TMP DOCUMENTATION AND REQUEST FOR APPROVAL

We are requesting approval of the Transportation Management Plan (TMP) for the project detailed below. This project is categorized as TMP type 2. Impacts resulting from project activities meet the current work zone policies of the Wisconsin Department of Transportation.

TMP/Project Type	Action
A. Project that requires a DSR and is TMP Type 1, 2 or 3.	Complete and submit this document and any attachments to BPD project services liaison.
B. Project that requires a DSR and is TMP Type 4.	Complete this document as the TMP Executive Summary and submit along with separate TMP report to BPD project services liaison.
C. Project does not require DSR and is TMP Type 1, 2 or 3.	Complete and submit this document and any attachments to BPD project services liaison.
For Federal Oversight projects, coordinate early in TMP development with BPD & FHWA project liaisons.	

1. Project Information

Design ID:	1146-75-00	PS&E Date:	February 1, 2018
Project Title:	STH 76 – New London	Let Date:	July 2018
Project Limits:	Lily of the Valley Drive – USH 45	Project Length	10.5 Miles
Highway:	STH 15	Project Duration	1000 Days
		2 Year(s)	10 Month(s)
County:	Outagamie	AADT	9,400 - 16,500 AADT (2007)

Project type (recst., recondition, SHRM, etc.): Reconstruction/Expansion
Engineer's Estimate: ☐ < $1 Million ☐ $1M-3M ☐ $3M-10M ☒ >$10M
Is the project a National Highway System (NHS) route? ☒ Yes ☐ No
Is the project Federal Oversight? ☒ Yes ☐ No
OSOW Route? ☐ Yes ☒ No

2. Brief description of work activities:

The proposed improvement consists of the reconstruction and expansion of approximately 10.5 miles of STH 15 from USH 45 in the City of New London to Lily of the Valley Drive in the Town of Greenville in Outagamie County (see Attachment 1 – Project Location Map). The project will expand STH 15 to a 4-lane divided highway, including a bypass of the Village of Hortonville. Roundabouts are proposed on both ends of the bypass at the STH 15 intersections with CTH T/Givens Road and CTH JJ/Manley Road, separating the project into three segments (see Attachments 2.1-2.3 – Project Overview):

- Western Section (USH 45 – CTH T/Givens Road)
- Bypass Section (CTH T/Givens Road – CTH JJ/Manley Road)
- Eastern Section (CTH JJ/Manley Road – Lily of the Valley Drive)

Western Section (USH 45 – CTH T/Givens Road)
This 3.5 mile segment will include four at-grade intersections (not including the roundabout at CTH T/ Givens Road). Minor realignment of two side roads is required to improve the intersection angle. Construction will be included along USH 45 to add a left turn lane for USH 45 SB. The vast majority of existing business and residential driveways along this section of STH 15 will remain.

Bypass Section (CTH T/Givens Road – CTH JJ/Manley Road)
This 3.7 mile segment will include the roundabout at CTH T/Givens Road but will not include the roundabout at CTH JJ/Manley Road. Bridges will be constructed for STH 15 to overpass the Wisconsin Central LTD railroad, Black Otter Creek, CTH M and Nash Street. CTH MM will be re-

located on new alignment intersecting with CTH M on the east side of the existing Lone Hickory Lane T-intersection. A limited number of restricted entrances to agricultural land will be provided but there will not be connections to any local intersecting roads in-between the roundabouts.

East Section (CTH JJ/Manley Road – Lily of the Valley Drive)
This 3.3 mile segment will include six at-grade intersections (including the roundabout at CTH JJ/Manley Road). Minor realignment of three side roads is required to improve the intersection angle. An at-grade crossing with the Wisconsin Central LTD railroad is planned. A multi-use trail is planned along the south side of STH 15 between Greendale Road (eastern edge of Hortonville) and Julius Drive (Town of Greenville). The vast majority of existing business and residential driveways along the section of STH 15 will remain.

3. Briefly describe the staging planned for maintaining traffic:

The overall project is divided into three separate construction contracts/lettings scheduled over a 2.5 to 3 year time period. The three construction contracts and their overall current estimated durations are summarized below:

Project I.D. – 1146-75-71 Bypass Section (CTH T/Givens Road – CTH JJ/Manley Road)
PS&E – February 1, 2018
Letting – July 12, 2018
Approximate Duration – September 2018 to November 2019

Project I.D. – 1146-75-72 East Section (CTH JJ/Manley Road – Lily of the Valley Drive)
PS&E – February 1, 2018
Letting – July 12, 2018
Approximate Duration – September 2018 to November 2019

Project I.D. – 1146-75-73 West Section (USH 45 – CTH T/Givens Road)
PS&E – August 1, 2019
Letting – December 12, 2019
Approximate Duration – March 2020 to November 2020

It is assumed STH 15 will remain open to through traffic (one lane in each direction) for the vast majority of construction. A short term (+/- 2 weeks) full closure of STH 15 is planned for the East Section Project I.D. 1146-75-72, to adjust the Wisconsin Central Limited railroad profile at the STH 15 at-grade crossing. STH 15 traffic will be detoured during this closure. A short term (+/- 1-2 weeks) full closure of STH 15 is planned for the West Section Project I.D. 1146-75-73, for the blasting and excavation of rock material closest to the existing roadway. Subsequent 30 minute closures of STH 15 will be permitted for removal of rock material not removed during the initial 1-2 week closure. STH 15 traffic will be detoured during this closure. In addition single lane (one direction) closures of STH 15 using flaggers will be allowed.

USH 45 north of STH 15 will have a short term (+/- 1 week) full closure to replace the at-grade railroad crossing. USH 45 traffic will be detoured during this closure.

A summary of the construction staging and maintenance of traffic for each construction contract is included below:

Project I.D. – 1146-75-71 Bypass Section (CTH T/Givens Road – CTH JJ/Manley Road)

Construction will begin in September of 2018 and continue through November of 2019. Construction will be completed in one stage with three sub-stages as described below (See Attachments 3.1-3.6 – Bypass Project Staging Overviews)

Stage 1 (broken into three sub-stages)

Stage 1A (+/- 1 year)

- Maintenance of Traffic:
  - STH 15 traffic remains on the existing roadway
  - All side roads remain open to traffic with only short term lane closures on CTH M and Nash Street for bridge construction activities
- Construction Activities:
  - Construct all off existing roadway sections of work including
    - STH 15 EB and WB (Sta. 256+00 to 465+00)
      - Gap between 378+00 and 379+00 to maintain CTH MM traffic access
    - Construct Old STH 15 West (Sta. 50+00 to 53+50)
    - Construct CTH MM (Sta. 11+00 to 21+00)
  - Work near the railroad will need to be coordinated with the Wisconsin Central Limited railroad
  - Construct temporary widening on south side of existing STH 15 on both sides of the CTH T/Givens Road intersections at the Old STH 15 West connection

Stage 1B (+/- 1-2 months)

- Maintenance of Traffic:
  - STH 15 traffic remains on existing roadway and moves to temporary widening south of Old STH 15 West
  - CTH MM and Givens Road (east) closed (+/- 1month)
  - Short term single lane closures with flaggers on STH 15 to construct temporary connection from Sta. 245+00 to 255+00 and on CTH M to construct CTH MM intersection
  - Nash Street shall not be closed during the time CTH MM is closed.
  - All other side roads remain open
- Construction Activities:
  - Construct connections from west roundabout to Old STH 15 West and temporary connection between the newly constructed STH 15 bypass and the west segment of STH 15
  - Construct connections from existing CTH MM to relocated CTH MM and from CTH M to relocated CTH MM
  - Construct CTH MM cul-de-sac
  - Construct STH 15 gap between 378+00 and 379+00

Stage 1C (+/- 1-2 weeks)

- Maintenance of Traffic:
  - STH 15 traffic on proposed roadway from Lily of the Valley Drive (East Section) to temporary connection between the bypass and the existing STH 15, with all side roads except for CTH T/Givens West fully open
  - CTH T/Givens West closed
- Construction Activities:
  - Construct CTH T/Givens West intersection with Old STH 15 West
  - Remove temporary pavement on south side of Old STH 15 West
  - Complete finishing items in various areas where temporary pavement is removed

Project I.D. – 1146-75-72 East Section (CTH JJ/Manley Road – Lily of the Valley Drive)

Construction will begin in September 2018 and continue through November of 2019. Construction will be completed in three stages with some stages having sub-stages as described below (See Attachments 4.1-4.5 – East Project Staging Overviews):

Stage 1 (broken into three sub-stages)

Stage 1A (+/- 2 weeks)

- Maintenance of Traffic:
  - STH 15 traffic remains on the existing roadway with single lane closures in the vicinity of the Lily of the Valley Drive intersection to construct temporary widening
  - All intersections open to traffic except Manley Road north of STH 15
- Construction Activities:
  - Construct temporary widening in vicinity of Lily of the Valley Drive
    - Cannot work on left and right side of STH 15 at the same time
  - Construct permanent right turn lanes on Lily of the Valley Drive to widen intersection to allow for better traffic flow through subsequent stages
  - Resurface Manley Road from STH 15 to CTH JJ
    - Temporary resurfacing for increased traffic volume throughout construction

Stage 1B (+/- 3 months)

- Maintenance of Traffic:
  - STH 15 traffic remains on existing roadway and moves to temporary widening near Lily of the Valley Drive
  - CTH JJ diverted to Manley Road
  - Alternating, short term closures (2-4 weeks) for side roads North Road (to south) & Julius Drive (to south)
  - Permanently close access to Hillview Road with cul-de-sac construction
  - All other side roads remain open
- Construction Activities:
  - Construct new WB lanes of STH 15 (Sta. 465+00 to 482+00; Sta. 485+00 to 524+00 with a gap in construction at Manley Road and the railroad (RR) crossing)
  - Construct new EB lanes of STH 15 (Sta. 524+00 to 653+00)
  - Construct portion of Old STH 15 East (Sta. 269+00 to 298+00)
  - Construct portion of CTH JJ (Sta. 300+00 to 307+00)
  - Construct North Road (to south), Hillview Road cul-de-sac and Julius Drive (to south)
  - Construct temporary widening on the west side of the Manley Road (north) intersection with STH 15

Stage 1C (+/- 1-2 weeks)

- Maintenance of Traffic:
  - STH 15 closed to through traffic (to raise RR tracks and complete STH WB – Sta. 514+00 to 516+00 and STH 15 EB – Sta. 513+00 to 515+00)
  - STH 15 detoured to CTH JJ via Manley Road and temporary widening west of Manley Road/STH 15 intersection
- Construction Activities:
  - Construct gap in WB lanes of STH 15 at RR (Sta. 514+00 to 516+00), EB lanes at RR (Sta. 513+00 to 515+00) and at Manley Road Sta. 492+00

        - Work near the railroad will need to be coordinated with the Wisconsin Central Limited railroad
    - Construct temporary crossover (Sta. 517+00 to 537+00)
    - Construct temporary connection between Old STH 15 East and new STH 15 WB
    - Construct temporary widening along Old STH 15 East (Sta. 250+00 to 270+00)

Stage 2 (broken into two sub-stages)

Stage 2A (+/- 3 months)

- Maintenance of Traffic:
    - STH 15 traffic open and shifted to:
        - Temporary widening and Old STH 15 East
        - New STH 15 WB Lanes (Sta. 490+00 to 520+00)
        - Temporary crossover (Sta. 520+00 to 535+00)
        - New STH 15 EB lanes (Sta. 535+00 to 653+00)
    - CTH JJ diverted to Manley Road
    - Alternating short term closures (2-4 weeks) for side roads North (north) & Julius (north)
    - Bennett Circle must be kept open to local traffic
    - All other side roads remain open
- Construction Activities:
    - Construct new EB lanes of STH 15 (Sta. 465+00 to 485+00, Sta. 488+00 to 524+00)
    - Construct new WB lanes of STH 15 (Sta. 524+00 to 653+00)
    - Construct portion of Old STH 15 East (Sta. 258+00 to 268+00; and CTH JJ roundabout with STH 15)
    - Construct Manley Road (to south), multi-use trail, North Road (to north), Bennett Circle and Julius Drive (to north)
    - Construct new temporary connection from temporary road along Old STH 15 East to new STH 15 EB between Sta. 485+00 and 490+00

Stage 2B (1 week)

- Maintenance of Traffic:
    - STH 15 traffic open with one lane in either direction on proposed STH 15 EB
        - Traffic from Old 15 East bypasses CTH JJ roundabout and connects to EB lanes along new temporary pavement connection
        - CTH JJ still diverted along Manley Rd
- Construction Activities:
    - Construct gap in EB lanes of STH 15 immediately east of CTH JJ roundabout (Sta. 485+80 to 487+35)

Stage 3 (+/- 2 weeks) (no graphic provided)

- Maintenance of Traffic:
    - STH 15 4-lane divided section open to traffic for length of project (including bypass), single lane, short term lane closures necessary to complete miscellaneous work
- Construction Activities:
    - Repave and construct Manley cul-de-sac
    - Remove temporary widening and construct multi-use trail along Old STH 15 East
    - Remove temporary crossover (Sta. 520+00 to 535+00)
    - Remove temporary pavement east and west of Lily of the Valley Drive intersection
    - Construct finishing items in various areas where temporary pavement is removed

Project I.D. – 1146-75-73 West Section (USH 45 – CTH T/Givens Road)

Construction will begin in March of 2020 and continue through November of 2020. Construction will be completed in 3 stages with some stages having sub-stages as described below (See Attachments 5.1 - 5.3 – West Project Staging Overviews):

Stage 1 (broken into two sub-stages)

Stage 1A (+/- 4 weeks)

- Maintenance of Traffic:
  - STH 15 traffic remains on the existing roadway with single lane closures in the vicinity of the USH 45 intersection and from Sta. 220+00 to 230+00 to construct temporary widening
  - All intersections open to traffic
  - Utilize temporary crossover at Sta. 250+00 remaining from Bypass Project
- Construction Activities:
  - Construct temporary widening in vicinity of USH 45
    - Cannot work on left and right side of STH 15 at the same time
    - Widen south side of existing STH 15 Sta. 102+00 to 114+00 EB
  - Construct temporary widening Sta. 220+00 to 230+00

Stage 1B (+/- 3 months)

- Maintenance of Traffic:
  - STH 15 traffic remains on existing roadway and temporary roadway near USH 45 and from Sta. 220+00 to 230+00 except for short term full closures to complete rock blasting between Sta. 200+00 to 225+00
  - STH 15 traffic uses the southern two lanes through the USH 45 intersection (formerly the STH 15 EB lanes and temporary pavement placed in Stage 1A)
  - STH 15 will be closed to through traffic during rock blasting
  - USH 45 north of STH 15 closed for (+/- 1 week) to replace existing at-grade railroad crossing
    - Work near the railroad will need to be coordinated with the Wisconsin Central Limited railroad
  - All side roads shall remain open
  - Utilize temporary crossover at Sta. 250+00 remaining from Bypass Project
- Construction Activities:
  - Construct new WB lanes of STH 15 (Sta. 100+00 to 206+00)
  - Construct new EB lanes of STH 15 (Sta. 205+00 to 256+00)
  - Construct temporary widening/crossovers from Sta. 198+00 to 210+00
  - Construct River Road
  - Construct Kelly Drive

Stage 2 (+/- 3 months)

- Maintenance of Traffic:
  - STH 15 traffic open and shifted to:
    - New STH 15 WB Lanes (Sta. 100+00 to 206+00)
    - Temporary crossover (Sta. 198+00 to 210+00)
    - New STH 15 EB lanes (Sta. 210+00 to 256+00)
    - STH 15 traffic reverts to existing lanes/directions west of USH 45
  - Cross Road and Ledge Hill Road closed
  - River Road and Kelly Drive must be kept open to local traffic

- Construction Activities:
    - Construct new EB lanes of STH 15 (Sta. 100+00 to 205+00)
    - Construct new WB lanes of STH 15 (Sta. 206+00 to 256+00)
    - Construct Cross Road and Ledge Hill Road
    - Change crossovers at Sta. 205+00 and Sta. 250+00 to work with opposite lanes of STH 15
    - Remove temporary pavement from Sta. 220+00 to 230+00

Stage 3 (+/- 2 weeks) (no graphic provided)

- Maintenance of Traffic:
    - STH 15 4-lane divided section open to traffic for length of project, single lane, short term lane closures necessary to complete miscellaneous work
- Construction Activities:
    - Remove temporary crossover (Sta. 198+00 to 210+00)
    - Remove temporary pavement east and west of USH 45 intersection
    - Remove temporary crossover at Sta. 250+00
    - Construct finishing items in various areas where temporary pavement is removed

4. Will there be restrictions on pedestrian/bicycle access? Yes - There is existing sidewalk/multi-use trail in two locations on the project. 1) Along the east side of Nash Street there is a 5-ft wide sidewalk 2) Along the east side of the Lily of the Valley intersection there is a 10-ft wide multi-use trail that crosses STH 15.

If Yes:

a) Will sidewalk/multiuse path be closed? ☒ Yes ☐ No

b) Describe how pedestrian and bicyclists will be accommodated (e.g., temporary paths, surface material, separation and protection from construction activities and drop-offs, etc.)
The existing sidewalk along Nash Street will likely need to be replaced under the proposed bridges during construction. Placing temporary asphaltic sidewalk should be considered to keep the sidewalk open at all times except for short term (+/-hours long) closures required during specific bridge construction operations. Sidewalk cannot be closed immediately before and after school. The multi-use trail on the east side of the Lily of the Valley intersection will remain open at all times.

c) Will crosswalks be provided? ☒ Yes ☐ No
What is the spacing of crosswalks (measured in blocks or feet)? Consideration should be made for adequate spacing (measured in blocks or feet)
No crosswalks are impacted on Nash Street. The existing crosswalk for the multi-use trail east of Lily of the Valley will not be impacted by the project. A new crosswalk will be added across Julius Drive to connect the new trail on the west side of Julius Drive to the existing trail on the east side of Julius Drive.

d) Describe how the strategies are in compliance with ADA?
No physical changes to the existing sidewalk and trail are proposed with the project. A new section of multi-use trail will be constructed as part of the East Section from Greendale Road to Julius Drive connecting with an existing trail on the east side Julius Drive.

5. Briefly describe how access to traffic generators, businesses, school buses, garbage trucks, and postal services will be mitigated (alternate routes, etc.):
Outside of two short term full closure/detours (+/- 2 weeks) and subsequent 30 minute closures for rock blasting on the West Section, STH 15 will remain open to traffic. Extensive coordination will be provided to inform the public when the full closure/detours will be in effect. Access to the properties along STH 15 during the closures will still be provided. The following alternate route will be posted for the duration of the project: STH 15 to STH 76 to STH 96 to USH 45. The detour for

the full closures of STH 15 on the East Section to reconstruct the existing at-grade railroad crossing is: STH 15 to STH 76 to CTH JJ to STH 15. The detour for the full closure of STH 15 on the West Section to blast and remove rock excavation is: STH 15 to STH 76 to STH 96 to USH 45 to STH 15. A detour is also required to make improvements to the USH 45 Railroad crossings just north of STH 15. The detour is: USH 45 to Bus 45 (Mill St) to East Wolf River Ave to Bus 45 (N. Pearl St) to Hwy 54 to Hwy 45. This is the truck route through the City of New London.

6. Will the project have lane closures? ☒ Yes ☐ No

If Yes:

a. Are there restrictions on when lane closures are allowed? ☐ Yes ☒ No
b. What hours/days are lane closures permitted? Anytime during working hours

c. How were traffic counts used in determining permitted lane closure times? (For multi-lane road, indicate typical peak hour volume per direction of travel. For two-lane, two-way road indicate AADT) 9,400 - 16,500 AADT (2007) – The NER Traffic Section determined single lane closures that will reduce STH 15 to one lane for both directions using flaggers will be allowed for short durations (hours) anytime during working hours.

7. Please provide the following:

a. Minimum lane width to be maintained. 12-ft
b. Minimum height (if less than typically available) N/A
c. Available roadway width (lanes + shoulder) minimum 12-ft lane, 3-ft shoulder
d. Total number of lanes maintained 1-lane in each direction except for short term (hours) lane closures using flaggers

8. Will the project be detoured? ☒ Yes ☐ No

If yes:

a. Explain length of detour, travel times, improvements required for signal timing, surface and shoulder conditions, capacity, etc.:
There will be three different detours for this project, two for STH 15 and one for USH 45. East Section (I.D. 1146-75-72) - There will be a short term (+/- 2 week) detour of STH 15 for the reconstruction of the at-grade railroad crossing: STH 15 to STH 76 to CTH JJ to STH 15 West Section (I.D. 1146-75-73) – There will be a short term (+/- 4 week) detour of STH 15 for the blasting and excavation of rock material: STH 15 to STH 76 to STH 96 to USH 45 to STH 15. In addition there will be a short term (+/- 1 week) detour of USH 45 for the replacement of the at-grade railroad crossing: USH 45 to Bus 45 (Mill St) to East Wolf River Ave to Bus 45 (N. Pearl St) to Hwy 54 to Hwy 45. The NER Traffic Section will prepare the Detour Plans for the Final PS&E's.
b. Are there width and height restrictions on the detour? ☐ Yes ☒ No

9. List major special events and holidays, and how traffic disruptions will be minimized:
Detour will not be allowed during any of the normal holiday restrictions time periods. No impacts to STH 76, STH 96, STH 15, or USH 45 will occur for the weekend of the Greenville Catfish Event usually held in mid-July.

10. Describe the method(s) (LCAT, Quadro, FDM 11-50-30, Synchro, etc.) used to estimate motorist delays or queue length? (Applicable only for freeways, expressways, and signalized corridors).
STH 15 route between STH 76 and STH 15/USH 45 intersection – 11.0 miles, approximate travel time is 15 minutes. The most significant detour noted above is for the West Section: STH 15 to STH 76 to STH 96 to USH 45 to STH 15 – 19.0 miles, approximate travel time is 24 minutes. Estimated delay during full closure/detour = 9 minutes.

11. What is the anticipated travel delay during peak travel periods for freeways and expressways (also indicate frequency, e.g. daily and duration).

Please compare the peak hour volumes per lane with the work zone capacity criteria in 11-50-30. If it exceeds the estimated capacity, a delay calculation is required. If the delay is more than 15

minutes, the TMP will be a type 3 and if less than 15 minutes, it generally will be a type 2. The Regional Work Zone Engineer can assist you in determining your delay. Due to construction operations along the route, traffic may experience 5 minutes added to their normal commute time.

12. Identify alternate routes anticipated, and any alternate route improvements or signing planned.
Local traffic may divert to various local routes to avoid any perceived construction delays. The following alternative route will be posted for the duration of the project: STH 15 to STH 76 to STH 96 to USH 45 to STH 15. No physical improvements are planned along this route.

13. Are any intersection traffic control changes proposed such as temporary signals, temporary changes to an all way stop, etc? Signal re-timing at the intersection of STH 76 & STH 96 may be needed while the detour for the eastern at-grade railroad crossing is in effect.

14. Are there anticipated traffic impacts from the proposed project on other roads/routes in the region/corridor? Identify other projects in the corridor (only if delay anticipated on this project)
N/A

15. Does the project affect other regions/states? ☒ Yes ☐ No
If yes, explain coordination and mitigation strategies:
Work along USH 45 will be coordinated with the NCR.

16. Check mitigation strategies planned

STRATEGY		**COMMENTS**
Public information campaigns	☒	
Off-peak lane closures	☐	Lane closures will be allowed anytime
Extra law enforcement	☐	To be determined
Temporary widening to maintain traffic lanes	☒	
Changeable message signs (PCMS)	☒	
Ramp closures	☐	
Temporary signals/timing revisions	☐	
Coordination with adjacent projects	☒	
Innovative contracting, (lane rental, A+B, etc)	☐	
Temporary Emergency Pullouts	☐	
Motorist service patrols	☐	
Nighttime Work	☐	
Enhanced Traffic control devices (Wet reflective pavement marking, temp concrete barrier, etc)	☐	
Reduced regulatory speed limit (requires declaration approved by Regional Traffic Engineer, & by BHO if 65-mph hwy.)	☐	

Other (identify):

17. Describe public information strategies planned (coordinate this activity with your Regional Communications Manager):
A public information meeting is planned for October 2013 to communicate initial contract breakout and staging plans for public comment. An additional public information meeting is planned prior to the start of construction. WisDOT will utilize the STH 15 project site on the WisDOT website and the (511) Wisconsin Lane Closure System to provide information relating to construction operations and traffic impacts. Media releases and changeable message signs will also be used to provide advanced notice of lane closures and detours.

18. Describe incident management strategies planned:
Law enforcement agencies including the Wisconsin State Patrol, local police, local fire departments/EMS, county sheriff, State Traffic Operations Center (STOC), public works departments, schools and post offices will be updated during construction operations.

19. Describe how transit impacts will be mitigated:
a) Is access to bus stops affected? ☐ Yes ☒ No. If yes, explain

Attachment(s) ☒ Yes ☐ No

1) Project Location Map
2) Project Overview
3) Bypass Project Staging Overviews
4) East Project Staging Overviews
5) West Project Staging Overviews
6) Preliminary Contract Time For Completion for 1146-75-71, 1146-75-72 & 1146-75-73

Project ID: 1146-75-00

Preparer of TMP: Jeff Bauer **Title/Company:** Project Manager/CH2M HILL
☒60% JAB (initials) ☐90% (initials)

Approval
Project Manager: Bill Bertrand Date: 11-19-2013 Telephone: 920-492-5708

PTO Connor
Reviewer (Regional Traffic or ~~Local Prog. Mgmt. Consultant~~)
☒60% PTO (initials) ☐90% (initials)
19 Nov 2013
Date

Region Project Development Chief or Local Program Manager
11/20/13
Date

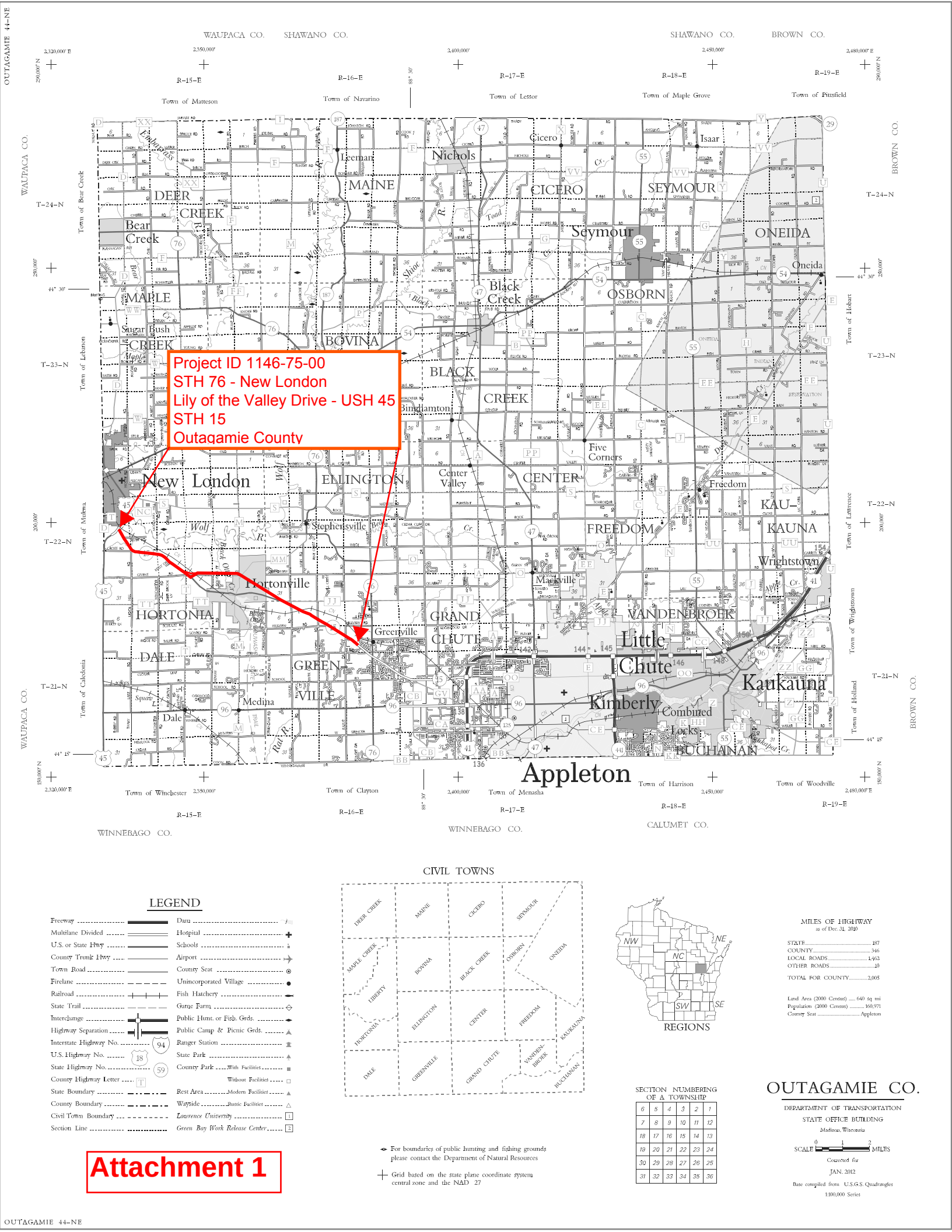
☐60% (initials) ☐90% (initials)

Concurrence:
For Brian Ruelle
BPD Project Services Chief
☐60% (initials) ☐90% (initials)
1/13/14
Date

FHWA (Federal Oversight Projects Only)
☐60% (initials) ☐90% (initials)
Date

PETER M GARCIA

Digitally signed by PETER M GARCIA
DN: c=US, o=U.S. Government, ou=DOT FHWAMadisonWI, ou=FHWA FHWAMadisonWI, cn=PETER M GARCIA
Date: 2014.02.05 13:21:42 -06'00'


Project ID 1146-75-00
STH 76 - New London
Lily of the Valley Drive - USH 45
STH 15
Outagamie County
OUTAGAMIE 44-NE
WAUPACA CO.
SHAWANO CO.
BROWN CO.
WINNEBAGO CO.
CALUMET CO.
Town of Matteson
Town of Navarino
Town of Lessor
Town of Maple Grove
Town of Pittsfield
Town of Winchester
Town of Clayton
Town of Menasha
Town of Harrison
Town of Woodville
Town of Bear Creek
Town of Lebanon
Town of Mukwa
Town of Caledonia
Town of Hobart
Town of Lawrence
Town of Wrightstown
Town of Holland
T-24-N
T-23-N
T-22-N
T-21-N
R-15-E
R-16-E
R-17-E
R-18-E
R-19-E
DEER CREEK
MAINE
CICERO
SEYMOUR
ONEIDA
MAPLE CREEK
BOVINA
BLACK CREEK
OSBORN
LIBERTY
ELLINGTON
CENTER
FREEDOM
KAUKAUNA
HORTONIA
GREEN-VILLE
GRAND CHUTE
VANDEN-BROEK
DALE
BUCHANAN
Bear Creek
Sugar Bush CREEK
Leeman
Nichols
Cicero
Isaar
Seymour
Oneida
Black Creek
New London
Stephensville
Center Valley
Five Corners
Freedom
Wrightstown
Hortonville
Greenville
Little Chute
Kaukauna
Kimberly
Combined Locks
Medina
Dale
Appleton
Wolf R.
Black Creek
Rail R.
Apple Cr.
Shiot
Duck
Toad
CIVIL TOWNS
LEGEND
Freeway
Multilane Divided
U.S. or State Hwy
County Trunk Hwy
Town Road
Firelane
Railroad
State Trail
Interchange
Highway Separation
Interstate Highway No.
U.S. Highway No.
State Highway No.
County Highway Letter
State Boundary
County Boundary
Civil Town Boundary
Section Line
Dam
Hospital
Schools
Airport
County Seat
Unincorporated Village
Fish Hatchery
Game Farm
Public Hunt. or Fish. Grds.
Public Camp & Picnic Grds.
Ranger Station
State Park
County Park
With Facilities
Without Facilities
Rest Area
Modern Facilities
Wayside
Rustic Facilities
Lawrence University
Green Bay Work Release Center
REGIONS
NW
NE
NC
SW
SE
MILES OF HIGHWAY
as of Dec. 31, 2010
STATE 187
COUNTY 346
LOCAL ROADS 1,462
OTHER ROADS 10
TOTAL FOR COUNTY 2,005
Land Area (2000 Census) ..... 640 sq mi
Population (2000 Census) 160,971
County Seat ..... Appleton
SECTION NUMBERING OF A TOWNSHIP
6 5 4 3 2 1
7 8 9 10 11 12
18 17 16 15 14 13
19 20 21 22 23 24
30 29 28 27 26 25
31 32 33 34 35 36
For boundaries of public hunting and fishing grounds please contact the Department of Natural Resources
Grid based on the state plane coordinate system central zone and the NAD 27
OUTAGAMIE CO.
DEPARTMENT OF TRANSPORTATION
STATE OFFICE BUILDING
Madison, Wisconsin
SCALE 0 1 2 MILES
Corrected for
JAN. 2012
Base compiled from U.S.G.S. Quadrangles
1:100,000 Series
Attachment 1
OUTAGAMIE 44-NE

Attachment 2.1

BEGIN PROJECT
STA 100'EB'+49

CONSTRUCTION ID: 1146-75-73

CONSTRUCTION ID: 1146-75-71

STH 15
NEW LONDON

WISCONSIN CENTRAL LTD

USH 45

RIVER ROAD

CROSS ROAD

LEDGE HILL RD

KELLY DRIVE

GIVENS RD

W. GIVENS ROAD

C'TH T

OLD STH 15 WEST

HORTONVILLE

EQUATION
STA AHD = 114'WB'+29.00
STA BK = 114'WB'+25.48

EQUATION
STA AHD = 161'WB'+59.88
STA BK = 161'WB'+07.18

EQUATION
STA AHD = 218'WB'+40.44
STA BK = 218'WB'+78.08

EQUATION
STA AHD = 256'WB'+92.48
STA BK = 256'WB'+69.34

EQUATION
STA AHD = 301'WB'+00.00
STA BK = 300'WB'+90.70

EQUATION
STA AHD = 268'WB'+90.56
STA BK = 268'WB'+27.45

EQUATION
STA AHD = 268'EB'+80.31
STA BK = 268'EB'+42.00

R-44-0017
B-44-0290
B-44-0289

100'WB' 100'EB' 30'USH' 110'WB' 110'EB' 30'RVR' 120'WB' 120'EB' 130'WB' 130'EB' 140'WB' 140'EB' 30'CRS' 150'WB' 150'EB' 50'ED' 20'CRS' 160'WB' 160'EB' 170'WB' 170'EB' 180'WB' 180'EB' 190'WB' 190'EB' 200'WB' 200'EB' 210'WB' 210'EB' 220'WB' 220'EB' 230'WB' 230'EB' 16'KLY' 240'WB' 240'EB' 250'WB' 250'EB' 260'WB' 260'EB' 270'WB' 270'EB' 80'WGVN' 70'WGVN' 60'OLW' 70'OLW' 280'WB' 280'EB' 290'WB' 290'EB' 300'WB' 300'EB' 310'WB' 310'EB' 100'GVR'

N

0 400 800
SCALE IN FEET

PRELIM
11/04/2013

PROJECT NO: 1146-75-00	HWY: STH 15	COUNTY: OUTAGAMIE	PROJECT OVERVIEW - WEST SECTION	SHEET 2	E

FILE NAME : C:\PW_WORKDIR\CH2MHILL_TBG\MMORGAN\D0175175\11467500_020201_PO.DWG PLOT DATE : 11/4/2013 2:48 PM PLOT BY : MORGAN, MARC/MKE PLOT NAME : ---------- PLOT SCALE : ********

WISDOT/CADDS SHEET 42

Attachment 2.2

CONSTRUCTION ID: 1146-75-71

EQUATION
STA AHD = 301'WB'+00.00
STA BK = 300'WB'+90.70

290'WB' 300'WB' 310'WB' 320'WB' 330'WB' 340'WB' 350'WB' 360'WB' 370'WB'
290'EB' 300'EB' 310'EB' 320'EB' 330'EB' 340'EB' 350'EB' 360'EB'

100'GVR'

GIVENS RD

WISCONSIN CENTRAL LTD

OLD STH 15 WEST

HORTONVILLE

BLACK OTTER CREEK

B-44-0296
B-44-0295

STH 15

LONE HICKORY LN

R-44-0018
B-44-0292

B-44-0291
R-44-0019

CTH M
30'MM'
10'MM'
20'MM'

EQUATION
STA AHD = 373'WB'+97.95
STA BK = 374'WB'+32.06

380'WB' 380'EB'

OLD STH 15 CREST

R-44-0020

B-44-0294
R-44-0021

390'WB' 390'EB'

B-44-0293

NASH ST

400'WB' 400'EB'

410'WB' 410'EB'

HORTONVILLE

N

0 400 800
SCALE IN FEET

CONSTRUCTION ID: 1146-75-71

CONSTRUCTION ID: 1146-75-72

STA AHEAD = 470+00.00
STA BACK = 470+75.65
EQUATION

B-44-0294
R-44-0021

390'WB' 400'WB' 410'WB' 420'WB' 430'WB' 440'WB' 450'WB' 460'WB' 470'WB' 480'WB'
390'EB' 400'EB' 410'EB' 420'EB' 430'EB' 440'EB' 450'EB' 460'EB' 470'EB' 480'EB'

B-44-0293
R-44-0020

NASH ST

EQUATION
STA AHD = 455'WB'+02.36
STA BK = 454'WB'+95.89

STH 15

LOCAL RD

26'LOC'

270'MNE' 280'MNE' 290'MNE'

EQUATION
STA AHD = 470'EB'+00.00
STA BK = 470'EB'+74.12

HORTONVILLE
OLD STH 15 EAST

260'MNE'

MULTI-USE TRAIL

MANLEY RD

CTH JJ

505'JJW'
310'JJE'

JWWNCT

490 500 STH 15

EQUATION
STA AHEAD = 484+78.95
STA BACK = 484+03.30

STA AHD = 484'EB'+63.94
STA BK = 483'EB'+89.82

N

0 400 800
SCALE IN FEET

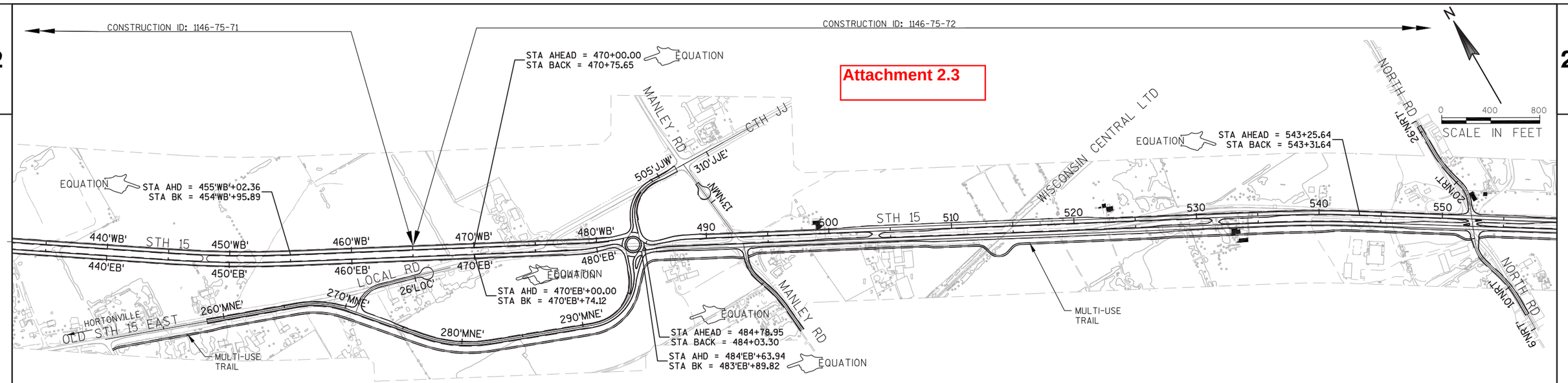
PRELIM 10/4/2013

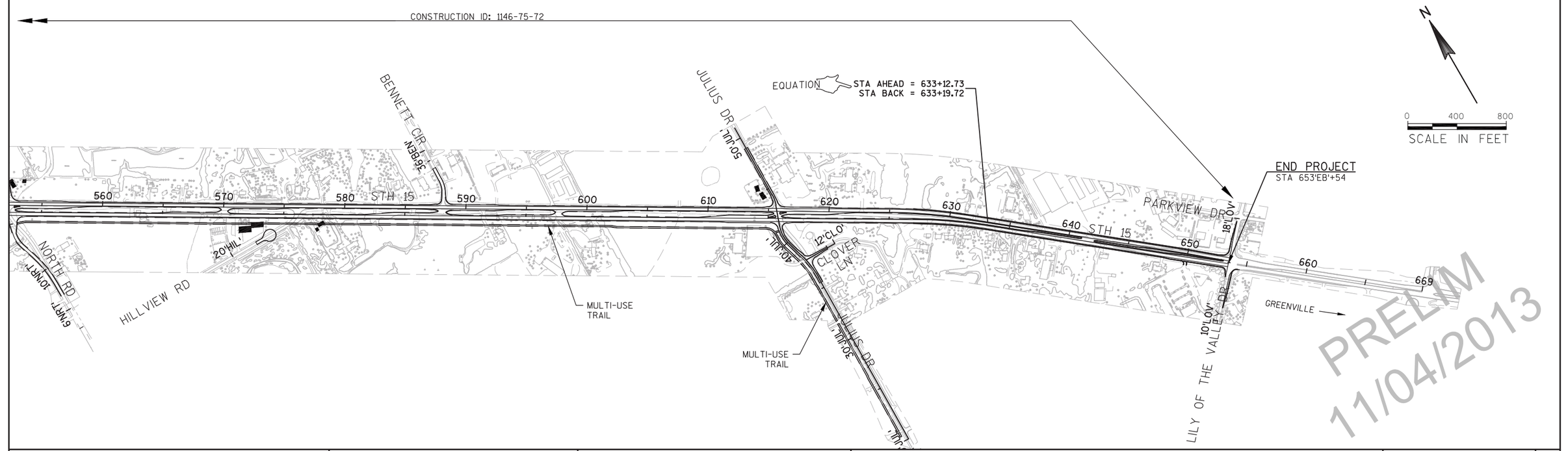
PROJECT NO: 1146-75-00	HWY: STH 15	COUNTY: OUTAGAMIE	PROJECT OVERVIEW - BYPASS SECTION	SHEET 3	E

FILE NAME : C:\PW_WORKDIR\CH2MHILL_TBG\MMORGAN\D0175175\11467500_020201_PO.DWG PLOT DATE : 11/4/2013 2:49 PM PLOT BY : MORGAN, MARC/MKE PLOT NAME : ---------- PLOT SCALE : ********

WISDOT/CADDS SHEET 42

Attachment 2.3





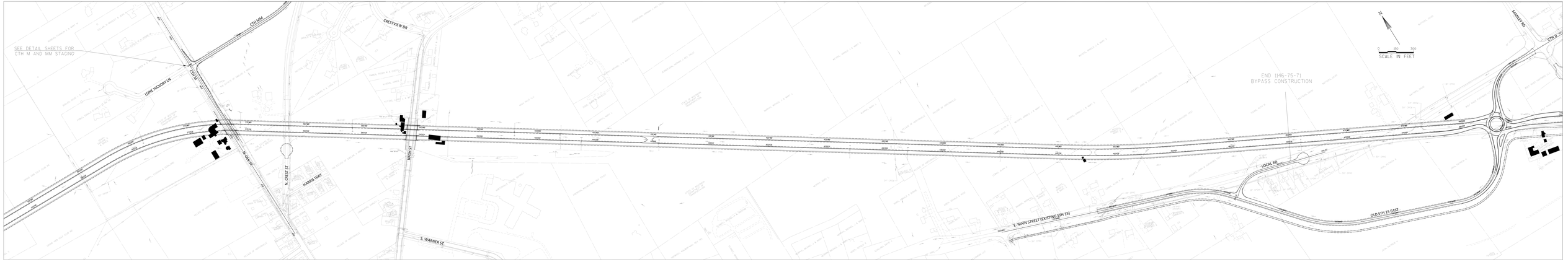
PROJECT NO: 1146-75-00	HWY: STH 15	COUNTY: OUTAGAMIE	PROJECT OVERVIEW - EAST SECTION	SHEET 4	E

FILE NAME : C:\PW_WORKDIR\CH2MHILL_TBG\MMORGAN\D0175175\11467500_020201_PO.DWG PLOT DATE : 11/4/2013 2:50 PM PLOT BY : MORGAN, MARC/MKE PLOT NAME : ---------- PLOT SCALE : 1" = 800'

WISDOT/CADDS SHEET 42

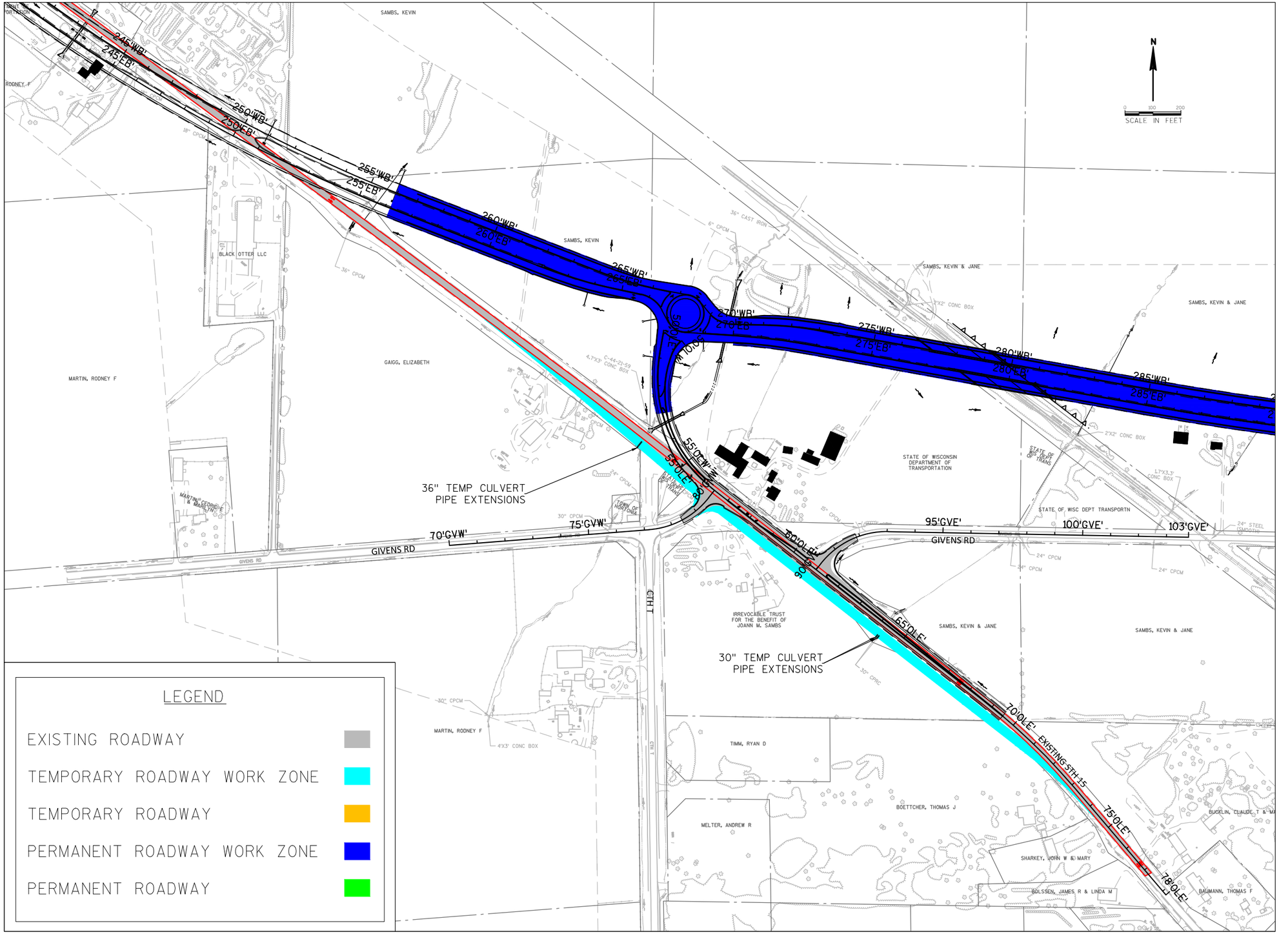
BYPASS STAGING OVERVIEW

ATTACHMENT 3.1



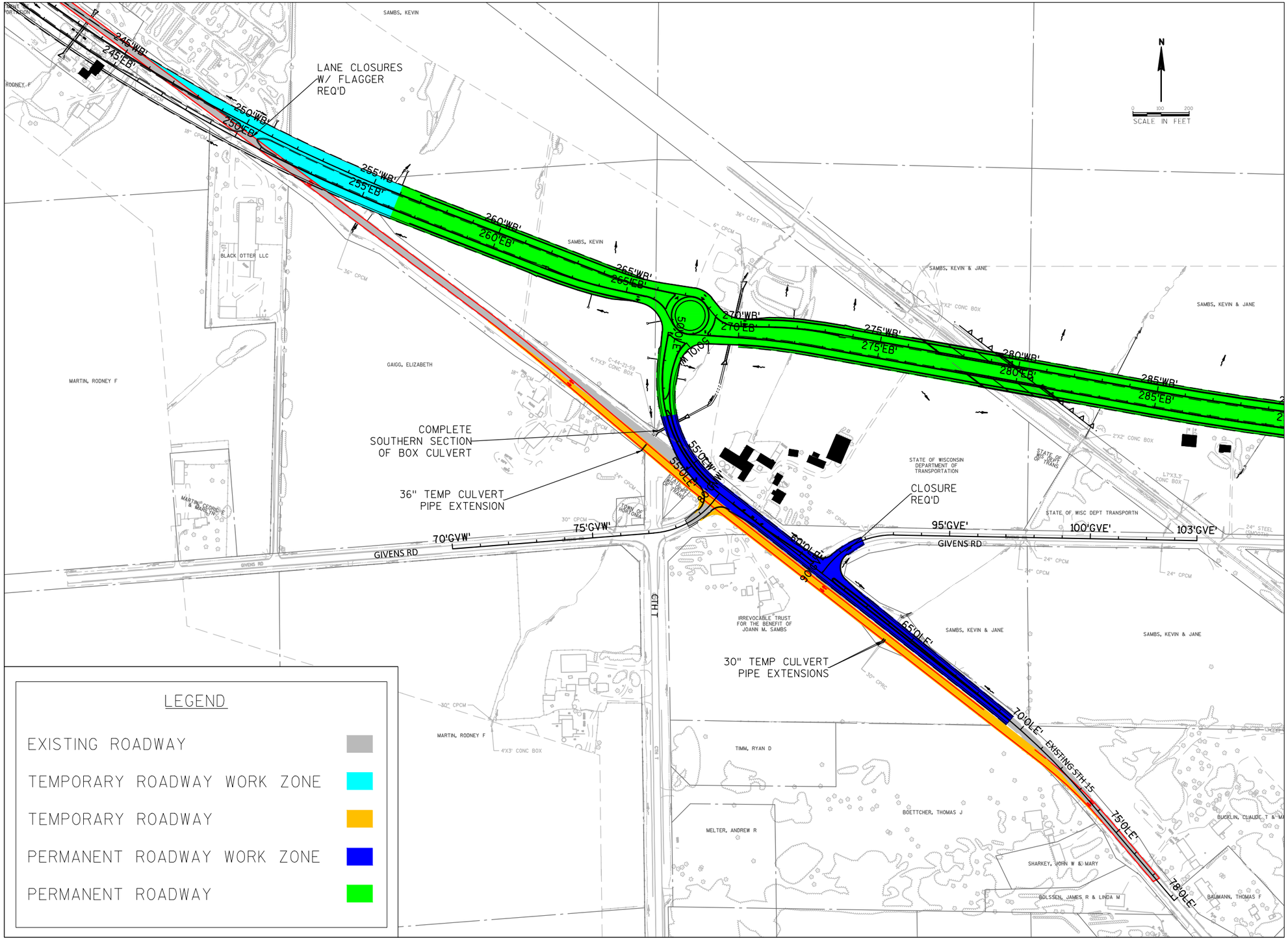
STAGE 1A

ATTACHMENT 3.2



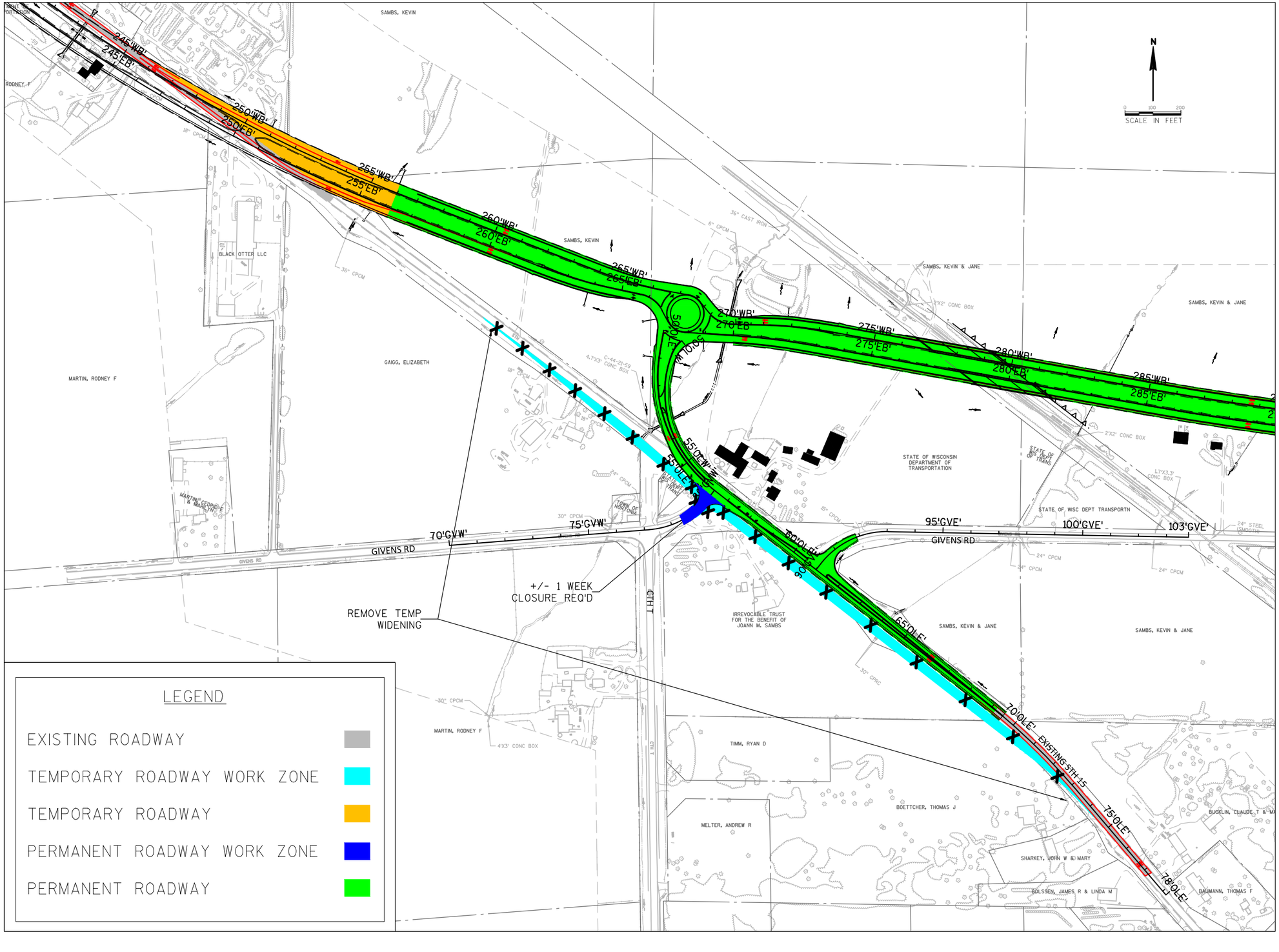
STAGE 1B

ATTACHMENT 3.3



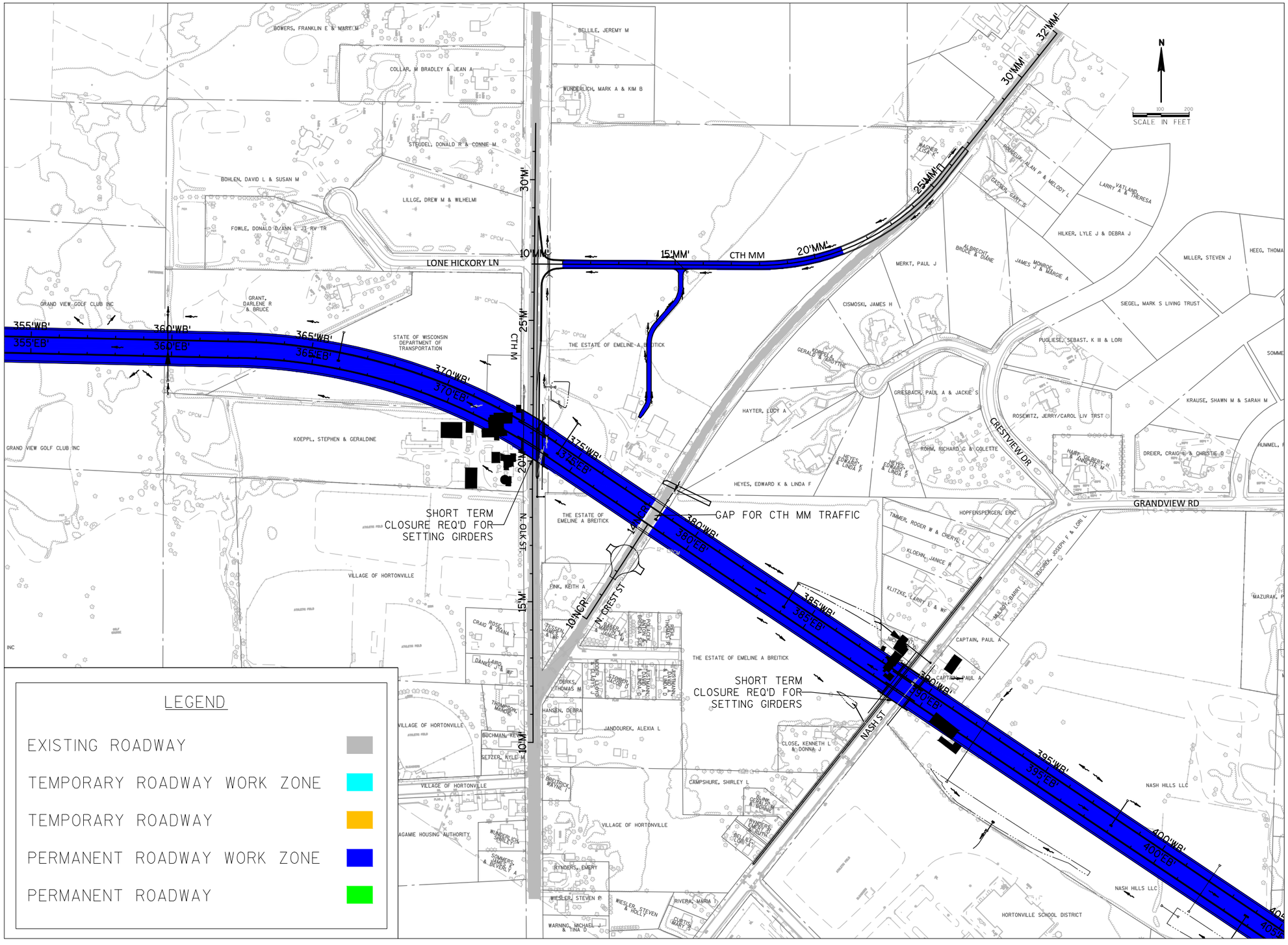
STAGE 1C

ATTACHMENT 3.4



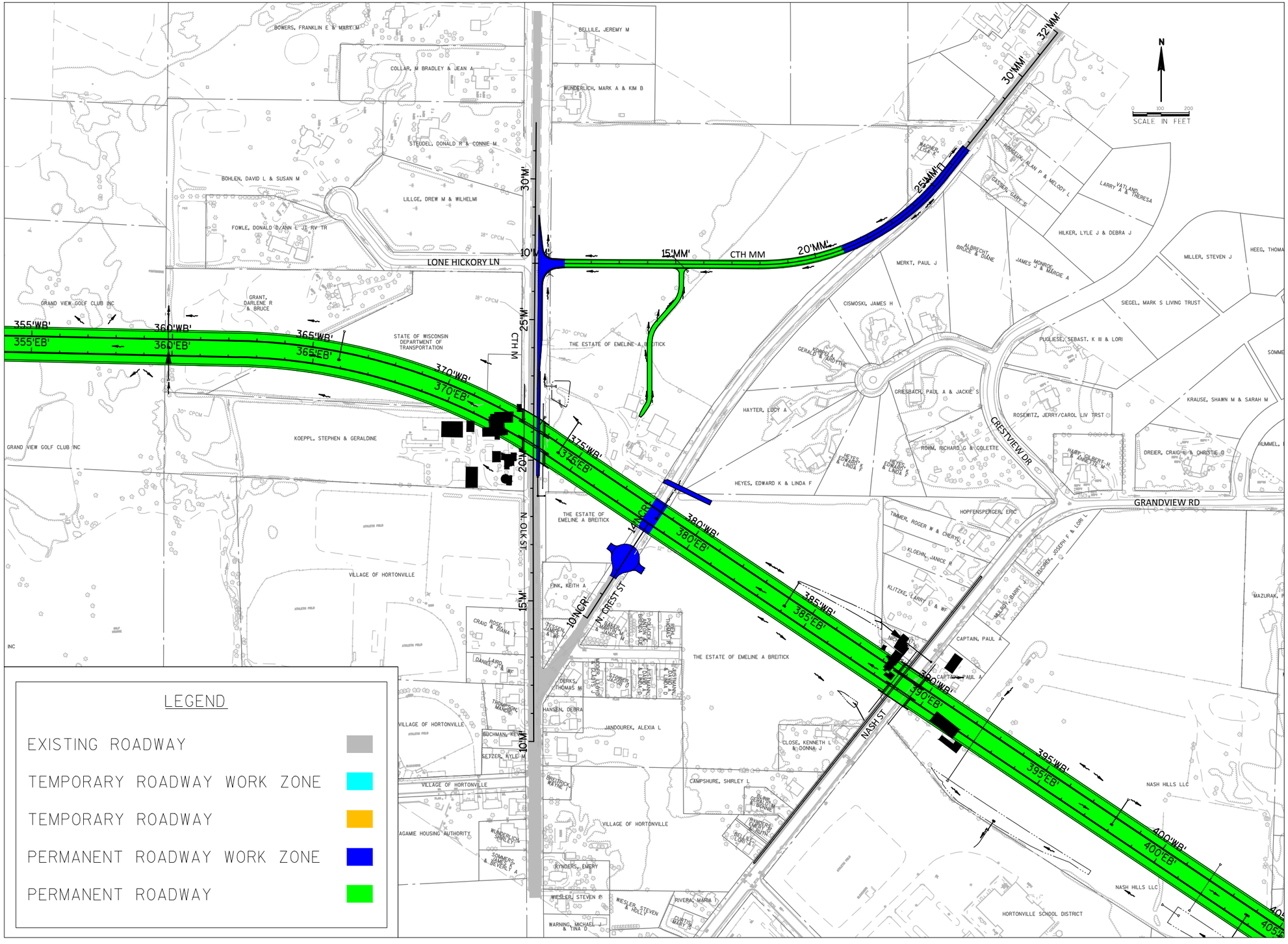
STAGE 1A

ATTACHMENT 3.5



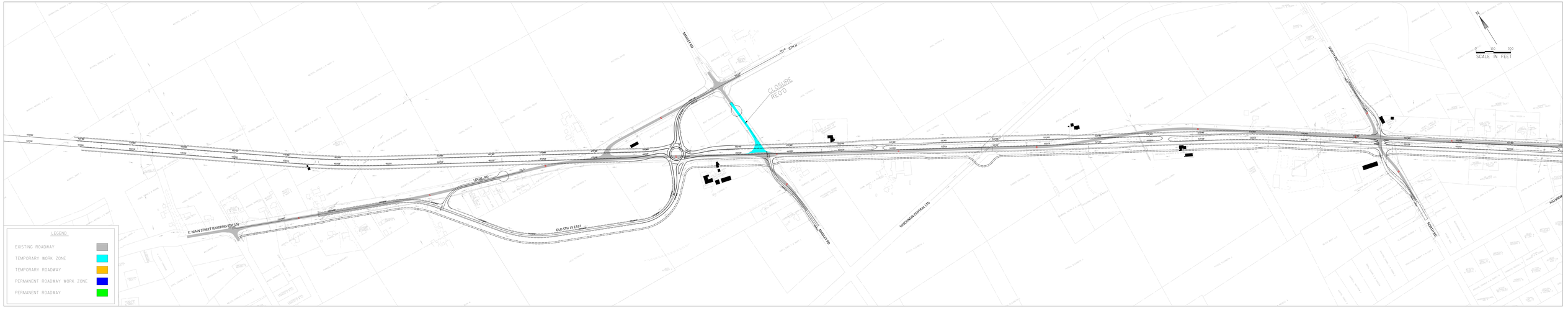
STAGE 1B

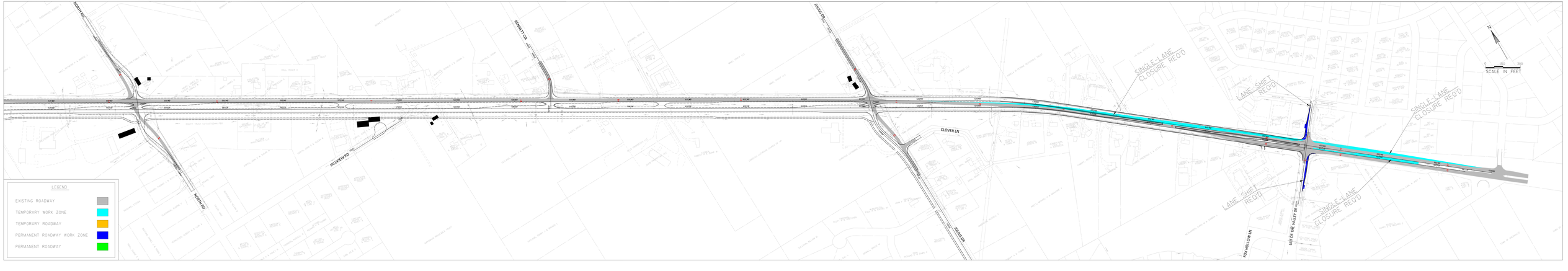
ATTACHMENT 3.6



STAGE 1A

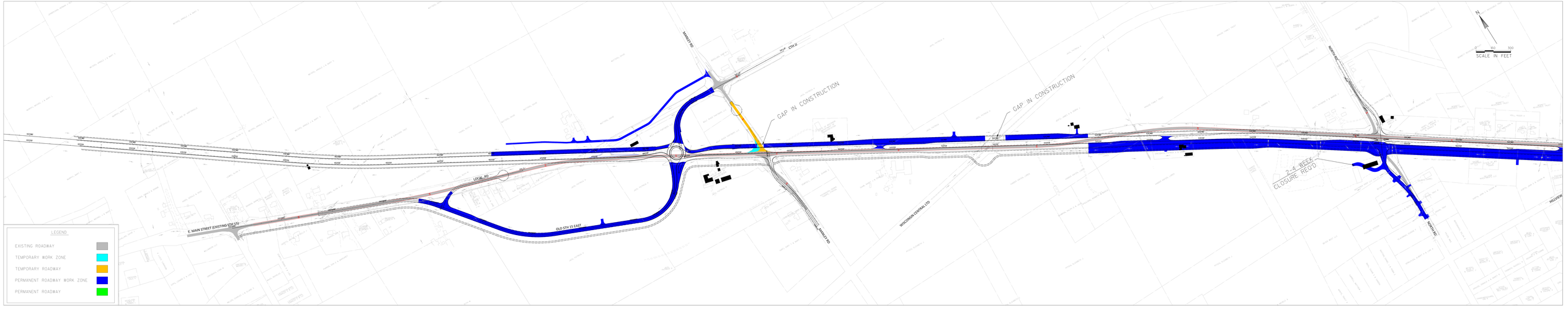
ATTACHMENT 4.1

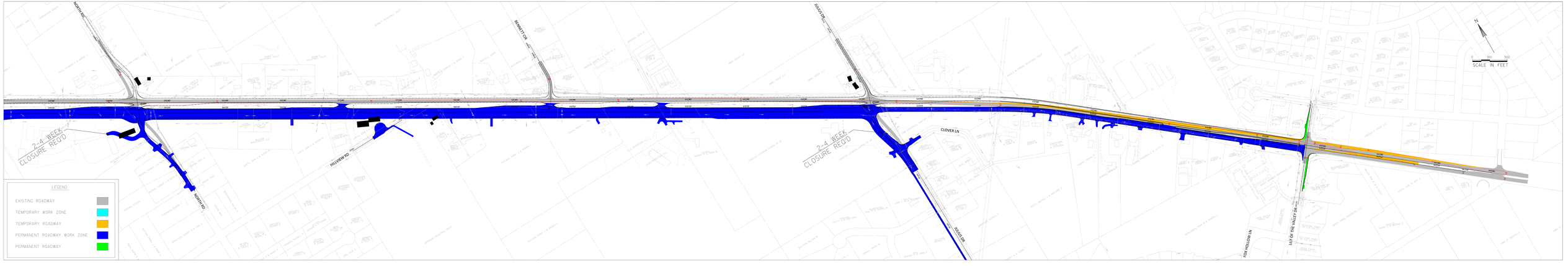




STAGE 1B

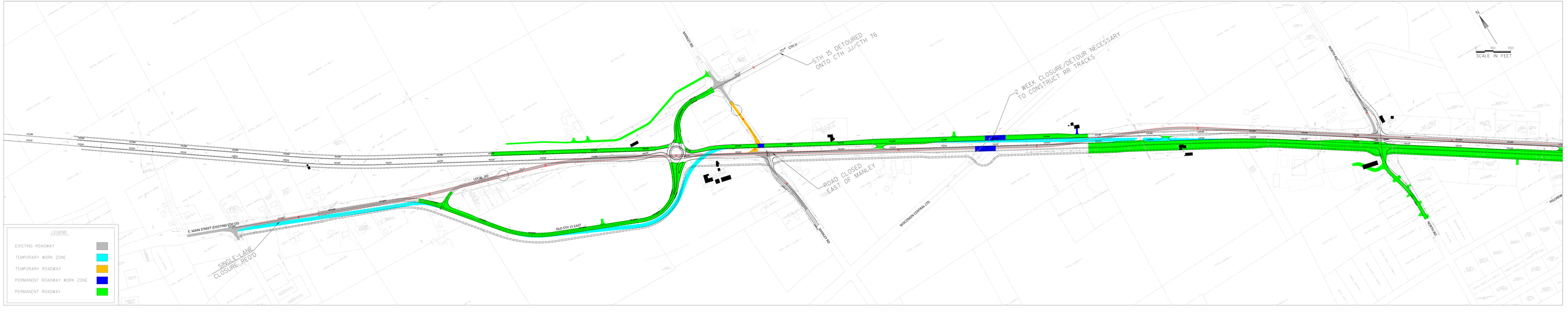
ATTACHMENT 4.2



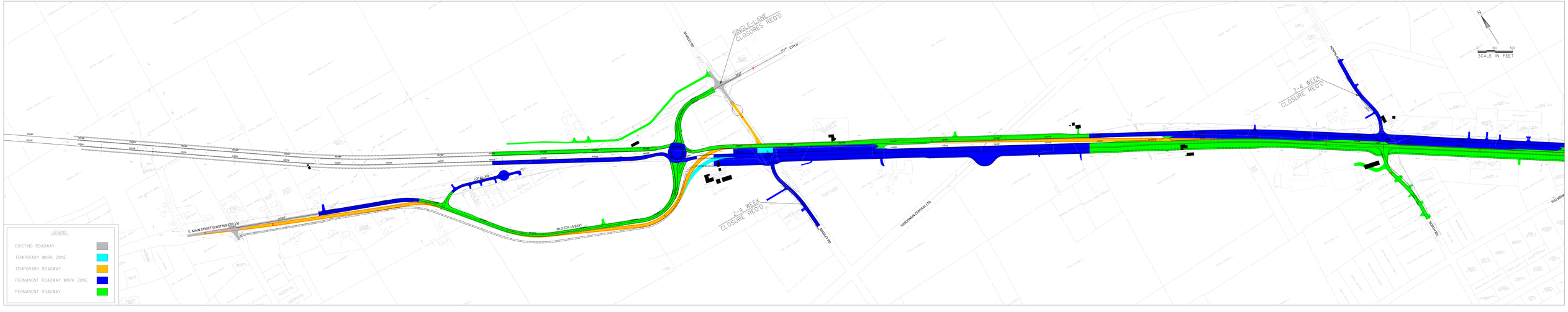


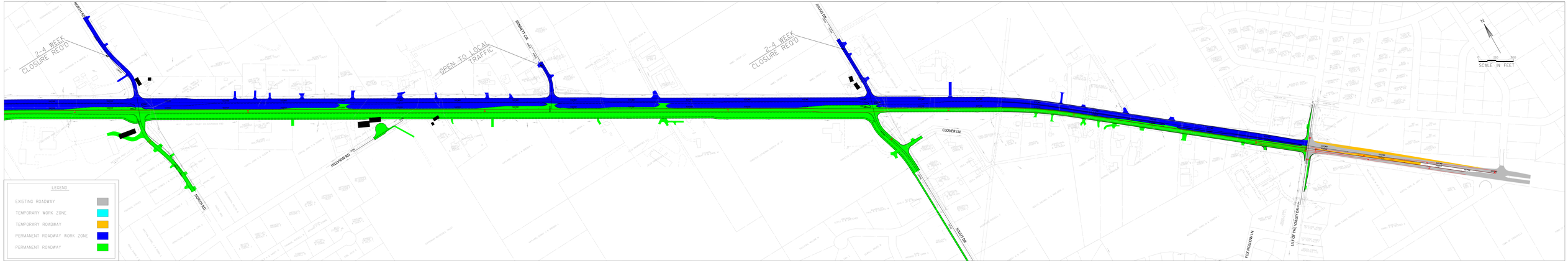
STAGE 1C

ATTACHMENT 4.3



ATTACHMENT 4.4





STAGE 2B

ATTACHMENT 4.5

N

0 100 200

SCALE IN FEET

MANLEY RD

CTH JJ

LOCAL RD

OLD STH 15 EAST

LEGEND

- EXISTING ROADWAY
- TEMPORARY WORK ZONE
- TEMPORARY ROADWAY
- PERMANENT ROADWAY WORK ZONE
- PERMANENT ROADWAY

STAGE 1A

ATTACHMENT 5.1

STAGE 1B

ATTACHMENT 5.2

STAGE 2

ATTACHMENT 5.3

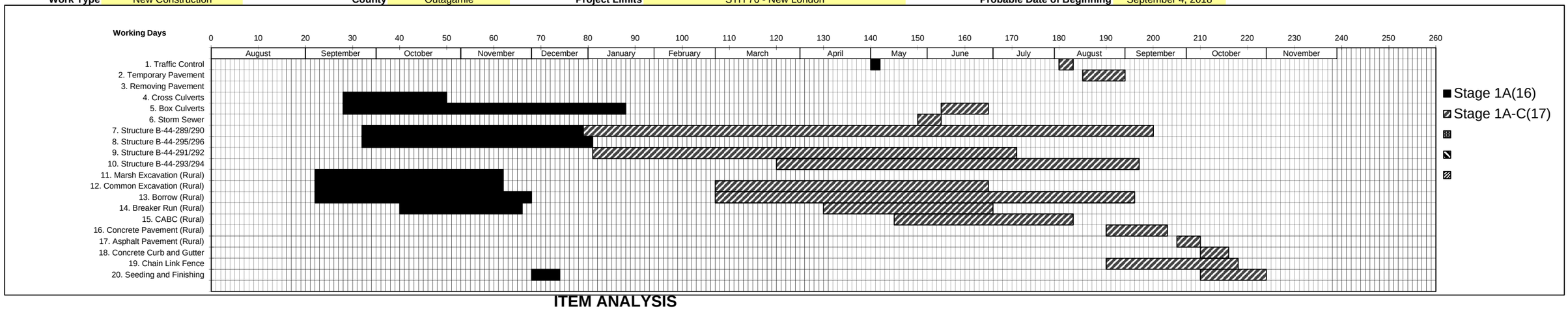
CONTRACT TIME FOR COMPLETION

Wisconsin Department of Transportation DT1923 04/2011

Attachment 6.1

Project ID	1146-75-71	**Highway**	STH 15	**Project Title**	(CTH T/Givens Road - CTH JJ/Manley Road)
Work Type	New Construction	**County**	Outagamie	**Project Limits**	STH 76 - New London

Date of Letting	July 10, 2018
Probable Date of Beginning	September 4, 2018



ITEM ANALYSIS

Item	Contract Quantity per Stage					Total Quantity	Unit	Production Rate	Working Days (per Stage)	Stage 1A(16)		Stage 1A-C(17)					
	Stage 1A(16)	Stage 1A-C(17)								Begin	End	Begin	End	Begin	End	Begin	End
1. Traffic Control	2	3				5	Days	1	2 / 3 / / /	140	142	180	183				
2. Temporary Pavement		17,650				17,650	TON	2000	/ 9 / / /			185	194				
3. Removing Pavement	0					0	SF	2000	0 / / / /	22	22						
4. Cross Culverts	11					11	EACH	0.5	22 / / / /	28	50						
5. Box Culverts	6	1				7	EACH	0.1	60 / 10 / / /	28	88	155	165				
6. Storm Sewer	0	1,000				1,000	LF	200	0 / 5 / / /	22	22	150	155				
7. Structure B-44-289/290	7,000	18,112				25,112	SF	150	47 / 121 / / /	32	79	79	200				
8. Structure B-44-295/296	7,310					7,310	SF	150	49 / / / /	32	81						
9. Structure B-44-291/292	0	13,416				13,416	SF	150	0 / 90 / / /			81	171				
10. Structure B-44-293/294	0	11,481				11,481	SF	150	0 / 77 / / /			120	197				
11. Marsh Excavation (Rural)	80,000					80,000	CY	2000	40 / / / /	22	62						
12. Common Excavation (Rural)	320,000	458,000				778,000	CY	8000	40 / 58 / / /	22	62	107	165				
13. Borrow (Rural)	365,000	707,000				1,072,000	CY	8000	46 / 89 / / /	22	68	107	196				
14. Breaker Run (Rural)	103,250	143,800				247,050	TON	4000	26 / 36 / / /	40	66	130	166				
15. CABC (Rural)		151,300				151,300	TON	4000	/ 38 / / /			145	183				
16. Concrete Pavement (Rural)		120,660				120,660	SY	10000	/ 13 / / /			190	203				
17. Asphalt Pavement (Rural)		13,350				13,350	TON	3000	/ 5 / / /			205	210				
18. Concrete Curb and Gutter		5,100				5,100	LF	1000	/ 6 / / /			210	216				
19. Chain Link Fence		42,000				42,000	LF	1500	/ 28 / / /			190	218				
20. Seeding and Finishing	80,000	200,000				280,000	SY	15000	6 / 14 / / /	68	74	210	224				
									/ / / /								

Month	Date		Days			Possible Work Days	Probable Working Days		
	Begin	End	Month	Total	Holiday		%	Month	Total
August	8/1/2018	8/31/2018	31	31		23	85	20	20
September	9/1/2018	9/30/2018	30	61		20	76	15	35
October	10/1/2018	10/31/2018	31	92		23	77	18	53
November	11/1/2018	11/30/2018	30	122		22	70	15	68
December	12/1/2018	12/31/2018	31	153		21	58	12	80
January	1/1/2019	1/31/2019	31	184		23	61	14	94
February	2/1/2019	2/28/2019	28	212		20	65	13	107
March	3/1/2019	3/31/2019	31	243		23	65	18	125
April	4/1/2019	4/30/2019	30	273		22	58	15	140
May	5/1/2019	5/31/2019	31	304		21	80	12	152
June	6/1/2019	6/30/2019	30	334		23	80	14	166
July	7/1/2019	7/31/2019	31	365		20	85	13	179
August	8/1/2019	8/31/2019	31	396		21	85	15	194
September	9/1/2019	9/30/2019	30	426		22	72	13	207
October	10/1/2019	10/31/2019	31	457		23	72	17	224
November	11/1/2019	11/30/2019	30	487		21	70	15	239

CONSTRUCTION YEAR: 2018

CONSTRUCTION YEAR: 2019

CONSTRUCTION YEAR: 2020

Deer Hunting Season 2018
Begins Friday, Nov. 16

REMARKS

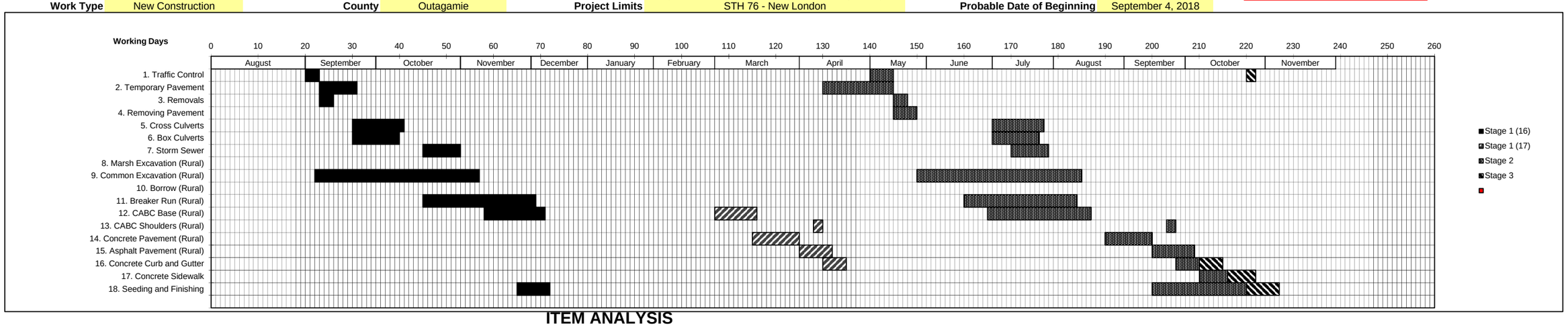
Calendar Days	458
Working Days	224
Completion Date	November 1, 2019
Prepared By	Jeff Bauer

CONTRACT TIME FOR COMPLETION

Wisconsin Department of Transportation DT1923 04/2011

Attachment 6.2

Project ID	1146-75-72	**Highway**	STH 15	**Project Title**	(CTH JJ/Manley Road - Lily of the Valley Drive)
Work Type	New Construction	**County**	Outagamie	**Project Limits**	STH 76 - New London
Date of Letting	July 10, 2018				
Probable Date of Beginning	September 4, 2018				



ITEM ANALYSIS

Item	Contract Quantity per Stage					Total Quantity	Unit	Production Rate	Working Days (per Stage)	Stage 1 (16)		Stage 1 (17)		Stage 2		Stage 3			
	Stage 1 (16)	Stage 1 (17)	Stage 2	Stage 3						Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
1. Traffic Control	3		5	2		10	Days	1	3 / / 5 / 2 /	20	23			140	145	220	222		
2. Temporary Pavement	14,100		28,400			42,500	TON	2000	8 / / 15 / /	23	31			130	145				
3. Removals	5,000		5,000			10,000	LF	2000	3 / / 3 / /	23	26			145	148				
4. Removing Pavement			9,050			9,050	SF	2000	/ / 5 / /					145	150				
5. Cross Culverts	5.5		5.5			11	EACH	0.5	11 / / 11 / /	30	41			166	177				
6. Box Culverts	1.0		1.0			2	EACH	0.1	10 / / 10 / /	30	40			166	176				
7. Storm Sewer	1,500		1,500			3,000	LF	200	8 / / 8 / /	45	53			170	178				
8. Marsh Excavation (Rural)							CY	1000	/ / / /										
9. Common Excavation (Rural)	210,000		210,000			420,000	CY	6000	35 / / 35 / /	22	57			150	185				
10. Borrow (Rural)	0					0	CY	2000	0 / / / /										
11. Breaker Run (Rural)	95,375		95,375			190,750	TON	4000	24 / / 24 / /	45	69			160	184				
12. CABC Base (Rural)	65,000	45,000	110,000			220,000	TON	5000	13 / 9 / 22 / /	58	71	107	116	165	187				
13. CABC Shoulders (Rural)		3,450	3,450			6,900	TON	2000	/ 2 / 2 / /			128	130	203	205				
14. Concrete Pavement (Rural)		54,550	55,010			109,560	SY	6000	/ 10 / 10 / /			115	125	190	200				
15. Asphalt Pavement (Rural)		12,850	16,050			28,900	TON	2000	/ 7 / 9 / /			125	132	200	209				
16. Concrete Curb and Gutter		7,500	7,500	7,300		22,300	LF	1500	/ 5 / 5 / 5 /			130	135	205	210	210	215		
17. Concrete Sidewalk			5,725	5,725		11,450	LF	1000	/ / 6 / 6 /					210	216	215	221		
18. Seeding and Finishing	100,000		300,000	100,000		500,000	SY	15000	7 / / 20 / 7 /	65	72			200	220	215	222		
									/ / / /										

Month	Date		Days			Possible Work Days	Probable Working Days		
	Begin	End	Month	Total	Holiday		%	Month	Total
August	8/1/2018	8/31/2018	31	31		23	85	20	20
September	9/1/2018	9/30/2018	30	61		20	76	15	35
October	10/1/2018	10/31/2018	31	92		23	77	18	53
November	11/1/2018	11/30/2018	30	122		22	70	15	68
December	12/1/2018	12/31/2018	31	153		21	58	12	80
January	1/1/2019	1/31/2019	31	184		23	61	14	94
February	2/1/2019	2/28/2019	28	212		20	65	13	107
March	3/1/2019	3/31/2019	31	243		23	65	18	125
April	4/1/2019	4/30/2019	30	273		22	58	15	140
May	5/1/2019	5/31/2019	31	304		21	80	12	152
June	6/1/2019	6/30/2019	30	334		23	80	14	166
July	7/1/2019	7/31/2019	31	365		20	85	13	179
August	8/1/2019	8/31/2019	31	396		21	85	15	194
September	9/1/2019	9/30/2019	30	426		22	72	13	207
October	10/1/2019	10/31/2019	31	457		23	72	17	224
November	11/1/2019	11/30/2019	30	487		21	70	15	239

CONSTRUCTION YEAR: 2018

CONSTRUCTION YEAR: 2019

CONSTRUCTION YEAR: 2020

Deer Hunting Season 2018
Begins Friday, Nov. 17

REMARKS

Calendar Days	458
Working Days	224
Completion Date	November 1, 2019
Prepared By	Jeff Bauer

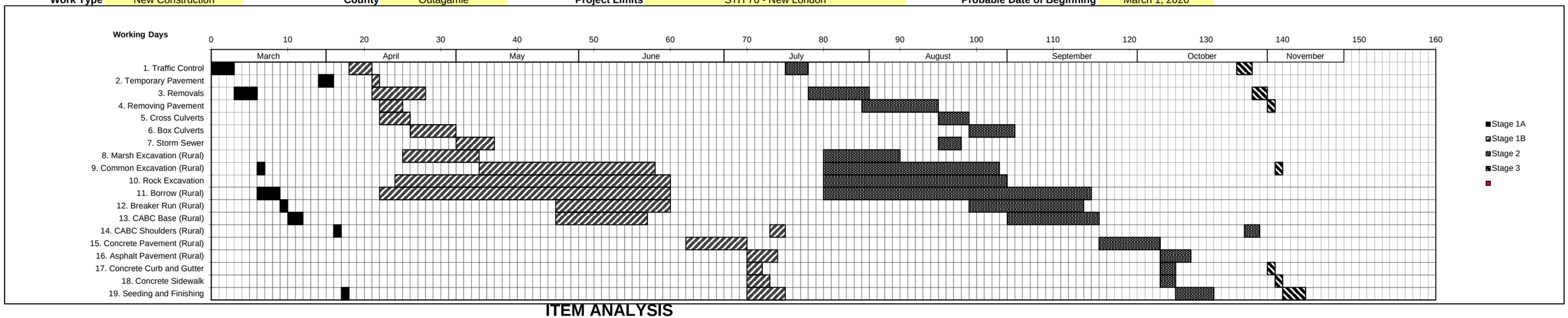
CONTRACT TIME FOR COMPLETION

Wisconsin Department of Transportation DT1923 04/2011

Attachment 6.3

Project ID	1146-75-73	**Highway**	STH 15	**Project Title**	(USH 45 - CTH T/Givens Road)
Work Type	New Construction	**County**	Outagamie	**Project Limits**	STH 76 - New London

Date of Letting	December 12, 2019
Probable Date of Beginning	March 1, 2020



ITEM ANALYSIS

Item	Contract Quantity per Stage					Total Quantity	Unit	Production Rate	Working Days (per Stage)	Stage 1A		Stage 1B		Stage 2		Stage 3			
	Stage 1A	Stage 1B	Stage 2	Stage 3						Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
1. Traffic Control	3	3	3	2		11	Days	1	3 / 3 / 3 / 2 /	0	3	18	21	75	78	134	136		
2. Temporary Pavement	1,350	650				2,000	TON	1000	2 / 1 / / /	14	16	21	22						
3. Removals	3	7	8	2		20	Days	1	3 / 7 / 8 / 2 /	3	6	21	28	78	86	136	138		
4. Removing Pavement		4,300	19,250	750		24,300	SY	2000	/ 3 / 10 / 1 /			22	25	85	95	138	139		
5. Cross Culverts		2.0	2.0			4	EACH	0.5	/ 4 / 4 / /			22	26	95	99				
6. Box Culverts		285.0	285.0			570	LF	50	/ 6 / 6 / /			26	32	99	105				
7. Storm Sewer		5	3			8	Days	1	/ 5 / 3 / /			32	37	95	98				
8. Marsh Excavation (Rural)		10,000	10,000			20,000	CY	1000	/ 10 / 10 / /			25	35	80	90				
9. Common Excavation (Rural)	2,500	137,500	137,500	2,500		280,000	CY	6000	1 / 23 / 23 / 1 /	6	7	35	58	80	103	139	140		
10. Rock Excavation		90,000	60,000			150,000	CY	2500	/ 36 / 24 / /			24	60	80	104				
11. Borrow (Rural)	5,000	75,000	70,000			150,000	CY	2000	3 / 38 / 35 / /	6	9	22	60	80	115				
12. Breaker Run (Rural)	1,000	59,000	59,000			119,000	TON	4000	1 / 15 / 15 / /	9	10	45	60	99	114				
13. CABC Base (Rural)	10,000	60,000	58,500			128,500	TON	5000	2 / 12 / 12 / /	10	12	45	57	104	116				
14. CABC Shoulders (Rural)	1,000	3,000	3,550			7,550	TON	2000	1 / 2 / 2 / /	16	17	73	75	135	137				
15. Concrete Pavement (Rural)		45,000	46,550			91,550	SY	6000	/ 8 / 8 / /			62	70	116	124				
16. Asphalt Pavement (Rural)		7,000	7,880			14,880	TON	2000	/ 4 / 4 / /			70	74	124	128				
17. Concrete Curb and Gutter		3,000	2,740	750		6,490	LF	1500	/ 2 / 2 / 1 /			70	72	124	126	138	139		
18. Concrete Sidewalk		2,500	1,850	750		5,100	LF	1000	/ 3 / 2 / 1 /			70	73	124	126	139	140		
19. Seeding and Finishing	1	5	5	3		14	Days	1	1 / 5 / 5 / 3 /	17	18	70	75	126	131	140	143		

Month	Date		Days			Possible Work Days	Probable Working Days %	Month	Total
	Begin	End	Month	Total	Holiday				
March	3/1/2020	3/31/2020	31	31	0	22	70	15	15
April	4/1/2020	4/30/2020	30	61	0	22	75	17	32
May	5/1/2020	5/31/2020	31	92	1	20	80	16	48
June	6/1/2020	6/30/2020	30	122	0	22	85	19	67
July	7/1/2020	7/31/2020	31	153	1	22	85	19	86
August	8/1/2020	8/31/2020	31	184	0	21	85	18	104
September	9/1/2020	9/30/2020	30	214	1	21	80	17	121
October	10/1/2020	10/31/2020	31	245	0	22	75	17	138
November	11/1/2020	11/20/2020	20	265	1	14	70	10	148

Deer Hunting Season 2020
Begins Friday Nov. 20, 2020

CONSTRUCTION YEAR: 2020

REMARKS

Calendar Days	242
Working Days	142
Completion Date	November 6, 2020
Prepared By	Gremmer & Associates