

## HIGHWAY WORK PROPOSAL

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

Proposal Number: **013**

| <u>COUNTY</u> | <u>STATE PROJECT</u> | <u>FEDERAL</u> | <u>PROJECT DESCRIPTION</u>                                                                | <u>HIGHWAY</u> |
|---------------|----------------------|----------------|-------------------------------------------------------------------------------------------|----------------|
| Racine        | 1033-02-76           | N/A            | International Dr Traffic Mitigation; STH 20 To Limits Of International Drive Construction | LOC STR        |
| Racine        | 1033-02-71           | N/A            | STH 20 - NS Frwy IC Arterial Cross St; CTH C To 900' W Of International Dr                | STH 020        |

# 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: \$530,000.00<br>Payable to: Wisconsin Department of Transportation | Attach Proposal Guaranty on back of this PAGE.  |
| Bid Submittal<br>Date: February 11, 2020<br>Time (Local Time): 9:00 am                         | Firm Name, Address, City, State, Zip Code       |
| Contract Completion Time<br>December 11, 2020                                                  | <b>SAMPLE<br/>NOT FOR BIDDING PURPOSES</b>      |
| 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

|                                                                                                                                                                                                                                                                            |                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| <b>Type of Work:</b><br>Mill, Grade, Base, Culvert Pipe, Storm Sewer, Concrete Pavement, Asphalt Pavement, Curb & Gutter, Concrete Barrier, Sidewalk, Beam Guard, Signing, Signals, Lighting, Overhead Sign Supports S-51-227 - 230, 249, 250, 259 - 261, Pavement Marking | <b>For Department Use Only</b> |
| 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](http://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 department's web site listed above or by picking up the addenda at the Bureau of Highway Construction, 4<sup>th</sup> 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

DT1303 1/2006

Wisconsin Department of Transportation

|                   |                                    |              |
|-------------------|------------------------------------|--------------|
| 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)

## 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**

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

\_\_\_\_\_  
(Signature of Attorney-in-Fact)

## 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

DT1305 8/2003

Wisconsin Department of Transportation

|                             |                                        |
|-----------------------------|----------------------------------------|
| 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.

[illegible]



**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.

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**SPECIAL PROVISIONS**

**1. General.**

Perform the work under this construction contract for Project 1033-02-71, STH 20-NS Frwy IC Arterial Cross St, CTH C to 900' W of International Dr, Racine County, Wisconsin; and Project 1033-02-76, International Drive Traffic Mitigation, STH 20 Limits to Int'l Dr Const, 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, 2020 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 (20190618)

**2. Scope of Work.**

The work under this contract shall consist of removal, excavation common, base aggregate, concrete pavement, HMA pavement, concrete curb and gutter, storm sewer, erosion control, traffic control, pavement marking, sign structures, permanent signing, lighting, ITS, traffic signals, 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. 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.

Be advised that there may be multiple mobilizations and/or remobilizations to complete construction operations, for example such items as: grading, concrete pavement, traffic control, signing, temporary and permanent pavement marking, finishing items and other incidental items. No additional payment will be made, by the department, for additional mobilizations.

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

Anticipate cold weather during spring and winter for concrete masonry, asphalt paving, concrete paving and ancillary concrete work, (curb, median barrier, 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.

Anticipate frozen grade/subgrade. Rework, heat, blanket, cover, compact, remove/replace such that the grade/subgrade is not frozen prior to constructing and backfilling storm sewer and culvert pipes. Technique to mitigate frozen grade/subgrade shall be approved by the engineer. Cost to mitigate frozen grade/subgrade is considered incidental to the applicable items of work.

After written notice to proceed, and prior to Final Acceptance of the work, assist with maintenance of existing roadways as specified in standard spec 104.6.1. This assistance may include performance of work covered under pay items or accommodating local repair forces within the work zones. Maintain all newly constructed work as specified in standard spec 104.6.1.

### **CPM Progress Schedule**

Refer to the Baseline CPM Progress Schedule items elsewhere in these special provisions.

### **Schedule of Operations**

The department anticipates that the schedule for each stage shall be as follows below, unless modifications are approved in writing by the engineer. Staging sequencing shall be done in the order shown below unless approved by the engineer. Any overlap in staging must be approved by the engineer.

#### **Stage 1A**

##### **Construction**

- Place variable depth overlay on eastbound STH 20 outside shoulder.
- Mill and overlay International Drive.
- Construct temporary pavement widening on:
  - STH 20 eastbound outside shoulder
  - West Frontage Road
- Remove islands and construct temporary asphalt on:
  - STH 20 EB
  - Ramp SE
  - East Frontage Road
- Construct temporary signals at:
  - Ramp SW/ Ramp NW/ STH 20 intersection
  - Ramp SE/ Ramp NE/ STH 20 intersection
  - West Frontage Road/ STH 20 intersection
  - East Frontage Road/ STH 20 intersection

##### **Traffic**

- STH 20 eastbound – Existing lanes open. Utilize nighttime outside lane closure to facilitate construction.
- STH 20 westbound – Existing lanes open.
- Ramp SW – Existing lanes open. Utilize nighttime ramp closure to facilitate construction.
- Ramp NW – Existing lanes open.
- Ramp SE – Existing lanes open. Utilize nighttime ramp closure to facilitate construction.
- Ramp NE – Existing lanes open.
- West Frontage Road – Existing lanes open. Utilize southbound nighttime outside lane closure North of STH 20 to facilitate construction. Utilize southbound nighttime outside lane closure South of STH 20 to facilitate construction. Southbound road closure South of STH 20 may be necessary.
- East Frontage Road – Existing lanes open. Utilize nighttime inside lane closures to facilitate construction.
- International Drive – Existing lanes open. Utilize nighttime lane closure to facilitate construction.

#### **Stage 1B**

##### **Construction**

- Construct STH 20 crossovers (west end).
- Construct STH 20 crossovers (east end).
- Construct temporary pavement widening on STH 20 eastbound inside shoulder.
- Remove median island and construct temporary asphalt on West Frontage Road.



## **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening. Utilize nighttime inside lane closure to facilitate construction.
- STH 20 westbound – Existing lanes open.
- Ramp SW – Existing lanes open.
- Ramp NW – Existing lanes open.
- Ramp SE – Existing lanes open.
- Ramp NE – Existing lanes open.
- West Frontage Road – Existing lanes open. Utilize nighttime inside lane closures to facilitate construction. Road closures may be necessary.
- East Frontage Road – Existing lanes open.
- International Drive – All lanes open.

## **Stage 2A**

### **Construction**

- Begin construction of STH 20 westbound lanes and temporary pavement
- Begin construction of Ramp SW
- Construct Ramp NW right turn lane and outside shoulders.
- Construct IH 94 southbound and Ramp NW ramp gore.
- Begin construction of Ramp SE right turn lane.
- Begin construction of Ramp NE.
- Construct West Frontage Road northbound lanes, temporary pavement and storm sewer trunk line.
- Construct East Frontage Road northbound lanes, temporary pavement and storm sewer trunk line.
- Begin construction of north Red Cloud Drive.

### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening. Utilize nighttime lane closures to facilitate construction.
- STH 20 westbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening. Utilize nighttime lane closures to facilitate construction.
- Ramp SW – Closed to traffic.
- Ramp NW – One lane open. Utilize nighttime ramp closure to facilitate construction.
- IH 94 southbound – All lanes open. Utilize nighttime lane and shoulder closures to facilitate construction.
- Ramp SE – One lane open. Utilize nighttime ramp closure to facilitate construction.
- Ramp NE – Closed to traffic.
- West Frontage Road – One lane open in each direction. Traffic pushed to west edge.
- East Frontage Road – One lane open in each direction. Traffic pushed to west edge.
- Red Cloud Drive – Closed to traffic.
- International Drive – All lanes open.

## **Stage 2B**

### **Construction**

- Continue construction of STH 20 westbound lanes and temporary pavement.
- Continue construction of Ramp SW.
- Begin construction of Ramp NW left turn lanes and inside shoulder.
- Continue construction of Ramp SE right turn lane.
- Continue construction of Ramp NE.
- Construct West Frontage Road median pavement gaps.
- Construct East Frontage Road median pavement gaps.
- Continue construction of north Red Cloud Drive.

**Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening.
- STH 20 westbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening.
- Ramp SW – Closed to traffic.
- Ramp NW – One lane open.
- Ramp SE – One lane open.
- Ramp NE – Closed to traffic.
- West Frontage Road – One lane open in each direction. Traffic split to outsides.
- East Frontage Road – One lane open in each direction. Traffic split to outsides.
- Red Cloud Drive – Closed to traffic.
- International Drive – All lanes open.

**Stage 2C****Construction**

- Complete construction of STH 20 westbound lanes and temporary pavement.
- Continue construction of Ramp SW.
- Continue construction of Ramp NW left turn lanes and inside shoulder.
- Continue construction of Ramp SE right turn lane and temporary pavement.
- Continue construction of Ramp NE.
- Construct West Frontage Road portions of southbound pavement.
- Construct East Frontage Road portions of southbound pavement.
- Complete construction of north Red Cloud Drive.

**Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening.
- STH 20 westbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening.
- Ramp SW – Closed to traffic.
- Ramp NW – One lane open.
- Ramp SE – One lane open.
- Ramp NE – Closed to traffic.
- West Frontage Road – One lane open in each direction. Traffic pushed to east edge.
- East Frontage Road – One lane open in each direction. Traffic pushed to east edge.
- Red Cloud Drive – Closed to traffic.
- International Drive – All lanes open.

**Stage 3A****Construction**

- Begin construction of STH 20 eastbound lanes.
- Continue construction of Ramp SW.
- Continue construction of Ramp NW left turn lanes and inside shoulder.
- Construct Ramp SE left turn lanes.
- Continue construction of Ramp NE.
- Construct West Frontage Road southbound lanes and temporary pavement.
- Construct East Frontage Road southbound lanes and temporary pavement.
- Begin construction of south Red Cloud Drive.
- Construct the traffic signals at Renaissance Drive and STH 20.

**Traffic**

- STH 20 eastbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
- STH 20 westbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
- Ramp SW – all lanes closed
- Ramp NW – one lane open
- Ramp SE – one lane open
- Ramp NE – all lanes closed
- West Frontage Road – One lane open in each direction. Traffic pushed to east edge.
- East Frontage Road – One lane open in each direction. Traffic pushed to east edge.
- Red Cloud Drive – Closed to traffic.
- International Drive – All lanes open.

**Stage 3B****Construction**

- Continue construction of STH 20 eastbound lanes.
- Continue construction of Ramp SW.
- Continue construction of Ramp NW left turn lanes and inside shoulder.
- Continue construction of Ramp NE.
- Construct West Frontage Road median pavement gaps.
- Construct East Frontage Road median pavement gaps.
- Continue construction of south Red Cloud Drive

**Traffic**

- STH 20 eastbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
- STH 20 westbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
- Ramp SW – all lanes closed
- Ramp NW – one lane open
- Ramp SE – one lane open
- Ramp NE – all lanes closed
- West Frontage Road – One lane open in each direction. Traffic split to outsides.
- East Frontage Road – One lane open in each direction. Traffic split to outsides.
- Red Cloud Drive – Closed to traffic.
- International Drive – All lanes open.

**Stage 3C****Construction**

- Complete construction of STH 20 eastbound lanes.
- Complete construction of Ramp SW.
- Complete construction of Ramp NW left turn lanes and inside shoulder.
- Complete construction of Ramp NE.
- Complete construction of south Red Cloud Drive.

**Traffic**

- STH 20 eastbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
- STH 20 westbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
- Ramp SW – all lanes closed
- Ramp NW – one lane open
- Ramp SE – one lane open
- Ramp NE – all lanes closed
- West Frontage Road – One lane open in each direction. Traffic pushed to west edge.
- East Frontage Road – One lane open in each direction. Traffic pushed to west edge.
- Red Cloud Drive – Closed to traffic.
- International Drive – All lanes open.

## **Stage 4A**

### **Construction**

- Remove STH 20 crossovers, median temporary asphalt and construct median curb and gutter
- Remove West Frontage Road north temporary asphalt and construct remaining median island
- Remove East Frontage Road temporary asphalt and construct remaining median island

### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound new pavement. Utilize nighttime lane closures to facilitate construction.
- STH 20 westbound – Two lanes open on STH 20 westbound new pavement. Utilize nighttime lane closures to facilitate construction.
- Ramp SW – All lanes open.
- Ramp NW – One left turn lane and one right turn lane open.
- Ramp SE – All lanes open.
- Ramp NE – All lanes open.
- West Frontage Road – All lanes open. Utilize nighttime inside lane closure to facilitate construction.
- East Frontage Road – All lanes open. Utilize nighttime inside lane closure to facilitate construction.
- Red Cloud Drive – All lanes open.
- International Drive – All lanes open.

## **Stage 4B**

### **Construction**

- Remove STH 20 outside temporary asphalt and construct remaining porkchop islands

### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound new pavement. Utilize nighttime outside lane closures to facilitate construction.
- STH 20 westbound – Two lanes open on STH 20 westbound new pavement. Utilize nighttime outside lane closures to facilitate construction.
- Ramp SW – All lanes open.
- Ramp NW – All lanes open.
- Ramp SE – All lanes open.
- Ramp NE – All lanes open.
- West Frontage Road – All lanes open.
- East Frontage Road – All lanes open.
- Red Cloud – All lanes open.
- International Drive – All lanes open.

## **Advance Notification**

Notify the engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work. Coordinate the locations of messages of portable changeable message sign with the engineer and WisDOT STOC. Notify the engineer of proposed changes for alternate routes and detours and provide a revised signing plan for the review by and approval of the engineer.

## **Ramp Closures**

Obtain prior acceptance from the engineer for Ramp Closures. All temporary entrance and exit ramp closures shall be posted three business days in advance of their closure with dates and time of closure. Temporary ramp closures are only allowed during Night Time Hours. Long-term ramp closures shown on the traffic control plans shall be posted ten business days in advance of their closure with dates and time of closure. Place a portable changeable message sign before the previous open entrance or exit ramp to advise traffic about the closure of the specific entrance or exit ramp. The contractor will incur a Lane Rental Fee Assessment according to the Lane Rental Fee Assessment article for each lane closure outside the allowable lane closure hours as noted in this article.

## **Portable Changeable Message Signs**

Obtain acceptance from the engineer regarding the wording of all messages on portable changeable message signs prior to placing the message.

## **Winter Maintenance**

Racine County will perform snow removal operations for freeway, ramp, STH 20, International Drive and frontage road lanes that are open to traffic. Provide for snow removal in those areas closed to traffic as required to facilitate safe construction operations and stage changes as required to eliminate snow melt run-off from crossing active roadways. Provide Racine County Highway Maintenance and Racine County Sheriff's Department with a 24-hour emergency contact number for when maintenance is required.

## **Roadway Work Restrictions**

### **Definitions**

The following definitions apply to this contract for IH 94 NB, IH 94 SB, Ramp SE (northbound Exit), Ramp NE (northbound Entrance), Ramp NW (southbound Exit), Ramp SW (southbound Entrance), STH 20, International Drive, Renaissance Boulevard, the East Frontage Road and the West Frontage Road work restrictions:

#### **Weekday Peak Hours**

- 5:30 AM – 9:00 PM Monday, Tuesday, Wednesday, Thursday, Friday

#### **Weekend Peak Hours**

- 8:00 AM – 9:00 PM Saturday, Sunday

#### **Night Time Hours**

- 9:00 PM – 5:30 AM Sunday, Monday, Tuesday, Wednesday, Thursday
- 9:00 PM – 8:00 AM Friday, Saturday

#### **Full STH 20 or Frontage Road Closure Hours**

- 11:00 PM – 4:30 AM

#### **Full Ramp or International Drive Closure Hours**

- 9:00 PM – 5:30 AM

## **Rolling Closure**

Short term freeway mainline rolling closures may be allowed for a maximum of 15 minutes for the removal and erection of sign structures, the removal and erection of temporary traffic signals, equipment moves across the road, or other required work as determined by the engineer. The department will allow short term rolling closures only between 2:00 AM and 4:00 AM, and they may only be performed by freeway law enforcement.

Obtain approval from the engineer before coordinating these closures with freeway law enforcement. Coordinate 14 calendar days in advance of closure. Present the scheduled time for the short term rolling closure at the weekly traffic meeting a minimum of one week prior to the closure.  
SEF Rev. 14\_1212

## **Work Restrictions**

Do not close traffic lanes or shoulders on IH 94 NB, IH 94 SB, Ramp SE (northbound Exit), Ramp NE (northbound Entrance), Ramp NW (southbound Exit), Ramp SW (southbound Entrance), STH 20, International Drive, Renaissance Boulevard, the East Frontage Road, the West Frontage Road, Greenmonte Drive, and Red Cloud Drive and ensure that the roadway traffic lanes are entirely clear to traffic during Weekday Peak Hours and Weekend Peak Hours, except as shown in the traffic control plans.

Restrict work on open freeway roads and ramps to working in closed shoulders or closed lanes as allowed by the plans or engineer. Access into the work zones from the freeway roads will be allowed during Night Time hours, subject to approval by the engineer, if operations can be safely accomplished and do not result in non-construction traffic entering the work zones. Access from ramps will be allowed as shown in the plans or as modified with written approval from the engineer. Exiting the work zones directly onto freeway roads will be allowed only when operations do not obstruct or slow traffic on the freeway.

The duration of the work along IH 94 southbound at the Ramp NW gore is not to exceed seven consecutive calendar days.

The duration of the International Drive Mill and Overlay work is not to exceed seven consecutive calendar days.

Greenmonte Drive will be allowed to be closed at the project limits during Stage 2 for a maximum of 21 consecutive days to allow for the connection to STH 20 to be constructed.

Galaxy Drive will be allowed to be closed at the project limits during Stage 3 for a maximum of 21 consecutive days to allow for the connection to STH 20 to be constructed.

A maximum of 15 full STH 20 closures will be allowed within the full closure hours from 11:00 PM – 4:30 AM throughout the length of the contract. A maximum of 8 full West Frontage Road closures will be allowed. A maximum of 8 full East Frontage Road closures will be allowed. A full closure of STH 20, the West Frontage Road, or the East Frontage Road may not take place on the same night. No full freeway closures will be allowed unless approved by the engineer.

Access to businesses must be maintained during full closures for businesses that maintain business hours during this time.

Follow the traffic control plans for closures. Lane restrictions beyond that shown on the traffic control plans must be approved by the engineer. If plan details are not provided in the traffic control plan, furnish plans for review by the engineer for approval. Once approved, allow at least five business days prior to the closure of roadway as identified in the Traffic article.

Do not, at any time, conduct construction operations in the median area and adjacent outside shoulder area of the roadway at the same time without obtaining prior permission of the engineer, beyond that shown on the traffic control plans.

Do not begin or continue any work that closes traffic lanes outside the allowed time periods specified in this contract.

Permitting the contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a waiver on the part of the department of any of its rights under the contract.

Comply with all local ordinances that apply to 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 3 days before performing this work.

Obtain acceptance from the engineer regarding the wording of all messages on portable changeable message signs prior to placing the message.

### **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.

sef-108-015 (20171004)

### **Interim Completion of Work International Drive Mill and Overlay**

If the contractor fails to complete all pavement mill and overlay work along International Drive as shown in Stage 1A to restore traffic in its permanent configuration prior to 12:01 AM on May 1, 2020, the department will assess the contractor \$2,000 in interim liquidated damages per day for each calendar day after 12:01 AM on May 1, 2020, that all International Drive work is not complete. An entire calendar day will be charged for any period of time within a calendar day that the work is not complete beyond 12:01 AM, on May 1, 2020.

### **Interim Completion of Work IH 94 southbound and Ramp NW Ramp Gore**

If the contractor fails to complete all work along IH 94 southbound at the Ramp NW gore (including mainline removals, mainline shoulder pavement, mainline barrier, crash cushion, signing, pavement marking, restoration and associated work) as shown in Stage 2B to complete all necessary IH 94 lane and shoulder closures prior to 12:01 AM on June 15, 2020, the department will assess the contractor

\$3,500 in interim liquidated damages per day for each calendar day after 12:01 AM on June 15, 2020, that all IH 94 southbound at the Ramp northbound gore work is not complete. An entire calendar day will be charged for any period of time within a calendar day that the work is not complete beyond 12:01 AM, on June 15, 2020.

#### **Interim Completion of Work Complete Stage 3 and Re-Open Entrance Ramps**

If the contractor fails to complete all work (including restoration/landscaping) as shown in the plans from Stage 1A to Stage 3C and to open the northbound Entrance Ramp and southbound Entrance Ramp to traffic in its permanent configuration prior to 12:01 AM on October 30, 2020, the department will assess the contractor \$5,000 in interim liquidated damages per day for each calendar day after 12:01 AM on October 30, 2020, that this work is not complete. An entire calendar day will be charged for any period of time within a calendar day that the ramps remain closed beyond 12:01 AM, on October 30, 2020.

#### **Enhance Liquidated Damages – Final Completion**

*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.

### **4. Available Documents.**

The department will make its information available to bidding contractors. The list of documents that are available for contractors' information includes:

- Design Study Report
- Pavement Type Selection Report
- Environmental Document
- Traffic Management Plan
- Soil Borings

These documents are available from Frank Pritzlaff at 141 NW Barstow Street, Waukesha, WI 53187, (262) 923-0722, [Frank.Pritzlaff@dot.wi.gov](mailto:Frank.Pritzlaff@dot.wi.gov).

Reproduction costs will be applied to all copies requested.

sef-102-005 (20170310)

### **5. Lane Rental Fee 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 shown in the Prosecution and Progress article.

Submit the dates of the proposed lane, ramp, and roadway restrictions to the engineer as part of the progress schedule.

Coordinate lane, ramp, and roadway closures 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 ramp closure, and each full closure of a roadway, per direction of travel, is as follows:

- Night Time Hours (Mainline IH 94)- \$1000 per lane, per direction of travel, per hour broken into 15-minute increments.
- Night Time Hours (Ramp SE, Ramp NE, Ramp NW, Ramp SW, STH 20, International Drive, Renaissance Boulevard, the East Frontage Road and the West Frontage Road - \$1000 per lane, per direction of travel, per hour broken into 15- minute increments.
- Night Time Hours Full Closure (Ramp SE, Ramp NE, Ramp NW, Ramp SW, STH 20, International Drive, Renaissance Boulevard, the East Frontage Road and the West Frontage Road - \$1000 per lane, per direction of travel, per hour 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, roadway, or ramp 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 before the completion of specified work in the contract, additional liquidated damages will be assessed as specified in standard spec 108.11 or as specified within this contract.

stp-108-070 (20161130)

## **6. Traffic.**

### **General**

See Prosecution and Progress specification for traffic configurations by construction stage.

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 the Prosecution and Progress article.

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

### **International Drive Traffic During Construction**

Do not allow live traffic on the milled surface of International Drive during construction. The asphalt overlay must be constructed on the same night that the pavement is milled.

### **Residential and Business Property Access**

Maintain access at all times to all properties located along STH 20, International Drive and the frontage roads, within the project limits unless otherwise noted in the plans for local residents, businesses, and emergency vehicles. Maintain and keep open the access to all driveways and parking lots where alternative access is not available at all times by closing one driveway at a time, building half the driveway at a time, and/or utilizing paving gaps. Notify the property occupant five days in advance of the driveway reconstruction to verify closure or staged driveway construction methods.



## Pre-Planning Meetings

Attend pre-planning meetings with the department seven calendar days in advance of the following operations, to coordinate work operations and traffic operations: traffic switches.

## 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**

| <b>Closure type with height, weight, or width restrictions<br/>(available width, all lanes in one direction less than 16 feet)</b>     | <b>MINIMUM NOTIFICATION</b> |
|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| Lane and shoulder closures                                                                                                             | 7 calendar days             |
| Full roadway closures                                                                                                                  | 7 calendar days             |
| Ramp closures                                                                                                                          | 7 calendar days             |
| Detours                                                                                                                                | 7 calendar days             |
| <b>Closure type without height, weight, or width restrictions<br/>(available width, all lanes in one direction 16 feet or greater)</b> | <b>MINIMUM NOTIFICATION</b> |
| 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)

## 7. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying IH 94, IH 94 entrance or exit ramps, STH 20, West Frontage Road, and East Frontage Road 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 impede the free flow of traffic during the following holiday periods:

- From noon Friday, May 22, 2020 to 6:00 AM Tuesday, May 26, 2020 for Memorial Day;
- From noon Thursday, July 2, 2020 to 6:00 AM Monday, July 6, 2020 for Independence Day;
- From noon Thursday, September 3, 2020 to 6:00 AM Tuesday, September 8, 2020 for Labor Day;
- From noon Wednesday, November 25, 2020 to 6:00 AM Monday, November 30, 2020 for Thanksgiving.

stp-107-005 (20181119)

## 8. Utilities.

The portion of this contract under Project 1033-02-71 (STH 20 Arterial Cross Street) comes under the provisions of Administrative Rule TRANS 220. The portion of this contract under Project 1033-02-76 (International Drive Traffic Mitigation) 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. Permits for IH 94, STH 20, West Frontage Road, and East Frontage Road 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. Permits for International Drive can be viewed at the Village of Mount Pleasant during normal working hours. Contact Mount Pleasant Public Works Highway Manager Mark Benish at (262) 664-7844 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 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.

Utility working days shown herein are as defined in Wisconsin Administrative Code Chapter Trans 220.

Known utilities in the project area are as follows:

**Project 1033-02-71 (STH 20 Crossroad)**

**AT&T Legacy (aka. AT&T Corporation)** has an existing underground communications duct package within the project limits, consisting of 6 ducts owned by AT&T Legacy bundled with 3 ducts owned by Level 3 Communications, beginning beyond the southerly project limits and running northerly along a line 8' easterly of and parallel to the westerly IH 94 right-of-way to Station 292+58, 184'RT where it turns and runs northwesterly, crossing STH 20 at Station 291+47, and continues northwesterly to Station 291+13, 64'LT. From there the duct package continues northerly along a line 7' easterly of and parallel to the westerly IH 94 right-of-way to beyond the project limits. This duct package will remain in place without adjustment.

AT&T Legacy also has a discontinued underground communications duct package bundled with a discontinued Level 3 Communications duct package within the project limits beginning beyond the southerly project limits and running northerly along the westerly fence line of IH 94, crossing STH 20 at Station 292+82, and continuing northerly along the westerly fence line to beyond the project limits.

The AT&T Legacy contact is Ken Nine, (574) 842-8830 office / (574) 904-6336 cell, of JMC Engineers & Associates, Inc.

**AT&T Local Network (aka. Teleport Communications of America)** has existing underground communications facilities within the project limits in the following locations:

- An existing underground communications line beginning at a vault adjacent to the previously described AT&T Legacy duct package on the west side of the Northwest Ramp at Station 865+91, 235'LT and running southerly, crossing STH 20 at Station 291+42, and continuing southerly to Station 291+85, 113'RT where it turns and runs southeasterly to Station 293+56, 80'RT. From there it continues southeasterly, crossing IH-94 at Station 861+49, and continues southeasterly to Station 298+35, 98'RT where it turns and runs easterly to Station 298+55, 89'RT and then turns and runs southeasterly along the southwesterly STH 20 right-of-way, crossing the East Frontage Road at Station 3858+00, and continuing southeasterly to a vault at Station 303+69, 96'RT. From there the line continues southeasterly along the right-of-way, crossing Galaxy Drive, and continuing southeasterly to Station 318+56, 133'RT where it turns and continues southeasterly, crossing Red Cloud Drive at Station 270RC+10, then continues southeasterly along a line approximately 16' northeasterly of and parallel to the southwesterly STH 20 right-of-way to beyond the project limits. AT&T Local Network will relocate portions of this line as noted below.

- An existing underground communications line beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along the northerly STH 20 right-of-way, crossing Renaissance Boulevard, and continuing easterly along the northerly STH 20 right-of-way to beyond the project limits. This line will remain in place without adjustment.

Prior to construction, AT&T Local Network will directional bore new ducts in areas of conflict to achieve adequate depth.

The AT&T Local Network contact is Jennifer Navarro, (414) 459-3564, of Northwind Technical Services.

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

- An existing underground communications line beginning beyond the westerly project limits and running easterly along the southerly STH 20 right-of-way and ending at a pole at Station 267+43, 62'RT.
- An existing overhead communications line beginning at a pole at Station 270+92, 70'RT and running northerly, crossing STH 20 at Station 270+68, and continuing northerly to a pole at Station 270+28, 122'LT. From there the line continues northerly to beyond the project limits.
- An existing underground communications line beginning at a pole at Station 270+28, 122'LT and running southeasterly along a line 6' northeasterly and parallel to the northeasterly STH 20 right-of-way to Station 273+76, 127'LT where it turns and runs northeasterly to beyond the project limits.
- An existing overhead communications line beginning at a pole at Station 270+28, 122'LT and running southeasterly and ending at Station 271+17, 135'LT.
- An existing underground communications line beginning beyond the northerly project limits and running southerly to Station 271+17, 135'LT and then running southeasterly to Station 273+25, 93'LT. From there the line runs southeasterly along the north side of STH 20 to Station 278+17, 109'LT where it turns and continues southeasterly to a pedestal at Station 278+92, 101'LT where it turns and ends at a pedestal at Station 278+88, 114'LT.
- An existing underground communications line beginning beyond the northerly project limits and running southwesterly to Station 273+82, 101'LT where it turns and runs southeasterly along the northeasterly STH 20 right-of-way to a pedestal at Station 278+88, 114'LT. From there the line runs southeasterly to a pedestal at Station 280+19, 86'LT where it turns and runs easterly to Station 280+55, 98'LT. From there the line runs southeasterly along the northeasterly STH 20 right-of-way to a pedestal at Station 283+49, 94'LT and then continues southeasterly along the right-of-way to a manhole at Station 286+46, 100'LT. From there the line runs southwesterly, crossing STH 20 at Station 286+45, and continues southwesterly to a manhole at Station 286+45, 104'RT.
- Two existing underground communications lines beginning beyond the southerly project limits and running northeasterly to Station 274+42, 108'RT where they turn and run southeasterly along the southwesterly STH 20 right-of-way to a manhole at Station 286+45, 104'RT.
- Two existing underground communications lines beginning a manhole at Station 286+45, 104'RT and running southerly to Station 2863+45, 78'LT where they turn and runs southwesterly along the westerly West Frontage Road right-of-way to Station 2859+35, 64'LT. From there the lines run southerly along a line approximately 38' easterly of and parallel to the westerly West Frontage Road right-of-way to beyond the project limits.
- An existing underground communications line beginning beyond the southerly project limits and running northerly along the westerly West Frontage Road right-of-way and ending at Station 2858+81, 101'LT.
- An existing underground communications line beginning at Station 2859+85, 65'LT and running easterly, crossing the West Frontage Road at Station 2859+95, and continuing easterly and ending at Station 2860+03, 47'RT.
- An existing underground communications line beginning beyond the project limits and running westerly to Station 2859+18, 54'RT where it turns and runs northeasterly along the easterly West Frontage Road right-of-way to Station 2863+23, 39'RT. From there the line continues northeasterly to Station 288+61, 101'RT where it turns and runs southeasterly to Station 290+99, 89'RT where it turns and runs southeasterly to a pedestal at Station 292+62, 171'RT. From there the line runs southerly along a line 15' easterly of and parallel to the westerly IH 94 right-of-way to beyond the project limits.
- An existing underground communications line beginning at a manhole at Station 286+46, 100'LT and running southeasterly, crossing the West Frontage Road at Station 2865+20, and continuing southeasterly to Station 288+62, 82'LT. From there the line continues southeasterly to a manhole at Station 291+02, 83'LT and then continues southeasterly to Station 292+84, 53'LT where it turns and continues southeasterly, crossing IH 94 at Station 292+99, and continues southeasterly to a manhole at Station 298+17, 74'LT.

- An existing underground communications line beginning at Station 288+62, 82'LT and running northerly along the easterly West Frontage Road right-of-way to Station 4867+07, 19'RT where it turns and runs northeasterly to beyond the project limits.
- An existing underground communications line beginning at a manhole at Station 291+02, 83'LT and running southerly, crossing STH 20 at Station 291+40, and continuing southerly to a manhole at Station 291+89, 108'RT.
- An existing underground communications line beginning at a pedestal at Station 295+42, 113'LT and running southerly to Station 295+73, 73'LT where it turns and runs southeasterly to a manhole at Station 298+17, 74'LT.
- Two existing underground communications lines beginning at a manhole at Station 298+17, 74'LT and running southeasterly to Station 300+75, 92'LT where they continue southeasterly along approximately 12' southwesterly of the northeasterly STH 20 right-of-way, crossing the East Frontage Road at Station 5859+76, and continuing to a pedestal at Station 306+09, 99'LT. From there the lines continue southeasterly along the right-of-way to Station 310+18, 87'LT and then continue southeasterly to Station 313+75, 87'LT and then continue southeasterly to a manhole at Station 316+42, 101'LT. From there one of the lines continues southeasterly along the northerly STH 20 right-of-way to a manhole at Station 322+14, 97'LT. The other line runs southeasterly from the manhole at Station 316+42, 101'LT to Station 318+53, 91'LT and then continues southeasterly, crossing Red Cloud Drive, and continues to a manhole at Station 322+14, 97'LT.
- An existing underground communications line beginning at a manhole at Station 298+17, 74'LT and running southeasterly along the northeasterly side of STH 20, crossing the East Frontage Road at Station 5859+63, and continuing southeasterly to Station 306+08, 84'LT. From there the line continues southeasterly to Station 313+75, 81'LT and then continues southeasterly to Station 316+43, 94'LT where it continues southeasterly to Station 320+57, 77'LT. From there the line continues southeasterly, crossing Red Cloud Drive, and continues to Station 322+15, 79'LT where it turns and runs northeasterly to a manhole at Station 322+14, 97'LT.
- An existing underground communications line beginning beyond the northerly project limits and running southwesterly to Station 306+11, 106'LT where it turns and runs southeasterly along the northerly side of STH 20 to Station 310+26, 93'LT and then continues southeasterly to a pedestal at Station 313+75, 99'LT. From there the line continues southeasterly to a manhole at Station 316+43, 101'LT and then continues southeasterly, crossing Red Cloud Drive, and continues to a manhole at Station 322+14, 97'LT.
- Three existing underground communications lines beginning at a manhole at Station 322+14, 97'LT and running southeasterly along the northerly side of STH 20 to beyond the easterly project limits. The first line runs along a line approximately 14' southerly of and parallel to the northerly STH 20 right-of-way. The second line runs along a line approximately 21' southerly of and parallel to the northerly STH 20 right-of-way. The third line runs along a line approximately 28' southerly of and parallel to the northerly STH 20 right-of-way.
- An existing overhead communications line beginning beyond the southerly project limits and running northerly along the easterly IH 94 right-of-way and ending at a pole at Station 859+68, 177'RT.
- An existing underground communications line beginning at a pole at Station 859+68, 177'RT and running northeasterly, easterly and southeasterly to Station 299+01, 79'RT where it continues southeasterly along the southwesterly STH 20 right-of-way to Station 299+72, 88'RT where it turns and runs southwesterly to a pole at Station 299+70, 100'RT. From there it runs northeasterly to Station 299+72, 88'RT where it turns and runs southeasterly along the right-of-way, crossing the East Frontage Road at Station 3858+10, and continuing southeasterly to Station 303+66, 86'RT where it turns and runs southerly and ends at a vault at Station 303+69, 96'RT.
- An existing overhead communications line beginning at a pole at Station 299+70, 100'RT and running southeasterly along southwesterly STH 20 right-of-way, crossing the East Frontage Road at Station 3857+95, and continuing southeasterly to a pole at Station 303+40, 101'RT. From there the line continues southeasterly along the right-of-way to a pole at Station 313+92, 105'RT and then continues southeasterly, crossing Galaxy Drive, and continuing southeasterly to Station 318+61, 143'RT and then running southeasterly along a line 7' northeasterly of and parallel to the southwesterly STH 20 right-of-way to beyond the project limits.
- An existing underground communications line beginning at a pole at Station 303+40, 101'RT and running southwesterly and southerly along a line approximately 6' westerly of the easterly East Frontage Road right-of-way to a pedestal at Station 3852+98, 47'RT. From there the line continues southerly along the right-of-way to beyond the project limits.

- An existing underground communications line beginning at a vault at Station 303+69, 96'RT and running southeasterly along the southwesterly STH 20 right-of-way to a pole at Station 313+92, 105'RT, crossing Galaxy Drive, and continuing southeasterly along the right-of-way to a pedestal at Station 314+10, 106'RT. From there the line continues southeasterly to Station 318+70, 138'RT and then continues southeasterly along a line approximately 15' northeasterly of and parallel to the southwesterly STH 20 right-of-way, crossing Red Cloud Drive, and continuing southeasterly to beyond the project limits.
- An existing underground communications line beginning beyond the southerly project limits and running northerly and northeasterly along a line approximately 11' westerly of the easterly East Frontage Road right-of-way to a vault at Station 303+69, 96'RT.
- An existing underground communications line beginning at a pedestal at Station 314+10, 106'RT and running southwesterly and southerly along the westerly Galaxy Drive right-of-way to beyond the project limits.
- An existing underground communications line beginning a pole at Station 315+17, 113'RT and running southwesterly to Station 315+15, 119'RT where it turns and runs northwesterly along the southwesterly STH 20 right-of-way to Station 314+81, 117'RT. From there the line runs southwesterly along the easterly Galaxy Drive right-of-way to a pedestal at Station 314+89, 185'RT and then runs northeasterly along the easterly Galaxy Drive right-of-way to Station 314+82, 119'RT where it turns and runs southeasterly along the southwesterly STH 20 right-of-way to Station 316+64, 131'RT. From there the line runs northwesterly to Station 318+38, 91'RT where it turns and runs northeasterly, crossing STH 20 at Station 316+42, and continues northeasterly to a manhole at Station 316+42, 101'LT.
- An existing overhead communications line beginning at a pole at Station 313+92, 105'RT and running southwesterly along the westerly Galaxy Drive right-of-way to beyond the project limits.
- Existing underground communications lines within the project limits at the intersection of STH 20 and Renaissance Boulevard, along the rights-of-way of STH 20, crossing STH 20, along the rights-of-way of Renaissance Boulevard, and crossing Renaissance Boulevard.

AT&T Wisconsin also has discontinued communications facilities within the project limits in the following locations:

- A discontinued underground communications line on the north side of STH 20 from Station 271+50 to Station 279+00.
- Discontinued underground communications lines along the east side of South Sylvania Avenue, along the south side of STH 20 and along the west side of Ramp SW.
- A discontinued underground communications line along the south side of STH 20 from Station 297+00 to Station 299+50.
- A discontinued underground communications line along the east side of the East Frontage Road from Station 3856+75 to Station 3858.
- Three discontinued underground communications lines and 2-4" PC ducts along the north side of STH 20 from Station 207+50 to International Drive.
- A discontinued underground communications line (ALMW 300 cable) along the north side of STH 20 from Station 298+00 to International Drive.

The existing underground communications facilities at the intersection of STH 20 and Renaissance Boulevard will remain in place without adjustment.

Prior to construction, AT&T Wisconsin will relocate, reconstruct, remove, discontinue and leave in place their existing overhead and underground electric facilities in the following locations:

- From approximately Station 271+50 to 279+00, discontinuing north side existing buried line and installing new cable along the property line.
- At the STH 20 and West Frontage Rd Intersection, lowering the existing 7-4" PC duct package below the 30" SS.
- Expose and lower approximately 300' of 6-4" duct package from Station 292+00 to Station 295+00.
- Discontinue existing buried cable and replace 1100' along property line below the proposed SS from along the east side South Sylvania Avenue along the south side of STH 20 and along the west side of Ramp SW.
- Remove poles and existing cable and bore new cable along the east side of Ramp SE, along the south side of STH 20 and along the east side of East Frontage Road.

- From Station 307+60 to International Drive, retire existing cables and replace with 4-4" duct package lower than the proposed SS.
- From Station 307+80 to Station 318+00, replace existing underground fiber with aerial fiber and relocate existing poles and aerial cable to the south along the right-of-way line.
- ALMW 300 cable along the north side of STH 20 from Station 298+00 to International Drive to be discontinued.

WisDOT contractor to remove any portions of retired/discontinued cable and duct in conflict with the storm sewer crossings or ditch cuts.

During construction, AT&T Wisconsin will adjust their manholes and handholes in the following locations: Station 286+45 LT/RT, Station 291+00 LT, Station 298+10 LT, Station 307+20 LT, Station 316+35 LT, Station 314+00 RT, Station 315+05 RT. Allow 10 days for adjustment of AT&T Wisconsin manhole and handholes.

The AT&T Wisconsin contact is Mike VanBoven, (262) 636-0514 office / (262) 676-3958 cell.

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

- An existing underground communications line beginning beyond the westerly project limits and running southeasterly along the southerly shoulder of STH 20 to Station 266+93, 60'RT and then continuing southeasterly along the southerly shoulder and ending at a pole at Station 270+92, 70'RT.
- An existing overhead communications line on We Energies poles beginning at a pole at Station 270+92, 70'RT and running southeasterly along the south side of STH 20 to a pole at Station 276+35, 100'RT and then continuing southeasterly along the southwesterly STH 20 right-of-way to a pole at Station 283+23, 101'RT. From there the line continues southeasterly along the right-of-way and ends at a pole at Station 286+82, 101'RT.
- An existing overhead communications line on We Energies poles beginning at a pole at Station 270+92, 70'RT and running northerly, crossing STH 20 at Station 270+68, and continuing northerly to a pole at Station 270+28, 122'LT. From there the line continues northerly to beyond the project limits.
- An existing overhead communications line on We Energies poles beginning at a pole at Station 283+23, 101'RT and running northeasterly, crossing STH 20 at Station 283+40, and continuing northeasterly to a pole at Station 283+54, 92'LT, where it turns and runs southeasterly along a line 6' southwesterly of and parallel to the northeasterly STH 20 right-of-way, crossing the West Frontage Road at Station 4865+21, and continuing southeasterly and ending at a pole at Station 288+63, 98'LT.
- An existing underground communications line beginning at a pole at Station 288+63, 98'LT and running northerly along the easterly West Frontage Road right-of-way to Station 4866+95, 31'RT. From there the line continues northerly along the east side of the West Frontage Road to beyond the project limits.
- An existing underground communications line beginning beyond the southerly project limits and running northerly along a line 6' easterly of and parallel to the westerly West Frontage Road right-of-way and ending at Station 2859+12, 100'LT.
- An existing underground communications line beginning beyond the southerly project limits and running northerly along a line approximately 17' westerly of the westerly West Frontage Road edge of pave to Station 2859+44, 60'LT. From there the line runs northeasterly along the westerly West Frontage Road right-of-way and ends at a pole at Station 286+82, 101'RT.
- An existing underground communications line beginning at a pole at Station 286+82, 101'RT and running southeasterly, crossing the West Frontage Road at Station 2864+07, and continuing southeasterly to Station 288+31, 121'RT where it turns and runs southwesterly to Station 2862+79, 26'RT. From there the line runs southwesterly and southerly along a line 14' westerly of and parallel to the easterly West Frontage Road right-of-way to beyond the project limits.
- An existing underground communications line beginning at Station 2858+48, 52'LT and running easterly, crossing the West Frontage Road at Station 2858+54, and continuing easterly and ending at Station 2858+60, 44'RT.
- An existing overhead communications line beginning beyond the southerly project limits and running northerly along the easterly IH 94 right-of-way and ending at a pole at Station 859+68, 178'RT.

- An existing underground communications line beginning at a pole at the easterly IH 94 right-of-way at Station 859+68, 178'RT and running northeasterly, easterly and southeasterly and ending at a pole at Station 299+70, 99'RT.
- An existing underground communications line beginning at a pole at Station 299+70, 99'RT and running northeasterly, crossing STH 20 at Station 299+68, and continuing northeasterly to beyond the project limits.
- An existing underground communications line beginning at a pole at Station 299+70, 99'RT and running southeasterly along the southwesterly STH 20 right-of-way, crossing the East Frontage Road at Station 3857+97, and continuing southeasterly to Station 305+08, 99'RT where it turns and runs northeasterly, crossing STH 20 at Station 305+38, and continues northeasterly to Station 305+43, 16'LT. From there the line continues northeasterly to beyond the project limits.
- An existing underground communications line beginning at a pole at Station 304+72, 100'RT and running southeasterly along the southwesterly STH 20 right-of-way to Station 305+07, 102'RT where it turns and runs southerly to beyond the project limits.
- An existing overhead communications line on We Energies poles beginning at a pole at Station 299+70, 99'RT and running southeasterly, crossing the East Frontage Road at Station 3857+95'RT, and continuing southeasterly along the southwesterly STH 20 right-of-way to a pole at Station 313+92, 105'RT. From there the line continues southeasterly, crossing Galaxy Drive, and continuing southeasterly along the right-of-way to a pole at Station 318+61, 143'RT. From there the line runs southeasterly, crossing Red Cloud Drive at Station 269RC+98, and continues southeasterly along the southerly STH 20 right-of-way to beyond the project limits.
- An existing overhead communications line on We Energies poles beginning beyond the southerly project limits and running northeasterly along the westerly Galaxy Drive right-of-way to a pole at Station 313+92, 105'RT and then continuing northeasterly, crossing STH 20 at Station 313+84, and continuing northeasterly and ending at a pole at Station 313+75, 99'LT.
- An existing overhead communications line on We Energies poles beginning at a pole at Station 318+61, 143'RT and running southeasterly to beyond the project limits.
- An existing underground communications line beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along the southerly STH 20 right-of-way to a point located approximately 85' west of the centerline of Renaissance Boulevard where it turns and runs southeasterly to a point located approximately 50' west of the centerline of Renaissance Boulevard and 150' south of the centerline of STH 20. From there it runs easterly, crossing Renaissance Boulevard, and then continues easterly to a point located approximately 79' east of the centerline of Renaissance Boulevard and approximately 150' south of the centerline of STH 20. From there it runs northeasterly to a point located approximately 186' east of the centerline of Renaissance Boulevard at the southerly STH 20 right-of-way. From there the line runs easterly along said right-of-way to beyond the project limits.
- An existing underground communications line beginning at a point on the southerly STH 20 right-of-way located approximately 254' west of the centerline of Renaissance Boulevard and running northerly, crossing STH 20, and continuing northerly to the northerly STH 20 right-of-way.
- An existing underground communications line beginning at a point on the southerly STH 20 right-of-way located approximately 483' east of the centerline of Renaissance Boulevard and running northerly, crossing STH 20, and continuing northerly to the northerly STH 20 right-of-way.

The existing underground communications facilities at the intersection of STH 20 and Renaissance Boulevard will remain in place without adjustment.

Prior to construction, Charter Communications will relocate, reconstruct, remove, discontinue and leave in place their existing overhead and underground communications facilities in the following locations:

- Charter will transfer their existing overhead communications line to relocated We Energies poles along the southerly STH 20 right-of-way between Station 267+40, 71'RT and Station 283+45, 101'RT.
- A new underground communications line crossing STH 20 between new We Energies poles between Station 283+45, 101'RT and Station 283+45, 105'LT. The existing overhead crossing at Station 283+40 will be removed.
- A new underground communications line along the northerly STH 20 right-of-way and along the westerly West Frontage Road right-of-way between Station 283+45, 105'LT and 4865+66, 70'LT. The existing overhead communications line along the northerly STH 20 right-of-way between Station 283+54, 92'LT and Station 288+63, 98'LT will be removed.

- A new underground communications line crossing the West Frontage Road between Station 4865+66, 70'LT and Station 4865+66, 40'RT.
- A new underground communications line along the easterly right-of-way of the West Frontage Road between Station 4865+66, 40'RT and Station 4866+86, 40'RT. The existing line south of Station 4866+86, 40'RT will be discontinued in place.
- A new underground communications line along the southerly STH 20 right-of-way from a pedestal at Station 285+25, 104'RT and proposed pole at Station 285+69, 100'RT.
- A new overhead communications line along the southerly STH 20 right-of-way from a proposed pole at Station 285+13, 100'RT and proposed pole at Station 285+69, 100'RT.
- A new underground communications line along the westerly West Frontage Road right-of-way between a proposed pole at Station 285+69, 100'RT and new pedestal at Station 2860+94, 84'LT. The existing line north of Station 2860+94, 84'LT will be discontinued in place.
- A new underground communications line along the westerly West Frontage Road right-of-way between a new pedestal at Station 2860+94, 84'LT and a new pedestal at Station 2857+84, 81'LT. The existing line between Station 2860+94, 84'LT and Station 2857+84 81'LT will be discontinued in place.
- A new underground communications line crossing the West Frontage Road a new pedestal at Station 2857+84, 81'LT and Station 2857+89, 45'RT and then continuing northerly along the easterly side of the West Frontage Road to a new pedestal at Station 2859+50, 73'RT. The existing line between Station 2857+89, 45'RT and Station 2859+50, 73'RT will be discontinued in place.
- Charter will remove the existing overhead communications line along the easterly IH 94 right-of-way between a pole at Station 856+29, 172'RT and the pole at Station 859+68, 178'RT.
- The existing underground line between Station 859+68, 178'RT and Station 299+70, 99'RT will be discontinued in place.
- An existing underground communications line crossing STH 20 at Station 299+68 will be discontinued in place.
- A new underground communications line beginning at a pole at Station 305+17, 100'RT and running northeasterly, crossing STH 20 to Station 305+15, 110'LT and then running northwesterly to Station 5860+38, 65'RT and then running northeasterly along the easterly side of the East Frontage Road to Station 5863+23, 66'RT and then running northwesterly, crossing the East Frontage Road to Station 5863+30, 77'LT and continuing to beyond the project limits.
- Charter will transfer their existing overhead communications facilities to ne We Energies pole along the southerly STH 20 right-of-way between the pole at Station 307+24, 99'RT and a pole at Station 315+17, 112'RT. The existing overhead communications lines along the southerly STH 20 right-of-way west of Station 307+24 and east of Station 315+17 will remain in place without adjustment.
- All other Charter facilities within the project limits will remain in place without adjustment.

The Charter Communications contact is Neil Long, (414) 277-4271 / (414) 430-7189 cell.

**Level 3 Communications** has an existing underground communications duct package within the project limits, consisting of 3 ducts owned by Level 3 Communications bundled with 6 ducts owned by AT&T Legacy, beginning beyond the southerly project limits and running northerly along a line 8' easterly of and parallel to the westerly IH 94 right-of-way to Station 292+58, 184'RT where it turns and runs northwesterly, crossing STH 20 at Station 291+47, and continues northwesterly to Station 291+13, 64'LT. From there the duct package continues northerly along a line 7' easterly of and parallel to the westerly IH 94 right-of-way to beyond the project limits. This duct package will remain in place without adjustment.

Level 3 Communications also has a discontinued underground communications duct package bundled with a discontinued AT&T Legacy duct package within the project limits beginning beyond the southerly project limits and running northerly along the westerly fence line of IH 94, crossing STH 20 at Station 292+82, and continuing northerly along the westerly fence line to beyond the project limits.

The Level 3 Communications contact is Shad Garcia. (414) 908-1009 office / (262) 606-0896 cell.



**Midwest Fiber Networks** has existing underground and overhead communications facilities within the project limits in the following locations:

- An existing underground communications line beginning beyond the northerly project limits and running southwesterly to Station 275+05, 114'LT and running southeasterly along the northeasterly STH 20 right-of-way to Station 278+07, 112'LT where it turns and runs southwesterly, crossing STH 20 at Station 278+07, and continues southwesterly to Station 278+07, 89'RT. From there it runs southeasterly along the southwesterly STH 20 right-of-way, crossing the West Frontage Road at Station 2864+22, and continues southeasterly to Station 290+86, 84'RT and then continues to Station 291+91, 105'RT. From there it continues southeasterly to Station 293+54, 75'RT and then continues southeasterly, crossing IH 94 at Station 861+55, and continues southeasterly to Station 297+57, 98'RT. From there the line runs southeasterly along the southwesterly STH 20 right-of-way, crossing the East Frontage Road at Station 3858+01, and continues southeasterly to Station 304+38, 85'RT and then continues southeasterly to a vault at Station 311+50, 93'RT. From there the line runs easterly to Station 312+46, 68'RT where it turns and runs southeasterly to Station 316+62, 82'RT where it turns and runs southeasterly to a pole at Station 318+61, 143'RT. Midwest Fiber Networks will relocate portions of this line as noted below.
- An existing overhead communications line beginning on We Energies' poles beginning at a pole at Station 318+61, 143'RT and running southeasterly, crossing Red Cloud Drive at Station 269RC+98, and continuing southeasterly along the southerly STH 20 right-of-way to a pole at Station 324+62, 89'RT. From there the line continues southeasterly along the right-of-way to beyond the project limits. This line will remain in place without adjustment.
- An existing underground communications line beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along the southerly STH 20 right-of-way, crossing Renaissance Boulevard, and continuing easterly along the southerly STH 20 right-of-way to beyond the project limits. This line will remain in place without adjustment.

Prior to construction, Midwest Fiber Networks will directional bore new ducts in areas of conflict to achieve adequate depth.

The Midwest Fiber Networks contact is Ken Barrett, (414) 459-3571 office / (414) 793-5171 cell.

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

- An existing sanitary sewer beginning at a manhole at Station 295+47, 88'LT and running southeasterly to a manhole at Station 296+55, 68'LT where it turns and continues southeasterly to a manhole at Station 299+87, 72'LT. From there it turns and runs northeasterly to a manhole at Station 300+13, 99'LT where it turns and runs southeasterly to a manhole at Station 305+57, 106'LT. From there the line runs southwesterly, crossing STH 20 at Station 305+56, and continues southwesterly to a manhole at Station 305+55, 117'RT where it turns and runs southeasterly to a manhole at Station 309+44, 109'RT. From there the line continues southeasterly to a manhole at Station 314+41, 120'RT and then continues southeasterly to a manhole at Station 318+51, 165'RT where it turns and continues southeasterly along the southerly STH 20 right-of-way to beyond the project limits. This line will remain in place without adjustment. Adjust or reconstruct the manholes as shown in the plans.
- An existing sanitary sewer beginning at a manhole at Station 299+87, 72'LT and running southerly, crossing STH 20 at Station 300+16, and continuing southerly to a manhole at Station 300+57, 101'RT. From there it runs southeasterly along the southerly STH 20 right-of-way to a manhole at Station 302+05, 108'RT and then continues southeasterly, crossing the East Frontage Road, and continuing southeasterly to a manhole at Station 305+45, 108'RT where it turns and runs southerly to beyond the project limits. This line will remain in place without adjustment. Adjust or reconstruct the manholes as shown in the plans.
- An existing sanitary sewer beginning at a manhole at Station 302+05, 108'RT and running southwesterly to a manhole at Station 3855+98, 86'LT where it turns and runs southerly to a manhole at Station 3851+00, 78'LT. From there it turns and runs easterly, crossing the East Frontage Road at Station 3851+00, and continues easterly to beyond the project limits. This line will remain in place without adjustment. Adjust or reconstruct the manholes as shown in the plans.
- An existing sanitary sewer beginning at a manhole at Station 314+41, 120'RT and running southwesterly along the centerline of Galaxy Drive to beyond the project limits. This line will remain in place without adjustment. Adjust or reconstruct the manholes as shown in the plans.

- An existing sanitary sewer beginning at a manhole at Station 314+97, 123'RT and running northeasterly, crossing STH 20 at Station 314+91, and continuing northeasterly to beyond the project limits. This line will remain in place without adjustment. Adjust or reconstruct the manholes as shown in the plans.

The Village of Mount Pleasant – Sewer contact is Tony Beyer, (262) 664-7849.

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

- An existing water main beginning at Station 299+10, 66'LT and running southeasterly along the northerly edge of pavement of STH 20 to Station 300+28, 65'LT and then continuing southeasterly to Station 301+78, 68'LT. From there the main continues southeasterly, crossing the East Frontage Road at Station 5859+55, and continuing southeasterly to Station 322+41, 75'LT. From there the line continues southeasterly along a line 30' southwesterly of and parallel to the northeasterly STH 20 right-of-way to beyond the easterly project limits. This main will remain in place without adjustment. Prior to construction, the RWWC will relocate existing hydrants along this main as noted below.
- An existing water main beginning at a tee at Station 300+28, 65'LT and running northeasterly to beyond the project limits. This main will remain in place without adjustment.
- An existing water main beginning at a tee at Station 301+78, 68'LT and running southwesterly, crossing STH 20 at Station 301+78, and continuing southwesterly to Station 301+79, 100'RT where it turns and runs southeasterly to Station 302+14, 125'RT. From there the main runs southerly along a line 3' east of and parallel to the westerly East Frontage Road right-of-way to Station 3855+04, 69'LT and then continues southerly along said parallel line to beyond the project limits. This line will remain in place without adjustment. Prior to construction, the RWWC will relocate existing hydrants along this main as noted below.
- An existing water main beginning at a tee at Station 3851+52, 65'LT and running easterly, crossing the East Frontage Road at Station 3851+53, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing water main beginning at a tee at Station 3855+04, 69'LT and running easterly, crossing the East Frontage Road at Station 3855+02, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing water main beginning at a tee at Station 305+85, 74'LT and running northeasterly to beyond the project limits. This line will remain in place without adjustment.
- An existing water main beginning at a tee at Station 322+41, 75'LT and running southwesterly, crossing STH 20 at Station 322+40, and continuing southwesterly along the northbound lanes of Red Cloud Drive to beyond the project limits. This line will remain in place without adjustment.
- An existing water main beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along the northerly STH 20 right-of-way to a tee located approximately 30' easterly of the centerline Renaissance Boulevard and then continuing easterly along said right-of-way to beyond the project limits. This main will remain in place without adjustment.
- An existing water main beginning at a tee at the northerly right-of-way of STH 20 and running northerly along a line approximately 30' easterly of the centerline of Renaissance Boulevard to beyond the project limits. This line will remain in place without adjustment.
- An existing water main beginning at a tee at the northerly right-of-way of STH 20 and running southerly along a line approximately 30' easterly of the centerline of Renaissance Boulevard, crossing STH 20, and continuing southerly to beyond the project limits. This line will remain in place without adjustment.

Prior to construction, the RWWC will relocate existing hydrants along the north side of STH 20 and the west side of the East Frontage Road to the following locations:

- Station 299+10, 100'LT
- Station 304+25, 104'LT
- Station 309+78, 113'LT
- Station 314+96, 83'LT remove
- Station 320+69, 110'LT
- Station 326+10, 93.5'LT
- Station 330+24, 90.6'LT

- Station 336+05, 78.4'LT
- Station 3854+62, 62.3'LT
- Station 3857+43, 74.8'LT

The RWWC will remove the existing hydrant at Station 314+96, 83'LT prior to construction. The RWWC will also adjust water valves throughout the project limits during construction in conjunction with paving operations. Allow 10 days for RWWC to adjust the water valves.

The Racine Water Works Commission contact is Chad Regalia, (262) 497-4611.

**Sturtevant, Village of – Sewer** has existing sanitary sewer facilities within the project limits in the following locations:

- An existing sanitary sewer beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along the southerly STH 20 right-of-way to a manhole in the center of the southbound lanes of Renaissance Boulevard where it turns and runs southerly to beyond the project limits. This line will remain in place without adjustment.
- An existing sanitary sewer beginning at a manhole at the southerly right-of-way of STH 20 and running northerly along a line approximately 167' westerly of the centerline of Renaissance Boulevard, crossing STH 20, and continuing northerly to beyond the project limits. This line will remain in place without adjustment.

The Village of Sturtevant – Sewer contact is Jeff Seitz, (262) 886-7202.

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

- An existing underground electric line beginning at a pole at Station 267+43, 62'RT and running southwesterly to beyond the project limits.
- An existing overhead electric line beginning at a pole at Station 267+43, 62'RT and running southeasterly along the southwesterly STH 20 right-of-way to a pole at Station 270+92, 70'RT. From there the line continues southeasterly along the right-of-way to a pole at Station 280+81, 101'RT and then continues along the right-of-way to a pole at Station 283+23, 101'RT and then continues southeasterly to a pole at Station 286+51, 100'RT. From there the line continues southeasterly along the right-of-way and ends at a pole at Station 288+62, 102'RT.
- An existing overhead electric line beginning at a pole at Station 270+92, 70'RT and running northerly, crossing STH 20 at Station 270+68, and continuing northerly to a pole at Station 270+28, 122'LT. From there the line continues northerly to beyond the project limits.
- An existing underground electric line beginning at a pole at Station 270+28, 122'LT and running southeasterly along the northeasterly STH 20 right-of-way to Station 273+76, 125'LT where it turns and runs northerly to beyond the project limits.
- An existing underground electric line beginning at a pole at Station 279+37, 101'RT and running southeasterly along the southwesterly STH 20 right-of-way to a pole at Station 280+81, 101'RT. From there it turns and runs southerly to beyond the project limits.
- An existing overhead electric line beginning at a pole at Station 283+23, 101'RT and then running northeasterly, crossing STH 20 at Station 283+40, and continuing northeasterly and ending at a pole at Station 283+54, 92'LT.
- An existing underground electric line beginning at a pole at Station 282+82, 91'LT and running northwesterly along a line 6' southwesterly of and parallel to the northeasterly right-of-way of STH 20 to Station 280+48, 94'LT. From there the line runs northwesterly to Station 279+86, 80'LT where it turns and runs northwesterly to Station 278+86, 100'LT where it turns and runs northerly to beyond the project limits.
- An existing overhead electric line beginning at a pole at Station 282+82, 91'LT and running southeasterly along a line 6' southwesterly of and parallel to the northeasterly STH 20 right-of-way, crossing the East Frontage Road at Station 4865+21, and continuing southeasterly and ending at a pole at Station 288+63, 98'LT.

- An existing underground electric line beginning a pole at Station 286+51, 100'RT and running southerly to Station 2863+30, 78'LT where it turns and runs southwesterly along the westerly right-of-way of the West Frontage Road to Station 2859+85, 72'LT. From there the line runs southwesterly to Station 2859+31, 106'LT where it turns and runs southerly to beyond the project limits.
- An existing underground electric line beginning a pole at Station 288+62, 102'RT and running southwesterly to Station 2864+05, 34'RT where it turns and runs southwesterly along the easterly West Frontage Road right-of-way to Station 2859+90, 29'RT. From there the line continues southwesterly to a transformer at Station 2858+59, 46'RT where it turns and runs southwesterly and westerly, crossing the West Frontage Road at Station 2858+48, and continues westerly to Station 2858+45, 59'LT. From there the line runs southerly along the westerly shoulder of the West Frontage Road to beyond the project limits.
- An existing underground electric line beginning Station 2859+90, 29'RT and running southeasterly to Station 2859+43, 77'RT where it turns and runs easterly to beyond the project limits.
- An existing underground electric line beginning a transformer at Station 2858+59, 46'RT and running southerly along the easterly side of the West Frontage Road to beyond the project limits.
- An existing underground electric line beginning at a pole at Station 288+63, 98'LT and running northerly to Station 4866+91, 28'RT where it turns and runs Station 4867+10, 75'RT. From there the line runs northwesterly to Station 4867+28, 44'RT where it turns and runs northerly along the easterly West Frontage Road right-of-way to beyond the project limits.
- An existing underground electric line beginning at a transformer at Station 859+32, 221'LT and running southerly along the westerly IH 94 right-of-way to beyond the project limits.
- An existing overhead electric line beginning beyond the southerly project limits and running northerly along the easterly IH 94 right-of-way to a pole at Station 859+68, 178'RT and then continuing northerly, crossing STH 20 at Station 296+03, and continuing northerly to a pole at Station 295+35, 155'LT. From there the line continues northerly and ends at a pole at Station 295+24, 185'LT.
- An existing underground electric line beginning a pole at Station 859+68, 178'RT and running southeasterly to beyond the project limits.
- An existing overhead electric line beginning a pole at Station 295+35, 155'LT and running southwesterly and ending at a pole at Station 294+73, 104'LT.
- An existing overhead electric line beginning at a pole at Station 304+72, 100'RT and running southeasterly along the southwesterly STH 20 right-of-way to a pole at Station 305+17, 100'RT and then continuing southeasterly along the right-of-way to a pole at Station 313+92, 105'RT. From there the line continues southeasterly, crossing Galaxy Drive, and continuing southeasterly along the right-of-way to a pole at Station 318+61, 143'RT. From there the line runs southeasterly, crossing Red Cloud Drive at Station 269RC+98, and continuing southeasterly along the southerly STH 20 right-of-way to a pole at Station 324+62, 89'RT. From there the line continues southeasterly along the right-of-way to beyond the project limits.
- An existing underground electric line beginning at a pole at Station 305+17, 100'RT and running northwesterly to Station 304+70, 92'RT where it turns and runs northeasterly, crossing STH 20 at Station 304+79, and continues northeasterly to Station 304+78, 90'LT. From there the line runs northwesterly to Station 303+67, 87'LT where it turns and runs northeasterly along the easterly East Frontage Road right-of-way to Station 5862+84, 61'RT where it turns and runs northwesterly, crossing the East Frontage Road at Station 5862+83, and continues northwesterly to Station 5862+81, 48'LT. From there the line runs northeasterly, westerly and northwesterly and ends at a pedestal at Station 5863+23, 107'LT.
- An existing underground electric line beginning at a pole at Station 305+17, 100'RT and running southeasterly to Station 305+25, 108'RT where it turns and runs southerly to beyond the project limits.
- An existing underground electric line beginning at a pedestal at Station 5863+23, 107'LT and running southeasterly to Station 5863+00, 54'LT where it turns and runs southwesterly along a line 6' southeasterly of and parallel to the northwesterly East Frontage Road right-of-way and ends at a signal cabinet at Station 5859+88, 52'LT.
- An existing underground electric line beginning at a pedestal at Station 5863+23, 107'LT and running southeasterly along the southwesterly Kilbourn Drive right-of-way to beyond the project limits.
- An existing underground line beginning at a pole at Station 303+40, 101'RT and running southwesterly and southerly along the easterly East Frontage Road right-of-way to beyond the project limits.
- An existing overhead electric line beginning beyond the southerly project limits and running northeasterly along the westerly Galaxy Drive right-of-way to a pole at Station 313+92, 105'RT and then continuing northeasterly, crossing STH 20 at Station 313+84, and continuing northeasterly and ending at a pole at Station 313+75, 99'LT.
- An existing underground electric line beginning at a pole at Station 316+57, 124'RT and running southwesterly to beyond the project limits.

- An existing overhead electric line beginning at a pole at Station 318+61, 143'RT and running southeasterly to beyond the project limits.
- An existing overhead electric line beginning beyond the southerly project limits and running northwesterly to a pole at Station 324+62, 89'RT and then continuing northwesterly, crossing STH 20 at Station 324+29, and continuing northwesterly to a pole at Station 323+90, 100'LT. From there the line continues northwesterly to beyond the project limits.
- Existing underground electric lines throughout the project limits at the intersection of STH 20 and Renaissance Boulevard, along the rights-of-way of STH 20, crossing STH 20, along the rights-of-way of Renaissance Boulevard, and crossing Renaissance Boulevard.

The existing underground electric facilities at the intersection of STH 20 and Renaissance Boulevard will remain in place without adjustment.

Prior to construction, We Energies will relocate, reconstruct, remove, discontinue and leave in place their existing overhead and underground electric facilities in the following locations:

#### **WR # 4404157**

| Station No.     | Work Proposed                                               |
|-----------------|-------------------------------------------------------------|
| 267+40, 71'RT   | Install pole                                                |
| 267+42, 63'RT   | Pole and anchor will be removed                             |
| 270+37, 94'LT   | Install pole, transfer street light                         |
| 270+50, 82'LT   | Pole will be removed                                        |
| 273+05, 79'RT   | Install pole                                                |
| 273+07, 77'RT   | Pole will be removed                                        |
| 274+40, 83'RT   | Install pole and anchor                                     |
| 274+38, 81'RT   | Pole and anchor will be removed                             |
| 277+67, 100'RT  | Pole to remain                                              |
| 279+00, 100'RT  | Install pole, bore pit. Road crossing end                   |
| 279+00, 107'LT  | Bore pit. Road crossing end                                 |
| 282+86, 91'LT   | Pole and anchor will be removed                             |
| 283+23, 101'RT  | Pole and anchor will be removed                             |
| 283+45, 101'RT  | Install pole, bore pit. Road crossing end                   |
| 283+45, 105'LT  | Bore pit. Road crossing end                                 |
| 283+54, 92'LT   | Pole and anchors will be removed                            |
| 285+17, 93'LT   | Pole will be removed                                        |
| 285+69, 100'RT  | Pole will be removed                                        |
| 285+80, 100'RT  | Install pole and anchor                                     |
| 286+51, 100'RT  | Pole to be removed                                          |
| 286+82, 101'RT  | Pole to be removed                                          |
| 286+92, 98'LT   | Pole will be removed                                        |
| 288+62, 102'RT  | Pole and anchor will be removed                             |
| 288+64, 98'LT   | Pole and anchor will be removed                             |
| 2858+25, 83'LT  | Bore pit. Road crossing end                                 |
| 2858+43, 53'RT  | Install pad-mounted switch-VFI unit                         |
| 2858+33, 58'LT  | Bore pit. Road crossing end                                 |
| 2858+60, 50'RT  | Remove pad-mounted switch-VFI unit                          |
| 4865+66, 70'LT  | Bore pit. Road crossing end                                 |
| 4865+66, 40'RT  | Bore pit. Road crossing end.                                |
| 4865+49, 80'RT  | Install pad-mounted transformer for traffic cabinet service |
| 4866+98, 40'RT  | Splice pit                                                  |
| 858SW+95, 67'RT | Remove 1-phase pad-mounted transformer                      |
| 858SW+95, 77'RT | Install 1-phase pad-mounted transformer                     |
| 859SW+10, 73'LT | Install 3-phase pad-mounted transformer                     |
| 859SW+35, 62'LT | Remove 3-phase pad-mounted transformer                      |

**WR # 444463**

| Station No.      | Work Proposed                                   |
|------------------|-------------------------------------------------|
| 297+14           | New road crossing                               |
| 305+15, 101'RT   | Pole to remain. Road crossing end               |
| 305+15, 110'LT   | Road crossing end                               |
| 307+41, 99'RT    | Install pole and anchor                         |
| 309+28, 99'RT    | Pole to be removed                              |
| 309+28, 120'RT   | Install pole                                    |
| 311+43, 98'RT    | Pole to be removed                              |
| 311+99, 120'RT   | Install pole                                    |
| 313+93, 107'RT   | Remove pole and anchor                          |
| 313+93, 114'RT   | Install pole                                    |
| 315+17, 112'RT   | Pole to remain                                  |
| 322+57, 103'RT   | Pole to be removed                              |
| 322+67, 102'RT   | Install pole                                    |
| 856SE+52, 39'RT  | Install pole and anchor                         |
| 857SE+39, 36'RT  | Pole to be removed                              |
| 859SE+75, 22'RT  | Pole and anchor to be removed                   |
| 862NE+29, 144'LT | Pole to be removed                              |
| 862NE+55, 95'LT  | Install pad-mounted transformer for DOT service |
| 862NE+67, 89'LT  | Install pad-mounted transformer for DOT service |
| 862NE+71, 95'LT  | Pole to be removed                              |
| 863NE+9, 103'LT  | Pole to be removed                              |
| 5860+48, 54'LT   | Pad-mounted transformer to be removed           |
| 5863+23, 66'RT   | Road crossing end                               |
| 5863+23, 57'LT   | Road crossing end                               |
| 5863+30, 77'LT   | Install pad-mounted transformer for DOT service |

The We Energies – Electric contact is Mark Fahey, (414) 944-5654 office / (414) 507-7193 cell.

**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 southeasterly along the northerly STH 20 right-of-way to Station 263+51, 62'LT and then continuing southeasterly to Station 271+38, 11'RT and then continuing southeasterly along the median of STH 20 to Station 276+43, 6'RT. From there it continues southeasterly to Station 280+88, 56'LT and then continues southeasterly to Station 283+07, 80'LT where it turns and runs southeasterly along a line approximately 15' southwesterly of and parallel to the northeasterly STH 20 right-of-way to Station 287+00, 87'LT. From there the line continues southeasterly, crossing the West Frontage Road at Station 4865+12, and continuing southeasterly to Station 288+32, 90'LT where it continues southeasterly to Station 290+95, 91'LT where it turns and runs southeasterly to Station 291+42, 83'LT and then continues southeasterly to Station 292+84, 59'LT. From there the line continues southeasterly, crossing IH 94 at Station 863+07, and continues southeasterly to Station 295+52, 74'LT. From there the line continues southeasterly along the north side of STH 20 to Station 297+78, 79'LT and then continues southeasterly along a line approximately 25' southwesterly of and parallel to the northeasterly STH 20 right-of-way, crossing the East Frontage Road at Station 5858+76, and continuing southeasterly along the northerly side of STH 20 to Station 314+07, 96'LT. From there the line continues southeasterly along a line approximately 6' southwesterly of and parallel to the existing northeasterly STH 20 right-of-way to beyond the project limits.
- An existing underground gas line beginning at a tee at Station 271+38, 11'LT and running northerly, crossing STH 20 at Station 271+34, and continuing northerly to beyond the project limits.
- An existing underground gas line beginning at a tee at Station 280+88, 56'LT and running southwesterly, crossing STH 20 at Station 280+89, and continuing southwesterly to Station 280+94, 92'RT. From there the line turns and runs southerly to beyond the project limits.

- An existing underground gas line beginning at Station 280+94, 92'RT and running southeasterly along a line approximately 9' northeasterly of and parallel to the southwesterly STH 20 right-of-way and ending at Station 283+08, 97'RT.
- An existing underground gas line beginning at a tee at Station 287+00, 87'LT and running northeasterly along the westerly West Frontage Road right-of-way continues in northerly direction on the west side of the West Frontage Road and ends at Station 4867+08, 50'LT.
- An existing underground gas line beginning at a tee at Station 288+32, 90'LT and running northerly along the east side of the West Frontage Road to Station 4867+08, 27'RT and then continuing northerly along the easterly shoulder of the West Frontage Road to beyond the project limits.
- An existing underground gas line beginning at Station 2861+98, 15'RT and running southwesterly to Station 2859+85, 20'RT and then continuing southwesterly and southerly along the easterly West Frontage Road shoulder to beyond the project limits.
- An existing underground gas line beginning at a tee at Station 291+42, 83'LT and running southerly, crossing STH 20 at Station 291+77, and continuing southerly along the westerly IH 94 right-of-way to beyond the project limits.
- An existing underground gas line beginning at a tee at Station 295+52, 74'LT and running northeasterly, northerly and easterly, crossing the Northeast Ramp at Station 862NE+20, and continuing easterly to Station 862NE+29, 62'RT where it turns and runs northeasterly along the easterly side of the Northeast Ramp to Station 865NE+40, 74'RT. From there the line continues northeasterly to beyond the project limits.
- An existing underground gas line beginning at a tee at Station 297+78, 79'LT and running southwesterly, crossing STH 20 at Station 297+79, and continuing southwesterly to Station 297+80, 135'RT. From there the line runs southwesterly to Station 859+23, 52'RT where it turns and runs southwesterly along the easterly IH 94 right-of-way to beyond the project limits.
- An existing underground gas line beginning at a tee at Station 314+07, 96'LT and running southwesterly, crossing STH 20 at Station 314+13, and continuing southwesterly and southerly along the westerly Galaxy Drive right-of-way to beyond the project limits.
- An existing underground gas line beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along a line approximately 21' northerly of and parallel to the northerly edge of pave of STH 20 to a tee approximately 53' westerly of the centerline of Renaissance Boulevard. From there the line continues easterly along said parallel line to beyond the project limits.
- An existing underground gas line beginning at a tee approximately 21' northerly of and parallel to the north edge of pave of STH 20 and approximately 53' westerly of the centerline of Renaissance Boulevard and running southerly, crossing STH 20, and continuing southerly to beyond the project limits.

We Energies also has discontinued underground gas facilities within the project limits in the following locations:

- A discontinued gas line beginning at Station 4867+08, 50'LT and running southeasterly, crossing the West Frontage Road at Station 4867+05, and continuing southeasterly and easterly to beyond the project limits.
- A discontinued gas line beginning at Station 295+58, 75'LT and running southerly, crossing STH 20 at Station 295+88, and continuing southerly along a line approximately 24' westerly of and parallel to the easterly IH 94 right-of-way to beyond the project limits.

The existing underground gas facilities at the intersection of STH 20 and Renaissance Boulevard will remain in place without adjustment.

Prior to construction, We Energies will relocate, reconstruct, remove, discontinue and leave in place their existing underground gas facilities in the following locations:

#### **WR # 4406167**

##### **Gas main in conflict:**

- STH 20 - Begin 6" PE, Station 271+00, 107'LT – End, Station 273+42, 90'LT
- STH 20 - Begin 2" PE, Station 268+90, 68'RT – End, Station 273+38, 69'RT
- STH 20 - NS Crossing 6" PE, Station 273+42, 10'RT – 90'LT
- STH 20 - Begin 6" Steel, Station 273+30, 10'RT – End, Station 276+75, 00'RL
- STH 20 - Begin 6" Steel, Station 276+75, 00'RL – End, Station 287+00, 87'LT
- STH 20 - Begin 6" Steel, Station 287+00, 87'LT – End, Station 292+85, 59'LT
- STH 20 - Begin 6" Steel, Station 292+85, 59'LT – End, Station 335+90, 97'LT

- STH 20 - Begin 2" PE, 280+90, 92'RT – End, Station 283+00, 92'RT
- STH 20 - Crossing 2" Steel, Station 280+90, 56'LT – 92'RT
- STH 20 - Crossing 6" Steel, Station 291+75, 90'LT – 131'RT
- STH 20 - Crossing 8" PE, Station 297+79, 79'LT – 135'RT
- SW ON-RAMP - Begin 6"Steel, Station 862SW+00, 50'LT – End, 858SW+40, 57'LT
- SE OFF-RAMP - Begin 8"PE, Station 859SE+25, 52'RT – End, 860SE+13, 127'RT
- STH 20 - Crossing 2"PE, Station 313+50, 95'LT – 108'RT
- SE Frontage Rd Gas Service Station 3852+80, 18'LT
- S Sylvania Ave 8"PE, Begin Station 4865+12, 61'RT – End, Station 4867+75, 27'RT
- S Sylvania Ave 2"PE, Begin Station 4865+12, 71'LT – End, Station 4867+09, 50'RT
- S Sylvania Ave 2"PE, Begin Station 2859+00, 23'RT – End, Station 2862+00, 14'RT
- STH 20 Station 6"PE, Begin Station 295+52, 74'LT – End, 297+00, 117'RT

#### **WR # 4406167**

##### **Proposed 2" PE Gas Main Installation**

#### **STH 20**

- Station 268+85, 71'RT (Tie in to existing 2" PE main) – Station 271+64, 71'RT
- Station 313+50, 145'LT – 109' RT (NS Crossing) (Tie in to existing 2" PE main)

#### **South Sylvania Avenue**

- Station 2859+80, 45'RT – 58'LT (Road Crossing) (Tie in to existing 2" PE main)
- Station 2861+85, 33'RT – Station 2857+77 57'RT
- Station 2857+77, 57'RT – 30'RT (Tie in to existing 2" PE main)

#### **WR # 4406167**

##### **Proposed 8" PE Gas Main Installation**

#### **STH 20**

- Station 271+00, 109'LT (Tie in to existing 6" PE main) – Station 273+25, 115'LT
- Station 273+25, 115'LT – 68'RT (NS Crossing)
- Station 273+25, 68'RT – 274+50, 67'RT
- Station 274+50, 67'RT – 275+75, 87'RT
- Station 275+75, 87'RT – 285+75, 97'RT
- Station 285+70, 96'RT – 93'LT (NS Crossing)
- Station 285+70, 93'LT – Station 291+00, 99'LT
- Station 291+00, 99'LT – 84'RT (NS Crossing)
- Station 291+00, 84'RT – Station 292+53, 182'RT
- Station 297+25, 99'LT – Station 300+00, 94'LT to 306+16, 103'LT
- Station 306+16, 103'LT – Station 306+16, 145'LT
- Station 306+16, 145'LT – Station 315+00, 145'LT
- Station 315+00, 145'LT – Station 315+50, 132'LT
- Station 315+50, 132'LT – Station 322+25, 132'LT
- Station 315+25, 132'LT – Station 322+62, 122'LT
- Station 322+62, 122'LT – Station 325+50, 121'LT
- Station 325+50, 121'LT – Station 326+00, 112'LT
- Station 326+00, 112'LT – Station 331+50, 112'LT
- Station 331+50, 112'LT – Station 332+00, 100'LT
- Station 332+00, 100'LT – Station 335+90, to 97'LT (Tie in to existing 6" PE main)

#### **SW on Ramp**

- Station 862SW+00, 95'LT – Station 858SW+40, 56'LT (Tie in to existing 6" PE main)

#### **South Sylvania Avenue**

- Station 4865+20, 86'RT – Station 4865+45, 83'RT to Station 4866+62 44'RT
- Station 4866+62, 44'RT – Station 4867+33, 44'RT
- Station 4867+75, 44'RT – 27' RT (Tie in to existing 8" PE main)



**STH 20**

- Station 297+25, 130'LT – 209'RT (NS Crossing) (Tie in to existing 8" PE main)
- Station 291+00, 99'LT – Station 292+25, 108'LT
- Station 292+25, 108'LT – Station 293+00, 95'LT
- Station 293+00, 95'LT – Station 294+68, 96'LT to 112'LT
- Station 294+68, 112'LT – 297+25, 130'LT

**WR # 4406167****Service Crossings**

- 12813 STH 20 – Station 333+00
- 12911 STH 20 – Station 325+30
- 13343 STH 20 – Station 304+55
- 14116 STH 20 – Station 277+40
- 14100 STH 20 – Station 277+60
- 722 South Sylvania Avenue – Station 2861+70
- 734 South Sylvania Avenue – Station 2859+75
- 943 SE Frontage Rd – Station 3852+75

We Energies will be installing new gas valves within the project limits. These valve boxes will need to be adjusted as necessary during construction to match the final roadway elevation. We Energies staff will make the adjustment once final grade is established. Contact We Energies Dispatch (800-261-5325) 3 days in advance of paving and grading operations to coordinate adjustment of gas valves. Allow 10 days for the adjustment of gas valves.

The We Energies – Gas contact is Fulya Kicikoglu, (414) 751-7287.

**WisDOT** has existing underground and overhead communications facilities along IH 94, at the STH 20 Interchange ramps, along STH 20, along the West Frontage Road, along the East Frontage Road and at the intersection of STH 20 and Renaissance Boulevard.

The existing communications facilities at the intersection of STH 20 and Renaissance Boulevard will remain in place without adjustment. Construct, reconstruct, relocate, remove, discontinue and leave in place those portions of the communications facilities as shown in the plans.

WisDOT also has fiber optic communications lines in an existing underground communications duct package owned by AT&T Legacy within the project limits beginning beyond the southerly project limits and running northerly along a line 8' easterly of and parallel to the westerly IH 94 right-of-way to Station 292+58, 184'RT where it turns and runs northwesterly, crossing STH 20 at Station 291+47, and continues northwesterly to Station 291+13, 64'LT. From there the duct package continues northerly along a line 7' easterly of and parallel to the westerly IH 94 right-of-way to beyond the project limits. The WisDOT communications line in this duct package will remain in place without adjustment.

The WisDOT contact is Jeff Madson, (414) 225-3723.

**WisDOT** has existing overhead and underground lighting facilities along IH 94, at the STH 20 Interchange ramps, along STH 20, at the intersection of the West Frontage Road and STH 20, at the intersection of the East Frontage Road and STH 20, and at the intersection of STH 20 and Renaissance Boulevard.

The existing lighting facilities at the intersection of STH 20 and Renaissance Boulevard will remain in place without adjustment. Construct, reconstruct, relocate, remove, discontinue and leave in place those portions of the lighting facilities as shown in the plans.

The WisDOT contact is Eric Perea, (262) 574-5422 office / (414) 750-0935 cell.

**WisDOT** has existing overhead and underground traffic signal facilities at the intersections of STH 20 with the West Frontage Road, with the Southbound IH 94 On and Off Ramps to/from STH 20, with the Northbound On and Off Ramps to/from STH 20, with the East Frontage Road, and with Renaissance Boulevard.

Construct, reconstruct, relocate, remove, discontinue and leave in place those portions of traffic signal facilities as shown in the plans.

The WisDOT contact is Matthew Cowap, (262) 521-4404 office / (414) 750-1748 cell.

**Yorkville Sewer Utility District No.1** has existing sanitary sewer facilities within the project limits in the following locations:

- An existing sanitary sewer beginning beyond the southerly project limits and running northwesterly to a manhole at Station 277+89, 134'RT where it turns and runs northeasterly, crossing STH 20 at Station 277+94, and continuing northeasterly beyond the project limits. This line will remain in place without adjustment.
- An existing sanitary sewer beginning beyond the northerly project limits and running southerly to a manhole at Station 280+13, 74'LT where it turns and runs southeasterly along a line approximately 28' southwesterly of the northeasterly STH 20 right-of-way to a manhole at Station 288+09, 74'LT. From there the line continues southeasterly along said parallel line, crossing IH 94 at Station 863+28, and continuing southeasterly and ending at a manhole at Station 295+47, 88'LT. This line will remain in place without adjustment.
- An existing sanitary sewer beginning at a manhole at Station 288+09, 74'LT and running southwesterly, crossing STH 20 at Station 288+10, and continuing southwesterly to a manhole at Station 288+12, 119'RT. From there the line runs southerly to beyond the project limits. This line will remain in place without adjustment.
- An existing sanitary sewer beginning at a manhole at Station 288+12, 119'RT and running southeasterly along a line 16' southwesterly of and parallel to the southwesterly STH 20 right-of-way to a manhole at Station 290+69, 117'RT. From there the line runs southerly to beyond the project limits. This line will remain in place without adjustment.
- An existing sanitary sewer beginning at a manhole at Station 2861+83, 67'LT and running southwesterly to a manhole at Station 2858+73, 50'LT and then continuing southerly along the west side of the West Frontage Road to beyond the project limits. This line will remain in place without adjustment.

Adjust and reconstruct the sanitary manholes as shown in the plans.

The Yorkville Sewer Utility District No. 1 contact is Mark Madsen, (262) 634-5588, of Nielsen, Madsen & Barber Engineers.

**Yorkville Water Utility District** has existing underground water facilities within the project limits in the following locations:

- An existing water main beginning at Station 271+27, 108'LT and running southeasterly along a line 10' southwesterly of and parallel to the northeasterly STH 20 right-of-way to Station 276+00, 106'LT where it turns and runs southwesterly, crossing STH 20 at Station 275+97, and continues southwesterly to Station 275+94, 81'RT. From there the main runs southeasterly along a line 20' northwesterly of and parallel to the southwesterly STH 20 right-of-way to Station 277+08, 85'RT where it turns and runs southeasterly to Station 278+19, 70'RT. From there the main continues southeasterly to Station 280+29, 76'RT where it turns and runs southeasterly to Station 281+04, 113'RT and then runs southeasterly to Station 286+10, 115'RT. From there the main continues southeasterly to Station 286+56, 113'RT where it turns and runs southwesterly along a line approximately 12' westerly of and parallel to the westerly West Frontage Road right-of-way to Station 2858+41, 66'LT. From there the line runs southerly to beyond the project limits. This main will remain in place without adjustment.
- An existing water main beginning at Station 2859+76, 16'RT and running southwesterly to Station 2858+80, 19'RT where it turns and runs southerly along the east side of the West Frontage Road to beyond the project limits. This main will remain in place without adjustment.
- An existing water main beginning at a tee at Station 278+19, 70'RT and running northeasterly, crossing STH 20 at Station 278+18, and then continuing northeasterly to beyond the project limits. This main will remain in place without adjustment.
- An existing water main beginning at a tee at Station 286+10, 115'RT and running northeasterly, crossing STH 20 at Station 286+03, and continuing northeasterly to Station 286+03, 84'LT where it turns and runs northeasterly to Station 286+20, 97'LT. From there the main runs southeasterly to Station 286+68, 98'LT where it turns and runs northeasterly to Station 4865+73, 54'LT. From there the main runs northeasterly along a line approximately 7' easterly of and parallel to the westerly right-of-way of the West Frontage Road to beyond the project limits. This main will remain in place without adjustment.

- An existing water main beginning at a tee at Station 4867+21, 45'LT and running southeasterly, crossing the West Frontage Road at Station 4867+14, and continuing southeasterly and ending at Station 4867+09, 38'RT. This main will remain in place without adjustment.

Install, relocate, reconstruct, adjust, or leave in place the water valves, insulating board and hydrants as shown in the plans.

The Yorkville Water Utility District contact is Mark Madsen, (262) 634-5588, of Nielsen, Madsen & Barber Engineers.

### **Project 1033-02-76 (International Drive)**

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

- An existing underground communications line beginning beyond the westerly project limits and running easterly along a line approximately 15' north of and parallel to the southerly STH 20 right-of-way, crossing International Drive, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground communications line beginning beyond the southerly project limits and running northerly along a line approximately 14' west of and parallel to the existing westerly curb line of International Drive and ending at a pedestal approximately 15' north of the southerly STH 20 right-of-way. This line will remain in place without adjustment.

The AT&T Wisconsin contact is Mike VanBoven, (262) 636-0514 office / (262) 676-3958 cell.

**Charter Communications** has existing communications facilities within the project limits in the following locations:

- An existing underground communications line beginning beyond the westerly project limits and running easterly along a line approximately 14' north of and parallel to the southerly STH 20 right-of-way, crossing International Drive, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.

The Charter Communications contact is Neil Long, (414) 277-4271 / (414) 430-7189 cell.

**Mount Pleasant, Village of – Lighting** has existing lighting facilities consisting of light poles and underground electric lines along the east and west curb lines of International Drive throughout the project limits. These facilities will remain in place without adjustment.

The Village of Mount Pleasant – Lighting contact is Mark Benish, (262) 664-7844.

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

- An existing underground sanitary sewer beginning beyond the southerly project limits and running northerly along the centerline of International Drive to a manhole at Station 118+67, 01'LT. From there the line continues northerly along the centerline to a manhole at the intersection of the centerline of International and Globe Drives and then continues northerly to a manhole at Station 134+66, 36'RT. From there the line continues northerly to beyond the project limits. This line will remain in place without adjustment. The Village of Mount Pleasant will adjust sanitary manholes during construction in conjunction with paving operations. Allow 3 days for the adjustment of sanitary manholes.
- An existing underground sanitary sewer beginning at a manhole at Station 118+67, 01'LT and running easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground sanitary sewer beginning at a manhole at Station 118+67, 01'LT and running westerly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground sanitary sewer beginning at a manhole at the intersection of the centerline of International and Globe Drives and running westerly to beyond the project limits. This line will remain in place without adjustment.

- An existing underground sanitary sewer beginning beyond the westerly project limits and running easterly along a line approximately 8' south of and parallel to the southerly STH 20 right-of-way to a manhole at Station 134+66, 36'RT. From there the line continues easterly along said parallel line to beyond the project limits. This line will remain in place without adjustment.

The Village of Mount Pleasant – Sewer contact is Tony Beyer, (262) 664-7849.

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

- An existing underground water main beginning beyond the southerly project limits and running northerly along a line approximately 10' easterly of and parallel to the westerly curb line of International Drive to Station 118+80, 29'LT. From there the line continues northerly to Station 126+41, 31'LT and then continues northerly to beyond the project limits. This line will remain in place without adjustment. The RWWC will adjust water valves during construction in conjunction with paving operations. Allow 3 days for the adjustment of water valves.
- An existing underground water main beginning at Station 118+80, 29'LT and running easterly to beyond the project limits. This line will remain in place without adjustment. The RWWC will adjust water valves during construction in conjunction with paving operations. Allow 3 days for the adjustment of water valves.
- An existing underground water main beginning at Station 126+41, 31'LT and running westerly along a line approximately 3' north of the southerly curb line of Globe Drive to beyond the project limits. This line will remain in place without adjustment. The RWWC will adjust water valves during construction in conjunction with paving operations. Allow 3 days for the adjustment of water valves.

The Racine Water Works Commission contact is Chad Regalia, (262) 497-4611.

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

- An existing underground electric line beginning beyond the southerly project limits and running northerly along a line approximately 15' westerly of and parallel to the westerly right-of-way of International Drive to Station 121+87, 65'LT. From there the line continues northerly along said parallel line to a transformer at Station 125+63, 65'LT and then continues northerly, crossing Globe Drive and continuing northerly and ending at an underground electric line 10' north of and parallel to the existing southerly STH 20 right-of-way. This line will remain in place without adjustment.
- An existing underground electric line beginning at Station 121+87, 65'LT and running easterly, crossing International Drive, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground electric line beginning at a transformer at Station 125+63, 65'LT and running easterly, crossing International Drive, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground electric line beginning beyond the westerly project limits and running easterly along a line 10' north of and parallel to the existing southerly STH 20 right-of-way, crossing International Drive, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.

The We Energies – Electric contact is Mark Fahey, (414) 944-5654 office / (414) 507-7193 cell.

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

- An existing underground gas line beginning beyond the southerly project limits and running northerly along a line approximately 5' easterly of and parallel to the easterly curb line of International Drive to beyond the northerly project limits. This line will remain in place without adjustment.
- An existing underground gas main beginning beyond the westerly project limits and running easterly along the southerly Globe Drive right-of-way, crossing International Drive, and continuing easterly and ending at an underground gas line 5' east of the easterly curb line of International Drive. This line will remain in place without adjustment.

The We Energies – Gas contact is Fulya Kicikoglu, (414) 751-7287.

**WisDOT** has existing lighting facilities within the project limits consisting of light poles, underground electric lines and cabinets at the intersection of STH 20 and International Drive. These facilities will remain in place without adjustment.

The WisDOT contact is Eric Perea, (262) 574-5422 office / (414) 750-0935 cell.

**WisDOT** has existing traffic signal facilities within the project limits consisting of signal poles, pull boxes, underground electric lines and cabinets at the intersection of STH 20 and International. These facilities will remain in place without adjustment.

The WisDOT contact is Matthew Cowap, (262) 521-4404 office / (414) 750-1748 cell.

## **9. Other Contracts.**

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:

Contract ID 3833-03-73, STH 20, USH 45 to IH 94. The WisDOT contact is Ryan Schnurer at (262) 548-8730; [Ryan.Schnurer@dot.wi.gov](mailto:Ryan.Schnurer@dot.wi.gov).

Development Roads - The WisDOT contact is Heather Sackman at (414) 750-3233; [Heather.Sackman@dot.wi.gov](mailto:Heather.Sackman@dot.wi.gov).

Contract ID 1320-23-70, STH 11, EFR to WVV

Contract ID 1320-23-71, STH 11, CTH H Intersection

Contract ID 1320-23-72, STH 11, 56th Road to WFR

Contract ID 1320-23-73, STH 11, WVV to CTH H

Contract ID 2704-00-76, Wisconsin Valley Way, CTH KR to STH 11

Contract ID 2704-00-79, Development Roads Shared Use Paths

Contract ID 2704-00-80, Development Roads Landscaping

Contract ID 2704-00-81, Development Roads Continuous Above Ground Lighting

Contract ID 3760-00-70, CTH H, CTH KR to Braun Road

Contract ID 3760-00-71, CTH H, Braun Road to STH 11

Contract ID 1030-11-72, IH 94 N-S Freeway Mainline Construction STH 142 to STH 20. The WisDOT contact is Ken Kiepczynski at (414) 750-1413; [Kenneth.Kiepczynski@dot.wi.gov](mailto:Kenneth.Kiepczynski@dot.wi.gov).

ID 1030-23-72, IH 94 N-S Freeway, CTH E Interchange Mainline/Ramps,

ID 1030-23-79, IH 94 N-S Freeway, STH 142 to CTH E Mainline,

ID 1030-24-71, IH 94 N-S Freeway, STH 11 Interchange, STH 11 Eastbound and Westbound,

ID 1030-24-72, IH 94 N-S Freeway, STH 11 Interchange, Mainline and Ramps,

ID 1030-24-79, IH 94 N-S Freeway, CTH KR to STH 11, Mainline,

ID 1033-02-79, IH 94 N-S Freeway, STH 11 to STH 20, Mainline,

ID 1035-03-71, IH 94 N-S Freeway, CTH KR Interchange Crossroad,

ID 1035-03-72, IH 94 N-S Freeway, CTH KR Interchange Mainline and Ramps,

ID 1035-03-79, IH 94 N-S Freeway, CTH E to CTH KR Mainline,

Contract ID 1030-23-72, IH 94 N-S Freeway Mainline Construction STH 20 to CTH G. The WisDOT contact is Ken Kiepczynski at (414) 750-1413; [Kenneth.Kiepczynski@dot.wi.gov](mailto:Kenneth.Kiepczynski@dot.wi.gov).

ID 1030-11-72, CTH K Mainline and Ramps

ID 1030-11-79, STH 20 to CTH K Mainline (North)

ID 1030-11-80, STH 20 to CTH K Mainline (South)

ID 1030-25-79, CTH K to CTH G Mainline

Contract ID 1030-26-74, IH 94 N-S Freeway, STH 142 to Rawson Avenue, Advanced/Alternate Route Signing. The WisDOT contact is Ken Kiepczynski at (414) 750-1397; [Kenneth.Kiepczynski@dot.wi.gov](mailto:Kenneth.Kiepczynski@dot.wi.gov).

## **10. 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 written description of the nature of the issue.

The time and date of discovering the problem or issue.

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)

## **11. 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)

## **12. 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)

## **13. 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 Frank Pritzlaff at (262) 923-0722. Post the permit in a conspicuous place at the construction site.

stp-107-056 (20180628)

#### **14. Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.**

The department has obtained 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 is available from the regional office by contacting Frank Pritzlaff at (262) 923-0722..

stp-107-054 (20080901)

#### **15. Information to Bidders, Use of Recovered Material.**

The department encourages the use of waste materials and recovered industrial byproducts as material substitutions (106.2.1), provided they meet standard specification gradation requirements, conform to NR 538 requirements, and follow standard engineering practice for their intended use.

sef-106-005 (20141211)

#### **16. 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)

#### **17. Erosion Control.**

*Add the following to standard spec 107.20 as paragraphs nine through fifteen:*

(9) 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.

(10) 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](mailto:Kristina.betzold@wisconsin.gov), and Craig Webster, (262) 574-2141, [craig.webster@wisconsin.gov](mailto:craig.webster@wisconsin.gov). Do not implement the ECIP until department approval, and perform all work conforming to the approved ECIP.

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

(12) 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.

(13) 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 topsoiled 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.

(14) 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.

(15) Dewatering is incidental.

sef-107-010 (20180104)

The project ECIP shall detail how erosion control devices shown in the plan set will be implemented for the worksite. 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 shall not commence in new areas until the project staff and WDNR has reviewed and concurred with the corresponding ECIP amendment.

All disturbed areas shall be adequately protected and restored as soon as feasible. Any disturbed area that will not be 're-worked' for 14 days or more shall be temporary seeded and mulched to prevent offsite erosion. 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 shall be reported to the WDNR liaison within 24 hours.

If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland or floodplain.

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.

All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Proposed stockpile locations shall be included in the ECIP. Do not stockpile fill or other construction materials in or adjacent to wetlands, waterways or floodplain.



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, shall 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 structure 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 highwater mark (OHWM), unless otherwise directed by the WDNR Transportation Liaison. Construction equipment shall 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 Notice to Contractor – Work in Waterways specification) needs to be submitted, reviewed and approved by the project staff and the WDNR liaison.

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.

## **18. Notice to Contractor – Racine County Transit System.**

The Racine County Transit System (RYDE) operates the following bus routes within the construction limits: Route 20. Invite RYDE to all coordination meetings between the contractor, the department, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations.

Notify RYDE at least 10 business days prior to beginning work. If necessary, RYDE will remove their existing bus stop signs and shelters before work begins and re-install or replace bus stop signs and shelters before new pavement opens to vehicular traffic. The contractor shall provide temporary bus stops with ADA compliant pedestrian accommodations, to be paid under separate bid item. Temporary bus stops must be connected to the sidewalk network when one is available. RYDE will provide temporary bus stop signs.

The RYDE contacts are:

Michael Maierle  
Transportation and Parking Systems Manager  
City of Racine  
730 Washington Ave., Room 304  
Racine, WI 53403  
Phone: (262) 636-9480  
[Michael.Maierle@CityofRacine.org](mailto:Michael.Maierle@CityofRacine.org)

Willie McDonald  
General Manager  
Ryde  
1900 Kentucky Street  
Racine, WI 53405  
Phone: (262) 619-2443  
[Willie.Mcdonald@CityofRacine.org](mailto:Willie.Mcdonald@CityofRacine.org)

SER-107-005 (20180413)

**19. 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 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.

**20. Notice to Contractor – Media Relations.**

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).

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).

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

The Project Communications Leaders for the department shall be:

The department's project manager:

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

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

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.

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.

**21. 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 Wisconsin Department of Transportation standard spec 108.6 applicable under the contract.

**22. Notice to Contractor – Traffic Signal Equipment Lead Time.**

Order traffic signal equipment as soon as possible to assure the equipment is procured in a timely fashion and, therefore, installed, inspected, and ready for turn-on at the required date.

**23. Coordination with Businesses and Residents.**

The contractor shall arrange and conduct a meeting between the contractor, the department, affected residents, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations. Hold the first meeting at least one week before the start of work under this contract and no further meetings will be required unless directed by the engineer. The contractor shall arrange for a suitable location for meetings that provides reasonable accommodation for public involvement. The department will prepare and coordinate publication of the meeting notices and mailings for meetings. The contractor shall schedule meetings with at least two weeks' prior notice to the engineer to allow for these notifications.

stp-108-060 (20141107)

**24. Public Convenience and Safety.**

*Revise standard spec 107.8(6) as follows:*

Check for and comply with local ordinances governing the hours of operation of construction equipment. Do not operate motorized construction equipment from 9:00 PM until the following 7:00 AM, unless prior written approval is obtained from the engineer.

stp-107-001 (20060512)

**25. 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:*

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

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.

A matrix, or plan, for each anticipated land disturbing, dust generating activity, showing the following:

1. Preventive measures that shall be employed.
2. The applicable contact person.
3. The contractor's timetable and surveillance measures used to determine when remediation is required.
4. 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.
5. Both maintenance and cleanup schedules and procedures.
6. Excess and waste materials disposal strategy.
7. 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.0075.0001 | Pavement Cleanup Project 1033-02-71 |
| SPV.0075.0002 | Pavement Cleanup Project 1033-02-76 |

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)

**26. Pavement Breaking Equipment.**

Use only hydraulic pavement breaking equipment for breaking pavement within 300 feet of any structure. Do not use guillotine, drop hammer, falling weight, gravity impact breakers or equivalent equipment. A multi-head hydraulic drop hammer is allowed unless a structure is within 50 feet of the roadway.

sef-204-005 (20140415)

**27. Removing Vault, Item 204.9060.S.2010.**

**A Description**

This special provision describes removing an existing communication vault.

**B Materials**

Materials include existing communication vault and restoration materials such as backfill, topsoil, seeding, mulch, and fertilizer in accordance to the pertinent provisions of sections 201, 625, 627, 629, 630, 636, and 640 of the standard specifications.

**C Construction**

Disconnect and cap conduit entering the communication vault. Remove and dispose of the communication vault. Backfill with material similar to the material surrounding the removal and restore the disturbed area by placing 4-inches of topsoil, and fertilize, seed, and mulch all disturbed areas in accordance to the pertinent requirements of the standard specifications.

It is acceptable to re-use the vault lid in instances where new communications vaults are being installed in the project and the existing lid is undamaged. It is the contractor's responsibility to determine if the existing vault lids fit on the proposed vaults.

**D Measurement**

The department will measure removing communication vault by the unit, removed from the ground, removed from the project site, and the disturbed area restored in accordance to the contract.

**E Payment**

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

| ITEM NUMBER     | DESCRIPTION    | UNIT |
|-----------------|----------------|------|
| 204.9060.S.2010 | Removing Vault | Each |

Payment is full compensation for removing and disposing of a communication vault; for backfill, topsoil, fertilizer, seed and mulch.

**28. Removing Electrical Service Meter Breaker Pedestal, Item 204.9060.S.2011.**

**A Description**

This special provision describes removing an existing electrical service meter breaker pedestal, disconnecting all connected power wires, and disposing of the equipment appropriately.

**B Materials**

Existing electrical service meter breaker pedestal.

**C Construction**

Coordinate for removal of the existing electrical service meter breaker pedestal with WE Energies.

Disconnect all connected power wires, remove the pedestal and dispose of all materials properly away from the project area.

**D Measurement**

The department will measure Removing Electrical Service Meter Breaker Pedestal by the unit, acceptably removed.

## **E Payment**

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

| ITEM NUMBER     | DESCRIPTION                                        | UNIT |
|-----------------|----------------------------------------------------|------|
| 204.9060.S.2011 | Removing Electrical Service Meter Breaker Pedestal | Each |

Payment is full compensation for coordination with WE Energies; for disconnection of wires; for removal and disposal of the pedestal.

## **29. Removing On-Ramp Closure Gate, Item 204.9060.S.2012.**

### **A Description**

This special provision describes removing an existing on-ramp closure gate and disposing of the materials properly off the project site.

### **B Materials**

Existing pole, transformer base, concrete base, gate arm, winch assembly, LED flashers, wiring, and other components of the existing on-ramp closure gate assembly.

### **C Construction**

Prior to beginning work on removing the on-ramp closure gate, turn off the power to the gate at the adjacent cabinet that supplies the power, and disconnect the power conductors.

Once the power has been turned off and the conductors disconnected, it is the contractor's decision regarding whether to remove the gate arm, winch, and other hardware from the pole prior to removal, or to remove as one assembly.

Once the above ground portions of the on-ramp closure gate assembly are removed, remove the below ground concrete base and dispose of all materials appropriately off the project site.

### **D Measurement**

The department will measure Removing On-Ramp Closure Gate as a single unit removed, including the concrete base at each location, acceptably completed.

## **E Payment**

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

| ITEM NUMBER     | DESCRIPTION                   | UNIT |
|-----------------|-------------------------------|------|
| 204.9060.S.2012 | Removing On-Ramp Closure Gate | Each |

Payment is full compensation for disconnecting any necessary wiring; removing the poles; for removing the concrete base, and disposal.

## **30. Removing Traffic Signals STH 20 and West Frontage Road, Item 204.9105.S.3001; Removing Traffic Signals IH-94 Ramps and STH 20, Item 204.9105.S.3002; Removing Traffic Signals STH 20 and East Frontage Road, Item 204.9105.S.3003; Removing Traffic Signals STH 20 and CTH H/Renaissance Boulevard, Item 204.9105.S.3004.**

### **A Description**

This special provision describes removing existing traffic signals at the intersection of STH 20 and West Frontage Road; IH-94 Ramps and STH 20; STH 20 and East Frontage Road; and STH 20 and CTH H/Renaissance Boulevard according to the pertinent provisions of standard spec 204 and as hereinafter provided. Specific removal items are noted in the plans.

### **B (Vacant)**

### **C Construction**

Arrange for the de-energizing of the traffic signals with the local electrical utility after receiving approval from the engineer that the existing traffic signals can be removed.

Notify the department's Electrical Field Unit at (414) 266-1170 at least five working days prior to the removal of the traffic signals. Complete the removal work as soon as possible following shut down of this equipment.

The department assumes that all equipment is in good condition and in working order prior to the contractor's removal operation. Prior to removal, inspect and provide a list of any damaged or non-working traffic signal equipment to the engineer. Any equipment not identified as damaged or not working, prior to removal, will be replaced by the contractor at no cost to the department.

Remove all standards and poles per plan from their concrete footings and disassemble out of traffic. Remove the transformer bases from each pole. Remove the signal heads, emergency vehicle preemption heads (EVP), mast arms, luminaires, wiring/cabling, and traffic signal mounting devices from each signal standard, arm or pole. Ensure that all access hand hole doors and all associated hardware remain intact. Dispose of the underground signal cable, internal wires and street lighting cable off the state right-of-way. Deliver the remaining materials to the West Allis Electrical Service Facility at 935 South 60<sup>th</sup> Street, West Allis, Milwaukee County. Contact the department's Electrical Field Unit at (414) 266-1170 at least five working days prior to delivery to make arrangements.

DOT forces shall remove the signal cabinet from the footing. The signal cabinet and associated signal cabinet equipment will be removed from the site by DOT forces and will remain the property of the department.

#### **D Measurement**

The department will measure Removing Traffic Signals as a single lump sum unit of work for each intersection, 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 |
|-----------------|-----------------------------------------------------------------|------|
| 204.9105.S.3001 | Removing Traffic Signals STH 20 and W Frontage Road             | LS   |
| 204.9105.S.3002 | Removing Traffic Signals IH-94 Ramps and STH 20                 | LS   |
| 204.9105.S.3003 | Removing Traffic Signals STH 20 and East Frontage Road          | LS   |
| 204.9105.S.3004 | Removing Traffic Signals STH 20 and CTH H/Renaissance Boulevard | LS   |

Payment is full compensation for removing, disassembling traffic signals, scrapping of some materials, disposing of scrap material, for delivering the requested materials to the department.

- 31. Removing Loop Detector Wire and Lead-In Cable, STH 20 and West Frontage Road, Item 204.9105.S.3005;  
Removing Loop Detector Wire and Lead-In Cable, IH-94 Ramps and STH 20, Item 204.9105.S.3006;  
Removing Loop Detector Wire and Lead-In Cable, STH 20 and East Frontage Road, Item 204.9105.S.3007.**

#### **A Description**

This special provision describes removing loop detector wire and lead-in cable at STH 20 and West Frontage Road; IH-94 Ramps and STH 20; STH 20 and East Frontage Road. Removal will be according to standard spec 204, as shown in the plans, and as hereinafter provided.

#### **B (Vacant)**

#### **C Construction**

Notify the department's Electrical Field Unit at (414) 266-1170 at least five working days prior to the removal of the loop detector wire and lead-in cable.

Remove and dispose of detector lead-in cable including loop wire for abandoned loops off the right-of-way.

#### **D Measurement**

The department will measure Removing Loop Detector Wire and Lead-in Cable as a single lump sum unit of work for each intersection, 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 |
|-----------------|-----------------------------------------------------------------------------|------|
| 204.9105.S.3005 | Removing Loop Detector Wire and Lead-In Cable STH 20 and West Frontage Road | LS   |
| 204.9105.S.3006 | Removing Loop Detector Wire and Lead-In Cable IH-94 Ramps and STH 20        | LS   |
| 204.9105.S.3007 | Removing Loop Detector Wire and Lead-In Cable STH 20 and East Frontage Road | LS   |

Payment is full compensation for removing, scrapping, and disposing of material and incidentals necessary to complete the contract work.

## 32. Removing Concrete Channel, Item 204.9180.S.0001.

### A Description

This special provision describes removing Concrete Channel conforming to standard spec 204.

### B (Vacant)

### C (Vacant)

### D Measurement

The department will measure Removing Concrete Channel in square yards, acceptably completed.

## E Payment

*Add the following to standard spec 204.5:*

| ITEM NUMBER     | DESCRIPTION               | UNIT |
|-----------------|---------------------------|------|
| 204.9180.S.0001 | Removing Concrete Channel | SY   |

stp-204-025 (20150630)

## 33. Excavation, Hauling, and Disposal of Petroleum Contaminated Soil, Item 205.0501.S.

### A Description

#### A.1 General

This special provision describes excavating, loading, hauling, and disposing of petroleum contaminated soil at a WDNR-approved bioremediation facility. The closest WDNR-approved bioremediation facilities are:

Advanced Disposal Emerald Park Landfill  
W124 S10629 S. 124<sup>th</sup> St.  
Muskego, WI 53150  
(414) 529-1360

Republic Services, Inc. Kestrel Hawk Landfill  
1989 Oakes Road  
Racine, WI 53406  
(262) 884-7081

Waste Management Metro RDF Landfill  
10712 S. 124th St.  
Franklin, Wisconsin 53132  
1 (800) 963-4776

Perform this work according to standard spec 205 and with pertinent parts of Chapters NR 700-754 of the Wisconsin Administrative Code, as supplemented herein. Per NR 718.07, a solid waste collection and transportation service-operating license is required under NR 502.06 for each vehicle used to transport contaminated soil.



## **A.2 Notice to the Contractor – Contaminated Soil and Groundwater Locations**

The department completed testing for soil and groundwater contamination at select locations within this project where excavation is required. Results indicated that petroleum-contaminated soil is present at the following locations as shown on the plans:

1. STH 20 Station 286+80 to 290+00, from 40 feet to 130 feet right of reference line, at approximately 4 feet to 10+ feet below grade. The estimated volume of contaminated soil to be excavated at this location is 460 cubic yards (approximately 782 tons using a conversion factor of 1.7 tons per cubic yard).
2. STH 20 Station 287+70 to 288+40, from 60 feet left of reference line to 140 feet left of reference line. Groundwater at this location is contaminated with lead.
3. Ramp SW Station 858SW+56.91 to 863SW+00 from approximately 100 feet left to 40 feet right of reference line, at approximately 1 to 6+ feet below grade. The estimated volume of contaminated soil to be excavated at this location is 3,700 cubic yards (approximately 6,290 tons using a conversion factor of 1.7 tons per cubic yard). Groundwater at this location is contaminated with petroleum.

## **A.3 Notice to the Contractor – Potential Contamination Beyond Construction Limits**

Hazardous materials assessment completed by the department indicates that petroleum contamination is potentially present at the following locations:

1. STH 20 Station 288+00 to 293+00 – petroleum-contaminated soil and ground water may be present beyond the construction limits left and right where gas stations currently operate.
2. STH 20 Station 299+00 to 303+00 – petroleum-contaminated soil and ground water may be present beyond the construction limits right where a gas station currently operates.
3. STH 20 Station 303+00 to 306+00 – petroleum-contaminated soil and ground water may be present beyond the construction limits left where a gas station currently operates.

Any potential contamination associated with these sites is expected to be beyond the construction limits of this project. Control construction operations at these locations to ensure that excavation does not extend beyond the excavation limits indicated on the plans.

## **A.4 Notice to the Contractor – Former Gas Stations Beyond Construction Limits**

Former gasoline filling stations operated at the following locations:

1. IH 94 Mainline Station 863+25 approximately 100 feet right of reference line (located between I94 northbound driving lane and NE Ramp).
2. IH 94 Mainline Station 858+00 right of reference line (located underneath the existing I94 northbound driving lane).

The gas stations existed until approximately 1960. The exact location of the former stations and their improvements are unknown. The ultimate disposition of the underground storage tanks is undocumented; however, they are expected to have been located beyond the excavation limits required for the highway project. Control construction operations in these areas to ensure that excavation does not extend beyond the excavation limits indicated on the plans.

If contaminated soils or other signs of hazardous substances including tanks, abandoned containers, industrial byproducts, discolored ground water, or noxious odors are unexpectedly encountered at these locations or elsewhere on the project, terminate excavation activities in the area and notify the engineer immediately.

No active groundwater monitoring wells were observed within the construction limits. If active groundwater monitoring wells are encountered during construction, notify the engineer and protect them to maintain their integrity. The environmental consultant will determine if monitoring wells need to be maintained. For monitoring wells that do need to be maintained, adjust the wells that do no conflict with structures or curb and gutter to be flush with the final grade. For wells that conflict with the previously mentioned items or if monitoring wells are not required to be maintained, they will be abandoned by others.

## **A.5 Excavation Management Plan**

The excavation management plan for this project has been designed to minimize the offsite disposal of contaminated material. The excavation management plan, including these special provisions, has been developed in cooperation with the WDNR. The WDNR concurrence letter is on file at the Wisconsin Department of Transportation. For further information regarding previous investigations, remediation activities and waste characterization within the project limits, contact:

Name: Andrew Malsom  
Address: 141 NW Barstow Street, PO Box 798, Waukesha, WI 53187-0798  
Phone: (262) 548-6705  
Fax: (262) 548-6891  
e-mail: [andrew.malsom@dot.wi.gov](mailto:andrew.malsom@dot.wi.gov)

## **A.6 Coordination**

Coordinate work under this contract with the environment consultant:

Consultant: TRC Environmental Corporation  
Address: 150 N. Patrick Blvd., Ste. 180, Brookfield, WI 53045  
Contact: Bryan Bergmann  
Phone: (262) 901-2126 office / (262) 227-9210 cell  
Fax: (262) 879-1220  
e-mail: [bbergmann@trccompanies.com](mailto:bbergmann@trccompanies.com)

The role of the environmental consultant will be limited to:

1. Determining the location and limits of contaminated soil to be excavated based on soil analytical results from previous investigations, visual observations, and field screening of soil that is excavated
2. Identifying contaminated soils to be hauled to the bioremediation facility
3. Documenting that activities associated with management of contaminated soil are in conformance with the contaminated soil management methods for this project as specified herein; and
4. Obtaining the necessary approvals for disposal of contaminated soil from the bioremediation facility.

Provide at least a 14-calendar day notice of the preconstruction conference date to the environmental consultant. At the preconstruction conference, provide a schedule for all excavation activities in the areas of contamination to the environmental consultant. Also notify the environmental consultant at least three calendar days prior to commencement of excavation activities in the contaminated area.

Coordinate with the environmental consultant to ensure that the environmental consultant is present during excavation activities in the contaminated area. Perform excavation work in each of the contaminated areas on a continuous basis until excavation work is completed.

Identify the DNR approved bioremediation facility that will be used for disposal of contaminated soils and provide this information to the environmental consultant no later than 30 calendar days prior to commencement of excavation activities in the contaminated areas or at the preconstruction conference, whichever comes first. The environmental consultant will be responsible for obtaining the necessary approvals for disposal of contaminated soils from the bioremediation facility. Do not transport contaminated soil offsite without prior approval from the environmental consultant.

## **A.7 Health and Safety Requirements**

During excavation activities, expect to encounter soil contaminated with gasoline, diesel fuel, fuel oil, or other petroleum related products and metals. Site workers taking part in activities that will result in the reasonable probability of exposure to safety and health hazards associated with hazardous materials shall have completed health and safety training that meets the Occupational Safety and Health Administration (OSHA) requirements for Hazardous Waste Operations and Emergency Response (HAZWOPER), as provided in 29 CFR 1910.120.

Prepare a site-specific Health and Safety Plan, and develop, delineate and enforce the health and safety exclusion zones for each contaminated site location as required by 29 CFR 1910.120. Submit the site-specific health and safety plan and written documentation of up-to-date OSHA training to the engineer prior to the start of work.

## **B (Vacant)**

## C Construction

Control operations in the contaminated areas to minimize the quantity of contaminated soil excavated.

The environmental consultant will periodically evaluate soil excavated from the contaminated areas to determine if the soil will require offsite bioremediation. The environmental consultant will evaluate excavated soil based on field screening results, visual observations, and soil analytical results from previous environmental investigations. Assist the environmental consultant in collecting soil samples for evaluation using excavation equipment. The sampling frequency shall be a maximum of one sample for every 20 cubic yards excavated.

Directly load and haul soils designated by the environmental consultant for offsite bioremediation to the DNR approved bioremediation facility. Use loading and hauling practices that are appropriate to prevent any spills or releases of petroleum-contaminated soils or residues. Prior to transport, sufficiently dewater soils designated for off-site bioremediation so as not to contain free liquids.

If dewatering is required in an area of known contamination, water generated from dewatering activities may contain contaminants and require testing, special handling, temporary storage, and disposal. Disposal of contaminated water may require use of a licensed hazardous waste hauler to transport contaminated groundwater to a treatment and disposal facility.

Contaminated groundwater could possibly be discharged to the sanitary sewer with prior approval from the Town/Village of Yorkville and/or the Village of Mt. Pleasant.

Contractor shall ensure continuous dewatering and excavation safety at all times. Provide, install, operate, maintain adequate pumping equipment, disassemble, and remove pumping equipment.

Costs associated with excavation and dewatering (including disposal of contaminated water) in contaminated areas are considered incidental to this pay item. The Wisconsin Department of Transportation will be the generator of regulated solid waste from the construction project.

Limit excavation in the locations described in A.2 to minimize the handling of groundwater. Notify the engineer of any dewatering activities and obtain any permits necessary to discharge or dispose of contaminated water. Provide copies of such Permit to the engineer. Meet any requirements and pay any costs for obtaining and complying with such permit use. Follow all applicable legislative statutes, judiciary decisions, and regulations of the State of Wisconsin.

## D Measurement

The department will measure Excavation, Hauling, and Disposal of Petroleum Contaminated Soil in tons of contaminated soil, accepted by the bioremediation facility as documented by weight tickets generated by the bioremediation facility.

## E Payment

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

| ITEM NUMBER | DESCRIPTION                                                      | UNIT |
|-------------|------------------------------------------------------------------|------|
| 205.0501.S  | Excavation, Hauling, and Disposal of Petroleum Contaminated Soil | TON  |

Payment is full compensation for excavating, segregating, loading, hauling, and treatment via bioremediation of contaminated soil; obtaining solid waste collection and transportation service operating licenses; assisting in the collection soil samples for field evaluation; and dewatering of soils prior to transport, if necessary.

~~stp-205-003 (20150630)~~

## 34. Roadway Excavation.

*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.

## **35. QMP Subgrade.**

### **A Description**

This special provision describes requirements for subgrade materials within the roadway foundation as defined in standard spec 101.3.

At areas of proposed mechanically stabilized earth (MSE) walls with underlying proposed embankment, the requirements for subgrade materials under this special provision apply to the full width of the embankment area as shown in the cross sections.

Conform to standard spec 207 as modified in this special provision for all work within the roadway foundation, and within the full width of the proposed embankment areas underlying and adjacent to proposed MSE walls, at the following locations:

1. IH 94 Mainline
2. IH 94 Ramps
3. All temporary left in place and permanent freeway ramps
4. Cross roads
5. Local roads
6. Temporary roads

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-rsrcs/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 272 for 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 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**

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.

~~sef-207-005 (20171004)~~

### **36. Base Aggregate Dense 1½-Inch for Lower Base Layers.**

*Replace standard spec 305.2.2.1(2) with the following:*

Use 1½-inch base throughout the full base depth.

Use ¾-inch base in the top 3 inches of the unpaved portion of shoulders. Use ¾-inch base or 1½-inch base elsewhere in shoulders.

stp-305-020 (20080902)

### **37. Select Crushed Material.**

*Replace standard spec 312.2(6) with the following:*

The department will assess Select Crushed Material acceptability based primarily on the engineer's visual inspection. The department may require the contractor to sample, test, and report gradation or the fracture results to show conformance of the material. One test per source, production process, or change of production process may be required.

*Replace standard spec 312.5(2) with the following:*

Payment for Select Crushed Material is full compensation for providing and compacting Select Crushed Material and all work necessary to provide gradation or fracture test results.

SER-321-001 (20160831)

### **38. 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)

### **39. 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 15-100° 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)

### **40. Cold Weather Concrete Plan.**

A minimum of 15 working days prior to placing concrete, submit to the engineer a cold weather concrete plan for placing concrete below 40 F. Obtain the engineer's acceptance for all revisions made to the cold weather concrete plan. The plan shall include, but is not limited to, all of the following:

1. Method the contractor will utilize to thaw frozen ground or base to according to the contract and/or prevent the grade from freezing.
2. Method the contractor will utilize to monitor strength and temperature of concrete until strength is achieved and the protection is removed.
3. Method the contractor will utilize to ensure reinforcing steel and steel forms are kept at a temperature according to the contract for all applicable pay items.
4. Identify the insulating protection methods to maintain a concrete temperature according to the contract throughout the protection period. Curing compound should not be placed until after the protection period has ended.
5. Method the contractor will utilize to maintain concrete temperatures according to the contract at the point of placement.

Engineer acceptance of the plan does not relieve the contractor of responsibility for the quality of concrete placed in cold weather.

### **41. Concrete Curing Materials.**

*Supplement standard spec 501.2.9 with the following:*

The liquid curing compound shall have a color equal to or lighter than Gardner Color Standard No.2 when tested according to ASTM C 1315.8.7.6 Yellowing Resistance.

### **42. Cover Plates Temporary, Item 611.8120.S.**

#### **A Description**

This special provision describes providing and removing steel plates to cover and support asphaltic pavement and traffic loading at manholes, inlets and similar structures during milling and paving operations.

#### **B Materials**

Provide a 0.25 inch minimum thickness steel plate that extends to the outside edge of the existing masonry.

#### **C (Vacant)**

#### **D Measurement**

The department will measure Cover Plates Temporary 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 |
|-------------|------------------------|------|
| 611.8120.S  | Cover Plates Temporary | EACH |

Payment is full compensation for furnishing, installing, and removing the cover plates.

The steel plates shall become the property of the contractor when no longer needed in the contract work.

stp-611-006 (20151210)

## 43. Insulation Board Polystyrene 4-Inch; Item 612.0902.S.0001.

### A Description

This special provision describes furnishing and placing polystyrene insulation board as shown on the plans and as hereinafter provided.

### B Materials

Provide polystyrene insulation board that conforms to the requirements for Extruded Insulation Board, AASHTO Designation M230, except as hereinafter revised.

Delete flammability requirement.

### B.1 Certification

Before installation, obtain from the manufacturer a certification indicating compliance and furnish it to the engineer.

### C (Vacant)

### D Measurement

The department will measure Insulation Board Polystyrene (size) by area in square yards of work 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 |
|-----------------|-------------------------------------|------|
| 612.0902.S.0001 | Insulation Board Polystyrene 4-Inch | SY   |

Payment is full compensation for all excavation; furnishing and placing the insulation board; and for furnishing all labor, equipment, tools, and incidentals necessary to complete the contract work.

612-005 (20030820)

## 44. 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)

## 45. Signs Type I and II.

Furnish and install mounting brackets per approved product list for type II signs on overhead sign supports incidental to sign. For type II signs on sign bridges use aluminum vertical support beams noted above incidental to sign.

*Supplement standard spec 637.2.4 with the following:*

Use stainless steel bolts, washers and nuts for type I and 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 to determine the width needed for sign support beams.

Use beams a minimum of 6 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, 1/2 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 637.3.3.2(2) with the following:*

(2) Install Type I Signs at the offset stated in the plan, which shall be the clear distance between the edge of mainline pavement right edgeline and the near edge of the sign.

*Supplement standard spec 637.3.3.3(3) with the following:*

Furnish and install new aluminum vertical sign support beams on each sign and new U-bolts to attach each beam to the top and bottom cord of the sign bridge truss for Type I or Type II Signs and Type I signs on overhead sign supports incidental to sign.

*Add the following to standard spec 641.2:*

Submit shop drawings for sign bridges and overhead sign supports to SE Region Traffic Operations Engineer, Tom Heydel and Bureau of Structures Design.

SER-637-001 (20170621)

## **46. Nighttime Work Lighting-Stationary.**

### **A Description**

This special provision describes furnishing portable lighting as necessary to complete work specifically scheduled to occur after sunset and before sunrise.

### **B (Vacant)**

### **C Construction**

#### **C.1 General**

This provision shall apply when providing, maintaining, moving, and removing portable light towers and equipment-mounted lighting fixtures for nighttime stationary work operations, for the duration of nighttime work on the contract.

At least 14 days before the nighttime work, furnish a lighting plan to the engineer for review and acceptance. Address the following in the plan:

1. Layout, including location of portable lighting – lateral placement, height, and spacing. Clearly show on the layout the location of all lights necessary for every aspect of work to be done at night.
2. Specifications, brochures, and technical data of all lighting equipment to be used.
3. The details on how the luminaires will be attached.
4. Electrical power source information.
5. Details on the louvers, shields, or methods to be employed to reduce glare.
6. Lighting calculations. Provide illumination with average to minimum uniformity ratio of 5:1 or less throughout the work area.
7. Detail information on any other auxiliary equipment.

#### **C.2 Portable Lighting**

Provide portable lighting that is sturdy and free standing and does not require any guy wires, braces, or any other attachments. Furnish portable lighting capable of being moved as necessary to keep up with the construction project. Position the portable lighting and trailers to minimize the risk of being impacted by traffic on the roadway or by construction traffic or equipment. Provide lightning protection for the portable lighting. Portable lighting shall withstand up to 60 mph wind velocity.

If portable generators are used as a power source, furnish adequate power to operate all required lighting equipment without any interruption during the nighttime work. Provide wiring that is weatherproof and installed according to local, state, federal (NECA and OSHA) requirements. Equip all power sources with a ground-fault circuit interrupter to prevent electrical shock.

#### **C.3 Light Level and Uniformity**

Position (spacing and mounting height) the luminaires to provide illumination with an average to minimum uniformity ratio of 5:1 or less throughout the work area.

Illuminate the area as necessary to incorporate construction vehicles, equipment, and personnel activities.

#### **C.4 Glare Control**

Design, install, and operate all lighting supplied under these specifications to minimize or avoid glare that interferes with all traffic on the roadway or that causes annoyance or discomfort for properties adjoining the roadway. Locate, aim, and adjust the luminaires to provide the adequate level of illumination and the specified uniformity in the work area without the creation of objectionable glare.

Provide louvers, shields, or visors, as needed, to reduce any objectionable levels of glare. As a minimum, ensure the following requirements are met to avoid objectionable glare on the roadways open to traffic in either direction or for adjoining properties:

1. Aim tower-mounted luminaires, either parallel or perpendicular to the roadway, so as to minimize light aimed toward approaching traffic.
2. Aim all luminaires such that the center of beam axis is no greater than 60 degrees above vertical (straight down).

If lighting does not meet above-mentioned criteria, adjust the lighting within 24 hours.

### **C.5 Continuous Operation**

Provide and have available sufficient fuel, spare lamps, generators, and qualified personnel to ensure that the lights will operate continuously during nighttime operation. In the event of any failure of the lighting system, discontinue the operation until the adequate level of illumination is restored. Move and remove lighting as necessary.

### **D (Vacant)**

### **E Payment**

Costs for furnishing a lighting plan, and for providing, maintaining, moving, and removing portable lighting, tower mounted lighting, and equipment-mounted lighting required under this special provision are incidental to the contract.

~~stp-643-010 (20100709)~~

## **47. 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)

## **48. Portable Automated Real-Time Traffic Queue Warning System, Item 643.1200.S.**

### **A Description**

This special provision describes providing, repositioning, operating, maintaining, monitoring, calibrating, testing and removing a portable automated real-time traffic queue warning system (QWS) capable of measuring vehicular speeds at downstream sections of a roadway, and displaying the speed information on portable changeable message signs at upstream locations.

### **B Materials**

Provide QWS components and software that is National Transportation Communications for ITS Protocol (NTCIP) compliant.

### **B.1 Portable Changeable Message Signs (PCMS)**

Provide PCMS conforming to standard spec 643. Ensure each PCMS is integrated with a portable traffic sensor, modem, and other equipment (e.g. automated system manager) mounted on it, and acts as a single "device" for the purpose of communicating with similarly integrated "devices" and displaying real-time traffic condition information.



## **B.2 Portable Traffic Sensors (PTS)**

Provide PTS that are non-intrusive and capable of capturing individual vehicle speed (mph) and traffic volume. Integrate each sensor with a modem to communicate with the automated system manager.

## **B.3 Automated System Manager (ASM)**

Provide an ASM that assesses current traffic data captured by the system PTS and communicates appropriate messages to the motorists through PCMS based on predetermined speed thresholds and messages.

## **B.4 System Communications**

Ensure QWS communications meet the following requirements:

1. Perform required configuration of the QWS's communication system automatically during system initialization.
2. Communication between the server and any individual PCMS or PTS are independent through the full range of deployed locations, and do not rely upon communications with any other PCMS or PTS.
3. Incorporate an error detection/correction mechanism into the QWS communication system to ensure the integrity of all traffic condition data and motorist information messages.

## **B.5 System Acceptance**

Submit vendor verification to the engineer that the system will adequately perform the functions specified in this special provision. 14 calendar days before the pre-construction meeting. Adequate verification includes past successful performance of the system, literature and references from successful use of the system by other agencies, and/or demonstration of the system.

Provide contact information for a designated representative responsible for monitoring the performance of the system and for making modifications to the operational settings as the engineer directs.

Provide all testing and calibration equipment.

## **C Construction**

### **C.1 General**

Install and reposition Portable Automated Real-Time Queue Warning System per plan with PCMS spaced every one mile starting one mile upstream of the taper or as the engineer directs. Provide plan to the engineer 14 calendar days in advance of construction.

Number the devices in chronological order so they are visible from the shoulder with 6inch white high reflective sheeting.

Provide technical personnel for all system calibration, operation, maintenance, and timely on-call support services.

Promptly correct the system within 24 hours of becoming aware of a deficiency in the operation or individual part of the system. A minimum of seven days before deployment, place the QWS and demonstrate to the department that the QWS is operational. Maintain the QWS for the duration of the project. Ensure the system operates continuously (24 hours, 7 days a week) in the automated mode throughout the duration of the project.

Remove the system upon project completion.

### **C.2 Reports**

Provide an electronic copy of a weekly summary report of all data via email to the engineer. Ensure the report includes, at a minimum, the average speed per sensor, traffic volume, time in congestive state per sensor and number of triggers per day.

### **C.3 Meetings**

Attend mandatory in-person pre-construction meetings with the department. Attend additional meetings the department may require on a periodic basis. These meetings may be held in person or via teleconference, as scheduled by the department.

## C.4 Programming

### C.4.1 General

Program the QWS to ensure that the following general operations are performed:

1. Provide a password protected login to the ASM, website and all other databases.
2. Provide real-time data from the ASM to a website with a full color mapping feature and refresh every 60 seconds. Make data on website available to the department staff at all times for the duration of the work zone activity. Ensure website includes:
  - Vehicle speeds
  - PCMS messaging
  - Device locations
  - Traffic volume
3. Archive all traffic data and PCMS messages in a Microsoft excel format with date and time stamps.
4. Configure the website to quantify system failures which includes communication disruption between any devices in the system configuration, PCMS malfunctioning, PTS malfunction, loss of power, low battery, etc.
5. Automatically generate and send an email alert any time a user specified queue is detected by the system.
6. Provide default and advisory messages automatically based on traffic conditions.
7. Ensure the system autonomously restarts in case of any power failure.
8. Provide the department access to manually override PCMS messages for a user-specified duration, after which automatic operation will resume display of messages appropriate to the prevailing traffic conditions. Document all override messages.

### C.4.2 System Operation Strategy

Arrange for the vendor/manufacturer to coordinate system operation, detection, trends/thresholds, and messaging parameters with the engineer.

The sequences below are a minimum requirement and can be adjusted by the engineer at their discretion.

#### Free Flow:

If the current speed on a roadway section is at or above 40 mph, the upstream PCMS will display nothing except for lighting the four corners to show that it is on.

#### Slow Traffic:

If the current speed on any downstream section of the roadway is between the 39 mph and 20 mph (for example, 35 mph), the following two phase messages will be displayed on the upstream PCMS as shown below:

| EVENT                   | FRAME 1                  | FRAME 2               |
|-------------------------|--------------------------|-----------------------|
| Speeds 20 mph to 39 mph | SLOW<br>TRAFFIC<br>AHEAD | PREPARE<br>TO<br>STOP |

#### Stopped Traffic:

If the current speed on a roadway section of the roadway drops below 20 mph, the following two phase messages will be displayed on the upstream PCMS as shown below:

| EVENT                  | FRAME 1                     | FRAME 2          |
|------------------------|-----------------------------|------------------|
| Speeds 0 mph to 19 mph | TRAFFIC<br>STOPPED<br>AHEAD | EXPECT<br>DELAYS |

## C.5 Calibration and Testing

At the beginning of the project and monthly throughout the duration of the project perform a successful field test and calibration at the QWS location to verify the system is detecting accurate vehicle speeds and volumes, and accurately relaying the information to the ASM and the PCMS.

Send email of successful calibration and testing to the engineer.

## D Measurement

The department will measure Portable Automated Real-Time Traffic Queue Warning System by the day, acceptably completed, measured as each complete system per roadway.

## E Payment

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

| ITEM NUMBER | DESCRIPTION                                               | UNIT |
|-------------|-----------------------------------------------------------|------|
| 643.1200.S  | Portable Automated Real-Time Traffic Queue Warning System | DAY  |

Payment is full compensation for providing, repositioning, operating, maintaining, monitoring, calibrating, testing, and removing the complete system consisting of PCMS, PTS, ASM, and system communications.

Failure to correct a deficiency to the PCMS, PTS, or AMS within 24 hours after notification from the engineer or the department will result in a one-day deduction of the measured quantity for each day in which the deficiency is not corrected.

Failure to correct the website within 24 hours after notification from the engineer will result in a 10% reduction of the day quantity for each day the website is down.

It is the engineer's sole discretion to assess the deductions for an improperly working QWS.

stp-643-045 (20181119)

## 49. Traffic Signals, General.

All work shall be according to the plans and the State of Wisconsin Department of Transportation Standard Specifications for Highway and Structure Construction, 2020 Edition, and these special provisions.

Note that failure to comply with the state standards and specifications may result in the cost of the corrections to be made at the contractor's expense. Also, any additional disruption of department-owned facilities shall be repaired or relocated as needed at the contractor's expense.

Notify the department's Electrical Field Unit at (414) 266-1170 at least three weeks prior to the beginning of the traffic signal work.

Furnish the engineer with material lists and specifications of all traffic control equipment for approval prior to installation.

## 50. Geotextile Type SR.

Provide type SR geotextile fabric conforming to standard spec 645 and conforming to the following physical properties:

| Test                                    | Method      | Value <sup>[1]</sup> |
|-----------------------------------------|-------------|----------------------|
| Minimum Tensile Strength                | ASTM D 4595 | 300 lb/in            |
| Maximum Elongation at Required Strength | ASTM D 4595 | 15 %                 |
| Minimum Puncture Strength               | ASTM D 6241 | 175 lb               |
| Maximum Apparent Opening Size           | ASTM D 4751 | No. 40 $\mu$ m       |
| Minimum Permittivity                    | ASTM D 4491 | 0.26 s <sup>-1</sup> |

<sup>[1]</sup> All numerical values represent minimum/maximum average roll values. Average test results from all rolls in a lot must conform to the tabulated values.

stp-645-035 (20171130)

**51. Cold Weather Marking.**

*Replace standard spec 646.3.1.3(2) with the following:*

(2) Do not place Temporary Marking Line Removable Contrast Tape unless both the ambient and pavement temperatures are 40 degrees F and rising. If the engineer allows marking below 40 F, apply epoxy in the exact location where permanent marking would be installed. Maintain until weather permits permanent placement. Use epoxy from the APL located at:

<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>

sef-646-005 (20180104)

**52. Temporary Pavement Marking.**

Revise standard spec 649.3 Construction to require that water blasting is the only method to be used under standard spec 646.3.1.4 for Removing Marking

**53. General Requirements for Electrical Work.**

*Replace standard spec 651.3.3 (3) with the following:*

(3) Request a signal inspection of the signal installation to the engineer after completing the Prerequisites for Underground Inspection or Prerequisites for Above Ground Inspection at least five working days prior to the time of the requested inspection. Notify the department's Electrical Field Unit at (414) 266-1170 to coordinate the inspection. The department's Region Electrical personnel will perform the inspection. In the event of deficiencies, request a re-inspection when the work is corrected. The engineer will not authorize continuation to aboveground work or turn-on until the contractor corrects all deficiencies.

**54. Lighting Systems.**

**A General**

*Add the following to standard spec 651, 652, 653, 654, 655, 656, 657 and 659.*

All the work necessary to comply with revisions to standards specifications mentioned herewith shall be incidental to associated pay items or to the project including coordination, materials, and labor. No additional payment shall be made to the contractor.

*Add the following to standard spec 651.2:*

Materials indicated to be returned to the department shall be hauled to one of the following two locations:

1. State Electrical Shop at 935 South 60th street, West Allis, as directed by Miss. Bree Johns-Konkol, tel. (414) 266-1170.
2. Milwaukee County Grounds, 10191 West Watertown Plank Road, Wauwatosa, as directed by Mr. Pat Stoetzel, tel. (414) 750-5306.

Arrange pickups and deliveries 3 days in advance and during regular business hours (Monday – Thursday 7:00 AM to 3:45 PM).

*Add the following to standard spec 651.3.1:*

Any circuit that the contractor does not personally tag out at the disconnect shall be considered live and will be subject to being activated by another person with no notice to the contractor. Make tagouts with manufactured tags and endorse them with the date and the name of the contractor. Clear tagouts at the end of the workday. The department does not employ a load dispatcher and has no intent to do so. Each electrical worker is responsible for their own protection from automatic switching and from switching by others.

The plans show required disconnections of existing lighting circuits, most in the form of abandoning existing underground conductors in place. The contractor may need to mobilize several times per each existing lighting distribution center. The contractor is expected to build these costs into the various paid items for removals and installations.

*Add the following to standard spec 651.5:*

Work to disconnect and connect conductors will be incidental to the paid measurement of footage.

There will be no measurement for payment for abandoning conductors or removing conductors for scrap.

Work to disconnect and connect electrical system, splice through, or to connect conductors are incidental to the installation or removal of the freeway lighting pay items included in this contract. The department will not measure conductors or conduits that have been abandoned in place or removed for scrap. The department will allow, at the contractor's discretion, for the salvaging of conductors to be abandoned, if possible.

*Add the following to standard spec 653.3(1):*

This provision modifies the standard detail drawing for pull boxes and thereby both the standard items and SPV pay item for pull boxes. Lighting pull box covers shall read "LIGHTING".

*Add the following to standard spec 655.3.1:*

Wet location splices are not anticipated on this project and not shown in the plans. In the event that the engineer allows wet location splices, make pull box splices with engineer approved epoxy kit.

At each pull point or access point, indicate the line side bundle with a lap of blue tape.

*Add the following to standard spec 655.3.7(4):*

Where two or more wire networks pass through a pull point, tag each circuit network (i.e. A/B/N and C/D/N) with approved all-weather tags.

*Add the following to standard spec 657.3.1 and 657.3.5:*

Corrosion protection measures described in standard spec 657.3.1 and 657.3.5 are invoked for breakaway transformer bases and aluminum light poles. The contractor shall avoid contact of dissimilar metals in erecting the pole on its foundation and/or breakaway device. Any concern of trapped moisture or potential corrosion cell shall be resolved to the satisfaction of the engineer.

**Manufacturer's Warranty for LED luminaires:** The manufacturer shall warrant to the department that each complete luminaire (consisting of the housing, optical assembly, LED drivers, surge protection and wiring) will be free from defects in material and workmanship for five (5) years from the date that the luminaire are put into service. Luminaires shall be installed within one year of manufacture.

If any luminaires fail to meet the above warranty, the department shall provide the manufacturer with a written notice of any defect within thirty (30) days after discovery of the defect. The manufacturer shall provide all materials, luminaires, replacement component parts, labor and all incidentals necessary to restore the luminaire to a fully operational, installed condition.

**Submittal Requirements for LED luminaires:** Considering the rapid advancement in LED technology, the overall project construction and duration of construction, within 10 calendar days after contract execution, the contractor is responsible to coordinate the lead time for LED luminaires purchase and installation schedule for LED luminaires with the engineer and the department's lighting engineer, Eric Perea, at [eric.perea@dot.wi.gov](mailto:eric.perea@dot.wi.gov) or at (414) 750-0935 prior to order LED luminaires. The LED luminaires purchasing may be done during later stage of construction as directed by the department which shall not delay the construction.

## **55. Install Conduit Into Existing Item, Item 652.0700.S.**

### **A Description**

This special provision describes installing proposed conduit into an existing manhole, pull box, junction box, communication vault, or other structure.

### **B Materials**

Use conduit, as provided and paid for under other items in this contract. Furnish backfill material, topsoil, fertilizer, seed, and mulch conforming to the requirements of pertinent provisions of the standard specifications.

## C Construction

Expose the outside of the existing structure without disturbing existing conduits or cabling. Drill the appropriate sized hole for the entering conduit(s) at a location within the structure without disturbing the existing cabling and without hindering the installation of new cabling within the installed conduit. Fill void area between the drilled hole and conduit with an engineer-approved filling material to protect against conduit movement and entry of fill material into the structure. Tamp backfill into place.

## D Measurement

The department will measure Install Conduit Into Existing System by the unit, acceptably installed. Up to five conduits entering a structure per entry point into the existing structure will be considered a single unit. Conduits in excess of five, or conduits entering at significantly different entry points into the existing pull box, manhole, or junction box will constitute multiple units of payment.

## E Payment

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

| ITEM NUMBER | DESCRIPTION                        | UNIT |
|-------------|------------------------------------|------|
| 652.0700.S  | Install Conduit Into Existing Item | EACH |

Payment is full compensation for excavating, drilling holes; furnishing and installing all materials, including bricks, coarse aggregate, sand, bedding, and backfill; for excavating and backfilling; and for furnishing and placing topsoil, fertilizer, seed, and mulch in disturbed areas; for properly disposing of surplus materials; and for making inspections.

stp-652-070 (20100709)

- 56. Electrical Service Meter Breaker Pedestal STH 20 and West Frontage Road, Item 656.0200.3001;  
Electrical Service Meter Breaker Pedestal IH-94 Ramps and STH 20, Item 656.0200.3002;  
Electrical Service Meter Breaker Pedestal STH 20 and East Frontage Road, Item 656.0200.3003;  
Electrical Service Meter Breaker Pedestal STH 20 and Red Cloud Drive, Item 656.0200.3004.**

*Append standard spec 656.2.3 with the following:*

(2) The department will be responsible for the electrical service installation request for any department-maintained facility. Notify the maintaining authority if the signal is not state maintained that it is their responsibility to arrange for the electrical service installation.

(3) Electrical utility company service installation and energy cost will be billed to and paid for by the maintaining authority.

(4) Install the cabinet base and meter breaker pedestal first, so the electrical utility company can install the service lateral. Install a 3" conduit from the point of service from the utility to the meter breaker pedestal. Finish grade the service trench, replace topsoil that is lost or contaminated with other materials, fertilize, seed, and mulch all areas that are disturbed by the electrical utility company.

*Append standard spec 656.5 with the following:*

(8) Payment is full compensation for grading the service trench; replacing topsoil; and for fertilizing, seeding, and mulching to restore the disturbed area of the service trench.

- 57. Signal Housings.**

*Replace standard spec 658.2(3) with the following:*

(3) For traffic signal faces: furnish black signal housings, visors, LED modules, reflective backplates, and cut away or tunnel type visors as the plans show.

*Replace standard spec 658.2(4) with the following:*

(4) For pedestrian signal faces: furnish polycarbonate resin housings, doors, and visors. Use yellow, Federal Standard 595 – FS13538, housings and dull black door faces and visors. For 16-inch heads, mount a z-crate visor and gasket to the door with stainless steel tabs. Drill the housing for top and bottom pipe mounting with the ability to rotate 270 degrees on the poly mounting brackets.

## **58. Pedestrian Push Buttons.**

*Replace standard spec 658.2(5) with the following:*

(5) For pedestrian push buttons: furnish freeze-proof ADA compliant pedestrian push buttons made by a department-approved manufacturer. The contractor shall place a Size 1, Type H reflective (R10-3d or R10-4) sign sticker (per state sign plate), message series – B, directly above each push button. Include a directional arrow or arrows on the sign as the plans show.

*Replace standard spec 658.3(3) with the following:*

(3) For Pedestrian push buttons: provide a 3/4-inch diameter push button mounting hole for wiring purposes in standards or poles. De-burr the holes after sawing and before installing the wire. Use shielded, 14 AWG, 2 conductor, polyethylene insulated, with 16 AWG drain wire, conforming to IMSA Specification Number 50-2 for loop detector lead-in cable, to wire the push button in one continuous run from the cabinet to the push button at the locations indicated on the plan.

## **59. Traffic Signal Mounting Hardware.**

*Replace standard spec 658.2(7) with the following:*

(7) For signal mounting hardware: furnish weather tight mounting hardware. Protect mounting hardware from the elements before installation. Use corrosion resistant poly bracket shims. Use an approved type of pole or standard vertical mounting brackets/clamps for signal faces from an approved manufacturer. Pedestrian traffic signal heads mounted in the median shall use federal yellow aluminum side of pole 2-way upper and lower arm assemblies providing 16 ½-inch center to center spacing.

## **60. Traffic Signal Faces and Pedestrian Signal Face 16-Inch.**

*Append standard spec 658.3 with the following:*

(5) Connect all ungrounded conductors with wire nuts in the appropriate sections of the signal heads. Connect the neutral conductors to the terminal strip. Be certain to twist wires prior to installing the wire nuts. All wire nuts must be installed facing up to prevent the entrance of water.

## **61. Temporary Traffic Signals for Intersections, STH 20 and West Frontage Road, Item 661.0200.3001; Temporary Traffic Signals for Intersections, IH-94 Eastbound Ramps and STH 20, Item 661.0200.3002; Temporary Traffic Signals for Intersections, IH-94 Westbound Ramps and STH 20, Item 661.0200.3003; Temporary Traffic Signals for Intersections, STH 20 and East Frontage Road, Item 661.0200.3004; Temporary Traffic Signals for Intersections, STH 20 and CTH H/Renaissance Boulevard, Item 661.0200.3005.**

*Replace standard spec 661.2.1 (1) with the following:*

(1) Furnish control cabinet and control equipment. The department will supply, maintain, and install a signal controller, cellular modem, and ethernet switch to establish remote communication to the signal controller and vehicle detection system. The cabinet must be equipped with at least two open non-GFI receptacles. Provide a cabinet with a Corbin #2 door lock and an access door that allows placing the controller in emergency flash. Provide keys to the access door to the engineer and law enforcement

agencies as required. Also provide a manual control accessible by the police. Supply a controller capable of executing the timing program supplied in this contract for this temporary traffic signal. Test traffic signal control cabinets before installation. The department will provide the signal controller with the initial traffic signal timing, and the department will be responsible for all subsequent signal timing changes.

*Replace standard spec 661.2.1 (3) with the following:*

(3) The department has initiated the installation of the temporary electrical service with the electrical utility as it pertains to the service application and site sketch at the intersections of STH 20 and West Frontage Road; IH-94 eastbound Ramps and STH 20; IH-94 westbound Ramps and STH 20; STH 20 and East Frontage Road; STH 20 and CTH H/Renaissance Boulevard to expedite the process. Contact Parwinder Virk at (262) 548-6717 to coordinate the temporary electrical service. The department will pay for all installation and Energy Costs associated with the operation of the Temporary Traffic Signal. It is the contractor's responsibility to contact the electrical utility as it pertains to the affidavit and site ready card to arrange timely installation of the temporary service. If the control cabinet is not mounted on the electrical service pole, add a second electrical service disconnect to the outside of the control cabinet for the convenience of emergency personnel.

*Append standard spec 661.3.1.4 with the following:*

(4) Arrange for "every other week" inspections with the engineer to check the height of the span wire above the roadways to ensure that the bottom of the traffic signal heads remain within the minimum and maximum heights allowed above the roadway. Make all height adjustments within 1-hour of an inspection indicating that adjustments are required. Notify the engineer in writing upon completion of all necessary adjustments. Maintain a written log to properly document the date of each "every other week" inspection, the heights above the roadway, the roadway clearance after adjustments have been made, and acceptance by the engineer. Provide all documentation related to the "every other week" span wire height checks as well as all records related to maintenance performed on the temporary traffic signal installations to the engineer.

*Replace standard spec 661.3.2.2 (2) with the following:*

(2) Install the tether wire at 20 feet to 22 feet over the roadway.

*Replace standard spec 661.3.2.4 (1) with the following:*

(1) Install the span wires free of any splices or kinks. Install the span wire mounted signal faces so the bottom is a maximum of 22 feet above the roadway (minimum height is 20 feet). Compute the vertical height of the span wire on the span pole using the following formula:

$$HD (0.05) + RC + HH = SH$$

*Replace standard spec 661.5 (2) with the following:*

(2) Payment for the Temporary Traffic Signals for Intersections bid item is full compensation for providing, maintaining, and repairing the complete temporary installation; and for removal. Payment also includes the following:

1. Furnishing and installing replacement equipment.
2. The cost of delivery and pick-up of the cabinet assemblies.

Payment is full compensation for drilling holes; furnishing and installing all materials, including bricks, and coarse aggregate; for excavation, bedding, and backfilling, including any sand or other required materials; furnishing and placing topsoil, fertilizer, seed, and mulch in disturbed areas; for properly disposing of surplus materials; for making inspections; for cleaning up and properly disposing of waste.

## **62. Ramp Closure Barricade Rack 3-Unit, Item 662.6030.S.**

### **A Description**

This special provision describes providing storage racks for barricades used to temporarily close off entrance ramps to divided highways.



## B Materials

Furnish wooden posts conforming to standard spec 634.2.1.

Fabricate tubular steel components using structural quality 12-gauge strip steel conforming to ASTM designation A1011, grade 50 with an average minimum yield strength, after cold-forming, of 55,000 psi. The contractor may use perforated tubing.

Hot dip galvanize each tube according to ASTM A653 grade 90. Treat corner welds and cut ends with cold-galvanized organic zinc paint as manufacturer recommends.

Furnish galvanized bolts, nuts, and washers zinc-coated according to ASTM A153.

## C Construction

Install wood posts conforming to standard spec 634.3.1 and the plan details. Fabricate and install tubular steel components as the plans show.

## D Measurement

The department will measure the Ramp Closure Barricade Rack bid items as each individual barricade rack, acceptably completed.

## E Payment

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

| ITEM NUMBER | DESCRIPTION                        | UNIT |
|-------------|------------------------------------|------|
| 662.6030.S  | Ramp Closure Barricade Rack 3-Unit | EACH |

Payment is full compensation for providing barricade racks; for wood posts; and for galvanized tubular steel components and hardware.

stp-662-015 (20130615)

## 63. Intelligent Transportation Systems (ITS) – Control of Materials.

### Standard spec 106.2 – Supply Source and Quality

*Add the following to standard spec 106.2:*

The department will furnish a portion of equipment to be installed by the contractor. This department-furnished equipment includes the following:

| Department-Furnished Items |
|----------------------------|
| Fiber Optic Cable 36-Count |

Pick-up small department-furnished equipment, such as communications devices, cameras, and controllers, from the department's Statewide Traffic Operations Center (STOC), 433 W. St. Paul Ave., Milwaukee, WI 53203 at a mutually agreed upon time during normal state office hours. Contact the department's STOC at (414) 227-2166 to coordinate pick-up of equipment.

Large department-furnished equipment, such as camera poles will be delivered by the supplier to a contractor-controlled site within Southeastern Wisconsin. Delivery will not necessarily be in a "just in time" manner. Store the equipment until field installation. Provide location details and a contact for delivery coordination upon receiving the contract's Notice to Proceed.

Transportation of the equipment between the electric shop and the field or interim location(s) shall be the responsibility of the contractor.

### Standard spec 106.3 – Approval of Materials

*Add the following to standard spec 106.3:*

#### Design/Shop Drawings

Prior to the purchase and/or fabrication of any of the components listed herein, and for any non-catalog item shown on the Material and Equipment List specified above, and no more than 30 days after notice to proceed, submit five copies of design drawings and shop drawings, as required, to the department for review. The items and the drawings that represent them shall meet the requirements of the standard specifications.

Design drawing submissions shall consist of signed and certified designs, design drawings, calculations, and material specifications for required items.

Shop drawings will be required for, but not limited to the following:

Mounting assemblies for the vehicle speed and classification sensors, including their attachment to the structure.

Mounting LED warning signs to the sign structure.

Mounting detail for dynamic message signs.

Any contractor-designed structure or foundation.

The department will complete its review of the material within 30 days from the date of receipt of the submission, unless otherwise specified. The department will advise the contractor, in writing, as to the acceptability of the material submitted. The department may determine that if no exceptions were taken for the item, it is approved, and no further action is required by the contractor; or the item may be partially or totally rejected, in which case modify and/or amend the submittal as required by the department and resubmit the item within 14 days. At this time, the review and approval cycle described above will begin again.

stp-670-005 (20150630)

## **64. Intelligent Transportation Systems – General Requirements.**

### **A Description**

#### **A.1 General**

This contract includes furnishing and installing elements for an Intelligent Transportation System (ITS) in or along the existing roadway as shown on the plans.

Unusual aspects of this project include:

1. The project includes working on cables and equipment that are carrying data between roadside equipment and the department's Statewide Traffic Operations Center (STOC). Interruption of this service is not expected to perform this work. If an interruption is determined necessary, it must be done on a weekend, and must be done in a way that minimizes communication outages for the existing equipment. Notify the department's STOC at least 48 hours in advance of the planned interruption.
2. The department will furnish some of the equipment to be installed. Make a reasonable effort to discover defects in that equipment prior to installing it.

#### **A.2 Surge Protection**

Equip every ungrounded conductor wire entering or leaving any equipment cabinet with a surge protector. For purposes of this section, multiple cabinets on a single pole or foundation are considered a single cabinet.

### **B Materials**

#### **B.1 General**

Only furnish equipment and component parts for this work that are new and have high quality workmanship. All controls, indicators, and connectors shall be clearly and permanently labeled in a manner approved by the engineer. All equipment of each type shall be identical.

All electrical equipment shall conform to the standards and requirements of the Wisconsin Electrical Code, the National Electrical Manufacturers Association (NEMA), National Electric Safety Council (NESC), Underwriter's Laboratory Inc. (UL) or the Electronic Industries Association (EIA), when applicable. All materials and workmanship shall conform to the requirements of the National Electrical Code (NEC), Rural Electrification Administration (REA), Standards of the American Society for Testing and Materials (ASTM), American Association of State Highway and Transportation Officials (AASHTO), requirements of the plans these special provisions, the standard specifications, and to any other codes, standards, or ordinances that may apply. All system wiring, conduit, grounding hardware and circuit breakers shall be in conformance with the National Electrical Code. Whenever reference is made to any of the standards mentioned, the reference shall be considered to mean the code, ordinance, or standard that is in effect at the time of the bid advertisement.

## B.2 Outdoor Equipment

All conductive connectors, pins (except pins connected by soldering), and socket contacts shall be gold plated. Acrylic conformal coating shall protect each circuit board side that has conductive traces. Except for integrated circuits containing custom firmware, all components shall be soldered to the printed circuit board.

To prevent galvanic corrosion, all connections between dissimilar metals shall incorporate a means of keeping moisture out of the connection. Where the connection need not conduct electricity, interpose a non-absorbing, inert material or washer between the dissimilar metals. Use nonconductive liners and washers to insulate fasteners from dissimilar metals. Where the connection must conduct electricity, use a conductive sealant between the dissimilar metals. Alternatively, use an insulating gasket and a bond wire connecting the two metal parts.

## B.3 Custom Equipment

Equipment that is not part of the manufacturer's standard product line, or that is made or modified specifically for this project, shall conform to the following requirements:

Where practical, electronics shall be modular plug-in assemblies to facilitate maintenance. Such assemblies shall be keyed to prevent incorrect insertion of modules into sockets.

All components shall be available from multiple manufacturers as part of the manufacturers' standard product lines. All must be clearly labeled with the value, part number, tolerance, or other information sufficient to enable a technician to order an exact replacement part.

Lamps used for indicator purposes shall be light-emitting diodes.

The printed circuit boards shall be composed of "two-ounce" copper on 1/16-inch thick fiberglass epoxy or equivalent type construction. Holes that carry electrical connections from one side of the boards to the other shall be completely plated through. Multilayer printed circuit boards shall not be used. The name or reference number used for the board in the drawings and maintenance manuals supplied to the department shall be permanently affixed to each board.

All components shall be mounted so that the identifying markings are visible without moving or removing any part, if practical.

## B.4 Environmental Conditions

Equipment shall continue to operate as specified under the following ranges of environmental conditions, except as noted in the specifications for individual pieces of equipment.

1. **Vibration and Shock:** Vehicle speed and classification sensors and any other equipment mounted atop poles or on structures shall not be impaired by the continuous vibration caused by winds (up to 90 mph with a 30 percent gust factor) and traffic.
2. **Duty Cycle:** Continuous
3. **Electromagnetic Radiation:** The equipment shall not be impaired by ambient electrical or magnetic fields, such as those caused by power lines, transformers, and motors. The equipment shall not radiate signals that adversely affect other equipment.
4. **Electrical Power:**
  - a. **Operating power:** The equipment shall operate on 120-volts, 60-Hz, single-phase unless otherwise specified. It shall conform to its specified performance requirements when the input voltage varies from 89 to 135 volts and the frequency varies +3 Hz.
  - b. **High frequency interference:** The equipment operation shall be unaffected by power supply voltage spikes of up to 150 volts in amplitude and 10 microseconds duration.
  - c. **Line voltage transients:** The equipment operation shall be unaffected by voltage transients of plus or minus 20 percent of nominal line voltage for a maximum duration of 50 milliseconds. Equipment in the field shall meet the power service transient requirements of NEMA Standard TS-2 when connected to the surge protectors in the cabinets.

## 5. Temperature and Humidity:

- a. **Field equipment:** Equipment in the field shall meet the temperature and humidity requirements of NEMA Standard TS-2. Liquid crystal displays shall be undamaged by temperatures as high as 165 degrees F, and shall produce a usable display at temperatures up to 120 degrees F.
- b. **Equipment in Controlled Environments** shall operate normally at any combination of temperatures between 50 degrees F and 100 degrees F, and humidity's between 5 percent and 90 percent, non-condensing, and with a temperature gradient of 9 degrees F per hour.

### B.5 Patch Cables and Wiring

All cables and wiring between devices installed in a single cabinet, or in separate cabinets sharing a single concrete base, will be considered incidental to the installation of the devices and no separate payment will be made for them. It is anticipated that this will include fiber optic patch cables between termination panels and Ethernet switches, 10 / 100 MBPS Ethernet cables, RS-232 cables between individual devices and terminal servers, and power cables between individual devices and power sources within the cabinets.

### B.6 Surge Protection

Low-voltage signal pairs, including twisted pair communication cable(s) entering each cabinet shall be protected by two-stage, plug-in surge protectors and shall be installed on both ends of camera control cables. The protectors shall meet or exceed the following minimum requirements:

1. The protectors shall suppress a peak surge current of up to 10k amps.
2. The protectors shall have a response time less than one nanosecond.
3. The protector shall clamp the voltage between the two wires at a voltage that is no more than twice the peak signal voltage and clamp the voltage between each wire and ground at 50 volts.
4. The first stage of protection shall be a three-element gas discharge tube, and the second stage shall consist of silicon clamping devices.
5. The protector shall also contain a resettable fuse (PTC) to protect against excessive current.
6. There shall be no more than two pairs per protector.
7. It shall be possible to replace the protector without using tools.

Cables carrying power to curve signs shall be protected at the cabinet by grounded metal oxide varistors of appropriate voltages. The varistors must be at least 0.8 inch in diameter.

## C Construction

### C.1 Thread Protection

Provide rust, corrosion, and anti-seize protection at all thread assemblies of metallic parts by coating (non-spray) the mating surfaces with an approved compound. Failure to use an approved compound will result in no payment for the items to which coating was to have been applied.

### C.2 Cable Installation

When installing new cables into conduits containing existing cables, remove the existing cables and reinstall the existing cables simultaneously with the new cables. Take every precaution necessary to protect the existing cables. In the event of avoidable damage to the existing cables, replace all damaged cables, in-kind, at no additional expense to the department. When cables are pulled into conduit, use a cable pulling lubricant approved by the cable manufacturer. Submit documentation supporting manufacturer approval of the lubricant to the engineer.

### C.3 Wiring

Every conductor, except a conductor contained entirely within a single piece of equipment, must terminate either in a connector or on a terminal block. Provide and install the connectors and terminal blocks where needed, without separate payment. Use approved splice kits instead of connectors and terminal blocks for underground power cable splices.

Permanently label and key connectors to preclude improper connection. Obtain prior engineer approval for the labeling method(s) prior to use.

Terminal blocks must be affixed to panels that permanently identify the block and what wire connects to each terminal. This may be accomplished by silk screening or by installing a laminated printed card under the terminal block, with the labels on portions of the card that extend beyond the block. Installation of terminal blocks by drilling holes in the exterior wall of the cabinet is not acceptable.

Use barriers to protect personnel from accidental contact with all dangerous voltages.

Do not install conductors carrying AC power in the same wiring harness as conductors carrying control or communication signals.

Arrange wiring, including fiber optic pigtails, so that any removable assembly can be removed without disturbing wiring that is not associated with the assembly being removed.

Communication and control cables may not be spliced underground, except where indicated on the plans.

Cables in the Statewide Traffic Operations Center or in communication hubs, which are not contained within a single cabinet, shall have at least 10 feet of slack.

#### **C.4 System Operations**

If the contractor's operations unexpectedly interrupt Intelligent Transportation Systems (ITS) service, notify the engineer immediately and restore service within 24 hours. Repair all damaged facilities to the condition existing before the interruption. If service is not restored within 24 hours, the department may restore service to any operating device and deduct restoration costs from payments due the contractor.

#### **C.5 Surge Protection**

Arrange the equipment and cabinet wiring to minimize the distance between each conductor's point of entry and its protector. Locate the protector as far as possible from electronic equipment. Ensure that all wiring between the surge protectors and the point of entry is free from sharp bends.

#### **D Measurement**

No separate measurement will be made for the work described in this article.

#### **E Payment**

No separate payment will be made for the work described in this article. All work described in this article shall be included under the ITS items in the contract.

stp-670-010 (20100709)

### **65. Optimized Aggregate Gradation Incentive, Item 715.0710.**

#### **A Description**

This special provision describes optional contractor optimized aggregate gradation, optional optimized mixture designs, and associated additional requirements for class 1 concrete used in concrete pavements. Conform to standard specification part 7 and as follows:

#### **Optimized Aggregate Gradation**

*Replace standard spec 715.2.2 with the following:*

A Job Mix Formula (JMF) contains all of the following:

Proportions for each aggregate fraction conforming to table 1.

Individual gradations for each aggregate fraction.

Composite gradation of the combined aggregates including working ranges on each sieve according to table 2.

Submit the target JMF and aggregate production gradation test results to the engineer for review 10 business days before initial concrete placement.

**TABLE 1 TARANTULA CURVE GRADATION BAND**

| SIEVE SIZES | PERCENT RETAINED |
|-------------|------------------|
| 2 in.       | 0                |
| 1 1/2 in.   |                  |

If, during concrete production, the moving average of four for any sieve fall outside the allowable JMF working range do the following:

1. Notify the engineer of the test results within 1 business day from the time of sampling.
2. Make immediate adjustments to the JMF, within the limits specified in Table 3.
3. Review JMF adjustments with the engineer. Both the contractor and engineer will sign the adjusted JMF if the adjustments comply with Table 3.
4. If the moving average of four falls outside the adjusted allowable working range, stop production and provide a new mix design including JMF to the engineer.

**TABLE 3 ALLOWABLE JMF ADJUSTMENTS**

| SIEVE SIZES    | ALLOWABLE ADJUSTMENT<br>(PERCENT) |
|----------------|-----------------------------------|
| 4              | ±5                                |
| No. 8 – No. 30 | ±4                                |
| No. 50         | ±3                                |
| No. 100        | ±2                                |

### **Dispute Resolution**

The department will resolve disputes as specified in standard spec 106.3.4.3.5 using QV split samples.

### **Sublot and Lot Size**

A sublot consists of up to 1,500 cubic yards. A lot consists of two sublots.

### **Optimized Concrete Mixtures**

The contractor may use a reduced cementitious content for concrete pavement placed if the contractor does the following:

1. Use an optimized aggregate gradation as defined in this special provision.
2. Conform to the additional testing requirements for flexural strength as specified in the contract special provisions.
3. Submit aggregate gradation result records no more than 2 years old when developing the mix design.
4. Determine the volume of voids in the optimized aggregates using ASTM C29.
5. Download and follow the instructions tab of the Optimized Gradation and Mix Design Spreadsheet located at:  
<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/qmp/default.aspx>
6. Design an appropriate paste content based upon the Performance-based PCC Mix Design Guide located at:  
<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/qmp/default.aspx>
7. Provide a minimum  $V_{paste}/V_{voids}$  of 1.25. (Paste/Void ratio equals the volume of paste divided by the volume of voids.).
8. Evaluate workability of trial batches by following section 6.8 of AASHTO Draft Performance Engineered Concrete Pavement Mixtures Specifications located at:  
<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/qmp/default.aspx>
9. Submit trial batch workability results when submitting the mix design.
10. Submit the CP Tech center computer spreadsheet concrete mix design to the engineer for review at least 3 business days before producing concrete.
11. Provide a minimum cement content of 520 pounds per cubic yard, except if using type I, IL, or III cement in a mix where the geologic composition of the coarse aggregate is primarily igneous or metamorphic materials, provide a minimum cement content of 660 pounds per cubic yard.

12. The contractor may use class C fly ash or grade 100 or 120 slag as a partial replacement for cement. For binary mixes use up to 30% fly ash or slag. For ternary mixes use up to 30% fly ash plus slag in combination. Replacement values are in percent by weight of the total cementitious material in the mix.

13. See CMM 8-70.2.2.3 for additional guidance.

#### **D Measurement**

The department will measure Optimized Aggregate Gradation Incentive by the dollar, for each combined averaged lot of QC test results meeting Table 1.

#### **E Payment**

The department will pay incentive of 3 percent of the contract unit price for concrete pavement under the following bid item:

| ITEM NUMBER            | DESCRIPTION                             | UNIT |
|------------------------|-----------------------------------------|------|
| 715.0710               | Optimized Aggregate Gradation Incentive | DOL  |
| stp-715-005 (20170615) |                                         |      |

### **66. Flexural Strength for Concrete Mix Design.**

This special provision describes optional testing requirements for flexural strength during the mix design process. Conform to standard specification part 7 as modified in this special provision.

*Add the following to standard spec table 701-2:*

| TEST                          | TEST STANDARD |
|-------------------------------|---------------|
| Flexural Strength of Concrete | AASHTO T97    |

*Replace standard spec 715.2.3.1(1) with the following:*

- (1) Provide both compressive and flexural strength information to demonstrate the strength of the proposed mix design. Use either laboratory strength data for new mixes or field strength data for established mixes as follows:
1. Use at least 5 pairs of cylinders for compressive strength. Demonstrate that the 28-day compressive strength will equal or exceed the 85 percent within limits criterion specified in 715.5.2.
  2. Use at least 5 pairs of beams for flexural strength. Demonstrate that the 28-day flexural strength will equal or exceed 650 psi.

stp-715-010 (20170615)

### **67. Communication Systems.**

*Replace standard spec 678.2.1 (1) with the following:*

- (1) The department will furnish fiber optic cable, splice enclosures, and termination panels.

Pick up the department furnished materials at the department's Electrical Shop located at 935 South 60th Street, West Allis. Notify the department's Electrical Field Unit at (414) 266-1170 and make arrangements for picking up the department furnished materials three working days prior to picking up the materials.

*Replace standard spec 678.5 (6) with the following:*

- (6) Payment for Install Ethernet Switches is full compensation for transporting and installing the devices; for cables and connectors; and connecting the devices.



**68. 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)

Material and staging areas off the project limits shall be included in the ECIP for review.

**69. EBS Excavation, Item SPV.0035.0001.**

**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.

**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 according to standard spec 205.3.12 and the article "Disposing of Surplus or Unsuitable Material", at no expense to the department.

**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 or Salvaged Topsoil 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.0035.0001 | 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 0.23.

## **70. EBS Backfill, Item SPV.0035.0002.**

### **A Description**

This special provision describes backfilling EBS Excavation with select crushed material.

### **B Materials**

Furnish all materials according to standard spec 312.2 and as hereinafter provided.

### **C Construction**

Place select crushed material where EBS Excavation was performed or as the engineer directs. Compact select crushed material 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.0035.0002 | EBS Backfill | CY   |

Payment for EBS Backfill is full compensation for providing and compacting select crushed material 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.

## **71. Roadway Embankment, Item SPV.0035.0003.**

### **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:*

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

- 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 and borrow construction.

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

### **D Measurement**

The department will not measure roadway embankment. The department will use pay plan quantity conforming to standard spec 109.1.1.2.

### **E Payment**

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

| ITEM NUMBER   | DESCRIPTION        | UNIT |
|---------------|--------------------|------|
| SPV.0035.0003 | 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 is 0.23.

## **72. Backfill Slurry, Item SPV.0035.0004.**

### **A Description**

This special provision describes furnishing and placing backfill slurry.

### **B Materials**

Use aggregate conforming to standard spec 501.2.5. The gradation for backfill slurry will be as follows:

| SIEVE   | PERCENT PASSING (by weight) |
|---------|-----------------------------|
| 2"      | 100                         |
| 1 1/2"  | 96 - 100                    |
| 1"      | 72 - 89                     |
| 3/4"    | 62 - 79                     |
| 3/8"    | 45 - 61                     |
| No. 4   | 36 - 45                     |
| No. 16  | 18 - 35                     |
| No. 50  | 4 - 15                      |
| No. 100 | 1 - 7                       |
| No. 200 |                             |

Weigh aggregates at a batch plant suitable for batching concrete masonry. Obtain aggregates from a department approved sources per standard spec 106.3.4.2.

Mix and deliver to the project site using a truck mixer. Add enough water meeting the requirements of standard spec 501.2.4 to enable the mixture to flow readily.

Conditional approval of backfill slurry shall be permitted per standard spec 106.2.4.

### **C Construction**

Before placing backfill slurry provide for positive drainage of the area to be backfilled. Prevent segregation when discharging from the truck. Consolidation or compaction will not be required. Do not expose backfill slurry to freezing temperatures, frozen ground, or wet weather conditions within the first 24 hours of placement. Wait at least twelve hours before paving over the backfill.

### **D Measurement**

The department will measure Backfill Slurry in volume by the cubic yard of material, placed and accepted. Such volume shall be computed from actual measurements of the dimensions of the area to be backfilled. In irregular or inaccessible areas, the engineer may allow volume to be determined by other appropriate methods as approved.

### **E Payment**

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

| ITEM NUMBER   | DESCRIPTION     | UNIT |
|---------------|-----------------|------|
| SPV.0035.0004 | Backfill Slurry | CY   |

Payment is full compensation for furnishing, providing positive drainage of the area to be backfilled, and placing backfill slurry.

Non-conforming slurry will be replaced at no additional cost to the department.

## **73. Manholes 9-FT Diameter, Item SPV.0060.0001; Manholes 10-FT Diameter, Item SPV.0060.0002.**

### **A Description**

This special provision describes furnishing and installing manhole structures at the depths and locations shown on the plans according to the pertinent provisions of standard spec 611 and as hereinafter provided.

### **B Materials**

Furnish materials conforming to the requirements specified in standard spec 611.2.

### **C Construction**

Place manholes as shown in the plans and as specified in standard spec 611.3. Construct according to the standard detail drawing "Manholes 3-FT, 4-FT, 5-FT, 6-FT, 7-FT and 8-FT Diameter" except with a 9-ft or 10-ft interior diameter as indicated on the plans.

### **D Measurement**

The department will measure each Manhole (diameter) separately as a unit, acceptably completed.

### **E Payment**

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

| ITEM NUMBER   | DESCRIPTION             | UNIT |
|---------------|-------------------------|------|
| SPV.0060.0001 | Manholes 9-FT Diameter  | EACH |
| SPV.0060.0002 | Manholes 10-FT Diameter | EACH |

Payment will be as specified in standard spec 611.5.2.

## **74. Exposing Existing Infrastructure Unpaved Area, Item SPV.0060.0003.**

### **A Description**

This work includes locating and exposing existing infrastructure in unpaved areas as directed by the engineer. The contractor shall be responsible for compliance with s.182.0175 (2), Stats., with respect to precautions to be taken to avoid and prevent damage to utility facilities. The location of existing utilities and infrastructure needed to complete the contract work shall be addressed independent of this provision. Conform to Wisconsin State Statute 182.0175 (2) and Wisconsin Administrative code Trans 220. The work includes exposing existing infrastructure, including utilities, under unpaved surfaces and providing both lateral and depth measurements for use in determining potential infrastructure conflict solutions, and backfilling.

### **B Materials**

#### **B.1 Backfill Slurry**

Utilize backfill slurry as specified elsewhere in these special provisions.

### **C Construction**

#### **C.1 General**

The location of existing utilities and infrastructure needed to complete the contract work shall be addressed independent of this provision. This item will only be used as determined by the department for unique locations as directed by the engineer. It does not remove the contractor's obligation to locate utilities as specified by Wisconsin Administrative code Trans 220 and Wisconsin State Statute 182.0175. The engineer will direct all exposing existing infrastructure in writing. Coordinate infrastructure exposures with the engineer and notify the infrastructure owner or their agents of this work two working days in advance so that they may be present when the work commences.

#### **C.2 Excavation**

Remove all unpaved surfaces at locations where the existing infrastructure is being exposed. Maintain drainage at all times according to standard spec 205.3.3. Take precautions, including temporary shoring, in order to prevent any undermining of the existing roadway. Perform work according to all applicable laws, ordinances, rules, regulations, and OSHA standards.

Expose all infrastructure locations within a given location to a minimum depth of 18 inches below the bottom of each infrastructure. Excavate in a manner that protects the integrity of the infrastructure and prevents any damage to wrappings or protective coatings such as by any mechanical method or hand digging. Notify the infrastructure owner promptly if damage or interruption of service occurs. Repair all damage caused to such infrastructure resulting from negligence or carelessness at own expense.

Take all lateral and depth measurements in US feet and tenths thereof. Identify horizontal locations of each exposed infrastructure with a coordinate northing and easting referenced to the Wisconsin County Coordinate System (WCCS), Kenosha/Racine County, NAD 83 (97). Provide vertical elevations for each exposed infrastructure and reference to NAVD 88 (91). The infrastructure location shall remain exposed and available for visual inspection until the completion of all work in a given location. If the infrastructure shall remain exposed overnight or for prolonged periods of time, protect the location with traffic-rated steel plating, safety barriers, and all necessary traffic control devices that may be required under applicable standards or as directed by the engineer.

#### **C.3 Backfilling**

Upon completion of the infrastructure exposure, restore the location in kind to its original condition. Use backfill slurry, conforming to standard spec 501, to backfill the exposed infrastructure locations to the subgrade elevation except for areas located within local streets. In grassy areas, place 6-inches of topsoil, sod or seed and mulch, and fertilizer. Alternate restoration methods may be used upon written approval from the engineer.

#### **C.4 Documentation**

Provide documentation to the engineer and include the coordinates, elevations, and sketches of the infrastructure locations tied to known features in the plans. Reference each infrastructure to a proposed alignment with a station and offset. Where near a ramp, reference the ramp alignment. Document the size and/or diameter, composition, and a description of each infrastructure and the location of the elevation with respect to each infrastructure noted. Supply digital photographs of the uncovered infrastructure to the engineer in .jpeg format for future reference.

## **D Measurement**

The department will measure Exposing Existing Infrastructure Unpaved Area as a unit for each location. A location may have multiple infrastructures located within the same exposure area. An exposure area will include all infrastructures within 6 lateral feet of each other, and payment will only be made for one unit regardless of the number of infrastructures exposed. If the distance from the existing ground elevation, located above the existing infrastructure, to a point 18 inches below the exposed infrastructure is between 0 and 6 feet, the department will measure each location as a single unit of work. If the distance from the existing ground elevation, located above the existing infrastructure, to a point 18 inches below the exposed infrastructure is greater than 6 feet and less than 12 feet, the department will pay for the item as two units of work.

## **E Payment**

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

| ITEM NUMBER   | DESCRIPTION                                   | UNIT |
|---------------|-----------------------------------------------|------|
| SPV.0060.0003 | Exposing Existing Infrastructure Unpaved Area | EACH |

Payment is full compensation for mobilization; for furnishing all excavation; for disposing of all materials; for locating all infrastructure within each respective location; for providing documentation and photographs of infrastructure locations to the engineer; for furnishing all surveying associated with exposing existing infrastructure; for furnishing all maintenance of the location during construction; for furnishing all traffic control, safety barriers, and steel plating required; or temporary shoring; for furnishing backfill slurry and backfilling the locate.

## **75. Exposing Existing Infrastructure Paved Area, Item SPV.0060.0004.**

### **A Description**

This work includes locating and exposing existing infrastructure in paved areas as directed by the engineer. The contractor shall be responsible for compliance with s.182.0175 (2), Stats., with respect to precautions to be taken to avoid and prevent damage to utility facilities. The location of existing utilities and infrastructure needed to complete the contract work shall be addressed independent of this provision. Conform to Wisconsin State Statute 182.0175 (2) and Wisconsin Administrative code Trans 220. The work includes exposing existing infrastructure, including utilities, under paved surfaces and providing both lateral and depth measurements for use in determining potential infrastructure conflict solutions, and backfilling.

### **B Materials**

#### **B.1 Backfill Slurry**

Utilize backfill slurry as specified elsewhere in these special provisions.

### **C Construction**

#### **C.1 General**

The location of existing utilities and infrastructure needed to complete the contract work shall be addressed independent of this provision. This item will only be used as determined by the department for unique locations as directed by the engineer. It does not remove the contractor's obligation to locate utilities as specified by Wisconsin Administrative code Trans 220 and Wisconsin State Statute 182.0175. The engineer will direct all exposing existing infrastructure in writing. Coordinate infrastructure exposures with the engineer and notify the infrastructure owner or their agents of this work two working days in advance so that they may be present when the work commences.

#### **C.2 Excavation**

Remove all paved surfaces at locations where the existing infrastructure is being exposed. Saw or remove concrete and asphaltic pavements to the nearest joint. Remove all pavement surfaces in such a way that all existing edges consist of a true line having a perpendicular edge with no unraveling. Maintain drainage at all times according to standard spec 205.3.3. Take precautions, including temporary shoring, in order to prevent any undermining of the existing roadway. Perform work according to all applicable laws, ordinances, rules, regulations, and OSHA standards.

Expose all infrastructure locations within a given location to a minimum depth of 18 inches below the bottom of each infrastructure. Excavate in a manner that protects the integrity of the infrastructure and prevents any damage to wrappings or protective coatings such as by any mechanical method or hand digging. Notify the infrastructure owner promptly if damage or interruption of service occurs. Repair all damage caused to such infrastructure resulting from negligence or carelessness at own expense.

Take all lateral and depth measurements in US feet and tenths thereof. Identify horizontal locations of each exposed infrastructure with a coordinate northing and easting referenced to the Wisconsin County Coordinate System (WCCS), Kenosha/Racine County, NAD 83 (97). Provide vertical elevations for each exposed infrastructure and reference to NAVD 88 (91).

The infrastructure location shall remain exposed and available for visual inspection until the completion of all work in a given location. If the infrastructure shall remain exposed overnight or for prolonged periods of time, protect the location with traffic-rated steel plating, safety barriers, and all necessary traffic control devices that may be required under applicable standards or as directed by the engineer.

### **C.3 Backfilling**

Upon completion of the infrastructure exposure, restore the location in kind to its original condition. When exposed infrastructure locations fall within local streets or city right-of-way, use backfill slurry to fill the entire location to the subgrade elevation.

Restore concrete pavement and concrete base course to the depth found in the existing roadway. Replace all locations that fall within live lanes of any roadway or pedestrian traffic with a high early-strength concrete pavement mix design having a depth equivalent to the existing pavement structure unless directed otherwise by the engineer. Locations that are closed to through traffic may use an approved concrete pavement mix conforming to standard spec 501. If directed by the engineer, tie concrete pavement and/or dowel it to the existing pavement according to the standard detail drawing for concrete pavement. All locations requiring asphaltic pavement shall consist of HMA Pavement 3 MT 58-28 S unless otherwise directed by the engineer. Place the HMA pavement in lifts to a depth as directed by the engineer. Apply tack coat to composite pavement structures and between lifts. Alternate restoration methods may be used upon written approval from the engineer. Place base aggregate dense between the subgrade surface and the bottom of the pavement.

### **C.4 Documentation**

Provide documentation to the engineer and include the coordinates, elevations, and sketches of the infrastructure locations tied to known features in the plans. Reference each infrastructure to a proposed alignment with a station and offset. Where near a ramp, reference the ramp alignment. Document the size and/or diameter, composition, and a description of each infrastructure and the location of the elevation with respect to each infrastructure noted. Supply digital photographs of the uncovered infrastructure to the engineer in .jpeg format for future reference.

### **D Measurement**

The department will measure Exposing Existing Infrastructure Paved Area as a unit for each location. A location may have multiple infrastructures located within the same exposure area. An exposure area will include all infrastructures within 6 lateral feet of each other and payment will only be made for one unit regardless of the number of infrastructures exposed. If the distance from the existing ground elevation, located above the existing infrastructure, to a point 18 inches below the exposed infrastructure is between 0 and 6 feet, the department will measure each location as a single unit of work. If the distance from the existing ground elevation, located above the existing infrastructure, to a point 18 inches below the exposed infrastructure is greater than 6 feet and less than 12 feet, the department will pay for the item as two units of work.

### **E Payment**

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

| ITEM NUMBER   | DESCRIPTION                                 | UNIT |
|---------------|---------------------------------------------|------|
| SPV.0060.0004 | Exposing Existing Infrastructure Paved Area | EACH |

Payment is full compensation for mobilization; for furnishing all excavation; for disposing of all materials; for locating all infrastructure within each respective location; for providing documentation and photographs of infrastructure locations to the engineer; for furnishing all surveying associated with exposing existing infrastructure; for furnishing all maintenance of the location during construction; for furnishing all traffic control, safety barriers, and steel plating required; for temporary shoring; and for

furnishing all finishing items including, but not limited to, base aggregate dense, backfill slurry, concrete pavement, HMA pavement, curb and gutter, and sidewalk located above the subgrade elevation.

**76. Baseline CPM Progress Schedule, Item SPV.0060.0005;  
Monthly CPM Progress Schedule Updates 1033-02-71, Item SPV.0060.0006;  
Monthly CPM Progress Schedule Updates 1033-02-76, Item SPV.0060.0007.**

*Replace standard spec 108.4 with the following:*

**108.4 Critical Path Method Progress Schedule**

**108.4.1 Definitions**

(1) The department defines terms used in 108.4 as follows:

**Activity:** An administrative or construction task performed during the course of the project with a defined duration and scheduled (or actual) start and finish dates.

**Critical Path:** The longest continuous chain of activities through the CPM schedule that establishes the minimum overall project duration.

**Construction Activity:** Construction activities are discrete work activities performed by the contractor, subcontractors, utilities, or third parties within the project limits.

**CPM Progress Schedule:** A Critical Path Method (CPM) Progress Schedule is a network of logically related activities. The CPM schedule calculates when activities can be performed and establishes the critical or longest continuous path or paths of activities through the project.

**Float:** Float, as used in this special provision, is the total float of an activity; i.e., it is the amount of time between the date when an activity can start (the early start), and the date when an activity must start (the late start). In cases where the total float of an activity has a different value when calculated based on the finish dates, the lower (more critical) value will govern.

**Forecast Completion Date:** The completion date predicted by the latest accepted CPM Update, which may be earlier or later than the contract completion date, depending on progress.

**Fragnet:** A group of logically-related activities, typically inserted into an existing CPM schedule to model a portion of the project, such as the work associated with a change order.

**Initial Work Plan:** The initial work plan is a time-scaled CPM schedule showing detailed activities for the first 90 calendar days of work and summary level activities for the remainder of the project.

**Intermediate Milestone Date:** A contractually required date for the completion of a portion of the work, so that a subsequent portion of the work or stage of traffic phasing may proceed.

**Master Program Schedule:** The department's schedule for the overall 94 N-S Freeway Program, including intermediate milestone dates and contract completion dates, and containing codes for use as a template for the development of the contractor's schedule.

**Master Project Schedule:** The department's schedule for the contract work, developed during design, and provided to the contractor for informational purposes only.

**Work Breakdown Structure (WBS):** A framework for organizing the activities that make up a project by breaking the project into successively greater detail by level. A WBS organizes the project work. It does not address the sequencing and scheduling of project activities.

**108.4.2 Department's Master Schedules**

**108.4.2.1 Master Project Schedule**

(1) If requested by a bidder or by the contractor, the department will supply its Master Project Schedule for the contract work, developed during design. The Master Project Schedule is not a direction on how to perform the work. The Master Project Schedule reflects one possible approach to the work, consistent with the phasing requirements.

**108.4.2.2 Master Program Schedule**

(1) Within five business days after award, the department will provide its current Master Program Schedule, containing intermediate milestone constraints, standard activity codes, and a standard WBS for the contractor to use to develop its schedule.



### **108.4.2.3 Use of Department's Master Schedules**

(1) The department's Master Schedules provide information to assist the contractor in preparing its schedule. The Master Schedules are not contract documents. The logic contained in the Master Schedules is not intended to alter or supplement contract requirements for the phasing of the work, but to reflect those requirements.

### **108.4.3 Contractor's Scheduling Responsibilities**

(1) Prepare and submit a CPM progress schedule that accurately reflects the plan for the performance of the work, based on the physical requirements of the Work, and Traffic Phasing requirements. The CPM schedule is the contractor's committed plan to complete all work within the completion deadlines. Full responsibility is assumed for the prosecution of the work as shown. The CPM schedule is not part of the contract. Schedule the Work in the manner required to achieve the completion date and intermediate milestone dates specified in the Prosecution and Progress Special Provision.

(2) Use the department-provided Master Program Schedule as a template to develop the Initial Work Plan and the Baseline CPM Progress Schedule. Use the Master Program Schedule's ID coding structure to categorize activities by Contract, Stage, Location, and Responsibility to ensure compatibility with the Master Program Schedule and with schedules prepared by other contractors. Add additional activity codes as necessary, but do not delete the coding structure provided.

(3) 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 Work Plan, Baseline CPM Progress Schedule, and Monthly CPM Updates.

(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 urban, interstate-highway reconstruction work of similar size and complexity, including recent experience with P6. Obtain approval of the submitted resume before scheduling the work.

### **108.4.4 Submittals**

#### **108.4.4.1 Initial Work Plan**

(1) Within ten business days after the Initial Work Plan Workshop, as scheduled in standard spec 103.10, submit an Initial Work Plan as follows:

1. Develop the Initial Work Plan using the Master Program Schedule as a template. Identify the contemplated start and completion dates for each activity.
2. Provide a detailed plan of activities to be performed within the first 90 calendar days of the contract. Provide construction activities with durations not greater than 28 calendar days (20 business days), unless the engineer accepts requested exceptions.
3. Provide activities as necessary to depict administrative work, including submittals, reviews, and procurements that will occur within the first 90 calendar days of the contract. Show additional activities that require department review or approval. Activities other than construction activities may have durations greater than 28 calendar days (20 business days). Allow 21 calendar days (15 business days) for department review of submittals.
4. Provide summary activities for the balance of the project. Summary activities may have durations greater than 28 calendar days (20 business days).
5. Submit three copies of the Initial Work Plan in a compressed (XER) format on three separate CDs.
6. The engineer will accept the contractor's Initial Work Plan or provide comments within five business days after receipt of the Initial Work Plan. Address comments and resubmit the Initial Work Plan as necessary. Do not begin work until the engineer accepts the Initial Work Plan. The department will use the initial work plan to monitor the progress of the work until the Baseline CPM Progress Schedule is accepted.
7. Submit an updated version of the Initial Work Plan monthly until the engineer accepts the Baseline CPM Progress Schedule. With each update, include actual start dates, completion percentages, and remaining durations for activities started but not completed. Include actual finish dates for completed activities.

8. Ensure the Initial Work Plan shows completing the work within the interim completion dates and specified completion date.
9. Include activities that describe essential features of the work and activities that might potentially delay contract completion. Identify activities that are controlling items of work.

#### **108.4.4.2 Baseline CPM Progress Schedule**

(1) Within 15 business days after the CPM Scheduling Workshop, as scheduled in standard spec 103.10, submit a Baseline CPM Progress Schedule and written narrative. The department will use the schedule to monitor the progress of the work.

1. Develop the Baseline CPM using the Master Program Schedule as a template. The Baseline CPM is the contractor's committed plan to complete the Work within the time frames required to achieve the contract completion date and intermediate milestone dates.
  - 1.1. Provide a detailed plan of activities to be performed during the entire contract duration, including all administrative and construction activities required to complete the work as described in the contract documents. Provide construction activities with durations not greater than 28 calendar days (20 business days), unless the engineer accepts requested exceptions.
  - 1.2. Provide activities as necessary to depict administrative work, including submittals, reviews, procurements, inspections, and all else necessary to complete the work as described in the contract documents. Activities other than construction activities may have durations greater than 28 calendar days (20 business days). Allow 21 calendar days (15 business days) for department review of submittals.
  - 1.3. Submit a temporary drainage plan showing the interface between various stages of a project as well as the interface with adjacent projects.
  - 1.4. Include activities that describe essential features of the work and activities that might potentially delay contract completion. Identify activities that are controlling items of work.
  - 1.5. Show completing the work within interim completion dates and the specified completion date.
  - 1.6. Provide summary activities for the balance of the project. Summary activities may have durations greater than 28 calendar days (20 business days).
  - 1.7. Provide activities as necessary to depict third party work related to the contract.
  - 1.8. Make allowance for specified work restrictions, non-working days, time constraints, calendars, and weather; and reflect involvement and reviews by the department, and coordination with adjacent contractors, utility owners, and other third parties.
  - 1.9. With the exception of the Project Start Milestone and Project Completion Milestone, all activities must have predecessors and successors. The start of an activity shall have a Start-to-Start or Finish-to-Start relationship with preceding activities. The completion of an activity shall have a Finish-to-Start or Finish-to-Finish relationship with succeeding activities. Do not use Start-to-Finish relationships. Do not use Finish-to-Start relationships with a lag unless the engineer accepts requested exceptions.
  - 1.10. Schedule all intermediate milestones in the proper sequence and input as either a "Start-no-Earlier-Than" or "Finish-no-Later-Than" date. Provide predecessors and successors for each intermediate milestone as necessary to model each Stage of the Work. Unless the engineer accepts a requested exception, the schedule should encompass all the time in the contract period between the starting date and the specified completion date.
  - 1.11. Using the bid quantities and unit prices, develop an anticipated cash-flow curve for the project, based on the Baseline CPM.

(2) Provide three hard copies of a hand-drawn or electronically drafted logic diagram depicting the CPM network. Organize the logic diagram by grouping related activities, based on the activity codes in the CPM.

(3) Provide a written narrative with the baseline CPM explaining the planned sequence of work, as-planned critical path, critical activities for achieving intermediate milestone dates, traffic phasing, and planned labor and equipment resources. Use the narrative to further explain:

- 3.1. The basis for activity durations in terms of production rates for each major type of work (number of shifts per day and number of hours per shift), and equipment usage and limitations.

- 3.2. Use of constraints.
  - 3.3. Use of calendars.
  - 3.4. Estimated number of adverse weather days on a monthly-basis.
  - 3.5. Scheduling of permit and environmental constraints, and coordination of the schedule with other contractors, utilities, and public entities.
- (4) Submit three copies of the Baseline CPM in a compressed (XER) format on three separate CDs.
  - (5) Within ten business days of receiving the Baseline CPM, the engineer will provide comments and schedule a meeting for the contractor to present its Baseline CPM and answer questions raised in the engineer's review.
  - (6) At the meeting scheduled by the engineer, provide a presentation of the Baseline CPM. In the presentation, include a discussion of the staging and sequencing of the work, understanding of traffic phasing, and application of labor and equipment resources to the Work. Address comments raised in the engineer's review.
  - (7) Within five business days after the meeting, the engineer will accept the contractor's Baseline CPM schedule or provide comments. Address the engineer's comments and resubmit a revised Baseline CPM within ten business days after the engineer's request. If the engineer requests justification for activity durations, provide information that may include estimated labor, equipment, unit quantities, and production rates used to determine the activity duration.
  - (8) The department will only make progress payments for the value of materials, as specified in standard spec 109.6.3.2, until the contractor has submitted the Baseline CPM Schedule. The department will retain 10 percent of each estimate until the department accepts the Baseline CPM Schedule.
  - (9) The engineer will accept the Baseline CPM based solely on whether the schedule is complete as specified in this section. The engineer's acceptance of the schedule does not modify the contract or validate the schedule.
  - (10) The department will not consider requests for contract time extensions as specified in standard spec 108.10 or additional compensation for delay specified in standard spec 109.4.7 until the department accepts the Baseline CPM schedule.

#### **108.4.4.3 Monthly CPM Updates**

- (1) Submit CPM Updates on a monthly basis after acceptance of the Baseline CPM as follows:
  - 1. Include actual start dates, completion percentages, and remaining durations for activities started but not completed, and actual finish dates for completed activities, through the final acceptance of the project.
  - 2. Include additional activities as necessary to depict additions to the contract by changes and logic revisions as necessary to reflect changes in the contractor's plan for prosecuting the work.
  - 3. Include a narrative report that includes a brief description of monthly progress, changes to the critical path from the previous update, sources of delay, potential problems, work planned for the next 30 calendar days, and changes to the CPM schedule. Changes to the logic of the CPM schedule include the addition or deletion of activities and changes to activity descriptions, original durations, relationships, constraints, calendars, or previously recorded actual dates. Justify changes to the CPM schedule in the narrative by describing associated changes in the planned methods or manner of performing the work or changes in the work itself.
  - 4. Submit three copies of each CPM Update in a compressed (XER) format electronically, as agreed to with the department.
  - 5. If additions or changes were made to the CPM schedule since the previous update, submit an updated hard copy of the revised logic diagram.
- (2) Within five business days of receiving each CPM Update, the engineer will provide comments and schedule a meeting as necessary to address comments raised in the engineer's review. Address the engineer's comments and resubmit a revised CPM Update within five business days after the engineer's request.

#### **108.4.4.4 Three-Week Look-Ahead Schedules**

(1) Submit Three-Week Look-Ahead Schedules on a weekly basis after the notice to proceed (NTP). The schedule can be hand drawn or generated by computer. With each Three-Week Look-Ahead include:

1. Activities underway and as-built dates for the past week.
2. Actual as-built dates for completed activities through final acceptance of the project.
3. Planned work for the upcoming two-week period.
4. The activities underway and critical RFIs and submittals, based on the CPM schedule.
5. Details on other activities not individually represented in the CPM schedule.

(2) On a weekly basis, the department and the contractor shall agree on the as-built dates depicted in the Three-Week Look-Ahead schedule or document all disagreements. Use the as-built dates from the Three-Week Look-Ahead schedules for the month when updating the CPM schedule.

#### **108.4.4.5 Weekly Production Data**

(1) Provide estimated and actual weekly production rates for items of work on a weekly basis as follows:

1. Data on the following items by area or station:
  - 1.1. Retaining Walls
    - 1.1.1. Leveling Pads - LF
    - 1.1.2. Set Panels - SF
    - 1.1.3. Parapets - LF
    - 1.1.4. Wall Face - Bay
    - 1.1.5. Tie Backs – Each
    - 1.1.6. Anchor Slabs – LF
    - 1.1.7. Drilling - Each
    - 1.1.8. Coping – LF
    - 1.1.9. Footing - LF
  - 1.2. Bridge Construction
    - 1.2.1. Footings—Each
    - 1.2.2. Columns—Each
    - 1.2.3. Abutments—Each
    - 1.2.4. Pier Caps—Each
    - 1.2.5. Girder Spans – Each
    - 1.2.6. Decked Spans – Each
    - 1.2.7. Poured Spans – Each
  - 1.3. Roadway Excavation—CY per week
  - 1.4. Roadway Structural Section
    - 1.4.1. Grading/Subgrade Preparation—SY
    - 1.4.2. Base Material Placement—Ton
    - 1.4.3. Base Material Subgrade Preparation—SY
    - 1.4.4. Asphalt Pavement—Ton
    - 1.4.5. Concrete Pavement – SY

1.5. Tunnels

1.5.1. Drilled Shafts – Each

1.5.2. Beam Seat/Cap - LF

1.5.3. Girders - Each

1.5.4. Deck – Percent

1.6. Noise Walls

1.6.1. Drill/Set Ground Mounted Posts - Each

1.6.2. Install Ground Mounted Panels - Each

1.6.3. Anchor/Set Structure Mounted Posts - Each

1.6.4. Install Structure Mounted Panels - Each

2. The actual daily production for the past week and the anticipated weekly production for the next week.

(2) Submit the data in an electronic spreadsheet format at the same time the Three-Week Look-Ahead is submitted. On a weekly basis, the department and the contractor shall agree on the production data or document all disagreements.

**108.4.5 Progress Review Meetings**

**108.4.5.1 Weekly Progress Review Meetings**

(1) After completing the weekly submittal of the Three-Week Look-Ahead and production data, attend a weekly meeting to review the submittals with the department. At the meeting, address comments as necessary, and document agreement or disagreement with the department.

**108.4.5.2 Monthly Update Review Meetings**

(1) After submitting the monthly update and receiving the engineer's comments, attend a job-site meeting, as scheduled by the engineer, to review the progress of the schedule. At that meeting, address comments as necessary, and document agreement or disagreement with the department. The monthly meeting will be coordinated to take place on the same day and immediately before or after a weekly meeting, whenever possible.

**108.4.6 CPM Progress Schedule Revisions**

(1) Revision by the contractor if necessary due to changes in the Work or project conditions and authorized by the engineer, a CPM Progress Schedule Revision may be submitted, although the next Monthly CPM Update is not yet due. Prepare the CPM Revision in the same format as required for Monthly CPM Updates, including justification for changes to the schedule. The process for comment and acceptance of a CPM Revision will be the same as for Monthly CPM Updates. If the CPM Revision is accepted, prepare the next monthly update based on the revised CPM. If the CPM Revision is rejected, prepare the next monthly update based on the previous month's update.

(2) Engineer's Right to Request Revisions—The engineer will monitor the progress of the work and may request revisions to the CPM schedule. Revise the schedule as requested by the engineer and submit a CPM Progress Schedule Revision within ten business days of the request. The process for comment and acceptance of a CPM Revision will be the same as for Monthly CPM Updates. The engineer may request that the contractor revise the CPM schedule for one or more of the following reasons:

1. The forecast completion date is scheduled to occur more than 14 calendar days after the contract completion date.
2. An intermediate milestone is scheduled to occur more than 14 calendar days after the date required by the contract.
3. The engineer determines that the progress of the work differs significantly from the current schedule.
4. A contract change order requires the addition, deletion, or revision of activities that causes a change in the contractor's work sequence or the method and manner of performing the work.

#### 108.4.7 Documentation Required for Time Extension Requests

(1) To request a time extension to an intermediate milestone date or the contract completion date associated with changes to the work, provide a narrative detailing the work added or deleted and the other activities affected, based on the latest accepted CPM Update. For added work, submit a proposed fragnet of activities to be added or revised in the CPM schedule, indicating how the fragnet is to be tied to the CPM schedule.

(2) To request a time extension to an intermediate milestone date or the contract completion date associated with delays to the work, provide a narrative detailing the affected activities and the cause of the delay, based on the latest accepted CPM Update. Requests for time extensions due to delays should meet the following criteria:

1. For requests to extend the contract completion date, include a description of how the delay affected the project's critical path, based on the latest accepted CPM Update.
2. For requests to extend an intermediate milestone date, include a description of how the delay affected the controlling (longest) path to the milestone, based on the latest accepted CPM Update.
3. The department and the contractor agree that the float is not for the exclusive use or financial benefit of either party. Either party has the full use of the float on a first come basis until it is depleted.

#### 108.4.8 Payment for CPM Progress Schedule

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

| ITEM NUMBER   | DESCRIPTION                                      | UNIT |
|---------------|--------------------------------------------------|------|
| SPV.0060.0005 | Baseline CPM Progress Schedule                   | Each |
| SPV.0060.0006 | Monthly CPM Progress Schedule Updates 1033-02-71 | Each |
| SPV.0060.0007 | Monthly CPM Progress Schedule Updates 1033-02-76 | Each |

(2) The department will only make progress payments for the value of materials, as specified in standard spec 109.6.3.2.1, until the Baseline CPM schedule has been submitted. The department will retain ten percent of each estimate until the department accepts the Baseline CPM schedule.

(3) The department will only make progress payments for the value of materials, as specified in standard spec 109.6.3.2.1, until the Monthly CPM schedule updates have been submitted. The department will retain ten percent of each estimate until the department accepts the Monthly CPM schedule update.

(4) Payment is full compensation for all work required under these bid items. The department will pay the contract unit price for the Baseline CPM schedule after the department accepts the schedule. Then, the department will pay the contract unit price for each Monthly CPM Update acceptably completed.

sef-108-005 (20171004)

#### 77. **Marking Contrast Epoxy Special Marking Arrow, Item SPV 0060.0008; Marking Contrast Epoxy Special Marking Word, Item SPV.0060.0009.**

##### **A Description**

This special provision describes furnishing and installing contrast epoxy special pavement marking according to standard spec 646.

##### **B Materials**

Furnish epoxy pavement marking materials according to standard spec 646.

##### **C Construction**

Apply the 1 ½ wide black epoxy around the perimeter of the special marking. Construct epoxy pavement marking according to the pertinent requirements of standard spec 646.3 and 647.

## **D Measurement**

The department will measure Marking Contrast Epoxy Special Marking (type) according to standard spec 647.4 by each unit, acceptably completed.

## **E Payment**

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

| ITEM NUMBER   | DESCRIPTION                                  | UNIT |
|---------------|----------------------------------------------|------|
| SPV.0060.0008 | Marking Contrast Epoxy Special Marking Arrow | EACH |
| SPV.0060.0009 | Marking Contrast Epoxy Special Marking Word  | EACH |

Payment is full compensation for cleaning and preparing the surface, furnishing and installing all pavement marking material, protecting until cured, replacing marking improperly constructed or failures during the proving period; and for furnishing, placing, and removing temporary pavement marking, if necessary.

## **78. Reconnect Storm Sewer, Item SPV.0060.00010.**

### **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 Reconnect 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.0060.00010 | Reconnect 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. Any additional 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.

~~sef-501-005 (20170323)~~

## **79. Permanent Barricades Type III, Item SPV.0060.0029.**

### **A Description.**

This special provision describes furnishing barricades with "RAMP CLOSED" signs attached according to the requirements of standard spec 643, as shown on the plans and as hereinafter provided.

**B Materials**

The barricades delivered to the project shall be new. The length of rails for the barricade shall be 8-feet.

**C (Vacant)****D Measurement**

The department will measure Permanent Barricades Type III in place by each 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.0060.0029 | Permanent Barricades Type III | EACH |

Payment is full compensation for providing the barricades and signs.

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**80. Mobilizations Emergency Pavement Repair, Item SPV.0060.0034.****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 of the engineer's written order to repair the existing pavement on an emergency basis.

**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.0060.0034 | 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. 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.

sef-999-025 (20170310)

**81. Distribution Center Salvaged, Item SPV.0060.1000.****A Description**

This special provision describes salvaging, storing, and re-installing a highway lighting distribution center and removing and disposing of the electrical service pedestal as the plans show, conforming to standard spec 204, and as follows.

**B (Vacant)**



## C Construction

Salvage the lighting distribution center and store at a secure location until it is re-installed as the plans show. Remove the electrical service pedestal and dispose of off the project site.

The department will issue the demolition request to WE-Energies. Coordinate with the utility for disconnection of services. The department will pay any fees charged by the utility.

Removal of the concrete base will be paid under a separate bid item.

## D Measurement

The department will measure Distribution Center Salvaged by each individual unit; acceptably completed.

## E Payment

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

| ITEM NUMBER   | DESCRIPTION                  | UNIT |
|---------------|------------------------------|------|
| SPV.0060.1000 | Distribution Center Salvaged | EACH |

Payment is full compensation for salvaging, storing, and re-installing the distribution center, disposing of the electrical service pedestal, for providing all materials required to re-install the salvaged distribution center, and for utility coordination for the services.

SER-656.1 (20170407)

## 82. Pull Box Rims and Covers, Item SPV.0060.3001; Removing Pull Box Rims and Covers, Item SPV.0060.3002.

The following applies only to S51-0719, STH 20 and CTH H/Renaissance Blvd

*Replace standard spec 653.2 (1) with the following:*

(1) At the intersection of STH 20 and CTH H/Renaissance Boulevard existing pull boxes are to be left in place.

*Replace standard spec 653.3 (1) with the following:*

(1) At the intersection of STH 20 and CTH H/Renaissance Boulevard, provide manhole frames and solid lids. The contractor may extend pull boxes as the plans show using the same material as the pull box. Saw extensions parallel to the annular ring and clamp to the pull box using a band manufactured for this purpose. Excavate, place coarse aggregate drain material, and backfill as the plans show. Dispose of surplus or unsuitable material as specified under 205.3.12. Use covers stamped "WISDOT ITS" for communications pull boxes or "ELECTRIC" for other pull boxes.

*Replace standard spec 653.3 (4) with the following:*

(4) At the intersection of STH 20 and CTH H/Renaissance Boulevard under the Removing Pull Box Rims and Covers bid item, remove existing pull box rims and covers. Backfill with material similar to the surrounding material. Dispose of surplus or unsuitable material as specified under 205.3.12.

*Replace standard spec 653.5 (1) with the following:*

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

| ITEM NUMBER   | DESCRIPTION                       | UNIT |
|---------------|-----------------------------------|------|
| SPV.0060.3001 | Pull Box Rims and Covers          | Each |
| SPV.0060.3002 | Removing Pull Box Rims and Covers | Each |

*Replace standard spec 653.5 (2) with the following:*

(2) Payment for the Pull Boxes Rims and Covers bid item is full compensation for materials including grounding lugs; for aggregate, manhole frames and covers; for required pull box extensions; conduit extensions less than 10 feet long including fittings; and for excavating, backfilling, and disposing of surplus material. The department will pay separately for engineer-directed pull box drain duct under the Conduit Rigid Nonmetallic bid items as specified in 652.5.

*Replace standard spec 653.5 (5) with the following:*

5) Payment for Removing Pull Box Rims and Covers is full compensation for removal, and for excavating, backfilling, and disposing of surplus material.

**83. Concrete Control Cabinet Base Type 9 Special Modified, Item SPV.0060.3003.**

The following applies only to S51-0324 CB1, the main cabinet with battery backup at IH-94 Ramps and STH 20.

**A Description**

Work under this specification shall be done according to standard spec 654, contract plan detail, and these special provisions.

**B Materials**

Materials shall be according to standard spec 654.

**C Construction**

Construction shall be according to standard spec 654.

**D Measurement**

The department will measure Concrete Control Cabinet Base Type 9 Special Modified bid items as each individual base, 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.0060.3003 | Concrete Control Cabinet Base Type 9 Special Modified | Each |

Payment is full compensation for providing concrete bases; for embedded conduit and electrical components; for anchor rods, nuts, and washers; for bar steel reinforcement, if required; for excavating, backfilling, and disposing of surplus materials.

**84. Install Poles Type 10, Item SPV.0060.3004;  
Install Poles Type 9 Special, Item SPV.0060.3005;  
Install Poles Type 10 Special, Item SPV.0060.3006;  
Install Poles Type 12, Item SPV.0060.3007;  
Install Poles Type 13, Item SPV.0060.3008;  
Install Monotube Arms 20-FT, Item SPV.0060.3009;  
Install Monotube Arms 25-FT, Item SPV.0060.3010;  
Install Monotube Arms 30-FT, Item SPV.0060.3011;  
Install Monotube Arms 35-FT Type 9/10 Spec Pole, Item SPV.0060.3012;  
Install Monotube Arms 45-FT Type 9/10 Spec Pole, Item SPV.0060.3013;  
Install Monotube Arms 50-FT, Item SPV.0060.3014;  
Install Monotube Arms 55-FT, Item SPV.0060.3015;  
Install Luminaire Arms Steel 15-FT, Item SPV.0060.3016.**

**A Description**

This special provision describes installing state furnished materials conforming to standard spec 657, details shown in the plans, and as modified in this special provision.

**B Materials**

The department will furnish the monotube poles, monotube arms and luminaire arms. Provide any other necessary material required to complete the installation as the plans show.

**C Construction**

Install equipment according to standard spec 657.3.

## **D Measurement**

The department will measure Install [Equipment] at the contract unit price, 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.0060.3004 | Install Poles Type 10                           | EACH |
| SPV.0060.3005 | Install Poles Type 9 Special                    | EACH |
| SPV.0060.3006 | Install Poles Type 10 Special                   | EACH |
| SPV.0060.3007 | Install Poles Type 12                           | EACH |
| SPV.0060.3008 | Install Poles Type 13                           | EACH |
| SPV.0060.3009 | Install Monotube Arms 20-FT                     | EACH |
| SPV.0060.3010 | Install Monotube Arms 25-FT                     | EACH |
| SPV.0060.3011 | Install Monotube Arms 30-FT                     | EACH |
| SPV.0060.3012 | Install Monotube Arms 35-FT Type 9/10 Spec Pole | EACH |
| SPV.0060.3013 | Install Monotube Arms 45-FT Type 9/10 Spec Pole | EACH |
| SPV.0060.3014 | Install Monotube Arms 50-FT                     | EACH |
| SPV.0060.3015 | Install Monotube Arms 55-FT                     | EACH |
| SPV.0060.3016 | Install Luminaire Arms Steel 15-FT              | EACH |

Payment for the Install Poles bid items is full compensation for installing department furnished poles and for providing grounding lugs, fittings, shims, hardware, and other required components the department does not furnish.

Payment for the Install Monotube Arms and Install Luminaire Arms bid items is full compensation for installing department furnished arms; for providing high-strength bolt/nut/washer assemblies and DTIs including those required for testing; and for providing related mounting hardware, leveling shims, and other required components the department does not furnish.

## **85. Concrete Bases Type 10 Special, Item SPV.0060.3017.**

### **A Description**

This special provision describes constructing concrete bases for Monotube Type 9 and 10 Special Pole conform to standard spec 654, details shown in the plans.

### **B Materials**

Materials shall be according to standard spec 654.

### **C Construction**

Construction shall be according to standard spec 654.

### **D Measurement**

The department will measure Concrete Bases Type 10 Special at the contract unit price, 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.0060.3017 | Concrete Bases Type 10 Special | EACH |

Payment is full compensation for providing concrete bases; for embedded conduit and electrical components; for bar steel reinforcement; if required; for excavating, backfilling, and disposing of surplus materials.

**86. Bicycle Signal Face 3S 12-inch, Item SPV.0060.3018.**

**A Description**

This special provision describes providing Bicycle Signal Face 3S 12-inch that conform to standard spec 658, as shown in the plans.

**B Materials**

Submit a complete list of traffic signal components and hardware provided under the contract.

Furnish circular bicycle LED Modules that comply with the following:

1. Operating Voltage Range 80 VAC to 135VAC (120 VAC nominal)
2. Operating Temperature Range -40°C to +74°C
3. Meets ITE VTCSH LED Circular Supplement dated June 27, 2005 color requirements
4. 75 mSec turn on time
5. RF Immunity 10V/M, 80MHz-1Ghz
6. Complies with FCC title 47, Subpart B Section 15 for radiated emissions
7. Vibration resistant to Mil-Std-883, Test method 2007
8. Moisture Resistant per MIL-STD-810F, Method 506.4 for rain and blowing rain

Furnish signal housings and backplates from the department's QPL.

For traffic signal faces: furnish signal housings, visors, LED modules, backplates, and cut away or tunnel type visors as the plans show.

For signal mounting hardware: furnish weather tight mounting hardware. Protect mounting hardware from the elements before installation. Use corrosion resistant poly bracket shims.

**C Construction**

Construction shall be according to standard spec 658.

**D Measurement**

The department will measure the Each bid items under this section as each individual unit, acceptably completed.

Signal Mounting Hardware for these items will be paid out of the overall intersection signal mounting hardware lump sum.

**E Payment**

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

| ITEM NUMBER   | DESCRIPTION                    | UNIT |
|---------------|--------------------------------|------|
| SPV.0060.3018 | Bicycle Signal Face 3S 12-inch | EACH |

Payment for the Bicycle Signal Face 3S 12-inch is full compensation for providing a complete and functioning assembly.

The department will pay for wiring from the signal face terminal strip to the underground feeder cables at the top of the concrete base separately under the appropriate Cable Traffic Signal bid item as specified in standard spec 655.5.

**87. Adjusting Sanitary Manhole Mt. Pleasant; Item SPV.0060.5000.**

**A Description**

This work includes adjusting sanitary manholes to an elevation as determined by the engineer as well as installing frame and lid, according to the Standard Specifications for Sewer and Water Construction in Wisconsin, latest edition and amendments (SSSW) and as hereinafter provided.

## **B Materials**

### **B.1 Adjusting Rings**

Adjustment rings shall match the dimensions of existing rings and/or manhole castings and be injection molded High Density Polyethylene (HDPE) adjustment rings as manufactured by Ladtech, Inc., Lino Lakes, Minnesota. Install HDPE adjusting rings per the manufacturer recommendations.

### **B.2 Sealant**

Adjusting rings and manhole frames shall be set with butyl rubber sealant troweled into a 1/4-inch thick layer over the entire surface areas of the top of cone and all adjusting rings. The butyl rubber sealant shall be EZ-Stik or Kent Seal butyl base sealant in trowelable grade.

### **B.3 Backfill Material**

Backfill material shall meet the material and construction requirements of section 8.43.0 of the SSSW.

## **C Construction**

### **C.1 General**

The location of existing sanitary manholes to be adjusted is indicated on the plans. Adjust existing manhole castings on precast manholes to grade by adding or removing adjusting rings.

### **C.2 Surface Preparation**

After removing the manhole casting and rings, clean the casting and manhole mating surfaces to remove all loose mortar and other substances. Take precautions to prevent gravel and other materials from entering the manhole. All materials falling into the manhole shall be removed.

### **C.3 Adjusting Rings**

Adjust existing castings on concrete block manholes to grade by adding or removing adjusting rings, concrete brick, or concrete block as the case may be. Should it be necessary to reach final grade, remove the top four (4) inches of the top course of concrete block. This work shall result in a flat, smooth bearing surface to support the manhole casting.

### **C.4 Sealant**

The exposed exterior surface of sanitary manholes adjusted to grade shall be sealed with a minimum 1/4-inch thick coating of butyl rubber sealant.

### **C.5 Finished Grade**

The top of manhole castings shall be set 1/4 inch below the finished grade.

## **D Measurement**

The department will measure Adjusting Sanitary Manhole Mt. Pleasant as a unit per each adjustment, 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.0060.5000 | Adjusting Sanitary Manhole Mt. Pleasant | Each |

Payment is full compensation for providing and installing all required materials including adjusting rings, and masonry and fittings; for salvaging and reinstalling existing or new covers, including frames and lids; for excavating, backfilling, and compacting; for furnishing and placing backfill; for disposing of surplus materials; and for cleaning out and restoring the structure.

## **88. Reconstruct Sanitary Manhole Mt. Pleasant, Item SPV.0060.5001.**

### **A Description**

This work includes reconstructing a sanitary manhole to an elevation as determined by the engineer, according to the Standard Specifications for Sewer and Water Construction in Wisconsin, latest edition and amendments (SSSW), and as hereinafter provided.

## **B Materials**

### **B.1 Manhole**

Manhole barrel and cone sections shall be constructed of precast reinforced concrete sections. Precast manholes and tops shall conform to ASTM Specifications, C478, latest revision.

### **B.2 Adjusting Rings**

Adjustment rings shall match the dimensions of existing rings and/or manhole castings and be injection molded High Density Polyethylene (HDPE) adjustment rings as manufactured by Ladtech, Inc., Lino Lakes, Minnesota. Install HDPE adjusting rings per the manufacturer recommendations.

### **B.3 Sealant**

Adjusting rings and manhole frames shall be set with butyl rubber sealant troweled into a 1/4-inch thick layer over the entire surface areas of the top of cone and all adjusting rings. The butyl rubber sealant shall be EZ-Stik or Kent Seal butyl base sealant in trowelable grade.

### **B.4 Joints**

Joints for precast manhole riser sections shall be made with rubber "O"-ring gaskets or a continuous ring of butyl rubber sealant (EZ-Stik or Kent-Seal in rope form), except that joints for storm sewer manholes may also be made with mortar. The butyl sealant shall be 1 inch diameter equivalent or as recommended by the manhole manufacturer.

### **B.5 Steps**

Manholes steps shall be OSHA approved and fabricated using 3/8-inch minimum diameter steel reinforcing rod with molded plastic covering.

### **B.6 Backfill Material**

Backfill material shall meet the material and construction requirements of section 8.43.0 of the SSSW.

## **C Construction**

### **C.1 General**

The location of existing sanitary manholes to be reconstructed is indicated on the plans. Remove casting, rings, cone section, and riser section(s) as required. Place new riser section(s) and/or cone section, 3-inches to 18-inches of concrete adjusting rings and reset casting to grade. Salvaged materials in satisfactory condition may be reused if approved by the engineer.

### **C.2 Surface Preparation**

After removing the manhole casting, rings, cone section, and riser section(s) clean the mating surfaces to remove all loose mortar and other substances. Take precautions to prevent gravel and other materials from entering the manhole. All materials falling into the manhole shall be removed.

### **C.3 Adjusting Rings**

Adjust castings on concrete block manholes to grade by adding or removing adjusting rings, concrete brick, or concrete block as the case may be. Should it be necessary to reach final grade, remove the top 4 inches of the top course of concrete block. This work shall result in a flat, smooth bearing surface to support the manhole casting.

### **C.4 Sealant**

The entire outside surface of sanitary manhole chimneys, including all adjusting rings and overlapping both the manhole cone or flat-top slab (a minimum of 4-inches) and the manhole frame, shall be covered with a minimum 1/4-inch thick coating of butyl rubber sealant. The butyl rubber sealant shall be EZ-Stik or Kent-Seal butyl base sealant in trowelable grade.

### **C.5 Finished Grade**

The top of manhole castings shall be set 1/4 inch below the finished grade.

## **D Measurement**

The department will measure Reconstruct Sanitary Manhole Mt. Pleasant as a unit for each individual manhole, 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.0060.5001 | Reconstruct Sanitary Manhole Mt. Pleasant | EACH |

Payment is full compensation for providing and installing all required materials including barrel sections, adjusting rings, joints, steps, elastomeric waterproofing sealer, plastic sheet, and masonry and fittings; for salvaging and reinstalling existing or new covers, including frames and lids; for excavating, backfilling, and compacting; for furnishing and placing granular backfill; for disposing of surplus materials; and for cleaning out and restoring the structure.

## **89. Adjusting Sanitary Manhole Yorkville; Item SPV.0060.5002.**

### **A Description**

This work includes adjusting sanitary manholes to an elevation as determined by the engineer as well as installing frame and lid, internal frame/chimney seal, according to the Standard Specifications for Sewer and Water Construction in Wisconsin, latest edition and amendments (SSSW) and as hereinafter provided.

### **B Materials**

#### **B.1 Adjusting Rings**

Adjustment rings shall be injection molded High Density Polyethylene (HDPE) adjustment rings as manufactured by Ladtech, Inc. or equal. Concrete adjusting rings shall not be used. Install HDPE adjusting rings per the manufacturer's recommendation.

#### **B.2 Frame/Chimney Joints**

Adjusting rings and manhole frames shall be set with butyl rubber sealant troweled into a 1/4-inch thick layer over the entire surface areas of the top of cone and all adjusting rings. The butyl rubber sealant shall be EZ-Stik or Kent-Seal butyl base sealant in trowelable grade or equal.

#### **B.3 External Chimney Seal**

Joints shall be provided with an external manhole chimney seal as manufactured by Cretex Specialty Products, Waukesha, Wisconsin or equal. The external manhole seal shall be installed according to the detailed manufacturer's instructions.

#### **B.4 Internal/External Adaptor Seal**

All sanitary manholes shall be provided with an internal/external adaptor seal as manufactured by Adaptor Incorporated, West Allis, Wisconsin. The internal/external adaptor seal shall be installed according to the detailed manufacturer's instructions.

#### **B.5 Backfill Material**

Backfill material shall meet the material and construction requirements of section 8.43.0 of the SSSW.

### **C Construction**

#### **C.1 General**

The location of existing sanitary manholes to be adjusted is indicated on the plans. Adjust these items as shown in the plans. Salvage and reinstall existing frames and lids.

#### **C.2 Adjusting Rings**

A minimum of 4 inches to a maximum of 19 inches of adjusting rings shall be furnished for each manhole, unless shown otherwise on the plans.

Adjusting ring dimensions shall match the dimensions of the top of the cone section; either 24" x 36" or 26" x 38".

Adjusting rings shall have flat or even bearing surfaces providing bearing contact over the entire contact surfaces.

Adjusting rings shall be as specified in Section 8.39.11 of the "Standard Specifications", except the dimensions and materials shall be as specified above.

Center adjusting rings on manhole cones and center manhole castings on adjusting rings so that their surfaces will be flush whenever possible.

## **C.2 Frame/Chimney Joints**

The manhole frame shall be set on a bed of butyl rubber sealant troweled into a 1/4-inch thick layer over the entire surface

Adjusting rings shall be set with butyl rubber sealant troweled into a 1/4-inch thick layer over the entire surface area of the top of cone and all adjusting rings, except as specified above.

## **C.3 External Chimney Seal**

Furnish and install manhole seals to span (cover) the entire chimney height. Provide extensions as required.

The seal shall be water tested for leaks after the bottom compression band is installed. After the seal has successfully passed the leakage test, drain the water and install the top band.

## **C.4 Internal/External Adaptor Seal**

All sanitary manholes shall be provided with an internal/external adaptor seal with a rubber sleeve to seal the outside of the chimney from the manhole frame down to the corbel.

## **C.5 Sealing Manhole Chimneys**

The outside surface of the manhole chimney, shall be covered with a minimum 1/4-inch thick coating of butyl rubber sealant.

Seal only the lower portion of the chimney, from the bottom of the external rubber seal to 4 inches below the top of the cone, on frame/chimney joints (external seal).

## **C.6 Finished Grade**

Set manhole covers to 1/4-inch below the finished grade by adjusting the manhole chimney by removing or adding HDPE adjusting ring(s).

## **D Measurement**

The department will measure Adjusting Sanitary Manhole Yorkville as a unit per each adjustment, 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.0060.5002 | Adjusting Sanitary Manhole Yorkville | EACH |

Payment is full compensation for providing and installing all required materials including adjusting rings, internal frame/chimney seals, and masonry and fittings; for salvaging and reinstalling existing or new covers, including frames and lids; for excavating, backfilling, and compacting; for furnishing and placing backfill; for disposing of surplus materials; and for cleaning out and restoring the structure.

# **90. Reconstruct Sanitary Manhole Yorkville, Item SPV.0060.5003.**

## **A Description**

This work includes reconstructing a sanitary manhole to an elevation as determined by the engineer, according to the Standard Specifications for Sewer and Water Construction in Wisconsin, latest edition and amendments (SSSW), and as hereinafter provided.

## **B Materials**

### **B.1 Manhole**

Manhole barrel and cone sections shall be precast 48-inch inside diameter with eccentric cones.

Furnish manholes to minimize the chimney height required, so that chimney seal extensions will not be required. Note that a standard 9-inch seal covers a 6-1/2 inch chimney height.



## **B.2 Adjusting Rings**

Adjustment rings shall be injection molded High Density Polyethylene (HDPE) adjustment rings as manufactured by Ladtech, Inc. or equal. Concrete adjusting rings shall not be used. Install HDPE adjusting rings per the manufacturer's recommendation.

## **B.3 Frame/Chimney Joints**

Adjusting rings and manhole frames shall be set with butyl rubber sealant troweled into a 1/4-inch thick layer over the entire surface areas of the top of cone and all adjusting rings. The butyl rubber sealant shall be EZ-Stik or Kent-Seal butyl base sealant in trowelable grade or equal.

## **B.4 External Chimney Seal**

Joints shall be provided with an external manhole chimney seal as manufactured by Cretex Specialty Products, Waukesha, Wisconsin or equal. The external manhole seal shall be installed according to the detailed manufacturer's instructions.

## **B.5 Internal/External Adaptor Seal**

All sanitary manholes shall be provided with an internal/external adaptor seal as manufactured by Adaptor Incorporated, West Allis, Wisconsin. The internal/external adaptor seal shall be installed according to the detailed manufacturer's instructions.

## **B.6 Steps**

Manholes steps shall be OSHA approved and fabricated using 3/8-inch minimum diameter steel reinforcing rod with molded plastic covering.

## **B.7 Sealing Manhole Chimneys**

The butyl rubber sealant for sealing manhole chimneys shall be EZ-Stik or Kent-Seal butyl base sealant in trowelable grade or equal.

## **B.8 Manhole Riser Joints**

Joints for precast manhole riser sections shall be made with rubber "O"-ring gaskets, a continuous ring of butyl rubber sealant (EZ-Stik or Kent-Seal in rope form) or equal. The butyl sealant shall be 1-inch diameter equivalent or as recommended by the manhole manufacturer.

## **B.9 Backfill Material**

Backfill material shall meet the material and construction requirements of section 8.43.0 of the SSSW.

## **C Construction**

### **C.1 General**

The location of existing sanitary manholes to be adjusted is indicated on the plans. Adjust these items as shown in the plans. Salvage and reinstall existing frames and lids.

### **C.2 Adjusting Rings**

A minimum of 4 inches to a maximum of 19 inches of adjusting rings shall be furnished for each manhole, unless shown otherwise on the plans.

Adjusting ring dimensions shall match the dimensions of the top of the cone section; either 24" x 36" or 26" x 38".

Adjusting rings shall have flat or even bearing surfaces providing bearing contact over the entire contact surfaces.

Adjusting rings shall be as specified in Section 8.39.11 of the "Standard Specifications", except the dimensions and materials shall be as specified above.

Center adjusting rings on manhole cones and center manhole castings on adjusting rings so that their surfaces will be flush whenever possible.

### **C.2 Frame/Chimney Joints**

The manhole frame shall be set on a bed of butyl rubber sealant troweled into a 1/4-inch thick layer over the entire surface. Adjusting rings shall be set with butyl rubber sealant troweled into a 1/4-inch thick layer over the entire surface area of the top of cone and all adjusting rings, except as specified above.

### **C.3 External Chimney Seal**

Furnish and install manhole seals to span (cover) the entire chimney height. Provide extensions as required.

The seal shall be water tested for leaks after the bottom compression band is installed. After the seal has successfully passed the leakage test, drain the water and install the top band.

### **C.4 Internal/External Adaptor Seal**

All sanitary manholes shall be provided with an internal/external adaptor seal with a rubber sleeve to seal the outside of the chimney from the manhole frame down to the corbel.

### **C.5 Manhole Cone Sections**

The top dimensions of cone sections shall be either 24 inches inside diameter by 36 outside diameter or 26 inches inside diameter by 38 inches outside diameter.

The outside diameter of the top of the cone section shall be as large as or larger than the base flange of the manhole casting.

### **C.6 Sealing Manhole Chimneys**

The outside surface of the manhole chimney, shall be covered with a minimum 1/4-inch thick coating of butyl rubber sealant.

Seal only the lower portion of the chimney, from the bottom of the external rubber seal to 4 inches below the top of the cone, on frame/chimney joints (external seal).

### **C.7 Manhole Lifting Holes**

All lifting holes in precast manhole sections shall be plugged using rubber plugs supplied by the manhole supplier, non-shrink grout or other approved method. Non-shrink grout shall fill the entire void and shall be troweled at each face to provide smooth surfaces. Cement mortar shall not be used to plug lifting holes.

### **C.8 Finished Grade**

Set manhole covers to 1/4-inch below the finished grade by adjusting the manhole chimney by adding or removing HDPE adjusting ring(s).

## **D Measurement**

The department will measure Reconstruct Sanitary Manhole Yorkville as a unit for each individual manhole, 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.0060.5003 | Reconstruct Sanitary Manhole Yorkville | EACH |

Payment is full compensation for providing and installing all required materials including barrel sections, adjusting rings, internal frame/chimney seals, joints, steps, and masonry and fittings; for salvaging and reinstalling existing or new covers, including frames and lids; for excavating, backfilling, and compacting; for furnishing and placing backfill; for disposing of surplus materials; and for cleaning out and restoring the structure.

## **91. Adjusting Water Valves; SPV. 0060.5004.**

### **A Description**

Work under this item includes the adjustment of existing water service boxes and water gate valve boxes to match the proposed finish grade.

### **B (Vacant)**

## **C Construction**

### **C.1 Water Valve Boxes**

The contractor will adjust water service boxes and water gate valve boxes vertically as required by contractor operations. The contractor will set the finish service of valve box in a plumb, vertical position flush with the pavement or terrace, whichever applies.

The contractor will protect the top section of the box. If the section is accidentally broken, a new top section must be used.

After the pavement is installed, if Yorkville Water Utility District determines the valve is inoperable due to displacement or faulty adjusting or lack of protection, the contractor will be required to perform all work necessary to correct the condition and make the valve operational at his own expense and with five days of notification by the Yorkville Water Utility District.

### **C.2 Valve Stem Extensions**

All valves installed at greater than 8 feet of depth shall be provided with valve stem extensions to bring the operating nut up to normal depth (equivalent to a valve at 8 feet of depth). The extension shall be secured to the operating nut with at least 2 set screws drilled into the nut. Provide a centering ring at the top of the extension.

### **C.3 Valve Box Depths**

Valve box depths shown on the plans are approximate only, unless the cover elevation is indicated. Valve box covers shall be placed to match the existing grade (1/4 inch below pavement surface) unless the finished elevation is shown on the Plans.

Furnish and install valve boxes so that they may be extended (raised) to final grade without installing additional valve box sections.

## **D Measurement**

The department will measure Adjusting Water Valves as each individual unit, acceptably completed, regardless of the number of adjustments made to the service of valve box.

## **E Payment**

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

| ITEM NUMBER   | DESCRIPTION            | UNIT |
|---------------|------------------------|------|
| SPV.0060.5004 | Adjusting Water Valves | EACH |

Payment is full compensation for furnishing and installing all materials for the number and amount of adjustments made to the valve box.

## **92. Hydrant Assembly Adjustment, Item SPV.0060.5005.**

### **A Description**

This work includes adjusting existing hydrants vertically at locations indicated in the plans, conforming to the Standard Specifications for Sewer and Water Construction in Wisconsin, latest edition and as hereinafter provided.

### **B Materials**

#### **B.1 Polyethylene Wrap**

Polyethylene wrap shall be provided on all ductile iron water main and cast iron or ductile iron fittings.

#### **B.2 Tracer Wire**

All water main, including stubs, dead end mains, hydrant leads, and services shall be provided with tracer wire according to Chapter 2.11.0 of the "Standard Specifications" and as follows:

Tracer wire shall be 10 gauge solid copper wire with a solid PVC insulation coating suitable for underground installation.

### **B.3 Restraining Fittings, Valves and Sleeves**

Restrain all fittings (bends, tees, caps and plugs), valves and sleeves using MEGALUG restrained joints as manufactured by EBAA Iron Sales, Inc. of Eastland, Texas.

Joint restraint for mechanical joint pipe and fittings used with either ductile iron or PVC pipe may be provided using the Tyler Mechanical Joint Restraint (MJR) System on 4-inch through 12- inch diameter pipes in place of the joint restraint system mentioned above.

### **B.4 Ductile Iron Pipe.**

Ductile iron pipe meeting the requirements of AWWA Standard C151 (ANSI21.51), cement mortar lined according to AWWA C104 (ANSI 21.4) with internal and external bituminous coating and furnished with either push-on or mechanical joints with rubber gaskets. Do not furnish cable bonding. All ductile iron pipe shall Class 53.

### **B.5 Fittings (Used With Ductile Iron and PVC Pipe).**

Fittings shall be ductile iron conforming to AWWA C110 (ANSI 21.10) or cast iron conforming to AWWA C153 (ANSI21.53). All fittings shall have a cement mortar lining with an internal and external bituminous coating meeting the requirements of AWWA Standard C104 (ANSI 21.4). Fittings shall be supplied with mechanical joints with rubber gaskets.

Ductile iron mechanical joint fittings meeting the requirements of AWWA Standard C153 for "compact fittings", 3" through 64" size, may be used in place of the fittings specified above.

All fittings shall be North American, Sigma or Star made only.

### **B.6 Bolts**

All water main nuts and bolts, including connections to mains, fittings, valves and hydrants, shall be Stainless Steel.

### **B.7 Hydrant Leads**

Hydrant leads shall be 6 inch, Class 53, ductile iron pipe.

## **C Construction**

### **C.1 Hydrant Leads**

Restrain hydrants with thrust blocking and by anchoring to the main. Restrain all joints with: tie rods (2-3/4" diameter) per File No. 47 of the "Standard Specifications", MEGALUG restrained joints, anchoring pipe and fittings, or restrained joint pipe as noted above. Provide concrete thrust blocks for both the hydrant and hydrant tee. Secure the hydrant lead to the main using an anchoring tee.

### **C.2 Barrel Extensions**

Hydrants shall be furnished for the depth of bury shown on the Plans. Hydrants requiring greater than 7-1/2 feet of bury shall be furnished as standard 7-1/2 foot hydrants with extensions as required. Hydrant extensions shall be compatible with hydrant barrel and stem sections and shall be installed at the top of the barrel section. The distance from the ground line to the centerline of the lowest nozzle shall be from 18 to 23 inches. The cost of furnishing barrel extensions shall be included in the unit price bid for hydrants or hydrant assemblies. Secure extension flanges using stainless steel nuts and bolts.

## **D Measurement**

The department will measure Hydrant Assembly Adjustment by each hydrant assembly, 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.0060.5005 | Hydrant Assembly Adjustment | EACH |

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

### **93. Hydrant Assembly Relocation, Item SPV.0060.5006.**

#### **A Description**

This work includes relocating existing hydrants horizontally and vertically at locations indicated in the plans, conforming to the Standard Specifications for Sewer and Water Construction in Wisconsin, latest edition and as hereinafter provided.

#### **B Materials**

##### **B.1 Polyethylene Wrap**

Polyethylene wrap shall be provided on all ductile iron water main and cast iron or ductile iron fittings.

##### **B.2 Tracer Wire**

All water main, including stubs, dead end mains, hydrant leads, and services shall be provided with tracer wire according to Chapter 2.11.0 of the "Standard Specifications" and as follows:

Tracer wire shall be 10-gauge solid copper wire with a solid PVC insulation coating suitable for underground installation.

##### **B.3 Restraining Fittings, Valves and Sleeves**

Restrain all fittings (bends, tees, caps and plugs), valves and sleeves using MEGALUG restrained joints as manufactured by EBAA Iron Sales, Inc. of Eastland, Texas.

Joint restraint for mechanical joint pipe and fittings used with either ductile iron or PVC pipe may be provided using the Tyler Mechanical Joint Restraint (MJR) System on 4-inch through 12-inch diameter pipes in place of the joint restraint system mentioned above.

##### **B.4 Ductile Iron Pipe**

Ductile iron pipe meeting the requirements of AWWA Standard C151 (ANSI 21.51), cement mortar lined according to AWWA C104 (ANSI 21.4) with internal and external bituminous coating and furnished with either push-on or mechanical joints with rubber gaskets. Do not furnish cable bonding. All ductile iron pipe shall Class 53.

##### **B.5 Fittings (Used with Ductile Iron and PVC Pipe)**

Fittings shall be ductile iron conforming to AWWA C110 (ANSI 21.10) or cast iron conforming to AWWA C153 (ANSI 21.53). All fittings shall have a cement mortar lining with an internal and external bituminous coating meeting the requirements of AWWA Standard C104 (ANSI 21.4). Fittings shall be supplied with mechanical joints with rubber gaskets.

Ductile iron mechanical joint fittings meeting the requirements of AWWA Standard C153 for "compact fittings", 3" through 64" size, may be used in place of the fittings specified above.

All fittings shall be North American, Sigma or Star made only.

##### **B.6 Bolts**

All water main nuts and bolts, including connections to mains, fittings, valves and hydrants, shall be Stainless Steel.

##### **B.7 Hydrant Leads**

Hydrant leads shall be 6 inch, Class 53, ductile iron pipe.

#### **C Construction**

##### **C.1 Hydrant Leads**

Restrain hydrants with thrust blocking and by anchoring to the main. Restrain all joints with: tie rods (2-3/4" diameter) per File No. 47 of the "Standard Specifications", MEGALUG restrained joints, anchoring pipe and fittings, or restrained joint pipe as noted above. Provide concrete thrust blocks for both the hydrant and hydrant tee. Secure the hydrant lead to the main using an anchoring tee.

##### **C.2 Barrel Extensions**

Hydrants shall be furnished for the depth of bury shown on the Plans. Hydrants requiring greater than 7-1/2 feet of bury shall be furnished as standard 7-1/2 foot hydrants with extensions as required. Hydrant extensions shall be compatible with hydrant barrel and stem sections and shall be installed at the top of the barrel section. The distance from the ground line to the centerline of the lowest nozzle shall be from

18 to 23 inches. The cost of furnishing barrel extensions shall be included in the unit price bid for hydrants or hydrant assemblies. Secure extension flanges using stainless steel nuts and bolts.

#### **D Measurement**

The department will measure Hydrant Assembly Relocation by each hydrant assembly provided and installed, 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.0060.5006 | Hydrant Assembly Relocation | EACH |

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

### **94. Pavement Cleanup Project 1033-02-71, Item SPV.0075.0001; Pavement Cleanup Project 1033-02-76, Item SPV.0075.0002.**

#### **A Description**

This special provision describes cleanup of dust and debris from pavements that are carrying live lanes of traffic or live pedestrian facilities within and adjacent to the job site. Pavement Cleanup includes surveillance and reporting of all active haul routes.

#### **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 that are carrying live lanes of traffic or live pedestrian facilities, free of dust and debris generated from all activity under the contract. Keep all pavements, sidewalks, driveways, curb lanes, and gutters adjacent to the project that are carrying live lanes of traffic or live pedestrian facilities free of dust and debris that are caused by land disturbing, dust generating activities, as defined in the contractor's Dust Control Implementation Plan (DCIP). Provide routine sweeping of all pavements, driveways, curb lanes and gutters that are carrying live lanes of traffic on local-street active haul routes as defined in the DCIP or as directed by the engineer. Sweeping within the work zone is considered incidental to contractor's other work. Include the following roadways for routine sweeping:

1. STH 20
2. CTH C/Spring Street
3. West Frontage Road
4. East Frontage Road
5. International Drive
6. And all other roadways approved by the department

In addition to routine sweeping, 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 1033-02-71 by the hour, acceptably completed.

Tickets shall include:

1. Date
2. Company
3. Operator name
4. Equipment make/model
5. Routes swept
6. 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. 0075.0001 | Pavement Cleanup Project 1033-02-71 | HR   |
| SPV. 0075.0002 | Pavement Cleanup Project 1033-02-76 | 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.

~~see 104-006 (20170323)~~

#### **95. Concrete Curb and Gutter 4-Inch Sloped 60-Inch Type A, Item SPV.0090.0001; Concrete Curb and Gutter 6-Inch Sloped 24-Inch Type A, Item SPV.0090.0002.**

Construct the concrete curb and gutter according to standard spec 601.

*Add the following to standard spec 601.5:*

| ITEM NUMBER   | DESCRIPTION                                           | UNIT |
|---------------|-------------------------------------------------------|------|
| SPV.0090.0001 | Concrete Curb and Gutter 4-Inch Sloped 60-Inch Type A | LF   |
| SPV.0090.0002 | Concrete Curb and Gutter 6-Inch Sloped 24-Inch Type A | LF   |

#### **96. Maintain and Remove Concrete Barrier Temporary Precast, Item SPV.0090.0003.**

##### **A Description**

This special provision describes maintaining existing concrete barrier temporary precast including any attached temporary glare screen and reflectors, any steel rail connections and steel cap rail for installations abutting permanent barrier and removing these items upon contract completion. The temporary barrier has been left in place under a previous contract. Assume ownership and responsibility of the temporary barrier, temporary glare screen, reflectors, steel rail connections and steel cap rail upon the contract's Notice to Proceed. The location of this temporary barrier is shown in the Traffic Control plans.

Concrete barrier temporary precast, including any attached temporary glare screen, reflectors, steel rail connections and steel cap rail, becomes property of the contractor at the end of this contract.

## **B Materials**

The concrete barrier temporary precast left in place from a previous project is Wisconsin type concrete barrier temporary precast.

## **C Construction**

Maintain Wisconsin type concrete barrier temporary precast left in place according to standard spec 603.

Realign the wall after snow plow operations or as directed by the engineer. Maintain reflectors and hardware in a condition similar to when new on the project.

Keep drainage/lifting slot holes free from debris.

## **D Measurement**

The department will measure Maintain and Remove Concrete Barrier Temporary Precast by the linear foot of concrete barrier temporary precast, acceptably maintained and removed.

## **E Payment**

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

| ITEM NUMBER   | DESCRIPTION                                            | UNIT |
|---------------|--------------------------------------------------------|------|
| SPV.0090.0003 | Maintain and Remove Concrete Barrier Temporary Precast | LF   |

Payment is full compensation for receiving, maintaining, keeping concrete barrier temporary precast drainage/lifting slot holes free from debris, and removing from the project site concrete barrier temporary precast including any attached temporary glare screen, reflectors, steel rail connections and steel cap rail.

## **97. Drain Slotted Vane Longitudinal Temporary, Item SPV.0090.0004.**

### **A Description**

This special provision describes providing Drain Slotted Vane Longitudinal Temporary as the plans show, conforming to standard spec 501, 505, 608, and 611, and as modified in this special provision.

### **B Materials**

Construct the pipe that the vane drain casting rests in using 15-inch diameter SDR-35 poly vinyl chloride, (PVC) sewer pipe for permanent drains and 15-inch diameter steel spiral rib (SSR) sewer pipe for temporary drains subjected to live traffic. If temporary, the thickness of the steel shall be specified in the plans.

Conform to standard spec 611 for all other materials.

Conform to standard spec 415.2.1 for encasing material around the pipe.

Furnish steel reinforcement conforming to standard spec 415.2.2

Furnish concrete curing compounds conforming to standard spec 415.2.4.

### **C Construction**

Before encasing the pipe in concrete, cover the upper end of the slotted drain as the plans show. Otherwise, obtain engineer approval before variations.

Before construction operations adjacent to the slotted area of the slotted vane drain pipe, cover the slots on the top of the drain.

Remove Drain Slotted Vane Longitudinal Temporary before constructing the roadway to its final condition.

### **D Measurement**

The department will measure Drain Slotted Vane Longitudinal by the linear foot, acceptably completed.

### **E Payment**

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

| ITEM NUMBER   | DESCRIPTION                               | UNIT |
|---------------|-------------------------------------------|------|
| SPV.0090.0004 | Drain Slotted Vane Longitudinal Temporary | LF   |



Payment is full compensation for furnishing all materials, including PVC pipe and end cap, slotted vane drain castings, concrete masonry and reinforcement; adjusting bricks; hauling and placing the pipe; sawing; encasement material around the pipe; concrete curing compound; tie bars and dowel bars cleaning out and restoring site of work; and removing and disposing of all materials.

Remove material entering the pipe at no additional cost to the department. If any section of pipe is damaged or is unsatisfactory as determined by the engineer, replace the drainpipe at no additional cost to the department.

~~ref 611-010 (20170330)~~

## **98. Adjust Conduit, Item SPV.0090.2000.**

### **A Description**

This special provision describes adjusting the depth of existing conduit, without disrupting the cables within, to avoid conflicting with geometric roadway improvement construction being done in this contract.

### **B Materials**

Existing materials consist of a 4-inch multicell conduit with four 1-1/4-inch innerducts and one fiber optic cable. The fiber optic cable will not remain live during this work, but it is intended to remain in the conduit undamaged.

### **C Construction**

Disconnect or cut the fiber optic cable in EXMH274. Disconnect the cable so that there is 100 feet of cable available in CV274 to splice to the new cable.

Damage to the conduit and cable will be considered the fault of the contractor and no additional compensation will be made for repairs, including furnishing fiber optic splice enclosures and performing new fiber optic splices.

Perform this work in coordination with other work at the associated location.

Carefully expose the existing conduit and excavate the existing soil under and adjacent to the existing conduit to allow for the existing conduit to be re-buried to a depth that meets standard requirements below the grade that will exist at the completion of the project. The conduit must be clear of any conflict with other related work in the area including but not limited to construction of drainage, proposed utilities, and other related grading and backfilling.

Backfill the trench created for this work with material excavated to expose the existing conduit or with new material meeting requirements of the pertinent sections of the standard specifications.

### **D Measurement**

The department will measure Adjust Conduit by the linear foot, acceptably completed, with the existing conduit restored and not in conflict with other proposed work in the contract.

### **E Payment**

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

| ITEM NUMBER   | DESCRIPTION    | UNIT |
|---------------|----------------|------|
| SPV.0090.2000 | Adjust Conduit | LF   |

Payment for Adjust Conduit is full compensation for excavating the trench as needed for work; and for backfilling the trench with re-claimed or new backfill material.

## **99. Fiber Optic Warning Tape, Item SPV.0090.3001.**

### **A Description**

This special provision describes furnishing and installing fiber optic warning tape above all conduit containing fiber optic cable.

## **B Materials**

Provide underground warning mesh that is constructed of polypropylene and is fluorescent orange in color. Provide 6-inch detectable marking tape that has the words "Buried Fiber Optic Cable" and is orange in color.

## **C Construction**

Lay underground warning mesh above all underground conduits, 12-inches below grade. The width of the warning mesh shall be the same as the width of the trench. Lay directly above the underground warning mesh, a 6-inch detectable marking tape that has the words "Buried Fiber Optic Cable" and is orange in color.

## **D Measurement**

The department will measure Fiber Optic Warning Tape in length by the linear foot of tape, measured along the centerline of the conduit.

## **E Payment**

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

| ITEM NUMBER   | DESCRIPTION              | UNIT |
|---------------|--------------------------|------|
| SPV.0090.3001 | Fiber Optic Warning Tape | LF   |

Payment is full compensation for furnishing and installing the marking tape; and properly disposing of surplus materials.

## **100. Survey Project 1033-02-71, Item SPV.0105.0001; Survey Project 1033-02-76, Item SPV.0105.0002.**

### **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 and as follows.

The department will not perform any construction staking for this contract. Obtain engineer's approval before performing all survey required to lay out and construct the work under this contract.

*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

#### 1033-02-71

- curb and gutter
- curb ramps
- pavement
- pavement markings (temporary and permanent)
- supplemental control
- traffic signals
- utilities
- storm sewer
- conduit
- landscaping elements
- traffic control items
- permanent signs

- pavement
- pavement markings (temporary and permanent)
- supplemental control
- traffic control items

**B (Vacant)**

**C Construction**

*Add the following to standard spec 650.3.1 (5):*

Confirm with engineer before using global positioning methods 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.

*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 four:*

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 1033-02-71 and Survey Project 1033-02076 as a separate single lump sum unit, 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.0105.0001 | Survey Project 1033-02-71 | LS   |
| SPV.0105.0002 | Survey Project 1033-02-76 | 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 (20180404)

## 101. Lighting System Integrator, Item SPV.0105.1000.

### A Description

This special provision describes coordinating lighting with various parties; record keeping, and documentation. Where the department is responsible for highway lighting operation, maintenance, or utility locates on existing systems or systems overlapping project boundaries, the contractor's freeway lighting integrator will serve as the contractor's liaison to the department's electrical operations unit.

### B Personnel Qualifications

Assign personnel experienced in underground utility construction and department lighting specifications and practices.

### C Construction

At any one time during the project, the contractor shall assign one individual person as the freeway lighting integrator.

The freeway lighting integrator shall:

1. Familiarize himself with the location and nature of existing lighting circuits. This familiarity shall include the extent of any lighting system that overlaps project limits.
2. Maintain a file of applicable permits or licenses issued to the contractor and convey copies to the engineer.
3. Keep with him at all times a contact list of affected lighting personnel.
4. Maintain a record of tagouts and the clearance of tagouts.
5. Interface with department electrical personnel to determine how contract limits might affect maintenance or operation of existing systems.
6. Maintain ongoing contact with the department's Diggers' Hotline Coordinator to ensure that each of the two persons knows that all requested utility locates are marked in the field by the appropriate party. The intent here is to assure coordination. This special provision does not transfer additional utility locating responsibilities to the contractor, beyond those responsibilities already assigned to him by other provisions of the contract.
7. Inform the department of any lighting outages, including outside the project limits where a lighting system crosses the project boundary.
8. Maintain in any format real-time records of existing, removed and new lighting facilities. Include utility service extensions. Additional required records will include temporary connections and their ultimate removal.
9. Maintain records of tests, including: "meg" tests, amperage draw per circuit leg, voltage reading at the disconnect, and voltage reading at the furthest pole per circuit leg. Convey these records at time of acceptance or partial acceptance.

10. At the time of acceptance or partial acceptance, convey as-built drawings in the following format: plan redlines in pdf, include utility service extensions.
11. Secure copies of operator's manuals, tear sheets, etc. as may be provided by manufacturers of some lighting materials and convey a minimum of three sets to the department.
12. Work with the engineer to notify department electrical personnel of acceptance or partial acceptance.
13. Perform related duties as may be needed to ensure continuity of freeway lighting during construction, and orderly transfer upon completion.

#### **D Measurement**

The department will measure Lighting System Integrator as a single lump sum unit, acceptably completed.

#### **E Payment**

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

| ITEM NUMBER    | DESCRIPTION                | UNIT |
|----------------|----------------------------|------|
| SPV.0105. 1000 | Lighting System Integrator | LS   |

Payment will be full compensation for providing specified expertise, assistance and documents, and personnel costs.

SER-670.1 (20170407)

### **102. Lighting System Survey, Item SPV.0105.1001.**

#### **A Description**

This special provision describes performing a lighting system survey as-built for lighting system HL-51-RZ, as the plans show, and as follows.

#### **B Vacant**

#### **C Construction**

Locate and survey all the lighting units, pull boxes, and control cabinets to sub-meter accuracy. Maintain neat, orderly, and complete survey notes. The survey shall be performed in NAD 83, Wisconsin County Coordinate System (WCCS), and Racine Coordinates. The data shall be delivered in a comma delimited text file with metadata including datum, county, and date the survey was performed. Data for each point shall have a point number, northing, easting, and point description including pole, pull box, or cabinet number.

#### **D Measurement**

The department will measure Lighting System Survey for all lighting units, pull boxes, and control cabinets as a single lump sum unit, acceptably completed.

#### **E Payment**

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

| ITEM NUMBER    | DESCRIPTION            | UNIT |
|----------------|------------------------|------|
| SPV.0105. 1001 | Lighting System Survey | LS   |

Payment will be full compensation for locating and surveying all the lighting units, pull boxes, and control cabinets and for delivery of the comma delimited data file and all survey notes.

SER-650.10 (20170407)

### **103. Temporary CCTV Power, Item SPV.0105.2000.**

#### **A Description**

This special provision describes maintaining power to EXCCTV-51-0065 during the project construction, from the time the existing power source is impacted until the new power source is in place.

Conform to Part 6 of the standard specs for all work under this item.

#### **B Materials**

It is allowable to use the existing power cables and conduit; however, the existing power cables are intended to be reinstalled in new conduit for the permanent condition. Do not prohibit the permanent use of the cable.

Use the temporary traffic signal power source, or alternate source approved by the engineer.

#### **C Construction**

Complete the transition from permanent power to temporary power within a 5-hour window determined by the WisDOT Traffic Management Center (TMC) a minimum of two weeks prior to outage.

Complete the transition from temporary power to permanent power within a 5-hour window determined by the WisDOT Traffic Management Center (TMC) a minimum of two weeks prior to outage.

The contractor is responsible for all payments to the power company required for the service during use.

#### **D Measurement**

The department will measure Temporary CCTV Power by the lump sum acceptably completed.

#### **E Payment**

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

| ITEM NUMBER   | DESCRIPTION          | UNIT |
|---------------|----------------------|------|
| SPV.0105.2000 | Temporary CCTV Power | LS   |

Payment for Temporary CCTV Power is full compensation for providing an acceptable power source to the CCTV camera during construction of the project, and payment for the service.

- 104. Transport and Install State Furnished Traffic Signal Cabinet STH 20 and West Frontage Road, Item SPV.0105.3001;  
Transport and Install State Furnished Traffic Signal Cabinet IH-94 Ramps and STH 20 (CB1), Item SPV.0105.3002;  
Transport and Install State Furnished Traffic Signal Cabinet IH-94 Ramps and STH 20 (CB2), Item SPV.0105.3003;  
Transport and Install State Furnished Traffic Signal Cabinet STH 20 and East Frontage Road, Item SPV.0105.3004;  
Transport and Install State Furnished Traffic Signal Cabinet STH 20 and Red Cloud Drive, Item SPV.0105.3005.**

#### **A Description**

This special provision describes the transporting and installing of department furnished materials for traffic signals.

#### **B Materials**

Use materials furnished by the department including: the traffic signal controller and the traffic signal cabinet.

Pick up the department furnished materials at the department's Electrical Shop located at 935 South 60th Street, West Allis. Notify the department's Electrical Field Unit at (414) 266-1170 and make arrangements for picking up the department furnished materials five working days prior to picking the materials up.

Provide all other needed materials in conformance with standard spec 651.2, 652.2, 653.2, 654.2, 655.2, 656.2, 657.2, 658.2 and 659.2.

#### **C Construction**

Perform work according to standard spec 651.3, 652.3, 653.3, 654.3, 655.3, 656.3, 657.3, 658.3 and 659.3 except as specified below.

Request a signal inspection of the completed signal installation to the engineer at least five (5) working days prior to the time of the requested inspection. The departments' Region Electrical personnel will perform the inspection.

Coordinate directly with the department's traffic signal cabinet vendor {TAPCO at (262) 814-7327 or [rickk@tapconet.com](mailto:rickk@tapconet.com) / TCC at (651) 439-1737 or [mallwood@trafficcontrolcorp](mailto:mallwood@trafficcontrolcorp)} to schedule the cabinet acceptance testing. Coordinate with the department's Electrical Field Unit at (414) 266-1170 to participate in the acceptance testing. The department has final determination of the cabinet acceptance testing date and time.

#### **D Measurement**

The department will measure Transport and Install State Furnished Traffic Signal Cabinet STH 20 and West Frontage Road; IH-94 Ramps and STH 20 (CB1); IH-94 Ramps and STH 20 (CB2); STH 20 and East Frontage Road; STH 20 and Red Cloud Drive as a single lump sum unit of work, in place 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.0105.3001 | Transport and Install State Furnished Traffic Signal Cabinet STH 20 and West Frontage Road | LS   |
| SPV.0105.3002 | Transport and Install State Furnished Traffic Signal Cabinet IH-94 Ramps and STH 20 (CB1)  | LS   |
| SPV.0105.3003 | Transport and Install State Furnished Traffic Signal Cabinet IH-94 Ramps and STH 20 (CB2)  | LS   |
| SPV.0105.3004 | Transport and Install State Furnished Traffic Signal Cabinet STH 20 and East Frontage Road | LS   |
| SPV.0105.3005 | Transport and Install State Furnished Traffic Signal Cabinet STH 20 and Red Cloud Drive    | LS   |

Payment is full compensation for transporting and installing the traffic signal controller and the traffic signal cabinet; for furnishing and installing all other items necessary (such as, wire nuts, splice kits and/or connectors, tape, insulating varnish, ground lug fasteners, etc.) to make the proposed system complete from the source of supply to the most remote unit and for clean-up and waste disposal.

- 105. Transport Traffic Signal and Intersection Lighting Materials STH 20 and West Frontage Road, Item SPV.0105.3006;  
Transport Traffic Signal and Intersection Lighting Materials IH-94 Ramps and STH 20, Item SPV.0105.3007;  
Transport Traffic Signal and Intersection Lighting Materials STH 20 and East Frontage Road, Item SPV.0105.3008;  
Transport Traffic Signal and Intersection Lighting Materials STH 20 and Red Cloud Drive, Item SPV.0105.3009;  
Transport Traffic Signal and Intersection Lighting Materials STH 20 and CTH H/ Renaissance Boulevard, Item SPV.0105.3010.**

#### **A Description**

This special provision describes the transporting of department furnished materials for traffic signals and intersection lighting.

#### **B Materials**

Transport materials furnished by the department including: Monotube arms/poles and luminaire arms (to be installed on monotube assemblies).

Pick up the department furnished materials at the department's Electrical Shop located at 935 South 60th Street, West Allis. Notify the department's Electrical Field Unit at (414) 266-1170 and make arrangements for picking up the department furnished materials five working days prior to picking the materials up.

Provide all other needed materials in conformance with standard spec 651.2, 652.2, 653.2, 654.2, 655.2, 656.2, 657.2, 658.2 and 659.2.

## **C Construction**

Perform work according to standard spec 651.3, 652.3, 653.3, 654.3, 655.3, 656.3, 657.3, 658.3 and 659.3 except as specified below.

## **D Measurement**

The department will measure Transport Traffic Signal and Intersection Lighting Materials STH 20 and West Frontage Road; IH-94 Ramps and STH 20; STH 20 and E Frontage Road; STH 20 and Red Cloud Drive; and STH 20 and CTH H/Renaissance Boulevard as a single lump sum unit of work in place 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.0105.3006 | Transport Traffic Signal and Intersection Lighting Materials STH 20 and West Frontage Road          | LS   |
| SPV.0105.3007 | Transport Traffic Signal and Intersection Lighting Materials IH-94 Ramps and STH 20                 | LS   |
| SPV.0105.3008 | Transport Traffic Signal and Intersection Lighting Materials STH 20 and East Frontage Road          | LS   |
| SPV.0105.3009 | Transport Traffic Signal and Intersection Lighting Materials STH 20 and Red Cloud Drive             | LS   |
| SPV.0105.3010 | Transport Traffic Signal and Intersection Lighting Materials STH 20 and CTH H/Renaissance Boulevard | LS   |

Payment is full compensation for transporting the monotube poles/arms and luminaire arms (to be installed on monotubes). Installation of these materials is included under a separate pay item.

- 106. Transport and Install State Furnished EVP Detector Heads and Confirmation Lights, STH 20 and West Frontage Road, Item SPV.0105.3011;  
Transport and Install State Furnished EVP Detector Heads and Confirmation Lights, IH-94 Ramps and STH 20, Item SPV.0105.3012;  
Transport and Install State Furnished EVP Detector Heads and Confirmation Lights, STH 20 and East Frontage Road, Item SPV.0105.3013;  
Transport and Install State Furnished EVP Detector Heads and Confirmation Lights, STH 20 and Red Cloud Drive, Item SPV.0105.3014;  
Transport and Install State Furnished EVP Detector Heads and Confirmation Lights, STH 20 and CTH H/Renaissance Boulevard, Item SPV.0105.3015.**

## **A Description**

This special provision describes the transporting and installing of department furnished Emergency Vehicle Preemption (EVP) Detector Heads, Confirmation Lights and mounting brackets at STH 20 and W Frontage Road; IH-94 Ramps and STH 20; STH 20 and E Frontage Road; STH 20 and Red Cloud Drive; and STH 20 and CTH H/Renaissance Boulevard.

## **B Materials**

Pick up the department furnished materials at the department's Electrical Shop located at 935 South 60<sup>th</sup> Street, West Allis. Notify the department's Electrical Field Unit at (414) 266-1170 and make arrangements for picking up the department furnished materials five working days prior to picking the materials up.

## **C Construction**

Install the EVP detector heads and confirmation beacons as shown on the plans. The department will determine the exact location to ensure that the installation does not create a sight obstruction. Mount the EVP detector heads and wire them per manufacturer instructions. Mount the confirmation beacons and wire them with 3-14AWG Traffic Signal cable in a continuous run from the cabinet to the beacon. For a cabinet that is not operating the signal, the contractor will terminate the ends and install the discriminators and card rack in the cabinet. If the cabinet is operating the signal, the cabinet wiring will be done by the department



Notify the department's Electrical shop at (414) 266-1170 upon completion of the installation of the Emergency Vehicle Preemption (EVP) Detector Heads with Confirmation Beacons.

#### **D Measurement**

The department will measure transporting and installing of department furnished Emergency Vehicle Preemption (EVP) Detector Heads, Confirmation Lights and mounting brackets at STH 20 and W Frontage Rd; IH-94 Ramps and STH 20; STH 20 and E Frontage Rd; STH 20 and CTH H/Renaissance Blvd; and STH 20 and Red Cloud Drive as a single lump sum unit of work in place 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.0105.3011 | Transport and Install State Furnished EVP Detector Heads and Confirmation Lights STH 20 and West Frontage Road          | LS   |
| SPV.0105.3012 | Transport and Install State Furnished EVP Detector Heads and Confirmation Lights IH-94 Ramps and STH 20                 | LS   |
| SPV.0105.3013 | Transport and Install State Furnished EVP Detector Heads and Confirmation Lights STH 20 and East Frontage Road          | LS   |
| SPV.0105.3014 | Transport and Install State Furnished EVP Detector Heads and Confirmation Lights STH 20 and Red Cloud Drive             | LS   |
| SPV.0105.3015 | Transport and Install State Furnished EVP Detector Heads and Confirmation Lights STH 20 and CTH H/Renaissance Boulevard | LS   |

Payment is full compensation for transporting and installing of department furnished Emergency Vehicle Preemption (EVP) Detector Heads, Confirmation Lights and mounting brackets.

### **107. Temporary Infrared EVP System, STH 20 and CTH H/Renaissance Boulevard, Item SPV.0105.3016.**

#### **A Description**

This special provision describes furnishing, installing, and maintaining temporary infrared EVP systems at the temporary signalized intersection as shown in the plans.

#### **B Materials**

Furnish an infrared emergency vehicle preemption system compatible with the Village of Mount Pleasant system and users. Contact the Village of Mount Pleasant Police Department for information regarding the equipment needs and operational requirements of the emergency vehicle preemption system.

#### **C Construction**

The temporary infrared EVP system, as shown in the temporary traffic signal plans or as directed by the engineer, shall be complete in place, tested, and in full operation during each stage of construction.

Install the temporary infrared EVP system as shown in the plans and according to the manufacturer's recommendations. Detectors may be mounted on the temporary traffic signal span wire or wood poles. It shall be the contractor's responsibility to relocate the temporary infrared EVP detectors to a suitable location if there is impedance on the sensor operation. Arrange for testing of equipment prior to acceptance of the installation for each construction stage.

All cables associated with the temporary infrared EVP system shall be routed to the cabinet. Each lead shall be appropriately marked as to which EVP channel it is associated.

Periodic adjustment and/or moving of the temporary infrared EVP detectors may be required due to changes in traffic control, staging, or other construction operations.

Ensure that the temporary infrared EVP system stays in clean working order. Periodic cleaning of the equipment may be required due to dirt and dust build-up.

The temporary EVP system may not be used for the permanent installation.

## **D Measurement**

The department will measure Temporary Infrared EVP System, STH 20 and CTH H/Renaissance Boulevard, furnished, installed, and completely operational, as a single complete unit of work per intersection, complete in place and accepted.

## **E Payment**

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

| ITEM NUMBER   | DESCRIPTION                                                      | UNIT |
|---------------|------------------------------------------------------------------|------|
| SPV.0105.3016 | Temporary Infrared EVP System, STH 20 and CTH H/Renaissance Blvd | LS   |

Payment is full compensation for furnishing and installing all required equipment, materials, and supplies; for maintaining and changing the EVP detectors to match the plans, traffic control, and construction staging; for relocating the temporary EVP detectors due to construction activities, if required; for testing the EVP system for each stage and sub-stage of construction; for periodically cleaning all temporary EVP detectors; for cleaning up and properly disposing of waste; and incidentals necessary to complete the contract work.

## **108. Transport and Install State Furnished Radar Detection System STH 20 and Red Cloud Drive, Item SPV.0105.3017.**

### **A Description**

This special provision describes the transporting and installing of department furnished Traffic Signal Radar Detection System on monotube poles or arms at STH 20 and Red Cloud Drive.

### **B Materials**

Pick up the department furnished Radar Detection System at the department's Electrical Shop located at 935 South 60<sup>th</sup> Street, West Allis. Notify the department's Electrical field unit (EFU) at (414) 266-1170 to make arrangements for picking up the department furnished materials at least five working days prior to material pick-up.

### **C Construction**

Install the department furnished pole/arm mounting brackets, extension arms (if required) and radar units per manufacturer recommendations in the locations determined by the department.

Install the power and communication cable to run continuously (without splices) from the traffic signal cabinet to the pole handhole plus an additional 16-feet in each pull box and an extra 10-feet in the pole handhole. Install the detector unit cable whip to the power and communication cable in the pole handhole using the provided junction box.

Mark each end of the lead in the traffic signal cabinet and each cable in the pole handhole to indicate the equipment label (i.e. RA1, RA2, etc.) on the plans. For a cabinet that is not operating the signal, the contractor will terminate the ends. If the cabinet is operating the signal, the cabinet wiring will be done by the department.

Notify department's Electrical Shop at (414) 266-1170 upon completion of the installation and aiming of the radar units.

The department will provide the vendor's contact information. Coordinate directly with the department's radar detection system vendor to arrange for the vendor to program the radar detection system on site. Notify the department and vendor at least five working days prior to the date of programming. Assist the department and vendor with fine adjusting of the radar units during the radar system programming, if necessary.

### **D Measurement**

The owner will measure Transport and Install State Furnished Radar Detection System, STH 20 and Red Cloud Drive, as a single lump sum unit of work for each intersection, acceptably completed.

## E Payment

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

| ITEM NUMBER   | DESCRIPTION                                                                                 | UNIT |
|---------------|---------------------------------------------------------------------------------------------|------|
| SPV.0105.3017 | Transport and Install State Furnished Radar Detection System,<br>STH 20 and Red Cloud Drive | LS   |

Payment is full compensation for transporting and installing the radar detection system, cable, mounting hardware, and radar units; and assisting the department and vendor during the radar system programming.

- 109. Transport and Install State Furnished Fiber Optic Cable Pigtail 8-Ct CB1 (S51-0728), Item SPV.0105.3018;  
Transport and Install State Furnished Fiber Optic Cable Pigtail 8-Ct CB1 (S51-0324), Item SPV.0105.3019;  
Transport and Install State Furnished Fiber Optic Cable Pigtail 8-Ct CB1 (S51-0727), Item SPV.0105.3020;  
Transport and Install State Furnished Fiber Optic Cable Pigtail 8-Ct CB1 (S51-1478), Item SPV.0105.3021.**

### A Description

This special provision describes transporting and installing fiber optic communications equipment in traffic signal cabinets.

### B Materials

The department will furnish pre-terminated fiber optic patch panels and managed Ethernet switches. The materials will be provided with the traffic signal cabinet. The patch panels will have pre-terminated fiber optic cable pigtails. Provide two each 1-meter lengths of ST-ST single mode fiber jumper (2 fibers per jumper) from the patch panel to the Ethernet switch. Provide a 1-meter length of CAT-5e cable from the Ethernet switch to the controller. Provide a 1-meter length of CAT-5e cable from the Ethernet switch to the Interface Panel. CAT-5e patch cords shall have factory pre-terminated RJ45 / 8P8C connectors on both ends per TIA/EIA T568B. Provide all patch panel, Ethernet switch, and Interface Panel attachment hardware.

Provide a 14 AWG XLP insulated, stranded, copper, 600 volt AC locate wire through the conduit run from the communication vault to the traffic signal cabinet. Connect the locate wire by using a silicone filled wire nut at each pull box, vault or other access point. Alternatively, use a single wire through the access points, leaving a six (6) foot coil in each pull box, vault or other access point for splicing. All material under this item shall meet the requirements of standard spec 655.

### C Construction

Install the patch panel and Ethernet switch on the side of the traffic signal cabinet opposite the electrical service at a location as approved by the engineer. With approval by the engineer, the Ethernet switch may be placed on a shelf near the patch panel. Install the pre-terminated fiber optic cable in conduit from the patch panel to the communication vault as specified in standard spec 678.3.1. Fiber optic cable ends shall be covered securely to protect open ends during installation in raceways. Leave the remainder of the fiber optic cable coiled in the communication vault.

Install the fiber jumpers and CAT-5e cable and provide a communications link from the communication vault to the controller. Install the CAT5-e cable from the Interface Panel to the Ethernet switch.

Connect the locate wire by using a wire nut at each access point. Alternatively, use a single wire through the access points.

### D Measurement

The department will measure Transport and Install State Furnished Fiber Optic Cable Pigtail 8-Ct S51-0728; S51-0324; S51-0727; and S51-1478 as a single lump sum unit of work in place 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.0105.3018 | Transport and Install State Furnished Fiber Optic Cable Pigtail 8-Ct CB1 (S51-0728) | LS   |
| SPV.0105.3019 | Transport and Install State Furnished Fiber Optic Cable Pigtail 8-Ct CB1 (S51-0324) | LS   |
| SPV.0105.3020 | Transport and Install State Furnished Fiber Optic Cable Pigtail 8-Ct CB1 (S51-0727) | LS   |
| SPV.0105.3021 | Transport and Install State Furnished Fiber Optic Cable Pigtail 8-Ct CB1 (S51-1478) | LS   |

Payment is full compensation for transporting and installing pre-terminated patch panels, Ethernet switches, and fiber optic cable in conduit; furnishing and installing attachment hardware, fiber jumpers, CAT-5e cable, and locate wire.

## 110. Field Office Special, Item SPV.0135.0001.

### A Description

This special provision describes furnishing, equipping, and maintaining field office facilities.

### B Materials

Obtain engineer approval before providing an existing office building, or an existing building converted to office-type use. Ensure that the building meets all applicable health, fire, and building codes and standards and is less than one mile from the project limits. Use the following map for selecting your location and internet accessibility.

<http://maps.psc.wi.gov/apps/WisconsinBroadbandMap/>

Provide; maintain in clean good working condition; and stock lavatory with sanitary supplies, including a sufficient supply of soap; hand sanitizer; toilet paper; and paper towels. The on-site sanitary facilities must meet federal, state, and local health department requirements at all times.

Equip these facilities with suitable natural and artificial lighting. Also provide adequate heating and air conditioning equipment and fuel necessary to maintain a temperature range from 68 F to 80 F during the hours occupied.

Equip:

- Doors and windows with locks.
- Exterior doors with dead bolt locks.
- Windows with exterior screens to allow adequate ventilation.

Supply a first aid kit in each field office provided under the contract. Ensure the kits are readily accessible to project personnel. Check and replenish the contents of each kit at least once a week. Ensure that each kit contains, at a minimum, a supply of nitrile examination gloves, CPR masks, adhesive tape, pressure and cling bandages, antiseptic wipes, bite/sting swabs, cold packs, and safety goggles.

Equip with a 6-pound or larger fire extinguisher conforming to class A, B, and C of the NFPA Code.

Provide at least 3000 square feet interior useable floor space, including shared spaces, such as plan review areas, conference rooms, meeting areas, hallways, and restrooms.

Obtain engineer's approval of a suitably sized, open meeting area, including tables and folding chairs to accommodate regularly scheduled meetings of 30 people.

Provide 10 workstations, including a lockable desk, shelf, and fireproof 4-drawer file cabinet. Provide 1 large lockable metal storage cabinet, and a 48" x 36" whiteboard with dry-erase markers.

Provide one ergonomically correct office chair in working condition, with, at a minimum, the following features, for each workstation:

- Five-legged base with casters.
- High backrest.
- Seat adjustable from 15 inches to 22 inches from the floor with a "seamless waterfall, rounded front edge.

Provide at least 10 high speed broad band internet connections at upload and download speeds ranging from 50-100 Megabits/second (Mbps) and a minimum upload speed of 5 Mbps. Use a minimum of "small office networking" package, including a Dynamic IP Address (DHCP), a wireless router, a Digital Subscriber Loop (DSL) or Cable Modem Router. The package shall accommodate IPsec based VPN products.

Provide and install into the field office two 2-line programmable touch-tone telephones and telephone exchanges with local and long distance service or VoIP phone network. At least one will be a cordless type operating at least 2.4 GHz. The voice exchanges are to be configured so that the incoming calls for any voice exchange utilize an open exchange. Furnish a voice mail answering service. The telephones and the communication services are for the sole use of the department staff.

Provide one new, wireless high-capacity color printer/photocopier/scanner capable of printing and copying up to 11" x 17" paper, with the ability to perform duplexing, sorting, stapling, and multiple sheet auto feeding, with a built-in scanner with the capability to scan black and white and color up to 11" x 17" at a minimum of 1200dpi, and with a network connection, as approved by the engineer.

Provide and maintain an adequate supply of bottled drinking water. Provide a refrigerator with a minimum 18 cubic foot capacity, including a freezer. Provide a microwave oven with a minimum 1.1 cubic foot capacity, a minimum of 1000 watts, and a removable glass turntable.

Maintain the field office equipment and provide supplies for the photocopiers as requested by the engineer.

Provide for the professional cleaning of the field office during regular business hours weekly.

Provide clearly marked recycling and waste receptacles within the field office, and separate recycling and waste dumpsters near the field office. Cover outdoor containers to keep out rain, and snow. Provide regularly scheduled recycling and waste pick-up.

Include an adjacent, no-fee, lighted parking lot large enough to accommodate the needs of the field office at peak usage, as approved by the engineer. Maintain the parking lot and egress, including snow removal.

### **C Construction**

Do not combine field offices, or combine them with, or attach them to, any buildings used by the contractor, unless the engineer allows in writing. The contractor may furnish the field offices jointly in cooperation with other contractors on designated projects.

Do not begin construction operations requiring the use of the field offices by the department until the required field offices are approved by the engineer, furnished, fully equipped, and made ready for use as the engineer directs.

The field office shall remain available for department until the engineer approves its closure. These field facilities are for the sole use of the department and upon contract completion remain the contractor's property.

### **D Measurement**

The department will measure Field Office Special by the month, or partial month where applicable, 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.0135.0001 | Field Office Special | MON  |

Payment is full compensation for providing, equipping, securing, cleaning and maintaining the facility and associated parking lot; for telecommunications equipment, installation, and service fees; and for providing all incidentals, including bottled water, refrigerator/freezer, microwave, utilities, fuel, safety, ventilation, toilet facilities, and office supplies as required, either independently or jointly, for the time specified in section C.

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## **111. Removal and Disposal of Invasive Plant Species, Item SPV.0170.0001.**

### **A Description**

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**

The WDNR Liaison will determine locations of invasive plant species.

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

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 Salvaged Topsoil item.

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**

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 be 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.

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 1 day of removal.

#### **C.3 Wild Parsnip Safety**

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 (phytophotodermatitis). Wear gloves, long sleeves, and long pants when handling this species.

#### **C.3 404 Permit**

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**

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 contacts are:

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

Craig Webster  
Environmental Analysis and Review Specialist  
Wisconsin Department of Natural Resources  
141 NW Barstow ST, Room 180, Waukesha WI 53188  
Desk Phone: (262) 574-2141  
Cell Phone: (414) 303-3011  
[Craig.Webster@Wi.Gov](mailto:Craig.Webster@Wi.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. The department will measure along the I-94 reference line and will apply for a removal and disposal of invasives required from the shoulder point of I-94 to the shoulder point of the frontage road.

#### **E Payment**

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

| ITEM NUMBER   | DESCRIPTION                                    | UNIT |
|---------------|------------------------------------------------|------|
| SPV.0170.0001 | Removal and Disposal of Invasive Plant Species | STA  |

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.

### **112. Soil Drying Treatment, Item SPV.0195.0001.**

#### **A Description**

This work will consist of drying embankments by mixing fly ash with the fill materials to facilitate compaction.

Use a soil drying treatment only when directed by the engineer and weather conditions are not conducive to using discing, natural sunlight and wind to dry the soil to within an acceptable range of soil moisture content for efficient compaction per the QMP Subgrade special provision. The drying treatment will be used principally in the late fall, winter and early spring when drying weather is not normally available. Soil shall be dried per this specification when the moisture content is greater than the specified percent above the soil optimum moisture content and discing and air drying are not effective in reducing the soil moisture content. The contractor cannot use a soil drying treatment until the engineer determines that soil moisture content, project schedule and weather require that the treatment be used. Drying treatments will only be used to facilitate soil compaction after the approval and authorization of the engineer.

The drying treatment to be used for the project will be Fly Ash. Other drying treatments such as hydrated lime, lime kiln dust and cement kiln dust are not allowed to be used as drying treatments.

Drying treatments will not be considered as part of a Cost Reduction Incentive (CRI) and will have to meet the general requirements of this special provision. The fly ash is used in absorption and chemical binding of moisture to facilitate compaction. The intent of this specification is to dry the soil and not to increase the strength of the soil-fly ash mixture.

Fly ash can be used to dry most soils but the expectation is that it will be used for predominantly cohesive (clay - CL) and silty (ML and SM) soil. Clean sand and gravel will not benefit by addition of fly ash and therefore should not be dried using fly ash. The fly ash must be thoroughly mixed with the soil as fill lifts are placed to dry the soil and meet the compaction requirements.

#### **B Materials**

Fly ash is a finely divided residue resulting from combustion of coal in an electric generating plant, transported from the boiler by flue gases and later collected by precipitators. The soil drying treatment must consist of Class C fly ash according to ASTM C618. The fly ash shall conform to the general requirements of standard spec 501.2.

## **C Construction**

### **C.1 Submittals**

#### **C.1.1 General**

Prepare and submit soil drying treatment mix and work plan at least 10 calendar days prior to beginning drying treatment activities. A minimum dosage of 40 pounds of fly ash per square yard to an 8-inch depth/lift by the dry weight of the soil must be used. WisDOT will accept the submittal as submitted or return the submittal with requested revisions. Do not start any drying treatment work until WisDOT provides acceptance of soil drying treatment mix and work plan. Acceptance of the submittals does not relieve the contractor of responsibility for successful completion of the earthwork.

#### **C.1.2 Submittals for Approval**

##### **Soil Drying Treatment Mix:**

- a. Submit mix designs for the drying treatment proposed for use. A mix design is required for each soil type and dosage rate. Resubmit as appropriate if the mixes are modified during the course of the work including fly ash source changes. The mix design must indicate the optimum amount of fly ash needed as a percentage of the soil dry weight for the soil to be dried. Each mix design shall show the ingredients of the mix and shall include:
  - i. Type, source, and amounts of fly ash, and other additives.
  - ii. Material Safety Data Sheet (MSDS) for the fly ash (provide once per fly ash source).
  - iii. Source and amount of additional water, as needed.
  - iv. Representative samples of soil and ash materials for materials test and mix proportion testing (provide once per soil type and fly ash source).
  - v. Combined grading of each mix design.
  - vi. Specific gravity of all materials.
  - vii. Atterberg Limits tests (ASTM D-4318) for the soil and soil fly ash mixture.
  - viii. Standard Proctor tests (ASTM D-698) on the soil and soil fly ash mixture.
  - ix. Tests showing soil moisture loss with the proposed dosage rate.
  - x. Results of required tests.
- b. Submit certificates of compliance for each load of fly ash which is according to ASTM C618 and certificates of compliance for all admixtures. Supporting test data shall be furnished when requested by WisDOT. All testing and sampling procedures shall be according to ASTM C311.

**Soil Drying Treatment Work Plan:** The work plan for placing the soil drying treatment shall include:

- a. Drying treatment placement methods, mixing procedures and sequences for soil drying.
- b. Method of transporting and distributing fly ash into the soil including rotary mixer equipment and materials.
- c. Means for measuring fly ash per fill area. Use of truck tickets that specify net weight of fly ash in a truck is acceptable.
- d. Embankments to be treated, natural moisture contents of the cut to fill soils, and proposed dosage rates.

Submit a revised work plan reflecting any changes made during the course of the work. Do not continue with Soil Drying Treatment work until the revised work plan is approved by the engineer.

#### **C.1.3 Information Submittals**

**Soil Drying Treatment Daily Records:** Submit the following daily reports and records for soil drying treatment.

- a. Daily logs of drying treatment placement operations at all locations (station and position) of embankment fill placement, including fly ash volumes, mix details and weather conditions.
- b. Additional lab testing as identified in section C.1.2.a is expected to be required if the soil to be dried changes engineering characteristics. Supplemental test reports from a certified testing laboratory are required when the fill soil changes.



#### **C.1.4 Acceptance**

The department will evaluate the Submittals for Approval with the requirements of these special provisions. Within 5 calendar days after receipt of the Submittals of Approval, WisDOT will notify the contractor of the acceptance of the submittal, or if additional information and/or changes are required. Any unacceptable part of the Submittals of Approval will require resubmission. The contractor must resubmit the Submittals of Approval for evaluation and review with the necessary changes or additional information provided. WisDOT will provide a written notice of acceptance or rejection of contractor's resubmitted Submittal for Approval within 5 calendar days after its receipt.

After WisDOT's acceptance of Submittal of Approval, no changes to the Submittal of Approval can be made without written consent of WisDOT.

All Information Submittals should be submitted to WisDOT. WisDOT can reject the submittals which do not provide adequate detail, as required herein. The contractor shall resubmit the rejected submittals within 7 days upon the receipt of WisDOT's rejection notice.

#### **C.2 General Soil Drying Requirement**

Notify WisDOT at least 24 hours in advance of the start of soil drying operations. Soil drying cannot be used on frozen soil or with frozen fly ash. Compaction must be started no later than 1 to 2 hours after the fly ash is mixed with the soil.

Soil drying treatment must be thoroughly mixed into each lift of wet soil using a rotary mixer to be sure that the fly ash is uniformly distributed and uniformly dries the soil to acceptable moisture content for compaction. Ensure that there are no gaps between each pass of the mixing operation in order to provide homogeneous mixing.

Soil drying can be performed in colder weather as long as the soil and fly ash are not frozen. If fill placement must occur during freezing conditions, soil drying can be used but any soil/fly ash mixture that freezes must be removed including materials that freeze overnight. The removal must extend to an unfrozen subgrade and the frozen material must be replaced with non-frozen soil or soil/fly ash.

#### **C.3 Cleanup**

Care must be exercised by the contractor to prevent fugitive dust containing fly ash while mixing and placing the ash. Minimize spilling and do not allow blowing of fly ash on areas that do not need to be dried. Remove or mix any spilled ash with soil to prevent ash from becoming air born. Properly dispose or all waste materials.

#### **D Measurement**

The department will measure Soil Drying Treatment per ton, acceptably completed, using truck weigh tickets.

#### **E Payment**

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

| ITEM NUMBER   | DESCRIPTION           | UNIT |
|---------------|-----------------------|------|
| SPV.0195.0001 | Soil Drying Treatment | TON  |

Payment for Soil Drying Treatment is full compensation for mobilization, providing, hauling and spreading the drying treatment, mixing drying treatment with wet soil for compaction, preparing submittals, soil testing, and maintaining daily records, including all necessary equipment, water and disposal of surplus materials.

Compaction of fill is paid for under other items and is not included in this item.

No additional payment will be provided for Soil Drying Treatment when used in previously placed embankment areas that have been removed as a result of frost or poor drainage.

### **113. Subgrade Strengthening Treatment, Item SPV.0195.0002.**

#### **A Description**

This work will consist of strengthening the prepared subgrade by mixing fly ash with the subgrade, adjusting moisture content as necessary, compacting the mixture, and curing the subgrade according to these specifications, as shown on the plans, or as directed by the engineer. Subgrade Strengthening Treatment will only be used to facilitate soil stabilization in cut subgrade sections after the approval and

authorization of the engineer. Subgrade Strengthening Treatment will be used in lieu of EBS items to stabilize subgrade areas greater than 1,000 SY.

## **B Materials**

**Fly Ash** - The contractor shall identify all sources of fly ash materials to be used for this work. The contractor shall prequalify each source of fly ash by obtaining a copy of the certified report of tests or analysis made by a qualified independent laboratory, recognized by the department. Certified reports of testing shall be less than 30 calendar days old and will be submitted to the engineer for approval 10 calendar days before using the fly ash. Fly ash shall be of the Class "C" designation containing a minimum of 25% CaO, and shall meet the chemical requirements of ASTM Specifications C-618, Section 3.3

Fly ash shall be stored and handled in closed weatherproof containers until immediately before distribution. Fly ash exposed to moisture prior to mixing with soils shall be discarded. If fly ash is furnished in trucks, each truck shall have the weight of fly ash certified on public scales or the contractor shall place a set of standard platform truck scales or hopper scales at a location approved by the engineer.

**Water** - Water used for mixing during the stabilization process shall comply with standard spec 501.2.4.

**Equipment** - The machine utilized to the blend and mix the fly ash into the subgrade shall be capable of reaching a depth of 12 inches in one pass and shall have a recycling or mixing drum. A water truck or spray bar attached to the mixing equipment shall have adequate volume control to maintain the moisture content of the mixed material within the specified range. A water truck shall be onsite during stabilization operations. A vibratory padfoot roller shall be used to achieve compaction of the mixed materials. Rubber tired rollers or smooth drum rollers will only be permitted for final finishing of the subgrade section.

All machinery, tools and equipment used shall be maintained in a satisfactory and workmanlike manner.

## **C Construction Methods**

### **C.1 Submittals**

#### **C.1.1 Subgrade Strengthening Mix:**

Prepare and submit a subgrade strengthening mix design at least 10 days prior to the beginning of stabilization activities. A mix design is required for each soil type and fly ash dosage rate. Resubmit the mix design for engineer approval if the mixes are modified during the course of work. Each mix design shall show include:

1. Type, source, and amount of fly ash
2. Material Safety Data Sheet (MSDS) for each fly ash source.
3. Source and amount of water, as required.
4. Representative samples of soil and fly ash materials. Provide one sample per soil type and fly ash source.
5. Atterberg Limits tests (ASTM D-4318 and AASHTO T -89 and T-90) for the untreated soil.
6. Standard Proctor tests (AASHTO T-99) on the soil and soil fly ash mixture.
7. Tests showing soil moisture loss with the proposed dosage rate.
8. Results of required tests.

#### **C.1.2 Subgrade Strengthening Work Plan:**

Prepare and submit a subgrade strengthening work plan at least 10 days prior to the beginning of stabilization activities. The work plan shall include:

1. Fly ash placement methods, mixing procedures and sequences for soil stabilization.
2. Method of transporting and distributing fly ash into the soil including rotary mixer equipment and materials.
3. Means for measuring fly ash. Use of truck tickets that specify net weight of fly ash in a truck is acceptable.
4. Proposed curing procedures and dosage rates.

### **C.1.3 General Requirements:**

**General:** The soil-fly ash mixture shall not be mixed while the atmospheric temperature is below 32°F or when conditions indicate that temperatures may fall below 32°F within 24 hours, when it is foggy or rain is imminent, or on frozen subgrade soils.

The contractor shall use necessary methods, procedures, and equipment to minimize fly ash dust during the operation. Fly ash shall not be mixed when the engineer determines conditions such that fly ash dust may be objectionable to adjacent property owners, violate air quality standards, or significantly reduce the amount of fly ash incorporated into the work.

The work shall be completed in a workmanlike manner as to produce a completed section of stabilized soil subgrade that contains a uniform mixture of fly ash and subgrade soil that has uniform density levels and moisture content. Moisture control shall be achieved through use of equipment capable of applying sufficient quantities of water to achieve the required moisture content for the soil-fly ash mixture. The system shall be capable of being regulated to the degree necessary as to maintain moisture contents within the recommended range during the mixing and curing operations.

**Subgrade Preparation:** Prior to placement of the fly ash, the area to be processed shall be shaped to the proper grade and cross section as shown on the plans and prepared according to standard spec 211. All vegetation, boulders, and objectionable material shall be removed from within the limits of modification.

**Application:** The fly ash shall be spread uniformly on the prepared subgrade within the limits of the Subgrade Strengthening Treatment. The fly ash shall be applied at a rate predetermined by the testing provided in the mix design and is subject to modification by the engineer. The subgrade shall be stabilized to a depth of 12 inches below final grade unless otherwise shown on the plans or as directed by the engineer.

The contractor shall remove and properly dispose of any fly ash placed outside of the stabilized area at no cost to the department.

**Mixing:** Mixing operations shall begin no later than 30 minutes after the beginning of the fly ash application unless otherwise directed by the engineer. The full depth of the treated subgrade shall be mixed with a rotary mixer until a homogenous, friable mixture of material free from lumps and clods is obtained. If the fly ash dosage rate fails to adequately stabilize the subgrade, additional fly ash may be added as directed by the engineer.

**Compaction:** Compaction shall begin immediately after mixing operations are completed. Compaction shall be completed within 2 hours following the incorporation of fly ash into the subgrade. During compaction, the subgrade surface shall be sprinkled with water as necessary to maintain moisture with the specified range.

The compacted mixture shall meet the quality control requirements for subgrade cut sections as defined in the article QMP Subgrade. Field moisture content shall have a lower control limit of 90 percent and an upper control limit of 105 percent of the optimum moisture as determined by AASHTO T99 or T272 for the 4-point running average.

**Curing:** The surface of the stabilized subgrade shall be finished with compaction equipment capable of removing ruts and irregularities. Construction traffic and placement of aggregate base on the stabilized section will not be permitted in the first 24 hours after compaction is completed. The surface of the stabilized section shall be protected against rapid drying and kept at optimum moisture for a period of not less than 72 hours following compaction.

Fly ash which has been damaged by hydration due to rain prior to or during the mixing operations, improper storage, or has been displaced by the contractor's equipment, or other traffic after application, shall be replaced at contractor cost. During cold weather, the stabilized section must be protected against freezing.

### **D Measurement**

The department will measure Subgrade Strengthening Treatment by the ton of material, furnished and acceptably incorporated into the project.

## E Payment

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

| ITEM NUMBER   | DESCRIPTION                      | UNIT |
|---------------|----------------------------------|------|
| SPV.0195.0002 | Subgrade Strengthening Treatment | TON  |

Payment for Subgrade Strengthening Treatment is full compensation for furnishing and delivering the subgrade strengthening treatment, all required testing, mixing of the subgrade strengthening treatment into the subgrade, removal of boulders, for adjusting subgrade moisture as necessary, for compacting the stabilized soil mixture, for trimming and shaping the stabilized mixture, for all necessary curing materials and operations, for protecting the stabilized area from freezing and for disposal of excess materials.

**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<br>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:

$$FA = \frac{CFI}{BFI} - 1 \times Q \times BFI$$

(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:

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#### 104.3 Contractor Notification

Replace the entire text with the following effective with the December 2019 letting:

##### 104.3.1 General

- (1) Subsection 104.3 specifies the step-by-step communication process to be followed to expedite the resolution of potential contract revisions identified by the contractor. Both contractor actions and department responses are outlined. The contractor's non-compliance with the requirements of 104.3 may constitute a waiver of entitlement to a pay adjustment under 109.4 or a time extension under 108.10. The department and contractor can mutually agree to extend any time frame specified throughout 104.3.

##### 104.3.2 Contractor Initial Oral Notification

- (1) If required by 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, the contractor must promptly provide oral notification to the project engineer. Upon notification, the project engineer will attempt to resolve the identified issue.

##### 104.3.3 Contractor 5-Day Written Statement

- (1) If the project engineer has not responded or resolved the identified issue within 5 business days after receipt of initial notification, provide a contractor written statement to the project engineer in the following format:

###### Part 1 - Executive Summary (label page 1.1 through page 1.x)

Include a detailed, factual statement of the request for additional compensation and contract time. Include the date the issue was identified, the date initial notification was given to the project engineer, and the dates and specific locations of work involved.

###### Part 2 - Contractor's Basis of Entitlement (label page 2.1 through page 2.x)

Include references to relevant contract provisions and a narrative summarizing how the contract provisions support the request for a revision to the original contract.

###### Part 3 - Contractor's Request for Damages (label page 3.1 through page 3.x)

When requesting additional compensation, include an itemized list of costs with a narrative supporting the requested amount and explaining how the costs are tied to the requested contract revision.

When requesting additional contract time, include a copy of the schedule that was in effect when the issue occurred and a detailed narrative explaining how the issue impacted controlling items of work. Provide a time impact analysis utilizing base and updated schedules.

If the full extent of either compensation or time is not known at the date of submittal of the contractor 5-Day written statement, provide a brief statement as to why, and include estimated compensation and time.

###### Part 4 - Supporting Documentation (label page 4.1 through page 4.x)

Include copies of the following:

- A. Relevant excerpts from specifications, special provisions, plans, change orders, or other contract documents.
  - B. Communication on the issue, including: letters, e-mails, meeting minutes, etc.
  - C. Any other documentation to support or clarify the contractor's position, including: daily work records, cost summary sheets, weigh tickets, test results, sketches, etc.
- (2) With the submittal of the written statement, the contractor may also request a meeting with the region.

##### 104.3.4 Region One-Day Written Acknowledgment

- (1) Within one business day after the contractor provides the 5-day written statement, the project engineer will provide a region one-day written acknowledgment to the contractor. The project engineer will continue to resolve the issue.

##### 104.3.5 Region 5-Day Written Response

- (1) Within 5 business days after receiving the contractor 5-day written statement, the project engineer may request specific additional information to allow the project engineer to decide whether item 1 or 2 of 104.3.6(1) applies. The project engineer will state the information needed and date it is to be



received for further review. Submit additional information as an amendment to the contractor 5-day written statement.

#### **104.3.6 Region Final Decision**

- (1) Within 10 business days after receiving the contractor 5-day written statement or additional information requested in 104.3.5(1), whichever comes last, the region will consider all information and provide a region final decision in writing to the contractor with one or more of the following responses:
    1. The region will confirm that the contractor is entitled to a contract revision and a contract change order is necessary as specified in 104.2. The project engineer will give direction concerning the potential change.
    2. The region will deny that the contractor is entitled to a contract revision. The project engineer will provide a statement as to why the issue is not a change to the contract. At a minimum, the project engineer will respond to the contractor's issues and refer to the contract to show why the issues are not a change from the original contract.
  - (2) If the contractor does not agree with the region's decision the contractor may pursue the issue as a claim as specified in 105.13. Alternatively, if the contractor and department mutually agree, the department will get a third-party advisory opinion according to the department's dispute resolution procedures.
  - (3) If a third party reviews the issue, their recommendation is not binding on either party. The region has 10 business days after receipt of the third party's written recommendation to render a decision. If the department fails to respond in writing within those 10 business days or the contractor disagrees with the region's decision, the contractor may pursue the issue as a claim as specified in 105.13.
- 

#### **104.6.1.2.1 General**

Replace paragraph one with the following effective with the December 2019 letting:

- (1) Conduct construction operations and provide facilities required to maintain the portion of the project open to the public in a condition that safely and adequately accommodates public traffic. Use barricades, signs, flaggers, and temporary barrier as specified in part VI, of the WMUTCD and ensure that the contractor's use of the right-of-way conforms to 107.9. Throughout the life of the contract, and as the engineer directs, conduct construction operations and provide facilities as follows:
    - Conduct flagging operations conforming to plan details and the department's flagging handbook.
    - Use drums, barricades, and temporary barrier to delineate and shield abrupt drop-offs and other hazards.
    - Furnish, erect, and maintain traffic control devices and facilities conforming to 643.
    - Furnish, erect, and maintain temporary pedestrian devices and facilities conforming to 644.
- 

#### **104.6.1.2.2 Flagging**

Replace paragraph three with the following effective with the December 2019 letting:

- (3) Provide associated advanced warning signs that meet the retroreflective requirements of 637.2.2.2. Provide temporary portable rumble strips from the department's APL installed according to manufacturer's instructions and as specified in the flagging plan details. Provide guidance service through the worksite using pilot vehicles if required.

Replace paragraph five with the following effective with the December 2019 letting:

- (5) Flagging is incidental to the contract and includes costs for advance signing, temporary portable rumble strips, and pilot vehicle guidance service.

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**104.8 Rights in the Use of Materials Found on the Project**

Replace paragraph two with the following effective with the December 2019 letting:

- (2) Do not excavate or remove material from within the right-of-way that is not within the vertical and horizontal excavation limits the plans show except as follows:
- If the contract does not identify potential source areas, obtain written authorization from the engineer to use those sources. Complete required environmental documentation and obtain necessary permits. The department will reduce pay by \$1.50 per cubic yard under the Material from Right-of-Way administrative item for material obtained from those areas.
  - If the contract identifies potential source areas that were evaluated and permitted in the original environmental document, do not begin excavating in those areas until the engineer allows in writing. Additional environmental documentation and environmental permits are not required. The department will not reduce pay for material obtained from those areas.

The department may suspend use of these sources if the contractor's operation affects the essential functions or characteristics of the project.

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**104.10.1 General**

Replace paragraph one with the following effective with the December 2019 letting:

- (1) Subsection 104.10 specifies a 2-step process for contractors to follow in submitting a cost reduction incentive (CRI) for modifying the contract in order to reduce direct construction costs computed at contract bid prices. The initial submittal is referred to as a CRI concept and the second submittal is a CRI proposal. The contractor and the department will equally share all savings generated to the contract due to a CRI as specified in 104.10.4.2(1). The department encourages the contractor to submit CRI concepts for the following situations:
1. The contractor generates the original cost savings idea and formulates it into a concept.
  2. The department generates the original cost savings idea and obtains the contractor's assistance to formulate the idea into a concept.

Replace paragraph five with the following effective with the December 2019 letting:

- (5) The department will consider a CRI that changes but does not impair the essential functions or characteristics of the project. These functions or characteristics include, but are not limited to, appearance, service life, economy of operations, ease of maintenance, design, and safety of structures and pavements, construction phasing or procedures, or other contract requirements. The department will not consider a CRI that changes the following:
- Permanent pavement type.
  - Permanent structural cross section above the subgrade.
- 

**104.10.2 Submittal and Review of a CRI Concept**

Replace paragraphs five and six with the following effective with the December 2019 letting:

- (5) The department may consider a CRI concept that addresses a potential change under 104.2.
- (6) The department will not implement a contractor-initiated CRI concept, or portion of that concept, without sharing the cost savings with the contractor as specified in 104.10.4.2.
- (7) The savings generated by the CRI must be sufficient to warrant its review and processing and offset the level of risk. The department will assess the risk of the CRI relative to departmental design policies and criteria for the project. The department may reject a CRI concept for the following reasons:
1. It requires excessive time or costs for the contractor to develop the CRI proposal.
  2. It requires excessive time or costs for review, evaluation, investigation, or implementation.
  3. It introduces an inappropriate level of risk.

**104.10.4.2 Payment for the CRI Work**

Replace paragraph one with the following effective with the December 2019 letting:

- (1) The department will pay for completed CRI work as specified for progress payments under 109.6. The department will pay for CRI's under the Cost Reduction Incentive administrative item. When all CRI costs are determined, the department will execute a contract change order that does the following:
  1. Adjusts the contract time, interim completion dates, or both.
  2. Pays the contractor for the unpaid balance of the CRI work.
  3. Pays the contractor 50 percent of the net savings resulting from the CRI, calculated as follows:

$$NS = CW - CRW - CC - DC$$

Where:

**NS** = Net Savings

**CW** = The cost of the work required by the original contract that is revised by the CRI. CW is computed at contract bid prices if applicable.

**CRW** = The cost of the revised work, computed at contract bid prices if applicable.

**CC** = The contractor's cost of developing the CRI proposal.

**DC** = The department's cost for investigating, evaluating, and implementing the CRI proposal.

**105.13 Claims Process for Unresolved Changes**

Replace the entire text with the following effective with the December 2019 letting:

**105.13.1 General**

- (1) Before submitting a claim, the department and contractor can mutually agree to have the department get a third-party advisory opinion as specified in 104.3.6.
- (2) The department and contractor can mutually agree to extend any time frame specified throughout 105.13 and can mutually agree to utilize an alternative dispute resolution method at any point before the department renders its final decision.
- (3) The department and contractor share costs related to referral to a dispute review board (DRB) as prescribed in the department's dispute resolution procedures.

**105.13.2 Notice of Claim**

- (1) If the contractor has followed the procedures for revising the contract specified in 104.2 and provided the notification specified in 104.3, but still disagrees with the region, the contractor may pursue the issue as a claim. File a notice of claim with the project engineer concerning the disagreement within 14 calendar days of receiving the region's decision under 104.3.6(1).
- (2) The project engineer may deny the applicable portion of a claim if the contractor does not do the following:
  1. File the notice of claim within 14 calendar days as specified in 105.13.2(1).
  2. Give the project engineer sufficient access to keep a record of the actual labor, materials, and equipment used to perform the claimed work.

- (3) Upon filing the notice of claim, maintain records as specified for force account statements in 109.4.5. Unless the project engineer issues a suspension, continue to perform the disputed work. The department will continue to make progress payments to the contractor as specified in 109.6.

**105.13.3 Submission of Claim**

- (1) Submit the claim to the project engineer as promptly as possible following the submission of the Notice of Claim, but not later than the end of the time allowed under 109.7 for the contractor to respond in writing to the engineer-issued semi-final estimate. If the contractor does not submit the claim within that response time, the department will deny the claim.
- (2) The department will not accept the submission of a claim until the resolution process in 104.3 has been completed and the contractor makes no further requests to submit updated information that may affect the region's final decision.

**105.13.4 Content of Claim**

- (1) The final contractor written statement under 104.3.3 is considered the content of the claim. If the contractor makes a request to submit updated information that may affect the region's final decision under 104.3.6, submit the updated information as an amendment to the contractor written statement and continue the resolution process in 104.3 before submitting a claim.
- (2) The department may refer the claimant of a false claim to the appropriate authority for criminal prosecution. Certify the claim using the following form:

The undersigned is duly authorized to certify this claim on behalf of (the contractor).

(The contractor) certifies that this claim is made in good faith, that the supporting data are accurate and complete to the best of (the contractor's) knowledge and belief, and that the amount requested accurately reflects the contract adjustment for which (the contractor) believes that the department is liable.

(THE CONTRACTOR)

By: \_\_\_\_\_  
(Name and Title)

Date of Execution: \_\_\_\_\_

**105.13.5 Department Final Decision**

- (1) The department will have up to 28 calendar days, from the contractor's submission of the claim, to perform a final review of the claim and conduct all meetings. The department may request, in writing, that the contractor submit additional information related to the claim. Submit that additional information, or notify the department in writing to base its decision on the information previously submitted. Either the contractor or region may request a meeting to present their views. Before the meeting, both parties will agree upon written ground rules for the meeting.
- (2) Upon completion of the 28 calendar days for the department's review and meetings, the department will have up to 21 calendar days to render a written decision. The department will consider written and oral submissions from the contractor and region, and may consider other relevant information in the project records.
- (3) The department will provide the following in its final decision:
  1. A concise description of the claim.
  2. A clear, contractual basis for its decision that includes a reference to 104.2 on revisions to the contract and as appropriate, specific reference to language regarding the bid items in question.
  3. Other facts the department relies on to support its decision.
  4. A concise statement of the circumstances surrounding the claim and reasons for its decision. If the department rejects the claim in whole or in part, the department will explain why the claimed work is not a change to the contract work.
  5. The amount of money or other relief, if any, the department will grant the contractor.
- (4) If the contractor disagrees with the department's final decision, the contractor may initiate a legal action pursuant to state statutes.

**106.3.4.2.2.2 Freeze-Thaw Soundness**

Replace paragraph one with the following effective with the December 2019 letting:

- (1) Perform freeze-thaw soundness testing according to AASHTO T103 as modified in CMM 8-60.2. Provide freeze/thaw soundness test results based on the fraction retained on the No. 4 sieve as follows:
  1. Using virgin crushed stone aggregates produced from limestone/dolomite sources in one or more of the following counties or from out of state:
 

|             |           |           |            |           |
|-------------|-----------|-----------|------------|-----------|
| Brown       | Columbia  | Crawford  | Dane       | Dodge     |
| Fond du Lac | Grant     | Green     | Green Lake | Iowa      |
| Jefferson   | Lafayette | Marinette | Oconto     | Outagamie |
| Rock        | Shawano   | Walworth  | Winnebago  |           |
  2. Using gravel aggregates produced from pit sources in one or more of the following counties or from out of state:
 

|       |            |          |
|-------|------------|----------|
| Dodge | Washington | Waukesha |
|-------|------------|----------|

**208.5 Payment**

Replace paragraph three with the following effective with the December 2019 letting:

- (3) The department will adjust pay for material obtained from within the project right-of-way limits but outside project excavation limits, furnished under 208.2.2, as specified in 104.8.

**301.2.3 Sampling and Testing**

Replace paragraph one with the following effective with the December 2019 letting:

- (1) Department and contractor testing shall conform to the following:

|                                                |                                    |
|------------------------------------------------|------------------------------------|
| Sampling <sup>[1]</sup> .....                  | AASHTO T2                          |
| Percent passing the 200 sieve .....            | AASHTO T11                         |
| Gradation <sup>[1]</sup> .....                 | AASHTO T27                         |
| Gradation of extracted aggregate .....         | AASHTO T30                         |
| Moisture content <sup>[1]</sup> .....          | AASHTO T255                        |
| Liquid limit .....                             | AASHTO T89                         |
| Plasticity index .....                         | AASHTO T90                         |
| Wear .....                                     | AASHTO T96                         |
| Sodium sulfate soundness (R-4, 5 cycles) ..... | AASHTO T104                        |
| Freeze/thaw soundness <sup>[1]</sup> .....     | AASHTO T103                        |
| Lightweight Pieces in Aggregate .....          | AASHTO T113                        |
| Fracture .....                                 | ASTM D5821 as modified in CMM 8-60 |
| Moisture/density <sup>[1]</sup> .....          | AASHTO T99 and AASHTO T180         |
| In-place density <sup>[1]</sup> .....          | AASHTO T191                        |
| Asphaltic material extraction .....            | CMM 8-36 WisDOT Test Method 1560   |

<sup>[1]</sup> As modified in CMM 8-60.

**301.2.4.5 Aggregate Base Physical Properties**

*Replace paragraph one with the following effective with the December 2019 letting:*

- (1) Furnish aggregates conforming to the following:

**TABLE 301-2 AGGREGATE BASE PHYSICAL PROPERTIES**

| PROPERTY                                                              | CRUSHED STONE      | CRUSHED GRAVEL     | CRUSHED CONCRETE    | RECLAIMED ASPHALT  | REPROCESSED MATERIAL | BLENDED MATERIAL         |
|-----------------------------------------------------------------------|--------------------|--------------------|---------------------|--------------------|----------------------|--------------------------|
| Gradation<br>AASHTO T27                                               |                    |                    |                     |                    |                      |                          |
| dense                                                                 | 305.2.2.1          | 305.2.2.1          | 305.2.2.1           | 305.2.2.2          | 305.2.2.1            | 305.2.2.1 <sup>[1]</sup> |
| open-graded                                                           | 310.2              | 310.2              | <u>not allowed</u>  | <u>not allowed</u> | <u>not allowed</u>   | <u>not allowed</u>       |
| Wear<br>AASHTO T96<br>loss by weight                                  | <=50%              | <=50%              | note <sup>[2]</sup> | —                  | note <sup>[2]</sup>  | note <sup>[3]</sup>      |
| Sodium sulfate soundness<br>AASHTO T104<br>loss by weight             |                    |                    |                     |                    |                      |                          |
| dense                                                                 | <=18%              | <=18%              | —                   | —                  | —                    | note <sup>[3]</sup>      |
| open-graded                                                           | <=12%              | <=12%              | <u>not allowed</u>  | <u>not allowed</u> | <u>not allowed</u>   | <u>not allowed</u>       |
| Freeze/thaw soundness<br>AASHTO T103 <sup>[6]</sup><br>loss by weight |                    |                    |                     |                    |                      |                          |
| dense                                                                 | <=18%              | <=18%              | note <sup>[2]</sup> | —                  | —                    | note <sup>[3]</sup>      |
| open-graded                                                           | <=18%              | <=18%              | <u>not allowed</u>  | <u>not allowed</u> | <u>not allowed</u>   | <u>not allowed</u>       |
| Liquid limit<br>AASHTO T89                                            | <=25               | <=25               | <=25                | —                  | —                    | note <sup>[3]</sup>      |
| Plasticity<br>AASHTO T90                                              | <=6 <sup>[4]</sup> | <=6 <sup>[4]</sup> | <=6 <sup>[4]</sup>  | —                  | —                    | note <sup>[3]</sup>      |
| Fracture<br>ASTM D5821 <sup>[6]</sup><br>min one face by count        |                    |                    |                     |                    |                      |                          |
| dense                                                                 | 58%                | 58%                | 58%                 | —                  | note <sup>[5]</sup>  | note <sup>[3]</sup>      |
| open-graded                                                           | 90%                | 90%                | <u>not allowed</u>  | <u>not allowed</u> | <u>not allowed</u>   | <u>not allowed</u>       |

<sup>[1]</sup> The final aggregate blend must conform to the specified gradation.

<sup>[2]</sup> No requirement for material taken from within the project limits. For material supplied from a source outside the project limits:

- LA wear maximum of 50 percent loss, by weight.
- Freeze thaw maximum of 42 percent loss, by weight.

<sup>[3]</sup> Required as specified for the individual component materials defined in columns 2 - 6 of the table before blending.

<sup>[4]</sup> For base placed between old and new pavements, use crushed stone, crushed gravel, or crushed concrete with a plasticity index of 3 or less.

<sup>[5]</sup> >=75 percent by count of non-asphalt coated particles.

<sup>[6]</sup> as modified in CMM 8-60.

**450.2.2 Aggregate Sampling and Testing**

Replace paragraph one with the following effective with the December 2019 letting:

- (1) The department and the contractor will sample and test according to the following methods, except as revised with the engineer's approval:
- |                                                                |             |
|----------------------------------------------------------------|-------------|
| Sampling aggregates .....                                      | AASHTO T2   |
| Material finer than No. 200 sieve .....                        | AASHTO T11  |
| Sieve analysis of aggregates .....                             | AASHTO T27  |
| Mechanical analysis of extracted aggregate .....               | AASHTO T30  |
| Sieve analysis of mineral filler .....                         | AASHTO T37  |
| Los Angeles abrasion of coarse aggregate .....                 | AASHTO T96  |
| Freeze-thaw soundness of coarse aggregate <sup>[1]</sup> ..... | AASHTO T103 |
| Sodium sulfate soundness of aggregates (R-4, 5 cycles) .....   | AASHTO T104 |
| Extraction of bitumen .....                                    | AASHTO T164 |

<sup>[1]</sup> As modified in CMM 8-60.2.

**450.3.2.6.3 Compaction Roller Pattern Determined by Growth Curve**

Add 450.3.2.6.3 as a new subsection effective with the December 2019 letting:

**450.3.2.6.3 Compaction Roller Pattern Determined by Growth Curve**

- (1) When specified in 460.3.3.1, compact asphaltic mixture using the roller pattern established during construction of a control strip. Use 2 or more rollers per paver if placing more than 165 tons per hour.
- (2) On the first day of production, construct a control strip under the direct observation of department personnel. After compacting the control strip with a minimum of 3 passes, mark the gauge outline and take a one-minute wet density measurement using a nuclear density gauge in back scatter mode at a single location. Take a density measurement at the same location after each subsequent pass. Continue compacting and testing until the increase in density is less than 1 pcf for 3 consecutive passes. Submit the final roller pattern to the engineer in writing. Once the roller pattern is established do not change the pattern or decrease the number, type, or weight of rollers without the engineer's written approval.
- (3) After establishing the roller pattern, and under the direct observation of the engineer, cut at least one 4-inch diameter or larger core from the control strip density gauge outline. Prepare cores and determine density according to AASHTO T166. Dry cores after testing. Fill core holes and obtain engineer approval before opening to traffic. The department will maintain custody of cores throughout the entire sampling and testing process. The department will label cores, transport cores to testing facilities, witness testing, store dried cores, and provide subsequent verification testing.

**450.3.2.8 Jointing**

Replace paragraph three with the following effective with the December 2019 letting:

- (3) Construct notched wedge longitudinal joints for mainline paving of HMA layers 1.75 inches or greater. Extend the wedge beyond the normal lane width as the plans show or as the engineer directs.

Replace paragraph five with the following effective with the December 2019 letting:

- (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 or vibratory plate compactor the same width as the wedge. Apply a tack coat to the wedge surface and both notches before placing the adjacent lane.
- (6) Clean longitudinal and transverse joints coated with dust and, if necessary, paint with hot asphaltic material, a cutback, or emulsified asphalt to ensure a tightly bonded, sealed joint.

**455.2.5 Tack Coat**

Replace paragraph one with the following effective with the December 2019 letting:

- (1) Under the Tack Coat bid item, furnish type SS-1h, CSS-1h, QS-1h, CQS-1h, or modified emulsified asphalt with an "h" suffix, unless the contract specifies otherwise.

**460.2.2.3 Aggregate Gradation Master Range**

*Replace paragraph one with the following effective with the December 2019 letting:*

- (1) Ensure that the aggregate blend, including recycled material and mineral filler, conforms to the gradation requirements in table 460-1. The values listed are design limits; production values may exceed those limits.

**TABLE 460-1 AGGREGATE GRADATION MASTER RANGE AND VMA REQUIREMENTS**

| SIEVE    | PERCENT PASSING DESIGNATED SIEVES |                    |                    |                         |                         |                    |                        |                       |
|----------|-----------------------------------|--------------------|--------------------|-------------------------|-------------------------|--------------------|------------------------|-----------------------|
|          | NOMINAL SIZE                      |                    |                    |                         |                         |                    |                        |                       |
|          | No. 1<br>(37.5 mm)                | No. 2<br>(25.0 mm) | No. 3<br>(19.0 mm) | No. 4<br>(12.5 mm)      | No. 5<br>(9.5 mm)       | No. 6<br>(4.75 mm) | SMA No. 4<br>(12.5 mm) | SMA No. 5<br>(9.5 mm) |
| 50.0-mm  | 100                               |                    |                    |                         |                         |                    |                        |                       |
| 37.5-mm  | 90 - 100                          | 100                |                    |                         |                         |                    |                        |                       |
| 25.0-mm  | 90 max                            | 90 - 100           | 100                |                         |                         |                    |                        |                       |
| 19.0-mm  | —                                 | 90 max             | 90 - 100           | 100                     |                         |                    | 100                    |                       |
| 12.5-mm  | —                                 | —                  | 90 max             | 90 - 100                | 100                     |                    | 90 - 97                | 100                   |
| 9.5-mm   | —                                 | —                  | —                  | 90 max                  | 90 - 100                | 100                | 58 - 80                | 90 - 100              |
| 4.75-mm  | —                                 | —                  | —                  | —                       | 90 max                  | 90 - 100           | 25 - 35                | 35 - 45               |
| 2.36-mm  | 15 - 41                           | 19 - 45            | 23 - 49            | 28 - 58                 | 32 - 67                 | 90 max             | 15 - 25                | 18 - 28               |
| 1.18-mm  | —                                 | —                  | —                  | —                       | —                       | 30 - 55            | —                      | —                     |
| 0.60-mm  | —                                 | —                  | —                  | —                       | —                       | —                  | 18 max                 | 18 max                |
| 0.075-mm | 0 - 6.0                           | 1.0 - 7.0          | 2.0 - 8.0          | 2.0 - 10.0              | 2.0 - 10.0              | 6.0 - 13.0         | 8.0 - 11.0             | 8.0 - 12.0            |
| % VMA    | 11.0 min                          | 12.0 min           | 13.0 min           | 14.0 min <sup>[1]</sup> | 15.0 min <sup>[2]</sup> | 16.0 - 17.5        | 16.0 min               | 17.0 min              |

<sup>[1]</sup> 14.5 for LT and MT mixes.

<sup>[2]</sup> 15.5 for LT and MT mixes.

**460.2.7 HMA Mixture Design**

*Replace paragraph one with the following effective with the December 2019 letting:*

- (1) For each HMA mixture type used under the contract, develop and submit an asphaltic mixture design according to CMM 8-66 and conforming to the requirements of table 460-1 and table 460-2. Ensure that SMA mixture designs adhere to AASHTO R 46 and AASHTO M 325 in addition to the required test procedures outlined in CMM 8-66 table 1 and CMM 8-66 table 2. Determine the specific gravity of fines or super fines used as a mineral filler or additional stabilizer in SMA designs according to AASHTO T 100. The values listed are design limits; production values may exceed those limits. The department will review mixture designs and report the results of that review to the designer according to CMM 8-66.



TABLE 460-2 MIXTURE REQUIREMENTS

| Mixture type                                                                               | LT                         | MT                             | HT                             | SMA               |
|--------------------------------------------------------------------------------------------|----------------------------|--------------------------------|--------------------------------|-------------------|
| LA Wear (AASHTO T96)                                                                       |                            |                                |                                |                   |
| 100 revolutions(max % loss)                                                                | 13                         | 13                             | 13                             | 13                |
| 500 revolutions(max % loss)                                                                | 50                         | 45                             | 45                             | 35                |
| Soundness (AASHTO T104)<br>(sodium sulfate, max % loss)                                    | 12                         | 12                             | 12                             | 12                |
| Freeze/Thaw<br>(AASHTO T103 as modified in CMM 8-60.2)<br>(specified counties, max % loss) | 18                         | 18                             | 18                             | 18                |
| Fractured Faces<br>(ASTM D5821 as modified in CMM 860)<br>(one face/2 face, % by count)    | 65/___                     | 75 / 60                        | 98 / 90                        | 100/90            |
| Flat & Elongated (ASTM D4791)<br>(max %, by weight)                                        | 5<br>(5:1 ratio)           | 5<br>(5:1 ratio)               | 5<br>(5:1 ratio)               | 20<br>(3:1 ratio) |
| Fine Aggregate Angularity<br>(AASHTO T304, method A, min)                                  | 40 <sup>[1]</sup>          | 43 <sup>[1]</sup>              | 45                             | 45                |
| Sand Equivalency (AASHTO T176, min)                                                        | 40                         | 40 <sup>[2]</sup>              | 45                             | 50                |
| Clay Lumps and Friable Particle in Aggregate<br>(AASHTO T112)                              | <= 1%                      | <= 1%                          | <= 1%                          | <= 1%             |
| Plasticity Index of Material Added to Mix Design as<br>Mineral Filler (AASHTO T89/90)      | <= 4                       | <= 4                           | <= 4                           | <= 4              |
| Gyratory Compaction                                                                        |                            |                                |                                |                   |
| Gyrations for Nini                                                                         | 6                          | 7                              | 8                              | 7                 |
| Gyrations for Ndes                                                                         | 40                         | 75                             | 100                            | 65                |
| Gyrations for Nmax                                                                         | 60                         | 115                            | 160                            | 100               |
| Air Voids, %Va<br>(%Gmm Ndes)                                                              | 4.0<br>(96.0)              | 4.0<br>(96.0)                  | 4.0<br>(96.0)                  | 4.5<br>(95.5)     |
| % Gmm Nini                                                                                 | <= 91.5 <sup>[3]</sup>     | <= 89.0 <sup>[3]</sup>         | <= 89.0                        | ___               |
| % Gmm Nmax                                                                                 | <= 98.0                    | <= 98.0                        | <= 98.0                        | <= 98.0           |
| Dust to Binder Ratio <sup>[4]</sup> (% passing 0.075/Pbe)                                  | 0.6 - 1.2 <sup>[5]</sup>   | 0.6 - 1.2 <sup>[5]</sup>       | 0.6 - 1.2 <sup>[5]</sup>       | 1.2 - 2.0         |
| Voids filled with Binder (VFB or VFA, %)                                                   | 68 - 80 <sup>[6] [8]</sup> | 65 - 75 <sup>[6] [7] [9]</sup> | 65 - 75 <sup>[6] [7] [9]</sup> | 70 - 80           |
| Tensile Strength Ratio (TSR) (AASHTO T283) <sup>[10] [11]</sup>                            |                            |                                |                                |                   |
| no antistripping additive                                                                  | 0.75 min                   | 0.75 min                       | 0.75 min                       | 0.80 min          |
| with antistripping additive                                                                | 0.80 min                   | 0.80 min                       | 0.80 min                       | 0.80 min          |
| Draindown (AASHTO T305) (%)                                                                | ___                        | ___                            | ___                            | <= 0.30           |
| Minimum Effective Asphalt Content, Pbe (%)                                                 | ___                        | ___                            | ___                            | 5.5               |

<sup>[1]</sup> For No 6 (4.75 mm) nominal maximum size mixes, the specified fine aggregate angularity is 43 for LT and 45 MT mixes.

<sup>[2]</sup> For No 6 (4.75 mm) nominal maximum size mixes, the specified sand equivalency is 43 for MT mixes.

<sup>[3]</sup> The percent maximum density at initial compaction is only a guideline.

<sup>[4]</sup> For a gradation that passes below the boundaries of the caution zone (ref. AASHTO M323), the dust to binder ratio limits are 0.6 - 1.6.

<sup>[5]</sup> For No 6 (4.75 mm) nominal maximum size mixes, the specified dust to binder ratio limits are 1.0 - 2.0 for LT mixes and 1.5 - 2.0 for MT and HT mixes.

<sup>[6]</sup> For No. 6 (4.75mm) nominal maximum size mixes, the specified VFB is 67 - 79 percent for LT mixes and 66 - 77 percent for MT and HT mixes.

<sup>[7]</sup> For No. 5 (9.5mm) and No. 4 (12.5 mm) nominal maximum size mixtures, the specified VFB range is 70 - 76 percent.

<sup>[8]</sup> For No. 2 (25.0mm) nominal maximum size mixes, the specified VFB lower limit is 67 percent.

<sup>[9]</sup> For No. 1 (37.5mm) nominal maximum size mixes, the specified VFB lower limit is 67 percent.

<sup>[10]</sup> WisDOT eliminates freeze-thaw conditioning cycles from the TSR test procedure.

<sup>[11]</sup> Run TSR at asphalt content corresponding to 3.0% air void regressed design, or 4.5% air void design for SMA, using distilled water for testing.

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#### **460.2.8.2.1.3.1 Contracts with 5000 Tons of Mixture or Greater**

*Replace paragraph four with the following effective with the December 2019 letting:*

- (4) Use the test methods identified below, or other methods the engineer approves, to perform the following tests at the frequency indicated:

Blended aggregate gradations:

Drum plants:

- Field extraction by ignition oven according to AASHTO T308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1. Gradation of resulting aggregate sample determined according to AASHTO T30.
- Belt samples, optional for virgin mixtures, obtained from stopped belt or from the belt discharge using an engineer-approved sampling device and performed according to AASHTO T11 and T27.

Batch plants:

- Field extraction by ignition oven according to AASHTO T308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1. Gradation of resulting aggregate sample determined according to AASHTO T30.

Asphalt content (AC) in percent:

AC by ignition oven according to AASHTO T308 (CMM 8-36.6.3.6), by chemical extraction according to AASHTO T-164 method A or B; or by automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1. Gradation of resulting aggregate sample determined according to AASHTO T30.

Bulk specific gravity of the compacted mixture according to AASHTO T166.

Maximum specific gravity according to AASHTO T209.

Air voids (Va) by calculation according to AASHTO T269.

VMA by calculation according to AASHTO R35.

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#### **460.2.8.2.1.4.2 Control Charts**

*Replace paragraph one with the following effective with the December 2019 letting:*

- (1) Maintain standardized control charts at the laboratory. Record contractor test results on the charts the same day as testing. Record data on the standardized control charts as follows:
- Blended aggregate gradation tests in percent passing. Of the following, plot sieves required in table 460-1: 37.5-mm, 25.0-mm, 19.0-mm, 12.5-mm, 9.5-mm, 4.75-mm, 2.36-mm, 1.18-mm, 0.60-mm, and 0.075-mm.
  - Asphalt material content in percent.
  - Air voids in percent.
  - VMA in percent.
- (2) Plot both the individual test point and the running average of the last 4 data points on each chart. Show QC data in black with the running average in red. Draw the warning limits with a dashed green line and the JMF limits with a dashed red line. The contractor may use computer generated black-and-white printouts with a legend that clearly identifies the specified color-coded components.

**460.2.8.2.1.5 Control Limits**

Replace paragraph one with the following effective with the December 2019 letting:

- (1) Conform to the following control limits for the JMF and warning limits based on a running average of the last 4 data points:

| ITEM                                | JMF LIMITS | WARNING LIMITS |
|-------------------------------------|------------|----------------|
| Percent passing given sieve:        |            |                |
| 37.5-mm                             | +/- 6.0    | +/- 4.5        |
| 25.0-mm                             | +/- 6.0    | +/- 4.5        |
| 19.0-mm                             | +/- 5.5    | +/- 4.0        |
| 12.5-mm                             | +/- 5.5    | +/- 4.0        |
| 9.5-mm                              | +/- 5.5    | +/- 4.0        |
| 4.75-mm                             | +/- 5.0    | +/- 4.0        |
| 2.36-mm                             | +/- 5.0    | +/- 4.0        |
| 1.18-mm                             | +/- 4.0    | +/- 3.0        |
| 0.60-mm                             | +/- 4.0    | +/- 3.0        |
| 0.075-mm                            | +/- 2.0    | +/- 1.5        |
| Asphaltic content in percent        | - 0.3      | - 0.2          |
| Air voids in percent <sup>[1]</sup> | +1.3/-1.0  | +1.0/-0.7      |
| VMA in percent <sup>[2]</sup>       | - 0.5      | - 0.2          |

<sup>[1]</sup> For SMA, JMF limits are +/-1.3 and warning limits are +/-1.0.

<sup>[2]</sup> VMA limits are based on requirements for each mix design nominal maximum aggregate size in table 460-1. For No. 6 (4.75mm) mixes, JMF limits are +/- 0.5 and warning limits are +/- 0.2.

**460.3.2 Thickness**

Replace paragraph one with the following effective with the December 2019 letting:

- (1) Provide the plan thickness for lower and upper layers limited as follows:

| NOMINAL<br>SIZE                | MINIMUM<br>LAYER<br>THICKNESS<br>(in inches) | MAX LOWER<br>LAYER<br>THICKNESS<br>(in inches) | MAX UPPER<br>LAYER<br>THICKNESS<br>(in inches) | MAX SINGLE<br>LAYER<br>THICKNESS <sup>[3]</sup><br>(in inches) |
|--------------------------------|----------------------------------------------|------------------------------------------------|------------------------------------------------|----------------------------------------------------------------|
| No. 1 (37.5 mm)                | 4.5                                          | 6                                              | 4.5                                            | 6                                                              |
| No. 2 (25.0 mm)                | 3.0                                          | 5                                              | 4                                              | 6                                                              |
| No. 3 (19.0 mm)                | 2.25                                         | 4                                              | 3                                              | 5                                                              |
| No. 4 (12.5 mm) <sup>[1]</sup> | 1.75                                         | 3 <sup>[2]</sup>                               | 2.5                                            | 4                                                              |
| No. 5 (9.5 mm) <sup>[1]</sup>  | 1.25                                         | 3 <sup>[2]</sup>                               | 2                                              | 3                                                              |
| No. 6 (4.75 mm)                | 0.75                                         | 1.25                                           | 1.25                                           | 1.25                                                           |

<sup>[1]</sup> SMA mixtures use nominal size No. 4 (12.5 mm) or No. 5 (9.5 mm).

<sup>[2]</sup> SMA mixtures with nominal sizes of No. 4 (12.5 mm) and No. 5 (9.5 mm) have no maximum lower layer thickness specified.

<sup>[3]</sup> For use on cross-overs and shoulders.

- (2) Place leveling layers using No. 4 (12.5 mm), No. 5 (9.5 mm), or No. 6 (4.75 mm) mixtures. Leveling layers may be thinner than the minimum lower layer thickness for the mixture used.
- (3) Place wedging layers as the contract specifies or engineer directs. Wedging layers have no specified minimum or maximum thickness.

**460.3.3.1 Minimum Required Density**

Replace paragraph one with the following effective with the December 2019 letting:

- (1) Compact No. 6 mixtures in lower layers as specified in 450.3.2.6.2 and in upper layers as specified in 450.3.2.6.3. For other HMA mixtures, compact all layers to the density table 460-3 specifies.

**TABLE 460-3 MINIMUM REQUIRED DENSITY<sup>[1]</sup>**

| LOCATION                     | LAYER | PERCENT OF TARGET MAXIMUM DENSITY |                     |                    |
|------------------------------|-------|-----------------------------------|---------------------|--------------------|
|                              |       | MIXTURE TYPE                      |                     |                    |
|                              |       | LT and MT                         | HT                  | SMA <sup>[5]</sup> |
| TRAFFIC LANES <sup>[2]</sup> | LOWER | 93.0 <sup>[3]</sup>               | 93.0 <sup>[4]</sup> | —                  |
|                              | UPPER | 93.0                              | 93.0                | 93.0               |
| SHOULDERS & APPURTENANCES    | LOWER | 91.0                              | 91.0                | —                  |
|                              | UPPER | 92.0                              | 92.0                | 92.0               |

<sup>[1]</sup> The table values are for average lot density. If any individual density test result falls more than 3.0 percent below the minimum required target maximum density, the engineer will investigate the acceptability of that material according to CMM 8-15.11.

<sup>[2]</sup> Includes side roads, crossovers, turn lanes, ramps, parking lanes, bike lanes, and park-and-ride lots as defined by the contract plans.

<sup>[3]</sup> Minimum reduced by 2.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

<sup>[4]</sup> Minimum reduced by 1.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

**460.3.3.2 Pavement Density Determination**

Replace paragraph three with the following effective with the December 2019 letting:

- (3) A lot is defined in CMM 8-15 and placed within a single layer for each location and target maximum density category indicated in table 460-3. The lot density is the average of all samples taken for that lot. The department determines the number of tests per lot according to CMM 8-15.

**460.5.2.1 General**

Replace paragraph six with the following effective with the December 2019 letting:

- (6) If during a QV dispute resolution investigation the department discovers unacceptable mixture defined by one or more of the following:
- Va less than 2.5 or greater than 6.5 percent for SMA, or for other mixes, less than 1.5 or greater than 5.0 percent.
  - VMA more than 1.0 percent below the minimum or above the maximum specified 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.

**501.2.5.5 Sampling and Testing**

*Replace paragraph one with the following effective with the December 2019 letting:*

- (1) Sample and test aggregates for concrete according to the following:

|                                                                                         |             |
|-----------------------------------------------------------------------------------------|-------------|
| Sampling aggregates <sup>[1]</sup> .....                                                | AASHTO T2   |
| Lightweight pieces in aggregate .....                                                   | AASHTO T113 |
| Material finer than No. 200 sieve <sup>[1]</sup> .....                                  | AASHTO T11  |
| Unit weight of aggregate .....                                                          | AASHTO T19  |
| Organic impurities in sands .....                                                       | AASHTO T21  |
| Sieve analysis of aggregates .....                                                      | AASHTO T27  |
| Effect of organic impurities in fine aggregate .....                                    | AASHTO T71  |
| Los Angeles abrasion of coarse aggregate .....                                          | AASHTO T96  |
| Alkali Silica Reactivity of Aggregates .....                                            | ASTM C1260  |
| Alkali Silica Reactivity of Combinations of Cementitious Materials and Aggregates ..... | ASTM C1567  |
| Freeze-thaw soundness of coarse aggregate <sup>[1]</sup> .....                          | AASHTO T103 |
| Sodium sulfate soundness of coarse aggregates (R-4, 5 cycles) .....                     | AASHTO T104 |
| Specific gravity and absorption of fine aggregate .....                                 | AASHTO T84  |
| Specific gravity and absorption of coarse aggregate <sup>[1]</sup> .....                | AASHTO T85  |
| Flat & elongated pieces based on a 3:1 ratio <sup>[1]</sup> .....                       | ASTM D4791  |
| Sampling fresh concrete .....                                                           | AASHTO R60  |
| Making and curing concrete compressive strength test specimens .....                    | AASHTO T23  |
| Compressive strength of molded concrete cylinders .....                                 | AASHTO T22  |

<sup>[1]</sup> As modified in CMM 8-60.

**505.2.2 Bar Steel Reinforcement**

*Replace paragraph one with the following effective with the December 2019 letting:*

- (1) Conform to AASHTO M31, type S or type W.

**505.2.3 High-Strength Bar Steel Reinforcement**

*Replace paragraph one with the following effective with the December 2019 letting:*

- (1) Conform to AASHTO M31, grade 60, type S or type W.

**505.2.4.1 General**

*Replace paragraph one with the following effective with the December 2019 letting:*

- (1) Conform to AASHTO M31, grade 60, type S or type W. Ensure that the coating is applied in a CRSI certified epoxy coating plant. Bend bars that require bending before coating, unless the fabricator can bend the bar without damaging the coating.

**505.2.6.1 General**

*Replace paragraph one with the following effective with the December 2019 letting:*

- (1) For dowel bars and straight tie bars, there is no requirement for bend tests. Ensure that the bars are the specified diameter and length the plans show.

**505.2.6.2.2 Solid Dowel Bars**

*Replace paragraph one with the following effective with the December 2019 letting:*

- (1) Furnish coated bars conforming to AASHTO M31 grade 40 or 60. Alternatively the contractor may furnish dowel bars conforming to AASHTO M227 grade 70-80. Coat in a plant certified by the Concrete Reinforcing Steel Institute with a thermosetting epoxy conforming to AASHTO M254, type B.

**625.3.2 Processing Topsoil or Salvaged Topsoil**

*Delete paragraph four effective with the December 2019 letting.*

**701.3.1 General**

*Replace the entire text with the following effective with the December 2019 letting:*

- (1) Perform contract required QC tests for samples randomly located according to CMM 8-30. Use the test methods specified in table 701-1.

**TABLE 701-1 TESTING AND CERTIFICATION STANDARDS**

| TEST                                 | TEST STANDARD               | MINIMUM REQUIRED CERTIFICATION<br>(any one of the certifications listed for each test)                                                                                                                                                                                                                                          |
|--------------------------------------|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Random Sampling                      | CMM 8-30.9.2                | Transportation Materials Sampling Technician (TMS)<br>Aggregate Technician I (AGGTEC-I)<br>AGGTEC-I Assistant Certified Technician (ACT-AGG)<br>PCC Technician I (PCCTEC-I)<br>PCCTEC-I Assistant Certified Technician (ACT-PCC)<br>Grading Technician I (GRADINGTEC-I)<br>Grading Assistant Certified Technician (ACT-GRADING) |
| Sampling Aggregates                  | AASHTO T2 <sup>[1][4]</sup> | TMS, AGGTEC-1, ACT-AGG                                                                                                                                                                                                                                                                                                          |
| Percent passing the No. 200 sieve    | AASHTO T11 <sup>[1]</sup>   | AGGTEC-I, ACT-AGG                                                                                                                                                                                                                                                                                                               |
| Fine and coarse aggregate gradation  | AASHTO T27 <sup>[1]</sup>   |                                                                                                                                                                                                                                                                                                                                 |
| Aggregate moisture content           | AASHTO T255 <sup>[1]</sup>  |                                                                                                                                                                                                                                                                                                                                 |
| Fractured faces                      | ASTM D5821 <sup>[1]</sup>   |                                                                                                                                                                                                                                                                                                                                 |
| Liquid limit                         | AASHTO T89                  | Aggregate Testing for Transportation Systems (ATTS)<br>GRADINGTEC-I, or ACT-GRADING                                                                                                                                                                                                                                             |
| Plasticity index                     | AASHTO T90 <sup>[3]</sup>   |                                                                                                                                                                                                                                                                                                                                 |
| Sampling freshly mixed concrete      | AASHTO R60                  | PCCTEC-1<br>ACT-PCC                                                                                                                                                                                                                                                                                                             |
| Air content of fresh concrete        | AASHTO T152 <sup>[2]</sup>  |                                                                                                                                                                                                                                                                                                                                 |
| Air void system of fresh concrete    | AASHTO TP118 <sup>[5]</sup> |                                                                                                                                                                                                                                                                                                                                 |
| Concrete slump                       | AASHTO T119 <sup>[2]</sup>  |                                                                                                                                                                                                                                                                                                                                 |
| Concrete temperature                 | ASTM C1064                  |                                                                                                                                                                                                                                                                                                                                 |
| Making and curing concrete cylinders | AASHTO T23                  |                                                                                                                                                                                                                                                                                                                                 |
| Moist curing for concrete cylinders  | AASHTO M201                 |                                                                                                                                                                                                                                                                                                                                 |
| Concrete compressive strength        | AASHTO T22                  | Concrete Strength Tester (CST)<br>CST Assistant Certified Technician (ACT-CST)                                                                                                                                                                                                                                                  |
| Concrete flexural strength           | AASHTO T97                  |                                                                                                                                                                                                                                                                                                                                 |
| Profiling                            | —                           | PROFILER                                                                                                                                                                                                                                                                                                                        |

<sup>[1]</sup> As modified in CMM 8-60.

<sup>[2]</sup> As modified in CMM 8-70.

<sup>[3]</sup> A plasticity check, if required under individual QMP provisions, may be performed by an AGGTEC-I in addition to the certifications listed for liquid limit and plasticity index tests.

<sup>[4]</sup> Plant personnel may operate equipment to obtain samples under the direct observation of a TMS or higher.

<sup>[5]</sup> Consolidate tests by rodding only.

**715.2.1 General**

*Replace paragraph five with the following effective with the December 2019 letting:*

- (5) For new lab-qualified mixes, test the air void system of the proposed concrete mix. Include the SAM number as a part of the mix design submittal.

---

**715.3.1.1 General**

Replace paragraph two with the following effective with the December 2019 letting:

- (2) Test the air void system at least once per lot and enter the SAM number in the MRS for information only. SAM testing is not required for the following:
- For lots with less than 4 sublots.
  - High early strength (HES) concrete.
  - Special high early strength (SHES) concrete.
  - Concrete placed under the following bid items:
    - Concrete Pavement Approach Slab
    - Concrete Masonry Culverts
    - Concrete Masonry Retaining Walls
    - Steel Grid Floor Concrete Filled
    - Crash Cushions Permanent
    - Crash Cushions Permanent Low Maintenance
    - Crash Cushions Temporary
- 

**730.3.1 General**

Replace paragraph three with the following effective with the December 2019 letting:

- (3) Stockpile tests<sup>[1]</sup> can be used for multiple projects. If placement on a project does not begin within 120 calendar days after the date the stockpile sample was obtained, retest the stockpile before placement begins.

<sup>[1]</sup> Replace the stockpile test with an in-place production test for concrete pavement recycled and processed on-site; test on the first day of production.

---

**730.3.2 Contractor QC Testing**

Replace paragraph four with the following effective with the December 2019 letting:

- (4) Submit test results to the engineer within one business day of obtaining the sample, except any aggregate classification with recycled asphalt may be submitted within two business days.
- 

**730.3.4.1 Contractor QC Testing**

Replace the entire text with the following effective with the December 2019 letting:

- (1) For small quantity contracts with  $\leq 500$  tons, submit 2 production tests or 1 stockpile test. Production tests are valid for 3 years from the date the production sample was obtained. Begin placement within 3 years of the date sampled.
- (2) For small quantity contracts with  $\leq 6000$  tons and  $\geq 500$  tons, do the following:
1. Conduct one QC stockpile test before placement.
  2. Submit 2 production tests or conduct 1 loadout test instead of placement tests. Production tests are valid for 3 years from the date the production sample was obtained; the first day of placement must be within 3 years of the date sampled.
  3. If the actual quantity placed is more than 6000 tons, on the next day of placement perform one additional random QC test for each 3000 tons of overrun, or fraction thereof.
- 

**740.3.2 Contractor QC Testing**

Replace paragraph three with the following effective with the December 2019 letting:

- (3) Field-locate the beginning and ending points for each profile run. Measure the profiles of each standard and partial segment. Define primary segments starting at a project terminus and running contiguously along the mainline to the other project terminus. Define segments one wheel path wide and distinguished by length as follows:
1. Standard segments are 500 feet long.
  2. Partial segments are less than 500 feet long.

---

**Errata**

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**614.3.6 Thrie Beam Structure Approach Retro Fits**

Correct errata by deleting the galvanization reference already required under 614.3.1.

- (2) Install posts and drill holes into existing thrie beam conforming to 614.3.2.

---

**628.3.7 Mobilizations for Erosion Control**

Correct errata by clarifying that mobilizations for erosion control include proceeding with the work.

- (1) Move personnel, equipment, and materials to the project site and promptly proceed with construction of erosion control items at the stages the contract indicates or the engineer directs.



**ADDITIONAL SPECIAL PROVISION 7**

- A. Reporting 1<sup>st</sup> 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](mailto: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>

## **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](mailto: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 Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                   | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------|--------------------------------|------------|------------|
| 0002                 | 201.0105<br>Clearing                                  | 21.000<br>STA                  | _____.     | _____.     |
| 0004                 | 201.0120<br>Clearing                                  | 208.000<br>ID                  | _____.     | _____.     |
| 0006                 | 201.0205<br>Grubbing                                  | 21.000<br>STA                  | _____.     | _____.     |
| 0008                 | 201.0220<br>Grubbing                                  | 208.000<br>ID                  | _____.     | _____.     |
| 0010                 | 203.0100<br>Removing Small Pipe Culverts              | 20.000<br>EACH                 | _____.     | _____.     |
| 0012                 | 204.0100<br>Removing Pavement                         | 60,830.000<br>SY               | _____.     | _____.     |
| 0014                 | 204.0125<br>Removing Asphaltic Surface Milling        | 16,148.000<br>TON              | _____.     | _____.     |
| 0016                 | 204.0150<br>Removing Curb & Gutter                    | 6,600.000<br>LF                | _____.     | _____.     |
| 0018                 | 204.0155<br>Removing Concrete Sidewalk                | 307.000<br>SY                  | _____.     | _____.     |
| 0020                 | 204.0157<br>Removing Concrete Barrier                 | 44.000<br>LF                   | _____.     | _____.     |
| 0022                 | 204.0165<br>Removing Guardrail                        | 196.000<br>LF                  | _____.     | _____.     |
| 0024                 | 204.0190<br>Removing Surface Drains                   | 4.000<br>EACH                  | _____.     | _____.     |
| 0026                 | 204.0195<br>Removing Concrete Bases                   | 48.000<br>EACH                 | _____.     | _____.     |
| 0028                 | 204.0210<br>Removing Manholes                         | 5.000<br>EACH                  | _____.     | _____.     |
| 0030                 | 204.0220<br>Removing Inlets                           | 59.000<br>EACH                 | _____.     | _____.     |
| 0032                 | 204.0245<br>Removing Storm Sewer (size) 0004. 12-Inch | 1,092.000<br>LF                | _____.     | _____.     |



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Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                       | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0034                 | 204.0245<br>Removing Storm Sewer (size) 0006. 15-Inch                                     | 898.000<br>LF                  | _____.     | _____.     |
| 0036                 | 204.0245<br>Removing Storm Sewer (size) 0008. 18-Inch                                     | 1,646.000<br>LF                | _____.     | _____.     |
| 0038                 | 204.0245<br>Removing Storm Sewer (size) 0010. 24-Inch                                     | 683.000<br>LF                  | _____.     | _____.     |
| 0040                 | 204.0245<br>Removing Storm Sewer (size) 0012. 30-Inch                                     | 368.000<br>LF                  | _____.     | _____.     |
| 0042                 | 204.0245<br>Removing Storm Sewer (size) 0016. 36-Inch                                     | 347.000<br>LF                  | _____.     | _____.     |
| 0044                 | 204.0270<br>Abandoning Culvert Pipes                                                      | 1.000<br>EACH                  | _____.     | _____.     |
| 0046                 | 204.0275<br>Closing Culvert Pipes                                                         | 1.000<br>EACH                  | _____.     | _____.     |
| 0048                 | 204.9060.S<br>Removing (item description) 2010. Vault                                     | 1.000<br>EACH                  | _____.     | _____.     |
| 0050                 | 204.9060.S<br>Removing (item description) 2011. Electrical Service Meter Breaker Pedestal | 1.000<br>EACH                  | _____.     | _____.     |
| 0052                 | 204.9060.S<br>Removing (item description) 2012. On-Ramp Closure Gate                      | 5.000<br>EACH                  | _____.     | _____.     |
| 0054                 | 204.9105.S<br>Removing (item description) 3001. Traffic Signals STH 20 & W Frontage Rd    | LS                             | LUMP SUM   | _____.     |
| 0056                 | 204.9105.S<br>Removing (item description) 3002. Traffic Signals IH-94 Ramps & STH 20      | LS                             | LUMP SUM   | _____.     |
| 0058                 | 204.9105.S<br>Removing (item description) 3003. Traffic Signals STH 20 & E Frontage Rd    | LS                             | LUMP SUM   | _____.     |





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Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                       | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0060                 | 204.9105.S<br>Removing (item description) 3004. Traffic Signals STH 20 & CTH H/Renaissance                | LS                             | LUMP SUM   | _____.     |
| 0062                 | 204.9105.S<br>Removing (item description) 3005. Loop Detector Wire & Lead-In Cable STH 20 & W Frontage Rd | LS                             | LUMP SUM   | _____.     |
| 0064                 | 204.9105.S<br>Removing (item description) 3006. Loop Detector Wire & Lead-In Cable IH-94 Ramps & STH 20   | LS                             | LUMP SUM   | _____.     |
| 0066                 | 204.9105.S<br>Removing (item description) 3007. Loop Detector Wire & Lead-In Cable STH 20 & E Frontage Rd | LS                             | LUMP SUM   | _____.     |
| 0068                 | 204.9180.S<br>Removing (item description) 0001. Concrete Channel                                          | 187.000<br>SY                  | _____.     | _____.     |
| 0070                 | 205.0100<br>Excavation Common                                                                             | 135,980.000<br>CY              | _____.     | _____.     |
| 0072                 | 205.0501.S<br>Excavation, Hauling, and Disposal of Petroleum Contaminated Soil                            | 7,072.000<br>TON               | _____.     | _____.     |
| 0074                 | 213.0100<br>Finishing Roadway (project) 0001. 1033-02-71                                                  | 1.000<br>EACH                  | _____.     | _____.     |
| 0076                 | 213.0100<br>Finishing Roadway (project) 0002. 1033-02-76                                                  | 1.000<br>EACH                  | _____.     | _____.     |
| 0078                 | 305.0115<br>Base Aggregate Dense 3/4-Inch                                                                 | 460.000<br>CY                  | _____.     | _____.     |
| 0080                 | 305.0125<br>Base Aggregate Dense 1 1/4-Inch                                                               | 31,245.000<br>CY               | _____.     | _____.     |
| 0082                 | 312.0115<br>Select Crushed Material                                                                       | 57,874.000<br>CY               | _____.     | _____.     |
| 0084                 | 415.0095<br>Concrete Pavement 9 1/2-Inch                                                                  | 17,498.000<br>SY               | _____.     | _____.     |
| 0086                 | 415.0105<br>Concrete Pavement 10 1/2-Inch                                                                 | 9,846.000<br>SY                | _____.     | _____.     |



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SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                           | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-----------------------------------------------|--------------------------------|------------|------------|
| 0088                 | 415.0115<br>Concrete Pavement 11 1/2-Inch     | 76,005.000<br>SY               | _____.     | _____.     |
| 0090                 | 415.0120<br>Concrete Pavement 12-Inch         | 94.000<br>SY                   | _____.     | _____.     |
| 0092                 | 415.0210<br>Concrete Pavement Gaps            | 18.000<br>EACH                 | _____.     | _____.     |
| 0094                 | 415.1095<br>Concrete Pavement HES 9 1/2-Inch  | 1,950.000<br>SY                | _____.     | _____.     |
| 0096                 | 415.1105<br>Concrete Pavement HES 10 1/2-Inch | 1,098.000<br>SY                | _____.     | _____.     |
| 0098                 | 415.1115<br>Concrete Pavement HES 11 1/2-Inch | 7,156.000<br>SY                | _____.     | _____.     |
| 0100                 | 415.5110.S<br>Concrete Pavement Joint Layout  | 1.000<br>LS                    | _____.     | _____.     |
| 0102                 | 416.0260<br>Concrete Driveway HES 6-Inch      | 65.000<br>SY                   | _____.     | _____.     |
| 0104                 | 416.0290<br>Concrete Driveway HES 9-Inch      | 209.000<br>SY                  | _____.     | _____.     |
| 0106                 | 416.0610<br>Drilled Tie Bars                  | 462.000<br>EACH                | _____.     | _____.     |
| 0108                 | 416.0620<br>Drilled Dowel Bars                | 206.000<br>EACH                | _____.     | _____.     |
| 0110                 | 416.1010<br>Concrete Surface Drains           | 11.000<br>CY                   | _____.     | _____.     |
| 0112                 | 450.4000<br>HMA Cold Weather Paving           | 1,687.000<br>TON               | _____.     | _____.     |
| 0114                 | 455.0605<br>Tack Coat                         | 3,139.000<br>GAL               | _____.     | _____.     |
| 0116                 | 460.2000<br>Incentive Density HMA Pavement    | 1,570.000<br>DOL               | 1.00000    | 1,570.00   |
| 0118                 | 460.6223<br>HMA Pavement 3 MT 58-28 S         | 537.000<br>TON                 | _____.     | _____.     |
| 0120                 | 460.6224<br>HMA Pavement 4 MT 58-28 S         | 196.000<br>TON                 | _____.     | _____.     |



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Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                     | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0122                 | 460.6424<br>HMA Pavement 4 MT 58-28 H                                   | 1,687.000<br>TON               | _____.     | _____.     |
| 0124                 | 465.0105<br>Asphaltic Surface                                           | 48.000<br>TON                  | _____.     | _____.     |
| 0126                 | 465.0120<br>Asphaltic Surface Driveways and Field Entrances             | 361.000<br>TON                 | _____.     | _____.     |
| 0128                 | 465.0125<br>Asphaltic Surface Temporary                                 | 9,133.000<br>TON               | _____.     | _____.     |
| 0130                 | 495.1000.S<br>Cold patch                                                | 10.000<br>TON                  | _____.     | _____.     |
| 0132                 | 520.1012<br>Apron Endwalls for Culvert Pipe 12-Inch                     | 2.000<br>EACH                  | _____.     | _____.     |
| 0134                 | 520.1036<br>Apron Endwalls for Culvert Pipe 36-Inch                     | 4.000<br>EACH                  | _____.     | _____.     |
| 0136                 | 520.2012<br>Culvert Pipe Temporary 12-Inch                              | 277.000<br>LF                  | _____.     | _____.     |
| 0138                 | 520.3336<br>Culvert Pipe Class III-A 36-Inch                            | 163.000<br>LF                  | _____.     | _____.     |
| 0140                 | 521.1018<br>Apron Endwalls for Culvert Pipe Steel 18-Inch               | 4.000<br>EACH                  | _____.     | _____.     |
| 0142                 | 521.3118<br>Culvert Pipe Corrugated Steel 18-Inch                       | 99.000<br>LF                   | _____.     | _____.     |
| 0144                 | 522.1018<br>Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch | 4.000<br>EACH                  | _____.     | _____.     |
| 0146                 | 522.1024<br>Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch | 4.000<br>EACH                  | _____.     | _____.     |
| 0148                 | 522.1030<br>Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch | 3.000<br>EACH                  | _____.     | _____.     |
| 0150                 | 522.1036<br>Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch | 1.000<br>EACH                  | _____.     | _____.     |



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SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                              | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|--------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0152                 | 522.1042<br>Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch                          | 2.000<br>EACH                  | _____.     | _____.     |
| 0154                 | 522.2624<br>Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch | 2.000<br>EACH                  | _____.     | _____.     |
| 0156                 | 522.2629<br>Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch | 1.000<br>EACH                  | _____.     | _____.     |
| 0158                 | 522.2638<br>Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 38x60-Inch | 1.000<br>EACH                  | _____.     | _____.     |
| 0160                 | 601.0405<br>Concrete Curb & Gutter 18-Inch Type A                                                | 112.000<br>LF                  | _____.     | _____.     |
| 0162                 | 601.0407<br>Concrete Curb & Gutter 18-Inch Type D                                                | 123.000<br>LF                  | _____.     | _____.     |
| 0164                 | 601.0411<br>Concrete Curb & Gutter 30-Inch Type D                                                | 219.000<br>LF                  | _____.     | _____.     |
| 0166                 | 601.0551<br>Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A                                  | 928.000<br>LF                  | _____.     | _____.     |
| 0168                 | 601.0555<br>Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A                                  | 26,193.000<br>LF               | _____.     | _____.     |
| 0170                 | 601.0557<br>Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D                                  | 170.000<br>LF                  | _____.     | _____.     |
| 0172                 | 602.0410<br>Concrete Sidewalk 5-Inch                                                             | 27,148.000<br>SF               | _____.     | _____.     |
| 0174                 | 602.0505<br>Curb Ramp Detectable Warning Field Yellow                                            | 90.000<br>SF                   | _____.     | _____.     |
| 0176                 | 602.0605<br>Curb Ramp Detectable Warning Field Radial Yellow                                     | 60.000<br>SF                   | _____.     | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                            | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0178                 | 603.1142<br>Concrete Barrier Type S42                                                          | 1,068.000<br>LF                | _____.     | _____.     |
| 0180                 | 603.8000<br>Concrete Barrier Temporary Precast Delivered                                       | 700.000<br>LF                  | _____.     | _____.     |
| 0182                 | 603.8125<br>Concrete Barrier Temporary Precast Installed                                       | 700.000<br>LF                  | _____.     | _____.     |
| 0184                 | 606.0200<br>Riprap Medium                                                                      | 582.000<br>CY                  | _____.     | _____.     |
| 0186                 | 608.0418<br>Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch                              | 1,807.000<br>LF                | _____.     | _____.     |
| 0188                 | 608.0424<br>Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch                              | 4,834.000<br>LF                | _____.     | _____.     |
| 0190                 | 608.0430<br>Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch                              | 2,434.000<br>LF                | _____.     | _____.     |
| 0192                 | 608.0436<br>Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch                              | 32.000<br>LF                   | _____.     | _____.     |
| 0194                 | 608.0442<br>Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch                              | 226.000<br>LF                  | _____.     | _____.     |
| 0196                 | 608.2319<br>Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch | 86.000<br>LF                   | _____.     | _____.     |
| 0198                 | 608.2324<br>Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch | 918.000<br>LF                  | _____.     | _____.     |
| 0200                 | 608.2329<br>Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 29x45-Inch | 180.000<br>LF                  | _____.     | _____.     |



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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                            | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0202                 | 608.2338<br>Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 38x60-Inch | 144.000<br>LF                  | _____.     | _____.     |
| 0204                 | 611.0535<br>Manhole Covers Type J-Special                                                      | 8.000<br>EACH                  | _____.     | _____.     |
| 0206                 | 611.0627<br>Inlet Covers Type HM                                                               | 124.000<br>EACH                | _____.     | _____.     |
| 0208                 | 611.0642<br>Inlet Covers Type MS                                                               | 2.000<br>EACH                  | _____.     | _____.     |
| 0210                 | 611.0654<br>Inlet Covers Type V                                                                | 2.000<br>EACH                  | _____.     | _____.     |
| 0212                 | 611.0666<br>Inlet Covers Type Z                                                                | 2.000<br>EACH                  | _____.     | _____.     |
| 0214                 | 611.2005<br>Manholes 5-FT Diameter                                                             | 25.000<br>EACH                 | _____.     | _____.     |
| 0216                 | 611.2006<br>Manholes 6-FT Diameter                                                             | 15.000<br>EACH                 | _____.     | _____.     |
| 0218                 | 611.2007<br>Manholes 7-FT Diameter                                                             | 5.000<br>EACH                  | _____.     | _____.     |
| 0220                 | 611.2008<br>Manholes 8-FT Diameter                                                             | 3.000<br>EACH                  | _____.     | _____.     |
| 0222                 | 611.3004<br>Inlets 4-FT Diameter                                                               | 44.000<br>EACH                 | _____.     | _____.     |
| 0224                 | 611.3230<br>Inlets 2x3-FT                                                                      | 35.000<br>EACH                 | _____.     | _____.     |
| 0226                 | 611.3253<br>Inlets 2.5x3-FT                                                                    | 2.000<br>EACH                  | _____.     | _____.     |
| 0228                 | 611.3901<br>Inlets Median 1 Grate                                                              | 2.000<br>EACH                  | _____.     | _____.     |
| 0230                 | 611.8115<br>Adjusting Inlet Covers                                                             | 7.000<br>EACH                  | _____.     | _____.     |
| 0232                 | 611.8120.S<br>Cover Plates Temporary                                                           | 34.000<br>EACH                 | _____.     | _____.     |



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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                            | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|----------------------------------------------------------------|--------------------------------|------------|------------|
| 0234                 | 611.9710<br>Salvaged Inlet Covers                              | 7.000<br>EACH                  | _____.     | _____.     |
| 0236                 | 612.0106<br>Pipe Underdrain 6-Inch                             | 15,132.000<br>LF               | _____.     | _____.     |
| 0238                 | 612.0902.S<br>Insulation Board Polystyrene (inch) 0001. 4-Inch | 25.000<br>SY                   | _____.     | _____.     |
| 0240                 | 614.0396<br>Guardrail Mow Strip Asphalt                        | 90.000<br>SY                   | _____.     | _____.     |
| 0242                 | 614.0800<br>Crash Cushions Permanent                           | 1.000<br>EACH                  | _____.     | _____.     |
| 0244                 | 614.2300<br>MGS Guardrail 3                                    | 67.000<br>LF                   | _____.     | _____.     |
| 0246                 | 614.2610<br>MGS Guardrail Terminal EAT                         | 1.000<br>EACH                  | _____.     | _____.     |
| 0248                 | 614.2620<br>MGS Guardrail Terminal Type 2                      | 1.000<br>EACH                  | _____.     | _____.     |
| 0250                 | 616.0100<br>Fence Woven Wire (height) 0001. 4-ft               | 4,190.000<br>LF                | _____.     | _____.     |
| 0252                 | 616.0700.S<br>Fence Safety                                     | 2,000.000<br>LF                | _____.     | _____.     |
| 0254                 | 619.1000<br>Mobilization                                       | 1.000<br>EACH                  | _____.     | _____.     |
| 0256                 | 620.0100<br>Concrete Corrugated Median                         | 1,698.000<br>SF                | _____.     | _____.     |
| 0258                 | 620.0300<br>Concrete Median Sloped Nose                        | 4,680.000<br>SF                | _____.     | _____.     |
| 0260                 | 623.0200<br>Dust Control Surface Treatment                     | 64,873.000<br>SY               | _____.     | _____.     |
| 0262                 | 624.0100<br>Water                                              | 5,795.000<br>MGAL              | _____.     | _____.     |
| 0264                 | 625.0500<br>Salvaged Topsoil                                   | 88,420.000<br>SY               | _____.     | _____.     |



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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                 | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-----------------------------------------------------|--------------------------------|------------|------------|
| 0266                 | 628.1104<br>Erosion Bales                           | 600.000<br>EACH                | _____.     | _____.     |
| 0268                 | 628.1504<br>Silt Fence                              | 3,822.000<br>LF                | _____.     | _____.     |
| 0270                 | 628.1520<br>Silt Fence Maintenance                  | 1,913.000<br>LF                | _____.     | _____.     |
| 0272                 | 628.1905<br>Mobilizations Erosion Control           | 21.000<br>EACH                 | _____.     | _____.     |
| 0274                 | 628.1910<br>Mobilizations Emergency Erosion Control | 13.000<br>EACH                 | _____.     | _____.     |
| 0276                 | 628.2004<br>Erosion Mat Class I Type B              | 88,613.000<br>SY               | _____.     | _____.     |
| 0278                 | 628.6510<br>Soil Stabilizer Type B                  | 2.000<br>ACRE                  | _____.     | _____.     |
| 0280                 | 628.7005<br>Inlet Protection Type A                 | 175.000<br>EACH                | _____.     | _____.     |
| 0282                 | 628.7010<br>Inlet Protection Type B                 | 3.000<br>EACH                  | _____.     | _____.     |
| 0284                 | 628.7015<br>Inlet Protection Type C                 | 217.000<br>EACH                | _____.     | _____.     |
| 0286                 | 628.7020<br>Inlet Protection Type D                 | 30.000<br>EACH                 | _____.     | _____.     |
| 0288                 | 628.7504<br>Temporary Ditch Checks                  | 658.000<br>LF                  | _____.     | _____.     |
| 0290                 | 628.7555<br>Culvert Pipe Checks                     | 14.000<br>EACH                 | _____.     | _____.     |
| 0292                 | 628.7560<br>Tracking Pads                           | 8.000<br>EACH                  | _____.     | _____.     |
| 0294                 | 628.7570<br>Rock Bags                               | 160.000<br>EACH                | _____.     | _____.     |
| 0296                 | 629.0210<br>Fertilizer Type B                       | 70.000<br>CWT                  | _____.     | _____.     |
| 0298                 | 630.0120<br>Seeding Mixture No. 20                  | 2,396.000<br>LB                | _____.     | _____.     |





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Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                              | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|--------------------------------------------------|--------------------------------|------------|------------|
| 0300                 | 630.0200<br>Seeding Temporary                    | 1,205.000<br>LB                | _____.     | _____.     |
| 0302                 | 630.0500<br>Seed Water                           | 1,004.000<br>MGAL              | _____.     | _____.     |
| 0304                 | 633.0100<br>Delineator Posts Steel               | 33.000<br>EACH                 | _____.     | _____.     |
| 0306                 | 633.0500<br>Delineator Reflectors                | 33.000<br>EACH                 | _____.     | _____.     |
| 0308                 | 633.1000<br>Delineators Barrier Wall             | 12.000<br>EACH                 | _____.     | _____.     |
| 0310                 | 633.5200<br>Markers Culvert End                  | 18.000<br>EACH                 | _____.     | _____.     |
| 0312                 | 634.0618<br>Posts Wood 4x6-Inch X 18-FT          | 329.000<br>EACH                | _____.     | _____.     |
| 0314                 | 634.0622<br>Posts Wood 4x6-Inch X 22-FT          | 22.000<br>EACH                 | _____.     | _____.     |
| 0316                 | 634.0816<br>Posts Tubular Steel 2x2-Inch X 16-FT | 20.000<br>EACH                 | _____.     | _____.     |
| 0318                 | 637.1220<br>Signs Type I Reflective SH           | 831.500<br>SF                  | _____.     | _____.     |
| 0320                 | 637.1230<br>Signs Type I Reflective F            | 20.000<br>SF                   | _____.     | _____.     |
| 0322                 | 637.2210<br>Signs Type II Reflective H           | 3,133.710<br>SF                | _____.     | _____.     |
| 0324                 | 637.2215<br>Signs Type II Reflective H Folding   | 427.920<br>SF                  | _____.     | _____.     |
| 0326                 | 637.2230<br>Signs Type II Reflective F           | 288.500<br>SF                  | _____.     | _____.     |
| 0328                 | 638.2101<br>Moving Signs Type I                  | 1.000<br>EACH                  | _____.     | _____.     |
| 0330                 | 638.2102<br>Moving Signs Type II                 | 47.000<br>EACH                 | _____.     | _____.     |
| 0332                 | 638.2602<br>Removing Signs Type II               | 254.000<br>EACH                | _____.     | _____.     |



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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                             | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-----------------------------------------------------------------|--------------------------------|------------|------------|
| 0334                 | 638.3000<br>Removing Small Sign Supports                        | 265.000<br>EACH                | _____.     | _____.     |
| 0336                 | 641.8100<br>Overhead Sign Support (structure) 0001.<br>S-51-227 | LS                             | LUMP SUM   | _____.     |
| 0338                 | 641.8100<br>Overhead Sign Support (structure) 0002.<br>S-51-228 | LS                             | LUMP SUM   | _____.     |
| 0340                 | 641.8100<br>Overhead Sign Support (structure) 0003.<br>S-51-229 | LS                             | LUMP SUM   | _____.     |
| 0342                 | 641.8100<br>Overhead Sign Support (structure) 0004.<br>S-51-259 | LS                             | LUMP SUM   | _____.     |
| 0344                 | 641.8100<br>Overhead Sign Support (structure) 0005.<br>S-51-230 | LS                             | LUMP SUM   | _____.     |
| 0346                 | 641.8100<br>Overhead Sign Support (structure) 0006.<br>S-51-249 | LS                             | LUMP SUM   | _____.     |
| 0348                 | 641.8100<br>Overhead Sign Support (structure) 0007.<br>S-51-250 | LS                             | LUMP SUM   | _____.     |
| 0350                 | 641.8100<br>Overhead Sign Support (structure) 0008.<br>S-51-260 | LS                             | LUMP SUM   | _____.     |
| 0352                 | 641.8100<br>Overhead Sign Support (structure) 0009.<br>S-51-261 | LS                             | LUMP SUM   | _____.     |
| 0354                 | 643.0300<br>Traffic Control Drums                               | 314,402.000<br>DAY             | _____.     | _____.     |
| 0356                 | 643.0420<br>Traffic Control Barricades Type III                 | 7,645.000<br>DAY               | _____.     | _____.     |
| 0358                 | 643.0500<br>Traffic Control Flexible Tubular Marker<br>Posts    | 672.000<br>EACH                | _____.     | _____.     |
| 0360                 | 643.0600<br>Traffic Control Flexible Tubular Marker<br>Bases    | 622.000<br>EACH                | _____.     | _____.     |



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Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                     | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0362                 | 643.0705<br>Traffic Control Warning Lights Type A                       | 15,318.000<br>DAY              | _____.     | _____.     |
| 0364                 | 643.0715<br>Traffic Control Warning Lights Type C                       | 33,971.000<br>DAY              | _____.     | _____.     |
| 0366                 | 643.0800<br>Traffic Control Arrow Boards                                | 1,063.000<br>DAY               | _____.     | _____.     |
| 0368                 | 643.0900<br>Traffic Control Signs                                       | 80,602.000<br>DAY              | _____.     | _____.     |
| 0370                 | 643.1000<br>Traffic Control Signs Fixed Message                         | 192.000<br>SF                  | _____.     | _____.     |
| 0372                 | 643.1050<br>Traffic Control Signs PCMS                                  | 99.000<br>DAY                  | _____.     | _____.     |
| 0374                 | 643.1051<br>Traffic Control Signs PCMS with Cellular Communications     | 2,244.000<br>DAY               | _____.     | _____.     |
| 0376                 | 643.1200.S<br>Portable Automated Real-Time Traffic Queue Warning System | 370.000<br>DAY                 | _____.     | _____.     |
| 0378                 | 643.5000<br>Traffic Control 0001. 1033-02-71                            | 1.000<br>EACH                  | _____.     | _____.     |
| 0380                 | 645.0111<br>Geotextile Type DF Schedule A                               | 8,417.000<br>SY                | _____.     | _____.     |
| 0382                 | 645.0120<br>Geotextile Type HR                                          | 252.000<br>SY                  | _____.     | _____.     |
| 0384                 | 645.0135<br>Geotextile Type SR                                          | 20,000.000<br>SY               | _____.     | _____.     |
| 0386                 | 646.1020<br>Marking Line Epoxy 4-Inch                                   | 51,427.000<br>LF               | _____.     | _____.     |
| 0388                 | 646.1545<br>Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch          | 10,594.000<br>LF               | _____.     | _____.     |
| 0390                 | 646.1555<br>Marking Line Grooved Contrast Permanent Tape 4-Inch         | 762.000<br>LF                  | _____.     | _____.     |
| 0392                 | 646.3020<br>Marking Line Epoxy 8-Inch                                   | 2,124.000<br>LF                | _____.     | _____.     |



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Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                             | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-----------------------------------------------------------------|--------------------------------|------------|------------|
| 0394                 | 646.3545<br>Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch  | 17,396.000<br>LF               | _____.     | _____.     |
| 0396                 | 646.3555<br>Marking Line Grooved Contrast Permanent Tape 8-Inch | 1,821.000<br>LF                | _____.     | _____.     |
| 0398                 | 646.5020<br>Marking Arrow Epoxy                                 | 34.000<br>EACH                 | _____.     | _____.     |
| 0400                 | 646.5120<br>Marking Word Epoxy                                  | 15.000<br>EACH                 | _____.     | _____.     |
| 0402                 | 646.6120<br>Marking Stop Line Epoxy 18-Inch                     | 1,243.000<br>LF                | _____.     | _____.     |
| 0404                 | 646.6220<br>Marking Yield Line Epoxy 18-Inch                    | 3.000<br>EACH                  | _____.     | _____.     |
| 0406                 | 646.7120<br>Marking Diagonal Epoxy 12-Inch                      | 1,411.000<br>LF                | _____.     | _____.     |
| 0408                 | 646.7420<br>Marking Crosswalk Epoxy Transverse Line 6-Inch      | 950.000<br>LF                  | _____.     | _____.     |
| 0410                 | 646.8020<br>Marking Corrugated Median Epoxy                     | 660.000<br>SF                  | _____.     | _____.     |
| 0412                 | 646.8120<br>Marking Curb Epoxy                                  | 1,365.000<br>LF                | _____.     | _____.     |
| 0414                 | 646.8220<br>Marking Island Nose Epoxy                           | 53.000<br>EACH                 | _____.     | _____.     |
| 0416                 | 646.9010<br>Marking Removal Line Water Blasting 4-Inch          | 16,388.000<br>LF               | _____.     | _____.     |
| 0418                 | 646.9110<br>Marking Removal Line Water Blasting 8-Inch          | 3,051.000<br>LF                | _____.     | _____.     |
| 0420                 | 646.9210<br>Marking Removal Line Water Blasting Wide            | 853.000<br>LF                  | _____.     | _____.     |
| 0422                 | 646.9310<br>Marking Removal Special Marking Water Blasting      | 24.000<br>EACH                 | _____.     | _____.     |



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SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                            | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|----------------------------------------------------------------|--------------------------------|------------|------------|
| 0424                 | 649.0120<br>Temporary Marking Line Epoxy 4-Inch                | 182,117.000<br>LF              | _____.     | _____.     |
| 0426                 | 649.0150<br>Temporary Marking Line Removable Tape 4-Inch       | 38,381.000<br>LF               | _____.     | _____.     |
| 0428                 | 649.0220<br>Temporary Marking Line Epoxy 8-Inch                | 9,046.000<br>LF                | _____.     | _____.     |
| 0430                 | 649.0250<br>Temporary Marking Line Removable Tape 8-Inch       | 8,367.000<br>LF                | _____.     | _____.     |
| 0432                 | 649.0520<br>Temporary Marking Arrow Epoxy                      | 35.000<br>EACH                 | _____.     | _____.     |
| 0434                 | 649.0760<br>Temporary Marking Raised Pavement Marker Type I    | 404.000<br>EACH                | _____.     | _____.     |
| 0436                 | 649.0820<br>Temporary Marking Stop Line Epoxy 18-Inch          | 1,454.000<br>LF                | _____.     | _____.     |
| 0438                 | 649.0850<br>Temporary Marking Stop Line Removable Tape 18-Inch | 1,075.000<br>LF                | _____.     | _____.     |
| 0440                 | 649.0920<br>Temporary Marking Diagonal Epoxy 12-Inch           | 378.000<br>LF                  | _____.     | _____.     |
| 0442                 | 649.0950<br>Temporary Marking Diagonal Removable Tape 12-Inch  | 437.000<br>LF                  | _____.     | _____.     |
| 0444                 | 652.0225<br>Conduit Rigid Nonmetallic Schedule 40 2-Inch       | 9,132.000<br>LF                | _____.     | _____.     |
| 0446                 | 652.0235<br>Conduit Rigid Nonmetallic Schedule 40 3-Inch       | 12,884.000<br>LF               | _____.     | _____.     |
| 0448                 | 652.0700.S<br>Install Conduit into Existing Item               | 4.000<br>EACH                  | _____.     | _____.     |
| 0450                 | 652.0800<br>Conduit Loop Detector                              | 13,040.000<br>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 |
|----------------------|-----------------------------------------------------------|--------------------------------|------------|------------|
| 0452                 | 653.0135<br>Pull Boxes Steel 24x36-Inch                   | 44.000<br>EACH                 | _____.     | _____.     |
| 0454                 | 653.0140<br>Pull Boxes Steel 24x42-Inch                   | 93.000<br>EACH                 | _____.     | _____.     |
| 0456                 | 653.0154<br>Pull Boxes Non-Conductive 24x36-Inch          | 15.000<br>EACH                 | _____.     | _____.     |
| 0458                 | 653.0164<br>Pull Boxes Non-Conductive 24x42-Inch          | 12.000<br>EACH                 | _____.     | _____.     |
| 0460                 | 653.0905<br>Removing Pull Boxes                           | 77.000<br>EACH                 | _____.     | _____.     |
| 0462                 | 654.0101<br>Concrete Bases Type 1                         | 37.000<br>EACH                 | _____.     | _____.     |
| 0464                 | 654.0102<br>Concrete Bases Type 2                         | 6.000<br>EACH                  | _____.     | _____.     |
| 0466                 | 654.0107<br>Concrete Bases Type 7                         | 21.000<br>EACH                 | _____.     | _____.     |
| 0468                 | 654.0110<br>Concrete Bases Type 10                        | 7.000<br>EACH                  | _____.     | _____.     |
| 0470                 | 654.0113<br>Concrete Bases Type 13                        | 6.000<br>EACH                  | _____.     | _____.     |
| 0472                 | 654.0217<br>Concrete Control Cabinet Bases Type 9 Special | 4.000<br>EACH                  | _____.     | _____.     |
| 0474                 | 654.0230<br>Concrete Control Cabinet Bases Type L30       | 1.000<br>EACH                  | _____.     | _____.     |
| 0476                 | 655.0210<br>Cable Traffic Signal 3-14 AWG                 | 7,638.000<br>LF                | _____.     | _____.     |
| 0478                 | 655.0230<br>Cable Traffic Signal 5-14 AWG                 | 5,188.000<br>LF                | _____.     | _____.     |
| 0480                 | 655.0235<br>Cable Traffic Signal 7-12 AWG                 | 1,446.000<br>LF                | _____.     | _____.     |
| 0482                 | 655.0240<br>Cable Traffic Signal 7-14 AWG                 | 10,006.000<br>LF               | _____.     | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|----------------------------------------------------|--------------------------------|------------|------------|
| 0484                 | 655.0255<br>Cable Traffic Signal 12-12 AWG         | 1,380.000<br>LF                | _____.     | _____.     |
| 0486                 | 655.0260<br>Cable Traffic Signal 12-14 AWG         | 10,608.000<br>LF               | _____.     | _____.     |
| 0488                 | 655.0265<br>Cable Traffic Signal 15-12 AWG         | 628.000<br>LF                  | _____.     | _____.     |
| 0490                 | 655.0270<br>Cable Traffic Signal 15-14 AWG         | 2,589.000<br>LF                | _____.     | _____.     |
| 0492                 | 655.0320<br>Cable Type UF 2-10 AWG Grounded        | 6,338.000<br>LF                | _____.     | _____.     |
| 0494                 | 655.0325<br>Cable Type UF 2-8 AWG Grounded         | 314.000<br>LF                  | _____.     | _____.     |
| 0496                 | 655.0510<br>Electrical Wire Traffic Signals 12 AWG | 8,777.000<br>LF                | _____.     | _____.     |
| 0498                 | 655.0515<br>Electrical Wire Traffic Signals 10 AWG | 19,663.000<br>LF               | _____.     | _____.     |
| 0500                 | 655.0520<br>Electrical Wire Traffic Signals 8 AWG  | 628.000<br>LF                  | _____.     | _____.     |
| 0502                 | 655.0610<br>Electrical Wire Lighting 12 AWG        | 10,866.000<br>LF               | _____.     | _____.     |
| 0504                 | 655.0620<br>Electrical Wire Lighting 8 AWG         | 13,885.000<br>LF               | _____.     | _____.     |
| 0506                 | 655.0625<br>Electrical Wire Lighting 6 AWG         | 3,650.000<br>LF                | _____.     | _____.     |
| 0508                 | 655.0640<br>Electrical Wire Lighting 1 AWG         | 18.000<br>LF                   | _____.     | _____.     |
| 0510                 | 655.0700<br>Loop Detector Lead In Cable            | 57,545.000<br>LF               | _____.     | _____.     |
| 0512                 | 655.0800<br>Loop Detector Wire                     | 48,234.000<br>LF               | _____.     | _____.     |
| 0514                 | 655.0900<br>Traffic Signal EVP Detector Cable      | 7,638.000<br>LF                | _____.     | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                             | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0516                 | 656.0200<br>Electrical Service Meter Breaker Pedestal (location) 3001. STH 20 & W Frontage Rd   | LS                             | LUMP SUM   | _____.     |
| 0518                 | 656.0200<br>Electrical Service Meter Breaker Pedestal (location) 3002. IH-94 Ramps & STH 20     | LS                             | LUMP SUM   | _____.     |
| 0520                 | 656.0200<br>Electrical Service Meter Breaker Pedestal (location) 3003. STH 20 & E Frontage Rd   | LS                             | LUMP SUM   | _____.     |
| 0522                 | 656.0200<br>Electrical Service Meter Breaker Pedestal (location) 3004. STH 20 & Red Cloud Drive | LS                             | LUMP SUM   | _____.     |
| 0524                 | 656.0400<br>Electrical Service Main Lugs Only Meter Pedestal (location) 0001. HL-51-RZ          | LS                             | LUMP SUM   | _____.     |
| 0526                 | 657.0100<br>Pedestal Bases                                                                      | 46.000<br>EACH                 | _____.     | _____.     |
| 0528                 | 657.0255<br>Transformer Bases Breakaway 11 1/2-Inch Bolt Circle                                 | 6.000<br>EACH                  | _____.     | _____.     |
| 0530                 | 657.0310<br>Poles Type 3                                                                        | 6.000<br>EACH                  | _____.     | _____.     |
| 0532                 | 657.0330<br>Poles Type 7                                                                        | 21.000<br>EACH                 | _____.     | _____.     |
| 0534                 | 657.0405<br>Traffic Signal Standards Aluminum 3.5-FT                                            | 1.000<br>EACH                  | _____.     | _____.     |
| 0536                 | 657.0420<br>Traffic Signal Standards Aluminum 13-FT                                             | 26.000<br>EACH                 | _____.     | _____.     |
| 0538                 | 657.0425<br>Traffic Signal Standards Aluminum 15-FT                                             | 16.000<br>EACH                 | _____.     | _____.     |
| 0540                 | 657.0430<br>Traffic Signal Standards Aluminum 10-FT                                             | 3.000<br>EACH                  | _____.     | _____.     |





## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                             | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0542                 | 657.0609<br>Luminaire Arms Single Member 4-Inch Clamp 6-FT                                      | 11.000<br>EACH                 | _____.     | _____.     |
| 0544                 | 657.0630<br>Luminaire Arms Single Member 6-Inch Clamp 8-FT                                      | 13.000<br>EACH                 | _____.     | _____.     |
| 0546                 | 657.0635<br>Luminaire Arms Single Member 6-Inch Clamp 10-FT                                     | 16.000<br>EACH                 | _____.     | _____.     |
| 0548                 | 658.0173<br>Traffic Signal Face 3S 12-Inch                                                      | 116.000<br>EACH                | _____.     | _____.     |
| 0550                 | 658.0174<br>Traffic Signal Face 4S 12-Inch                                                      | 29.000<br>EACH                 | _____.     | _____.     |
| 0552                 | 658.0416<br>Pedestrian Signal Face 16-Inch                                                      | 14.000<br>EACH                 | _____.     | _____.     |
| 0554                 | 658.0500<br>Pedestrian Push Buttons                                                             | 15.000<br>EACH                 | _____.     | _____.     |
| 0556                 | 658.5069<br>Signal Mounting Hardware (location) 3001. STH 20 & W Frontage Rd                    | LS                             | LUMP SUM   | _____.     |
| 0558                 | 658.5069<br>Signal Mounting Hardware (location) 3002. IH-94 Ramps & STH 20                      | LS                             | LUMP SUM   | _____.     |
| 0560                 | 658.5069<br>Signal Mounting Hardware (location) 3003. STH 20 & E Frontage Rd                    | LS                             | LUMP SUM   | _____.     |
| 0562                 | 658.5069<br>Signal Mounting Hardware (location) 3004. STH 20 & Red Cloud Drive                  | LS                             | LUMP SUM   | _____.     |
| 0564                 | 658.5069<br>Signal Mounting Hardware (location) 3005. STH 20 & CTH H/Renaissance Blvd           | LS                             | LUMP SUM   | _____.     |
| 0566                 | 659.1125<br>Luminaires Utility LED C                                                            | 76.000<br>EACH                 | _____.     | _____.     |
| 0568                 | 661.0200<br>Temporary Traffic Signals for Intersections (location) 3001. STH 20 & W Frontage Rd | LS                             | LUMP SUM   | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                      | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|----------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0570                 | 661.0200<br>Temporary Traffic Signals for Intersections (location) 3002. IH-94 EB Ramps & STH 20         | LS                             | LUMP SUM   | _____.     |
| 0572                 | 661.0200<br>Temporary Traffic Signals for Intersections (location) 3003. IH-94 WB Ramps & STH 20         | LS                             | LUMP SUM   | _____.     |
| 0574                 | 661.0200<br>Temporary Traffic Signals for Intersections (location) 3004. STH 20 & E Frontage Rd          | LS                             | LUMP SUM   | _____.     |
| 0576                 | 661.0200<br>Temporary Traffic Signals for Intersections (location) 3005. STH 20 & CTH H/Renaissance Blvd | LS                             | LUMP SUM   | _____.     |
| 0578                 | 662.6030.S<br>Ramp Closure Barricade Rack 3-Unit                                                         | 2.000<br>EACH                  | _____.     | _____.     |
| 0580                 | 670.0100<br>Field System Integrator 0001. 1033-02-71 Lighting                                            | LS                             | LUMP SUM   | _____.     |
| 0582                 | 670.0100<br>Field System Integrator 3001. 1033-02-71 Signals                                             | LS                             | LUMP SUM   | _____.     |
| 0584                 | 670.0200<br>ITS Documentation 0001. 1033-02-71 Lighting                                                  | LS                             | LUMP SUM   | _____.     |
| 0586                 | 670.0200<br>ITS Documentation 3001. 1033-02-71 Signals                                                   | LS                             | LUMP SUM   | _____.     |
| 0588                 | 671.0122<br>Conduit HDPE 2-Duct 2-Inch                                                                   | 1,855.000<br>LF                | _____.     | _____.     |
| 0590                 | 671.0132<br>Conduit HDPE 3-Duct 2-Inch                                                                   | 6,095.000<br>LF                | _____.     | _____.     |
| 0592                 | 671.0232<br>Conduit HDPE Directional Bore 3-Duct 2-Inch                                                  | 205.000<br>LF                  | _____.     | _____.     |
| 0594                 | 673.0105<br>Communication Vault Type 1                                                                   | 7.000<br>EACH                  | _____.     | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|--------------------------------------------------------------------|--------------------------------|------------|------------|
| 0596                 | 673.0200<br>Tracer Wire Marker Posts                               | 1.000<br>EACH                  | _____.     | _____.     |
| 0598                 | 674.0300<br>Remove Cable                                           | 1,860.000<br>LF                | _____.     | _____.     |
| 0600                 | 674.0400<br>Reinstall Cable                                        | 110.000<br>LF                  | _____.     | _____.     |
| 0602                 | 678.0036<br>Install Fiber Optic Cable Outdoor Plant 36-CT          | 13,284.000<br>LF               | _____.     | _____.     |
| 0604                 | 678.0200<br>Fiber Optic Splice Enclosure                           | 6.000<br>EACH                  | _____.     | _____.     |
| 0606                 | 678.0300<br>Fiber Optic Splice                                     | 96.000<br>EACH                 | _____.     | _____.     |
| 0608                 | 678.0500<br>Communication System Testing 0001. 1033-02-71 Lighting | LS                             | LUMP SUM   | _____.     |
| 0610                 | 678.0500<br>Communication System Testing 3001. 1033-02-71 Signals  | LS                             | LUMP SUM   | _____.     |
| 0612                 | 678.0600<br>Install Ethernet Switches                              | 5.000<br>EACH                  | _____.     | _____.     |
| 0614                 | 690.0150<br>Sawing Asphalt                                         | 9,597.000<br>LF                | _____.     | _____.     |
| 0616                 | 690.0250<br>Sawing Concrete                                        | 10,662.000<br>LF               | _____.     | _____.     |
| 0618                 | 715.0415<br>Incentive Strength Concrete Pavement                   | 34,078.000<br>DOL              | 1.00000    | 34,078.00  |
| 0620                 | 715.0710<br>Optimized Aggregate Gradation Incentive                | 122,150.000<br>DOL             | 1.00000    | 122,150.00 |
| 0622                 | 740.0440<br>Incentive IRI Ride                                     | 17,207.000<br>DOL              | 1.00000    | 17,207.00  |
| 0624                 | SPV.0035<br>Special 0001. EBS Excavation                           | 27,202.000<br>CY               | _____.     | _____.     |
| 0626                 | SPV.0035<br>Special 0002. EBS Backfill                             | 27,202.000<br>CY               | _____.     | _____.     |



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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                        | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|----------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0628                 | SPV.0035<br>Special 0003. Roadway Embankment                               | 22,863.000<br>CY               | _____.     | _____.     |
| 0630                 | SPV.0035<br>Special 0004. Backfill Slurry                                  | 500.000<br>CY                  | _____.     | _____.     |
| 0632                 | SPV.0060<br>Special 0001. Manholes 9-FT Diameter                           | 5.000<br>EACH                  | _____.     | _____.     |
| 0634                 | SPV.0060<br>Special 0002. Manholes 10-FT Diameter                          | 2.000<br>EACH                  | _____.     | _____.     |
| 0636                 | SPV.0060<br>Special 0003. Exposing Existing Infrastructure Unpaved Area    | 4.000<br>EACH                  | _____.     | _____.     |
| 0638                 | SPV.0060<br>Special 0004. Exposing Existing Infrastructure Paved Area      | 4.000<br>EACH                  | _____.     | _____.     |
| 0640                 | SPV.0060<br>Special 0005. Baseline CPM Progress Schedule                   | 1.000<br>EACH                  | _____.     | _____.     |
| 0642                 | SPV.0060<br>Special 0006. Monthly CPM Progress Schedule Updates 1033-02-71 | 10.000<br>EACH                 | _____.     | _____.     |
| 0644                 | SPV.0060<br>Special 0007. Monthly CPM Progress Schedule Updates 1033-02-76 | 2.000<br>EACH                  | _____.     | _____.     |
| 0646                 | SPV.0060<br>Special 0008. Marking Contrast Epoxy Special Marking Arrow     | 73.000<br>EACH                 | _____.     | _____.     |
| 0648                 | SPV.0060<br>Special 0009. Marking Contrast Epoxy Special Marking Word      | 32.000<br>EACH                 | _____.     | _____.     |
| 0650                 | SPV.0060<br>Special 0010. Reconnect Storm Sewer                            | 2.000<br>EACH                  | _____.     | _____.     |
| 0652                 | SPV.0060<br>Special 0029. Permanent Barricades Type III                    | 12.000<br>EACH                 | _____.     | _____.     |
| 0654                 | SPV.0060<br>Special 0034. Mobilizations Emergency Pavement Repair          | 5.000<br>EACH                  | _____.     | _____.     |



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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                             | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|---------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0656                 | SPV.0060<br>Special 1000. Distribution Center Salvaged                          | 1.000<br>EACH                  | _____.     | _____.     |
| 0658                 | SPV.0060<br>Special 3001. Pull Box Rims & Covers                                | 15.000<br>EACH                 | _____.     | _____.     |
| 0660                 | SPV.0060<br>Special 3002. Removing Pull Box Rims & Covers                       | 15.000<br>EACH                 | _____.     | _____.     |
| 0662                 | SPV.0060<br>Special 3003. Concrete Control Cabinet Base Type 9 Special Modified | 1.000<br>EACH                  | _____.     | _____.     |
| 0664                 | SPV.0060<br>Special 3004. Install Poles Type 10                                 | 7.000<br>EACH                  | _____.     | _____.     |
| 0666                 | SPV.0060<br>Special 3005. Install Poles Type 9 Special                          | 3.000<br>EACH                  | _____.     | _____.     |
| 0668                 | SPV.0060<br>Special 3006. Install Poles Type 10 Special                         | 9.000<br>EACH                  | _____.     | _____.     |
| 0670                 | SPV.0060<br>Special 3007. Install Poles Type 12                                 | 1.000<br>EACH                  | _____.     | _____.     |
| 0672                 | SPV.0060<br>Special 3008. Install Poles Type 13                                 | 5.000<br>EACH                  | _____.     | _____.     |
| 0674                 | SPV.0060<br>Special 3009. Install Monotube Arms 20-FT                           | 2.000<br>EACH                  | _____.     | _____.     |
| 0676                 | SPV.0060<br>Special 3010. Install Monotube Arms 25-FT                           | 2.000<br>EACH                  | _____.     | _____.     |
| 0678                 | SPV.0060<br>Special 3011. Install Monotube Arms 30-FT                           | 3.000<br>EACH                  | _____.     | _____.     |
| 0680                 | SPV.0060<br>Special 3012. Install Monotube Arms 35-FT Type 9/10 Spec Pole       | 6.000<br>EACH                  | _____.     | _____.     |
| 0682                 | SPV.0060<br>Special 3013. Install Monotube Arms 45-FT Type 9/10 Spec Pole       | 6.000<br>EACH                  | _____.     | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                    | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0684                 | SPV.0060<br>Special 3014. Install Monotube Arms 50-FT                  | 1.000<br>EACH                  | _____.     | _____.     |
| 0686                 | SPV.0060<br>Special 3015. Install Monotube Arms 55-FT                  | 5.000<br>EACH                  | _____.     | _____.     |
| 0688                 | SPV.0060<br>Special 3016. Install Luminaire Arms Steel 15-FT           | 36.000<br>EACH                 | _____.     | _____.     |
| 0690                 | SPV.0060<br>Special 3017. Concrete Bases Type 10 Special               | 12.000<br>EACH                 | _____.     | _____.     |
| 0692                 | SPV.0060<br>Special 3018. Bicycle Signal Face 3S 12-Inch               | 1.000<br>EACH                  | _____.     | _____.     |
| 0694                 | SPV.0060<br>Special 5000. Adjusting Sanitary Manhole Mt. Pleasant      | 1.000<br>EACH                  | _____.     | _____.     |
| 0696                 | SPV.0060<br>Special 5001. Reconstructing Sanitary Manhole Mt. Pleasant | 4.000<br>EACH                  | _____.     | _____.     |
| 0698                 | SPV.0060<br>Special 5002. Adjusting Sanitary Manhole Yorkville         | 4.000<br>EACH                  | _____.     | _____.     |
| 0700                 | SPV.0060<br>Special 5003. Reconstructing Sanitary Manhole Yorkville    | 3.000<br>EACH                  | _____.     | _____.     |
| 0702                 | SPV.0060<br>Special 5004. Adjusting Water Valves                       | 10.000<br>EACH                 | _____.     | _____.     |
| 0704                 | SPV.0060<br>Special 5005. Hydrant Assembly Adjustment                  | 3.000<br>EACH                  | _____.     | _____.     |
| 0706                 | SPV.0060<br>Special 5006. Hydrant Assembly Relocation                  | 2.000<br>EACH                  | _____.     | _____.     |
| 0708                 | SPV.0075<br>Special 0001. Pavement Cleanup Project 1033-02-71          | 400.000<br>HRS                 | _____.     | _____.     |



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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                  | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0710                 | SPV.0075<br>Special 0002. Pavement Cleanup Project<br>1033-02-76                                     | 20.000<br>HRS                  | _____.     | _____.     |
| 0712                 | SPV.0090<br>Special 0001. Concrete Curb & Gutter 4-Inch Sloped 60-Inch Type A                        | 306.000<br>LF                  | _____.     | _____.     |
| 0714                 | SPV.0090<br>Special 0002. Concrete Curb & Gutter 6-Inch Sloped 24-Inch Type A                        | 1,083.000<br>LF                | _____.     | _____.     |
| 0716                 | SPV.0090<br>Special 0003. Maintain and Remove Concrete Barrier Temporary Precast                     | 361.000<br>LF                  | _____.     | _____.     |
| 0718                 | SPV.0090<br>Special 0004. Drain Slotted Vane Longitudinal Temporary                                  | 523.000<br>LF                  | _____.     | _____.     |
| 0720                 | SPV.0090<br>Special 2000. Adjust Conduit                                                             | 25.000<br>LF                   | _____.     | _____.     |
| 0722                 | SPV.0090<br>Special 3001. Fiber Optic Warning Tape                                                   | 7,515.000<br>LF                | _____.     | _____.     |
| 0724                 | SPV.0105<br>Special 0001. Survey Project 1033-02-71                                                  | LS                             | LUMP SUM   | _____.     |
| 0726                 | SPV.0105<br>Special 0002. Survey Project 1033-02-76                                                  | LS                             | LUMP SUM   | _____.     |
| 0728                 | SPV.0105<br>Special 1000. Lighting System Integrator                                                 | LS                             | LUMP SUM   | _____.     |
| 0730                 | SPV.0105<br>Special 1001. Lighting System Survey                                                     | LS                             | LUMP SUM   | _____.     |
| 0732                 | SPV.0105<br>Special 2000. Temporary CCTV Power                                                       | LS                             | LUMP SUM   | _____.     |
| 0734                 | SPV.0105<br>Special 3001. Trnspt & Install State Furn Traffic Signal Cabinet STH 20 & W Frontage Rd  | LS                             | LUMP SUM   | _____.     |
| 0736                 | SPV.0105<br>Special 3002. Trnspt & Install State Furn Traf Signal Cabinet IH-94 Ramps & STH 20 (CB1) | LS                             | LUMP SUM   | _____.     |



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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                        | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|------------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0738                 | SPV.0105<br>Special 3003. Trnspt & Install State Furn<br>Traf Signal Cabinet IH-94 Ramps & STH<br>20 (CB2) | LS                             | LUMP SUM   | _____.     |
| 0740                 | SPV.0105<br>Special 3004. Trnspt & Install State Furn<br>Traffic Signal Cabinet STH 20 & E<br>Frontage Rd  | LS                             | LUMP SUM   | _____.     |
| 0742                 | SPV.0105<br>Special 3005. Trspt and Install State<br>Furn Traffic Signal Cabinet STH 20 &<br>Red Cloud Dr  | LS                             | LUMP SUM   | _____.     |
| 0744                 | SPV.0105<br>Special 3006. Trnspt Traf Signal &<br>Intersection Lighting Material STH 20 &<br>W Frontage Rd | LS                             | LUMP SUM   | _____.     |
| 0746                 | SPV.0105<br>Special 3007. Trnspt Traf Signal &<br>Intersection Lighting Material IH-94<br>Ramps & STH 20   | LS                             | LUMP SUM   | _____.     |
| 0748                 | SPV.0105<br>Special 3008. Trnspt Traf Signal &<br>Intersection Lighting Material STH 20 &<br>E Frontage Rd | LS                             | LUMP SUM   | _____.     |
| 0750                 | SPV.0105<br>Special 3009. Trnspt Traf Signal &<br>Intersection Lighting Materials STH 20 &<br>Red Cloud Dr | LS                             | LUMP SUM   | _____.     |
| 0752                 | SPV.0105<br>Special 3010. Trnspt Traf Signal &<br>Intersection Lighting Material STH 20 &<br>CTH H         | LS                             | LUMP SUM   | _____.     |
| 0754                 | SPV.0105<br>Special 3011. Trnspt & Install State Furn<br>EVP Det Head & Conf Light STH 20 & W<br>Frontage  | LS                             | LUMP SUM   | _____.     |
| 0756                 | SPV.0105<br>Special 3012. Trnspt & Install State Furn<br>EVP Det Head & Conf Light IH 94<br>Ramps & STH 20 | LS                             | LUMP SUM   | _____.     |





## Proposal Schedule of Items

Page 27 of 28

Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                        | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|------------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0758                 | SPV.0105<br>Special 3013. Trnspt & Install State Furn<br>EVP Det Head & Conf Light STH 20 & E<br>Frontage  | LS                             | LUMP SUM   | _____.     |
| 0760                 | SPV.0105<br>Special 3014. Trnspt & Install State Furn<br>EVP Det Head & Conf Light STH 20 &<br>Red Cloud   | LS                             | LUMP SUM   | _____.     |
| 0762                 | SPV.0105<br>Special 3015. Trnspt & Install State Furn<br>EVP Det Head & Conf Light STH 20 &<br>CTH H       | LS                             | LUMP SUM   | _____.     |
| 0764                 | SPV.0105<br>Special 3016. Temporary Infrared EVP<br>System STH 20 & CTH H/Renaissance<br>Blvd              | LS                             | LUMP SUM   | _____.     |
| 0766                 | SPV.0105<br>Special 3017. Trnspt and Install State<br>Furn Radar Detection System STH 20 &<br>Red Cloud Dr | LS                             | LUMP SUM   | _____.     |
| 0768                 | SPV.0105<br>Special 3018. Trnspt & Install State Furn<br>Fiber Optic Cable Pigtail 8-CT CB1 (S51-<br>0728) | LS                             | LUMP SUM   | _____.     |
| 0770                 | SPV.0105<br>Special 3019. Trnspt & Install State Furn<br>Fiber Optic Cable Pigtail 8-CT CB1 (S51-<br>0324) | LS                             | LUMP SUM   | _____.     |
| 0772                 | SPV.0105<br>Special 3020. Trnspt & Install State Furn<br>Fiber Optic Cable Pigtail 8-CT CB1 (S51-<br>0727) | LS                             | LUMP SUM   | _____.     |
| 0774                 | SPV.0105<br>Special 3021. Trnspt & Install State Furn<br>Fiber Optic Cable Pigtail 8-CT CB1 (S51-<br>1478) | LS                             | LUMP SUM   | _____.     |
| 0776                 | SPV.0135<br>Special 0001. Field Office Special                                                             | 10.000<br>MON                  | _____.     | _____.     |
| 0778                 | SPV.0170<br>Special 0001. Removal and Disposal of<br>Invasive Plant Species                                | 3.000<br>STA                   | _____.     | _____.     |



## Proposal Schedule of Items

Page 28 of 28

Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001 Roadway Items

Alt Set ID: Alt Mbr ID:

| Proposal Line Number | Item ID Description                                        | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|------------------------------------------------------------|--------------------------------|------------|------------|
| 0780                 | SPV.0195<br>Special 0001. Soil Drying Treatment            | 130.000<br>TON                 | _____.     | _____.     |
| 0782                 | SPV.0195<br>Special 0002. Subgrade Strengthening Treatment | 1,552.000<br>TON               | _____.     | _____.     |
| Section: 0001        |                                                            |                                | Total:     | _____.     |
|                      |                                                            |                                | Total Bid: | _____.     |

**PLEASE ATTACH SCHEDULE OF ITEMS HERE**





## Wisconsin Department of Transportation

February 4, 2020

### Division of Transportation Systems Development

Bureau of Project Development  
4822 Madison Yards Way, 4<sup>th</sup> Floor South  
Madison, WI 53705

Telephone: (608) 266-1631  
Facsimile (FAX): (608) 266-8459

### NOTICE TO ALL CONTRACTORS:

#### Proposal #13: 1033-02-71

**STH 20-NS Frwy Arterial Cross St  
CTH C TO 900' W Of International Dr  
STH 20  
Racine County**

#### 1033-02-76

**International Drive Traffic Mitigation  
STH 20 Limits to Int'l Dr Const  
Loc Str  
Racine County**

### Letting of February 11, 2020

This is Addendum No. 01, which provides for the following:

#### Special Provisions:

| Revised Special Provisions |                                                                                                                                                                                                |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Article No.                | Description                                                                                                                                                                                    |
| 3                          | Prosecution and Progress                                                                                                                                                                       |
| 8                          | Utilities                                                                                                                                                                                      |
| 17                         | Erosion Control                                                                                                                                                                                |
| 65                         | Optimized Aggregate Gradation Incentive, Item 715.0710                                                                                                                                         |
| 71                         | Roadway Embankment, Item SPV.0035.0003                                                                                                                                                         |
| 76                         | Baseline CPM Progress Schedule, Item SPV.0060.0005; Monthly CPM Progress Schedule Updates 1033-02-71, Item SPV.0060.0006; Monthly CPM Progress Schedule Updates 1033-02-76, Item SPV.0060.0007 |
| 100                        | Survey Project 1033-02-71, Item SPV.0105.0001; Survey Project 1033-02-76, Item SPV.0105.0002.                                                                                                  |
| 110                        | Field Office Special, Item SPV.0135.0001                                                                                                                                                       |

| Added Special Provisions |                                                                                                                                                                                                                   |
|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Article No.              | Description                                                                                                                                                                                                       |
| 114                      | Electrical Conduit                                                                                                                                                                                                |
| 115                      | Concrete Curb & Gutter HES 6-Inch Sloped 36-Inch Type A, Item SPV.0090.0005.                                                                                                                                      |
| 116                      | Install Camera Assembly, Item 677.0200                                                                                                                                                                            |
| 117                      | Temporary Non-Intrusive Vehicle Detection System for Intersections, IH-94 West Frontage Rd & CTH C/Spring St, Item SPV.0105.3022. IH-94 East Frontage Rd & CTH C/Spring St, Item SPV.0105.3023.                   |
| 118                      | Temporary Traffic Signal for Intersections IH-94 West Frontage Rd & CTH C/Spring St, Item 661.0200.3006. Temporary Traffic Signal for Intersections IH-94 East Frontage Rd & CTH C/Spring St, Item 661.0200.3007. |

| Deleted Special Provisions |               |
|----------------------------|---------------|
| Article No.                | Description   |
| 12                         | Force Account |

**Schedule of Items:**

| Revised Bid Item Quantities |                                                     |       |              |                  |                |
|-----------------------------|-----------------------------------------------------|-------|--------------|------------------|----------------|
| Bid Item                    | Item Description                                    | Unit  | Old Quantity | Revised Quantity | Proposal Total |
| 205.0100                    | Excavation Common                                   | CY    | 135,980      | 1,594            | 137,574        |
| 415.0095                    | Concrete Pavement 9 1/2-Inch                        | SY    | 17,498       | 169              | 17,667         |
| 415.0210                    | Concrete Pavement Gaps                              | EA    | 18           | 1                | 19             |
| 415.1095                    | Concrete Pavement HES 9 1/2-Inch                    | SY    | 1,950        | 39               | 1,989          |
| 601.0555                    | Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A | LF    | 26,193       | -1,327           | 24,866         |
| 625.0500                    | Salvaged Topsoil                                    | SY    | 88,420       | 5,994            | 94,414         |
| 628.2004                    | Erosion Mat Class I Type B                          | SY    | 88,613       | 5,801            | 94,414         |
| 628.7504                    | Temporary Ditch Check                               | LF    | 658          | 79               | 737            |
| 629.0210                    | Fertilizer Type B                                   | CWT   | 70           | 5                | 75             |
| 630.0120                    | Seeding Mix No. 20                                  | LB    | 2,396        | 158              | 2,554          |
| 630.0200                    | Seeding Temporary                                   | LB    | 1,205        | 79               | 1,284          |
| 630.0500                    | Seed Water                                          | MGA L | 1,004        | 65               | 1,069          |
| 634.0618                    | Posts Wood 4x6-Inch x 18-FT                         | EA    | 329          | 52               | 381            |
| 637.2210                    | Signs Type II Reflective H                          | SF    | 3,133.71     | 108.88           | 3,242.59       |
| 637.2215                    | Signs Type II Reflective H Folding                  | SF    | 427.92       | 41.44            | 469.36         |
| 637.2230                    | Signs Type II Reflective F                          | SF    | 288.5        | 252              | 540.5          |
| 638.2102                    | Moving Signs Type II                                | EA    | 47           | 5                | 52             |
| 638.2602                    | Removing Signs Type II                              | EA    | 254          | 40               | 294            |
| 638.3000                    | Removing Small Sign Supports                        | EA    | 265          | 40               | 305            |
| 643.0300                    | Traffic Control Drums                               | DAY   | 314,402      | 1,479            | 315,881        |
| 643.0900                    | Traffic Control Signs                               | DAY   | 80,602       | 6,231            | 86,833         |
| 643.1000                    | Traffic Control Signs Fixed Message                 | SF    | 192          | 541              | 733            |
| 649.0120                    | Temporary Marking Line Epoxy 4-Inch                 | LF    | 182,117      | 204              | 182,321        |
| SPV.0035.0001               | EBS Excavation                                      | CY    | 27,202       | 321              | 27,523         |
| SPV.0035.0002               | EBS Backfill                                        | CY    | 27,202       | 321              | 27,523         |
| SPV.0035.0003               | Roadway Embankment                                  | CY    | 22,863       | 105              | 22,968         |
| SPV.0195.0002               | Subgrade Strengthening Treatment                    | TON   | 1,552        | -3               | 1,549          |

| Added Bid Item Quantities |                                                                                      |      |              |                  |                |
|---------------------------|--------------------------------------------------------------------------------------|------|--------------|------------------|----------------|
| Bid Item                  | Item Description                                                                     | Unit | Old Quantity | Revised Quantity | Proposal Total |
| 305.0110                  | Base Aggregate Dense 3/4-Inch                                                        | TON  | 0            | 954              | 954            |
| 305.0120                  | Base Aggregate Dense 1 1/4-Inch                                                      | TON  | 0            | 62,086           | 62,086         |
| 312.0110                  | Select Crushed Material                                                              | TON  | 0            | 109,418          | 109,418        |
| 643.0920                  | Traffic Control Covering Signs Type II                                               | DAY  | 0            | 120              | 120            |
| 661.0200.3006             | Temporary Traffic Signals for Intersections IH-94 West Frontage Rd & CTH C/Spring St | LS   | 0            | 1                | 1              |
| 661.0200.3007             | Temporary Traffic Signals for Intersections IH-94 East Frontage Rd & CTH C/Spring St | LS   | 0            | 1                | 1              |
| 677.0200                  | Install Camera Assembly                                                              | EA   | 0            | 2                | 2              |
| SPV.0090.0005             | Concrete Curb & Gutter HES 6-Inch Sloped 36-Inch Type A                              | LF   | 0            | 1,327            | 1,327          |

|               |                                                                                           |    |   |   |   |
|---------------|-------------------------------------------------------------------------------------------|----|---|---|---|
| SPV.0105.3022 | Temporary Non-Intrusive Vehicle Detection System IH-94 West Frontage Rd & CTH C/Spring St | LS | 0 | 1 | 1 |
| SPV.0105.3023 | Temporary Non-Intrusive Vehicle Detection System IH-94 East Frontage Rd & CTH C/Spring St | LS | 0 | 1 | 1 |

| Deleted Bid Item Quantities |                                                         |      |              |                  |                |
|-----------------------------|---------------------------------------------------------|------|--------------|------------------|----------------|
| Bid Item                    | Item Description                                        | Unit | Old Quantity | Revised Quantity | Proposal Total |
| 305.0115                    | Base Aggregate Dense 3/4-Inch                           | CY   | 460          | -460             | 0              |
| 305.0125                    | Base Aggregate Dense 1 1/4-Inch                         | CY   | 31,245       | -31,245          | 0              |
| 312.0115                    | Select Crushed Material                                 | CY   | 57,874       | -57,874          | 0              |
| 620.0100                    | Concrete Corrugated Median                              | SF   | 1,698        | -1,698           | 0              |
| 643.1051                    | Traffic Control Signs PCMS With Cellular Communications | DAY  | 2,244        | -2,244           | 0              |
| 646.8020                    | Marking Corrugated Median Epoxy                         | SF   | 660          | -660             | 0              |

### **Plan Sheets:**

| Revised Plan Sheets |                                                                    |
|---------------------|--------------------------------------------------------------------|
| Plan Sheet          | Plan Sheet Title (brief description of changes to sheet)           |
| 4                   | Added general note regarding concrete pavement joint spacing       |
| 52                  | Revised monolithic shimming detail                                 |
| 62-70               | Revised plans to show all overhead sign supports correctly         |
| 85                  | Removed concrete corrugated median                                 |
| 106                 | Removed concrete corrugated median                                 |
| 153-154             | Revised erosion control to address temporary pavement construction |
| 309                 | Removed concrete corrugated median pavement marking                |
| 312                 | Removed concrete corrugated median pavement marking                |
| 355-356             | Revised staging notes                                              |
| 360                 | Revised staging notes                                              |
| 362                 | Revised staging notes                                              |
| 373                 | Revised driveway access and staging notes                          |
| 381-383             | Revised driveway access and staging notes                          |
| 388                 | Revised staging notes                                              |
| 392                 | Revised driveway access and staging notes                          |
| 455                 | Revised earthwork quantities                                       |
| 456-457             | Revised aggregate quantities from CY to TON                        |
| 458-460             | Removed concrete corrugated median quantity                        |
| 463                 | Revised pavement gap quantity                                      |
| 464-466             | Added high early strength curb and gutter item                     |
| 479-481             | Revised erosion control quantities                                 |
| 482-483             | Revised restoration quantities                                     |
| 485                 | Removed concrete corrugated median pavement marking quantity       |

|         |                                                     |
|---------|-----------------------------------------------------|
| 487     | Revised traffic control covering signs quantity     |
| 488-489 | Revised traffic control quantities                  |
| 490     | Revised PCMS quantities                             |
| 491-492 | Revised temporary marking quantities                |
| 599-600 | Added wetland boundaries                            |
| 609     | Added wetland boundaries                            |
| 855-858 | Revised earthwork data                              |
| 863-866 | Revised earthwork data                              |
| 870-874 | Revised earthwork data                              |
| 925-929 | Revised cross sections to remove temporary pavement |
| 977-980 | Revised cross sections to show temporary pavement   |

| Added Plan Sheets |                                                                              |
|-------------------|------------------------------------------------------------------------------|
| Plan Sheet        | Plan Sheet Title (brief description of why sheet was added)                  |
| 61A               | Added a signing detail to be used at CTH C temp signal locations             |
| 198A-198J         | Added signing plan for temp signals at CTH C (WFR & EFR)                     |
| 198K-198T         | Added signing plan to revert to all-way stop at CTH C (WFR & EFR)            |
| 212A              | Added CCTV Mounting Detail for temp signals at CTH C (WFR & EFR)             |
| 295A-295C         | Temp signal plans at CTH C & WFR                                             |
| 295D-295F         | Temp signal plans at CTH C & EFR                                             |
| 325A              | Added local business access signs                                            |
| 490A              | Added traffic control fixed message sign quantities                          |
| 521A              | Added signing plan quantities for temp signals at CTH C (WFR & EFR)          |
| 521B              | Added signing plan quantities to revert to all-way stop at CTH C (WFR & EFR) |
| 558A              | Added temp signal plans at CTH C & WFR                                       |
| 558B              | Added temp signal plans at CTH C & EFR                                       |
| 762A              | Added fixed message sign details                                             |
| 867A              | Revised earthwork data                                                       |
| 874A              | Revised earthwork data                                                       |
| 929A-929B         | Revised cross sections to remove temporary pavement                          |
| 976A-976D         | Revised cross sections to show temporary pavement                            |

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**

**1033-02-71/76**

**February 4, 2020**

**Special Provisions**

**3. 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.

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.

Be advised that there may be multiple mobilizations and/or remobilizations to complete construction operations, for example such items as: grading, concrete pavement, traffic control, signing, temporary and permanent pavement marking, finishing items and other incidental items. No additional payment will be made, by the department, for additional mobilizations.

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

Anticipate cold weather during spring and winter for concrete masonry, asphalt paving, concrete paving and ancillary concrete work, (curb, median barrier, 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.

Anticipate frozen grade/subgrade. Rework, heat, blanket, cover, compact, remove/replace such that the grade/subgrade is not frozen prior to constructing and backfilling storm sewer and culvert pipes. Technique to mitigate frozen grade/subgrade shall be approved by the engineer. Cost to mitigate frozen grade/subgrade is considered incidental to the applicable items of work.

After written notice to proceed, and prior to Final Acceptance of the work, assist with maintenance of existing roadways as specified in standard spec 104.6.1. This assistance may include performance of work covered under pay items or accommodating local repair forces within the work zones. Maintain all newly constructed work as specified in standard spec 104.6.1.

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.

**CPM Progress Schedule**

Refer to the Baseline CPM Progress Schedule items elsewhere in these special provisions.

**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. Do not begin work prior to April 1, 2020 unless approved by the engineer. Staging sequencing shall be done in the order shown below unless approved by the engineer. Any overlap in staging must be approved by the engineer.

### **Stage 1A**

#### **Construction**

- Place variable depth overlay on eastbound STH 20 outside shoulder.
- Mill and overlay International Drive.
- Construct temporary pavement widening on:
  - STH 20 eastbound outside shoulder
  - West Frontage Road
- Remove islands and construct temporary asphalt on:
  - STH 20 EB
  - Ramp SE
  - East Frontage Road
- Construct temporary signals at:
  - Ramp SW/ Ramp NW/ STH 20 intersection
  - Ramp SE/ Ramp NE/ STH 20 intersection
  - West Frontage Road/ STH 20 intersection
  - East Frontage Road/ STH 20 intersection

#### **Traffic**

- STH 20 eastbound – Existing lanes open. Utilize nighttime outside lane closure to facilitate construction.
- STH 20 westbound – Existing lanes open.
- Ramp SW – Existing lanes open. Utilize nighttime ramp closure to facilitate construction.
- Ramp NW – Existing lanes open.
- Ramp SE – Existing lanes open. Utilize nighttime ramp closure to facilitate construction.
- Ramp NE – Existing lanes open.
- West Frontage Road – Existing lanes open. Utilize southbound nighttime outside lane closure North of STH 20 to facilitate construction. Utilize southbound nighttime outside lane closure South of STH 20 to facilitate construction. Southbound road closure South of STH 20 may be necessary.
- East Frontage Road – Existing lanes open. Utilize nighttime inside lane closures to facilitate construction.
- International Drive – Existing lanes open. Utilize nighttime lane closure to facilitate construction.

### **Stage 1B**

#### **Construction**

- Construct STH 20 crossovers (west end).
  - Construct STH 20 crossovers (east end).
-

- Construct temporary pavement widening on STH 20 eastbound inside shoulder.
- Remove median island and construct temporary asphalt on West Frontage Road.

#### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening. Utilize nighttime inside lane closure to facilitate construction.
- STH 20 westbound – Existing lanes open.
- Ramp SW – Existing lanes open.
- Ramp NW – Existing lanes open.
- Ramp SE – Existing lanes open.
- Ramp NE – Existing lanes open.
- West Frontage Road – Existing lanes open. Utilize nighttime inside lane closures to facilitate construction. Road closures may be necessary.
- East Frontage Road – Existing lanes open.
- International Drive – All lanes open.

#### **Stage 2A**

##### **Construction**

- Begin construction of STH 20 westbound lanes and temporary pavement
- Begin construction of Ramp SW
- Construct Ramp NW right turn lane and outside shoulders.
- Construct IH 94 southbound and Ramp NW ramp gore.
- Begin construction of Ramp SE right turn lane.
- Begin construction of Ramp NE.
- Construct West Frontage Road northbound lanes, temporary pavement and storm sewer trunk line.
- Construct East Frontage Road northbound lanes, temporary pavement and storm sewer trunk line.
- Begin construction of north Red Cloud Drive.

##### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening. Utilize nighttime lane closures to facilitate construction.
  - STH 20 westbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening. Utilize nighttime lane closures to facilitate construction.
  - Ramp SW – Closed to traffic.
  - Ramp NW – One lane open. Utilize nighttime ramp closure to facilitate construction.
  - IH 94 southbound – All lanes open. Utilize nighttime lane and shoulder closures to facilitate construction.
  - Ramp SE – One lane open. Utilize nighttime ramp closure to facilitate construction.
  - Ramp NE – Closed to traffic.
  - West Frontage Road – One lane open in each direction. Traffic pushed to west edge.
  - East Frontage Road – One lane open in each direction. Traffic pushed to west edge.
  - Red Cloud Drive – Closed to traffic.
  - International Drive – All lanes open.
-

## **Stage 2B**

### **Construction**

- Continue construction of STH 20 westbound lanes and temporary pavement.
- Continue construction of Ramp SW.
- Begin construction of Ramp NW left turn lanes and inside shoulder.
- Continue construction of Ramp SE right turn lane.
- Continue construction of Ramp NE.
- Construct West Frontage Road median pavement gaps.
- Construct East Frontage Road median pavement gaps.
- Continue construction of north Red Cloud Drive.

### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening.
- STH 20 westbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening.
- Ramp SW – Closed to traffic.
- Ramp NW – One lane open.
- Ramp SE – One lane open.
- Ramp NE – Closed to traffic.
- West Frontage Road – One lane open in each direction. Traffic split to outsides.
- East Frontage Road – One lane open in each direction. Traffic split to outsides.
- Red Cloud Drive – Closed to traffic.
- International Drive – All lanes open.

## **Stage 2C**

### **Construction**

- Complete construction of STH 20 westbound lanes and temporary pavement.
- Continue construction of Ramp SW.
- Continue construction of Ramp NW left turn lanes and inside shoulder.
- Continue construction of Ramp SE right turn lane and temporary pavement.
- Continue construction of Ramp NE.
- Construct West Frontage Road portions of southbound pavement.
- Construct East Frontage Road portions of southbound pavement.
- Complete construction of north Red Cloud Drive.

### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening.
  - STH 20 westbound – Two lanes open on STH 20 eastbound existing pavement and temporary widening.
  - Ramp SW – Closed to traffic.
-

- Ramp NW – One lane open.
- Ramp SE – One lane open.
- Ramp NE – Closed to traffic.
- West Frontage Road – One lane open in each direction. Traffic pushed to east edge.
- East Frontage Road – One lane open in each direction. Traffic pushed to east edge.
- Red Cloud Drive – Closed to traffic.
- International Drive – All lanes open.

### **Stage 3A**

#### **Construction**

- Begin construction of STH 20 eastbound lanes.
- Continue construction of Ramp SW.
- Continue construction of Ramp NW left turn lanes and inside shoulder.
- Construct Ramp SE left turn lanes.
- Continue construction of Ramp NE.
- Construct West Frontage Road southbound lanes and temporary pavement.
- Construct East Frontage Road southbound lanes and temporary pavement.
- Begin construction of south Red Cloud Drive.
- Construct the traffic signals at Renaissance Drive and STH 20.

#### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
- STH 20 westbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
- Ramp SW – all lanes closed
- Ramp NW – one lane open
- Ramp SE – one lane open
- Ramp NE – all lanes closed
- West Frontage Road – One lane open in each direction. Traffic pushed to east edge.
- East Frontage Road – One lane open in each direction. Traffic pushed to east edge.
- Red Cloud Drive – Closed to traffic.
- International Drive – All lanes open.

### **Stage 3B**

#### **Construction**

- Continue construction of STH 20 eastbound lanes.
- Continue construction of Ramp SW.
- Continue construction of Ramp NW left turn lanes and inside shoulder.
- Continue construction of Ramp NE.
- Construct West Frontage Road median pavement gaps.
- Construct East Frontage Road median pavement gaps.
- Continue construction of south Red Cloud Drive

#### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
-

- STH 20 westbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
- Ramp SW – all lanes closed
- Ramp NW – one lane open
- Ramp SE – one lane open
- Ramp NE – all lanes closed
- West Frontage Road – One lane open in each direction. Traffic split to outsides.
- East Frontage Road – One lane open in each direction. Traffic split to outsides.
- Red Cloud Drive – Closed to traffic.
- International Drive – All lanes open.

### **Stage 3C**

#### **Construction**

- Complete construction of STH 20 eastbound lanes.
- Complete construction of Ramp SW.
- Complete construction of Ramp NW left turn lanes and inside shoulder.
- Complete construction of Ramp NE.
- Complete construction of south Red Cloud Drive.

#### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
- STH 20 westbound – Two lanes open on STH 20 westbound new pavement and temporary pavement.
- Ramp SW – all lanes closed
- Ramp NW – one lane open
- Ramp SE – one lane open
- Ramp NE – all lanes closed
- West Frontage Road – One lane open in each direction. Traffic pushed to west edge.
- East Frontage Road – One lane open in each direction. Traffic pushed to west edge.
- Red Cloud Drive – Closed to traffic.
- International Drive – All lanes open.

### **Stage 4A**

#### **Construction**

- Remove STH 20 crossovers, median temporary asphalt and construct median curb and gutter
- Remove West Frontage Road north temporary asphalt and construct remaining median island
- Remove East Frontage Road temporary asphalt and construct remaining median island

#### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound new pavement. Utilize nighttime lane closures to facilitate construction.
  - STH 20 westbound – Two lanes open on STH 20 westbound new pavement. Utilize nighttime lane closures to facilitate construction.
  - Ramp SW – All lanes open.
  - Ramp NW – One left turn lane and one right turn lane open.
  - Ramp SE – All lanes open.
  - Ramp NE – All lanes open.
  - West Frontage Road – All lanes open. Utilize nighttime inside lane closure to facilitate construction.
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- East Frontage Road – All lanes open. Utilize nighttime inside lane closure to facilitate construction.
- Red Cloud Drive – All lanes open.
- International Drive – All lanes open.

#### **Stage 4B**

##### **Construction**

- Remove STH 20 outside temporary asphalt and construct remaining porkchop islands

##### **Traffic**

- STH 20 eastbound – Two lanes open on STH 20 eastbound new pavement. Utilize nighttime outside lane closures to facilitate construction.
- STH 20 westbound – Two lanes open on STH 20 westbound new pavement. Utilize nighttime outside lane closures to facilitate construction.
- Ramp SW – All lanes open.
- Ramp NW – All lanes open.
- Ramp SE – All lanes open.
- Ramp NE – All lanes open.
- West Frontage Road – All lanes open.
- East Frontage Road – All lanes open.
- Red Cloud – All lanes open.
- International Drive – All lanes open.

##### **Advance Notification**

Notify the engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work. Coordinate the locations of messages of portable changeable message sign with the engineer and WisDOT TMC. Notify the engineer of proposed changes for alternate routes and detours and provide a revised signing plan for the review by and approval of the engineer.

##### **Ramp Closures**

Obtain prior acceptance from the engineer for Ramp Closures. All temporary entrance and exit ramp closures shall be posted three business days in advance of their closure with dates and time of closure. Temporary ramp closures are only allowed during Night Time Hours. Long-term ramp closures shown on the traffic control plans shall be posted ten business days in advance of their closure with dates and time of closure. Place a portable changeable message sign before the previous open entrance or exit ramp to advise traffic about the closure of the specific entrance or exit ramp. The contractor will incur a Lane Rental Fee Assessment according to the Lane Rental Fee Assessment article for each lane closure outside the allowable lane closure hours as noted in this article.

##### **Portable Changeable Message Signs**

Obtain acceptance from the engineer regarding the wording of all messages on portable changeable message signs prior to placing the message.

##### **Winter Maintenance**

Racine County will perform snow removal operations for freeway, ramp, STH 20, International Drive and frontage road lanes that are open to traffic. Provide for snow removal in those areas closed to traffic as required to facilitate safe construction operations and stage changes as required to eliminate snow melt run-off from crossing active roadways. Provide Racine County Highway Maintenance and Racine County Sheriff's Department with a 24-hour emergency contact number for when maintenance is required.

##### **Roadway Work Restrictions**

##### **Definitions**

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The following definitions apply to this contract for IH 94 NB, IH 94 SB, Ramp SE (northbound Exit), Ramp NE (northbound Entrance), Ramp NW (southbound Exit), Ramp SW (southbound Entrance), STH 20, Galaxy Drive, International Drive, Renaissance Boulevard, the East Frontage Road and the West Frontage Road work restrictions:

**Weekday Peak Hours**

- 5:30 AM – 9:00 PM Monday, Tuesday, Wednesday, Thursday, Friday

**Weekend Peak Hours**

- 8:00 AM – 9:00 PM Saturday, Sunday

**Night Time Hours**

- 9:00 PM – 5:30 AM the following day Sunday, Monday, Tuesday, Wednesday, Thursday
- 9:00 PM – 8:00 AM the following day Friday, Saturday

**Full STH 20 or Frontage Road Closure Hours**

- 11:00 PM – 4:30 AM

**Full Ramp or International Drive Closure Hours**

- 9:00 PM – 5:30 AM

**Rolling Closure**

Short term freeway mainline rolling closures may be allowed for a maximum of 15 minutes for the removal and erection of sign structures, the removal and erection of temporary traffic signals, equipment moves across the road, or other required work as determined by the engineer. The department will allow short term rolling closures only between 2:00 AM and 4:00 AM, and they may only be performed by freeway law enforcement.

Obtain approval from the engineer before coordinating these closures with freeway law enforcement. Coordinate 14 calendar days in advance of closure. Present the scheduled time for the short term rolling closure at the weekly traffic meeting a minimum of one week prior to the closure.  
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**Work Restrictions**

Do not close traffic lanes or shoulders on IH 94 NB, IH 94 SB, Ramp SE (northbound Exit), Ramp NE (northbound Entrance), Ramp NW (southbound Exit), Ramp SW (southbound Entrance), STH 20, International Drive, Renaissance Boulevard, the East Frontage Road, the West Frontage Road, Greenmonte Drive, and Red Cloud Drive and ensure that the roadway traffic lanes are entirely clear to traffic during Weekday Peak Hours and Weekend Peak Hours, except as shown in the traffic control plans.

Restrict work on open freeway roads and ramps to working in closed shoulders or closed lanes as allowed by the plans or engineer. Access into the work zones from the freeway roads will be allowed during Night Time hours, subject to approval by the engineer, if operations can be safely accomplished and do not result in non-construction traffic entering the work zones. Access from ramps will be allowed as shown in the plans or as modified with written approval from the engineer. Exiting the work zones directly onto freeway roads will be allowed only when operations do not obstruct or slow traffic on the freeway.

The duration of the work along IH 94 southbound at the Ramp NW gore is not to exceed seven consecutive calendar days.

The duration of the International Drive Mill and Overlay work is not to exceed seven consecutive calendar days.

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Greenmonte Drive will be allowed to be closed at the project limits during Stage 2 for a maximum of 21 consecutive days to allow for the connection to STH 20 to be constructed.

The Spokes Circle connection to STH 20 will be allowed to be closed for construction for a maximum of 14 consecutive days during Stage 3A. While the Spokes Circle connection to STH 20 is being built, the Spokes Circle connection to the West Frontage Road must remain open. Upon completion and reopening of the connection to STH 20, the Spokes Circle connection to the West Frontage Road can be closed for construction for a maximum of 14 consecutive days. Prior to the construction of the Spokes Circle connections and upon completion of the Spokes Circle connections, access to Spokes circle from both STH 20 and the West Frontage Road must be maintained.

The Galaxy Drive connection to STH 20 must be maintained during Stage 3. Galaxy Drive will need to be constructed in halves to maintain access in both directions by using paving gaps. Galaxy Drive must be completed in a maximum of 14 consecutive days.

A maximum of 15 full STH 20 closures will be allowed within the full closure hours from 11:00 PM – 4:30 AM throughout the length of the contract. A maximum of 8 full West Frontage Road closures will be allowed. A maximum of 8 full East Frontage Road closures will be allowed. A full closure of STH 20, the West Frontage Road, or the East Frontage Road may not take place on the same night. No full freeway closures will be allowed unless approved by the engineer. No full closures of any roadways will be allowed from noon Friday, July 10, 2020 to 6:00 AM Monday, July 20, 2020.

Do not haul materials of any kind on, along or across any portion of IH 94/IH 41, from noon Friday, July 10, 2020 to 6:00 AM Monday, July 20, 2020.

Access to businesses must be maintained during full closures for businesses that maintain business hours during this time.

Provide access to residential driveways at all times.

Follow the traffic control plans for closures. Lane restrictions beyond that shown on the traffic control plans must be approved by the engineer. If plan details are not provided in the traffic control plan, furnish plans for review by the engineer for approval. Once approved, allow at least five business days prior to the closure of roadway as identified in the Traffic article.

Do not, at any time, conduct construction operations in the median area and adjacent outside shoulder area of the roadway at the same time without obtaining prior permission of the engineer, beyond that shown on the traffic control plans.

Do not begin or continue any work that closes traffic lanes outside the allowed time periods specified in this contract.

Permitting the contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a waiver on the part of the department of any of its rights under the contract.

Comply with all local ordinances that apply to 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 3 days before performing this work.

Obtain acceptance from the engineer regarding the wording of all messages on portable changeable message signs prior to placing the message.

### **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.
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#### **Interim Completion of Work International Drive Mill and Overlay**

If the contractor fails to complete all pavement mill and overlay work along International Drive as shown in Stage 1A to restore traffic in its permanent configuration prior to 12:01 AM on May 1, 2020, the department will assess the contractor \$2,000 in interim liquidated damages per day for each calendar day after 12:01 AM on May 1, 2020, that all International Drive work is not complete. An entire calendar day will be charged for any period of time within a calendar day that the work is not complete beyond 12:01 AM, on May 1, 2020.

#### **Interim Completion of Work IH 94 southbound and Ramp NW Ramp Gore**

If the contractor fails to complete all work along IH 94 southbound at the Ramp NW gore (including mainline removals, mainline shoulder pavement, mainline barrier, crash cushion, signing, pavement marking, restoration and associated work) as shown in Stage 2B to complete all necessary IH 94 lane and shoulder closures prior to 12:01 AM on June 15, 2020, the department will assess the contractor \$3,500 in interim liquidated damages per day for each calendar day after 12:01 AM on June 15, 2020, that all IH 94 southbound at the Ramp northbound gore work is not complete. An entire calendar day will be charged for any period of time within a calendar day that the work is not complete beyond 12:01 AM, on June 15, 2020.

#### **Interim Completion of Work Complete Stage 3 and Re-Open Entrance Ramps**

If the contractor fails to complete all work (including restoration/landscaping) as shown in the plans from Stage 1A to Stage 3C and to open the northbound Entrance Ramp and southbound Entrance Ramp to traffic in its permanent configuration prior to 12:01 AM on October 30, 2020, the department will assess the contractor \$5,000 in interim liquidated damages per day for each calendar day after 12:01 AM on October 30, 2020, that this work is not complete. An entire calendar day will be charged for any period of time within a calendar day that the ramps remain closed beyond 12:01 AM, on October 30, 2020.

#### **Enhance Liquidated Damages – Final Completion**

*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.

### **8. Utilities.**

*Replace entire article language with the following:*

The portion of this contract under Project 1033-02-71 (STH 20 Arterial Cross Street) comes under the provisions of Administrative Rule TRANS 220. The portion of this contract under Project 1033-02-76 (International Drive Traffic Mitigation) 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. Permits for IH 94, STH 20, West Frontage Road, and East Frontage Road 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. Permits for International Drive can be viewed at the Village of Mount Pleasant during normal working hours. Contact Mount Pleasant Public Works Highway Manager Mark Benish at (262) 664-7844 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.

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Some utility work, as described below, is dependent on 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.

Utility working days shown herein are as defined in Wisconsin Administrative Code Chapter Trans 220.

Known utilities in the project area are as follows:

#### **Project 1033-02-71 (STH 20 Crossroad)**

**AT&T Legacy (aka. AT&T Corporation)** has an existing underground communications duct package within the project limits, consisting of 6 ducts owned by AT&T Legacy bundled with 3 ducts owned by Level 3 Communications, beginning beyond the southerly project limits and running northerly along a line 8' easterly of and parallel to the westerly IH 94 right of way to Station 292+58, 184'RT where it turns and runs northwesterly, crossing STH 20 at Station 291+47, and continues northwesterly to Station 291+13, 64'LT. From there the duct package continues northerly along a line 7' easterly of and parallel to the westerly IH 94 right of way to beyond the project limits. This duct package will remain in place without adjustment.

AT&T Legacy also has a discontinued underground communications duct package bundled with a discontinued Level 3 Communications duct package within the project limits beginning beyond the southerly project limits and running northerly along the westerly fence line of IH 94, crossing STH 20 at Station 292+82, and continuing northerly along the westerly fence line to beyond the project limits.

The AT&T Legacy contact is Ken Nine (574-842-8830 office/ 574-904-6336 cell) of JMC Engineers & Associates, Inc.

**AT&T Local Network (aka. Teleport Communications of America)** has existing underground communications facilities within the project limits in the following locations:

- An existing underground communications line beginning at a vault adjacent to the previously described AT&T Legacy duct package on the west side of the Northwest Ramp at Station 865+91, 235'LT and running southerly, crossing STH 20 at Station 291+42, and continuing southerly to Station 291+85, 113'RT where it turns and runs southeasterly to Station 293+56, 80'RT. From there it continues southeasterly, crossing IH-94 at Station 861+49, and continues southeasterly to Station 298+35, 98'RT where it turns and runs easterly to Station 298+55, 89'RT and then turns and runs southeasterly along the southwesterly STH 20 right of way, crossing the East Frontage Road at Station 3858+00, and continuing southeasterly to a vault at Station 303+69, 96'RT. From there the line continues southeasterly along the right of way, crossing Galaxy Drive, and continuing southeasterly to Station 318+56, 133'RT where it turns and continues southeasterly, crossing Red Cloud Drive at Station 270RC+10, then continues southeasterly along a line approximately 16'
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northeasterly of and parallel to the southwesterly STH 20 right of way to beyond the project limits. AT&T Local Network will relocate portions of this line as noted below.

- An existing underground communications line beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along the northerly STH 20 right of way, crossing Renaissance Boulevard, and continuing easterly along the northerly STH 20 right of way to beyond the project limits. This line will remain in place without adjustment.

Prior to and during construction, AT&T Local Network will construct new underground communications lines adjacent to the existing lines in the following locations; the existing lines in these locations will be discontinued in place:

- A new underground communications line along the south side of STH 20 at the southbound IH 94 on-ramp beginning at Station 291+70, 81'RT and running southerly to Station 291+84, 114'RT and then running easterly to Station 293+56, 81'RT.
- A new underground communications line beginning at Station 297+68, 100'RT and running southeasterly along the south side of STH 20, crossing the East Frontage Road at Station 3857+99, and continuing southeasterly to a new handhole at Station 303+94, 97'RT.
- A new underground communications line beginning at Station 318+75, 130'RT and running southeasterly along the south side of STH 20, crossing Red Cloud Drive at Station 270RC+09, and continuing southeasterly to Station 324+00, 82'RT.

Relocations anticipated to occur from March through April 2020.

The AT&T Local Network contact is Jennifer Navarro (414-459-3564) of Northwind Technical Services.

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

- An existing underground communications line beginning beyond the westerly project limits and running easterly along the southerly STH 20 right of way and ending at a pole at Station 267+43, 62'RT. AT&T will reconnect this line to a new We Energies pole at Station 267+40, 71'RT as noted below. The remaining portion of this line will remain in place without adjustment.
  - An existing overhead communications line beginning at a pole at Station 270+92, 70'RT and running northerly, crossing STH 20 at Station 270+68, and continuing northerly to a pole at Station 270+28, 122'LT. From there the line continues northerly to beyond the project limits. This line will remain in place without adjustment.
  - An existing underground communications line beginning at a pole at Station 270+28, 122'LT and running southeasterly along a line 6' northeasterly and parallel to the northeasterly STH 20 right of way to Station 273+76, 127'LT where it turns and runs northeasterly to beyond the project limits. This line will remain in place without adjustment.
  - An existing underground communications line beginning at a pole at Station 270+28, 122'LT and running southeasterly and ending at Station 271+17, 135'LT. This line will remain in place without adjustment.
  - An existing underground communications line beginning beyond the northerly project limits and running southerly to Station 271+17, 135'LT and then running southeasterly to Station 273+25, 93'LT. From there the line runs southeasterly along the north side of STH 20 to Station 278+17, 109'LT where it turns and continues southeasterly to a pedestal at Station 278+92, 101'LT where it turns and ends at a pedestal at Station 278+88, 114'LT. AT&T will reconstruct portions of this line east of Station 271+51, 118'LT as noted below. The remaining portions will remain in place without adjustment. The existing line east of Station 271+51, 118'LT will be discontinued in place.
  - An existing underground communications line beginning beyond the northerly project limits and running southwesterly to Station 273+82, 101'LT where it turns and runs southeasterly along the northeasterly STH 20 right of way to a pedestal at Station 278+88, 114'LT. From there the line runs southeasterly to a pedestal at Station 280+19, 86'LT where it turns and runs easterly to Station 280+55, 98'LT. From there the line runs southeasterly along the northeasterly STH 20 right of way to a pedestal at Station 283+49, 94'LT and then continues southeasterly along the right of way to a manhole at Station 286+46, 100'LT. From there the line runs southwesterly, crossing STH 20 at
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Station 286+45, and continues southwesterly to a manhole at Station 286+45, 104'RT. This line will remain in place without adjustment.

- Two existing underground communications lines beginning beyond the southerly project limits and running northeasterly to Station 274+42, 108'RT where they turn and run southeasterly along the southwesterly STH 20 right of way to a manhole at Station 286+45, 104'RT. These lines will remain in place without adjustment.
  - Two existing underground communications lines beginning a manhole at Station 286+45, 104'RT and running southerly to Station 2863+45, 78'LT where they turn and runs southwesterly along the westerly West Frontage Road right of way to Station 2859+35, 64'LT. From there the lines run southerly along a line approximately 38' easterly of and parallel to the westerly West Frontage Road right of way to beyond the project limits. These lines will remain in place without adjustment.
  - An existing underground communications line beginning beyond the southerly project limits and running northerly along the westerly West Frontage Road right of way and ending at Station 2858+81, 101'LT. This line will remain in place without adjustment.
  - An existing underground communications line beginning at Station 2859+85, 65'LT and running easterly, crossing the West Frontage Road at Station 2859+95, and continuing easterly and ending at Station 2860+03, 47'RT. This line will remain in place without adjustment.
  - An existing underground communications line beginning beyond the project limits and running westerly to Station 2859+18, 54'RT where it turns and runs northeasterly along the easterly West Frontage Road right of way to Station 2863+23, 39'RT. From there the line continues northeasterly to Station 288+61, 101'RT where it turns and runs southeasterly to Station 290+99, 89'RT where it turns and runs southeasterly to a pedestal at Station 292+62, 171'RT. From there the line runs southerly along a line 15' easterly of and parallel to the westerly IH 94 right of way to beyond the project limits. AT&T will reconstruct portions of this line north of Station 2860+04, 49'RT as noted below. The existing line will be discontinued in place north of Station 2860+04, 49'RT.
  - An existing underground communications line beginning at a manhole at Station 286+46, 100'LT and running southeasterly, crossing the West Frontage Road at Station 4865+20, and continuing southeasterly to Station 288+62, 82'LT. From there the line continues southeasterly to a manhole at Station 291+02, 83'LT and then continues southeasterly to Station 292+84, 53'LT where it turns and continues southeasterly, crossing IH 94 at Station 862+99, and continues southeasterly to a manhole at Station 298+17, 74'LT. AT&T will reconstruct portions of this line crossing the West Frontage Road and crossing IH 94 as noted below.
  - An existing underground communications line beginning at Station 288+62, 82'LT and running northerly along the easterly West Frontage Road right of way to Station 4867+07, 19'RT where it turns and runs northeasterly to beyond the project limits. This line will remain in place without adjustment.
  - An existing underground communications line beginning at a manhole at Station 291+02, 83'LT and running southerly, crossing STH 20 at Station 291+40, and continuing southerly to a manhole at Station 291+89, 108'RT. AT&T will discontinue this line in place as noted below.
  - An existing underground communications line beginning at a pedestal at Station 295+42, 113'LT and running southerly to Station 295+73, 73'LT where it turns and runs southeasterly to a manhole at Station 298+17, 74'LT. This line will remain in place without adjustment.
  - Two existing underground communications lines beginning at a manhole at Station 298+17, 74'LT and running southeasterly to Station 300+75, 92'LT where they continue southeasterly along approximately 12' southwesterly of the northeasterly STH 20 right of way, crossing the East Frontage Road at Station 5859+76, and continuing to a pedestal at Station 306+09, 99'LT. From there the lines continue southeasterly along the right of way to Station 310+18, 87'LT and then continue southeasterly to Station 313+75, 87'LT and then continue southeasterly to a manhole at Station 316+42, 101'LT. From there one of the lines continues southeasterly along the northerly STH 20 right of way to a manhole at Station 322+14, 97'LT. The other line runs southeasterly from the manhole at Station 316+42, 101'LT to Station 318+53, 91'LT and then continues southeasterly, crossing Red Cloud Drive, and continues to a manhole at Station 322+14, 97'LT. AT&T will discontinue these lines in place east of a manhole at Station 307+32, 96'LT as noted below. The remainder of these lines will remain in place without adjustment.
  - An existing underground communications line beginning at a manhole at Station 298+17, 74'LT and running southeasterly along the northeasterly side of STH 20, crossing the East Frontage
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Road at Station 5859+63, and continuing southeasterly to Station 306+08, 84'LT. From there the line continues southeasterly to Station 313+75, 81'LT and then continues southeasterly to Station 316+43, 94'LT where it continues southeasterly to Station 320+57, 77'LT. From there the line continues southeasterly, crossing Red Cloud Drive, and continues to Station 322+15, 79'LT where it turns and runs northeasterly to a manhole at Station 322+14, 97'LT. AT&T will discontinue this line in place as noted below.

- An existing underground communications line beginning beyond the northerly project limits and running southwesterly to Station 306+11, 106'LT where it turns and runs southeasterly along the northerly side of STH 20 to Station 310+26, 93'LT and then continues southeasterly to a pedestal at Station 313+75, 99'LT. From there the line continues southeasterly to a manhole at Station 316+43, 101'LT and then continues southeasterly, crossing Red Cloud Drive, and continues to a manhole at Station 322+14, 97'LT. AT&T will discontinue this line in place east of Station 307+32, 96'LT as noted below. The remainder of this line will remain in place without adjustment.
  - Three existing underground communications lines beginning at a manhole at Station 322+14, 97'LT and running southeasterly along the northerly side of STH 20 to beyond the easterly project limits. The first line runs along a line approximately 14' southerly of and parallel to the northerly STH 20 right of way. The second line runs along a line approximately 21' southerly of and parallel to the northerly STH 20 right of way. The third line runs along a line approximately 28' southerly of and parallel to the northerly STH 20 right of way. AT&T will discontinue these lines in place as noted below.
  - An existing overhead communications line beginning beyond the southerly project limits and running northerly along the easterly IH 94 right of way and ending at a pole at Station 859+68, 177'RT. AT&T will remove the line north of a pole at Station 856+29, 173'RT and construct a new underground communications line as noted below. The remainder of this line will remain in place without adjustment.
  - An existing underground communications line beginning at a pole at Station 859+68, 177'RT and running northeasterly, easterly and southeasterly to Station 299+01, 79'RT where it continues southeasterly along the southwesterly STH 20 right of way to Station 299+72, 88'RT where it turns and runs southwesterly to a pole at Station 299+70, 100'RT. From there it runs northeasterly to Station 299+72, 88'RT where it turns and runs southeasterly along the right of way, crossing the East Frontage Road at Station 3858+10, and continuing southeasterly to Station 303+66, 86'RT where it turns and runs southerly and ends at a vault at Station 303+69, 96'RT. AT&T will discontinue this line in place and construct a new underground line as noted below.
  - An existing overhead communications line beginning at a pole at Station 299+70, 100'RT and running southeasterly along southwesterly STH 20 right of way, crossing the East Frontage Road at Station 3857+95, and continuing southeasterly to a pole at Station 303+40, 101'RT. From there the line continues southeasterly along the right of way to a pole at Station 313+92, 105'RT and then continues southeasterly, crossing Galaxy Drive, and continuing southeasterly to Station 318+61, 143'RT and then running southeasterly along a line 7' northeasterly of and parallel to the southwesterly STH 20 right of way to beyond the project limits. AT&T will reconstruct this line on relocated We Energies poles as noted below. Remaining portions of this line will remain in place without adjustment.
  - An existing underground communications line beginning a pole at Station 303+40, 101'RT and running southwesterly and southerly along a line approximately 6' westerly of the easterly East Frontage Road right of way to a pedestal at Station 3852+98, 47'RT. From there the line continues southerly along the right of way to beyond the project limits. AT&T will relocate portions of this line north of Station 3856+90, 41'RT as noted below. Remaining portions of this line will remain in place without adjustment.
  - An existing underground communications line beginning at a vault at Station 303+69, 96'RT and running southeasterly along the southwesterly STH 20 right of way to a pole at Station 313+92, 105'RT, crossing Galaxy Drive, and continuing southeasterly along the right of way to a pedestal at Station 314+10, 106'RT. From there the line continues southeasterly to Station 318+70, 138'RT and then continues southeasterly along a line approximately 15' northeasterly of and parallel to the southwesterly STH 20 right of way, crossing Red Cloud Drive, and continuing southeasterly to beyond the project limits. This line will remain in place without adjustment.
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- An existing underground communications line beginning beyond the southerly project limits and running northerly and northeasterly along a line approximately 11' westerly of the easterly East Frontage Road right of way to a vault at Station 303+69, 96'RT. AT&T will relocate portions of this line north of Station 3856+90, 41'RT as noted below. Remaining portions of this line will remain in place without adjustment.
- An existing underground communications line beginning at a pedestal at Station 314+10, 106'RT and running southwesterly and southerly along the westerly Galaxy Drive right of way to beyond the project limits. AT&T will reconnect this line to a new We Energies pole at Station 314+07, 114'RT as noted below. The remaining portion of this line will remain in place without adjustment.
- An existing underground communications line beginning a pole at Station 315+17, 113'RT and running southwesterly to Station 315+15, 119'RT where it turns and runs northwesterly along the southwesterly STH 20 right of way to Station 314+81, 117'RT. From there the line runs southwesterly along the easterly Galaxy Drive right of way to a pedestal at Station 314+89, 185'RT and then runs northeasterly along the easterly Galaxy Drive right of way to Station 314+82, 119'RT where it turns and runs southeasterly along the southwesterly STH 20 right of way to Station 316+64, 131'RT. From there the line runs northwesterly to Station 318+38, 91'RT where it turns and runs northeasterly, crossing STH 20 at Station 316+42, and continues northeasterly to a manhole at Station 316+42, 101'LT. This line will remain in place without adjustment.
- An existing overhead communications line beginning at a pole at Station 313+92, 105'RT and running southwesterly along the westerly Galaxy Drive right of way to beyond the project limits. AT&T will reconnect this line to a new We Energies pole at Station 314+07, 114'RT as noted below. The remainder of this line will remain in place without adjustment.
- Existing underground communications lines within the project limits at the intersection of STH 20 and Renaissance Boulevard, along the rights of way of STH 20, crossing STH 20, along the rights of way of Renaissance Boulevard, and crossing Renaissance Boulevard. These facilities will remain in place without adjustment.

AT&T Wisconsin also has discontinued communications facilities within the project limits in the following locations:

- A discontinued underground communications line on the north side of STH 20 from Station 271+50 to Station 279+00.
- Discontinued underground communications lines along the east side of South Sylvania Avenue, along the south side of STH 20 and along the west side of Ramp SW.
- A discontinued underground communications line along the south side of STH 20 from Station 297+00 to Station 299+50.
- A discontinued underground communications line along the east side of the East Frontage Road from Station 3856+75 to Station 3858+00.
- Three discontinued underground communications lines and 2-4" PC ducts along the north side of STH 20 from Station 207+50 to International Drive.
- A discontinued underground communications line (ALMW 300 cable) along the north side of STH 20 from Station 298+00 to International Drive.

Prior to and during construction, AT&T Wisconsin will relocate, reconstruct, remove, discontinue and leave in place their existing overhead and underground electric facilities in the following locations:

- From approximately Station 271+50 to 279+00, discontinuing north side existing buried line and installing new cable along the property line.
  - At the STH 20 & West Frontage Rd Intersection, lowering the existing 7-4" PC duct package below the 30" storm sewer.
  - Expose and lower approximately 300' of 6-4" duct package from Station 292+00 to Station 295+00.
  - Discontinue existing buried cable and replace 1100' along property line below the proposed storm sewer from along the east side South Sylvania Avenue along the south side of STH 20 and along the west side of Ramp SW.
  - Remove poles and existing cable and bore new cable along the east side of Ramp SE, along the south side of STH 20 and along the east side of East Frontage Road.
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- From Station 307+60 to International Drive, retire existing cables and replace with 4-4" duct package lower than the proposed storm sewer.
- From Station 307+80 to Station 318+00, replace existing underground fiber with aerial fiber and relocate existing poles and aerial cable to the south along the right of way.
- ALMW 300 cable along the north side of STH 20 from Station 298+00 to International Drive to be discontinued.

Relocations anticipated to occur from March through June 2020.

WisDOT contractor to remove any portions of retired/discontinued cable and duct in conflict with the storm sewer crossings or ditch cuts.

During construction in conjunction with paving and grading operations, AT&T Wisconsin will adjust their manholes and handholes in the following locations: Station 286+45 LT, Station 286+45 RT, Station 291+00 LT, Station 298+10 LT, Station 307+20 LT, Station 316+35 LT, Station 314+00 RT, Station 315+05 RT. Allow 10 days for adjustment of AT&T Wisconsin manhole and handholes.

The AT&T Wisconsin contact is Mike VanBoven (262-636-0514 office/ 262-676-3958 cell).

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

- An existing underground communications line beginning beyond the westerly project limits and running southeasterly along the southerly shoulder of STH 20 to Station 266+93, 60'RT and then continuing southeasterly along the southerly shoulder and ending at a pole at Station 270+92, 70'RT.
  - An existing overhead communications line on We Energies poles beginning at a pole at Station 270+92, 70'RT and running southeasterly along the south side of STH 20 to a pole at Station 276+35, 100'RT and then continuing southeasterly along the southwesterly STH 20 right of way to a pole at Station 283+23, 101'RT. From there the line continues southeasterly along the right of way and ends at a pole at Station 286+82, 101'RT.
  - An existing overhead communications line on We Energies poles beginning at a pole at Station 270+92, 70'RT and running northerly, crossing STH 20 at Station 270+68, and continuing northerly to a pole at Station 270+28, 122'LT. From there the line continues northerly to beyond the project limits.
  - An existing overhead communications line on We Energies poles beginning at a pole at Station 283+23, 101'RT and running northeasterly, crossing STH 20 at Station 283+40, and continuing northeasterly to a pole at Station 283+54, 92'LT, where it turns and runs southeasterly along a line 6' southwesterly of and parallel to the northeasterly STH 20 right of way, crossing the West Frontage Road at Station 4865+21, and continuing southeasterly and ending at a pole at Station 288+63, 98'LT.
  - An existing underground communications line beginning at a pole at Station 288+63, 98'LT and running northerly along the easterly West Frontage Road right of way to Station 4866+95, 31'RT. From there the line continues northerly along the east side of the West Frontage Road to beyond the project limits.
  - An existing underground communications line beginning beyond the southerly project limits and running northerly along a line 6' easterly of and parallel to the westerly West Frontage Road right of way and ending at Station 2859+12, 100'LT.
  - An existing underground communications line beginning beyond the southerly project limits and running northerly along a line approximately 17' westerly of the westerly West Frontage Road edge of pave to Station 2859+44, 60'LT. From there the line runs northeasterly along the westerly West Frontage Road right of way and ends at a pole at Station 286+82, 101'RT.
  - An existing underground communications line beginning at a pole at Station 286+82, 101'RT and running southeasterly, crossing the West Frontage Road at Station 2864+07, and continuing southeasterly to Station 288+31, 121'RT where it turns and runs southwesterly to Station 2862+79,
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- 26'RT. From there the line runs southwesterly and southerly along a line 14' westerly of and parallel to the easterly West Frontage Road right of way to beyond the project limits.
- An existing underground communications line beginning at Station 2858+48, 52'LT and running easterly, crossing the West Frontage Road at Station 2858+54, and continuing easterly and ending at Station 2858+60, 44'RT.
  - An existing overhead communications line beginning beyond the southerly project limits and running northerly along the easterly IH 94 right of way and ending at a pole at Station 859+68, 178'RT.
  - An existing underground communications line beginning at a pole at the easterly IH 94 right of way at Station 859+68, 178'RT and running northeasterly, easterly and southeasterly and ending at a pole at Station 299+70, 99'RT.
  - An existing underground communications line beginning at a pole at Station 299+70, 99'RT and running northeasterly, crossing STH 20 at Station 299+68, and continuing northeasterly to beyond the project limits.
  - An existing underground communications line beginning at a pole at Station 299+70, 99'RT and running southeasterly along the southwesterly STH 20 right of way, crossing the East Frontage Road at Station 3857+97, and continuing southeasterly to Station 305+08, 99'RT where it turns and runs northeasterly, crossing STH 20 at Station 305+38, and continues northeasterly to Station 305+43, 16'LT. From there the line continues northeasterly to beyond the project limits.
  - An existing underground communications line beginning at a pole at Station 304+72, 100'RT and running southeasterly along the southwesterly STH 20 right of way to Station 305+07, 102'RT where it turns and runs southerly to beyond the project limits.
  - An existing overhead communications line on We Energies poles beginning at a pole at Station 299+70, 99'RT and running southeasterly, crossing the East Frontage Road at Station 3857+95'RT, and continuing southeasterly along the southwesterly STH 20 right of way to a pole at Station 313+92, 105'RT. From there the line continues southeasterly, crossing Galaxy Drive, and continuing southeasterly along the right of way to a pole at Station 318+61, 143'RT. From there the line runs southeasterly, crossing Red Cloud Drive at Station 269RC+98, and continues southeasterly along the southerly STH 20 right of way to beyond the project limits.
  - An existing overhead communications line on We Energies poles beginning beyond the southerly project limits and running northeasterly along the westerly Galaxy Drive right of way to a pole at Station 313+92, 105'RT and then continuing northeasterly, crossing STH 20 at Station 313+84, and continuing northeasterly and ending at a pole at Station 313+75, 99'LT.
  - An existing overhead communications line on We Energies poles beginning at a pole at Station 318+61, 143'RT and running southeasterly to beyond the project limits.
  - An existing underground communications line beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along the southerly STH 20 right of way to a point located approximately 85' west of the centerline of Renaissance Boulevard where it turns and runs southeasterly to a point located approximately 50' west of the centerline of Renaissance Boulevard and 150' south of the centerline of STH 20. From there it runs easterly, crossing Renaissance Boulevard, and then continues easterly to a point located approximately 79' east of the centerline of Renaissance Boulevard and approximately 150' south of the centerline of STH 20. From there it runs northeasterly to a point located approximately 186' east of the centerline of Renaissance Boulevard at the southerly STH 20 right of way. From there the line runs easterly along said right of way to beyond the project limits.
  - An existing underground communications line beginning at a point on the southerly STH 20 right of way located approximately 254' west of the centerline of Renaissance Boulevard and running northerly, crossing STH 20, and continuing northerly to the northerly STH 20 right of way.
  - An existing underground communications line beginning at a point on the southerly STH 20 right of way located approximately 483' east of the centerline of Renaissance Boulevard and running northerly, crossing STH 20, and continuing northerly to the northerly STH 20 right of way.

The existing underground communications facilities at the intersection of STH 20 and Renaissance Boulevard will remain in place without adjustment.

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Prior to and during construction, Charter Communications will relocate, reconstruct, remove, discontinue and leave in place their existing overhead and underground communications facilities in the following locations:

- Charter will transfer their existing overhead communications line to relocated We Energies poles along the southerly STH 20 right of way between Station 267+40, 71'RT and Station 283+45, 101'RT.
- A new underground communications line crossing STH 20 between new We Energies poles between Station 283+45, 101'RT and Station 283+45, 105'LT. The existing overhead crossing at Station 283+40 will be removed.
- A new underground communications line along the northerly STH 20 right of way and along the westerly West Frontage Road right of way between Station 283+45, 105'LT and 4865+66, 70'LT. The existing overhead communications line along the northerly STH 20 right of way between Station 283+54, 92'LT and Station 288+63, 98'LT will be removed.
- A new underground communications line crossing the West Frontage Road between Station 4865+66, 70'LT and Station 4865+66, 40'RT.
- A new underground communications line along the easterly right of way of the West Frontage Road between Station 4865+66, 40'RT and Station 4866+86, 40'RT. The existing line south of Station 4866+86, 40'RT will be discontinued in place.
- A new underground communications line along the southerly STH 20 right of way from a pedestal at Station 285+25, 104'RT and proposed pole at Station 285+69, 100'RT.
- A new overhead communications line along the southerly STH 20 right of way from a proposed pole at Station 285+13, 100'RT and proposed pole at Station 285+69, 100'RT.
- A new underground communications line along the westerly West Frontage Road right of way between a proposed pole at Station 285+69, 100'RT and new pedestal at Station 2860+94, 84'LT. The existing line north of Station 2860+94, 84'LT will be discontinued in place.
- A new underground communications line along the westerly West Frontage Road right of way between a new pedestal at Station 2860+94, 84'LT and a new pedestal at Station 2857+84, 81'LT. The existing line between Station 2860+94, 84'LT and Station 2857+84 81'LT will be discontinued in place.
- A new underground communications line crossing the West Frontage Road a new pedestal at Station 2857+84, 81'LT and Station 2857+89, 45'RT and then continuing northerly along the easterly side of the West Frontage Road to a new pedestal at Station 2859+50, 73'RT. The existing line between Station 2857+89, 45'RT and Station 2859+50, 73'RT will be discontinued in place.
- Charter will remove the existing overhead communications line along the easterly IH 94 right of way between a pole at Station 856+29, 172'RT and the pole at Station 859+68, 178'RT.
- The existing underground line between Station 859+68, 178'RT and Station 299+70, 99'RT will be discontinued in place.
- An existing underground communications line crossing STH 20 at Station 299+68 will be discontinued in place.
- A new underground communications line beginning at a pole at Station 305+17, 100'RT and running northeasterly, crossing STH 20 to Station 305+15, 110'LT and then running northwesterly to Station 5860+38, 65'RT and then running northeasterly along the easterly side of the East Frontage Road to Station 5863+23, 66'RT and then running northwesterly, crossing the East Frontage Road to Station 5863+30, 77'LT and continuing to beyond the project limits.
- Charter will transfer their existing overhead communications facilities to ne We Energies pole along the southerly STH 20 right of way between the pole at Station 307+24, 99'RT and a pole at Station 315+17, 112'RT. The existing overhead communications lines along the southerly STH 20 right of way west of Station 307+24 and east of Station 315+17 will remain in place without adjustment.
- All other Charter facilities within the project limits will remain in place without adjustment.

Relocations anticipated to occur from February through May 2020.

The Charter Communications contact is Neil Long (414-277-4271/ 414-430-7189 cell).

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**Level 3 Communications** has an existing underground communications duct package within the project limits, consisting of 3 ducts owned by Level 3 Communications bundled with 6 ducts owned by AT&T Legacy, beginning beyond the southerly project limits and running northerly along a line 8' easterly of and parallel to the westerly IH 94 right of way to Station 292+58, 184'RT where it turns and runs northwesterly, crossing STH 20 at Station 291+47, and continues northwesterly to Station 291+13, 64'LT. From there the duct package continues northerly along a line 7' easterly of and parallel to the westerly IH 94 right of way to beyond the project limits. This duct package will remain in place without adjustment.

Level 3 Communications also has a discontinued underground communications duct package bundled with a discontinued AT&T Legacy duct package within the project limits beginning beyond the southerly project limits and running northerly along the westerly fence line of IH 94, crossing STH 20 at Station 292+82, and continuing northerly along the westerly fence line to beyond the project limits.

The Level 3 Communications contact is Shad Garcia (414-908-1009 office/262-606-0896 cell).

**Midwest Fiber Networks** has existing underground and overhead communications facilities within the project limits in the following locations:

- An existing underground communications line beginning beyond the northerly project limits and running southwestly to Station 275+05, 114'LT and running southeasterly along the northeasterly STH 20 right of way to Station 278+07, 112'LT where it turns and runs southwestly, crossing STH 20 at Station 278+07, and continues southwestly to Station 278+07, 89'RT. From there it runs southeasterly along the southwestly STH 20 right of way, crossing the West Frontage Road at Station 2864+22, and continues southeasterly to Station 290+86, 84'RT and then continues to Station 291+91, 105'RT. From there it continues southeasterly to Station 293+54, 75'RT and then continues southeasterly, crossing IH 94 at Station 861+55, and continues southeasterly to Station 297+57, 98'RT. From there the line runs southeasterly along the southwestly STH 20 right of way, crossing the East Frontage Road at Station 3858+01, and continues southeasterly to Station 304+38, 85'RT and then continues southeasterly to a vault at Station 311+50, 93'RT. From there the line runs easterly to Station 312+46, 68'RT where it turns and runs southeasterly to Station 316+62, 82'RT where it turns and runs southeasterly to a pole at Station 318+61, 143'RT. Midwest Fiber Networks will relocate portions of this line as noted below.
- An existing overhead communications line beginning on We Energies' poles beginning at a pole at Station 318+61, 143'RT and running southeasterly, crossing Red Cloud Drive at Station 269RC+98, and continuing southeasterly along the southerly STH 20 right of way to a pole at Station 324+62, 89'RT. From there the line continues southeasterly along the right of way to beyond the project limits. This line will remain in place without adjustment.
- An existing underground communications line beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along the southerly STH 20 right of way, crossing Renaissance Boulevard, and continuing easterly along the southerly STH 20 right of way to beyond the project limits. This line will remain in place without adjustment.

Prior to and during construction, Midwest Fiber Networks will construct new underground communications lines adjacent to the existing lines in the following locations; the existing lines in these locations will be discontinued in place:

- A new underground communications line beginning at Station 281+00, 85'RT and running southeasterly along the south side of STH 20, crossing the East Frontage Road at Station 2864+23, and continuing southeasterly, crossing IH 94 at Station 861+60, and continuing southeasterly to Station 295+00, 76'RT.
  - A new underground communications line beginning at Station 301+00, 94'RT and running southeasterly along the south side of STH 20, crossing the East Frontage Road at Station 3858+02, and continuing southeasterly to a new handhole at Station 306+00, 88'RT and then continuing southeasterly to Station 306+50, 87'RT.
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Relocations anticipated to occur from March 2<sup>nd</sup> through April 30<sup>th</sup>, 2020.

The Midwest Fiber Networks contact is Ken Barrett (414-459-3571 office/ 414-793-5171 cell).

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

- An existing sanitary sewer beginning at a manhole at Station 295+47, 88'LT and running southeasterly to a manhole at Station 296+55, 68'LT where it turns and continues southeasterly to a manhole at Station 299+87, 72'LT. From there it turns and runs northeasterly to a manhole at Station 300+13, 99'LT where it turns and runs southeasterly to a manhole at Station 305+57, 106'LT. From there the line runs southwesterly, crossing STH 20 at Station 305+56, and continues southwesterly to a manhole at Station 305+55, 117'RT where it turns and runs southeasterly to a manhole at Station 309+44, 109'RT. From there the line continues southeasterly to a manhole at Station 314+41, 120'RT and then continues southeasterly to a manhole at Station 318+51, 165'RT where it turns and continues southeasterly along the southerly STH 20 right of way to beyond the project limits. This line will remain in place without adjustment. Adjust or reconstruct the manholes as shown in the plans.
- An existing sanitary sewer beginning at a manhole at Station 299+87, 72'LT and running southerly, crossing STH 20 at Station 300+16, and continuing southerly to a manhole at Station 300+57, 101'RT. From there it runs southeasterly along the southerly STH 20 right of way to a manhole at Station 302+05, 108'RT and then continues southeasterly, crossing the East Frontage Road, and continuing southeasterly to a manhole at Station 305+45, 108'RT where it turns and runs southerly to beyond the project limits. This line will remain in place without adjustment. Adjust or reconstruct the manholes as shown in the plans.
- An existing sanitary sewer beginning at a manhole at Station 302+05, 108'RT and running southwesterly to a manhole at Station 3855+98, 86'LT where it turns and runs southerly to a manhole at Station 3851+00, 78'LT. From there it turns and runs easterly, crossing the East Frontage Road at Station 3851+00, and continues easterly to beyond the project limits. This line will remain in place without adjustment. Adjust or reconstruct the manholes as shown in the plans.
- An existing sanitary sewer beginning at a manhole at Station 314+41, 120'RT and running southwesterly along the centerline of Galaxy Drive to beyond the project limits. This line will remain in place without adjustment. Adjust or reconstruct the manholes as shown in the plans.
- An existing sanitary sewer beginning at a manhole at Station 314+97, 123'RT and running northeasterly, crossing STH 20 at Station 314+91, and continuing northeasterly to beyond the project limits. This line will remain in place without adjustment. Adjust or reconstruct the manholes as shown in the plans.

The Village of Mount Pleasant – Sewer contact is Tony Beyer (262-664-7849).

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

- An existing water main beginning at Station 299+10, 66'LT and running southeasterly along the northerly edge of pavement of STH 20 to Station 300+28, 65'LT and then continuing southeasterly to Station 301+78, 68'LT. From there the main continues southeasterly, crossing the East Frontage Road at Station 5859+55, and continuing southeasterly to Station 322+41, 75'LT. From there the line continues southeasterly along a line 30' southwesterly of and parallel to the northeasterly STH 20 right of way to beyond the easterly project limits. This main will remain in place without adjustment. The RWWC will relocate existing hydrants along this main during construction as noted below.
  - An existing water main beginning at a tee at Station 300+28, 65'LT and running northeasterly to beyond the project limits. This main will remain in place without adjustment.
  - An existing water main beginning at a tee at Station 301+78, 68'LT and running southwesterly, crossing STH 20 at Station 301+78, and continuing southwesterly to Station 301+79, 100'RT where it turns and runs southeasterly to Station 302+14, 125'RT. From there the main runs
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southerly along a line 3' east of and parallel to the westerly East Frontage Road right of way to Station 3855+04, 69'LT and then continues southerly along said parallel line to beyond the project limits. This line will remain in place without adjustment. The RWWC will relocate existing hydrants along this main during construction as noted below.

- An existing water main beginning at a tee at Station 3851+52, 65'LT and running easterly, crossing the East Frontage Road at Station 3851+53, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing water main beginning at a tee at Station 3855+04, 69'LT and running easterly, crossing the East Frontage Road at Station 3855+02, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing water main beginning at a tee at Station 305+85, 74'LT and running northeasterly to beyond the project limits. This line will remain in place without adjustment.
- An existing water main beginning at a tee at Station 322+41, 75'LT and running southwesterly, crossing STH 20 at Station 322+40, and continuing southwesterly along the northbound lanes of Red Cloud Drive to beyond the project limits. This line will remain in place without adjustment.
- An existing water main beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along the northerly STH 20 right of way to a tee located approximately 30' easterly of the centerline Renaissance Boulevard and then continuing easterly along said right of way to beyond the project limits. This main will remain in place without adjustment.
- An existing water main beginning at a tee at the northerly right of way of STH 20 and running northerly along a line approximately 30' easterly of the centerline of Renaissance Boulevard to beyond the project limits. This line will remain in place without adjustment.
- An existing water main beginning at a tee at the northerly right of way of STH 20 and running southerly along a line approximately 30' easterly of the centerline of Renaissance Boulevard, crossing STH 20, and continuing southerly to beyond the project limits. This line will remain in place without adjustment.

During Stage 2 of construction, the RWWC will relocate existing hydrants along the north side of STH 20 and along the west side of the East Frontage Road to the following locations; allow 10 days for the relocation of the hydrants:

- Station 299+10, 100'LT
- Station 304+25, 104'LT
- Station 309+78, 113'LT
- Station 320+69, 110'LT
- Station 326+10, 91.0'LT
- Station 330+24, 109.4'LT
- Station 336+05, 78.4'LT
- Station 3854+62, 62.3'LT
- Station 3857+43, 74.8'LT

The RWWC will remove the existing hydrant at Station 314+96, 83'LT during Stage 2 of construction. Allow 1 day for the removal of the hydrant.

The RWWC will construct a new water main beginning at a new tee at Station 306+29, 72'LT and running northeasterly to Station 306+29, 95'LT during Stage 2 of construction. Allow 5 days for the construction of the new main.

The RWWC will construct a vertical water main offset to accommodate a proposed storm sewer at Station 303+42, 71'LT during Stage 2 of construction. Allow 3 days for construction of the offset.

The RWWC will construct a vertical water main offset to accommodate a proposed storm sewer at Station 318+50, 81'LT during Stage 2 of construction. Allow 3 days for construction of the offset.

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The RWWC will construct a horizontal water main offset to accommodate a proposed signal foundation at Station 322+35, 82'RT during Stage 3 of construction. Allow 3 days for construction of the offset.

The RWWC will also adjust water valves throughout the project limits during construction in conjunction with paving operations. Allow 10 days for RWWC to adjust the water valves.

The Racine Water Works Commission contact is Chad Regalia (262-497-4611).

**Sturtevant, Village of – Sewer** has existing sanitary sewer facilities within the project limits in the following locations:

- An existing sanitary sewer beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along the southerly STH 20 right of way to a manhole in the center of the southbound lanes of Renaissance Boulevard where it turns and runs southerly to beyond the project limits. This line will remain in place without adjustment.
- An existing sanitary sewer beginning at a manhole at the southerly right of way of STH 20 and running northerly along a line approximately 167' westerly of the centerline of Renaissance Boulevard, crossing STH 20, and continuing northerly to beyond the project limits. This line will remain in place without adjustment.

The Village of Sturtevant – Sewer contact is Jeff Seitz (262-886-7202).

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

- An existing underground electric line beginning at a pole at Station 267+43, 62'RT and running southwesterly to beyond the project limits.
  - An existing overhead electric line beginning at a pole at Station 267+43, 62'RT and running southeasterly along the southwesterly STH 20 right of way to a pole at Station 270+92, 70'RT. From there the line continues southeasterly along the right of way to a pole at Station 280+81, 101'RT and then continues along the right of way to a pole at Station 283+23, 101'RT and then continues southeasterly to a pole at Station 286+51, 100'RT. From there the line continues southeasterly along the right of way and ends at a pole at Station 288+62, 102'RT.
  - An existing overhead electric line beginning at a pole at Station 270+92, 70'RT and running northerly, crossing STH 20 at Station 270+68, and continuing northerly to a pole at Station 270+28, 122'LT. From there the line continues northerly to beyond the project limits.
  - An existing underground electric line beginning at a pole at Station 270+28, 122'LT and running southeasterly along the northeasterly STH 20 right of way to Station 273+76, 125'LT where it turns and runs northerly to beyond the project limits.
  - An existing underground electric line beginning at a pole at Station 279+37, 101'RT and running southeasterly along the southwesterly STH 20 right of way to a pole at Station 280+81, 101'RT. From there it turns and runs southerly to beyond the project limits.
  - An existing overhead electric line beginning at a pole at Station 283+23, 101'RT and then running northeasterly, crossing STH 20 at Station 283+40, and continuing northeasterly and ending at a pole at Station 283+54, 92'LT.
  - An existing underground electric line beginning at a pole at Station 282+82, 91'LT and running northwesterly along a line 6' southwesterly of and parallel to the northeasterly right of way of STH 20 to Station 280+48, 94'LT. From there the line runs northwesterly to Station 279+86, 80'LT where it turns and runs northwesterly to Station 278+86, 100'LT where it turns and runs northerly to beyond the project limits.
  - An existing overhead electric line beginning at a pole at Station 282+82, 91'LT and running southeasterly along a line 6' southwesterly of and parallel to the northeasterly STH 20 right of way, crossing the East Frontage Road at Station 4865+21, and continuing southeasterly and ending at a pole at Station 288+63, 98'LT.
  - An existing underground electric line beginning at a pole at Station 286+51, 100'RT and running southerly to Station 2863+30, 78'LT where it turns and runs southwesterly along the westerly right
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of way of the West Frontage Road to Station 2859+85, 72'LT. From there the line runs southwesterly to Station 2859+31, 106'LT where it turns and runs southerly to beyond the project limits.

- An existing underground electric line beginning a pole at Station 288+62, 102'RT and running southwesterly to Station 2864+05, 34'RT where it turns and runs southwesterly along the easterly West Frontage Road right of way to Station 2859+90, 29'RT. From there the line continues southwesterly to a transformer at Station 2858+59, 46'RT where it turns and runs southwesterly and westerly, crossing the West Frontage Road at Station 2858+48, and continues westerly to Station 2858+45, 59'LT. From there the line runs southerly along the westerly shoulder of the West Frontage Road to beyond the project limits.
  - An existing underground electric line beginning Station 2859+90, 29'RT and running southeasterly to Station 2859+43, 77'RT where it turns and runs easterly to beyond the project limits.
  - An existing underground electric line beginning a transformer at Station 2858+59, 46'RT and running southerly along the easterly side of the West Frontage Road to beyond the project limits.
  - An existing underground electric line beginning at a pole at Station 288+63, 98'LT and running northerly to Station 4866+91, 28'RT where it turns and runs Station 4867+10, 75'RT. From there the line runs northwesterly to Station 4867+28, 44'RT where it turns and runs northerly along the easterly West Frontage Road right of way to beyond the project limits.
  - An existing underground electric line beginning at a transformer at Station 859+32, 221'LT and running southerly along the westerly IH 94 right of way to beyond the project limits.
  - An existing overhead electric line beginning beyond the southerly project limits and running northerly along the easterly IH 94 right of way to a pole at Station 859+68, 178'RT and then continuing northerly, crossing STH 20 at Station 296+03, and continuing northerly to a pole at Station 295+35, 155'LT. From there the line continues northerly and ends at a pole at Station 295+24, 185'LT.
  - An existing underground electric line beginning a pole at Station 859+68, 178'RT and running southeasterly to beyond the project limits.
  - An existing overhead electric line beginning a pole at Station 295+35, 155'LT and running southwesterly and ending at a pole at Station 294+73, 104'LT.
  - An existing overhead electric line beginning at a pole at Station 304+72, 100'RT and running southeasterly along the southwesterly STH 20 right of way to a pole at Station 305+17, 100'RT and then continuing southeasterly along the right of way to a pole at Station 313+92, 105'RT. From there the line continues southeasterly, crossing Galaxy Drive, and continuing southeasterly along the right of way to a pole at Station 318+61, 143'RT. From there the line runs southeasterly, crossing Red Cloud Drive at Station 269RC+98, and continuing southeasterly along the southerly STH 20 right of way to a pole at Station 324+62, 89'RT. From there the line continues southeasterly along the right of way to beyond the project limits.
  - An existing underground electric line beginning at a pole at Station 305+17, 100'RT and running northwesterly to Station 304+70, 92'RT where it turns and runs northeasterly, crossing STH 20 at Station 304+79, and continues northeasterly to Station 304+78, 90'LT. From there the line runs northwesterly to Station 303+67, 87'LT where it turns and runs northeasterly along the easterly East Frontage Road right of way to Station 5862+84, 61'RT where it turns and runs northwesterly, crossing the East Frontage Road at Station 5862+83, and continues northwesterly to Station 5862+81, 48'LT. From there the line runs northeasterly, westerly and northwesterly and ends at a pedestal at Station 5863+23, 107'LT.
  - An existing underground electric line beginning at a pole at Station 305+17, 100'RT and running southeasterly to Station 305+25, 108'RT where it turns and runs southerly to beyond the project limits.
  - An existing underground electric line beginning at a pedestal at Station 5863+23, 107'LT and running southeasterly to Station 5863+00, 54'LT where it turns and runs southwesterly along a line 6' southeasterly of and parallel to the northwesterly East Frontage Road right of way and ends at a signal cabinet at Station 5859+88, 52'LT.
  - An existing underground electric line beginning at a pedestal at Station 5863+23, 107'LT and running southeasterly along the southwesterly Kilbourn Drive right of way to beyond the project limits.
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- An existing underground electric line beginning beyond the southerly project limits and running northerly along the easterly East Frontage Road right of way to Station 3853+13, 45'RT and then running easterly to beyond the project limits.
- An existing overhead electric line beginning beyond the southerly project limits and running northeasterly along the westerly Galaxy Drive right of way to a pole at Station 313+92, 105'RT and then continuing northeasterly, crossing STH 20 at Station 313+84, and continuing northeasterly and ending at a pole at Station 313+75, 99'LT.
- An existing underground electric line beginning at a pole at Station 316+57, 124'RT and running southwesterly to beyond the project limits.
- An existing overhead electric line beginning at a pole at Station 318+61, 143'RT and running southeasterly to beyond the project limits.
- An existing overhead electric line beginning beyond the southerly project limits and running northwesterly to a pole at Station 324+62, 89'RT and then continuing northwesterly, crossing STH 20 at Station 324+29, and continuing northwesterly to a pole at Station 323+90, 100'LT. From there the line continues northwesterly to beyond the project limits.
- Existing underground electric lines throughout the project limits at the intersection of STH 20 and Renaissance Boulevard, along the rights of way of STH 20, crossing STH 20, along the rights of way of Renaissance Boulevard, and crossing Renaissance Boulevard. These facilities will remain in place without adjustment.

We Energies also has a discontinued underground electric line beginning at Station 3853+13, 45'RT and running northerly along the easterly East Frontage Road right of way and ending at a pole at Station 303+40, 101'RT.

Prior to and during construction, We Energies will relocate, reconstruct, remove, discontinue and leave in place their existing overhead and underground electric facilities in the following locations:

**WR # 4404157**

| <b>Station No.</b> | <b>Work Proposed</b>                      |
|--------------------|-------------------------------------------|
| 267+40, 71'RT      | Install pole                              |
| 267+42, 63'RT      | Pole and anchor will be removed           |
| 270+37, 94'LT      | Install pole, transfer street light       |
| 270+50, 82'LT      | Pole will be removed                      |
| 273+05, 79'RT      | Install pole                              |
| 273+07, 77'RT      | Pole will be removed                      |
| 274+40, 83'RT      | Install pole and anchor                   |
| 274+38, 81'RT      | Pole and anchor will be removed           |
| 277+67, 100'RT     | Pole to remain                            |
| 279+00, 100'RT     | Install pole, bore pit. Road crossing end |
| 279+00, 107'LT     | Bore pit. Road crossing end               |
| 282+86, 91'LT      | Pole and anchor will be removed           |
| 283+23, 101'RT     | Pole and anchor will be removed           |
| 283+45, 101'RT     | Install pole, bore pit. Road crossing end |
| 283+45, 105'LT     | Bore pit. Road crossing end               |
| 283+54, 92'LT      | Pole and anchors will be removed          |
| 285+17, 93'LT      | Pole will be removed                      |
| 285+69, 100'RT     | Pole will be removed                      |
| 285+80, 100'RT     | Install pole and anchor                   |
| 286+51, 100'RT     | Pole to be removed                        |
| 286+82, 101'RT     | Pole to be removed                        |
| 286+92, 98'LT      | Pole will be removed                      |



|                 |                                                             |
|-----------------|-------------------------------------------------------------|
| 288+62, 102'RT  | Pole and anchor will be removed                             |
| 288+64, 98'LT   | Pole and anchor will be removed                             |
| 2858+25, 83'LT  | Bore pit. Road crossing end                                 |
| 2858+43, 53'RT  | Install pad-mounted switch-VFI unit                         |
| 2858+33, 58'LT  | Bore pit. Road crossing end                                 |
| 2858+60, 50'RT  | Remove pad-mounted switch-VFI unit                          |
| 4865+66, 70'LT  | Bore pit. Road crossing end                                 |
| 4865+66, 40'RT  | Bore pit. Road crossing end.                                |
| 4865+49, 80'RT  | Install pad-mounted transformer for traffic cabinet service |
| 4866+98, 40'RT  | Splice pit                                                  |
| 858SW+95, 67'RT | Remove 1-phase pad-mounted transformer                      |
| 858SW+95, 77'RT | Install 1-phase pad-mounted transformer                     |
| 859SW+10, 73'LT | Install 3-phase pad-mounted transformer                     |
| 859SW+35, 62'LT | Remove 3-phase pad-mounted transformer                      |

**WR # 4444463**

| <b>Station No.</b> | <b>Work Proposed</b>                            |
|--------------------|-------------------------------------------------|
| 297+14             | New road crossing                               |
| 305+15, 101'RT     | Pole to remain. Road crossing end               |
| 305+15, 110'LT     | Road crossing end                               |
| 307+41, 99'RT      | Install pole and anchor                         |
| 309+28, 99'RT      | Pole to be removed                              |
| 309+28, 120'RT     | Install pole                                    |
| 311+43, 98'RT      | Pole to be removed                              |
| 311+99, 120'RT     | Install pole                                    |
| 313+93, 107'RT     | Remove pole and anchor                          |
| 313+93, 114'RT     | Install pole                                    |
| 315+17, 112'RT     | Pole to remain                                  |
| 322+57, 103'RT     | Pole to be removed                              |
| 322+67, 102'RT     | Install pole                                    |
| 856SE+52, 39'RT    | Install pole and anchor                         |
| 857SE+39, 36'RT    | Pole to be removed                              |
| 859SE+75, 22'RT    | Pole and anchor to be removed                   |
| 862NE+29, 144'LT   | Pole to be removed                              |
| 862NE+55, 95'LT    | Install pad-mounted transformer for DOT service |
| 862NE+67, 89'LT    | Install pad-mounted transformer for DOT service |
| 862NE+71, 95'LT    | Pole to be removed                              |
| 863NE+9, 103'LT    | Pole to be removed                              |
| 5860+48, 54'LT     | Pad-mounted transformer to be removed           |
| 5863+23, 66'RT     | Road crossing end                               |
| 5863+23, 57'LT     | Road crossing end                               |
| 5863+30, 77'LT     | Install pad-mounted transformer for DOT service |

Relocations anticipated to occur from February 3<sup>rd</sup> through April 30<sup>th</sup>, 2020.

The We Energies – Electric contact is Mark Fahey (414-944-5654 office/ 414-507-7193 cell).

**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 southeasterly along the northerly STH 20 right of way to Station 263+51, 62'LT and then continuing southeasterly to Station 271+38, 11'RT and then continuing southeasterly along the median of STH 20 to Station 276+43, 6'RT. From there it continues southeasterly to Station 280+88, 56'LT and then continues southeasterly to Station 283+07, 80'LT where it turns and runs southeasterly along a line approximately 15' southwesterly of and parallel to the northeasterly STH 20 right of way to Station 287+00, 87'LT. From there the line continues southeasterly, crossing the West Frontage Road at Station 4865+12, and continuing southeasterly to Station 288+32, 90'LT where it continues southeasterly to Station 290+95, 91'LT where it turns and runs southeasterly to Station 291+42, 83'LT and then continues southeasterly to Station 292+84, 59'LT. From there the line continues southeasterly, crossing IH 94 at Station 863+07, and continues southeasterly to Station 295+52, 74'LT. From there the line continues southeasterly along the north side of STH 20 to Station 297+78, 79'LT and then continues southeasterly along a line approximately 25' southwesterly of and parallel to the northeasterly STH 20 right of way, crossing the East Frontage Road at Station 5858+76, and continuing southeasterly along the northerly side of STH 20 to Station 314+07, 96'LT. From there the line continues southeasterly along a line approximately 6' southwesterly of and parallel to the existing northeasterly STH 20 right of way to beyond the project limits.
  - An existing underground gas line beginning at a tee at Station 271+38, 11'LT and running northerly, crossing STH 20 at Station 271+34, and continuing northerly to beyond the project limits.
  - An existing underground gas line beginning at Station 270+19, 5'RT and running southwesterly to Station 270+18, 71'RT and then running southeasterly along the southerly STH 20 right of way to Station 273+33, 76'RT and then running southwesterly to beyond the project limits.
  - An existing underground gas line beginning at Station 273+30, 10'RT and running northeasterly, crossing STH 20 at Station 273+30, and continuing northeasterly to Station 273+30, 91'LT and then running northwesterly to Station 270+95, 106'LT. From there the line continues northwesterly to beyond the project limits.
  - An existing underground gas line beginning at a tee at Station 280+88, 56'LT and running southwesterly, crossing STH 20 at Station 280+89, and continuing southwesterly to Station 280+94, 92'RT. From there the line turns and runs southerly to beyond the project limits.
  - An existing underground gas line beginning at Station 280+94, 92'RT and running southeasterly along a line approximately 9' northeasterly of and parallel to the southwesterly STH 20 right of way and ending at Station 283+08, 97'RT.
  - An existing underground gas line beginning at a tee at Station 287+00, 87'LT and running northeasterly along the westerly West Frontage Road right of way continues in northerly direction on the west side of the West Frontage Road and ends at Station 4867+08, 50'LT.
  - An existing underground gas line beginning at a tee at Station 288+32, 90'LT and running northerly along the east side of the West Frontage Road to Station 4867+08, 27'RT and then continuing northerly along the easterly shoulder of the West Frontage Road to beyond the project limits.
  - An existing underground gas line beginning at Station 2861+98, 15'RT and running southwesterly to Station 2859+85, 20'RT and then continuing southwesterly and southerly along the easterly West Frontage Road shoulder to beyond the project limits.
  - An existing underground gas line beginning at a tee at Station 291+42, 83'LT and running southerly, crossing STH 20 at Station 291+77, and continuing southerly along the westerly IH 94 right of way to beyond the project limits.
  - An existing underground gas line beginning at a tee at Station 295+52, 74'LT and running northeasterly, northerly and easterly, crossing the Northeast Ramp at Station 862NE+20, and continuing easterly to Station 862NE+29, 62'RT where it turns and runs northeasterly along the easterly side of the Northeast Ramp to Station 865NE+40, 74'RT. From there the line continues northeasterly to beyond the project limits.
  - An existing underground gas line beginning at a tee at Station 297+78, 79'LT and running southwesterly, crossing STH 20 at Station 297+79, and continuing southwesterly to Station
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- 297+80, 135'RT. From there the line runs southwesterly to Station 859+23, 52'RT where it turns and runs southwesterly along the easterly IH 94 right of way to beyond the project limits.
- An existing underground gas line beginning at a tee at Station 314+07, 96'LT and running southwesterly, crossing STH 20 at Station 314+13, and continuing southwesterly and southerly along the westerly Galaxy Drive right of way to beyond the project limits.
  - An existing underground gas line beginning beyond the westerly project limits at the intersection of STH 20 and Renaissance Boulevard and running easterly along a line approximately 21' northerly of and parallel to the northerly edge of pave of STH 20 to a tee approximately 53' westerly of the centerline of Renaissance Boulevard. From there the line continues easterly along said parallel line to beyond the project limits.
  - An existing underground gas line beginning at a tee approximately 21' northerly of and parallel to the north edge of pave of STH 20 and approximately 53' westerly of the centerline of Renaissance Boulevard and running southerly, crossing STH 20, and continuing southerly to beyond the project limits.

We Energies also has discontinued underground gas facilities within the project limits in the following locations:

- A discontinued gas line beginning at Station 4867+08, 50'LT and running southeasterly, crossing the West Frontage Road at Station 4867+05, and continuing southeasterly and easterly to beyond the project limits.
- A discontinued gas line beginning at Station 295+58, 75'LT and running southerly, crossing STH 20 at Station 295+88, and continuing southerly along a line approximately 24' westerly of and parallel to the easterly IH 94 right of way to beyond the project limits.

The existing underground gas facilities at the intersection of STH 20 and Renaissance Boulevard will remain in place without adjustment.

Prior to and during construction, We Energies will relocate, reconstruct, remove, discontinue and leave in place their existing underground gas facilities in the following locations:

#### **WR # 4406167**

##### **Gas main in conflict:**

STH 20 - Begin 6" PE, Station 271+00, 107'LT – End, Station 273+42, 90'LT  
 STH 20 - Begin 2" PE, Station 268+90, 68'RT – End, Station 273+38, 69'RT  
 STH 20 - NS Crossing 6" PE, Station 273+42, 10'RT – 90'LT  
 STH 20 - Begin 6" Steel, Station 273+30, 10'RT – End, Station 276+75, 00'RL  
 STH 20 - Begin 6" Steel, Station 276+75, 00'RL – End, Station 287+00, 87'LT  
 STH 20 - Begin 6" Steel, Station 287+00, 87'LT – End, Station 292+85, 59'LT  
 STH 20 - Begin 6" Steel, Station 292+85, 59'LT – End, Station 335+90, 97'LT  
 STH 20 - Begin 2" PE, 280+90, 92'RT – End, Station 283+00, 92'RT  
 STH 20 - Crossing 2" Steel, Station 280+90, 56'LT – 92'RT  
 STH 20 - Crossing 6" Steel, Station 291+75, 90'LT – 131'RT  
 STH 20 - Crossing 8" PE, Station 297+79, 79'LT – 135'RT  
 SW ON-RAMP - Begin 6" Steel, Station 862SW+00, 50'LT – End, 858SW+40, 57'LT  
 SE OFF-RAMP - Begin 8" PE, Station 859SE+25, 52'RT – End, 860SE+13, 127'RT  
 STH 20 - Crossing 2" PE, Station 313+50, 95'LT – 108'RT  
 SE Frontage Rd Gas Service Station 3852+80, 18'LT  
 S Sylvania Ave 8" PE, Begin Station 4865+12, 61'RT – End, Station 4867+75, 27'RT  
 S Sylvania Ave 2" PE, Begin Station 4865+12, 71'LT – End, Station 4867+09, 50'RT  
 S Sylvania Ave 2" PE, Begin Station 2859+00, 23'RT – End, Station 2862+00, 14'RT  
 STH 20 Station 6" PE, Begin Station 295+52, 74'LT – End, 297+00, 117'RT

#### **WR # 4406167**

##### **Proposed 2" PE Gas Main Installation**

STH 20

Station 268+85, 71'RT (Tie in to existing 2" PE main) – Station 271+64, 71'RT  
Station 313+50, 145'LT – 109' RT (NS Crossing) (Tie in to existing 2" PE main)

South Sylvania Avenue

Station 2859+80, 45'RT – 58'LT (Road Crossing) (Tie in to existing 2" PE main)  
Station 2861+85, 33'RT – Station 2857+77 57'RT  
Station 2857+77, 57'RT – 30'RT (Tie in to existing 2" PE main)

**WR # 4406167**

**Proposed 8" PE Gas Main Installation**

STH 20

Station 271+00, 109'LT (Tie in to existing 6" PE main) – Station 273+25, 115'LT  
Station 273+25, 115'LT – 68'RT (NS Crossing)  
Station 273+25, 68'RT – 274+50, 67'RT  
Station 274+50, 67'RT – 275+75, 87'RT  
Station 275+75, 87'RT – 285+75, 97'RT  
Station 285+70, 96'RT – 93'LT (NS Crossing)  
Station 285+70, 93'LT – Station 291+00, 99'LT  
Station 291+00, 99'LT – 84'RT (NS Crossing)  
Station 291+00, 84'RT – Station 292+53, 182'RT  
Station 297+25, 99'LT – Station 300+00, 94'LT to 306+16, 103'LT  
Station 306+16, 103'LT – Station 306+16, 145'LT  
Station 306+16, 145'LT – Station 315+00, 145'LT  
Station 315+00, 145'LT – Station 315+50, 132'LT  
Station 315+50, 132'LT – Station 322+25, 132'LT  
Station 315+25, 132'LT – Station 322+62, 122'LT  
Station 322+62, 122'LT – Station 325+50, 121'LT  
Station 325+50, 121'LT – Station 326+00, 112'LT  
Station 326+00, 112'LT – Station 331+50, 112'LT  
Station 331+50, 112'LT – Station 332+00, 100'LT  
Station 332+00, 100'LT – Station 335+90, to 97'LT (Tie in to existing 6" PE main)

SW on Ramp

Station 862SW+00, 95'LT – Station 858SW+40, 56'LT (Tie in to existing 6" PE main)

South Sylvania Avenue

Station 4865+20, 86'RT – Station 4865+45, 83'RT to Station 4866+62 44'RT  
Station 4866+62, 44'RT – Station 4867+33, 44'RT  
Station 4867+75, 44'RT – 27' RT (Tie in to existing 8" PE main)

STH 20

Station 297+25, 130'LT – 209'RT (NS Crossing) (Tie in to existing 8" PE main)  
Station 291+00, 99'LT – Station 292+25, 108'LT  
Station 292+25, 108'LT – Station 293+00, 95'LT  
Station 293+00, 95'LT – Station 294+68, 96'LT to 112'LT  
Station 294+68, 112'LT – 297+25, 130'LT

**WR # 4406167**

**Service Crossings**

12813 STH 20 – Station 333+00  
12911 STH 20 – Station 325+30  
13343 STH 20 – Station 304+55  
14116 STH 20 – Station 277+40  
14100 STH 20 – Station 277+60

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722 South Sylvania Avenue – Station 2861+70  
734 South Sylvania Avenue – Station 2859+75  
943 SE Frontage Rd – Station 3852+75

Relocations anticipated to occur from February 3<sup>rd</sup> through April 30<sup>th</sup>, 2020.

We Energies will be installing new gas valves within the project limits. These valve boxes will need to be adjusted as necessary during construction to match the final roadway elevation. We Energies staff will make the adjustment once final grade is established. Contact We Energies Dispatch (800-261-5325) 3 days in advance of paving and grading operations to coordinate adjustment of gas valves. Allow 10 days for the adjustment of gas valves.

The We Energies – Gas contact is Fulya Kicikoglu (414-751-7287).

**WisDOT** has existing underground and overhead communications facilities within the project limits in the following locations:

- Along IH 94, at the STH 20 Interchange ramps, along STH 20, along the West Frontage Road, along the East Frontage Road. Construct, reconstruct, relocate, remove, discontinue and leave in place those portions of the communications facilities as shown in the plans.
- At the intersection of STH 20 and Renaissance Boulevard. These facilities will remain in place without adjustment.

WisDOT also has fiber optic communications lines in an existing underground communications duct package owned by AT&T Legacy within the project limits beginning beyond the southerly project limits and running northerly along a line 8' easterly of and parallel to the westerly IH 94 right of way to Station 292+58, 184'RT where it turns and runs northwesterly, crossing STH 20 at Station 291+47, and continues northwesterly to Station 291+13, 64'LT. From there the duct package continues northerly along a line 7' easterly of and parallel to the westerly IH 94 right of way to beyond the project limits. The WisDOT communications line in this duct package will remain in place without adjustment

The WisDOT contact is Jeff Madson (414-225-3723).

**WisDOT** has existing overhead and underground lighting facilities within the project limits in the following locations:

- Along IH 94, at the STH 20 Interchange ramps, along STH 20, at the intersection of the West Frontage Road and STH 20, at the intersection of the East Frontage Road and STH 20. Construct, reconstruct, relocate, remove, discontinue and leave in place those portions of the lighting facilities as shown in the plans.
- At the intersection of STH 20 and Renaissance Boulevard. These facilities at will remain in place without adjustment.

The WisDOT contact is Eric Perea (262-574-5422 office/ 414-750-0935 cell).

**WisDOT** has existing overhead and underground traffic signal facilities at the intersections of STH 20 with the West Frontage Road, with the Southbound IH 94 On and Off Ramps to/from STH 20, with the Northbound On and Off Ramps to/from STH 20, with the East Frontage Road, and with Renaissance Boulevard.

Construct, reconstruct, relocate, remove, discontinue and leave in place those portions of traffic signal facilities as shown in the plans.

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The WisDOT contact is Matthew Cowap (262-521-4404 office/ 414-750-1748 cell).

**Yorkville Sewer Utility District No.1 has existing sanitary sewer facilities within the project limits in the following locations:**

- An existing sanitary sewer beginning beyond the southerly project limits and running northwesterly to a manhole at Station 277+89, 134'RT where it turns and runs northeasterly, crossing STH 20 at Station 277+94, and continuing northeasterly beyond the project limits. This line will remain in place without adjustment.
- An existing sanitary sewer beginning beyond the northerly project limits and running southerly to a manhole at Station 280+13, 74'LT where it turns and runs southeasterly along a line approximately 28' southwesterly of the northeasterly STH 20 right of way to a manhole at Station 288+09, 74'LT. From there the line continues southeasterly along said parallel line, crossing IH 94 at Station 863+28, and continuing southeasterly and ending at a manhole at Station 295+47, 88'LT. This line will remain in place without adjustment.
- An existing sanitary sewer beginning at a manhole at Station 288+09, 74'LT and running southwesterly, crossing STH 20 at Station 288+10, and continuing southwesterly to a manhole at Station 288+12, 119'RT. From there the line runs southerly to beyond the project limits. This line will remain in place without adjustment.
- An existing sanitary sewer beginning at a manhole at Station 288+12, 119'RT and running southeasterly along a line 16' southwesterly of and parallel to the southwesterly STH 20 right of way to a manhole at Station 290+69, 117'RT. From there the line runs southerly to beyond the project limits. This line will remain in place without adjustment.
- An existing sanitary sewer beginning at a manhole at Station 2861+83, 67'LT and running southwesterly to a manhole at Station 2858+73, 50'LT and then continuing southerly along the west side of the West Frontage Road to beyond the project limits. This line will remain in place without adjustment.

Adjust and reconstruct the sanitary manholes as shown in the plans.

The Yorkville Sewer Utility District No. 1 contact is Mark Madsen (262-634-5588) of Nielsen, Madsen & Barber Engineers.

**Yorkville Water Utility District has existing underground water facilities within the project limits in the following locations:**

- An existing water main beginning at Station 271+27, 108'LT and running southeasterly along a line 10' southwesterly of and parallel to the northeasterly STH 20 right of way to Station 276+00, 106'LT where it turns and runs southwesterly, crossing STH 20 at Station 275+97, and continues southwesterly to Station 275+94, 81'RT. From there the main runs southeasterly along a line 20' northwesterly of and parallel to the southwesterly STH 20 right of way to Station 277+08, 85'RT where it turns and runs southeasterly to Station 278+19, 70'RT. From there the main continues southeasterly to Station 280+29, 76'RT where it turns and runs southeasterly to Station 281+04, 113'RT and then runs southeasterly to Station 286+10, 115'RT. From there the main continues southeasterly to Station 286+56, 113'RT where it turns and runs southwesterly along a line approximately 12' westerly of and parallel to the westerly West Frontage Road right of way to Station 2858+41, 66'LT. From there the line runs southerly to beyond the project limits. This main will remain in place without adjustment.
  - An existing water main beginning at Station 2859+76, 16'RT and running southwesterly to Station 2858+80, 19'RT where it turns and runs southerly along the east side of the West Frontage Road to beyond the project limits. This main will remain in place without adjustment.
  - An existing water main beginning at a tee at Station 278+19, 70'RT and running northeasterly, crossing STH 20 at Station 278+18, and then continuing northeasterly to beyond the project limits. This main will remain in place without adjustment.
  - An existing water main beginning at a tee at Station 286+10, 115'RT and running northeasterly, crossing STH 20 at Station 286+03, and continuing northeasterly to Station 286+03, 84'LT where it
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turns and runs northeasterly to Station 286+20, 97'LT. From there the main runs southeasterly to Station 286+68, 98'LT where it turns and runs northeasterly to Station 4865+73, 54'LT. From there the main runs northeasterly along a line approximately 7' easterly of and parallel to the westerly right of way of the West Frontage Road to beyond the project limits. This main will remain in place without adjustment.

- An existing water main beginning at a tee at Station 4867+21, 45'LT and running southeasterly, crossing the West Frontage Road at Station 4867+14, and continuing southeasterly and ending at Station 4867+09, 38'RT. This main will remain in place without adjustment.

Install, relocate, reconstruct, adjust, or leave in place the water valves, insulating board and hydrants as shown in the plans.

The Yorkville Water Utility District contact is Mark Madsen (262-634-5588) of Nielsen, Madsen & Barber Engineers.

### **Project 1033-02-76 (International Drive)**

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

- An existing underground communications line beginning beyond the westerly project limits and running easterly along a line approximately 15' north of and parallel to the southerly STH 20 right of way, crossing International Drive, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground communications line beginning beyond the southerly project limits and running northerly along a line approximately 14' west of and parallel to the existing westerly curb line of International Drive and ending at a pedestal approximately 15' north of the southerly STH 20 right of way. This line will remain in place without adjustment.

The AT&T Wisconsin contact is Mike VanBoven (262-636-0514 office/ 262-676-3958 cell).

**Charter Communications** has existing communications facilities within the project limits in the following locations:

- An existing underground communications line beginning beyond the westerly project limits and running easterly along a line approximately 14' north of and parallel to the southerly STH 20 right of way, crossing International Drive, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.

The Charter Communications contact is Neil Long (414-277-4271/ 414-430-7189 cell).

**Mount Pleasant, Village of – Lighting** has existing lighting facilities consisting of light poles and underground electric lines along the east and west curb lines of International Drive throughout the project limits. These facilities will remain in place without adjustment.

The Village of Mount Pleasant – Lighting contact is Mark Benish (262-664-7844).

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

- An existing underground sanitary sewer beginning beyond the southerly project limits and running northerly along the centerline of International Drive to a manhole at Station 118+67, 01'LT. From there the line continues northerly along the centerline to a manhole at the intersection of the centerline of International and Globe Drives and then continues northerly to a manhole at Station 134+66, 36'RT. From there the line continues northerly to beyond the project limits. This line will remain in place without adjustment. The Village of Mount Pleasant will adjust sanitary manholes
-

during construction in conjunction with paving operations. Allow 3 days for the adjustment of sanitary manholes.

- An existing underground sanitary sewer beginning at a manhole at Station 118+67, 01'LT and running easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground sanitary sewer beginning at a manhole at Station 118+67, 01'LT and running westerly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground sanitary sewer beginning at a manhole at the intersection of the centerline of International and Globe Drives and running westerly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground sanitary sewer beginning beyond the westerly project limits and running easterly along a line approximately 8' south of and parallel to the southerly STH 20 right of way to a manhole at Station 134+66, 36'RT. From there the line continues easterly along said parallel line to beyond the project limits. This line will remain in place without adjustment.

The Village of Mount Pleasant – Sewer contact is Tony Beyer (262-664-7849).

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

- An existing underground water main beginning beyond the southerly project limits and running northerly along a line approximately 10' easterly of and parallel to the westerly curb line of International Drive to Station 118+80, 29'LT. From there the line continues northerly to Station 126+41, 31'LT and then continues northerly to beyond the project limits. This line will remain in place without adjustment. The RWWC will adjust water valves during construction in conjunction with paving operations. Allow 3 days for the adjustment of water valves.
- An existing underground water main beginning at Station 118+80, 29'LT and running easterly to beyond the project limits. This line will remain in place without adjustment. The RWWC will adjust water valves during construction in conjunction with paving operations. Allow 3 days for the adjustment of water valves.
- An existing underground water main beginning at Station 126+41, 31'LT and running westerly along a line approximately 3' north of the southerly curb line of Globe Drive to beyond the project limits. This line will remain in place without adjustment. The RWWC will adjust water valves during construction in conjunction with paving operations. Allow 3 days for the adjustment of water valves.

The Racine Water Works Commission contact is Chad Regalia (262-497-4611).

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

- An existing underground electric line beginning beyond the southerly project limits and running northerly along a line approximately 15' westerly of and parallel to the westerly right of way of International Drive to Station 121+87, 65'LT. From there the line continues northerly along said parallel line to a transformer at Station 125+63, 65'LT and then continues northerly, crossing Globe Drive and continuing northerly and ending at an underground electric line 10' north of and parallel to the existing southerly STH 20 right of way. This line will remain in place without adjustment.
- An existing underground electric line beginning at Station 121+87, 65'LT and running easterly, crossing International Drive, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground electric line beginning at a transformer at Station 125+63, 65'LT and running easterly, crossing International Drive, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground electric line beginning beyond the westerly project limits and running easterly along a line 10' north of and parallel to the existing southerly STH 20 right of way, crossing International Drive, and continuing easterly to beyond the project limits. This line will remain in place without adjustment.

The We Energies – Electric contact is Mark Fahey (414-944-5654 office/ 414-507-7193 cell).

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

- An existing underground gas line beginning beyond the southerly project limits and running northerly along a line approximately 5' easterly of and parallel to the easterly curb line of International Drive to beyond the northerly project limits. This line will remain in place without adjustment.
- An existing underground gas main beginning beyond the westerly project limits and running easterly along the southerly Globe Drive right of way, crossing International Drive, and continuing easterly and ending at an underground gas line 5' east of the easterly curb line of International Drive. This line will remain in place without adjustment.

The We Energies – Gas contact is Fulya Kicikoglu (414-751-7287).

**WisDOT** has existing lighting facilities within the project limits consisting of light poles, underground electric lines and cabinets at the intersection of STH 20 and International Drive. These facilities will remain in place without adjustment.

The WisDOT contact is Eric Perea (262-574-5422 office/ 414-750-0935 cell).

**WisDOT** has existing traffic signal facilities within the project limits consisting of signal poles, pull boxes, underground electric lines and cabinets at the intersection of STH 20 and International. These facilities will remain in place without adjustment.

The WisDOT contact is Matthew Cowap (262-521-4404 office/ 414-750-1748 cell).

**12. DELETED.**

**17. Erosion Control**

*Add the following to the end of the article:*

Dust generated by project activities needs to be controlled to the maximum extent practicable through water or chemical application. The contractor needs to provide a plan for controlling dust, which should include a plan for cleaning sediment tracked from the project site from active roadway surfaces, which commonly generates dust.

**65. Optimized Aggregate Gradation Incentive, Item 715.0710**

*Replace entire subsection titled **Optimized Aggregate Gradation** under section titled **A Description** with the following:*

**Optimized Aggregate Gradation**

*Replace standard spec 715.2.2 with the following:*

A Job Mix Formula (JMF) contains all of the following:

Proportions for each aggregate fraction conforming to table 1.

Individual gradations for each aggregate fraction.

Composite gradation of the combined aggregates including working ranges on each sieve according to table 2.

Submit the target JMF and aggregate production gradation test results to the engineer for review 10 business days before initial concrete placement.

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**TABLE 1 TARANTULA CURVE GRADATION BAND**

| SIEVE SIZES               | PERCENT RETAINED |
|---------------------------|------------------|
| 2 in.                     | 0                |
| 1 1/2 in.                 | ≤5               |
| 1 in.                     | ≤16              |
| 3/4 in.                   | ≤20              |
| 1/2 in.                   | 4-20             |
| 3/8 in.                   | 4-20             |
| No. 4                     | 4-20             |
| No. 8 <sup>[1]</sup>      | ≤12              |
| No. 16 <sup>[1]</sup>     | ≤12              |
| No. 30 <sup>[1] [2]</sup> | 4-20             |
| No. 50 <sup>[2]</sup>     | 4-20             |
| No. 100 <sup>[2]</sup>    | ≤10              |
| No. 200 <sup>[2]</sup>    | ≤2.3             |

<sup>[1]</sup> Minimum of 15% retained on the sum of the #8, #16, and #30 sieves.

<sup>[2]</sup> Conform to 24-34% retained of fine sand on the #30-200 sieves.

**TABLE 2 JMF WORKING RANGE**

| SIEVE SIZES | WORKING RANGE <sup>[1]</sup><br>(PERCENT) |
|-------------|-------------------------------------------|
| 2 in.       | ±5                                        |
| 1 1/2 in.   | ±5                                        |
| 1 in.       | ±5                                        |
| 3/4 in.     | ±5                                        |
| 1/2 in.     | ±5                                        |
| 3/8 in.     | ±5                                        |
| No. 4       | ±5                                        |
| No. 8       | ±4                                        |
| No. 16      | ±4                                        |
| No. 30      | ±4                                        |
| No. 50      | ±3                                        |
| No. 100     | ±2                                        |
| No. 200     | ≤ 1.6                                     |

<sup>[1]</sup> Working range limits of composite gradation based on moving average of 4 tests.

Test each component aggregate once per 1,500 cubic yards during concrete production. Take samples by one of the following sampling methods:

1. At the belt leading to the weigh hopper.
2. Working face of the stock piles at the concrete plant if approved by the engineer.

The department will take independent QV samples using the same sampling method the contractor uses for QC sampling. QV samples may be taken by the contractor's QC personnel if witnessed by the department's QV personnel. The department will split each QV sample and retain half for all dispute resolutions. If QV test results conform to the specification, the department will take no further action.

If QV test results are nonconforming, add the QV to the QC test results as if it were an additional QC test.

If, during concrete production, the moving average of four for any sieve fall outside the allowable JMF working range do the following:

1. Notify the engineer of the test results within 1 business day from the time of sampling.
2. Make immediate adjustments to the JMF, within the limits specified in Table 3.
3. Review JMF adjustments with the engineer. Both the contractor and engineer will sign the adjusted JMF if the adjustments comply with Table 3.
4. If the moving average of four falls outside the adjusted allowable working range, stop production and provide a new mix design including JMF to the engineer.

**TABLE 3 ALLOWABLE JMF ADJUSTMENTS**

| SIEVE SIZES    | ALLOWABLE ADJUSTMENT<br>(PERCENT) |
|----------------|-----------------------------------|
| ≥ No. 4        | ±5                                |
| No. 8 – No. 30 | ±4                                |
| No. 50         | ±3                                |
| No. 100        | ±2                                |

**71. Roadway Embankment, Item SPV.0035.0003**

*Replace entire section titled D Measurement with the following:*

**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:

- a) The engineer and contractor mutually agree to an alternative volume calculation method.
- b) 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."

**76. Baseline CPM Progress Schedule, Item SPV.0060.0005;  
Monthly CPM Progress Schedule Updates 1033-02-71, Item SPV.0060.0006;  
Monthly CPM Progress Schedule Updates 1033-02-76, Item SPV.0060.0007.**

*Add the following to section titled 108.4.4.3 Monthly CPM Updates:*

(3) The department will only make progress payments for the value of materials, as specified in standard specification 109.6.3.2, until the contractor has submitted the monthly CPM Updates. The department will retain 10 percent of each estimate until the department accepts the monthly CPM Update.

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**100. Survey Project 1033-02-71, Item SPV.0105.0001; Survey Project 1033-02-76, Item SPV.0105.0002.**

*Add the following to the list of items under section titled **1033-02-71**:*

- subgrade
- pipe culverts
- drain structures
- electrical installations
- permanent concrete barrier
- temporary concrete barrier

**110. Field Office Special, Item SPV.0135.0001**

*Replace paragraph ten under section titled **B Materials** with the following:*

Provide at least 10 high speed broad band internet connections at upload and download speeds ranging from 20 - 50 Megabits/second (Mbps) and a minimum upload speed of 5 Mbps. Use a minimum of "small office networking" package, including a Dynamic IP Address (DHCP), a wireless router, a Digital Subscriber Loop (DSL) or Cable Modem Router. The package shall accommodate IPsec based VPN products.

**114. Electrical Conduit.**

*Replace standard spec 652.5 (2) with the following:*

(2) Payment for Conduit Rigid Metallic, Conduit Rigid Nonmetallic, Conduit Reinforced Thermosetting Resin, and Conduit Special bid items is full compensation for providing the conduit, conduit bodies, and fittings; for providing all conduit hangers, clips, attachments, and fittings used to support conduit on structures; for pull wires or ropes; for expansion fittings and caps; for making necessary connections into existing pull box, manhole, junction box, or communication vault; for excavating, bedding, and backfilling, including any sand, concrete, or other required materials; for disposing of surplus materials; and for making inspections.

*Replace standard spec 652.5 (5) with the following:*

(5) Payment for Conduit Loop Detector is full compensation for providing all materials, including conduit, compacted backfill, surface sealer if required, pull wire if required, condulets, conduit fittings, and for making necessary connections into existing pull box, manhole, junction box or communication vault.

**115. Concrete Curb & Gutter HES 6-Inch Sloped 36-Inch Type A, Item SPV.0090.0005.**

**A Description**

This special provision describes constructing concrete curb and gutter using high early strength concrete according to the requirements of standard spec 601 as shown on the plans and directed by the engineer.

**B Materials**

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Provide concrete that conforms to the requirements for high early strength concrete according to standard spec 501.

**C Construction**

Construct according to the requirements of standard spec 601.3 and as shown on the plans.

**D Measurement**

The department will measure Concrete Curb & Gutter HES 6-Inch Sloped 36-Inch Type A by the linear foot 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.0090.0005 | Concrete Curb and Gutter HES 6-Inch Sloped 36-Inch Type A | LF   |

Payment is full compensation according to standard spec 601.5.

**116. Install Camera Assembly, Item 677.0200.**

*Replace 677.3 (8) of the standard specifications with the following:*

(8) For temporary traffic signal camera installations, provide camera cables on the temporary traffic signal span wire as directed by the engineer. Provide continuous cable runs without splices between the camera assembly and the camera controller assembly.

**117. Temporary Non-Intrusive Vehicle Detection System for Intersections, IH-94 West Frontage Rd & CTH C/Spring St, Item SPV.0105.3022. IH-94 East Frontage Rd & CTH C/Spring St, Item SPV.0105.3023.**

**A Description**

This work shall consist of furnishing, installing, maintaining and placing into operation a temporary non-intrusive vehicle detection system (NIVDS) as shown on the plans, and as directed by the engineer in the field.

**B Materials**

This specification sets forth the minimum requirements for a system that detects vehicles on a roadway and provides detection outputs to a traffic signal controller. The materials shall also include all brackets, mounting hardware, cable, terminations, interface panels, and all other incidentals for the installation of the non-intrusive vehicle detection equipment. This equipment shall meet the NEMA environmental, power and surge ratings as set forth in NEMA TS2 specifications.

All detection equipment, components, and terminations supplied under this item shall be fully compatible with the temporary traffic signal controller supplied for the project. The system architecture shall fully support Ethernet networking of system components. All required interface equipment needed for transmitting and receiving data shall be provided with the NIVDS.

The NIVDS shall provide flexible detection zone placement anywhere and at any orientation. Preferred detector configurations shall be detection zones placed across lanes of traffic for optimal count accuracy, detection zones placed parallel to lanes of traffic for optimal presence detection accuracy of moving or stopped vehicles. Detection zones shall be able to be overlapped for optimal road coverage.

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### C Construction

The temporary NIVDS shall be installed by supplier factory-certified installers and as recommended by the supplier and documented in installation materials provided by the supplier.

In the event, at installation or turn on date, a noticeable obstruction is present in line with the detection zone(s), the contractor **shall** be obligated to advise the engineer before setting the zone.

The non-intrusive vehicle detection system, as shown in the traffic signal construction plans, **shall** be complete, in place, tested, and in full operation during each stage of construction.

Maintain all temporary vehicle detection zones as the plans show or as the engineer directs. The temporary vehicle detection zones shall be set near the vicinity and with approximate distance from the stop bar as shown on the plans. Check temporary vehicle detection zones every other week and at the opening of each stage of temporary traffic signal operation to ensure that they are working properly and aimed properly. Periodic adjustment of the detection zones and/or moving of the temporary vehicle detection sensors may be required due to changes in traffic control, staging, or other construction operations.

Ensure the non-intrusive vehicle detection system stays in clean working order. Periodic cleaning of the equipment may be required due to dirt and dust build-up.

### D Payment

The department will measure Temporary Vehicular Video Detection System for Intersections (Location) as a single lump sum unit of work, acceptably completed.

| ITEM NUMBER   | DESCRIPTION                                                                                                  | UNIT |
|---------------|--------------------------------------------------------------------------------------------------------------|------|
| SPV.0105.3022 | Temporary Non-Intrusive Vehicle Detection System for Intersections, IH-94 West Frontage Rd & CTH C/Spring St | LS   |
| ITEM NUMBER   | DESCRIPTION                                                                                                  | UNIT |
| SPV.0105.3023 | Temporary Non-Intrusive Vehicle Detection System for Intersections, IH-94 East Frontage Rd & CTH C/Spring St | LS   |

Payment is full compensation for furnishing and installing the temporary non-intrusive vehicle detection system, including cabling, mounting brackets, mounting hardware, terminations, interface panels, testing and set up; for periodic checking and resetting of detection zones; for periodic cleaning for dirt and dust build-up; and for removing all equipment at the completion of the project.

118. **Temporary Traffic Signal for Intersections IH-94 West Frontage Rd & CTH C/Spring St, Item 661.0200.3006. Temporary Traffic Signal for Intersections IH-94 East Frontage Rd & CTH C/Spring St, Item 661.0200.3007.**

*Replace 661.2.1 (1) of the standard specifications with the following:*

(1) Furnish control cabinet and control equipment. The Department will supply, maintain, and install a signal controller, cellular modem, and ethernet switch to establish remote communication to the signal controller and vehicle detection system. The cabinet must be equipped with a 6-circuit Isotel independent of the GFI receptacles. Provide a cabinet with a Corbin #2 door lock and an access door that allows placing the controller in emergency flash. Provide keys to the access door to the engineer and law enforcement agencies as required. Also provide a manual control accessible by the police. Test traffic signal control cabinets before installation. The Department will provide the signal controller with the initial traffic signal timing, and the Department will be responsible for all subsequent signal timing changes.

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*Replace 661.2.1 (3) of the standard specifications with the following:*

(3) The Department has initiated the installation of the temporary electrical service with the electrical utility as it pertains to the service application and site sketch at the intersections of IH-94 West Frontage Road & CTH C/Spring Street and IH-94 East Frontage Road & CTH C/Spring Street to expedite the process. Contact Parwinder Virk at (262) 548-6717 to coordinate the temporary electrical service. The Department will pay for all installation and Energy Costs associated with the operation of the Temporary Traffic Signal. It is the contractor's responsibility to contact the electrical utility as it pertains to the affidavit and site ready card to arrange timely installation of the temporary service. If the control cabinet is not mounted on the electrical service pole, add a second electrical service disconnect to the outside of the control cabinet for the convenience of emergency personnel.

Contact the local electrical utility at least four days prior to making the switch from the Temporary Traffic Signal to the new Permanent Traffic Signal.

*Append 661.2.1 (6) of the standard specifications with the following:*

(6) Control equipment or controller equipment is defined as anything inside the control cabinet excluding the department furnished signal controller, cellular modem, and ethernet switch.

*Replace 661.3.1 (2) of the standard specifications with the following:*

(2) Request a signal inspection of the completed temporary traffic signal installation to the engineer at least five working days prior to the time of the requested inspection. Notify the SE Region Electrical Field Unit at (414) 266-1170 to coordinate the inspection. The SE Region electrical personnel will perform the inspection.

*Append 661.3.1.4 (4) of the standard specifications with the following:*

(4) Arrange for every other week inspections with the engineer to check the height of the span wire above the roadways to ensure that the bottom of the traffic signal heads remain within the minimum and maximum heights allowed above the roadway. Make all height adjustments within 1-hour of an inspection indicating that adjustments are required. Notify the engineer in writing upon completion of all necessary adjustments. Maintain a written log to properly document the date of each every other week inspection, the heights above the roadway, the roadway clearance after adjustments have been made, and acceptance by the engineer. Provide all documentation related to the every other week span wire height checks as well as all records related to maintenance performed on the temporary traffic signal installations to the engineer.

*Replace 661.3.2.6 (2) of the standard specifications with the following:*

(2) Upon completion of signal work on STH 20, return the previous traffic control to the intersection. Remove signal cable and wires, wood poles, wood posts, control cabinet, control equipment, and incidental materials. Upon deactivation of the controller, call the electrical utility immediately for the temporary electrical service disconnect. The department shall remove the signal controller, cellular modem, and ethernet switch.

*Replace 661.3.2.6 (3) of the standard specifications with the following:*

(3) Remove the temporary traffic signal faces the same day the intersection is returned to the previous traffic control.

*Replace 661.3.2.6 (4) of the standard specifications with the following:*

(4) Remove the wood poles and wood posts within 3 working days of the intersection returning to the previous traffic control.

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*Append 661.3.2.6 (6) of the standard specifications with the following:*

(6) Remove the CCTV camera, hardware, mounting brackets and cabling from the temporary traffic signal installation and return it to the department.

*Replace 661.3.2.7 (2) of the standard specifications with the following:*

(2) Respond within one hour of notification to provide corrective action to any emergency such as but not limited to knockdowns, signal cable problems, and controller equipment failures. If equipment becomes damaged or faulty beyond repair, replace it within one working day. In order to fulfill this requirement, maintain, in stock, sufficient materials and equipment to provide repairs. Replace the traffic signal control equipment including the cabinet and cabinet accessories within 4 hours. If the outcome of the response identifies damage to the department furnished signal controller, notify the Traffic Management Center at (800) 375-7302 who will then dispatch the SE Region Electrical Field Unit

*Replace 661.5 (2) of the standard specifications with the following:*

(2) Payment for the Temporary Traffic Signals for Intersections bid item is full compensation for providing, maintaining, and repairing the complete temporary installation; and for removal. Payment also includes the following:

1. Furnishing and installing replacement equipment.
2. The cost of delivery and pick-up of the cabinet assemblies.

Payment is full compensation for drilling holes; furnishing and installing all materials, including bricks, and coarse aggregate; for excavation, bedding, and backfilling, including any sand or other required materials; furnishing and placing topsoil, fertilizer, seed, and mulch in disturbed areas; for properly disposing of surplus materials; for making inspections; for cleaning up and properly disposing of waste; for removing and delivering the CCTV camera, hardware, mounting brackets and cabling from the temporary traffic signal installation to the department; and for furnishing all labor, tools, equipment, and incidentals necessary to complete the work.

### **Schedule of Items**

Attached, dated February 4, 2020, are the revised Schedule of Items Pages 1 – 28.

### **Plan Sheets**

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:

Revised: 4, 52, 62-70, 85, 106, 153-154, 309, 312, 355-356, 360, 362, 373, 381-383, 388, 392, 455, 456-457, 458-460, 463, 464-466, 479-481, 482-483, 485, 487, 488-489, 490, 491-492, 599-600, 609, 855-858, 863-866, 870-874, 925-929, and 977-984.

Added: 61A, 198A-198J, 198K-198T, 212A, 295A-295C, 295D-295F, 325A, 490A, 521A, 521B, 558A, 558B, 762A, 867A, 874A, and 929A-929B.

END OF ADDENDUM

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GENERAL NOTES

NO GRINDING OF PAVEMENT MARKING REMOVALS WILL BE ALLOWED.

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

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

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

ALL HOLES OR OPENINGS BELOW SURGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH GRANULAR BACKFILL AND PAID FOR AS INCIDENTAL TO THE ABANDON OR REMOVAL ITEM.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLANS AND PROVIDE DOCUMENTATION TO ENGINEER IN ACCORDANCE WITH SPECIFICATIONS.

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

THE QUANTITY OF SALVAGED TOPSOIL IS COMPUTED FROM MEASUREMENTS BETWEEN THE SUBGRADE SHOULDER POINTS AND THE SLOPE INTERCEPTS AS SHOWN ON THE CROSS SECTIONS PLUS 5 FEET FOR ROUNDING.

CURB HEIGHTS AT THE END OF CURB AND GUTTER SHALL BE TAPERED FROM 0 TO 4 INCHES OR 0 TO 6 INCHES IN 6 FEET.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE. CURB AND GUTTER RADI ARE MEASURED TO THE FLANGE, UNLESS OTHERWISE NOTED IN THE PLANS.

EXISTING DRIVEWAYS AND FIELD ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP OR HEAVY RIPRAP.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH 4-INCH TYPICAL DEPTH.

A SAVED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING ASPHALTIC CONCRETE SURFACE.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

REMOVAL OF EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE TOPSOILED, FERTILIZED, EROSION MATTED AND SEEDED AS DIRECTED BY THE ENGINEER.

1 CONCRETE LONGITUDINAL JOINTS TO BE CONSTRUCTED AT A 15' MAXIMUM SPACING.

THE REMOVAL OF ANY MESH OR REINFORCEMENT PRESENT IN EXISTING CONCRETE PAVEMENT WILL BE CONSIDERED INCIDENTAL TO THE REMOVING PAVEMENT ITEM.

INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

CONCRETE MEDIAN SLOPED NOSE SHALL BE CONSTRUCTED FOR ALL MEDIAN OPENINGS AT INTERSECTIONS WITH CURB & GUTTER.

HMA PAVEMENT AND CONCRETE DRIVEWAYS OR PARKING LOTS SHALL BE SAWCUT AT THE MATCHLINE AS SHOWN ON THE PAVING DETAILS OR AS DIRECTED BY THE ENGINEER.

-A CONVERSION FACTOR OF 1.9 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR SELECT CRUSHED MATERIAL.

-A CONVERSION FACTOR OF 2.1 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE 3/4-INCH.

-A CONVERSION FACTOR OF 2.0 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE 1 1/4-INCH.

-A CONVERSION FACTOR OF 112 LB/SY/IN IS USED TO ESTIMATE QUANTITIES FOR HMA PAVEMENT.

EXISTING PIPE CULVERT SIZES AND CONCRETE BOX CULVERT SIZES SHOWN ARE APPROXIMATE AND CONTRACTOR WILL BASE BID ON THE ACTUAL FIELD CONDITIONS.

HMA PAVEMENT, TEMPORARY SHALL BE CONSTRUCTED IN A SINGLE LAYER.

ALL TYPES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

| PAVEMENT TYPE | TOTAL LAYER PAVEMENT THICKNESS | LAYERS                   |
|---------------|--------------------------------|--------------------------|
| 4 MT 58-28S   | 7.5'                           | 2" UPPER LAYER           |
| 3 MT 58-28S   | 7.5'                           | 2 3/4" UPPER-LOWER LAYER |
| 3 MT 58-28S   | 7.5'                           | 2 3/4" LOWER-LOWER LAYER |
| 4 MT 58-28H   | 2.0'                           | 2" UPPER LAYER           |

ALL EXISTING STREET NAME SIGNS WILL BE REMOVED AND REPLACED BY THE TOWN OF YORKVILLE OR THE VILLAGE OF MOUNT PLEASANT.

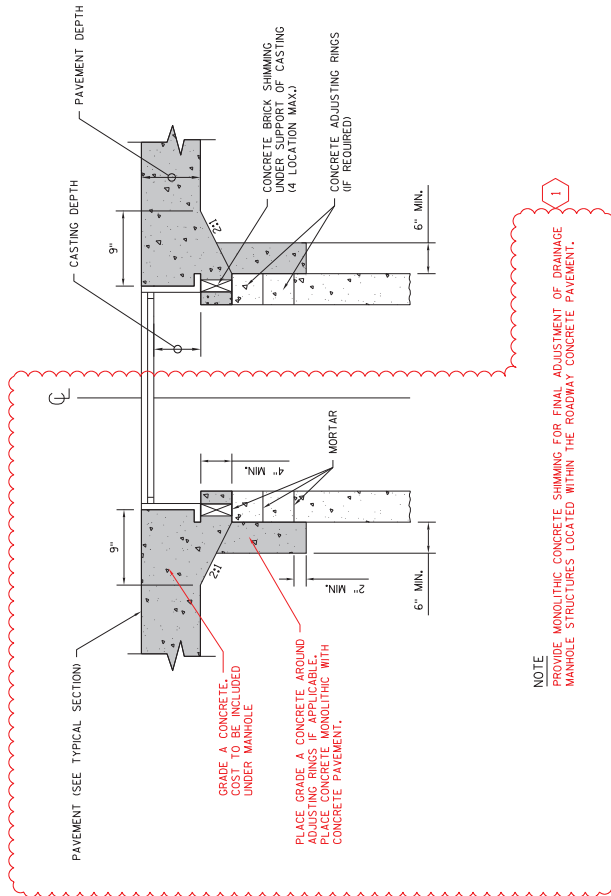
COORDINATE WITH THE RACINE COUNTY PLANNING AND DEVELOPMENT DIRECTOR, JULIE ANDERSON, AT 262-886-8470 TO PERPETUATE SECTION CORNERS 10 DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION OPERATIONS.

A

B

| PAVEMENT TYPE | TOTAL LAYER PAVEMENT THICKNESS | LAYERS                   |
|---------------|--------------------------------|--------------------------|
| 4 MT 58-28S   | 7.5'                           | 2" UPPER LAYER           |
| 3 MT 58-28S   | 7.5'                           | 2 3/4" UPPER-LOWER LAYER |
| 3 MT 58-28S   | 7.5'                           | 2 3/4" LOWER-LOWER LAYER |
| 4 MT 58-28H   | 2.0'                           | 2" UPPER LAYER           |

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet  
February 4, 2020



MONOLITHIC CONCRETE

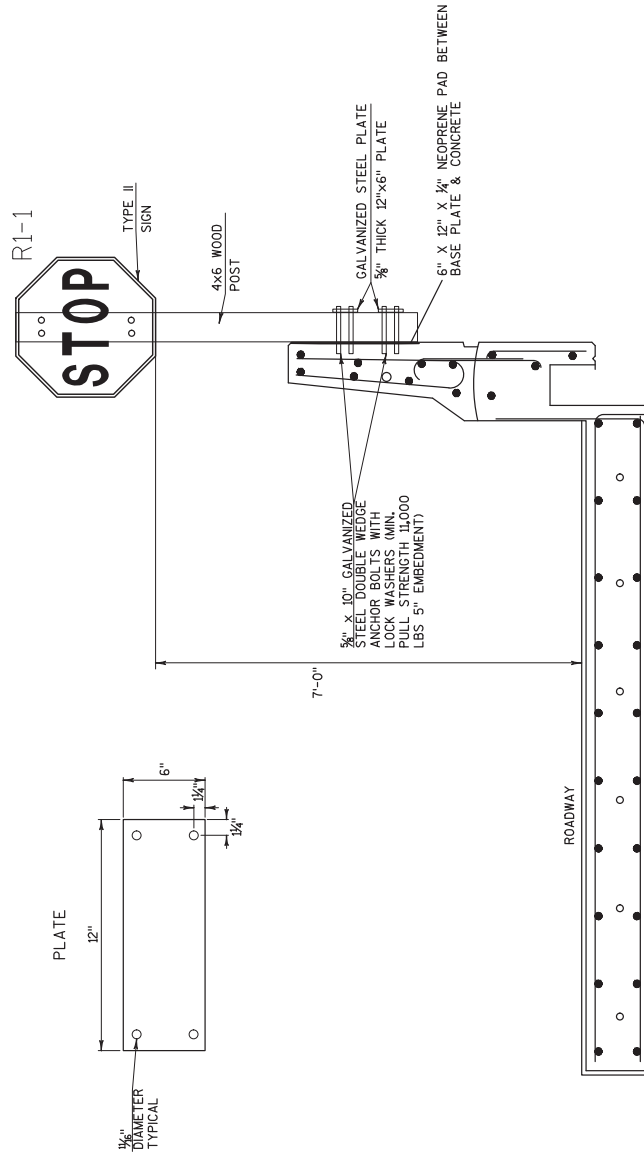


MONOLITHIC CONCRETE SHIMMING DETAIL

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 52  
February 4, 2020

|                                                                       |  |                   |  |                |  |                        |  |          |  |   |
|-----------------------------------------------------------------------|--|-------------------|--|----------------|--|------------------------|--|----------|--|---|
| PROJECT NO: 1033-02-71/76                                             |  | HWY: IH 94/STH 20 |  | COUNTY: RACINE |  | CONSTRUCTION DETAILS   |  | SHEET 52 |  | E |
| FILE NAME : S:\NF\proj\Des\gn\20\10330271.LN\Roads\cde\021001.ccd.dgn |  |                   |  |                |  |                        |  |          |  |   |
| PLOT DATE : 31-JAN-2020 13:51                                         |  |                   |  |                |  | PLOT NAME : 021001.ccd |  |          |  |   |
| PLOT BY : MSCD15                                                      |  |                   |  |                |  | PLOT SCALE : 2:1       |  |          |  |   |
| WISDOT/CADDIS SHEET 42                                                |  |                   |  |                |  |                        |  |          |  |   |

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet  
February 4, 2020



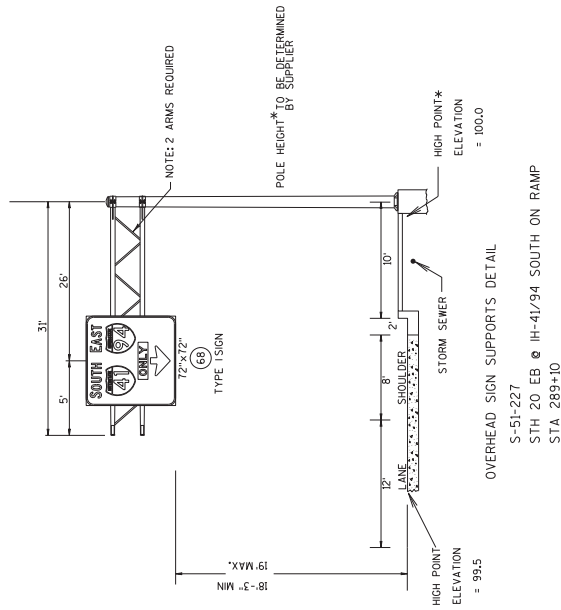
|                                                                                             |             |                |                                          |           |                          |
|---------------------------------------------------------------------------------------------|-------------|----------------|------------------------------------------|-----------|--------------------------|
| PROJECT NO: 1033-02-71/76                                                                   | HWY: STH 20 | COUNTY: RACINE | SIGN SUPPORTS SPECIAL MOUNTING - TYPICAL | SHEET 61A | E                        |
| FILE NAME : J:\PROJECTS\02-10330294\71\SIGN\023401.LPS.DWG<br>LAYOUT NAME - SONSUP5CLMNTG-2 |             |                |                                          |           | WISDOT/CADD SHEET 42     |
| PLOT DATE : 1/22/2020 7:124 AM                                                              |             |                |                                          |           | PLOT SCALE : 1 IN:200 FT |
| PLOT BY : VANDE LEESE, CYNTHIA                                                              |             |                |                                          |           | PLOT NAME :              |

## GENERAL NOTES

1. DRAWINGS NOT TO SCALE.
2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 6TH EDITION & INTERIM REVISIONS, FATIGUE CATEGORY 1 CANTILEVERS.
3. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
4. WIND VELOCITY PER WISDOT STD SPECIFICATIONS.
5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

## NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT TO TOM HEYDEL & SONS. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2. PROVIDE DESIGN CALCULATIONS.
3. SHOW SIGNS ON SHOP DRAWINGS.
4. I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4.
5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE.
6. REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT
7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.



CONTRACTOR TO USE SDD 36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

IBEAMS - W5X3.7 IBEAMS FOR MOUNTING SIGNS  
ARE INCIDENTAL TO TYPE 1 SIGNS

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 62  
February 4, 2020

SHEET 1 OF 9

SHEET 62

WISDOT/CADDs SHEET 42

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\projects\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

SHEET 2 OF 9



WISDOT/CADDIS SHEET 4



**IBEAMS - W5X3.7 IBEAMS FOR MOUNTING SIGNS  
ARE INCIDENTAL TO TYPE I SIGNS**

OVERHEAD SIGN SUPPORT S-51-229

PLOT NAME :

PLOT SCALE : 1.041665:1

PLOT DATE : 13-DEC-2019 07:33

PLOT BY : dotshw

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\projects\d2\_10330294\71\SIGN\OVERHEADSIGN\_TYPICAL S.dgn

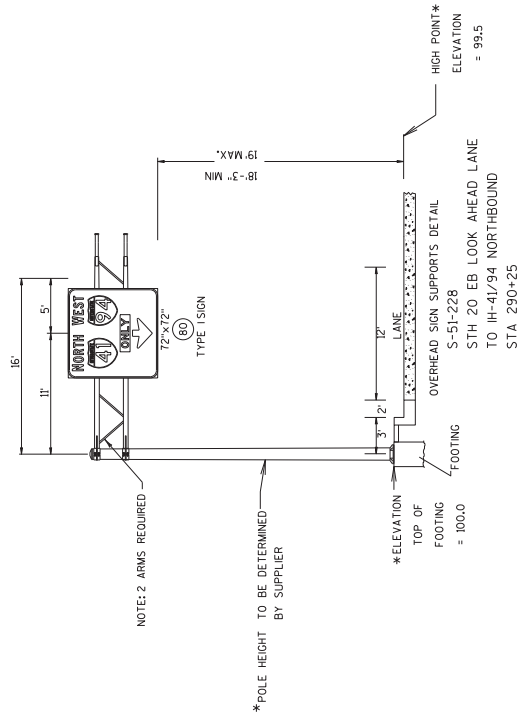
1. DRAWINGS NOT TO SCALE.

2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 6TH EDITION & INTERIM REVISIONS FATIGUE CATEGORY I CANTILEVERS.
3. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
4. WIND VELOCITY PER WSDOT STD SPECIFICATIONS.
5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT.  
TO TOM HEYDEL & BOS.  
FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

2. PROVIDE DESIGN CALCULATIONS.
3. SHOW SIGNS ON SHOP DRAWINGS.
4. LD, PLaque INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.31.4.
5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING.
6. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE. REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT
7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.31.4.

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 64  
February 4, 2020



CONTRACTOR TO USE SDD 36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

IBEAMS - W5X3.7 IBEAMS FOR MOUNTING SIGNS ARE INCIDENTAL TO TYPE SIGNS

#### GENERAL NOTES

1. DRAWINGS NOT TO SCALE.
2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 6TH EDITION & INTERIM REVISIONS, FATIGUE CATEGORY 1 CANTILEVERS.
3. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
4. WIND VELOCITY PER WISDOT STD SPECIFICATIONS.
5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

#### NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT, TO TOM HEYDEL & SONS. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2. PROVIDE DESIGN CALCULATIONS.
3. SHOW SIGNS ON SHOP DRAWINGS.
4. I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4.
5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE.
6. REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT
7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.

SHEET 3 OF 9

SHEET 64

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE: 1:041665:1

PLOT NAME:

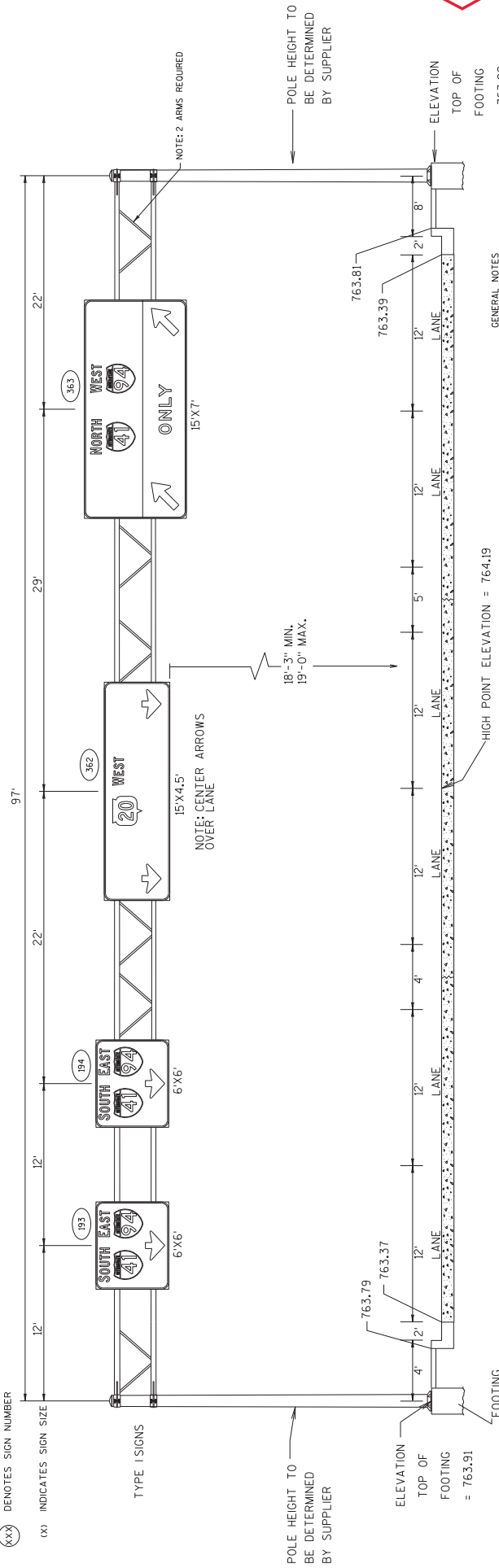
PLOT BY: 00187W

OVERHEAD SIGN SUPPORT S-51-228

WISDOT/CADD SHEET 42

FILE NAME: J:\projects\1033024\1033024\VISION\OVERHEADSIGN TYPICALS.dgn

LEGEND  
(XX) DENOTES SIGN NUMBER  
(X) INDICATES SIGN SIZE



GENERAL NOTES

1. DRAWINGS NOT TO SCALE.
2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 6TH EDITION & INTERIM REVISIONS, FATIGUE CATEGORY 1CANTILEVERS.
3. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
4. WIND VELOCITY PER WISDOT STD SPECIFICATIONS.
5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. TO THE ENGINEER FOR REVIEW. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2. PROVIDE DESIGN CALCULATIONS.
3. SHOW SIGNS ON SHOP DRAWINGS.
4. I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4.
5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE.
6. REFER TO SIGN PLATE 44-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT
7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.

NOTE: FOOTING SHALL BE PER STANDARD DETAIL DRAWING, 36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE & INCIDENTAL TO STRUCTURE

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 65  
February 4, 2020

SHEET 4 OF 9

E

SHEET 65

PLOT SCALE : 1:041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\1033024\71\SIGN\OVERHEAD\SIGN TYPICALS.dgn

OVERHEAD SIGN SUPPORT S-51-230

PLOT NAME :

PLOT BY : 00187W

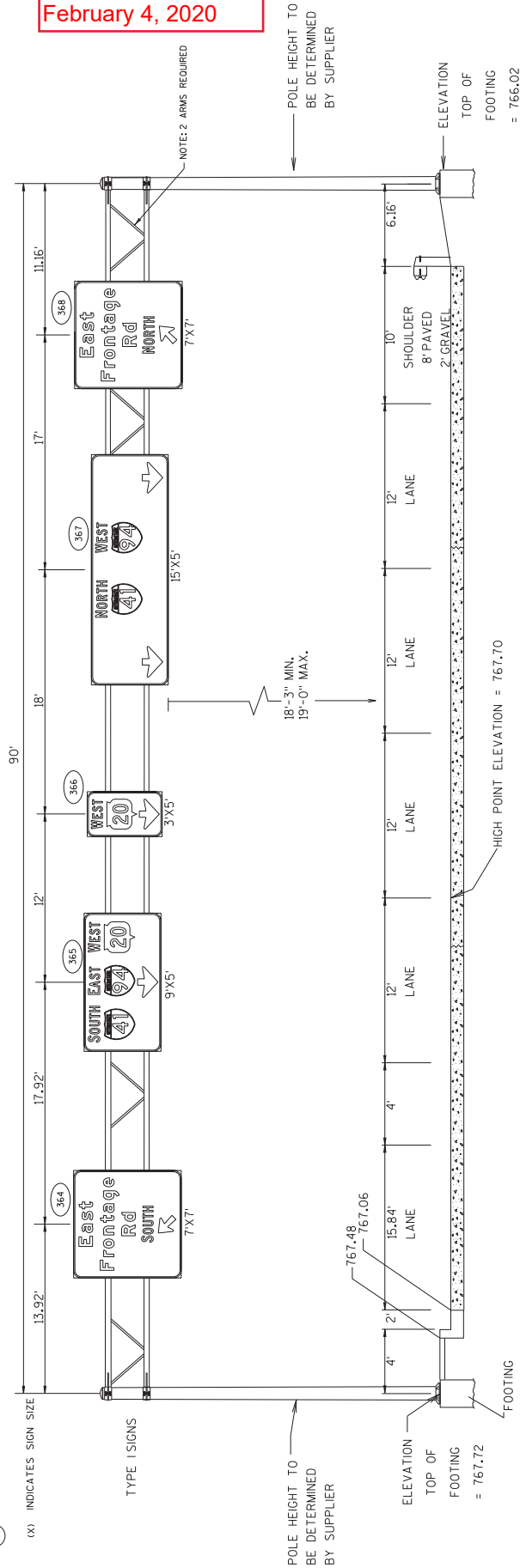
PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 66  
February 4, 2020



OVERHEAD SIGN SUPPORTS DETAIL

1. DRAWINGS NOT TO SCALE.
2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS," 6TH EDITION & INTERIM REVISIONS FATIGUE CATEGORY 1CANTILEVERS.
3. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
4. WIND VELOCITY PER WSDOT STD SPECIFICATIONS.
5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILLED OTHERWISE.

NOTE. CONTRACTOR SHALL:

NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT, TO TOM HEYDEL & BOS, FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

**IBEAMS - W5X3.7 IBEAMS FOR MOUNTING SIGNS  
ARE INCIDENTAL TO TYPE I SIGNS**

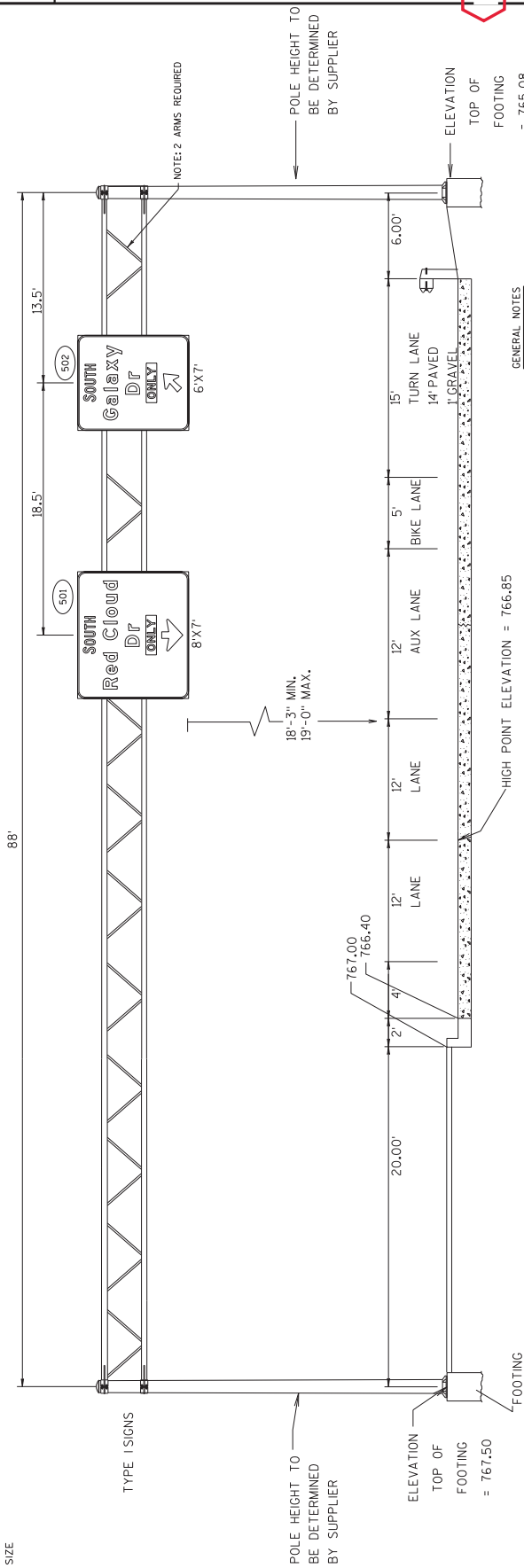
|                                                 |               |
|-------------------------------------------------|---------------|
| ALLOWABLE DESIGN STRESSES                       |               |
| CONCRETE MASONRY                                | FC=3500 PSI   |
| HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 | FY=60,000 PSI |
| FOUNDATION DATA                                 |               |
| ALLOWABLE SOIL BEARING PRESSURE                 | = 3000 PSF    |

2. PROVIDE DESIGN CALCULATIONS.
3. SHOW SIGNS ON SHOP DRAWINGS.
4. I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 611.3.14.
5. ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE.
6. REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT

7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.



LEGEND  
 (XXX) DENOTES SIGN NUMBER  
 (X) INDICATES SIGN SIZE



OVERHEAD SIGN SUPPORTS DETAIL  
 S-51-260  
 STH 20 EB AT GALAXY DR  
 STA 311+25

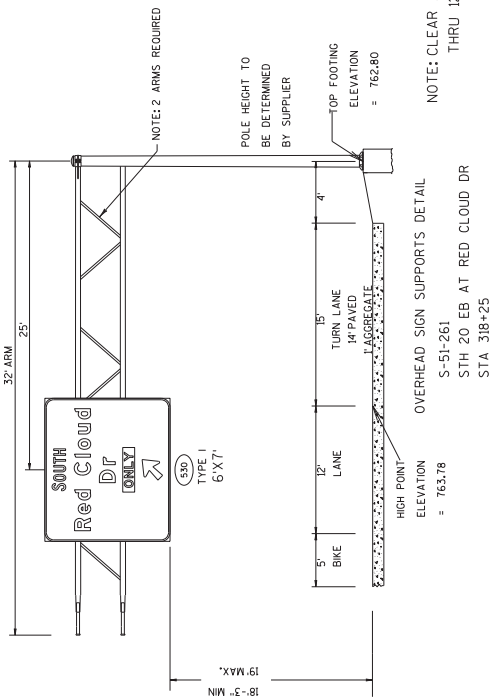
NOTE: FOOTING SHALL BE PER STANDARD DETAIL DRAWING.  
 36" DIAMETER FULL SPAN OVERHEAD SIGN  
 SUPPORT BASE & INCIDENTAL TO STRUCTURE

IBEAMS - W8X3.7 BEAMS FOR MOUNTING SIGNS  
 ARE INCIDENTAL TO TYPE 1 SIGNS

ALLOWABLE DESIGN STRESSES  
 CONCRETE MASONRY FC=3500 PSI  
 HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 FY=60,000 PSI  
 FOUNDATION DATA  
 ALLOWABLE SOIL BEARING PRESSURE = 3000 PSF

Addendum No. 01  
 ID 1033-02-71/76  
 Revised Sheet 67  
 February 4, 2020

- NOTE, CONTRACTOR SHALL:
- SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. TO BE REVIEWED AND APPROVED BY THE ENGINEER. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
  - PROVIDE DESIGN CALCULATIONS.
  - SHOW SIGNS ON SHOP DRAWINGS.
  - I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4.
  - 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE.
  - REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT
  - INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.



## GENERAL NOTES

1. DRAWINGS NOT TO SCALE.
2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 6TH EDITION & INTERIM REVISIONS, FATIGUE CATEGORY 1 CANTILEVERS.
3. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
4. WIND VELOCITY PER WISDOT STD SPECIFICATIONS.
5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

## NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT, TO TOM HEYDEL & SONS. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2. PROVIDE DESIGN CALCULATIONS.
3. SHOW SIGNS ON SHOP DRAWINGS.
4. I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4.
5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE.
6. REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT
7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.

CONTRACTOR TO USE 500 9C12-9a TYPE 13 BASE WITHOUT ELECTRICAL

IBEAMS - #5X3.7 IBEAMS FOR MOUNTING SIGNS ARE INCIDENTAL TO TYPE 1 SIGNS

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 68  
February 4, 2020

SHEET 7 OF 9

SHEET 68

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\projects\1033024\71\VISION\OVERHEAD\SIGN TYPICALS.dgn

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

SHEET

S-51-261

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: 194/STH 20

PROJECT NO: 1033-02-71/76

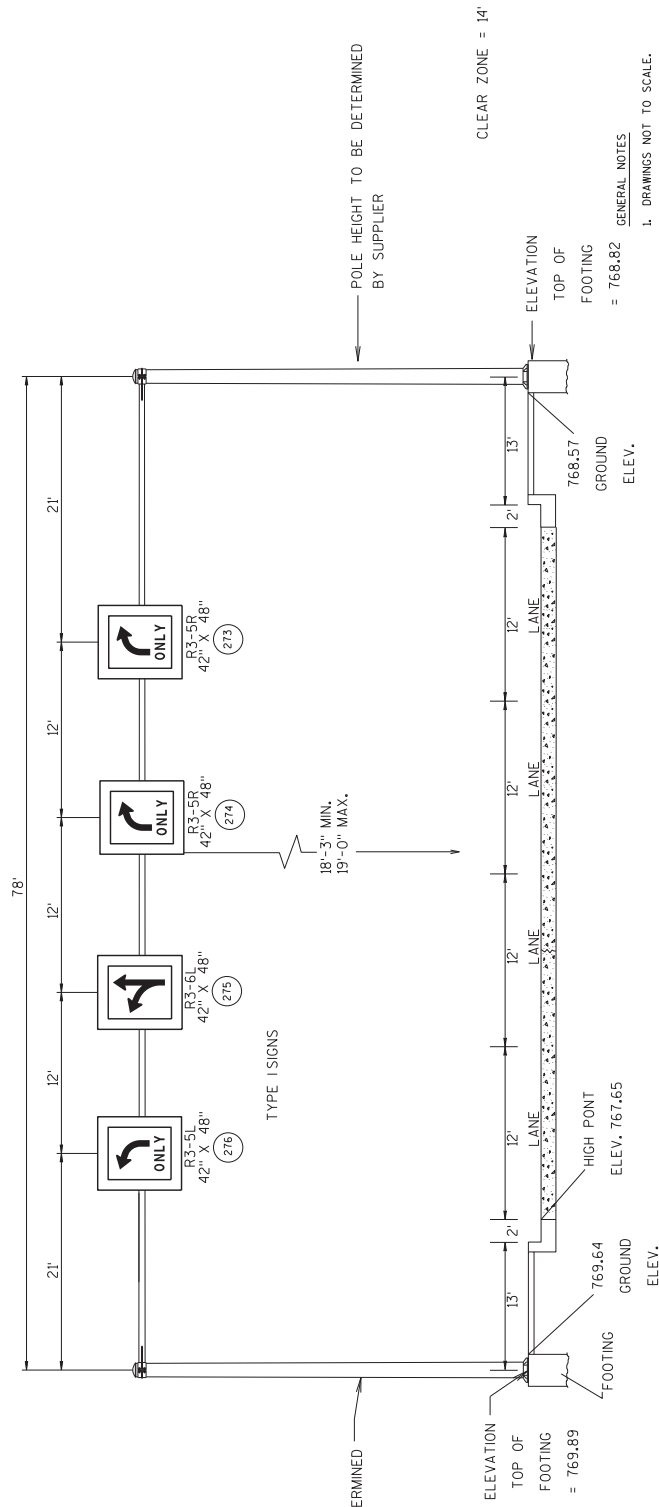
PLOT SCALE : 1.041665:1

PLOT NAME :

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

LEGEND  
 (XX) DENOTES SIGN NUMBER  
 (X) INDICATES SIGN SIZE



POLE HEIGHT TO BE DETERMINED  
 BY SUPPLIER

CLEAR ZONE = 14'

ELEVATION  
 TOP OF  
 FOOTING  
 = 769.89

ELEVATION  
 TOP OF  
 FOOTING  
 = 768.57

GROUND  
 ELEV.  
 = 767.65

GROUND  
 ELEV.  
 = 768.82

OVERHEAD SIGN SUPPORTS DETAIL  
 S-51-249  
 SE RAMP IH-41/94 NB  
 EXIT RAMP TO STH 20  
 STA 858+00  
 (SEE SIGNING PLAN  
 FOR LOCATION)

NOTE: FOOTING SHALL BE PER STANDARD DETAIL DRAWING,  
 36" DIAMETER FULL SPAN OVERHEAD SIGN  
 SUPPORT BASE & INCIDENTAL TO STRUCTURE

ALLOWABLE DESIGN STRESSES  
 CONCRETE MASONRY  
 HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60  
 FOUNDATION DATA  
 ALLOWABLE SOIL BEARING PRESSURE = 3000 PSF

IBEAMS - W6X3.7 I BEAMS FOR MOUNTING SIGNS  
 ARE INCIDENTAL TO TYPE I SIGNS

NOTE, CONTRACTOR SHALL:

- SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. SIGN STRUCTURE SHALL BE DESIGNED TO SUPPORT SIGN. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
- PROVIDE DESIGN CALCULATIONS.
- SHOW SIGNS ON SHOP DRAWINGS.
- I.D. PLATIQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4.
- 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE.
- REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT
- INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.

GENERAL NOTES

- DRAWINGS NOT TO SCALE.
- DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 6TH EDITION & INTERIM REVISIONS. FATIGUE CATEGORY 1CANTILEVERS.
- THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
- WIND VELOCITY PER WISDOT STD SPECIFICATIONS.
- BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

PROJECT NO: 1033-02-71/76

HWY: IH-94/STH 20

COUNTY: RACINE

OVERHEAD SIGN SUPPORT S-51-249

INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.

FILE NAME : J:\projects\10330271\10330271\SIGN\OVERHEADSIGN TYPICALS.dgn

PLOT DATE : 13-DEC-2019 07:33

PLOT BY : 00187W

PLOT NAME :

PLOT SCALE : 1:041665:1

SHEET 8 OF 9

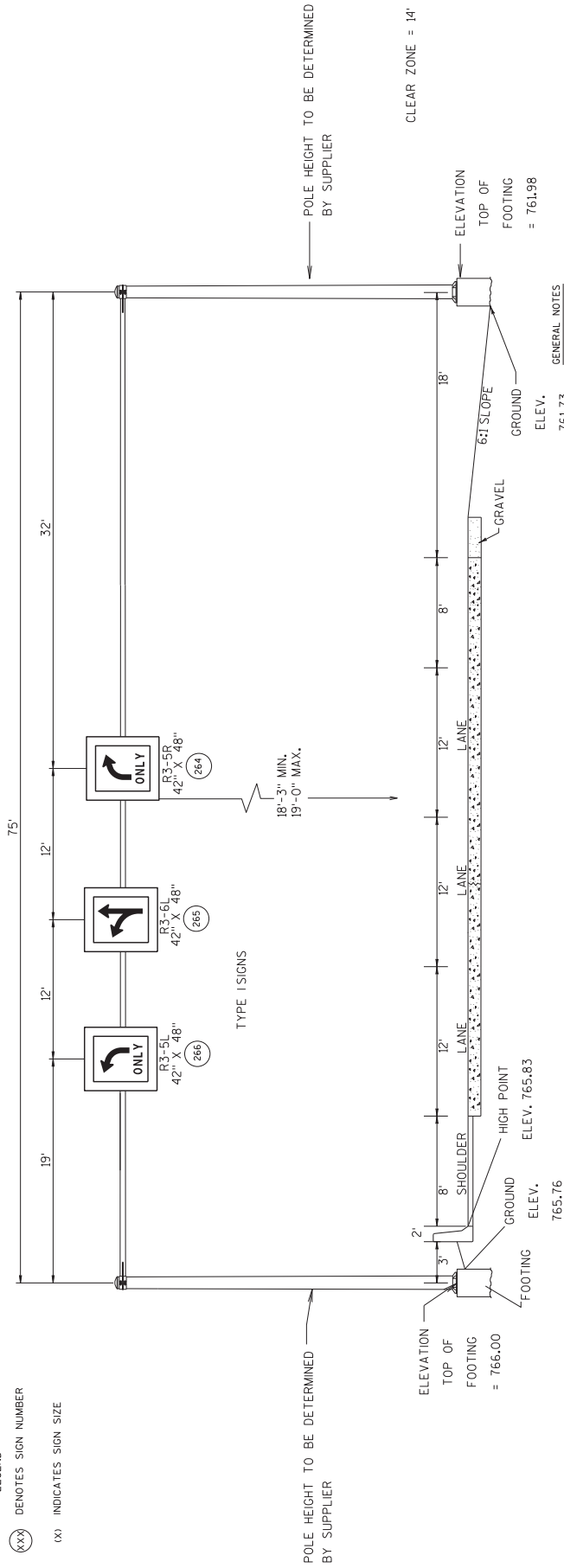
SHEET 69

E

WISDOT/CADDs SHEET 42

Addendum No. 01  
 ID 1033-02-71/76  
 Revised Sheet 69  
 February 4, 2020

LEGEND  
 (XX) DENOTES SIGN NUMBER  
 (X) INDICATES SIGN SIZE



#### OVERHEAD SIGN SUPPORTS DETAIL

S-51-250  
 IH-41/94 SB  
 EXIT RAMP TO STH 20  
 RAMP NW  
 STA 867+00  
 (SEE SIGNING PLAN  
 FOR LOCATION)

#### GENERAL NOTES

1. DRAWINGS NOT TO SCALE.
2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 6TH EDITION & INTERIM REVISIONS FATIGUE CATEGORY 1 CANTILEVERS.
3. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
4. WIND VELOCITY PER WISDOT STD SPECIFICATIONS.
5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

NOTE: FOOTING SHALL BE PER STANDARD DETAIL DRAWING, 36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE & INCIDENTAL TO STRUCTURE

IBEAMS - W8X3.7 BEAMS FOR MOUNTING SIGNS ARE INCIDENTAL TO TYPE 1 SIGNS

ALLOWABLE DESIGN STRESSES  
 CONCRETE MASONRY  
 HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60  
 FOUNDATION DATA  
 ALLOWABLE SOIL BEARING PRESSURE = 3000 PSF

Addendum No. 01  
 ID 1033-02-71/76  
 Revised Sheet 70  
 February 4, 2020

NOTE: CONTRACTOR SHALL:  
 1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT, TO THE ENGINEER FOR REVIEW. THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.  
 2. PROVIDE DESIGN CALCULATIONS.  
 3. SHOW SIGNS ON SHOP DRAWINGS.  
 4. I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4.  
 5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE.  
 6. REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT  
 7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.

SHEET 9 OF 9  
 SHEET 70

PLOT NAME :  
 OVERHEAD SIGN SUPPORT S-51-250

PLOT BY : 00187W

PLOT DATE : 13-DEC-2019 07:33

COUNTY: RACINE

HWY: IH-94/STH 20

PROJECT NO: 1033-02-71/76

FILE NAME : J:\proj\02\103302\471\SIGN\OVERHEAD\SIGN TYPICALS.dgn

PLOT SCALE : 1:041665:1

WISDOT/CADD SHEET 42

LEGEND

- CP11

CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
- CP15

CONCRETE PAVEMENT 10 1/2-INCH, DOWELED AND TINED
- CP17

CONCRETE PAVEMENT 11 1/2-INCH, DOWELED AND TINED
- CP37

CONCRETE PAVEMENT 12-INCH, DOWELED
- A

HMA PAVEMENT, 4 MT 58-28 S, 2-INCH OVER
- B

HMA PAVEMENT, 3 MT 58-28 S, 1/2-INCH
- B

HMA PAVEMENT, 4 MT 58-28 H, 2-INCH
- AG01

BASE AGGREGATE DENSE 3/4-INCH
- PV03

CONCRETE SURFACE DRAINS
- PV10

ASPHALTIC SURFACE, 3-INCH
- CG03

CURB RAMP TYPE 2
- CG07

CURB RAMP TYPE 5
- CG08

CURB RAMP TYPE 6
- CG19

CONCRETE CURB AND GUTTER 18-INCH TYPE D
- CG21

CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG24

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG26

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CG27

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D REVERSE SLOPE
- CG30

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG33

CONCRETE CURB AND GUTTER 4-INCH SLOPED 60-INCH TYPE A
- CG50

CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG57

CONCRETE CURB AND GUTTER 6-INCH SLOPED 24-INCH TYPE A

CM01

CONCRETE MEDIAN SLOPED NOSE TYPE 1

CM02

CONCRETE MEDIAN SLOPED NOSE TYPE 2

CM04

MAINTENANCE OPENING

CM07

CONCRETE SIDEWALK 5-INCH

DR01

CONCRETE DRIVEWAY 6-INCH

DR03

CONCRETE DRIVEWAY 9-INCH

DR04

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

DR06

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH

DR12

CONCRETE DRIVEWAY HES 6-INCH

DR13

CONCRETE DRIVEWAY HES 9-INCH

CB02

CONCRETE BARRIER TYPE S42

BC10

GUARD RAIL MOM STRIP ASPHALT

BC15

MCS GUARDRAIL 3

BC17

MCS GUARDRAIL TERMINAL EAT

BC18

MCS GUARDRAIL TERMINAL TYPE 2

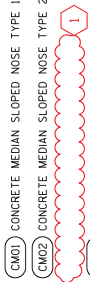
BC24

CRASH CUSHION PERMANENT

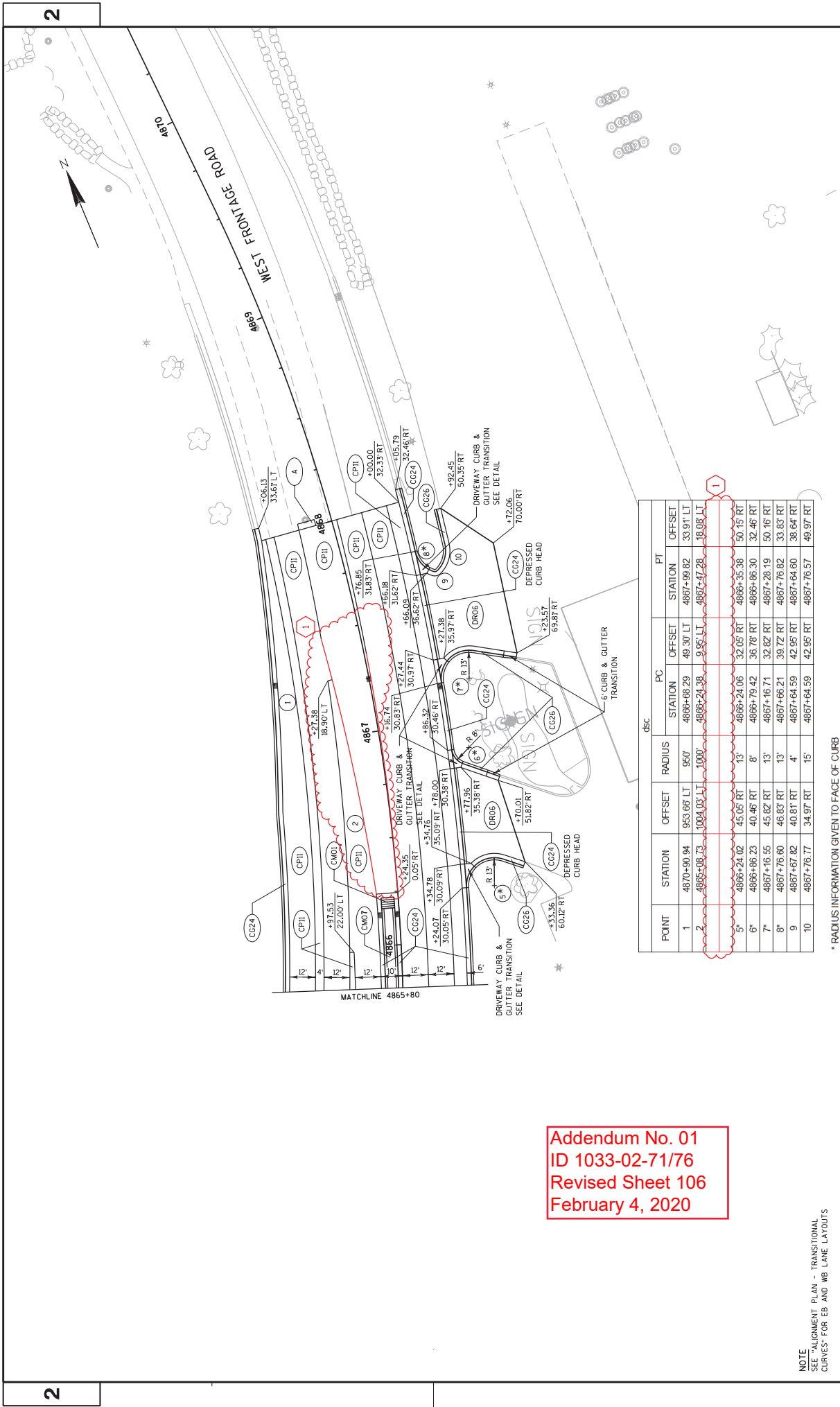
SW01

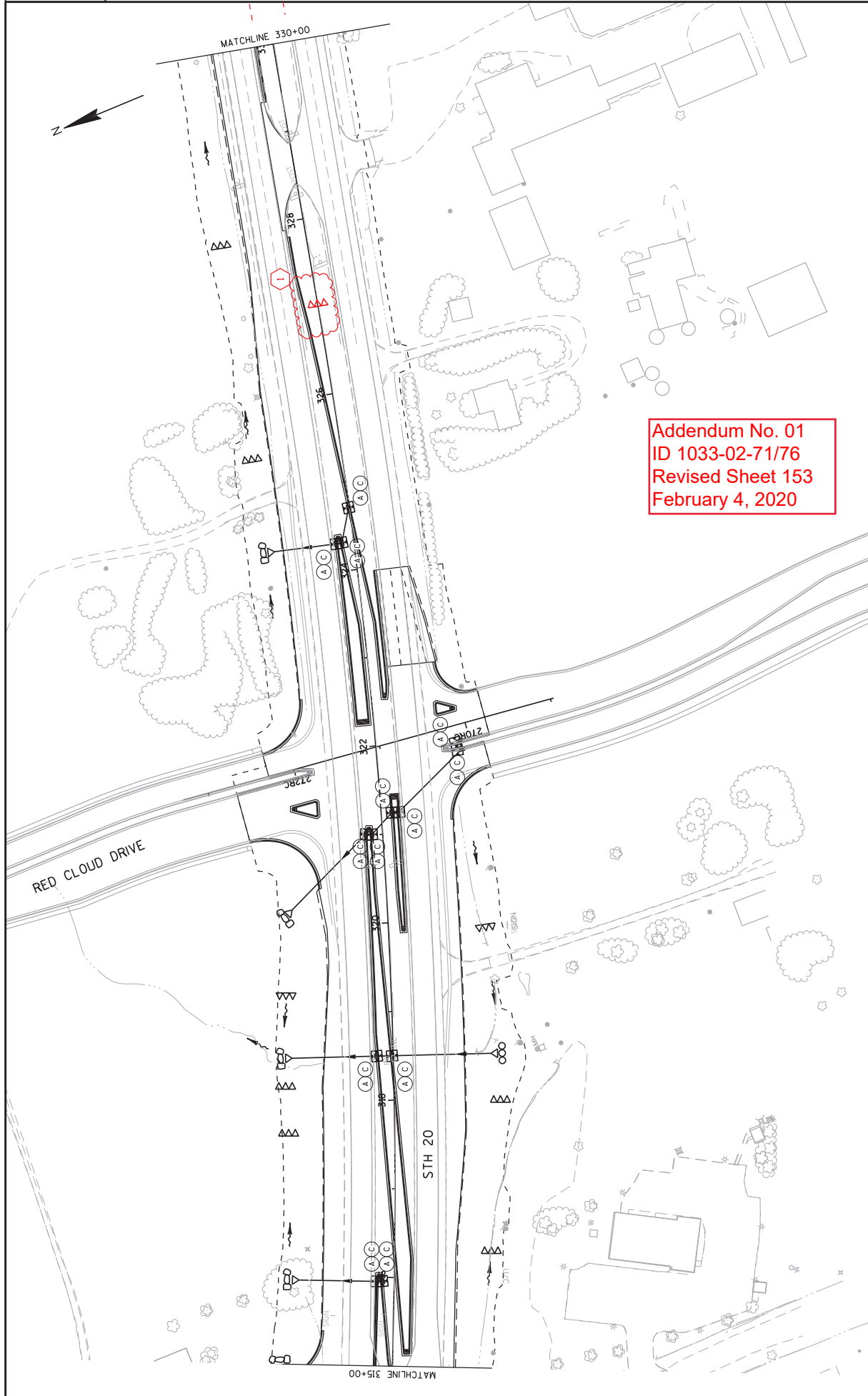
SAWING ASPHALT

SW02

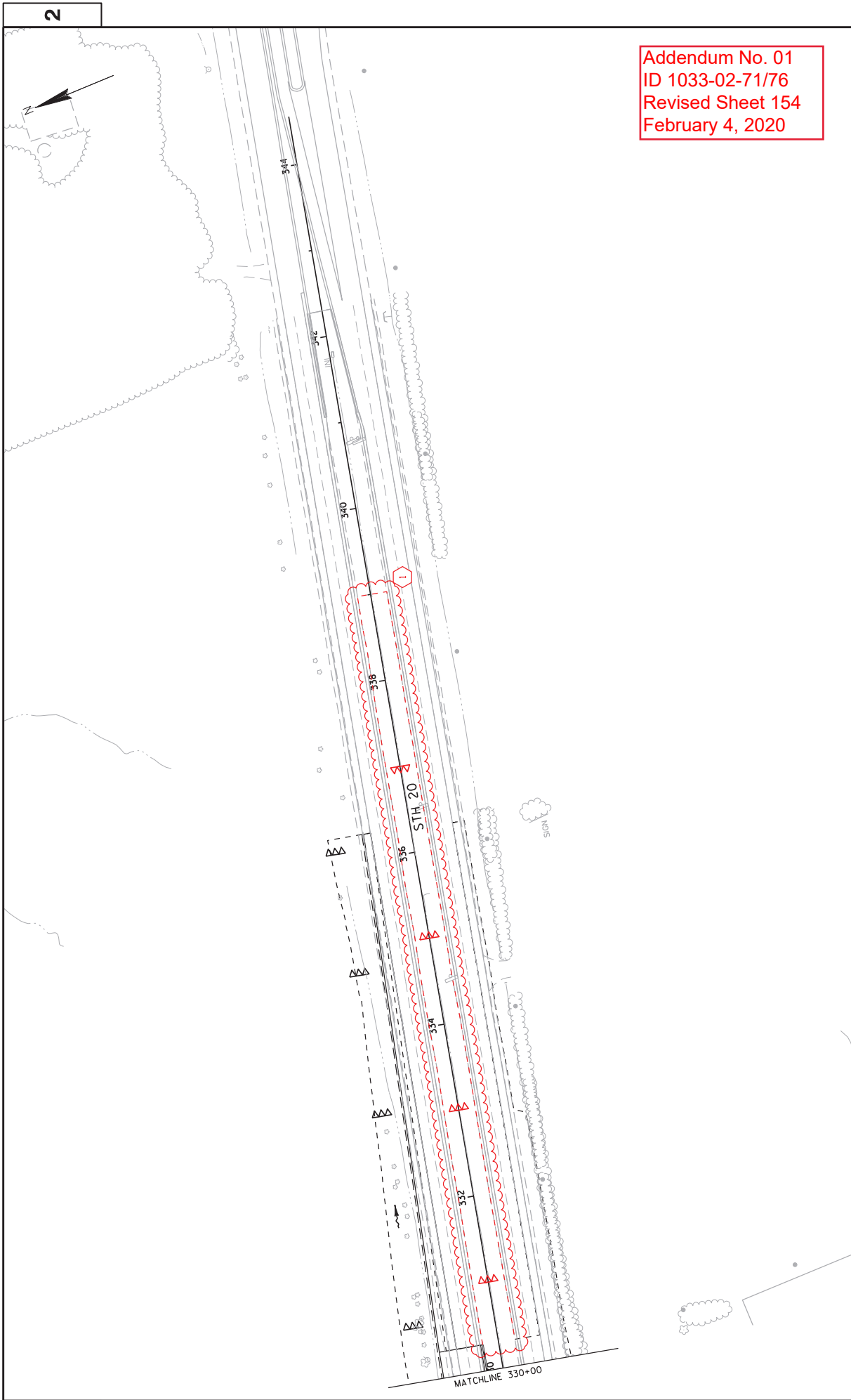
SAWING CONCRETE

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 85  
February 4, 2020





|                                                                       |  |                               |                |                    |                        |                        |
|-----------------------------------------------------------------------|--|-------------------------------|----------------|--------------------|------------------------|------------------------|
| PROJECT NO: 1033-02-71/76                                             |  | HWY: IH 94/STH 20             | COUNTY: RACINE | EROSION CONTROL    | SHEET 153              | E                      |
| FILE NAME : S:\F_inval\Design\20\10330271.LN\Roads\cda\022055.ecr.dgn |  | PLOT DATE : 01-FEB-2020 20:47 |                | PLOT BY : mscdlis  | PLOT NAME : 022055.ecr |                        |
|                                                                       |  |                               |                | PLOT SCALE : 100:1 |                        | WISDOT/CADDIS SHEET 42 |



Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 154  
February 4, 2020

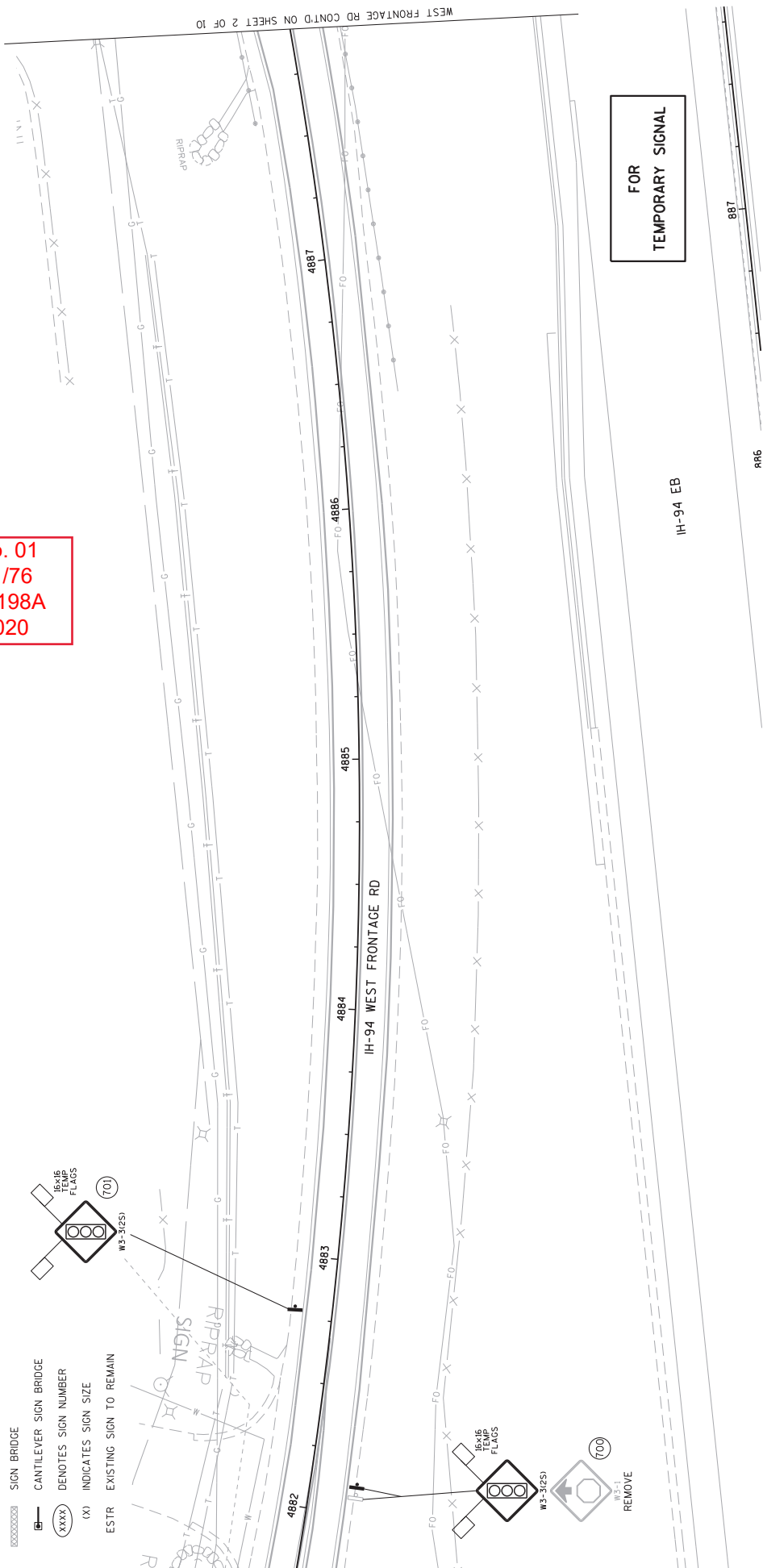
|                                                                                                  |                   |                |                                                                      |           |                        |
|--------------------------------------------------------------------------------------------------|-------------------|----------------|----------------------------------------------------------------------|-----------|------------------------|
| PROJECT NO: 1033-02-71/76<br>FILE NAME : S:\F_invalDesign\20\10330271.L\Roads\cda\022056.ecr.dgn | HWY: IH 94/STH 20 | COUNTY: RACINE | EROSION CONTROL<br>PLOT DATE : 01-FEB-2020 20:48<br>PLOT BY : mscdls | SHEET 154 | E                      |
| PLOT NAME : 022056.ec<br>PLOT SCALE : 100:1                                                      |                   |                |                                                                      |           | WISDOT/CADDIS SHEET 42 |



Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198A  
February 4, 2020

LEGEND

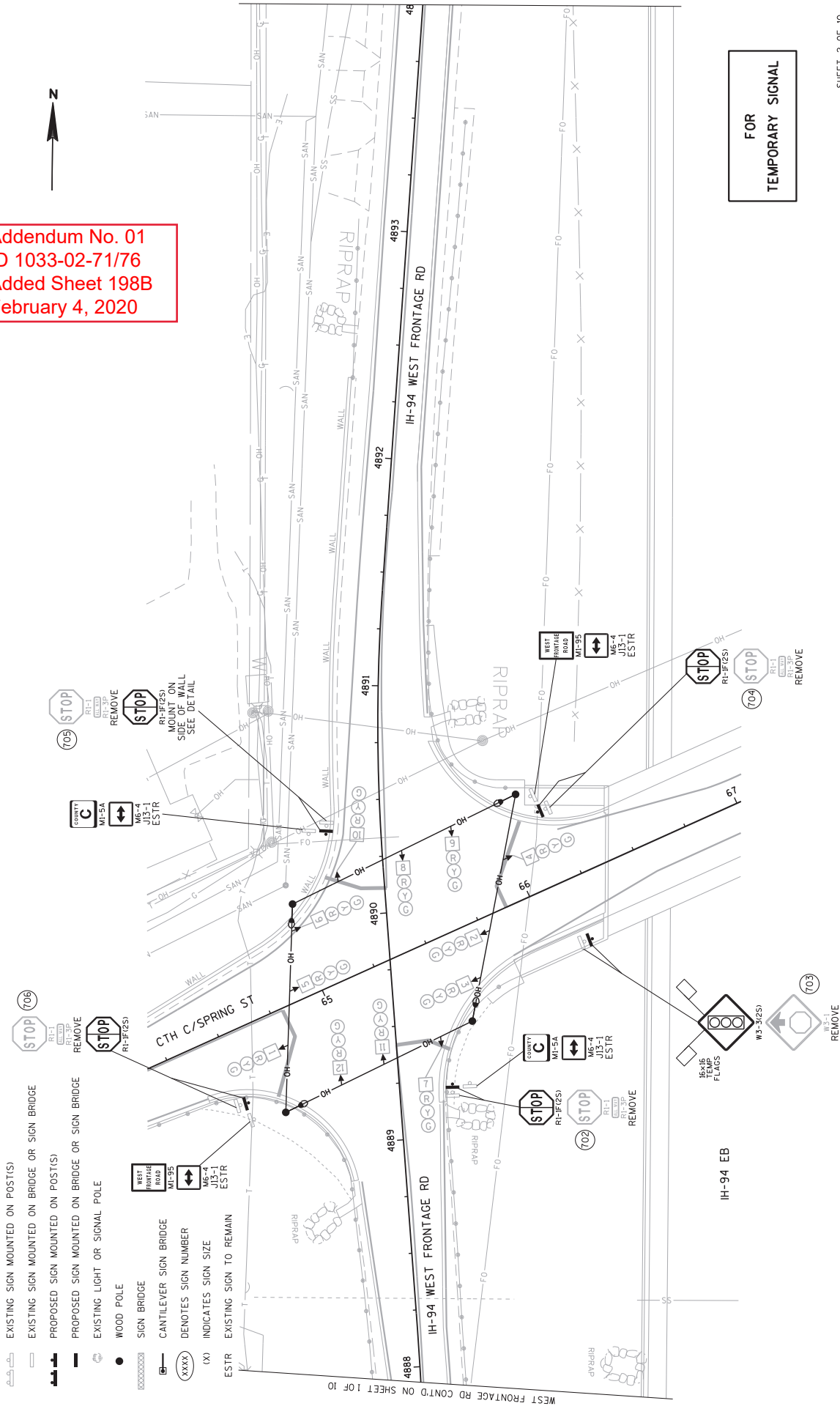
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- WOOD POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- 16x16 TEMP FLA GS
- 701
- W3-3(2S)
- 4882
- 4883
- 4884
- 4885
- 4886
- 4887
- WEST FRONTAGE RD CONT'D ON SHEET 2 OF 10
- FOR TEMPORARY SIGNAL
- IH-94 EB
- 887
- 886
- 16x16 TEMP FLA GS
- 700
- W3-3(2S)
- W3-1 REMOVE



SHEET 1 OF 10

|                               |             |                |                                                    |            |   |
|-------------------------------|-------------|----------------|----------------------------------------------------|------------|---|
| PROJECT NO:1033-02-71/76      | HWY: STH 20 | COUNTY: RACINE | PERMANENT SIGNING - WEST FRONTAGE RD - TEMP SIGNAL | SHEET 198A | E |
| PLOT DATE : 22-JUN-2020 06:45 |             |                | PLOT BY : dotcmv                                   |            |   |
| PLOT NAME :                   |             |                | PLOT SCALE : 40:1                                  |            |   |
| WISDOT/CADDs SHEET 42         |             |                |                                                    |            |   |

|                                                                                     |                                                |
|-------------------------------------------------------------------------------------|------------------------------------------------|
|  | EXISTING SIGN MOUNTED ON POST(S)               |
|  | EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE |
|  | PROPOSED SIGN MOUNTED ON POST(S)               |
|  | PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE |
|  | EXISTING LIGHT OR SIGNAL POLE                  |
|  | WOOD POLE                                      |
|  | SIGN BRIDGE                                    |
|  | CANTILEVER SIGN BRIDGE                         |
|  | DENOTES SIGN NUMBER                            |
|  | INDICATES SIGN SIZE                            |
|  | EXISTING SIGN TO REMAIN                        |



|                                                              |                               |                |                                        |             |                      |      |
|--------------------------------------------------------------|-------------------------------|----------------|----------------------------------------|-------------|----------------------|------|
| FILE NAME : \\proj\projects\22-103309\471\SIGN\023352_18.dgn | PLOT DATE : 22-JUN-2020 06:45 |                | PLOT BY : dotcmv                       |             | PLOT SCALE : 40:1    |      |
| PROJECT NO:1033-02-71/76                                     | HWY: STH 20                   | COUNTRY:RACINE | PERMANENT SIGNING - WEST FRONTAGE RD - | TEMP SIGNAL | SHEET                | 198B |
|                                                              |                               |                |                                        |             | WISDOT/CADDs SHEET 4 |      |

### LEGEND

- EXISTING SIGN MOUNTED ON POST(S)  
EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE  
PROPOSED SIGN MOUNTED ON POST(S)  
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE  
EXISTING LIGHT OR SIGNAL POLE

- WOOD POLE

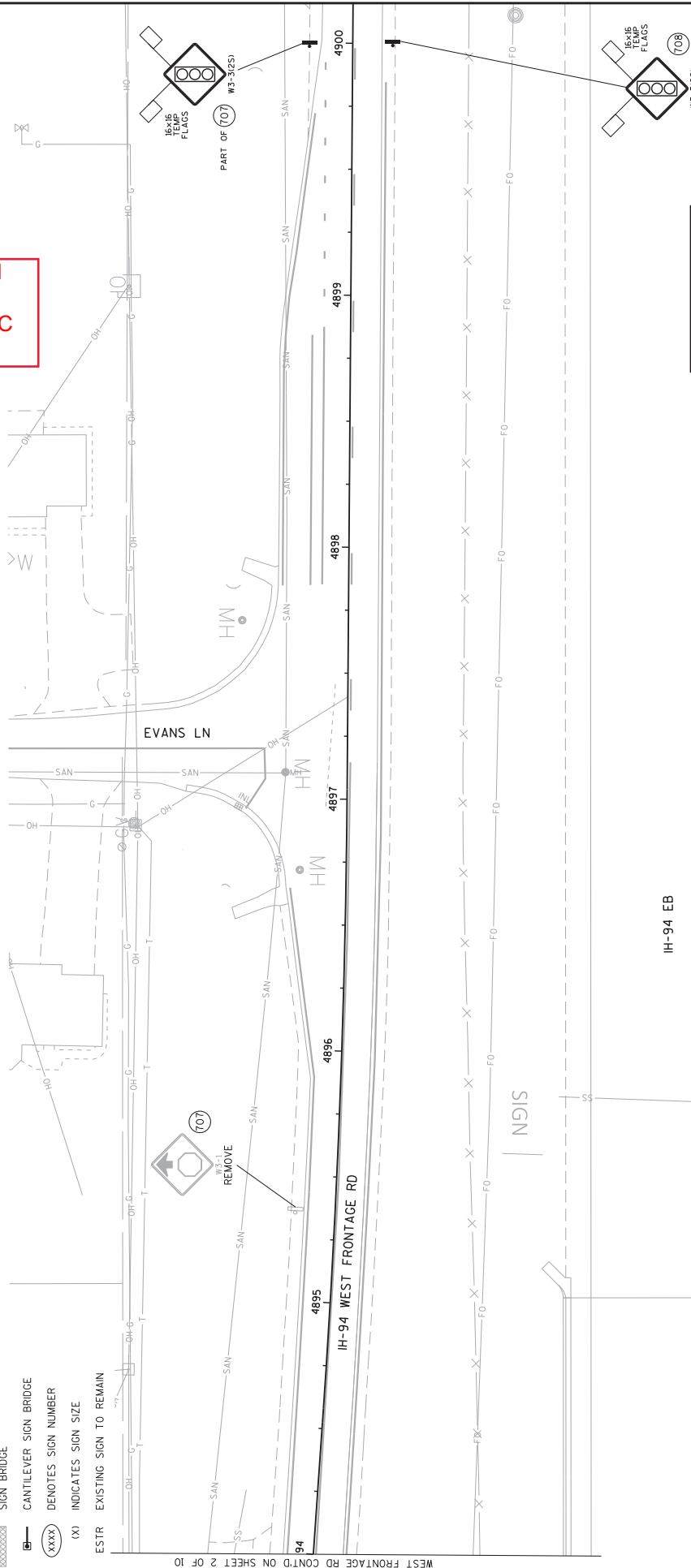
SIGN BRIDGE

 CANTILEVER SIGN BRIDGE

XXXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR      EXISTING SIGN TO REMAIN



FOR  
TEMPORARY SIGNAL

883

FOR  
TEMPORARY SIGNAL

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198D  
February 4, 2020

SHEET 4 OF 10

WISDOT/CADDs SHEET 4

TEMP SIGNAL  
PLOT SCALE : 400T FRONT  
PLOT NAME :

ANENT SIGNIN  
PLOT BY : dotcmv

|   |                               |
|---|-------------------------------|
| P | PLOT DATE : 22-JAN-2020 06:45 |
|---|-------------------------------|

COUNTY: RACINE

HWY:STH 20

PROJECT NO:1033-02-71/76

FILE NAME : J:\projects\d2\_10330294\71\SIGN\023354\_ts.dgn

1

EAST FRONTAGE RD CONT'D ON SHEET 6 OF 10

10

FOR  
TEMPORARY SIGNAL

SHEET 5 OF 10

PROJECT NO: 1033-02-71/76

HWY:STH 20

COUNTY: RACINE

PERMANENT SIGNING - EAST FRONTAGE RD - TEMP SIGNAL

SHEET 198E

|   |  |
|---|--|
| 3 |  |
|---|--|

FILE NAME : J:\projects\d2\_10330294\71\SIGN\023355\_ts.dgn

---

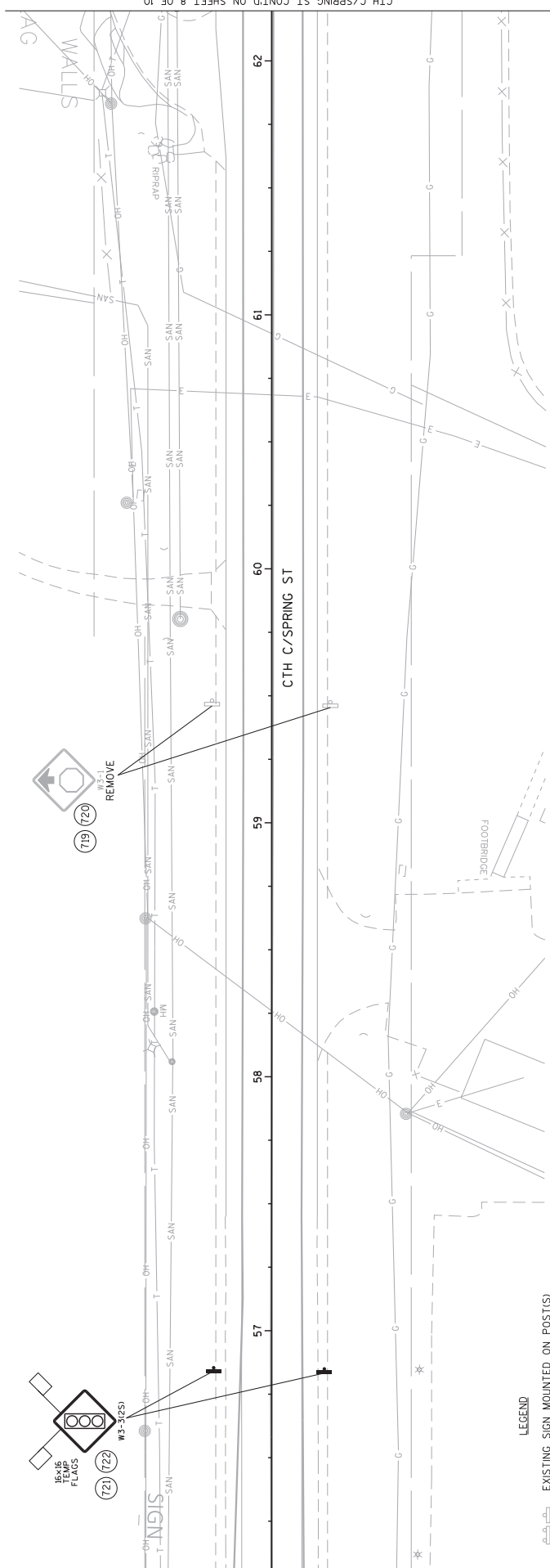
PLOT BY : dotcmv

---

PLOT SCALE : 40:1

WISDOT/CADDs SHEET 42



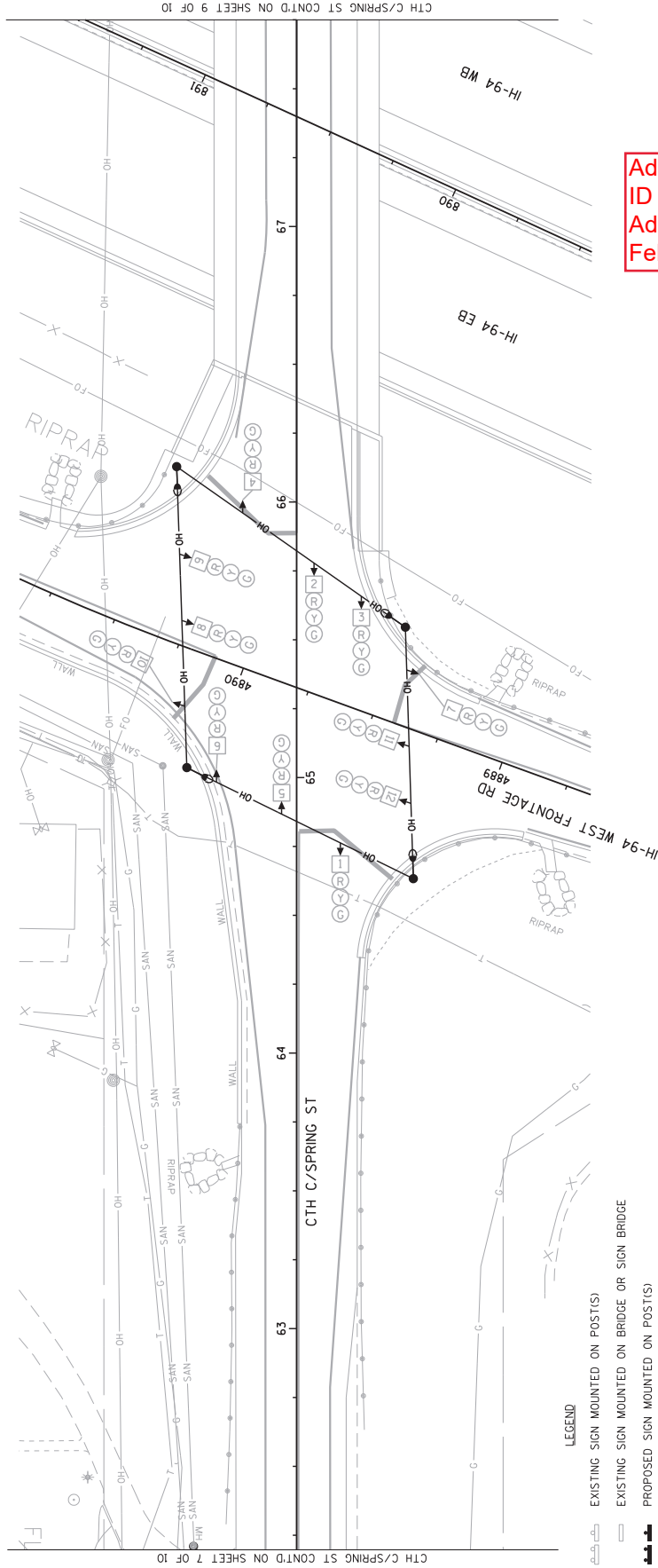


|                                                                                       |                                                |
|---------------------------------------------------------------------------------------|------------------------------------------------|
|  | EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE |
|  | PROPOSED SIGN MOUNTED ON POST(S)               |
|  | PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE |
|  | EXISTING LIGHT OR SIGNAL POLE                  |
|  | WOOD POLE                                      |
|  | SIGN BRIDGE                                    |
|  | CANTILEVER SIGN BRIDGE                         |
|  | DENOTES SIGN NUMBER                            |
| (X)                                                                                   | INDICATES SIGN SIZE                            |
| ESTR                                                                                  | EXISTING SIGN TO REMAIN                        |

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198G  
February 4, 2020

FOR  
TEMPORARY SIGNAL

NO SIGNS THIS SHEET



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- WOOD POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- EXISTING SIGN TO REMAIN

FOR  
TEMPORARY SIGNAL

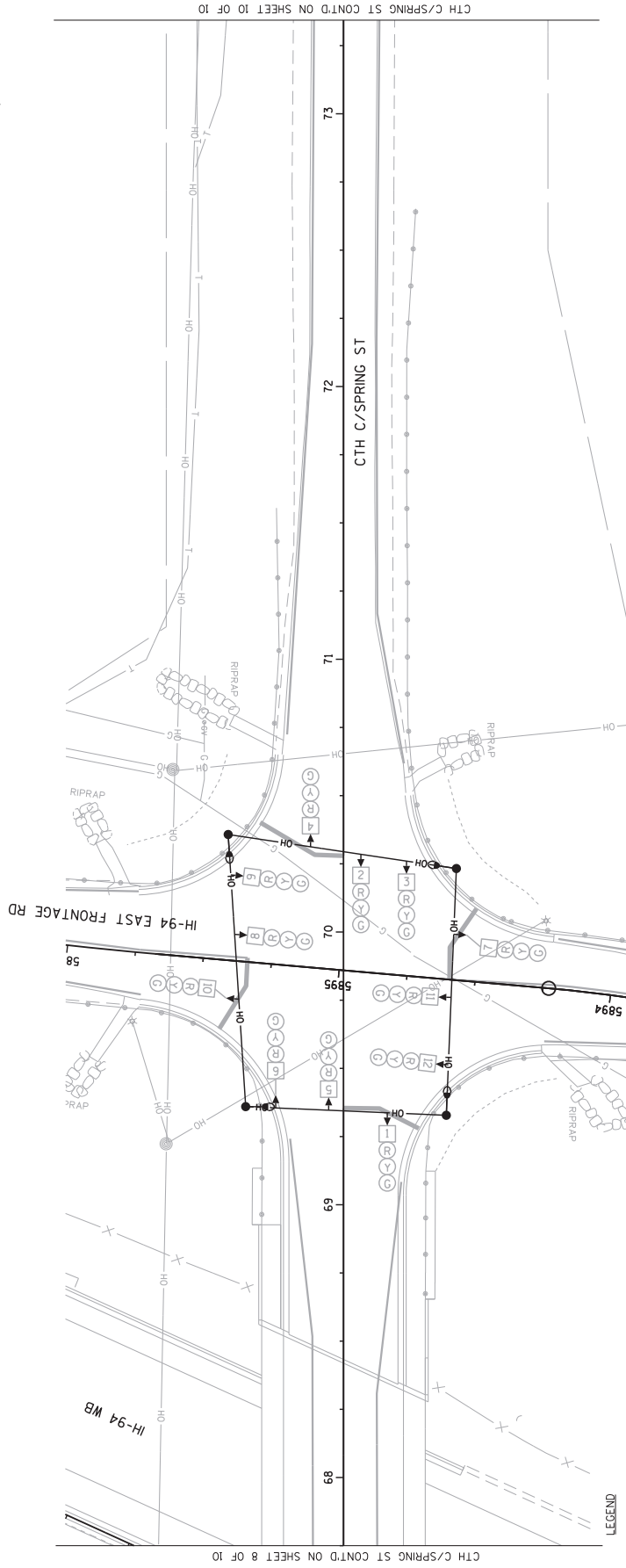
Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198H  
February 4, 2020

SHEET 8 OF 10

|                                                         |             |                |                                                   |            |   |
|---------------------------------------------------------|-------------|----------------|---------------------------------------------------|------------|---|
| PROJECT NO: 1033-02-71/76                               | HWY: STH 20 | COUNTY: RACINE | PERMANENT SIGNING - CTH C/SPRING ST - TEMP SIGNAL | SHEET 198H | E |
| FILE NAME : J:\p\projects\1033024\71\SIGN\023358-7s.dgn |             |                |                                                   |            |   |
| PLOT DATE : 22-JAN-2020 06:45                           |             |                | PLOT BY : dotcmv                                  |            |   |
| PLOT SCALE : 40:1                                       |             |                | WISDOT/CADDs SHEET 42                             |            |   |



NO SIGNS THIS SHEET



- LEGEND**
- EXISTING SIGN MOUNTED ON POST(S)
  - EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
  - PROPOSED SIGN MOUNTED ON POST(S)
  - PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
  - EXISTING LIGHT OR SIGNAL POLE
  - WOOD POLE
  - SIGN BRIDGE
  - CANTILEVER SIGN BRIDGE
  - DENOTES SIGN NUMBER
  - INDICATES SIGN SIZE
  - EXISTING SIGN TO REMAIN

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198I  
February 4, 2020

FOR  
TEMPORARY SIGNAL

SHEET 9 OF 10

|                                                            |             |               |                                                   |            |   |
|------------------------------------------------------------|-------------|---------------|---------------------------------------------------|------------|---|
| PROJECT NO:1033-02-71/76                                   | HWY: STH 20 | COUNTY:RACINE | PERMANENT SIGNING - CTH C/SPRING ST - TEMP SIGNAL | SHEET 198I | E |
| FILE NAME : J:\proj\rects\02-10330294\1\SIGN\023359-76.dgn |             |               |                                                   |            |   |
| PLOT DATE : 22-JAN-2020 06:45                              |             |               | PLOT NAME : 001000                                |            |   |
| PLOT BY : dotcmv                                           |             |               | PLOT SCALE : 40:1                                 |            |   |
| WISDOT/CADD'S SHEET 42                                     |             |               |                                                   |            |   |



CTH C/SPRING ST CONT'D ON SHEET 9 OF 10

|                                                                                       |                                                |
|---------------------------------------------------------------------------------------|------------------------------------------------|
|  | EXISTING SIGN MOUNTED ON POST(S)               |
|  | EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE |
|  | PROPOSED SIGN MOUNTED ON POST(S)               |
|  | PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE |
|  | EXISTING LIGHT OR SIGNAL POLE                  |
|  | WOOD POLE                                      |
|  | SIGN BRIDGE                                    |
|  | CANTILEVER SIGN BRIDGE                         |
|  | DENOTES SIGN NUMBER                            |
|  | INDICATES SIGN SIZE                            |
|  | EXISTING SIGN TO REMAIN                        |

FOR  
TEMPORARY SIGNAL

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198J  
February 4, 2020

SHEET 10 OF 10

|                                                          |         |                |                                                   |                   |
|----------------------------------------------------------|---------|----------------|---------------------------------------------------|-------------------|
| PROJECT NO: 1033-02-71/76                                | HWY: 20 | COUNTY: RACINE | PERMANENT SIGNING - CTH C/SPRING ST - TEMP SIGNAL | SHEET 198J        |
| FILE NAME : J:\projects\02_10330294\71\SIGN\23360_7s.dgn |         |                | PLOT DATE : 22-JAN-2020 06:45                     | PLOT BY : doryrsv |
|                                                          |         |                | PLOT NAME :                                       | PLOT SCALE : 40:1 |
|                                                          |         |                | WISDOT/CADDOS SHEET 42                            |                   |

FILE NAME : J:\projects\d2\_10330294\71\SIGN\023350\_ts.dgn



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- WOOD POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198L  
February 4, 2020



WEST FRONTAGE RD CONT'D ON SHEET 3 OF 10

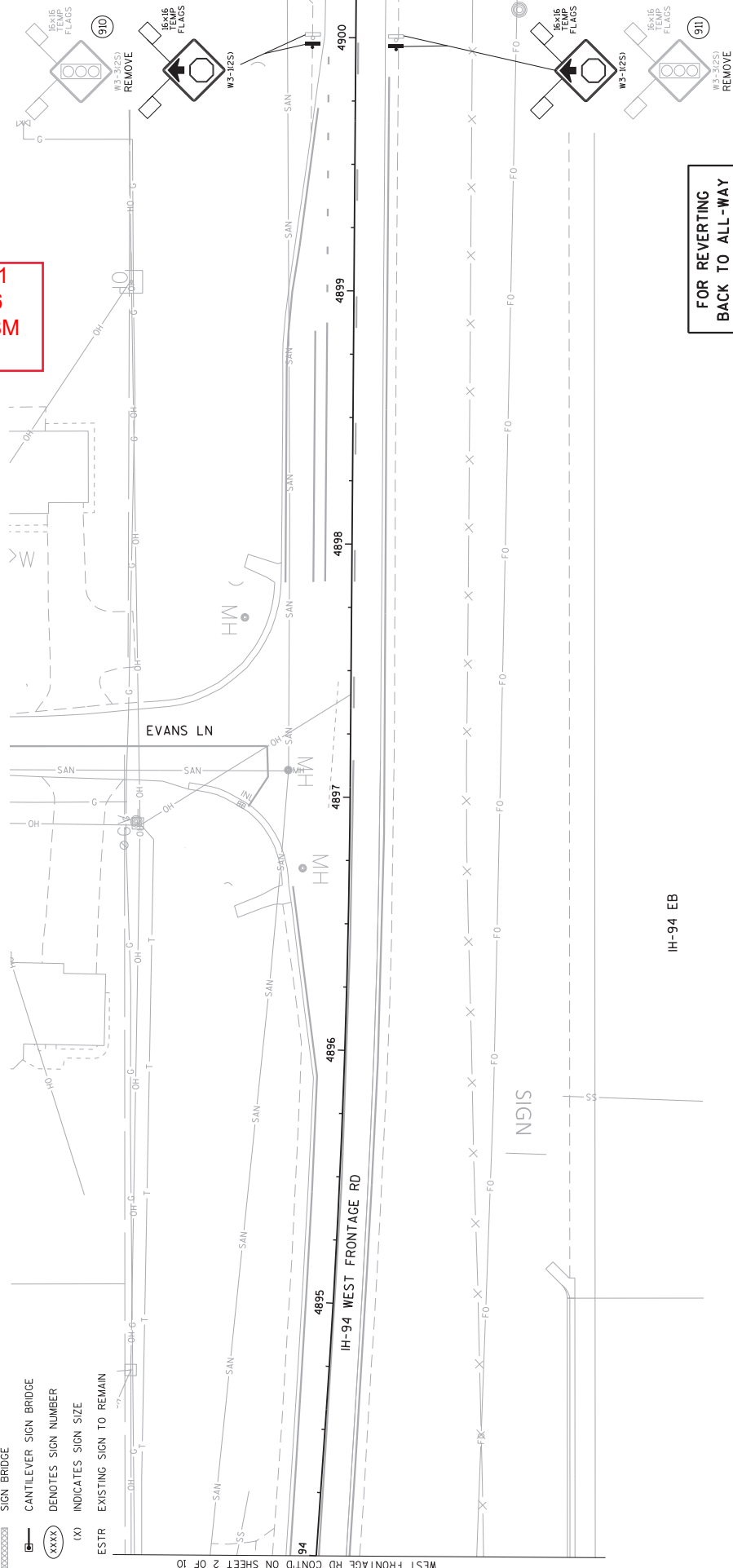
WEST FRONTAGE RD CONT'D ON SHEET 1 OF 10

FOR REVERTING  
BACK TO ALL-WAY  
STOP FOLLOWING  
CONSTRUCTION

SHEET 2 OF 10

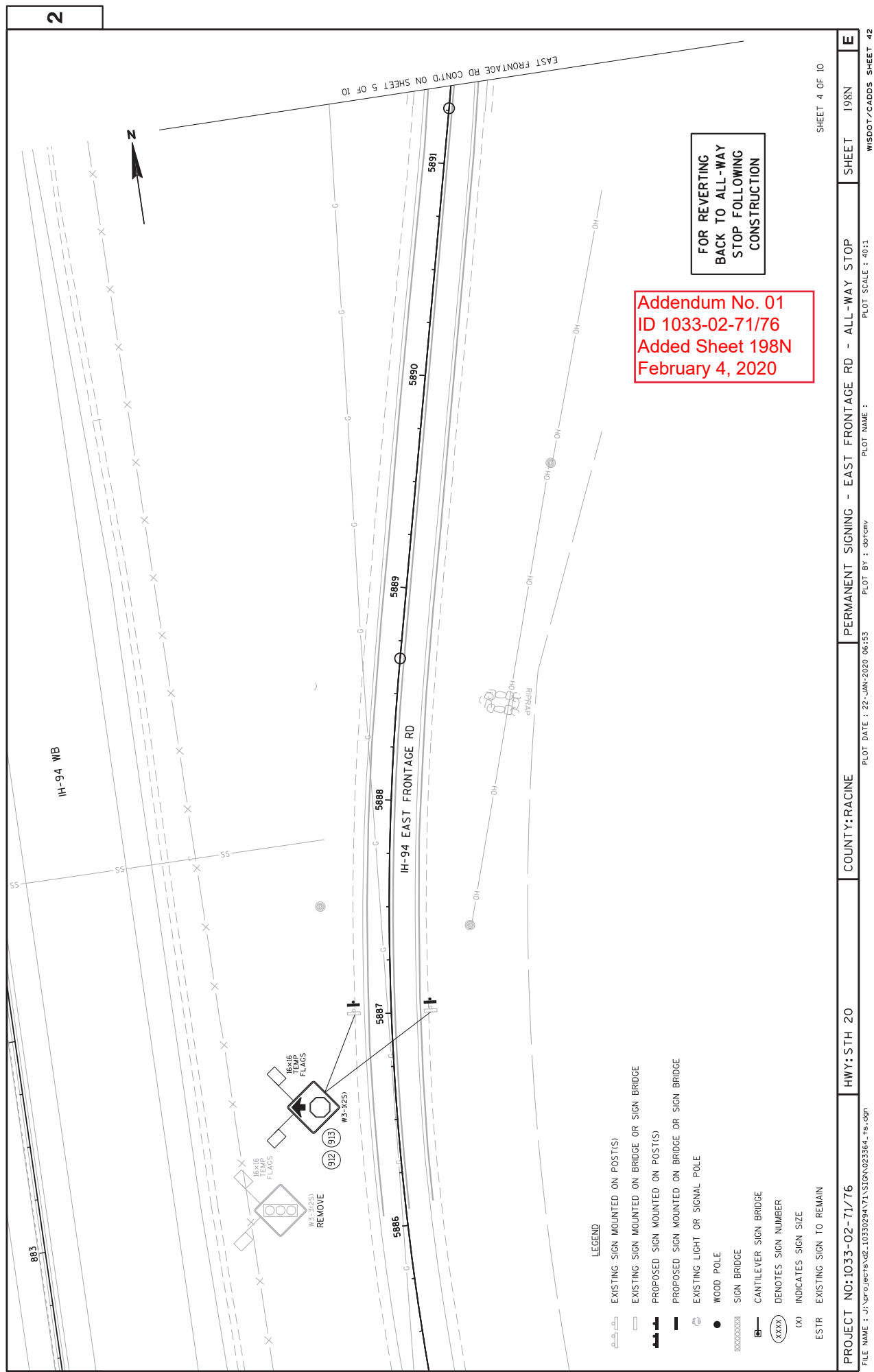
Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198M  
February 4, 2020

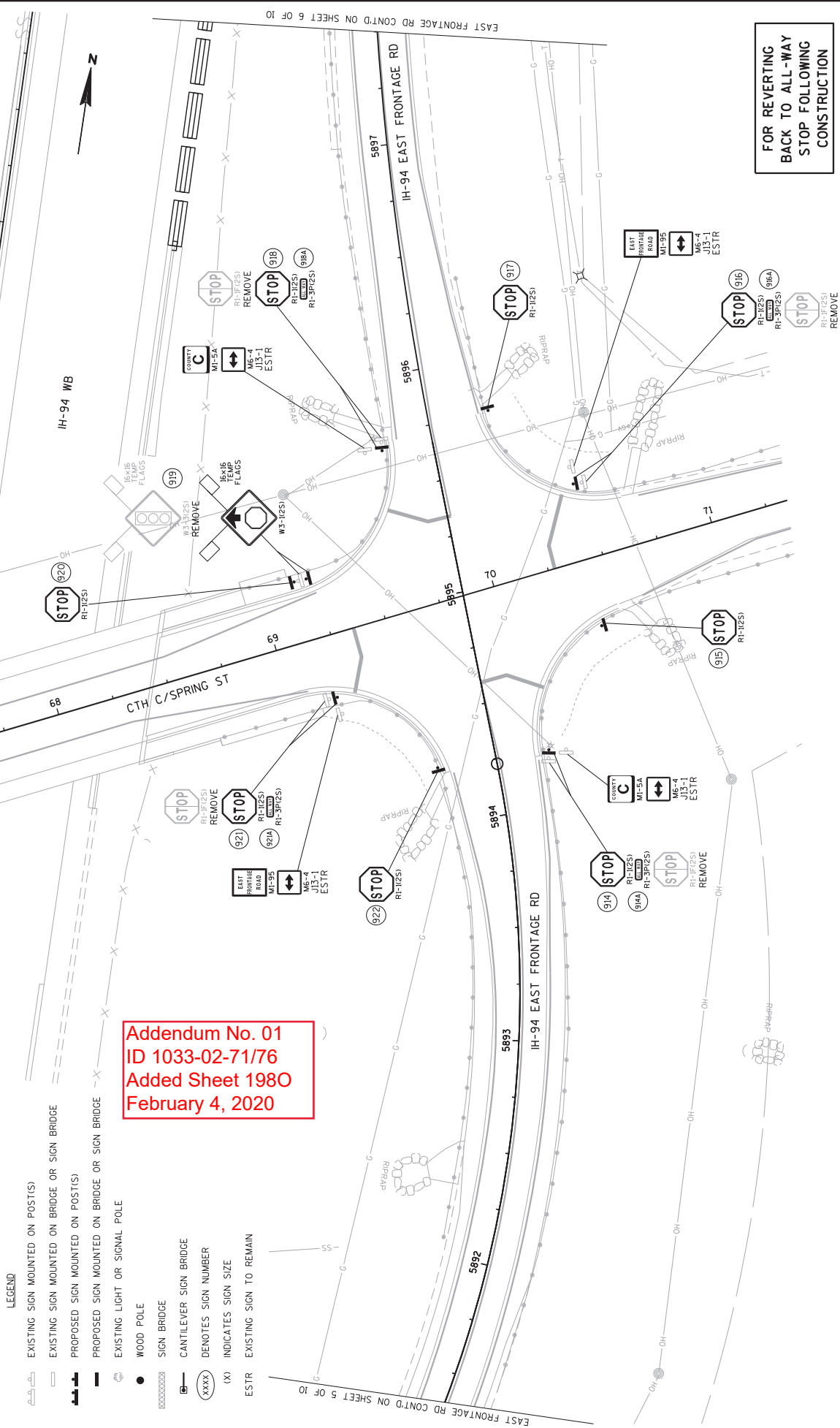
- LEGEND
- EXISTING SIGN MOUNTED ON POST(S)
  - EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
  - PROPOSED SIGN MOUNTED ON POST(S)
  - PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
  - EXISTING LIGHT OR SIGNAL POLE
  - WOOD POLE
  - SIGN BRIDGE
  - CANTILEVER SIGN BRIDGE
  - XXXX DENOTES SIGN NUMBER
  - (X) INDICATES SIGN SIZE
  - ESTR EXISTING SIGN TO REMAIN



SHEET 3 OF 10

|                                                           |             |                |                                                     |            |   |
|-----------------------------------------------------------|-------------|----------------|-----------------------------------------------------|------------|---|
| PROJECT NO:1033-02-71/76                                  | HWY: STH 20 | COUNTY: RACINE | PERMANENT SIGNING - WEST FRONTAGE RD - ALL-WAY STOP | SHEET 198M | E |
| FILE NAME : J:\projects\02-10330294\71\SIGN\023363_7s.dgn |             |                |                                                     |            |   |
| PLOT DATE : 22-JUN-2020 06:53                             |             |                | PLOT BY : d01cmv                                    |            |   |
| PLOT NAME :                                               |             |                | PLOT SCALE : 40:1                                   |            |   |
| WISDOT/CARDS SHEET 42                                     |             |                |                                                     |            |   |



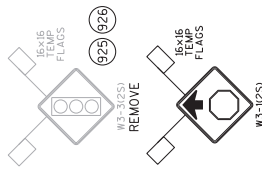


SHEET 5 OF 10

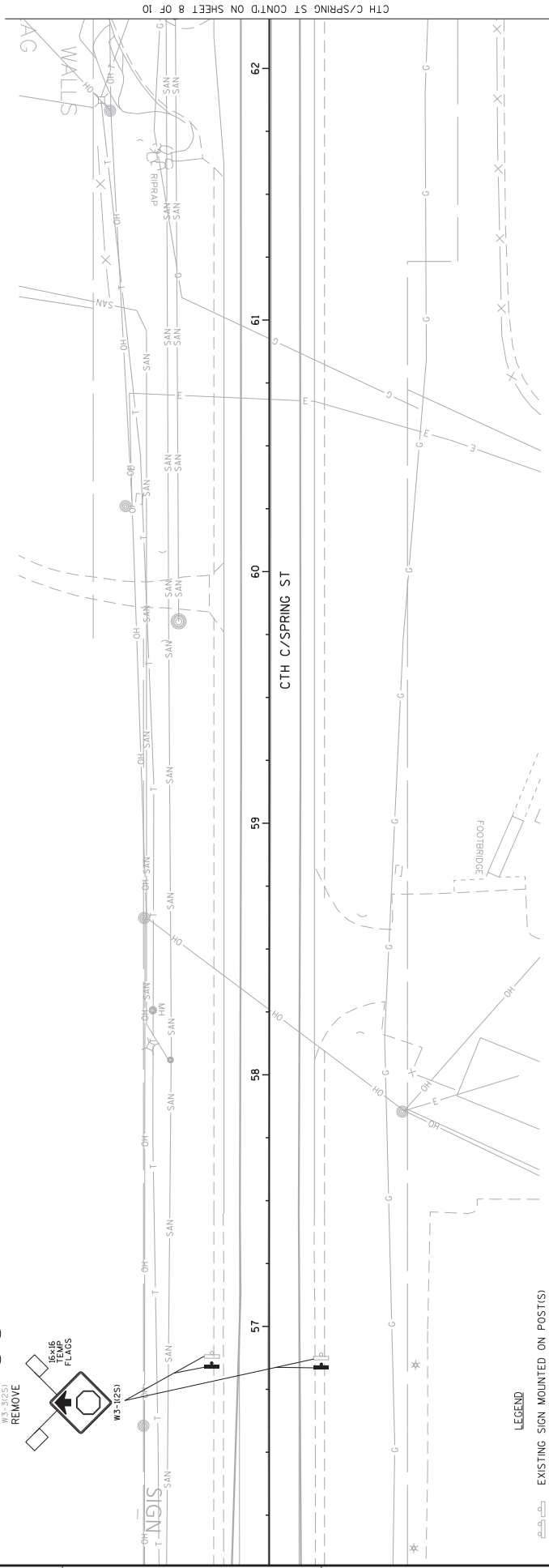
|                                                          |             |                |                                                     |            |   |
|----------------------------------------------------------|-------------|----------------|-----------------------------------------------------|------------|---|
| PROJECT NO: 1033-02-71/76                                | HWY: STH 20 | COUNTY: RACINE | PERMANENT SIGNING - EAST FRONTAGE RD - ALL-WAY STOP | SHEET 1980 | E |
| FILE NAME : J:\proj\10330271\10330271\SIGN\023365-1s.dgn |             |                |                                                     |            |   |
| PLOT DATE : 22-JAN-2020 06:53                            |             |                |                                                     |            |   |
| PLOT BY : d00cmv                                         |             |                |                                                     |            |   |
| PLOT SCALE : 40:1                                        |             |                |                                                     |            |   |
| WISDOT/CADDs SHEET 42                                    |             |                |                                                     |            |   |







- LEGEND**
- EXISTING SIGN MOUNTED ON POST(S)
  - EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
  - PROPOSED SIGN MOUNTED ON POST(S)
  - PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
  - EXISTING LIGHT OR SIGNAL POLE
  - WOOD POLE
  - SIGN BRIDGE
  - CANTILEVER SIGN BRIDGE
  - (XXX) DENOTES SIGN NUMBER
  - (X) INDICATES SIGN SIZE
  - ESTR EXISTING SIGN TO REMAIN

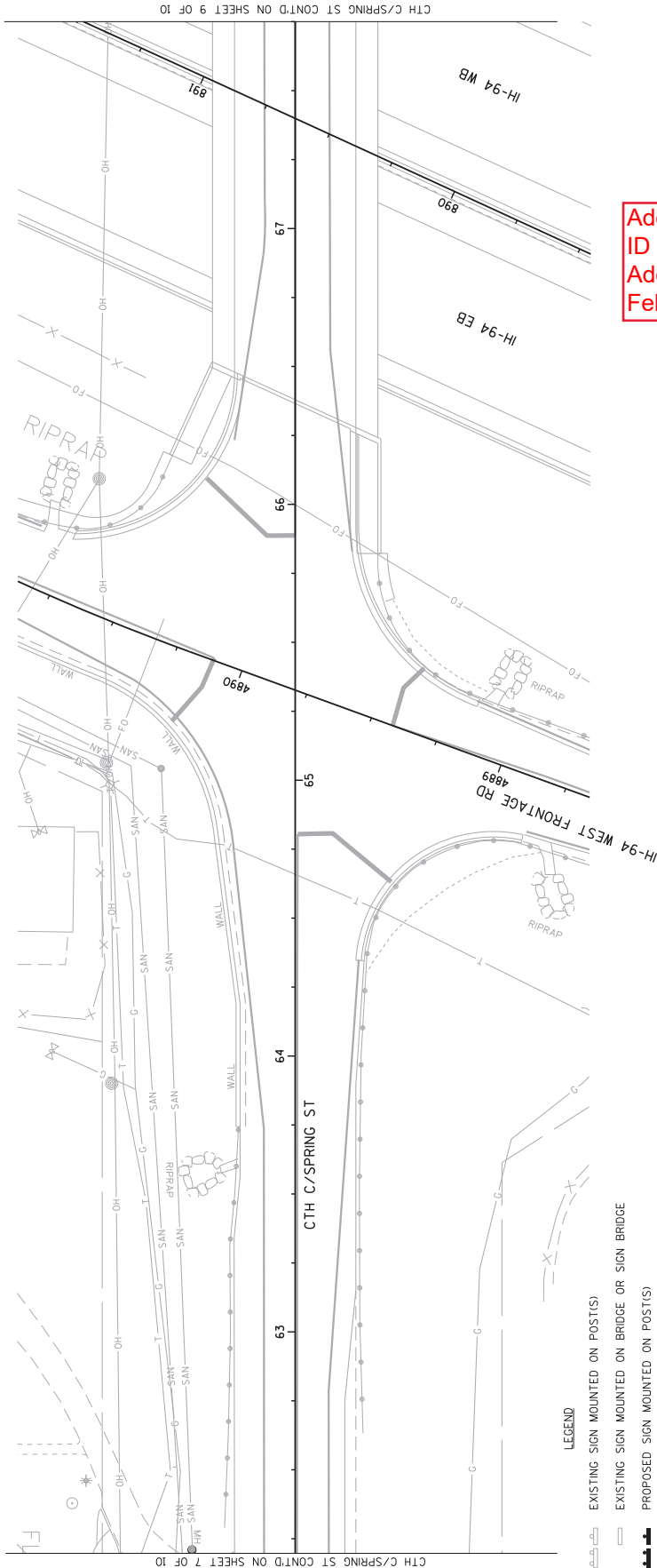


Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198Q  
February 4, 2020

FOR REVERTING  
BACK TO ALL-WAY  
STOP FOLLOWING  
CONSTRUCTION

SHEET 7 OF 10

NO SIGNS THIS SHEET



- LEGEND**
- EXISTING SIGN MOUNTED ON POST(S)
  - EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
  - PROPOSED SIGN MOUNTED ON POST(S)
  - PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
  - EXISTING LIGHT OR SIGNAL POLE
  - WOOD POLE
  - SIGN BRIDGE
  - CANTILEVER SIGN BRIDGE
  - DENOTES SIGN NUMBER
  - INDICATES SIGN SIZE
  - EXISTING SIGN TO REMAIN

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198R  
February 4, 2020

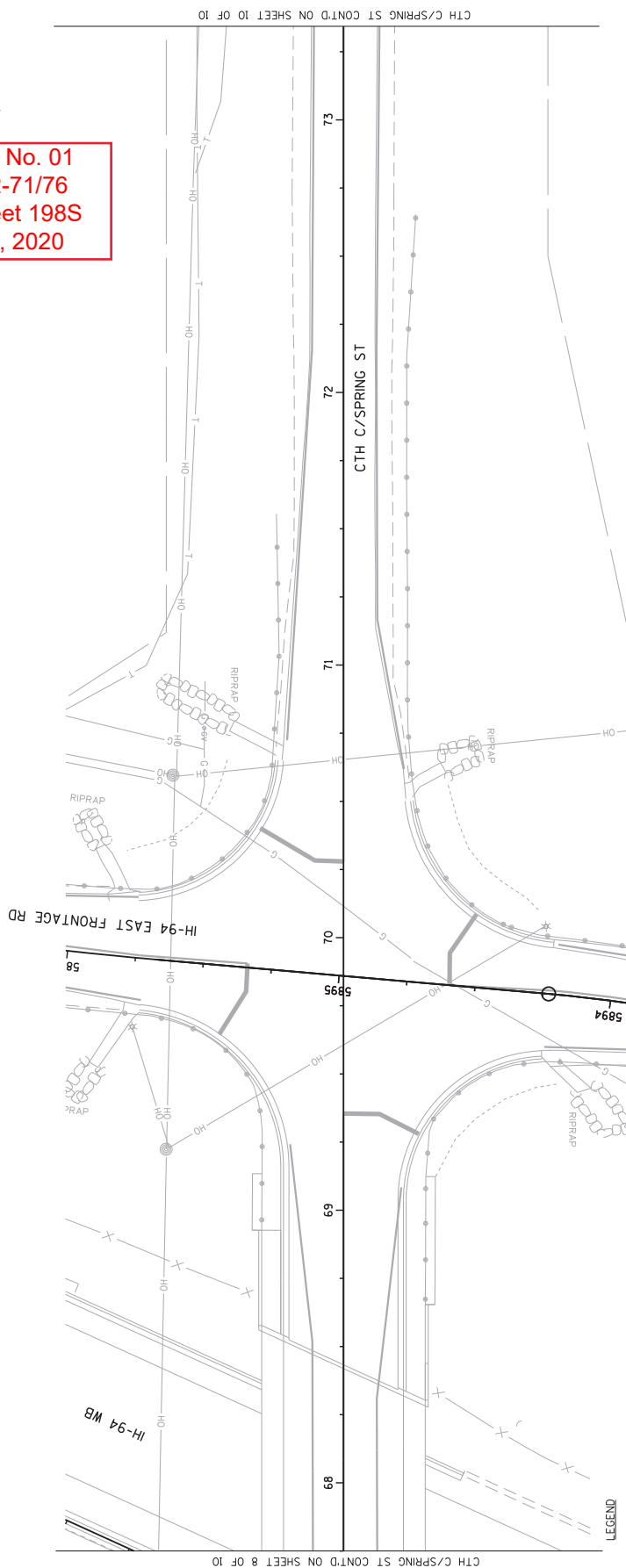
FOR REVERTING  
BACK TO ALL-WAY  
STOP FOLLOWING  
CONSTRUCTION

SHEET 8 OF 10

|                                                              |             |                |                                                    |            |   |
|--------------------------------------------------------------|-------------|----------------|----------------------------------------------------|------------|---|
| PROJECT NO: 1033-02-71/76                                    | HWY: STH 20 | COUNTY: RACINE | PERMANENT SIGNING - CTH C/SPRING ST - ALL-WAY STOP | SHEET 198R | E |
| FILE NAME : J:\projects\10330271\10330271\SIGN\023368-7s.dgn |             |                |                                                    |            |   |
| PLOT DATE : 22-JAN-2020 06:53                                |             |                | PLOT BY : d01cmv                                   |            |   |
| PLOT NAME :                                                  |             |                | PLOT SCALE : 40:1                                  |            |   |
| WISDOT/CADDs SHEET 42                                        |             |                |                                                    |            |   |

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198S  
February 4, 2020

NO SIGNS THIS SHEET

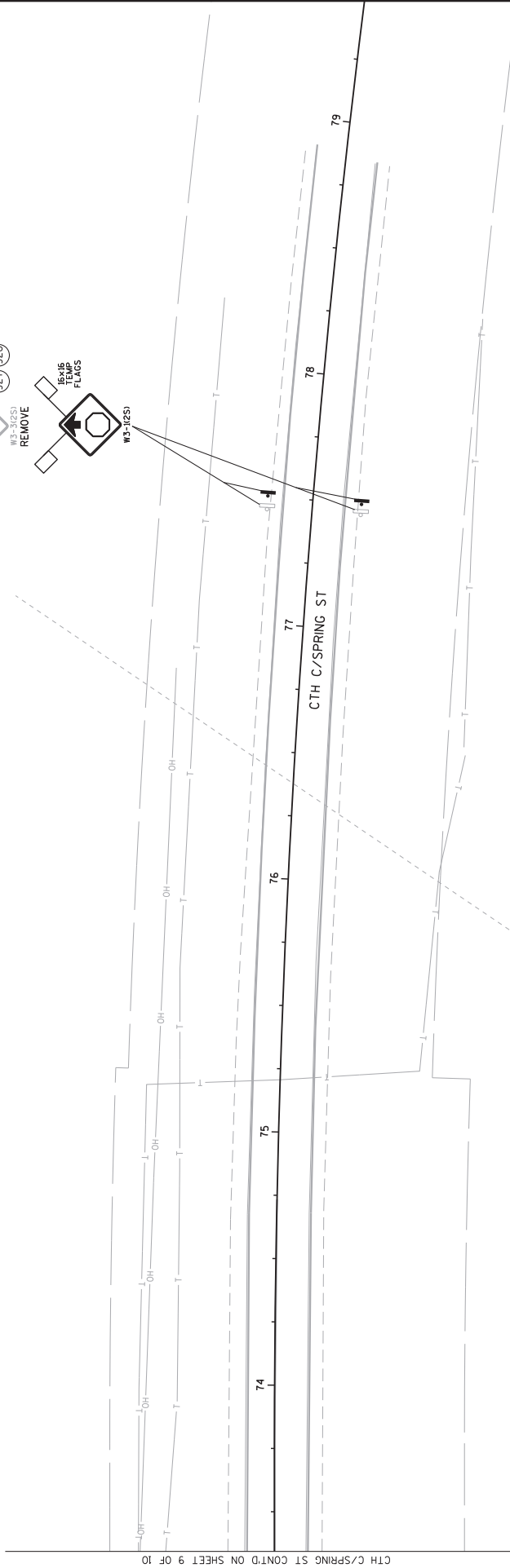
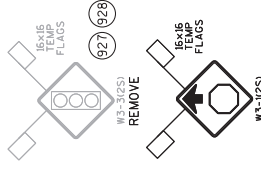


- LEGEND**
- EXISTING SIGN MOUNTED ON POST(S)
  - EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
  - PROPOSED SIGN MOUNTED ON POST(S)
  - PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
  - EXISTING LIGHT OR SIGNAL POLE
  - WOOD POLE
  - SIGN BRIDGE
  - CANTILEVER SIGN BRIDGE
  - (XXX) DENOTES SIGN NUMBER
  - (X) INDICATES SIGN SIZE
  - ESTR EXISTING SIGN TO REMAIN

FOR REVERTING  
BACK TO ALL-WAY  
STOP FOLLOWING  
CONSTRUCTION

SHEET 9 OF 10

|                                                              |             |                |                                                    |            |   |
|--------------------------------------------------------------|-------------|----------------|----------------------------------------------------|------------|---|
| PROJECT NO: 1033-02-71/76                                    | HWY: STH 20 | COUNTY: RACINE | PERMANENT SIGNING - CTH C/SPRING ST - ALL-WAY STOP | SHEET 198S | E |
| FILE NAME : J:\p\proj\10330271\10330271\SIGN\023369-198S.dgn |             |                |                                                    |            |   |
| PLOT DATE : 22-JAN-2020 06:53                                |             |                |                                                    |            |   |
| PLOT BY : d01cmv                                             |             |                |                                                    |            |   |
| PLOT NAME :                                                  |             |                |                                                    |            |   |
| PLOT SCALE : 40:1                                            |             |                |                                                    |            |   |
| WISDOT/CADDSS SHEET 42                                       |             |                |                                                    |            |   |



CTH C/SPRING ST CONT'D ON SHEET 9 OF 10

LEGEND

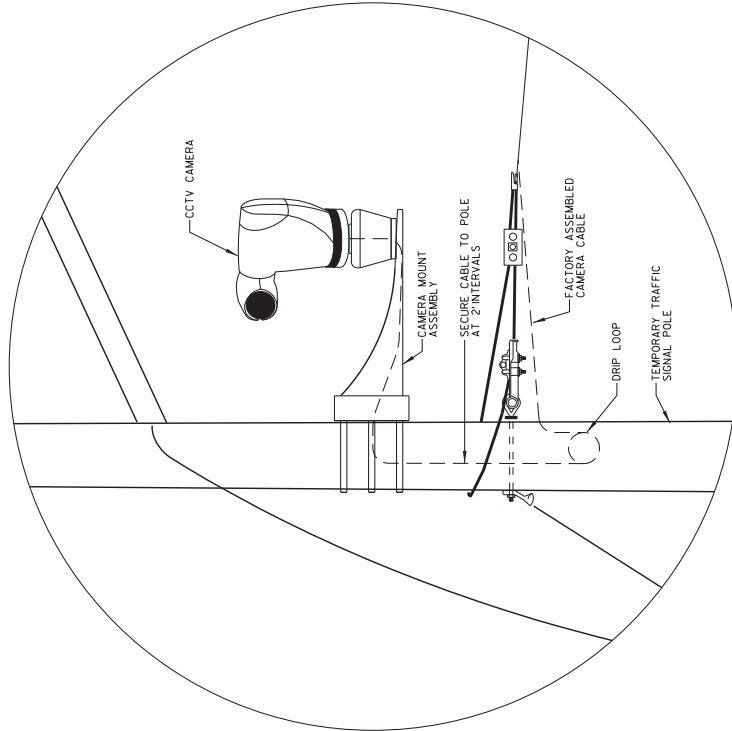
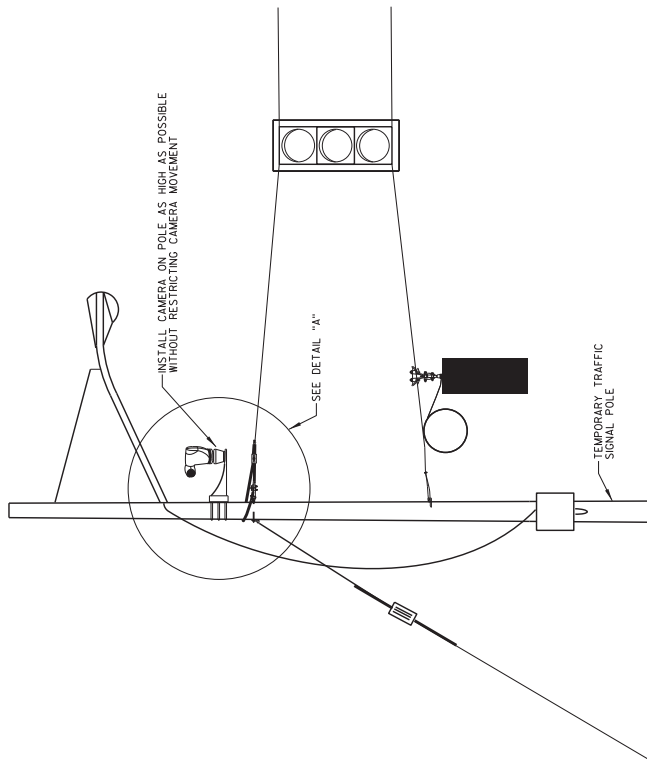
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- WOOD POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- EXISTING SIGN TO REMAIN

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 198T  
February 4, 2020

FOR REVERTING  
BACK TO ALL-WAY  
STOP FOLLOWING  
CONSTRUCTION

SHEET 10 OF 10

|                                                             |             |                |                                                    |            |   |
|-------------------------------------------------------------|-------------|----------------|----------------------------------------------------|------------|---|
| PROJECT NO: 1033-02-71/76                                   | HWY: STH 20 | COUNTY: RACINE | PERMANENT SIGNING - CTH C/SPRING ST - ALL-WAY STOP | SHEET 198T | E |
| FILE NAME : J:\p\proj\cts\02-10330294\71\SIGN\023370-7s.dgn |             |                |                                                    |            |   |
| PLOT DATE : 22-JAN-2020 06:53                               |             |                |                                                    |            |   |
| PLOT BY : dotcmv                                            |             |                |                                                    |            |   |
| PLOT SCALE : 40:1                                           |             |                |                                                    |            |   |
| WISDOT/CADDs SHEET 42                                       |             |                |                                                    |            |   |



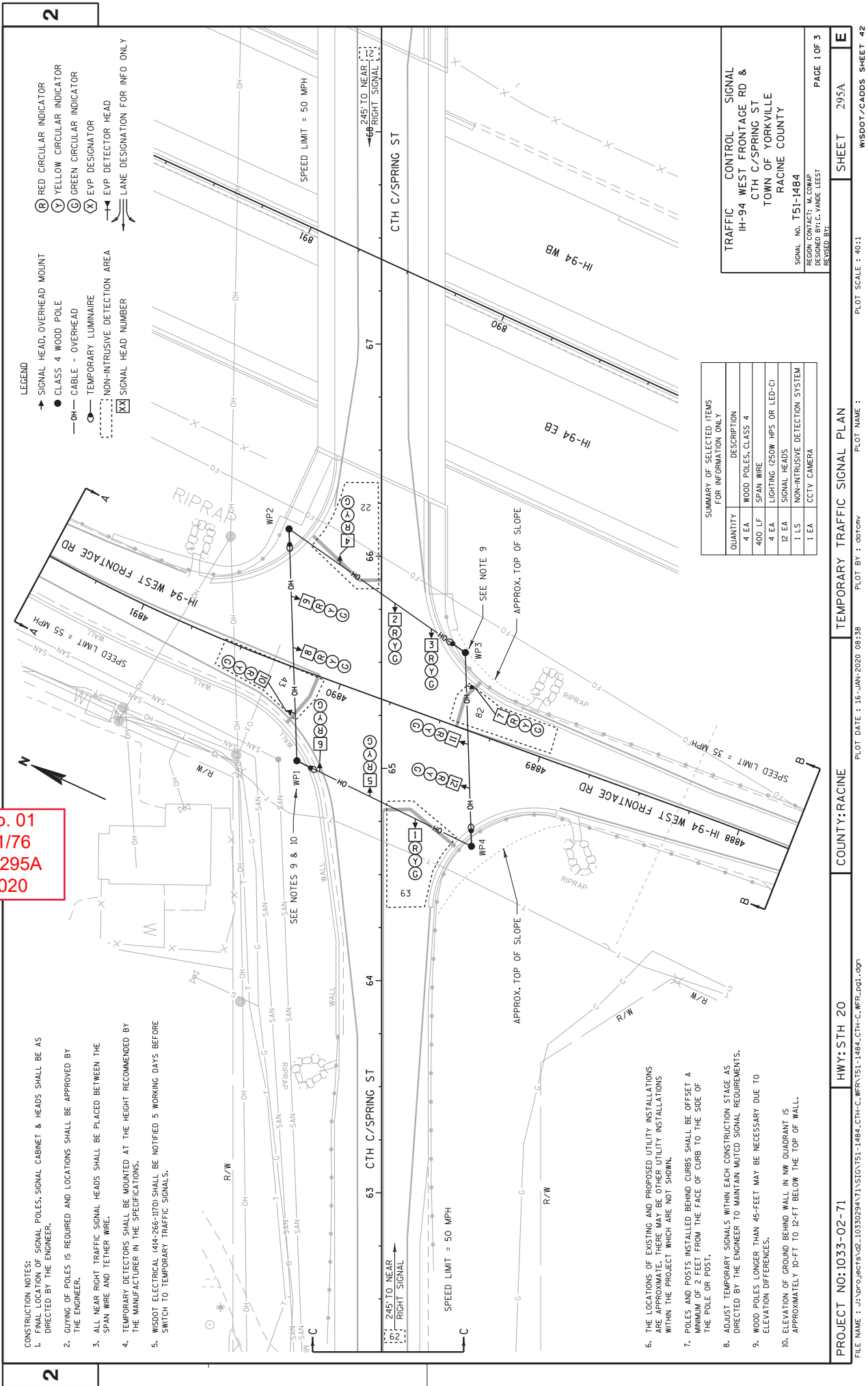
DETAIL "A"

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 212A  
February 4, 2020

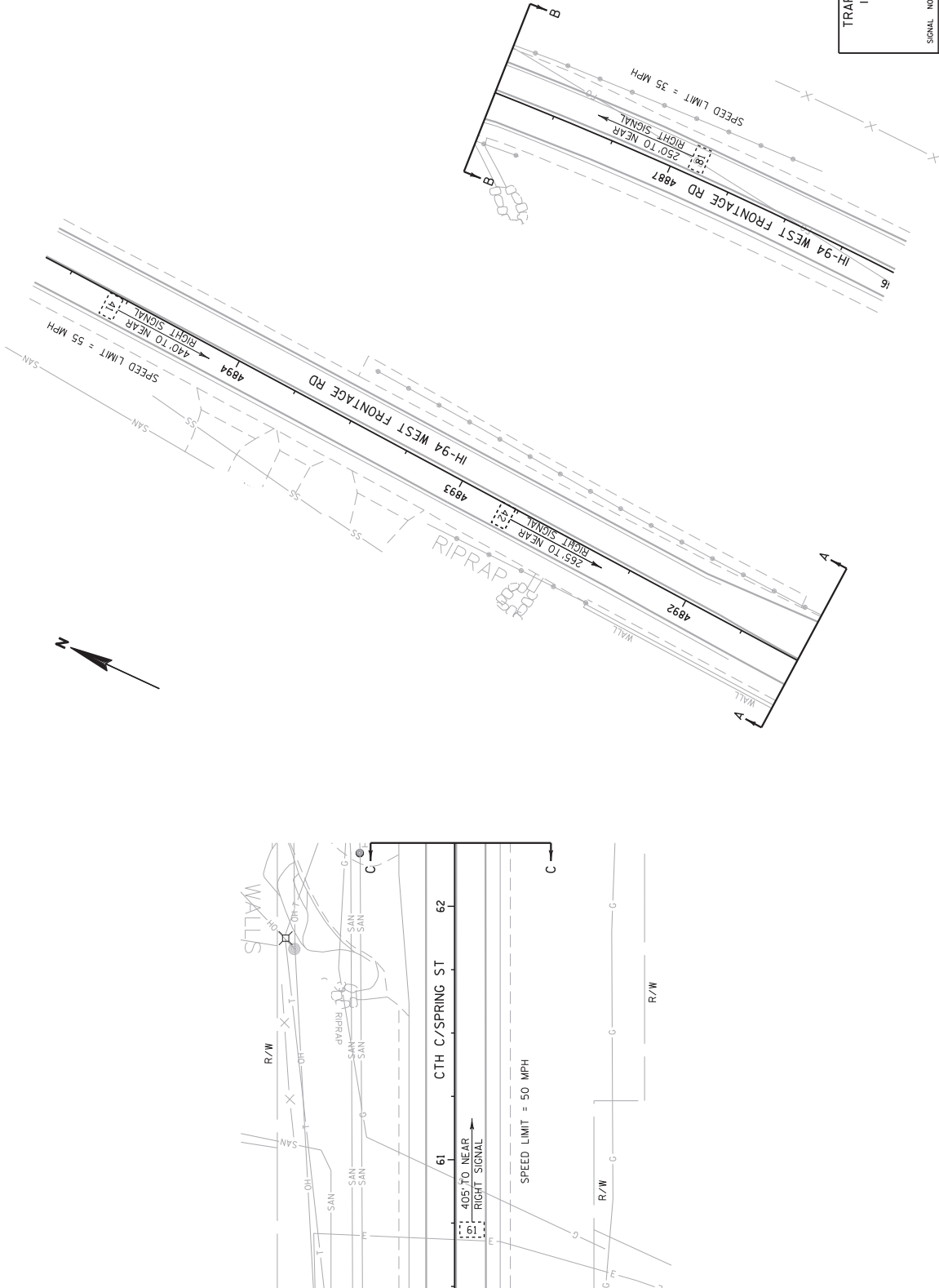
CCTV MOUNTING DETAIL  
(TEMPORARY TRAFFIC SIGNAL MOUNT)  
NOT TO SCALE

|                                                                                       |              |                |                                  |                    |                  |
|---------------------------------------------------------------------------------------|--------------|----------------|----------------------------------|--------------------|------------------|
| PROJECT NO: 1033-02-71                                                                | HWY: STH. 20 | COUNTY: RACINE | TEMPORARY TRAFFIC SIGNAL DETAILS | SHEET 212A         | E                |
| FILE NAME : J:\projects\02-10330254\71\SIG\Construction_Details\024405.sp.tmp.cad.dgn |              |                |                                  |                    |                  |
| PLOT DATE : 16-JAN-2020 11:06                                                         |              |                | PLOT BY : dotcmv                 | PLOT NAME : #FILE# | PLOT SCALE : 2:1 |
| WISDOT/CADDs SHEET 42                                                                 |              |                |                                  |                    |                  |

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 295A  
February 4, 2020



FILE NAME : J:\projects\22\_10330294\71\SIG\T51-1484\_CTH-C\_WFR\T51-1484\_CTH-C\_WFR\_pg2.dgn



## RING 2

|                                                                                     |    |    |
|-------------------------------------------------------------------------------------|----|----|
| NOT USED                                                                            | Ø3 | Ø4 |
|  |    |    |

|                                                                                     |    |    |
|-------------------------------------------------------------------------------------|----|----|
| NOT USED                                                                            | Ø7 | Ø8 |
|  |    |    |

|                                                                                     |    |    |
|-------------------------------------------------------------------------------------|----|----|
| NOT USED                                                                            | Ø1 | Ø2 |
|  |    |    |

|                                                                                     |    |    |
|-------------------------------------------------------------------------------------|----|----|
| NOT USED                                                                            | Ø5 | Ø6 |
|  |    |    |

## CONTROLLER LOGIC

| TYPE OF LIGHTING                 |   |
|----------------------------------|---|
| BY OTHER AGENCY                  |   |
| IN TRAFFIC CABINET               | X |
| IN SEPARATE DOT LIGHTING CABINET |   |

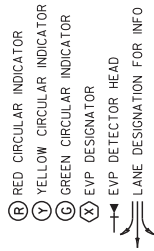
Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 295C  
February 4, 2020

## SEQUENCE OF OPERATIONS

|                        |                    |                |                        |                |   |
|------------------------|--------------------|----------------|------------------------|----------------|---|
| PROJECT NO: 1033-02-71 | HWY: IH 94 WEST FR | COUNTY: RACINE | SEQUENCE OF OPERATIONS | SHEET NO: 295C | E |
|------------------------|--------------------|----------------|------------------------|----------------|---|



- ### LEGEND



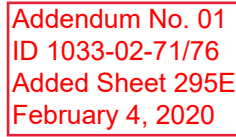
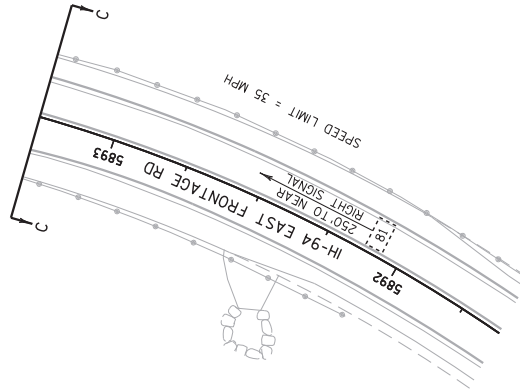
| SUMMARY OF SELECTED ITEMS<br>FOR INFORMATION ONLY |                                  |
|---------------------------------------------------|----------------------------------|
| QUANTITY                                          | DESCRIPTION                      |
| 4 EA<br>400 LF                                    | WOOD POLES, CLASS 4<br>SPAN WIRE |
| 4 EA                                              | LIGHTING (250W HPS OR LED-C)     |
| 12 EA                                             | SIGNAL HEADS                     |
| 1 LS                                              | NON-INTRUSIVE DETECTION SYSTEM   |
| 1 FA                                              | CCTV CAMERA                      |

TRAFFIC CONTROL SIGNAL  
IH-94 EAST FRONTAGE RD &  
CTH C/SPRING ST  
TOWN OF YORKVILLE  
RACINE COUNTY

SIGNAL NO. T51-1485  
REGION CONTACT: M. COWAP  
DESIGNED BY: C. VANDE LEEST  
REVISED BY:

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 295D  
February 4, 2020

6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE; THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
7. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POLE OR POST.
8. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
9. WOOD POLES LONGER THAN 45'-FEET MAY BE NECESSARY DUE TO ELEVATION DIFFERENCES.



WISDOT/CADDS SHEET 42

## DETECTOR LOGIC

## BARRIER

| TYPE OF PRE-EMPT    |  | X |
|---------------------|--|---|
| NONE                |  |   |
| RAILROAD            |  |   |
| EMERGENCY VEHICLE   |  |   |
| GT                  |  |   |
| TOMAR               |  |   |
| HARDWARE            |  |   |
| OTHER               |  |   |
| CONFIRMATION LIGHTS |  |   |
| LIFT BRIDGE         |  |   |
| QUEUE DETECTION     |  |   |

| TYPE OF COORDINATION |     |
|----------------------|-----|
| NONE                 |     |
| TBC                  |     |
| TRAFFIC RESPONSIVE   | X   |
| ADAPTIVE             |     |
| *LOCATION OF MASTER  |     |
| CONTROLLER NO:       | S-  |
| SIGNAL MASTER NO:    | SS- |

## CONTROLLER LOGIC

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 295F  
February 4, 2020

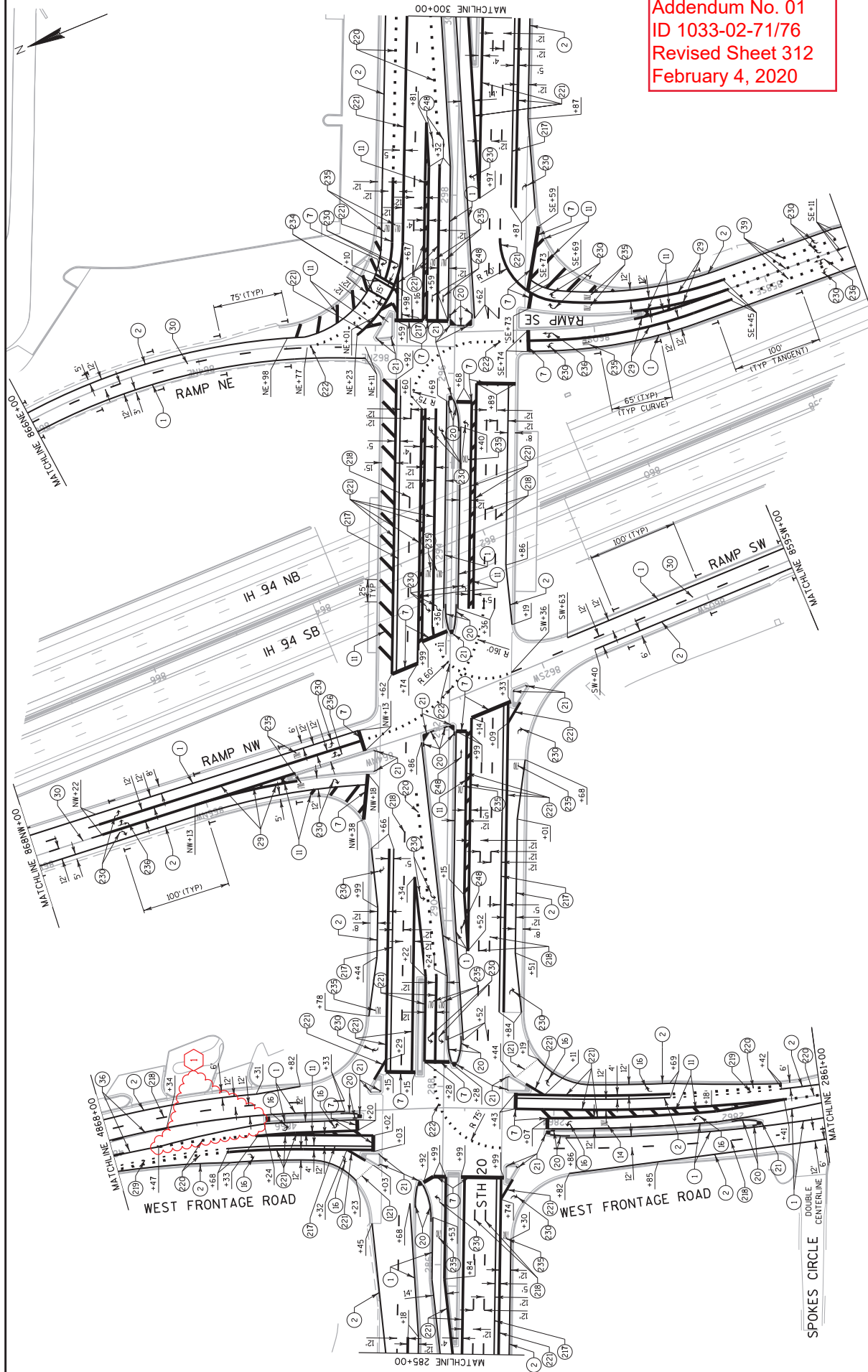
PLOT SCALE: 1:1

LEGEND

- 1 MARKING LINE EPOXY 4-INCH (YELLOW)
- 2 MARKING LINE EPOXY 4-INCH (WHITE)
- 3 MARKING LINE EPOXY 4-INCH (DASHED WHITE)  
12.5 FT LINE 37.5 FT SKIP
- 4 MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE)  
3 FT LINE 9 FT SKIP
- 5 MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE)  
3 FT LINE 9 FT SKIP
- 6 MARKING LINE EPOXY 8-INCH (WHITE)
- 7 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 10 MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- 11 MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 14 MARKING WORDS EPOXY (WHITE)
- 16 MARKING ARROWS EPOXY (TYPE 2) (WHITE)
- 20 MARKING CURB EPOXY (YELLOW)
- 21 MARKING ISLAND NOSE EPOXY (YELLOW)
- 29 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE)
- 30 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE)  
12.5 FT LINE 37.5 FT SKIP
- 36 MARKING LINE EPOXY 4-INCH (DASHED YELLOW)  
12.5 FT LINE 37.5 FT SKIP
- 37 MARKING LINE EPOXY 4-INCH (DOT PATTERN YELLOW)  
3 FT LINE 9 FT SKIP
- 39 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE)  
3 FT LINE 9 FT SKIP
- 121 MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 217 MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE)
- 218 MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (DASHED WHITE)  
12.5 FT LINE 37.5 FT SKIP
- 219 MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (DOT PATTERN WHITE)  
3 FT LINE 9 FT SKIP
- 220 MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE)  
3 FT LINE 9 FT SKIP
- 221 MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (WHITE)
- 222 MARKING LINE GROOVED WET REF CONTRAST EPOXY 8-INCH (DOT PATTERN WHITE)  
12 FT LINE 6 FT SKIP
- 230 MARKING CONTRAST EPOXY SPECIAL MARKING ARROW (TYPE 2) (WHITE)
- 234 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 235 MARKING CONTRAST EPOXY SPECIAL MARKING WORD (WHITE)
- 236 MARKING CONTRAST EPOXY SPECIAL MARKING ARROW (TYPE 3) (WHITE)
- 248 MARKING CONTRAST EPOXY SPECIAL MARKING ARROW (TYPE 1) (WHITE)

1 SINGLE DELINEATOR

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ID 1033-02-71/76  
Revised Sheet 309  
February 4, 2020



Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 312  
February 4, 2020

|                                                                 |                   |                |                  |           |   |
|-----------------------------------------------------------------|-------------------|----------------|------------------|-----------|---|
| PROJECT NO: 1033-02-71/76                                       | HWY: IH 94/STH 20 | COUNTY: RACINE | PAVEMENT MARKING | SHEET 312 | E |
| FILE NAME : S:\F_invalDesign\2010330271.LN.Roads\cds\024503.dgn |                   |                |                  |           |   |
| PLOT DATE : 01-FEB-2020 22:45                                   |                   |                |                  |           |   |
| PLOT BY : mscdlis                                               |                   |                |                  |           |   |
| PLOT NAME : 024503.dgn                                          |                   |                |                  |           |   |
| PLOT SCALE : 100:1                                              |                   |                |                  |           |   |
| WISDOT/CADDIS SHEET 42                                          |                   |                |                  |           |   |



R10-71  
66" X 36"



MO6-1  
21" X 21"  
ROTATE ARROW AS  
DIRECTED BY ENGINEER



R10-71  
66" X 36"



M 6-2  
21" X 21"  
ROTATE ARROW AS  
DIRECTED BY ENGINEER

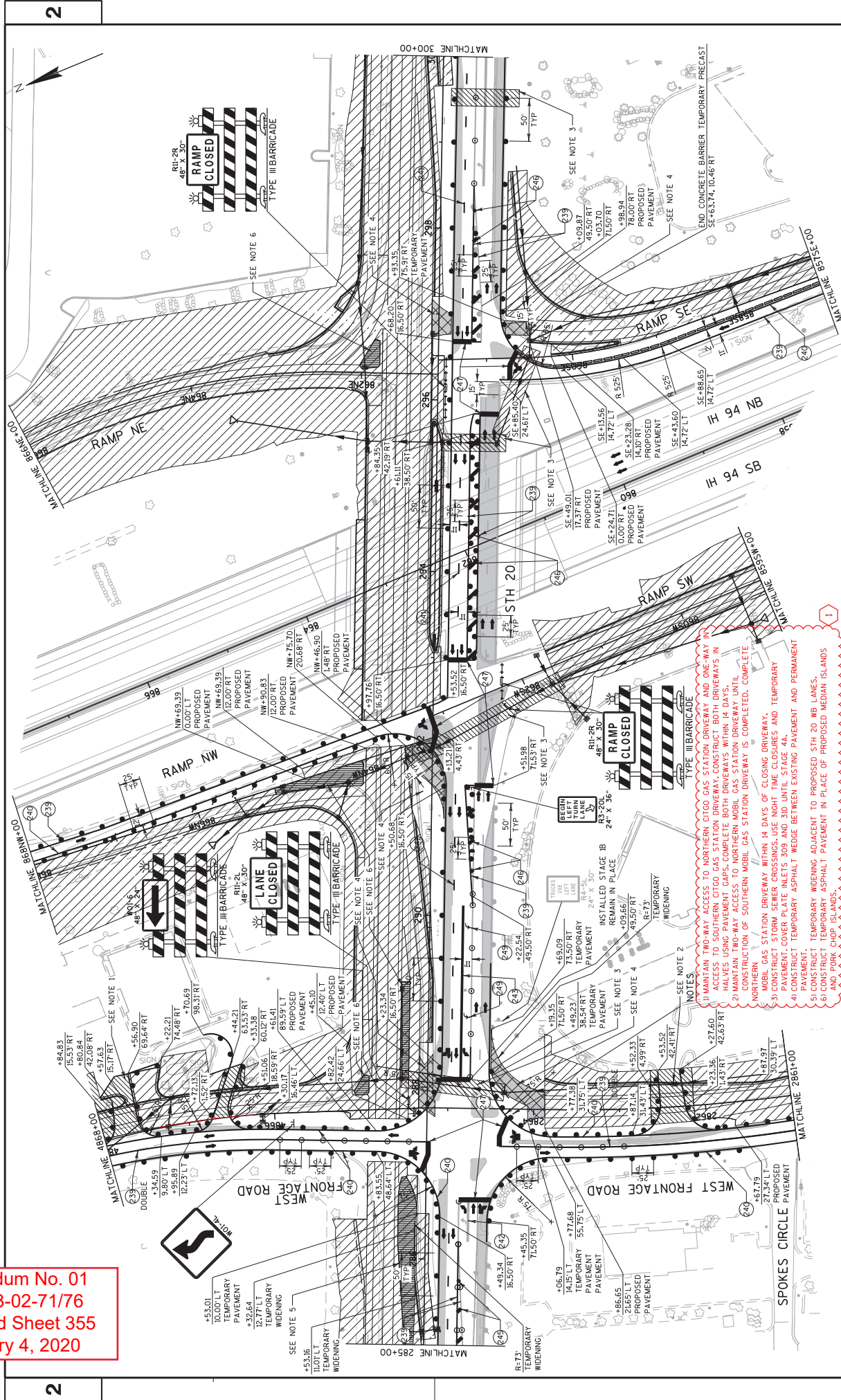
LOCAL BUSINESS ACCESS SIGNS

INSTALL AT ALL LOCAL BUSINESS DRIVEWAY  
ACCESS POINTS IMPACTED BY CONSTRUCTION  
STAGING AS DIRECTED BY THE ENGINEER.

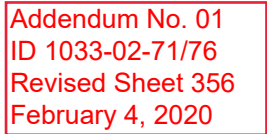
Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 325A  
February 4, 2020



Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 355  
February 4, 2020



- NOTES**
- 1) MAINTAIN TWO-WAY ACCESS TO NORTHERN CITGO GAS STATION DRIVEWAY AND ONE-WAY ACCESS TO SOUTHERN CITGO GAS STATION DRIVEWAY. CONSTRUCT BOTH DRIVEWAYS IN HALVES USING PAVEMENT GAPS. COMPLETE BOTH DRIVEWAYS WITHIN 14 DAYS.
  - 2) MAINTAIN TWO-WAY ACCESS TO NORTHERN MOBIL GAS STATION DRIVEWAY UNTIL COMPLETION OF SOUTHERN MOBIL GAS STATION DRIVEWAY IS COMPLETED. COMPLETE NORTHERN MOBIL GAS STATION DRIVEWAY WITHIN 14 DAYS OF CLOSING DRIVEWAY.
  - 3) CONSTRUCT STORM SEWER CROSINGS. USE NIGHT TIME CLOSURES AND TEMPORARY PAVEMENT. COVER PLATE INLETS 309 AND 310 UNTIL STAGE 4A.
  - 4) CONSTRUCT TEMPORARY ASPHALT WEDGE BETWEEN EXISTING PERMANENT PAVEMENT.
  - 5) CONSTRUCT TEMPORARY WIDENING ADJACENT TO PROPOSED STH 20 WB LANES.
  - 6) CONSTRUCT TEMPORARY ASPHALT PAVEMENT IN PLACE OF PROPOSED MEDIAN ISLANDS 286+00 TO 286+60.



NOTES

1

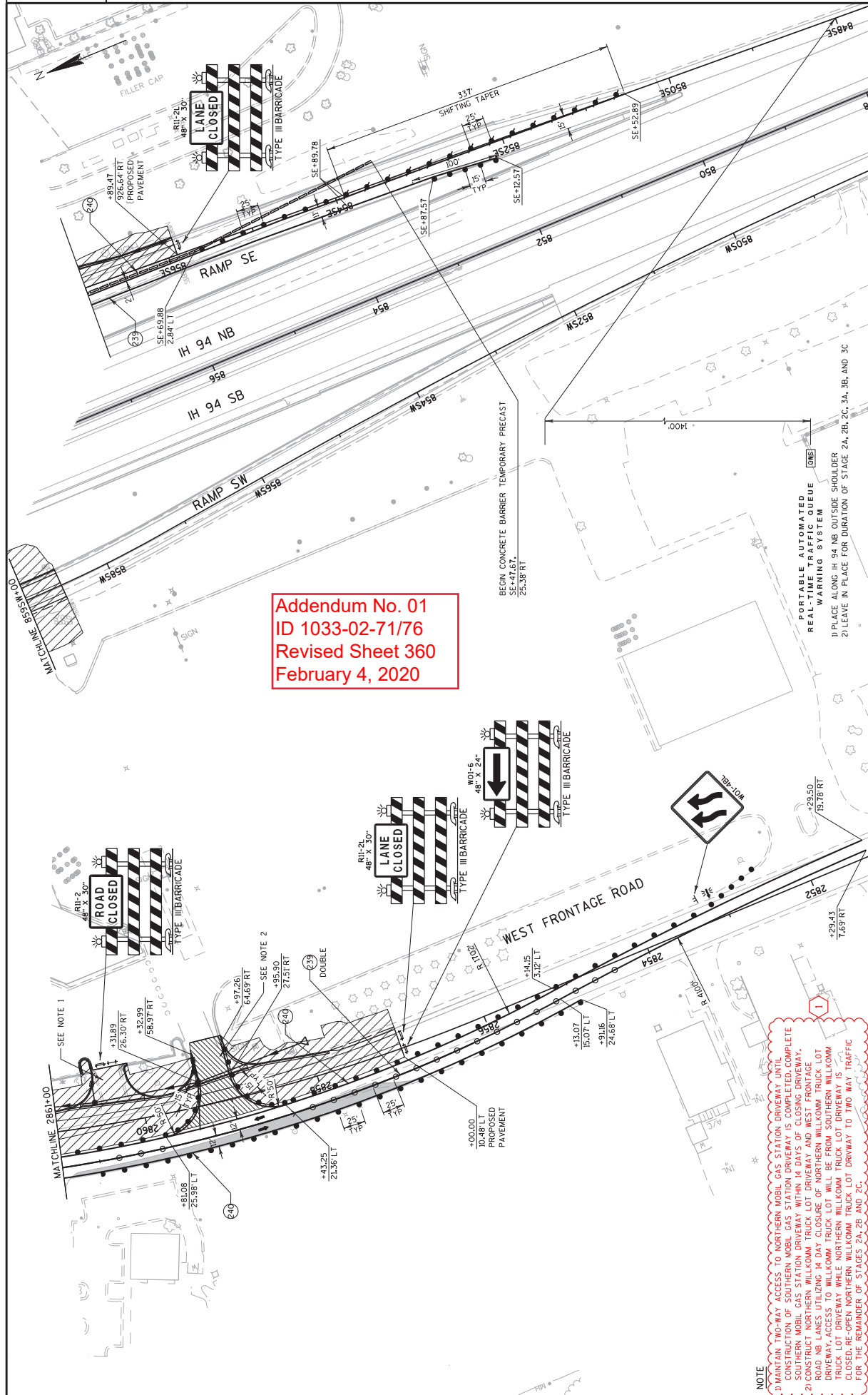
## STAGE 2A CONSTRUCTION

**E**

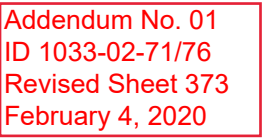
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PLOT SCALE : 100:1





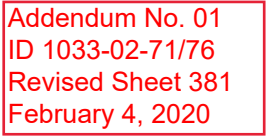
**NOTE** —  
1. MAINTAIN TWO-WAY ACCESS TO SOUTHERN MCDONALD'S DRIVEWAY UNTIL CONSTRUCTION OF NORTHERN MCDONALD'S IS COMPLETED. CONSTRUCT SOUTHERN MCDONALD'S DRIVEWAY USING PAVEMENT GAPS AFTER NORTHERN MCDONALD'S DRIVEWAY CAN BE OPENED TO TWO-WAY TRAFFIC. COMPLETE SOUTHERN MCDONALD'S DRIVEWAY WITHIN 14 DAYS OF CLOSING DRIVEWAY.



## NOTES

1) MAINTAIN TWO-WAY RIGHT-IN RIGHT-OUT ACCESS TO NORTHERN KWIK TRIP DRIVEWAY. 1

|                                                                  |                   |                |                             |                        |
|------------------------------------------------------------------|-------------------|----------------|-----------------------------|------------------------|
| PROJECT NO: 1033-02-71/76                                        | HWY: IH 94/STH 20 | COUNTY: RACINE | STAGE 2C CONSTRUCTION       | SHEET 373              |
| FILE NAME : S:\F\Info\Design\20\10330271\1\Roads\cadd\026414.dwg |                   |                | PLOT DATE : 01-FEB-20 18:26 | PLOT NAME : 026414.dwg |
|                                                                  |                   |                | PLOT BW : mscdis            | PLOT SCALE : 100:1     |
|                                                                  |                   |                |                             | WISDOT/CADD SHEET 42   |



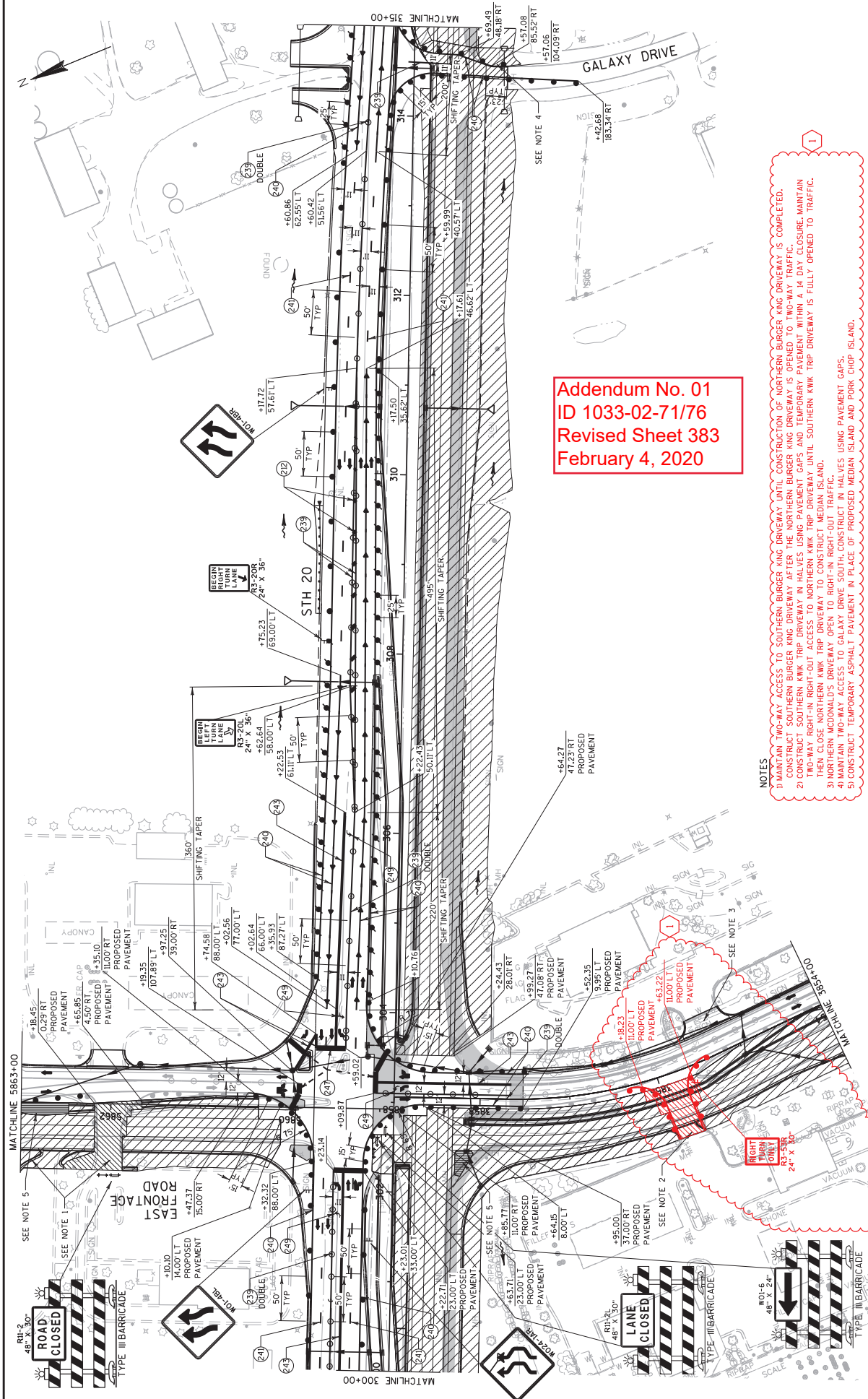
- 1) MAINTAIN TWO-WAY ACCESS TO THE GOLF COURSE. ACCESS DURING CONSTRUCTION IN MAJORS AND PARLIAMENT COPS.
- 2) MAINTAIN TWO-WAY ACCESS TO SPOKES CIRCLE FROM 5TH UNTIL CONSTRUCTION OF SPOKES CIRCLE WITH WEST FRONTAGE ROAD IS COMPLETED. CONSTRUCT INTERSECTION OF SPOKES CIRCLE WITH 5TH 20' AFTER THE INTERSECTION OF SPOKES CIRCLE WITH WEST FRONTAGE ROAD IS OPENED TO TWO-WAY TRAFFIC. COMPLETE INTERSECTION OF 5TH 20' AND SPOKES CIRCLE AND PROVIDE FULL TEMPORARY TWO WAY ACCESS TO SPOKES CIRCLE WITHIN 14 DAYS OF CLOSING INTERSECTION.
- 3) MAINTAIN ACCESS TO PRIVATE DRIVEWAYS.



1) MAINTAIN TWO-WAY ACCESS TO SPOKES CIRCLE FROM STH 20 UNTIL CONSTRUCTION COMPLETION. INTERSECTION OF SPOKES CIRCLE WITH STH 20 AFTER THE INTERSECTION OF SPOKES CIRCLE WITH WEST FRONTAGE ROAD CAN BE OPENED FOR TWO-WAY TRAFFIC. COMPLETE INTERSECTION OF SPOKES CIRCLE AND WEST FRONTAGE ROAD AND PROVIDE FULL TEMPORARY TWO-WAY ACCESS TO SPOKES CIRCLE WITHIN 14 DAYS OF CLOSING INTERSECTION.

2) CONSTRUCT TEMPORARY ASPHALT PAVEMENT IN PLACE OF PROPOSED MEDIAN ISLANDS AND BUFFER ZONE ISLANDS.

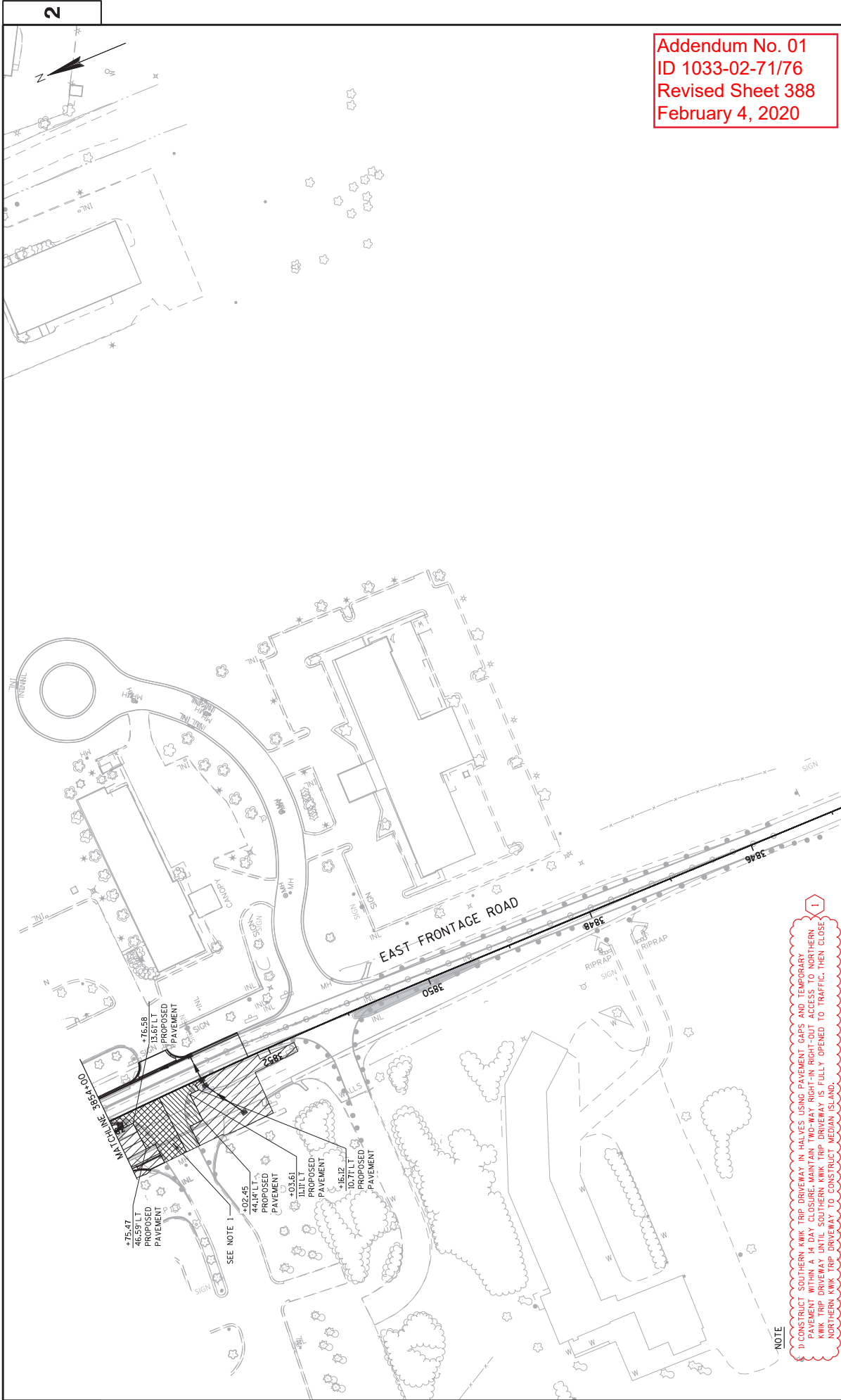
|                                                                  |                   |                |                             |                  |                        |
|------------------------------------------------------------------|-------------------|----------------|-----------------------------|------------------|------------------------|
| PROJECT NO: 1033-02-71/76                                        | HWY: IH 94/STH 20 | COUNTY: RACINE | STAGE 3A CONSTRUCTION       | SHEET 382        | E                      |
| FILE NAME : S:\F_Ino\Dig\20\10330271\1\Roads\cadd\026513_830.dgn |                   |                | PLOT DATE : 01-FEB-20 22:58 | PLOT BY : mscdts | PLOT NAME : 026513_830 |
|                                                                  |                   |                |                             |                  | PLOT SCALE : 100:1     |
|                                                                  |                   |                |                             |                  | WISDOT/CADD SHEET 42   |



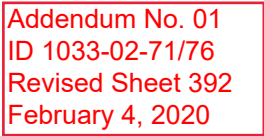
Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 383  
February 4, 2020

PROJECT NO: 1033-02-71/76 HWY: IH 94/STH 20 COUNTY: RACINE STAGE 3A CONSTRUCTION SHEET 383 E

FILE NAME : S:\F:\rc\Des\gn\20\10330271.L\Roads\cadd\026514.s3g.dgn PLOT DATE : 01-FEB-2020 18:20 PLOT BY : msodis PLOT NAME : 026514.s3g PLOT SCALE : 100:1 WISDOT/CADD SHEET 42







**NOTE**

- 1) BURGER KING DRIVEWAY, WEST PRIVATE COMMERCIAL DRIVEWAY, AND NORTHERN MCDONALDS DRIVEWAY OPEN TO RIGHT-IN RIGHT-OUT TRAFFIC.
- 2) NORTHERN KWIK TRIP DRIVEWAY OPEN TO RIGHT-IN ONLY TRAFFIC.



EARTHWORK

| CATEGORY | STAGE | ROADWAY           | FROM / TO STATION | 205.0100 |     | EXCAVATION COMMON | SPV.0035.0001 |        | EBS | SPV.0035.0002 |     | BACKFILL | SPV.0035.0003 |        | ROADWAY EMBANKMENT | SPV.0195.0001 |     | SOIL DRYING TREATMENT | SPV.0195.0002 |         | SUBGRADE STRENGTHENING TREATMENT | SPV.0195.0003 |     | MASS ORDINATE +/- |
|----------|-------|-------------------|-------------------|----------|-----|-------------------|---------------|--------|-----|---------------|-----|----------|---------------|--------|--------------------|---------------|-----|-----------------------|---------------|---------|----------------------------------|---------------|-----|-------------------|
|          |       |                   |                   | CY       | (1) |                   | CY            | (2)    |     | CY            | (3) |          | CY            | (4)    |                    | TON           | (5) |                       | TON           | (6)     |                                  | TON           | (7) |                   |
| 1000     | 1     | TEMPORARY         | 260+64 to 339+92  | 6,186    |     | 1,238             |               | 1,238  |     | 1,238         |     | 1,238    |               | 3,293  |                    | 0             |     | 248                   |               | 2,883   |                                  | 2,883         |     |                   |
|          |       |                   |                   | 6,186    |     | 1,238             |               | 1,238  |     | 1,238         |     | 1,238    |               | 3,293  |                    | 0             |     | 248                   |               | 2,883   |                                  | 2,883         |     |                   |
| 1000     | 2     | SUBTOTALS STAGE 1 | 265+07 to 336+30  | 44,911   |     | 8,983             |               | 8,983  |     | 8,983         |     | 8,983    |               | 8,421  |                    | 45            |     | 449                   |               | 36,491  |                                  | 36,491        |     |                   |
|          |       |                   |                   | 3,997    |     | 800               |               | 800    |     | 800           |     | 800      |               | 1,003  |                    | 4             |     | 40                    |               | 2,994   |                                  | 2,994         |     |                   |
|          |       |                   |                   | 3,159    |     | 632               |               | 632    |     | 632           |     | 632      |               | 26     |                    | 3             |     | 32                    |               | 3,132   |                                  | 3,132         |     |                   |
|          |       |                   |                   | 2,617    |     | 524               |               | 524    |     | 524           |     | 524      |               | 514    |                    | 3             |     | 26                    |               | 2,103   |                                  | 2,103         |     |                   |
|          |       |                   |                   | 5,758    |     | 1,152             |               | 1,152  |     | 1,152         |     | 1,152    |               | 799    |                    | 6             |     | 58                    |               | 4,959   |                                  | 4,959         |     |                   |
|          |       |                   |                   | 4,713    |     | 943               |               | 943    |     | 943           |     | 943      |               | 463    |                    | 5             |     | 47                    |               | 4,250   |                                  | 4,250         |     |                   |
|          |       |                   |                   | 4,481    |     | 897               |               | 897    |     | 897           |     | 897      |               | 114    |                    | 5             |     | 45                    |               | 4,367   |                                  | 4,367         |     |                   |
|          |       |                   |                   | 151      |     | 31                |               | 31     |     | 31            |     | 31       |               | 909    |                    | 2             |     | 2                     |               | -759    |                                  | -759          |     |                   |
|          |       |                   |                   | 188      |     | 38                |               | 38     |     | 38            |     | 38       |               | 32     |                    | 0             |     | 2                     |               | 156     |                                  | 156           |     |                   |
|          |       |                   |                   | 68,974   |     | 14,000            |               | 14,000 |     | 14,000        |     | 14,000   |               | 12,281 |                    | 70            |     | 701                   |               | 57,694  |                                  | 57,694        |     |                   |
|          |       |                   |                   | 47,467   |     | 9,494             |               | 9,494  |     | 9,494         |     | 9,494    |               | 6,581  |                    | 48            |     | 475                   |               | 40,886  |                                  | 40,886        |     |                   |
| 1000     | 3     | SUBTOTALS STAGE 2 | 285+07 to 336+30  | 2,746    |     | 550               |               | 550    |     | 550           |     | 550      |               | 0      |                    | 3             |     | 28                    |               | 2,746   |                                  | 2,746         |     |                   |
|          |       |                   |                   | 3,675    |     | 735               |               | 735    |     | 735           |     | 735      |               | 647    |                    | 4             |     | 37                    |               | 3,027   |                                  | 3,027         |     |                   |
|          |       |                   |                   | 5,968    |     | 1,194             |               | 1,194  |     | 1,194         |     | 1,194    |               | 166    |                    | 6             |     | 60                    |               | 5,802   |                                  | 5,802         |     |                   |
|          |       |                   |                   | 59,856   |     | 11,973            |               | 11,973 |     | 11,973        |     | 11,973   |               | 7,394  |                    | 60            |     | 600                   |               | 52,462  |                                  | 52,462        |     |                   |
|          |       |                   |                   | 1,558    |     | 312               |               | 312    |     | 312           |     | 312      |               | 0      |                    | 0             |     | 0                     |               | 1,558   |                                  | 1,558         |     |                   |
|          |       |                   |                   | 1,558    |     | 312               |               | 312    |     | 312           |     | 312      |               | 0      |                    | 0             |     | 0                     |               | 1,558   |                                  | 1,558         |     |                   |
|          |       |                   |                   | 137,574  |     | 27,523            |               | 27,523 |     | 27,523        |     | 27,523   |               | 22,968 |                    | 130           |     | 1,549                 |               | 114,606 |                                  | 114,606       |     |                   |
|          |       |                   |                   | 137,574  |     | 27,523            |               | 27,523 |     | 27,523        |     | 27,523   |               | 22,968 |                    | 130           |     | 1,549                 |               | 114,606 |                                  | 114,606       |     |                   |
|          |       |                   |                   | 1,558    |     | 312               |               | 312    |     | 312           |     | 312      |               | 0      |                    | 0             |     | 0                     |               | 1,558   |                                  | 1,558         |     |                   |
|          |       |                   |                   | 1,558    |     | 312               |               | 312    |     | 312           |     | 312      |               | 0      |                    | 0             |     | 0                     |               | 1,558   |                                  | 1,558         |     |                   |
|          |       |                   |                   | 137,574  |     | 27,523            |               | 27,523 |     | 27,523        |     | 27,523   |               | 22,968 |                    | 130           |     | 1,549                 |               | 114,606 |                                  | 114,606       |     |                   |
|          |       |                   |                   | 137,574  |     | 27,523            |               | 27,523 |     | 27,523        |     | 27,523   |               | 22,968 |                    | 130           |     | 1,549                 |               | 114,606 |                                  | 114,606       |     |                   |

NOTES:

- 1) Cut Volume Includes Concrete and Asphaltic Surface Material.  
2) EBS Excavation to be backfilled with EBS Backfill. All EBS material is assumed to be wasted offsite.  
3) Roadway Embankment = Unexpanded Fill  
4) The Mass Ordinate +/- quantity is calculated by stage. A positive quantity indicates an excess of material within the stage and a negative number indicates a shortage of material within the stage. Mass Ordinate = Cut-Embankment. The mass ordinate is for informational purposes only as Common Excavation and Roadway Embankment are not balanced for quantity purposes and does not guarantee the quality of Common Excavation, and if it can be reused onsite.

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 455  
February 4, 2020

| BASE AGGREGATE ITEMS      |       |                                                      |                                               |    |          |                           |                                                           |                                                             |                                                  | BASE AGGREGATE ITEMS (CONTINUED) |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
|---------------------------|-------|------------------------------------------------------|-----------------------------------------------|----|----------|---------------------------|-----------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|----------------------------------|-------|------------------------------|-----------------------------------------------|----|----------|--------|-----------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|----|
| CATEGORY                  | STAGE | ROADWAY                                              | STATION                                       | TO | STATION  | OFFSET                    | 1                                                         |                                                             |                                                  | CATEGORY                         | STAGE | ROADWAY                      | STATION                                       | TO | STATION  | OFFSET | 1                                                         |                                                             |                                                  |    |
|                           |       |                                                      |                                               |    |          |                           | 305.0110<br>BASE<br>AGGREGATE<br>DENSE<br>3/4-INCH<br>TON | 305.0120<br>BASE<br>AGGREGATE<br>DENSE<br>1 1/4-INCH<br>TON | 312.0110<br>SELECT<br>CRUSHED<br>MATERIAL<br>TON |                                  |       |                              |                                               |    |          |        | 305.0110<br>BASE<br>AGGREGATE<br>DENSE<br>3/4-INCH<br>TON | 305.0120<br>BASE<br>AGGREGATE<br>DENSE<br>1 1/4-INCH<br>TON | 312.0110<br>SELECT<br>CRUSHED<br>MATERIAL<br>TON |    |
| 1000                      | 1A    | PROJECT ID 1033-02-71<br>STH 20 - TEMPORARY PAVEMENT | 272+30                                        | -  | 336+26   | RT                        | --                                                        | 3,215                                                       | --                                               | 1000                             | 2     | RAMP SE                      | 855SE+90                                      | -  | 860SE+88 | RT     | --                                                        | 776                                                         | 1,685                                            |    |
|                           |       |                                                      | 327+56                                        | -  | 330+28   | LT                        | --                                                        | 3,215                                                       | --                                               |                                  |       |                              | 861NE+76                                      | -  | 867NE+00 | LT/RT  | 33                                                        | 1,356                                                       | 2,471                                            |    |
|                           |       |                                                      | RAMP SE - TEMPORARY PAVEMENT                  |    |          | LT/RT                     | --                                                        | --                                                          | --                                               |                                  |       |                              | 2857+00                                       | -  | 2864+58  | LT     | 22                                                        | 1,431                                                       | 3,173                                            |    |
|                           |       |                                                      | 860SE+53                                      | -  | 860SE+96 | LT/RT                     | --                                                        | --                                                          | --                                               |                                  |       |                              | 2858+73                                       | -  | 2859+50  | RT     | 98                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | WEST FRONTAGE ROAD SOUTH - TEMPORARY PAVEMENT |    |          | LT                        | --                                                        | 115                                                         | --                                               |                                  |       |                              | 2858+74                                       | -  | 2859+49  | RT     | 81                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 2857+02                                       | -  | 2863+04  | LT                        | --                                                        | --                                                          | --                                               |                                  |       |                              | WEST FRONTAGE ROAD NORTH                      |    |          | LT/RT  | --                                                        | 754                                                         | 1,783                                            |    |
|                           |       |                                                      | 4865+40                                       | -  | 4867+74  | LT                        | --                                                        | 60                                                          | --                                               |                                  |       |                              | 4864+82                                       | -  | 4868+06  | RT     | 41                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | EAST FRONTAGE ROAD SOUTH - TEMPORARY PAVEMENT |    |          | LT/RT                     | --                                                        | 82                                                          | --                                               |                                  |       |                              | 4867+24                                       | -  | 4867+54  | RT     | 75                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 3849+37                                       | -  | 3858+30  | LT/RT                     | --                                                        | --                                                          | --                                               |                                  |       |                              | EAST FRONTAGE ROAD SOUTH                      |    |          | LT/RT  | --                                                        | 789                                                         | 1,856                                            |    |
|                           |       |                                                      | 5861+30                                       | -  | 5863+15  | LT/RT                     | --                                                        | --                                                          | --                                               |                                  |       |                              | 3853+01                                       | -  | 3853+48  | RT     | 27                                                        | --                                                          | --                                               |    |
| 1000                      | 1B    | STH 20 - TEMPORARY PAVEMENT                          | 265+07                                        | -  | 336+26   | LT/RT                     | --                                                        | 2,813                                                       | --                                               | 1000                             | 2     | RAMP NW - TEMPORARY PAVEMENT | 860NW+45                                      | -  | 860NW+78 | RT     | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | STAGE 1A SUBTOTAL                             |    |          | LT/RT                     | --                                                        | 6,687                                                       | --                                               |                                  |       |                              | 860NW+45                                      | -  | 860NW+78 | RT     | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 4865+08                                       | -  | 4867+43  | LT                        | --                                                        | --                                                          | --                                               |                                  |       |                              | EAST FRONTAGE ROAD NORTH                      |    |          | LT/RT  | --                                                        | 801                                                         | 1,874                                            |    |
|                           |       |                                                      | WEST FRONTAGE ROAD NORTH - TEMPORARY PAVEMENT |    |          | LT                        | --                                                        | --                                                          | --                                               |                                  |       |                              | 5859+60                                       | -  | 5863+16  | RT     | 32                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 4865+08                                       | -  | 4867+43  | LT                        | --                                                        | --                                                          | --                                               |                                  |       |                              | 5861+81                                       | -  | 5862+28  | RT     | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | STAGE 1B SUBTOTAL                             |    |          | LT                        | --                                                        | 2,813                                                       | --                                               |                                  |       |                              | STH 20 - TEMPORARY PAVEMENT                   |    |          | LT/RT  | --                                                        | 982                                                         | 1,298                                            |    |
|                           |       |                                                      | 260+64                                        | -  | 278+00   | LT/RT                     | 38                                                        | 3,156                                                       | 6,389                                            |                                  |       |                              | 265+43                                        | -  | 330+30   | RT     | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 265+71                                        | -  | 266+04   | LT                        | 13                                                        | --                                                          | --                                               |                                  |       |                              | 287+86                                        | -  | 303+56   | RT     | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 278+00                                        | -  | 310+00   | LT/RT                     | 41                                                        | 9,450                                                       | 20,773                                           |                                  |       |                              | RAMP SE - TEMPORARY PAVEMENT                  |    |          | RT     | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 278+37                                        | -  | 278+85   | LT                        | 32                                                        | --                                                          | --                                               |                                  |       |                              | 860NW+45                                      | -  | 860NW+78 | RT     | --                                                        | --                                                          | --                                               |    |
| 1000                      | 2     | STH 20                                               | 282+80                                        | -  | 283+16   | LT                        | 16                                                        | --                                                          | --                                               | 1000                             | 2     | RAMP SE - TEMPORARY PAVEMENT | 860SE+45                                      | -  | 860SE+78 | RT     | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 308+44                                        | -  | 309+64   | LT                        | 32                                                        | --                                                          | --                                               |                                  |       |                              | WEST FRONTAGE ROAD SOUTH - TEMPORARY PAVEMENT |    |          | LT/RT  | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 310+00                                        | -  | 330+30   | LT/RT                     | 72                                                        | 4,264                                                       | 7,735                                            |                                  |       |                              | 2863+87                                       | -  | 2864+50  | LT/RT  | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 327+90                                        | -  | 329+37   | LT                        | --                                                        | 174                                                         | --                                               |                                  |       |                              | WEST FRONTAGE ROAD NORTH - TEMPORARY PAVEMENT |    |          | LT/RT  | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 330+30                                        | -  | 336+30   | LT                        | --                                                        | 386                                                         | --                                               |                                  |       |                              | 4864+88                                       | -  | 4868+00  | LT/RT  | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | RAMP SW                                       |    |          | LT/RT                     | 4                                                         | 588                                                         | 1,187                                            |                                  |       |                              | EAST FRONTAGE ROAD NORTH - TEMPORARY PAVEMENT |    |          | LT/RT  | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | 858SW+57                                      | -  | 862SW+77 | LT/RT                     | --                                                        | --                                                          | --                                               |                                  |       |                              | 5859+76                                       | -  | 5863+13  | LT/RT  | --                                                        | --                                                          | --                                               |    |
|                           |       |                                                      | RAMP NW                                       |    |          | LT/RT                     | 15                                                        | 1,189                                                       | 2,550                                            |                                  |       |                              | H 94 SE                                       |    |          | LT     | --                                                        | 70                                                          | --                                               | -- |
|                           |       |                                                      | 863NW+81                                      | -  | 868NW+51 | LT/RT                     | --                                                        | --                                                          | --                                               |                                  |       |                              | 871+45                                        | -  | 873+55   | LT     | --                                                        | --                                                          | --                                               | -- |
|                           |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | COUNTY: RACINE            |                                                           |                                                             | MISCELLANEOUS QUANTITIES                         |                                  |       |                              | SHEET: 456                                    |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | HWY: IH 94/STH 20                             |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | SHEET: 456                                       |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 1033-02-71/76                        |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |
| PROJECT NO: 1033-02-71/76 |       |                                                      | PROJECT NO: 1033-02-71/76                     |    |          | PROJECT NO: 1033-02-71/76 |                                                           |                                                             | PROJECT NO: 10                                   |                                  |       |                              |                                               |    |          |        |                                                           |                                                             |                                                  |    |

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 456  
February 4, 2020

## BASE AGGREGATE ITEMS (CONTINUED)

| CATEGORY | STAGE | ROADWAY                  | STATION  | TO | STATION  | OFFSET | 305.0110<br>BASE<br>AGGREGATE<br>DENSE<br>3/4-INCH<br>TON | 305.0120<br>BASE<br>AGGREGATE<br>DENSE<br>1 1/4-INCH<br>TON | 312.0110<br>SELECT<br>CRUSHED<br>MATERIAL<br>TON |
|----------|-------|--------------------------|----------|----|----------|--------|-----------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|
| 6000     | 2     | RAMP NW                  | 868NW+51 | -  | 873NW+56 | RT     | --                                                        | 385                                                         | 904                                              |
|          |       | RED CLOUD DRIVE          | 271+59   | -  | 272+69   | LT/RT  | 3                                                         | 496                                                         | 1,030                                            |
|          |       | STAGE 2 SUBTOTAL         |          |    |          |        | 711                                                       | 30,109                                                      | 60,998                                           |
| 1000     | 3     | STH 20                   | 260+64   | -  | 278+00   | RT     | 23                                                        | 3,221                                                       | 6,707                                            |
|          |       |                          | 266+45   | -  | 266+68   | RT     | 5                                                         | --                                                          | --                                               |
|          |       |                          | 268+99   | -  | 269+22   | RT     | 5                                                         | --                                                          | --                                               |
|          |       |                          | 270+57   | -  | 270+81   | RT     | 4                                                         | --                                                          | --                                               |
|          |       |                          | 271+18   | -  | 271+37   | RT     | 4                                                         | --                                                          | --                                               |
|          |       |                          | 278+00   | -  | 310+00   | LT/RT  | 17                                                        | 9,128                                                       | 20,366                                           |
|          |       |                          | 278+30   | -  | 278+83   | RT     | 42                                                        | --                                                          | --                                               |
|          |       |                          | 310+00   | -  | 330+30   | LT/RT  | 29                                                        | 2,684                                                       | 5,156                                            |
|          |       |                          | 322+88   | -  | 323+97   | RT     | --                                                        | 333                                                         | --                                               |
|          |       | RAMP SW                  | 858SW+57 | -  | 862SW+77 | LT/RT  | --                                                        | 270                                                         | 604                                              |
|          |       | RAMP SE                  | 855SE+90 | -  | 860SE+88 | LT     | --                                                        | 671                                                         | 1,452                                            |
|          |       | WEST FRONTAGE ROAD SOUTH | 2857+00  | -  | 2864+58  | LT/RT  | 5                                                         | 1,559                                                       | 3,620                                            |
|          |       | WEST FRONTAGE ROAD NORTH | 4864+82  | -  | 4868+06  | LT/RT  | --                                                        | 506                                                         | 1,159                                            |
|          |       | EAST FRONTAGE ROAD SOUTH | 3849+39  | -  | 3858+30  | LT/RT  | --                                                        | 1,740                                                       | 4,086                                            |
|          |       |                          | 3852+73  | -  | 3823+94  | LT     | 40                                                        | --                                                          | --                                               |
|          |       |                          | 3855+70  | -  | 3855+99  | LT     | 12                                                        | --                                                          | --                                               |
|          |       | EAST FRONTAGE ROAD NORTH | 5860+11  | -  | 5863+16  | LT/RT  | --                                                        | 709                                                         | 1,574                                            |

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## BASE AGGREGATE ITEMS (CONTINUED)

| CATEGORY | STAGE | ROADWAY                  | STATION | TO | STATION | OFFSET | 305.0110<br>BASE<br>AGGREGATE<br>DENSE<br>3/4-INCH<br>TON | 305.0120<br>BASE<br>AGGREGATE<br>DENSE<br>1 1/4-INCH<br>TON | 312.0110<br>SELECT<br>CRUSHED<br>MATERIAL<br>TON |
|----------|-------|--------------------------|---------|----|---------|--------|-----------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|
| 6000     | 3     | STH 20                   | 5861+69 | -  | 5863+14 | LT     | 57                                                        | --                                                          | --                                               |
|          |       |                          | 278+00  | -  | 310+00  | LT/RT  | --                                                        | 9                                                           | 23                                               |
|          |       |                          | 310+00  | -  | 330+30  | LT/RT  | --                                                        | 1,245                                                       | 2,995                                            |
|          |       |                          | 322+88  | -  | 323+97  | RT     | --                                                        | 74                                                          | --                                               |
|          |       | RED CLOUD DRIVE          | 269+77  | -  | 270+56  | LT/RT  | --                                                        | 322                                                         | 678                                              |
|          |       | STAGE 3 SUBTOTAL         |         |    |         |        | 243                                                       | 22,471                                                      | 48,410                                           |
| 1000     | 4A    | STH 20                   | 260+64  | -  | 262+66  | LT/RT  | --                                                        | 95                                                          | --                                               |
|          |       | WEST FRONTAGE ROAD NORTH | 4864+82 | -  | 4868+06 | LT     | --                                                        | 6                                                           | 10                                               |
|          |       | STAGE 4A SUBTOTAL        |         |    |         |        | --                                                        | 6                                                           | 10                                               |
|          |       | CATEGORY 1000 SUBTOTAL   |         |    |         |        | 951                                                       | 56,423                                                      | 97,498                                           |
|          |       | CATEGORY 6000 SUBTOTAL   |         |    |         |        | 3                                                         | 5,663                                                       | 11,920                                           |
|          |       | CONTRACT TOTAL           |         |    |         |        | 954                                                       | 62,086                                                      | 109,418                                          |

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Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 457  
February 4, 2020

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

MISCELLANEOUS QUANTITIES

SHEET: 457

E

FILE NAME: S:\FinalDesign\2010330271\_L1Roads\cds\10330271\_mtl\_pav.dgn

PLOT DATE: 2/2/2020 12:18:30 AM

PLOT BY: MSCDIS

PLOT NAME: 00201\_mtl\_pav0

PLOT SCALE: 1:1



3



CONCRETE ITEMS (CONTINUED)

| CATEGORY | STAGE | ROADWAY | STATION                          | TO | STATION  | OFFSET | 415.0095 | 415.1095 | 415.0105 | 415.1105 | 415.0115 | 415.0120 | 416.0260 | 416.0290 | 416.0610 | 416.0620 | 416.1010 | 602.0410 | 602.0505 | 602.0605 | 603.1142 | CONCRETE<br>SLOPED NOSE<br>TYPE 1 TYPE 2 PAVEMENT<br>INCENTIVE | 620.0300 | 715.0415 | 715.0710 |
|----------|-------|---------|----------------------------------|----|----------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------------------------------------------------------------|----------|----------|----------|
| 1000     | 4B    | RAMP/NE | 861NE+82                         | -  | 861NE+99 | RT     | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | 241      | --       | --       | --       | 57                                                             | 39       | --       | --       |
|          |       |         | WEST FRONTAGE ROAD SOUTH         |    |          |        |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |                                                                |          |          |          |
|          |       |         | 2857+00                          | -  | 2864+58  | LT/RT  | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | 108      | --       | --       | --       | 57                                                             | 38       | --       | --       |
|          |       |         | WEST FRONTAGE ROAD NORTH         |    |          |        |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |                                                                |          |          |          |
|          |       |         | 4864+32                          | -  | 4865+12  | LT/RT  | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | 220      | --       | --       | --       | 113                                                            | 77       | --       | --       |
|          |       |         | EAST FRONTAGE ROAD SOUTH         |    |          |        |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |                                                                |          |          |          |
|          |       |         | 3858+10                          | -  | 3859+24  | LT     | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | 170      | --       | --       | --       | 57                                                             | 39       | --       | --       |
|          |       |         | EAST FRONTAGE ROAD NORTH         |    |          |        |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |                                                                |          |          |          |
|          |       |         | 5859+79                          | -  | 5859+93  | LT     | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | 97       | --       | --       | --       | 57                                                             | 38       | --       | --       |
|          |       |         | STAGE 4B SUBTOTAL                |    |          |        | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | --       | 836      | --       | --       | --       | 572                                                            |          |          |          |
|          |       |         | CATEGORY 1000 SUBTOTAL           |    |          |        | 17,667   | 1,969    | 8,964    | 1,002    | 64,381   | 7,156    | --       | 65       | 209      | 12       | 190      | 11       | 22,175   | --       | --       | 352                                                            | 3,722    | 30,356   | 108,270  |
|          |       |         | CATEGORY 6000 SUBTOTAL           |    |          |        | --       | --       | 862      | 96       | 11,624   | --       | 94       | --       | --       | 239      | 16       | --       | 4,973    | 90       | 60       | 716                                                            | 958      | 3,779    | 14,049   |
|          |       |         | CONTRACT TOTAL                   |    |          |        | 17,667   | 1,969    | 9,846    | 1,098    | 76,005   | 7,156    | 94       | 65       | 209      | 251      | 206      | 11       | 27,148   | 90       | 60       | 1,068                                                          | 4,680    | 34,135   | 122,319  |
|          |       |         | *ADDITIONAL QUANTITIES ELSEWHERE |    |          |        |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |                                                                |          |          |          |

CONCRETE PAVEMENT JOINT LAYOUT

| 415.5110S         |                       |
|-------------------|-----------------------|
| CONCRETE PAVEMENT |                       |
| JOINT LAYOUT      |                       |
| CATEGORY          | LOCATION              |
| 1000              | PROJECT ID 1033-02-71 |
|                   | PROJECT WIDE          |
|                   | 1                     |
|                   | TOTAL                 |
|                   | 1                     |

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 460  
February 4, 2020

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

MISCELLANEOUS QUANTITIES

SHEET: 460

E

COLD PATCH

495.1000.S  
COLD PATCH

**PROJECT ID 1033-02-71**

1000  
UNDISTRIBUTED  
10

|       |    |
|-------|----|
| TOTAL | 10 |
|-------|----|

EAST FRONTAGE ROAD SOUTH

3853+02 -

3855+63

**EAST FRONTAGE ROAD NORTH**

5861+82 -

STAGES CUM TOTAL

### STAGE 3 SUBTILAL

CONTRACT TOTAL

COMPTON TRAINING

1

1

---

v16 PLOT SCALE: 1:1

PROJECT NO: 1033-02-71/76

COUNTY: RACINE

## MISCELLANEOUS QUANTITIES

SHEET: 463

FILE NAME : S:\FinalDesign\20\10330271\_L\Roads\c\ds\030201\_mq\_pav.ppt

PLOT DATE : 2/2/2020 12:18:31 AM

PLOT BY : MSCD1S

PLOT NAME: 030201\_mq\_pav16 PLOT SCALE: 1:1

PLOT SCALE : 1:1

PLOT SCALE : 1:1

1

PROJECT ID 1033-02-71

\*ADDITIONAL QUANTITIES ELSEWHERE

SHEET: 464



## CONCRETE CURB &amp; GUTTER ITEMS (CONTINUED)

1

| CATEGORY         | STAGE | ROADWAY | STATION         | TO | STATION | OFFSET | 416.0610               |    | 601.0405                             |        | 601.0407 |                                      | 601.0411 |    | 601.0551                             |        | 601.0555 |                                      | 601.0557 |    | SPV.0090.0001                               |        | SPV.0090.0002 |                                             | SPV.0090.0005 |    |                                            |        |     |                                            |        |
|------------------|-------|---------|-----------------|----|---------|--------|------------------------|----|--------------------------------------|--------|----------|--------------------------------------|----------|----|--------------------------------------|--------|----------|--------------------------------------|----------|----|---------------------------------------------|--------|---------------|---------------------------------------------|---------------|----|--------------------------------------------|--------|-----|--------------------------------------------|--------|
|                  |       |         |                 |    |         |        | DRILLED<br>TIE<br>BARS | LF | CONCRETE<br>CURB & GUTTER<br>18-INCH | TYPE A | LF       | CONCRETE<br>CURB & GUTTER<br>18-INCH | TYPE D   | LF | CONCRETE<br>CURB & GUTTER<br>30-INCH | TYPE D | LF       | CONCRETE<br>CURB & GUTTER<br>36-INCH | TYPE A   | LF | CONCRETE<br>CURB & GUTTER<br>36-INCH SLOPED | TYPE A | LF            | CONCRETE<br>CURB & GUTTER<br>36-INCH SLOPED | TYPE D        | LF | CONCRETE<br>CURB & GUTTER<br>4-INCH SLOPED | TYPE A | LF  | CONCRETE<br>CURB & GUTTER<br>6-INCH SLOPED | TYPE A |
| 1000             | 3     | STH 20  | 260+64 - 278+00 | -  | 278+00  | RT     | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | 1,798    | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | 95 |                                            |        |     |                                            |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | 4,337                                       | --     | --            | --                                          | --            | -- | --                                         | --     | 229 |                                            |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | 681                                         | --     | --            | --                                          | --            | -- | --                                         | --     | 36  |                                            |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         | --     |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         | --     |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         | --     |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         | --     |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         | --     |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         | --     |
| 6000             | 3     | STH 20  | 278+00 - 310+00 | -  | 310+00  | LT     | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         |        |     |                                            |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         |        |
|                  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            | -- | --                                         | --     | --  | --                                         |        |
| RED CLOUD DRIVE  |       |         |                 |    |         |        | --                     | -- | --                                   | --     | --       | --                                   | --       | -- | --                                   | --     | --       | --                                   | --       | -- | --                                          | --     | --            | --                                          | --            |    |                                            |        |     |                                            |        |
| STAGE 3 SUBTOTAL |       |         |                 |    |         |        | --                     | -- | --                                   | 30     | 148      | 364                                  | 11,047   | 10 | --                                   | --     | 1,083    | --                                   | --       | -- | --                                          | --     | 587           |                                             |               |    |                                            |        |     |                                            |        |

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 465  
February 4, 2020

(CONTINUED ON NEXT SHEET)

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

PLOT DATE: 2/2/2020 12:18:31 AM

PLOT BY: MSCDIS

PLOT NAME: 00201\_mpl\_dwg18

PLOT SCALE: 1:1

MISCELLANEOUS QUANTITIES

SHEET: 465

E

FILE NAME: S:\FinalDesign\2010330271\_I Roads\cds\10330271\_mpl\_dwg18.dwg

| 601.0555      | 601.0557      | SPV.0090.0001 | SPV.0090.0002 | SPV.0090.0005 |
|---------------|---------------|---------------|---------------|---------------|
| CONCRETE      | CONCRETE      | CONCRETE      | CONCRETE      | CONCRETE      |
| CURB & GUTTER | CURB & GUTTER | CURB & GUTTER | CURB & GUTTER | CURB & GUTTER |
| 6-INCH SLOPED | 6-INCH SLOPED | 4-INCH SLOPED | 6-INCH SLOPED | 6-INCH SLOPED |
| 36-INCH       | 36-INCH       | 60-INCH       | 24-INCH       | 36-INCH       |
| TYPE/A        | TYPE/D        | TYPE/A        | TYPE/A        | TYPE/A        |
| LF            | LF            | LF            | LF            | LF            |
| 1,460         | --            | --            | --            | 77            |
| 1,425         | --            | --            | --            | 75            |
| 126           | --            | --            | --            | 7             |
| 196           | --            | --            | --            | 11            |
| 57            | --            | --            | --            | 3             |
| 199           | --            | --            | --            | 11            |
| 3,463         | --            | --            | --            | 184           |
| 57            | --            | --            | --            | 4             |
| 33            | --            | --            | --            | 2             |
| 66            | --            | --            | --            | 4             |
| 45            | --            | --            | --            | 3             |
| 30            | --            | --            | --            | 2             |
| 231           | --            | --            | --            | 15            |
| 22,336        | 170           | 306           | 1,071         | 1,192         |
| 2,530         | --            | --            | 12            | 135           |
| 24,866        | 170           | 306           | 1,083         | 1,327         |

[illegible]

\*ADDITIONAL QUANTITIES ELSEWHERE

# EROSION CONTROL ITEMS

| CATEGORY | STAGE | ROADWAY                     | STATION  | TO | STATION  | RPRAP<br>MEDIUM | EROSION<br>BALES | SILT<br>FENCE | SILT<br>FENCE | 628.1520 | 628.1905                            | 628.1910                            | 628.2004                  | 628.7005                      | 628.7010                      | 628.7015                      | 628.7020                      | 628.7504                    | 628.7555                  | 628.7570     | 645.0120              |
|----------|-------|-----------------------------|----------|----|----------|-----------------|------------------|---------------|---------------|----------|-------------------------------------|-------------------------------------|---------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-----------------------------|---------------------------|--------------|-----------------------|
|          |       |                             |          |    |          | CY              | EACH             | LF            | LF            |          | MOBILIZATIONS<br>EROSION<br>CONTROL | MOBILIZATIONS<br>EROSION<br>CONTROL | EROSION<br>MATERIAL<br>SY | INLET<br>PROTECTION<br>TYPE A | INLET<br>PROTECTION<br>TYPE B | INLET<br>PROTECTION<br>TYPE C | INLET<br>PROTECTION<br>TYPE D | TEMPORARY<br>DITCH<br>CHECK | CULVERT<br>PIPE<br>CHECKS | ROCK<br>BAGS | GEOTEXTILE<br>TYPE HR |
| 1000     | 1A    | PROJECT ID 1033-02-71       |          |    |          |                 |                  |               |               |          |                                     |                                     |                           |                               |                               |                               |                               |                             |                           |              |                       |
|          |       | STH 20 - TEMPORARY PAVEMENT | 262+25   | -  | 344+55   | --              | --               | 487           | 244           | --       | --                                  | --                                  | 3,109                     | 9                             | --                            | 37                            | 4                             | 125                         | --                        | --           | --                    |
|          |       | RAMP NW                     | 863NW+81 | -  | 868NW+51 | --              | --               | --            | --            | --       | --                                  | --                                  | --                        | --                            | --                            | 1                             | --                            | --                          | --                        | --           | --                    |
|          |       | RAMP SE                     | 855SE+90 | -  | 860SE+88 | --              | --               | --            | --            | --       | --                                  | --                                  | --                        | 1                             | --                            | --                            | --                            | --                          | --                        | --           | --                    |
|          |       | RAMP NE                     | 861NE+76 | -  | 867NE+00 | --              | --               | --            | --            | --       | --                                  | --                                  | --                        | --                            | --                            | --                            | --                            | --                          | --                        | --           | --                    |
|          |       | WEST FRONTAGE ROAD SOUTH    | 2857+00  | -  | 2864+58  | --              | --               | --            | --            | --       | --                                  | --                                  | 107                       | 1                             | --                            | 1                             | --                            | --                          | --                        | --           | --                    |
|          |       | EAST FRONTAGE ROAD SOUTH    | 3852+25  | -  | 3858+30  | --              | --               | 220           | 110           | --       | --                                  | 77                                  | 77                        | --                            | --                            | --                            | --                            | --                          | --                        | --           | --                    |
|          |       | EAST FRONTAGE ROAD NORTH    | 5859+60  | -  | 5863+16  | --              | --               | --            | --            | --       | --                                  | --                                  | --                        | --                            | --                            | 1                             | --                            | --                          | --                        | --           | --                    |
|          |       | UNDISTRIBUTED               |          |    |          | --              | 200              | 177           | 89            | 3        | 3                                   | 2                                   | 824                       | 3                             | --                            | 11                            | 1                             | 32                          | --                        | 50           | --                    |
|          |       | STAGE 1A SUBTOTAL           |          |    |          | --              | 200              | 884           | 443           | 3        | 3                                   | 2                                   | 4,117                     | 14                            | --                            | 52                            | 5                             | 157                         | --                        | 50           | --                    |
| 1000     | 1B    | UNDISTRIBUTED               |          |    |          | --              | --               | --            | --            | 3        | 3                                   | 2                                   | --                        | --                            | --                            | --                            | --                            | --                          | --                        | 10           | --                    |
|          |       | STAGE 1B SUBTOTAL           |          |    |          | --              | --               | --            | --            | 3        | 3                                   | 2                                   | --                        | --                            | --                            | --                            | --                            | --                          | --                        | 10           | --                    |
| 1000     | 2     | STH 20                      | 262+25   | -  | 344+55   | 377             | --               | 1,286         | 643           | --       | --                                  | --                                  | 21,359                    | 47                            | --                            | 37                            | 10                            | 200                         | 3                         | --           | 95                    |
|          |       | RAMP SW                     | 855SW+57 | -  | 862SW+77 | --              | --               | --            | --            | --       | --                                  | --                                  | 1,807                     | 5                             | --                            | 5                             | --                            | --                          | 1                         | --           | --                    |
|          |       | RAMP NW                     | 863NW+81 | -  | 868NW+51 | 9               | --               | --            | --            | --       | --                                  | --                                  | 4,275                     | 6                             | 1                             | 4                             | --                            | --                          | --                        | --           | 8                     |
|          |       | RAMP SE                     | 855SE+90 | -  | 860SE+88 | --              | --               | --            | --            | --       | --                                  | --                                  | 1,959                     | 6                             | --                            | 6                             | --                            | --                          | --                        | --           | --                    |
|          |       | RAMP NE                     | 861NE+76 | -  | 867NE+00 | 7               | --               | 389           | 195           | --       | --                                  | --                                  | 6,060                     | 2                             | --                            | 2                             | --                            | 75                          | --                        | --           | 53                    |
|          |       | WEST FRONTAGE ROAD SOUTH    | 262+25   | -  | 344+55   | --              | --               | --            | --            | --       | --                                  | --                                  | 2,441                     | 4                             | --                            | 4                             | --                            | --                          | 1                         | --           | --                    |
|          |       |                             |          |    |          |                 |                  |               |               |          |                                     |                                     |                           |                               |                               |                               |                               |                             |                           |              |                       |

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(CONTINUED ON NEXT SHEET)

| EROSION CONTROL ITEMS (CONTINUED) |       |                                     |         |          |         |                        |                          |                     |                                    |                                             |                                                          |                                             |                                       |                                       |                                       |                       |                                   |                           |                          |                             | ID 1033-02-71/76<br>Revised Sheet 480<br>February 4, 2020 |            |  |   |
|-----------------------------------|-------|-------------------------------------|---------|----------|---------|------------------------|--------------------------|---------------------|------------------------------------|---------------------------------------------|----------------------------------------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|-----------------------|-----------------------------------|---------------------------|--------------------------|-----------------------------|-----------------------------------------------------------|------------|--|---|
| CATEGORY                          | STAGE | ROADWAY                             | STATION | TO       | STATION | RIPRAP<br>MEDIUM<br>CY | EROSION<br>BALES<br>EACH | SILT<br>FENCE<br>LF | SILT<br>FENCE<br>MAINTENANCE<br>LF | MOBILIZATIONS<br>EROSION<br>CONTROL<br>EACH | MOBILIZATIONS<br>EMERGENCY<br>EROSION<br>CONTROL<br>EACH | 628.2004<br>EROSION<br>MAT<br>CLASS I<br>SY | INLET<br>PROTECTION<br>TYPE A<br>EACH | INLET<br>PROTECTION<br>TYPE B<br>EACH | INLET<br>PROTECTION<br>TYPE C<br>EACH | INLET<br>TYED<br>EACH | TEMPORARY<br>DITCH<br>CHECK<br>LF | CULVERT<br>CHECKS<br>EACH | ROCK<br>BAGS<br>EACH     | GEOTEXTILE<br>TYPE HR<br>SY |                                                           |            |  |   |
| 1000                              | 2     | WEST FRONTAGE ROAD NORTH<br>4864+82 | -       | 4868+06  |         | --                     | --                       | 173                 | 87                                 | --                                          | --                                                       | 1,605                                       | 6                                     | 1                                     | 5                                     | --                    | --                                | --                        | --                       | --                          |                                                           |            |  |   |
|                                   |       | EAST FRONTAGE ROAD SOUTH<br>3852+25 | -       | 3858+30  |         | --                     | --                       | --                  | --                                 | --                                          | --                                                       | 660                                         | 10                                    | --                                    | 10                                    | --                    | --                                | --                        | --                       | --                          |                                                           |            |  |   |
|                                   |       | EAST FRONTAGE ROAD NORTH<br>5869+60 | -       | 5863+16  |         | --                     | --                       | 502                 | 251                                | --                                          | --                                                       | 999                                         | 8                                     | --                                    | 8                                     | --                    | --                                | --                        | --                       | --                          |                                                           |            |  |   |
| 6000                              |       | IH 94 SB<br>871+44                  | -       | 873+54   |         | --                     | --                       | --                  | --                                 | --                                          | --                                                       | --                                          | --                                    | --                                    | --                                    | 3                     | --                                | --                        | --                       | --                          |                                                           |            |  |   |
|                                   |       | RAMP NW<br>868NW+51                 | -       | 873NW+56 |         | --                     | --                       | --                  | --                                 | --                                          | --                                                       | 771                                         | --                                    | --                                    | --                                    | 1                     | --                                | --                        | --                       | --                          |                                                           |            |  |   |
|                                   |       | UNDISTRIBUTED                       |         |          |         | 99                     | 200                      | 588                 | 294                                | 5                                           | 3                                                        | 10,484                                      | 24                                    | 1                                     | 21                                    | 4                     | 69                                | 2                         | 50                       | 39                          |                                                           |            |  |   |
|                                   |       | STA GE 2 SUB TOTAL                  |         |          |         | 492                    | 200                      | 2,938               | 1,470                              | 5                                           | 3                                                        | 52,420                                      | 118                                   | 3                                     | 102                                   | 18                    | 344                               | 7                         | 50                       | 195                         |                                                           |            |  |   |
| 1000                              | 3     | STH 20<br>262+25                    | -       | 344+55   |         | 72                     | --                       | --                  | --                                 | --                                          | --                                                       | 13,515                                      | 23                                    | --                                    | 17                                    | 5                     | 125                               | 4                         | --                       | 45                          |                                                           |            |  |   |
|                                   |       | RAMP SW<br>858SW+57                 | -       | 862SW+77 |         | --                     | --                       | --                  | --                                 | --                                          | --                                                       | 796                                         | 1                                     | --                                    | 1                                     | --                    | --                                | --                        | --                       | --                          |                                                           |            |  |   |
|                                   |       | RAMP NW<br>863NW+81                 | -       | 868NW+51 |         | --                     | --                       | --                  | --                                 | --                                          | --                                                       | --                                          | --                                    | --                                    | --                                    | --                    | --                                | --                        | --                       | --                          |                                                           |            |  |   |
|                                   |       | RAMP SE<br>855SE+90                 | -       | 860SE+88 |         | --                     | --                       | --                  | --                                 | --                                          | --                                                       | 230                                         | 1                                     | --                                    | 1                                     | --                    | --                                | --                        | --                       | --                          |                                                           |            |  |   |
|                                   |       | RAMP NE<br>861NE+76                 | -       | 867NE+00 |         | --                     | --                       | --                  | --                                 | --                                          | --                                                       | --                                          | --                                    | --                                    | --                                    | --                    | --                                | --                        | --                       | --                          |                                                           |            |  |   |
|                                   |       | WEST FRONTAGE ROAD SOUTH<br>262+25  | -       | 344+55   |         | --                     | --                       | --                  | --                                 | --                                          | --                                                       | 508                                         | 4                                     | --                                    | 4                                     | --                    | --                                | 1                         | --                       | --                          |                                                           |            |  |   |
|                                   |       | WEST FRONTAGE ROAD NORTH<br>4864+82 | -       | 4868+06  |         | --                     | --                       | --                  | --                                 | --                                          | --                                                       | --                                          | --                                    | --                                    | --                                    | --                    | --                                | --                        | --                       | --                          |                                                           |            |  |   |
|                                   |       | EAST FRONTAGE ROAD SOUTH<br>3852+25 | -       | 3858+30  |         | --                     | --                       | --                  | --                                 | --                                          | --                                                       | 687                                         | 5                                     | --                                    | 5                                     | --                    | --                                | --                        | --                       | --                          |                                                           |            |  |   |
|                                   |       | EAST FRONTAGE ROAD NORTH<br>5869+60 | -       | 5863+16  |         | --                     | --                       | --                  | --                                 | --                                          | --                                                       | --                                          | --                                    | --                                    | --                                    | --                    | --                                | --                        | --                       | --                          |                                                           |            |  |   |
|                                   |       | UNDISTRIBUTED                       |         |          |         | 18                     | 200                      | --                  | --                                 | 5                                           | 3                                                        | 3,934                                       | 9                                     | --                                    | 7                                     | 2                     | 32                                | 2                         | 50                       | 12                          |                                                           |            |  |   |
|                                   |       | STA GE 3 SUB TOTAL                  |         |          |         | 90                     | 200                      | --                  | --                                 | 5                                           | 3                                                        | 19,670                                      | 43                                    | --                                    | 35                                    | 7                     | 157                               | 7                         | 50                       | 57                          |                                                           |            |  |   |
|                                   |       |                                     |         |          |         |                        |                          |                     |                                    |                                             |                                                          |                                             | 1                                     |                                       |                                       |                       |                                   |                           |                          |                             | (CONTINUED ON NEXT SHEET)                                 |            |  |   |
| PROJECT NO: 1033-02-71/76         |       |                                     |         |          |         |                        |                          |                     |                                    |                                             |                                                          |                                             | HWY: IH 94/STH 20                     |                                       |                                       | COUNTY: RACINE        |                                   |                           | MISCELLANEOUS QUANTITIES |                             |                                                           | SHEET: 480 |  | E |

EROSION CONTROL ITEMS (CONTINUED)

| CATEGORY                       | STAGE | ROADWAY             | STATION | TO | STATION | 606.0200 | 628.1104 | 628.1504 | 628.1520 | 628.1905      | 628.1910      | 628.2004 | 628.7005 | 628.7010 | 628.7015 | 628.7020 | 628.7504  | 628.7555 | 628.7570 | 645.0120   |
|--------------------------------|-------|---------------------|---------|----|---------|----------|----------|----------|----------|---------------|---------------|----------|----------|----------|----------|----------|-----------|----------|----------|------------|
|                                |       |                     |         |    |         | R/RAP    | EROSION  | SILT     | SILT     | MOBILIZATIONS | MOBILIZATIONS | EROSION  | INLET    | INLET    | INLET    | INLET    | TEMPORARY | CULVERT  | ROCK     | GEOTEXTILE |
| CATEGORY                       | STAGE | ROADWAY             | STATION | TO | STATION | CY       | BALES    | FENCE    | LF       | EACH          | CONTROL       | EACH     | TYPE A   | TYPE B   | TYPE C   | TYPE D   | CHECK     | EACH     | BAGS     | TYPE HR    |
|                                |       |                     |         |    |         |          |          |          |          |               |               |          |          |          |          |          |           |          |          |            |
| 1000                           | 4A    | STH 20              | 262+25  | -  | 344+55  | --       | --       | --       | --       | --            | --            | --       | --       | --       | --       | --       | 63        | --       | --       | --         |
| UNDISTRIBUTED                  |       |                     |         |    |         |          |          |          |          |               |               |          |          |          |          |          |           |          |          |            |
| STAGE 4A SUBTOTAL              |       |                     |         |    |         |          |          |          |          |               |               |          |          |          |          |          |           |          |          |            |
| 582                            |       |                     |         |    |         | 600      | 3,822    | 1,913    |          | 19            |               | 12       | 175      | 3        | 189      | 26       | 737       | 14       | 160      | 252        |
| CATEGORY 1000 SUBTOTAL         |       |                     |         |    |         |          |          |          |          |               |               |          |          |          |          |          |           |          |          |            |
| CATEGORY 6000 SUBTOTAL         |       |                     |         |    |         |          |          |          |          |               |               |          |          |          |          |          |           |          |          |            |
| PROJECT ID 1033-02-71 SUBTOTAL |       |                     |         |    |         |          |          |          |          |               |               |          |          |          |          |          |           |          |          |            |
| PROJECT ID 1033-02-76          |       |                     |         |    |         |          |          |          |          |               |               |          |          |          |          |          |           |          |          |            |
| 1000                           | 1A    | INTERNATIONAL DRIVE | 111+75  | -  | 135+58  | --       | --       | --       | --       | --            | --            | --       | --       | --       | 22       | --       | --        | --       | --       | --         |
| UNDISTRIBUTED                  |       |                     |         |    |         |          |          |          |          |               |               |          |          |          |          |          |           |          |          |            |
| STAGE 1A SUBTOTAL              |       |                     |         |    |         |          |          |          |          |               |               |          |          |          |          |          |           |          |          |            |
| PROJECT ID 1033-02-76 SUBTOTAL |       |                     |         |    |         |          |          |          |          |               |               |          |          |          |          |          |           |          |          |            |
| 582                            |       |                     |         |    |         | 600      | 3,822    | 1,913    |          | 21            |               | 13       | 175      | 3        | 217      | 30       | 737       | 14       | 160      | 252        |
| CONTRACT TOTAL                 |       |                     |         |    |         |          |          |          |          |               |               |          |          |          |          |          |           |          |          |            |

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## RESTORATION ITEMS

| CATEGORY | STAGE | ROADWAY                          | STATION  | TO | STATION  | 625 0500<br>TOPSOIL<br>SY | 628 6510<br>SOL STABILIZER<br>TYPEB<br>ACRE | 629 0210<br>FERTILIZER<br>TYPEB<br>CMT | 630 0120<br>SEEDING<br>MIX NO. 20<br>LB | 630 0200<br>SEEDING<br>TEMPORARY<br>LB | 630 0500<br>SEED<br>WATER<br>MSAL |
|----------|-------|----------------------------------|----------|----|----------|---------------------------|---------------------------------------------|----------------------------------------|-----------------------------------------|----------------------------------------|-----------------------------------|
| 1000     | 1A    | <u>PROJECT ID 1033-02-71</u>     |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
|          |       | <u>STH 20-TEMPORARY PAVEMENT</u> |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
|          |       |                                  | 262+25   | -  | 344+55   | 3,109                     | --                                          | 2                                      | 84                                      | 42                                     | 35                                |
|          |       | <u>WEST FRONTAGE ROAD SOUTH</u>  |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
|          |       |                                  | 2857+00  | -  | 2864+58  | 107                       | --                                          | 1                                      | 3                                       | 2                                      | 2                                 |
|          |       | <u>EAST FRONTAGE ROAD SOUTH</u>  |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
|          |       |                                  | 3852+25  | -  | 3858+30  | 77                        | --                                          | 1                                      | 3                                       | 2                                      | 1                                 |
|          |       | <u>UNDISTRIBUTED</u>             |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
|          |       |                                  |          |    |          | 824                       | 1                                           | 1                                      | 23                                      | 12                                     | 10                                |
|          |       | <u>STAGE 1A SUBTOTAL</u>         |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
| 1000     | 2     |                                  |          |    |          | 4,117                     | 1                                           | 5                                      | 113                                     | 58                                     | 48                                |
|          |       | <u>STH 20</u>                    | 262+25   | -  | 344+55   | 21,359                    | --                                          | 14                                     | 577                                     | 289                                    | 240                               |
|          |       | <u>RAMP SW</u>                   | 858SW+57 | -  | 862SW+77 | 1,807                     | --                                          | 2                                      | 49                                      | 25                                     | 21                                |
|          |       | <u>RAMP NW</u>                   | 863NW+81 | -  | 868NW+51 | 4,275                     | --                                          | 3                                      | 116                                     | 58                                     | 48                                |
|          |       | <u>RAMP SE</u>                   | 855SE+90 | -  | 860SE+88 | 1,959                     | --                                          | 2                                      | 53                                      | 27                                     | 22                                |
|          |       | <u>RAMP NE</u>                   | 861NE+76 | -  | 867NE+00 | 6,060                     | --                                          | 4                                      | 164                                     | 82                                     | 69                                |
|          |       | <u>EAST FRONTAGE ROAD SOUTH</u>  |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
|          |       |                                  | 3852+25  | -  | 3858+00  | 2,441                     | --                                          | 2                                      | 66                                      | 33                                     | 28                                |
|          |       | <u>EAST FRONTAGE ROAD NORTH</u>  |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
|          |       |                                  | 5860+00  | -  | 5863+15  | 1,605                     | --                                          | 2                                      | 44                                      | 22                                     | 19                                |
| 6000     |       | <u>WEST FRONTAGE ROAD SOUTH</u>  |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
|          |       |                                  | 262+25   | -  | 344+55   | 660                       | --                                          | 1                                      | 18                                      | 9                                      | 8                                 |
|          |       | <u>WEST FRONTAGE ROAD NORTH</u>  |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
|          |       |                                  | 4864+82  | -  | 4868+06  | 999                       | --                                          | 1                                      | 27                                      | 14                                     | 12                                |
|          |       | <u>RAMP NW</u>                   | 868NW+51 | -  | 873NW+56 | 771                       | --                                          | 1                                      | 21                                      | 11                                     | 9                                 |
|          |       | <u>UNDISTRIBUTED</u>             |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
|          |       |                                  |          |    |          | 10,484                    | 1                                           | 8                                      | 279                                     | 140                                    | 117                               |
|          |       | <u>STAGE 2 SUBTOTAL</u>          |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |
|          |       |                                  |          |    |          | 52,420                    | 1                                           | 40                                     | 1,414                                   | 710                                    | 593                               |
|          |       |                                  |          |    |          |                           |                                             |                                        |                                         |                                        |                                   |

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(CONTINUED ON NEXT SHEET)

## RESTORATION ITEMS (CONTINUED)

| CATEGORY | STAGE | ROADWAY                  | STATION TO | STATION  | 625 0500<br>TOPSOIL<br>SY | 628 6510<br>SOL STABILIZER<br>TY/FB<br>ACRE | 629 0210<br>FERTILIZER<br>TYPE/B<br>CWT | 630 0120<br>SEEDING<br>MIX NO. 20<br>LB | 630 0200<br>SEEDING<br>TEMPORARY<br>LB | 630 0500<br>SEED<br>WATER<br>MSAL |
|----------|-------|--------------------------|------------|----------|---------------------------|---------------------------------------------|-----------------------------------------|-----------------------------------------|----------------------------------------|-----------------------------------|
| 1000     | 3     | STH 20                   | 262+25 -   | 344+55   | 13,515                    | --                                          | 9                                       | 365                                     | 183                                    | 152                               |
|          |       | RAMP SW                  | 858SW+57 - | 862SW+77 | 796                       | --                                          | 1                                       | 22                                      | 11                                     | 9                                 |
|          |       | RAMP SE                  | 855SE+90 - | 860SE+88 | 230                       | --                                          | 1                                       | 7                                       | 4                                      | 3                                 |
|          |       | WEST FRONTAGE ROAD SOUTH | 262+25 -   | 344+55   | 508                       | --                                          | 1                                       | 14                                      | 7                                      | 6                                 |
|          |       | EAST FRONTAGE ROAD SOUTH | 3852+25 -  | 3858+30  | 687                       | --                                          | 1                                       | 19                                      | 10                                     | 8                                 |
|          |       | UNDISTRIBUTED            |            |          | 3,934                     | 1                                           | 4                                       | 107                                     | 54                                     | 45                                |
|          |       | STAGE 3 SUBTOTAL         |            |          | 19,670                    | 1                                           | 17                                      | 534                                     | 269                                    | 223                               |
| 1000     | 4A    | STH 20                   | 262+25 -   | 344+55   | 14,565                    | --                                          | 10                                      | 394                                     | 197                                    | 164                               |
|          |       | UNDISTRIBUTED            |            |          | 3,642                     | --                                          | 3                                       | 99                                      | 50                                     | 41                                |
|          |       | STAGE 4A SUBTOTAL        |            |          | 18,207                    | --                                          | 13                                      | 493                                     | 247                                    | 205                               |
|          |       | CATEGORY 1000 SUBTOTAL   |            |          | 93,643                    | 2                                           | 74                                      | 2,533                                   | 1,273                                  | 1,060                             |
|          |       | CATEGORY 6000 SUBTOTAL   |            |          | 771                       | --                                          | 1                                       | 21                                      | 11                                     | 9                                 |
|          |       | CONTRACT TOTAL           |            |          | 94,414                    | 2                                           | 75                                      | 2,554                                   | 1,284                                  | 1,069                             |

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### ADVANCED SIGNING ITEMS (CONTINUED)

| CATEGORY | ROADWAY                  | DURATION<br>DAYS | EACH** | DAY | TRAFFIC<br>CONTROL<br>SIGNS |
|----------|--------------------------|------------------|--------|-----|-----------------------------|
|          |                          |                  |        |     | 643.0900                    |
|          |                          |                  |        |     | *                           |
| 1000     | STAGE 4A                 | 21               | 14     |     | 294                         |
|          | STH 20                   |                  | 3      | 63  |                             |
|          | RAMPS SW                 |                  | 2      | 42  |                             |
|          | RAMPS NW                 |                  | 2      | 42  |                             |
|          | RAMP SE                  |                  | 3      | 63  |                             |
|          | RAMP NE                  |                  | 6      | 126 |                             |
|          | WEST FRONTAGE ROAD SOUTH |                  | 3      | 63  |                             |
|          | WEST FRONTAGE ROAD NORTH |                  | 4      | 84  |                             |
|          | EAST FRONTAGE ROAD SOUTH |                  | 3      | 63  |                             |
|          | EAST FRONTAGE ROAD NORTH |                  | 3      | 63  |                             |
|          | STA GE 4A SUBTOTAL       |                  |        |     | 840                         |
|          | STAGE 4B                 | 21               | 14     |     | 294                         |
|          | STH 20                   |                  | 3      | 63  |                             |
|          | RAMPS SW                 |                  | 2      | 42  |                             |
|          | RAMPS NW                 |                  | 2      | 42  |                             |
|          | RAMP SE                  |                  | 3      | 63  |                             |
|          | RAMP NE                  |                  | 6      | 126 |                             |
|          | WEST FRONTAGE ROAD SOUTH |                  | 3      | 63  |                             |
|          | WEST FRONTAGE ROAD NORTH |                  | 4      | 84  |                             |
|          | EAST FRONTAGE ROAD SOUTH |                  | 3      | 63  |                             |
|          | EAST FRONTAGE ROAD NORTH |                  | 3      | 63  |                             |
|          | STA GE 4B SUBTOTAL       |                  |        |     | 840                         |
|          | UNDISTRIBUTED            |                  |        |     | 919                         |
|          | CONTRACT TOTAL           |                  |        |     | 10,111                      |

\* ADDITIONAL QUANTITIES ELSEWHERE

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### TRAFFIC CONTROL DETOUR ITEMS

| CATEGORY              | ROADWAY              | DURATION<br>DAYS | *      |     | *       |     | *      |        | 643.0920 |         |          |       |           |
|-----------------------|----------------------|------------------|--------|-----|---------|-----|--------|--------|----------|---------|----------|-------|-----------|
|                       |                      |                  | TYPE I | DAY | TYPE II | DAY | TYPE A | DAY    | TRAFFIC  | CONTROL | COVERING | SIGNS | TYPE I    |
| PROJECT ID 1033-02-71 |                      |                  |        |     |         |     |        |        |          |         |          |       | EACH* DAY |
| 1000                  | STAGE 2              | 84               |        |     |         |     |        |        |          |         |          |       |           |
|                       | IH 94 NB ON-RAMP     |                  | --     | --  | --      | --  | --     | --     | 136      | 11,424  |          |       | --        |
|                       | IH 94 SB ON-RAMP     |                  | --     | --  | --      | --  | --     | --     | 144      | 12,096  |          |       | --        |
|                       | STAGE 2 SUBTOTAL     |                  |        | --  |         | --  |        | --     |          | 23,520  |          |       | --        |
|                       | STAGE 3              | 84               |        |     |         |     |        |        |          |         |          |       |           |
|                       | IH 94 NB ON-RAMP     |                  | --     | --  | --      | --  | --     | --     | 136      | 11,424  |          |       | --        |
|                       | IH 94 SB ON-RAMP     |                  | --     | --  | --      | --  | --     | --     | 144      | 12,096  |          |       | --        |
|                       | STAGE 3 SUBTOTAL     |                  |        | --  |         | --  |        | --     |          | 23,520  |          |       | --        |
|                       | FULL ROADWAY CLOSURE | 15               |        |     |         |     |        |        |          |         |          |       |           |
|                       | STH 20 WB            |                  | 6      | 90  | 12      | 180 | 91     | 1,365  |          |         |          | 3     | 45        |
|                       | STH 20 EB            |                  | 6      | 90  | 12      | 180 | 113    | 1,695  |          |         |          | 5     | 75        |
|                       |                      |                  |        | 180 |         | 360 |        | 3,060  |          |         |          |       | 120       |
|                       | FULL ROADWAY CLOSURE | 8                |        |     |         |     |        |        |          |         |          |       |           |
|                       | WEST FRONTAGE ROAD   |                  | 8      | 64  | 16      | 128 | 214    | 1,712  |          |         |          | --    | --        |
|                       |                      |                  |        | 64  |         | 128 |        | 1,712  |          |         |          |       |           |
|                       |                      |                  |        |     |         |     |        |        |          |         |          |       |           |
|                       | FULL ROADWAY CLOSURE | 8                |        |     |         |     |        |        |          |         |          |       |           |
|                       | EAST FRONTAGE ROAD   |                  | 8      | 64  | 16      | 128 | 214    | 1,712  |          |         |          | --    | --        |
|                       |                      |                  |        | 64  |         | 128 |        | 1,712  |          |         |          |       |           |
|                       |                      |                  |        |     |         |     |        |        |          |         |          |       |           |
| CONTRACT TOTAL        |                      |                  |        | 308 |         | 616 |        | 53,524 |          |         |          |       | 120       |

\* ADDITIONAL QUANTITIES ELSEWHERE  
\*\* FOR INFORMATION ONLY

## TRAFFIC CONTROL PROJECT ITEM

| CATEGORY     | STAGE | LOCATION                      |
|--------------|-------|-------------------------------|
| '000         | ALL   | PROJECT                       |
|              |       | EA CH                         |
|              |       | TRAFFIC CONTROL<br>1033-02-71 |
|              |       | 1                             |
| <b>TOTAL</b> |       | 1                             |

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| TRAFFIC CONTROL ITEMS    |                          |                     |          |        |          |     |                                   |                                               |                                               |                                       |                                       |                              |                       |       |          |     |          |       |     |
|--------------------------|--------------------------|---------------------|----------|--------|----------|-----|-----------------------------------|-----------------------------------------------|-----------------------------------------------|---------------------------------------|---------------------------------------|------------------------------|-----------------------|-------|----------|-----|----------|-------|-----|
| CATEGORY                 | ROADWAY                  | STAGE DURATION DAYS | 643.0300 |        | 643.0420 |     | 643.0500                          |                                               | 643.0600                                      |                                       | 643.0705                              |                              | 643.0715              |       | 643.0800 |     | 643.0900 | *     |     |
|                          |                          |                     | EACH**   | DAY    | EACH**   | DAY | TRAFFIC CONTROL BARCADES TYPE/ILL | TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS | TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES | TRAFFIC CONTROL WARNING LIGHTS TYPE A | TRAFFIC CONTROL WARNING LIGHTS TYPE C | TRAFFIC CONTROL ARROW BOARDS | TRAFFIC CONTROL SIGNS |       |          |     |          |       |     |
| PROJECT ID 1033-02-71    |                          |                     |          |        |          |     |                                   |                                               |                                               |                                       |                                       |                              |                       |       |          |     |          |       |     |
| 1000                     | STAGE 1A                 | 30                  |          |        |          |     |                                   |                                               |                                               |                                       |                                       |                              |                       |       |          |     |          |       |     |
|                          | STH 20                   |                     | 215      | 6,450  | 4        | 120 | --                                | --                                            | --                                            | --                                    | 8                                     | 240                          | 8                     | 240   | --       | --  | 10       | 300   |     |
|                          | RAMPS SW                 |                     | 5        | 150    | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | --       | --    |     |
|                          | RAMPS NW                 |                     | --       | --     | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | --       | --    |     |
|                          | RAMP SE                  |                     | 10       | 300    | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | --       | --    |     |
|                          | WEST FRONTAGE ROAD SOUTH |                     | 65       | 1,950  | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | --       | --    |     |
|                          | WEST FRONTAGE ROAD NORTH |                     | 15       | 450    | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | 1        | 30    |     |
|                          | EAST FRONTAGE ROAD SOUTH |                     | 70       | 2,100  | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | --       | --    |     |
|                          | EAST FRONTAGE ROAD NORTH |                     | 20       | 600    | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | --       | --    |     |
|                          | BUSINESS ACCESS SIGNS    |                     | --       | --     | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | 10       | 300   |     |
| UNDISTRIBUTED            |                          |                     | 1,200    | --     | 12       | --  | --                                | --                                            | --                                            | 24                                    | --                                    | 24                           | 264                   | --    | --       | 63  | 693      |       |     |
| STAGE 1A SUBTOTAL        |                          |                     | 13,200   | --     | 132      | --  | --                                | --                                            | --                                            | 264                                   | --                                    | 264                          | --                    | --    | --       | --  | 693      |       |     |
| 1000                     | STAGE 1B                 | 15                  |          |        |          |     |                                   |                                               |                                               |                                       |                                       |                              |                       |       |          |     |          |       |     |
|                          | STH 20                   |                     | 430      | 6,450  | 18       | 270 | --                                | --                                            | --                                            | --                                    | 36                                    | 540                          | 90                    | 1,350 | 3        | 45  | 45       | 675   |     |
|                          | RAMP SE                  |                     | 10       | 150    | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | --       | --    |     |
|                          | WEST FRONTAGE ROAD SOUTH |                     | 35       | 525    | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | --       | --    |     |
|                          | WEST FRONTAGE ROAD NORTH |                     | 20       | 300    | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | --       | --    |     |
|                          | BUSINESS ACCESS SIGNS    |                     | --       | --     | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | 10       | 150   |     |
|                          | UNDISTRIBUTED            |                     | --       | 743    | --       | 27  | --                                | --                                            | --                                            | --                                    | 54                                    | --                           | 135                   | 5     | 83       | --  | 150      | 908   |     |
|                          | STAGE 1B SUBTOTAL        |                     |          | 8,168  | --       | 297 | --                                | --                                            | --                                            | --                                    | 594                                   | --                           | 1,485                 | 50    | 50       | --  | 908      |       |     |
|                          | 1000                     | STAGE 2             | 84       |        |          |     |                                   |                                               |                                               |                                       |                                       |                              |                       |       |          |     |          |       |     |
|                          |                          | STH 20              |          | 620    | 52,080   | 3   | 252                               | 130                                           | 8,820                                         | 2                                     | 168                                   | 29                           | 2,436                 | 2     | 168      | 2   | 168      | 2     | 168 |
| RAMP SW                  |                          |                     | --       | --     | 4        | 336 | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | 2        | 168   |     |
| RAMP NW                  |                          |                     | 95       | 7,980  | 1        | 84  | --                                | 1,260                                         | 15                                            | 1,260                                 | --                                    | --                           | 1                     | 84    | --       | --  | 1        | 84    |     |
| RAMP SE                  |                          |                     | 35       | 2,940  | 1        | 84  | --                                | 1,260                                         | 15                                            | 1,260                                 | --                                    | --                           | 1                     | 84    | --       | --  | 1        | 84    |     |
| RAMP NE                  |                          |                     | --       | --     | 5        | 420 | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | 1        | 84    |     |
| WEST FRONTAGE ROAD SOUTH |                          |                     | 110      | 9,240  | 3        | 252 | 45                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | 4        | 336   |     |
| WEST FRONTAGE ROAD NORTH |                          |                     | 90       | 7,560  | 2        | 168 | 35                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | 3        | 252   |     |
| EAST FRONTAGE ROAD SOUTH |                          |                     | 133      | 11,172 | 3        | 252 | 65                                | 420                                           | 1                                             | 84                                    | 3                                     | 252                          | 1                     | 84    | 3        | 252 | 11       | 924   |     |
| EAST FRONTAGE ROAD NORTH |                          |                     | 105      | 8,820  | 6        | 504 | 25                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | --  | 15       | 1,260 |     |
| BUSINESS ACCESS SIGNS    |                          | --                  | --       | --     | --       | --  | --                                | --                                            | --                                            | --                                    | --                                    | --                           | --                    | --    | --       | 20  | 1,680    |       |     |
| UNDISTRIBUTED            |                          | --                  | 9,980    | --     | 236      | 55  | --                                | --                                            | --                                            | 471                                   | --                                    | 1,176                        | 51                    | --    | --       | 731 |          |       |     |
| 1000                     | STAGE 2                  | 45                  |          |        |          |     |                                   |                                               |                                               |                                       |                                       |                              |                       |       |          |     |          |       |     |
|                          | STH 20                   |                     | 60       | 2,700  | 2        | 90  | --                                | --                                            | --                                            | 4                                     | 180                                   | 24                           | 1,080                 | 2     | 90       | 22  | 990      |       |     |
|                          | REVAISSANCE BLVD         |                     | 66       | 2,970  | 2        | 90  | --                                | --                                            | --                                            | 4                                     | 180                                   | 20                           | 900                   | 2     | 90       | 22  | 990      |       |     |
|                          | UNDISTRIBUTED            |                     | --       | 567    | --       | 18  | --                                | --                                            | --                                            | --                                    | 36                                    | --                           | 198                   | --    | 18       | --  | 198      |       |     |
| 6000                     | STAGE 2                  | 7                   |          |        |          |     |                                   |                                               |                                               |                                       |                                       |                              |                       |       |          |     |          |       |     |
|                          | IH 94 SB                 |                     | 53       | 371    | 2        | 14  | --                                | --                                            | --                                            | 8                                     | 56                                    | --                           | --                    | 1     | 7        | 11  | 77       |       |     |
|                          | UNDISTRIBUTED            |                     | 38       | --     | 2        | --  | --                                | --                                            | --                                            | 6                                     | --                                    | --                           | --                    | --    | 1        | --  | 8        |       |     |
|                          | STAGE 2 SUBTOTAL         |                     | 116,418  | --     | 2,802    | 355 | 330                               | 5,633                                         | 15,114                                        | 761                                   | --                                    | --                           | 15,114                | 761   | --       | --  | 10,302   |       |     |

\*\* FOR INFORMATION ONLY \* ADDITIONAL QUANTITIES ELSEWHERE

(CONTINUED ON NEXT SHEET)

## \*

|                |                   |                |                          |                  |                             |                 |
|----------------|-------------------|----------------|--------------------------|------------------|-----------------------------|-----------------|
| 2204_mq_b;.ppt | HWY: IH 94/STH 20 | COUNTY: RACINE | MISCELLANEOUS QUANTITIES | PLOT BY: MSC/D/S | PLOT NAME: 030204_mq_b;.ppt | PLOT SCALE: 1:1 |
|----------------|-------------------|----------------|--------------------------|------------------|-----------------------------|-----------------|

PCMS SIGNING ITEMS

| CATEGORY          | ROADWAY               | STAGE<br>DURATION | TRAFFIC CONTROL |        | 643.1050 |                                                                    | 643.1200.S |     |
|-------------------|-----------------------|-------------------|-----------------|--------|----------|--------------------------------------------------------------------|------------|-----|
|                   |                       |                   | SIGNS PCMS      | EACH** | DAY      | PORTABLE AUTOMATED<br>REAL-TIME<br>TRAFFIC QUEUE<br>WARNING SYSTEM | EACH**     | DAY |
| 1000              | PROJECT ID 1033-02-71 |                   |                 |        |          |                                                                    |            |     |
|                   | STAGE 1A              | 30                |                 | --     | --       | --                                                                 | --         |     |
|                   | STH 20                |                   | 1               | 30     |          |                                                                    |            |     |
|                   | RAMPS NW              |                   | 1               | 30     |          |                                                                    |            |     |
|                   | RAMP SE               |                   | 1               | 30     |          |                                                                    |            |     |
|                   | STAGE 1A SUBTOTAL     |                   |                 | 60     |          |                                                                    |            |     |
|                   | STAGE 1B              | 15                |                 | --     | --       | --                                                                 | --         |     |
|                   | STH 20                |                   | 1               | 15     |          |                                                                    |            |     |
|                   | RAMPS NW              |                   | 1               | 15     |          |                                                                    |            |     |
|                   | RAMP SE               |                   | 1               | 15     |          |                                                                    |            |     |
|                   | STAGE 1B SUBTOTAL     |                   |                 | 30     |          |                                                                    |            |     |
| 1000              | STAGE 2               | 84                |                 | --     | --       | --                                                                 | --         |     |
|                   | STH 20                |                   | 1               | 84     |          |                                                                    |            |     |
|                   | RAMPS NW              |                   | 1               | 84     |          |                                                                    |            |     |
|                   | RAMP SE               |                   | 1               | 84     |          |                                                                    |            |     |
|                   | STAGE 2 SUBTOTAL      |                   |                 | 168    |          |                                                                    |            |     |
|                   | STAGE 3               | 84                |                 | --     | --       | --                                                                 | --         |     |
|                   | STH 20                |                   | 1               | 84     |          |                                                                    |            |     |
|                   | RAMPS NW              |                   | 1               | 84     |          |                                                                    |            |     |
|                   | RAMP SE               |                   | 1               | 84     |          |                                                                    |            |     |
|                   | STAGE 3 SUBTOTAL      |                   |                 | 168    |          |                                                                    |            |     |
|                   | STAGE 4A              | 21                |                 | --     | --       | --                                                                 | --         |     |
| STH 20            |                       | 1                 | 21              |        |          |                                                                    |            |     |
| STAGE 4A SUBTOTAL |                       |                   | 21              |        |          |                                                                    |            |     |
| 1000              | STAGE 4B              | 21                |                 | --     | --       | --                                                                 | --         |     |
|                   | STH 20                |                   | 1               | 21     |          |                                                                    |            |     |
|                   | STAGE 4B SUBTOTAL     |                   |                 | 21     |          |                                                                    |            |     |
|                   | UNDISTRIBUTED         |                   |                 | 9      |          |                                                                    | 34         |     |
| CONTRACT TOTAL    |                       |                   |                 | 99     |          | 370                                                                |            |     |

\*\* FOR INFORMATION ONLY

1

TEMPORARY BARRIER

| CATEGORY              | STAGE | ROADWAY | STATION  | OFFSET    | STATION  | OFFSET    | 603.8000                                           |    | 603.8125                                           |    |
|-----------------------|-------|---------|----------|-----------|----------|-----------|----------------------------------------------------|----|----------------------------------------------------|----|
|                       |       |         |          |           |          |           | CONCRETE BARRIER<br>TEMPORARY PRECAST<br>DELIVERED | LF | CONCRETE BARRIER<br>TEMPORARY PRECAST<br>INSTALLED | LF |
| PROJECT ID 1033-02-71 |       |         |          |           |          |           |                                                    |    |                                                    |    |
| 1000                  | 2A    | RAMP SE |          |           |          |           |                                                    |    |                                                    |    |
|                       |       |         | 853SE+48 | 25.38' RT | 860SE+64 | 10.46' RT | 700                                                |    | 700                                                |    |
| CONTRACT TOTAL        |       |         |          |           |          |           | 700                                                |    | 700                                                |    |

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 490  
February 4, 2020

## TRAFFIC CONTROL SIGNS FIXED MESSAGE

| CATEGORY | STAGE | LOCATION                                       | NUMBER<br>REQUIRED | SIGN SIZE<br>W X H<br>FT X FT | 643,1000<br>TRAFFIC CONTROL<br>SIGNS FIXED MESSAGE |      | SIGN MESSAGE                                      |
|----------|-------|------------------------------------------------|--------------------|-------------------------------|----------------------------------------------------|------|---------------------------------------------------|
|          |       |                                                |                    |                               | NUMBER<br>REQUIRED                                 | SF   |                                                   |
| 1000     | 1A    | <u>IH 94 NB APPROACHING STH 11 EXIT</u>        | 1                  | 9 X 5                         |                                                    | 45.0 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>IH 94 SB APPROACHING CTH K EXIT</u>         | 1                  | 9 X 5                         |                                                    | 45.0 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>IH 94 NB BETWEEN CTH K AND STH 11 EXITS</u> | 1                  | 11 X 5                        |                                                    | 55.0 | ALTERNATE HWY 20 BUSINESS ACCESS USE HWY 11 EXIT  |
| 1000     | 1A    | <u>IH 94 SB BETWEEN CTH K AND CTH K EXITS</u>  | 1                  | 11 X 5                        |                                                    | 55.0 | ALTERNATE HWY 20 BUSINESS ACCESS USE HWY K EXIT   |
| 1000     | 1A    | <u>IH 94 NB EXIT RAMP TO STH 11</u>            | 1                  | 11 X 5                        |                                                    | 55.0 | ALTERNATE HWY 20 BUSINESS ACCESS USE FRONTAGE RDS |
| 1000     | 1A    | <u>IH 94 SB EXIT RAMP TO CTH K</u>             | 1                  | 11 X 5                        |                                                    | 55.0 | ALTERNATE HWY 20 BUSINESS ACCESS USE FRONTAGE RDS |
| 1000     | 1A    | <u>STH 11 WB AT EAST FRONTAGE ROAD</u>         | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>EAST FRONTAGE ROAD NB AT STH 11</u>         | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>STH 11 EB AT WEST FRONTAGE ROAD</u>         | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>WEST FRONTAGE ROAD NB AT STH 11</u>         | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>CTH K WB AT EAST FRONTAGE ROAD</u>          | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>EAST FRONTAGE ROAD SB AT CTH K</u>          | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>CTH K EB AT WEST FRONTAGE ROAD</u>          | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>WEST FRONTAGE ROAD SB AT CTH K</u>          | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>STH 20 EB AT USH 45/COLONY AVENUE</u>       | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>USH 45 NB AT STH 20/COLONY AVENUE</u>       | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>COLONY AVENUE SB AT STH 20/USH 45</u>       | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>STH 20 WB AT STH 20</u>                     | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>STH 31 NB AT STH 20</u>                     | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 1A    | <u>STH 31 SB AT STH 20</u>                     | 1                  | 5.5 X 3                       |                                                    | 16.5 | ROAD WORK ON HWY 20 USE ALT ROUTE                 |
| 1000     | 2A    | <u>IH 94 NB</u>                                | 2                  | 12 X 4                        |                                                    | 96.0 | NO RE-ENTRY TO FREEWAY                            |
| 1000     | 2A    | <u>IH 94 SB</u>                                | 2                  | 12 X 4                        |                                                    | 96.0 | NO RE-ENTRY TO FREEWAY                            |
| TOTAL    |       |                                                |                    |                               |                                                    |      | 733.0                                             |

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 490A  
February 4, 2020

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

MISCELLANEOUS QUANTITIES

SHEET: 490A

E

FILE NAME: S:\Final\Design\2010330271\_I\Roads\cds\10330271\_mf\_b.ppt

PLOT DATE: 2/1/2020 8:33:08 PM

PLOT BY: MSCDIS

PLOT NAME: 00204\_mf\_b5

PLOT SCALE: 1:1

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 491  
February 4, 2020

1

PROJECT NO: 1033-02-71/76

## TEMPORARY MARKING ITEMS (CONTINUED)

| CATEGORY | ROADWAY                        | 649.0120                            |          |          |          | 649.0150                           |          |          |          | 649.0220                            |          |          |          | 649.0520                           |          |          |          | 649.0760                                        |          |          |          | 649.0820                                           |          |          |          | 649.0850                                           |          |          |          | 649.0920                                           |          |          |          | 649.0950 |  |  |  |
|----------|--------------------------------|-------------------------------------|----------|----------|----------|------------------------------------|----------|----------|----------|-------------------------------------|----------|----------|----------|------------------------------------|----------|----------|----------|-------------------------------------------------|----------|----------|----------|----------------------------------------------------|----------|----------|----------|----------------------------------------------------|----------|----------|----------|----------------------------------------------------|----------|----------|----------|----------|--|--|--|
|          |                                | TEMPORARY MARKING LINE EPOXY 4-INCH |          |          |          | TEMPORARY MARKING LINE TAPE 4-INCH |          |          |          | TEMPORARY MARKING LINE EPOXY 8-INCH |          |          |          | TEMPORARY MARKING LINE TAPE 8-INCH |          |          |          | TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 |          |          |          | TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH |          |          |          | TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH |          |          |          | TEMPORARY MARKING STOP LINE REMOVABLE TAPE 12-INCH |          |          |          |          |  |  |  |
|          |                                | YELLOW LF                           | WHITE LF | WHITE LF | WHITE LF | YELLOW LF                          | WHITE LF | WHITE LF | WHITE LF | YELLOW LF                           | WHITE LF | WHITE LF | WHITE LF | WHITE LF                           | WHITE LF | WHITE LF | WHITE LF | WHITE LF                                        | WHITE LF | WHITE LF | WHITE LF | WHITE LF                                           | WHITE LF | WHITE LF | WHITE LF | WHITE LF                                           | WHITE LF | WHITE LF | WHITE LF | WHITE LF                                           | WHITE LF | WHITE LF | WHITE LF |          |  |  |  |
| 1000     | STAGE 4A                       |                                     |          |          |          |                                    |          |          |          |                                     |          |          |          |                                    |          |          |          |                                                 |          |          |          |                                                    |          |          |          |                                                    |          |          |          |                                                    |          |          |          |          |  |  |  |
|          | STH 20                         | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          | RAMP NW                        | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          | WEST FRONTAGE ROAD NORTH       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          | EAST FRONTAGE ROAD NORTH       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          | STAGE 4A SUBTOTAL              | 12,162                              | --       | 14,298   | 49       | 2,059                              | --       | --       | --       | 6,718                               | 338      | 4        | 87       | 170                                | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
| 1000     | STAGE 4B                       |                                     |          |          |          |                                    |          |          |          |                                     |          |          |          |                                    |          |          |          |                                                 |          |          |          |                                                    |          |          |          |                                                    |          |          |          |                                                    |          |          |          |          |  |  |  |
|          | STH 20                         | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          | STAGE 4B SUBTOTAL              | 203                                 | --       | 3,851    | --       | 313                                | 296      | --       | --       | 206                                 | --       | --       | 9        | 68                                 | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          | UNDISTRIBUTED                  | 6,583                               | 9,282    | 710      | --       | 1,237                              | 7        | 1,815    | 5        | 332                                 | 772      | 50       | 692      | 41                                 | 3        | 37       | 132      | 96                                              | 34       | 40       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          |                                | PROJECT ID 1033-02-71 SUBTOTAL      | 182,321  | --       | 37,341   | --                                 | 9,046    | --       | --       | --                                  | 8,064    | 35       | 404      | 1,454                              | 1,060    | 378      | 437      | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
| 1000     | PROJECT ID 1033-02-76          |                                     |          |          |          |                                    |          |          |          |                                     |          |          |          |                                    |          |          |          |                                                 |          |          |          |                                                    |          |          |          |                                                    |          |          |          |                                                    |          |          |          |          |  |  |  |
|          | STAGE 1A                       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          | INTERNATIONAL DRIVE            | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          | STAGE 1A SUBTOTAL              | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          | UNDISTRIBUTED                  | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                  | --       | --       | --       | --                                 | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          | PROJECT ID 1033-02-71 SUBTOTAL | --                                  | --       | 1,040    | --       | --                                 | --       | --       | --       | 303                                 | --       | --       | --       | 15                                 | --       | --       | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |
|          | CONTRACT TOTAL                 | 182,321                             | --       | 38,380   | --       | 9,046                              | --       | --       | --       | 8,367                               | 35       | 404      | 1,454    | 1,076                              | 378      | 437      | --       | --                                              | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       | --                                                 | --       | --       | --       |          |  |  |  |

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 492  
February 4, 2020

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

PLOT DATE: 2/1/2020 8:33:08 PM

PLOT BY: MSCDIS

PLOT NAME: 002004\_mtl.k7

PLOT SCALE: 1:1

SHEET: 492

E

FILE NAME: S:\FinalDesign\201030271\_I\Roads\cds\1030204\_mtl.k7

## TYPE II PERMANENT SIGNING

1033-02-71 STH 20 CTH C at EFR and WFR - TEMP SIGNAL

| SIGN NO.      | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE<br>W x H<br>[IN.] x [IN.] | SIGN TYPE II<br>REFLECTIVE<br>H<br>[SF] | SIGN TYPE II<br>REFLECTIVE<br>F<br>[SF] | SIGN TYPE II<br>REFLECTIVE<br>H FOLDING<br>[SF] | REMOVING<br>SIGNALS<br>TYPE II<br>EACH | REMOVING<br>SMALL<br>SIGNAL<br>SUPPORTS<br>EACH | MOVING<br>SIGNALS<br>TYPE II<br>[EA] | POSTS<br>WOOD<br>4" X 6" X 18"<br>[EA] | MOUNT<br>ON SAME<br>POST AS<br>SIGN # | REMARKS / NEW SIGN LOCATION                           |
|---------------|------------------|--------------|-------------------------------------|-----------------------------------------|-----------------------------------------|-------------------------------------------------|----------------------------------------|-------------------------------------------------|--------------------------------------|----------------------------------------|---------------------------------------|-------------------------------------------------------|
| 700           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AHEAD. 16 X 16 TEMPORARY FLAGS INCIDENTAL |
| 701           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 |                                        |                                                 |                                      | 1                                      |                                       | 16 X 16 TEMP FLAGS INCIDENTAL                         |
| 702           | R1-1F(2S)        |              | 30 X 30                             |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP SIGN AND PLAQUE                           |
| 703           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AHEAD. 16 X 16 TEMPORARY FLAGS INCIDENTAL |
| 704           | R1-1F(2S)        |              | 30 X 30                             |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AND ALL WAY PLAQUE                        |
| 705           | R1-1F(2S)        |              | 30 X 30                             |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AND ALL WAY PLAQUE SPECIAL MOUNTING       |
| 706           | R1-1F(2S)        |              | 30 X 30                             |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | BRACKET INCIDENTAL TO SIGN. SEE DETAIL                |
| 707           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AND ALL WAY PLAQUE                        |
| 708           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AHEAD. 16 X 16 TEMPORARY FLAGS INCIDENTAL |
| 709           | W3-1             |              | 36 X 36                             |                                         | 9,000                                   |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | 16 X 16 TEMP FLAGS INCIDENTAL                         |
| 710           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 |                                        |                                                 |                                      | 1                                      |                                       | 16 X 16 TEMP FLAGS INCIDENTAL                         |
| 711           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 |                                        |                                                 |                                      | 1                                      |                                       | 16 X 16 TEMP FLAGS INCIDENTAL                         |
| 712           | R1-1F(2S)        |              | 30 X 30                             |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AND ALL WAY PLAQUE                        |
| 713           | R1-1F(2S)        |              | 30 X 30                             |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AND ALL WAY PLAQUE                        |
| 714           | R1-1F(2S)        |              | 30 X 30                             |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AND ALL WAY PLAQUE                        |
| 715           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL      |
| 716           | R1-1F(2S)        |              | 30 X 30                             |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AND ALL WAY PLAQUE                        |
| 717           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | REMOVE STOP AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL      |
| 718           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 | 1,000                                  | 1,000                                           |                                      | 1                                      |                                       | 16 X 16 TEMP FLAGS INCIDENTAL                         |
| 719           | W3-1             |              |                                     |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      |                                        |                                       |                                                       |
| 720           | W3-1             |              |                                     |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      |                                        |                                       |                                                       |
| 721           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 |                                        |                                                 |                                      | 1                                      |                                       | 16 X 16 TEMP FLAGS INCIDENTAL                         |
| 722           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 |                                        |                                                 |                                      | 1                                      |                                       | 16 X 16 TEMP FLAGS INCIDENTAL                         |
| 723           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 |                                        |                                                 |                                      | 1                                      |                                       | 16 X 16 TEMP FLAGS INCIDENTAL                         |
| 724           | W3-3(2S)         |              | 36 X 36                             |                                         | 9,000                                   |                                                 |                                        |                                                 |                                      | 1                                      |                                       | 16 X 16 TEMP FLAGS INCIDENTAL                         |
| 725           | W3-1             |              |                                     |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      |                                        |                                       |                                                       |
| 726           | W3-1             |              |                                     |                                         |                                         |                                                 | 1,000                                  | 1,000                                           |                                      |                                        |                                       |                                                       |
| UNDISTRIBUTED |                  |              |                                     | 20,000                                  |                                         | --                                              |                                        |                                                 | 3                                    |                                        | --                                    | --                                                    |
| TOTALS        |                  |              |                                     | 20                                      | 126*                                    | 41.44*                                          | 18*                                    | 18*                                             | 3*                                   | 22*                                    | --                                    | --                                                    |

\* additional q'tys shown elsewhere

SHEET: 1 OF 1

PROJECT NO: 1033-02-71/76

HWY: STH 20 (CTH C)

COUNTY: RACINE

MISCELLANEOUS QUANTITIES - PERMANENT SIGNING - TEMP SIGNAL

SHEET: 321A

E

FILE NAME : N:\SP\OPERATIONS\SIGNING\MISCELLANEOUS QUANTITIES\1033-02-71\030504\_MQ.pptx

PLOT DATE : 1-27-20

PLOT BY : \_ban

PLOT NAME : 030504\_mq.pdf

PLOT SCALE : 1:1

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 521A  
February 4, 2020



## TYPE II PERMANENT SIGNING

1033-02-71 STH 20 CTH C at EFR and WFR - BACK TO ALL WAY S

| SIGN NO.      | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE<br>W x H<br>[IN.] x [IN.] | 637.2210<br>SIGNS<br>TYPE II<br>REFLECTIVE<br>H<br>[SF] | 637.2230<br>SIGNS<br>TYPE II<br>REFLECTIVE<br>F<br>[SF] | 638.2602<br>REMOVING<br>SIGNS<br>TYPE II<br>EACH | 638.3000<br>REMOVING<br>SMALL<br>SIGN<br>SUPPORTS<br>EACH | 638.2102<br>MOVING<br>SIGNS<br>TYPE II<br>[EA] | 634.0618<br>POSTS<br>WOOD<br>4" X 6" X 18"<br>[EA] | MOUNT<br>ON SAME<br>POST AS<br>SIGN # | REMARKS / NEW SIGN LOCATION                        |
|---------------|------------------|--------------|-------------------------------------|---------------------------------------------------------|---------------------------------------------------------|--------------------------------------------------|-----------------------------------------------------------|------------------------------------------------|----------------------------------------------------|---------------------------------------|----------------------------------------------------|
| 900           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 901           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 902           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE FOLD UP STOP.                               |
| 902A          | R1-3P(2S)        |              | 18 X 6                              | 0,750                                                   |                                                         |                                                  |                                                           |                                                |                                                    | 902                                   | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 903           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE FOLD UP STOP                                |
| 904           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         | 1,000                                            | 1,000                                                     |                                                | 1                                                  | 904                                   | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 904A          | R1-3P(2S)        |              | 18 X 6                              | 0,750                                                   |                                                         |                                                  |                                                           |                                                |                                                    |                                       |                                                    |
| 905           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         |                                                  |                                                           |                                                | 1                                                  |                                       | REMOVE FOLD UP STOP. SPECIAL MOUNTING BRACKET      |
| 906           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | INCIDENTAL TO SIGN. SEE DETAIL                     |
| 906A          | R1-3P(2S)        |              | 18 X 6                              | 0,750                                                   |                                                         |                                                  |                                                           |                                                |                                                    | 906                                   |                                                    |
| 907           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         |                                                  |                                                           |                                                | 1                                                  |                                       | REMOVE FOLD UP STOP                                |
| 908           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         | 1,000                                            | 1,000                                                     |                                                | 1                                                  | 908                                   | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 908A          | R1-3P(2S)        |              | 18 X 6                              | 0,750                                                   |                                                         |                                                  |                                                           |                                                |                                                    |                                       |                                                    |
| 909           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         |                                                  |                                                           |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 910           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 911           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 912           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 913           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 914           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE FOLD UP STOP                                |
| 914A          | R1-3P(2S)        |              | 18 X 6                              | 0,750                                                   |                                                         |                                                  |                                                           |                                                |                                                    | 914                                   |                                                    |
| 915           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         |                                                  |                                                           |                                                | 1                                                  |                                       | REMOVE FOLD UP STOP                                |
| 916           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         | 1,000                                            | 1,000                                                     |                                                | 1                                                  | 916                                   | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 916A          | R1-3P(2S)        |              | 18 X 6                              | 0,750                                                   |                                                         |                                                  |                                                           |                                                |                                                    |                                       |                                                    |
| 917           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         |                                                  |                                                           |                                                | 1                                                  |                                       | REMOVE FOLD UP STOP                                |
| 918           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         | 1,000                                            | 1,000                                                     |                                                | 1                                                  | 918                                   | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 918A          | R1-3P(2S)        |              | 18 X 6                              | 0,750                                                   |                                                         |                                                  |                                                           |                                                |                                                    |                                       |                                                    |
| 919           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 920           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE FOLD UP STOP                                |
| 921           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 921A          | R1-3P(2S)        |              | 18 X 6                              | 0,750                                                   |                                                         |                                                  |                                                           |                                                |                                                    | 921                                   | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 922           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 923           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 924           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 925           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 926           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 927           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 928           | W3-1(2S)         |              | 36 X 36                             |                                                         | 9,000                                                   | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | REMOVE SIGNAL AHEAD. 16 X 16 TEMP FLAGS INCIDENTAL |
| 929           | R1-1(2S)         |              | 30 X 30                             | 5,180                                                   |                                                         | 1,000                                            | 1,000                                                     |                                                | 1                                                  |                                       | SHEET 2 OF 10                                      |
| UNDISTRIBUTED |                  |              |                                     |                                                         |                                                         |                                                  |                                                           | 2                                              |                                                    |                                       |                                                    |
| TOTALS        |                  |              |                                     | 88.88*                                                  | 126*                                                    | 22*                                              | 22*                                                       | 2                                              | 30*                                                | --                                    | --                                                 |

\* additional qty's shown elsewhere

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 521B  
February 4, 2020

SHEET: 1 OF 1

PROJECT NO: 1033-02-71/76

HWY: STH 20 (CTH C)

COUNTY: RACINE

MISCELLANEOUS QUANTITIES - PERMANENT SIGNING - ALL WAY STOP

SHEET: 521B

E

FILE NAME : N:\SPOOPERATIONS\SIGNING\MISCELLANEOUS QUANTITIES\1033-02-71\030505\_MQ.pptx

PLOT DATE : 1-27-20

PLOT BY : \_ban

PLOT NAME : 030505.mspdf

PLOT SCALE : 1:1

IH-94 WEST FRONTAGE RD & CTH C/SPRING ST  
RACINE COUNTY  
CATEGORY 1500  
T51-1484

STATE FURNISHED MATERIALS SUMMARY

| EACH | DESCRIPTION                                        |
|------|----------------------------------------------------|
| 1    | TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE |
| 1    | CELLULAR MODEM                                     |
| 1    | CCTV CAMERA                                        |

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

|                                          |                                             |                              |                                                       |
|------------------------------------------|---------------------------------------------|------------------------------|-------------------------------------------------------|
|                                          | 661.0200.3006                               | 677.0200                     | SPV.0105.3022                                         |
|                                          | TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS |                              |                                                       |
| LOCATION                                 | L.S.                                        | INSTALL CAMERA ASSEMBLY EACH | TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM L.S. |
| IH-94 WEST FRONTAGE RD & CTH C/SPRING ST | 1                                           | 1                            | 1                                                     |
| TOTAL                                    | 1                                           | 1 *                          | 1                                                     |

\* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 558A  
February 4, 2020

IH-94 EAST FRONTAGE RD & CTH C/SPRING ST  
 RACINE COUNTY  
 CATEGORY 1500  
 T51-1485

STATE FURNISHED MATERIALS SUMMARY

| EACH | DESCRIPTION                                        |
|------|----------------------------------------------------|
| 1    | TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE |
| 1    | CELLULAR MODEM                                     |
| 1    | CCTV CAMERA                                        |

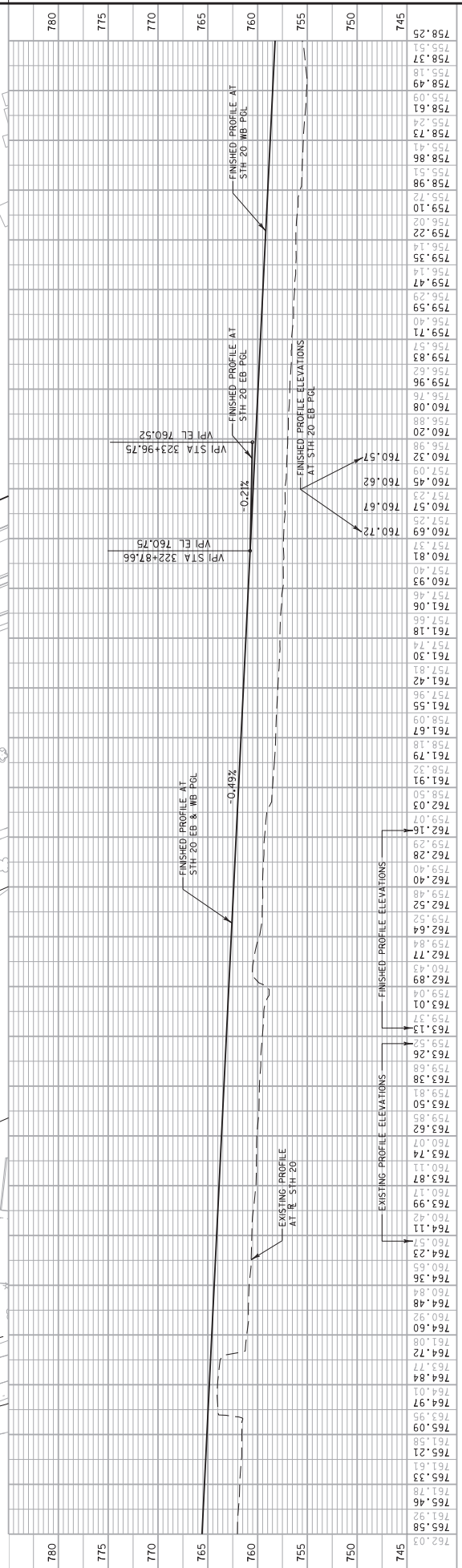
TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

| LOCATION                                 | 661.0200.3007<br>TEMPORARY TRAFFIC<br>SIGNALS FOR<br>INTERSECTIONS<br>L.S. | 677.0200<br>INSTALL CAMERA<br>ASSEMBLY<br>EACH | SPV.0105.3023<br>TEMPORARY NON-INTRUSIVE<br>VEHICLE DETECTION SYSTEM<br>L.S. |
|------------------------------------------|----------------------------------------------------------------------------|------------------------------------------------|------------------------------------------------------------------------------|
| IH-94 EAST FRONTAGE RD & CTH C/SPRING ST | 1                                                                          | 1                                              | 1                                                                            |
| TOTAL                                    | 1                                                                          | 1 *                                            | 1                                                                            |

\* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

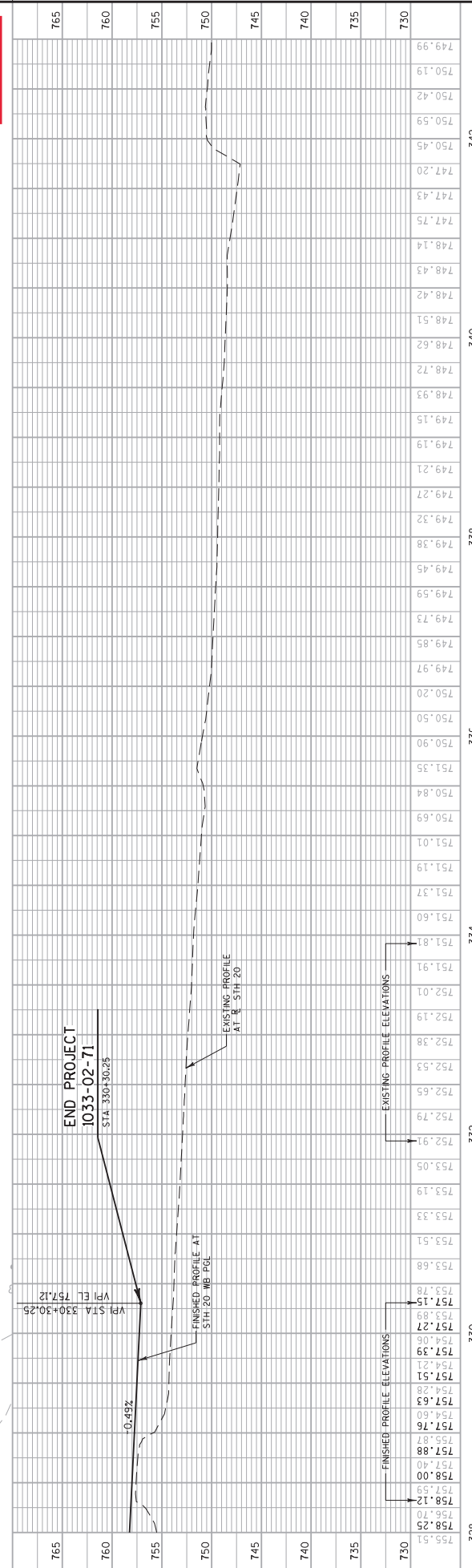
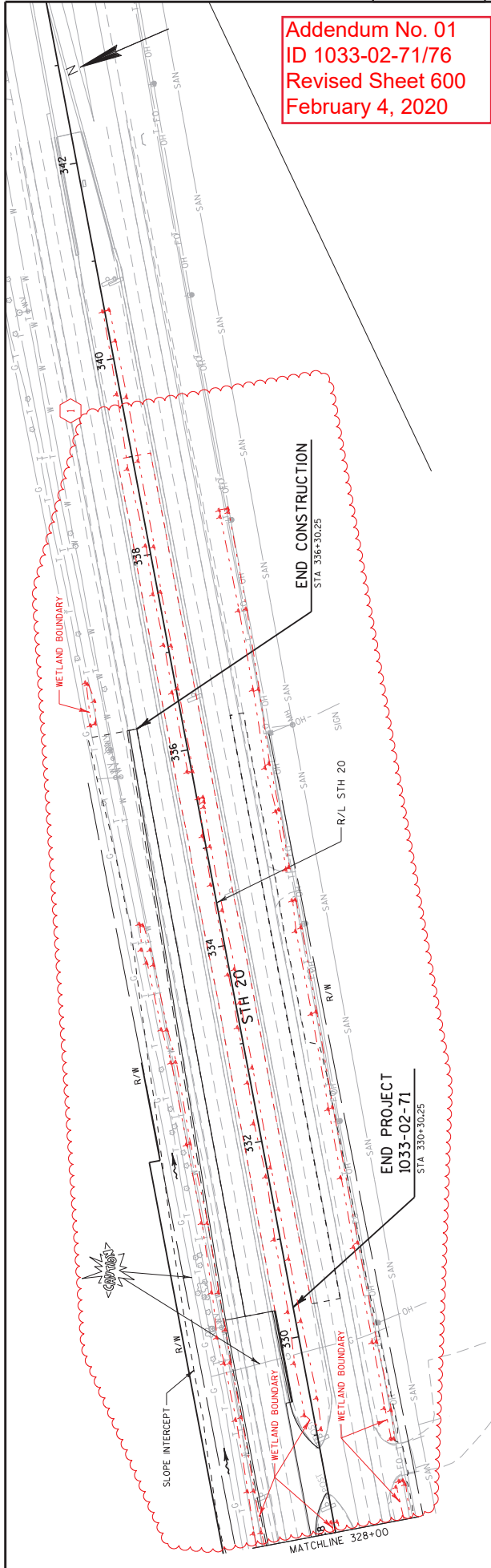
Addendum No. 01  
 ID 1033-02-71/76  
 Added Sheet 558B  
 February 4, 2020

5



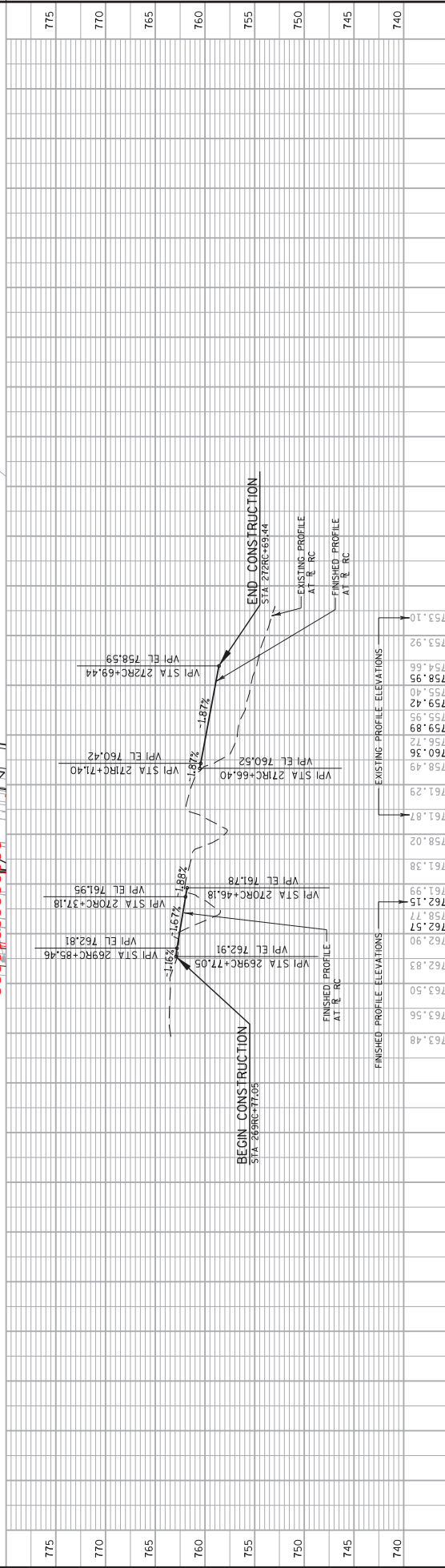
|                                                                     |                   |               |                               |                      |
|---------------------------------------------------------------------|-------------------|---------------|-------------------------------|----------------------|
| PROJECT NO:1033-02-71/76                                            | HWY: IH 94/STH 20 | COUNTY:RACINE | PLAN & PROFILE: STH 20        | SHEET 599            |
| FILE NAME : S:\Final\Des\gpn\10330271\L\Floods\cds\050105_105_1.dgn |                   |               | PLOT DATE : 30-JAN-2020 14:10 | PLOT BY : MSCJDS     |
|                                                                     |                   |               | PLOT NAME :                   | PLOT SCALE : 100:1   |
|                                                                     |                   |               |                               | WSDOT/CADDS SHEET 40 |

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 600  
February 4, 2020



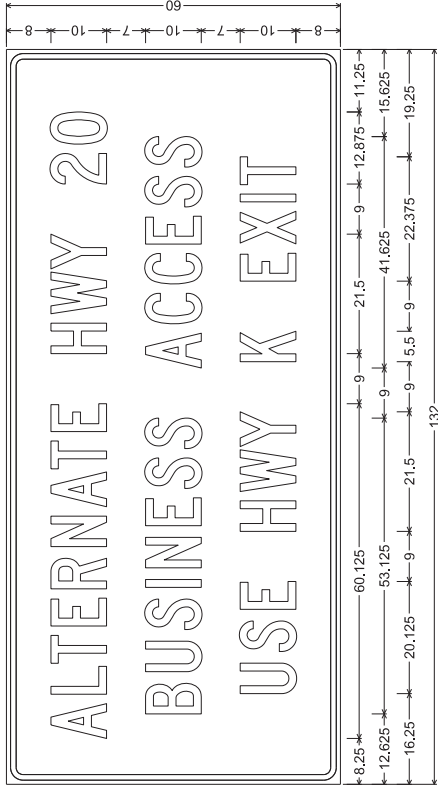
Addendum No. 01  
 ID 1033-02-71/76  
 Revised Sheet 609  
 February 4, 2020

N  
 R/W  
 STH 20  
 SLOPE INTERCEPT  
 RED CLOUD DRIVE  
 END CONSTRUCTION  
 STA 272RC+69.44  
 322  
 272RC  
 270RC  
 STH 20  
 WETLAND BOUNDARY  
 MLG/HWY 20  
 BEGIN CONSTRUCTION  
 STA 265RC+77.05  
 R/L RC  
 WETLAND BOUNDARY  
 1

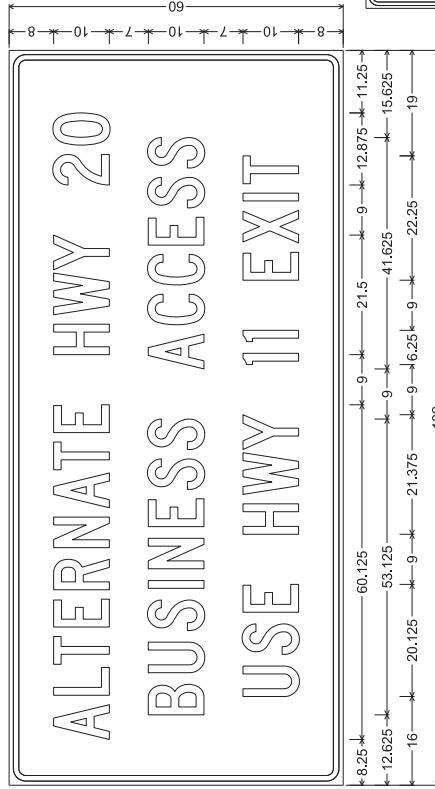


# NOTES

1. All Signs Type II - Type F Reflective
2. Color:
  - Background - Orange
  - Message - Black
3. Message Series - C

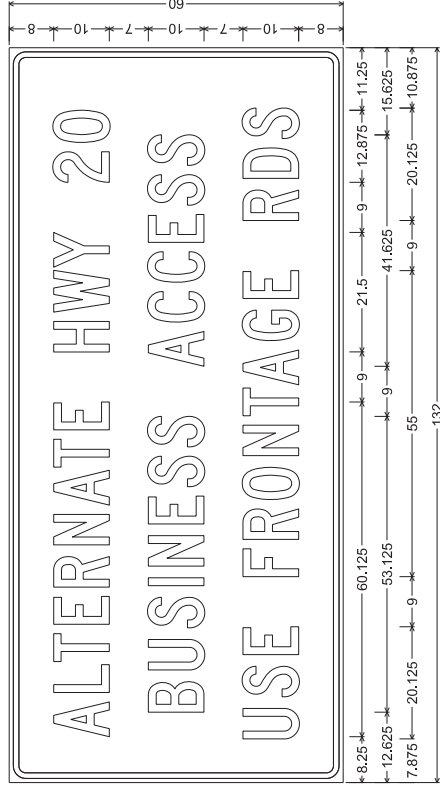


3.000" Radius, 1.000" Border, 0.750" Indent

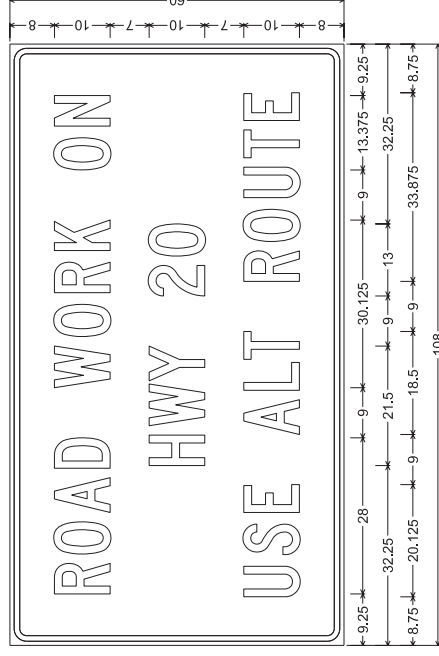


3.000" Radius, 1.000" Border, 0.750" Indent

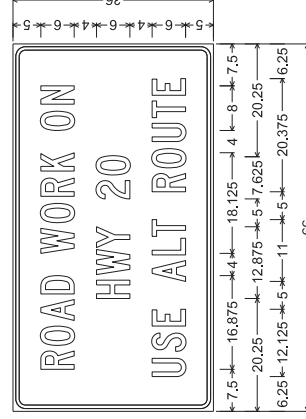
Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 762A  
February 4, 2020



3.000" Radius, 1.000" Border, 0.750" Indent



3.000" Radius, 1.000" Border, 0.750" Indent



2.250" Radius, 0.625" Border, 0.500" Indent



Division 1 TEMPORARY WIDENING AND CROSSTOVERS

| STATION   | Real Station | Distance | AREA (SF) |      | Incremental Vol (CY) (Unadjusted) |        |      |      | Cumulative Vol (CY) |       |      | Mass Ordinate |
|-----------|--------------|----------|-----------|------|-----------------------------------|--------|------|------|---------------------|-------|------|---------------|
|           |              |          | Cut       | Fill | EBS                               | Cut    | Fill | EBS  | Cut                 | Fill  | EBS  |               |
| 260+64 AH | 26064.08     | 0.00     | 3.11      | 6.34 | 0.00                              | 0.00   | 0.00 | 0.00 | 0.00                | 0.00  | 0.00 | 0.00          |
| 261+00    | 26100.00     | 35.92    | 3.94      | 3.36 | 0.00                              | 5.24   | 4.47 | 0.00 | 5.24                | 4.47  | 0.00 | 0.77          |
| 261+50    | 26150.00     | 50.00    | 7.36      | 3.29 | 0.00                              | 13.63  | 6.09 | 0.00 | 18.87               | 10.56 | 0.00 | 8.31          |
| 262+00    | 26200.00     | 50.00    | 10.88     | 2.72 | 0.00                              | 20.15  | 5.04 | 0.00 | 39.02               | 15.60 | 0.00 | 23.42         |
| 262+50    | 26250.00     | 50.00    | 17.32     | 0.00 | 0.00                              | 32.07  | 0.00 | 0.00 | 71.09               | 15.60 | 0.00 | 55.49         |
| 262+65 BK | 26265.00     | 15.00    | 11.10     | 0.00 | 0.00                              | 6.17   | 0.00 | 0.00 | 77.26               | 15.60 | 0.00 | 61.66         |
| 263+25 AH | 26325.00     | 0.00     | 23.99     | 0.00 | 0.00                              | 0.00   | 0.00 | 0.00 | 77.26               | 15.60 | 0.00 | 61.66         |
| 263+50    | 26350.00     | 25.00    | 22.99     | 0.00 | 0.00                              | 11.65  | 1.82 | 0.00 | 88.91               | 17.42 | 0.00 | 71.50         |
| 264+00    | 26400.00     | 50.00    | 22.22     | 0.00 | 0.00                              | 25.29  | 3.23 | 0.00 | 114.20              | 20.65 | 0.00 | 93.55         |
| 264+50    | 26450.00     | 50.00    | 22.09     | 0.00 | 0.00                              | 26.85  | 2.91 | 0.00 | 141.06              | 23.56 | 0.00 | 117.50        |
| 265+00    | 26500.00     | 50.00    | 23.03     | 0.00 | 0.00                              | 28.29  | 2.64 | 0.00 | 169.34              | 26.20 | 0.00 | 143.14        |
| 265+50    | 26550.00     | 50.00    | 71.81     | 0.03 | 0.00                              | 37.01  | 2.43 | 0.00 | 206.36              | 28.63 | 0.00 | 177.72        |
| 266+00    | 26600.00     | 50.00    | 68.11     | 0.99 | 0.00                              | 129.56 | 0.94 | 0.00 | 335.91              | 29.58 | 0.00 | 306.33        |
| 266+50    | 26650.00     | 50.00    | 63.90     | 2.96 | 0.00                              | 122.23 | 3.66 | 0.00 | 458.14              | 33.24 | 0.00 | 424.91        |
| 267+00    | 26700.00     | 50.00    | 58.87     | 0.33 | 0.00                              | 113.68 | 3.05 | 0.00 | 571.82              | 36.28 | 0.00 | 535.54        |
| 267+50    | 26750.00     | 50.00    | 54.66     | 2.13 | 0.00                              | 105.12 | 2.28 | 0.00 | 676.94              | 38.56 | 0.00 | 638.38        |
| 268+00    | 26800.00     | 50.00    | 49.23     | 1.35 | 0.00                              | 96.19  | 3.22 | 0.00 | 773.13              | 41.78 | 0.00 | 731.35        |
| 268+50    | 26850.00     | 50.00    | 42.54     | 0.46 | 0.00                              | 84.97  | 1.68 | 0.00 | 858.11              | 43.46 | 0.00 | 814.65        |
| 269+00    | 26900.00     | 50.00    | 39.74     | 0.18 | 0.00                              | 76.19  | 0.59 | 0.00 | 934.29              | 44.05 | 0.00 | 890.24        |
| 269+50    | 26950.00     | 50.00    | 21.01     | 0.00 | 0.00                              | 56.25  | 0.17 | 0.00 | 990.54              | 44.22 | 0.00 | 946.32        |
| 270+00    | 27000.00     | 50.00    | 22.03     | 0.00 | 0.00                              | 39.85  | 0.00 | 0.00 | 1030.39             | 44.22 | 0.00 | 986.18        |
| 270+50    | 27050.00     | 50.00    | 22.22     | 0.00 | 0.00                              | 40.97  | 0.00 | 0.00 | 1071.37             | 44.22 | 0.00 | 1027.15       |
| 271+00    | 27100.00     | 50.00    | 22.97     | 0.00 | 0.00                              | 41.84  | 0.00 | 0.00 | 1113.21             | 44.22 | 0.00 | 1068.99       |
| 271+50    | 27150.00     | 50.00    | 23.07     | 0.00 | 0.00                              | 42.63  | 0.00 | 0.00 | 1155.84             | 44.22 | 0.00 | 1111.62       |
| 272+00    | 27200.00     | 50.00    | 22.76     | 0.00 | 0.00                              | 42.44  | 0.00 | 0.00 | 1198.27             | 44.22 | 0.00 | 1154.06       |
| 272+50    | 27250.00     | 50.00    | 22.90     | 0.00 | 0.00                              | 42.28  | 0.00 | 0.00 | 1240.55             | 44.22 | 0.00 | 1196.33       |
| 273+00    | 27300.00     | 50.00    | 25.81     | 0.33 | 0.00                              | 45.10  | 0.31 | 0.00 | 1285.65             | 44.52 | 0.00 | 1241.13       |
| 273+50    | 27350.00     | 50.00    | 24.74     | 0.70 | 0.00                              | 46.81  | 0.95 | 0.00 | 1332.46             | 45.48 | 0.00 | 1286.98       |
| 274+00    | 27400.00     | 50.00    | 18.63     | 1.08 | 0.00                              | 40.16  | 1.65 | 0.00 | 1372.62             | 47.12 | 0.00 | 1325.49       |
| 274+50    | 27450.00     | 50.00    | 23.49     | 3.98 | 0.00                              | 39.00  | 4.69 | 0.00 | 1411.62             | 51.81 | 0.00 | 1359.81       |
| 275+00    | 27500.00     | 50.00    | 24.99     | 2.96 | 0.00                              | 44.89  | 6.43 | 0.00 | 1456.50             | 58.24 | 0.00 | 1398.27       |
| 275+50    | 27550.00     | 50.00    | 22.53     | 4.14 | 0.00                              | 44.00  | 6.57 | 0.00 | 1500.50             | 64.81 | 0.00 | 1435.70       |
| 276+00    | 27600.00     | 50.00    | 18.85     | 3.29 | 0.00                              | 38.31  | 6.88 | 0.00 | 1538.82             | 71.69 | 0.00 | 1467.13       |
| 276+50    | 27650.00     | 50.00    | 14.00     | 2.32 | 0.00                              | 30.42  | 5.19 | 0.00 | 1569.24             | 76.88 | 0.00 | 1492.35       |
| 277+00    | 27700.00     | 50.00    | 8.90      | 3.90 | 0.00                              | 21.20  | 5.76 | 0.00 | 1590.44             | 82.64 | 0.00 | 1507.80       |
| 277+50    | 27750.00     | 50.00    | 6.28      | 1.15 | 0.00                              | 14.06  | 4.68 | 0.00 | 1604.50             | 87.32 | 0.00 | 1517.18       |
| 278+00    | 27800.00     | 50.00    | 5.42      | 0.31 | 0.00                              | 10.83  | 1.35 | 0.00 | 1615.33             | 88.67 | 0.00 | 1526.66       |
| 278+12 BK | 27812.00     | 12.00    | 3.31      | 0.06 | 0.00                              | 1.94   | 0.08 | 0.00 | 1617.27             | 88.75 | 0.00 | 1528.52       |
| 278+84 AH | 27884.00     | 0.00     | 3.20      | 0.01 | 0.00                              | 0.00   | 0.00 | 0.00 | 1617.27             | 88.75 | 0.00 | 1528.52       |
| 279+00    | 27900.00     | 16.00    | 6.23      | 0.61 | 0.00                              | 2.79   | 0.18 | 0.00 | 1620.06             | 88.94 | 0.00 | 1531.13       |

(CONTINUED ON NEXT SHEET)

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

EARTHWORK

PLOT NAME: 090101\_ew1

PLOT SCALE: 1:1

SHEET: 855

E



| Division 1 TEMPORARY WIDENING AND CROSSEOVERS |              |          |           |       |      |                                   |       |      |               |
|-----------------------------------------------|--------------|----------|-----------|-------|------|-----------------------------------|-------|------|---------------|
| STATION                                       | Real Station | Distance | AREA (SF) |       |      | Incremental Vol (CY) (Unadjusted) |       |      | Mass Ordinate |
|                                               |              |          | Cut       | Fill  | EBS  | Cut                               | Fill  | EBS  |               |
| 279+50                                        | 27950.00     | 50.00    | 11.55     | 0.53  | 0.00 | 16.46                             | 1.06  | 0.00 | 1546.53       |
| 280+00                                        | 28000.00     | 50.00    | 16.95     | 0.72  | 0.00 | 26.39                             | 1.16  | 0.00 | 1571.77       |
| 280+50                                        | 28050.00     | 50.00    | 21.30     | 0.41  | 0.00 | 35.42                             | 1.05  | 0.00 | 1606.14       |
| 281+00                                        | 28100.00     | 50.00    | 21.54     | 0.13  | 0.00 | 39.67                             | 0.50  | 0.00 | 1645.30       |
| 281+50                                        | 28150.00     | 50.00    | 21.06     | 0.12  | 0.00 | 39.44                             | 0.23  | 0.00 | 1684.52       |
| 282+00                                        | 28200.00     | 50.00    | 21.91     | 0.00  | 0.00 | 39.79                             | 0.11  | 0.00 | 1724.19       |
| 282+50                                        | 28250.00     | 50.00    | 22.17     | 17.50 | 0.00 | 40.81                             | 16.20 | 0.00 | 1748.80       |
| 283+00                                        | 28300.00     | 50.00    | 20.17     | 21.00 | 0.00 | 39.20                             | 35.65 | 0.00 | 1752.36       |
| 283+50                                        | 28350.00     | 50.00    | 12.79     | 6.90  | 0.00 | 30.52                             | 25.83 | 0.00 | 1757.04       |
| 284+00                                        | 28400.00     | 50.00    | 10.83     | 7.84  | 0.00 | 21.87                             | 13.65 | 0.00 | 1765.27       |
| 284+50                                        | 28450.00     | 50.00    | 9.79      | 8.28  | 0.00 | 19.09                             | 14.93 | 0.00 | 1769.43       |
| 285+00                                        | 28500.00     | 50.00    | 9.82      | 7.67  | 0.00 | 18.16                             | 14.77 | 0.00 | 1772.82       |
| 285+50                                        | 28550.00     | 50.00    | 8.55      | 10.73 | 0.00 | 17.01                             | 17.04 | 0.00 | 1772.79       |
| 286+00                                        | 28600.00     | 50.00    | 9.43      | 12.61 | 0.00 | 16.65                             | 21.61 | 0.00 | 1767.83       |
| 286+50                                        | 28650.00     | 50.00    | 15.40     | 9.11  | 0.00 | 22.99                             | 20.11 | 0.00 | 1770.71       |
| 286+77 BK                                     | 28677.00     | 27.00    | 9.26      | 0.00  | 0.00 | 12.33                             | 4.56  | 0.00 | 1778.48       |
| 288+23 AH                                     | 28823.00     | 0.00     | 3.05      | 1.24  | 0.00 | 0.00                              | 0.00  | 0.00 | 1778.48       |
| 288+50                                        | 28850.00     | 27.00    | 9.75      | 2.16  | 0.00 | 6.40                              | 1.70  | 0.00 | 1783.18       |
| 289+00                                        | 28900.00     | 50.00    | 14.55     | 7.69  | 0.00 | 22.50                             | 9.12  | 0.00 | 1796.56       |
| 289+50                                        | 28950.00     | 50.00    | 15.10     | 8.53  | 0.00 | 27.45                             | 15.02 | 0.00 | 1809.00       |
| 290+00                                        | 29000.00     | 50.00    | 16.51     | 3.56  | 0.00 | 29.27                             | 11.19 | 0.00 | 1827.07       |
| 290+50                                        | 29050.00     | 50.00    | 20.98     | 0.37  | 0.00 | 34.71                             | 3.64  | 0.00 | 1858.15       |
| 291+00                                        | 29100.00     | 50.00    | 14.24     | 0.14  | 0.00 | 32.61                             | 0.47  | 0.00 | 1890.29       |
| 291+36 BK                                     | 29136.00     | 36.00    | 3.01      | 0.04  | 0.00 | 11.50                             | 0.12  | 0.00 | 1901.67       |
| 292+94 AH                                     | 29294.40     | 0.00     | 58.12     | 0.00  | 0.00 | 0.00                              | 0.00  | 0.00 | 1901.67       |
| 293+00                                        | 29300.00     | 5.60     | 69.68     | 0.00  | 0.00 | 13.25                             | 0.00  | 0.00 | 1914.92       |
| 293+50                                        | 29350.00     | 50.00    | 54.46     | 0.00  | 0.00 | 114.94                            | 0.00  | 0.00 | 2029.86       |
| 294+00                                        | 29400.00     | 50.00    | 35.74     | 0.04  | 0.00 | 83.52                             | 0.04  | 0.00 | 2113.35       |
| 294+50                                        | 29450.00     | 50.00    | 32.77     | 0.16  | 0.00 | 63.44                             | 0.19  | 0.00 | 2176.60       |
| 295+00                                        | 29500.00     | 50.00    | 35.60     | 0.18  | 0.00 | 63.31                             | 0.31  | 0.00 | 2239.59       |
| 295+50                                        | 29550.00     | 50.00    | 41.94     | 0.01  | 0.00 | 71.80                             | 0.18  | 0.00 | 2311.21       |
| 296+00                                        | 29600.00     | 50.00    | 64.33     | 0.00  | 0.00 | 98.40                             | 0.01  | 0.00 | 2409.60       |
| 296+20 BK                                     | 29620.00     | 20.00    | 21.10     | 0.00  | 0.00 | 31.64                             | 0.00  | 0.00 | 2441.24       |
| 296+96 AH                                     | 29696.00     | 0.00     | 4.99      | 0.00  | 0.00 | 0.00                              | 0.00  | 0.00 | 2441.24       |
| 297+00                                        | 29700.00     | 4.00     | 8.82      | 0.00  | 0.00 | 1.02                              | 0.00  | 0.00 | 2442.26       |
| 297+50                                        | 29750.00     | 50.00    | 20.52     | 10.76 | 0.00 | 27.17                             | 9.96  | 0.00 | 2459.46       |
| 298+00                                        | 29800.00     | 50.00    | 14.91     | 10.26 | 0.00 | 32.81                             | 19.46 | 0.00 | 2472.81       |
| 298+50                                        | 29850.00     | 50.00    | 36.35     | 0.00  | 0.00 | 47.46                             | 9.50  | 0.00 | 2510.77       |
| 299+00                                        | 29900.00     | 50.00    | 44.68     | 0.00  | 0.00 | 75.03                             | 0.00  | 0.00 | 2585.80       |

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Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 856  
February 4, 2020

(CONTINUED ON NEXT SHEET)

(CONTINUED ON NEXT SHEET)

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 857  
February 4, 2020

STATION

Real Station

Distance

AREA (SF)

Incremental Vol (CY) (Unadjusted)

Cumulative Vol (CY)

Mass Ordinate

Cut

Fill

EBS

Cut

Fill

EBS

Cut

Fill

EBS

319+50

31950.00

50.00

24.80

3.97

0.00

41.92

26.43

0.00

4184.15

1203.42

0.00

2980.73

320+00

32000.00

50.00

19.38

38.73

0.00

40.91

39.54

0.00

4225.06

1242.96

0.00

2982.10

320+50

32050.00

50.00

20.36

41.88

0.00

36.80

74.64

0.00

4261.85

1317.60

0.00

2944.26

321+00

32100.00

50.00

20.18

40.64

0.00

37.54

76.41

0.00

4299.39

1394.00

0.00

2905.39

321+50

32150.00

50.00

20.72

37.50

0.00

37.87

72.35

0.00

4337.26

1466.36

0.00

2870.91

322+00

32200.00

50.00

20.84

33.54

0.00

38.48

65.78

0.00

4375.74

1532.13

0.00

2843.61

322+50

32250.00

50.00

20.27

21.91

0.00

38.06

51.34

0.00

4413.81

1583.48

0.00

2830.33

323+00

32300.00

50.00

22.80

26.22

0.00

39.88

44.56

0.00

4453.69

1628.04

0.00

2825.65

323+50

32350.00

50.00

22.91

18.12

0.00

42.32

41.06

0.00

4496.01

1669.10

0.00

2826.92

324+00

32400.00

50.00

21.97

12.33

0.00

41.56

28.19

0.00

4537.57

1697.29

0.00

2840.28

324+50

32450.00

50.00

23.12

9.38

0.00

41.75

20.10

0.00

4579.32

1717.39

0.00

2861.92

325+00

32500.00

50.00

22.50

6.11

0.00

42.24

14.34

0.00

4621.56

1731.73

0.00

2889.82

325+50

32550.00

50.00

20.30

7.00

0.00

39.63

12.14

0.00

4661.19

1743.87

0.00

2917.31

326+00

32600.00

50.00

23.24

8.68

0.00

40.31

14.52

0.00

4701.50

1758.39

0.00

2943.11

326+50

32650.00

50.00

26.02

12.46

0.00

45.61

19.57

0.00

4747.11

1777.97

0.00

2969.15

327+00

32700.00

50.00

20.74

18.67

0.00

43.30

28.82

0.00

4790.41

1806.79

0.00

2983.62

327+50

32750.00

50.00

20.30

22.30

0.00

38.00

37.94

0.00

4828.41

1844.73

0.00

2983.68

328+00

32800.00

50.00

21.11

25.83

0.00

38.34

44.56

0.00

4866.75

1889.29

0.00

2977.46

328+50

32850.00

50.00

32.32

2.40

0.00

49.47

26.14

0.00

4916.22

1915.43

0.00

3000.80

329+00

32900.00

50.00

22.41

21.85

0.00

50.68

22.45

0.00

4966.90

1937.88

0.00

3029.02

329+50

32950.00

50.00

26.94

34.26

0.00

45.69

51.95

0.00

5012.59

1989.84

0.00

3022.76

330+00

33000.00

50.00

28.10

33.43

0.00

50.96

62.68

0.00

5063.56

2052.51

0.00

3011.05

330+50

33050.00

50.00

40.52

40.26

0.00

63.54

68.23

0.00

5127.09

2120.74

0.00

3006.35

331+00

33100.00

50.00

42.24

42.62

0.00

76.63

76.74

0.00

5203.72

2197.48

0.00

3006.24

331+50

33150.00

50.00

45.78

45.44

0.00

81.50

81.54

0.00

5285.22

2279.02

0.00

3006.20

332+00

33200.00

50.00

47.12

43.92

0.00

86.02

82.74

0.00

5371.24

2361.76

0.00

3009.48

332+50

33250.00

50.00

41.14

36.65

0.00

81.72

74.60

0.00

5452.96

2436.36

0.00

3016.60

333+00

33300.00

50.00

32.57

20.26

0.00

68.25

52.69

0.00

5521.21

2489.06

0.00

3032.16

333+50

33350.00

50.00

26.99

23.44

0.00

55.15

40.46

0.00

5576.36

2529.52

0.00

3046.84

334+00

33400.00

50.00

24.84

24.58

0.00

47.99

44.46

0.00

5624.35

2573.98

0.00

3050.37

334+50

33450.00

50.00

21.48

29.64

0.00

42.89

50.20

0.00

5667.24

2624.19

0.00

3043.05

335+00

33500.00

50.00

19.78

32.76

0.00

38.20

57.78

0.00

5705.45

2681.97

0.00

3023.48

335+50

33550.00

50.00

21.83

36.77

0.00

38.53

64.38

0.00

5743.97

2746.35

0.00

2997.63

336+00

33600.00

50.00

28.37

32.04

0.00

46.48

63.71

0.00

5790.46

2810.06

0.00

2980.40

336+50

33650.00

50.00

23.19

39.99

0.00

47.74

66.69

0.00

5838.20

2876.75

0.00

2961.44

337+00

33700.00

50.00

22.02

40.23

0.00

41.86

74.28

0.00

5880.06

2951.03

0.00

2929.03

337+50

33750.00

50.00

20.65

33.79

0.00

39.51

68.54

0.00

5919.57

3019.57

0.00

2900.00

338+00

33800.00

50.00

18.42

26.67

0.00

36.18

55.98

0.00

5955.74

3075.55

0.00

2880.19

338+50

33850.00

50.00

15.76

19.36

0.00

31.65

42.62

0.00

5987.39

3118.17

0.00

2869.22

339+00

33900.00

50.00

8.30

3.43

0.00

22.28

21.10

0.00

6009.67

3139.27

0.00

2870.40

339+50

33950.00

50.00

6.10

0.01

0.00

13.33

3.19

0.00

6023.00

3142.46

0.00

2880.55

339+92 BK

33992.00

42.00

4.57

0.00

0.00

8.30

0.01

0.00

6031.30

3142.46

0.00

2888.84

Column totals

6186.09

3293.06

0.00

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

EARTHWORK

SHEET: 858

E

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Division 1 TEMPORARY WIDENING AND CROSSEOVERS

(CONTINUED)

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Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 858  
February 4, 2020

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Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 858  
February 4, 2020

Division 2 RAMP NW

| STATION       | Real Station | Distance | AREA (SF) |         |      | Incremental Vol (CY) (Unadjusted) |        |      |  | Cumulative Vol (CY) |         |      | Mass Ordinate |
|---------------|--------------|----------|-----------|---------|------|-----------------------------------|--------|------|--|---------------------|---------|------|---------------|
|               |              |          | Cut       | Fill    | EBS  | Cut                               | Fill   | EBS  |  | Cut                 | Fill    | EBS  |               |
| 864+09 AH     | 86409.00     | 0.00     | 129.78    | 80.21   | 0.00 | 0.00                              | 0.00   | 0.00 |  | 0.00                | 0.00    | 0.00 | 0.00          |
| 864+50        | 86450.00     | 41.00    | 114.37    | 87.58   | 0.00 | 185.37                            | 127.40 | 0.00 |  | 185.37              | 127.40  | 0.00 | 57.98         |
| 865+00        | 86500.00     | 50.00    | 116.01    | 153.37  | 0.00 | 213.31                            | 223.10 | 0.00 |  | 398.69              | 350.50  | 0.00 | 48.19         |
| 865+50        | 86550.00     | 50.00    | 111.61    | 66.11   | 0.00 | 210.76                            | 203.22 | 0.00 |  | 609.45              | 553.72  | 0.00 | 55.73         |
| 866+00        | 86600.00     | 50.00    | 194.63    | 73.34   | 0.00 | 283.56                            | 129.12 | 0.00 |  | 893.00              | 682.84  | 0.00 | 210.16        |
| 866+50        | 86650.00     | 50.00    | 174.75    | 18.54   | 0.00 | 342.02                            | 85.07  | 0.00 |  | 1235.02             | 767.91  | 0.00 | 467.11        |
| 867+00        | 86700.00     | 50.00    | 155.92    | 25.03   | 0.00 | 306.18                            | 40.34  | 0.00 |  | 1541.20             | 808.26  | 0.00 | 732.94        |
| 867+50        | 86750.00     | 50.00    | 143.13    | 45.11   | 0.00 | 276.90                            | 64.94  | 0.00 |  | 1818.10             | 873.20  | 0.00 | 944.89        |
| 868+00        | 86800.00     | 50.00    | 155.74    | 37.38   | 0.00 | 276.73                            | 76.38  | 0.00 |  | 2094.83             | 949.58  | 0.00 | 1145.25       |
| 868+50        | 86850.00     | 50.00    | 264.04    | 9.95    | 0.00 | 388.69                            | 43.82  | 0.00 |  | 2483.51             | 993.41  | 0.00 | 1490.11       |
| 869+00        | 86900.00     | 50.00    | 85.83     | 0.20    | 0.00 | 323.95                            | 9.40   | 0.00 |  | 2807.47             | 1002.80 | 0.00 | 1804.66       |
| 869+50        | 86950.00     | 50.00    | 84.88     | 0.01    | 0.00 | 158.06                            | 0.19   | 0.00 |  | 2965.53             | 1003.00 | 0.00 | 1962.53       |
| 870+00        | 87000.00     | 50.00    | 75.30     | 0.00    | 0.00 | 148.31                            | 0.01   | 0.00 |  | 3113.85             | 1003.01 | 0.00 | 2110.84       |
| 870+50        | 87050.00     | 50.00    | 80.35     | 0.01    | 0.00 | 144.12                            | 0.01   | 0.00 |  | 3257.97             | 1003.02 | 0.00 | 2254.95       |
| 871+00        | 87100.00     | 50.00    | 78.54     | 0.00    | 0.00 | 147.12                            | 0.01   | 0.00 |  | 3405.09             | 1003.03 | 0.00 | 2402.06       |
| 871+50        | 87150.00     | 50.00    | 91.89     | 0.02    | 0.00 | 157.81                            | 0.02   | 0.00 |  | 3562.89             | 1003.04 | 0.00 | 2559.85       |
| 872+00        | 87200.00     | 50.00    | 71.48     | 0.00    | 0.00 | 151.27                            | 0.00   | 0.00 |  | 3714.16             | 1003.06 | 0.00 | 2711.10       |
| 872+50        | 87250.00     | 50.00    | 52.09     | 0.00    | 0.00 | 114.42                            | 0.00   | 0.00 |  | 3828.58             | 1003.06 | 0.00 | 2825.51       |
| 873+00        | 87300.00     | 50.00    | 39.28     | 0.00    | 0.00 | 84.60                             | 0.00   | 0.00 |  | 3913.18             | 1003.06 | 0.00 | 2910.12       |
| 873+50        | 87350.00     | 50.00    | 41.64     | 0.00    | 0.00 | 74.93                             | 0.00   | 0.00 |  | 3988.10             | 1003.06 | 0.00 | 2985.04       |
| 873+56 BK     | 87356.00     | 6.00     | 39.51     | 0.00    | 0.00 | 9.02                              | 0.00   | 0.00 |  | 3997.12             | 1003.06 | 0.00 | 2994.06       |
| Column totals |              |          | 3997.12   | 1003.06 | 0.00 |                                   |        |      |  |                     |         |      |               |

Division 2 RAMP SE

| STATION       | Real Station | Distance | AREA (SF) |       |      | Incremental Vol (CY) (Unadjusted) |       |      |  | Cumulative Vol (CY) |       |      | Mass Ordinate |
|---------------|--------------|----------|-----------|-------|------|-----------------------------------|-------|------|--|---------------------|-------|------|---------------|
|               |              |          | Cut       | Fill  | EBS  | Cut                               | Fill  | EBS  |  | Cut                 | Fill  | EBS  |               |
| 855+90 AH     | 85590.00     | 0.00     | 62.21     | 4.89  | 0.00 | 0.00                              | 0.00  | 0.00 |  | 0.00                | 0.00  | 0.00 | 0.00          |
| 856+00        | 85600.00     | 10.00    | 61.62     | 7.11  | 0.00 | 22.93                             | 2.22  | 0.00 |  | 22.93               | 2.22  | 0.00 | 20.71         |
| 856+50        | 85650.00     | 50.00    | 65.15     | 8.89  | 0.00 | 117.38                            | 14.81 | 0.00 |  | 140.31              | 17.04 | 0.00 | 123.27        |
| 857+00        | 85700.00     | 50.00    | 89.85     | 0.61  | 0.00 | 143.52                            | 8.80  | 0.00 |  | 283.83              | 25.83 | 0.00 | 258.00        |
| 857+50        | 85750.00     | 50.00    | 117.72    | 0.00  | 0.00 | 192.19                            | 0.56  | 0.00 |  | 476.02              | 26.40 | 0.00 | 449.63        |
| 858+00        | 85800.00     | 50.00    | 134.28    | 0.00  | 0.00 | 233.33                            | 0.00  | 0.00 |  | 709.36              | 26.40 | 0.00 | 682.96        |
| 858+50        | 85850.00     | 50.00    | 164.08    | 0.00  | 0.00 | 276.26                            | 0.00  | 0.00 |  | 985.62              | 26.40 | 0.00 | 959.22        |
| 859+00        | 85900.00     | 50.00    | 225.36    | 0.00  | 0.00 | 360.59                            | 0.00  | 0.00 |  | 1346.21             | 26.40 | 0.00 | 1319.81       |
| 859+50        | 85950.00     | 50.00    | 296.54    | 0.00  | 0.00 | 483.24                            | 0.00  | 0.00 |  | 1829.45             | 26.40 | 0.00 | 1803.05       |
| 860+00        | 86000.00     | 50.00    | 382.43    | 0.00  | 0.00 | 628.68                            | 0.00  | 0.00 |  | 2458.13             | 26.40 | 0.00 | 2431.73       |
| 860+50        | 86050.00     | 50.00    | 374.36    | 0.00  | 0.00 | 700.73                            | 0.00  | 0.00 |  | 3158.86             | 26.40 | 0.00 | 3132.46       |
| Column totals |              |          | 3158.86   | 26.40 | 0.00 |                                   |       |      |  |                     |       |      |               |

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ID 1033-02-71/76  
Revised Sheet 863  
February 4, 2020

Division 2 RAMP SW

| STATION       | Real Station | Distance | AREA (SF) |        |      | Incremental Vol (CY) (Unadjusted) |        |      | Cumulative Vol (CY) |        |      | Mass Ordinate |
|---------------|--------------|----------|-----------|--------|------|-----------------------------------|--------|------|---------------------|--------|------|---------------|
|               |              |          | Cut       | Fill   | EBS  | Cut                               | Fill   | EBS  | Cut                 | Fill   | EBS  |               |
| 858+57 AH     | 85857.00     | 0.00     | 167.53    | 5.19   | 0.00 | 0.00                              | 0.00   | 0.00 | 0.00                | 0.00   | 0.00 | 0.00          |
| 859+00        | 85900.00     | 43.00    | 127.53    | 131.25 | 0.00 | 234.96                            | 108.65 | 0.00 | 234.96              | 108.65 | 0.00 | 126.31        |
| 859+50        | 85950.00     | 50.00    | 144.76    | 83.81  | 0.00 | 252.12                            | 199.13 | 0.00 | 487.08              | 307.78 | 0.00 | 179.30        |
| 860+00        | 86000.00     | 50.00    | 170.10    | 34.72  | 0.00 | 291.54                            | 109.75 | 0.00 | 778.61              | 417.53 | 0.00 | 361.09        |
| 860+50        | 86050.00     | 50.00    | 194.20    | 8.26   | 0.00 | 337.31                            | 39.80  | 0.00 | 1115.93             | 457.32 | 0.00 | 658.60        |
| 861+00        | 86100.00     | 50.00    | 227.59    | 5.52   | 0.00 | 390.55                            | 12.76  | 0.00 | 1506.47             | 470.08 | 0.00 | 1036.39       |
| 861+50        | 86150.00     | 50.00    | 263.77    | 20.79  | 0.00 | 454.96                            | 24.36  | 0.00 | 1961.44             | 494.44 | 0.00 | 1466.99       |
| 862+00        | 86200.00     | 50.00    | 391.05    | 0.30   | 0.00 | 606.31                            | 19.53  | 0.00 | 2567.75             | 513.97 | 0.00 | 2053.78       |
| 862+03 BK     | 86203.33     | 3.33     | 403.78    | 0.27   | 0.00 | 49.01                             | 0.04   | 0.00 | 2616.77             | 514.01 | 0.00 | 2102.76       |
| Column totals |              |          |           |        |      | 2616.77                           | 514.01 | 0.00 |                     |        |      |               |

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Revised Sheet 864  
February 4, 2020

Division 2 RAMP NE

| STATION       | Real Station | Distance | AREA (SF) |        |      | Incremental Vol (CY) (Unadjusted) |        |      | Cumulative Vol (CY) |        |      | Mass Ordinate |
|---------------|--------------|----------|-----------|--------|------|-----------------------------------|--------|------|---------------------|--------|------|---------------|
|               |              |          | Cut       | Fill   | EBS  | Cut                               | Fill   | EBS  | Cut                 | Fill   | EBS  |               |
| 862+11 AH     | 86210.85     | 0.00     | 473.37    | 70.72  | 0.00 | 0.00                              | 0.00   | 0.00 | 0.00                | 0.00   | 0.00 | 0.00          |
| 862+50        | 86250.00     | 39.15    | 356.44    | 47.33  | 0.00 | 601.61                            | 85.59  | 0.00 | 601.61              | 85.59  | 0.00 | 516.03        |
| 863+00        | 86300.00     | 50.00    | 318.14    | 54.25  | 0.00 | 624.61                            | 94.06  | 0.00 | 1226.22             | 179.64 | 0.00 | 1046.58       |
| 863+50        | 86350.00     | 50.00    | 410.91    | 2.91   | 0.00 | 675.05                            | 52.93  | 0.00 | 1901.27             | 232.57 | 0.00 | 1668.70       |
| 864+00        | 86400.00     | 50.00    | 399.22    | 9.24   | 0.00 | 750.12                            | 11.25  | 0.00 | 2651.39             | 243.82 | 0.00 | 2407.57       |
| 864+50        | 86450.00     | 50.00    | 362.04    | 38.22  | 0.00 | 704.87                            | 43.94  | 0.00 | 3356.26             | 287.76 | 0.00 | 3068.50       |
| 865+00        | 86500.00     | 50.00    | 293.95    | 61.16  | 0.00 | 607.40                            | 92.02  | 0.00 | 3963.66             | 379.78 | 0.00 | 3583.88       |
| 865+50        | 86550.00     | 50.00    | 246.23    | 110.78 | 0.00 | 500.17                            | 159.20 | 0.00 | 4463.83             | 538.98 | 0.00 | 3924.84       |
| 866+00        | 86600.00     | 50.00    | 251.95    | 29.46  | 0.00 | 461.28                            | 129.85 | 0.00 | 4925.10             | 668.84 | 0.00 | 4256.27       |
| 866+50        | 86650.00     | 50.00    | 238.74    | 42.86  | 0.00 | 454.34                            | 66.96  | 0.00 | 5379.45             | 735.80 | 0.00 | 4643.65       |
| 867+00 BK     | 86699.60     | 49.60    | 173.73    | 26.15  | 0.00 | 378.86                            | 63.39  | 0.00 | 5758.31             | 799.19 | 0.00 | 4959.12       |
| Column totals |              |          |           |        |      | 5758.31                           | 799.19 | 0.00 |                     |        |      |               |

Division 2 WEST FRONTAGE ROAD

| STATION       | Real Station | Distance | AREA (SF) |       |      | Incremental Vol (CY) (Unadjusted) |        |      |  | Cumulative Vol (CY) |        |      |  | Mass Ordinate |
|---------------|--------------|----------|-----------|-------|------|-----------------------------------|--------|------|--|---------------------|--------|------|--|---------------|
|               |              |          | Cut       | Fill  | EBS  | Cut                               | Fill   | EBS  |  | Cut                 | Fill   | EBS  |  |               |
| 2857+00 AH    | 285700.40    | 0.00     | 98.37     | 0.00  | 0.00 | 0.00                              | 0.00   | 0.00 |  | 0.00                | 0.00   | 0.00 |  | 0.00          |
| 2857+50       | 285750.00    | 49.60    | 90.61     | 0.00  | 0.00 | 173.58                            | 0.00   | 0.00 |  | 173.58              | 0.00   | 0.00 |  | 173.58        |
| 2858+00       | 285800.00    | 50.00    | 82.44     | 28.08 | 0.00 | 160.23                            | 26.00  | 0.00 |  | 333.81              | 26.00  | 0.00 |  | 307.81        |
| 2858+50       | 285850.00    | 50.00    | 75.13     | 38.59 | 0.00 | 145.90                            | 61.73  | 0.00 |  | 479.71              | 87.73  | 0.00 |  | 391.98        |
| 2859+00       | 285900.00    | 50.00    | 157.17    | 0.00  | 0.00 | 215.09                            | 35.73  | 0.00 |  | 694.80              | 123.46 | 0.00 |  | 571.34        |
| 2859+50       | 285950.00    | 50.00    | 115.85    | 21.93 | 0.00 | 252.80                            | 20.31  | 0.00 |  | 947.60              | 143.77 | 0.00 |  | 803.83        |
| 2860+00       | 286000.00    | 50.00    | 92.78     | 1.50  | 0.00 | 193.18                            | 21.69  | 0.00 |  | 1140.78             | 165.46 | 0.00 |  | 975.31        |
| 2860+50       | 286050.00    | 50.00    | 173.17    | 16.37 | 0.00 | 246.25                            | 16.55  | 0.00 |  | 1387.03             | 182.01 | 0.00 |  | 1205.02       |
| 2861+00       | 286100.00    | 50.00    | 93.35     | 12.65 | 0.00 | 246.78                            | 26.87  | 0.00 |  | 1633.80             | 208.88 | 0.00 |  | 1424.92       |
| 2861+50       | 286150.00    | 50.00    | 111.38    | 10.01 | 0.00 | 189.56                            | 20.98  | 0.00 |  | 1823.37             | 229.86 | 0.00 |  | 1593.51       |
| 2862+00       | 286200.00    | 50.00    | 135.11    | 0.00  | 0.00 | 228.23                            | 9.27   | 0.00 |  | 2051.60             | 239.13 | 0.00 |  | 1812.47       |
| 2862+50       | 286250.00    | 50.00    | 164.22    | 1.54  | 0.00 | 277.16                            | 1.43   | 0.00 |  | 2328.76             | 240.56 | 0.00 |  | 2088.20       |
| 2863+00       | 286300.00    | 50.00    | 177.37    | 0.00  | 0.00 | 316.29                            | 1.43   | 0.00 |  | 2645.04             | 241.98 | 0.00 |  | 2403.06       |
| 2863+50       | 286350.00    | 50.00    | 226.57    | 0.00  | 0.00 | 374.02                            | 0.00   | 0.00 |  | 3019.06             | 241.98 | 0.00 |  | 2777.08       |
| 2864+00       | 286400.00    | 50.00    | 274.71    | 0.00  | 0.00 | 464.15                            | 0.00   | 0.00 |  | 3483.21             | 241.98 | 0.00 |  | 3241.23       |
| 2864+30 BK    | 286430.00    | 30.00    | 560.72    | 0.00  | 0.00 | 464.13                            | 0.00   | 0.00 |  | 3947.34             | 241.98 | 0.00 |  | 3705.36       |
| 4865+20 AH    | 486520.00    | 0.00     | 181.61    | 24.24 | 0.00 | 0.00                              | 0.00   | 0.00 |  | 0.00                | 0.00   | 0.00 |  | 3705.36       |
| 4865+50       | 486550.00    | 30.00    | 44.16     | 24.20 | 0.00 | 125.43                            | 26.91  | 0.00 |  | 125.43              | 26.91  | 0.00 |  | 3803.87       |
| 4866+00       | 486600.00    | 50.00    | 28.98     | 48.90 | 0.00 | 67.72                             | 67.69  | 0.00 |  | 193.15              | 94.60  | 0.00 |  | 3803.91       |
| 4866+50       | 486650.00    | 50.00    | 67.59     | 0.00  | 0.00 | 89.42                             | 45.28  | 0.00 |  | 282.57              | 139.87 | 0.00 |  | 3848.05       |
| 4867+00       | 486700.00    | 50.00    | 70.60     | 25.42 | 0.00 | 127.95                            | 23.54  | 0.00 |  | 410.52              | 163.41 | 0.00 |  | 3952.47       |
| 4867+50       | 486750.00    | 50.00    | 112.94    | 0.00  | 0.00 | 169.94                            | 23.54  | 0.00 |  | 580.46              | 186.95 | 0.00 |  | 4098.87       |
| 4868+00 BK    | 486799.55    | 49.55    | 88.52     | 36.62 | 0.00 | 184.86                            | 33.60  | 0.00 |  | 765.32              | 220.55 | 0.00 |  | 4250.13       |
| Column totals |              |          |           |       |      | 4712.66                           | 462.53 | 0.00 |  |                     |        |      |  |               |

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Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 865  
February 4, 2020



**Division 2 TEMPORARY CROSSOVER**

| STATION       | Real Station | Distance | AREA (SF) |      |      | Incremental Vol (CY) (Unadjusted) |       |      | Cumulative Vol (CY) |       |      | Mass Ordinate |
|---------------|--------------|----------|-----------|------|------|-----------------------------------|-------|------|---------------------|-------|------|---------------|
|               |              |          | Cut       | Fill | EBS  | Cut                               | Fill  | EBS  | Cut                 | Fill  | EBS  |               |
| 265+50 AH     | 26550.00     | 0.00     | 2.25      | 0.00 | 0.00 | 0.00                              | 0.00  | 0.00 | 0.00                | 0.00  | 0.00 | 0.00          |
| 266+00        | 26600.00     | 50.00    | 14.12     | 0.00 | 0.00 | 15.16                             | 0.00  | 0.00 | 15.16               | 0.00  | 0.00 | 15.16         |
| 266+50        | 26650.00     | 50.00    | 17.21     | 0.26 | 0.00 | 29.01                             | 0.24  | 0.00 | 44.17               | 0.24  | 0.00 | 43.93         |
| 267+00        | 26700.00     | 50.00    | 17.44     | 0.29 | 0.00 | 32.08                             | 0.51  | 0.00 | 76.25               | 0.75  | 0.00 | 75.50         |
| 267+50        | 26750.00     | 50.00    | 11.76     | 3.15 | 0.00 | 27.04                             | 3.19  | 0.00 | 103.29              | 3.94  | 0.00 | 99.35         |
| 268+00        | 26800.00     | 50.00    | 11.84     | 1.31 | 0.00 | 21.85                             | 4.13  | 0.00 | 125.14              | 8.06  | 0.00 | 117.07        |
| 268+50        | 26850.00     | 50.00    | 8.92      | 2.12 | 0.00 | 19.22                             | 3.18  | 0.00 | 144.36              | 11.24 | 0.00 | 133.12        |
| 269+00        | 26900.00     | 50.00    | 6.94      | 2.59 | 0.00 | 14.69                             | 4.36  | 0.00 | 159.05              | 15.60 | 0.00 | 143.44        |
| 269+50        | 26950.00     | 50.00    | 5.42      | 3.20 | 0.00 | 11.44                             | 5.36  | 0.00 | 170.49              | 20.96 | 0.00 | 149.53        |
| 270+00        | 27000.00     | 50.00    | 4.62      | 3.19 | 0.00 | 9.30                              | 5.92  | 0.00 | 179.79              | 26.88 | 0.00 | 152.91        |
| 270+50 BK     | 27050.00     | 50.00    | 3.85      | 2.15 | 0.00 | 7.84                              | 4.94  | 0.00 | 187.63              | 31.82 | 0.00 | 155.81        |
| Column totals |              |          |           |      |      | 187.63                            | 31.82 | 0.00 |                     |       |      |               |

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 867A  
February 4, 2020

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

EARTHWORK

SHEET: 867A

FILE NAME: S:\P\RoadDesign\2010330271\_URoadscad\0300101\_ew.ppt

PLOT DATE: 2/11/2020 10:10:59 PM

PLOT BY: MSCDIS

PLOT NAME: 090101\_ew14

PLOT SCALE: 1:1



(CONTINUED)

Division 3 STH 20

| STATION | Real Station | Distance | AREA (SF) |        |      | Incremental Vol (CY) (Unadjusted) |        |      | Cumulative Vol (CY) |         |      | Mass Ordinate |
|---------|--------------|----------|-----------|--------|------|-----------------------------------|--------|------|---------------------|---------|------|---------------|
|         |              |          | Cut       | Fill   | EBS  | Cut                               | Fill   | EBS  | Cut                 | Fill    | EBS  |               |
| 304+50  | 30450.00     | 50.00    | 204.81    | 0.00   | 0.00 | 351.69                            | 0.00   | 0.00 | 32952.34            | 2482.56 | 0.00 | 30469.78      |
| 305+00  | 30500.00     | 50.00    | 196.05    | 29.77  | 0.00 | 371.17                            | 27.56  | 0.00 | 33323.51            | 2510.12 | 0.00 | 30813.38      |
| 305+50  | 30550.00     | 50.00    | 181.89    | 0.00   | 0.00 | 349.94                            | 27.56  | 0.00 | 33673.45            | 2537.69 | 0.00 | 31135.76      |
| 306+00  | 30600.00     | 50.00    | 180.67    | 0.00   | 0.00 | 335.70                            | 0.00   | 0.00 | 34009.15            | 2537.69 | 0.00 | 31471.47      |
| 306+50  | 30650.00     | 50.00    | 184.15    | 0.90   | 0.00 | 337.80                            | 0.83   | 0.00 | 34346.95            | 2538.52 | 0.00 | 31808.43      |
| 307+00  | 30700.00     | 50.00    | 170.47    | 0.00   | 0.00 | 328.35                            | 0.83   | 0.00 | 34675.30            | 2539.35 | 0.00 | 32135.95      |
| 307+50  | 30750.00     | 50.00    | 156.93    | 0.00   | 0.00 | 303.15                            | 0.00   | 0.00 | 34978.45            | 2539.35 | 0.00 | 32439.10      |
| 308+00  | 30800.00     | 50.00    | 148.01    | 66.49  | 0.00 | 282.35                            | 61.56  | 0.00 | 35260.80            | 2600.92 | 0.00 | 32659.88      |
| 308+50  | 30850.00     | 50.00    | 149.35    | 82.74  | 0.00 | 275.33                            | 138.18 | 0.00 | 35536.14            | 2739.09 | 0.00 | 32797.04      |
| 309+00  | 30900.00     | 50.00    | 176.24    | 91.73  | 0.00 | 301.47                            | 161.55 | 0.00 | 35837.61            | 2900.64 | 0.00 | 32936.97      |
| 309+50  | 30950.00     | 50.00    | 210.15    | 105.45 | 0.00 | 357.77                            | 182.57 | 0.00 | 36195.38            | 3083.21 | 0.00 | 33112.16      |
| 310+00  | 31000.00     | 50.00    | 202.67    | 76.09  | 0.00 | 382.24                            | 168.09 | 0.00 | 36577.62            | 3251.31 | 0.00 | 33326.31      |
| 310+50  | 31050.00     | 50.00    | 178.85    | 102.99 | 0.00 | 353.26                            | 165.81 | 0.00 | 36930.88            | 3417.12 | 0.00 | 33513.75      |
| 311+00  | 31100.00     | 50.00    | 147.37    | 117.13 | 0.00 | 302.06                            | 203.81 | 0.00 | 37232.93            | 3620.94 | 0.00 | 33612.00      |
| 311+50  | 31150.00     | 50.00    | 116.48    | 130.61 | 0.00 | 244.31                            | 229.39 | 0.00 | 37477.24            | 3850.33 | 0.00 | 33626.91      |
| 312+00  | 31200.00     | 50.00    | 85.14     | 179.39 | 0.00 | 186.69                            | 287.04 | 0.00 | 37663.92            | 4137.36 | 0.00 | 33526.56      |
| 312+50  | 31250.00     | 50.00    | 33.16     | 195.30 | 0.00 | 109.54                            | 346.94 | 0.00 | 37773.46            | 4484.30 | 0.00 | 33289.16      |
| 313+00  | 31300.00     | 50.00    | 169.63    | 129.16 | 0.00 | 187.77                            | 300.43 | 0.00 | 37961.23            | 4784.72 | 0.00 | 33176.50      |
| 313+50  | 31350.00     | 50.00    | 230.36    | 45.43  | 0.00 | 370.36                            | 161.66 | 0.00 | 38331.59            | 4946.38 | 0.00 | 33385.21      |
| 314+00  | 31400.00     | 50.00    | 133.87    | 83.63  | 0.00 | 337.25                            | 119.50 | 0.00 | 38668.84            | 5065.88 | 0.00 | 33602.96      |
| 314+50  | 31450.00     | 50.00    | 116.07    | 0.00   | 0.00 | 231.43                            | 77.44  | 0.00 | 38900.26            | 5143.32 | 0.00 | 33756.95      |
| 315+00  | 31500.00     | 50.00    | 76.72     | 39.73  | 0.00 | 178.51                            | 36.79  | 0.00 | 39078.77            | 5180.10 | 0.00 | 33898.67      |
| 315+50  | 31550.00     | 50.00    | 160.82    | 14.09  | 0.00 | 219.94                            | 49.83  | 0.00 | 39298.72            | 5229.94 | 0.00 | 34068.78      |
| 316+00  | 31600.00     | 50.00    | 166.55    | 22.55  | 0.00 | 303.12                            | 33.93  | 0.00 | 39601.84            | 5263.86 | 0.00 | 34337.98      |
| 316+50  | 31650.00     | 50.00    | 163.59    | 64.70  | 0.00 | 305.69                            | 80.79  | 0.00 | 39907.52            | 5344.65 | 0.00 | 34562.87      |
| 317+00  | 31700.00     | 50.00    | 170.38    | 20.49  | 0.00 | 309.23                            | 78.88  | 0.00 | 40216.76            | 5423.53 | 0.00 | 34793.23      |
| 317+50  | 31750.00     | 50.00    | 201.31    | 0.00   | 0.00 | 344.16                            | 18.97  | 0.00 | 40560.91            | 5442.50 | 0.00 | 35118.41      |
| 318+00  | 31800.00     | 50.00    | 264.80    | 42.47  | 0.00 | 431.58                            | 39.32  | 0.00 | 40992.50            | 5481.83 | 0.00 | 35510.67      |
| 318+50  | 31850.00     | 50.00    | 224.03    | 152.36 | 0.00 | 452.62                            | 180.40 | 0.00 | 41445.12            | 5662.22 | 0.00 | 35782.89      |
| 319+00  | 31900.00     | 50.00    | 168.95    | 58.08  | 0.00 | 363.87                            | 194.85 | 0.00 | 41808.99            | 5857.08 | 0.00 | 35951.91      |
| 319+50  | 31950.00     | 50.00    | 346.74    | 66.08  | 0.00 | 477.49                            | 114.96 | 0.00 | 42286.48            | 5972.04 | 0.00 | 36314.44      |
| 320+00  | 32000.00     | 50.00    | 215.54    | 124.22 | 0.00 | 520.63                            | 176.20 | 0.00 | 42807.11            | 6148.24 | 0.00 | 36658.87      |
| 320+50  | 32050.00     | 50.00    | 210.77    | 38.71  | 0.00 | 394.73                            | 150.86 | 0.00 | 43201.84            | 6299.10 | 0.00 | 36902.74      |
| 321+00  | 32100.00     | 50.00    | 207.31    | 31.19  | 0.00 | 387.11                            | 64.72  | 0.00 | 43588.95            | 6363.83 | 0.00 | 37225.12      |
| 321+50  | 32150.00     | 50.00    | 145.15    | 2.28   | 0.00 | 326.35                            | 30.99  | 0.00 | 43915.30            | 6394.82 | 0.00 | 37520.49      |
| 322+00  | 32200.00     | 50.00    | 65.32     | 0.00   | 0.00 | 194.88                            | 2.11   | 0.00 | 44110.18            | 6396.93 | 0.00 | 37713.25      |
| 322+50  | 32250.00     | 50.00    | 30.61     | 0.00   | 0.00 | 88.82                             | 0.00   | 0.00 | 44199.01            | 6396.93 | 0.00 | 37802.08      |
| 323+00  | 32300.00     | 50.00    | 124.80    | 5.63   | 0.00 | 143.90                            | 5.21   | 0.00 | 44342.90            | 6402.14 | 0.00 | 37940.76      |
| 323+50  | 32350.00     | 50.00    | 146.88    | 0.00   | 0.00 | 251.56                            | 5.21   | 0.00 | 44594.46            | 6407.35 | 0.00 | 38187.11      |
| 324+00  | 32400.00     | 50.00    | 31.80     | 0.11   | 0.00 | 165.44                            | 0.10   | 0.00 | 44759.90            | 6407.45 | 0.00 | 38352.45      |
| 324+50  | 32450.00     | 50.00    | 28.99     | 0.61   | 0.00 | 56.29                             | 0.67   | 0.00 | 44816.19            | 6408.12 | 0.00 | 38408.07      |
| 325+00  | 32500.00     | 50.00    | 376.81    | 14.79  | 0.00 | 375.74                            | 14.26  | 0.00 | 45191.93            | 6422.38 | 0.00 | 38769.55      |
| 325+50  | 32550.00     | 50.00    | 136.78    | 2.27   | 0.00 | 475.55                            | 15.80  | 0.00 | 45667.48            | 6438.18 | 0.00 | 39229.30      |
| 326+00  | 32600.00     | 50.00    | 106.36    | 0.20   | 0.00 | 225.13                            | 2.29   | 0.00 | 45892.61            | 6440.46 | 0.00 | 39452.14      |

(CONTINUED ON NEXT SHEET)

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 870  
February 4, 2020

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

EARTHWORK

SHEET: 870

FILE NAME: S:\P\AddDesign\2010330271\_URoads\cd\080101\_ew.rpt

PLOT DATE: 2/12/20 10:10:59 PM

PLOT BY: MSCDS

PLOT NAME: 080101\_ew.rpt

PLOT SCALE: 1:1

(CONTINUED)

Division 3 STH 20

| STATION       | Real Station | Distance | AREA (SF) |       |      | Incremental Vol (CY) (Unadjusted) |         |      | Cumulative Vol (CY) |         |      | Mass Ordinate |
|---------------|--------------|----------|-----------|-------|------|-----------------------------------|---------|------|---------------------|---------|------|---------------|
|               |              |          | Cut       | Fill  | EBS  | Cut                               | Fill    | EBS  | Cut                 | Fill    | EBS  |               |
| 326+50        | 32650.00     | 50.00    | 41.48     | 1.63  | 0.00 | 136.89                            | 1.69    | 0.00 | 46029.50            | 6442.16 | 0.00 | 39587.34      |
| 327+00        | 32700.00     | 50.00    | 34.34     | 14.50 | 0.00 | 70.20                             | 14.94   | 0.00 | 46099.70            | 6457.09 | 0.00 | 39642.61      |
| 327+50        | 32750.00     | 50.00    | 36.01     | 12.17 | 0.00 | 65.14                             | 24.69   | 0.00 | 46164.84            | 6481.79 | 0.00 | 39683.05      |
| 328+00        | 32800.00     | 50.00    | 37.08     | 0.00  | 0.00 | 67.68                             | 11.27   | 0.00 | 46232.51            | 6493.06 | 0.00 | 39739.46      |
| 328+50        | 32850.00     | 50.00    | 67.72     | 0.13  | 0.00 | 97.04                             | 0.12    | 0.00 | 46329.55            | 6493.18 | 0.00 | 39836.37      |
| 329+00        | 32900.00     | 50.00    | 63.20     | 0.66  | 0.00 | 121.22                            | 0.73    | 0.00 | 46450.77            | 6493.91 | 0.00 | 39956.87      |
| 329+50        | 32950.00     | 50.00    | 137.34    | 0.00  | 0.00 | 185.69                            | 0.61    | 0.00 | 46636.46            | 6494.52 | 0.00 | 40141.94      |
| 330+00        | 33000.00     | 50.00    | 130.47    | 3.11  | 0.00 | 247.97                            | 2.88    | 0.00 | 46884.43            | 6497.40 | 0.00 | 40387.03      |
| 330+50        | 33050.00     | 50.00    | 37.03     | 2.22  | 0.00 | 155.09                            | 4.94    | 0.00 | 47039.52            | 6502.33 | 0.00 | 40537.19      |
| 331+00        | 33100.00     | 50.00    | 46.65     | 0.61  | 0.00 | 77.48                             | 2.62    | 0.00 | 47117.01            | 6504.95 | 0.00 | 40612.05      |
| 331+50        | 33150.00     | 50.00    | 47.36     | 1.15  | 0.00 | 87.05                             | 1.63    | 0.00 | 47204.05            | 6506.58 | 0.00 | 40697.47      |
| 332+00        | 33200.00     | 50.00    | 32.57     | 0.22  | 0.00 | 74.01                             | 1.27    | 0.00 | 47278.06            | 6507.85 | 0.00 | 40770.21      |
| 332+50        | 33250.00     | 50.00    | 19.07     | 3.51  | 0.00 | 47.81                             | 3.45    | 0.00 | 47325.88            | 6511.31 | 0.00 | 40814.57      |
| 333+00        | 33300.00     | 50.00    | 13.86     | 8.79  | 0.00 | 30.49                             | 11.39   | 0.00 | 47356.37            | 6522.70 | 0.00 | 40833.67      |
| 333+50        | 33350.00     | 50.00    | 12.50     | 4.44  | 0.00 | 24.41                             | 12.25   | 0.00 | 47380.77            | 6534.95 | 0.00 | 40845.83      |
| 334+00        | 33400.00     | 50.00    | 10.37     | 4.38  | 0.00 | 21.18                             | 8.17    | 0.00 | 47401.95            | 6543.11 | 0.00 | 40858.84      |
| 334+50        | 33450.00     | 50.00    | 2.91      | 0.00  | 0.00 | 12.30                             | 4.06    | 0.00 | 47414.25            | 6547.17 | 0.00 | 40867.08      |
| 335+00        | 33500.00     | 50.00    | 0.01      | 3.71  | 0.00 | 2.70                              | 3.44    | 0.00 | 47416.95            | 6550.60 | 0.00 | 40866.35      |
| 335+50        | 33550.00     | 50.00    | 10.64     | 9.35  | 0.00 | 9.86                              | 12.09   | 0.00 | 47426.81            | 6562.70 | 0.00 | 40864.12      |
| 336+00        | 33600.00     | 50.00    | 17.46     | 5.74  | 0.00 | 26.02                             | 13.97   | 0.00 | 47452.83            | 6576.67 | 0.00 | 40876.16      |
| 336+30 BK     | 33630.00     | 30.00    | 8.02      | 2.44  | 0.00 | 14.16                             | 4.54    | 0.00 | 47466.99            | 6581.21 | 0.00 | 40885.77      |
| Column totals |              |          |           |       |      | 47466.99                          | 6581.21 | 0.00 |                     |         |      |               |

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Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 871  
February 4, 2020

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

EARTHWORK

SHEET: 871

FILE NAME: S:\FinalDesign\201030271\_URoads\cds080101\_ew.ppt

PLOT DATE: 2/1/2020 10:10:59 PM

PLOT BY: MSCDS

PLOT NAME: 090101\_ew18

PLOT SCALE: 1:1

**Division 3 RAMP NW**

| STATION       | Real Station | Distance | AREA (SF) |      |      | Incremental Vol (CY) (Unadjusted) |      |      |  | Cumulative Vol (CY) |      |      |      | Mass Ordinate |
|---------------|--------------|----------|-----------|------|------|-----------------------------------|------|------|--|---------------------|------|------|------|---------------|
|               |              |          | Cut       | Fill | EBS  | Cut                               | Fill | EBS  |  | Cut                 | Fill | EBS  |      |               |
| 864+09 AH     | 86409.00     | 0.00     | 103.82    | 0.00 | 0.00 | 0.00                              | 0.00 | 0.00 |  | 0.00                | 0.00 | 0.00 | 0.00 | 0.00          |
| 864+50        | 86450.00     | 41.00    | 91.50     | 0.00 | 0.00 | 148.30                            | 0.00 | 0.00 |  | 148.30              | 0.00 | 0.00 | 0.00 | 148.30        |
| 865+00        | 86500.00     | 50.00    | 92.81     | 0.00 | 0.00 | 170.65                            | 0.00 | 0.00 |  | 318.95              | 0.00 | 0.00 | 0.00 | 318.95        |
| 865+50        | 86550.00     | 50.00    | 89.29     | 0.00 | 0.00 | 168.61                            | 0.00 | 0.00 |  | 487.56              | 0.00 | 0.00 | 0.00 | 487.56        |
| 866+00        | 86600.00     | 50.00    | 155.70    | 0.00 | 0.00 | 226.84                            | 0.00 | 0.00 |  | 714.40              | 0.00 | 0.00 | 0.00 | 714.40        |
| 866+50        | 86650.00     | 50.00    | 139.80    | 0.00 | 0.00 | 273.61                            | 0.00 | 0.00 |  | 988.02              | 0.00 | 0.00 | 0.00 | 988.02        |
| 867+00        | 86700.00     | 50.00    | 77.96     | 0.00 | 0.00 | 201.63                            | 0.00 | 0.00 |  | 1189.65             | 0.00 | 0.00 | 0.00 | 1189.65       |
| 867+50        | 86750.00     | 50.00    | 71.57     | 0.00 | 0.00 | 138.45                            | 0.00 | 0.00 |  | 1328.10             | 0.00 | 0.00 | 0.00 | 1328.10       |
| 868+00        | 86800.00     | 50.00    | 77.87     | 0.00 | 0.00 | 138.37                            | 0.00 | 0.00 |  | 1466.46             | 0.00 | 0.00 | 0.00 | 1466.46       |
| 868+50        | 86850.00     | 50.00    | 132.02    | 0.00 | 0.00 | 194.34                            | 0.00 | 0.00 |  | 1660.80             | 0.00 | 0.00 | 0.00 | 1660.80       |
| 869+00        | 86900.00     | 50.00    | 42.92     | 0.20 | 0.00 | 161.98                            | 0.19 | 0.00 |  | 1822.78             | 0.19 | 0.00 | 0.00 | 1822.60       |
| 869+50        | 86950.00     | 50.00    | 84.88     | 0.01 | 0.00 | 118.33                            | 0.19 | 0.00 |  | 1941.11             | 0.38 | 0.00 | 0.00 | 1940.73       |
| 870+00        | 87000.00     | 50.00    | 75.30     | 0.00 | 0.00 | 148.31                            | 0.01 | 0.00 |  | 2089.42             | 0.39 | 0.00 | 0.00 | 2089.04       |
| 870+50        | 87050.00     | 50.00    | 80.35     | 0.01 | 0.00 | 144.12                            | 0.01 | 0.00 |  | 2233.54             | 0.40 | 0.00 | 0.00 | 2233.15       |
| 871+00        | 87100.00     | 50.00    | 78.54     | 0.00 | 0.00 | 147.12                            | 0.01 | 0.00 |  | 2380.67             | 0.41 | 0.00 | 0.00 | 2380.26       |
| 871+50        | 87150.00     | 50.00    | 91.89     | 0.02 | 0.00 | 157.81                            | 0.02 | 0.00 |  | 2538.47             | 0.43 | 0.00 | 0.00 | 2538.04       |
| 872+00        | 87200.00     | 50.00    | 71.48     | 0.00 | 0.00 | 151.27                            | 0.02 | 0.00 |  | 2689.74             | 0.44 | 0.00 | 0.00 | 2689.29       |
| 872+50        | 87250.00     | 50.00    | 52.09     | 0.00 | 0.00 | 114.42                            | 0.00 | 0.00 |  | 2804.16             | 0.44 | 0.00 | 0.00 | 2803.71       |
| 873+00        | 87300.00     | 50.00    | 39.28     | 0.00 | 0.00 | 84.60                             | 0.00 | 0.00 |  | 2888.76             | 0.44 | 0.00 | 0.00 | 2888.31       |
| 873+50        | 87350.00     | 50.00    | 41.64     | 0.00 | 0.00 | 74.93                             | 0.00 | 0.00 |  | 2963.68             | 0.44 | 0.00 | 0.00 | 2963.24       |
| 873+56 BK     | 87356.00     | 6.00     | 39.51     | 0.00 | 0.00 | 9.02                              | 0.00 | 0.00 |  | 2972.70             | 0.44 | 0.00 | 0.00 | 2972.26       |
| Column totals |              |          |           |      |      | 2972.70                           | 0.44 | 0.00 |  |                     |      |      |      |               |

**Division 3 RAMP SE**

| STATION       | Real Station | Distance | AREA (SF) |      |      | Incremental Vol (CY) (Unadjusted) |      |      |  | Cumulative Vol (CY) |      |      |      | Mass Ordinate |
|---------------|--------------|----------|-----------|------|------|-----------------------------------|------|------|--|---------------------|------|------|------|---------------|
|               |              |          | Cut       | Fill | EBS  | Cut                               | Fill | EBS  |  | Cut                 | Fill | EBS  |      |               |
| 855+90 AH     | 85590.00     | 0.00     | 60.54     | 0.00 | 0.00 | 0.00                              | 0.00 | 0.00 |  | 0.00                | 0.00 | 0.00 | 0.00 | 0.00          |
| 856+00        | 85600.00     | 10.00    | 64.47     | 0.00 | 0.00 | 23.15                             | 0.00 | 0.00 |  | 23.15               | 0.00 | 0.00 | 0.00 | 23.15         |
| 856+50        | 85650.00     | 50.00    | 88.86     | 0.00 | 0.00 | 141.97                            | 0.00 | 0.00 |  | 165.12              | 0.00 | 0.00 | 0.00 | 165.12        |
| 857+00        | 85700.00     | 50.00    | 117.14    | 0.00 | 0.00 | 190.74                            | 0.00 | 0.00 |  | 355.86              | 0.00 | 0.00 | 0.00 | 355.86        |
| 857+50        | 85750.00     | 50.00    | 128.93    | 0.00 | 0.00 | 227.84                            | 0.00 | 0.00 |  | 583.71              | 0.00 | 0.00 | 0.00 | 583.71        |
| 858+00        | 85800.00     | 50.00    | 160.71    | 0.00 | 0.00 | 268.19                            | 0.00 | 0.00 |  | 851.89              | 0.00 | 0.00 | 0.00 | 851.89        |
| 858+50        | 85850.00     | 50.00    | 189.22    | 0.00 | 0.00 | 324.01                            | 0.00 | 0.00 |  | 1175.90             | 0.00 | 0.00 | 0.00 | 1175.90       |
| 859+00        | 85900.00     | 50.00    | 219.90    | 0.00 | 0.00 | 378.81                            | 0.00 | 0.00 |  | 1554.71             | 0.00 | 0.00 | 0.00 | 1554.71       |
| 859+50        | 85950.00     | 50.00    | 217.42    | 0.00 | 0.00 | 404.93                            | 0.00 | 0.00 |  | 1959.64             | 0.00 | 0.00 | 0.00 | 1959.64       |
| 860+00        | 86000.00     | 50.00    | 186.41    | 0.00 | 0.00 | 373.92                            | 0.00 | 0.00 |  | 2333.56             | 0.00 | 0.00 | 0.00 | 2333.56       |
| 860+50 BK     | 86050.00     | 50.00    | 259.17    | 0.00 | 0.00 | 412.57                            | 0.00 | 0.00 |  | 2746.13             | 0.00 | 0.00 | 0.00 | 2746.13       |
| Column totals |              |          |           |      |      | 2746.13                           | 0.00 | 0.00 |  |                     |      |      |      |               |

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 872  
February 4, 2020

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 873  
February 4, 2020

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### Division 3 WEST FRONTAGE ROAD

| STATION       | Real Station | Distance | AREA (SF) |        |      | Incremental Vol (CY) (Unadjusted) |       |      | Cumulative Vol (CY) |        |      | Mass Ordinate |
|---------------|--------------|----------|-----------|--------|------|-----------------------------------|-------|------|---------------------|--------|------|---------------|
|               |              |          | Cut       | Fill   | EBS  | Cut                               | Fill  | EBS  | Cut                 | Fill   | EBS  |               |
| 2857+00 AH    | 285700.40    | 0.00     | 76.62     | 11.02  | 0.00 | 0.00                              | 0.00  | 0.00 | 0.00                | 0.00   | 0.00 | 0.00          |
| 2857+50       | 285750.00    | 49.60    | 48.06     | 40.65  | 0.00 | 114.52                            | 47.46 | 0.00 | 114.52              | 47.46  | 0.00 | 67.06         |
| 2858+00       | 285800.00    | 50.00    | 51.72     | 37.51  | 0.00 | 92.39                             | 72.37 | 0.00 | 206.91              | 119.83 | 0.00 | 87.08         |
| 2858+50       | 285850.00    | 50.00    | 68.69     | 22.24  | 0.00 | 111.49                            | 55.32 | 0.00 | 318.40              | 175.15 | 0.00 | 143.25        |
| 2859+00       | 285900.00    | 50.00    | 61.39     | 27.19  | 0.00 | 120.44                            | 45.77 | 0.00 | 438.84              | 220.92 | 0.00 | 217.92        |
| 2859+50       | 285950.00    | 50.00    | 67.32     | 18.13  | 0.00 | 119.18                            | 41.96 | 0.00 | 558.02              | 262.89 | 0.00 | 295.14        |
| 2860+00       | 286000.00    | 50.00    | 68.73     | 15.01  | 0.00 | 125.97                            | 30.69 | 0.00 | 683.99              | 293.57 | 0.00 | 390.42        |
| 2860+50       | 286050.00    | 50.00    | 71.71     | 16.37  | 0.00 | 130.04                            | 29.06 | 0.00 | 814.03              | 322.63 | 0.00 | 491.40        |
| 2861+00       | 286100.00    | 50.00    | 84.91     | 4.77   | 0.00 | 145.02                            | 19.57 | 0.00 | 959.05              | 342.20 | 0.00 | 616.85        |
| 2861+50       | 286150.00    | 50.00    | 80.52     | 21.52  | 0.00 | 153.18                            | 24.34 | 0.00 | 1112.22             | 366.54 | 0.00 | 745.68        |
| 2862+00       | 286200.00    | 50.00    | 115.66    | 20.61  | 0.00 | 181.65                            | 39.01 | 0.00 | 1293.87             | 405.55 | 0.00 | 888.32        |
| 2862+50       | 286250.00    | 50.00    | 119.88    | 15.54  | 0.00 | 218.09                            | 33.47 | 0.00 | 1511.97             | 439.02 | 0.00 | 1072.94       |
| 2863+00       | 286300.00    | 50.00    | 130.38    | 7.08   | 0.00 | 231.72                            | 20.94 | 0.00 | 1743.69             | 459.97 | 0.00 | 1283.72       |
| 2863+50       | 286350.00    | 50.00    | 170.46    | 0.54   | 0.00 | 278.56                            | 7.06  | 0.00 | 2022.24             | 467.02 | 0.00 | 1555.22       |
| 2864+00       | 286400.00    | 50.00    | 318.57    | 0.15   | 0.00 | 452.81                            | 0.64  | 0.00 | 2475.05             | 467.66 | 0.00 | 2007.39       |
| 2864+30 BK    | 286430.00    | 30.00    | 0.00      | 46.47  | 0.00 | 176.98                            | 25.90 | 0.00 | 2652.03             | 493.56 | 0.00 | 2158.47       |
| 4865+20 AH    | 486520.00    | 0.00     | 0.00      | 87.35  | 0.00 | 0.00                              | 0.00  | 0.00 | 0.00                | 0.00   | 0.00 | 2158.47       |
| 4865+50       | 486550.00    | 30.00    | 93.85     | 27.20  | 0.00 | 52.14                             | 63.64 | 0.00 | 52.14               | 63.64  | 0.00 | 2146.97       |
| 4866+00       | 486600.00    | 50.00    | 87.67     | 18.99  | 0.00 | 168.07                            | 42.77 | 0.00 | 220.21              | 106.41 | 0.00 | 2272.27       |
| 4866+50       | 486650.00    | 50.00    | 117.35    | 6.61   | 0.00 | 189.83                            | 23.70 | 0.00 | 410.05              | 130.11 | 0.00 | 2438.40       |
| 4867+00       | 486700.00    | 50.00    | 118.10    | 2.66   | 0.00 | 218.01                            | 8.58  | 0.00 | 628.06              | 138.69 | 0.00 | 2647.83       |
| 4867+50       | 486750.00    | 50.00    | 102.65    | 3.13   | 0.00 | 204.40                            | 5.36  | 0.00 | 832.45              | 144.06 | 0.00 | 2846.87       |
| 4868+00 BK    | 486799.55    | 49.55    | 104.82    | 7.49   | 0.00 | 190.37                            | 9.74  | 0.00 | 1022.83             | 153.80 | 0.00 | 3027.49       |
| Column totals |              |          | 3674.86   | 647.36 | 0.00 | 0.00                              | 0.00  | 0.00 | 0.00                | 0.00   | 0.00 |               |

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

EARTHWORK

SHEET: 873

PLOT DATE: 2/1/2020 10:10:59 PM  
PLOT BY: MSCDIS

PLOT NAME: 090101\_ew20

PLOT SCALE: 1:1

Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 874  
February 4, 2020

1

Division 3 EAST FRONTAGE ROAD

| STATION    | Real Station  | Distance | AREA (SF) | EBS   | Incremental Vol (CY) (Unadjusted) | Cumulative Vol (CY) | Mass Ordinate |         |       |      |               |
|------------|---------------|----------|-----------|-------|-----------------------------------|---------------------|---------------|---------|-------|------|---------------|
|            |               |          | Cut       | Fill  | Cut                               | Fill                | EBS           | Cut     | Fill  | EBS  | Mass Ordinate |
| 3852+25 AH | 385225.40     | 0.00     | 150.66    | 10.54 | 0.00                              | 0.00                | 0.00          | 0.00    | 0.00  | 0.00 | 0.00          |
| 3852+50    | 385250.00     | 24.60    | 160.96    | 2.35  | 141.96                            | 5.87                | 0.00          | 141.96  | 5.87  | 0.00 | 136.09        |
| 3853+00    | 385300.00     | 50.00    | 155.03    | 0.00  | 292.58                            | 2.18                | 0.00          | 434.54  | 8.05  | 0.00 | 426.50        |
| 3853+50    | 385350.00     | 50.00    | 143.84    | 0.00  | 276.73                            | 0.00                | 0.00          | 711.28  | 8.05  | 0.00 | 703.23        |
| 3854+00    | 385400.00     | 50.00    | 159.89    | 0.00  | 281.23                            | 0.00                | 0.00          | 992.51  | 8.05  | 0.00 | 984.46        |
| 3854+50    | 385450.00     | 50.00    | 163.50    | 0.00  | 299.44                            | 0.00                | 0.00          | 1291.94 | 8.05  | 0.00 | 1283.89       |
| 3855+00    | 385500.00     | 50.00    | 161.58    | 1.37  | 301.00                            | 1.27                | 0.00          | 1592.94 | 9.32  | 0.00 | 1583.63       |
| 3855+50    | 385550.00     | 50.00    | 138.24    | 2.39  | 277.61                            | 3.48                | 0.00          | 1870.55 | 12.80 | 0.00 | 1857.75       |
| 3856+00    | 385600.00     | 50.00    | 145.64    | 0.00  | 262.85                            | 2.21                | 0.00          | 2133.40 | 15.01 | 0.00 | 2118.39       |
| 3856+50    | 385650.00     | 50.00    | 157.60    | 0.23  | 280.78                            | 0.21                | 0.00          | 2414.18 | 15.22 | 0.00 | 2398.96       |
| 3857+00    | 385700.00     | 50.00    | 180.45    | 3.61  | 313.01                            | 3.56                | 0.00          | 2727.19 | 18.78 | 0.00 | 2708.41       |
| 3857+50    | 385750.00     | 50.00    | 186.52    | 8.40  | 339.79                            | 11.12               | 0.00          | 3066.98 | 29.90 | 0.00 | 3037.08       |
| 3858+00    | 385800.00     | 50.00    | 595.34    | 37.24 | 723.94                            | 42.26               | 0.00          | 3790.92 | 72.16 | 0.00 | 3718.76       |
| 3858+10 BK | 385810.00     | 10.00    | 625.61    | 95.62 | 226.10                            | 24.60               | 0.00          | 4017.03 | 96.76 | 0.00 | 3920.26       |
| 5859+96 AH | 585996.00     | 0.00     | 0.00      | 26.95 | 0.00                              | 0.00                | 0.00          | 0.00    | 0.00  | 0.00 | 3920.26       |
| 5860+00    | 586000.00     | 4.00     | 0.00      | 16.71 | 0.00                              | 3.23                | 0.00          | 0.00    | 3.23  | 0.00 | 3917.03       |
| 5860+50    | 586050.00     | 50.00    | 209.78    | 2.98  | 194.24                            | 18.23               | 0.00          | 194.24  | 21.47 | 0.00 | 4093.04       |
| 5861+00    | 586100.00     | 50.00    | 221.69    | 8.12  | 399.51                            | 10.28               | 0.00          | 593.75  | 31.74 | 0.00 | 4482.27       |
| 5861+50    | 586150.00     | 50.00    | 213.37    | 6.48  | 402.83                            | 13.52               | 0.00          | 996.58  | 45.26 | 0.00 | 4871.58       |
| 5862+00    | 586200.00     | 50.00    | 170.87    | 2.34  | 355.78                            | 8.17                | 0.00          | 1352.36 | 53.43 | 0.00 | 5219.19       |
| 5862+50    | 586250.00     | 50.00    | 160.09    | 1.43  | 306.44                            | 3.49                | 0.00          | 1658.81 | 56.92 | 0.00 | 5522.15       |
| 5863+00    | 586300.00     | 50.00    | 98.40     | 8.84  | 239.34                            | 9.51                | 0.00          | 1898.15 | 66.43 | 0.00 | 5751.98       |
| 5863+14 BK | 586314.00     | 14.00    | 105.82    | 1.61  | 52.95                             | 2.71                | 0.00          | 1951.09 | 69.14 | 0.00 | 5802.22       |
|            | Column totals |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |
|            |               |          |           |       |                                   |                     |               |         |       |      |               |

Division 4 STH 20

| STATION   | Real Station | Distance | AREA (SF)     |      |      | Incremental Vol (CY) (Unadjusted) |      |      | Cumulative Vol (CY) |      |      | Mass Ordinate |
|-----------|--------------|----------|---------------|------|------|-----------------------------------|------|------|---------------------|------|------|---------------|
|           |              |          | Cut           | Fill | EBS  | Cut                               | Fill | EBS  | Cut                 | Fill | EBS  |               |
| 330+50 AH | 33050.00     | 0.00     | 30.14         | 0.00 | 0.00 | 0.00                              | 0.00 | 0.00 | 0.00                | 0.00 | 0.00 | 0.00          |
| 331+00    | 33100.00     | 50.00    | 39.20         | 0.00 | 0.00 | 64.20                             | 0.00 | 0.00 | 64.20               | 0.00 | 0.00 | 64.20         |
| 331+50    | 33150.00     | 50.00    | 48.41         | 0.00 | 0.00 | 81.12                             | 0.00 | 0.00 | 145.32              | 0.00 | 0.00 | 145.32        |
| 332+00    | 33200.00     | 50.00    | 54.12         | 0.00 | 0.00 | 94.94                             | 0.00 | 0.00 | 240.26              | 0.00 | 0.00 | 240.26        |
| 332+50    | 33250.00     | 50.00    | 61.44         | 0.00 | 0.00 | 107.00                            | 0.00 | 0.00 | 347.26              | 0.00 | 0.00 | 347.26        |
| 333+00    | 33300.00     | 50.00    | 56.12         | 0.00 | 0.00 | 108.85                            | 0.00 | 0.00 | 456.11              | 0.00 | 0.00 | 456.11        |
| 333+50    | 33350.00     | 50.00    | 54.27         | 0.00 | 0.00 | 102.21                            | 0.00 | 0.00 | 558.32              | 0.00 | 0.00 | 558.32        |
| 334+00    | 33400.00     | 50.00    | 48.13         | 0.00 | 0.00 | 94.81                             | 0.00 | 0.00 | 653.14              | 0.00 | 0.00 | 653.14        |
| 334+50    | 33450.00     | 50.00    | 58.93         | 0.00 | 0.00 | 99.13                             | 0.00 | 0.00 | 752.27              | 0.00 | 0.00 | 752.27        |
| 335+00    | 33500.00     | 50.00    | 70.41         | 0.00 | 0.00 | 119.76                            | 0.00 | 0.00 | 872.03              | 0.00 | 0.00 | 872.03        |
| 335+50    | 33550.00     | 50.00    | 68.55         | 0.00 | 0.00 | 128.67                            | 0.00 | 0.00 | 1000.69             | 0.00 | 0.00 | 1000.69       |
| 336+00    | 33600.00     | 50.00    | 64.79         | 0.00 | 0.00 | 123.46                            | 0.00 | 0.00 | 1124.16             | 0.00 | 0.00 | 1124.16       |
| 336+50    | 33650.00     | 50.00    | 57.14         | 0.00 | 0.00 | 112.90                            | 0.00 | 0.00 | 1237.06             | 0.00 | 0.00 | 1237.06       |
| 337+00    | 33700.00     | 50.00    | 52.25         | 0.00 | 0.00 | 101.29                            | 0.00 | 0.00 | 1338.34             | 0.00 | 0.00 | 1338.34       |
| 337+50    | 33750.00     | 50.00    | 42.84         | 0.00 | 0.00 | 88.05                             | 0.00 | 0.00 | 1426.39             | 0.00 | 0.00 | 1426.39       |
| 338+00    | 33800.00     | 50.00    | 31.42         | 0.00 | 0.00 | 68.76                             | 0.00 | 0.00 | 1495.15             | 0.00 | 0.00 | 1495.15       |
| 338+50    | 33850.00     | 50.00    | 17.72         | 0.00 | 0.00 | 45.50                             | 0.00 | 0.00 | 1540.65             | 0.00 | 0.00 | 1540.65       |
| 339+00 BK | 33900.00     | 50.00    | 0.67          | 0.00 | 0.00 | 17.03                             | 0.00 | 0.00 | 1557.68             | 0.00 | 0.00 | 1557.68       |
|           |              |          | Column totals |      |      | 1557.68                           | 0.00 | 0.00 |                     |      |      |               |

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 874A  
February 4, 2020

PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

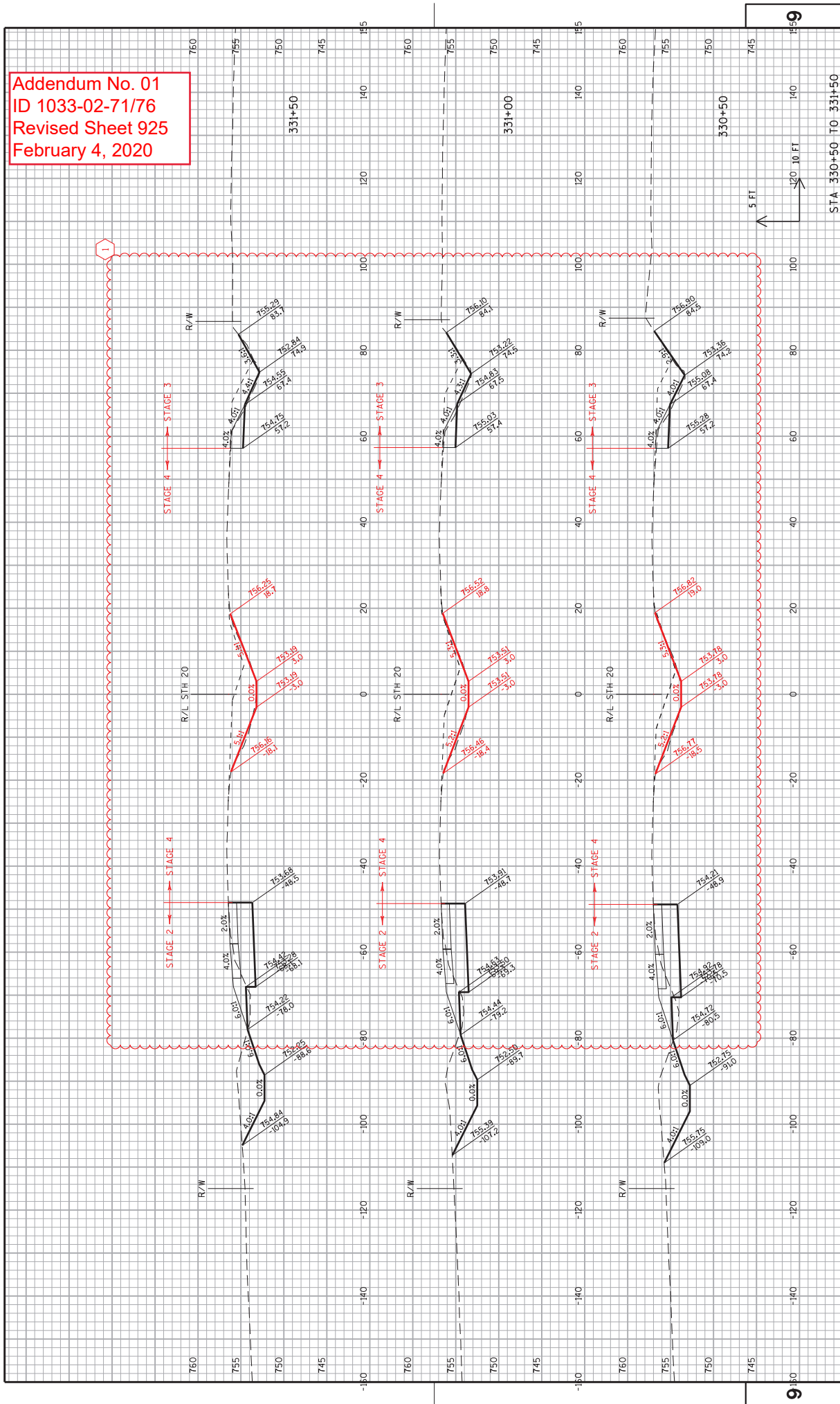
COUNTY: RACINE

EARTHWORK

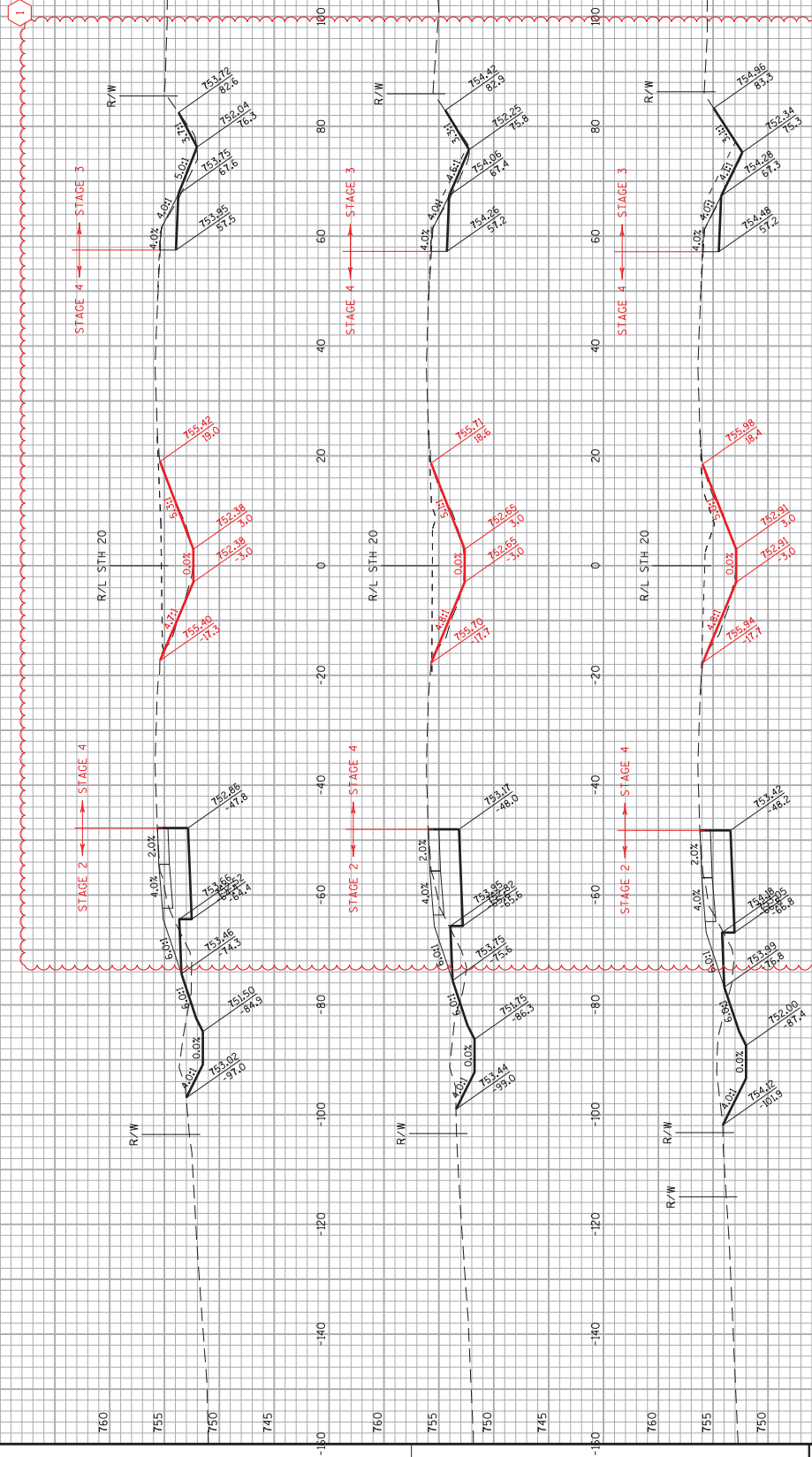
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Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 925  
February 4, 2020



Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 926  
February 4, 2020



PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

CROSS SECTIONS: STH 20

SHEET 926

E

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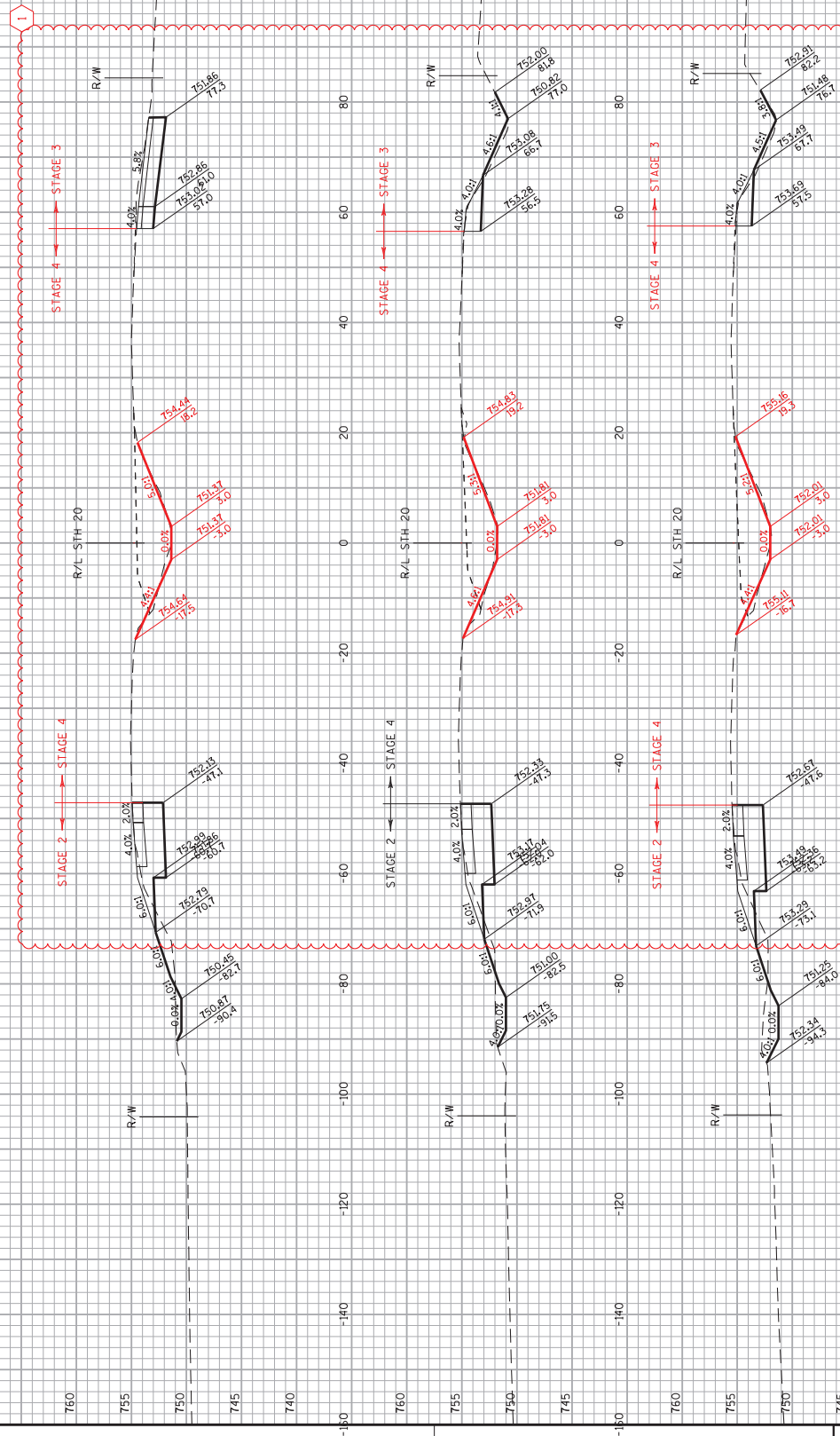
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PLOT NAME : 090201.sst\926.dgn

WISDOT/CADDIS SHEET 21



Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 927  
February 4, 2020



PROJECT NO: 1033-02-71/76

HWY: IH 94/STH 20

COUNTY: RACINE

CROSS SECTIONS: STH 20

SHEET 927

STA 333+50 TO 334+50

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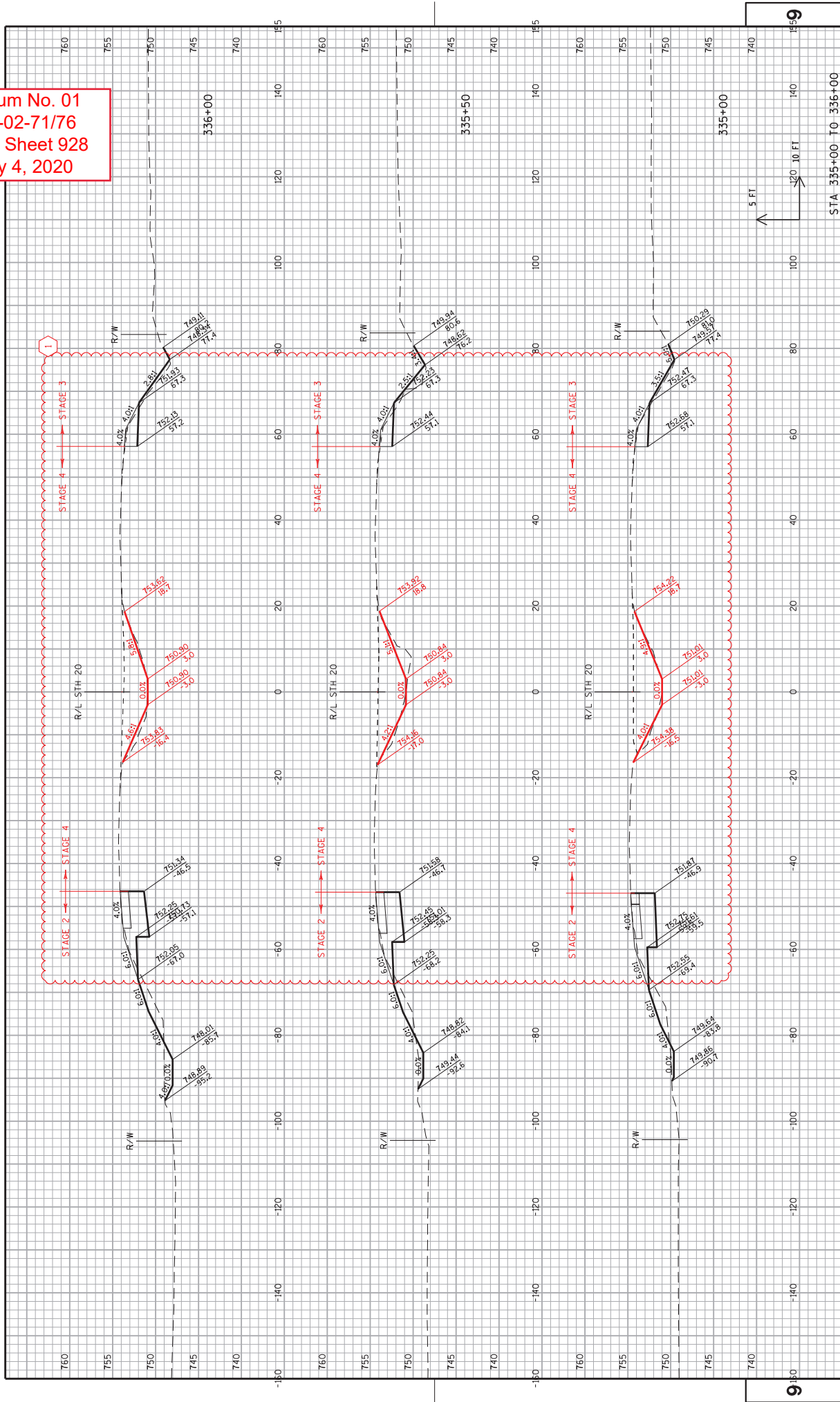
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PLOT BY : MSGXF

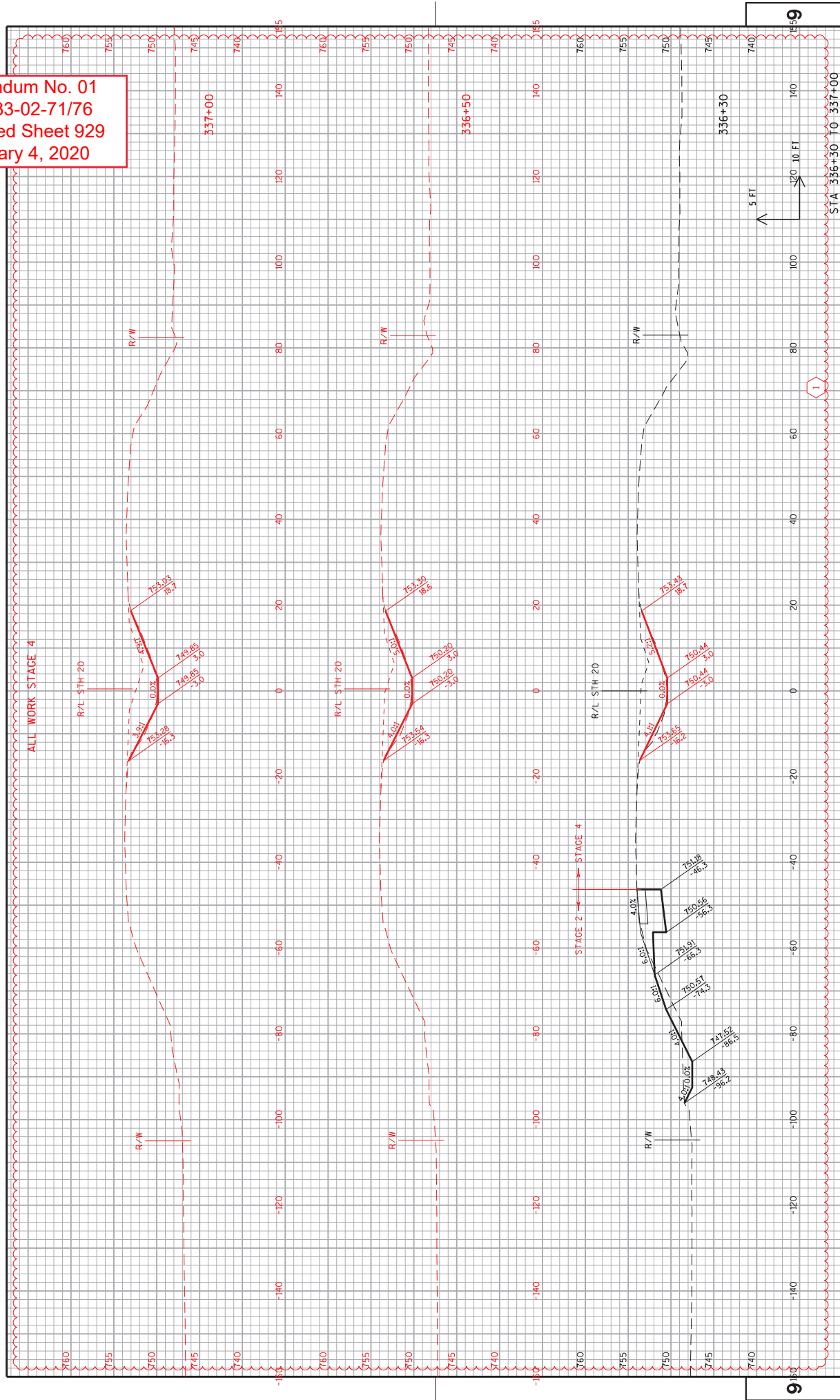
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WISDOT/CADDs SHEET 21

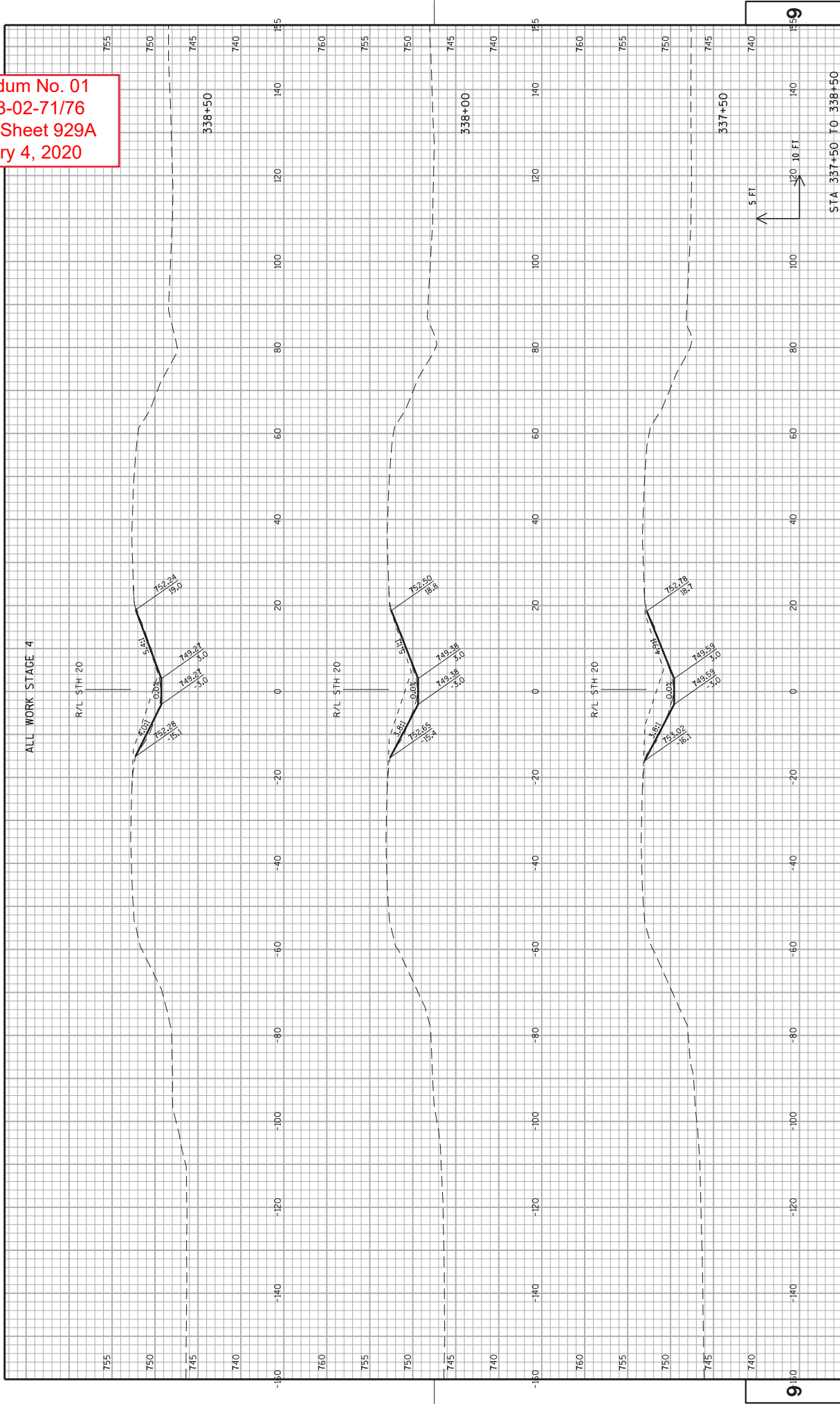
Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 928  
February 4, 2020



Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 929  
February 4, 2020



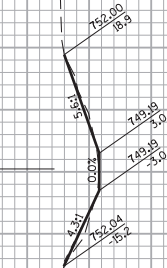
Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 929A  
February 4, 2020



Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 929B  
February 4, 2020

ALL WORK STAGE 4

R/L STH 20



STATION BACK

5 FT

10 FT

140

145

145

145

145

145

145

145

145

145

145

145

145

CROSS SECTIONS: STH 20

COUNTY: RACINE

HWY: IH 94/STH 20

PROJECT NO: 1033-02-71/76

SHEET 929B

E

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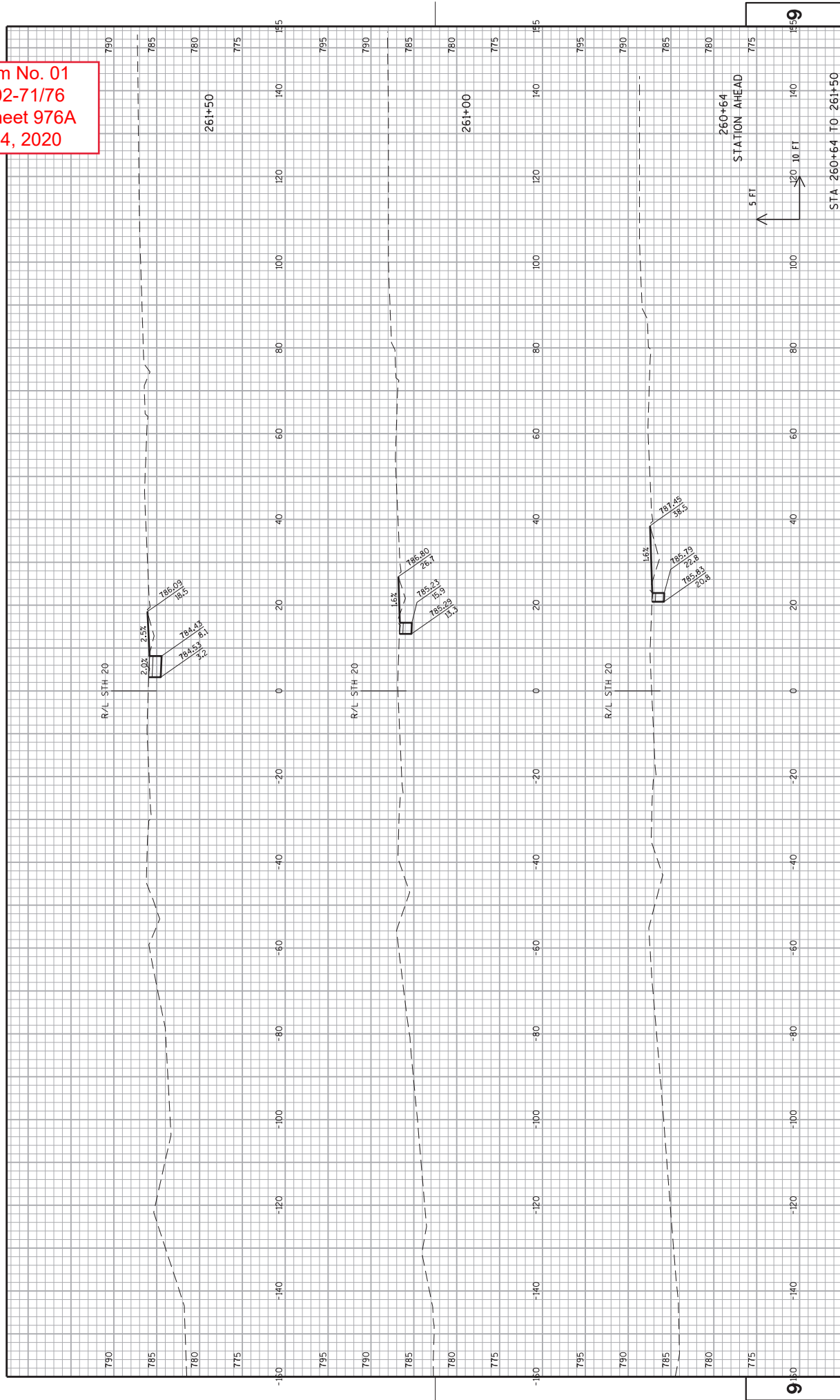
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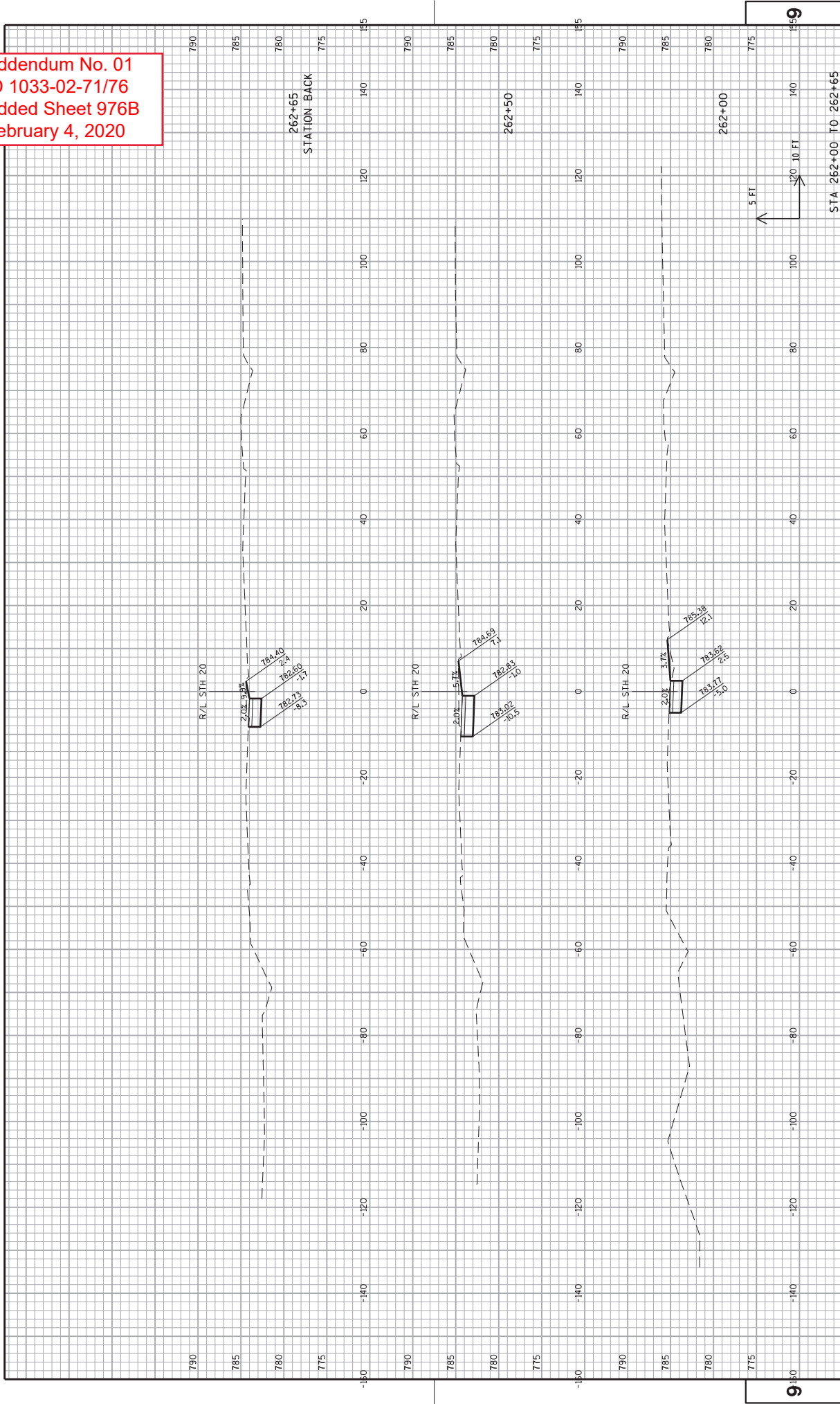
PLOT SCALE : 20:1

WISDOT/CADDIS SHEET 21

Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 976A  
February 4, 2020

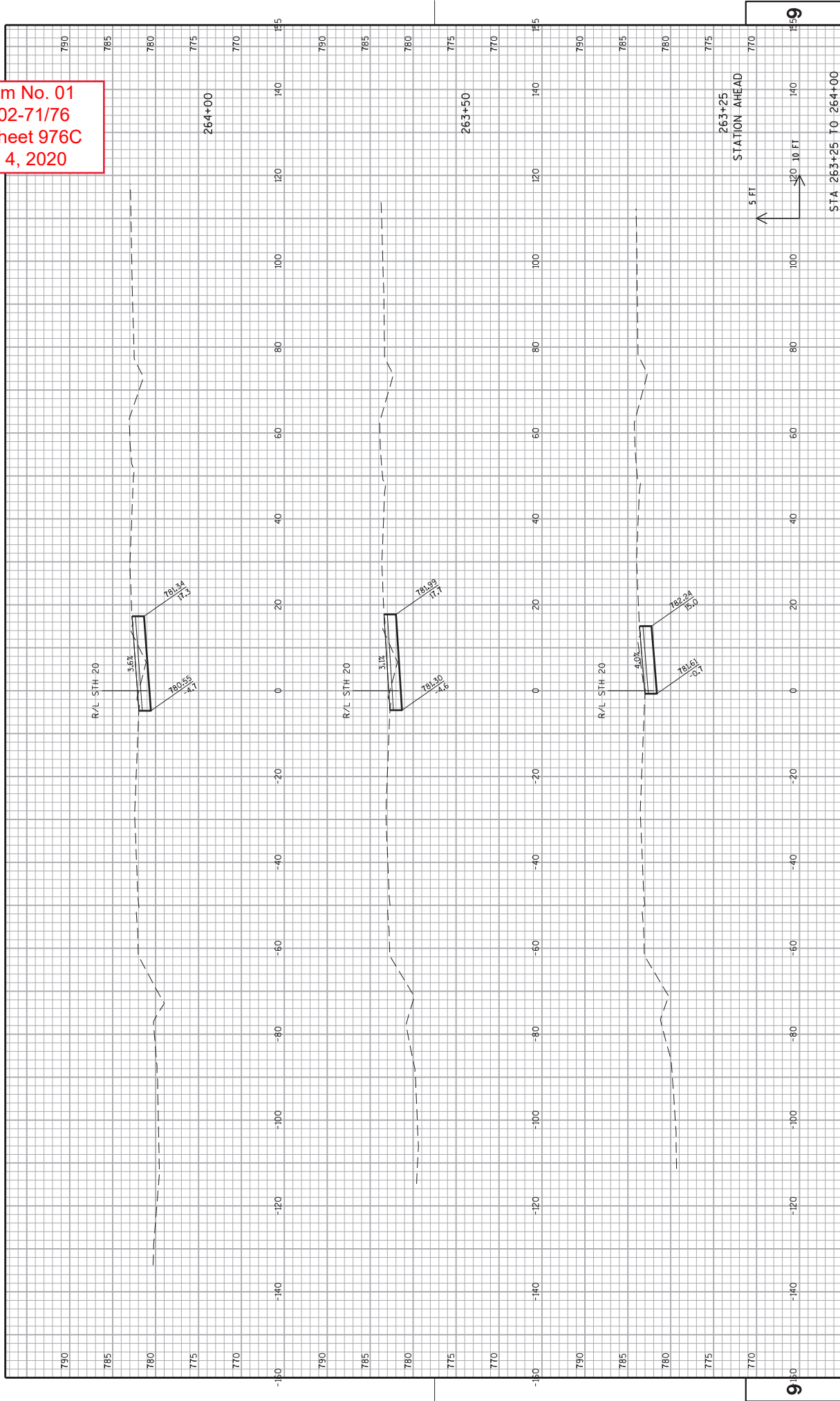


Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 976B  
February 4, 2020



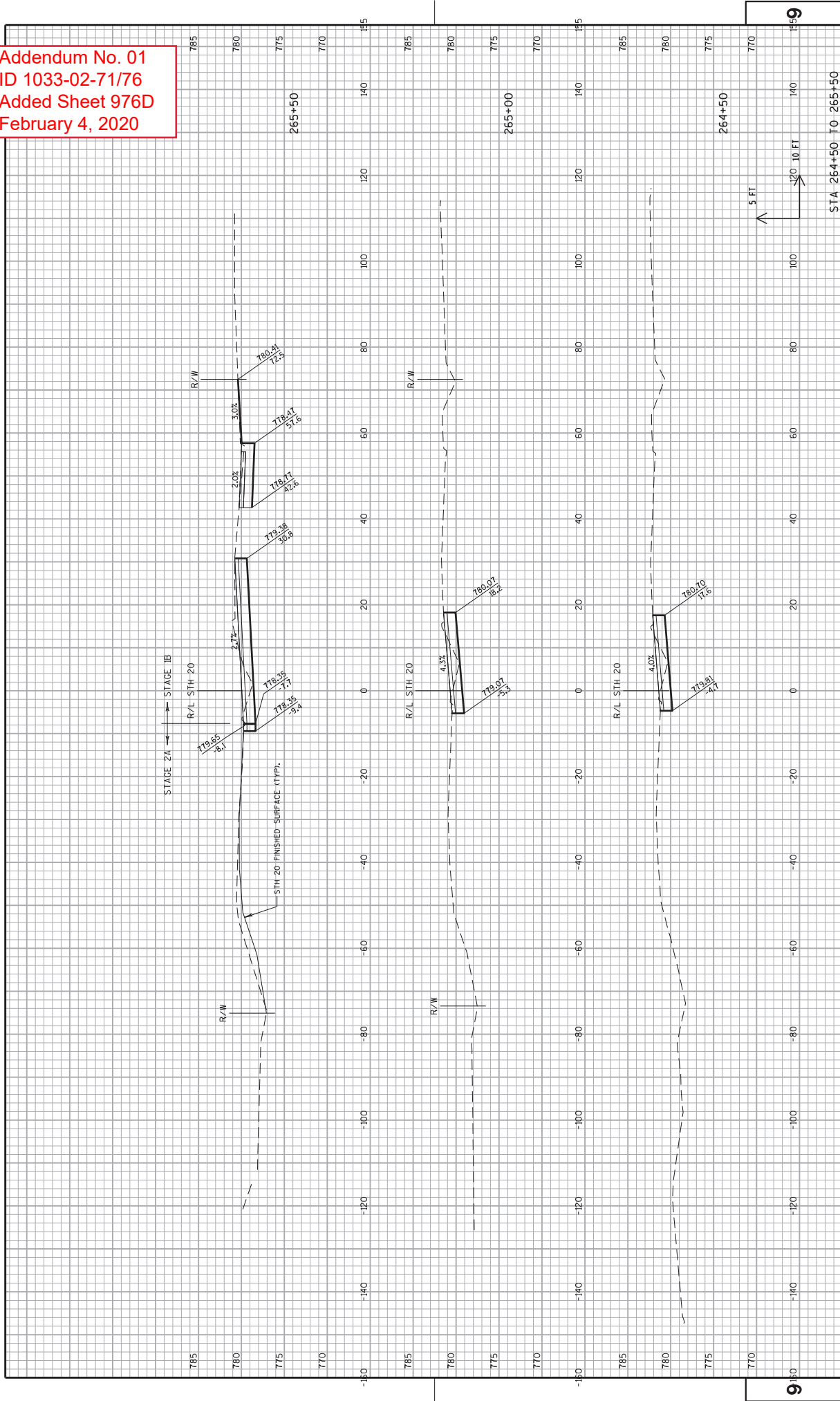


Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 976C  
February 4, 2020

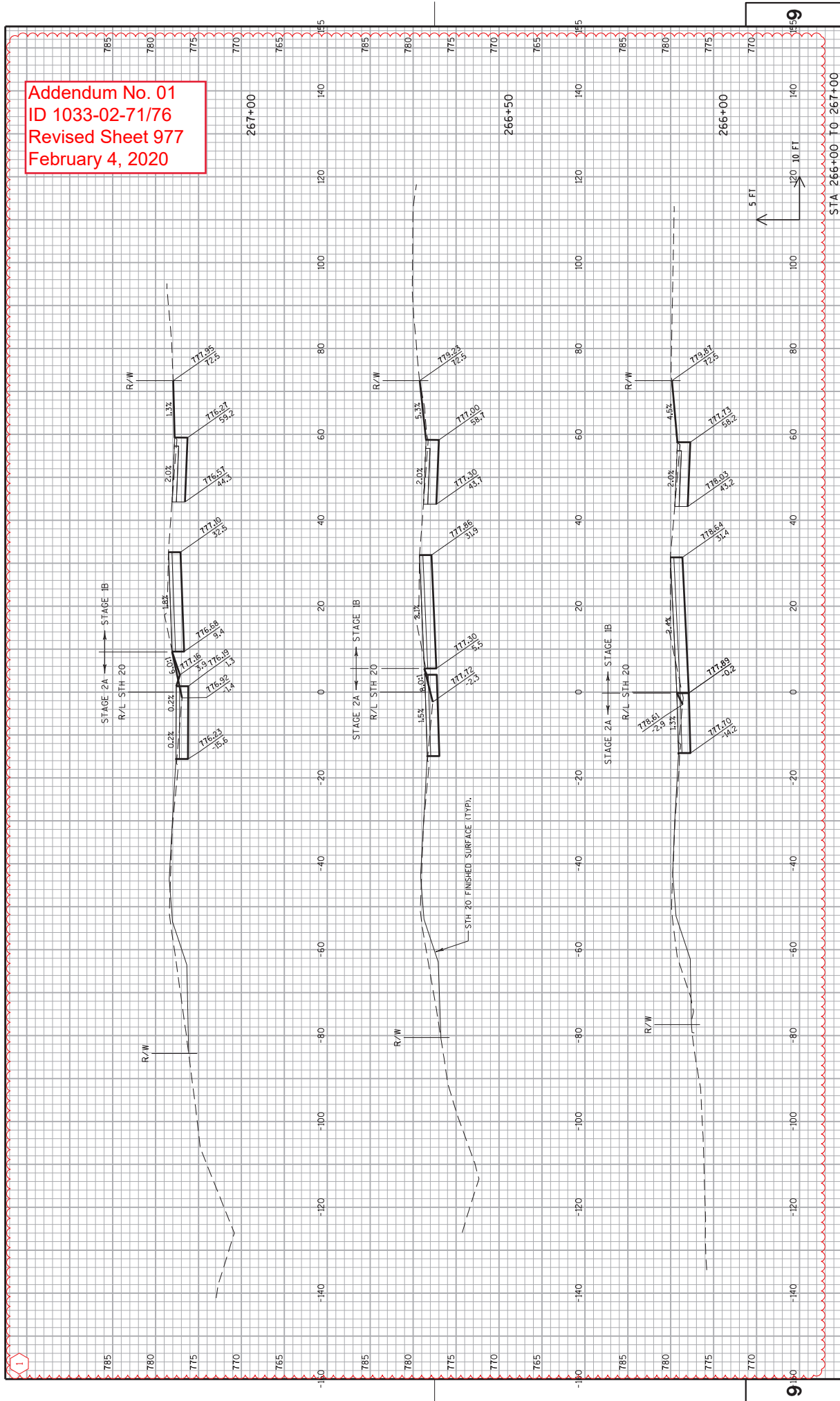




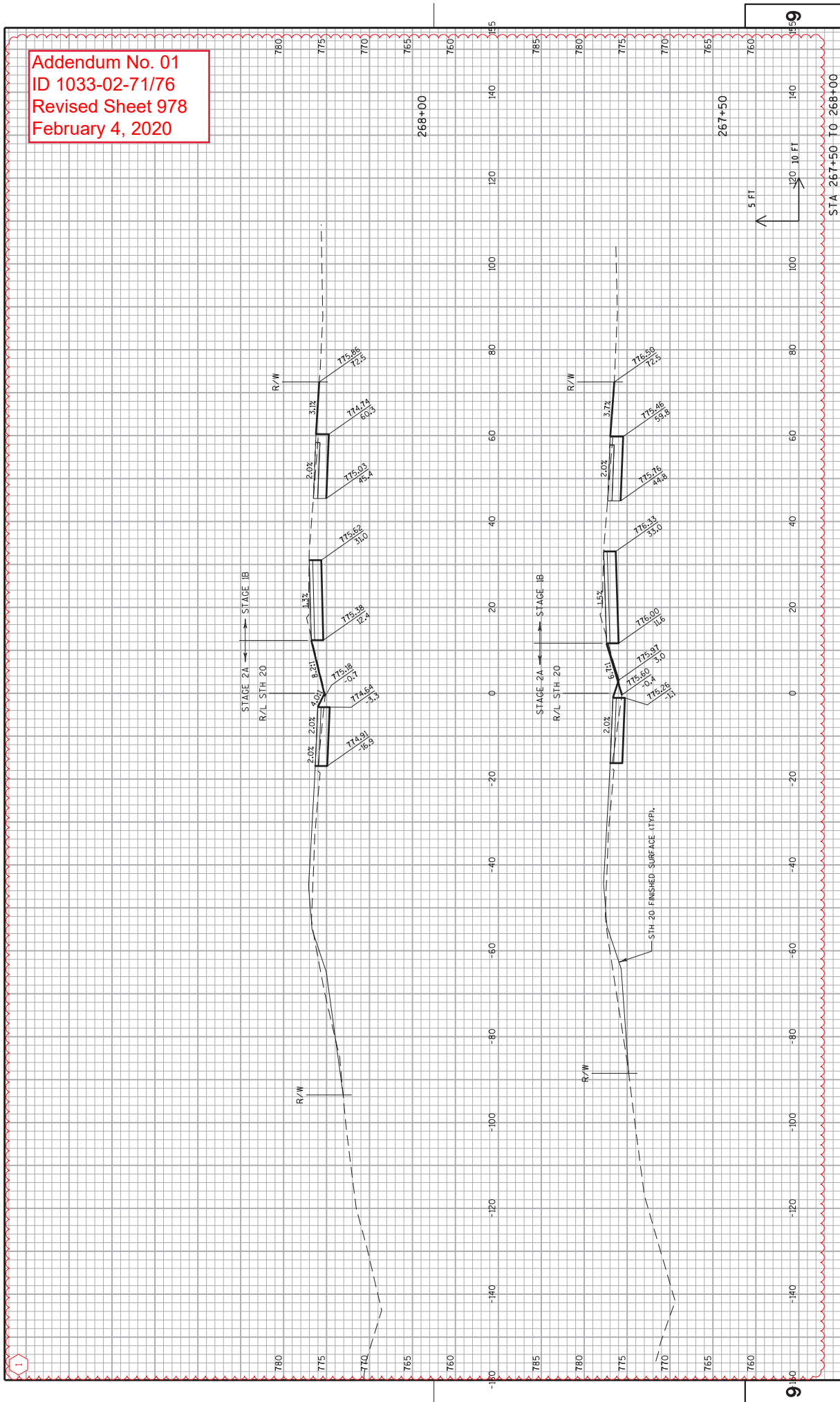
Addendum No. 01  
ID 1033-02-71/76  
Added Sheet 976D  
February 4, 2020



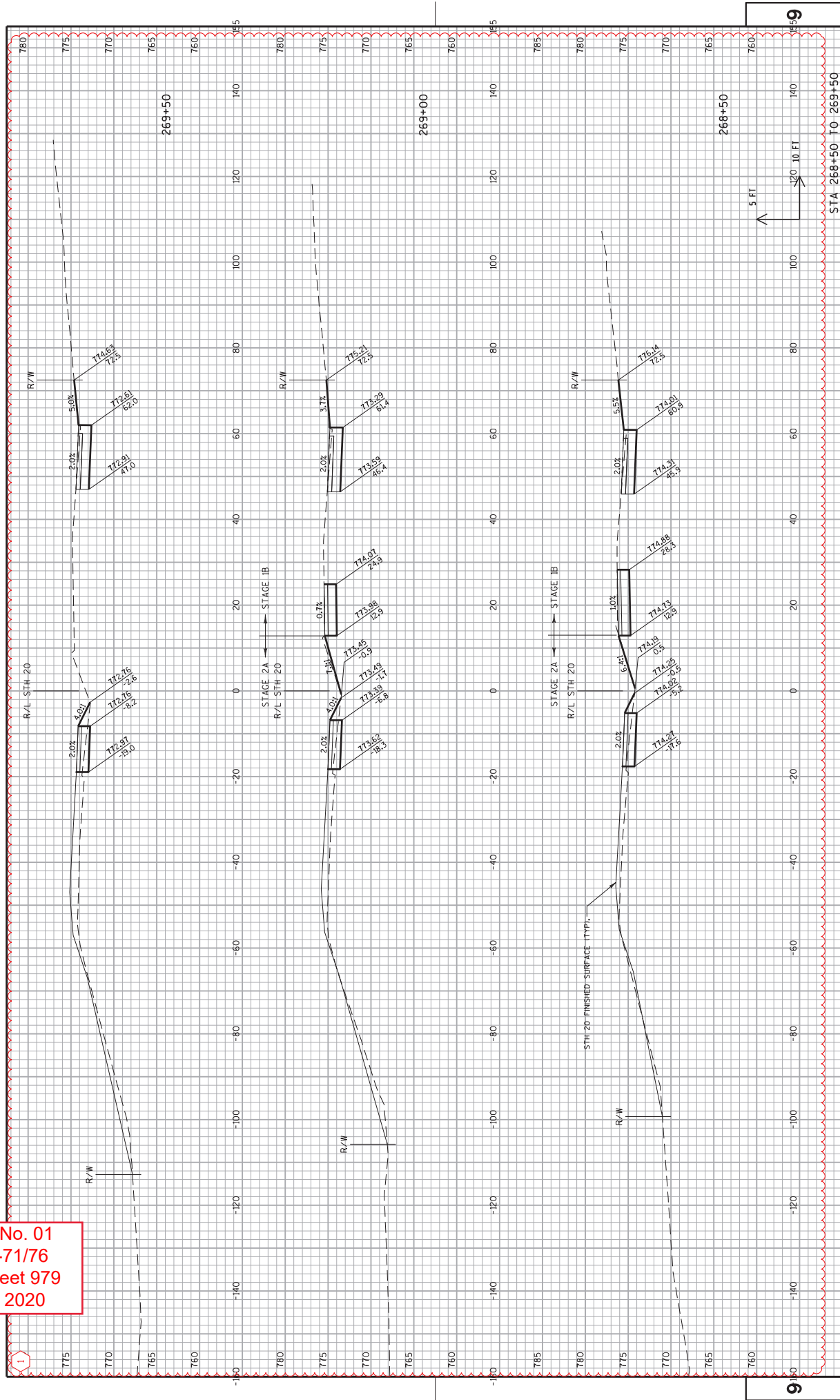
Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 977  
February 4, 2020



Addendum No. 01  
ID 1033-02-71/76  
Revised Sheet 978  
February 4, 2020



Addendum No. 01  
 ID 1033-02-71/76  
 Revised Sheet 979  
 February 4, 2020





|                                                                  |                          |                   |                |                                                   |                            |   |
|------------------------------------------------------------------|--------------------------|-------------------|----------------|---------------------------------------------------|----------------------------|---|
| FILE NAME : S:\F\Anal\Des\gn20\10330271\L\Floods\cads\090601.dwg | PROJECT NO:1033-02-71/76 | HWY: IH 94/STH 20 | COUNTRY:RACINE | CROSS SECTIONS: TEMPORARY WIDENING AND CROSSOVERS | SHEET 980                  | E |
| PLOT DATE : 29-JAN-2020 13:03                                    |                          |                   |                | PLOT BY : MSC06F                                  | PLOT NAME : 090601.xs.tmp7 |   |
|                                                                  |                          |                   |                | PLOT SCALE : 20:1                                 |                            |   |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                   | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------|--------------------------------|------------|------------|
| 0002                 | 201.0105<br>Clearing                                  | 21.000<br>STA                  | _____.     | _____.     |
| 0004                 | 201.0120<br>Clearing                                  | 208.000<br>ID                  | _____.     | _____.     |
| 0006                 | 201.0205<br>Grubbing                                  | 21.000<br>STA                  | _____.     | _____.     |
| 0008                 | 201.0220<br>Grubbing                                  | 208.000<br>ID                  | _____.     | _____.     |
| 0010                 | 203.0100<br>Removing Small Pipe Culverts              | 20.000<br>EACH                 | _____.     | _____.     |
| 0012                 | 204.0100<br>Removing Pavement                         | 60,830.000<br>SY               | _____.     | _____.     |
| 0014                 | 204.0125<br>Removing Asphaltic Surface Milling        | 16,148.000<br>TON              | _____.     | _____.     |
| 0016                 | 204.0150<br>Removing Curb & Gutter                    | 6,600.000<br>LF                | _____.     | _____.     |
| 0018                 | 204.0155<br>Removing Concrete Sidewalk                | 307.000<br>SY                  | _____.     | _____.     |
| 0020                 | 204.0157<br>Removing Concrete Barrier                 | 44.000<br>LF                   | _____.     | _____.     |
| 0022                 | 204.0165<br>Removing Guardrail                        | 196.000<br>LF                  | _____.     | _____.     |
| 0024                 | 204.0190<br>Removing Surface Drains                   | 4.000<br>EACH                  | _____.     | _____.     |
| 0026                 | 204.0195<br>Removing Concrete Bases                   | 48.000<br>EACH                 | _____.     | _____.     |
| 0028                 | 204.0210<br>Removing Manholes                         | 5.000<br>EACH                  | _____.     | _____.     |
| 0030                 | 204.0220<br>Removing Inlets                           | 59.000<br>EACH                 | _____.     | _____.     |
| 0032                 | 204.0245<br>Removing Storm Sewer (size) 0004. 12-Inch | 1,092.000<br>LF                | _____.     | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                       | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0034                 | 204.0245<br>Removing Storm Sewer (size) 0006. 15-Inch                                     | 898.000<br>LF                  | _____.     | _____.     |
| 0036                 | 204.0245<br>Removing Storm Sewer (size) 0008. 18-Inch                                     | 1,646.000<br>LF                | _____.     | _____.     |
| 0038                 | 204.0245<br>Removing Storm Sewer (size) 0010. 24-Inch                                     | 683.000<br>LF                  | _____.     | _____.     |
| 0040                 | 204.0245<br>Removing Storm Sewer (size) 0012. 30-Inch                                     | 368.000<br>LF                  | _____.     | _____.     |
| 0042                 | 204.0245<br>Removing Storm Sewer (size) 0016. 36-Inch                                     | 347.000<br>LF                  | _____.     | _____.     |
| 0044                 | 204.0270<br>Abandoning Culvert Pipes                                                      | 1.000<br>EACH                  | _____.     | _____.     |
| 0046                 | 204.0275<br>Closing Culvert Pipes                                                         | 1.000<br>EACH                  | _____.     | _____.     |
| 0048                 | 204.9060.S<br>Removing (item description) 2010. Vault                                     | 1.000<br>EACH                  | _____.     | _____.     |
| 0050                 | 204.9060.S<br>Removing (item description) 2011. Electrical Service Meter Breaker Pedestal | 1.000<br>EACH                  | _____.     | _____.     |
| 0052                 | 204.9060.S<br>Removing (item description) 2012. On-Ramp Closure Gate                      | 5.000<br>EACH                  | _____.     | _____.     |
| 0054                 | 204.9105.S<br>Removing (item description) 3001. Traffic Signals STH 20 & W Frontage Rd    | LS                             | LUMP SUM   | _____.     |
| 0056                 | 204.9105.S<br>Removing (item description) 3002. Traffic Signals IH-94 Ramps & STH 20      | LS                             | LUMP SUM   | _____.     |
| 0058                 | 204.9105.S<br>Removing (item description) 3003. Traffic Signals STH 20 & E Frontage Rd    | LS                             | LUMP SUM   | _____.     |



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Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                       | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0060                 | 204.9105.S<br>Removing (item description) 3004. Traffic Signals STH 20 & CTH H/Renaissance                | LS                             | LUMP SUM   | _____.     |
| 0062                 | 204.9105.S<br>Removing (item description) 3005. Loop Detector Wire & Lead-In Cable STH 20 & W Frontage Rd | LS                             | LUMP SUM   | _____.     |
| 0064                 | 204.9105.S<br>Removing (item description) 3006. Loop Detector Wire & Lead-In Cable IH-94 Ramps & STH 20   | LS                             | LUMP SUM   | _____.     |
| 0066                 | 204.9105.S<br>Removing (item description) 3007. Loop Detector Wire & Lead-In Cable STH 20 & E Frontage Rd | LS                             | LUMP SUM   | _____.     |
| 0068                 | 204.9180.S<br>Removing (item description) 0001. Concrete Channel                                          | 187.000<br>SY                  | _____.     | _____.     |
| 0070                 | 205.0100<br>Excavation Common                                                                             | 137,574.000<br>CY              | _____.     | _____.     |
| 0072                 | 205.0501.S<br>Excavation, Hauling, and Disposal of Petroleum Contaminated Soil                            | 7,072.000<br>TON               | _____.     | _____.     |
| 0074                 | 213.0100<br>Finishing Roadway (project) 0001. 1033-02-71                                                  | 1.000<br>EACH                  | _____.     | _____.     |
| 0076                 | 213.0100<br>Finishing Roadway (project) 0002. 1033-02-76                                                  | 1.000<br>EACH                  | _____.     | _____.     |
| 0084                 | 415.0095<br>Concrete Pavement 9 1/2-Inch                                                                  | 17,667.000<br>SY               | _____.     | _____.     |
| 0086                 | 415.0105<br>Concrete Pavement 10 1/2-Inch                                                                 | 9,846.000<br>SY                | _____.     | _____.     |
| 0088                 | 415.0115<br>Concrete Pavement 11 1/2-Inch                                                                 | 76,005.000<br>SY               | _____.     | _____.     |
| 0090                 | 415.0120<br>Concrete Pavement 12-Inch                                                                     | 94.000<br>SY                   | _____.     | _____.     |
| 0092                 | 415.0210<br>Concrete Pavement Gaps                                                                        | 19.000<br>EACH                 | _____.     | _____.     |





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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

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Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                           | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-----------------------------------------------|--------------------------------|------------|------------|
| 0094                 | 415.1095<br>Concrete Pavement HES 9 1/2-Inch  | 1,989.000<br>SY                | _____.     | _____.     |
| 0096                 | 415.1105<br>Concrete Pavement HES 10 1/2-Inch | 1,098.000<br>SY                | _____.     | _____.     |
| 0098                 | 415.1115<br>Concrete Pavement HES 11 1/2-Inch | 7,156.000<br>SY                | _____.     | _____.     |
| 0100                 | 415.5110.S<br>Concrete Pavement Joint Layout  | 1.000<br>LS                    | _____.     | _____.     |
| 0102                 | 416.0260<br>Concrete Driveway HES 6-Inch      | 65.000<br>SY                   | _____.     | _____.     |
| 0104                 | 416.0290<br>Concrete Driveway HES 9-Inch      | 209.000<br>SY                  | _____.     | _____.     |
| 0106                 | 416.0610<br>Drilled Tie Bars                  | 462.000<br>EACH                | _____.     | _____.     |
| 0108                 | 416.0620<br>Drilled Dowel Bars                | 206.000<br>EACH                | _____.     | _____.     |
| 0110                 | 416.1010<br>Concrete Surface Drains           | 11.000<br>CY                   | _____.     | _____.     |
| 0112                 | 450.4000<br>HMA Cold Weather Paving           | 1,687.000<br>TON               | _____.     | _____.     |
| 0114                 | 455.0605<br>Tack Coat                         | 3,139.000<br>GAL               | _____.     | _____.     |
| 0116                 | 460.2000<br>Incentive Density HMA Pavement    | 1,570.000<br>DOL               | 1.00000    | 1,570.00   |
| 0118                 | 460.6223<br>HMA Pavement 3 MT 58-28 S         | 537.000<br>TON                 | _____.     | _____.     |
| 0120                 | 460.6224<br>HMA Pavement 4 MT 58-28 S         | 196.000<br>TON                 | _____.     | _____.     |
| 0122                 | 460.6424<br>HMA Pavement 4 MT 58-28 H         | 1,687.000<br>TON               | _____.     | _____.     |
| 0124                 | 465.0105<br>Asphaltic Surface                 | 48.000<br>TON                  | _____.     | _____.     |



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Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                     | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0126                 | 465.0120<br>Asphaltic Surface Driveways and Field Entrances             | 361.000<br>TON                 | _____.     | _____.     |
| 0128                 | 465.0125<br>Asphaltic Surface Temporary                                 | 9,133.000<br>TON               | _____.     | _____.     |
| 0130                 | 495.1000.S<br>Cold patch                                                | 10.000<br>TON                  | _____.     | _____.     |
| 0132                 | 520.1012<br>Apron Endwalls for Culvert Pipe 12-Inch                     | 2.000<br>EACH                  | _____.     | _____.     |
| 0134                 | 520.1036<br>Apron Endwalls for Culvert Pipe 36-Inch                     | 4.000<br>EACH                  | _____.     | _____.     |
| 0136                 | 520.2012<br>Culvert Pipe Temporary 12-Inch                              | 277.000<br>LF                  | _____.     | _____.     |
| 0138                 | 520.3336<br>Culvert Pipe Class III-A 36-Inch                            | 163.000<br>LF                  | _____.     | _____.     |
| 0140                 | 521.1018<br>Apron Endwalls for Culvert Pipe Steel 18-Inch               | 4.000<br>EACH                  | _____.     | _____.     |
| 0142                 | 521.3118<br>Culvert Pipe Corrugated Steel 18-Inch                       | 99.000<br>LF                   | _____.     | _____.     |
| 0144                 | 522.1018<br>Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch | 4.000<br>EACH                  | _____.     | _____.     |
| 0146                 | 522.1024<br>Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch | 4.000<br>EACH                  | _____.     | _____.     |
| 0148                 | 522.1030<br>Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch | 3.000<br>EACH                  | _____.     | _____.     |
| 0150                 | 522.1036<br>Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch | 1.000<br>EACH                  | _____.     | _____.     |
| 0152                 | 522.1042<br>Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch | 2.000<br>EACH                  | _____.     | _____.     |



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Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                    | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|--------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0154                 | 522.2624<br>Apron Endwalls for Culvert Pipe<br>Reinforced Concrete Horizontal Elliptical<br>24x38-Inch | 2.000<br>EACH                  | _____.     | _____.     |
| 0156                 | 522.2629<br>Apron Endwalls for Culvert Pipe<br>Reinforced Concrete Horizontal Elliptical<br>29x45-Inch | 1.000<br>EACH                  | _____.     | _____.     |
| 0158                 | 522.2638<br>Apron Endwalls for Culvert Pipe<br>Reinforced Concrete Horizontal Elliptical<br>38x60-Inch | 1.000<br>EACH                  | _____.     | _____.     |
| 0160                 | 601.0405<br>Concrete Curb & Gutter 18-Inch Type A                                                      | 112.000<br>LF                  | _____.     | _____.     |
| 0162                 | 601.0407<br>Concrete Curb & Gutter 18-Inch Type D                                                      | 123.000<br>LF                  | _____.     | _____.     |
| 0164                 | 601.0411<br>Concrete Curb & Gutter 30-Inch Type D                                                      | 219.000<br>LF                  | _____.     | _____.     |
| 0166                 | 601.0551<br>Concrete Curb & Gutter 4-Inch Sloped<br>36-Inch Type A                                     | 928.000<br>LF                  | _____.     | _____.     |
| 0168                 | 601.0555<br>Concrete Curb & Gutter 6-Inch Sloped<br>36-Inch Type A                                     | 24,866.000<br>LF               | _____.     | _____.     |
| 0170                 | 601.0557<br>Concrete Curb & Gutter 6-Inch Sloped<br>36-Inch Type D                                     | 170.000<br>LF                  | _____.     | _____.     |
| 0172                 | 602.0410<br>Concrete Sidewalk 5-Inch                                                                   | 27,148.000<br>SF               | _____.     | _____.     |
| 0174                 | 602.0505<br>Curb Ramp Detectable Warning Field<br>Yellow                                               | 90.000<br>SF                   | _____.     | _____.     |
| 0176                 | 602.0605<br>Curb Ramp Detectable Warning Field<br>Radial Yellow                                        | 60.000<br>SF                   | _____.     | _____.     |
| 0178                 | 603.1142<br>Concrete Barrier Type S42                                                                  | 1,068.000<br>LF                | _____.     | _____.     |



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Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                            | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0180                 | 603.8000<br>Concrete Barrier Temporary Precast Delivered                                       | 700.000<br>LF                  | _____.     | _____.     |
| 0182                 | 603.8125<br>Concrete Barrier Temporary Precast Installed                                       | 700.000<br>LF                  | _____.     | _____.     |
| 0184                 | 606.0200<br>Riprap Medium                                                                      | 582.000<br>CY                  | _____.     | _____.     |
| 0186                 | 608.0418<br>Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch                              | 1,807.000<br>LF                | _____.     | _____.     |
| 0188                 | 608.0424<br>Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch                              | 4,834.000<br>LF                | _____.     | _____.     |
| 0190                 | 608.0430<br>Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch                              | 2,434.000<br>LF                | _____.     | _____.     |
| 0192                 | 608.0436<br>Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch                              | 32.000<br>LF                   | _____.     | _____.     |
| 0194                 | 608.0442<br>Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch                              | 226.000<br>LF                  | _____.     | _____.     |
| 0196                 | 608.2319<br>Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch | 86.000<br>LF                   | _____.     | _____.     |
| 0198                 | 608.2324<br>Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch | 918.000<br>LF                  | _____.     | _____.     |
| 0200                 | 608.2329<br>Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 29x45-Inch | 180.000<br>LF                  | _____.     | _____.     |
| 0202                 | 608.2338<br>Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 38x60-Inch | 144.000<br>LF                  | _____.     | _____.     |



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Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                       | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------|--------------------------------|------------|------------|
| 0204                 | 611.0535<br>Manhole Covers Type J-Special | 8.000<br>EACH                  | _____.     | _____.     |
| 0206                 | 611.0627<br>Inlet Covers Type HM          | 124.000<br>EACH                | _____.     | _____.     |
| 0208                 | 611.0642<br>Inlet Covers Type MS          | 2.000<br>EACH                  | _____.     | _____.     |
| 0210                 | 611.0654<br>Inlet Covers Type V           | 2.000<br>EACH                  | _____.     | _____.     |
| 0212                 | 611.0666<br>Inlet Covers Type Z           | 2.000<br>EACH                  | _____.     | _____.     |
| 0214                 | 611.2005<br>Manholes 5-FT Diameter        | 25.000<br>EACH                 | _____.     | _____.     |
| 0216                 | 611.2006<br>Manholes 6-FT Diameter        | 15.000<br>EACH                 | _____.     | _____.     |
| 0218                 | 611.2007<br>Manholes 7-FT Diameter        | 5.000<br>EACH                  | _____.     | _____.     |
| 0220                 | 611.2008<br>Manholes 8-FT Diameter        | 3.000<br>EACH                  | _____.     | _____.     |
| 0222                 | 611.3004<br>Inlets 4-FT Diameter          | 44.000<br>EACH                 | _____.     | _____.     |
| 0224                 | 611.3230<br>Inlets 2x3-FT                 | 35.000<br>EACH                 | _____.     | _____.     |
| 0226                 | 611.3253<br>Inlets 2.5x3-FT               | 2.000<br>EACH                  | _____.     | _____.     |
| 0228                 | 611.3901<br>Inlets Median 1 Grate         | 2.000<br>EACH                  | _____.     | _____.     |
| 0230                 | 611.8115<br>Adjusting Inlet Covers        | 7.000<br>EACH                  | _____.     | _____.     |
| 0232                 | 611.8120.S<br>Cover Plates Temporary      | 34.000<br>EACH                 | _____.     | _____.     |
| 0234                 | 611.9710<br>Salvaged Inlet Covers         | 7.000<br>EACH                  | _____.     | _____.     |
| 0236                 | 612.0106<br>Pipe Underdrain 6-Inch        | 15,132.000<br>LF               | _____.     | _____.     |



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Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                            | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|----------------------------------------------------------------|--------------------------------|------------|------------|
| 0238                 | 612.0902.S<br>Insulation Board Polystyrene (inch) 0001. 4-Inch | 25.000<br>SY                   | _____.     | _____.     |
| 0240                 | 614.0396<br>Guardrail Mow Strip Asphalt                        | 90.000<br>SY                   | _____.     | _____.     |
| 0242                 | 614.0800<br>Crash Cushions Permanent                           | 1.000<br>EACH                  | _____.     | _____.     |
| 0244                 | 614.2300<br>MGS Guardrail 3                                    | 67.000<br>LF                   | _____.     | _____.     |
| 0246                 | 614.2610<br>MGS Guardrail Terminal EAT                         | 1.000<br>EACH                  | _____.     | _____.     |
| 0248                 | 614.2620<br>MGS Guardrail Terminal Type 2                      | 1.000<br>EACH                  | _____.     | _____.     |
| 0250                 | 616.0100<br>Fence Woven Wire (height) 0001. 4-ft               | 4,190.000<br>LF                | _____.     | _____.     |
| 0252                 | 616.0700.S<br>Fence Safety                                     | 2,000.000<br>LF                | _____.     | _____.     |
| 0254                 | 619.1000<br>Mobilization                                       | 1.000<br>EACH                  | _____.     | _____.     |
| 0258                 | 620.0300<br>Concrete Median Sloped Nose                        | 4,680.000<br>SF                | _____.     | _____.     |
| 0260                 | 623.0200<br>Dust Control Surface Treatment                     | 64,873.000<br>SY               | _____.     | _____.     |
| 0262                 | 624.0100<br>Water                                              | 5,795.000<br>MGAL              | _____.     | _____.     |
| 0264                 | 625.0500<br>Salvaged Topsoil                                   | 94,414.000<br>SY               | _____.     | _____.     |
| 0266                 | 628.1104<br>Erosion Bales                                      | 600.000<br>EACH                | _____.     | _____.     |
| 0268                 | 628.1504<br>Silt Fence                                         | 3,822.000<br>LF                | _____.     | _____.     |
| 0270                 | 628.1520<br>Silt Fence Maintenance                             | 1,913.000<br>LF                | _____.     | _____.     |



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Alt Mbr ID:

| Proposal Line Number | Item ID Description                                 | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-----------------------------------------------------|--------------------------------|------------|------------|
| 0272                 | 628.1905<br>Mobilizations Erosion Control           | 21.000<br>EACH                 | _____.     | _____.     |
| 0274                 | 628.1910<br>Mobilizations Emergency Erosion Control | 13.000<br>EACH                 | _____.     | _____.     |
| 0276                 | 628.2004<br>Erosion Mat Class I Type B              | 94,414.000<br>SY               | _____.     | _____.     |
| 0278                 | 628.6510<br>Soil Stabilizer Type B                  | 2.000<br>ACRE                  | _____.     | _____.     |
| 0280                 | 628.7005<br>Inlet Protection Type A                 | 175.000<br>EACH                | _____.     | _____.     |
| 0282                 | 628.7010<br>Inlet Protection Type B                 | 3.000<br>EACH                  | _____.     | _____.     |
| 0284                 | 628.7015<br>Inlet Protection Type C                 | 217.000<br>EACH                | _____.     | _____.     |
| 0286                 | 628.7020<br>Inlet Protection Type D                 | 30.000<br>EACH                 | _____.     | _____.     |
| 0288                 | 628.7504<br>Temporary Ditch Checks                  | 737.000<br>LF                  | _____.     | _____.     |
| 0290                 | 628.7555<br>Culvert Pipe Checks                     | 14.000<br>EACH                 | _____.     | _____.     |
| 0292                 | 628.7560<br>Tracking Pads                           | 8.000<br>EACH                  | _____.     | _____.     |
| 0294                 | 628.7570<br>Rock Bags                               | 160.000<br>EACH                | _____.     | _____.     |
| 0296                 | 629.0210<br>Fertilizer Type B                       | 75.000<br>CWT                  | _____.     | _____.     |
| 0298                 | 630.0120<br>Seeding Mixture No. 20                  | 2,554.000<br>LB                | _____.     | _____.     |
| 0300                 | 630.0200<br>Seeding Temporary                       | 1,284.000<br>LB                | _____.     | _____.     |
| 0302                 | 630.0500<br>Seed Water                              | 1,069.000<br>MGAL              | _____.     | _____.     |
| 0304                 | 633.0100<br>Delineator Posts Steel                  | 33.000<br>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 |
|----------------------|-----------------------------------------------------------------|--------------------------------|------------|------------|
| 0306                 | 633.0500<br>Delineator Reflectors                               | 33.000<br>EACH                 | _____.     | _____.     |
| 0308                 | 633.1000<br>Delineators Barrier Wall                            | 12.000<br>EACH                 | _____.     | _____.     |
| 0310                 | 633.5200<br>Markers Culvert End                                 | 18.000<br>EACH                 | _____.     | _____.     |
| 0312                 | 634.0618<br>Posts Wood 4x6-Inch X 18-FT                         | 381.000<br>EACH                | _____.     | _____.     |
| 0314                 | 634.0622<br>Posts Wood 4x6-Inch X 22-FT                         | 22.000<br>EACH                 | _____.     | _____.     |
| 0316                 | 634.0816<br>Posts Tubular Steel 2x2-Inch X 16-FT                | 20.000<br>EACH                 | _____.     | _____.     |
| 0318                 | 637.1220<br>Signs Type I Reflective SH                          | 831.500<br>SF                  | _____.     | _____.     |
| 0320                 | 637.1230<br>Signs Type I Reflective F                           | 20.000<br>SF                   | _____.     | _____.     |
| 0322                 | 637.2210<br>Signs Type II Reflective H                          | 3,242.590<br>SF                | _____.     | _____.     |
| 0324                 | 637.2215<br>Signs Type II Reflective H Folding                  | 469.360<br>SF                  | _____.     | _____.     |
| 0326                 | 637.2230<br>Signs Type II Reflective F                          | 540.500<br>SF                  | _____.     | _____.     |
| 0328                 | 638.2101<br>Moving Signs Type I                                 | 1.000<br>EACH                  | _____.     | _____.     |
| 0330                 | 638.2102<br>Moving Signs Type II                                | 52.000<br>EACH                 | _____.     | _____.     |
| 0332                 | 638.2602<br>Removing Signs Type II                              | 294.000<br>EACH                | _____.     | _____.     |
| 0334                 | 638.3000<br>Removing Small Sign Supports                        | 305.000<br>EACH                | _____.     | _____.     |
| 0336                 | 641.8100<br>Overhead Sign Support (structure) 0001.<br>S-51-227 | LS                             | LUMP SUM   | _____.     |





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Federal ID(s): N/A, N/A

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Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                             | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-----------------------------------------------------------------|--------------------------------|------------|------------|
| 0338                 | 641.8100<br>Overhead Sign Support (structure) 0002.<br>S-51-228 | LS                             | LUMP SUM   | _____.     |
| 0340                 | 641.8100<br>Overhead Sign Support (structure) 0003.<br>S-51-229 | LS                             | LUMP SUM   | _____.     |
| 0342                 | 641.8100<br>Overhead Sign Support (structure) 0004.<br>S-51-259 | LS                             | LUMP SUM   | _____.     |
| 0344                 | 641.8100<br>Overhead Sign Support (structure) 0005.<br>S-51-230 | LS                             | LUMP SUM   | _____.     |
| 0346                 | 641.8100<br>Overhead Sign Support (structure) 0006.<br>S-51-249 | LS                             | LUMP SUM   | _____.     |
| 0348                 | 641.8100<br>Overhead Sign Support (structure) 0007.<br>S-51-250 | LS                             | LUMP SUM   | _____.     |
| 0350                 | 641.8100<br>Overhead Sign Support (structure) 0008.<br>S-51-260 | LS                             | LUMP SUM   | _____.     |
| 0352                 | 641.8100<br>Overhead Sign Support (structure) 0009.<br>S-51-261 | LS                             | LUMP SUM   | _____.     |
| 0354                 | 643.0300<br>Traffic Control Drums                               | 315,881.000<br>DAY             | _____.     | _____.     |
| 0356                 | 643.0420<br>Traffic Control Barricades Type III                 | 7,645.000<br>DAY               | _____.     | _____.     |
| 0358                 | 643.0500<br>Traffic Control Flexible Tubular Marker<br>Posts    | 672.000<br>EACH                | _____.     | _____.     |
| 0360                 | 643.0600<br>Traffic Control Flexible Tubular Marker<br>Bases    | 622.000<br>EACH                | _____.     | _____.     |
| 0362                 | 643.0705<br>Traffic Control Warning Lights Type A               | 15,318.000<br>DAY              | _____.     | _____.     |
| 0364                 | 643.0715<br>Traffic Control Warning Lights Type C               | 33,971.000<br>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 |
|----------------------|-------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0366                 | 643.0800<br>Traffic Control Arrow Boards                                | 1,063.000<br>DAY               | _____.     | _____.     |
| 0368                 | 643.0900<br>Traffic Control Signs                                       | 86,833.000<br>DAY              | _____.     | _____.     |
| 0370                 | 643.1000<br>Traffic Control Signs Fixed Message                         | 733.000<br>SF                  | _____.     | _____.     |
| 0372                 | 643.1050<br>Traffic Control Signs PCMS                                  | 99.000<br>DAY                  | _____.     | _____.     |
| 0376                 | 643.1200.S<br>Portable Automated Real-Time Traffic Queue Warning System | 370.000<br>DAY                 | _____.     | _____.     |
| 0378                 | 643.5000<br>Traffic Control 0001. 1033-02-71                            | 1.000<br>EACH                  | _____.     | _____.     |
| 0380                 | 645.0111<br>Geotextile Type DF Schedule A                               | 8,417.000<br>SY                | _____.     | _____.     |
| 0382                 | 645.0120<br>Geotextile Type HR                                          | 252.000<br>SY                  | _____.     | _____.     |
| 0384                 | 645.0135<br>Geotextile Type SR                                          | 20,000.000<br>SY               | _____.     | _____.     |
| 0386                 | 646.1020<br>Marking Line Epoxy 4-Inch                                   | 51,427.000<br>LF               | _____.     | _____.     |
| 0388                 | 646.1545<br>Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch          | 10,594.000<br>LF               | _____.     | _____.     |
| 0390                 | 646.1555<br>Marking Line Grooved Contrast Permanent Tape 4-Inch         | 762.000<br>LF                  | _____.     | _____.     |
| 0392                 | 646.3020<br>Marking Line Epoxy 8-Inch                                   | 2,124.000<br>LF                | _____.     | _____.     |
| 0394                 | 646.3545<br>Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch          | 17,396.000<br>LF               | _____.     | _____.     |
| 0396                 | 646.3555<br>Marking Line Grooved Contrast Permanent Tape 8-Inch         | 1,821.000<br>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 |
|----------------------|------------------------------------------------------------|--------------------------------|------------|------------|
| 0398                 | 646.5020<br>Marking Arrow Epoxy                            | 34.000<br>EACH                 | _____.     | _____.     |
| 0400                 | 646.5120<br>Marking Word Epoxy                             | 15.000<br>EACH                 | _____.     | _____.     |
| 0402                 | 646.6120<br>Marking Stop Line Epoxy 18-Inch                | 1,243.000<br>LF                | _____.     | _____.     |
| 0404                 | 646.6220<br>Marking Yield Line Epoxy 18-Inch               | 3.000<br>EACH                  | _____.     | _____.     |
| 0406                 | 646.7120<br>Marking Diagonal Epoxy 12-Inch                 | 1,411.000<br>LF                | _____.     | _____.     |
| 0408                 | 646.7420<br>Marking Crosswalk Epoxy Transverse Line 6-Inch | 950.000<br>LF                  | _____.     | _____.     |
| 0412                 | 646.8120<br>Marking Curb Epoxy                             | 1,365.000<br>LF                | _____.     | _____.     |
| 0414                 | 646.8220<br>Marking Island Nose Epoxy                      | 53.000<br>EACH                 | _____.     | _____.     |
| 0416                 | 646.9010<br>Marking Removal Line Water Blasting 4-Inch     | 16,388.000<br>LF               | _____.     | _____.     |
| 0418                 | 646.9110<br>Marking Removal Line Water Blasting 8-Inch     | 3,051.000<br>LF                | _____.     | _____.     |
| 0420                 | 646.9210<br>Marking Removal Line Water Blasting Wide       | 853.000<br>LF                  | _____.     | _____.     |
| 0422                 | 646.9310<br>Marking Removal Special Marking Water Blasting | 24.000<br>EACH                 | _____.     | _____.     |
| 0424                 | 649.0120<br>Temporary Marking Line Epoxy 4-Inch            | 182,321.000<br>LF              | _____.     | _____.     |
| 0426                 | 649.0150<br>Temporary Marking Line Removable Tape 4-Inch   | 38,381.000<br>LF               | _____.     | _____.     |
| 0428                 | 649.0220<br>Temporary Marking Line Epoxy 8-Inch            | 9,046.000<br>LF                | _____.     | _____.     |



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Alt Mbr ID:

| Proposal Line Number | Item ID Description                                            | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|----------------------------------------------------------------|--------------------------------|------------|------------|
| 0430                 | 649.0250<br>Temporary Marking Line Removable Tape 8-Inch       | 8,367.000<br>LF                | _____.     | _____.     |
| 0432                 | 649.0520<br>Temporary Marking Arrow Epoxy                      | 35.000<br>EACH                 | _____.     | _____.     |
| 0434                 | 649.0760<br>Temporary Marking Raised Pavement Marker Type I    | 404.000<br>EACH                | _____.     | _____.     |
| 0436                 | 649.0820<br>Temporary Marking Stop Line Epoxy 18-Inch          | 1,454.000<br>LF                | _____.     | _____.     |
| 0438                 | 649.0850<br>Temporary Marking Stop Line Removable Tape 18-Inch | 1,075.000<br>LF                | _____.     | _____.     |
| 0440                 | 649.0920<br>Temporary Marking Diagonal Epoxy 12-Inch           | 378.000<br>LF                  | _____.     | _____.     |
| 0442                 | 649.0950<br>Temporary Marking Diagonal Removable Tape 12-Inch  | 437.000<br>LF                  | _____.     | _____.     |
| 0444                 | 652.0225<br>Conduit Rigid Nonmetallic Schedule 40 2-Inch       | 9,132.000<br>LF                | _____.     | _____.     |
| 0446                 | 652.0235<br>Conduit Rigid Nonmetallic Schedule 40 3-Inch       | 12,884.000<br>LF               | _____.     | _____.     |
| 0448                 | 652.0700.S<br>Install Conduit into Existing Item               | 4.000<br>EACH                  | _____.     | _____.     |
| 0450                 | 652.0800<br>Conduit Loop Detector                              | 13,040.000<br>LF               | _____.     | _____.     |
| 0452                 | 653.0135<br>Pull Boxes Steel 24x36-Inch                        | 44.000<br>EACH                 | _____.     | _____.     |
| 0454                 | 653.0140<br>Pull Boxes Steel 24x42-Inch                        | 93.000<br>EACH                 | _____.     | _____.     |
| 0456                 | 653.0154<br>Pull Boxes Non-Conductive 24x36-Inch               | 15.000<br>EACH                 | _____.     | _____.     |
| 0458                 | 653.0164<br>Pull Boxes Non-Conductive 24x42-Inch               | 12.000<br>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 |
|----------------------|-----------------------------------------------------------|--------------------------------|------------|------------|
| 0460                 | 653.0905<br>Removing Pull Boxes                           | 77.000<br>EACH                 | _____.     | _____.     |
| 0462                 | 654.0101<br>Concrete Bases Type 1                         | 37.000<br>EACH                 | _____.     | _____.     |
| 0464                 | 654.0102<br>Concrete Bases Type 2                         | 6.000<br>EACH                  | _____.     | _____.     |
| 0466                 | 654.0107<br>Concrete Bases Type 7                         | 21.000<br>EACH                 | _____.     | _____.     |
| 0468                 | 654.0110<br>Concrete Bases Type 10                        | 7.000<br>EACH                  | _____.     | _____.     |
| 0470                 | 654.0113<br>Concrete Bases Type 13                        | 6.000<br>EACH                  | _____.     | _____.     |
| 0472                 | 654.0217<br>Concrete Control Cabinet Bases Type 9 Special | 4.000<br>EACH                  | _____.     | _____.     |
| 0474                 | 654.0230<br>Concrete Control Cabinet Bases Type L30       | 1.000<br>EACH                  | _____.     | _____.     |
| 0476                 | 655.0210<br>Cable Traffic Signal 3-14 AWG                 | 7,638.000<br>LF                | _____.     | _____.     |
| 0478                 | 655.0230<br>Cable Traffic Signal 5-14 AWG                 | 5,188.000<br>LF                | _____.     | _____.     |
| 0480                 | 655.0235<br>Cable Traffic Signal 7-12 AWG                 | 1,446.000<br>LF                | _____.     | _____.     |
| 0482                 | 655.0240<br>Cable Traffic Signal 7-14 AWG                 | 10,006.000<br>LF               | _____.     | _____.     |
| 0484                 | 655.0255<br>Cable Traffic Signal 12-12 AWG                | 1,380.000<br>LF                | _____.     | _____.     |
| 0486                 | 655.0260<br>Cable Traffic Signal 12-14 AWG                | 10,608.000<br>LF               | _____.     | _____.     |
| 0488                 | 655.0265<br>Cable Traffic Signal 15-12 AWG                | 628.000<br>LF                  | _____.     | _____.     |
| 0490                 | 655.0270<br>Cable Traffic Signal 15-14 AWG                | 2,589.000<br>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 |
|----------------------|-----------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0492                 | 655.0320<br>Cable Type UF 2-10 AWG Grounded                                                         | 6,338.000<br>LF                | _____.     | _____.     |
| 0494                 | 655.0325<br>Cable Type UF 2-8 AWG Grounded                                                          | 314.000<br>LF                  | _____.     | _____.     |
| 0496                 | 655.0510<br>Electrical Wire Traffic Signals 12 AWG                                                  | 8,777.000<br>LF                | _____.     | _____.     |
| 0498                 | 655.0515<br>Electrical Wire Traffic Signals 10 AWG                                                  | 19,663.000<br>LF               | _____.     | _____.     |
| 0500                 | 655.0520<br>Electrical Wire Traffic Signals 8 AWG                                                   | 628.000<br>LF                  | _____.     | _____.     |
| 0502                 | 655.0610<br>Electrical Wire Lighting 12 AWG                                                         | 10,866.000<br>LF               | _____.     | _____.     |
| 0504                 | 655.0620<br>Electrical Wire Lighting 8 AWG                                                          | 13,885.000<br>LF               | _____.     | _____.     |
| 0506                 | 655.0625<br>Electrical Wire Lighting 6 AWG                                                          | 3,650.000<br>LF                | _____.     | _____.     |
| 0508                 | 655.0640<br>Electrical Wire Lighting 1 AWG                                                          | 18.000<br>LF                   | _____.     | _____.     |
| 0510                 | 655.0700<br>Loop Detector Lead In Cable                                                             | 57,545.000<br>LF               | _____.     | _____.     |
| 0512                 | 655.0800<br>Loop Detector Wire                                                                      | 48,234.000<br>LF               | _____.     | _____.     |
| 0514                 | 655.0900<br>Traffic Signal EVP Detector Cable                                                       | 7,638.000<br>LF                | _____.     | _____.     |
| 0516                 | 656.0200<br>Electrical Service Meter Breaker<br>Pedestal (location) 3001. STH 20 & W<br>Frontage Rd | LS                             | LUMP SUM   | _____.     |
| 0518                 | 656.0200<br>Electrical Service Meter Breaker<br>Pedestal (location) 3002. IH-94 Ramps &<br>STH 20   | LS                             | LUMP SUM   | _____.     |
| 0520                 | 656.0200<br>Electrical Service Meter Breaker<br>Pedestal (location) 3003. STH 20 & E<br>Frontage Rd | LS                             | LUMP SUM   | _____.     |



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Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                             | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0522                 | 656.0200<br>Electrical Service Meter Breaker Pedestal (location) 3004. STH 20 & Red Cloud Drive | LS                             | LUMP SUM   | _____.     |
| 0524                 | 656.0400<br>Electrical Service Main Lugs Only Meter Pedestal (location) 0001. HL-51-RZ          | LS                             | LUMP SUM   | _____.     |
| 0526                 | 657.0100<br>Pedestal Bases                                                                      | 46.000<br>EACH                 | _____.     | _____.     |
| 0528                 | 657.0255<br>Transformer Bases Breakaway 11 1/2-Inch Bolt Circle                                 | 6.000<br>EACH                  | _____.     | _____.     |
| 0530                 | 657.0310<br>Poles Type 3                                                                        | 6.000<br>EACH                  | _____.     | _____.     |
| 0532                 | 657.0330<br>Poles Type 7                                                                        | 21.000<br>EACH                 | _____.     | _____.     |
| 0534                 | 657.0405<br>Traffic Signal Standards Aluminum 3.5-FT                                            | 1.000<br>EACH                  | _____.     | _____.     |
| 0536                 | 657.0420<br>Traffic Signal Standards Aluminum 13-FT                                             | 26.000<br>EACH                 | _____.     | _____.     |
| 0538                 | 657.0425<br>Traffic Signal Standards Aluminum 15-FT                                             | 16.000<br>EACH                 | _____.     | _____.     |
| 0540                 | 657.0430<br>Traffic Signal Standards Aluminum 10-FT                                             | 3.000<br>EACH                  | _____.     | _____.     |
| 0542                 | 657.0609<br>Luminaire Arms Single Member 4-Inch Clamp 6-FT                                      | 11.000<br>EACH                 | _____.     | _____.     |
| 0544                 | 657.0630<br>Luminaire Arms Single Member 6-Inch Clamp 8-FT                                      | 13.000<br>EACH                 | _____.     | _____.     |
| 0546                 | 657.0635<br>Luminaire Arms Single Member 6-Inch Clamp 10-FT                                     | 16.000<br>EACH                 | _____.     | _____.     |
| 0548                 | 658.0173<br>Traffic Signal Face 3S 12-Inch                                                      | 116.000<br>EACH                | _____.     | _____.     |



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Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                    | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|--------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0550                 | 658.0174<br>Traffic Signal Face 4S 12-Inch                                                             | 29.000<br>EACH                 | _____.     | _____.     |
| 0552                 | 658.0416<br>Pedestrian Signal Face 16-Inch                                                             | 14.000<br>EACH                 | _____.     | _____.     |
| 0554                 | 658.0500<br>Pedestrian Push Buttons                                                                    | 15.000<br>EACH                 | _____.     | _____.     |
| 0556                 | 658.5069<br>Signal Mounting Hardware (location)<br>3001. STH 20 & W Frontage Rd                        | LS                             | LUMP SUM   | _____.     |
| 0558                 | 658.5069<br>Signal Mounting Hardware (location)<br>3002. IH-94 Ramps & STH 20                          | LS                             | LUMP SUM   | _____.     |
| 0560                 | 658.5069<br>Signal Mounting Hardware (location)<br>3003. STH 20 & E Frontage Rd                        | LS                             | LUMP SUM   | _____.     |
| 0562                 | 658.5069<br>Signal Mounting Hardware (location)<br>3004. STH 20 & Red Cloud Drive                      | LS                             | LUMP SUM   | _____.     |
| 0564                 | 658.5069<br>Signal Mounting Hardware (location)<br>3005. STH 20 & CTH H/Renaissance Blvd               | LS                             | LUMP SUM   | _____.     |
| 0566                 | 659.1125<br>Luminaires Utility LED C                                                                   | 76.000<br>EACH                 | _____.     | _____.     |
| 0568                 | 661.0200<br>Temporary Traffic Signals for<br>Intersections (location) 3001. STH 20 &<br>W Frontage Rd  | LS                             | LUMP SUM   | _____.     |
| 0570                 | 661.0200<br>Temporary Traffic Signals for<br>Intersections (location) 3002. IH-94 EB<br>Ramps & STH 20 | LS                             | LUMP SUM   | _____.     |
| 0572                 | 661.0200<br>Temporary Traffic Signals for<br>Intersections (location) 3003. IH-94 WB<br>Ramps & STH 20 | LS                             | LUMP SUM   | _____.     |
| 0574                 | 661.0200<br>Temporary Traffic Signals for<br>Intersections (location) 3004. STH 20 &<br>E Frontage Rd  | LS                             | LUMP SUM   | _____.     |





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Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                      | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|----------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0576                 | 661.0200<br>Temporary Traffic Signals for Intersections (location) 3005. STH 20 & CTH H/Renaissance Blvd | LS                             | LUMP SUM   | _____.     |
| 0578                 | 662.6030.S<br>Ramp Closure Barricade Rack 3-Unit                                                         | 2.000<br>EACH                  | _____.     | _____.     |
| 0580                 | 670.0100<br>Field System Integrator 0001. 1033-02-71 Lighting                                            | LS                             | LUMP SUM   | _____.     |
| 0582                 | 670.0100<br>Field System Integrator 3001. 1033-02-71 Signals                                             | LS                             | LUMP SUM   | _____.     |
| 0584                 | 670.0200<br>ITS Documentation 0001. 1033-02-71 Lighting                                                  | LS                             | LUMP SUM   | _____.     |
| 0586                 | 670.0200<br>ITS Documentation 3001. 1033-02-71 Signals                                                   | LS                             | LUMP SUM   | _____.     |
| 0588                 | 671.0122<br>Conduit HDPE 2-Duct 2-Inch                                                                   | 1,855.000<br>LF                | _____.     | _____.     |
| 0590                 | 671.0132<br>Conduit HDPE 3-Duct 2-Inch                                                                   | 6,095.000<br>LF                | _____.     | _____.     |
| 0592                 | 671.0232<br>Conduit HDPE Directional Bore 3-Duct 2-Inch                                                  | 205.000<br>LF                  | _____.     | _____.     |
| 0594                 | 673.0105<br>Communication Vault Type 1                                                                   | 7.000<br>EACH                  | _____.     | _____.     |
| 0596                 | 673.0200<br>Tracer Wire Marker Posts                                                                     | 1.000<br>EACH                  | _____.     | _____.     |
| 0598                 | 674.0300<br>Remove Cable                                                                                 | 1,860.000<br>LF                | _____.     | _____.     |
| 0600                 | 674.0400<br>Reinstall Cable                                                                              | 110.000<br>LF                  | _____.     | _____.     |
| 0602                 | 678.0036<br>Install Fiber Optic Cable Outdoor Plant 36-CT                                                | 13,284.000<br>LF               | _____.     | _____.     |



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Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                   | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-----------------------------------------------------------------------|--------------------------------|------------|------------|
| 0604                 | 678.0200<br>Fiber Optic Splice Enclosure                              | 6.000<br>EACH                  | _____.     | _____.     |
| 0606                 | 678.0300<br>Fiber Optic Splice                                        | 96.000<br>EACH                 | _____.     | _____.     |
| 0608                 | 678.0500<br>Communication System Testing 0001.<br>1033-02-71 Lighting | LS                             | LUMP SUM   | _____.     |
| 0610                 | 678.0500<br>Communication System Testing 3001.<br>1033-02-71 Signals  | LS                             | LUMP SUM   | _____.     |
| 0612                 | 678.0600<br>Install Ethernet Switches                                 | 5.000<br>EACH                  | _____.     | _____.     |
| 0614                 | 690.0150<br>Sawing Asphalt                                            | 9,597.000<br>LF                | _____.     | _____.     |
| 0616                 | 690.0250<br>Sawing Concrete                                           | 10,662.000<br>LF               | _____.     | _____.     |
| 0618                 | 715.0415<br>Incentive Strength Concrete Pavement                      | 34,078.000<br>DOL              | 1.00000    | 34,078.00  |
| 0620                 | 715.0710<br>Optimized Aggregate Gradation Incentive                   | 122,150.000<br>DOL             | 1.00000    | 122,150.00 |
| 0622                 | 740.0440<br>Incentive IRI Ride                                        | 17,207.000<br>DOL              | 1.00000    | 17,207.00  |
| 0624                 | SPV.0035<br>Special 0001. EBS Excavation                              | 27,523.000<br>CY               | _____.     | _____.     |
| 0626                 | SPV.0035<br>Special 0002. EBS Backfill                                | 27,523.000<br>CY               | _____.     | _____.     |
| 0628                 | SPV.0035<br>Special 0003. Roadway Embankment                          | 22,968.000<br>CY               | _____.     | _____.     |
| 0630                 | SPV.0035<br>Special 0004. Backfill Slurry                             | 500.000<br>CY                  | _____.     | _____.     |
| 0632                 | SPV.0060<br>Special 0001. Manholes 9-FT Diameter                      | 5.000<br>EACH                  | _____.     | _____.     |
| 0634                 | SPV.0060<br>Special 0002. Manholes 10-FT Diameter                     | 2.000<br>EACH                  | _____.     | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                        | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|----------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0636                 | SPV.0060<br>Special 0003. Exposing Existing Infrastructure Unpaved Area    | 4.000<br>EACH                  | _____.     | _____.     |
| 0638                 | SPV.0060<br>Special 0004. Exposing Existing Infrastructure Paved Area      | 4.000<br>EACH                  | _____.     | _____.     |
| 0640                 | SPV.0060<br>Special 0005. Baseline CPM Progress Schedule                   | 1.000<br>EACH                  | _____.     | _____.     |
| 0642                 | SPV.0060<br>Special 0006. Monthly CPM Progress Schedule Updates 1033-02-71 | 10.000<br>EACH                 | _____.     | _____.     |
| 0644                 | SPV.0060<br>Special 0007. Monthly CPM Progress Schedule Updates 1033-02-76 | 2.000<br>EACH                  | _____.     | _____.     |
| 0646                 | SPV.0060<br>Special 0008. Marking Contrast Epoxy Special Marking Arrow     | 73.000<br>EACH                 | _____.     | _____.     |
| 0648                 | SPV.0060<br>Special 0009. Marking Contrast Epoxy Special Marking Word      | 32.000<br>EACH                 | _____.     | _____.     |
| 0650                 | SPV.0060<br>Special 0010. Reconnect Storm Sewer                            | 2.000<br>EACH                  | _____.     | _____.     |
| 0652                 | SPV.0060<br>Special 0029. Permanent Barricades Type III                    | 12.000<br>EACH                 | _____.     | _____.     |
| 0654                 | SPV.0060<br>Special 0034. Mobilizations Emergency Pavement Repair          | 5.000<br>EACH                  | _____.     | _____.     |
| 0656                 | SPV.0060<br>Special 1000. Distribution Center Salvaged                     | 1.000<br>EACH                  | _____.     | _____.     |
| 0658                 | SPV.0060<br>Special 3001. Pull Box Rims & Covers                           | 15.000<br>EACH                 | _____.     | _____.     |
| 0660                 | SPV.0060<br>Special 3002. Removing Pull Box Rims & Covers                  | 15.000<br>EACH                 | _____.     | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                             | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|---------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0662                 | SPV.0060<br>Special 3003. Concrete Control Cabinet Base Type 9 Special Modified | 1.000<br>EACH                  | _____.     | _____.     |
| 0664                 | SPV.0060<br>Special 3004. Install Poles Type 10                                 | 7.000<br>EACH                  | _____.     | _____.     |
| 0666                 | SPV.0060<br>Special 3005. Install Poles Type 9 Special                          | 3.000<br>EACH                  | _____.     | _____.     |
| 0668                 | SPV.0060<br>Special 3006. Install Poles Type 10 Special                         | 9.000<br>EACH                  | _____.     | _____.     |
| 0670                 | SPV.0060<br>Special 3007. Install Poles Type 12                                 | 1.000<br>EACH                  | _____.     | _____.     |
| 0672                 | SPV.0060<br>Special 3008. Install Poles Type 13                                 | 5.000<br>EACH                  | _____.     | _____.     |
| 0674                 | SPV.0060<br>Special 3009. Install Monotube Arms 20-FT                           | 2.000<br>EACH                  | _____.     | _____.     |
| 0676                 | SPV.0060<br>Special 3010. Install Monotube Arms 25-FT                           | 2.000<br>EACH                  | _____.     | _____.     |
| 0678                 | SPV.0060<br>Special 3011. Install Monotube Arms 30-FT                           | 3.000<br>EACH                  | _____.     | _____.     |
| 0680                 | SPV.0060<br>Special 3012. Install Monotube Arms 35-FT Type 9/10 Spec Pole       | 6.000<br>EACH                  | _____.     | _____.     |
| 0682                 | SPV.0060<br>Special 3013. Install Monotube Arms 45-FT Type 9/10 Spec Pole       | 6.000<br>EACH                  | _____.     | _____.     |
| 0684                 | SPV.0060<br>Special 3014. Install Monotube Arms 50-FT                           | 1.000<br>EACH                  | _____.     | _____.     |
| 0686                 | SPV.0060<br>Special 3015. Install Monotube Arms 55-FT                           | 5.000<br>EACH                  | _____.     | _____.     |
| 0688                 | SPV.0060<br>Special 3016. Install Luminaire Arms Steel 15-FT                    | 36.000<br>EACH                 | _____.     | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                           | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0690                 | SPV.0060<br>Special 3017. Concrete Bases Type 10 Special                      | 12.000<br>EACH                 | _____.     | _____.     |
| 0692                 | SPV.0060<br>Special 3018. Bicycle Signal Face 3S 12-Inch                      | 1.000<br>EACH                  | _____.     | _____.     |
| 0694                 | SPV.0060<br>Special 5000. Adjusting Sanitary Manhole Mt. Pleasant             | 1.000<br>EACH                  | _____.     | _____.     |
| 0696                 | SPV.0060<br>Special 5001. Reconstructing Sanitary Manhole Mt. Pleasant        | 4.000<br>EACH                  | _____.     | _____.     |
| 0698                 | SPV.0060<br>Special 5002. Adjusting Sanitary Manhole Yorkville                | 4.000<br>EACH                  | _____.     | _____.     |
| 0700                 | SPV.0060<br>Special 5003. Reconstructing Sanitary Manhole Yorkville           | 3.000<br>EACH                  | _____.     | _____.     |
| 0702                 | SPV.0060<br>Special 5004. Adjusting Water Valves                              | 10.000<br>EACH                 | _____.     | _____.     |
| 0704                 | SPV.0060<br>Special 5005. Hydrant Assembly Adjustment                         | 3.000<br>EACH                  | _____.     | _____.     |
| 0706                 | SPV.0060<br>Special 5006. Hydrant Assembly Relocation                         | 2.000<br>EACH                  | _____.     | _____.     |
| 0708                 | SPV.0075<br>Special 0001. Pavement Cleanup Project 1033-02-71                 | 400.000<br>HRS                 | _____.     | _____.     |
| 0710                 | SPV.0075<br>Special 0002. Pavement Cleanup Project 1033-02-76                 | 20.000<br>HRS                  | _____.     | _____.     |
| 0712                 | SPV.0090<br>Special 0001. Concrete Curb & Gutter 4-Inch Sloped 60-Inch Type A | 306.000<br>LF                  | _____.     | _____.     |
| 0714                 | SPV.0090<br>Special 0002. Concrete Curb & Gutter 6-Inch Sloped 24-Inch Type A | 1,083.000<br>LF                | _____.     | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                  | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0716                 | SPV.0090<br>Special 0003. Maintain and Remove Concrete Barrier Temporary Precast                     | 361.000<br>LF                  | _____.     | _____.     |
| 0718                 | SPV.0090<br>Special 0004. Drain Slotted Vane Longitudinal Temporary                                  | 523.000<br>LF                  | _____.     | _____.     |
| 0720                 | SPV.0090<br>Special 2000. Adjust Conduit                                                             | 25.000<br>LF                   | _____.     | _____.     |
| 0722                 | SPV.0090<br>Special 3001. Fiber Optic Warning Tape                                                   | 7,515.000<br>LF                | _____.     | _____.     |
| 0724                 | SPV.0105<br>Special 0001. Survey Project 1033-02-71                                                  | LS                             | LUMP SUM   | _____.     |
| 0726                 | SPV.0105<br>Special 0002. Survey Project 1033-02-76                                                  | LS                             | LUMP SUM   | _____.     |
| 0728                 | SPV.0105<br>Special 1000. Lighting System Integrator                                                 | LS                             | LUMP SUM   | _____.     |
| 0730                 | SPV.0105<br>Special 1001. Lighting System Survey                                                     | LS                             | LUMP SUM   | _____.     |
| 0732                 | SPV.0105<br>Special 2000. Temporary CCTV Power                                                       | LS                             | LUMP SUM   | _____.     |
| 0734                 | SPV.0105<br>Special 3001. Trnspt & Install State Furn Traffic Signal Cabinet STH 20 & W Frontage Rd  | LS                             | LUMP SUM   | _____.     |
| 0736                 | SPV.0105<br>Special 3002. Trnspt & Install State Furn Traf Signal Cabinet IH-94 Ramps & STH 20 (CB1) | LS                             | LUMP SUM   | _____.     |
| 0738                 | SPV.0105<br>Special 3003. Trnspt & Install State Furn Traf Signal Cabinet IH-94 Ramps & STH 20 (CB2) | LS                             | LUMP SUM   | _____.     |
| 0740                 | SPV.0105<br>Special 3004. Trnspt & Install State Furn Traffic Signal Cabinet STH 20 & E Frontage Rd  | LS                             | LUMP SUM   | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                  | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0742                 | SPV.0105<br>Special 3005. Trspt and Install State Furn Traffic Signal Cabinet STH 20 & Red Cloud Dr  | LS                             | LUMP SUM   | _____.     |
| 0744                 | SPV.0105<br>Special 3006. Trnspt Traf Signal & Intersection Lighting Material STH 20 & W Frontage Rd | LS                             | LUMP SUM   | _____.     |
| 0746                 | SPV.0105<br>Special 3007. Trnspt Traf Signal & Intersection Lighting Material IH-94 Ramps & STH 20   | LS                             | LUMP SUM   | _____.     |
| 0748                 | SPV.0105<br>Special 3008. Trnspt Traf Signal & Intersection Lighting Material STH 20 & E Frontage Rd | LS                             | LUMP SUM   | _____.     |
| 0750                 | SPV.0105<br>Special 3009. Trnspt Traf Signal & Intersection Lighting Materials STH 20 & Red Cloud Dr | LS                             | LUMP SUM   | _____.     |
| 0752                 | SPV.0105<br>Special 3010. Trnspt Traf Signal & Intersection Lighting Material STH 20 & CTH H         | LS                             | LUMP SUM   | _____.     |
| 0754                 | SPV.0105<br>Special 3011. Trnspt & Install State Furn EVP Det Head & Conf Light STH 20 & W Frontage  | LS                             | LUMP SUM   | _____.     |
| 0756                 | SPV.0105<br>Special 3012. Trnspt & Install State Furn EVP Det Head & Conf Light IH 94 Ramps & STH 20 | LS                             | LUMP SUM   | _____.     |
| 0758                 | SPV.0105<br>Special 3013. Trnspt & Install State Furn EVP Det Head & Conf Light STH 20 & E Frontage  | LS                             | LUMP SUM   | _____.     |
| 0760                 | SPV.0105<br>Special 3014. Trnspt & Install State Furn EVP Det Head & Conf Light STH 20 & Red Cloud   | LS                             | LUMP SUM   | _____.     |



## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                        | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|------------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0762                 | SPV.0105<br>Special 3015. Trnspt & Install State Furn<br>EVP Det Head & Conf Light STH 20 &<br>CTH H       | LS                             | LUMP SUM   | _____.     |
| 0764                 | SPV.0105<br>Special 3016. Temporary Infrared EVP<br>System STH 20 & CTH H/Renaissance<br>Blvd              | LS                             | LUMP SUM   | _____.     |
| 0766                 | SPV.0105<br>Special 3017. Trnspt and Install State<br>Furn Radar Detection System STH 20 &<br>Red Cloud Dr | LS                             | LUMP SUM   | _____.     |
| 0768                 | SPV.0105<br>Special 3018. Trnspt & Install State Furn<br>Fiber Optic Cable Pigtail 8-CT CB1 (S51-<br>0728) | LS                             | LUMP SUM   | _____.     |
| 0770                 | SPV.0105<br>Special 3019. Trnspt & Install State Furn<br>Fiber Optic Cable Pigtail 8-CT CB1 (S51-<br>0324) | LS                             | LUMP SUM   | _____.     |
| 0772                 | SPV.0105<br>Special 3020. Trnspt & Install State Furn<br>Fiber Optic Cable Pigtail 8-CT CB1 (S51-<br>0727) | LS                             | LUMP SUM   | _____.     |
| 0774                 | SPV.0105<br>Special 3021. Trnspt & Install State Furn<br>Fiber Optic Cable Pigtail 8-CT CB1 (S51-<br>1478) | LS                             | LUMP SUM   | _____.     |
| 0776                 | SPV.0135<br>Special 0001. Field Office Special                                                             | 10.000<br>MON                  | _____.     | _____.     |
| 0778                 | SPV.0170<br>Special 0001. Removal and Disposal of<br>Invasive Plant Species                                | 3.000<br>STA                   | _____.     | _____.     |
| 0780                 | SPV.0195<br>Special 0001. Soil Drying Treatment                                                            | 130.000<br>TON                 | _____.     | _____.     |
| 0782                 | SPV.0195<br>Special 0002. Subgrade Strengthening<br>Treatment                                              | 1,549.000<br>TON               | _____.     | _____.     |
| 0784                 | 305.0110<br>Base Aggregate Dense 3/4-Inch                                                                  | 954.000<br>TON                 | _____.     | _____.     |





## Proposal Schedule of Items

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Proposal ID: 20200211013 Project(s): 1033-02-71, 1033-02-76

Federal ID(s): N/A, N/A

SECTION: 0001

Roadway Items

Alt Set ID:

Alt Mbr ID:

| Proposal Line Number | Item ID Description                                                                                               | Approximate Quantity and Units | Unit Price | Bid Amount |
|----------------------|-------------------------------------------------------------------------------------------------------------------|--------------------------------|------------|------------|
| 0786                 | 305.0120<br>Base Aggregate Dense 1 1/4-Inch                                                                       | 62,086.000<br>TON              | _____.     | _____.     |
| 0788                 | 312.0110<br>Select Crushed Material                                                                               | 109,418.000<br>TON             | _____.     | _____.     |
| 0790                 | 643.0920<br>Traffic Control Covering Signs Type II                                                                | 120.000<br>EACH                | _____.     | _____.     |
| 0792                 | 661.0200<br>Temporary Traffic Signals for Intersections (location) 3006. IH-94 West Frontage Rd & CTH C/Spring St | LS                             | LUMP SUM   | _____.     |
| 0794                 | 661.0200<br>Temporary Traffic Signals for Intersections (location) 3007. IH-94 East Frontage Rd & CTH C/Spring St | LS                             | LUMP SUM   | _____.     |
| 0796                 | 677.0200<br>Install Camera Assembly                                                                               | 2.000<br>EACH                  | _____.     | _____.     |
| 0798                 | SPV.0090<br>Special 0005. Concrete Curb & Gutter HES 6-Inch Sloped 36-Inch Type A                                 | 1,327.000<br>LF                | _____.     | _____.     |
| 0800                 | SPV.0105<br>Special 3022. Temp Non-Intrusive Veh Detect Sys IH-94 W Frontage Rd & CTH C/Spring St                 | LS                             | LUMP SUM   | _____.     |
| 0802                 | SPV.0105<br>Special 3022. Temp Non-Intrusive Veh Detect Sys IH-94 E Frontage Rd & CTH C/Spring St                 | LS                             | LUMP SUM   | _____.     |
| Section: 0001        |                                                                                                                   |                                | Total:     | _____.     |
|                      |                                                                                                                   |                                | Total Bid: | _____.     |





## Wisconsin Department of Transportation

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February 06, 2020

**Division of Transportation Systems  
Development**

Bureau of Project Development  
4822 Madison Yards Way, 4<sup>th</sup> Floor South  
Madison, WI 53705

Telephone: (608) 266-1631  
Facsimile (FAX): (608) 266-8459

### NOTICE TO ALL CONTRACTORS:

**Proposal #13: 1033-02-71**

**STH 20-NS Frwy Arterial Cross St  
CTH C TO 900' W Of International Dr  
STH 20  
Racine County**

**1033-02-76**

**International Drive Traffic Mitigation  
STH 20 Limits to Int'l Dr Const  
Loc Str  
Racine County**

### Letting of February 11, 2020

This is Addendum No. 02, which provides for the following:

#### Special Provisions:

| Revised Special Provisions |                          |
|----------------------------|--------------------------|
| Article No.                | Description              |
| 3                          | Prosecution and Progress |

#### Other

**Revise the contract time for completion from a completion date of December 11, 2020 to a completion date of June 1, 2021.**

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. 02**

**1033-02-71/76**

**February 6, 2020**

**Special Provisions**

**3. Prosecution and Progress**

*Remove entire section titled Interim and Final Completion of Work.*

*Replace entire section titled Interim Completion of Work Complete Stage 3 and Re-Open Entrance Ramps with the following:*

**Interim Completion of Work Complete Stage 3 and Re-Open Entrance Ramps**

If the contractor fails to complete all work as shown in the plans from Stage 1A to Stage 3C and to open the northbound Entrance Ramp and southbound Entrance Ramp to traffic prior to 12:01 AM on September 30, 2020, the department will assess the contractor \$5,000 in interim liquidated damages per day for each calendar day after 12:01 AM on September 30, 2020, that this work is not complete. An entire calendar day will be charged for any period of time within a calendar day that the ramps remain closed beyond 12:01 AM, on September 30, 2020.

*Insert the following section prior to section titled Enhance Liquidated Damages – Final Completion:*

**Interim Completion of Work Complete Stage 4**

If the contractor fails to complete work (all permanent pavement and shoulders in their final configuration, traffic signals, signing, temporary striping, slopes graded to plan with BMPs and winter erosion control measures placed) as shown in the plans in Stage 4 and to open to traffic in its permanent configuration prior to 12:01 AM on November 15, 2020, the department will assess the contractor \$5,000 in interim liquidated damages per day for each calendar day after 12:01 AM on November 15, 2020, that this work is not complete. An entire calendar day will be charged for any period of time within a calendar day that the project is not substantially complete beyond 12:01 AM, on November 15, 2020.

**END OF ADDENDUM**