



Wisconsin Department of Transportation CONTRACT MODIFICATION JUSTIFICATION



CONTRACT ID: 20180911005	CONTRACT MODIFICATION NO: 026
PROJECT ID: 2250-12-70	FEDERAL ID: WISC 2018375
HIGHWAY OR LOCAL ROAD: STH 20, STH 83	COUNTY: Racine
PROJECT DESCRIPTION: Main St/1 st St Vil of Waterford; Buena Park Rd to Milw Ave (STH 36)	
MANAGING OFFICE: Jacobs	LOCAL PROGRAM: <input type="checkbox"/>
PRIOR APPROVAL REQUIRED: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO (If applicable attach additional justification.)	
Attached Contract Modification <input type="checkbox"/> Other Supporting Documentation Attached <input type="checkbox"/>	

1. Description & need for change:

This is a no cost change order which describes the need to extend the contract completion date due to unforeseen issues occurring from adverse weather, utilities, staging, and other design deficiencies.

This Contract Modification will change Contract Completion Date to June 15, 2020.

If contract time expires prior to completing all work specified in the contract, additional liquidated damages will be affixed according to standard spec 108.11.

2. Consequences if this Contract Modification is not approved:

The contractor would fail to meet the contract deadline and as a result the contractor would be assessed with liquidated damages.

3. Alternatives considered:

The following alternatives were considered:

- a) Not award the contractor extra time. This would result in a contractor claim since there were excusable delays from weather, utility conflicts on which the department altered their work plan to work around utilities, staging on which the plan did not address how to build certain items and adhere to contract specifications, and some changes to the plan requested by others.
- b) Award the contractor extra time based on the merit of each request. This was deemed to be the correct course of action.

4. Estimated cost:

This is a no cost changes order

5. Justification of price:

This is a no cost change order

6. Does this change affect the contract time? ☒ Yes ☐ No

The contractor initiated a request for extension of the contract completion date based on unforeseen issues that were either not anticipated from weather or not addressed in the plan. The contractor raised the following issues on which the department agrees as excusable time.

Weather

Cold/Snow January 2 to February 28, 2019 – Bridge: Article 3 of Prosecution and Progress states to not proceed with work until January 2, 2019. According to the contractor's schedule they indicated a start date of January 2nd. If the contract states to start work on January 2nd when standard specification 108.10.2.2 states that all days of January and February are adverse weather days, then any delay within

that time frame is considered excusable. Had there been clarification in Article 3 of the contract that delays incurred between January, February and March would not be considered for starting January 2nd then the delays would be denied. But no such language was included in the contract. **Contractor is excused 10 working days.**

Cold/Frost March – Roadway: Much like above, Article 3 of the contract states to not proceed with roadway work or close STH 20 to through traffic until March 1, 2019. The contractor's schedule indicated a start date for roadway work on March 1, 2019. Due to frost depths in March they could not start work due to the specs written for grading (section 205) and base aggregate (section 301). Much like above, if the contract states to start work on March 1 when the standard spec states that all days of March are considered adverse, then any delay within that time frame are considered excusable. Had there been clarification in Article 3 of the contract that delays incurred in March would not be considered for starting roadway work March 1, then the delays would be denied. But no such language was included in the contract. **Contractor is excused 20 working days.**

High River Water: Turbidity barrier failed with high water levels and faster river current than what was conveyed in the contract. From the contractor's ECIP plan they implemented turbidity barrier installed per contract and plan details. When Racine County opened the dam approximately 1000 feet upstream from the work area, the turbidity barrier failed because of observed turbulent flows. Turbidity barrier is rated for flows of 5cfs or lower. With Racine County opening the dam gates each time and observing the flow destroy the turbidity barrier is enough to conclude that the barrier failed due to flow velocity and not contractor workmanship. The contractor is unable to control flow of the river and cannot stop Racine County from implementing flood control. The heavy flow and failed turbidity barrier is a significant change in the character of the work identified by standard spec 104.2.2.4. The contractor was forced to use temporary sheeting because the situation altered from the original item of turbidity barrier. After seeing the turbidity barrier fail over and over throughout 2019 and feeble attempts to repair the turbidity curtain by armoring it with barrier block to no avail, the engineer directed the contractor to replace all turbidity barrier with sheeting. The change is significant since they now have use different equipment to set up containment (use a crane and hydraulic vibratory hammer). This corresponds with SS 104.2.2.4.1 for altered work. Altered work is defined as the character of the work as altered differs materially (substantially) in kind or nature from that involved or included in the original proposed construction. Their time is considered a compensable delay and is excusable for any time they spent installing sheeting, altering sheeting, and removing and replacing turbidity barrier with sheeting. **Contractor is excused 25 working days.** Payment for the installation of sheeting will be addressed in a separate contract modification.

Utilities

R-51-73 Retaining Wall Various Utility Lateral Service Conflicts

R-51-73 is a soldier pile retaining wall with a concrete facing. The soldier pile locations were laid out for the wall segments. The locations revealed several utility conflicts with watermain, sanitary and gas laterals to the homes fronting this wall. Nine piles were identified in conflict at the beginning of July 2019. As part of the utility coordination with the project during design, it was learned that the designer did not properly distinguish that laterals to homes behind this wall would have to be moved to avoid conflict with the soldier piles and wall facing. The main lines of water, sanitary, and gas were moved but the laterals were not moved. Efforts to revise the wall design were sought to avoid the delay in utility relocation however the designer recommended against moving the soldier pile from their planned locations or making utility holes in the wall facing to accommodate. At the time the utilities were identified as conflicting the wall was not controlling in the contractor's schedule. However as the months progressed waiting for utilities to clear, the wall work became controlling. The contractor is owed time as this scenario follows standard spec 108.10.2.1, paragraph 3, part 6. The contractor claimed 82 days however it was determined that the wall became controlling on their schedule in late September. **Contractor is excused 34 working days.**

Village of Waterford Sanitary Sewer Conflict Resolution: Village of Waterford's sanitary sewer runs along STH 20/83. The lateral that services residents along Water Street conflicted with three proposed storm sewer runs at the Main Street/Water Street intersection. The department weighed options to either have Waterford move their facilities and identify it as a Trans 220 utility delay or have the department alter their work plan and work around the Village of Waterford's facilities. A department alteration was chosen as the added time to work around their facilities would be less than waiting for the Village of

Waterford to relocate their facilities. Contract Modification 21 compensated them for the extra work but did not address time. **The contractor is excused 4 working days.**

Village of Waterford Reconfigure Sanitary Manholes: The contract included Village of Waterford sanitary work to be conducted with the roadway work. RFI 007 was sent by the contractor stating that there were some sanitary sewers within the roadway grading limits that did not match plan grades. The department determined that seven manholes had to be reconfigured/reconstructed to match the new plan grades. This issue and work was conducted right before concrete paving operations were to begin. The extra work affected the controlling item. Contract Modification #21 compensated the contractor for the extra work but did not address contract time. **The contractor is excused 1 working day.**

Beck Street Storm Sewer Series 57 Alteration: Storm sewer manhole 57 and inlet 57C were at elevation such that the top of structure was above the elevation of the bottom of concrete pavement. Structures were lowered to achieve the required thickness of pavement per plan. This affected the controlling item of concrete paving operations. Contract Mod #21 compensated the contractor for the extra work but did not address contract time. **The contractor is excused 1 working day.**

Construction Staging Issues

Constructing the NE Quadrant of Main Street and Jefferson Street

Plan sheets 309 and 311 do not include a stage where the northeast corner of Jefferson and Main Street was to be built. Sheet 311 indicates the use of Fast Track Concrete Pavement to construct the NE quadrant, but it also conveys to put north/south Jefferson Street traffic through this same quadrant. The contractor made modifications to the traffic control to allow this quadrant of the intersection to be built. The Fast Track Concrete Pavement item was replaced with item SPV.0108.01 Concrete Pavement 9-Inch SHES through contract mod #13. The item kept the some of the specification language for the Fast Track Concrete Pavement. The payment terms do not include the work for grading, storm sewer, electrical and asphaltic pavement needed to fully open this quadrant of Jefferson Street. The contractor is owed additional time to complete removals, install storm sewer, grade and backfill the corner, install electrical crossings, fine grade, set forms, place concrete, cure time, and perform the asphalt tie in to the new concrete. **The contractor is excused 22 working days.**

Maintaining Drainage at Jefferson Street: During storm sewer installation and adhering to the contract requirements of Article 13 Maintaining Drainage it was elected by the contractor and approval by the department to add additional traffic control staging through the Jefferson and Main Street Intersection to continue installation of the trunk line storm sewer. The contract plans showed making the connection of trunk line through Jefferson/Main in a future stage which would create a drainage issue by having water store in the trunk line pipe with no way for it to drain until the final connection was made. The added staging allowed the new trunk line to become live and maintain drainage. Contract Mod #14 compensated the contractor for the extra traffic control staging but did not address contract time affecting the controlling item of storm sewer. The added time accounts for implementing the additional traffic control and patching the trench through the intersection back with asphalt. **The contractor is excused 1 working day.**

Maintaining 2-way Traffic on First and Beck Streets: Article 4 of the contract states that the contractor is to maintain a wide enough surface for two lanes of vehicular travel throughout the project area. It was agreed that the minimum width for 2-way traffic is 20 feet. On First and Beck streets, the typical section pavement width and grading limits did not allow for construction to be done to the new roadway centerline and maintain 20 feet of clearance for traffic within the grading limits. The department accommodated by utilizing a directional closure by having the contractor execute one-way traffic. This addressed most of the width challenged areas, but areas of the project still existed where even one-way traffic was not wide enough to move around construction operations. Therefore, the department directed the contractor to construct temporary widening to make room outside of the grading limits for one-way traffic. The department paid for this work as additional common excavation and additional base aggregate dense 1.25-inch. **The contractor is excused 3 working days.**

Design Deficiencies

Removing Beam Guard STA 332+85

Box culvert removal at STA 332+85 was scheduled for removal at STA 332+85 on April 18-19, 2019.

This operation was part of their controlling operation of grading/removals. The road was coordinated to

be fully closed thus avoiding the contract requirements of Article 4 since the schools were closed due to a holiday break. The window allowed full access of the roadway to remove/install culvert pipes that crossed the roadway. In the days leading up to removal, grading could not progress until the conflicting beam guard was removed and there was no item in the planned quantities for removal. The item was added in contract modification #5. The contractor is owed time for the additional operation to remove the beam guard as the grading contractor halted their main production and moved to another area of the project and worked on non-controlling work. **The contractor is excused 1 working day.**

Downtown Waterford Sidewalk Grades and ADA Compliance: On October 10, 2019 it was discovered that some areas of downtown sidewalk if constructed per plan would not be ADA compliant. At the request of the DOT project manager, it was requested that the contractor perform construction survey and design the sidewalk by revising grades to meet ADA requirements. Approval of their design on October 23, 2019 resulted in added pedestrian curb resulting in extra work. The design-build effort on the contractor postponed sidewalk construction which was controlling. **The contractor is excused 14 working days.**

Post Grading Sidewalk Removals and Replacements: Various issues were encountered during concrete sidewalk and driveway construction. Additional excavation, grading, removing additional asphalt and curb, and saw cutting sidewalk was required to better tie in with existing sidewalk, driveways, and side roads. This was considered extra work. **Contractor is excused 8 working days.**

Overall the department agrees that the contractor is excused for 144 working days of delay.

**Additional number of days: 144 (working days, Saturday/Sundays, holidays excluded)
New completion date: June 15, 2020.**

7. Is this contract subject to Federal Oversight? ☐ Yes ☒ No

(Note: Look on proposal cover to determine if Federal Oversight.)

If attached prior approval, enter date received from FHWA _____
(Date)

Prepared By

Project Leader / Project Manager

2/3/2020

Date

Approved

Project Manager / Supervisor (If required)

2/3/2020

Date

Approved

Section Chief (If required)

Date

Approved

*FHWA (If required)

Date

*Prior Approval required for changes in scope or intent of the project, and /or changes exceeding \$50,000 on Federal Oversight Projects. Coordinate FHWA prior approval with your Project Manager or Supervisor.

Weather Issues:

Sever cold weather slowed bridge operations from January through March of up to **10 days** where weather days are not allowed by standard specifications but contract expected work to be going on at that time. Zenith Tech worked Saturdays in the beginning of the project to try and make up time. These days are documented by project staff. Department anticipates project to take almost an entire calendar year but will not modify specifications for cold weather. Additional weather days will continue to accrue as DOT has directed work to continue. 108.10.2.2(1)[1] Includes anticipate winter suspension from Nov 16 through March 31. It is unreasonable to have contract requirements to work during winter suspension and not recognize weather delays. We are requesting that 10 additional calendar days be added to the contract to account for delay caused by inclement weather.

Date	Bridge Work	Bridge Delay	Reason for delay	ZTI Bridge Crew	MDF Crew	Additional Notes
Wednesday	1/2/2019					
Thursday	1/3/2019					
Friday	1/4/2019					
Saturday	1/5/2019					
Sunday	1/6/2019					
Monday	1/7/2019					
Tuesday	1/8/2019					
Wednesday	1/9/2019					
Thursday	1/10/2019					
Friday	1/11/2019					
Saturday	1/12/2019					
Sunday	1/13/2019					
Monday	1/14/2019					
Tuesday	1/15/2019					
Wednesday	1/16/2019					
Thursday	1/17/2019	x		5		Bridge work begins
Friday	1/18/2019	x		5		
Saturday	1/19/2019					
Sunday	1/20/2019					
Monday	1/21/2019	x		5		
Tuesday	1/22/2019	x		5		
Wednesday	1/23/2019		y weather	3		snow
Thursday	1/24/2019	x		5		
Friday	1/25/2019		y weather			cold
Saturday	1/26/2019					
Sunday	1/27/2019					
Monday	1/28/2019		y weather			snow
Tuesday	1/29/2019		y weather			cold
Wednesday	1/30/2019		y weather			cold
Thursday	1/31/2019		y weather			cold

Friday	2/1/2019		y weather			snow/cold
Saturday	2/2/2019					
Sunday	2/3/2019					
Monday	2/4/2019	x		5		
Tuesday	2/5/2019	x		5		
Wednesday	2/6/2019	x		6		
Thursday	2/7/2019	x		6		
Friday	2/8/2019		y weather			cold
Saturday	2/9/2019	x		6		
Sunday	2/10/2019					
Monday	2/11/2019	x		6		
Tuesday	2/12/2019		y weather	5		minimal work done - snow removal
Wednesday	2/13/2019	x		6		
Thursday	2/14/2019	x		5		
Friday	2/15/2019	x		4		

Saturday	2/16/2019						
Sunday	2/17/2019						
Monday	2/18/2019	x			5	3	
Tuesday	2/19/2019	x			3	6	
Wednesday	2/20/2019	x	y	bedrock	4	3	portion of todays work would later be removed due to redesign
Thursday	2/21/2019	x	y	bedrock	4	3	portion of todays work would later be removed due to redesign
Friday	2/22/2019	x	y	bedrock			standby time/abandon previous work
Saturday	2/23/2019		y	bedrock			standby time
Sunday	2/24/2019		y	bedrock			standby time
Monday	2/25/2019		y	bedrock			standby time
Tuesday	2/26/2019		y	bedrock			standby time
Wednesday	2/27/2019	x	y	bedrock			platform reinstall
Thursday	2/28/2019	x			4	3	
Friday	3/1/2019	x			3	3	
Saturday	3/2/2019	x				4	
Sunday	3/3/2019						
Monday	3/4/2019		y	weather			cold
Tuesday	3/5/2019	x			3	3	
Wednesday	3/6/2019	x			5	4	
Thursday	3/7/2019	x			3	3	
Friday	3/8/2019	x			5	4	
Saturday	3/9/2019	x			5		
Sunday	3/10/2019						
Monday	3/11/2019	x			4	1	
Tuesday	3/12/2019	x			4		
Wednesday	3/13/2019	x			6		
Thursday	3/14/2019	x	y	River			rise of river levels due to rain/snow melt, crew removed materials from river today
Friday	3/15/2019		y	River			high water
Saturday	3/16/2019						
Sunday	3/17/2019						
Monday	3/18/2019		y	no crew on site		2	Drill subcontractor on site, Zenith Tech not on site to assist - no work done
Tuesday	3/19/2019	x			2	1	
Wednesday	3/20/2019	x			4		
Thursday	3/21/2019	x			3		
Friday	3/22/2019	x			3		
Saturday	3/23/2019						
Sunday	3/24/2019						
Monday	3/25/2019	x			3		
Tuesday	3/26/2019	x			4		
Wednesday	3/27/2019	x			4		
Thursday	3/28/2019	x			4		
Friday	3/29/2019	x			5	2	
Saturday	3/30/2019						
Sunday	3/31/2019						

Weather Issues:

Contract allowed roadway construction to start March 1 as it was projected to take an entire season to construct roadway. Due to cold weather and frost depths the roadway excavation could not begin until April 1. It should be noted that frozen ground does not prevent excavation and removal operations from taking place but due to other associated work we were limited from starting. Erosion control can not be properly implemented in frozen ground, fill sections could not be built up over frozen grade, traffic could not be maintained per contract as frost comes out of ground. Project staff recognized **20 days** are associated with starting operations as planned for the month of March on roadway work on the west end. We are requesting that 20 additional calendar days be added to the contract to account for delay caused by inclement weather.

	Date	Roadway Work	Roadway Delay	Reason for delay	Concrete paving contractor on	Additional Notes
Friday	3/1/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Saturday	3/2/2019					Baseline schedule had work beginning March 1
Sunday	3/3/2019					Baseline schedule had work beginning March 1
Monday	3/4/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Tuesday	3/5/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Wednesday	3/6/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Thursday	3/7/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Friday	3/8/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Saturday	3/9/2019					Baseline schedule had work beginning March 1
Sunday	3/10/2019					Baseline schedule had work beginning March 1
Monday	3/11/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Tuesday	3/12/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Wednesday	3/13/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Thursday	3/14/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Friday	3/15/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Saturday	3/16/2019					Baseline schedule had work beginning March 1
Sunday	3/17/2019					Baseline schedule had work beginning March 1
Monday	3/18/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Tuesday	3/19/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Wednesday	3/20/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Thursday	3/21/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Friday	3/22/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Saturday	3/23/2019					Baseline schedule had work beginning March 1
Sunday	3/24/2019					Baseline schedule had work beginning March 1
Monday	3/25/2019	x				
Tuesday	3/26/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Wednesday	3/27/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Thursday	3/28/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Friday	3/29/2019		y	Contractor coordination		Baseline schedule had work beginning March 1
Saturday	3/30/2019					
Sunday	3/31/2019					

Weather Issues:

As stated previously in regards to above average rainfalls, unusually high water levels through the entire year impacted bridge operations. Although water levels remained below "2 year storm events" the velocity of water well exceeded those thresholds. With no control of Racine County's ability to open and close dams, we were at the mercy of their management of water levels. Additionally our request through proper channels with WDNR for a river drawdown was denied and ZTI was told by our DNR liaison to cease communicating or perusing this option. ZTI measured water velocity with a Global Water Flow Probe in excess of 4.4 FPS that is identified as 100 year storm velocity on sheet 675 of the plans. Project staff only recognizing high water levels starting in September as in impact on construction is unrealistic. We had turbidity failures due to water flow starting in February and again in May and July. The reason turbidity sheeting was discussed in September is because of numerous occurrences previously of turbidity curtain being blown out by high flows. Turbidity curtain was installed with stakes installed closer together along with additional stakes on the backside of the curtain to reinforce it (with no additional compensation) along with a continuous line of rock bags along the bottom. In an exchange during the design phase between WDNR and RA Smith the DNR recommended steel sheet pile or enhanced turbidity curtain of which this recommendation was not taken into consideration. During the course of the project the Contractor recommended a modified turbidity curtain as well as sheeting of which both were denied until September. Not only does ZTI see this as a differing site condition under 104.2.2.2 than listed in the plan but also an excusable compensable delay under 108.10.3 due the departments lack of action. This issue is very difficult to quantify fully yet as ZTI had to alter their planned operations several times due to the loss of containment and inability to reconstruct the containment safely until sheeting was approved and is still in the process of switching over to sheeting. Between the excessive number of days to attempt to construct turbidity curtain after DNR recommended against, rebuild it several times from blowing out after the dam was opened, attempt to utilize turbidity curtain in the middle of the river that was not part of the original plan, the days to change to a whole new operation, and now having to complete retaining wall operations in winter conditions with the late approval of sheeting could account for at least **25 Days and still counting** as we continue work reinstalling new containment. We requesting that 25 additional calendar days be added to the contract to account for the extra work to perform installation of the sheeting to-date but that these days may increase once extra work and issue is resolved.





From: Webster, Craig M - DNR
To: Elkin, John A.
Cc: Gilbertson, Allen - DOT; Manske, Caleb; Cannon, Janet - DOT
Subject: RE: Fox River Bridge, STH 20 Reconstruction, Waterford ID 2250-12-00
Date: Thursday, February 12, 2015 4:30:22 PM

I had a chance yesterday to visit the bridge site. Water is very low right now – dam in Rochester is in draw down mode.

DNR is OK and supports the concrete 'sea wall' on the east side. We should talk about forming in a connection point (or two) for a floating type public access/fishing pier. Can Dot support that request?

Sediment sampling is not necessary.

Due to the high and fluctuating flows, DNR recommends a combination of steel sheet pile and enhanced turbidity barrier be used on this job. We can flesh out the details.

Can you get the various pipe outfalls to discharge at the wing wall or abutment corners vs right under the deck?

DNR is fine with the single pier being in the middle of the river.

Anything I am missing?

Craig Webster

Desk Phone: (262) 574-2141

Cell Phone: (414) 303-3011

Craig.Webster@Wi.Gov

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From: Elkin, John A. [mailto:John.Elkin@rasmithnational.com]
Sent: Tuesday, February 03, 2015 4:22 PM
To: Webster, Craig M - DNR
Cc: Gilbertson, Allen - DOT; Manske, Caleb
Subject: RE: Fox River Bridge, STH 20 Reconstruction, Waterford ID 2250-12-00

Craig – since it's a girder-type bridge, it will most likely be sawn and picked with minimal debris dropped. We can include this approach in the construction specs as well. I've attached the photos of the OHWM as well as general photos of the north and south sides of the bridge.

John

John A. Elkin, P.E., Associate
R.A. Smith National, Inc.
262-317-3312

Chad Shihata

From: Heather Weber <heatherweber@gmoxie.com>
Sent: Thursday, December 5, 2019 12:21 PM
To: Heather Weber
Subject: PROJECT UPDATE: WIS 20/83 Reconstruction Project
Attachments: 2019_12_4_19_hwy20_project_update.pdf

Work on the WIS 20/83 Reconstruction Project continues in earnest. On Friday, December 6, WIS 20/83 will re-open to thru traffic. While portions of the project have been completed, a number of items still need to be completed. Due to heavy rains and the length of time the dam needed to remain open, bridge work was not able to be finished. Work will continue on the bridge over the Fox River, with traffic remaining staged to the south side of the bridge, throughout the winter. In the spring, final sidewalk work, retaining wall work, traffic signal work, and other incidental work will continue on the project. Landscaping and pavement markings will be completed in the spring, as planned, to ensure the highest quality product. A summary of completed items and items still to be completed can be found in the attached update.

Regards,
Heather

Heather L. Weber
WIS 20/83 Reconstruction Project

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Zenith Tech

Job Name: WATERFORD (20/83 OVER FOX RIVER)

Job Code: 504701

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
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Date: 09/09/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.500

Labor Totals:	Hours -	0.0
Equip Totals:	Hours -	0.0

Date: 09/30/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

KR5463	KRAUS, SCOTT F.	FRM	5.00	3.50	0.00
WI9644	WILLIAMS, DAVID R.	APPR	5.00	3.50	0.00
WE1683	WEINREICH, KORY J.	CARP	4.00	3.00	0.00
CR4600	CRAMER, TRENTON M.	APPR	5.00	3.00	0.00
215237	TRUCK F350 FORD REG CAB		8.00	0.00	0.00
230058	SKIDSTEER L228 NEW HOLLA		8.00	0.00	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00

Labor Totals:	Hours -	32.0
Equip Totals:	Hours -	24.0

Date: 10/01/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

KR5463	KRAUS, SCOTT F.	FRM	8.00	1.50	0.00
WI9644	WILLIAMS, DAVID R.	APPR	7.00	0.50	0.00

Printed on: 01/11/2020 10:00:06

Attendance/ Use Codes included in Hours: N.V / C.N

Page 1

x _____ Date _____

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
WE1683	WEINREICH, KORY J.	CARP	7.00	0.00	0.00
CR4600	CRAMER, TRENTON M.	APPR	7.00	0.00	0.00
215237	TRUCK F350 FORD REG CAB		8.00	0.00	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00
279007	PILE DRIVER MKT VIBRO V-5		8.00	0.00	0.00
Labor Totals:				Hours -	31.0
Equip Totals:				Hours -	24.0

Date: 10/02/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

KR5463	KRAUS, SCOTT F.	FRM	2.00	0.00	0.00
WI9644	WILLIAMS, DAVID R.	APPR	0.00	0.00	0.00
CR4600	CRAMER, TRENTON M.	APPR	2.00	0.00	0.00
WI8763	WILLIAMS, DOUGLAS J.	CR1B	2.00	0.00	0.00
215237	TRUCK F350 FORD REG CAB		8.00	0.00	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00
279007	PILE DRIVER MKT VIBRO V-5		8.00	0.00	0.00
215163	TRUCK F350 FORD REG CAB		8.00	0.00	0.00
Labor Totals:				Hours -	6.0
Equip Totals:				Hours -	32.0

Date: 10/03/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

Zenith Tech

Job Name: WATERFORD (20/83 OVER FOX RIVER)

Job Code: 504701

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
KR5463	KRAUS, SCOTT F.	FRM	8.00	1.50	0.00
WE1683	WEINREICH, KORY J.	CARP	8.00	1.00	0.00
CR4600	CRAMER, TRENTON M.	APPR	8.00	1.00	0.00
WI8763	WILLIAMS, DOUGLAS J.	CR1B	8.00	1.50	0.00
215237	TRUCK F350 FORD REG CAB		8.00	0.00	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00
279007	PILE DRIVER MKT VIBRO V-5		8.00	0.00	0.00
215163	TRUCK F350 FORD REG CAB		8.00	0.00	0.00
Labor Totals:				Hours -	37.0
Equip Totals:				Hours -	32.0

Date: 10/04/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.010

KR5463	KRAUS, SCOTT F.	FRM	6.00	0.00	0.00
WE1683	WEINREICH, KORY J.	CARP	6.00	0.00	0.00
CR4600	CRAMER, TRENTON M.	APPR	6.00	0.00	0.00
WI8763	WILLIAMS, DOUGLAS J.	CR1B	6.00	0.00	0.00
215237	TRUCK F350 FORD REG CAB		8.00	0.00	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00
279007	PILE DRIVER MKT VIBRO V-5		8.00	0.00	0.00
215163	TRUCK F350 FORD REG CAB		8.00	0.00	0.00
Labor Totals:				Hours -	24.0
Equip Totals:				Hours -	32.0

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Attendance: Jse Codes included in Hours: N.V / C.N

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x _____ Date: _____

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
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Date: 10/09/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

KR5463	KRAUS, SCOTT F.	FRM	2.00	0.00	0.00
WI9644	WILLIAMS, DAVID R.	APPR	2.00	0.00	0.00
WE1683	WEINREICH, KORY J.	CARP	2.00	0.00	0.00
CR4600	CRAMER, TRENTON M.	APPR	2.00	0.00	0.00

Labor Totals:	Hours -	8.0
Equip Totals:	Hours -	0.0

Date: 10/10/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

KR5463	KRAUS, SCOTT F.	FRM	6.00	2.75	0.00
WI9644	WILLIAMS, DAVID R.	CR1B	6.00	2.75	0.00
WE1683	WEINREICH, KORY J.	CARP	6.00	2.25	0.00
CR4600	CRAMER, TRENTON M.	APPR	6.00	2.25	0.00
215237	TRUCK F350 FORD REG CAB		8.00	0.00	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00
279007	PILE DRIVER MKT VIBRO V-5		8.00	0.00	0.00

Labor Totals:	Hours -	34.0
Equip Totals:	Hours -	24.0

Date: 10/12/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

Printed on: 01/11/2020 10:40:06

Zenith Tech

Job Name: WATERFORD (20/83 OVER FOX RIVER)

Job Code: 504701

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
KR5463	KRAUS, SCOTT F.	FRM	0.00	3.00	0.00
WI9644	WILLIAMS, DAVID R.	APPR	0.00	3.00	0.00
WE1683	WEINREICH, KORY J.	CARP	0.00	3.00	0.00
280129	EXCAVATOR 330BL CATERPI		3.00	0.00	0.00
Labor Totals:				Hours -	9.0
Equip Totals:				Hours -	3.0

Date: 10/14/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

KR5463	KRAUS, SCOTT F.	FRM	4.00	1.50	0.00
WI9644	WILLIAMS, DAVID R.	APPR	8.00	0.00	0.00
WE1683	WEINREICH, KORY J.	CARP	8.00	0.00	0.00
CR4600	CRAMER, TRENTON M.	APPR	8.00	0.00	0.00
215237	TRUCK F350 FORD REG CAB		4.00	0.00	0.00
280129	EXCAVATOR 330BL CATERPI		8.00	0.00	0.00
280125	EXCAVATOR A904 LIEBHERR		8.00	0.00	0.00

Labor Totals: Hours - 29.5
Equip Totals: Hours - 20.0

Date: 10/15/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

KR5463	KRAUS, SCOTT F.	FRM	3.00	0.00	0.00
WI9644	WILLIAMS, DAVID R.	APPR	3.00	0.00	0.00

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Attendance/ Use Codes included in Hours: N.V / C.N

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X _____ Date _____

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
WE1683	WEINREICH, KORY J.	CARP	3.00	0.00	0.00
CR4600	CRAMER, TRENTON M.	APPR	3.00	0.00	0.00
215237	TRUCK F350 FORD REG CAB		3.00	0.00	0.00
280129	EXCAVATOR 330BL CATERPI		3.00	0.00	0.00
Labor Totals:				Hours -	12.0
Equip Totals:				Hours -	6.0

Date: 10/18/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.240

Labor Totals: Hours - 0.0
Equip Totals: Hours - 0.0

Date: 11/01/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

RO8492	ROIGER, NICHOLAS J.	SFRM	0.00	2.50	0.00
CA8253	CARLSON, ADAM T.	APPR	0.00	2.50	0.00

Labor Totals: Hours - 5.0
Equip Totals: Hours - 0.0

Zenith Tech

Job Name: WATERFORD (20/83 OVER FOX RIVER)

Job Code: 504701

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
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Date: 11/02/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

RO8492	ROIGER, NICHOLAS J.	SFRM	0.00	5.00	0.00
CA8253	CARLSON, ADAM T.	APPR	0.00	5.00	0.00
WA5801	WALDHART, NOAH S.	LBR	0.00	5.00	0.00
281060	EXCAVATOR 330CL CATERPI		8.00	0.00	0.00

Labor Totals:	Hours -	15.0
Equip Totals:	Hours -	8.0

Date: 11/04/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

WI9644	WILLIAMS, DAVID R.	APPR	3.00	0.00	0.00
CR4600	CRAMER, TRENTON M.	APPR	3.00	0.00	0.00
RA4700	RAYMER, SHAWN A.	APPR	3.00	0.00	0.00
280129	EXCAVATOR 330BL CATERPI		3.00	0.00	0.00

Labor Totals:	Hours -	9.0
Equip Totals:	Hours -	3.0

Date: 11/19/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

WI9644	WILLIAMS, DAVID R.	CR1A	4.00	0.00	0.00
WE1683	WEINREICH, KORY J.	CARP	4.00	0.00	0.00

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Attendance/ Use Codes included in Hours: N.V / C.N

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x _____ Date _____

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su

DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
GO5283	GOETZ, JOSEPH T.	FRM	4.00	0.00	0.00
204031	CRANE HC110 TEREX		4.00	0.00	0.00
215221	TRUCK F350 FORD PICK-UP		4.00	0.00	0.00
91907	PILE DRIVER HPSI 260 VIBRO		4.00	0.00	0.00

Labor Totals:

Hours -

12.0

Equip Totals:

Hours -

12.0

Date: 11/20/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

WI9644	WILLIAMS, DAVID R.	CR1A	3.00	0.00	0.00
WE1683	WEINREICH, KORY J.	CARP	3.00	0.00	0.00
GO5283	GOETZ, JOSEPH T.	FRM	3.00	0.00	0.00
204031	CRANE HC110 TEREX		3.00	0.00	0.00

Labor Totals:

Hours -

9.0

Equip Totals:

Hours -

3.0

Date: 12/10/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

KR5463	KRAUS, SCOTT F.	FRM	1.00	0.00	0.00
WI9644	WILLIAMS, DAVID R.	CR1A	0.00	1.00	0.00
WE1683	WEINREICH, KORY J.	CARP	6.00	0.50	0.00
CR4600	CRAMER, TRENTON M.	APPR	6.00	0.50	0.00
SC3395	SCHAAF, PHILIP E.	BKH	3.00	0.00	0.00

Zenith Tech

Job Name: WATERFORD (20/83 OVER FOX RIVER)

Job Code: 504701

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
GO5283	GOETZ, JOSEPH T.	FRM	0.50	0.50	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00
Labor Totals:				Hours -	19.0
Equip Totals:				Hours -	8.0

Date: 12/11/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

KR5463	KRAUS, SCOTT F.	FRM	8.00	0.50	0.00
WI9644	WILLIAMS, DAVID R.	CR1A	6.00	0.50	0.00
CR4600	CRAMER, TRENTON M.	APPR	6.00	0.00	0.00
SC3395	SCHAAF, PHILIP E.	BKH	6.00	0.50	0.00
GO5283	GOETZ, JOSEPH T.	FRM	6.00	0.00	0.00
215237	TRUCK F350 FORD REG CAB		8.00	0.00	0.00
230058	SKIDSTEER L228 NEW HOLLA		8.00	0.00	0.00
280129	EXCAVATOR 330BL CATERPI		8.00	0.00	0.00
215221	TRUCK F350 FORD PICK-UP		8.00	0.00	0.00

Labor Totals: Hours - 33.5
Equip Totals: Hours - 32.0

Date: 12/13/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

KR5463	KRAUS, SCOTT F.	FRM	0.00	0.00	0.00
SC3395	SCHAAF, PHILIP E.	BKH	8.00	0.00	0.00

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Attendance: Jse Codes included in Hours: N.V / C.N

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x _____ Dat _____

Zenith Tech

Job Name: WATERFORD (20/83 OVER FOX RIVER)

Job Code: 504701

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
GO5283	GOETZ, JOSEPH T.	FRM	8.00	0.00	0.00
BA9270	BARRIOS, LAURA	FLAG	0.00	0.00	0.00
YE7729	YEPEZ, BARBARA A.	APPR	0.00	0.00	0.00
280129	EXCAVATOR 330BL CATERPI		8.00	0.00	0.00
215257	TRUCK PETERBILT QUAD DU		8.00	0.00	0.00
280125	EXCAVATOR A904 LIEBHERR		8.00	0.00	0.00
Labor Totals:				Hours -	16.0
Equip Totals:				Hours -	24.0

Date: 12/24/2019 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

CR4600	CRAMER, TRENTON M.	APPR	1.00	0.00	0.00
SC3395	SCHAAF, PHILIP E.	BKH	1.00	0.00	0.00

Labor Totals:	Hours -	2.0
Equip Totals:	Hours -	0.0

Date: 01/03/2020 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

279007	PILE DRIVER MKT VIBRO V-5		8.00	0.00	0.00
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Labor Totals:	Hours -	0.0
Equip Totals:	Hours -	8.0

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Attendance/Non-Use Codes included in Hours: N,V / C,N

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X _____ Date: _____

Zenith Tech

Job Name: WATERFORD (20/83 OVER FOX RIVER)

Job Code: 504701

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
Date: 01/06/2020 Foreman: KR5463 Shift: 1					
Time Card:					
Production Quantities: 0.000					
WI9644	WILLIAMS, DAVID R.	CR1A	8.00	1.50	0.00
CR4600	CRAMER, TRENTON M.	APPR	8.00	1.00	0.00
GO5283	GOETZ, JOSEPH T.	FRM	8.00	1.00	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00
215221	TRUCK F350 FORD PICK-UP		8.00	0.00	0.00
279007	PILE DRIVER MKT VIBRO V-5		8.00	0.00	0.00
Labor Totals:				Hours -	27.5
Equip Totals:				Hours -	24.0

Date: 01/07/2020 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

WI9644	WILLIAMS, DAVID R.	CR1A	8.00	1.50	0.00
CR4600	CRAMER, TRENTON M.	APPR	8.00	1.00	0.00
GO5283	GOETZ, JOSEPH T.	FRM	8.00	1.00	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00
215221	TRUCK F350 FORD PICK-UP		8.00	0.00	0.00
279007	PILE DRIVER MKT VIBRO V-5		8.00	0.00	0.00

Labor Totals: Hours - 27.5
Equip Totals: Hours - 24.0

Date: 01/08/2020 Foreman: KR5463 Shift: 1

Time Card:

Printed on: 01/11/2020 10:40:10

Attendance/ Use Codes included in Hours: N,V / C,N

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x _____ Date _____

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
Production Quantities: 0.000					
KR5463	KRAUS, SCOTT F.	FRM	4.00	0.00	0.00
WI9644	WILLIAMS, DAVID R.	CR1A	8.00	1.50	0.00
CR4600	CRAMER, TRENTON M.	APPR	8.00	1.00	0.00
GO5283	GOETZ, JOSEPH T.	FRM	8.00	1.00	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00
215221	TRUCK F350 FORD PICK-UP		8.00	0.00	0.00
279007	PILE DRIVER MKT VIBRO V-5		8.00	0.00	0.00

Labor Totals:

Hours -

31.5

Equip Totals:

Hours -

24.0

Date: 01/09/2020 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000					
WI9644	WILLIAMS, DAVID R.	CR1A	6.00	1.00	0.00
CR4600	CRAMER, TRENTON M.	APPR	8.00	1.00	0.00
GO5283	GOETZ, JOSEPH T.	FRM	8.00	1.00	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00
215221	TRUCK F350 FORD PICK-UP		8.00	0.00	0.00
279007	PILE DRIVER MKT VIBRO V-5		8.00	0.00	0.00

Labor Totals:

Hours -

25.0

Equip Totals:

Hours -

24.0

Date: 01/10/2020 Foreman: KR5463 Shift: 1

Time Card:

Production Quantities: 0.000

Printed on: 01/11/2020 10:40:11

X _____ Date: _____

Zenith Tech

Job Name: WATERFORD (20/83 OVER FOX RIVER)

Job Code: 504701

Cost Code Review

Cost Code: 82000019

EW-Turbidity Barriers Piers ZTI Su DL

Code	Description	Class	Reg. Hours	OT Hours	Other Hours
WI9644	WILLIAMS, DAVID R.	CR1A	8.00	1.50	0.00
CR4600	CRAMER, TRENTON M.	APPR	8.00	1.00	0.00
GO5283	GOETZ, JOSEPH T.	FRM	8.00	1.00	0.00
204031	CRANE HC110 TEREX		8.00	0.00	0.00
215221	TRUCK F350 FORD PICK-UP		8.00	0.00	0.00
279007	PILE DRIVER MKT VIBRO V-5		8.00	0.00	0.00
Labor Totals:				Hours -	27.5
Equip Totals:				Hours -	24.0

NOTE:

Filters in effect:

Foreman = KR5463.

Cost Code = 82000019.

Dates >= 12/08/2018 and Dates <= 01/11/2020.

Printed on: 01/11/2020 10:40:11

Attendance/ Use Codes included in Hours: N.V / C.N

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x _____ Date _____

Zenith Tech, Inc.

Structural Engineers and Contractors
A WALBEC GROUP COMPANY

Utility Issue:

Various Utility conflicts including sanitary, water, gas, fiber optic, and electric have been in conflict both vertically and horizontally with proposed wall construction. Conflicts were identified after performing ULO's on 7/2, 7/3 and 7/12. Per 7/18 email from project staff, it was directed that redesign of the wall around utilities was not an option and that utility relocate of 1 gas line, 1 sanitary line, and 2 water lines should be pursued. The Village of Waterford contracted Dolson to perform their relocations of water and sanitary which took them away from original contract work. The Village had facilities relocated on 8/1 and 8/2. WE Gas performed relocate on 8/7. **34 Days** of delay from exposing utilities until they were relocated for E/W portion of the wall. In proceeding with N/S portion of the wall it was identified on 10/29 that there was 1 water, 1 sanitary, 1 gas, and potentially fiber optic in conflict. RFI 23 was sent to project staff on 11/2 requesting if wall would be redesigned or for utilities to be relocated. A response was received on 11/11 to proceed with utility relocates. The Village had sanitary relocated around 12/4 or earlier. WE Gas performed relocate on 12/17. TDS performed potholing on fiber optic line on 12/18 and could not locate 2 fiber lines that were potentially in conflict due to inaccurate markings. On 12/20 TDS responded back to DOT/ZTI that they do not believe utilities are in conflict. Although the response from TDS did not give clear indication that the Contractor was clear to drill and Zenith Tech followed up on 12/23, DOT recognizes the issue resolved after finally responding with clarification on 1/6. **53 Days** of delay for exposing utilities until they were clear for NS portion of the wall. We are requesting that 87 additional calendar days be added to the contract to account for the delay to identify and remedy utility conflicts.

Chad Shihata

From: Krum, Paul/MKE <Paul.Krum@jacobs.com>
Sent: Tuesday, July 16, 2019 9:57 AM
To: Nic Matter; Chad Shihata
Cc: Scott Kraus; Gene E. Sheedy P.E.
Subject: RE: [EXTERNAL] RE: 2250-12-70--STH 20 Waterford---DIN016---R-51-73 Utility Conflicts

Alright. I will forward to the designer.

Paul Krum, PE
Jacobs
Construction/Structural Engineer | Buildings, Infrastructure, and Advanced Facilities
414.550.2375 Mobile
paul.krum@jacobs.com

www.jacobs.com

From: Nic Matter <NMatter@midwestdfe.com>
Sent: Tuesday, July 16, 2019 9:55 AM
To: Krum, Paul/MKE <Paul.Krum@jacobs.com>; Chad Shihata <CShihata@zenithtechinc.com>
Cc: Scott Kraus <SKraus@zenithtechinc.com>; Gene E. Sheedy P.E. <gsheedy@midwestdfe.com>
Subject: RE: [EXTERNAL] RE: 2250-12-70--STH 20 Waterford---DIN016---R-51-73 Utility Conflicts

Paul, Chad,

After discussion, given the utilities are daylighted and physically located, we would need to stay 2'-0" off the utilities to the edge of casing in order to safely and effectively drill the soldier pile foundations. Please let me know if you have any other questions regarding this.

Thank you,



Nic Matter | Assistant Project Manager
Midwest Drilled Foundations & Engineering, Inc.
200 S Prairie Ave | Waukesha, WI 53186
Office: (262) 436-0392 | Cell: (262) 893-8457
midwestdfe.com

From: Krum, Paul/MKE <Paul.Krum@jacobs.com>
Sent: Tuesday, July 16, 2019 8:40 AM
To: Chad Shihata <CShihata@zenithtechinc.com>; Gene E. Sheedy P.E. <gsheedy@midwestdfe.com>
Cc: Nic Matter <NMatter@midwestdfe.com>; Scott Kraus <SKraus@zenithtechinc.com>
Subject: RE: [EXTERNAL] RE: 2250-12-70--STH 20 Waterford---DIN016---R-51-73 Utility Conflicts

Chad, Gene,

The designer asked me again for this information. I think there will be a pretty quick turn around on the design modification once they have this information. But, they are currently waiting on this answer before they can finalize anything. I assume the answer to this question will effect if they can just move piles around to avoid utilities or if additional piles will need to be added.

Paul Krum, PE

Jacobs

Construction/Structural Engineer | Buildings, Infrastructure, and Advanced Facilities

414.550.2375 Mobile

paul.krum@jacobs.com

www.jacobs.com

From: Chad Shihata <CShihata@zenithtechinc.com>

Sent: Monday, July 15, 2019 9:40 AM

To: Gene E. Sheedy <gsheedy@midwestdfe.com>

Cc: Nic Matter <NMatter@midwestdfe.com>; Scott Kraus <SKraus@zenithtechinc.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>

Subject: FW: [EXTERNAL] RE: 2250-12-70--STH 20 Waterford---DIN016---R-51-73 Utility Conflicts

Gene

See question from RA Smith below about clearances for drilling near utilities.

Chad Shihata, PE

Project Manager

262.366.5326 mobile

262.524.1712 desk

From: Krum, Paul/MKE <Paul.Krum@jacobs.com>

Sent: Monday, July 15, 2019 9:23 AM

To: Chad Shihata <CShihata@zenithtechinc.com>

Cc: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>

Subject: Fwd: [EXTERNAL] RE: 2250-12-70--STH 20 Waterford---DIN016---R-51-73 Utility Conflicts

Chad,

See below. What is the minimum clear distance between casings and utilities MDF can drill?

Paul Krum

Begin forwarded message:

From: "Elkin, John" <John.Elkin@raSmith.com>

Date: July 15, 2019 at 8:40:25 AM CDT

To: "Krum, Paul/MKE" <Paul.Krum@jacobs.com>, "Krummel, Charles L - DOT"

<Charles.Krummel@dot.wi.gov>, "Suydam, Justin W - DOT" <Justin.Suydam@dot.wi.gov>

Cc: "Schlegel, Nathan/MKE" <Nathan.Schlegel@jacobs.com>, "Manske, Caleb" <Caleb.Manske@raSmith.com>

Subject: [EXTERNAL] RE: 2250-12-70--STH 20 Waterford---DIN016---R-51-73 Utility Conflicts

Paul – we are looking into this asap and will give recommendations, but first we need to know what the **minimum** out-to-out horizontal clearance is the contractor can work with.

Thanks,
John

John A. Elkin, M.S., P.E., Associate
Director of Transportation Services



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direct: 262-317-3312

From: Krum, Paul/MKE <Paul.Krum@jacobs.com>

Sent: Monday, July 15, 2019 7:55 AM

To: Elkin, John <John.Elkin@raSmith.com>; Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>;
Suydam, Justin W - DOT <Justin.Suydam@dot.wi.gov>

Cc: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>; Manske, Caleb
<Caleb.Manske@raSmith.com>

Subject: RE: 2250-12-70--STH 20 Waterford---DIN016---R-51-73 Utility Conflicts

Last week the contractor exposed nearly all of the utilities in question. Attached are the surveyors shots for the top center of the utilities. All utilities are less than 2" diameter except sanitary is approximately 6" +/- diameter. Wall Stations and offsets are given for the utilities where they were exposed, near the face of the wall. The surveyor was only confident in the precision of the offset for the gas lateral at Sta 11+55.75 within 1 foot because he had to shoot it with his rod at an angle due to how the utility was exposed. However, this line appears to be far enough behind the wall to not be in conflict.

A very large hole would have to be dug to gain any flexibility of the lines. This is not practical for depth/locations of these utilities.

The contractor plans to begin drilling piles for this wall this week. Please let us know how much we can move the piles in conflict with these utilities. As much buffer as possible would be appreciated to minimize risk of hitting any of these lines.

Thank you,

Paul Krum, PE
Jacobs

Construction/Structural Engineer | Buildings, Infrastructure, and Advanced Facilities
414.550.2375 Mobile
paul.krum@jacobs.com

www.jacobs.com

From: Elkin, John <John.Elkin@raSmith.com>

Sent: Monday, July 8, 2019 4:44 PM

To: Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>; Suydam, Justin W - DOT
<Justin.Suydam@dot.wi.gov>

Cc: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>;

Manske, Caleb <Caleb.Manske@raSmith.com>

Subject: [EXTERNAL] RE: 2250-12-70--STH 20 Waterford---DIN016---R-51-73 Utility Conflicts

Charles/Justin – in order to analyze the pile locations we will need more precise information on the location of the potential conflicts and how much a pile would need to move. Some of the corner piles are corner piles and changing their location would change the intent and geometry of the wall. Can the laterals be exposed and located horizontally and vertically? This will also help determine if the laterals have some adjustment/flex just by exposing them.

Thanks,
John

John A. Elkin, M.S., P.E., Associate
Director of Transportation Services



direct: 262-317-3312

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From: Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>

Sent: Wednesday, July 3, 2019 9:14 AM

To: Suydam, Justin W - DOT <Justin.Suydam@dot.wi.gov>

Cc: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>;

Elkin, John <John.Elkin@raSmith.com>

Subject: FW: 2250-12-70--STH 20 Waterford---DIN016---R-51-73 Utility Conflicts

Justin,

Please see attached DIN regarding R-51-73 retaining wall at the corner of Main and Jefferson.

Thanks

Charles Krummel, P.E.

Project Manager
WisDOT SE Region DTSD
PDS - Construction Unit
Phone: 414-750-0565
E-Mail: charles.krummel@dot.wi.gov

From: Schlegel, Nathan/MKE [<mailto:Nathan.Schlegel@jacobs.com>]

Sent: Tuesday, July 02, 2019 12:34 PM

To: Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>

Cc: Krum, Paul/MKE <Paul.Krum@jacobs.com>

Subject: 2250-12-70--STH 20 Waterford---DIN016---R-51-73 Utility Conflicts

Hi Charles:

Please see the attached DIN related to utility conflicts at the subject retaining wall.
We have talked with the designer on the phone (likely we will be able to move some of the proposed locations of the wall piling), and he knows the DIN is coming.

Thank you,
Nate
414.526.1620

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Address

Contact Person:

Date Performed:

Date of Report:

Description of Work:

Job Number

INVOICE DAILY EXTRA WORK REPORT

6226

DOLSON, INC.

P.O. Box 1459

Rhineland, WI 54501-1459

Phone: (715) 365-1920

Fax: (715) 365-1929

[illegible][illegible]

B		Labor		Hours	Hourly Rate	Extended Amounts
	Pat O'Neil	O.T.	2	131	42	262 84
	FOREMAN PIPELAYER	REG.	8	98	28	784 64
	Steve Seaborn	O.T.	2	133	42	266 84
	OPERATOR	REG.	8	99	48	795 84
	Ken Bolles	O.T.	2	133	42	266 84
	OPERATOR	REG.	5	99	48	497 40
	Harold Sigurd	O.T.	2	104	98	209 96
	LABORER - GENERAL	REG.	8	80	46	643 68
	Colvin Moore	O.T.	2	110	27	220 14
	LABORER - TOPMAN.	REG.	8	83	85	670 80
	Ken Benson	O.T.				
	TRUCK / OPERATOR	REG.	5	85	42	428 10
		O.T.				
		REG.				

Will Be Paid As

Method of Payment

Time and Material

Contract

Change Order

Contractor's Representative:

Accepted For Progress Payment:

A	1860	46
B	5047	08
C		
SUB-TOTAL		
SALES TAX		
TOTAL THIS REPORT	6907	54

Chad Shihata

From: Glendenning, Ronald E <ronald.glendenning@we-energies.com>
Sent: Tuesday, August 6, 2019 8:56 AM
To: 'Gates, Dylan P - DOT'; Toomey, Dan P; 'bwaite@ksenergyservices.com' (bwaite@ksenergyservices.com); troy@ksenergyservices.com
Cc: jim@dolsoninc.com; Chad Shihata; Nate Schlegel
Subject: RE: Gas Conflict at R-51-73 -- STH 20, Waterford -- 2250-12-70

Good Morning All,

I just called Chad and left him a message to call me as soon as possible.

From: Gates, Dylan P - DOT [mailto:Dylan.Gates@dot.wi.gov]
Sent: Tuesday, August 06, 2019 8:48 AM
To: Toomey, Dan P; Glendenning, Ronald E; 'bwaite@ksenergyservices.com' (bwaite@ksenergyservices.com); troy@ksenergyservices.com
Cc: jim@dolsoninc.com; Chad Shihata; Nate Schlegel
Subject: RE: Gas Conflict at R-51-73 -- STH 20, Waterford -- 2250-12-70

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The roadway Prime Contractor is Chad Shihata of Zenith Tech (262-366-5326) and the Project Leader is Nate Schlegel of Jacobs (414-526-1620). Best to keep one/both in the loop – they're copied on this e-mail.

Dylan Gates

Senior Engineer – Utilities
Wisconsin Department of Transportation | DTSD SE Region
(414) 550-2689 | dylan.gates@dot.wi.gov

From: Toomey, Dan P <Dan.Toomey@we-energies.com>
Sent: Tuesday, August 06, 2019 8:37 AM
To: Gates, Dylan P - DOT <Dylan.Gates@dot.wi.gov>; Glendenning, Ronald E <ronald.glendenning@we-energies.com>; 'bwaite@ksenergyservices.com' (bwaite@ksenergyservices.com) <bwaite@ksenergyservices.com>; troy@ksenergyservices.com
Cc: jim@dolsoninc.com; Toomey, Dan P <Dan.Toomey@we-energies.com>
Subject: RE: Gas Conflict at R-51-73 -- STH 20, Waterford -- 2250-12-70

Dylan,

This move will be a bit tougher than we expected. We should have someone out there to look at it today and hopefully we can make adjustments tomorrow.

I sent our Jim Dolson's info is there anyone else we can or should contact?

Thanks,

Dan

Dan Toomey
Project Supervisor
Major Projects
We Energies
414-944-5695 Office
414-254-8459 Cell

From: Gates, Dylan P - DOT [<mailto:Dylan.Gates@dot.wi.gov>]
Sent: Tuesday, July 30, 2019 2:01 PM
To: Joseph DiVito; Divito, Joseph; Toomey, Dan P; Glendenning, Ronald E
Cc: jim@dolsoninc.com
Subject: RE: Gas Conflict at R-51-73 -- STH 20, Waterford -- 2250-12-70
Importance: High

*** Exercise caution: This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or in unexpected emails. ***

Is there an update on the status/schedule for this conflict resolution?

Thanks,

Dylan Gates

Senior Engineer – Utilities
Wisconsin Department of Transportation | DTSD SE Region
(414) 550-2689 | dylan.gates@dot.wi.gov

From: Gates, Dylan P - DOT
Sent: Wednesday, July 24, 2019 11:28 AM
To: Joseph DiVito <jdivito@primeraeng.com>; Divito, Joseph <Joseph.Divito@we-energies.com>
Cc: Toomey, Dan P <Dan.Toomey@we-energies.com>; Glendenning, Ronald E <ronald.glendenning@we-energies.com>; jim@dolsoninc.com
Subject: RE: Gas Conflict at R-51-73 -- STH 20, Waterford -- 2250-12-70

Joe,

As we discussed earlier today, the work for the Village of Waterford's water and sanitary conflicts with R-51-73 is being performed by Dolson Inc., the roadway project's storm sewer contractor. They plan to begin the water/sanitary work at the end of this week/beginning of next. The sanitary conflict is at pile 9 (next to the gas conflict at pile 8); it may be beneficial for We Energies to coordinate their work/schedule for the gas conflict with Dolson's resolution of the sanitary. Dolson's contact is Jim Kruger: (414) 303-2765. We're hopeful that all utility conflicts here (gas, water, and sanitary) can be resolved by sometime next week.

Thank you,

Dylan Gates

Senior Engineer – Utilities
Wisconsin Department of Transportation | DTSD SE Region
(414) 550-2689 | dylan.gates@dot.wi.gov

From: Joseph DiVito <jdivito@primeraeng.com>

Sent: Tuesday, July 23, 2019 3:04 PM

To: Gates, Dylan P - DOT <Dylan.Gates@dot.wi.gov>; Toomey, Dan P <Dan.Toomey@we-energies.com>; Glendenning, Ronald E <ronald.glendenning@we-energies.com>; Divito, Joseph <Joseph.Divito@we-energies.com>

Subject: RE: Gas Conflict at R-51-73 -- STH 20, Waterford -- 2250-12-70

Yes thank you.

Joseph DiVito | PE

Civil Engineer

Primera Engineers, Ltd.

630.324.5122

jdivito@primeraeng.com

From: Gates, Dylan P - DOT <Dylan.Gates@dot.wi.gov>

Sent: Tuesday, July 23, 2019 8:49 AM

To: Joseph DiVito <jdivito@primeraeng.com>; Toomey, Dan P <Dan.Toomey@we-energies.com>; Glendenning, Ronald E <ronald.glendenning@we-energies.com>; Divito, Joseph <Joseph.Divito@we-energies.com>

Subject: RE: Gas Conflict at R-51-73 -- STH 20, Waterford -- 2250-12-70

Joe,

The conflict is with a steel H-pile that will be pre-drilled at least 24" diameter and encased in concrete. The wall will go as deep as elevation 788. The gas line is a 1-2" plastic pipe. Does that answer your question?

Dylan Gates

Senior Engineer – Utilities

Wisconsin Department of Transportation | DTSD SE Region

(414) 550-2689 | dylan.gates@dot.wi.gov

From: Joseph DiVito <jdivito@primeraeng.com>

Sent: Friday, July 19, 2019 9:44 AM

To: Gates, Dylan P - DOT <Dylan.Gates@dot.wi.gov>; Toomey, Dan P <Dan.Toomey@we-energies.com>; Glendenning, Ronald E <ronald.glendenning@we-energies.com>; Divito, Joseph <Joseph.Divito@we-energies.com>

Subject: RE: Gas Conflict at R-51-73 -- STH 20, Waterford -- 2250-12-70

Hi Dylan,

I was wondering what the approximate material and size is of the pile #8 conflict?

Thanks,

Joseph DiVito | PE

Civil Engineer

Primera Engineers, Ltd.

630.324.5122

jdivito@primeraeng.com

From: Gates, Dylan P - DOT <Dylan.Gates@dot.wi.gov>

Sent: Thursday, July 18, 2019 3:05 PM

To: Toomey, Dan P <Dan.Toomey@we-energies.com>; Glendenning, Ronald E <ronald.glendenning@we-energies.com>; Divito, Joseph <Joseph.Divito@we-energies.com>

Cc: Joseph DiVito <jdivito@primeraeng.com>

Subject: RE: Gas Conflict at R-51-73 -- STH 20, Waterford -- 2250-12-70

That's correct. I believe the area has been graded out.

Attached are the plan and profile sheets (mainline and side road) in this location and the structure plan for the wall. In the STA 356 area; between Water St. and Jefferson St.

The sooner it can be done, the better.

Let me know if you need more information from my end.

Thanks,

Dylan Gates

Senior Engineer – Utilities

Wisconsin Department of Transportation | DTSD SE Region

(414) 550-2689 | dylan.gates@dot.wi.gov

From: Toomey, Dan P <Dan.Toomey@we-energies.com>

Sent: Thursday, July 18, 2019 2:36 PM

To: Gates, Dylan P - DOT <Dylan.Gates@dot.wi.gov>; Glendenning, Ronald E <ronald.glendenning@we-energies.com>;
Divito, Joseph <Joseph.Divito@we-energies.com>

Cc: Joseph DiVito <jdivito@primeraeng.com>

Subject: RE: Gas Conflict at R-51-73 -- STH 20, Waterford -- 2250-12-70

I see one gas conflict and pile #8 Dylan is that correct? Has this area been graded out at all?

Perhaps WE can have this hole hydrovaced for him what's the soil like? Or we can cut the service during drilling and reconnect?

Joe or Dylan please send me the page from the road plans with stationing where this is

When do you need this done?

Dan

From: Gates, Dylan P - DOT [<mailto:Dylan.Gates@dot.wi.gov>]

Sent: Thursday, July 18, 2019 1:59 PM

To: Toomey, Dan P; Glendenning, Ronald E; Divito, Joseph

Cc: Joseph DiVito

Subject: Gas Conflict at R-51-73 -- STH 20, Waterford -- 2250-12-70

Importance: High

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Good afternoon,

As indicated yesterday, there is another gas conflict on Hwy 20 in Waterford, at wall R-51-73 (pile 8) – see attached.

The project team had been looking into the feasibility of redesigning this wall to avoid the numerous utility conflicts shown, but the determination has now been made that the wall cannot be easily redesigned to resolve multitude of conflicts that are present. As such, all utilities in conflict with R-51-73 need to be relocated. The roadway contractor has requested 2'-0" of clearance between the edge of utilities and the edge of drill casings for the piles.

Please note, there is a gas line shown between piles 24 and 25, however, we are not asking for relocation of this line, as it is basically centered between the piles and moving it in either direction would make the available horizontal clearance worse somewhere; this line should not conflict with pile drilling in its current location.

Please coordinate this work and its schedule with myself and the project team.

Thank you,

Dylan Gates

Senior Engineer – Utilities

Wisconsin Department of Transportation | DTSD SE Region

(414) 550-2689 | dylan.gates@dot.wi.gov

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Chad Shihata

From: Chad Shihata
Sent: Saturday, November 2, 2019 11:47 AM
To: Nathan.Schlegel (Nathan.Schlegel@jacobs.com)
Cc: Paul Krum (Paul.krum@jacobs.com); Joe Cardinale (joseph.cardinale@jacobs.com); Charles Krummel; Dan Ritter (DRitter@zenithtechinc.com)
Subject: 2250-12-70 STH 20- RFI - R-51-73 Utility Conflict
Attachments: R 73 UTILITY POTHOLE 103019.xlsx; RFI XX - R-51-73 Utility Conflict.doc

Nate

See attached RFI


Zenith Tech, Inc.
Structural Engineers and Contractors
A WALBEC GROUP COMPANY

Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk
www.zenithtechinc.com
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REQUEST FOR INFORMATION (RFI)

DT2502 4/2013

Wisconsin Department of Transportation

Project ID 2250-12-70	RFI Number XXXX
Roadway STH 20	Date Submitted (m/d/yyyy) 11/2/2019
Description Main St/1 st St, Village of Waterford Beuna Park Rd to Milwaukee Ave	
County Racine	
To (responding party under standard spec 104.4) Nathan Schlegel Jacobs	From (requesting party under standard spec 104.4) Chad Shihata Zenith Tech Inc. N6W23673 W. Bluemound Rd. Waukesha, WI 53187-1028
Request Initiated by <input checked="" type="checkbox"/> Contractor <input type="checkbox"/> Department	
Short Description Utility conflict on wall segment 5 of R-51-73	
Detailed Description of Request How would WisDOT like to proceed with conflict of gas and sanitary and possibly water line from included supporting documents.	
Are additional support documents attached? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Date Response is Due (m/d/yyyy) 11/6/19	Date Response is Sent (m/d/yyyy)
Detailed Response to Request	

N	E	EL	STA	O/S
199606.8	523682.2	792.84	13+39.86	1.61 TOP SANITARY PIPE
199608.4	523678.1	793.62	13+39.98	-2.79 TOP SANITARY PIPE
199610.6	523678.6	798.81	13+42.17	-2.99 WATER LOCATE AT EX GRADE NO LINE VISABLE IN POTHOLE
199598.6	523674.7	792.89	13+29.6	-2.68 TOP OF GAS PIPE

Chad Shihata

From: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
Sent: Monday, November 11, 2019 12:38 PM
To: Chad Shihata
Cc: Krum, Paul/MKE; Cardinale, Joseph/MKE; Charles Krummel; Dan Ritter; Gates, Dylan P - DOT; Jim Bergles
Subject: RE: 2250-12-70 STH 20- RFI - R-51-73 Utility Conflict
Attachments: RFI 23 - R-51-73 Utility Conflict.doc

The utilities in conflict should be relocated by the appropriate owner.

We have inquired to the design team about a re-design of the wall or piling location(s), but that approach will not be pursued any further.

WE Energies has been notified of the possible conflict, but indicated the line located by Zenith Tech was perhaps an abandoned line. When the WE Energies rep. was on site late last week to look at the located line, the utility locate hole was backfilled, such that the line was not visible.

The Village of Waterford is aware of the conflict, and as I understand, is working on a relocation plan.

Nate Schlegel, PE, CCM
Jacobs
Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford
414.526.1620
nathan.schlegel@jacobs.com

From: Chad Shihata <CShihata@zenithtechinc.com>
Sent: Saturday, November 2, 2019 11:47 AM
To: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
Cc: Krum, Paul/MKE <Paul.Krum@jacobs.com>; Cardinale, Joseph/MKE <Joseph.Cardinale@jacobs.com>; Charles Krummel <Charles.Krummel@dot.wi.gov>; Dan Ritter <DRitter@zenithtechinc.com>
Subject: [EXTERNAL] 2250-12-70 STH 20- RFI - R-51-73 Utility Conflict

Nate

See attached RFI

Zenith Tech, Inc.
Structural Engineers and Contractors
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Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk
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Chad Shihata

From: Jim Bergles <jbergles@waterfordwi.org>
Sent: Monday, November 11, 2019 5:11 PM
To: Schlegel, Nathan/MKE
Cc: Chad Shihata; Krum, Paul/MKE; Cardinale, Joseph/MKE; Charles Krummel; Dan Ritter; Gates, Dylan P - DOT
Subject: Re: 2250-12-70 STH 20- RFI - R-51-73 Utility Conflict

Hello Nate,

It is going to take a bit if we have to move the utility. Our normal contractor is overly busy with the onset of winter such as you are. I do not feel the Village should have to overpay to rush to move a pipe seeing it was an engineering error on the piling design, not ours. I would also like a contact for the design team. The Village will have further questions on cost sharing seeing the wall has evolved into an ominous mission creep from its original plan. We are talking about piling 47?

Thank you,

James T. Bergles
Director of Public Works and Utilities
Village of Waterford, WI
office: 262-534-1861
jbergles@waterfordwi.org

On Mon, Nov 11, 2019 at 12:37 PM Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com> wrote:

The utilities in conflict should be relocated by the appropriate owner.

We have inquired to the design team about a re-design of the wall or piling location(s), but that approach will not be pursued any further.

WE Energies has been notified of the possible conflict, but indicated the line located by Zenith Tech was perhaps an abandoned line. When the WE Energies rep. was on site late last week to look at the located line, the utility locate hole was backfilled, such that the line was not visible.

The Village of Waterford is aware of the conflict, and as I understand, is working on a relocation plan.

Nate Schlegel, PE, CCM

Jacobs

Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford

414.526.1620

nathan.schlegel@jacobs.com

From: Chad Shihata <CShihata@zenithtechinc.com>

Sent: Saturday, November 2, 2019 11:47 AM

To: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>

Cc: Krum, Paul/MKE <Paul.Krum@jacobs.com>; Cardinale, Joseph/MKE <Joseph.Cardinale@jacobs.com>; Charles Krummel <Charles.Krummel@dot.wi.gov>; Dan Ritter <DRitter@zenithtechinc.com>

Subject: [EXTERNAL] 2250-12-70 STH 20- RFI - R-51-73 Utility Conflict

Nate

See attached RFI

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Project Manager
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Utility Issue:

During the week of April 8, 2019, the project staff was notified of the conflict between the new mainline storm sewer and a Village of Waterford sanitary sewer lateral at the intersection of Main Street and Water Street. On April 22, 2019, a Request for Pricing for concrete saddles was received and pricing was returned for project staff review two days later. On April 30, 2019, informal approval of the pricing was received with the Work Authorization Form arriving on May 8, 2019.

This process took nearly three weeks from notification of conflict to pricing approval and a revised sewer plan. During this time frame, there were sewer backup issues at that high school caused by the trunkline sewer not being installed between Manhole 19 and Manhole 20. To mitigate impacts to the high school, the sewer contractor periodically dewatered the new storm sewer system until the new storm sewer plan was ready for implementation. The intent of the revised plan was to use concrete saddles to bear the weight of the storm sewer pipes and protect the underlying sanitary sewers. When work did begin, it was quickly realized that the storm sewer re-design had some inaccuracies which ultimately resulted in the sewer contractor having to relay two of the three sanitary sewer runs, along with installing three concrete saddles.

A total of three days were spent reconfiguring the storm and sanitary sewer systems with the Water Street intersection. This includes the time lost uncovering and verifying the conflict through the actual repairs and reconfigurations. Furthermore, another day was needed to complete grading once the sewer work was completed. It should also be noted that both sewer and grading crews had to re-mobilize to this area due to the long delay encountered here. In total, we're asking that the 4 additional days be added to the contract to cover the extra work performed on the behalf of the project and the Village of Waterford. As this is a utility related issue, if time is not awarded, we will need to pursue reimbursement from the Village of Waterford to cover potential liquidated damages costs. The extra work performed was added and accounted for as part of Contract Modification #21, but no time was allotted for the added work. Time spent performing extra work pulls the contractor away from completing work included in the contract.

In closing, we take exception to Nate's comment in his May 8, 2019 email where he asks if we prefer that he pull the WAF and work through Trans 220. Trans 220 isn't intended to be the project leader's personal hammer. We all need to remember that the Village of Waterford is our collective client and in the interest of partnering and teamwork, we should both be looking out for their interests.

Bret Swenson

From: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
Sent: Wednesday, May 8, 2019 7:21 PM
To: Chad Shihata
Cc: Dan Ritter; Krummel, Charles L - DOT; Hossain, Mohammad - DOT; Blum, Bradley/MKE; Krum, Paul/MKE; Williamson, Bob/MKE; Taetsch, Amy J - DOT; Bret Swenson; Jim Kruger; Dan Dassow
Subject: Re: [EXTERNAL] RE: 2250-12-70--STH 20 Waterford---WAF010---Water St. Sanitary-Storm Sewer Conflict

Our project staff has worked diligently with the owner of the facility to come up with the timely and effective resolution that is indicated in the WAF.

The other alternative would be to utilize Trans 220 for this utility issue.
Would you prefer we recall the WAF and then you can work through the Trans 220 process?

Nate Schlegel, P.E., CCM
Construction Manager
Jacobs
Mobile: 414-526-1620

On May 8, 2019, at 7:01 PM, Chad Shihata <CShihata@zenithtechinc.com> wrote:

Nate

Per authorized WAF 010, no changes to contract time will be added for this work. As this issue was identified as early as the week of 4/8 per my meeting notes, RFP was not sent until 4/22 with pricing provided on 4/24, and informal acceptance of pricing on 4/30 and WAF sent 5/8 we feel that this is an unnecessarily long period of time at no fault of the contractor. This timeline has limited sewer work from progressing at this location, limited grading operations, created additional work to dewater the area, and forced operations to relocate to other areas of the project.

This is an example of untimely decision making that is impacting the project schedule that 1 contract day does not help to be added in November. We need better timely decision making on issues to keep this project moving forward.

Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk

From: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
Sent: Wednesday, May 8, 2019 11:54 AM
To: Chad Shihata <CShihata@zenithtechinc.com>; Dan Ritter <DRitter@zenithtechinc.com>; Bret Swenson <BSwenson@payneanddolan.com>
Cc: Dan Ritter <DRitter@zenithtechinc.com>; Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>; Hossain, Mohammad - DOT <Mohammad.Hossain@dot.wi.gov>; Blum, Bradley/MKE <Brad.Blum@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>; Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Taetsch, Amy J - DOT <Amy.Taetsch@dot.wi.gov>
Subject: 2250-12-70--STH 20 Waterford---WAF010---Water St. Sanitary-Storm Sewer Conflict
Chad:

Attached is a WAF for some modifications to proposed storm sewer work.

A change order will follow in the near future.

Nate Schlegel, PE, CCM

Jacobs

Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford

414.526.1620

nathan.schlegel@jacobs.com

NOTICE - This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer.

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Bret Swenson

From: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
Sent: Wednesday, May 8, 2019 11:54 AM
To: Chad Shihata; Dan Ritter; Bret Swenson
Cc: Dan Ritter; Krummel, Charles L - DOT; Hossain, Mohammad - DOT; Blum, Bradley/MKE; Krum, Paul/MKE; Williamson, Bob/MKE; Taetsch, Amy J - DOT
Subject: 2250-12-70--STH 20 Waterford---WAF010---Water St. Sanitary-Storm Sewer Conflict
Attachments: 2250-12-70--STH 20 Waterford---WAF010---Water St. Sanitary-Storm Sewer Conflict.pdf

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Attached is a WAF for some modifications to proposed storm sewer work.
A change order will follow in the near future.

Nate Schlegel, PE, CCM
Jacobs

Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford
414.526.1620
nathan.schlegel@jacobs.com

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Bret Swenson

From: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
Sent: Monday, April 29, 2019 3:13 PM
To: Chad Shihata; Jim Kruger
Cc: Williamson, Bob/MKE; Krum, Paul/MKE; Bret Swenson; Jim Bergles (jbergles@waterfordwi.org)
Subject: RE: 2250-12-70 Water issue

I am anticipating getting a WAF to you tomorrow for this work.

FYI....From how I am seeing things, maintenance of drainage will continue to be necessary on this storm sewer trunk line until it is completely installed to the outfall at the west bridge abutment.

Thank you,
Nate
414.526.1620

-----Original Message-----

From: Chad Shihata <CShihata@zenithtechinc.com>
Sent: Monday, April 29, 2019 3:06 PM
To: Jim Kruger <jim@dolsoninc.com>; Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
Cc: Jim Bergles (jbergles@waterfordwi.org) <jbergles@waterfordwi.org>; Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>; Bret Swenson <BSwenson@payneanddolan.com>
Subject: [EXTERNAL] RE: 2250-12-70 Water issue

I believe Jim is referring to the concrete saddles and looking for a WAF to complete work including changes to SS pipes and elevations.

Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk

-----Original Message-----

From: Jim Kruger <jim@dolsoninc.com>
Sent: Monday, April 29, 2019 2:53 PM
To: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
Cc: Chad Shihata <CShihata@zenithtechinc.com>; Jim Bergles (jbergles@waterfordwi.org) <jbergles@waterfordwi.org>; Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>
Subject: Re: 2250-12-70 Water issue

Do we have approved pricing on the water Street work so we can continue our work

> On Apr 29, 2019, at 2:20 PM, Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com> wrote:
>
> Chad:

>

> To mitigate this issue, please immediately perform maintenance of drainage at MH19, per article 13 of the project specials.

Water is stopped at MH19; and backed-up westerly in the newly installed sewer system.

>

>

> Nate Schlegel, PE, CCM

> Jacobs

> Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford

> 414.526.1620

> nathan.schlegel@jacobs.com

>

>

> -----Original Message-----

> From: Chad Shihata <CShihata@zenithtechinc.com>

> Sent: Friday, April 26, 2019 7:41 AM

> To: Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>; Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>

> Cc: Jim Kruger <jim@dolsoninc.com>; Jim Bergles (jbergles@waterfordwi.org) <jbergles@waterfordwi.org>

> Subject: [EXTERNAL] RE: 2250-12-70 Water issue

>

> Bob

>

> I received a call back from Jim this morning and he suspects water is chasing laterals towards the basement. Obviously we will not have hard surface to convey water to the storm sewer from quite some time. Let me know if you would like something to mitigate this issue.

> Chad Shihata, PE

> Project Manager

> 262.366.5326 mobile

> 262.524.1712 desk

>

>

> -----Original Message-----

> From: Williamson, Bob/MKE <Bob.Williamson@jacobs.com>

> Sent: Thursday, April 25, 2019 3:02 PM

> To: Chad Shihata <CShihata@zenithtechinc.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>; Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>

> Subject: 2250-12-70 Water issue

>

> Chad,

>

> Jim with the village just called and informed me of an issue with water getting into the high school basement. Please reach out to him to answer any questions he has about this.

>

> Bob Williamson

> 262-378-7395

>

Bret Swenson

From: Jim Kruger <jim@dolsoninc.com>
Sent: Monday, April 29, 2019 4:51 PM
To: Williamson, Bob/MKE
Cc: Schlegel, Nathan/MKE; Chad Shihata; Jim Bergles (jbergles@waterfordwi.org); Krum, Paul/MKE; Bret Swenson
Subject: Re: [EXTERNAL] Re: 2250-12-70 Water issue

We will continue to pump as required.

> On Apr 29, 2019, at 4:38 PM, Williamson, Bob/MKE <Bob.Williamson@jacobs.com> wrote:

>

> I have attached a photo of the existing conditions of MH19. It appears to be taking on water. The entire structure was completely submerged this morning and the water was to the top of the inlet pipe upon inspection when the photo was taken. Peterson connected pipe underdrain to the system at Inlet 18B as required work due to an EBS.

>

> Bob Williamson

> Jacobs

> Construction Technician

> Materials Coordinator

> 262-378-7395 mobile

> Bob.Williamson@Jacobs.com

>

> www.Jacobs.com

>

>

> -----Original Message-----

> From: Jim Kruger <jim@dolsoninc.com>

> Sent: Monday, April 29, 2019 4:09 PM

> To: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>

> Cc: Chad Shihata <CShihata@zenittechinc.com>; Jim Bergles (jbergles@waterfordwi.org)
<jbergles@waterfordwi.org>; Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Krum, Paul/MKE
<Paul.Krum@jacobs.com>; Bret Swenson <BSwenson@payneanddolan.com>

> Subject: [EXTERNAL] Re: 2250-12-70 Water issue

>

> We are maintaining drainage for all active systems. The newly installed storm sewer is not taking any surface water yet.

>

>> On Apr 29, 2019, at 3:39 PM, Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com> wrote:

>>

>> I guess I can't say it with 100% certainty, but I believe maintaining drainage will resolve the issue of water in the high school basement.

>>

>> Nate

>> 414.526.1620

>>

>> -----Original Message-----

>> From: Chad Shihata <CShihata@zenittechinc.com>

>> Sent: Monday, April 29, 2019 3:05 PM

>> To: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
>> Cc: Jim Kruger <jim@dolsoninc.com>; Jim Bergles (jbergles@waterfordwi.org) <jbergles@waterfordwi.org>;
Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>; Bret Swenson
<BSwenson@payneanddolan.com>
> Subject: [EXTERNAL] RE: 2250-12-70 Water issue

>>
>> Dolson is mobilizing to pump water out of the new system and into the existing system. Could you clarify what the
issue is that we are mitigating?

>>
>> Chad Shihata, PE
>> Project Manager
>> 262.366.5326 mobile
>> 262.524.1712 desk

>>
>>
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>> From: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
>> Sent: Monday, April 29, 2019 2:20 PM
>> To: Chad Shihata <CShihata@zenithtechinc.com>
>> Cc: Jim Kruger <jim@dolsoninc.com>; Jim Bergles (jbergles@waterfordwi.org) <jbergles@waterfordwi.org>;
Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>
>> Subject: RE: 2250-12-70 Water issue

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specials.

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>>
>>
>> Nate Schlegel, PE, CCM
>> Jacobs
>> Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford
>> 414.526.1620
>> nathan.schlegel@jacobs.com

>>
>>
>> -----Original Message-----
>> From: Chad Shihata <CShihata@zenithtechinc.com>
>> Sent: Friday, April 26, 2019 7:41 AM
>> To: Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>; Schlegel,
Nathan/MKE <Nathan.Schlegel@jacobs.com>
>> Cc: Jim Kruger <jim@dolsoninc.com>; Jim Bergles (jbergles@waterfordwi.org) <jbergles@waterfordwi.org>
>> Subject: [EXTERNAL] RE: 2250-12-70 Water issue

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>> Bob
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> Nate Schlegel, PE, CCM

> Jacobs

> Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford

> 414.526.1620

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> Cc: Jim Kruger <jim@dolsoninc.com>; Jim Bergles (jbergles@waterfordwi.org) <jbergles@waterfordwi.org>

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> Chad Shihata, PE

> Project Manager

> 262.366.5326 mobile

> 262.524.1712 desk

>

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> Sent: Thursday, April 25, 2019 3:02 PM

> To: Chad Shihata <CShihata@zenithtechinc.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>; Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>

> Subject: 2250-12-70 Water issue

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Bret Swenson

From: Jim Kruger <jim@dolsoninc.com>
Sent: Monday, April 29, 2019 4:51 PM
To: Williamson, Bob/MKE
Cc: Schlegel, Nathan/MKE; Chad Shihata; Jim Bergles (jbergles@waterfordwi.org); Krum, Paul/MKE; Bret Swenson
Subject: Re: [EXTERNAL] Re: 2250-12-70 Water issue

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> Jacobs

> Construction Technician

> Materials Coordinator

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> Bob.Williamson@Jacobs.com

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<jbergles@waterfordwi.org>; Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Krum, Paul/MKE
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>> Nate

>> 414.526.1620

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>> From: Chad Shihata <CShihata@zenittechinc.com>

>> Sent: Monday, April 29, 2019 3:05 PM

>> To: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
>> Cc: Jim Kruger <jim@dolsoninc.com>; Jim Bergles (jbergles@waterfordwi.org) <jbergles@waterfordwi.org>;
Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>; Bret Swenson
<BSwenson@payneanddolan.com>
> Subject: [EXTERNAL] RE: 2250-12-70 Water issue

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>> Dolson is mobilizing to pump water out of the new system and into the existing system. Could you clarify what the
issue is that we are mitigating?

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>> Chad Shihata, PE
>> Project Manager
>> 262.366.5326 mobile
>> 262.524.1712 desk

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>> From: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
>> Sent: Monday, April 29, 2019 2:20 PM
>> To: Chad Shihata <CShihata@zenithtechinc.com>
>> Cc: Jim Kruger <jim@dolsoninc.com>; Jim Bergles (jbergles@waterfordwi.org) <jbergles@waterfordwi.org>;
Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>
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>> Nate Schlegel, PE, CCM
>> Jacobs
>> Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford
>> 414.526.1620
>> nathan.schlegel@jacobs.com

>>
>>
>> -----Original Message-----
>> From: Chad Shihata <CShihata@zenithtechinc.com>
>> Sent: Friday, April 26, 2019 7:41 AM
>> To: Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>; Schlegel,
Nathan/MKE <Nathan.Schlegel@jacobs.com>
>> Cc: Jim Kruger <jim@dolsoninc.com>; Jim Bergles (jbergles@waterfordwi.org) <jbergles@waterfordwi.org>
>> Subject: [EXTERNAL] RE: 2250-12-70 Water issue

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>> Bob
>>
>> I received a call back from Jim this morning and he suspects water is chasing laterals towards the basement.
Previously we will not have hard surface to convey water to the storm sewer from quite some time. Let me know if you
would like somethi

Bret Swenson

From: Jim Kruger <jim@dolsoninc.com>
Sent: Wednesday, April 24, 2019 11:03 AM
To: Chad Shihata
Cc: Bret Swenson; Subcontractor - Dolson Inc.
Subject: RE: 2250-12-70 STH 20/83 RFP 009 waterford 19802

The concrete saddles will be \$2450.00 each

Thanks

From: Chad Shihata <CShihata@zenithtechinc.com>
Sent: Monday, April 22, 2019 5:55 PM
To: Jim Kruger <jim@dolsoninc.com>
Cc: Bret Swenson <BSwenson@payneanddolan.com>
Subject: FW: 2250-12-70 STH 20/83 RFP 009

[See request for pricing. This is for the conflict at Water St.](#)

Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk

From: Blum, Bradley/MKE <Brad.Blum@jacobs.com>
Sent: Monday, April 22, 2019 4:51 PM
To: Chad Shihata <CShihata@zenithtechinc.com>
Cc: Krum, Paul/MKE <Paul.Krum@jacobs.com>; Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>; Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>
Subject: 2250-12-70 STH 20/83 RFP 009

Chad,

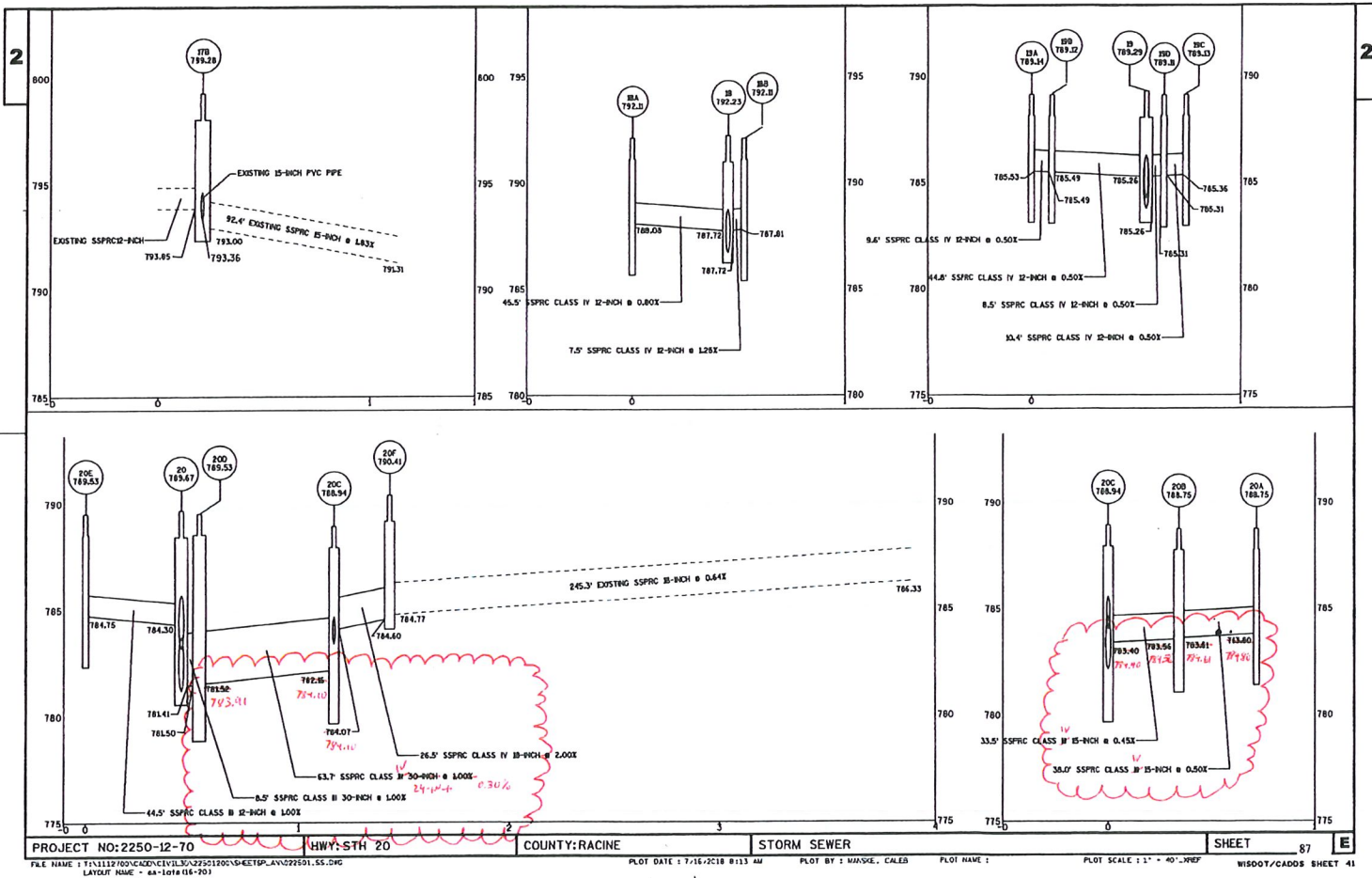
As mentioned, please see the RFP for the use of concrete saddles for the SS/San conflicts at Water and Main Streets.

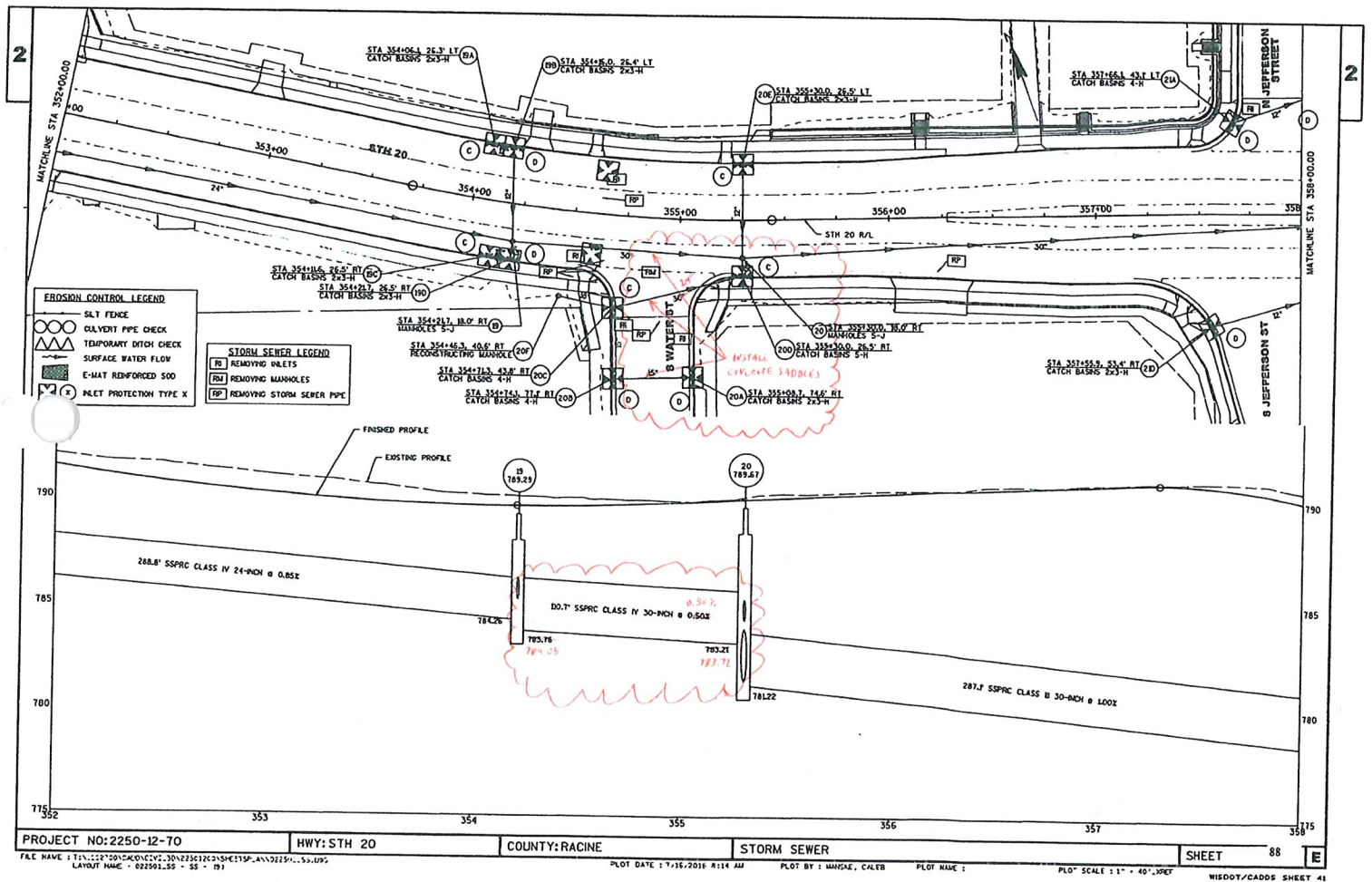
Sincerely,

Bradley R. Blum, PE *
Jacobs

Senior Construction Engineer | Buildings, Infrastructure, and Advanced Facilities
135 South 84th Street Suite 400
Milwaukee, WI 53215
608.345.0051
Brad.Blum@Jacobs.com

** Registered in Wisconsin*





Utility Issue:

At seven locations with the project, sanitary sewers needed to be reconfigured / reconstructed to match the new plan grades, however, an item to perform this work was not included in the plan documents. As a result, this work, directed by the project staff and the Village of Waterford, is considered extra work. An SPV item (SPV.0060.19) was created and payment for this added work is included as part of Contract Modification #21, however, no additional contract time was allocated. To cover the time spent performing the reconfiguring sanitary sewer structures ahead of critical path grading operations, we request that 1 additional calendar day be added to the contract.

Bret Swenson

From: Jim Kruger <jim@dolsoninc.com>
Sent: Friday, April 5, 2019 7:26 AM
To: Chad Shihata; Bret Swenson
Cc: Subcontractor - Dolson Inc.
Subject: Waterford 19802

Importance: High

There are some sanitary manholes that are going to have to be raised significantly (reconstructed) in the near future. Can we get specifications for the work so I can submit a price? Also Rick from the Village had mentioned they may want to eliminate some of the water manholes and install valve boxes on the structures. This is not a problem, however I need something on this as well to generate pricing.

Thanks

Jim Kruger
Dolson Inc.
414-303-2765

Bret Swenson

From: Blum, Bradley/MKE <Brad.Blum@jacobs.com>
Sent: Tuesday, April 23, 2019 2:20 PM
To: Chad Shihata; Krum, Paul/MKE
Cc: jim@dolsoninc.com; Bret Swenson; Schlegel, Nathan/MKE; Williamson, Bob/MKE; Sigl, Wesley
Subject: RE: 2250-12-70--STH 20 Waterford---RFP007---sanitary & water facilities

Jim/Chad,

Per our phone discussion please revise the RFP price to \$871.00/EA for the reconstructing sanitary manholes (SPV.0060.XXX – Reconfigure Sanitary Manholes).

The department will also add a line item in the change order under category 0150 Village of Waterford for six (6) SPV.0060.011 – Adjusting Sanitary Manhole Covers.

The department will agree to pay for each reconfiguration...

1 EA – SPV.0060.XXX – Reconfigure Sanitary Manholes (new item to be added)
1 EA – SPV.0060.010 – Sanitary Manhole Exterior Joint Protection (existing contract item)
1 EA – SPV.0060.011 – Adjusting Sanitary Manhole Covers (existing contract item – quantity to be added to category 0150 – Village of Waterford)

If there are any questions, please let us know.

Bradley R. Blum, PE *

Jacobs

Assistant Project Leader/Roadway Engineer | STH 20/83 Reconstruction

608.345.0051

Brad.Blum@Jacobs.com

** Registered in Wisconsin*

From: Chad Shihata <CShihata@zenithtechinc.com>
Sent: Monday, April 22, 2019 3:51 PM
To: Blum, Bradley/MKE <Brad.Blum@jacobs.com>; Krum, Paul/MKE <Paul.Krum@jacobs.com>
Subject: [EXTERNAL] Fwd: 2250-12-70--STH 20 Waterford---RFP007---sanitary & water facilities

Chad Shihata, PE
Project Manager
262.366.5326
Sent from my iPhone

Begin forwarded message:

From: Chad Shihata <CShihata@zenithtechinc.com>

Date: April 19, 2019 at 9:53:04 AM CDT

To: "Schlegel, Nathan/MKE" <Nathan.Schlegel@jacobs.com>

Cc: "Dan Ritter (DRitter@zenithtechinc.com)" <DRitter@zenithtechinc.com>, "Bret Swenson (BSwenson@payneanddolan.com)" <BSwenson@payneanddolan.com>, Jim Kruger <jim@dolsoninc.com>

Subject: RE: 2250-12-70--STH 20 Waterford---RFP007---sanitary & water facilities

Nate

See attached price for sanitary reconfigure as discussed. Additionally as discussed, we have included additional items under this item instead of paying multiple pay items. See Dolson justification below:

Reconstruct manhole: \$1298.00 EA

Adjust manhole: \$427.00 EA (because we are not doing the DOT adjustment part)

Balance: \$871.00 EA

Waterford wants exterior seals on installed on reconstructed manhole sections

Contract line item 706: \$1001.00 EA

Final adjustment and casting/ring seal

Contract line item 712: \$1447.00 EA

Total for reconstructed sanitary manhole:

\$3319.00 EA

Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk

From: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>

Sent: Friday, April 12, 2019 2:42 PM

To: Chad Shihata <CShihata@zenithtechinc.com>; Dan Ritter <DRitter@zenithtechinc.com>

Cc: Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>; Hossain, Mohammad - DOT <Mohammad.Hossain@dot.wi.gov>; Taetsch, Amy J - DOT <Amy.Taetsch@dot.wi.gov>; Blum, Bradley/MKE <Brad.Blum@jacobs.com>; Williamson, Bob/MKE <Bob.Williamson@jacobs.com>

Subject: 2250-12-70--STH 20 Waterford---RFP007---sanitary & water facilities

Chad:

Please see attached Request for Price for sanitary and water facility work.

Nate Schlegel, PE, CCM
Jacobs

Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford
414.526.1620
nathan.schlegel@jacobs.com

Bret Swenson

From: Jim Kruger <jim@dolsoninc.com>
Sent: Friday, April 19, 2019 7:45 AM
To: Chad Shihata; Bret Swenson
Cc: Subcontractor - Dolson Inc.
Subject: FW: 2250-12-70--STH 20 Waterford---RFP007---sanitary & water facilities 19802

Importance: High

I have slightly revised my price to make this easy for the department using DOT 2018 published average prices from HCCI:

Reconstruct manhole: \$1298.00 EA
Adjust manhole: \$427.00 EA (because we are not doing the DOT adjustment part)

Balance: \$871.00 EA

Waterford wants exterior seals on installed on reconstructed manhole sections
Contract line item 706: \$1001.00 EA

Final adjustment and casting/ring seal
Contract line item 712: \$1447.00 EA

Total for reconstructed sanitary manhole:
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From: Jim Kruger <jim@dolsoninc.com>
Sent: Monday, April 15, 2019 9:46 AM
To: 'Chad Shihata' <CShihata@zenithtechinc.com>
Cc: 'Dan Ritter' <DRitter@zenithtechinc.com>; 'Bret Swenson' <BSwenson@payneanddolan.com>; ann@dolsoninc.com
Subject: RE: 2250-12-70--STH 20 Waterford---RFP007---sanitary & water facilities
Importance: High

The price to reconstruct the sanitary manholes will be \$1940.00 each. Please note we will be expecting the current contract item for adjustment of the structures in addition to the reconstruct pricing (the adjustment will include the rings and the special seal). We will not be expecting the sanitary manhole exterior joint protection item in addition to this proposed pricing.

Please call with any questions

I will look further into the water manhole item and provide pricing ASAP.

Thanks

From: Chad Shihata <CShihata@zenithtechinc.com>
Sent: Friday, April 12, 2019 4:15 PM
To: Jim Kruger <jim@dolsoninc.com>
Cc: Dan Ritter <DRitter@zenithtechinc.com>; Bret Swenson <BSwenson@payneanddolan.com>
Subject: FW: 2250-12-70--STH 20 Waterford---RFP007---sanitary & water facilities

Jim

See attached RFP for the sanitary and water reconstructs. I have also included the RFI response as reference to help with pricing. Please provide pricing to me at your earliest convenience or let me know if you have any issues.

Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk

From: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
Sent: Friday, April 12, 2019 2:42 PM
To: Chad Shihata <CShihata@zenithtechinc.com>; Dan Ritter <DRitter@zenithtechinc.com>
Cc: Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>; Hossain, Mohammad - DOT <Mohammad.Hossain@dot.wi.gov>; Taetsch, Amy J - DOT <Amy.Taetsch@dot.wi.gov>; Blum, Bradley/MKE <Brad.Blum@jacobs.com>; Williamson, Bob/MKE <Bob.Williamson@jacobs.com>
Subject: 2250-12-70--STH 20 Waterford---RFP007---sanitary & water facilities

Chad:

Please see attached Request for Price for sanitary and water facility work.

Nate Schlegel, PE, CCM
Jacobs

Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford
414.526.1620
nathan.schlegel@jacobs.com

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Utility Issue:

On Beck Street, it was realized that several storm sewer structures, installed to plan grades, would be above red-top grade, in conflict with trimming operations and be partially cast into proposed pavement if adjustments to the structures were not made. In response to the grade issues, the structures vertically in conflict were sawed off and lowered. Because the structures were installed per plan, the vertical modifications performed is considered extra work. SPV item SPV.0105.38 was created and payment for this added work is included as part of Contract Modification #21, however, no additional contract time was allocated. Because this work was in the critical path, we're requesting that 1 additional calendar day be added to the contract.

Staging Issue:

As shown on Sheets 309 and 311, the plan does not include a stage where the northeast corner of Jefferson and Main was to be built. Sheet 311 indicates the use of Fast Track Pavement on the NE quadrant of the intersection, but Sheet 311 also designates north-south through traffic through this same quadrant. Zenith Tech made modifications to the traffic control to allow this quadrant of the intersection to be built, but was adequate time included in the design engineer's estimate of days? Based on our notes, it took 22 days to complete removals, install storm sewer, grade and backfill the corner, install electrical crossings, fine grade, set forms, place concrete, cure time and perform the asphalt tie to the new concrete.

Obviously this was a significant design oversight, but we cannot be held to a completion date when a quarter of a major intersection was omitted from the construction staging plan. As I'm sure you understand, there are numerous contractors involved in the construction of a single quarter of an intersection. As shown below, payment for Fast Track Pavement does not take into account the grading, sewer, electrical and asphalt related work needed to fully open this quadrant of Jefferson Street. Furthermore, due to grade changes within the intersection, asphalt wedging was needed to match the new concrete pavement into the adjacent asphalt pavement. The Fast Track Pavement Special Provision may be applicable on a freeway or rural highway, but it is most certainly not applicable on an urban reconstruction project with multiple utility installations included in the contract. It is requested that 22 days be added to the contract to cover the actual amount of time it took to build this quadrant of the intersection and switch traffic on Jefferson Street.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
415.1150.S.01	Concrete Pavement Fast Track 9-Inch	SY

Payment is full compensation for furnishing and calibrating test equipment; developing mix designs; placing test slabs and furnishing test slab materials when placed offsite; furnishing, hauling, preparing, placing, curing, and protecting of all materials except pavement ties and dowel bars which are installed in the existing concrete pavement; sawing joints; preparing the foundation; and backfilling.

LEGEND

- DIRECTION OF TRAFFIC
 [Hatched Box] WORK AREA
 [Cross-hatched Box] FAST TRACK CONCRETE PAVEMENT WORK AREA
 [Type III Barricade] TYPE III BARRICADE
 [Type III Barricade with Sign] TYPE III BARRICADE WITH ATTACHED SIGN
 ● TRAFFIC CONTROL DRUM
 ● TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
 [Sign on Permanent Support] SIGN ON PERMANENT SUPPORT
 [Sign on Temporary Support] SIGN ON TEMPORARY SUPPORT
 ○ FLEXIBLE TUBULAR MARKER
 (T4W) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
 (T4Y) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
 (P4W) TEMPORARY MARKING LINE PAINT 4-INCH, WHITE
 (P4Y) TEMPORARY MARKING LINE PAINT 4-INCH, YELLOW
 (P8W) TEMPORARY MARKING LINE PAINT 8-INCH, WHITE
 (TSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
 (PSL) TEMPORARY MARKING STOP LINE PAINT 18-INCH

PLACE ADVANCE WARNING SIGNS IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC."

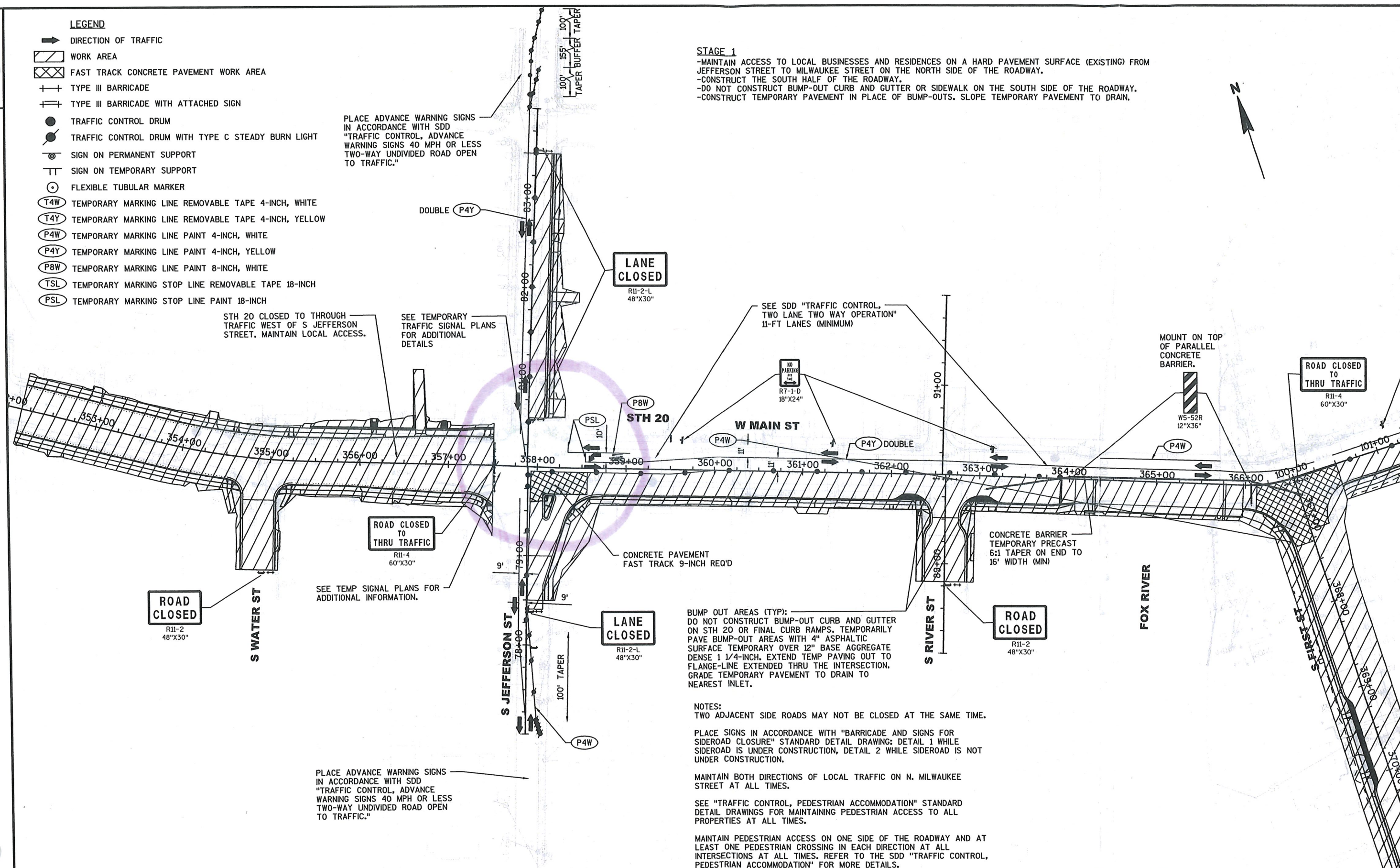
STH 20 CLOSED TO THROUGH TRAFFIC WEST OF S JEFFERSON STREET. MAINTAIN LOCAL ACCESS.

SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR ADDITIONAL DETAILS

LANE CLOSED
R11-2-L
48"x30"

STAGE 1

- MAINTAIN ACCESS TO LOCAL BUSINESSES AND RESIDENCES ON A HARD PAVEMENT SURFACE (EXISTING) FROM JEFFERSON STREET TO MILWAUKEE STREET ON THE NORTH SIDE OF THE ROADWAY.
- CONSTRUCT THE SOUTH HALF OF THE ROADWAY.
- DO NOT CONSTRUCT BUMP-OUT CURB AND GUTTER OR SIDEWALK ON THE SOUTH SIDE OF THE ROADWAY.
- CONSTRUCT TEMPORARY PAVEMENT IN PLACE OF BUMP-OUTS. SLOPE TEMPORARY PAVEMENT TO DRAIN.



- LEGEND**
- DIRECTION OF TRAFFIC
 - WORK AREA
 - FAST TRACK CONCRETE PAVEMENT WORK AREA
 - TYPE III BARRICADE
 - TYPE III BARRICADE WITH ATTACHED SIGN
 - TRAFFIC CONTROL DRUM
 - TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
 - SIGN ON PERMANENT SUPPORT
 - SIGN ON TEMPORARY SUPPORT
 - FLEXIBLE TUBULAR MARKER
 - T4W TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
 - T4Y TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
 - P4W TEMPORARY MARKING LINE PAINT 4-INCH, WHITE
 - P4Y TEMPORARY MARKING LINE PAINT 4-INCH, YELLOW
 - P8W TEMPORARY MARKING LINE PAINT 8-INCH, WHITE
 - TSL TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
 - PSL TEMPORARY MARKING STOP LINE PAINT 18-INCH

STAGE 2
-SHIFT BOTH DIRECTIONS OF TRAFFIC TO THE SOUTH SIDE OF THE ROADWAY TO MAINTAIN LOCAL ACCESS ON THE FINISHED PAVEMENT AND TEMPORARY PAVEMENT SURFACES.
-CONSTRUCT THE NORTH HALF OF THE ROADWAY, INCLUDING FINISHED BUMP-OUT AREAS.
-ONCE CONSTRUCTION OF THE NORTH HALF OF THE ROADWAY IS COMPLETE, SHIFT TRAFFIC BACK TO EXISTING TRAVEL LANES AND CONSTRUCT THE BUMP-OUT AREAS ON THE SOUTH HALF OF THE ROADWAY.

PLACE ADVANCE WARNING SIGNS IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC."

LANE CLOSED
R11-2-L
48"x30"

SEE TEMP SIGNAL PLANS FOR ADDITIONAL INFORMATION

STH 20 CLOSED TO THROUGH TRAFFIC WEST OF S JEFFERSON STREET. MAINTAIN LOCAL ACCESS.

CONCRETE PAVEMENT FAST TRACK 9-INCH REQUIRED

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"x30"

SEE TEMP SIGNAL PLANS FOR ADDITIONAL INFORMATION

ROAD CLOSED
R11-2
48"x30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"x30"

LANE CLOSED
R11-2-L
48"x30"

NO PARKING
R7-1-D
18"x24"

CONCRETE BARRIER TEMPORARY PRECAST 6:1 ON END TO 16' WIDTH (MIN)

FOX RIVER
W5-52R
12"x36"

MOUNT ON TOP OF PARALLEL CONCRETE BARRIER

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"x30"

DO NOT CONSTRUCT FINAL BUMP OUT AREAS UNTIL AFTER STAGE 2 AND TRAFFIC IS RESTORED TO NORMAL TRAVEL LANES

SEE SDD "TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION" 11-FT LANES (MINIMUM)

PLACE ADVANCE WARNING SIGNS IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC."

NOTES:
TWO ADJACENT SIDE ROADS MAY NOT BE CLOSED AT THE SAME TIME.

PLACE SIGNS IN ACCORDANCE WITH "BARRICADE AND SIGNS FOR SIDEROAD CLOSURE" STANDARD DETAIL DRAWING: DETAIL 1 WHILE SIDEROAD IS UNDER CONSTRUCTION, DETAIL 2 WHILE SIDEROAD IS NOT UNDER CONSTRUCTION.

MAINTAIN BOTH DIRECTIONS OF LOCAL TRAFFIC ON N. MILWAUKEE STREET AT ALL TIMES.

SEE "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" STANDARD DETAIL DRAWINGS FOR MAINTAINING PEDESTRIAN ACCESS TO ALL PROPERTIES AT ALL TIMES.

MAINTAIN PEDESTRIAN ACCESS ON ONE SIDE OF THE ROADWAY AND AT LEAST ONE PEDESTRIAN CROSSING IN EACH DIRECTION AT ALL INTERSECTIONS AT ALL TIMES. REFER TO THE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR MORE DETAILS.

Staging Issue:

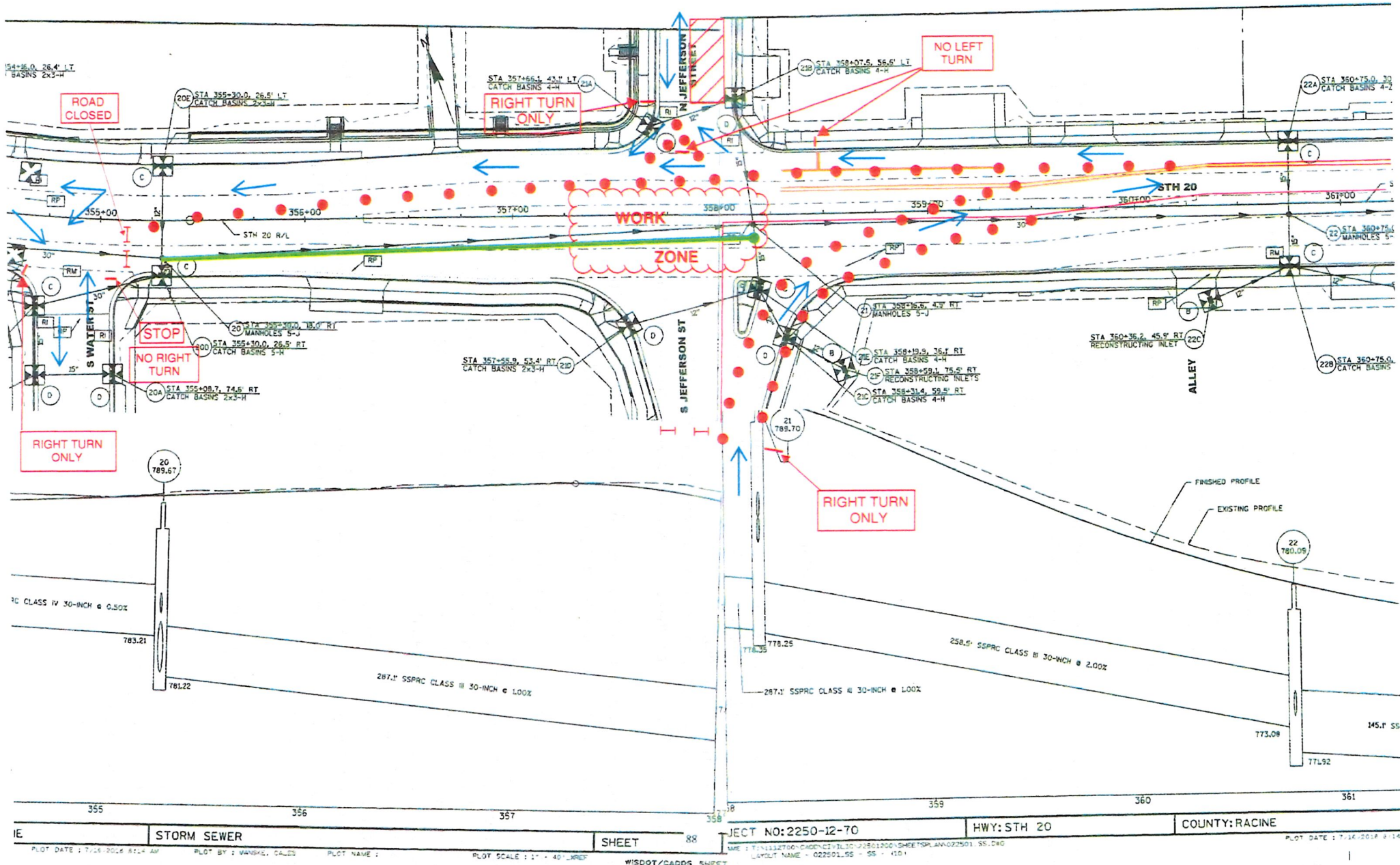
Similar to Buena Park, but of even greater overall impact to the project and personal safety was the installation of the trunkline storm sewer from MH 20 to MH 21 through the Jefferson intersection. This installation was critical as it allowed the new sewer installations west of Jefferson to drain through the new system at full capacity. The need to install this sewer in advance of the other stages of the Jefferson intersection construction was due to the overall depth of the storm sewer run (15' below ground surface) and the extremely narrow lane width (below MUTCD standards) traffic was forced, per plan, to use on Jefferson Street. In truth, there was no conceivable way to safely install the storm sewer to the staging line on Jefferson, at a depth of 15' b.g.s., backfill the trench, move traffic over and resume the same deep immediately adjacent to live traffic. There just wouldn't be enough room to work adjacent to traffic and the trench backfill would invariably slump and undermine the already too narrow lanes on Jefferson Street.

Foreseeing the problem at hand, Zenith Tech developed a one-day traffic control staging plan for the Jefferson intersection and submitted it for the project staff to review. After a few tweaks and modifications, the plan was approved for use. Similar to Buena Park, the hang up on the intersection was over pricing for asphalt patching of the narrow trench through the intersection. Zenith Tech proposed asphalt millings, but the project staff wanted asphalt patching at the same price as Buena Park. The trouble was the low quantity and the demand by the project staff that the trench be patched immediately upon completion and before the roadway opened to its normal traffic pattern. These demands and the uncertainty of the timing caused the asphalt price to soar.

The work was scheduled to begin on Monday, May 20, 2019. Traffic control was brought in special for the closure, but Nate Schlegel shut down the work due to the asphalt pricing not being settled. What's troubling is that Special Provision #4 reads as follows: "Stage Jefferson Street and Milwaukee Street construction to maintain one lane of traffic in each direction at all times on existing or finished pavement or temporary gravel surface for local and emergency access." Our intention was to temporarily patch the trench with asphalt millings until an asphalt crew was on-site so a better price could be provided.

Numerous hours were lost by several sub-contractors on May 20th and compensation for the standby time has not been sought, but the time lost should be made up. We had an acceptable traffic control plan and we were contractually within our rights to use a temporary gravel surface to backfill the trench. In the end, the work ended up being performed on May 21st so only 1 additional day is requested for this operation.

This interaction was another example of the lack of partnering shown by the engineering staff. Throughout the entire sewer installation at Jefferson, the project staff never understood the need for what was being done and why. In this case, had we not installed that sewer when we did, it wouldn't be installed until sometime in 2020. The utility issues along the northwest corner of Jefferson and Main prevented the west half of Jefferson from being built in 2019. Why try to stand in the way of a contractor trying to get work done?



Bret Swenson

From: Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>
Sent: Saturday, May 18, 2019 9:15 AM
To: Schlegel, Nathan/MKE
Cc: Chad Shihata; Krum, Paul/MKE; Matt Peterson; Bret Swenson; Dan Ritter; Williamson, Bob/MKE
Subject: Re: 2250-12-70 STH 20 - Jefferson Surface Patching

Is it possible to use steel plates to cover the trench and open to traffic and wait until p&d can arrive to patch? I'm in agreement with Nate that the price is too high for this since we agreed to a patching price previously of similar nature. Dolson seems to be the ones wanting to do this work. Can they provide plating?

Thanks

Charles Krummel
PDS Construction
414-750-0565

On May 17, 2019, at 2:51 PM, Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com> wrote:

This pricing is not accepted, nor will force account be utilized to handle the work.

The newly created *asphaltic surface patching* item can be used for this work.

Please also clarify the following:

- confirm that a flagger will be present during the time of the traffic impacts
- is the plan to turn the traffic signal to 4-way red flash, or some sort of combination of red-yellow, or other?

- confirm that traffic impacts will be between the hours of 8:30 am and 2:30 pm

The storm sewer work should not proceed out of stage until further clarification/agreement on the above topics.

Is there a reason as to why we cannot push forward with paving the east side of Jefferson, per stage/plan, at this intersection? As I see it today, we are real close to being able to pave; and then switch to stage 2 at this intersection; then follow through with installation of the storm sewer pipe. This brings forth no extra costs as it is in line with project staging, and certainly would help push along the project schedule. I think that this warrants further discussion, as impacts to cost and impacts to the traveling public would be negated.

On another note.....

The existing sidewalk/path at the NW corner of the Buena Park & STH 20/83 intersection should be re-established utilizing the Temp. Pedestrian Surf. Asphalt item and the Temporary Curb Ramp item in the contract. I believe there were a few other locations that have been identified as needing these temporary items as well.

Nate Schlegel, PE, CCM
Jacobs

Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford
414.526.1620
nathan.schlegel@jacobs.com

From: Chad Shihata <CShihata@zenithtechinc.com>

Sent: Thursday, May 16, 2019 3:17 PM

To: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>

Cc: Charles Krummel <Charles.Krummel@dot.wi.gov>; Krum, Paul/MKE <Paul.Krum@jacobs.com>; Matt

Peterson <MattPeterson@payneanddolan.com>; Bret Swenson <BSwenson@payneanddolan.com>; Dan Ritter <DRitter@zenithtechinc.com>

Subject: [EXTERNAL] 2250-12-70 STH 20 - Jefferson Surface Patching

Nate

See attached pricing for requested operation. P&D will not confirm the operation on their schedule until pricing is agreed upon. I have reduced my prime markup to only 5% in an effort to reduce costs for the project. IF pricing is not accepted and proposed operation is still desired, please request to proceed as Force Account so as not to delay operations.

<image001.png>

Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk
www.zenithtechinc.com
An Equal Opportunity Employer

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Jacobs' Energy, Chemicals and Resources business is now part of Worley

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Staging Issue:

Maintain 2-Way Traffic - Widening (W Main St. from Racine – Augusta):

Per the plan, there are no traffic control details provided between Buena Park (Sheet 308) and Water Street (Sheet 309) for any stage of the project. Per the Special Provisions, it was required within the closed section of road that a wide enough surface (pavement or graded aggregate material only) for two lanes of vehicular travel be maintained during peak hours. However, temporary travel widths could be reduced to accommodate only one lane of travel during off peak hours at locations less than 100-ft long (i.e. to construct culverts or storm sewer crossing).

This directive was followed to the best of our ability until the revised alignment forced traffic to the shoulders of the road where soft ground conditions caused the edges of the roadway to rut excessively. In response the problem, a change order was issued and our grading contractor spent 2 days undercutting and backfilling the roadway shoulder from Sta. 316+00 LT to 340+00 LT. This was obviously extra work as payment was made to cover the excavation and backfilling, but zero days were added to cover the time spent performing these operations. Additionally, 1 day was required to remove the temporary widening to build up proposed section. This added work ceased production on the controlling item of work. As a result, we request that 3 days be added to the interim completion date.

Maintain 2-Way Traffic - Widening (Beck Dr. from Evergreen – STH 36):

Per the plan, two-way traffic was also to be maintained from STH 36 into downtown Waterford down Beck Drive / First Street. However, like W. Main Street, the width needed to build the new roadway did not leave enough space to maintain two lanes of traffic anywhere within this segment of roadway. Much of this section (Evergreen to Main) had to be reduced to a one-way traffic pattern just to get the new roadway built. However, on the far east end between Evergreen and STH 36, Zenith Tech made it feasible to maintain two lanes of traffic by delaying sewer and grading operations as long as possible. When push came to shove and work needed to proceed, pavement widening was again required, similar to W. Main St., but this time between Evergreen and STH 36. In this case, the existing curb line needed to be saw cut and removed to complete the needed widening. While the grading contractor was compensated for the three days of extra work, no additional time was again added to the contract. To correct this inequity, it is requested that 3 additional days be added to the project completion date.

Bret Swenson

From: Chad Shihata
Sent: Wednesday, May 1, 2019 3:59 PM
To: Nathan.Schlegel (Nathan.Schlegel@jacobs.com); Charles Krummel
Cc: Brad Blum (Brad.Blum@jacobs.com); Bob.Williamson@Jacobs.com; Bret Swenson
Subject: FW:2250-12-70 STH 20 - Temp Widening Costs
Attachments: TEMP WIDENING West End 5-1-2019.docx

Nate/Charles

Joe has put together a cost estimate for your review before proceeding with the temp widening between Jefferson and Buena Park. From my understanding, he is using the assumption of 12' wide and 1' thick. I think this is open to some conversation on how we want to construct the temp widening, what happens to the material when widening is no longer needed, and what the DOT views as extra work. Bret has been working with Mike in the field on how to approach this.

I have heard verbally that they are looking at as early as Friday to begin widening operations.

Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk

From: Joe Ruetz <joe.Ruetz@jpsbp.com>
Sent: Wednesday, May 1, 2019 3:18 PM
To: Chad Shihata <CShihata@zenithtechinc.com>
Subject: Temp Widening Costs

Chad,
Here is our estimate on what it will cost to build the temp widening for the West end of the project.
Thought the DOT would need some kind of estimate before proceeding.
Thanks
Jeo

H. Joseph Ruetz
Senior Estimator

Buteyn-Peterson Construction Co.
N7337 Dairyland Drive
Sheboygan, WI 53083
Office: 920-565-6200
Fax: 920-565-6203
Cell: 414-406-0121
Joe.ruetz@jpsbp.com

BUTEYN-PETERSON Construction Co., Inc.

N7337 Dairyland Drive • Sheboygan, WI 53083 • 920-565-6200 • FAX 920-565-6203

Zenith Tech, Inc.
N6 W23673 Bluemound Road
Waukesh, WI 530

May 1, 2019

ATTN: Chad Shihata

**RE: WISDOT #2250-12-70 STH 20 Waterford
Temp Widening Costs**

Dear Chad,

The following is our estimate of the cost for the temporary widening work from Buena Park east to Rivermoor Drive as was discussed at the traffic meeting on 4/30/2019.

For our part we will grade and prep the existing shoulder areas for widening approx. 12' from approx. sta 316+00 to 340+00. We would then place CABC material to widen the roadway to the north.

Here is our summary of all work:

Extra Work

	<u>QTY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>TOTAL</u>
Prep Shoulder for Widening	1	LS	\$3,500.00	\$3,500.00
CABC 1 1/4" (paid by contract pricing) approx.	2000	TON	\$14.50	\$29,000.00
Remove temp CABC (paid by contract Uncl. Exc)	900	CY	\$11.55	\$10,395.00
			TOTAL	\$42,895.00

Please contact me if you have any questions @ (920)565-6200, or cell (414) 406-0121.

Sincerely,

Buteyn-Peterson Construction, Co.



H. Joseph Ruetz
Senior Estimator

Buteyn-Peterson Construction Co., Inc is an Equal Opportunity Employer

Staging Issue:

Box culvert removal at Sta. 332+85 was scheduled to be performed on April 18-19, 2019, when the local schools were off for Easter break. In the days prior to the scheduled culvert removal, grading could not be performed in preparation until the conflicting beam guard was removed. As the item was investigated, it was realized that there wasn't an item in the contract to cover beam guard removal. It is requested that 1 day be added to the interim completion date to cover the time spent removing beam guard in advance of the grading operation. A change order was issued for beam guard removal, but again no time was added to the contract. This was extra work as the grading crew had to stand down one day to allow beam guard removal to be completed prior to culvert removal. Additional time is warranted for the extra work performed.

Timely Decision Making/Errors and Omissions:

On October 10, 2019, sidewalk construction was postponed through the downtown portion of Waterford due to a lack of available grades. In discussions with WisDOT staff, it was decided that Zenith Tech would perform a design-build sidewalk layout on Main Street between Jefferson Street and 3rd Street, and along the church between St. Thomas and Weber on First Street. A walk-through was performed with Mr. Charlie Krummel on October 16, 2019 to discuss the preliminary findings. On October 22, 2019, the draft sidewalk design for the north side of Main Street from Jefferson to 3rd Street was presented to WisDOT. Approval to proceed was granted on October 23, 2019. The remaining sidewalk design is in process to be complete for commencement of ancillary concrete this spring and will be provided upon completion of contract modification. With sidewalk construction being the controlling item of work at the time, it is requested that 14 days be added to the contract to cover the time needed to complete the survey and design work.

Bret Swenson

From: Chad Shihata
Sent: Wednesday, October 9, 2019 5:52 PM
To: Krummel, Charles L - DOT
Cc: Bret Swenson
Subject: RE: STH20 MAIN ST SIDEWALK TOPO

In discussing with Bret tonight, he thinks he can have the north side turned around and V2G ready to provide grades by middle of next week. We will still work on the south side to have that completed but prioritize the north side.

Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk

From: Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>
Sent: Wednesday, October 9, 2019 3:08 PM
To: Chad Shihata <CShihata@zenithtechinc.com>
Cc: Bret Swenson <BSwenson@payneanddolan.com>
Subject: RE: STH20 MAIN ST SIDEWALK TOPO

What is your turn around time to resume operations?

From: Chad Shihata <CShihata@zenithtechinc.com>
Sent: Wednesday, October 9, 2019 2:27 PM
To: Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>
Cc: Bret Swenson <BSwenson@payneanddolan.com>
Subject: Re: STH20 MAIN ST SIDEWALK TOPO

Charles

Operations behind curb through downtown will stop starting tomorrow until we can establish grades for sidewalk staking. At this time no project staff will give QV for any grades (grading, electrical or sidewalk). Contractor will not take unnecessary risk to install items that can not be inspected timely. We will adjust operations to stay as productive as possible until grades can be provided to project staff.

Chad Shihata, PE
Project Manager
262.366.5326
Sent from my iPhone

On Oct 9, 2019, at 7:56 AM, Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov> wrote:

Please proceed. I have more trust in Brett Swenson than I do with the Jacobs engineers for this type of work. How do I sign up for his class that he teaches?

Thanks

Charles Krummel
PDS Construction
414-750-0565

On Oct 8, 2019, at 7:55 PM, Chad Shihata <CShihata@zenithtechinc.com> wrote:

Charles

As discussed, I would propose a contract mod under the Construction Staking Supplemental Control (line item 516) for \$15,000.00. This additional work would entail contractor provided plan adjustments for sidewalk work between STA 358+00 to 366+54/100+00 to 110+00 that runs along Main Street. Contractor would utilize contractor surveying team as needed to help shot and establish existing grades, provide direction for best fit options to meet ADA requirements, and coordinate adjustments with various subcontractors. Project staff would verify plan changes and coordinate any variances required from DOT.

Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk

From: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>
Sent: Tuesday, October 8, 2019 4:26 PM
To: Chad Shihata <CShihata@zenithtechinc.com>
Cc: Mary Pyritz <mpyritz@tokiandassociates.com>; Williamson, Bob/MKE <Bob.Williamson@jacobs.com>; Bret Swenson <BSwenson@payneanddolan.com>; Joe Ruetz <joe.Ruetz@jpsbp.com>; Joe Trierweiler <joe@tpaving.com>; Charles Krummel <Charles.Krummel@dot.wi.gov>; Dave Cummings <catelectricinc@gmail.com>
Subject: RE: STH20 MAIN ST SIDEWALK TOPO

In many locations, sidewalk grades can be per plan. Sidewalks at locations with driveways and ramps will be field-adjusted, as has been done thus far on the project. On the north side of Main St, between First and Third, there is no terrace, so there is not a whole lot of option there for sidewalk grades. We'll target the 1.5% cross slope indicated in the plans, but may have to adjust slightly as 1% to 2% is allowable. Match-in points at certain business entrances may utilize a constructed step if grade match-ins are not sufficient.

In discussions with a few subcontractors today, I understand the general plan is to have sidewalk rough-graded, and then when sidewalk is being formed. We'll have staff working along side the contractor (as we have done throughout sidewalk and ramp construction on the project thus far), making final minor adjustments to conform to plan/specification requirements.

Nate Schlegel, PE, CCM
Jacobs

Project Leader | Main St/HWY 20/HWY 83 Reconstruction, Waterford

414.526.1620

nathan.schlegel@jacobs.com

From: Chad Shihata <CSihata@zenithtechinc.com>

Sent: Monday, October 7, 2019 1:09 PM

To: Schlegel, Nathan/MKE <Nathan.Schlegel@jacobs.com>

Cc: Mary Pyritz <mpyritz@tokiandassociates.com>; Williamson, Bob/MKE

<Bob.Williamson@jacobs.com>; Bret Swenson <BSwenson@payneanddolan.com>; Joe

Ruetz <joe.Ruetz@jpsbp.com>; Joe Trierweiler <joe@tpaving.com>; Charles Krummel

<Charles.Krummel@dot.wi.gov>; Dave Cummings <catelectricinc@gmail.com>

Subject: [EXTERNAL] Fwd: STH20 MAIN ST SIDEWALK TOPO

Nate

When will sidewalk grades be known for what to construct? Based on the anticipation that we will not be constructing to typical or cross sections, we will need to be provided direction on how sidewalk should be constructed. We have also been told that any light base poured is at our own risk as grades can not be given for when to set light bases. As this area is very tight, it is either very difficult or infeasible to do bases after sidewalk without compromising other things.

Chad Shihata, PE

Project Manager

262.366.5326

Sent from my iPhone

Begin forwarded message:

From: Michael Van Henkelum <mikev@v2g-surveying.com>

Date: October 4, 2019 at 3:52:57 PM CDT

To: "Nathan.Schlegel (Nathan.Schlegel@jacobs.com)"

<Nathan.Schlegel@jacobs.com>, Chad Shihata

<CSihata@zenithtechinc.com>, "Bret Swenson"

<BSwenson@payneanddolan.com>

Subject: STH20 MAIN ST SIDEWALK TOPO

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Bret Swenson

From: Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>
Sent: Wednesday, October 16, 2019 2:57 PM
To: Schlegel, Nathan/MKE
Cc: Bret Swenson; Chad Shihata
Subject: 2250-12-70 STH 20 Waterford | Downtown Sidewalk

Nate,

I walked with Chad and Brett today to look at the downtown sidewalk issues. I agreed with them on their additional removals they need to do to meet ADA requirements. Brett will be marking it out in the field. He will be sending over a markup of grade changes.

We will need to add pedestrian curb to the contract as there will be areas where we can't meet ADA requirements without it.

Thanks

Charles Krummel, P.E.
Project Manager
WisDOT Project Development – Construction
414-750-0565
charles.krummel@dot.wi.gov

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Bret Swenson

From: Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>
Sent: Wednesday, October 23, 2019 4:50 PM
To: Chad Shihata; Bret Swenson
Cc: Schlegel, Nathan/MKE
Subject: RE: 2250-12-70 STH 20 - RFI - Revised Sidewalk

Chad,

Please move forward with this plan. Please have Dolson submit a price for this inlet work at the NW Quad of 2nd Street. Please utilize item the original contract item 601.0600 Concrete Curb Pedestrian.

The Village has requested their planter locations be filled in with colored concrete. Does that inlet at the NW quad become irrelevant or is it still needed.

Thanks

Charlie

From: Chad Shihata <CShihata@zenithtechinc.com>
Sent: Tuesday, October 22, 2019 1:19 PM
To: Nathan.Schlegel (Nathan.Schlegel@jacobs.com) <Nathan.Schlegel@jacobs.com>
Cc: Mary Pyritz <mpyritz@tokiandassociates.com> <mpyritz@tokiandassociates.com>; Williamson, Bob/MKE <bob.williamson@jacobs.com>; Sigl, Wesley <Wesley.Sigl@jacobs.com>; Krummel, Charles L - DOT <Charles.Krummel@dot.wi.gov>; Dan Ritter <DRitter@zenithtechinc.com>
Subject: 2250-12-70 STH 20 - RFI - Revised Sidewalk

Nate

See attached RFI for proposed sidewalk grades through downtown on north side.


Zenith Tech, Inc.
Structural Engineers and Contractors
A WALBEC GROUP COMPANY

Chad Shihata, PE
Project Manager
262.366.5326 mobile
262.524.1712 desk
www.zenithtechinc.com
An Equal Opportunity Employer

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- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.

PC: 365+95.59

STH 20

W MAIN ST
366+00

PT: 366+50.68

100+00

BP: 366+54.16

POINT TABLE				
POINT	STATION	OFFSET	X COORDS	Y COORDS
391	366+31.85	53.46' RT	524467.15	199180.58
392	366+29.68	48.79' RT	524464.84	199185.55
393	366+27.85	54.19' RT	524461.73	199180.52
394	366+27.29	49.25' RT	524461.67	199185.52
395	366+23.82	55.08' RT	524456.21	199180.45
396	366+21.08	50.68' RT	524453.35	199185.42

- LEGEND
- (X) CURB RAMP TYPE
 - (XM) CURB RAMP TYPE MODIFIED
 - (SOD) SOD LAWN
 - (AS4) ASPHALTIC SURFACE 4-INCH
 - (SWC) CONCRETE SIDEWALK 5-INCH COLORED
 - (SW5) CONCRETE SIDEWALK 5-INCH
 - (STP) CONCRETE STEPS
 - (PED) CONCRETE CURB PEDESTRIAN
 - (LP) LANDSCAPE PLANTINGS
 - XXX SAWCUT

POINT TABLE				
POINT	STATION	OFFSET	X COORDS	Y COORDS
414	100+39.41	25.50' LT	524534.53	199258.65
415	100+44.41	25.50' LT	524539.53	199258.70
416	100+39.41	30.50' LT	524534.48	199263.65
417	100+44.41	30.50' LT	524539.48	199263.70
418	100+39.41	34.50' LT	524534.45	199267.65
419	100+44.41	34.50' LT	524539.45	199267.70

POINT TABLE				
POINT	STATION	OFFSET	X COORDS	Y COORDS
397	100+25.86	51.80' RT	524521.71	199181.23
398	100+27.61	46.80' RT	524523.42	199186.25
399	100+31.48	46.79' RT	524527.29	199186.29
400	100+31.50	51.79' RT	524527.35	199181.29
401	100+33.78	46.78' RT	524529.58	199186.32
402	100+38.13	49.24' RT	524533.96	199183.91
403	100+36.21	53.46' RT	524532.08	199179.66
404	100+29.70	60.77' RT	524525.63	199172.30
405	100+34.71	60.76' RT	524530.64	199172.36
406	100+39.41	32.19' RT	524535.08	199200.97
407	100+44.41	29.18' RT	524540.05	199204.02
408	100+39.41	35.54' RT	524535.11	199197.61
409	100+44.41	35.54' RT	524540.11	199197.66
410	100+39.41	39.49' RT	524535.14	199193.66
411	100+42.88	43.09' RT	524538.65	199190.10
412	100+44.41	35.54' RT	524540.11	199197.66
413	100+47.10	39.76' RT	524542.84	199193.47

STA BACK = 366+54.16

STA AHEAD = 100+00.00

FIRST ST

STH 20

367+00

E MAIN ST

TRANSITION TO 6.25%
GUTTER SLOPE IN 10-FT

PROJECT NO: 2250-12-70

HWY: STH 20

COUNTY: RACINE

CURB RAMP DETAILS - FIRST STREET/E MAIN STREET

SHEET

35

E

FILE NAME : T:\1112700\CADD\CIVIL3D\22501200\SHEETS\PLAN\021101.ID.DWG
LAYOUT NAME - 021101.ID - SHEET - (15)

PLOT DATE : 7/13/2018 3:06 PM

PLOT BY : MANSKE, CALEB

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADD SHEET 42

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.

POSSIBLE PEDESTRIAN CURB
IF BASE OF FOUNDATION
NEEDS TO BE COVERED

POINT TABLE				
POINT	STATION	OFFSET	X COORDS	Y COORDS
481	105+86.33	18.98' LT	525081.56	199256.44
482	105+91.29	20.64' LT	525086.51	199258.14
483	105+86.21	24.50' LT	525081.40	199261.96
484	105+91.21	24.50' LT	525086.40	199261.99
485	105+86.21	30.50' LT	525081.36	199267.96
486	105+91.21	30.50' LT	525086.36	199267.99
487	105+97.29	24.77' LT	525092.48	199262.30
488	106+01.85	30.98' LT	525097.00	199268.54

POINT TABLE				
POINT	STATION	OFFSET	X COORDS	Y COORDS
465	105+87.21	19.55' RT	525082.68	199217.92
466	105+92.27	21.87' RT	525087.75	199215.63
467	105+87.40	27.50' RT	525082.92	199209.97
468	105+92.40	27.50' RT	525087.92	199210.00
469	105+88.43	32.50' RT	525083.98	199204.98
470	105+92.41	32.50' RT	525087.96	199205.00
471	105+98.43	27.50' RT	525093.95	199210.04
472	106+01.26	32.50' RT	525096.81	199205.06

POINT TABLE				
POINT	STATION	OFFSET	X COORDS	Y COORDS
489	106+36.44	32.09' LT	525131.67	199269.83
490	106+39.32	27.22' LT	525134.56	199264.97
491	106+44.90	32.49' LT	525140.12	199270.26
492	106+45.14	27.50' LT	525140.38	199265.27
493	106+50.12	32.50' LT	525145.35	199270.29
494	106+50.14	27.50' LT	525145.38	199265.29
495	106+45.23	21.89' LT	525140.49	199259.66
496	106+50.27	19.56' LT	525145.54	199257.35

- LEGEND
- X CURB RAMP TYPE
 - XM CURB RAMP TYPE MODIFIED
 - SOD SOD LAWN
 - AS4 ASPHALTIC SURFACE 4-INCH
 - SWC CONCRETE SIDEWALK 5-INCH COLORED
 - SW5 CONCRETE SIDEWALK 5-INCH
 - STP CONCRETE STEPS
 - PED CONCRETE CURB PEDESTRIAN
 - LP LANDSCAPE PLANTINGS
 - XXX SAWCUT

POINT TABLE				
POINT	STATION	OFFSET	X COORDS	Y COORDS
473	106+35.70	32.50' RT	525131.17	199205.23
474	106+38.53	27.50' RT	525133.98	199210.24
475	106+46.07	27.50' RT	525141.52	199210.27
476	106+46.06	32.50' RT	525141.53	199205.27
477	106+51.06	32.50' RT	525146.53	199205.29
478	106+51.07	27.50' RT	525146.52	199210.29
479	106+45.96	21.14' RT	525141.39	199216.64
480	106+50.93	19.21' RT	525146.35	199218.58

PROJECT NO:2250-12-70

HWY:STH 20

COUNTY:RACINE

CURB RAMP DETAILS - THIRD STREET

SHEET

44

E

FILE NAME : T:\1112700\CADD\CIVIL3D\22501200\SHEETSP\AN021101.ID.DWG
LAYOUT NAME - 021101.ID - SHEET - (17)

PLOT DATE : 7/13/2018 3:06 PM

PLOT BY : MANSKE, CALEB

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

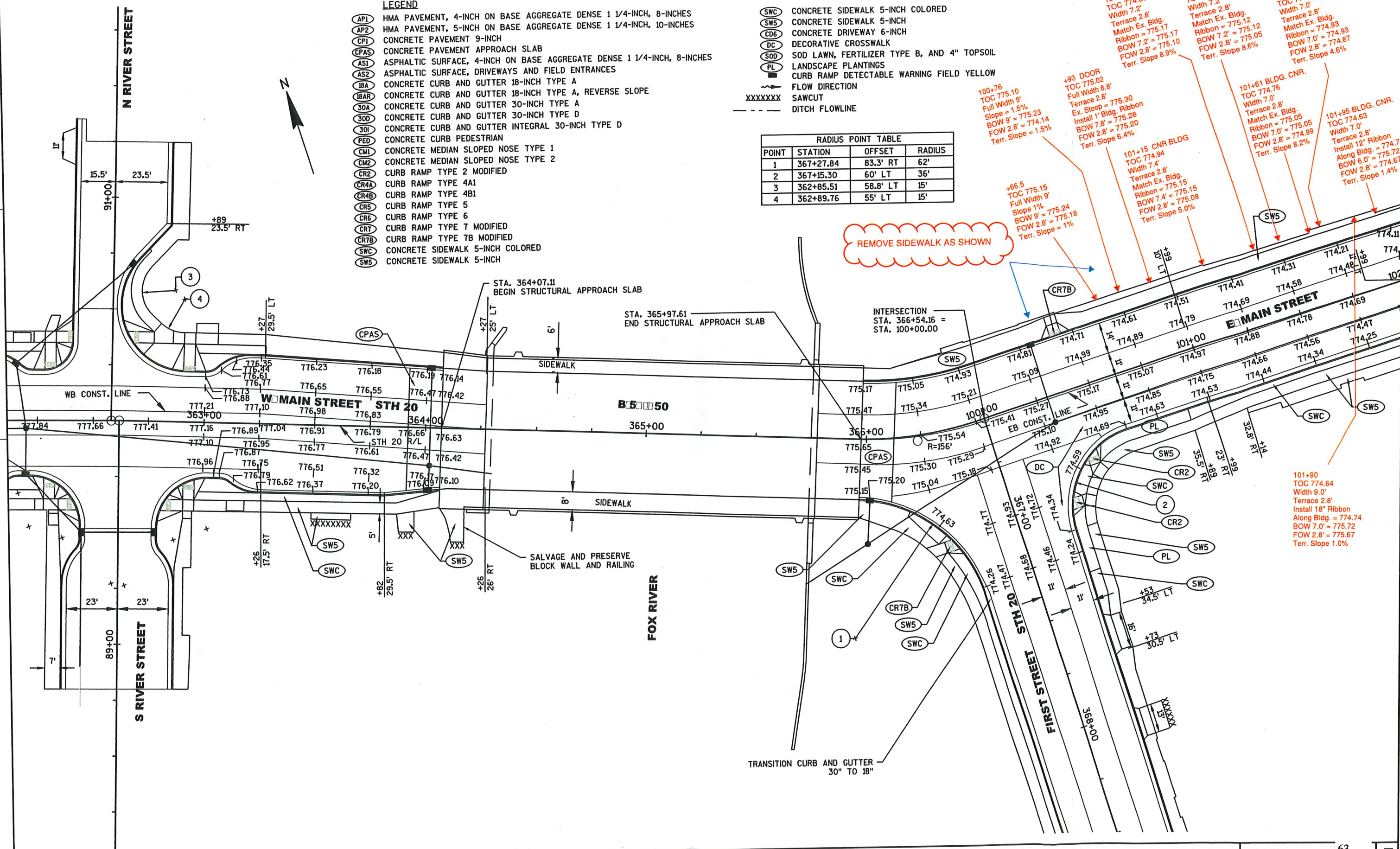
WISDOT/CADD SHEET 42

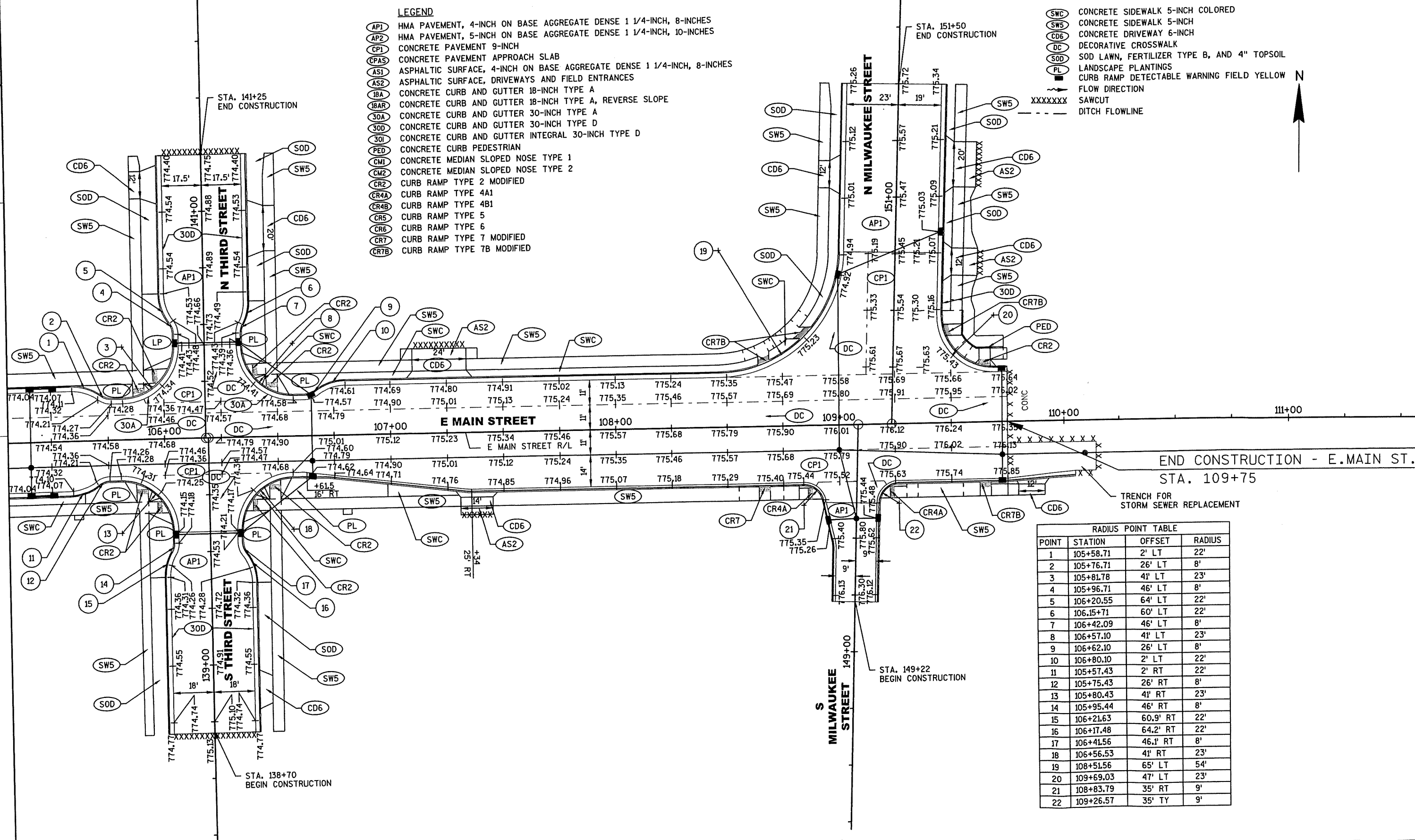
LEGEND

- (AP1) HMA PAVEMENT, 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 8-INCHES
 (AP2) HMA PAVEMENT, 5-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 10-INCHES
 (CP1) CONCRETE PAVEMENT 9-INCH
 (CPAS) CONCRETE PAVEMENT APPROACH SLAB
 (AS1) ASPHALTIC SURFACE, 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 8-INCHES
 (AS2) ASPHALTIC SURFACE, DRIVEWAYS AND FIELD ENTRANCES
 (18A) CONCRETE CURB AND GUTTER 18-INCH TYPE A
 (18AR) CONCRETE CURB AND GUTTER 18-INCH TYPE A, REVERSE SLOPE
 (30A) CONCRETE CURB AND GUTTER 30-INCH TYPE A
 (30D) CONCRETE CURB AND GUTTER 30-INCH TYPE D
 (30I) CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
 (PED) CONCRETE CURB PEDESTRIAN
 (CM1) CONCRETE MEDIAN SLOPED NOSE TYPE 1
 (CM2) CONCRETE MEDIAN SLOPED NOSE TYPE 2
 (CR2) CURB RAMP TYPE 2 MODIFIED
 (CR4A) CURB RAMP TYPE 4A1
 (CR4B) CURB RAMP TYPE 4B1
 (CR5) CURB RAMP TYPE 5
 (CR6) CURB RAMP TYPE 6
 (CR7) CURB RAMP TYPE 7 MODIFIED
 (CR7B) CURB RAMP TYPE 7B MODIFIED
 (SWC) CONCRETE SIDEWALK 5-INCH COLORED
 (SW5) CONCRETE SIDEWALK 5-INCH

- (SWC) CONCRETE SIDEWALK 5-INCH COLORED
 (SW5) CONCRETE SIDEWALK 5-INCH
 (CDE) CONCRETE DRIVEWAY 6-INCH
 (DC) DECORATIVE CROSSWALK
 (SOD) SOD LAWN, FERTILIZER TYPE B, AND 4" TOPSOIL
 (PL) LANDSCAPE PLANTINGS
 (C) CURB RAMP DETECTABLE WARNING FIELD YELLOW
 (F) FLOW DIRECTION
 (XXXXXX) SAWCUT
 (---) DITCH FLOWLINE

RADIUS POINT TABLE			
POINT	STATION	OFFSET	RADIUS
1	367+27.84	83.3' RT	62'
2	367+15.30	60' LT	36'
3	362+85.51	58.8' LT	15'
4	362+89.76	55' LT	15'





Timely Decision Making/Errors and Omissions:

Post Grading Sidewalk Removals & Replacements:

In several locations and at various points during this project, the project staff identified additional removals well after the initial grading operation was over. Below is a summary of each:

Water Street Curb Ramp: During curb and gutter installation in August 2019, the project staff depressed the curb head a total of 17 linear feet in order to construct a Type 7B pedestrian ramp directly in front of the Waterford High School east entrance off Water Street. This ramp wasn't shown on the plans and was apparently added at the request of the high school as there had been a ramp at that location in the past (See Photo Below). As the project staff looked at how to build the ramp, it soon became clear that due to the existing slope toward the building and the slope limitations related to a Type 7 ramp, the ramp could not be built.

To remedy the situation, the project staff had Butyne Peterson remove the 20 feet of depressed curb in front of the entrance and also remove another 20 feet of curb further to the south so the ramp could be built at a different location. Subsequently, the project staff then directed Trierweiler to replace the curb they had removed and also pour a new section of depressed curb for the new ramp. Once the new curb sections were placed, the protect team then laid out new saw cuts and removals so Butyne Peterson could back come in, work over the top of new concrete, and remove another 60 LF of sidewalk and 40 LF of asphalt (See Photo Below). Then, upon completion of removals, the crew had to grade the area for replacement concrete and asphalt. As this work took grading and concrete crews away from critical path items to correct the project staffs error, 2 additional calendar days are requested for extra work performed at this location. Correspondence relevant to this issue is included in Attachment M1.



Waterford Union High School: On August 30, 2019, as mainline sidewalk forms were being set along Main Street adjacent to the high school (Sta. 349+00 and Sta. 355+00 RT), it became apparent that the plan match

points on each of the four sidewalks leading into the school would need to be adjusted in order to maintain ADA compliant running slopes. The first order of business was to survey the sidewalks to determine revised match point locations. This was performed by our staff in conjunction with our survey sub-contractor. Once these locations were determined, the saw-cutting sub-contractor was re-mobilized to the site to establish a new butt joint on each sidewalk. Butyne-Peterson then came with rubber tired equipment to complete the additional removals and grading behind the new curb and gutter. Once all this added work was completed two days after it started, Trierweiler was able to return and complete sidewalk placement.

Having to readjust the sidewalk match point well after the grading operation was completed led to delay and major inefficiencies for several sub-contractors. In total, two days were wasted on the additional removals and grading along the school when the mainline grading operation along First Street was in full swing. As a result of the match point issues, it is requested that 2 additional calendar days be added to the contract to cover our grading delays. Correspondence relevant to this issue is included in Attachment M2.

Late Season Extra Concrete Work:

- 1) River Street - Across from the library
- 2) Gas Station – Northeast Corner of Jefferson & Main
- 3) Carriage Walk Removals & Replacement – Racine to Center St.
- 4) Library Entrance

1) On River Street, across from the library, the project staff marked out the removal of 90' of sidewalk and a driveway approach during the third week of November. There was no argument that the work needed to be done. The sidewalk and the driveway approach didn't match well with the new curb grades and the driveway approach was a pedestrian trip hazard. What makes this location so irritating is that the Zenith Tech pointed out the poor condition of the walk to Jacobs when removals were been marked in April. The response then was "the limits are the limits" and no action was taken.

To accommodate the directed sidewalk removal, we again had to re-mobilize the saw-cutting sub-contractor in advance of the removal and grading operation which was carried out on November 20, 2019. Once removals were completed, no sidewalk grades were provided for the reinstallation of the new sidewalk so Zenith Tech again had to do a design-build here as well. As mentioned above, it was November 20th when this extra work got started and overall it took roughly 2 additional days to complete this added work. However, the clock was still running on November 20th. How is this fair and equitable management of the contract? Zenith Tech is being charged liquidated damages to perform extra work and figure out how to build it. This doesn't make any sense and it feels like unjust enrichment on the part of the Department. Correspondence relevant to this issue is included in Attachment M3.

2) At the gas station on the northeast corner of Jefferson and Main, Zenith Tech pointed out a slope issue to the project team on November 7, 2019. No direction was given until a follow up email was sent on November 22, 2019. The issue at the gas station was an excessively steep slope on the Jefferson Street driveway. Zenith tech did the survey, identified the problem and provided the information to the project. What we needed was direction on how to proceed due to our work extending beyond the original project limits. Similar to the work on River Street, additional sawing, removals and grading were necessary and the concrete replacement work had to be done in halves to keep the gas station operational. In total, 2 additional days are requested to cover the extra work performed at this location. Correspondence relevant to this issue is included in Attachment M4.

Zenith Tech, Inc.

Structural Engineers and Contractors
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3) After the sod was completed in the front yards of homes on Main Street between Racine Avenue and Center Street, the Jacobs project team decided that four front carriage walks needed to be removed and replaced. This was the ultimate example of not looking ahead. While the work was justified as this is a highway improvement project, why did it take until the third week of November to make a decision on these four sidewalks? As you can imagine, there was an unordinary amount of additional work that went into performing the removal and replacement work on these walks. Furthermore, it was frankly embarrassing to have to pull back the sod to perform removals. The work here again was a partial day of removals and grading, and another couple days setting up and pouring the sidewalks. In total, 2 additional days are requested to cover the extra work performed at this location.



4) Directly in front of the front door to the library, the Jacobs staff added a curb depression for the Type 7 pedestrian ramp. Similar to what was tried in front of the Water Street entrance to the high school, this is not the correct location for this style of ramp. The plan called for a full curb head to be installed along River Street in front of the library with a through ADA compliant sidewalk directly behind the curb. By installing the curb depression, the through sidewalk cannot be built per the plan. After learning this information from Zenith Tech, a week was wasted waiting for direction on how to proceed. Ultimately a legal ramp was poured to connect the curb to the library entrance, but the final decision on how to proceed with the remaining walk will be addressed again next spring. While additional contract time is warranted here, the duration is unknown at this time. Correspondence relevant to this issue is included in Attachment M5.

In closing, extra work should not be added while liquidated damages are being incurred. Time should have been turned off on November 15th and not allowed to extend into December with what was occurring on the project. These last few examples paint a very clear picture of how we often needed to take steps backward to go forward.