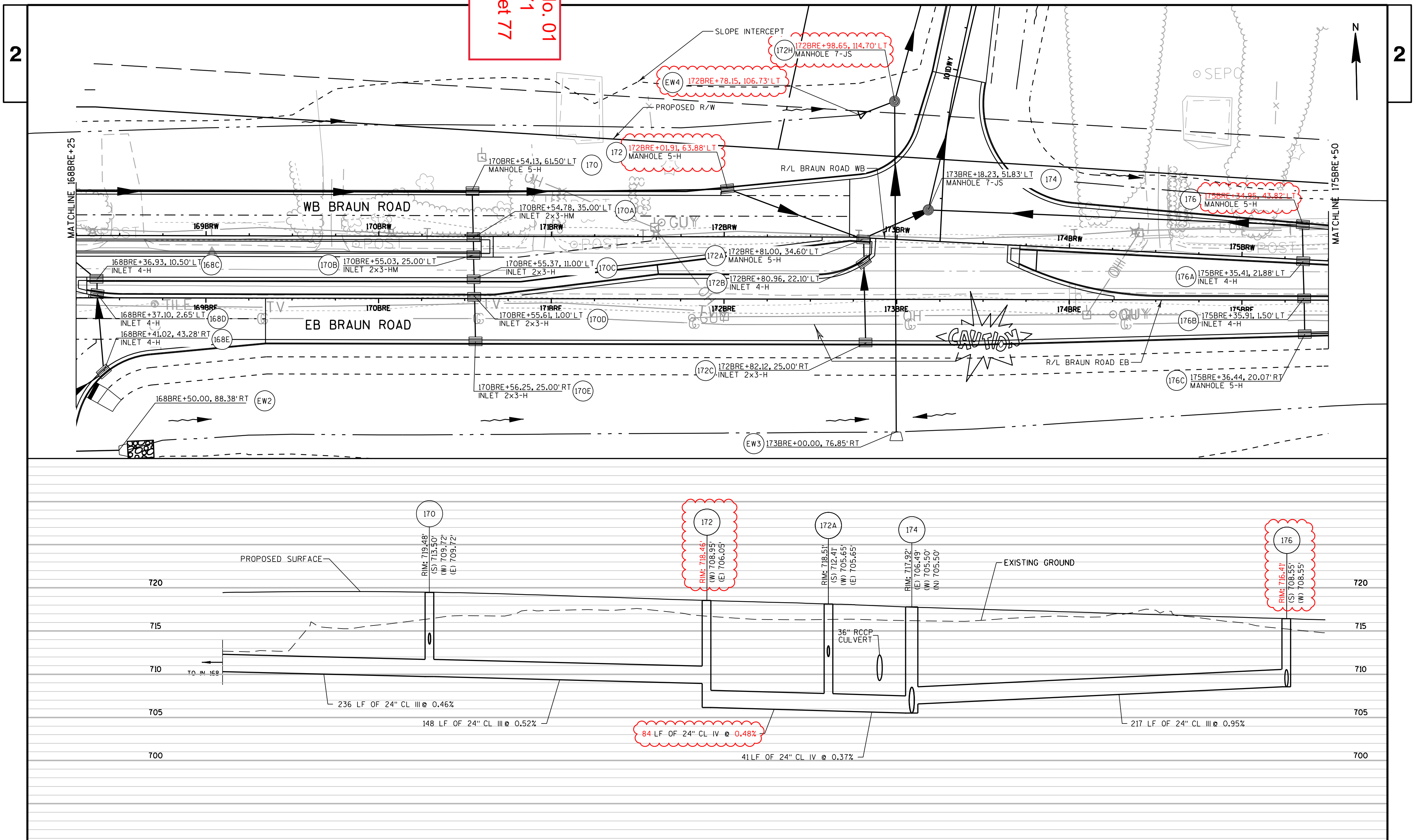
5. EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES AND ARE DISPLAYED FOR REFERENCE ONLY

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- EROSION BALES
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE D
- RIP RAP HEAVY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	EROSION CONTROL - STAGE 2C	SHEET 71	E

Addendum No. 01
ID 2704-09-71
Revised Sheet 77
July 1, 2019

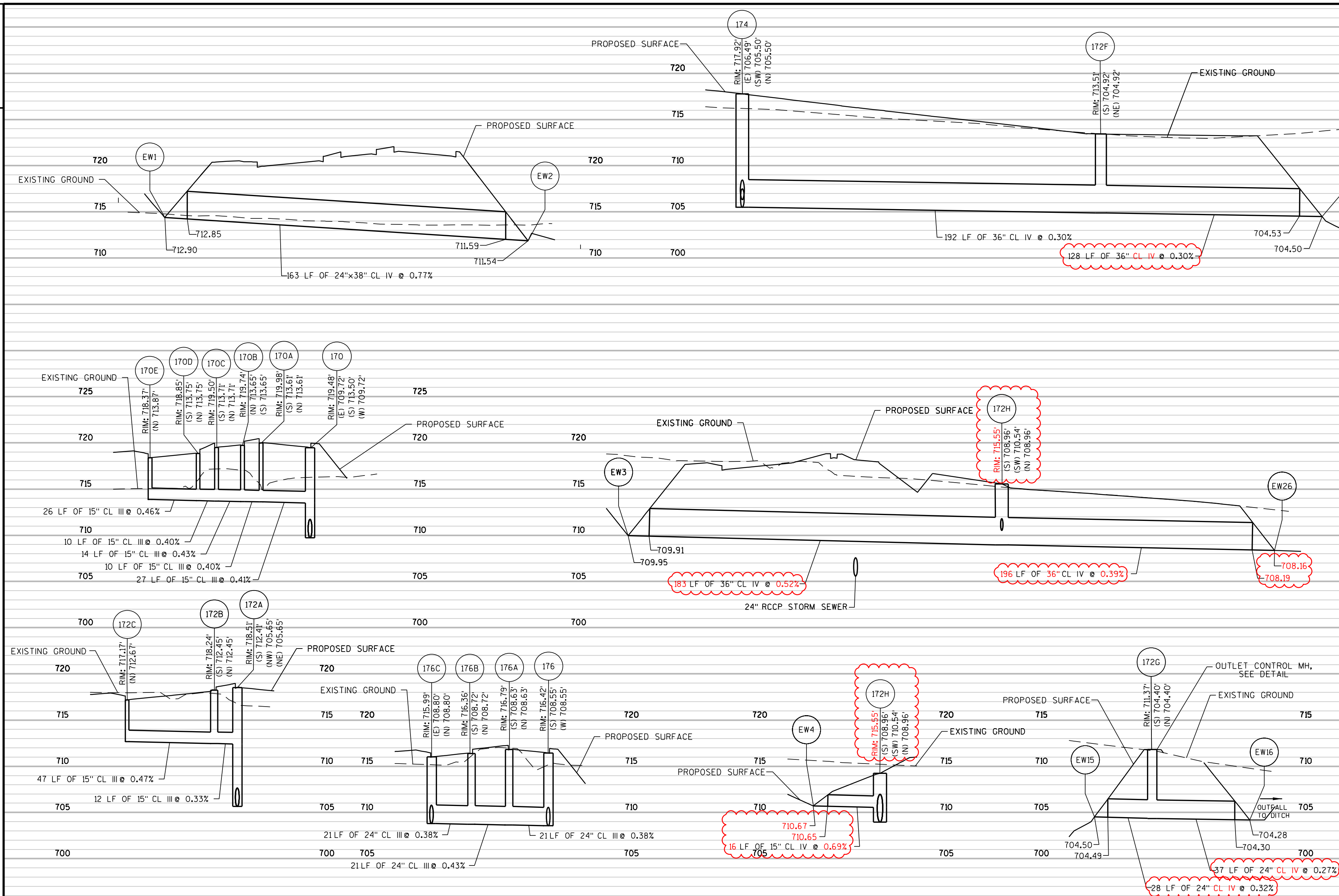


PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	STORM SEWER: BRAUN ROAD EAST	SHEET 77	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... 8:49:58 AM PLOT BY : apatek PLOT NAME : PLOT SCALE : 50:1

WISDOT/CADDS SHEET 42

Addendum No. 01
ID 2704-09-71
Revised Sheet 78
July 1, 2019

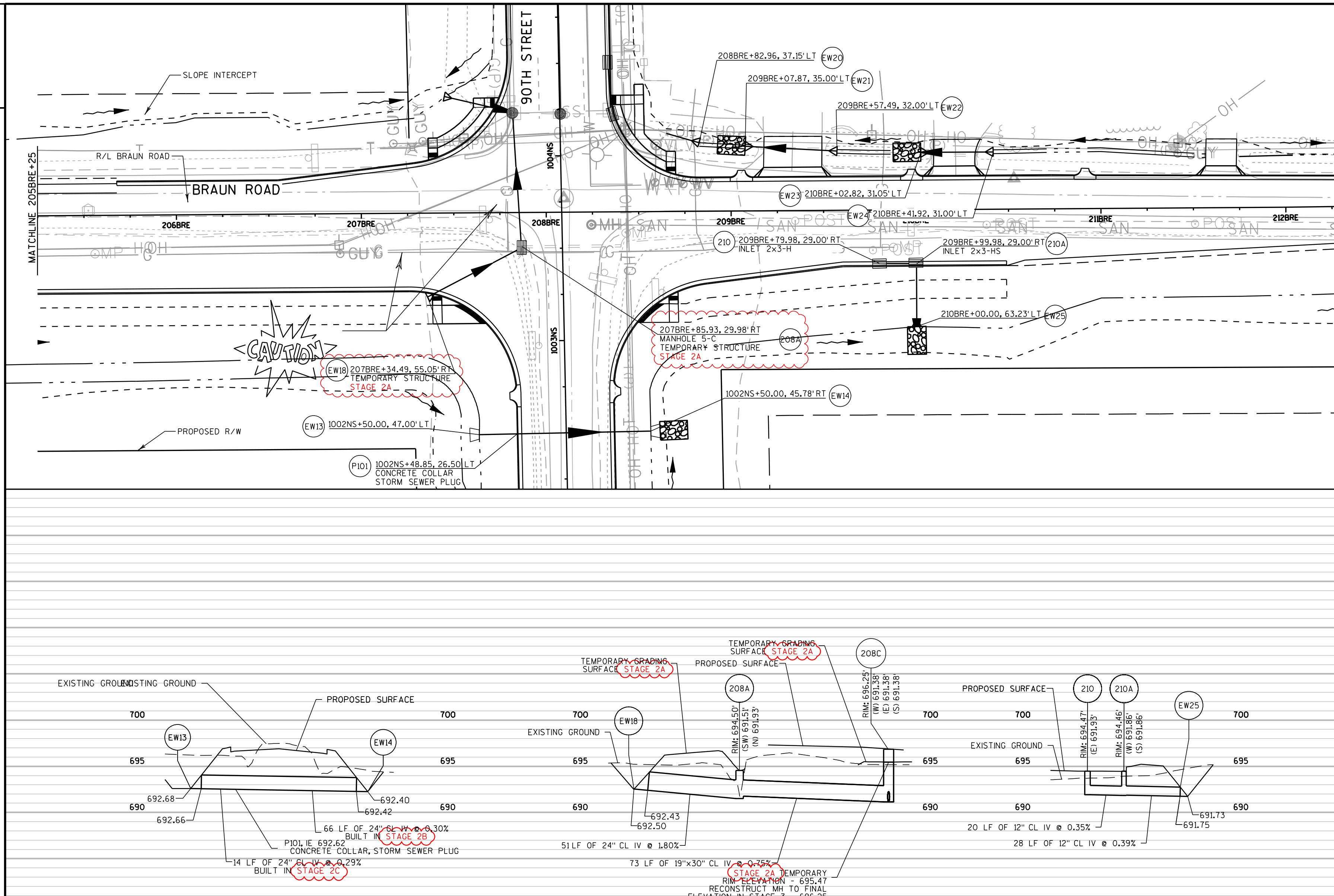


PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	STORM SEWER: BRAUN ROAD EAST PROFILES	SHEET 78	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... PLOT BY : apatek PLOT NAME : PLOT SCALE : 50:1

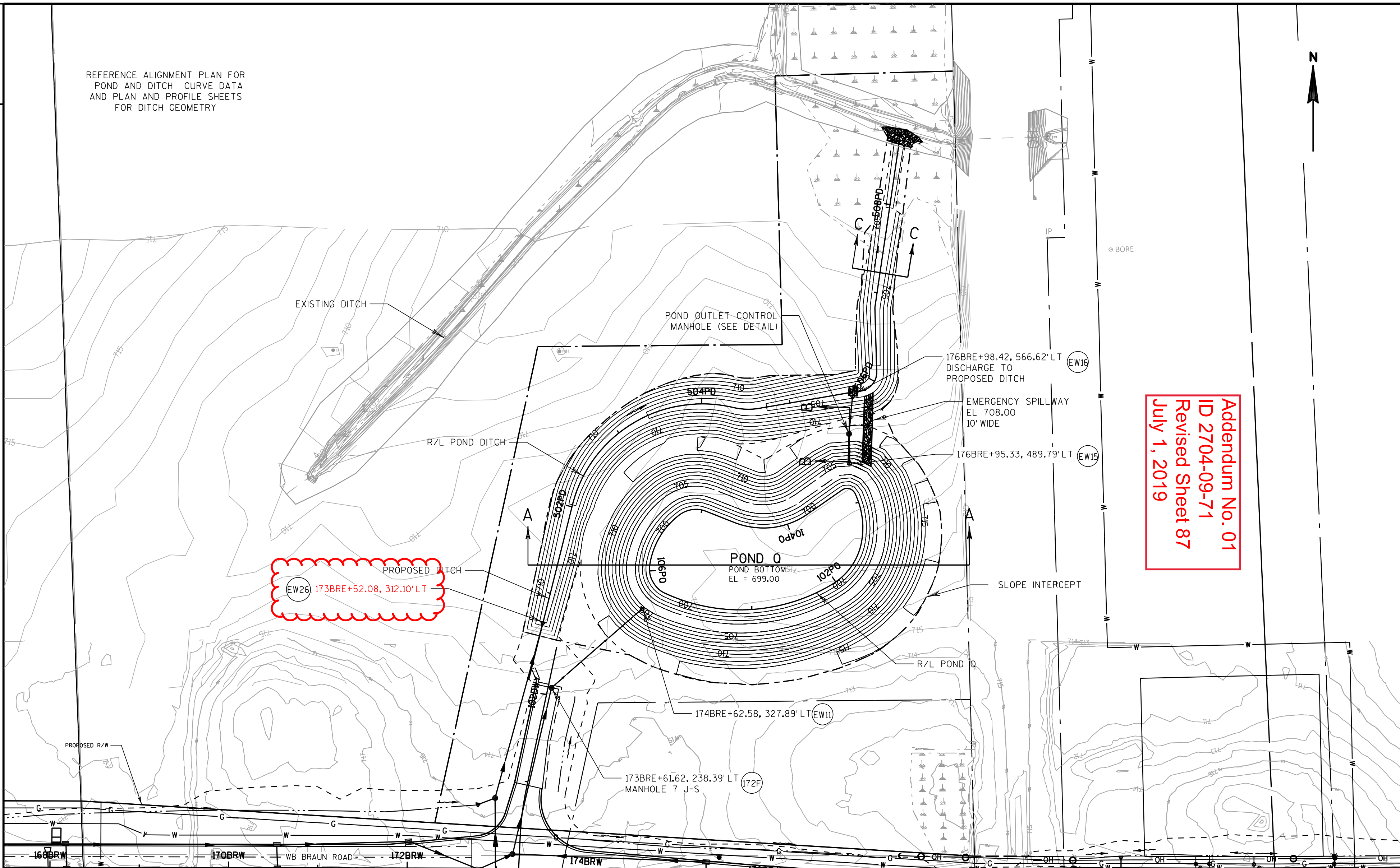
WISDOT/CADDS SHEET 42

Addendum No. 01
ID 2704-09-71
Revised Sheet 84
July 1, 2019



PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	STORM SEWER: BRAUN ROAD EAST	SHEET 84	E

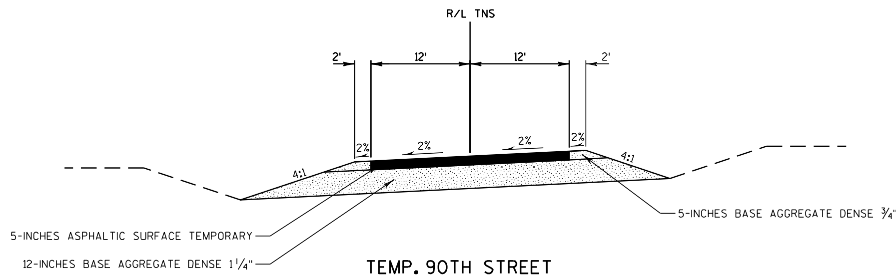
FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\PLOT DATE : 6/27/2019 11:45:45 AM PLOT BY : apatek PLOT NAME : PLOT SCALE : 50:1 WISDOT/CADDS SHEET 42



PROJECT NO: 2704-09-71	HWY: BRAUN ROAD EAST	COUNTY: RACINE	POND DETAIL SHEET	SHEET 87	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\ PLOT DATE: 6/27/2019 7:55:58 AM PLOT BY : apatek PLOT NAME : PLOT SCALE : 100:1 WISDOT/CADDS SHEET 42

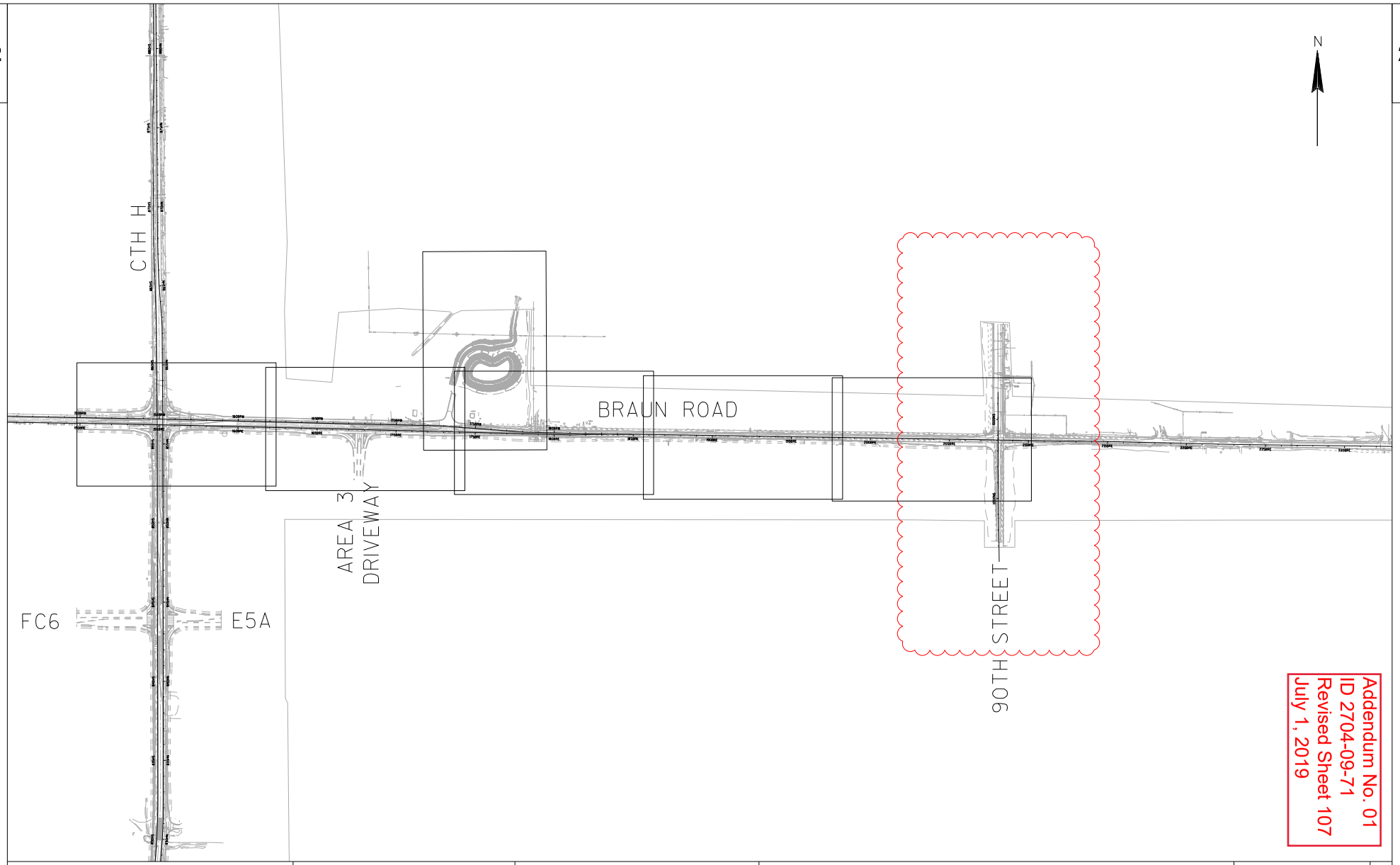
Addendum No. 01
ID 2704-09-71
Revised Sheet 105
July 1, 2019



TEMP. 90TH STREET

STA. 996TNS+59 - STA. 1006TNS+14

PROJECT NO: 2704-09-71	HWY: CTH H	COUNTY: RACINE	TYPICAL SECTIONS - TEMP. 90TH ST STAGING	SHEET 105	E

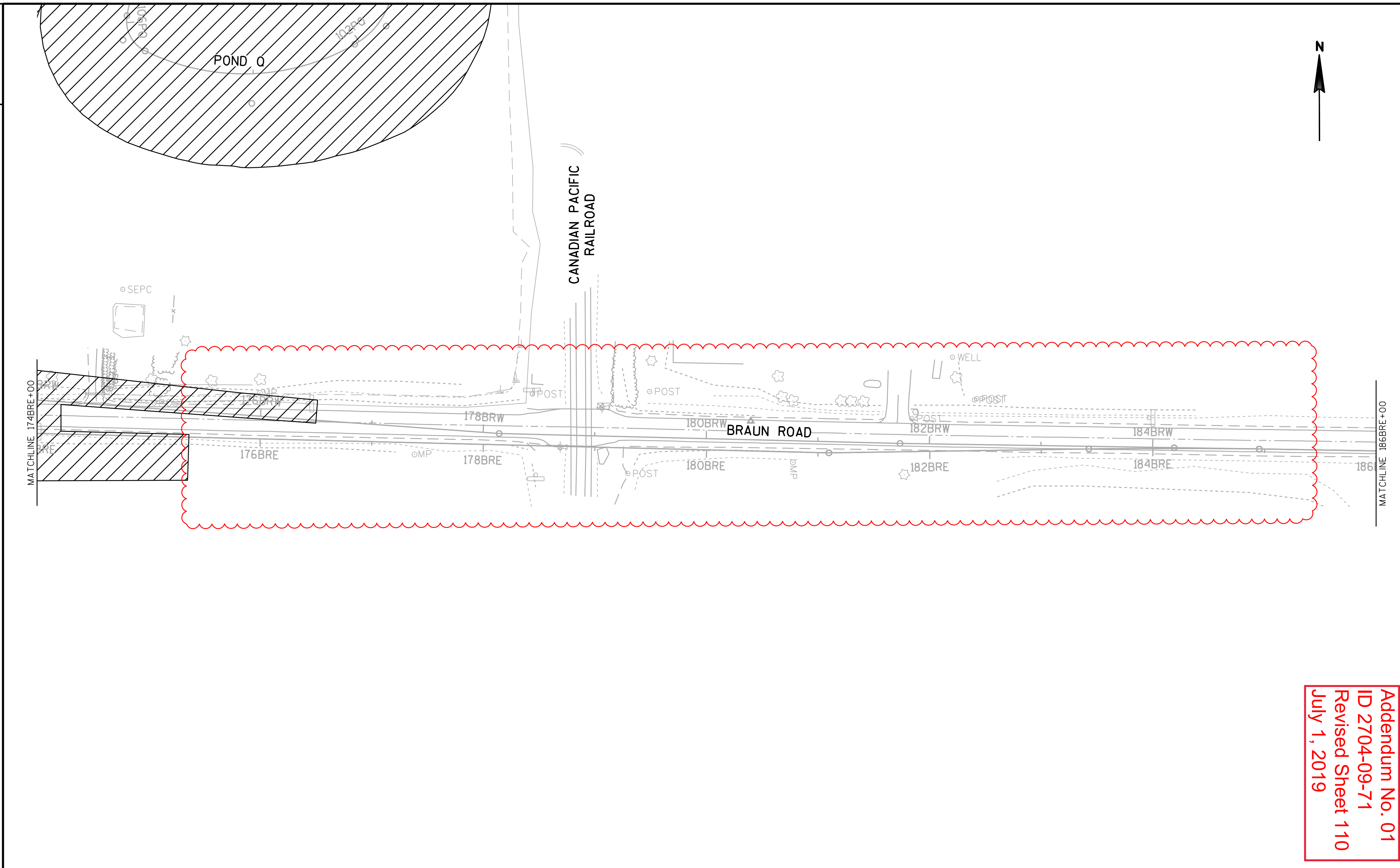


Addendum No. 01
ID 2704-09-71
Revised Sheet 107
July 1, 2019

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	TRAFFIC CONTROL: STAGE 1 OVERVIEW MAP	SHEET 107	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\[illegible] PLOT BY : jdepies PLOT NAME : PLOT SCALE : 556.122:1

WISDOT/CADDS SHEET 42



PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 1	SHEET 110	E

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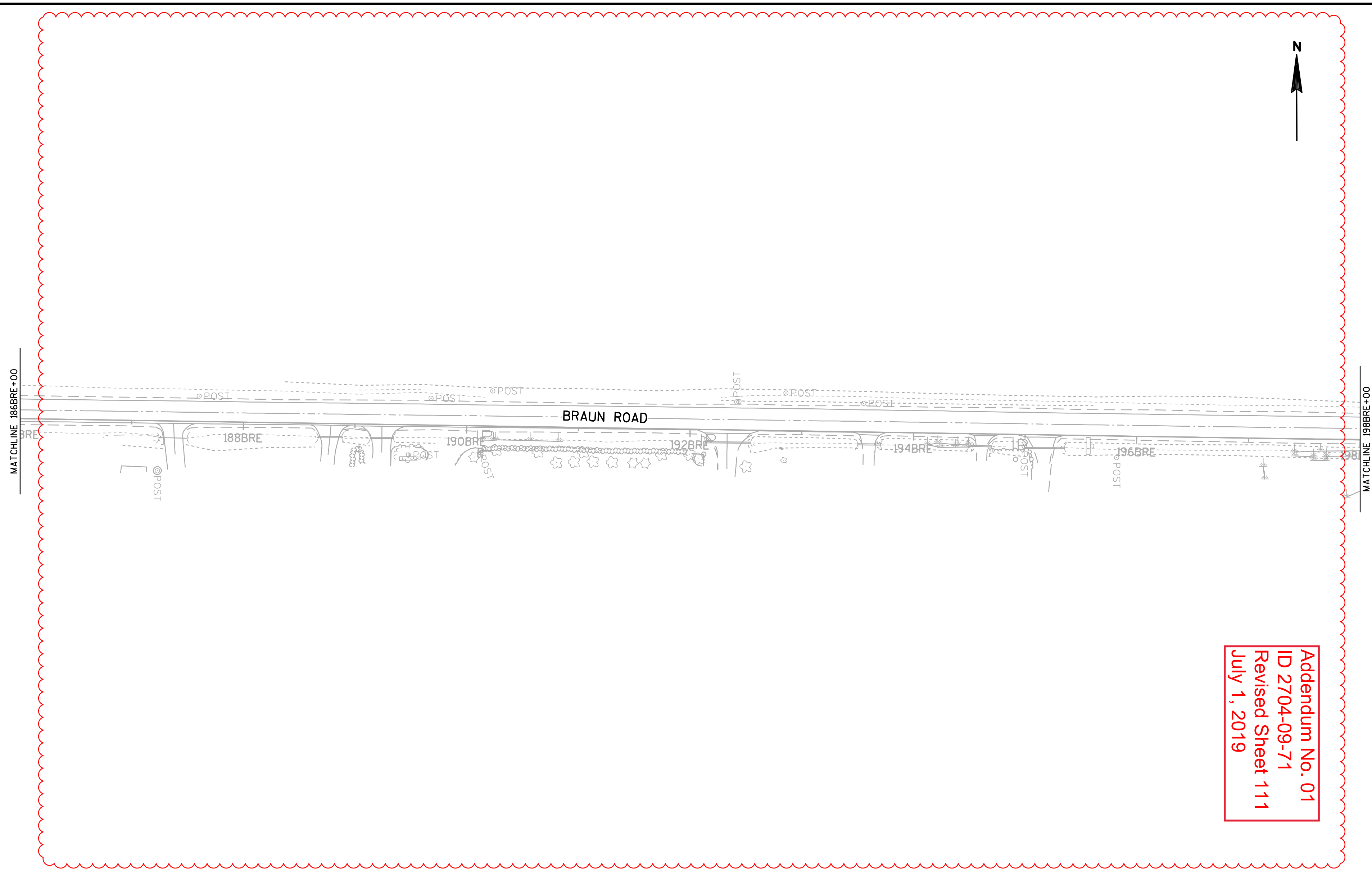
Addendum No. 01
ID 2704-09-71
Revised Sheet 111
July 1, 2019



PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 1	SHEET 111	E

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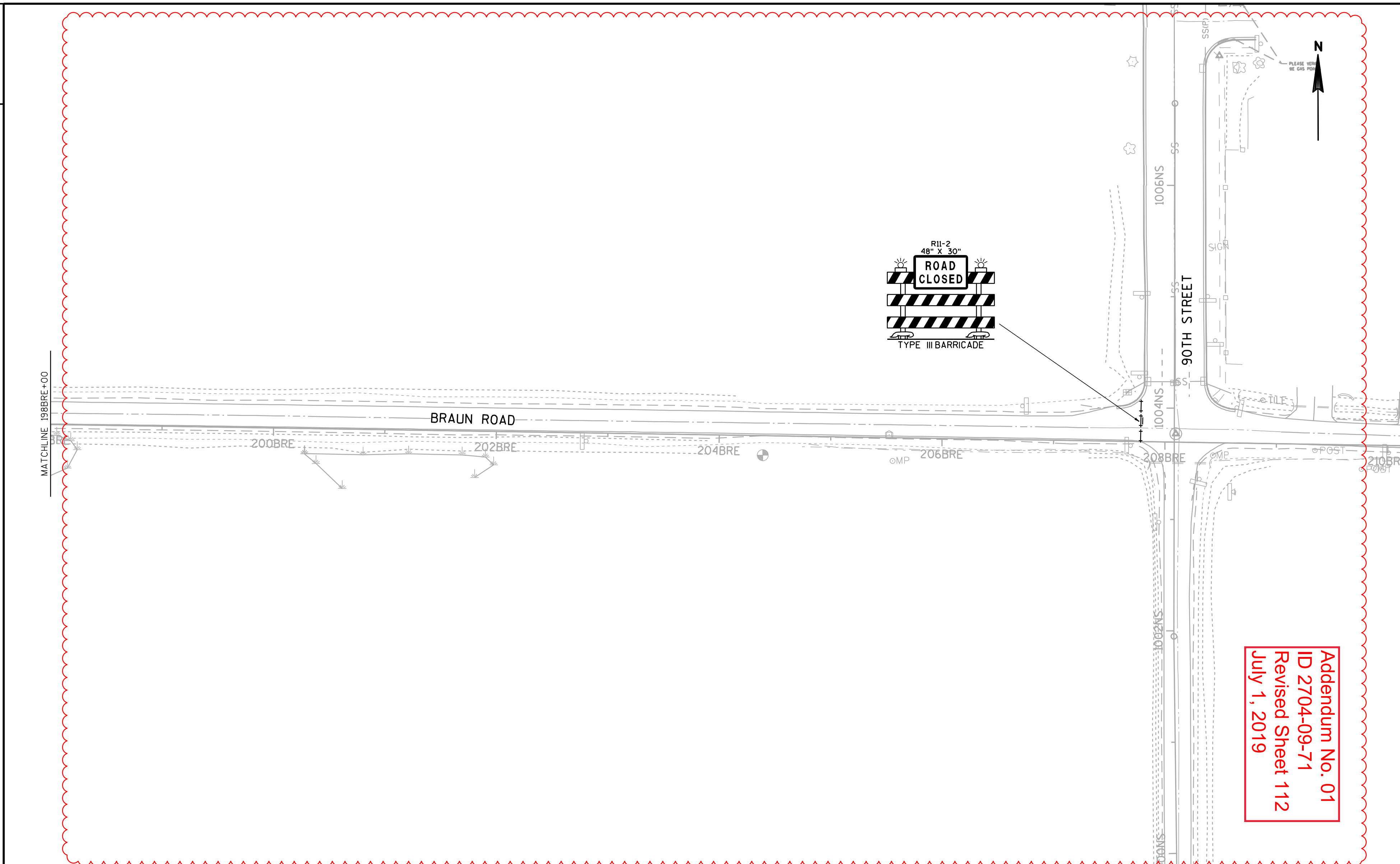
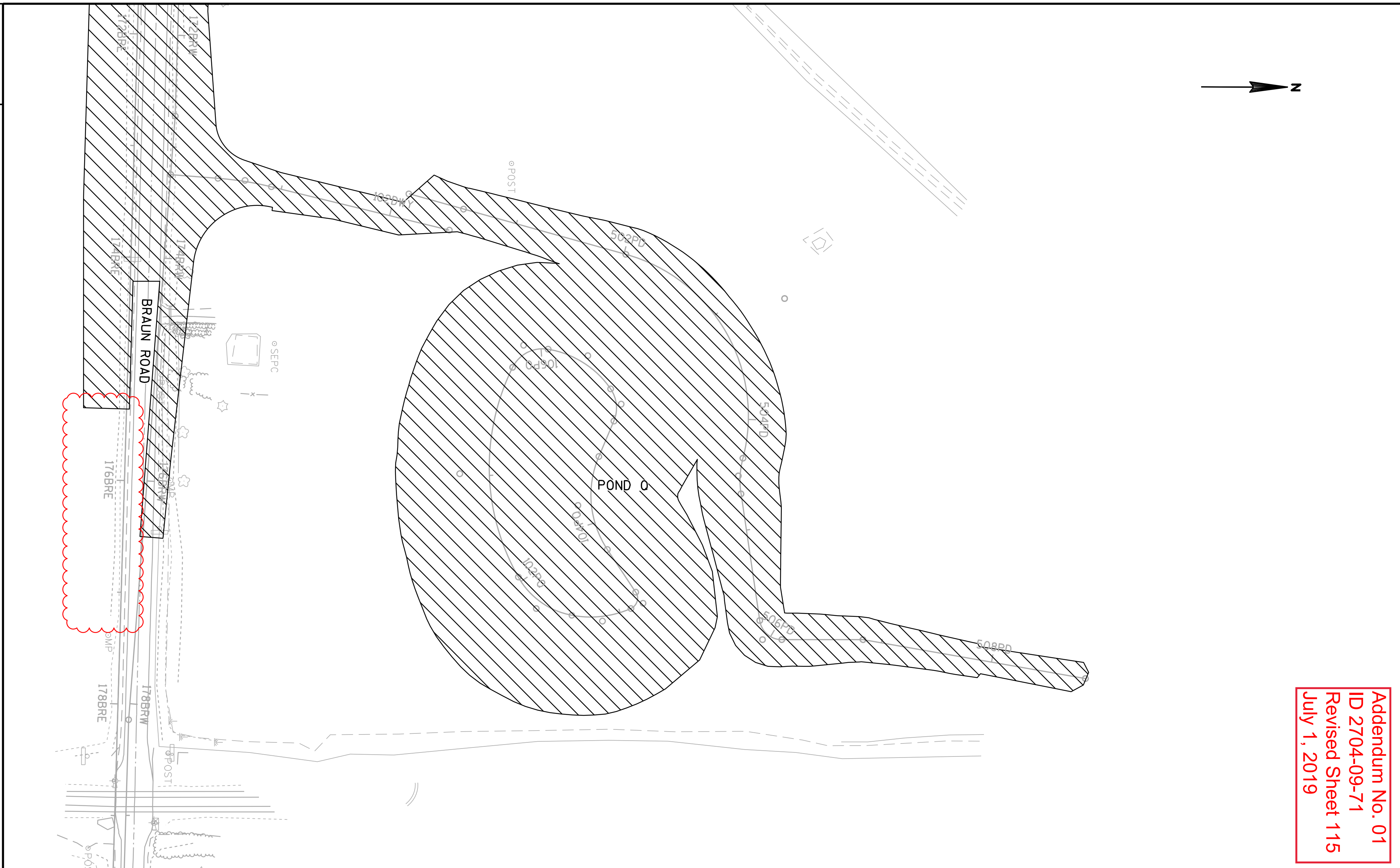
WISDOT/CADDS SHEET 42



PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 1	SHEET 112	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... PLOT DATE : 6/27/2019 2:53:45 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 80:1

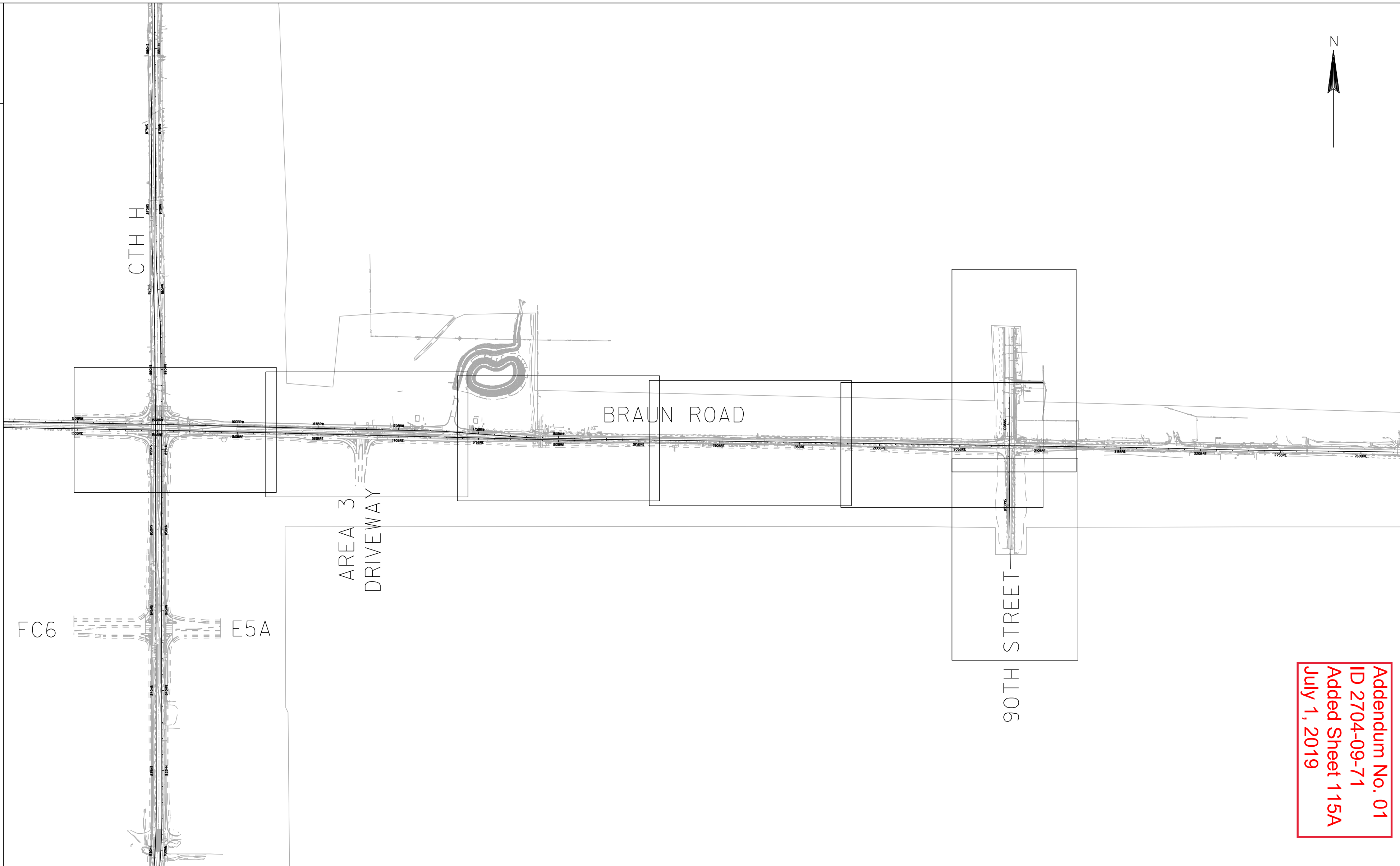
WISDOT/CADDS SHEET 42



PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 1	SHEET 115	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\PLOT DATE : 6/27/2019 2:53:48 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 80:1

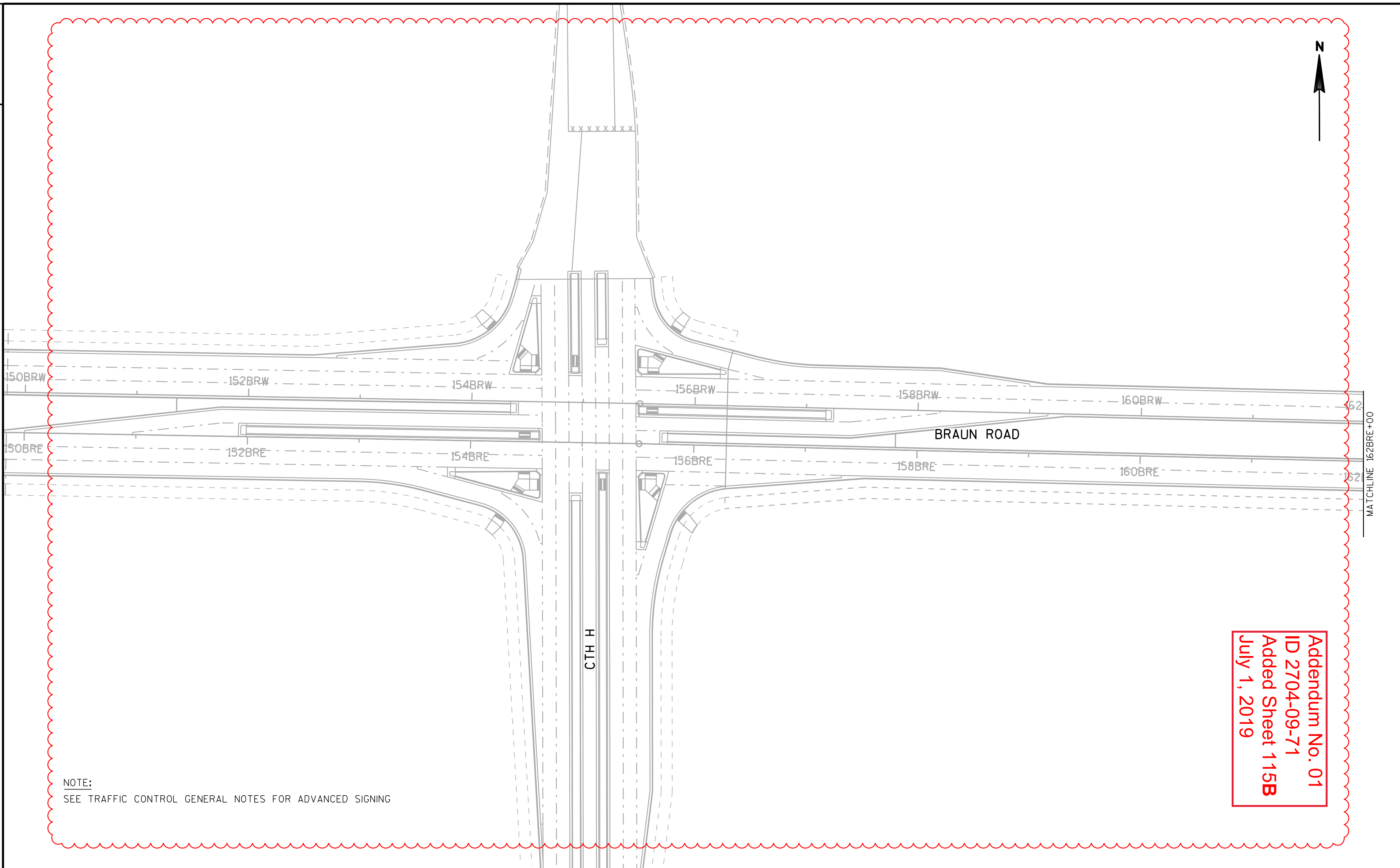
WISDOT/CADDS SHEET 42



Addendum No. 01
ID 2704-09-71
Added Sheet 115A
July 1, 2019

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL:STAGE 2A OVERVIEW MAP	SHEET 115A	E

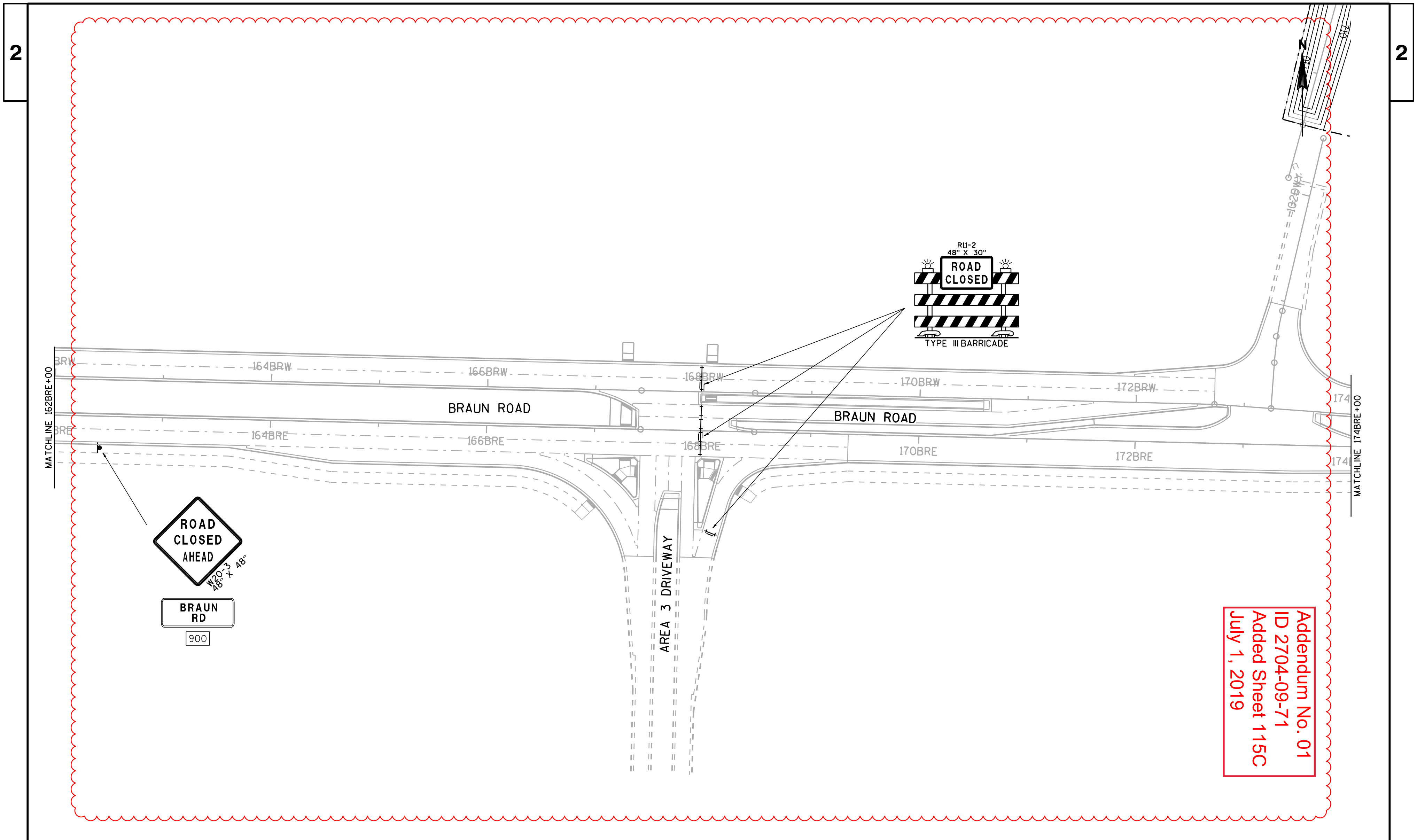
FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East PLOT BY : jdepies PLOT NAME : PLOT SCALE : 556.122:1 WISDOT/CADDS SHEET 42



NOTE:
SEE TRAFFIC CONTROL GENERAL NOTES FOR ADVANCED SIGNING

Addendum No. 01
ID 2704-09-71
Added Sheet 115**B**
July 1, 2019

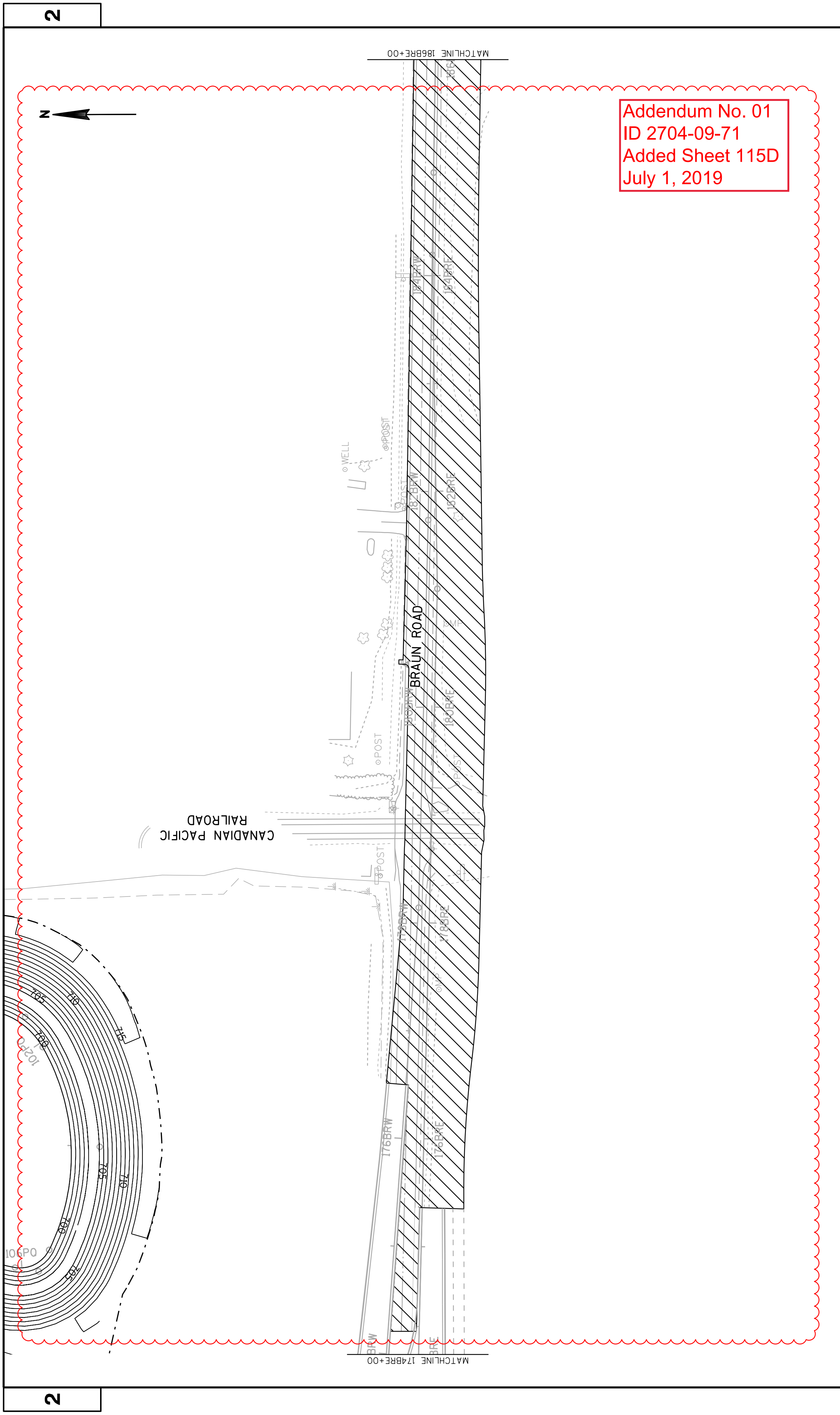
PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 2A	SHEET 115B	E



PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 2A	SHEET 115C	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East ... 2:13:04 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 80:1

WISDOT/CADDS SHEET 42

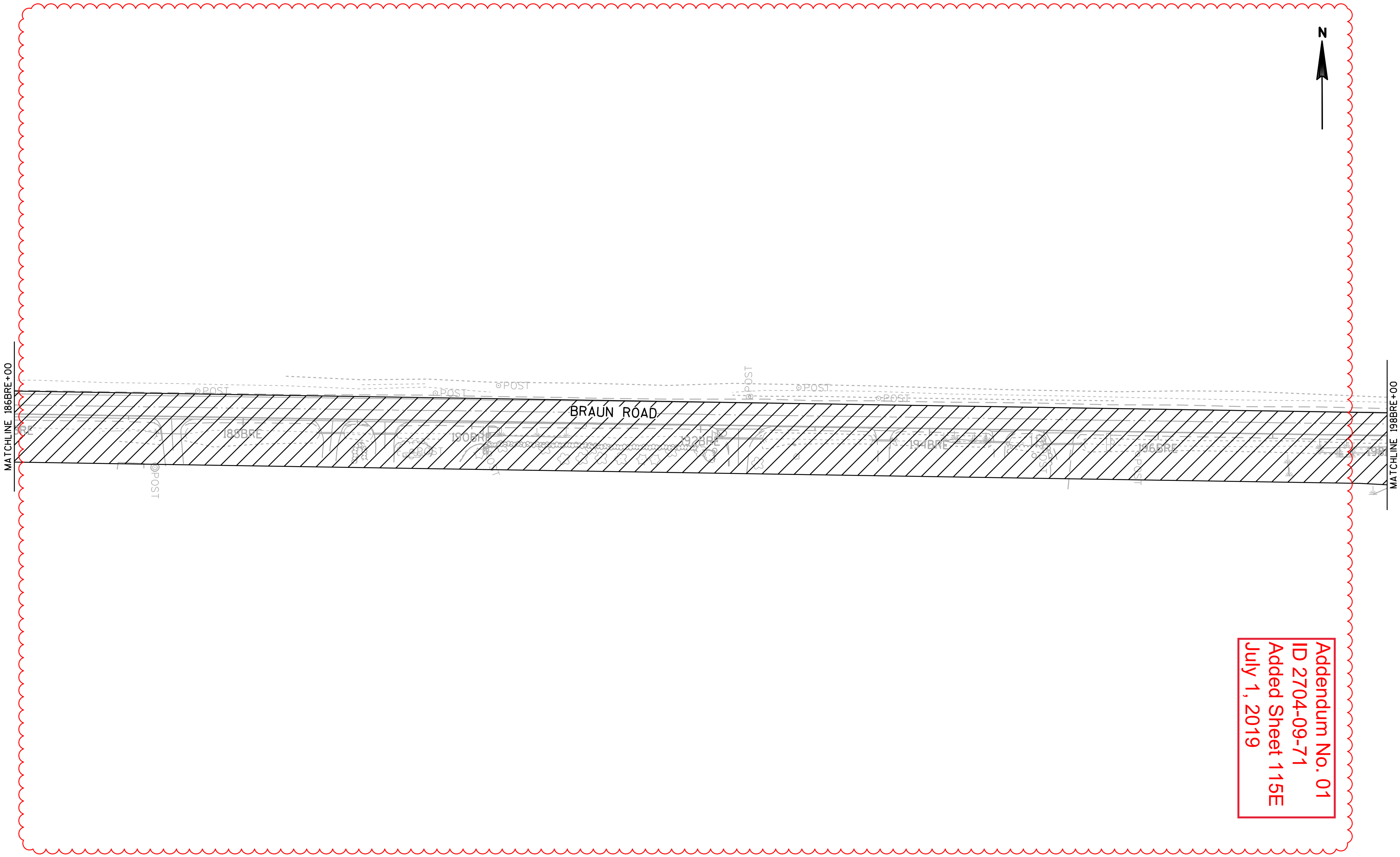


Addendum No. 01
ID 2704-09-71
Added Sheet 115D
July 1, 2019

PROJECT NO:2704-09-71 | HWY:BRAUN ROAD | COUNTY:RACINE | TRAFFIC CONTROL - STAGE 2A | SHEET 115D | E

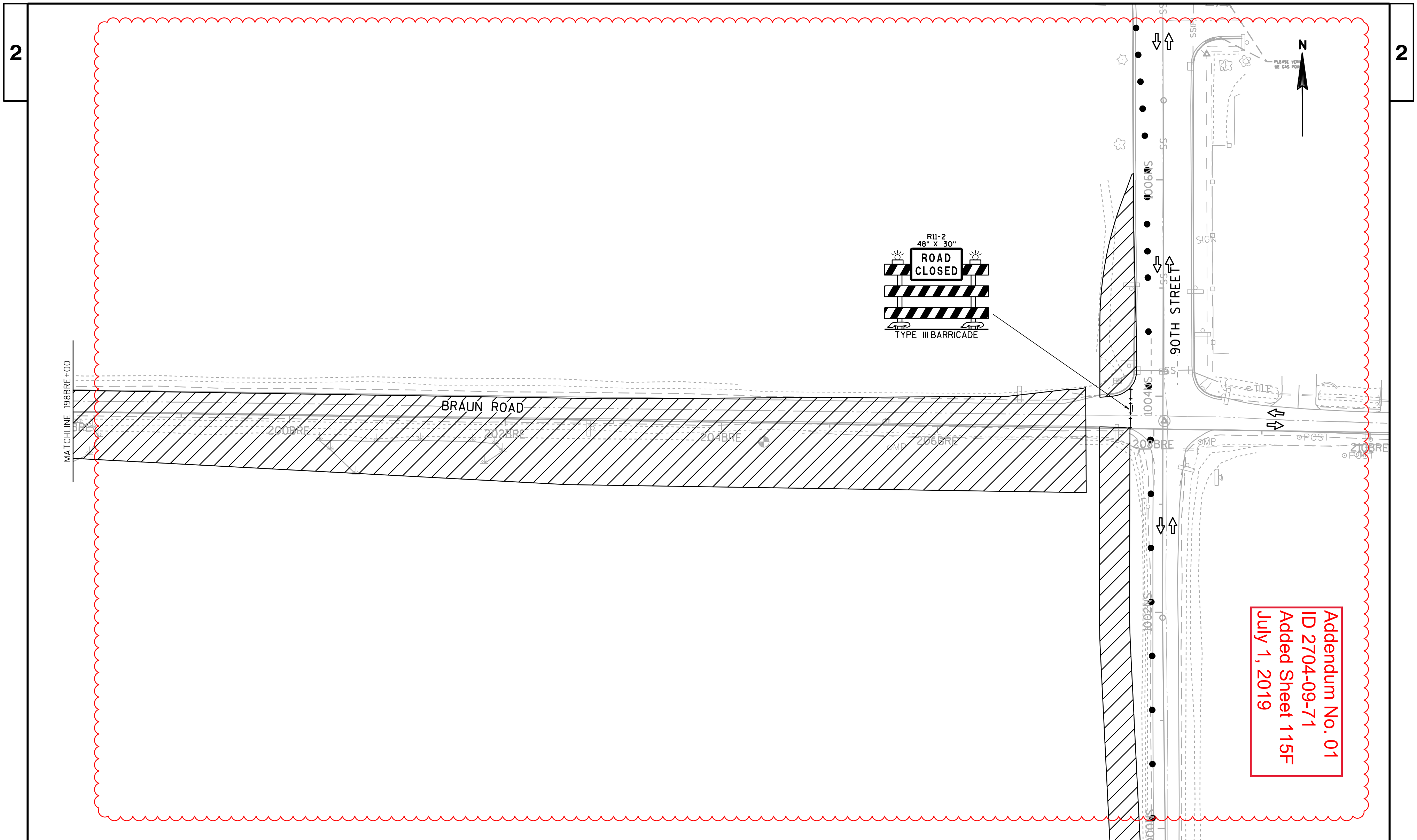
FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... PLOT DATE : ... 2:13:08 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 80:1

WISDOT/CADDS SHEET 42



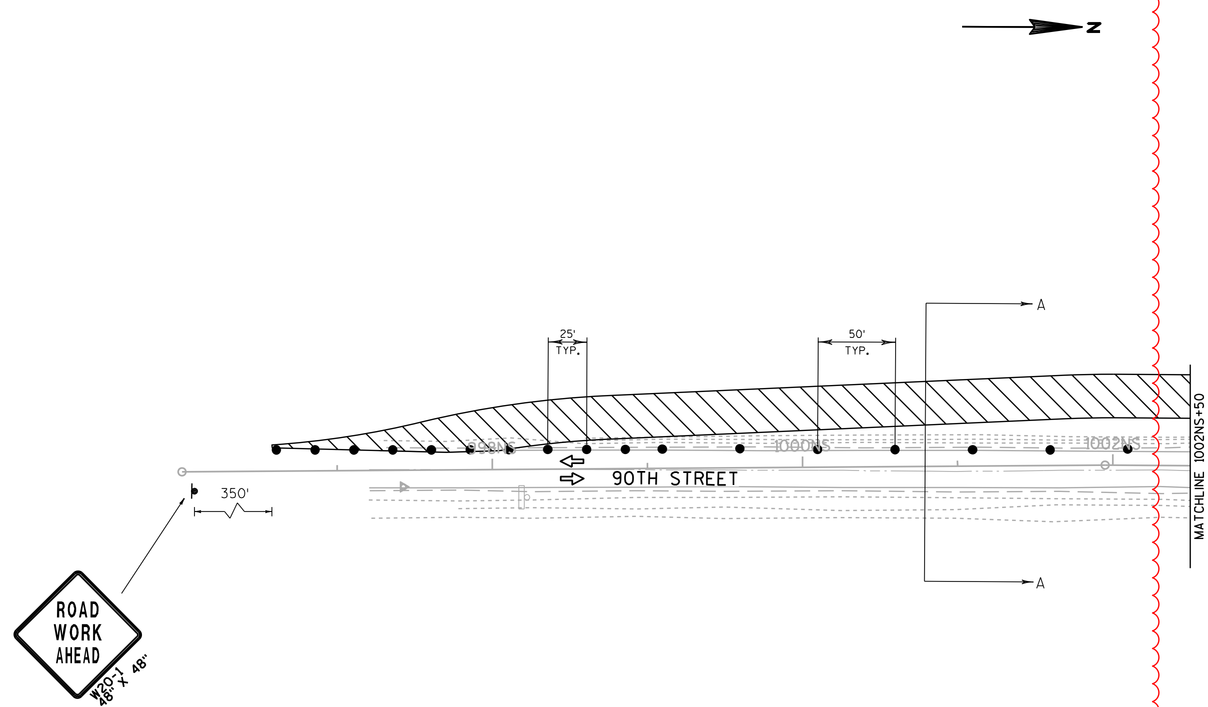
2

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 2A	SHEET 115E	E

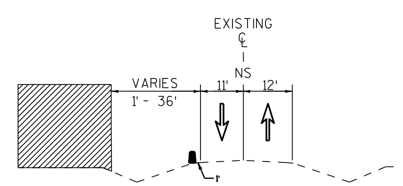


PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 2A	SHEET 115F	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East ... 2:13:15 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 80:1 WISDOT/CADDS SHEET 42



Addendum No. 01
ID 2704-09-71
Added Sheet 115G
July 1, 2019



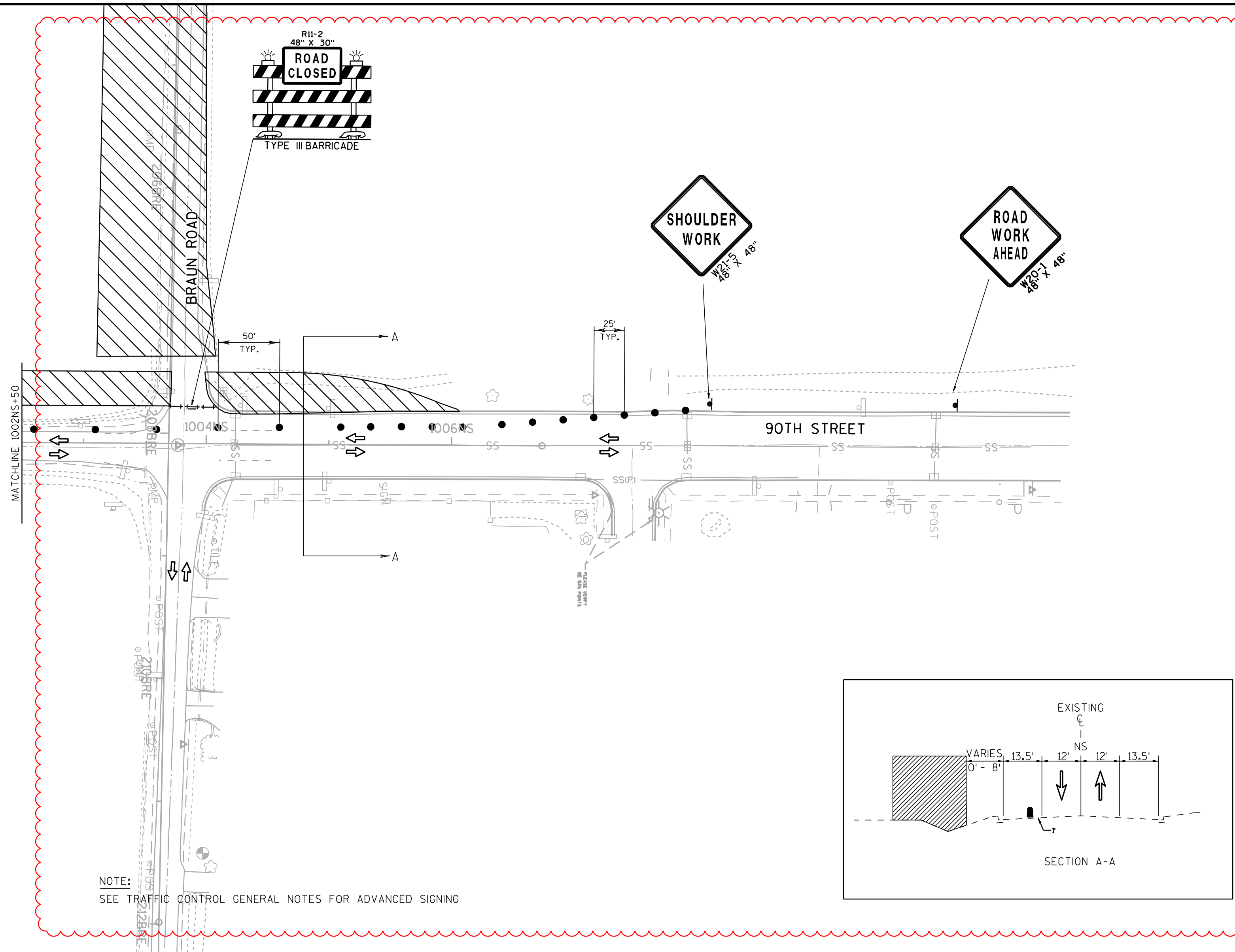
SECTION A-A

NOTE:
SEE TRAFFIC CONTROL GENERAL NOTES FOR ADVANCED SIGNING

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 2A	SHEET 115G	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... 2:13:18 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 80:1

WISDOT/CADDS SHEET 42



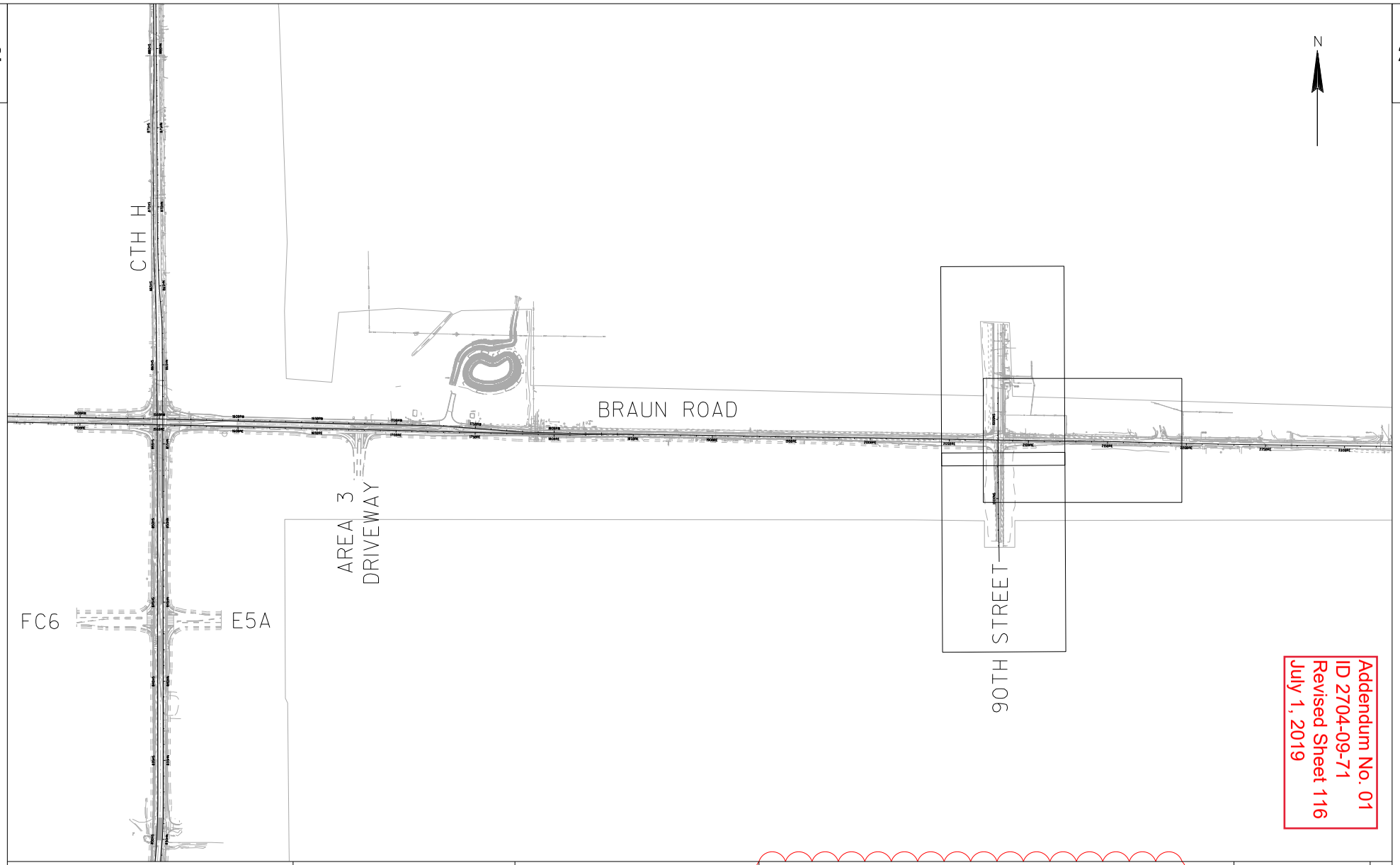
Addendum No. 01
ID 2704-09-71
Added Sheet 115H
July 1, 2019

NOTE:
SEE TRAFFIC CONTROL GENERAL NOTES FOR ADVANCED SIGNING

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 2A	SHEET 115H	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... 2:13:22 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 80:1

WISDOT/CADDS SHEET 42



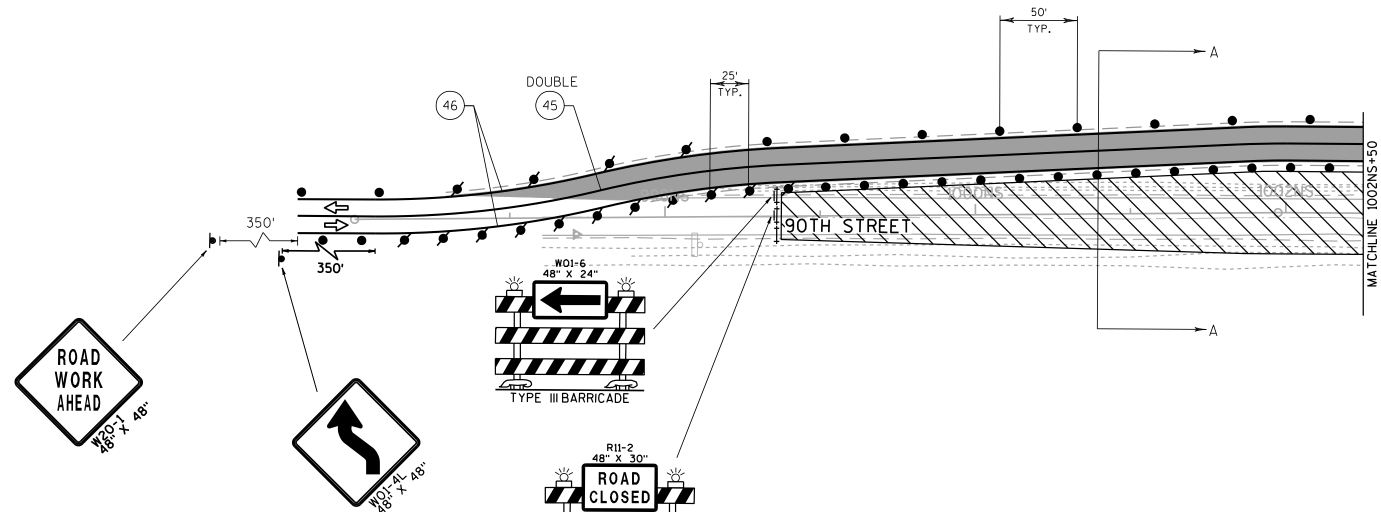
Addendum No. 01
ID 2704-09-71
Revised Sheet 116
July 1, 2019

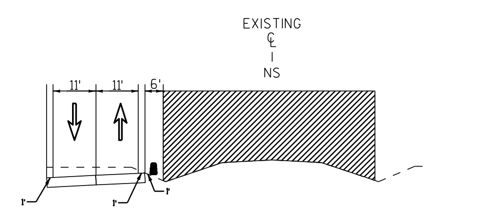
PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	TRAFFIC CONTROL: STAGE 2B OVERVIEW MAP	SHEET 116	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\[illegible] PLOT BY : jdepies PLOT NAME : PLOT SCALE : 556.122:1

WISDOT/CADDS SHEET 42

Addendum No. 01
ID 2704-09-71
Revised Sheet 117
July 1, 2019





SECTION A-A

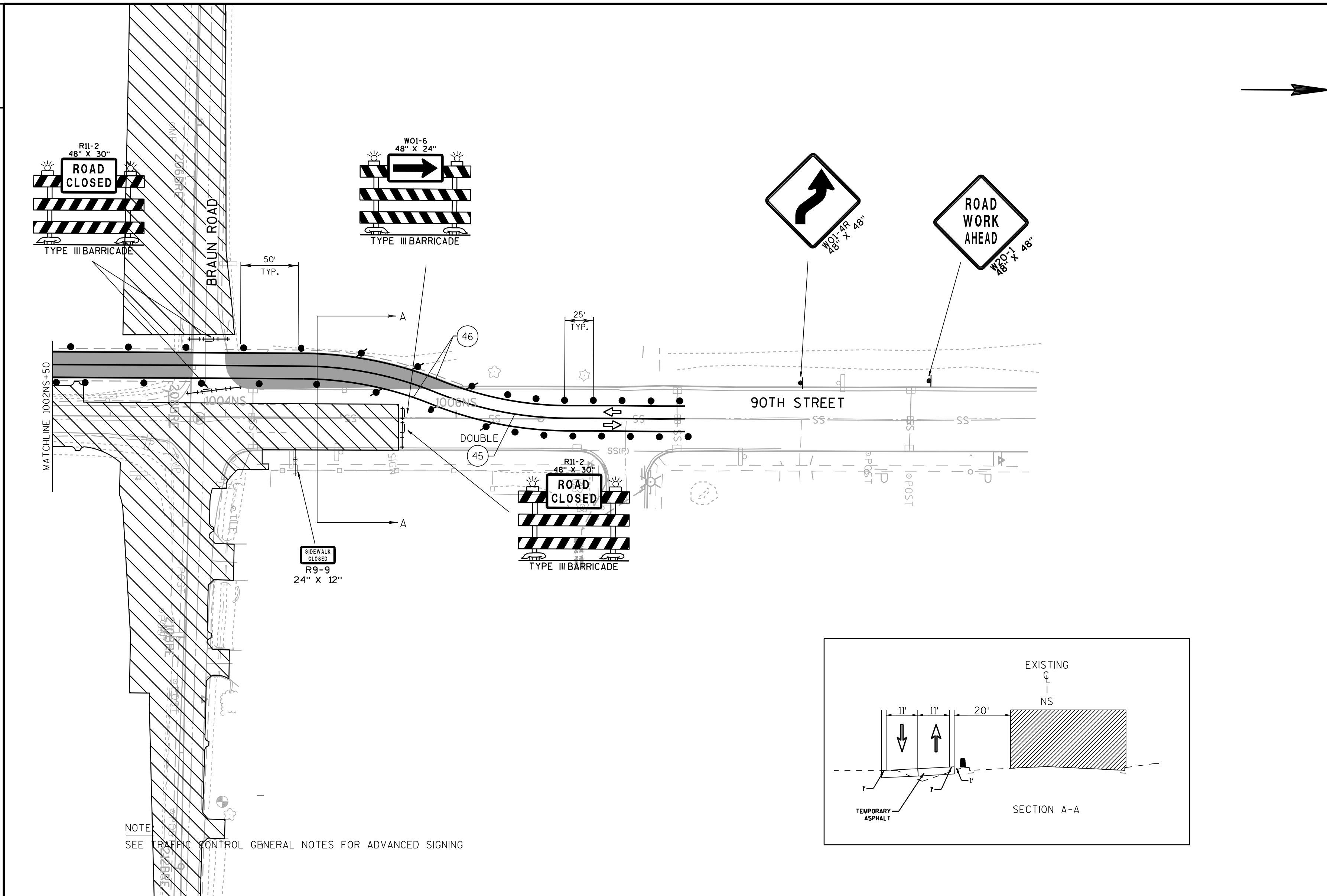
NOTE:
SEE TRAFFIC CONTROL GENERAL NOTES FOR ADVANCED SIGNING

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 2B	SHEET 117	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... 3:19:02 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 80:1

WISDOT/CADDS SHEET 42

Addendum No. 01
ID 2704-09-71
Revised Sheet 118
July 1, 2019

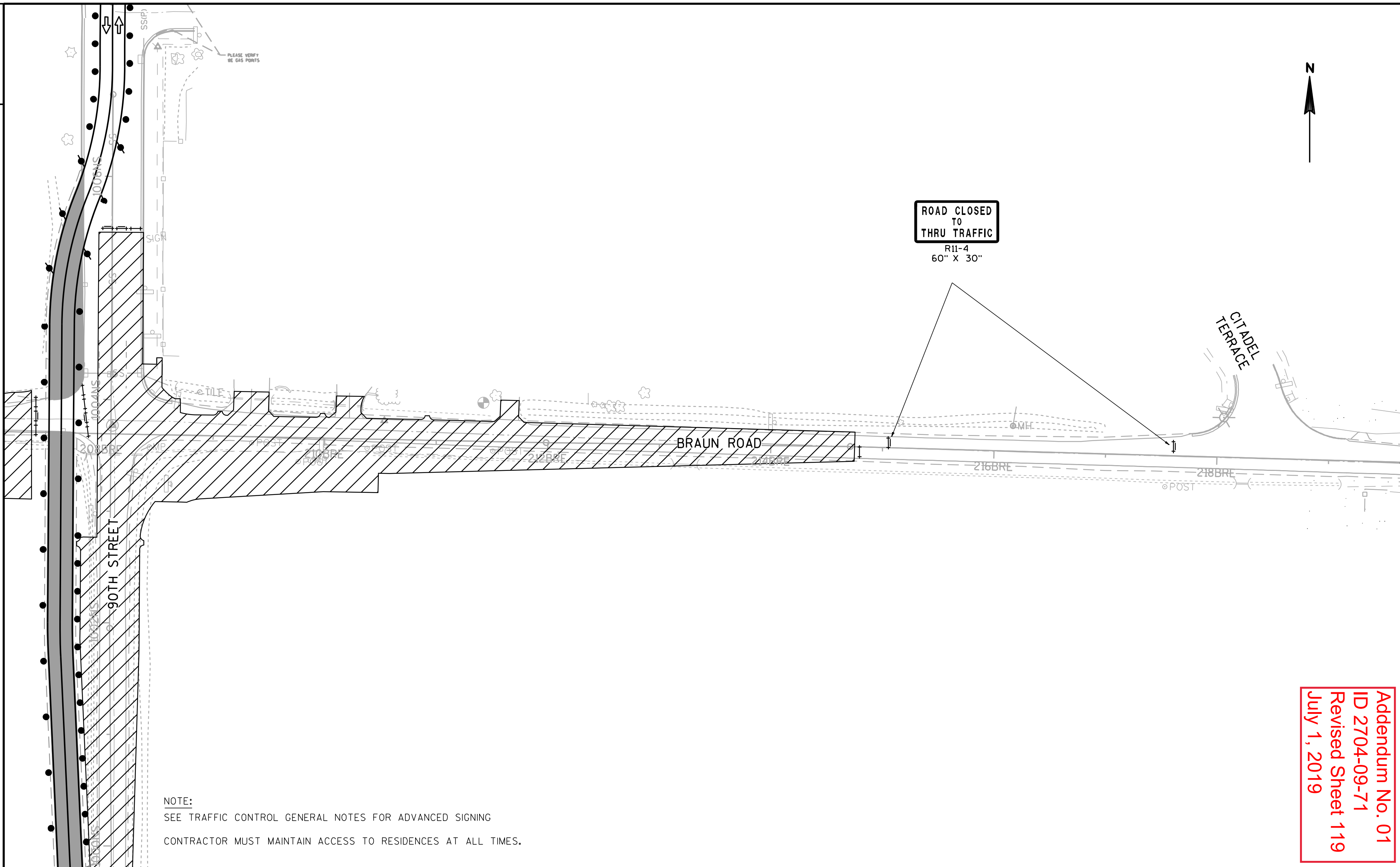


NOTE:
SEE TRAFFIC CONTROL GENERAL NOTES FOR ADVANCED SIGNING

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 2B	SHEET 118	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East 3:19:06 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 80:1 WISDOT/CADDS SHEET 42

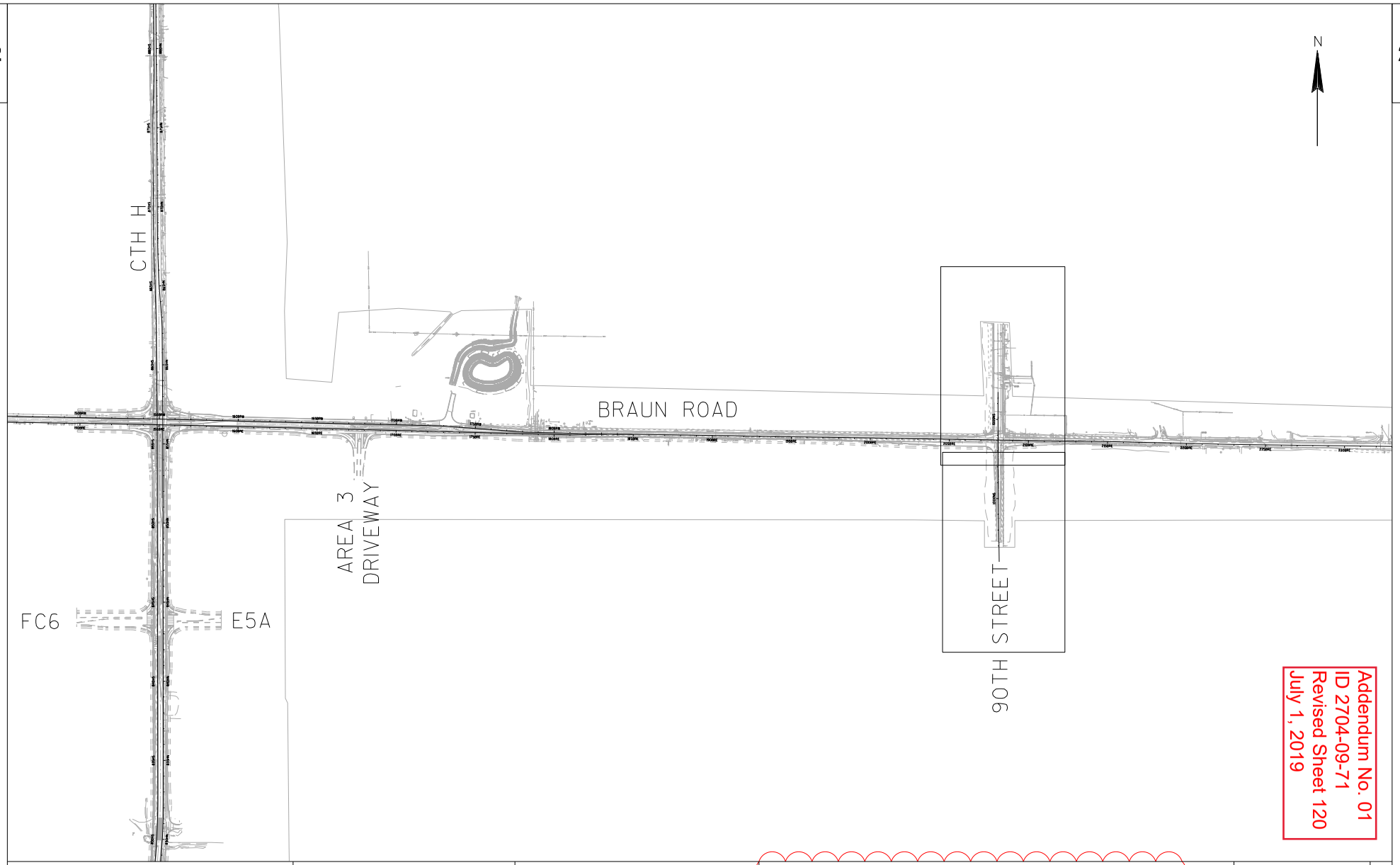
Addendum No. 01
ID 2704-09-71
Revised Sheet 119
July 1, 2019



NOTE:
SEE TRAFFIC CONTROL GENERAL NOTES FOR ADVANCED SIGNING
CONTRACTOR MUST MAINTAIN ACCESS TO RESIDENCES AT ALL TIMES.

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2B	SHEET 119	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East... 3:19:08 PM PLOT BY : jdeples PLOT NAME : PLOT SCALE : 80:1 WISDOT/CADDS SHEET 42

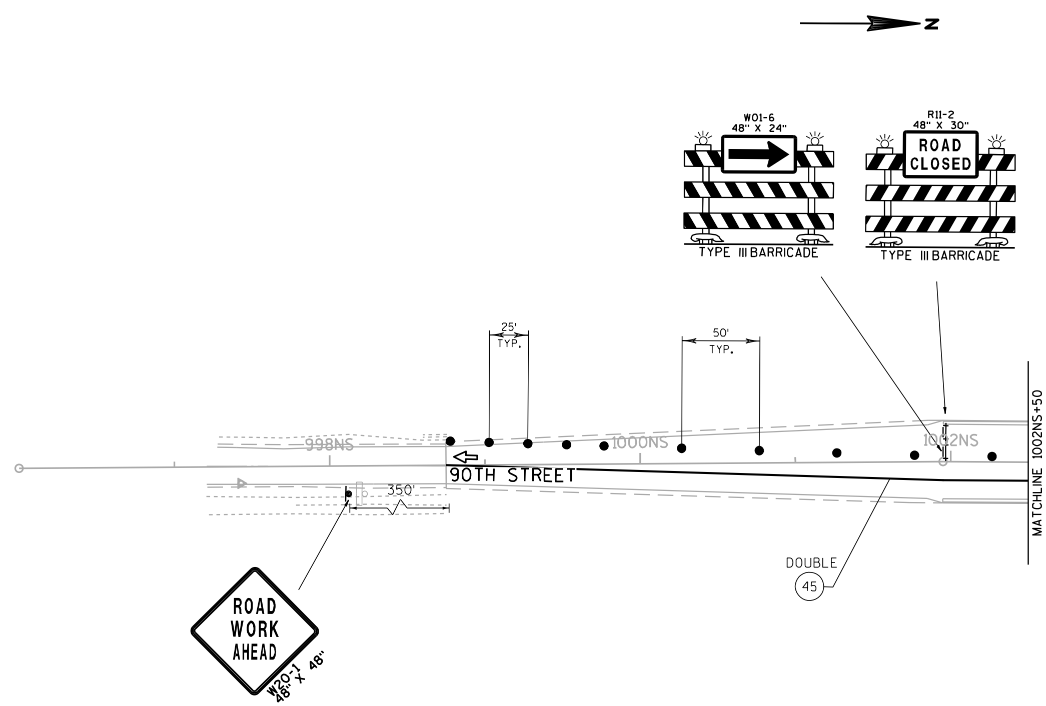


Addendum No. 01
ID 2704-09-71
Revised Sheet 120
July 1, 2019

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	TRAFFIC CONTROL: STAGE 2C OVERVIEW MAP	SHEET 120	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\[illegible] PLOT BY : jdepies PLOT NAME : PLOT SCALE : 556.122:1

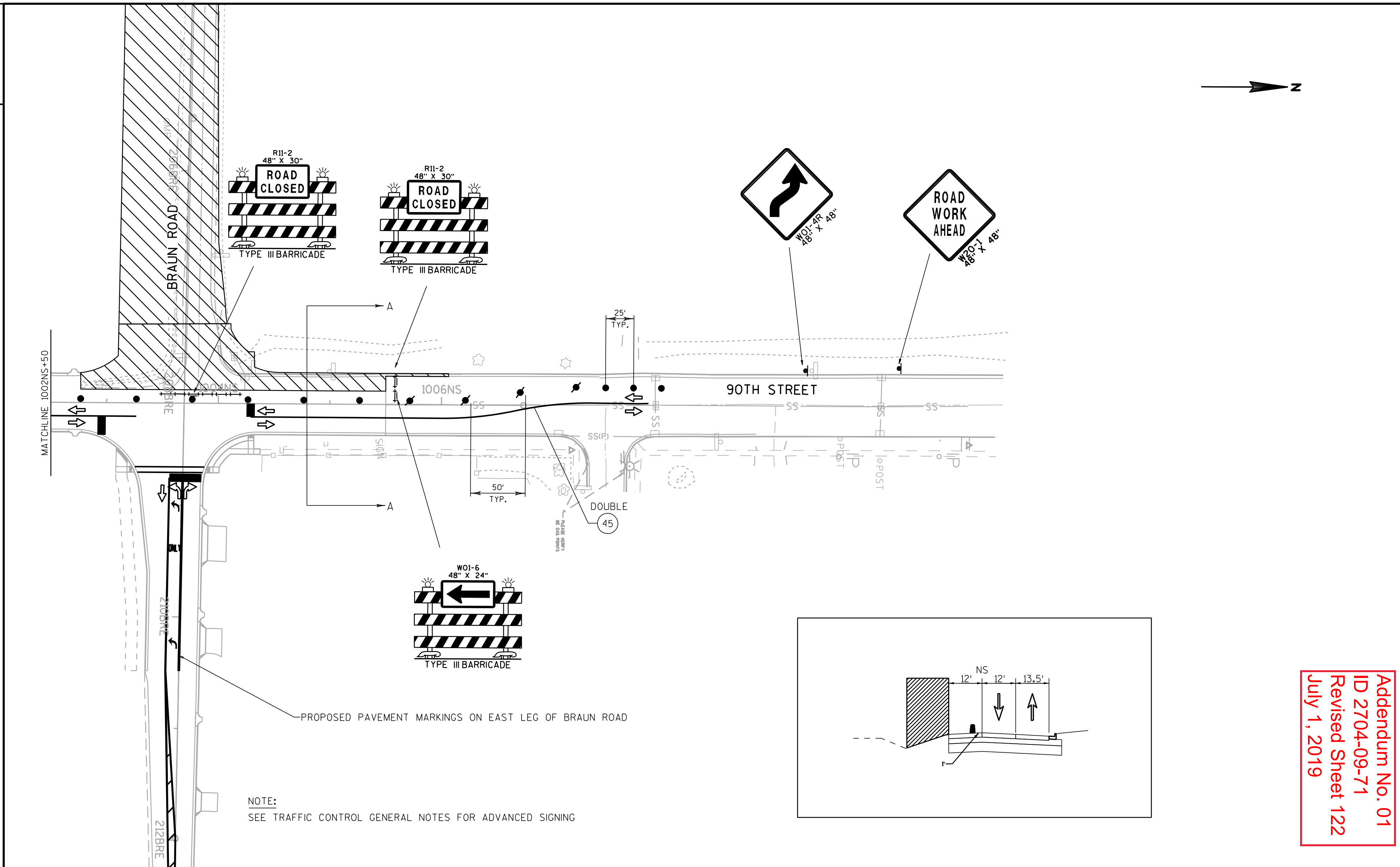
WISDOT/CADDS SHEET 42



Addendum No. 01
ID 2704-09-71
Revised Sheet 121
July 1, 2019

NOTE:
SEE TRAFFIC CONTROL GENERAL NOTES FOR ADVANCED SIGNING

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2C	SHEET 121	E



PROPOSED PAVEMENT MARKINGS ON EAST LEG OF BRAUN ROAD

NOTE:
SEE TRAFFIC CONTROL GENERAL NOTES FOR ADVANCED SIGNING

Addendum No. 01
ID 2704-09-71
Revised Sheet 122
July 1, 2019

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 2C	SHEET 122	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East PLOT BY : jdeples PLOT NAME : PLOT SCALE : 80:1

WISDOT/CADDS SHEET 42

2

Addendum No. 01
ID 2704-09-71
Revised Sheet 130
July 1, 2019

LEGEND	CONSTRUCTION AVAILABLE THIS STAGE	CONSTRUCTION CRITICAL FOR NEXT STAGE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
ROAD/RAMP CLOSED	X X X	
DEMOLITION AND REMOVAL		
DIRECTION OF TRAVEL		
OPEN TO PUBLIC TRAFFIC		
OPEN TO CONSTRUCTION TRAFFIC		
TEMPORARY SIGNAL	T	
COMPLETED CONSTRUCTION NOT IN USE		

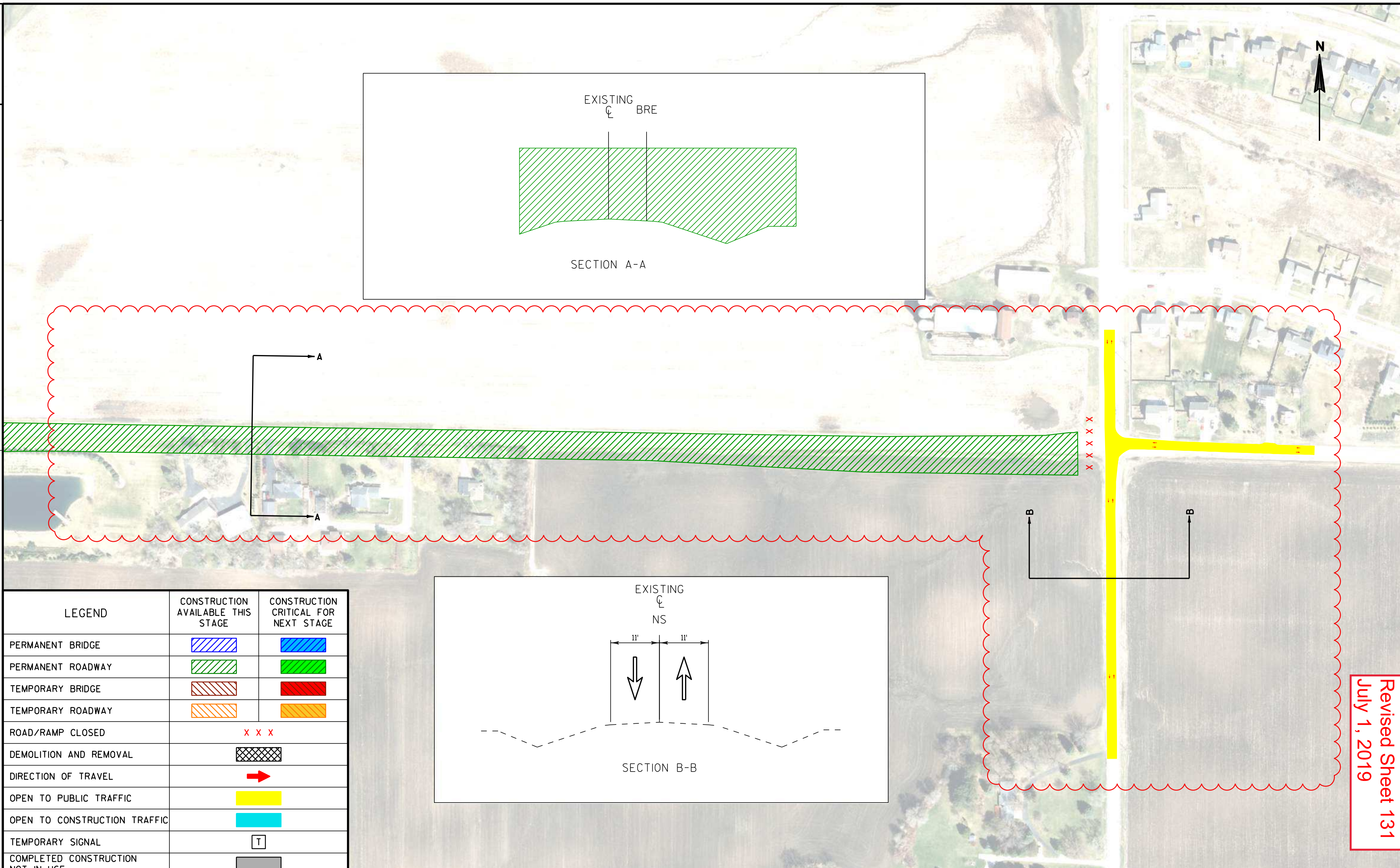
PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	STAGE 1	SHEET 130	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\PLOT DATE : 6/27/2019 2:08:55 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

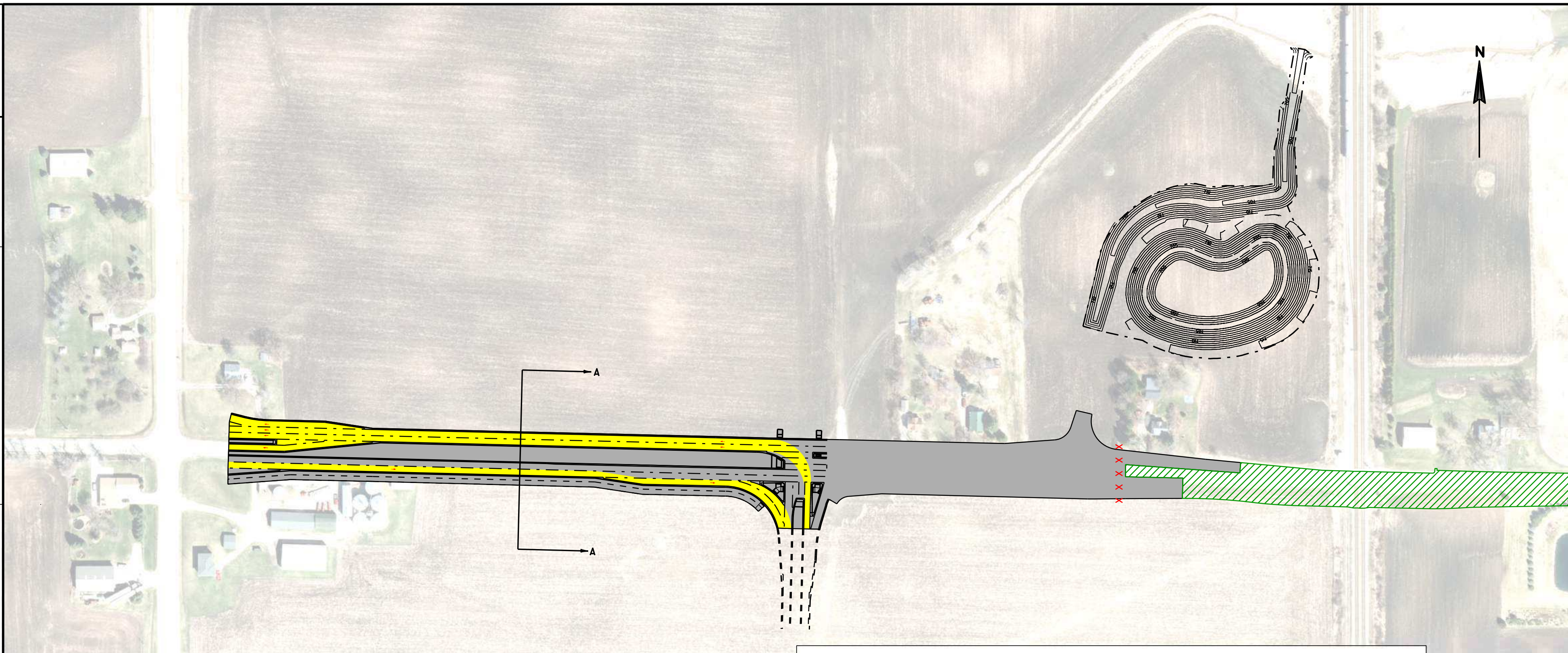
Addendum No. 01
ID 2704-09-71
Revised Sheet 131
July 1, 2019



LEGEND	CONSTRUCTION AVAILABLE THIS STAGE	CONSTRUCTION CRITICAL FOR NEXT STAGE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
ROAD/RAMP CLOSED	x x x	
DEMOLITION AND REMOVAL		
DIRECTION OF TRAVEL		
OPEN TO PUBLIC TRAFFIC		
OPEN TO CONSTRUCTION TRAFFIC		
TEMPORARY SIGNAL	T	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	STAGE 1	SHEET 131	E

Addendum No. 01
ID 2704-09-71
Revised Sheet 132
July 1, 2019



LEGEND	CONSTRUCTION AVAILABLE THIS STAGE	CONSTRUCTION CRITICAL FOR NEXT STAGE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
ROAD/RAMP CLOSED	X X X	
DEMOLITION AND REMOVAL		
DIRECTION OF TRAVEL		
OPEN TO PUBLIC TRAFFIC		
OPEN TO CONSTRUCTION TRAFFIC		
TEMPORARY SIGNAL	T	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	STAGE 2A	SHEET 132	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... PLOT BY : jdeples PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

Addendum No. 01
ID 2704-09-71
Revised Sheet 133
July 1, 2019

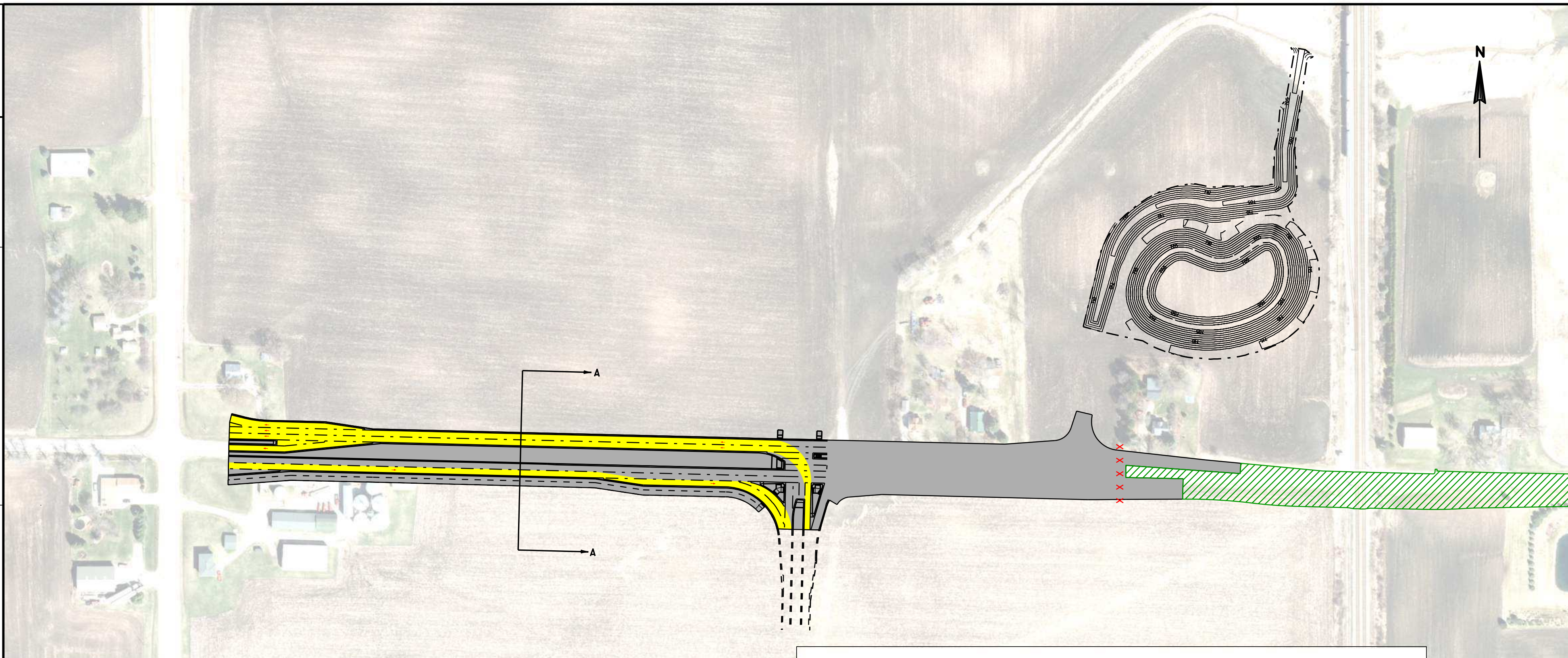
LEGEND	CONSTRUCTION AVAILABLE THIS STAGE	CONSTRUCTION CRITICAL FOR NEXT STAGE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
ROAD/RAMP CLOSED	X X X	
DEMOLITION AND REMOVAL		
DIRECTION OF TRAVEL		
OPEN TO PUBLIC TRAFFIC		
OPEN TO CONSTRUCTION TRAFFIC		
TEMPORARY SIGNAL	T	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	STAGE 2A	SHEET 133	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\PROJECT\SHEETS\0261020.... PM   PLOT BY : jdeples   PLOT NAME :   PLOT SCALE : 200:1

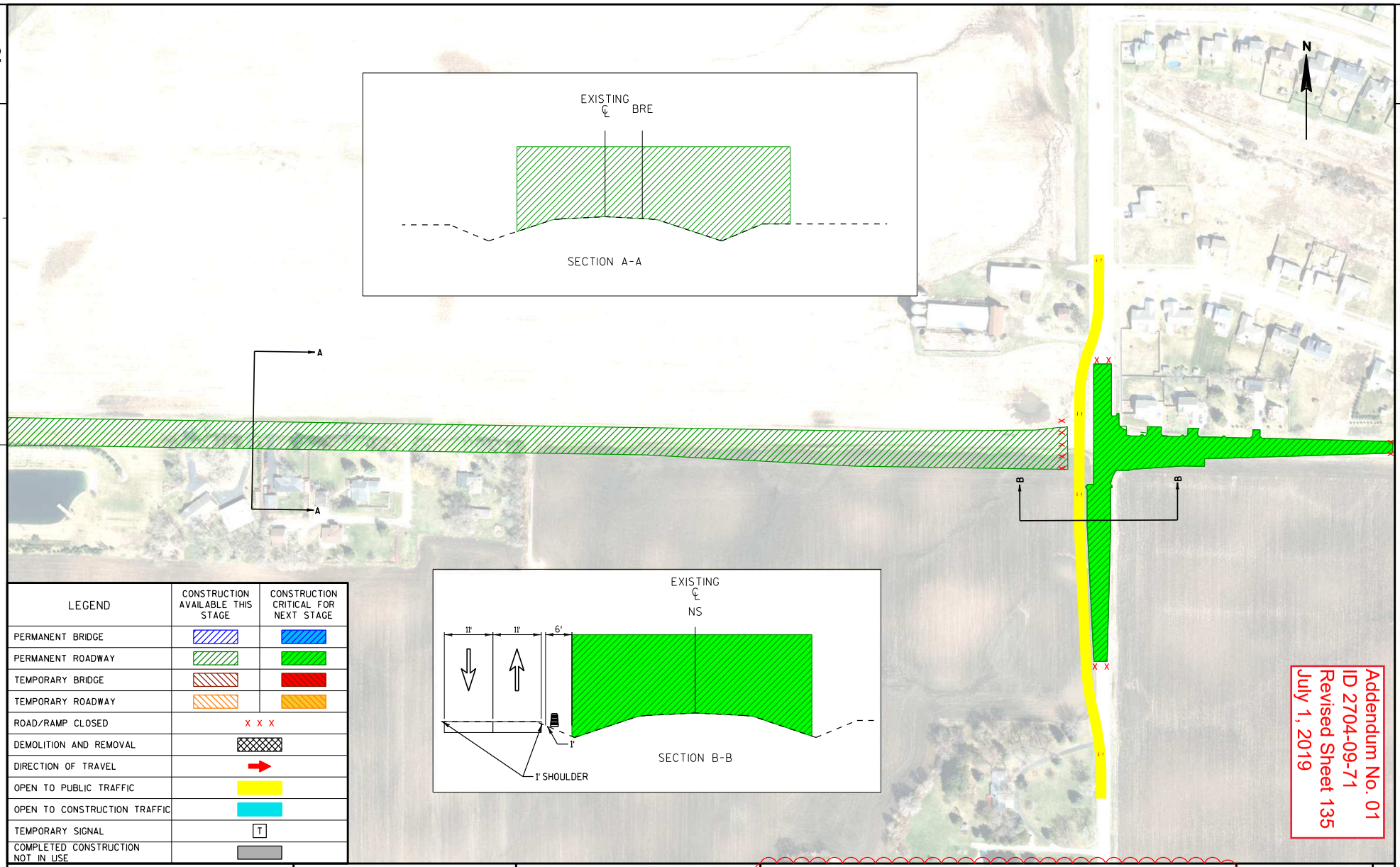
WISDOT/CADDS SHEET 42

Addendum No. 01
ID 2704-09-71
Revised Sheet 134
July 1, 2019



LEGEND	CONSTRUCTION AVAILABLE THIS STAGE	CONSTRUCTION CRITICAL FOR NEXT STAGE
PERMANENT BRIDGE	(blue hatch)	(blue solid hatch)
PERMANENT ROADWAY	(green hatch)	(green solid hatch)
TEMPORARY BRIDGE	(brown hatch)	(red solid hatch)
TEMPORARY ROADWAY	(orange hatch)	(orange solid hatch)
ROAD/RAMP CLOSED	x x x	
DEMOLITION AND REMOVAL	(crosshatch)	
DIRECTION OF TRAVEL	(red arrow)	
OPEN TO PUBLIC TRAFFIC	(yellow)	
OPEN TO CONSTRUCTION TRAFFIC	(cyan)	
TEMPORARY SIGNAL	T	
COMPLETED CONSTRUCTION NOT IN USE	(grey)	

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	STAGE 2B	SHEET 134	E

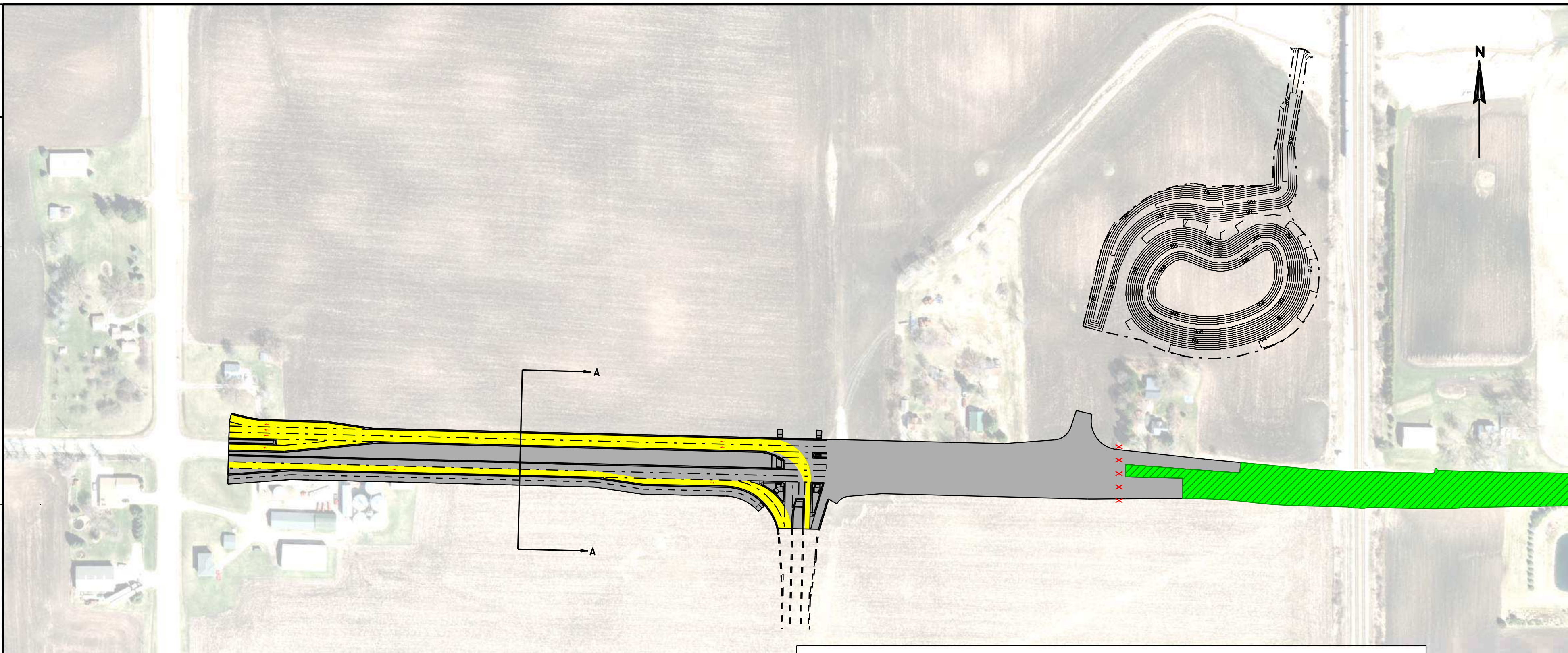


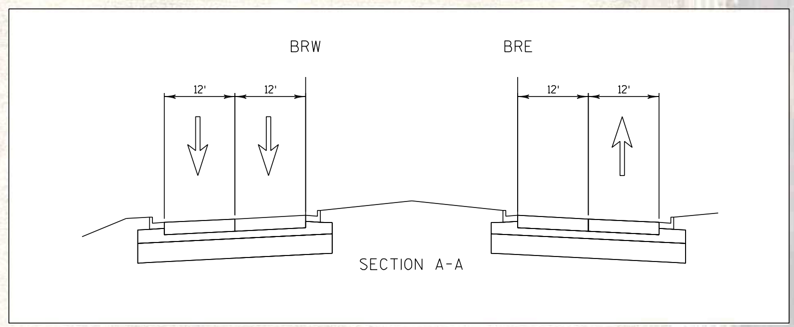
PROJECT NO: 2704-09-71 | HWY: BRAUN ROAD | COUNTY: RACINE | STAGE 2B | SHEET 135 | E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\PlotExhibits\02B12015_4285.dgn PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

Addendum No. 01
ID 2704-09-71
Revised Sheet 136
July 1, 2019

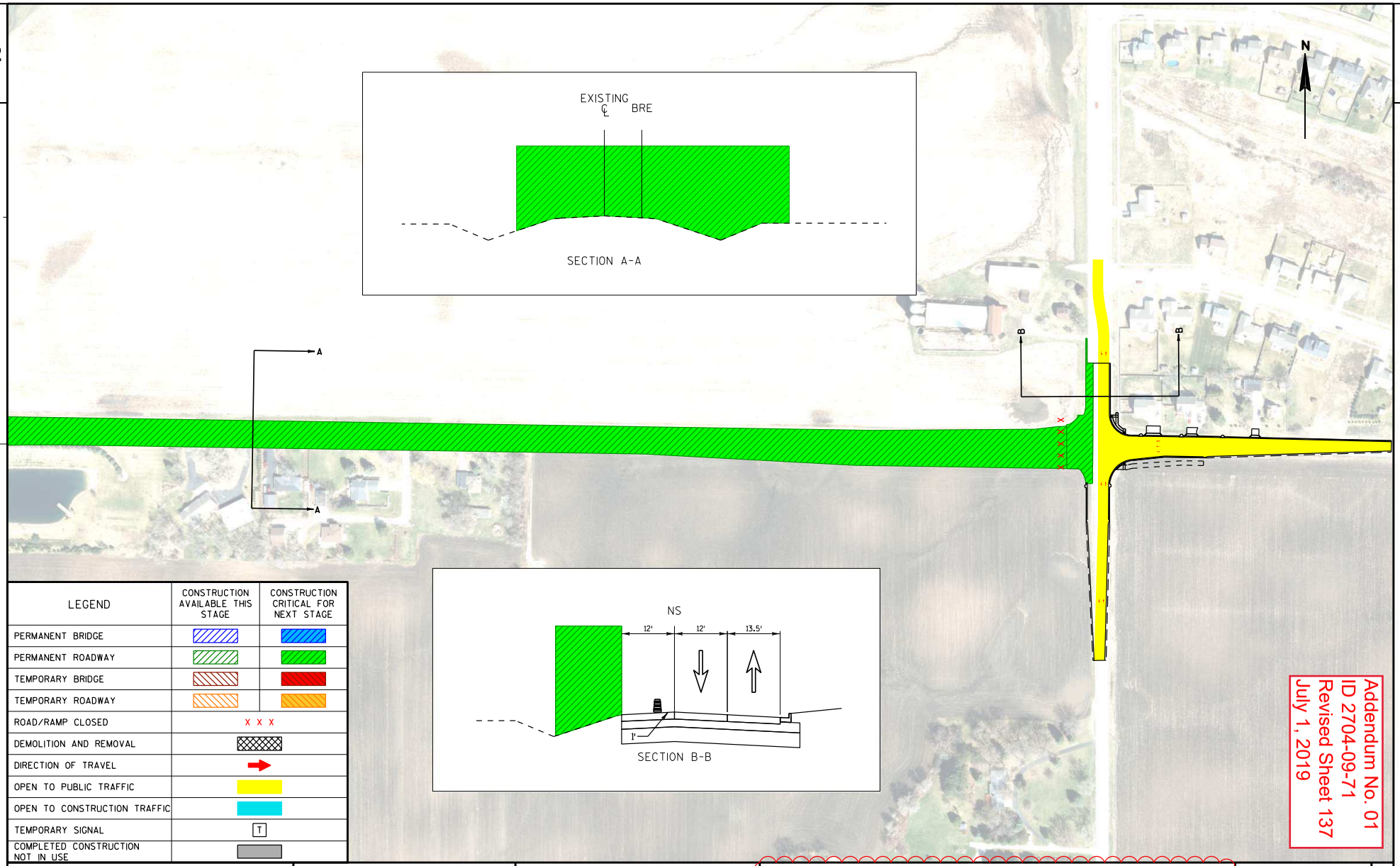




LEGEND	CONSTRUCTION AVAILABLE THIS STAGE	CONSTRUCTION CRITICAL FOR NEXT STAGE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
ROAD/RAMP CLOSED	X X X	
DEMOLITION AND REMOVAL		
DIRECTION OF TRAVEL		
OPEN TO PUBLIC TRAFFIC		
OPEN TO CONSTRUCTION TRAFFIC		
TEMPORARY SIGNAL	T	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	STAGE 2C	SHEET 136	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\PLOT DATE : 6/26/2019 4:45 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 200:1



PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	STAGE 2C	SHEET 137	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\PLOT DATE : 02/02/2019 4:24:56 PM PLOT BY : jdepies PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

Addendum No. 01
ID 2704-09-71
Revised Sheet 144
July 1, 2019

CURVE : DWY-1
PC = 100DWY+42.50
X = 606451.39
Y = 170243.94
PI = 100DWY+66.79
X = 606453.14
Y = 170268.16
PCC = 101DWY+90.97
X = 606458.78
Y = 170291.79

R = 300.00
DELTA = 9°15'25.95"
D = 19°05'54.94"
L = 48.47
T = 24.29
E = 0.98
BK = N 4°09'14.34" E
AH = N 13°24'40.30" E

CURVE : PQ-1
PC = 100PQ+00.00
X = 606619.37
Y = 170508.63
PI = 101PQ+06.40
X = 606714.86
Y = 170461.70
PCC = 101PQ+95.57
X = 606807.14
Y = 170514.66

R = 200.00
DELTA = 56°01'35.06"
D = 28°38'52.40"
L = 195.57
T = 106.40
E = 26.54
BK = S 63°49'37.09" E
AH = N 60°08'47.84" E

CURVE : PQ-2
PCC = 101PQ+95.57
X = 606807.14
Y = 170514.66
PI = 102PQ+28.03
X = 606835.29
Y = 170530.82
PCC = 102PQ+56.35
X = 606841.15
Y = 170562.74

R = 70.00
DELTA = 49°45'01.91"
D = 81°51'04.01"
L = 60.78
T = 32.46
E = 7.16
BK = N 60°08'47.84" E
AH = N 10°23'45.93" E

CURVE : PQ-3
PCC = 102PQ+56.35
X = 606841.15
Y = 170562.74
PI = 102PQ+84.23
X = 606846.18
Y = 170590.16
PCC = 103PQ+10.42
X = 606834.83
Y = 170615.63

R = 90.00
DELTA = 34°25'15.32"
D = 63°39'43.12"
L = 54.07
T = 27.88
E = 4.22
BK = N 10°23'45.93" E
AH = N 24°01'29.39" W

CURVE : PQ-4
PCC = 103PQ+10.42
X = 606834.83
Y = 170615.63
PI = 103PQ+22.31
X = 606829.99
Y = 170626.49
PT = 103PQ+27.85
X = 606820.12
Y = 170619.85

R = 10.00
DELTA = 99°52'54.69"
D = 572°57'28.06"
L = 17.43
T = 11.89
E = 5.54
BK = N 24°01'29.39" W
AH = S 56°05'35.92" W

CURVE : PQ-5
PC = 103PQ+73.68
X = 606782.08
Y = 170594.29
PI = 104PQ+21.19
X = 606742.65
Y = 170567.78
PT = 104PQ+60.81
X = 606698.85
Y = 170586.22

R = 88.00
DELTA = 56°44'02.55"
D = 65°06'31.83"
L = 87.14
T = 47.52
E = 12.01
BK = S 56°05'35.92" W
AH = N 67°10'21.53" W

CURVE : PQ-6
PC = 104PQ+95.29
X = 606667.08
Y = 170599.59
PI = 105PQ+11.83
X = 606651.84
Y = 170606.01
PCC = 105PQ+25.52
X = 606638.27
Y = 170596.55

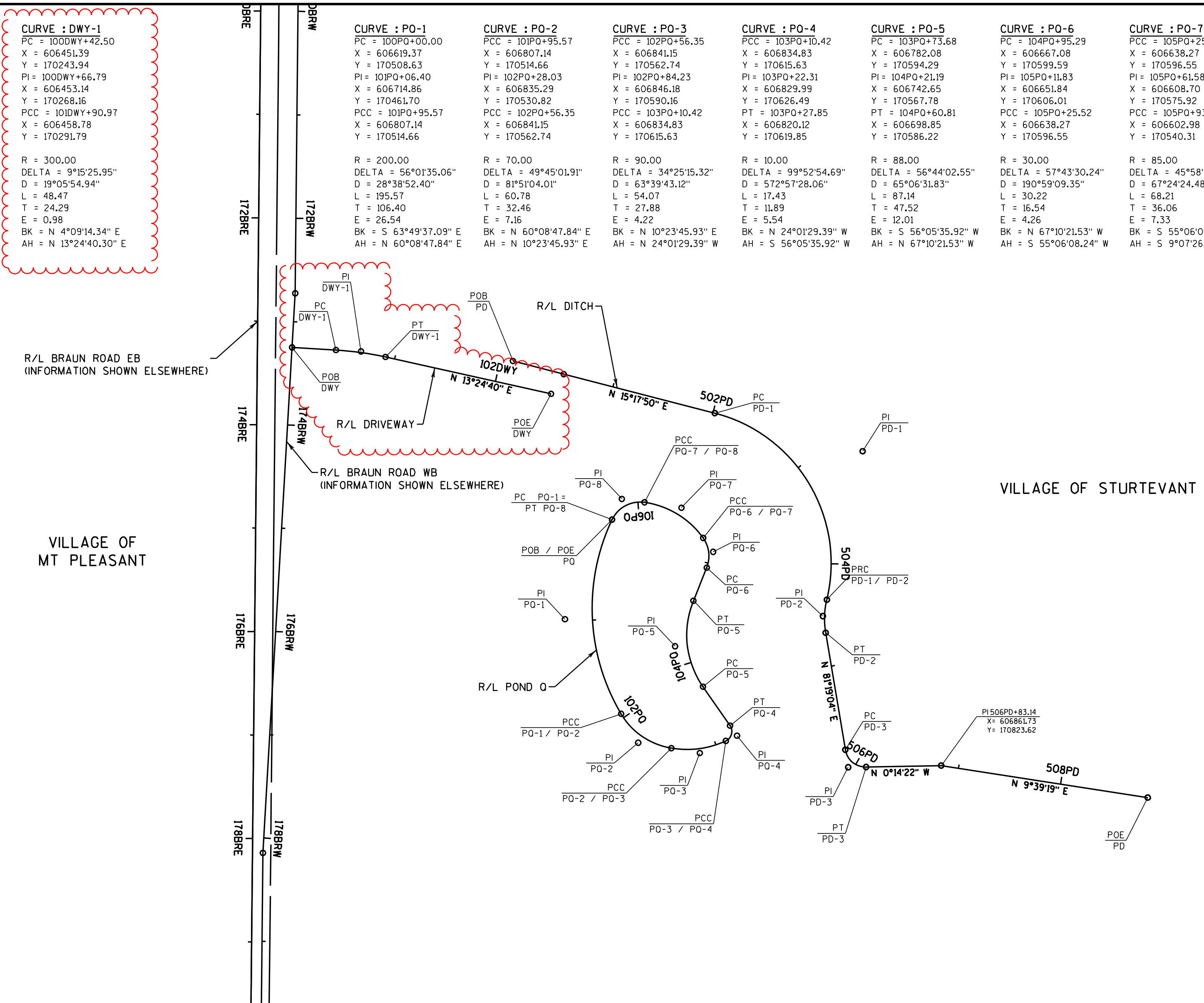
R = 30.00
DELTA = 57°43'30.24"
D = 190°59'09.35"
L = 30.22
T = 16.54
E = 4.26
BK = N 67°10'21.53" W
AH = S 55°06'08.24" W

CURVE : PQ-7
PCC = 105PQ+25.52
X = 606638.27
Y = 170596.55
PI = 105PQ+61.58
X = 606608.70
Y = 170575.92
PCC = 105PQ+93.73
X = 606602.98
Y = 170540.31

R = 85.00
DELTA = 45°58'41.69"
D = 67°24'24.48"
L = 68.21
T = 36.06
E = 7.33
BK = S 55°06'08.24" W
AH = S 9°07'26.55" W

CURVE : PQ-8
PCC = 105PQ+93.73
X = 606602.98
Y = 170540.31
PI = 106PQ+15.90
X = 606599.46
Y = 170518.41
PT = 106PQ+31.92
X = 606619.37
Y = 170508.63

R = 30.00
DELTA = 72°57'03.64"
D = 190°59'09.35"
L = 38.20
T = 22.18
E = 7.31
BK = S 9°07'26.55" W
AH = S 63°49'37.09" E



POINT OF BEGINNING : PQ
PI = 100PQ+00.00
X = 606619.37
Y = 170508.63
AH = S 63° 49' 37" E

POINT OF ENDING : PQ
PI = 106PQ+31.92
X = 606619.37
Y = 170508.63
AH = S 63° 49' 37" E

POINT OF BEGINNING : PD
PI = 500PD+00.00
X = 606464.51
Y = 170414.97
AH = N 15° 17' 50" E

POINT OF ENDING : PD
PI = 508PD+85.40
X = 606895.65
Y = 171023.01
AH = N 9° 39' 19" E

POINT OF BEGINNING : DWY
PI = 100DWY+00.00
X = 606448.31
Y = 170201.55
AH = N 4° 09' 14" E

POINT OF ENDING : DWY
PI = 102PD+55.06
X = 606496.84
Y = 170451.40
AH = N 13° 24' 40" E

CURVE : PD-1
PC = 502PD+01.78
X = 606517.75
Y = 170609.60
PI = 503PD+49.45
X = 606556.71
Y = 170752.04
PRC = 504PD+35.05
X = 606699.74
Y = 170715.32

R = 150.00
DELTA = 89°06'10.26"
D = 38°11'49.87"
L = 233.27
T = 147.67
E = 60.49
BK = N 15°17'50.11" E
AH = S 75°35'59.62" E

CURVE : PD-2
PRC = 504PD+35.05
X = 606699.74
Y = 170715.32
PI = 504PD+51.39
X = 606715.56
Y = 170711.25
PT = 504PD+67.28
X = 606731.71
Y = 170713.72

R = 80.00
DELTA = 23°04'55.98"
D = 71°37'11.01"
L = 32.23
T = 16.34
E = 1.65
BK = S 75°35'59.62" E
AH = N 81°19'04.40" E

CURVE : PD-3
PC = 505PD+81.94
X = 606845.05
Y = 170731.03
PI = 505PD+99.19
X = 606862.10
Y = 170733.63
PT = 506PD+10.40
X = 606862.03
Y = 170750.88

R = 20.00
DELTA = 81°33'26.10"
D = 286°28'44.03"
L = 28.47
T = 17.25
E = 6.41
BK = N 81°19'04.40" E
AH = N 0°14'21.70" W

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	ALIGNMENT: POND Q	SHEET 144	E

2

2

3

CLEARING AND GRUBBING

STAGE	STATION BEGIN		STATION END	OFFSET	201.0105 CLEARING STA	201.0205 GRUBBING STA
STAGE 1						
BRAUN ROAD	168BRW+00	-	172BRW+00	LT	4	4
	174BRW+00	-	177BRW+00	LT	3	3
STAGE 1 SUBTOTAL					7	7
STAGE 2A						
BRAUN ROAD	179BRW+00	-	183BRW+00	LT	4	4
	181BRE+00	-	186BRE+00	RT	5	5
	188BRE+00	-	193BRE+00	RT	5	5
	194BRE+00	-	196BRE+00	RT	2	2
STAGE 2A SUBTOTAL					16	16
PROJECT 2704-09-71 TOTAL					23	23

REMOVING SMALL PIPE CULVERT

STAGE	STATION BEGIN		STATION END	OFFSET	203.0100 REMOVING SMALL PIPE CULVERT EACH	NOTES
STAGE 1						
BRAUN ROAD	169BRE+62	-	169BRE+82	LT	1	
	170BRE+85	-	171BRE+06	LT	1	
	174BRE+42	-	174BRW+60	LT	1	
STAGE 1 SUBTOTAL					3	
STAGE 2A						
	187BRE+25	-	187BRE+50	RT	1	
	188BRE+67	-	188BRE+88	RT	1	
	189BRE+14	-	189BRE+35	RT	1	
	192BRE+14	-	192BRE+55	RT	1	
	193BRE+50	-	193BRE+71	RT	1	
	194BRE+50	-	194BRE+70	RT	1	
	195BRE+00	-	195BRE+35	RT	1	
STAGE 2A SUBTOTAL					7	
STAGE 2B						
BRAUN ROAD	207BRE+97	-	208BRE+40	RT	1	
	209BRE+15	-	209BRE+51	LT	1	
	210BRE+08	-	210BRE+33	LT	1	
STAGE 2B SUBTOTAL					3	
STAGE 2C						
BRAUN ROAD	207BRE+39	-	297BRE+97	RT	1	TEMPORARY PIPE
	207BRE+85			RT/LT	1	TEMPORARY PIPE
STAGE 2C SUBTOTAL					2	
PROJECT 2704-09-71 TOTAL					15	

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FILE NAME: \PW\t1\cds\030201_mq.ppt PLOT DATE : 6/27/2019 4:17:48 PM PLOT BY : HNTB Corp PLOT NAME : 030201_mq1 PLOT SCALE : 1:1

REMOVING ASPHALTIC SURFACE

STAGE	STATION			OFFSET	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINT SY
STAGE 2B					
BRAUN ROAD	214BRE+50	-	214BRE+75	RT/LT	56
90TH STREET	998NS+50	-	998NS+75	LT	67
	1005NS+50	-	1005NS+75	RT/LT	104
STAGE 2B SUBTOTAL					227
STAGE 2C					
90TH STREET	1005NS+50	-	1005NS+75	LT	38
STAGE 2C SUBTOTAL					38
PROJECT 2704-09-71 TOTAL					265

REMOVING CURB AND GUTTER

STAGE	STATION			OFFSET	204.0150 REMOVING CURB & GUTTER LF
STAGE 1					
BRAUN ROAD	156BRE+29	-	156BRE+36	LT	38
STAGE 1 SUBTOTAL					38
STAGE 2A					
90TH STREET	1004NS+01	-	1006NS+04	LT	219
STAGE 2A SUBTOTAL					219
STAGE 2B					
90TH STREET	1003NS+99	-	1005NS+50	RT	166
STAGE 2B SUBTOTAL					166
PROJECT 2704-09-71 TOTAL					423

REMOVING FENCE

STAGE	STATION			OFFSET	204.0170 REMOVING FENCE LF
STAGE 2A					
BRAUN ROAD	190BRE+13	-	190BRE+23	RT	21
	192BRE+02	-	192BRE+13	RT	21
STAGE 2A SUBTOTAL					
PROJECT 2704-09-71 TOTAL					42

REMOVING UTILITY POLES

STAGE	STATION	OFFSET	204.0205 REMOVING UTILITY POLES EACH
STAGE 2A			
BRAUN ROAD	179BRE+25	20.61' RT	1
STAGE 2A SUBTOTAL			
PROJECT 2704-09-71 TOTAL			1

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REMOVING STORM SEWER

STAGE	STATION	OFFSET	204.0220 REMOVING INLETS EACH	204.0245 REMOVING STORM SEWER (12-INCH) LF
STAGE 2B				
90TH STREET	1004NS+23 - 1005NS+25	RT	--	102
STAGE 2B SUBTOTAL			--	102
STAGE 2C				
90TH STREET	1003NS+51	LT	1	--
	1004NS+24	LT	1	--
STAGE 2C SUBTOTAL			2	--
PROJECT 2704-09-71 TOTAL			2	102

REMOVING DRAINTILE

ROADWAY	204.9090.S.001 REMOVING UNDERDRAIN LF	204.9090.S.002 REMOVING DRAIN TILE LF
UNDISTRIBUTED	300	1,000
PROJECT 2704-09-71 TOTAL	300	1,000

FINISHING ROADWAY

ROADWAY	213.0100 FINISHING ROADWAY 2704-09-71 EACH
PROJECT 2704-09-71	1
PROJECT 2704-09-71 TOTAL	1

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Category	Division	From/To Station	Location	Excavation Common (CY) (1) 205.0100		Fill (CY) (6)	Roadway Embankment (CY) (3) SPV.0035.001	Mass Ordinate +/- (4) (7)	Comment:
				Cut (CY) (2)	Topsoil Removal (CY) (5)				
1000	1	156BRE+29 - 176BRE+50	BRAUN ROAD	13,807	0	8,644	8,644	5,164	
1000	1		POND Q/OUTFALL DITCH	20,816	0	82	82	20,734	
	Project 2704-09-71 - Division 1 Subtotal			34,623	0		8,726	25,898	
	Project 2704-09-71 - Division 1 Total			34,623			8,726	25,898	
1000	1	175BRE+50 - 208BRE+00	BRAUN ROAD	38,096	0	5,275	5,275	32,821	
1000	1	996NS+58 - 1006NS+04	TEMP. 90TH STREET	1,504	0	69	69	1,435	
	Project 2704-09-71 - Division 2A Subtotal			39,600	0		5,344	34,256	
	Project 2704-09-71 - Division 2A Total			39,600			5,344	34,256	
1000	2	208BRE+00 - 210BRE+11	BRAUN ROAD	3,632	0	528	528	3,104	
1000	2	998NS+75 - 1005NS+50	90TH STREET	3,145	0	39	39	3,106	
	Project 2704-09-71 - Division 2B Subtotal			6,777	0		566	6,210	
	Project 2704-09-71 - Division 2B Total			6,777			566	6,210	
1000	2A	1003NS+00 - 1005NS+50	90TH STREET	221	0	0	0	221	
	Project 2704-09-71 - Division 2C Subtotal			221	0		0	221	
	Project 2704-09-71 - Division 2C Total			221			0	221	
1000	1, 2, & 3	WEST OF RAILROAD	BRAUN ROAD	0	11,078	0	11,078	0	
1000	1, 2, & 3	EAST OF RAILROAD	BRAUN ROAD	0	5,147	0	5,147	0	
1000	1, 2, & 3		90TH STREET	0	1,809	0	1,809	0	
	Project 2704-09-71 - Division 1, 2A, 2B, & 2C Subtotal			0	18,034		18,034	0	
	Project 2704-09-71 - Division 1, 2A, 2B, & 2C Total			18,034			18,034	0	
	Project 2704-09-71 Totals			**99,255**			**32,670**	**66,585**	

1) Excavation Common = Cut + (Topsoil Removal + Excavation Below Subgrade). Item number 205.0100. See Topsoil Removal Detail.
2) Cut volume includes existing concrete and asphaltic surface material.
3) Roadway Embankment = (Fill + Topsoil Removal Replaced + Excavation Below Subgrade Replaced). Refer to Topsoil Removal Detail.
4) Mass Ordinate = Cut - Fill. The Mass Ordinate is for information purposes only as Common Excavation and Roadway Embankment are not balanced for quantity purposes
5) Topsoil quantity below subgrade in cut sections and topsoil removal quantity in fill areas. Excess topsoil material assumed to be wasted offsite.
6) Fill quantitiy shown for reference.
7) The Mass Ordinate is calculated by division. A positive quantity indicates an excess of material within the Division and a negative quantity indicates a shortage of material within the Division.

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SUBSTRUCTURE

ROADWAY	FROM STATION		TO STATION	OFFSET	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	623.0200 DUST CONTROL SURFACE TREATMENT SY	624.0100 WATER* MGAL
STAGE 1									
BRAUN ROAD	156BRE+29	-	169BRE+35	RT/LT	--	5,287	11,508	13,024	336
	169BRE+35	-	172BRE+73	LT	--	885	1,772	1,994	54
	169BRE+35	-	175BRE+36	RT	--	1,480	2,368	2,664	77
	172BRE+73	-	176BRE+51	LT	--	948	1,516	1,706	49
STAGE 1 SUBTOTAL					--	8,600	17,164	19,388	516
STAGE 2A									
BRAUN ROAD	175BRE+36	-	207BRE+38	RT/LT	551	9,878	17,276	17,525	554
TEMPORARY 90TH STREET	996NS+59	-	1003NS+71	LT	113	1,686	1,779	2,580	72
	1004NS+00	-	1006NS+10	LT	18	398	455	606	17
STAGE 2A SUBTOTAL					682	11,962	19,510	20,711	643
STAGE 2B SUBTOTAL									
BRAUN ROAD	208BRE+38	-	210BRE+11	RT/LT	55	2,002	3,329	3,698	108
90TH STREET	998NS+75	-	1005NS+50	RT/LT	73	1,952	3,384	3,496	108
STAGE 2B SUBTOTAL					128	3,954	6,713	7,194	216
STAGE 2C									
90TH STREET	1002NS+79	-	1005NS+50	RT/LT	--	583	902	1,073	29
STAGE 2C SUBTOTAL					--	583	902	1,073	29
SUBTOTAL					810	25,099	44,289	48,366	1,404
UNDISTRIBUTED					50	1,261	2,221	2,424	76
PROJECT 2704-09-71 TOTALS					860	26,360	46,510	50,790	1,480

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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CONCRETE PAVEMENT

ROADWAY	STATION			OFFSET	415.0100 CONCRETE PAVEMENT 10-INCH SY	~~415.1100 CONCRETE PAVEMENT HIGH EARLY STRENGTH 10-INCH SY~~	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.1010 CONCRETE SURFACE DRAINS 10-INCH CY
STAGE 1									
BRAUN ROAD	156BRE+29	-	169BRE+35	RT/LT	9,600	--	9,600	--	--
	169BRE+35	-	172BRE+73	LT	1,419	--	1,419	--	--
STAGE 1 SUBTOTAL					11,019	--	11,019	--	--
STAGE 2A									
BRAUN ROAD	180BRE+35			RT	--	--	--	--	1
	180BRE+35			LT	--	--	--	--	1
STAGE 2A SUBTOTAL					--	--	--	--	2
STAGE 2B									
BRAUN ROAD	209BRE+06			LT	--	--	--	--	1
	210BRE+98			LT	--	--	--	--	1
	211BRE+92			LT	--	--	--	--	1
	209BRE+18	-	209BRE+49	LT	--	--	--	20	--
	210BRE+10	-	210BRE+35	LT	--	--	--	15	--
	211BRE+57	-	211BRE+74	LT	--	--	--	12	--
90TH STREET	1002NS+71			LT	--	--	--	--	1
	1002NS+72			RT	--	--	--	--	1
STAGE 2B SUBTOTAL					--	--	--	47	5
PROJECT 2704-09-71 TOTALS					11,019	--	11,019	47	7

CONCRETE PAVEMENT JOINT LAYOUT

ROADWAY	415.5110.S CONCRETE PAVEMENT JOINT LAYOUT LS
PROJECT 2704-09-71	1
PROJECT 2704-09-71 TOTAL	1

DRILLED DOWEL BARS

STATION	OFFSET	LOCATION	416.0620 DRILLED DOWEL BARS EACH
156BRE+29		BRAUN RD	58
PROJECT 2704-09-71 TOTAL			58

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ASPHALT ITEMS

ROADWAY	STATION			OFFSET	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4MT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	495.1000.S COLD PATCH TON
STAGE 1											
BRAUN ROAD	169BRE+35	-	175BRE+37	RT	--	151	412	286	--	--	--
	172BRE+73	-	176BRE+51	LT	--	91	250	173	--	--	--
STAGE 1 SUBTOTAL					--	242	662	459	--	--	--
STAGE 2A											
BRAUN ROAD	178BRE+98	-	178BRE+77	RT/LT	--	62	169	117	--	--	--
	178BRE+98	-	207BRE+38	RT/LT	--	866	2,373	1,643	--	--	
TEMPORARY 90TH STREET	996NS+59	-	1003NS+72	LT	--	--	--	--	--	505	--
	1003NS+99	-	1006NS+05	LT	--	--	--	--	--	156	--
STAGE 2A SUBTOTAL					--	941	2,542	1,760	--	661	--
STAGE 2B											
BRAUN ROAD	208BRE+33	-	214BRE+75	RT/LT	--	198	542	375	--	--	--
	209BRE+18	-	209BRE+49	LT	--	--	--	--	10	--	--
	210BRE+10	-	210BRE+35	LT	--	--	--	--	7	--	--
	211BRE+57	-	211BRE+74	LT	--	--	--	--	5	--	--
90TH STREET	998NS+75	-	1005NS+50	RT/LT	--	197	539	373	--	--	--
STAGE 2B SUBTOTAL					--	395	1,081	748	22	--	--
STAGE 2C											
90TH STREET	1002NS+79	-	1005NS+50	LT	--	70	190	132	--	--	--
STAGE 2C SUBTOTAL					--	73	190	132	--	--	--
UNDISTRIBUTED					1,900	--	--	--	--	--	300
PROJECT 2704-09-71 TOTAL					1,900	1,651	4,475	3,099	22	661	300

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STORM SEWER PIPE

FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	520.8000 CONCRETE COLLARS FOR PIPE EACH	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.0436 CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	522.2424 CULVERT PIPE REINFORCED CONCRETE CLASS HE-IV 24X38-INCH LF	521.3115 CULVERT PIPE CORRUGATED STEEL 15-INCH LF	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS II 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS II 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS II 18-INCH LF
BRAUN EAST STAGE 1												
P163	157	730.41	728.92	2.01%	1	--	--	--	--	--	74	--
157	158	728.17	725.38	1.94%	--	--	--	--	--	--	--	--
158	159	725.38	723.04	1.50%	--	--	--	--	--	--	--	--
159	162	723.04	719.16	2.04%	--	--	--	--	--	--	--	--
157E	157D	730.80	730.66	0.47%	--	--	--	--	--	--	30	--
157D	157C	730.66	730.62	0.40%	--	--	--	--	--	--	10	--
157C	157B	730.62	730.56	0.43%	--	--	--	--	--	--	14	--
157B	157A	730.56	730.52	0.40%	--	--	--	--	--	--	10	--
157A	157	730.52	730.30	0.56%	--	--	--	--	--	--	39	--
158C	158B	728.27	728.15	0.46%	--	--	--	--	--	--	26	--
158B	158A	728.15	728.04	0.46%	--	--	--	--	--	--	24	--
158A	158	728.04	727.84	0.45%	--	--	--	--	--	--	44	--
159C	159B	725.38	725.26	0.46%	--	--	--	--	--	--	26	--
159B	159A	725.26	725.10	0.47%	--	--	--	--	--	--	34	--
159A	159	725.10	724.98	0.44%	--	--	--	--	--	--	27	--
162	164	719.16	716.25	1.46%	--	--	--	--	--	--	--	--
164	166	716.25	713.32	1.47%	--	--	--	--	--	--	--	--
166	167	713.32	711.48	2.63%	--	--	--	--	--	--	--	--
167	167A	711.48	711.41	0.39%	--	--	--	--	--	--	--	--
167A	167B	711.41	711.32	0.39%	--	--	--	--	--	--	--	--
167B	168	711.32	710.80	0.48%	--	--	--	--	--	--	--	--
168	170	710.80	709.72	0.46%	--	--	--	--	--	--	--	--
162C	162B	721.38	721.26	0.46%	--	--	--	--	--	--	26	--
162B	162A	721.26	721.10	0.47%	--	--	--	--	--	--	34	--
162A	162	721.10	720.98	0.44%	--	--	--	--	--	--	27	--
164C	164B	717.32	717.18	0.45%	--	--	--	--	--	--	31	--
164B	164A	717.18	717.02	0.47%	--	--	--	--	--	--	34	--
164A	164	717.02	716.90	0.44%	--	--	--	--	--	--	27	--
166C	166B	714.43	714.29	0.37%	--	--	--	--	--	--	--	--
166B	166A	714.29	714.16	0.38%	--	--	--	--	--	--	34	--

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STORM SEWER PIPE

FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS II 24-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS II 36-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0436 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	608.2419 STORM SEWER PIPE REINFORCED CONCRETE H.E. CLASS HE-IV 19X30-INCH LF	633.5200 MARKERS CULVERT END EACH
BRAUN EAST STAGE 1												
P103	157	730.41	728.92	2.01%	--	--	--	--	--	--	--	--
157	158	728.17	725.38	1.94%	144	--	--	--	--	--	--	--
158	159	725.38	723.04	1.50%	156	--	--	--	--	--	--	--
159	162	723.04	719.16	2.04%	190	--	--	--	--	--	--	--
157E	157D	730.80	730.66	0.47%	--	--	--	--	--	--	--	--
157D	157C	730.66	730.62	0.40%	--	--	--	--	--	--	--	--
157C	157B	730.62	730.56	0.43%	--	--	--	--	--	--	--	--
157B	157A	730.56	730.52	0.40%	--	--	--	--	--	--	--	--
157A	157	730.52	730.30	0.56%	--	--	--	--	--	--	--	--
158C	158B	728.27	728.15	0.46%	--	--	--	--	--	--	--	--
158B	158A	728.15	728.04	0.46%	--	--	--	--	--	--	--	--
158A	158	728.04	727.84	0.45%	--	--	--	--	--	--	--	--
159C	159B	725.38	725.26	0.46%	--	--	--	--	--	--	--	--
159B	159A	725.26	725.10	0.47%	--	--	--	--	--	--	--	--
159A	159	725.10	724.98	0.44%	--	--	--	--	--	--	--	--
162	164	719.16	716.25	1.46%	199	--	--	--	--	--	--	--
164	166	716.25	713.32	1.47%	199	--	--	--	--	--	--	--
166	167	713.32	711.48	2.63%	70	--	--	--	--	--	--	--
167	167A	711.48	711.41	0.39%	18	--	--	--	--	--	--	--
167A	167B	711.41	711.32	0.39%	23	--	--	--	--	--	--	--
167B	168	711.32	710.80	0.48%	109	--	--	--	--	--	--	--
168	170	710.80	709.72	0.46%	236	--	--	--	--	--	--	--
162C	162B	721.38	721.26	0.46%	--	--	--	--	--	--	--	--
162B	162A	721.26	721.10	0.47%	--	--	--	--	--	--	--	--
162A	162	721.10	720.98	0.44%	--	--	--	--	--	--	--	--
164C	164B	717.32	717.18	0.45%	--	--	--	--	--	--	--	--
164B	164A	717.18	717.02	0.47%	--	--	--	--	--	--	--	--
164A	164	717.02	716.90	0.44%	--	--	--	--	--	--	--	--
166C	166B	714.43	714.29	0.37%	--	--	--	38	--	--	--	--
166B	166A	714.29	714.16	0.38%	--	--	--	--	--	--	--	--

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STORM SEWER PIPE

					520.8000	522.0424	522.0436	522.2424	521.3115	608.0312	608.0315	608.0318
						CULVERT PIPE	CULVERT PIPE	CULVERT PIPE	CULVERT PIPE	STORM SEWER PIPE	STORM SEWER PIPE	STORM SEWER PIPE
					CONCRETE COLLARS FOR PIPE	REINFORCED CONCRETE CLASS IV	REINFORCED CONCRETE CLASS IV	REINFORCED CONCRETE CLASS HE-IV	CORRUGATED STEEL	REINFORCED CONCRETE CLASS II	REINFORCED CONCRETE CLASS II	REINFORCED CONCRETE CLASS II
						24-INCH	36-INCH	24X38-INCH	15-INCH	12-INCH	15-INCH	18-INCH
					EACH	LF	LF	LF	LF	LF	LF	LF
166A	166	714.16	714.07	0.33%	--	--	--	--	--	--	27	--
167L	167M	713.00	712.73	0.47%	--	--	--	--	--	--	58	--
167M	168E	712.73	712.48	0.46%	--	--	--	--	--	--	54	--
167J	167G	712.59	712.47	0.34%	--	--	--	--	--	--	35	--
167G	167F	712.47	712.36	0.34%	--	--	--	--	--	--	32	--
167F	167D	712.36	712.25	0.33%	--	--	--	--	--	--	33	--
167D	167A	712.25	712.16	0.33%	--	--	--	--	--	--	27	--
167E	167F	713.78	713.70	0.42%	--	--	--	--	--	--	19	--
167C	167D	714.51	714.43	0.42%	--	--	--	--	--	--	19	--
168E	168D	712.48	712.28	0.43%	--	--	--	--	--	--	46	--
168D	168C	712.28	712.25	0.37%	--	--	--	--	--	--	8	--
168C	168B	712.25	712.15	0.43%	--	--	--	--	--	--	23	--
168B	168A	712.15	712.12	0.30%	--	--	--	--	--	--	10	--
168A	168	712.12	712.00	0.44%	--	--	--	--	--	--	27	--
176	174	708.55	706.49	0.35%	--	--	--	--	--	--	--	--
172	172A	706.05	705.65	0.48%	--	--	--	--	--	--	--	--
170	172	709.72	708.95	0.52%	--	--	--	--	--	--	--	--
EW1	EW2	712.85	711.59	0.77%	--	--	--	163	--	--	--	--
EW3	172H	709.91	708.96	0.52%	--	--	183	--	--	--	--	--
170E	170D	713.87	713.75	0.46%	--	--	--	--	--	--	26	--
170D	170C	713.75	713.71	0.40%	--	--	--	--	--	--	10	--
170C	170B	713.71	713.65	0.43%	--	--	--	--	--	--	14	--
170B	170A	713.65	713.61	0.40%	--	--	--	--	--	--	10	--
170A	170	713.61	713.50	0.41%	--	--	--	--	--	--	27	--
172C	172B	712.67	712.45	0.47%	--	--	--	--	--	--	47	--
172B	172A	712.45	712.41	0.33%	--	--	--	--	--	--	12	--
172A	174	705.65	705.50	0.37%	--	--	--	--	--	--	--	--
176C	176B	708.80	708.72	0.38%	--	--	--	--	--	--	--	--
176B	176A	708.72	708.63	0.43%	--	--	--	--	--	--	--	--
176A	176	708.63	708.55	0.38%	--	--	--	--	--	--	--	--
172H	EW26	708.96	708.19	0.39%	--	--	--	--	--	--	--	--
174	172F	705.50	704.92	0.30%	--	--	--	--	--	--	--	--
172F	EW11	704.92	704.53	0.30%	--	--	--	--	--	--	--	--
172G	EW16	704.40	704.30	0.27%	--	--	--	--	--	--	--	--
EW4	172H	710.65	710.54	0.69%	--	--	--	--	--	--	--	--
EW15	172G	704.49	704.40	0.32%	--	--	--	--	--	--	--	--
			STAGE 1 SUBTOTALS		1	--	183	163	--	--	1135	--

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FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0436 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	608.2419 STORM SEWER PIPE REINFORCED CONCRETE H.E. CLASS HE-IV 19X30-INCH LF	633.5200 MARKERS CULVERT END EACH
166A	166	714.16	714.07	0.33%	--	--	--	--	--	--	--	--
167L	167M	713.00	712.73	0.47%	--	--	--	--	--	--	--	--
167M	168E	712.73	712.48	0.46%	--	--	--	--	--	--	--	--
167J	167G	712.59	712.47	0.34%	--	--	--	--	--	--	--	--
167G	167F	712.47	712.36	0.34%	--	--	--	--	--	--	--	--
167F	167D	712.36	712.25	0.33%	--	--	--	--	--	--	--	--
167D	167A	712.25	712.16	0.33%	--	--	--	--	--	--	--	--
167E	167F	713.78	713.70	0.42%	--	--	--	--	--	--	--	--
167C	167D	714.51	714.43	0.42%	--	--	--	--	--	--	--	--
168E	168D	712.48	712.28	0.43%	--	--	--	--	--	--	--	--
168D	168C	712.28	712.25	0.37%	--	--	--	--	--	--	--	--
168C	168B	712.25	712.15	0.43%	--	--	--	--	--	--	--	--
168B	168A	712.15	712.12	0.30%	--	--	--	--	--	--	--	--
168A	168	712.12	712.00	0.44%	--	--	--	--	--	--	--	--
176	174	708.55	706.49	0.95%	217	--	--	--	--	--	--	--
172	172A	706.05	705.65	0.48%	--	--	--	--	84	--	--	--
170	172	709.72	708.95	0.52%	148	--	--	--	--	--	--	--
EW1	EW2	712.85	711.59	0.77%	--	--	--	--	--	--	--	2
EW3	172H	709.91	708.96	0.52%	--	--	--	--	--	--	--	1
170E	170D	713.87	713.75	0.46%	--	--	--	--	--	--	--	--
170D	170C	713.75	713.71	0.40%	--	--	--	--	--	--	--	--
170C	170B	713.71	713.65	0.43%	--	--	--	--	--	--	--	--
170B	170A	713.65	713.61	0.40%	--	--	--	--	--	--	--	--
170A	170	713.61	713.50	0.41%	--	--	--	--	--	--	--	--
172C	172B	712.67	712.45	0.47%	--	--	--	--	--	--	--	--
172B	172A	712.45	712.41	0.33%	--	--	--	--	--	--	--	--
172A	174	705.65	705.50	0.37%	--	--	--	--	41	--	--	--
176C	176B	708.80	708.72	0.38%	21	--	--	--	--	--	--	--
176B	176A	708.72	708.63	0.43%	21	--	--	--	--	--	--	--
176A	176	708.63	708.55	0.38%	21	--	--	--	--	--	--	--
172H	EW26	708.93	708.19	0.39%	--	--	--	--	--	196	--	1
174	172F	705.50	704.92	0.30%	--	--	--	--	--	192	--	--
172F	EW11	704.92	704.53	0.30%	--	--	--	--	--	128	--	--
172G	EW16	704.40	704.30	0.27%	--	--	--	--	37	--	--	--
EW4	172H	710.65	710.54	0.69%	--	--	--	16	--	--	--	--
EW15	172G	704.43	704.40	0.32%	--	--	--	--	28	--	--	--
			STAGE 1 SUBTOTALS		1772	--	--	54	190	516	--	4

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FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	520.8000 CONCRETE COLLARS FOR PIPE EACH	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.0436 CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	522.2424 CULVERT PIPE REINFORCED CONCRETE CLASS HE-IV 24X38-INCH LF	521.3115 CULVERT PIPE CORRUGATED STEEL 15-INCH LF	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS II 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF
BRAUN EAST STAGE 2A												
178E	178	710.75	710.66	0.41%	--	--	--	--	--	--	22	--
178	178A	710.66	710.60	0.40%	--	--	--	--	--	--	15	--
178A	178B	710.60	710.56	0.40%	--	--	--	--	--	--	10	--
178B	178C	710.56	710.51	0.36%	--	--	--	--	--	--	14	--
178C	178D	709.76	709.68	0.36%	--	--	--	--	--	--	--	--
178D	176C	709.68	708.80	0.41%	--	--	--	--	--	--	--	--
EW6	180	709.96	709.21	1.06%	--	--	--	--	--	--	--	--
180	EW7	709.21	709.03	0.47%	--	--	--	--	--	--	--	--
178G	178D	710.49	710.43	0.40%	--	--	--	--	--	--	15	--
EW9	187	703.99	703.66	0.55%	--	--	--	--	--	--	--	--
187	EW8	703.66	703.52	0.48%	--	--	--	--	--	--	--	--
199	EW10	696.72	696.54	0.49%	--	--	--	--	--	--	37	--
206	EW12	695.63	695.49	0.48%	--	--	--	--	--	--	--	--
EW18	208A	692.43	691.51	1.80%	--	--	--	--	--	--	--	--
208A	208C	691.93	691.38	0.75%	--	--	--	--	--	--	--	--
EW19	208C	693.20	691.38	5.69%	--	--	--	--	--	--	--	--
			STAGE 2A SUBTOTALS		--	--	--	--	--	--	113	--
BRAUN EAST STAGE 2B												
P101	EW14	692.62	692.42	0.30%	--	66	--	--	--	--	--	--
210	210A	691.93	691.86	0.35%	--	--	--	--	--	--	--	--
210A	EW25	691.86	691.75	0.39%	--	--	--	--	--	--	--	--
EW20	P102	692.30	692.10	1.67%	1	--	--	--	--	--	--	--
EW22	EW21	692.62	692.48	0.31%	--	--	--	--	45	--	--	--
EW24	EW23	692.87	692.77	0.29%	--	--	--	--	35	--	--	--
1005	1004C	691.81	691.69	0.43%	--	--	--	--	--	--	--	--
1005A	1005B	691.23	691.14	0.33%	--	--	--	--	--	27	--	--
1004A	1005B	691.02	690.58	0.43%	--	--	--	--	--	--	--	102
P100	1005B	691.18	691.14	0.33%	--	--	--	--	--	12	--	--
			STAGE 2B SUBTOTALS		1	66	--	--	80	39	--	102
BRAUN EAST STAGE 2C												
1005D	1005C	691.32	691.23	0.36%	--	--	--	--	--	25	--	--
1005C	P100	691.23	691.18	0.33%	1	--	--	--	--	15	--	--
EW13	P101	692.66	692.62	0.29%	1	14	--	--	--	--	--	--
			STAGE 2C SUBTOTALS		2	14	--	--	--	40	--	--
			BRAUN EAST ROAD TOTALS		4	80	183	163	80	79	1,248	102

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FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0436 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	608.2419 STORM SEWER PIPE REINFORCED CONCRETE H.E. CLASS HE-IV 19X30-INCH LF	633.5200 MARKERS CULVERT END EACH
BRAUN EAST STAGE 2A												
~~178E~~	~~178~~	~~710.75~~	710.66	0.41%	--	--	--	--	--	--	--	--
178	178A	710.66	710.60	0.40%	--	--	--	--	--	--	--	--
178A	178B	710.60	710.56	0.40%	--	--	--	--	--	--	--	--
178B	178C	710.56	710.51	0.36%	--	--	--	--	--	--	--	--
178C	178D	709.76	709.68	0.36%	22	--	--	--	--	--	--	--
178D	176C	709.68	708.80	0.41%	217	--	--	--	--	--	--	--
EW6	180	709.96	709.21	1.06%	--	--	--	--	71	--	--	--
180	EW7	709.21	709.03	0.47%	--	--	--	--	38	--	--	--
178G	178D	710.49	710.43	0.40%	--	--	--	--	--	--	--	--
EW9	187	703.99	703.66	0.55%	--	--	--	--	60	--	--	--
187	EW8	703.66	703.52	0.48%	--	--	--	--	29	--	--	--
199	EW10	696.72	696.54	0.49%	--	--	--	--	--	--	--	--
206	EW12	695.63	695.49	0.48%	--	--	29	--	--	--	--	--
EW18	208A	692.43	691.51	1.80%	--	--	--	--	51	--	--	--
208A	208C	691.93	691.38	0.75%	--	--	--	--	--	--	73	--
EW19	208C	693.20	691.38	5.69%	--	--	32	--	--	--	--	--
			STAGE 2A SUBTOTALS		239	--	61	--	249	--	73	--
BRAUN EAST STAGE 2B												
~~P101~~	~~EW14~~	~~692.62~~	692.42	0.30%	--	--	--	--	--	--	--	1
210	210A	691.93	691.86	0.35%	--	--	20	--	--	--	--	--
210A	EW25	691.86	691.75	0.39%	--	--	28	--	--	--	--	--
EW20	P102	692.30	692.10	1.67%	--	--	12	--	--	--	--	--
EW22	EW21	692.62	692.48	0.31%	--	--	--	--	--	--	--	2
EW24	EW23	692.87	692.77	0.29%	--	--	--	--	--	--	--	2
1005	1004C	691.81	691.69	0.43%	--	--	28	--	--	--	--	--
1005A	1005B	691.23	691.14	0.33%	--	--	--	--	--	--	--	--
1004A	1005B	691.02	690.58	0.43%	--	--	--	--	--	--	--	--
P100	1005B	691.18	691.14	0.33%	--	--	--	--	--	--	--	--
			STAGE 2B SUBTOTALS		--	--	88	--	--	--	--	5
BRAUN EAST STAGE 2C												
1005D	1005C	691.32	691.23	0.36%	--	--	--	--	--	--	--	--
1005C	P100	691.23	691.18	0.33%	--	--	--	--	--	--	--	--
EW13	P101	692.66	692.62	0.29%	--	--	--	--	--	--	--	1
			STAGE 2C SUBTOTALS		--	--	--	--	--	--	--	1
			BRAUN EAST ROAD TOTALS		2,011	0	149	54	439	516	73	10

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STORM SEWER STRUCTURES

STRUCTURE NUMBER	STATION	OFFSET FT	RIM ELEV	LOWEST INVERT	STR DEPTH	520.1012 APRON ENDWALLS FOR CULVERT PIPE RCCP 12" EACH	520.1015 APRON ENDWALLS FOR CULVERT PIPE RCCP 15" EACH	520.1024 APRON ENDWALLS FOR CULVERT PIPE RCCP 24" EACH	520.1036 APRON ENDWALLS FOR CULVERT PIPE RCCP 36" EACH	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 15" EACH	522.2624 APRON ENDWALLS FOR CULVERT PIPE RCCP 24X38-INCH EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH
BRAUN EAST STAGE 1													
157	157BRE+10.13	73.5' LT	735.26	728.17	5.8	--	--	--	--	--	--	--	1
157A	157BRE+11.07	35.0' LT	735.98	730.52	4.1	--	--	--	--	--	--	--	--
157B	157BRE+11.32	25.0' LT	735.74	730.56	3.8	--	--	--	--	--	--	--	--
157C	157BRE+11.66	11.0' LT	735.49	730.62	3.5	--	--	--	--	--	--	--	--
157D	157BRE+11.90	1.0' LT	735.87	730.66	3.9	--	--	--	--	--	--	--	--
157E	157BRE+12.64	29.0' RT	735.30	730.80	3.2	--	--	--	--	--	--	--	--
158	158BRE+54.46	69.1' LT	732.65	725.38	5.9	--	--	--	--	--	--	--	1
158A	158BRE+55.54	25.4' LT	733.09	728.04	3.7	--	--	--	--	--	--	--	--
158B	158BRE+56.13	1.0' LT	733.26	728.15	3.8	--	--	--	--	--	--	--	--
158C	158BRE+56.77	25.0' RT	732.77	728.27	3.2	--	--	--	--	--	--	--	--
159	160BRE+10.12	61.5' LT	729.69	723.04	5.3	--	--	--	--	--	--	--	1
159A	160BRE+10.77	35.0' LT	730.18	725.10	3.7	--	--	--	--	--	--	--	--
159B	160BRE+11.61	1.0' LT	730.16	725.26	3.6	--	--	--	--	--	--	--	--
159C	160BRE+12.24	25.0' LT	729.67	725.38	3.0	--	--	--	--	--	--	--	--
162	161BRE+99.96	61.5' LT	725.90	719.16	5.4	--	--	--	--	--	--	--	1
162A	162BRE+00.61	35.0' LT	726.39	721.10	4.0	--	--	--	--	--	--	--	--
162B	162BRE+01.45	1.00' LT	726.37	721.26	3.8	--	--	--	--	--	--	--	--
162C	162BRE+02.08	25.0' RT	725.88	721.38	3.2	--	--	--	--	--	--	--	--
164	163BRE+98.75	61.5' LT	721.93	716.25	4.3	--	--	--	--	--	--	--	1
164A	163BRE+99.40	35.0' LT	722.41	717.02	4.1	--	--	--	--	--	--	--	--
164B	164BRE+00.23	1.0' LT	722.40	717.18	3.9	--	--	--	--	--	--	--	--
164C	164BRE+00.99	29.8' RT	721.82	717.32	3.2	--	--	--	--	--	--	--	--
166	165BRE+97.77	61.5' LT	718.83	713.32	4.2	--	--	--	--	--	--	--	1
166A	165BRE+98.41	35.0' LT	719.32	714.16	3.8	--	--	--	--	--	--	--	--
166B	165BRE+99.25	1.0' LT	718.72	714.29	3.1	--	--	--	--	--	--	--	--
166C	166BRE+00.18	37.0' RT	717.99	714.43	2.2	--	--	--	--	--	--	--	--
167	166BRE+67.55	61.5' LT	718.44	711.48	5.6	--	--	--	--	--	--	--	1
167A	166BRE+86.00	61.5' LT	718.42	711.41	5.7	--	--	--	--	--	--	--	1
167B	167BRE+09.00	61.5' LT	718.45	711.32	5.8	--	--	--	--	--	--	--	1
167C	166BRE+68.21	35.5' LT	718.92	714.51	3.1	--	--	--	--	--	--	--	--
167D	166BRE+87.68	34.4' LT	718.91	712.25	5.3	--	--	--	--	--	--	--	1
167E	166BRE+69.02	1.5' LT	718.22	713.78	3.1	--	--	--	--	--	--	--	--
167F	166BRE+88.49	1.5' LT	718.20	712.36	4.5	--	--	--	--	--	--	--	1
167G	167BRE+02.70	27.1' RT	717.75	712.47	3.9	--	--	--	--	--	--	--	--
167J	166BRE+88.96	59.1' RT	717.00	712.59	3.1	--	--	--	--	--	--	--	--

STORM SEWER STRUCTURES

STRUCTURE NUMBER	STATION	OFFSET FT	RIM ELEV	LOWEST INVERT	STR DEPTH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.0535 MANHOLE COVERS TYPE J -S EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	COMMENTS
BRAUN EAST STAGE 1																
157	157BRE+10.13	73.5' LT	735.26	728.17	5.8	--	--	--	--	--	--	1	--	--	--	--
157A	157BRE+11.07	35.0' LT	735.98	730.52	4.1	--	--	1	--	--	--	--	1	--	--	--
157B	157BRE+11.32	25.0' LT	735.74	730.56	3.8	--	--	1	--	--	--	--	1	--	--	--
157C	157BRE+11.66	11.0' LT	735.49	730.62	3.5	--	--	1	--	--	--	1	--	--	--	--
157D	157BRE+11.90	1.0' LT	735.87	730.66	3.9	--	--	1	--	--	--	1	--	--	--	--
157E	157BRE+12.64	29.0' RT	735.30	730.80	3.2	--	--	1	--	--	--	1	--	--	--	--
158	158BRE+54.46	69.1' LT	732.65	725.38	5.9	--	--	--	--	--	--	1	--	--	--	--
158A	158BRE+55.54	25.4' LT	733.09	728.04	3.7	--	--	1	--	--	--	1	--	--	--	--
158B	158BRE+56.13	1.0' LT	733.26	728.15	3.8	--	--	1	--	--	--	1	--	--	--	--
158C	158BRE+56.77	25.0' RT	732.77	728.27	3.2	--	--	1	--	--	--	1	--	--	--	--
159	160BRE+10.12	61.5' LT	729.69	723.04	5.3	--	--	--	--	--	--	1	--	--	--	--
159A	160BRE+10.77	35.0' LT	730.18	725.10	3.7	--	--	1	--	--	--	1	--	--	--	--
159B	160BRE+11.61	1.0' LT	730.16	725.26	3.6	--	--	1	--	--	--	1	--	--	--	--
159C	160BRE+12.24	25.0' LT	729.67	725.38	3.0	--	--	1	--	--	--	1	--	--	--	--
162	161BRE+99.96	61.5' LT	725.90	719.16	5.4	--	--	--	--	--	--	1	--	--	--	--
162A	162BRE+00.61	35.0' LT	726.39	721.10	4.0	--	--	1	--	--	--	1	--	--	--	--
162B	162BRE+01.45	1.00' LT	726.37	721.26	3.8	--	--	1	--	--	--	1	--	--	--	--
162C	162BRE+02.08	25.0' RT	725.88	721.38	3.2	--	--	1	--	--	--	1	--	--	--	--
164	163BRE+98.75	61.5' LT	721.93	716.25	4.3	--	--	--	--	--	--	1	--	--	--	--
164A	163BRE+99.40	35.0' LT	722.41	717.02	4.1	--	--	1	--	--	--	1	--	--	--	--
164B	164BRE+00.23	1.0' LT	722.40	717.18	3.9	--	--	1	--	--	--	1	--	--	--	--
164C	164BRE+00.99	29.8' RT	721.82	717.32	3.2	--	--	1	--	--	--	1	--	--	--	--
166	165BRE+97.77	61.5' LT	718.83	713.32	4.2	--	--	--	--	--	--	1	--	--	--	--
166A	165BRE+98.41	35.0' LT	719.32	714.16	3.8	--	--	1	--	--	--	1	--	--	--	--
166B	165BRE+99.25	1.0' LT	718.72	714.29	3.1	--	--	1	--	--	--	1	--	--	--	--
166C	166BRE+00.18	37.0' RT	717.99	714.43	2.2	--	--	1	--	--	--	1	--	--	--	--
167	166BRE+67.55	61.5' LT	718.44	711.48	5.6	--	--	--	--	--	--	1	--	--	--	--
167A	166BRE+86.00	61.5' LT	718.42	711.41	5.7	--	--	--	--	--	--	--	--	1	--	--
167B	167BRE+09.00	61.5' LT	718.45	711.32	5.8	--	--	--	--	--	--	1	--	--	--	--
167C	166BRE+68.21	35.5' LT	718.92	714.51	3.1	--	1	--	--	--	--	1	--	--	--	--
167D	166BRE+87.68	34.4' LT	718.91	712.25	5.3	--	--	--	--	--	--	--	--	1	--	--
167E	166BRE+69.02	1.5' LT	718.22	713.78	3.1	--	1	--	--	--	--	1	--	--	--	--
167F	166BRE+88.49	1.5' LT	718.20	712.36	4.5	--	--	--	--	--	--	--	--	1	--	--
167G	167BRE+02.70	27.1' RT	717.75	712.47	3.9	--	1	--	--	--	--	--	--	1	--	--
167J	166BRE+88.96	59.1' RT	717.00	712.59	3.1	--	1	--	--	--	--	1	--	--	--	--

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STRUCTURE NUMBER	STATION	OFFSET FT	RIM ELEV	LOWEST INVERT	STR DEPTH	520.1012 APRON ENDWALLS FOR CULVERT PIPE RCCP 12" EACH	520.1015 APRON ENDWALLS FOR CULVERT PIPE RCCP 15" EACH	520.1024 APRON ENDWALLS FOR CULVERT PIPE RCCP 24" EACH	520.1036 APRON ENDWALLS FOR CULVERT PIPE RCCP 36" EACH	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 15" EACH	522.2624 APRON ENDWALLS FOR CULVERT PIPE RCCP 24X38-INCH EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH
167L	167BRE+40.98	57.0' RT	717.41	713.00	3.1	--	--	--	--	--	--	--	--
167M	167BRE+96.36	74.5' RT	717.31	712.73	3.2	--	--	--	--	--	--	--	--
168	168BRE+18.03	61.5' LT	718.97	710.80	6.8	--	--	--	--	--	--	--	1
168A	168BRE+18.69	35.0' LT	719.47	712.12	6.0	--	--	--	--	--	--	--	--
168B	168BRE+18.90	25.5' LT	719.22	712.15	5.7	--	--	--	--	--	--	--	--
168C	168BRE+36.93	10.5' LT	719.06	712.25	5.5	--	--	--	--	--	--	--	--
168D	168BRE+37.10	2.7' LT	718.85	712.28	5.2	--	--	--	--	--	--	--	--
168E	168BRE+41.02	43.3' RT	717.94	712.48	4.1	--	--	--	--	--	--	--	--
EW1	166BRE+75.00	92.0' RT	712.90	--	--	--	--	--	--	--	1	--	--
EW2	168BRE+50.00	88.4' RT	711.54	--	--	--	--	--	--	--	1	--	--
EW3	173BRE+00.00	76.9' RT	709.95	--	--	--	--	--	1	--	--	--	--
EW4	172BRE+78.15	106.7' LT	710.67	--	--	--	1	--	--	--	--	--	--
170	170BRE+54.13	61.5' LT	719.46	709.72	8.4	--	--	--	--	--	--	--	1
170A	170BRE+54.78	35.0' LT	719.98	713.61	5.0	--	--	--	--	--	--	--	--
170B	170BRE+55.03	25.0' LT	719.74	713.65	4.8	--	--	--	--	--	--	--	--
170C	170BRE+55.37	11.0' LT	719.50	713.71	4.5	--	--	--	--	--	--	--	--
170D	170BRE+55.61	1.0' LT	718.85	713.75	3.8	--	--	--	--	--	--	--	--
170E	170BRE+56.25	25.0' RT	718.37	713.87	3.2	--	--	--	--	--	--	--	--
172	172BRE+01.91	63.9' LT	718.46	706.05	11.1	--	--	--	--	--	--	--	1
172A	172BRE+81.66	34.6' LT	716.54	705.65	11.5	--	--	--	--	--	--	--	1
172B	172BRE+80.96	22.1' LT	718.24	712.45	4.5	--	--	--	--	--	--	--	--
172C	172BRE+82.12	25.0' RT	717.17	712.67	3.2	--	--	--	--	--	--	--	--
174	173BRE+18.23	51.8' LT	717.92	705.50	11.1	--	--	--	--	--	--	--	--
176	175BRE+34.95	43.8' LT	716.41	708.55	6.5	--	--	--	--	--	--	--	1
176A	175BRE+35.41	21.9' LT	716.79	708.63	6.8	--	--	--	--	--	--	--	--
176B	175BRE+35.91	1.5' LT	716.36	708.72	6.3	--	--	--	--	--	--	--	--
176C	175BRE+36.44	20.1' RT	715.99	708.80	5.9	--	--	--	--	--	--	--	1
EW11	174BRE+62.58	327.9' LT	704.50	--	--	--	--	--	1	--	--	--	--
EW26	173BRE+52.08	312.1' LT	718.16	--	--	--	--	--	1	--	--	--	--
172F	173BRE+61.62	238.4' LT	713.51	704.92	7.26	--	--	--	--	--	--	--	--
172H	172BRE+98.65	114.7' LT	715.55	708.96	5.3	--	--	--	--	--	--	--	--
				STAGE 1 SUBTOTALS		--	1	0	3	--	2	--	17

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STRUCTURE NUMBER	STATION	OFFSET FT	RIM ELEV	LOWEST INVERT	STR DEPTH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.0535 MANHOLE COVERS TYPE J-S EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	COMMENTS
167L	167BRE+40.98	57.0' RT	717.41	713.00	3.1	--	1	--	--	--	--	1	--	--	--	--
167M	167BRE+96.36	74.5' RT	717.31	712.73	3.2	--	1	--	--	--	--	1	--	--	--	--
168	168BRE+18.03	61.5' LT	718.97	710.80	6.8	--	--	--	--	--	--	1	--	--	--	--
168A	168BRE+18.69	35.0' LT	719.47	712.12	6.0	--	--	1	--	--	--	--	1	--	--	--
168B	168BRE+18.90	25.5' LT	719.22	712.15	5.7	--	1	--	--	--	--	--	1	--	--	--
168C	168BRE+36.93	10.5' LT	719.06	712.25	5.5	--	1	--	--	--	--	1	--	--	--	--
168D	168BRE+37.10	2.7' LT	718.85	712.28	5.2	--	1	--	--	--	--	1	--	--	--	--
168E	168BRE+41.02	43.3' RT	717.94	712.48	4.1	--	1	--	--	--	--	1	--	--	--	--
EW1	166BRE+75.00	92.0' RT	712.90	--	--	--	--	--	--	--	--	--	--	--	--	--
EW2	168BRE+50.00	88.4' RT	711.54	--	--	--	--	--	--	--	--	--	--	--	--	--
EW3	173BRE+00.00	76.9' RT	709.95	--	--	--	--	--	--	--	--	--	--	--	--	--
EW4	172BRE+78.15	106.7' LT	710.67	--	--	--	--	--	--	--	--	--	--	--	--	--
170	170BRE+54.13	61.5' LT	719.48	709.72	8.4	--	--	--	--	--	--	1	--	--	--	--
170A	170BRE+54.78	35.0' LT	719.98	713.61	5.0	--	--	1	--	--	--	--	1	--	--	--
170B	170BRE+55.03	25.0' LT	719.74	713.65	4.8	--	--	1	--	--	--	--	1	--	--	--
170C	170BRE+55.37	11.0' LT	719.50	713.71	4.5	--	--	1	--	--	--	1	--	--	--	--
170D	170BRE+55.61	1.0' LT	718.85	713.75	3.8	--	--	1	--	--	--	1	--	--	--	--
170E	170BRE+56.25	25.0' RT	718.37	713.87	3.2	--	--	1	--	--	--	1	--	--	--	--
172	172BRE+01.91	63.9' LT	718.46	706.05	11.1	--	--	--	--	--	--	1	--	--	--	--
172A	172BRE+81.00	34.6' LT	718.51	705.65	11.5	--	--	--	--	--	--	1	--	--	--	--
172B	172BRE+80.96	22.1' LT	718.24	712.45	4.5	--	1	--	--	--	--	1	--	--	--	--
172C	172BRE+82.12	25.0' RT	717.17	712.67	3.2	--	--	1	--	--	--	1	--	--	--	--
174	173BRE+18.23	54.8' LT	717.03	705.50	11.1	1	--	--	--	1	--	--	--	--	--	--
176	175BRE+34.95	43.8' LT	716.41	708.55	6.5	--	--	--	--	--	--	1	--	--	--	--
176A	175BRE+35.41	21.9' LT	716.79	708.63	6.8	--	1	--	--	--	--	1	--	--	--	--
176B	175BRE+35.91	1.5' LT	716.36	708.72	6.3	--	1	--	--	--	--	1	--	--	--	--
176C	175BRE+36.44	20.1' RT	715.99	708.80	5.9	--	--	--	--	--	--	1	--	--	--	--
EW11	174BRE+62.56	327.9' LT	704.50	--	--	--	--	--	--	--	--	--	--	--	--	--
EW26	173BRE+52.08	312.1' LT	718.16	--	--	--	--	--	--	--	--	--	--	--	--	--
172F	173BRE+61.62	238.4' LT	713.51	704.92	7.26	1	--	--	--	1	--	--	--	--	--	--
172H	172BRE+98.65	114.7' LT	715.55	708.96	5.3	1	--	--	--	1	--	--	--	--	--	--
				STAGE 1 SUBTOTALS		3	13	27	--	3	--	47	6	4	--	

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STORM SEWER STRUCTURES

STRUCTURE NUMBER	STATION	OFFSET FT	RIM ELEV	LOWEST INVERT	STR DEPTH	520.1012 APRON ENDWALLS FOR CULVERT PIPE RCCP 12" EACH	520.1015 APRON ENDWALLS FOR CULVERT PIPE RCCP 15" EACH	520.1024 APRON ENDWALLS FOR CULVERT PIPE RCCP 24" EACH	520.1036 APRON ENDWALLS FOR CULVERT PIPE RCCP 36" EACH	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 15" EACH	522.2624 APRON ENDWALLS FOR CULVERT PIPE RCCP 24X38-INCH EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH
BRAUN EAST STAGE 2A													
178E	177BRE+52.48	27.8' LT	715.24	710.75	3.2	--	--	--	–	–	--	--	--
178	177BRE+74.38	25.8' LT	715.24	710.66	3.2	--	--	--	–	–	--	--	--
178A	177BRE+74.75	10.9' LT	715.50	710.60	3.6	--	--	--	–	–	--	--	--
178B	177BRE+74.99	1.0' LT	715.43	710.56	3.5	--	--	--	–	–	--	--	--
178C	177BRE+75.34	13.5' RT	715.17	709.76	4.1	--	--	--	–	–	--	--	1
178D	177BRE+49.99	14.0' RT	715.16	709.68	4.1	--	--	--	–	–	--	--	1
178G	177BRE+49.62	1.00' LT	715.43	710.49	3.61	--	--	--	–	–	--	--	--
EW6	180BRE+00.00	50.8' LT	710.01	--	--	--	--	1	–	–	--	--	--
180	180BRE+00.00	26.7' RT	712.52	709.21	3.3	--	--	--	–	–	--	--	--
EW7	180BRE+01.09	71.0' RT	709.00	--	--	--	--	1	–	–	--	--	--
187	187BRE+01.04	25.2' RT	706.95	703.66	3.3	--	--	--	–	–	--	--	--
EW8	187BRE+01.60	60.6' RT	703.49	--	--	--	--	1	–	–	--	--	--
EW9	187BRE+00.00	40.8' LT	704.02	--	--	--	--	1	–	–	--	--	--
199	198BRE+96.68	29.7' RT	701.93	696.72	5.2	--	--	--	–	–	--	--	--
EW10	198BRE+97.44	72.9' RT	696.51	--	--	--	1	--	–	–	--	--	--
206	202BRE+50.00	43.0' RT	698.82	695.63	3.2	--	--	--	–	–	--	--	--
EW18	207BRE+34.49	55.1' RT	692.50	--	--	--	--	1	–	–	--	--	--
208A	207BRE+85.93	30.0' RT	694.50	691.51	1.7	--	--	--	–	–	--	--	1
208C	1004NS+23.70	25.6' LT	696.25	691.38	3.5	--	--	--	–	–	--	--	1
EW19	1004NS+33.34	62.2' LT	693.40	--	--	1	--	--	–	–	--	--	--
				STAGE 2A SUBTOTALS		1	1	5	--	--	--	--	4
BRAUN EAST STAGE 2B													
EW12	202BRE+50.39	77.7' RT	695.46	--	--	--	1	--	–	–	--	--	--
EW14	1002NS+50.00	45.8' RT	692.40	--	--	--	--	1	–	–	--	--	--
EW15	176BRE+95.33	489.8' LT	704.50	--	--	--	--	1	–	–	--	--	--
EW16	176BRE+98.42	566.6' LT	704.28	--	--	--	--	1	–	–	--	--	--
1005	1004NS+50.04	26.5' RT	695.49	691.81	2.3	--	--	--	–	–	--	--	--
1005A	1005NS+25.11	27.0' RT	695.80	691.23	3.2	--	--	--	–	–	--	--	--
EW20	208BRE+82.96	37.2' LT	692.40	--	--	1	--	--	–	–	--	--	--
EW21	209BRE+07.87	35.0' LT	692.48	--	--	--	--	--	–	1	--	--	--
EW22	209BRE+57.49	32.0' LT	692.63	--	--	--	--	--	–	1	--	--	--
EW23	210BRE+02.82	31.1' LT	692.76	--	--	--	--	--	–	1	--	--	--

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STRUCTURE NUMBER	STATION	OFFSET FT	RIM ELEV	LOWEST INVERT	STR DEPTH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.0535 MANHOLE COVERS TYPE J -S EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	COMMENTS
BRAUN EAST STAGE 2A																
178E	177BRE+52.48	27.8' LT	715.24	710.75	3.2	--	1	--	--	--	--	1	--	--	--	--
178	177BRE+74.38	25.8' LT	715.24	710.66	3.2	--	1	--	--	--	--	--	--	1	--	--
178A	177BRE+74.75	10.9' LT	715.50	710.60	3.6	--	--	1	--	--	--	--	--	1	--	--
178B	177BRE+74.99	1.0' LT	715.43	710.56	3.5	--	--	1	--	--	--	--	--	1	--	--
178C	177BRE+75.34	13.5' RT	715.17	709.76	4.1	--	--	--	--	--	--	1	--	--	--	--
178D	177BRE+49.99	14.0' RT	715.16	709.68	4.1	--	--	--	--	--	--	--	--	1	--	--
178G	177BRE+49.62	1.00' LT	715.43	710.49	3.61	--	--	1	--	--	--	--	--	1	--	--
EW6	180BRE+00.00	50.8' LT	710.01	--	--	--	--	--	--	--	--	--	--	--	--	--
180	180BRE+00.00	26.7' RT	712.52	709.21	3.3	--	--	--	1	--	--	--	--	--	2	--
EW7	180BRE+01.09	71.0' RT	709.00	--	--	--	--	--	--	--	--	--	--	--	--	--
187	187BRE+01.04	25.2' RT	706.95	703.66	3.3	--	--	--	1	--	--	--	--	--	2	--
EW8	187BRE+01.60	60.6' RT	703.49	--	--	--	--	--	--	--	--	--	--	--	--	--
EW9	187BRE+00.00	40.8' LT	704.02	--	--	--	--	--	--	--	--	--	--	--	--	--
199	198BRE+96.68	29.7' RT	701.93	696.72	5.2	--	--	--	1	--	--	--	--	--	2	--
EW10	198BRE+97.44	72.9' RT	696.51	--	--	--	--	--	--	--	--	--	--	--	--	--
206	202BRE+50.00	43.0' RT	698.82	695.63	3.2	--	--	--	1	--	--	--	--	--	2	--
EW18	207BRE+34.49	55.1' RT	692.50	--	--	--	--	--	--	--	--	--	--	--	--	REMOVED IN STAGE 2C
208A	207BRE+85.93	30.0' RT	694.50	691.51	1.7	--	--	--	--	--	1	--	--	--	--	REMOVED IN STAGE 2C
208C	1004NS+23.70	25.6' LT	696.25	691.38	3.5	--	--	--	--	1	--	--	--	--	--	--
EW19	1004NS+33.34	62.2' LT	693.40	--	--	--	--	--	--	--	--	--	--	--	--	--
				STAGE 2A SUBTOTALS		--	2	3	4	1	1	2	--	5	8	
BRAUN EAST STAGE 2B																
EW12	202BRE+50.39	77.7' RT	695.46	--	--	--	--	--	--	--	--	--	--	--	--	--
EW14	1002NS+50.00	45.8' RT	692.40	--	--	--	--	--	--	--	--	--	--	--	--	--
EW15	176BRE+95.33	489.8' LT	704.50	--	--	--	--	--	--	--	--	--	--	--	--	--
EW16	176BRE+98.42	566.6' LT	704.28	--	--	--	--	--	--	--	--	--	--	--	--	--
1005	1004NS+50.04	26.5' RT	695.49	691.81	2.3	--	--	1	--	--	--	--	--	1	--	--
1005A	1005NS+25.11	27.0' RT	695.80	691.23	3.2	--	1	--	--	--	--	1	--	--	--	--
EW20	208BRE+82.96	37.2' LT	692.40	--	--	--	--	--	--	--	--	--	--	--	--	--
EW21	209BRE+07.87	35.0' LT	692.48	--	--	--	--	--	--	--	--	--	--	--	--	--
EW22	209BRE+57.49	32.0' LT	692.63	--	--	--	--	--	--	--	--	--	--	--	--	--
EW23	210BRE+02.82	31.1' LT	692.76	--	--	--	--	--	--	--	--	--	--	--	--	--

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STORM SEWER STRUCTURES

STRUCTURE NUMBER	STATION	OFFSET FT	RIM ELEV	LOWEST INVERT	STR DEPTH	520.1012 APRON ENDWALLS FOR CULVERT PIPE RCCP 12" EACH	520.1015 APRON ENDWALLS FOR CULVERT PIPE RCCP 15" EACH	520.1024 APRON ENDWALLS FOR CULVERT PIPE RCCP 24" EACH	520.1036 APRON ENDWALLS FOR CULVERT PIPE RCCP 36" EACH	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 15" EACH	522.2624 APRON ENDWALLS FOR CULVERT PIPE RCCP 24X38-INCH EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH
EW24	210BRE+41.92	31.0' LT	692.88	--	--	--	--	--	--	1	--	--	--
210	209BRE+79.98	29.0' RT	694.47	691.93	1.2	--	--	--	--	--	--	--	--
210A	209BRE+99.98	29.0' RT	694.46	691.86	1.3	--	--	--	--	--	--	--	--
EW25	210BRE+00.00	63.2' LT	691.73	--	--	1	--	--	--	--	--	--	--
1004A	1004NS+22.66	0.40' RT	696.05	691.02	5.03	--	--	--	--	--	--	--	--
1004C	104NS+22.05	28.6' RT	695.56	691.69	3.87	--	--	--	--	--	--	--	--
1005B	1005NS+25.06	0.40' RT	696.36	690.58	4.4	--	--	--	--	--	--	1	--
				STAGE 2B SUBTOTALS		2	1	3	--	4	--	1	--
BRAUN EAST STAGE 2C													
1005D	1005NS+00.00	26.5' LT	695.93	691.32	3.3	--	--	--	--	--	--	--	--
1005C	1005NS+25.00	27.0' LT	695.94	691.23	3.4	--	--	--	--	--	--	--	--
EW13	1002NS+50.00	47.0' LT	692.68	--	--	--	--	1	--	--	--	--	--
				STAGE 2C SUBTOTALS		--	--	1	--	--	--	--	--
				BRAUN EAST ROAD TOTALS		3	3	9	3	4	2	1	21

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STORM SEWER STRUCTURES

STRUCTURE NUMBER	STATION	OFFSET FT	RIM ELEV	LOWEST INVERT	STR DEPTH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.0535 MANHOLE COVERS TYPE J-S EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	COMMENTS
EW24	210BRE+41.92	31.0' LT	692.88	--	--	--	--	--	--	--	--	--	--	--	--	--
210	209BRE+79.98	29.0' RT	694.47	691.93	1.2	--	--	1	--	--	--	1	--	--	--	--
210A	209BRE+99.98	29.0' RT	694.46	691.86	1.3	--	--	1	--	--	--	--	--	1	--	--
EW25	210BRE+00.00	63.2' LT	691.73	--	--	--	--	--	--	--	--	--	--	--	--	--
1004A	1004NS+22.66	0.40' RT	696.05	691.02	5.03	--	--	--	--	1	--	--	--	--	--	--
1004C	104NS+22.05	28.6' RT	695.56	691.69	3.87	--	--	--	--	--	--	1	--	--	--	--
1005B	1005NS+25.06	0.40' RT	696.36	690.58	4.4	--	--	--	--	1	--	--	--	--	--	--
				STAGE 2B SUBTOTALS		--	1	3	--	2	--	3	--	2	--	--
BRAUN EAST STAGE 2C																
1005D	1005NS+00.00	26.5' LT	695.93	691.32	3.3	--	--	1	--	--	--	--	--	1	--	--
1005C	1005NS+25.00	27.0' LT	695.94	691.23	3.4	--	1	--	--	--	--	1	--	--	--	--
EW13	1002NS+50.00	47.0' LT	692.68	--	--	--	--	--	--	--	--	--	--	--	--	--
				STAGE 2C SUBTOTALS		--	1	1	--	--	--	1	--	1	--	
				BRAUN EAST ROAD TOTALS		3	17	34	4	6	1	53	6	12	8	

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PIPE UNDERDRAIN

ROADWAY	STRUCTURE NUMBER	SPV.0090.002 PIPE UNDERDRAIN 6-INCH SPECIAL LF
BRAUN EAST STAGE 1		
	167	50
	167B	50
	167D	50
	167C	25
	167G	50
	167E	25
	167F	50
STAGE 1 SUBTOTAL		300
BRAUN EAST STAGE 2A		
	178	50
	178E	25
	178A	50
	178B	50
	178C	50
	178G	25
	178D	25
STAGE 2A SUBTOTAL		275
BRAUN EAST STAGE 2B		
	210	25
	210A	50
	1005	50
STAGE 2B SUBTOTAL		125
BRAUN EAST STAGE 2C		
	1005D	50
STAGE 2C SUBTOTAL		50
UNDISTRIBUTED		100
PROJECT 2704-09-71 TOTALS		850

POND OUTLET STORM SEWER STRUCTURE

		SPV.0060.007 POND Q OUTLET STORM SEWER STRUCTURE EACH
STA. 103PQ+21.40, 61.14' RT	POND Q	1
PROJECT 2704-09-71 TOTAL		1

PIPE GRATE

STATION	OFFSET	611.9800.S PIPE GRATE EACH
103PQ+20.87	27.31' RT	1
PROJECT 2704-09-71 TOTAL		1

STORM SEWER PLUG

STAGE	STRUCTURE ID	STATION	OFFSET	SPV.0060.009 STORM SEWER PLUG EACH
2B	P100	1005NS+25.03	12.00' LT	1
2B	P101	1002NS+48.85	26.50 LT	1
PROJECT 2704-09-71 TOTAL				2

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ADJUSTING/RECONSTRUCTING INLET/MANHOLE

STRUCTURE ID	611.0420 RECONSTRUCTING MANHOLE EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	NOTES
STAGE 2B				
1004A	--	1	--	ADJUST TO ELEVATION 696.05
1004C	--	--	1	ADJUST TO ELEVATION 695.56
STAGE 2B SUBTOTAL	--	1	1	
STAGE 2C				
208C	1	--	--	RECONSTRUCT TO ELEVATION 696.54
STAGE 2C SUBTOTAL	1	--	--	
PROJECT 2704-09-71 TOTAL	1	1	1	

RECONNECT STORM SEWER

STAGE	STRUCTURE ID	SPV.0060.011 RECONNECT STORM SEWER EACH
2B	1004C	1
PROJECT 2704-09-71 TOTAL		1

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CURB & GUTTER ITEMS

ROADWAY	STATION	-	STATION	OFFSET	601.0409 CONCRETE CURB AND GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D LF	601.0555 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	620.0300 CONCRETE MEDIAN SLOPED NOSE (TYPE 1) SF	620.0300 CONCRETE MEDIAN SLOPED NOSE (TYPE 2) SF
STAGE 1									
BRAUN ROAD	156BRE+29	-	167BRE+28	RT	1,137	--	--	--	--
	156BRE+29	-	167BRE+38	LT	1,109	--	--	--	--
	156BRW+29	-	157BRW+17	RT	--	--	89	--	--
	156BRW+29	-	157BRW+17	RT	--	--	89	--	--
	156BRW+29	-	167BRW+38	RT	1,113	--	--	--	--
	156BRW+33	-	172BRW+73	LT	1,642	--	--	--	--
	157BRW+21			RT	--	--	--	84	--
	166BRE+95			RT	--	--	--	62	--
	166BRE+98	-	167BRE+37	RT	39	--	--	--	--
	167BRE+39			LT	--	--	--	--	57
	167BRE+40			RT	--	--	--	--	26
	167BRW+97			RT	--	--	--	--	36
	167BRW+98	-	170BRW+59	RT	--	--	261	--	--
	167BRW+98	-	170BRW+59	RT	--	--	261	--	--
	168BRE+13	-	169BRE+35	RT	177	--	--	--	--
	168BRW+28			RT	--	--	--	63	--
	168BRW+31	-	172BRW+73	RT	443	--	--	--	--
	168BRE+31	-	169BRE+35	LT	104	--	--	--	--
	169BRE+35	-	172BRE+84	LT	--	353	--	--	--
	169BRE+35	-	175BRE+37	RT	--	601	--	--	--
	170BRW+63			RT	--	--	--	84	--
	172BRW+70	-	173BRW+13	LT	--	85	--	--	--
	172BRW+73	-	176BRW+52	RT	--	279	--	--	--
	172BRW+73	-	176BRW+52	LT	--	347	--	--	--
	172BRE+86			LT	--	--	--	--	34
	173BRE+68			LT	--	--	--	81	--
	173BRE+71	-	175BRE+36	LT	--	168	--	--	--
Area 3 Driveway	166BRE+98	-	167BRE+40	RT	86	--	--	--	--
	167BRE+59	-	167BRE+65	RT	54	--	--	--	--
	167BRE+73			RT	--	--	--	124	--
	167BRE+79	-	167BRE+97	RT	54	--	--	--	--
	167BRE+96	-	167BRE+97	RT	55	--	--	--	--
	167BRE+96			RT	--	--	--	--	26
	168BRE+97			RT	--	--	--	66	--
	167BRE+99	-	168BRE+17	RT	78	--	--	--	--
STAGE 1 SUBTOTAL					6,092	1,833	700	743	

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CURB & GUTTER ITEMS (CONTINUED)

ROADWAY	STATION	-	STATION	OFFSET	601.0409 CONCRETE CURB AND GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D LF	601.0555 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	620.0300 CONCRETE MEDIAN SLOPED NOSE (TYPE 1) SF	620.0300 CONCRETE MEDIAN SLOPED NOSE (TYPE 2) SF
STAGE 2A									
BRAUN ROAD	175BRE+37	-	178BRE+66	LT	--	330	--	--	--
	175BRE+37	-	178BRE+70	RT	--	334	--	--	--
	176BRW+51	-	178BRW+67	LT	--	218	--	--	--
	176BRW+51	-	178BRW+69	RT	--	217	--	--	--
	178BRE+68			LT	--	--	--	--	30
	179BRE+07			LT	--	--	--	--	30
	179BRE+06	-	180BRE+35	RT	--	129	--	--	--
	179BRW+06	-	180BRW+35	LT	--	129	--	--	--
	179BRE+09	-	181BRE+07	LT	--	198	--	--	--
	179BRW+09	-	181BRW+07	RT	--	198	--	--	--
	181BRE+08			LT	--	--	--	--	30
	204BRE+18	-	207BRE+26	RT	--	308	--	--	--
	205BRE+68	-	207BRE+29	LT	--	161	--	--	--
STAGE 2A SUBTOTAL					--	2,222	--	90	
STAGE 2B									
BRAUN ROAD	208BRE+45	-	210BRE+49	RT	--	324	--	--	--
	208BRE+35	-	214BRE+75	LT	--	782	--	--	--
90TH STREET	1001NS+95	-	1002NS+79	LT	--	76	--	--	--
STAGE 2B SUBTOTAL					--	1,182	--	--	
STAGE 2C									
90TH STREET	1002NS+79	-	1002NS+94	LT	--	90	--	--	--
	1004NS+07	-	1006NS+06	LT	--	236	--	--	--
STAGE 2C SUBTOTAL					--	326	--	--	
PROJECT 2704-09-71 TOTAL					6,092	5,563	700	833	

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CONCRETE SIDEWALK

ROADWAY	STATION	-	STATION	OFFSET	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
STAGE 1							
BRAUN ROAD	156BRW+29	-	157BRW+18	RT	531	--	--
	156BRE+29	-	157BRE+81	RT	1,160	--	--
	166BRE+84	-	167BRE+03	RT	170	--	--
	166BRE+98	-	167BRE+40	RT	768	--	--
	167BRE+14	-	167BRE+38	LT	497	--	--
	166BRE+98			RT	--	20	--
	167BRE+22			RT	--	20	--
	167BRW+24	-	167BRE+34	LT	175	--	--
	167BRE+28			RT	--	20	--
	167BRE+29			LT	--	20	--
	167BRW+29			RT	--	20	--
	167BRW+29			LT	--	20	--
	167BRE+39			RT	--	20	--
	167BRW+98	-	170BRW+59	RT	1,566	--	--
	168BRW+02	-	168BRW+12	LT	175	--	--
	168BRE+07			LT	--	20	--
	168BRW+07			RT	--	20	--
	168BRW+07			LT	--	20	--
	168BRE+31	-	168BRE+51	RT	168	--	--
	168BRE+31	-	171BRE+62	RT	2,127	--	--
AREA 3 DRIVEWAY	167BRE+62	-	167BRE+79	RT	153	--	--
	167BRE+96	-	168BRE+16	RT	713	--	--
	167BRE+97			RT	--	20	--
	168BRE+07			RT	--	20	--
	168BRE+11			RT	--	20	--
	168BRE+35			RT	--	20	--
	173BRE+71	-	173BRE+81	LT	97	--	--
STAGE 1 SUBTOTAL					8,299	280	--
STAGE 2A							
BRAUN ROAD	176BRE+68	-	178BRE+67	LT	1,501	--	--
	179BRE+08	-	181BRE+10	LT	990	--	--
STAGE 2A SUBTOTAL					2,492	--	--
STAGE 2B							
BRAUN ROAD	208BRE+35	-	208BRE+70	LT	428	--	--
	208BRE+50	-	208BRE+71	RT	199	--	--
	208BRE+67			LT	--	10	--
	208BRE+69			RT	--	10	--
90TH STREET	1003NS+37			RT	--	--	34
	1004NS+22			RT	--	--	30
STAGE 2B SUBTOTAL					626	20	64
STAGE 2C							
BRAUN ROAD	207BRE+37	-	207BRE+65	LT	268	--	--
	207BRE+37	-	207BRE+69	RT	256	--	--
	207BRE+40			LT	--	10	--
	207BRE+40			RT	--	10	--
90TH STREET	1003NS+37			LT	--	10	--
	1004NS+22			LT	--	10	--
STAGE 2C SUBTOTAL					524	40	--
PROJECT 2704-09-71 TOTAL					11,941	340	64

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RIPRAP

ROADWAY	STATION	OFFSET	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120* GEOTEXTILE FABRIC TYPE HR SY	645.0130 GEOTEXTILE FABRIC TYPE R SY
STAGE 1							
BRAUN ROAD	168BRE+66	RT	--	--	11	17	--
	173BRE+00	LT	--	--	11	17	--
	174BRE+70	LT	--	--	11	17	--
	176BRE+99	LT	--	--	7	11	--
	177BRE+15	LT	--	--	58	87	--
	177BRE+53	LT	--	--	41	62	--
STAGE 1 SUBTOTAL			--	--	139	211	--
STAGE 2A							
BRAUN ROAD	180BRE+03	RT	--	--	11	17	--
	180BRE+41	RT	2	--	--	--	13
	180BRE+41	LT	2	--	--	--	13
	187BRE+02	RT	--	--	11	17	--
	198BRE+98	RT	--	--	11	17	--
	202BRE+51	RT	--	--	11	17	--
STAGE 2A SUBTOTAL			4	--	44	68	26
STAGE 2B							
BRAUN ROAD	209BRE+08	LT	--	--	2	5	--
	210BRE+00	RT	--	--	2	5	--
	210BRE+03	LT	--	--	2	5	--
	210BRE+92	LT	--	1	--	11	--
90TH STREET	1002NS+50	RT	--	--	11	17	--
	1002NS+72	RT	--	1	--	11	--
STAGE 2B SUBTOTAL			--	2	17	54	--
STAGE 2C							
90TH STREET	1002NS+71	LT	--	1	--	11	--
STAGE 2C SUBTOTAL			--	1	--	11	--
PROJECT 2704-09-71 TOTAL			4	4	200	344	26

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

DRAIN TILE

ROADWAY	612.0700 DRAIN TILE EXPLORATION LF	SPV.0060.006 CONNECT DRAIN TILE
UNDISTRIBUTED	1,500	10
PROJECT 2704-09-71 TOTAL	1,500	10

FENCE SAFETY

ROADWAY	616.0700.S FENCE SAFETY LF
UNDISTRIBUTED	1,000
PROJECT 2704-09-71 TOTAL	1,000

MOBILIZATION

ROADWAY	619.1000 MOBILIZATION EACH
PROJECT 2704-09-71	1
PROJECT 2704-09-71 TOTAL	1

WATER

ROADWAY	624.0100* WATER MGAL
PROJECT 2704-09-71	2,320
PROJECT 2704-09-71 TOTAL	2,320

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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RESTORATION ITEMS

STAGE	STATION			OFFSET	SPV.0180.001 TOPSOIL SPECIAL SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB
STAGE 1								
BRAUN ROAD	156BRE+29	-	167BRE+28	RT	4,379	3.0	79	118
	156BRE+29	-	176BRE+52	LT	22,348	14.3	402	603
	157BRE+81	-	167BRE+14	LT	3,049	2.0	55	82
	168BRE+13	-	177BRE+83	RT	5,772	3.8	104	156
	171BRE+62	-	172BRE+85	LT	160	.3	3	4
	173BRE+81	-	176BRE+68	LT	565	.5	10	15
STAGE 1 SUBTOTAL					36,273	23.8	653	978
STAGE 2A								
BRAUN ROAD	175BRE+36	-	178BRE+77	RT	1,979	1.3	36	53
	176BRE+51	-	178BRE+75	LT	382	.3	7	10
	178BRE+97	-	207BRE+49	LT	10,592	6.8	191	286
	178BRE+99	-	207BRE+50	RT	25,275	16.0	455	682
90TH STREET	998NS+04	-	1003NS+71	LT	604	.5	11	16
STAGE 2A SUBTOTAL					38,832	25	700	1,047
STAGE 2B								
BRUAN ROAD	208BRE+50	-	215BRE+50	LT	4,231	2.8	76	114
	209BRE+49	-	210BRE+10	LT	116	.3	2	3
	210BRE+32	-	211BRE+57	LT	235	.3	4	6
	211BRE+73	-	215BRE+25	RT	588	.5	11	16
90TH STREET	1003NS+90	-	1004NS+27	RT	22	.3	--	1
	1003NS+90	-	1005NS+50	RT	311	.3	6	8
STAGE 2B SUBTOTAL					5,503	4.3	99	148
STAGE 2C								
90TH STREET	998NS+75	-	1003NS+10	LT	1,535	1.0	28	41
	1003NS+20	-	1003NS+25	LT	3	.3	--	--
	1004NS+01	-	1004NS+27	LT	19	.3	--	1
	1004NS+11	-	1005NS+50	LT	153	.3	3	4
STAGE 2C SUBTOTAL					1,710	1.8	31	46
SUBTOTAL					82,318	55	1,483	2,219
UNDISTRIBUTED					20,582	16	377	561
PROJECT 2704-09-71 TOTAL					102,900	70	1,860	2,780

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EROSION CONTROL

STAGE	STATION		OFFSET	628.1104* EROSION BALES EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH
STAGE 1									
BRAUN ROAD	156BRE+29	- 167BRE+28	RT	--	--	--	4,379	--	--
	156BRE+29	- 176BRE+52	LT	--	--	--	22,348	--	--
	156BRE+50		LT	--	--	--	--	8	--
	156BRE+92		LT	--	--	--	--	8	--
	157BRE+81	- 167BRE+14	LT	--	--	--	3,049	--	--
	157BRE+81		LT	--	--	--	--	8	--
	158BRE+93		LT	--	--	--	--	8	--
	159BRE+95		LT	--	--	--	--	8	--
	160BRE+95		LT	--	--	--	--	8	--
	161BRE+55		LT	--	--	--	--	8	--
	162BRE+56		LT	--	--	--	--	8	--
	162BRE+63		RT	--	--	--	--	8	--
	163BRE+55		LT	--	--	--	--	8	--
	163BRE+62		RT	--	--	--	--	8	--
	164BRE+53		LT	--	--	--	--	8	--
	164BRE+59		RT	--	--	--	--	8	--
	165BRE+56		LT	--	--	--	--	8	--
	165BRE+63		RT	--	--	--	--	8	--
	166BRE+55		LT	--	--	--	--	8	--
	166BRE+65		RT	--	--	--	--	--	1
	167BRE+54		LT	--	--	--	--	8	--
	168BRE+13	- 177BRE+83	RT	--	--	--	5,772	--	--
	168BRE+80		LT	--	--	--	--	8	
	170BRE+68		RT	--	--	--	--	8	--
	170BRE+80		LT					8	
	171BRE+62	- 172BRE+85	LT	--	--		160	--	--
	172BRE+62		LT	--	--	--	--	--	1
	173BRE+00		RT	--	--	--	--	--	1
	173BRE+81	- 176BRE+68	LT	--	--	--	565	--	--
	175BRE+56		LT	--	--	--	--	8	--
POND DRIVEWAY	101PD+65		RT	--	--	--	--	8	--
POND DITCH	502PD+02		RT/LT	--	--	--	--	16	--
	504PD+11		RT/LT	--	--	--	--	16	--
	506PD+25		RT/LT	--	--	--	--	16	--
STAGE 1 SUBTOTAL				--	--	--	36,273	224	3

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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EROSION CONTROL (CONTINUED)

STAGE	STATION			OFFSET	628.1104* EROSION BALES EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH
STAGE 2A										
BRAUN ROAD	175BRE+36	-	178BRE+77	RT	--	--	--	1,979	--	
	175BRE+50			RT	--	--	--	--	8	--
	175BRE+56			LT	--	--	--	--	8	--
	176BRE+51	-	178BRE+75	LT	--	--	--	382	--	--
	177BRE+78	-	178BRE+38	LT	24	--	--	--	--	--
	178BRE+00			LT	--	--	--	--	8	--
	178BRE+97	-	207BRE+49	LT	--	--	--	10,592	--	--
	178BRE+99	-	207BRE+50	RT	--	--	--	25,275	--	--
	179BRE+76			RT	--	--	--	--	8	--
	179BRE+99			LT	--	--	--	--	--	1
	180BRE+23			RT	--	--	--	--	8	--
	182BRE+69	-	185BRE+12	RT	96	--	--	--	--	--
	182BRE+99			RT	--	--	--	--	8	--
	183BRE+00			LT	--	--	--	--	8	--
	183BRE+85			RT	--	--	--	--	8	--
	184BRE+07			RT	--	--	--	--	8	--
	184BRE+07			LT	--	--	--	--	8	--
	185BRE+14			LT	--	--	--	--	8	--
	185BRE+15			RT	--	--	--	--	8	--
	185BRE+86			RT	--	--	--	--	8	--
	186BRE+78			RT	--	--	--	--	8	--
	186BRE+99			LT	--	--	--	--	--	1
	187BRE+25			RT	--	--	--	--	8	--
	187BRE+73			RT	--	--	--	--	8	--
	189BRE+25			RT	--	--	--	--	8	--
	189BRE+42			LT	--	--	--	--	8	--
	189BRE+73			RT	--	--	--	--	8	--
	191BRE+73			RT	--	--	--	--	8	--
	192BRE+49			LT	--	--	--	--	8	--
	193BRE+38			RT	--	--	--	--	8	--
	193BRE+73			RT	--	--	--	--	8	--
	194BRE+27			LT	--	--	--	--	8	--
	195BRE+02			RT	--	--	--	--	8	--
	195BRE+73			RT	--	--	--	--	8	--
	195BRE+88			LT	--	--	--	--	8	--
	196BRE+72			RT	--	--	--	--	8	--
	197BRE+61			LT	--	--	--	--	8	--
	197BRE+73			RT	--	--	--	--	8	--
	198BRE+38			RT	--	--	--	--	8	--
	199BRE+27			LT	--	--	--	--	8	--

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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EROSION CONTROL (CONTINUED)

STAGE	STATION			OFFSET	628.1104* EROSION BALES EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH
	199BRE+73			RT	--	--	--	--	8	--
	210BRE+03			RT	--	--	--	--	8	--
	201BRE+20			LT	--	--	--	--	8	--
	201BRE+73			RT	--	--	--	--	8	--
	203BRE+13			RT	--	--	--	--	8	--
	203BRE+20			LT	--	--	--	--	8	--
	203BRE+73			RT	--	--	--	--	8	--
	205BRE+18			LT	--	--	--	--	8	--
	205BRE+76			RT	--	--	--	--	8	--
	207BRE+13			LT	--	--	--	--	8	--
	207BRE+31			RT	--	--	--	--	--	1
90TH STREET	998NS+04	-	1003NS+71	LT	--	--	--	604	--	--
STAGE 2A SUBTOTAL					120	--	--	38,832	336	3
STAGE 2B										
BRAUN ROAD	208BRE+50	-	215BRE+50	RT	--	--	--	4,231	--	--
	208BRE+88			LT	--	--	--	--	--	1
	209BRE+49	-	210BRE+10	LT	--	--	--	116	--	--
	209BRE+63			LT	--	--	--	--	--	1
	210BRE+22			RT	--	--	--	--	8	--
	210BRE+32	-	211BRE+57	LT	--	--	--	235	--	--
	210BRE+47			LT	--	--	--	--	--	1
	211BRE+73	-	215BRE+25	LT	--	--	--	588	--	--
	212BRE+19			RT	--	--	--	--	8	--
	213BRE+26			RT	--	--	--	--	8	--
	214BRE+19			RT	--	--	--	--	8	--
90TH STREET	1000NS+70			RT	--	--	--	--	8	--
	1002NS+62			RT	--	--	--	--	8	--
	1003NS+90	-	1004NS+27	RT	--	--	--	22	--	--
	1003NS+90	-	1005NS+50	RT	--	--	--	311	--	--
STAGE 2B SUBTOTAL					--	--	--	5,503	48	3
STAGE 2C										
90TH STREET	998NS+75	-	1003NS+10	LT	--	--	--	1,535	--	--
	1000NS+25			LT	--	--	--	--	8	--
	1002NS+50			LT	--	--	--	--	--	1
	1003NS+20	-	1003NS+25	LT	--	--	--	3	--	--
	1004NS+01	-	1004NS+27	LT	--	--	--	19	--	--
	1004NS+11	-	1005NS+50	LT	--	--	--	153	--	--
	1004NS+40			LT	--	--	--	--	--	1
STAGE 2C SUBTOTAL					--	--	--	1,710	8	2
SUBTOTAL					120	--	--	82,318	616	11
UNDISTRIBUTED					30	10	8	20,582	154	4
PROJECT 2704-09-71 TOTAL					150	10	8	102,900	770	15

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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SILT FENCE

ROADWAY	STATION			OFFSET	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	SPV.0090.001 HEAVY DUTY SILT FENCE LF
STAGE 1							
BRAUN ROAD	156BRE+24	-	166BRE+51	RT	1,032	1,032	--
STAGE 1 SUBTOTAL					1,032	1,032	--
STAGE 2A							
BRAUN ROAD	176BRE+52	-	177BRE+75	LT	230	230	--
	179BRE+01	-	182BRE+51	LT	359	359	--
	179BRE+00	-	182BRE+50	RT	372	372	--
	182BRE+50	-	185BRE+85	RT	--	--	335
	200BRE+88	-	207BRE+24	LT	646	646	--
90TH STREET	996NS+53	-	1002NS+30	LT	582	582	--
	1004NS+41	-	1006NS+09	LT	179	179	--
STAGE 2A SUBTOTAL					2,368	2,368	335
STAGE 2B							
90TH STREET	998NS+70	-	1002NS+29	LT	364	364	--
STAGE 2B SUBTOTAL					364	364	--
STAGE 2C							
90TH STREET	1004NS+42	-	1005NS+50	LT	133	133	--
STAGE 2C SUBTOTAL					133	133	--
SUBTOTAL					3,897	3,897	335
UNDISTRIBUTED					1,003	1,003	90
PROJECT 2704-09-71 TOTAL					4,900	4,900	425

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INLET PROTECTION

	ROADWAY	STATION	OFFSET	628.7005 INLET PROTECTION TYPE A EACH	628.7020 INLET PROTECTION TYPE D EACH
STAGE 1					
	BRAUN ROAD	157BRE+09.72	73.3LT	1	1
		157BRE+10.67	34.7' LT	1	1
		157BRE+10.91	24.8' LT	1	1
		157BRE+11.26	10.76' LT	1	1
		157BRE+11.50	0.8' LT	1	1
		157BRE+12.43	29.2' RT	1	1
		158BRE+54.37	69.1 LT	1	1
		158BRE+55.46	26.0' LT	1	1
		158BRE+55.93	1.1' LT	1	1
		158BRE+56.94	24.9' RT	1	1
		160BRE+10.17	61.7' LT	1	1
		160BRE+09.69	35.2' LT	1	1
		160BRE+10.21	1.2' LT	1	1
		160BRE+09.84	25.18 RT	1	1
		162BRE+00.19	61.7' LT	1	1
		162BRE+00.06	34.7' LT	1	1
		162BRE+00.70	0.8' LT	1	1
		162BRE+01.58	24.8' RT	1	1
		163BRE+98.89	61.7' LT	1	1
		163BRE+98.84	34.7' LT	1	1
		163BRE+99.48	0.7' LT	1	1
		164BRE+00.30	29.7' RT	1	1
		165BRE+97.61	61.3' LT	1	1
		165BRE+98.40	34.7' LT	1	1
		165BRE+99.69	0.8' LT	1	1
		166BRE+01.05	37.2' RT	1	1
		166BRE+66.94	62.0' LT	1	1
		166BRE+67.51	35.2' LT	1	1
		166BRE+68.49	1.1' LT	1	1
		166BRE+85.96	61.5' LT	1	1
		166BRE+87.71	34.9' LT	1	1
		166BRE+88.40	1.5' LT	1	1
		167BRE+02.28	26.3' RT	1	1
		166BRE+89.20	58.7' RT	1	1
		167BRE+08.81	61.6' LT	1	1
		168BRE+17.48	62.5' LT	1	1
		168BRE+18.82	34.7' LT	1	1
		168BRE+18.80	25.8' LT	1	1
		168BRE+36.66	11.0' LT	1	1
		168BRE+37.05	2.4' RT	1	1
		168BRE+40.74	42.7' RT	1	1
		167BRE+96.27	74.5' RT	1	1
		167BRE+41.16	56.6' RT	1	1
		170BRE+54.38	61.8' LT	1	1
		170BRE+54.89	35.3' LT	1	1
		170BRE+54.89	24.8' LT	1	1

INLET PROTECTION (CONTINUED)

	ROADWAY	STATION	OFFSET	628.7005 INLET PROTECTION TYPE A EACH	628.7020 INLET PROTECTION TYPE D EACH
		170BRE+55.07	10.8' LT	1	1
		170BRE+55.09	0.6' LT	1	1
		170BRE+56.76	24.9' RT	1	1
		172BRE+01.70	63.9' LT	1	1
		172BRE+80.66	34.6' LT	1	1
		172BRE+80.98	21.5' LT	1	1
		172BRE+82.03	25.0' RT	1	1
		175BRE+34.99	43.9' LT	1	1
		175BRE+35.25	22.6' LT	1	1
		175BRE+35.87	1.1' LT	1	1
		175BRE+36.29	19.7' RT	1	1
STAGE 1 SUBTOTAL				57	57
STAGE 2A					
	BRAUN ROAD	177BRE+51.99	27.6' LT	1	1
		177BRE+49.61	1.0' LT	1	1
		177BRE+49.40	13.81' RT	1	1
		177BRE+74.25	26.0' LT	1	1
		177BRE+74.67	11.0' LT	1	1
		177BRE+74.92	1.25' LT	1	1
		177BRE+75.29	13.0' RT	1	1
		180BRE+00.01	26.4' RT	1	1
		187BRE+01.20	25.3' RT	1	1
		198BRE+96.81	29.7' RT	1	1
		207BRE+86.61	18.6' RT	1	--
STAGE 2A SUBTOTAL				11	10
STAGE 2B					
	90TH STREET	1004NS+22.05	28.6' RT	1	1
		1004NS+50.00	26.5' RT	1	1
		1005NS+25.60	27.1' RT	1	1
	BRAUN ROAD	209BRE+80.05	29.0' RT	1	1
		210BRE+00	28.7' RT	1	1
STAGE 2B SUBTOTAL				5	5
STAGE 2C					
	90TH STREET	1005NS+00.17	26.5' LT	1	1
		1005NS+25.00	26.5' LT	1	1
STAGE 2C SUBTOTAL				2	2
PROJECT 2704-09-71 TOTAL				75	74

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PERMANENT SIGNING (CONTINUED)

STAGE	SIGN NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE INCH X INCH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230* SIGNS TYPE I REFLECTIVE F SF	SIGN MOUNTED ON SAME POST AS SIGN #	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2102 MOVING SIGNS TYPE I EACH	REMARKS
	P032	R6-2L	ONE WAY LEFT	24 X 30	5	--		1	--	
	P033	W10-1	GRADE CROSSING AHEAD	36 X 36	--	4.91		1	--	REMOVE PRIOR TO STAGE 2A CONSTRUCTION
	P038	W10-1	GRADE CROSSING AHEAD	36 X 36	--	4.91		1	--	REMOVE PRIOR TO STAGE 2A CONSTRUCTION
STAGE 1 SUBTOTAL					162.14	33.07		30	0	
STAGE 2C										
	P033	W10-1	GRADE CROSSING AHEAD	36 X 36	--	--		--	1	REPLACE PREVIOUS W10-1 SIGN
	P034	W6-2	DIVIDED HIGHWAY ENDS	36 X 36	--	9		1	--	
	P035	R5-1A	WRONG WAY	36 X 24	6	--		1	--	
	P036	R4-7	KEEP RIGHT	24 X 30	5	--		1	--	
	P037	R5-1	DO NOT ENTER	30 X 30	6.25	--		1	--	
	P038	W10-1	GRADE CROSSING AHEAD	36 X 36	--	--		--	1	REPLACE PREVIOUS W10-1 SIGN
	P039	R2-1	SPEED LIMIT 35	24 X 30	5	--		1	--	
	P040	R2-1	SPEED LIMIT 35	24 X 30	5	--		1	--	
	P041	W6-3	TWO-WAY TRAFFIC	36 X 36	--	9		1	--	
	P042	W6-1	DIVIDED HIGHWAY BEGINS	36 X 36	--	9		1	--	
	P043	W14-3	NO PASSING ZONE	48 X 36	--	5.56		1	--	
	P044	W14-3	NO PASSING ZONE	48 X 36	--	5.56		1	--	
	P045	W3-1	STOP SIGN AHEAD	36 X 36	--	9		1	--	
	P045A	R3-8W	LANE CONTROL	54 X 30	11.25	--		1	--	
	P046	R2-1	SPEED LIMIT 35	24 X 30	5	--		1	--	
	P047	R1-1	STOP SIGN	30 X 30	5.18	--		1	--	
	P048	R1-3P	ALL WAY	18 X 6	0.75	--		1	--	
	P049	W4-2	LANE ENDS	36 X 36	--	9		1	--	
	P050	R2-1	SPEED LIMIT 40	24 X 30	5	--		1	--	
	P050A	R3-8	LANE CONTROL	36 X 30	7.5	--		1	--	
	P051	R1-3P	ALL WAY	18 X 6	0.75	--	P041	--	--	
	P052	R1-3P	ALL WAY	18 X 6	0.75	--	P042	--	--	
	P053	R1-1	STOP SIGN	30 X 30	5.18	--		1	--	
	P054	R1-1	STOP SIGN	30 X 30	5.18	--		1	--	
	P055	R1-1	STOP SIGN	30 X 30	5.18	--	P045	--	--	
	P056	R1-3P	ALL WAY	18 X 6	0.75	--	P046	--	--	
	P057	R3-8A	LANE CONTROL	36 X 30	7.5	--		1	--	
	P058	W3-1	STOP SIGN AHEAD	36 X 36	--	9		1	--	
STAGE 2C SUBTOTAL					87.22	65.12		22.00	2.00	
PROJECT 2704-09-71 TOTAL					249.36	98.19		52.00	2	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL ITEMS

STAGE	STAGE DURATION DAYS	637.2230* SIGNS TYPE II REFLECTIVE F EACH^	637.2230* SIGNS TYPE II REFLECTIVE F SF	643.0300 TRAFFIC CONTROL DRUMS EACH^	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH^	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH^	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH^	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS	643.0900* TRAFFIC CONTROL SIGNS EACH^	643.0900* TRAFFIC CONTROL SIGNS DAYS
STAGE 1													
BRAUN ROAD	140	0	0	0	0	12	1,680	24	3,360	0	0	5	700
90TH STREET	140	0	0	0	0	0	0	0	0	0	0	0	0
STAGE 1 SUBTOTAL			0		0		1,680		3,360		0		700
STAGE 2A													
BRAUN ROAD	140	1	5	0	0	10	1,400	20	2,800	0	0	4	560
90TH STREET	140	0	0	46	6,440	0	0	0	0	0	0	3	420
STAGE 2A SUBTOTAL			5		6,440		1,400		2,800		0		980
STAGE 2B													
BRAUN ROAD	140	1	5	0	0	14	1,960	28	3,920	0	0	5	700
90TH STREET	140	0	0	71	9,940	8	1,120	16	2,240	21	2,940	9	1,260
STAGE 2B SUBTOTAL			5		9,940		3,080		6,160		2,940		1,960
STAGE 2C													
BRAUN ROAD	140	1	5	0	0	13	1,820	26	3,640	0	0	5	700
90TH STREET	140	0	0	24	3,360	0	0	0	0	4	560	7	980
STAGE 2C SUBTOTAL			5		3,360		1,820		3,640		560		1,680
PROJECT 2704-09-71 TOTAL			15		19,740		7,980		15,960		3,500		5,320

^ FOR INFORMATION ONLY

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL

ROADWAY	643.5000 TRAFFIC CONTROL EACH
PROJECT 2704-09-71	1
PROJECT 2704-09-71 TOTAL	1

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TEMPORARY PORTABLE RUMBLE STRIPS

ROADWAY	643.0310.S TEMPORARY PORTABLE RUMBLE STRIPS LS
PROJECT 2704-09-71	1
PROJECT 2704-09-71 TOTAL	1

DETOUR ITEMS

ROADWAY	DURATION	643.0900* TRAFFIC CONTROL SIGNS EACH	643.0900* TRAFFIC CONTROL SIGNS DAYS	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS SF	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH
BRAUN ROAD	140	104	14,560	44	220	2	280	--
SUBTOTAL			14,560	44	220	2	280	--
UNDISTRIBUTED			--		--			10
PROJECT 2704-09-71 TOTAL			14,560		220		280	10

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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PAVEMENT MARKINGS

STAGE	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	646.3020 MARKING LINE EPOXY 8-INCH (YELLOW) LF	646.5020 MARKING ARROW EPOXY (WHITE) EACH	646.5120 MARKING WORD EPOXY (WHITE) EACH	646.5320 MARKING RAILROAD CROSSING EPOXY (WHITE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.6220 MARKING YIELD LINE EPOXY 18-INCH (WHITE) EACH	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH	SPV.0090.003 MARKING LINE CONTRAST EPOXY 4-INCH SPECIAL (WHITE) LF	SPV.0090.003 MARKING LINE CONTRAST EPOXY 4-INCH SPECIAL (YELLOW) LF	SPV.0090.004 MARKING LINE CONTRAST EPOXY 8-INCH SPECIAL (WHITE) LF	SPV.0090.004 MARKING LINE CONTRAST EPOXY 8-INCH SPECIAL (YELLOW) LF
STAGE 1																	
BRAUN ROAD	140	--	91	--	7	4	--	26	--	--	316	238	4	689	--	1,318	--
AREA 3 DRIVEWAY	--	--	--	--	2	--	--	12	7	--	139	43	1	--	--	136	--
STAGE 1 SUBTOTAL	140		91		9	4	--	38	7	--	455	282	5	689		1,454	
STAGE 2B																	
BRAUN ROAD	--	1,946	173	--	2	1	--	29	--	56	121	--	--	--	--	--	--
STAGE 2B SUBTOTAL	1,946		173		2	1	--	29	--	56	121	--	--	--		--	
STAGE 2C																	
BRAUN ROAD	--	5,420	479	--	4	1	2	40	--	203	138	--	--	--	--	--	--
90TH STREET	311	1,100	109	--	3	2	--	64	--	--	298	--	--	--	--	--	--
STAGE 2C SUBTOTAL	6,831		588		7	3	2	105	--	203	436	--	--	--		--	
PROJECT 2704-09-71 TOTAL	8,917		852		18	8	2	172	7	259	1,012	282	5	689		1,454	

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	MISCELLANEOUS QUANTITIES	SHEET: 190	E

LOCATING NO-PASSING ZONES

ROADWAY	STATION			648.0100 LOCATING NO-PASSING ZONES MI
BRAUN ROAD	184BRE+95	-	207BRE+32	0.42
PROJECT 2704-09-71 TOTAL				0.42

SAWING PAVEMENT

STAGE	STATION			OFFSET	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STAGE 1						
BRAUN ROAD	156BRE+29			RT/LT	101	24
STAGE 1 SUBTOTAL					101	24
STAGE 2A						
	207BRE+37			RT/LT	26	--
STAGE 2A SUBTOTAL					26	--
STAGE 2B						
BRAUN ROAD	209BRE+18	-	209BRE+49	LT	31	--
	210BRE+10	-	210BRE+35	LT	25	--
	211BRE+57	-	211BRE+74	LT	17	--
	214BRE+75			RT/LT	20	--
	998NS+75			RT/LT	24	--
90TH STREET	1003NS+55	-	1005NS+50	LT	196	--
	1004NS+50			RT	--	5
	1005NS+50			RT/LT	37	--
STAGE 2B SUBTOTAL					350	5
STAGE 2C						
90TH STREET	1005NS+50			LT	14	--
STAGE 2C SUBTOTAL					14	--

TEMPORARY PAVEMENT MARKINGS

ROADWAY	649.0105 ~~TEMPORARY MARKING LINE PAINT 4-INCH~~ ~~(WHITE) LF~~	~~(YELLOW) LF~~	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) LF	(YELLOW) LF	649.0805 ~~TEMPORARY MARKING STOP LINE PAINT 18-INCH LF~~	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF
STAGE 2B						
BRAUN RD	--	--	--	--	--	--
90TH STREET	--	--	2,488	2,488	--	--
STAGE 2B SUBTOTAL	--		4,976		--	--
STAGE 2C						
90TH STREET	--	--	--	--	--	33
STAGE 2C SUBTOTAL	--		--		--	33
PROJECT 2704-09-71 TOTALS	--		4,976		--	33

EXCAVATION BELOW SUBGRADE (EBS)

ROADWAY	645.0220 GEOGRID TYPE SR SY	SPV.0035.002 EBS EXCAVATION CY	SPV.0035.003 EBS BACKFILL CY
UNDISTRIBUTED	21,600	7,200	7,200
PROJECT 2704-09-71 TOTAL	21,600	7,200	7,200

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Addendum No. 01
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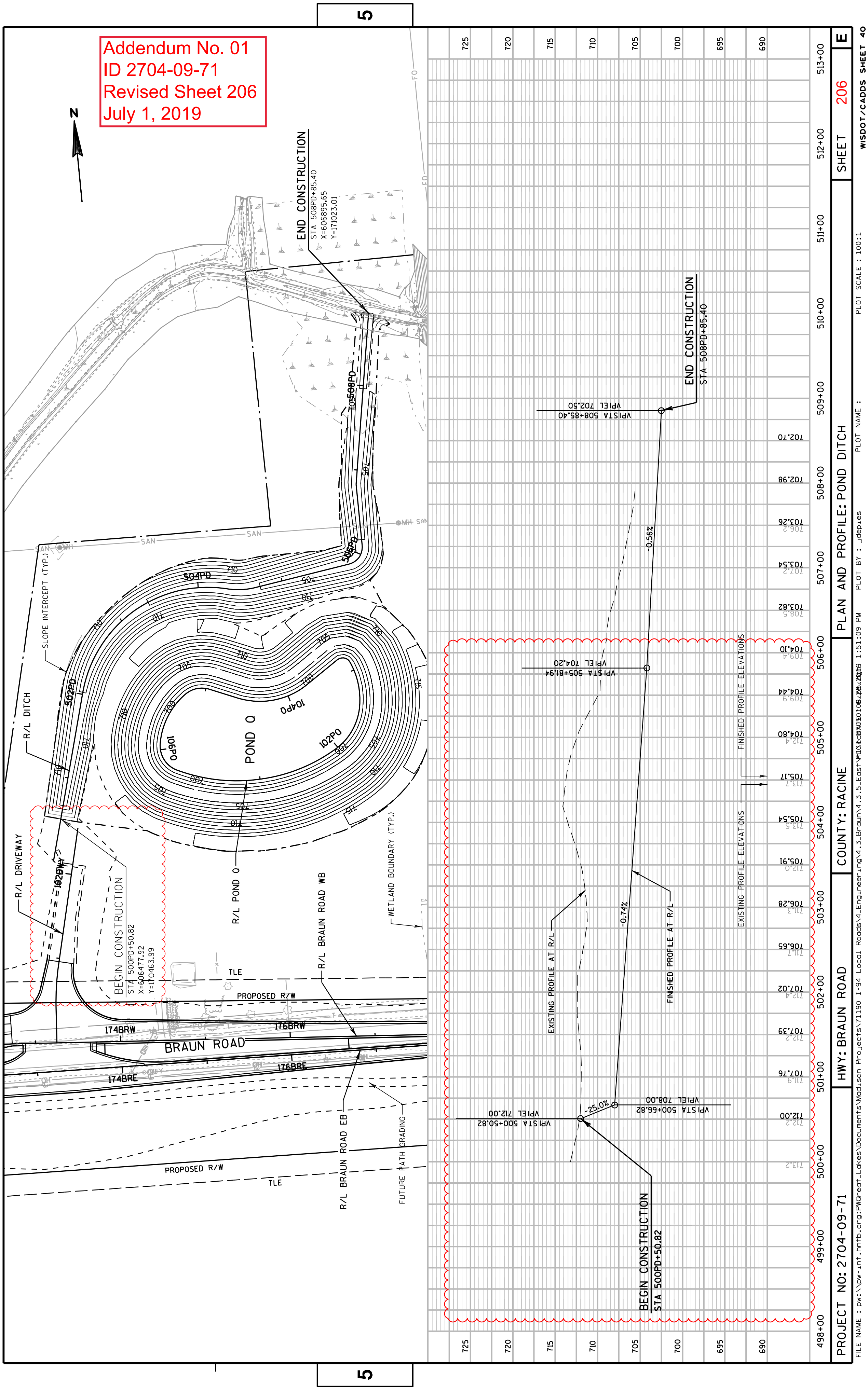

PROJECT ID 2704-09-71

DIVISION 1 - BRAUN ROAD (WEST OF RAILROAD TRACKS)

STATION		Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut	Cumulative Vol (CY) Fill	Mass Ordinate
156+29	AH	15629.15	0.00	286	63	0	0	0	0	0
156+50		15650.00	20.85	290	38	222	39	222	39	184
157+00		15700.00	50.00	272	20	521	54	743	93	650
157+50		15750.00	50.00	233	24	468	41	1212	134	1078
158+00		15800.00	50.00	226	12	425	33	1637	168	1470
158+50		15850.00	50.00	230	33	423	41	2060	209	1851
159+00		15900.00	50.00	188	50	388	76	2448	285	2162
159+50		15950.00	50.00	179	53	340	96	2787	381	2407
160+00		16000.00	50.00	157	85	311	128	3098	509	2589
160+50		16050.00	50.00	113	146	250	214	3348	723	2625
161+00		16100.00	50.00	72	135	171	260	3520	983	2537
161+50		16150.00	50.00	61	121	124	237	3643	1220	2424
162+00		16200.00	50.00	50	119	104	222	3747	1442	2305
162+50		16250.00	50.00	47	116	90	217	3837	1658	2179
163+00		16300.00	50.00	55	106	95	205	3933	1864	2069
163+50		16350.00	50.00	89	88	134	179	4066	2043	2023
164+00		16400.00	50.00	126	76	199	152	4265	2195	2070
164+50		16450.00	50.00	142	76	248	141	4513	2337	2176
165+00		16500.00	50.00	146	74	266	139	4780	2475	2304
165+50		16550.00	50.00	127	84	252	146	5032	2621	2411
166+00		16600.00	50.00	86	103	197	173	5229	2794	2435
166+50		16650.00	50.00	36	144	113	228	5343	3022	2321
167+00		16700.00	50.00	38	133	68	256	5411	3278	2133
167+50		16750.00	50.00	36	189	68	297	5479	3575	1904
168+00		16800.00	50.00	21	295	53	448	5532	4023	1509
168+50		16850.00	50.00	29	428	47	670	5578	4693	886
169+00		16900.00	50.00	31	515	56	874	5634	5567	68
169+50		16950.00	50.00	40	521	66	960	5700	6527	-826
170+00		17000.00	50.00	154	345	180	802	5880	7329	-1449
170+50		17050.00	50.00	232	197	357	502	6237	7831	-1594
171+00		17100.00	50.00	341	94	531	270	6768	8101	-1333
171+50		17150.00	50.00	411	74	697	155	7465	8256	-791
172+00		17200.00	50.00	411	60	762	124	8226	8380	-154
172+50		17250.00	50.00	484	44	828	96	9055	8476	578
173+00		17300.00	50.00	520	0	929	41	9984	8517	1467
173+50		17350.00	50.00	572	0	1011	0	10995	8517	2478
174+00		17400.00	50.00	459	9	955	8	11949	8525	3424
174+50		17450.00	50.00	379	4	776	12	12725	8537	4189
175+00		17500.00	50.00	244	23	577	25	13303	8562	4741
175+50		17550.00	50.00	59	9	281	29	13584	8592	4993
176+00		17600.00	50.00	61	11	111	18	13695	8610	5086
176+50	BK	17650.00	50.00	60	25	112	34	13807	8644	5164
						13,807	8,644			

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PROJECT ID 2704-09-71
DIVISION 2A - BRAUN ROAD (EAST OF RAILROAD TRACKS)

STATION		Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut	Cumulative Vol (CY) Fill	Mass Ordinate
175+50	AH	17550.00	0.00	109	38	0	0	0	0	0
176+00		17600.00	50.00	66	52	162	83	162	83	79
176+50		17650.00	50.00	52	64	109	108	271	191	80
177+00		17700.00	50.00	97	127	137	177	409	368	40
177+50		17750.00	50.00	73	191	158	295	566	663	-97
178+00		17800.00	50.00	67	217	130	378	696	1041	-345
178+50		17850.00	50.00	81	147	137	338	833	1378	-545
179+00		17900.00	50.00	92	7	161	143	994	1521	-527
179+29		17929.06	29.06	96	119	101	68	1095	1590	-494
179+50		17950.00	20.94	81	294	69	160	1164	1750	-586
180+00		18000.00	50.00	137	225	202	480	1366	2230	-864
180+50		18050.00	50.00	202	104	313	305	1679	2535	-856
181+00		18100.00	50.00	250	56	419	148	2098	2683	-585
181+50		18150.00	50.00	268	48	480	96	2578	2779	-201
182+00		18200.00	50.00	263	40	491	82	3069	2861	208
182+50		18250.00	50.00	326	7	545	44	3614	2904	710
183+00		18300.00	50.00	288	0	569	6	4183	2911	1273
183+50		18350.00	50.00	322	0	565	0	4748	2911	1838
184+00		18400.00	50.00	327	0	601	0	5349	2911	2438
184+50		18450.00	50.00	314	0	593	0	5942	2911	3031
185+00		18500.00	50.00	291	11	560	11	6501	2922	3580
185+50		18550.00	50.00	234	30	486	38	6987	2960	4027
186+00		18600.00	50.00	119	60	327	83	7314	3043	4271
186+50		18650.00	50.00	142	51	242	102	7556	3145	4411
187+00		18700.00	50.00	180	35	298	80	7854	3225	4629
187+50		18750.00	50.00	216	20	366	51	8220	3276	4945
188+00		18800.00	50.00	272	41	452	56	8672	3332	5340
188+50		18850.00	50.00	438	22	658	58	9330	3390	5939
189+00		18900.00	50.00	524	6	891	26	10221	3416	6805
189+50		18950.00	50.00	703	0	1136	5	11357	3421	7936
190+00		19000.00	50.00	767	0	1361	0	12718	3421	9297
190+50		19050.00	50.00	705	0	1363	0	14081	3421	10660
191+00		19100.00	50.00	795	0	1388	0	15469	3421	12048
191+50		19150.00	50.00	761	4	1441	4	16910	3425	13485
192+00		19200.00	50.00	627	20	1285	22	18195	3448	14748
192+50		19250.00	50.00	540	40	1080	55	19275	3503	15772
193+00		19300.00	50.00	542	32	1002	66	20277	3569	16709
193+50		19350.00	50.00	585	14	1044	42	21321	3611	17710
194+00		19400.00	50.00	615	10	1111	22	22432	3633	18799
194+50		19450.00	50.00	631	1	1154	11	23586	3644	19942
195+00		19500.00	50.00	703	0	1235	1	24821	3645	21175

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DIVISION 2A - BRAUN ROAD (EAST OF RAILROAD TRACKS), CONT.

195+00		19500.00	50.00	703	0	1235	1	24821	3645	21175
195+50		19550.00	50.00	622	0	1227	0	26047	3645	22402
196+00		19600.00	50.00	541	8	1077	7	27124	3653	23471
196+50		19650.00	50.00	410	34	881	39	28005	3691	24314
197+00		19700.00	50.00	326	60	682	87	28687	3779	24908
197+50		19750.00	50.00	312	57	590	108	29277	3887	25390
198+00		19800.00	50.00	328	39	592	88	29869	3975	25894
198+50		19850.00	50.00	398	12	672	48	30542	4023	26519
199+00		19900.00	50.00	402	2	741	14	31283	4037	27246
199+50		19950.00	50.00	327	14	675	15	31958	4052	27906
200+00		20000.00	50.00	230	40	516	50	32474	4102	28372
200+50		20050.00	50.00	175	61	375	93	32850	4195	28654
201+00		20100.00	50.00	162	51	312	104	33162	4299	28862
201+50		20150.00	50.00	166	40	304	84	33465	4383	29082
202+00		20200.00	50.00	209	22	347	57	33812	4441	29371
202+50		20250.00	50.00	290	0	462	21	34274	4462	29812
203+00		20300.00	50.00	360	0	602	0	34876	4462	30414
203+50		20350.00	50.00	353	0	660	0	35536	4462	31074
204+00		20400.00	50.00	338	0	640	0	36176	4462	31714
204+50		20450.00	50.00	286	19	577	18	36753	4479	32274
205+00		20500.00	50.00	171	45	423	60	37176	4539	32636
205+50		20550.00	50.00	72	85	225	121	37401	4660	32741
206+00		20600.00	50.00	56	118	119	188	37520	4848	32671
206+50		20650.00	50.00	65	100	112	202	37632	5050	32582
207+00		20700.00	50.00	106	69	159	156	37791	5207	32584
207+50		20750.00	50.00	48	2	143	66	37934	5273	32661
208+00	BK	20800.00	50.00	127	0	162	2	38096	5275	32821
						38,096	5,275			

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PROJECT ID 2704-09-71
DIVISION 2A - TEMP. 90TH STREET

STATION		Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut	Cumulative Vol (CY) Fill	Mass Ordinate
996+58	AH	99658.25	0.00	4	0	0	0	0	0	0
997+00		99700.00	41.75	5	2	7	1	7	1	5
997+50		99750.00	50.00	6	1	10	3	17	4	13
998+00		99800.00	50.00	15	11	20	12	37	16	21
998+50		99850.00	50.00	10	5	23	15	60	31	29
999+00		99900.00	50.00	15	1	23	5	82	36	46
999+50		99950.00	50.00	25	0	37	2	119	38	82
1000+00		100000.00	50.00	27	2	48	3	167	40	127
1000+50		100050.00	50.00	27	1	50	3	217	43	174
1001+00		100100.00	50.00	62	0	82	1	299	43	255
1001+50		100150.00	50.00	109	0	158	0	457	43	413
1002+00		100200.00	50.00	114	0	207	0	663	43	620
1002+50		100250.00	50.00	78	0	178	0	841	43	798
1003+00		100300.00	50.00	41	2	110	2	952	46	906
1003+25		100325.00	25.00	36	2	36	2	987	48	939
1003+50		100350.00	25.00	16	23	24	12	1011	60	952
1003+71	BK	100371.12	21.12	34	0	20	9	1031	69	962
1004+00	AH	100400.19	0.00	33	0	0	0	1031	69	962
1004+40		100440.00	39.81	62	0	70	0	1101	69	1032
1004+50		100450.00	10.00	71	0	25	0	1126	69	1057
1005+00		100500.00	50.00	80	0	140	0	1266	69	1197
1005+50		100550.00	50.00	67	0	136	0	1402	69	1333
1006+00		100600.00	50.00	38	0	97	0	1499	69	1430
1006+04	BK	100604.23	4.23	24	0	5	0	1504	69	1435
						1,504	69			

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PROJECT ID 2704-09-71
DIVISION 2B - BRAUN ROAD

STATION		Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut	Cumulative Vol (CY) Fill	Mass Ordinate
208+00	AH	20800.00	0.00	127	0	0	0	0	0	0
208+50		20850.00	50.00	81	0	192	0	192	0	192
209+00		20900.00	50.00	128	52	193	48	385	48	338
209+33		20933.38	33.38	143	43	167	59	553	106	446
209+50		20950.00	16.62	146	41	89	26	642	132	510
210+00		21000.00	50.00	153	23	277	59	919	191	728
210+22		21022.40	22.40	175	16	136	16	1055	207	847
210+50		21050.00	27.60	257	6	221	11	1275	218	1057
211+00		21100.00	50.00	183	9	408	13	1683	232	1452
211+50		21150.00	50.00	166	8	323	16	2007	247	1760
211+65		21165.41	15.41	174	7	97	4	2104	252	1852
212+00		21200.00	34.59	169	14	219	13	2323	265	2058
212+50		21250.00	50.00	168	21	312	32	2635	297	2338
213+00		21300.00	50.00	130	28	276	45	2911	341	2570
213+50		21350.00	50.00	107	31	220	55	3131	396	2735
214+00		21400.00	50.00	106	26	198	53	3329	450	2879
214+50		21450.00	50.00	110	29	200	51	3529	500	3029
214+75	BK	21475.00	25.00	113	30	103	27	3632	528	3104
						3,632	528			

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PROJECT ID 2704-09-71
DIVISION 2B - 90TH STREET

STATION		Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut	Cumulative Vol (CY) Fill	Mass Ordinate
998+75	AH	99875.00	0.00	88	1	0	0	0	0	0
999+00		99900.00	25.00	101	1	88	1	88	1	87
999+50		99950.00	50.00	127	1	211	1	299	2	297
1000+00		100000.00	50.00	145	0	251	1	550	2	548
1000+50		100050.00	50.00	163	0	285	1	835	3	832
1001+00		100100.00	50.00	208	0	344	1	1178	3	1175
1001+50		100150.00	50.00	259	0	433	1	1611	4	1607
1002+00		100200.00	50.00	235	7	457	7	2069	11	2057
1002+50		100250.00	50.00	242	11	441	17	2510	28	2482
1003+00		100300.00	50.00	95	0	312	10	2822	39	2784
1003+33	BK	100333.40	33.40	91	0	115	0	2938	39	2899
1003+82	AH	100381.50	0.00	33	0	0	0	0	0	0
1004+00		100400.00	18.50	28	0	21	0	21	0	21
1004+50		100450.00	50.00	25	0	50	0	71	0	71
1005+00		100500.00	50.00	39	0	60	0	130	0	130
1005+50	BK	100550.00	50.00	44	0	77	0	207	0	207
						3,145	39			

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PROJECT ID 2704-09-71
DIVISION 2A - 90TH STREET

STATION		Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut	Cumulative Vol (CY) Fill	Mass Ordinate
1003+00	AH	100300.00	0.00	14	0	0	0	0	0	0
1003+33	BK	100333.40	33.40	9	0	14	0	14	0	14
1003+82	AH	100381.50	0.00	33	0	0	0	0	0	0
1004+00		100400.00	18.50	28	0	21	0	21	0	21
1004+50		100450.00	50.00	25	0	50	0	71	0	71
1005+00		100500.00	50.00	39	0	60	0	130	0	130
1005+50	BK	100550.00	50.00	44	0	77	0	207	0	207
						221	0			

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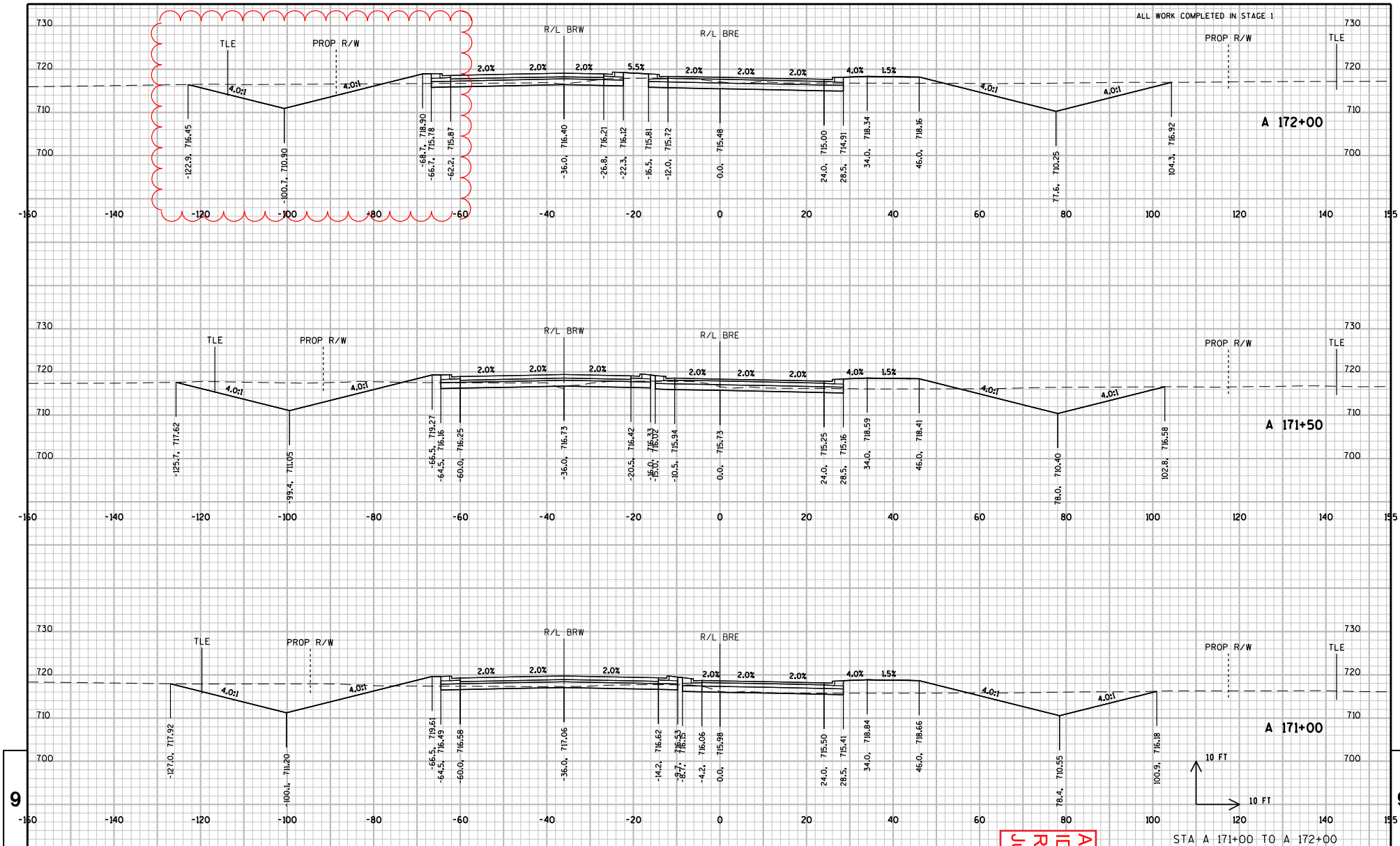

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STA A 171+00 TO A 172+00

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	CROSS SECTIONS: BRAUN ROAD	SHEET 337	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\...

PLOT BY : dbaumann

PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

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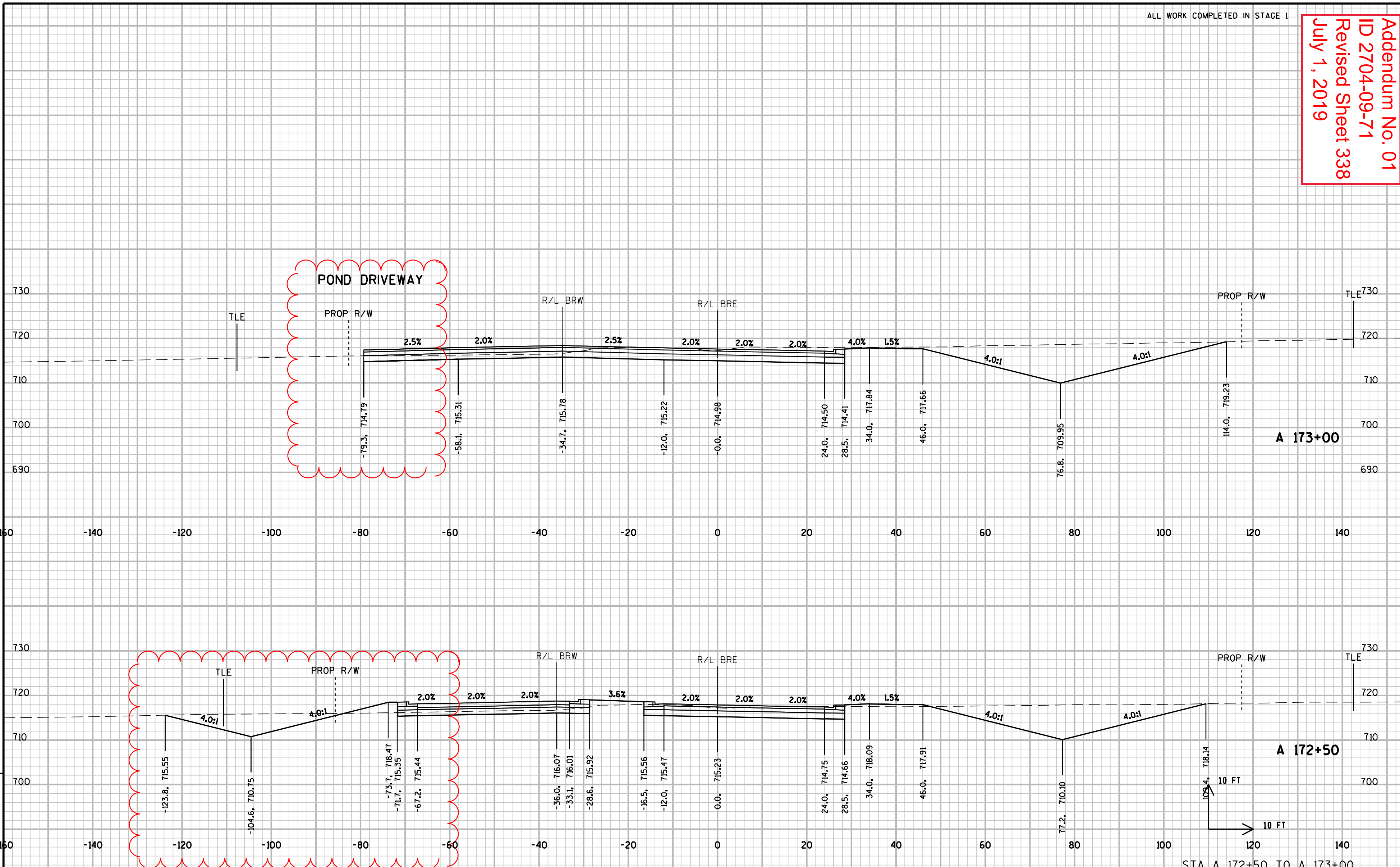
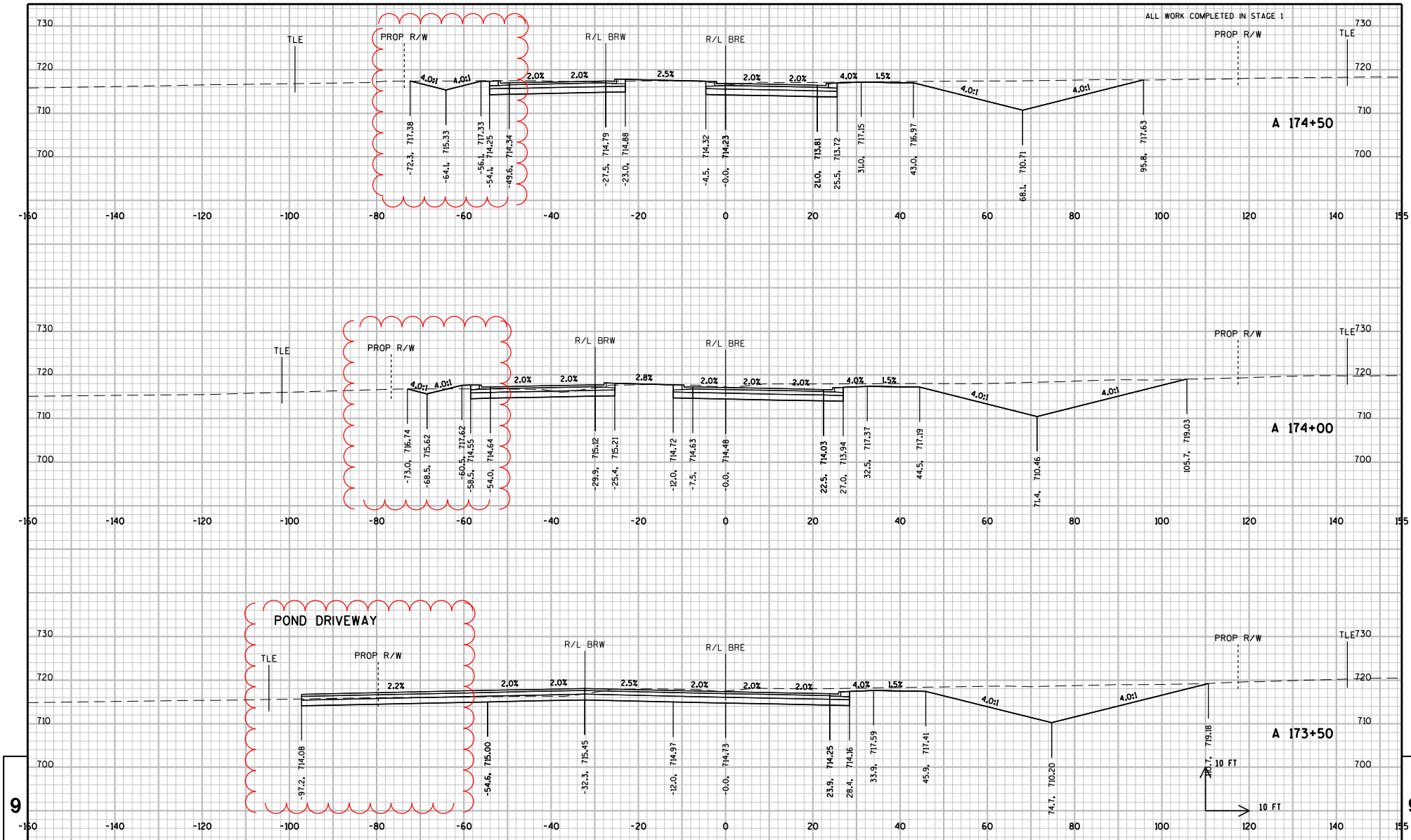


PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	CROSS SECTIONS: BRAUN ROAD	SHEET 338	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\... PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA A 173+50 TO A 174+50

PROJECT NO: 2704-09-71	HWY: BRAUN ROAD	COUNTY: RACINE	CROSS SECTIONS: BRAUN ROAD	SHEET 339	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\...40 PM PLOT BY : dbaumann PLOT NAME : 0:1

WISDOT/CADDS SHEET 21

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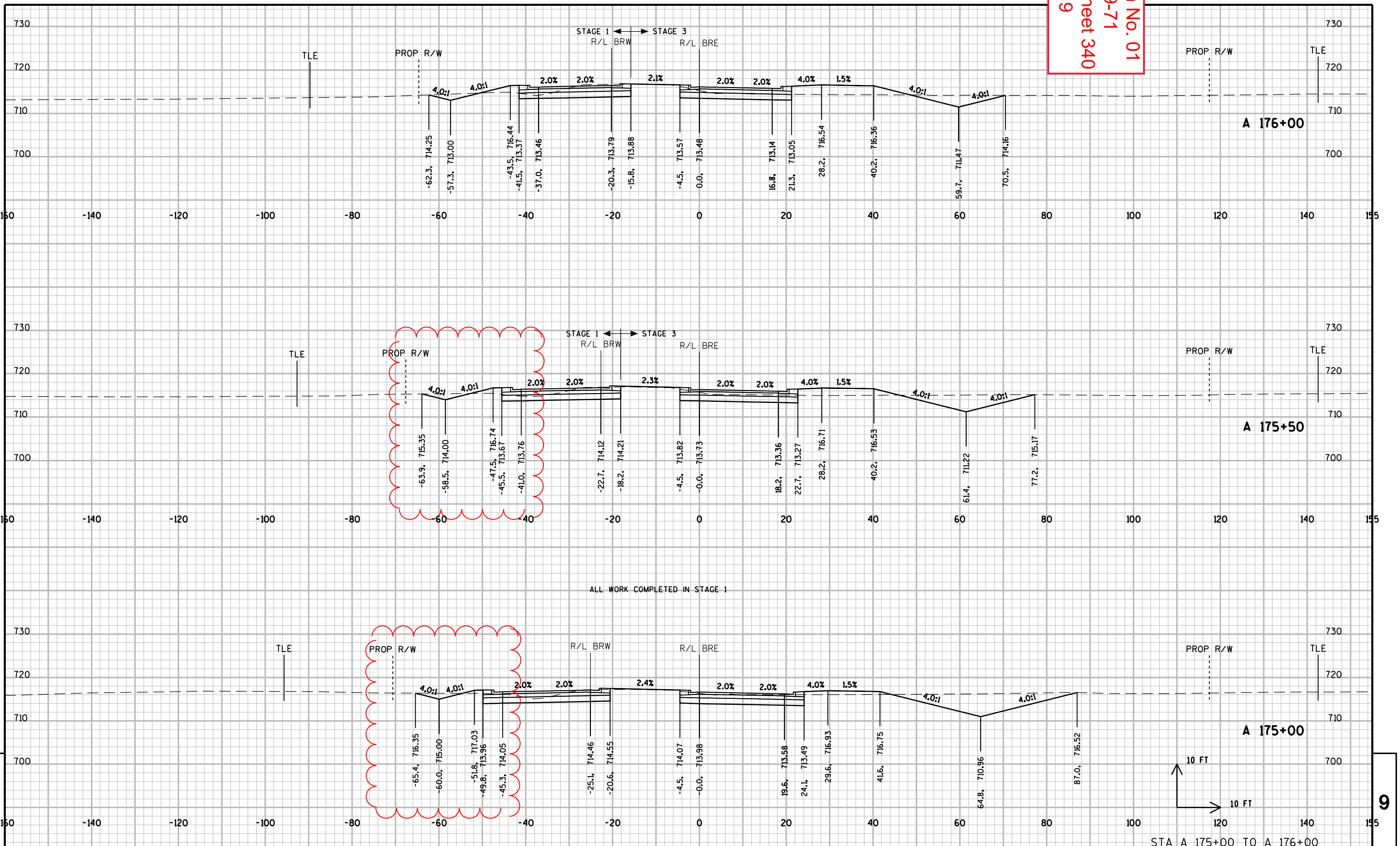
Addendum No. 01
ID 2704-09-71
Revised Sheet 340
July 1, 2019



STA A 175+00 TO A 176+00

PROJECT NO:2704-09-71	HWY:BRAUN ROAD	COUNTY:RACINE	CROSS SECTIONS: BRAUN ROAD	SHEET 340	E

FILE NAME : pw:\\pw-int.hntb.org:PWGreat_Lakes\Documents\Madison Projects\71190 I-94 Local Roads\4_Engineering\4.3_Braun\4.3.5_East\ PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

Proposal ID: 20190709006 Project(s): 2704-09-71

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	108.4400 CPM Progress Schedule	1.000 EACH	_____.____	_____.____
0004	201.0105 Clearing	23.000 STA	_____.____	_____.____
0006	201.0205 Grubbing	23.000 STA	_____.____	_____.____
0008	203.0100 Removing Small Pipe Culverts	15.000 EACH	_____.____	_____.____
0010	204.0115 Removing Asphaltic Surface Butt Joints	265.000 SY	_____.____	_____.____
0012	204.0150 Removing Curb & Gutter	423.000 LF	_____.____	_____.____
0014	204.0170 Removing Fence	42.000 LF	_____.____	_____.____
0016	204.0205 Removing Utility Poles	1.000 EACH	_____.____	_____.____
0018	204.0220 Removing Inlets	2.000 EACH	_____.____	_____.____
0020	204.0245 Removing Storm Sewer (size) 001. 12-Inch	102.000 LF	_____.____	_____.____
0022	204.9090.S Removing (item description) 001. Underdrain	300.000 LF	_____.____	_____.____
0024	204.9090.S Removing (item description) 002. Drain Tile	1,000.000 LF	_____.____	_____.____
0026	205.0100 Excavation Common	99,255.000 CY	_____.____	_____.____
0028	213.0100 Finishing Roadway (project) 001. 2704-09-71	1.000 EACH	_____.____	_____.____
0030	305.0110 Base Aggregate Dense 3/4-Inch	860.000 TON	_____.____	_____.____
0032	305.0120 Base Aggregate Dense 1 1/4-Inch	26,360.000 TON	_____.____	_____.____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	311.0110 Breaker Run	46,510.000 TON	_____.____	_____.____
0036	415.0100 Concrete Pavement 10-Inch	11,019.000 SY	_____.____	_____.____
0040	415.4100 Concrete Pavement Joint Filling	11,019.000 SY	_____.____	_____.____
0042	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____.____	_____.____
0044	416.0160 Concrete Driveway 6-Inch	47.000 SY	_____.____	_____.____
0046	416.0620 Drilled Dowel Bars	58.000 EACH	_____.____	_____.____
0048	416.1010 Concrete Surface Drains	7.000 CY	_____.____	_____.____
0050	450.4000 HMA Cold Weather Paving	1,900.000 TON	_____.____	_____.____
0052	455.0605 Tack Coat	1,651.000 GAL	_____.____	_____.____
0054	460.2000 Incentive Density HMA Pavement	6,108.000 DOL	1.00000	6,108.00
0056	460.6223 HMA Pavement 3 MT 58-28 S	4,475.000 TON	_____.____	_____.____
0058	460.6224 HMA Pavement 4 MT 58-28 S	3,099.000 TON	_____.____	_____.____
0060	465.0120 Asphaltic Surface Driveways and Field Entrances	22.000 TON	_____.____	_____.____
0062	465.0125 Asphaltic Surface Temporary	661.000 TON	_____.____	_____.____
0064	495.1000.S Cold patch	300.000 TON	_____.____	_____.____
0066	520.1012 Apron Endwalls for Culvert Pipe 12-Inch	3.000 EACH	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0068	520.1015 Apron Endwalls for Culvert Pipe 15-Inch	3.000 EACH	_____.____	_____.____
0070	520.1024 Apron Endwalls for Culvert Pipe 24-Inch	9.000 EACH	_____.____	_____.____
0072	520.1036 Apron Endwalls for Culvert Pipe 36-Inch	3.000 EACH	_____.____	_____.____
0074	520.8000 Concrete Collars for Pipe	4.000 EACH	_____.____	_____.____
0076	521.1012 Apron Endwalls for Culvert Pipe Steel 12-Inch	4.000 EACH	_____.____	_____.____
0078	521.3115 Culvert Pipe Corrugated Steel 15-Inch	80.000 LF	_____.____	_____.____
0080	522.0424 Culvert Pipe Reinforced Concrete Class IV 24-Inch	80.000 LF	_____.____	_____.____
0082	522.0436 Culvert Pipe Reinforced Concrete Class IV 36-Inch	194.000 LF	_____.____	_____.____
0084	522.2424 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	163.000 LF	_____.____	_____.____
0086	522.2624 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	2.000 EACH	_____.____	_____.____
0088	601.0409 Concrete Curb & Gutter 30-Inch Type A	6,092.000 LF	_____.____	_____.____
0090	601.0411 Concrete Curb & Gutter 30-Inch Type D	5,563.000 LF	_____.____	_____.____
0092	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	700.000 LF	_____.____	_____.____
0094	602.0410 Concrete Sidewalk 5-Inch	11,941.000 SF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0096	602.0505 Curb Ramp Detectable Warning Field Yellow	340.000 SF	_____.____	_____.____
0098	602.0605 Curb Ramp Detectable Warning Field Radial Yellow	64.000 SF	_____.____	_____.____
0100	606.0100 Riprap Light	3.600 CY	_____.____	_____.____
0102	606.0200 Riprap Medium	3.600 CY	_____.____	_____.____
0104	606.0300 Riprap Heavy	200.000 CY	_____.____	_____.____
0106	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	79.000 LF	_____.____	_____.____
0108	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	1,248.000 LF	_____.____	_____.____
0110	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	102.000 LF	_____.____	_____.____
0112	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	2,076.000 LF	_____.____	_____.____
0114	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	128.000 LF	_____.____	_____.____
0116	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	176.000 LF	_____.____	_____.____
0118	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	68.000 LF	_____.____	_____.____
0120	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	375.000 LF	_____.____	_____.____
0122	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	327.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0124	608.2419 Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	73.000 LF	_____._____	_____._____
0126	611.0420 Reconstructing Manholes	1.000 EACH	_____._____	_____._____
0128	611.0535 Manhole Covers Type J-Special	6.000 EACH	_____._____	_____._____
0130	611.0612 Inlet Covers Type C	1.000 EACH	_____._____	_____._____
0132	611.0624 Inlet Covers Type H	53.000 EACH	_____._____	_____._____
0134	611.0627 Inlet Covers Type HM	6.000 EACH	_____._____	_____._____
0136	611.0639 Inlet Covers Type H-S	12.000 EACH	_____._____	_____._____
0138	611.0642 Inlet Covers Type MS	9.000 EACH	_____._____	_____._____
0140	611.2004 Manholes 4-FT Diameter	1.000 EACH	_____._____	_____._____
0142	611.2005 Manholes 5-FT Diameter	21.000 EACH	_____._____	_____._____
0144	611.2007 Manholes 7-FT Diameter	3.000 EACH	_____._____	_____._____
0146	611.3004 Inlets 4-FT Diameter	17.000 EACH	_____._____	_____._____
0148	611.3230 Inlets 2x3-FT	34.000 EACH	_____._____	_____._____
0150	611.3901 Inlets Median 1 Grate	1.000 EACH	_____._____	_____._____
0152	611.3902 Inlets Median 2 Grate	4.000 EACH	_____._____	_____._____
0154	611.8110 Adjusting Manhole Covers	1.000 EACH	_____._____	_____._____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0156	611.8115 Adjusting Inlet Covers	1.000 EACH	_____.____	_____.____
0158	611.9800.S Pipe Grates	1.000 EACH	_____.____	_____.____
0160	612.0700 Drain Tile Exploration	1,500.000 LF	_____.____	_____.____
0162	616.0700.S Fence Safety	1,000.000 LF	_____.____	_____.____
0164	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0166	620.0300 Concrete Median Sloped Nose	833.000 SF	_____.____	_____.____
0168	623.0200 Dust Control Surface Treatment	50,790.000 SY	_____.____	_____.____
0170	624.0100 Water	3,743.000 MGAL	_____.____	_____.____
0172	628.1104 Erosion Bales	226.000 EACH	_____.____	_____.____
0174	628.1504 Silt Fence	4,900.000 LF	_____.____	_____.____
0176	628.1520 Silt Fence Maintenance	4,900.000 LF	_____.____	_____.____
0178	628.1905 Mobilizations Erosion Control	10.000 EACH	_____.____	_____.____
0180	628.1910 Mobilizations Emergency Erosion Control	8.000 EACH	_____.____	_____.____
0182	628.2008 Erosion Mat Urban Class I Type B	102,900.000 SY	_____.____	_____.____
0184	628.7005 Inlet Protection Type A	75.000 EACH	_____.____	_____.____
0186	628.7020 Inlet Protection Type D	74.000 EACH	_____.____	_____.____
0188	628.7504 Temporary Ditch Checks	770.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0190	628.7555 Culvert Pipe Checks	15.000 EACH	_____.____	_____.____
0192	628.7560 Tracking Pads	8.000 EACH	_____.____	_____.____
0194	629.0210 Fertilizer Type B	70.000 CWT	_____.____	_____.____
0196	630.0140 Seeding Mixture No. 40	1,860.000 LB	_____.____	_____.____
0198	630.0200 Seeding Temporary	2,780.000 LB	_____.____	_____.____
0200	633.5200 Markers Culvert End	10.000 EACH	_____.____	_____.____
0202	634.0618 Posts Wood 4x6-Inch X 18-FT	52.000 EACH	_____.____	_____.____
0204	637.2210 Signs Type II Reflective H	249.360 SF	_____.____	_____.____
0206	637.2230 Signs Type II Reflective F	113.190 SF	_____.____	_____.____
0208	638.2102 Moving Signs Type II	2.000 EACH	_____.____	_____.____
0210	638.2602 Removing Signs Type II	13.000 EACH	_____.____	_____.____
0212	638.3000 Removing Small Sign Supports	13.000 EACH	_____.____	_____.____
0214	643.0300 Traffic Control Drums	19,740.000 DAY	_____.____	_____.____
0216	643.0310.S Temporary Portable Rumble Strips	 LS	LUMP SUM	_____.____
0218	643.0420 Traffic Control Barricades Type III	7,980.000 DAY	_____.____	_____.____
0220	643.0705 Traffic Control Warning Lights Type A	15,960.000 DAY	_____.____	_____.____
0222	643.0715 Traffic Control Warning Lights Type C	3,500.000 DAY	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0224	643.0900 Traffic Control Signs	19,880.000 DAY	_____.____	_____.____
0226	643.0920 Traffic Control Covering Signs Type II	10.000 EACH	_____.____	_____.____
0228	643.1000 Traffic Control Signs Fixed Message	220.000 SF	_____.____	_____.____
0230	643.1050 Traffic Control Signs PCMS	280.000 DAY	_____.____	_____.____
0232	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0234	645.0120 Geotextile Type HR	535.000 SY	_____.____	_____.____
0236	645.0130 Geotextile Type R	26.000 SY	_____.____	_____.____
0238	645.0220 Geogrid Type SR	21,600.000 SY	_____.____	_____.____
0240	646.1020 Marking Line Epoxy 4-Inch	8,917.000 LF	_____.____	_____.____
0242	646.3020 Marking Line Epoxy 8-Inch	852.000 LF	_____.____	_____.____
0244	646.5020 Marking Arrow Epoxy	18.000 EACH	_____.____	_____.____
0246	646.5120 Marking Word Epoxy	8.000 EACH	_____.____	_____.____
0248	646.5320 Marking Railroad Crossings Epoxy	2.000 EACH	_____.____	_____.____
0250	646.6120 Marking Stop Line Epoxy 18-Inch	172.000 LF	_____.____	_____.____
0252	646.6220 Marking Yield Line Epoxy 18-Inch	7.000 EACH	_____.____	_____.____
0254	646.7120 Marking Diagonal Epoxy 12-Inch	259.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0256	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	1,013.000 LF	_____.____	_____.____
0258	646.8120 Marking Curb Epoxy	282.000 LF	_____.____	_____.____
0260	646.8220 Marking Island Nose Epoxy	5.000 EACH	_____.____	_____.____
0262	648.0100 Locating No-Passing Zones	0.420 MI	_____.____	_____.____
0266	649.0150 Temporary Marking Line Removable Tape 4-Inch	4,976.000 LF	_____.____	_____.____
0270	649.0850 Temporary Marking Stop Line Removable Tape 18-Inch	33.000 LF	_____.____	_____.____
0272	690.0150 Sawing Asphalt	491.000 LF	_____.____	_____.____
0274	690.0250 Sawing Concrete	29.000 LF	_____.____	_____.____
0276	715.0415 Incentive Strength Concrete Pavement	829.000 DOL	1.00000	829.00
0278	740.0440 Incentive IRI Ride	9,025.000 DOL	1.00000	9,025.00
0280	SPV.0035 Special 001. Roadway Embankment	32,670.000 CY	_____.____	_____.____
0282	SPV.0035 Special 002. EBS Excavation	7,200.000 CY	_____.____	_____.____
0284	SPV.0035 Special 003. EBS Backfill	7,200.000 CY	_____.____	_____.____
0286	SPV.0045 Special 001. Portable Speed Trailer	730.000 DAY	_____.____	_____.____
0288	SPV.0060 Special 002. Temporary Stone Ditch Checks	40.000 EACH	_____.____	_____.____
0290	SPV.0060 Special 003. Sand Bags	50.000 EACH	_____.____	_____.____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0292	SPV.0060 Special 004. Temporary Sediment Traps	6.000 EACH	_____.____	_____.____
0294	SPV.0060 Special 005. Erosion Control Filter Bags	5.000 EACH	_____.____	_____.____
0296	SPV.0060 Special 006. Connect Drain Tile	10.000 EACH	_____.____	_____.____
0298	SPV.0060 Special 007. Pond Q Outlet Storm Sewer Structure	1.000 EACH	_____.____	_____.____
0300	SPV.0060 Special 008. Mobilizations Emergency Pavement Repair	10.000 EACH	_____.____	_____.____
0302	SPV.0060 Special 009. Storm Sewer Plug	2.000 EACH	_____.____	_____.____
0304	SPV.0060 Special 010. Section Corner Monuments	3.000 EACH	_____.____	_____.____
0306	SPV.0060 Special 011. Reconnecting Storm Sewer	1.000 EACH	_____.____	_____.____
0308	SPV.0075 Special 001. Pavement Cleanup Project 2704-09-71	200.000 HRS	_____.____	_____.____
0310	SPV.0090 Special 001. Heavy Duty Silt Fence	425.000 LF	_____.____	_____.____
0312	SPV.0090 Special 002. Pipe Underdrain 6-Inch Special	850.000 LF	_____.____	_____.____
0314	SPV.0090 Special 003. Marking Contrast Epoxy 4-Inch Special	689.000 LF	_____.____	_____.____
0316	SPV.0090 Special 004. Marking Contrast Epoxy 8-Inch Special	1,454.000 LF	_____.____	_____.____
0318	SPV.0105 Special 001. Survey Project	 LS	LUMP SUM	_____.____
0320	SPV.0170 Special 001. Removal and Disposal of Invasive Plant Species	5.000 STA	_____.____	_____.____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0322	SPV.0180 Special 001. Topsoil Special	102,900.000 SY	_____.____	_____.____

Section: 0001 Total: _____.____

Total Bid: _____.____