



Wisconsin Department of Transportation

Division of Transportation Systems Development

Bureau of Project Development
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December 4, 2017

NOTICE TO ALL CONTRACTORS:

Proposal #01: 4650-08-71, WISC 2017 623
City of Kaukauna, Delanglade Street
Lawe Street – IH 41
STH 55
Outagamie County

Letting of December 12, 2017

This is Addendum No. 01, which provides for the following:

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress
9	Railroad Insurance and Coordination – Wisconsin Central Ltd (CN)
18	Notice to Contractor – Coordination with the Railroad
42	Concrete Masonry Special, Item SPV.0035.02
82	Backfill Railroad Special, Item SPV.0195.02

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0170	Removing Fence	LF	3,930	1,120	5,050
450.4000	HMA Cold Weather Paving	TONS	553	-55	498
455.0605	Tack Coat	GAL	748	135	883
460.5224	HMA Pavement 4 LT 58-28 S	TONS	1060	-310	750
460.7223	HMA Pavement 3 HT 58-28 S	TONS	885	-45	840
460.7224	HMA Pavement 4 HT 58-28 S	TONS	325	135	460
616.0205	Fence Chain Link 5-FT	LF	4,832	-382	4,450
652.0135	Conduit Rigid Metallic 3-Inch	LF	50	13	63

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
415.1080	Concrete Pavement 8-Inch HES	SY	0	4,020	4,020

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
415.1090	Concrete Pavement 9-Inch HES	SY	4,020	-4,020	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
52	Fence removal limits along IH-41 SB off-ramp revised.
53	Fence removal limits along IH-41 SB on-ramp revised.
54	Fence removal limits along IH-41 SB on-ramp revised.
66	Gertrude Street concrete pavement thickness changed from 9-in to 8-in.
78	Gertrude Street concrete pavement thickness changed from 9-in to 8-in.
79	IH 41 HMA shoulder changed from 3.5-in to 6.5-in
80	IH 41 HMA shoulder changed from 3.5-in to 6.5-in
83	IH 41 HMA shoulder changed from 3.5-in to 6.5-in
84	IH 41 HMA shoulder changed from 3.5-in to 6.5-in
159	Note #5 added concerning conduit depth beneath railroad tracks and conduit location revised.
234	Removing Fence quantity table revised.
240	Concrete Pavement quantity table revised.
243	Asphaltic Items quantity table revised.
248	Fence Chain Link quantity table revised.
294	Traffic Signal Conduit quantity table revised.
295	Traffic Signal Pull Boxes quantity table revised.

The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 01

4650-08-71

December 4, 2017

Special Provisions

3. Prosecution and Progress

Replace entire article language with the following:

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

Provide the time frame for construction of the project within the 2018 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

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

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

Indicate on the proposed schedule of operations that a large force and adequate equipment will be needed to assure that the work will be completed within the established contract time.

The contractor is advised that there may be multiple mobilizations for such items as traffic control, detours, signing items, temporary pavement markings and other incidental items related to the staging. The department will make no additional payment for said mobilizations.

Staging

Perform the work in accordance to the following stages as shown in the plans:

Stage 1

Stage 1 consists of two sub-stages. Stages 1A and 1B, with Stage 1B running concurrently with Stage 2 after Stage 1A is complete.

Stage 1A

- Complete roadway reconstruction and all associated work on CTH 00 (Hyland Avenue).
- Complete reconstruction of the north, east, and west legs of the roundabout at the intersection of STH 55 (Delanglade Street) and CTH 00 (Hyland Avenue).
- Complete construction of S-44-0209
- Coordinate lighting installation in Stage 1A with Kaukauna Utilities.

Stage 1B

- Complete roadway reconstruction work on STH 55 (Delanglade Street) from CTH J (Lawe Street) to south of CTH 00 (Hyland Avenue) and from north of CTH 00 (Hyland Avenue) to Gertrude Street/Maloney Road.
- Coordinate work related to the excavation, backfill and placement of underdrain along the Wisconsin Central Ltd track crossing Delanglade Street with the railroad. Adjust work area and schedule as necessary to allow railroad construction crews full access to the site to complete construction of the new signals and crossing.

- Construct temporary storm sewer connection south of proposed storm manhole 75 at approximately Station 71'RA'+90 LT.
- Construct temporary storm sewer connection at proposed storm manhole 12.0 at approximately Station 209'NB'+20 LT. Complete manhole installation and proposed storm sewer between manhole 12.0 and manhole 10.0 to be clear of the SB lanes of CTH J (Lawe Street) and STH 55/96 in the same day that work starts. Install temporary asphalt for the through SB lane of CTH J (Lawe Street) and STH 55/96 within 24 hours from completing the installation of the manhole. Ensure drainage from northeast to southwest is maintained in the existing storm sewer.
- Complete construction of R-44-0026.
- Complete construction of S-44-0205
- Coordinate lighting installation in Stage 1B with Kaukauna Utilities.

Stage 2

Do not begin work on Stage 2 until all work in Stage 1A is complete and CTH OO is open to through traffic across STH 55. Complete all work in Stage 2 between the end of the Kaukauna School District 2017/2018 school year and the start of the 2018/2019 school year.

- Close the intersection of STH 55/96, STH 96 (Plank Road), and CTH J (Lawe Street).
- Coordinate the roadway reconstruction work at the intersection of STH 55/96, STH 96 (Plank Road), and CTH J (Lawe Street) with the proposed railroad crossing work on STH 55/96.
- Upon removal of the tracks and existing crossing by the railroad, complete work under and immediately adjacent to the crossing in a 24-hour time period on a mutually agreed upon date and time between the contractor and railroad anticipated to fall on a weekend, including, but not limited to, removals, construction of new storm sewer including open cut placement of casing pipe, trench backfill and density testing under crossing, installation of manhole 2, 3, 4 and 5, connection to existing manhole at Station 207'NB'+17 RT, installation of inlets 3.1, 4.1, 4.2, 5.1, 5.2 and 6, installation of storm sewer between manholes and inlets, excavation, placement of select crushed material, geotextile fabric, and pipe underdrain railroad 6-inch, and installation of traffic signal conduit. Allow the railroad access to the work zone immediately following placement of select crushed material for placement of ballast. Provide a vibratory roller for compaction of the ballast placed by the railroad, and allow railroad construction crews full access to the site to complete the reconstruction of the new crossing. A portion of the work outlined above may take place prior to the 24-hour time period in windows between trains or with use of a certified trench box if agreed to by the railroad.
- Complete roadway reconstruction including traffic signals at the intersection of STH 55/STH 96, CTH J (Lawe Street), and the work on STH 96 (Plank Road).
- Continue construction of STH 55 (Delanglade Street) between CTH J (Lawe Street) and south of CTH OO (Hyland Avenue) and also between north of CTH OO (Hyland Avenue) and Gertrude Street/Maloney Road.

Stage 3

Do not begin work on Stage 3 until the following items of work in Stage 1B are completed: concrete pavement, concrete curb and gutter, concrete sidewalk, concrete driveway and asphaltic surface driveways and field entrances.

- Complete roadway reconstruction of STH 55 (Delanglade Street) between Gertrude Street/Maloney Road and Arbor Way.
- Complete roadway reconstruction of Gertrude Street and Maloney Road including the roundabout at the intersection.
- Complete construction of R-44-0024 and R-44-0025.
- Complete construction of S-44-0200, S-44-0201, S-44-0202, S-44-0203, S-44-0204, S-44-0205, S-44-0206, and S-44-0207.
- Complete beam guard installation along the NB off-ramp Station 1105'AA'+70 to Station 1106'AA'+60 RT before erection of the cantilever sign bridge S-44-0144

- Complete all ramp reconstruction work, including parallel exit and entrance ramps along IH 41.

New lighting will be installed by Kaukauna Utilities on STH 55 (Delanglade Street) from the south project limits through the roundabout at Gertrude Street/Maloney Road. This work will be completed concurrent with all stages of construction. Coordinate work with Kaukauna Utilities.

Do not begin or continue any work that closes IH 41. Work may be performed, provided such work operations do not include ingress and egress of vehicles and equipment which would obstruct the flow of traffic on the freeway, during peak traffic periods. Do not ingress to or egress from IH 41 unless approved by the engineer. Submit proposed ingress/egress procedure to the engineer at least two weeks prior to use.

Northeast Region Traffic Section (primary contact: (920) 366-8033; secondary contact (920) 336-3107) must approve the procedure prior to use. Payment for coordinating construction ingress/egress points is considered incidental to the contract.

Interim Liquidated Damages and Completion Dates

Lawe Street Railroad Crossing 24-Hour Track Closure

Upon removal of the Lawe Street existing crossing by the railroad, complete all work under and adjacent to the Lawe Street railroad crossing in a 24-hour time period on a mutually agreed upon date and time between the contractor and railroad which is anticipated to fall on a weekend, including, but not limited to, removals, construction of new storm sewer including open cut placement of casing pipe, trench backfill and density testing within railroad zone of influence defined as 15 feet out from centerline of tracks from base of rail elevation and down at a 2:1 slope, installation of manhole 2, 3, 4 and 5, connection to existing manhole at Station 207'NB'+17 RT, installation of inlets 3.1, 4.1, 4.2, 5.1, 5.2 and 6, installation of storm sewer between manholes and inlets, excavation, placement of select crushed material, geotextile fabric, and pipe underdrain railroad 6-inch, and installation of traffic signal conduit. A portion of the work outlined above may take place prior to the 24-hour time period in windows between trains or with use of a certified trench box if agreed to by the railroad.

If the contractor fails to complete all work outlined above within a 24-hour window on a mutually agreed upon date and time between the contractor and the railroad, the department will assess the contractor an initial deduction of \$1,000 in interim liquidated damages and \$1,000 per hour or portion thereof in hourly damages from money due under this contract for each hour interval that the required work is not completed. Hourly damages will be assessed using the administrative item Failing to Open Road to Traffic.

Stage 1B south of CTH OO (Hyland Avenue) and Stage 2– STH 55/STH 96/CTH J Intersection

Complete Stage 1B construction of STH 55 south of CTH OO (Hyland Avenue) and Stage 2 construction of the intersection of STH 55/96, STH 96 (Plank Road), and CTH J (Lawe Street) by 12:01 AM, September 4, 2018. The limits on STH 55/96 which must be completed are from Station 207'NB'+30 to Station 209'NB'+75. The limits on CTH J (Lawe Street) which must be completed are from Station 100'JH'+00 to Station 102'J'+70. The limits on STH 96 (Plank Road) that need to be completed are from Station 309'PL'+60 to Station 315'PL'+08. Work items to be completed include earthwork, storm sewer, base aggregate dense, concrete pavement, concrete curb and gutter, concrete sidewalk and curb ramps, concrete driveways, lighting, asphalt pavement, pavement marking, signing, traffic signals, and finishing items including topsoil, seeding, fertilizer, and erosion control items.

If the contractor fails to complete the defined work necessary to open the intersection to vehicular and pedestrian traffic by 12:01 AM, September 4, 2018, the department will assess the contractor \$4,000 in interim liquidated damages for each calendar day that the required work for the intersection remains incomplete after 12:01 AM, September 4, 2018. An entire calendar day will be

charged for any period of time within a calendar day that the work remains incomplete beyond 12:01 AM.

Stage 3 - Gertrude Street and Maloney Road

Complete construction of Gertrude Street and Maloney Road, including construction of the roundabout, within 40 consecutive calendar days of starting Stage 3. The limits on STH 55 (Delanglade Street) which must be completed are from Station 247'NB'+85 to Station 249'NB'+75. The limits on Gertrude Street and Maloney Road which must be completed are from the west project limits on Gertrude through the roundabout to the east project limits on Maloney Road. Work items to be completed include earthwork, storm sewer, base aggregate dense, concrete pavement, concrete curb and gutter, concrete sidewalk and curb ramps, concrete driveways, lighting, asphalt pavement, pavement marking, signing, and finishing items including topsoil, seeding, fertilizer, and erosion control items.

If the contractor fails to complete the defined work necessary to open Gertrude Street and Maloney Road to vehicular traffic across STH 55 (Delanglade Street) within 40 consecutive calendar days of starting Stage 3, the department will assess the contractor \$4,000 in interim liquidated damages for each calendar day that the required work for the STH 55/Gertrude Street/Maloney Road intersection remains incomplete beyond 40 consecutive calendar days. An entire calendar day will be charged for any period of time within a calendar day that the work remains incomplete beyond 12:01 AM.

Stage 3 - Interchange and Ramps

Complete all of the work for Stage 3 including STH 55 and the IH 41 interchange ramps within 90 consecutive calendar days. The limits on STH 55 (Delanglade Street) that need to be completed are from Station 250'SB'+25 to Station 270'SB'+48. Work on all ramps associated with this interchange must also be completed. Work items to be completed include earthwork, storm sewer, base aggregate dense, concrete pavement, concrete curb and gutter, concrete sidewalk and curb ramps, concrete driveways, lighting, retaining walls, asphalt pavement, beam guard, pavement marking, signing, and finishing items including topsoil, seeding, fertilizer, and erosion control items.

If the contractor fails to complete the defined work necessary to open the STH 55/IH 41 interchange to vehicular and pedestrian traffic within the 90 consecutive calendar days, the department will assess the contractor \$12,000 in interim liquidated damages for each calendar day that the required work for the STH 55/IH 41 interchange remains incomplete after 90 consecutive calendar days. An entire calendar day will be charged for any period of time within a calendar day that the work remains incomplete beyond 12:01 AM.

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.

Northern Long-eared Bat (*Myotis septentrionalis*)

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

If additional construction activities beyond what was originally specified are required to complete the work, approval from the engineer, following coordination with WisDOT REC, is required prior to initiating these activities.

Local Street Work Restrictions

Comply with all local ordinances that apply to local street work operations, including those pertaining to working during night time hours. Furnish any ordinance variance issued by the municipality or required permits to the engineer in writing 3 days prior to performing such work.

Roadway Cleaning

When engaged in roadway cleaning operations, use equipment having vacuum or water spray mechanisms to eliminate the dispersion of particulate matter into the atmosphere. If vacuum equipment is employed, it must have suitable self-contained particulate collectors to prevent discharge from the collection bin to the atmosphere.

Winter Maintenance

Snow may be plowed from the traveled roadway into the work site by the maintaining authority. The contractor is responsible for any snow removal from the work site that may be required to continue work operations.

The contractor is responsible for plowing any areas which may need to be cleared of snow or ice to accommodate changes in traffic control and to facilitate construction staging during winter months. Outagamie County or the local maintaining authority will remain responsible for snow removal or ice control operations to maintain traffic on highways open to traffic or closed to through traffic.

Re-install or adjust any traffic control devices that may be damaged, removed, or shifted as part of normal winter maintenance operations. Clean and maintain traffic control devices as necessary or directed as a result of winter maintenance operations.

Anticipated locations of traffic control devices are shown in the plans. Review the work site with the engineer for locations where additional area may be available to maximize lane and shoulder widths over winter months to aid in winter maintenance operations and to maximize snow storage area. Adjust traffic control devices in these areas.

Snow plowing, ice removal including any road salt which may be required, maintenance and cleaning of traffic control devices, and other winter maintenance activities are incidental to other items of work under this contract.

9. Railroad Insurance and Coordination – Wisconsin Central Ltd (CN)

Replace entire article language with the following:

A Description

Comply with standard spec 107.17 for all work affecting Wisconsin Central Ltd (CN) property and any existing tracks.

A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3.

Insurance is filed in the name of Wisconsin Central Ltd and Its Parents (CN).

Notify evidence of the required coverage, and duration to:

Jackie Macewicz, Manager Public Works; 1625 Depot Street, Stevens Point, WI 54481; Telephone (715) 345-2503; E-mail: Jackie.macewicz@cn.ca.

Also send a copy to the following:

Jared Kinziger, NE Region Railroad Coordinator; 944 Vanderperren Way, Green Bay, WI 54304; Telephone (920) 492-7713; E-mail: jared.kinziger@dot.wi.gov.

Include the following information on the insurance document. Also include information in the table below:

Project ID: 4650-08-71
Work Performed: Highway reconstruction

#	Route Name	City/ County	Crossing ID	RR Subdivision	RR Milepost
1	Delanglade St.	City of Kaukauna, Outagamie County	180053T	Fox River	221.97
2	Lawe St	City of Kaukauna, Outagamie County	180049D	Fox River, Thilmany Spur	221.45

A.2 Train Operation

#	Passenger Train Volume	Passenger Train Speed	Freight Train Volume	Freight Train Speed	Frequency	Switch Train Comment
1	0		12	40	Daily	No switch trains
2	0		2 (3 to 4 days per week)	10	Daily	No switch trains

- ~~Switch trains are in addition to freight and passenger trains.~~

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

Construction Contact

Jackie Macewicz, Manager Public Works; 1625 Depot St., Stevens Point, WI 54481; Telephone (715) 345-2503; E-mail jackie.macewicz@cn.ca for consultation on railroad requirements during construction.

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

Flagging Contact

Submit by US Mail a "Request for Flagging Services and Cable Location" form with prepayment to: Mary Ellen Carmody, CN, 24002 Vreeland Road, Flat Rock, MI 48134; Telephone (734) 783-4533. The form can be obtained at:

<https://www.cn.ca/en/delivering-responsibly/safety/erailsafe/utility-installations>

Requests for flagging and cable locates can take up to five business days after the railroad receives the paperwork. Reference the Wisconsin Milepost and Subdivision located in A.1. Advise Ms. Carmody that the flagging services are to be billed at the rate for a public highway project.

Cable Locate Contact

In addition to contacting Diggers Hotline, follow the procedure listed under Flagging Contact.

Wisconsin Central Ltd (CN) will only locate railroad owned facilities buried in the railroad right-of-way. The railroad does not locate any other utilities.

A.4 Work by Railroad

The railroad will perform the work described in this section, except for work described in other special provisions and will be accomplished without cost to the contractor. At the Lawe Street

Crossing the railroad will remove the track and crossing surface. Then the contractor will perform all work listed in the Prosecution and Progress, Lawe Street Railroad Crossing 24-Hour Track Closure. Then the railroad will place 12" of ballast to bottom of tie, track and a new full composite timber panel crossing surface. The railroad will install all new, cantilevers, gates and bungalow that includes the wiring necessary for the interconnection with the new traffic signals.

At the Delanglade Street railroad crossing the railroad will remove the crossing surface material, rehab and raise the existing track about 2 inches, place a new full composite timber panel crossing surface. The railroad bungalow is staying in place and the railroad signals and gates are being relocated. The roadway grading limits within the zone of influence will be coordinated between the contractor and the CN Chief Engineer or designated representative.

The railroad will also be removing the railroad signals at both crossings prior to the major excavation then reinstalling them with all new wires once major excavation is done. A minimum of 4 week's notice shall be given to Jackie Macewicz prior to when the railroad signals need to be removed so she can make arrangements for this work.

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

A.5 Temporary Grade Crossing

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

B Railroad Flagging

Arrange with the railroad for the flagging of trains and safety of railroad operations if clearances specified in subsection 107.17.1 are not maintained during construction operations.

The following conditions may also warrant flagging:

1. Cranes swinging (including length of boom/outriggers and /or appurtenances) or handling materials or equipment within 25 feet of the centerline of any track.
2. Construction operations that are in proximity of power lines or railroad signal and communication lines, underground cables, fuel oil facilities or pipe lines and which might result in fire or damage to such facilities, danger to railroad operations or danger to the public in the transaction of business on railroad premises.
3. Excavation, tunneling, blasting, pile driving, placing, or removing cofferdams or sheeting, or similar activities that might cause the railroad's tracks or buildings to be undermined, heaved out of normal level, shifted out of alignment, or otherwise impaired.
4. Bridge painting activities including rigging of falsework, scaffolding or similar activities over railroad tracks.
5. Deck removal activities over railroad tracks.
6. Pouring of bridge decks in spans over an operated track.
7. At any other time in railroad representative's judgment, the contractor's work or operations constitute an intrusion into the track zone and create an extraordinary hazard to railroad traffic, and at any other time when flagging protection is necessary for safety to comply with the operating rules of the railroad.

Projects with concurrent activity may require more than one flagger.

Projects with heavy contractor activity within 25 feet of the centerline of any track or unusual or heavy impact on railroad facilities will normally require a full-time flagger.

The department and railroad will monitor operations for compliance with the above flagging requirements. Violations may result in removal from railroad property until arrangements to adhere to the flagging requirements are satisfied. If the railroad imposes additional flagging requirements

beyond the above flagging requirements due to the previous violations, the contractor shall bear all costs of the additional flagging requirements.

C Flagging by Railroad– Railroad Does Not Pay Flagging Costs

C.1 General

Replace paragraph (4) of standard spec 107.17.1 with the following:

Comply with the railroad's rules and regulations regarding operations on railroad right-of-way. If the railroad's chief engineering officer requires, arrange with the railroad to obtain the services of qualified railroad employees to protect railroad traffic through the work area. Bear the cost of these services and make payment directly to the railroad. Notify the appropriate railroad representative as listed in section A.3 above, in writing, at least 40 business days before starting work near a track. Provide the specific time planned to start the operations.

Work that requires railroad flaggers to occupy the work zone for longer duration or longer than the normal work day will require 40 day written notice to the railroad.

C.2 Rates – Wisconsin Central Ltd and Sault Ste. Marie Bridge Company (CN)

The following rates, reimbursement provisions, and excluded conditions will be used to determine the contractor's cost of flagging:

\$1,300 daily rate (including wages, labor surcharges, meals, lodging, vehicle and mileage expenses) for a ten hour day (this includes 2 hours of overtime hours to set/remove flags) flagging day at the job site;

\$1,500 daily rate (including wages, labor surcharges, meals, lodging, vehicle and mileage expenses) for a ten hour day (this includes 2 hours of overtime hours to set/remove flags) flagging day at the job site on Saturdays, Sundays or holidays;

\$150 per hour overtime rate for all time worked before or after the ten hour flagging day.

The railroad will require prepayment for flagging. Any time worked before or after the ten-hour flagging day will be billed at the overtime rate. The contractor is responsible for knowing the requirements of the railroad for arranging and terminating flagging services and for the associated costs of those services.

C.2 Reimbursement Provisions

The actual cost for flagging will be billed by the railroad. After the completion of the work requiring flagging protection as provided in section B above, the department will reimburse 50% of the cost of such services up to the rates provided above based on paid railroad invoices, except for the excluded conditions enumerated below. In the event actual flagging rates exceed the rates stated above, the department will reimburse 100% of the portion of the rate that is greater than the rates stated above.

C.3 Excluded Conditions

The department will not reimburse any of the cost for additional flagging attributable to the following:

1. Additional flagging requirements imposed by the railroad beyond the flagging requirements provided in subsection B above due to violations by the contractor.
2. Temporary construction crossings arranged for by the contractor.

The contractor shall bear all costs of the additional flagging requirements for the excluded conditions.

C.4 Payment for Flagging

The department will pay for the department's portion of flagging reimbursement as specified in section C of this provision under the following item:

ITEM NUMBER	DESCRIPTION	UNIT
801.0117	Railroad Flagging Reimbursement	DOL

The reimbursement payment, as shown on the Schedule of Items, is solely for department accounting purposes. Actual flagging costs will vary based on the contractor's means and methods.

Railroads may issue progressive invoices. Notify the railroad when the work is completed and request a final invoice from the railroad. Promptly pay railroad-flagging invoices, less any charges that may be in dispute. The department will withhold flagging reimbursement until any disputed charges are resolved and the final invoice is paid. No reimbursement for flagging will be made by the department if a violation of subsection B is documented.

D Rail Security Awareness and Contractor Orientation

All employees of contractors who work on CN properties are required to have minimum CN Safety and Security Awareness training. This training can be obtained by registering and following the CN link through www.contractororientation.com. This training is good for a period of one year.

- a. Exception: CN has exempted from this training those it classifies as "Delivery Persons". Delivery Persons include contractors such as UPS, FedEx, trucking companies, etc. who merely access the property to supply materials or equipment.

The security awareness and contractor orientation certification must be renewed for projects that will carry over beyond the one year period. Contractor and subcontractor employees shall wear the identification badge issued by www.contractororientation.com when on railroad right-of-way. Costs associated with training and registration are incidental to other items in the contract. stp-107-034 (20170615)

18. Notice to Contractor – Coordination with the Railroad

Replace entire article language with the following:

Wisconsin Central Ltd. will be performing crossing work concurrently with this project as outlined in Article 7. Railroad Insurance and Coordination and as shown in the construction details in the plan. Close coordination with the railroad is required for work at both the Lawe Street and Delanglade Street crossings. Two weeks prior to starting work at either crossing, the contractor shall set up a meeting with the railroad and the department to coordinate the timing and staging of work. At the Lawe Street crossing, upon the railroads removal of the existing tracks and crossing surface on Lawe Street, the contractor has a 24-hour window at the railroad crossing to complete all work outlined in Prosecution and Progress article of the special provisions.

42. Concrete Masonry Special, Item SPV.0035.02.

Replace paragraph two under section titled C Construction with the following:

Excavate and backfill the manhole/inlet structures according to standard spec 611 and as follows: if utilities and other restraints make sloping or benching of the excavation impracticable, employ a shoring system.

Replace paragraph two under section titled E Payment with the following:

Payment is full compensation for furnishing all materials, forms, excavation, providing and removing sheeting and shoring, backfilling, falsework, placing, finishing, curing, protecting, and heating.

82. Backfill Railroad Special, Item SPV.0195.02

Replace entire article language with the following:

A Description

This special provision describes furnishing and installing backfill for removals and all storm sewer and conduit installation within the railroad zone of influence. The zone of influence is defined as follows: Starting 15' from the centerline of the railroad track at the base of rail, measured perpendicular to the track centerline, within a 2:1 slope down away from the track centerline. See Section A-6 of the CN Southern Region Utility Crossing/Encroachment Application Packet dated 09/12/2017 for illustration.

B Materials

Furnish virgin material meeting the gradation requirements for 1 1/4-inch dense graded base course according to Section 305.2.2.1 for the foundation and trench backfill. Do not use material classified under Section 301.2.4.3 as concrete, reclaimed asphalt, reprocessed material or blended material-

C Construction

C.1 General

When performing work in the area of the railroad track, comply with the requirements of subsection 107.17 of the standard specifications and as modified in Article 7 of these special provisions and as directed by the engineer.

C.2. Foundation and Trench Backfill

Place foundation and trench backfill in layers not more than 6 inches thick after compaction. Compact the entire length of each layer to 95% of the material target density. Ensure that adequate moisture is present during placement and compaction operations to prevent segregation and to help achieve compaction. The material target density will be identified using the maximum dry density as determined by AASHTO T-180, Method D, with correction for coarse particles as determined by AASHTO T224; modified to require determination of Bulk Specific Gravity (G_m) in accordance with AASHTO T 85, Bulk Specific Gravities determined in accordance with Standard Specification 106.3.4.2.2 for aggregate source approval may be utilized

Base aggregate dense 1 1/4-inch will be accepted for compaction on a target density lot basis.

C.3 Quality Management Program

C.3.1 Quality Control Plan

- (1) Submit a comprehensive written quality control plan to the engineer no later than 10 business days before placement of steel casing pipe. Do not place any dense graded base before the engineer reviews and accepts the plan. Construct the project as the plan provides.
- (2) Do not change the quality control plan without the engineer's review and acceptance. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:
 1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
 2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
 3. A list of source locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
 4. Descriptions of stockpiling and hauling methods.
 5. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.

6. Location of the QC laboratory, retained sample storage, and other documentation.
7. A summary of the locations and calculated quantities to be tested under this provision.

C.3.2 Personnel

- (1) Perform the quality control sampling, testing, and documentation required under this provision using technicians certified by the Department's Highway Technician Certification Program (HTCP). Have a HTCP Nuclear Density Technician I, or ACT certified technician, perform field density and field moisture content testing.
- (2) If an ACT is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

C.3.3 Equipment

- (1) Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.
- (2) Furnish nuclear gauges from the department's approved product list at:
<http://www.dot.wisconsin.gov/business/engrserv/approvedprod.htm>
- (3) Ensure that the nuclear gauge manufacturer or an approved calibration service calibrates the gauge the same calendar year it is used on the project. Retain a copy of the calibration certificate with the gauge.
- (4) For all target density methods; conform to ASTM D 6938 and CMM 8.15 for wet density testing and gauge monitoring methods.
- (5) For the specified target density method compute dry densities for dense graded base, according to ASTM D 6938.
- (6) Perform nuclear gauge measurements using gamma radiation in the backscatter or direct transmission position. Backscatter may be used only if the material being tested cannot reliably maintain an undistorted Direct Transmission test hole. Direct transmission tests must be performed at the greatest possible probe depth of 2 inches, 4 inches, or 6 inches; not to exceed the depth of the compacted layer being tested. Perform each test for 4 minutes of nuclear gauge count time.

C.3.4 Contractor Testing

- (1) Perform compaction testing on the dense graded base material. Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians as required in C.3.2. Conform to CMM 8.15 for testing and gauge monitoring methods.
- (2) Select test sites randomly using ASTM Method D3665. Do not test less than 1 ½ feet from the unsupported edge of the dense graded base layer.

C.3.4.1 Contractor Required Quality Control (QC) Testing

- (1) Conduct testing at a minimum frequency of one test per lot. A lot will consist of each layer with a minimum lift thickness of 2", of base aggregate dense 1 1/4-inch material placed; regardless of location of placement. Each lot of in-place, 1 1/4-inch base aggregate dense material will be accepted for compaction when the lot field density meets the required minimum 95.0% of target density, or for lots not achieving 95.0% of target density in accordance with C.3.6.

- (2) Notify the engineer, if a lot field density test falls below the required minimum value. Document and perform corrective action in accordance with C.3.6. Deliver documentation of all compaction testing results to the engineer at the time of testing.

C.3.4.1.1 Target Density Determination Maximum Dry Density Methods

- (1) Perform one gradation and 5-point Proctor test before placement of 1 1/4-inch dense graded base.
- (2) Provide Proctor test results to the engineer within 48 hours of sampling. Provide gradation test results to the engineer within 24 hours of sampling
- (3) Split each contractor QC sample and identify it according to CMM 8.30. Retain the split for 7 calendar days in a dry, protected location. If requested for department comparison testing, deliver the split to the engineer within one business day.

C.3.4.2 Optional Contractor Assurance (CA) Testing

- (1) CA Testing is optional and is conducted to further validate QC testing. The contractor may submit recorded CA data to provide additional information for the following:
 1. Process control decisions
 2. Troubleshooting possible sampling, splitting, or equipment problems.
 3. Limiting liability and/or corrective action limits as a result of QV or QC testing. These provisions do not supersede the department's rights under 107.16
- (2) CA testing used to limit liability and/or corrective action limits must conform to all the requirements of required contractor QC testing, with the exclusion of a required test frequency.

C.3.5 Department Testing

C.3.5.1 General

- (1) The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project, and provide test results to the contractor within 2 business days after the department obtains the sample.

C.3.5.2 Quality Verification (QV) Testing

- (1) The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in C.3.2 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.
- (2) The department will conduct QV tests at the minimum frequency of 30% of the required gradation, density and proctor contractor tests.
- (3) The department will locate gradation, proctor and nuclear density test samples, at locations independent of the contractor's QC work, collecting one QV sample. The department will split each QV sample, test half for QV, and retain the remaining half for 7 calendar days.
- (4) The department will conduct QV tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.
- (5) The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to this special provision, the department will take no further action. If

QV test results are nonconforming, take corrective actions in accordance with C.3.6 until the requirements of this special provision are met. Differing QC and QV nuclear density values of more than 2.0 pcf will be investigated and resolved.

C.3.5.3 Independent Assurance (IA)

- (1) Independence assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing, including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:
 1. Split sample testing.
 2. Proficiency sample testing.
 3. Witnessing sampling and testing.
 4. Test equipment calibration checks.
 5. Requesting that testing personnel perform additional sampling and testing.
- (2) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in C.3.5.4.

C.3.5.4 Dispute Resolution

- (1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor shall review the data, examine data reduction and analysis methods, evaluate sampling and testing methods/procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.
- (2) Production test results, and results from other process control testing, may be considered when resolving a dispute.
- (3) If project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product or work, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

C.3.6 Corrective Action

- (1) Lots not achieving 95.0% of target density may be addressed and accepted for compaction in accordance with the requirements of this section. Unless otherwise stated, the actions taken to address an unacceptable lot must be applied to the entire lot.

Passing CA test results in accordance with section C.3.4.2, will reduce the limits of lot investigations and/or corrective actions.

- (2) At no additional cost to the department, investigate the moisture content of material in an unacceptable lot. Moisture content testing/samples collected under the QC and/or QV testing articles of this specification may be used to complete this investigation. Obtain moisture content readings in accordance with ASTM D 6938.

- (3) Lots with moisture contents within 2.0 percentage points of optimum moisture for target density and exhibiting no signs of deflection when subjected to loading by the heaviest equipment used in the placement and compaction operations; will be, at no additional cost to the department, compacted a minimum of one more pass using equipment and methods representative of the operations used to place and compact the base aggregate dense; and density tested at the same location (station and offset) as the failing QC and/or QV density tests. If the change in density exceeds 2.0 lb/ft³ continue subsequent compactive efforts and density testing on that lot, at no additional cost to the department. If the change in density is less than or equal to 2.0 lb/ft³, the lot is accepted as satisfying the compaction requirements of this provision.
- (4) Unacceptable lots, with moisture contents in excess of 2.0 percentage points above or below optimum moisture for target density; shall receive contractor performed and documented corrective action; including additional density testing; at no additional cost to the department.
- (5) Density tests completed subsequent to any corrective action will replace previous field density test results for that lot. Continue corrective actions until 95.0% of target density is achieved; or an alternate compaction acceptance criteria is met in accordance with this section.

D Measurement

The department will measure Backfill Railroad Special by the ton acceptably completed. For measurement by the ton, the department will determine weight based on contractor-provided tickets submitted daily. Submit a ticket for each load showing the material, net weight, date, and project ID. For material with more than 7 percent moisture, the department will reduce the ticket weight by the weight of water exceeding 7 percent. The department will determine moisture content as a percent of dry weight.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0195.02	Backfill Railroad Special	TON

Payment is full compensation for furnishing and installing foundation and trench backfill, for sampling and laboratory testing; and for developing, completing, and documenting the compaction

Schedule of Items

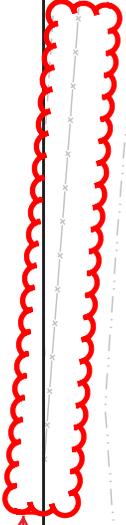
Attached, dated December 4, 2017, are the revised Schedule of Items Pages 1 – 6, 10, 18, and 25.

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
 Revised: 52, 53, 54, 66, 78, 159, 234, 240, 248, 294, and 295.

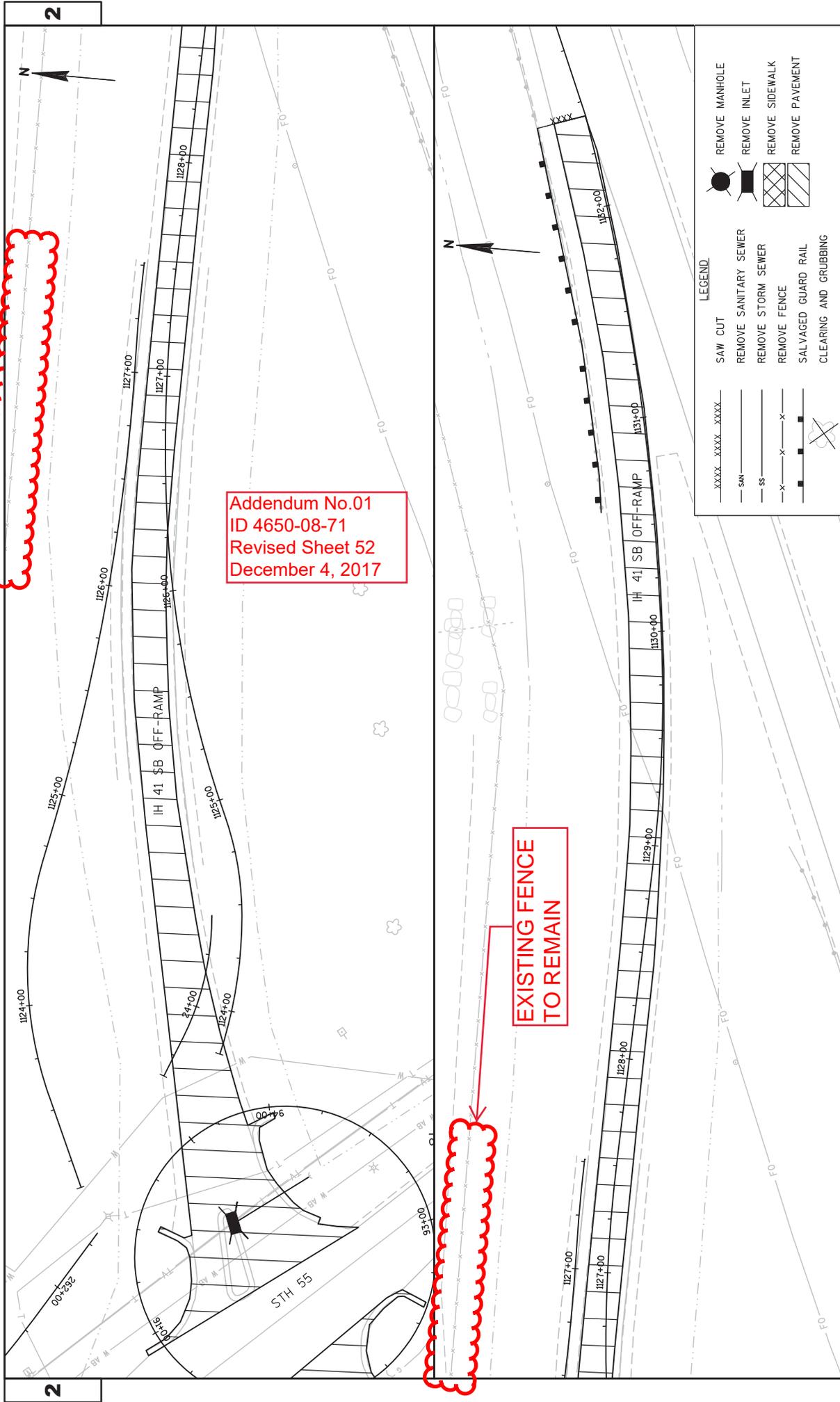
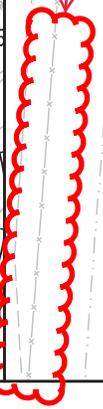
END OF ADDENDUM

EXISTING FENCE TO REMAIN



Addendum No.01
ID 4650-08-71
Revised Sheet 52
December 4, 2017

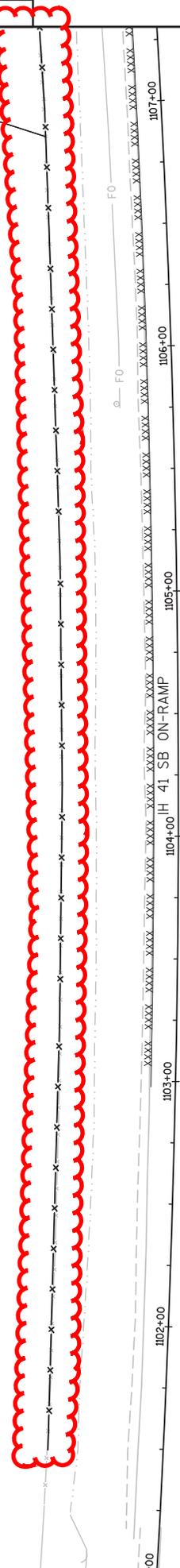
EXISTING FENCE TO REMAIN



LEGEND

XXXX XXXX XXXX	SAW CUT	REMOVE MANHOLE
— SAN	REMOVE SANITARY SEWER	REMOVE INLET
— SS	REMOVE STORM SEWER	REMOVE SIDEWALK
-X-X-X-X	REMOVE FENCE	REMOVE PAVEMENT
—	SALVAGED GUARD RAIL	REMOVE PAVEMENT
—	CLEARING AND GRUBBING	

2

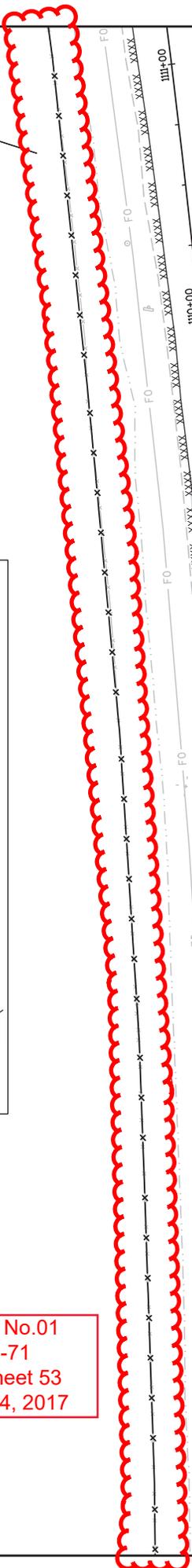


INL

LEGEND

XXXX XXXX XXXX	SAW CUT	REMOVE MANHOLE
— SAN —	REMOVE SANITARY SEWER	REMOVE INLET
— SS —	REMOVE STORM SEWER	REMOVE SIDEWALK
— X — X — X	REMOVE FENCE	REMOVE PAVEMENT
— ■ — ■ — ■	SALVAGED GUARD RAIL	
— X — X — X	CLEARING AND GRUBBING	

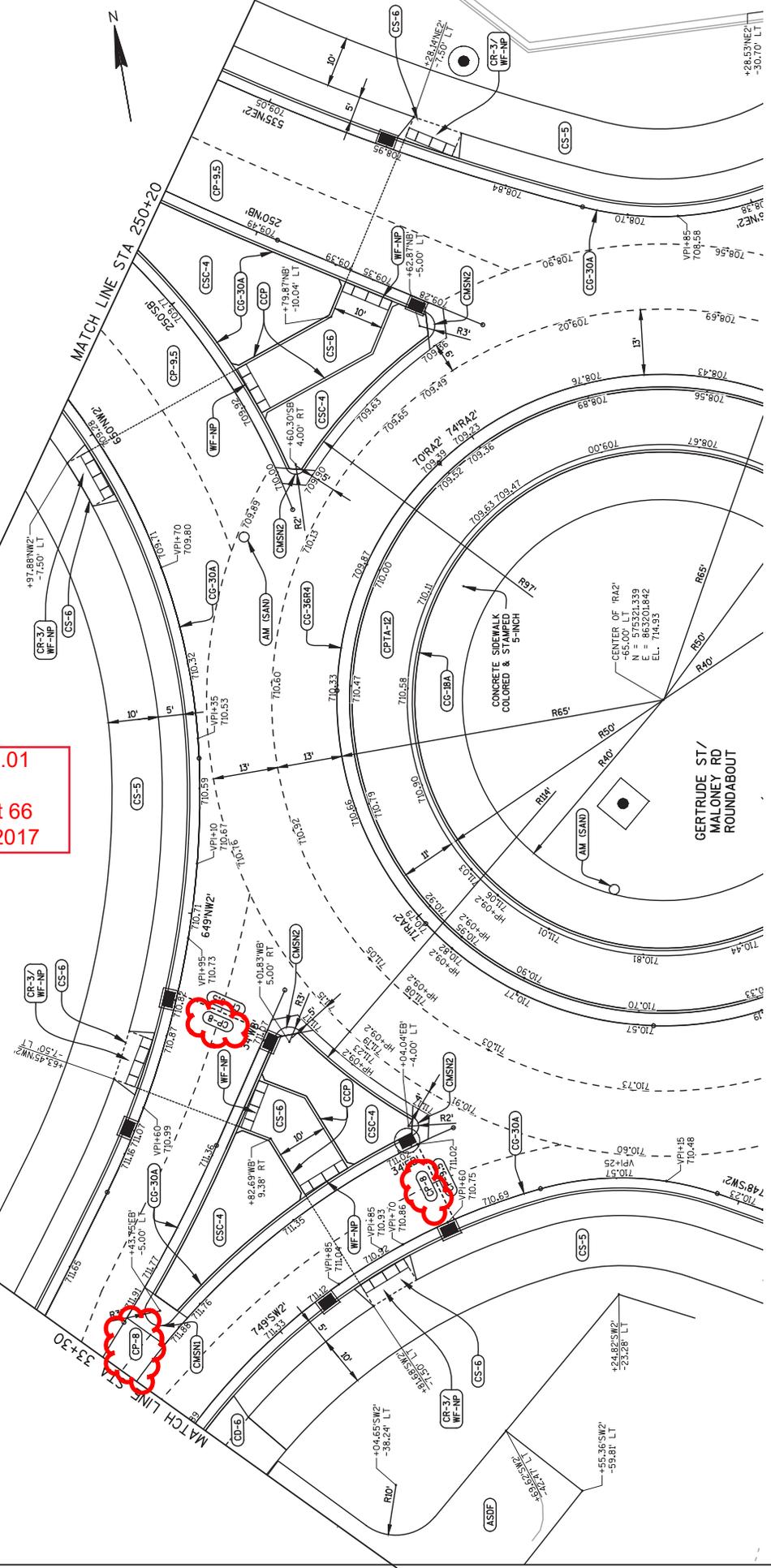
Addendum No.01
 ID 4650-08-71
 Revised Sheet 53
 December 4, 2017

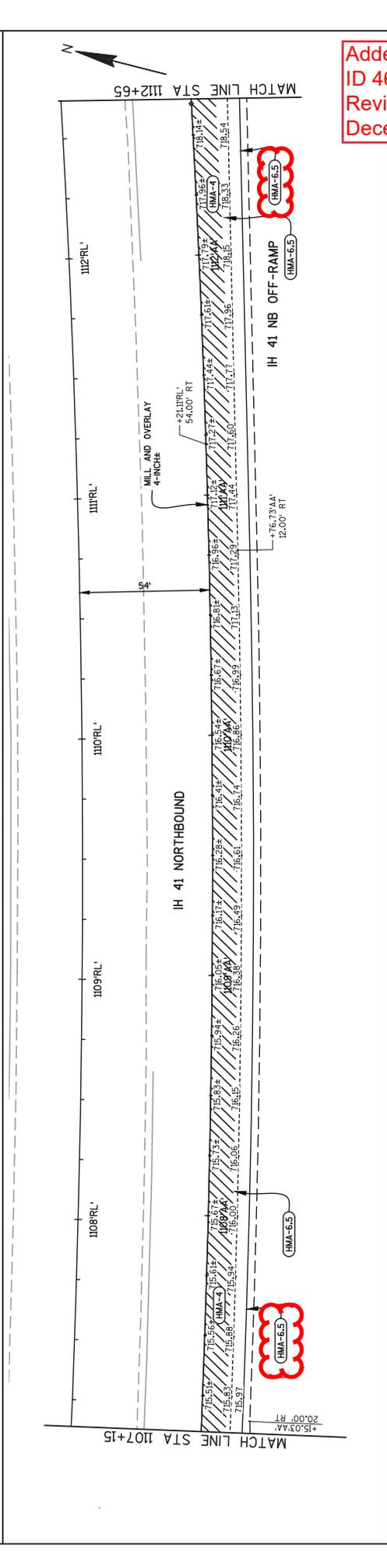
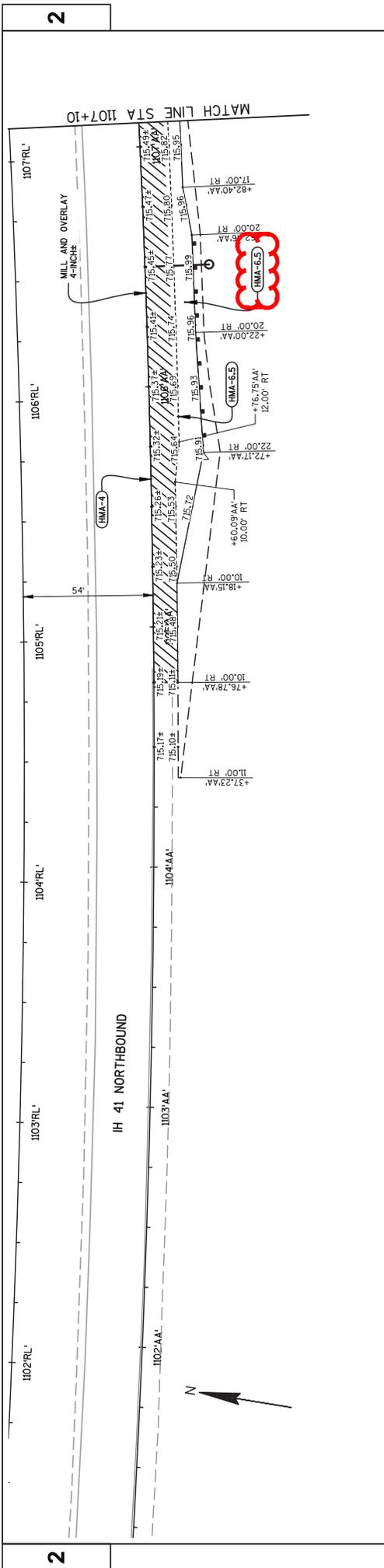


2

- PAVING-DETAIL LEGEND**
- AM ADJUST MANHOLE
 - ASDF ASPHALT SURFACE DRIVEWAYS AND FIELD ENTRANCES
 - CCP CONCRETE CURB PEDESTRIAN
 - CD-X CONCRETE DRIVEWAY - 6-INCH, 8-INCH
 - CG-1BD CONCRETE CURB & GUTTER INTEGRAL 18-INCH TYPE D
 - CG-1CD CONCRETE CURB & GUTTER INTEGRAL 18-INCH TYPE C
 - CG-300 CONCRETE CURB & GUTTER 30-INCH TYPE D
 - CG-364 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
 - CG-3644 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
 - CP-X CONCRETE PAVEMENT COLORED - 8-INCH, 9-INCH, 1/2-INCH
 - CPC-8 CONCRETE PAVEMENT COLORED - 8-INCH
 - CPTA-12 CONCRETE TRUCK APRON - 12-INCH
 - CR-X CURB RAMP - TYPE 1, 1A, 4A, 4BL, 8
 - CS-5 CONCRETE SIDEWALK COLORED - 5-INCH, 6-INCH, 8-INCH
 - CSC-4 CONCRETE SIDEWALK COLORED - 4-INCH
 - G GRASS (NOT ALL GRASS AREAS ARE LABELED)
 - HMA-X HMA PAVEMENT - 3.5-INCH, 4-INCH, 6.75-INCH, 9-INCH
 - WF-NP CURB RAMP DETECTABLE MARKING FIELD NATURAL PATINA
 - CG-36-AM CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPE 36-INCH MODIFIED
 - CG-1BD CONCRETE CURB & GUTTER INTEGRAL 18-INCH TYPE D
 - CG-1CD CONCRETE CURB & GUTTER INTEGRAL 18-INCH TYPE C
 - CG-300 CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
 - CG-364 CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH TYPE R
 - CG-3644 CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH TYPE R
 - CG-3644 CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH TYPE R
 - CG-3644 CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH TYPE R

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 ID 4650-08-71
 Revised Sheet 66
 December 4, 2017





Addendum No.01
 ID 4650-08-71
 Revised Sheet 79
 December 4, 2017

PAVING DETAIL LEGEND	
AM	ADJUST MANHOLE
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CC-1	CONCRETE DRIVEWAY 6-INCH, 8-INCH
CC-2	CONCRETE DRIVEWAY 18-INCH
CC-3	CONCRETE CURB & GUTTER INTEGRAL 18-INCH TYPE D
CC-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CC-30B	CONCRETE CURB & GUTTER 30-INCH TYPE B
CC-30C	CONCRETE CURB & GUTTER 30-INCH TYPE C
CC-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CC-30E	CONCRETE CURB & GUTTER 30-INCH TYPE E
CC-30F	CONCRETE CURB & GUTTER 30-INCH TYPE F
CC-30G	CONCRETE CURB & GUTTER 30-INCH TYPE G
CC-30H	CONCRETE CURB & GUTTER 30-INCH TYPE H
CC-30I	CONCRETE CURB & GUTTER 30-INCH TYPE I
CC-30J	CONCRETE CURB & GUTTER 30-INCH TYPE J
CC-30K	CONCRETE CURB & GUTTER 30-INCH TYPE K
CC-30L	CONCRETE CURB & GUTTER 30-INCH TYPE L
CC-30M	CONCRETE CURB & GUTTER 30-INCH TYPE M
CC-30N	CONCRETE CURB & GUTTER 30-INCH TYPE N
CC-30O	CONCRETE CURB & GUTTER 30-INCH TYPE O
CC-30P	CONCRETE CURB & GUTTER 30-INCH TYPE P
CC-30Q	CONCRETE CURB & GUTTER 30-INCH TYPE Q
CC-30R	CONCRETE CURB & GUTTER 30-INCH TYPE R
CC-30S	CONCRETE CURB & GUTTER 30-INCH TYPE S
CC-30T	CONCRETE CURB & GUTTER 30-INCH TYPE T
CC-30U	CONCRETE CURB & GUTTER 30-INCH TYPE U
CC-30V	CONCRETE CURB & GUTTER 30-INCH TYPE V
CC-30W	CONCRETE CURB & GUTTER 30-INCH TYPE W
CC-30X	CONCRETE CURB & GUTTER 30-INCH TYPE X
CC-30Y	CONCRETE CURB & GUTTER 30-INCH TYPE Y
CC-30Z	CONCRETE CURB & GUTTER 30-INCH TYPE Z
CC-36A	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE A
CC-36B	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE B
CC-36C	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE C
CC-36D	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE D
CC-36E	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE E
CC-36F	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE F
CC-36G	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE G
CC-36H	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE H
CC-36I	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE I
CC-36J	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE J
CC-36K	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE K
CC-36L	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE L
CC-36M	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE M
CC-36N	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE N
CC-36O	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE O
CC-36P	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE P
CC-36Q	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE Q
CC-36R	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE R
CC-36S	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE S
CC-36T	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE T
CC-36U	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE U
CC-36V	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE V
CC-36W	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE W
CC-36X	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE X
CC-36Y	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE Y
CC-36Z	CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE Z
CGI-12	CONCRETE TRUCK ARRON - 12-INCH
CGI-18	CONCRETE TRUCK ARRON - 18-INCH
CGI-24	CONCRETE TRUCK ARRON - 24-INCH
CGI-30	CONCRETE TRUCK ARRON - 30-INCH
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CGI-618	CONCRETE TRUCK ARRON - 618-INCH
CGI-624	CONCRETE TRUCK ARRON - 624-INCH
CGI-630	CONCRETE TRUCK ARRON - 630-INCH
CGI-636	CONCRETE TRUCK ARRON - 636-INCH
CGI-642	CONCRETE TRUCK ARRON - 642-INCH
CGI-648	CONCRETE TRUCK ARRON - 648-INCH
CGI-654	CONCRETE TRUCK ARRON - 654-INCH
CGI-660	CONCRETE TRUCK ARRON - 660-INCH
CGI-666	CONCRETE TRUCK ARRON - 666-INCH
CGI-672	CONCRETE TRUCK ARRON - 672-INCH
CGI-678	CONCRETE TRUCK ARRON - 678-INCH
CGI-684	CONCRETE TRUCK ARRON - 684-INCH
CGI-690	CONCRETE TRUCK ARRON - 690-INCH
CGI-696	CONCRETE TRUCK ARRON - 696-INCH
CGI-702	CONCRETE TRUCK ARRON - 702-INCH
CGI-708	CONCRETE TRUCK ARRON - 708-INCH
CGI-714	CONCRETE TRUCK ARRON - 714-INCH
CGI-720	CONCRETE TRUCK ARRON - 720-INCH
CGI-726	CONCRETE TRUCK ARRON - 726-INCH
CGI-732	CONCRETE TRUCK ARRON - 732-INCH
CGI-738	CONCRETE TRUCK ARRON - 738-INCH
CGI-744	CONCRETE TRUCK ARRON - 744-INCH
CGI-750	CONCRETE TRUCK ARRON - 750-INCH
CGI-756	CONCRETE TRUCK ARRON - 756-INCH
CGI-762	CONCRETE TRUCK ARRON - 762-INCH
CGI-768	CONCRETE TRUCK ARRON - 768-INCH
CGI-774	CONCRETE TRUCK ARRON - 774-INCH
CGI-780	CONCRETE TRUCK ARRON - 780-INCH
CGI-786	CONCRETE TRUCK ARRON - 786-INCH
CGI-792	CONCRETE TRUCK ARRON - 792-INCH
CGI-798	CONCRETE TRUCK ARRON - 798-INCH
CGI-804	CONCRETE TRUCK ARRON - 804-INCH
CGI-810	CONCRETE TRUCK ARRON - 810-INCH
CGI-816	CONCRETE TRUCK ARRON - 816-INCH
CGI-822	CONCRETE TRUCK ARRON - 822-INCH
CGI-828	CONCRETE TRUCK ARRON - 828-INCH
CGI-834	CONCRETE TRUCK ARRON - 834-INCH
CGI-840	CONCRETE TRUCK ARRON - 840-INCH
CGI-846	CONCRETE TRUCK ARRON - 846-INCH
CGI-852	CONCRETE TRUCK ARRON - 852-INCH
CGI-858	CONCRETE TRUCK ARRON - 858-INCH
CGI-864	CONCRETE TRUCK ARRON - 864-INCH
CGI-870	CONCRETE TRUCK ARRON - 870-INCH
CGI-876	CONCRETE TRUCK ARRON - 876-INCH
CGI-882	CONCRETE TRUCK ARRON - 882-INCH
CGI-888	CONCRETE TRUCK ARRON - 888-INCH
CGI-894	CONCRETE TRUCK ARRON - 894-INCH
CGI-900	CONCRETE TRUCK ARRON - 900-INCH
CGI-906	CONCRETE TRUCK ARRON - 906-INCH
CGI-912	CONCRETE TRUCK ARRON - 912-INCH
CGI-918	CONCRETE TRUCK ARRON - 918-INCH
CGI-924	CONCRETE TRUCK ARRON - 924-INCH
CGI-930	CONCRETE TRUCK ARRON - 930-INCH
CGI-936	CONCRETE TRUCK ARRON - 936-INCH
CGI-942	CONCRETE TRUCK ARRON - 942-INCH
CGI-948	CONCRETE TRUCK ARRON - 948-INCH
CGI-954	CONCRETE TRUCK ARRON - 954-INCH
CGI-960	CONCRETE TRUCK ARRON - 960-INCH
CGI-966	CONCRETE TRUCK ARRON - 966-INCH
CGI-972	CONCRETE TRUCK ARRON - 972-INCH
CGI-978	CONCRETE TRUCK ARRON - 978-INCH
CGI-984	CONCRETE TRUCK ARRON - 984-INCH
CGI-990	CONCRETE TRUCK ARRON - 990-INCH
CGI-996	CONCRETE TRUCK ARRON - 996-INCH
CGI-1002	CONCRETE TRUCK ARRON - 1002-INCH
CGI-1008	CONCRETE TRUCK ARRON - 1008-INCH
CGI-1014	CONCRETE TRUCK ARRON - 1014-INCH
CGI-1020	CONCRETE TRUCK ARRON - 1020-INCH
CGI-1026	CONCRETE TRUCK ARRON - 1026-INCH
CGI-1032	CONCRETE TRUCK ARRON - 1032-INCH
CGI-1038	CONCRETE TRUCK ARRON - 1038-INCH
CGI-1044	CONCRETE TRUCK ARRON - 1044-INCH
CGI-1050	CONCRETE TRUCK ARRON - 1050-INCH
CGI-1056	CONCRETE TRUCK ARRON - 1056-INCH
CGI-1062	CONCRETE TRUCK ARRON - 1062-INCH
CGI-1068	CONCRETE TRUCK ARRON - 1068-INCH
CGI-1074	CONCRETE TRUCK ARRON - 1074-INCH
CGI-1080	CONCRETE TRUCK ARRON - 1080-INCH
CGI-1086	CONCRETE TRUCK ARRON - 1086-INCH
CGI-1092	CONCRETE TRUCK ARRON - 1092-INCH
CGI-1098	CONCRETE TRUCK ARRON - 1098-INCH
CGI-1104	CONCRETE TRUCK ARRON - 1104-INCH
CGI-1110	CONCRETE TRUCK ARRON - 1110-INCH
CGI-1116	CONCRETE TRUCK ARRON - 1116-INCH
CGI-1122	CONCRETE TRUCK ARRON - 1122-INCH
CGI-1128	CONCRETE TRUCK ARRON - 1128-INCH
CGI-1134	CONCRETE TRUCK ARRON - 1134-INCH
CGI-1140	CONCRETE TRUCK ARRON - 1140-INCH
CGI-1146	CONCRETE TRUCK ARRON - 1146-INCH
CGI-1152	CONCRETE TRUCK ARRON - 1152-INCH
CGI-1158	CONCRETE TRUCK ARRON - 1158-INCH
CGI-1164	CONCRETE TRUCK ARRON - 1164-INCH
CGI-1170	CONCRETE TRUCK ARRON - 1170-INCH
CGI-1176	CONCRETE TRUCK ARRON - 1176-INCH
CGI-1182	CONCRETE TRUCK ARRON - 1182-INCH
CGI-1188	CONCRETE TRUCK ARRON - 1188-INCH
CGI-1194	CONCRETE TRUCK ARRON - 1194-INCH
CGI-1200	CONCRETE TRUCK ARRON - 1200-INCH

PROJECT NO: 4650-08-71 COUNTY: OUTAGAMIE PAVING DETAILS - IH 41 NORTHBOUND OFF-RAMP ('AA') SHEET 79 E

FILE NAME : F:\NTR\JOBS\E1859408\CVTL 3D 2012\SHEETS\LANV46500871_021200.PD.DWG PLOT DATE : 11/30/2017 1:50 PM PLOT BY : OMNI ASSOCIATES, INC - ANDREW WESTBROOK

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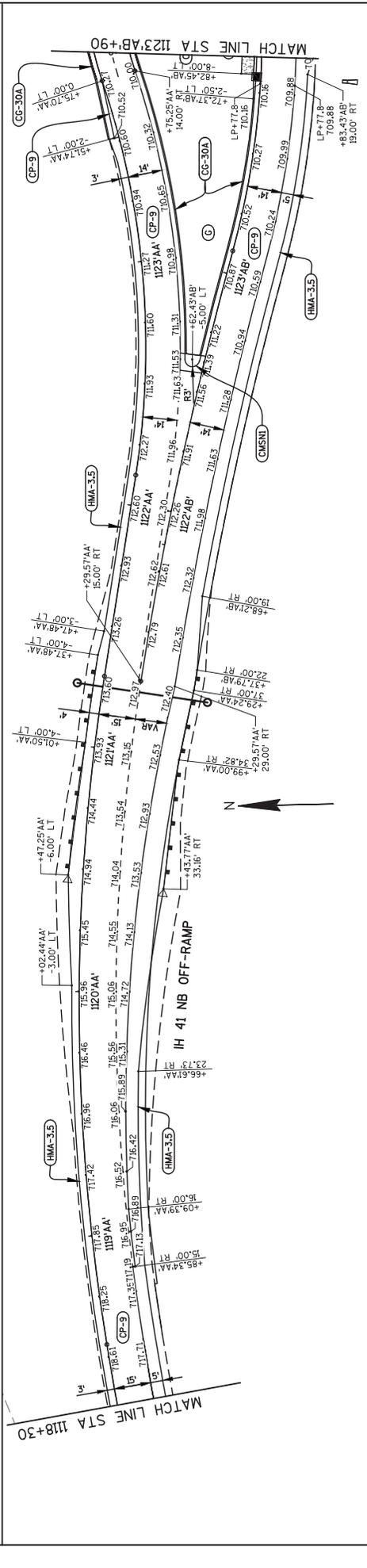
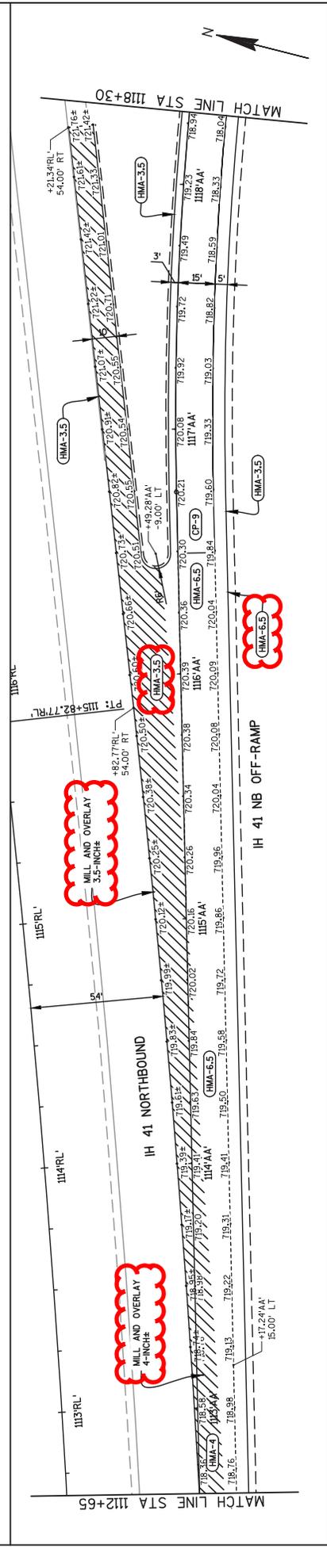
Addendum No.01
 ID 4650-08-71
 Revised Sheet 80
 December 4, 2017

PAVING DETAIL LEGEND

- AM ADJUST MANHOLE
- ASFC ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- CCP CONCRETE CURB PEDESTRIAN
- CD-X CONCRETE DRIVEWAY - 6-INCH, 8-INCH
- CG-180 CONCRETE CURB & GUTTER INTEGRAL 18-INCH TYPE D
- CG-300 CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-364A CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG-364B CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE B
- CG-364C CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE C
- CG-364D CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP-9 CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPE 36-INCH TYPE R
- CPC-8 CONCRETE PAVEMENT COLORED - 8-INCH
- CFT-A-12 CONCRETE TRUCK APRON - 12-INCH
- CR-X CURB RAMP - TYPE 1, JA, 4AL, 4BL, 8
- CSC-4 CONCRETE SIDEWALK COLORED - 4-INCH
- G GRASS (NOT ALL GRASS AREAS ARE LABELED)
- HMA-X HMA PAVEMENT - 3.5-INCH, 4-INCH, 6.75-INCH, 9-INCH
- MF-NF CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- CG-36-AM MODIFIED CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPE 36-INCH TYPE R
- CG-180 CONCRETE CURB & GUTTER INTEGRAL 18-INCH TYPE D
- CG-364 CONCRETE CURB & GUTTER INTEGRAL 36-INCH SLOPED 36-INCH TYPE D
- CG-364A CONCRETE CURB & GUTTER INTEGRAL 36-INCH SLOPED 36-INCH TYPE A
- CG-364B CONCRETE CURB & GUTTER INTEGRAL 36-INCH SLOPED 36-INCH TYPE B
- CG-364C CONCRETE CURB & GUTTER INTEGRAL 36-INCH SLOPED 36-INCH TYPE C
- CG-364D CONCRETE CURB & GUTTER INTEGRAL 36-INCH SLOPED 36-INCH TYPE D
- CP-9 CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPE 36-INCH TYPE R
- CPC-8 CONCRETE PAVEMENT COLORED - 8-INCH

2

2

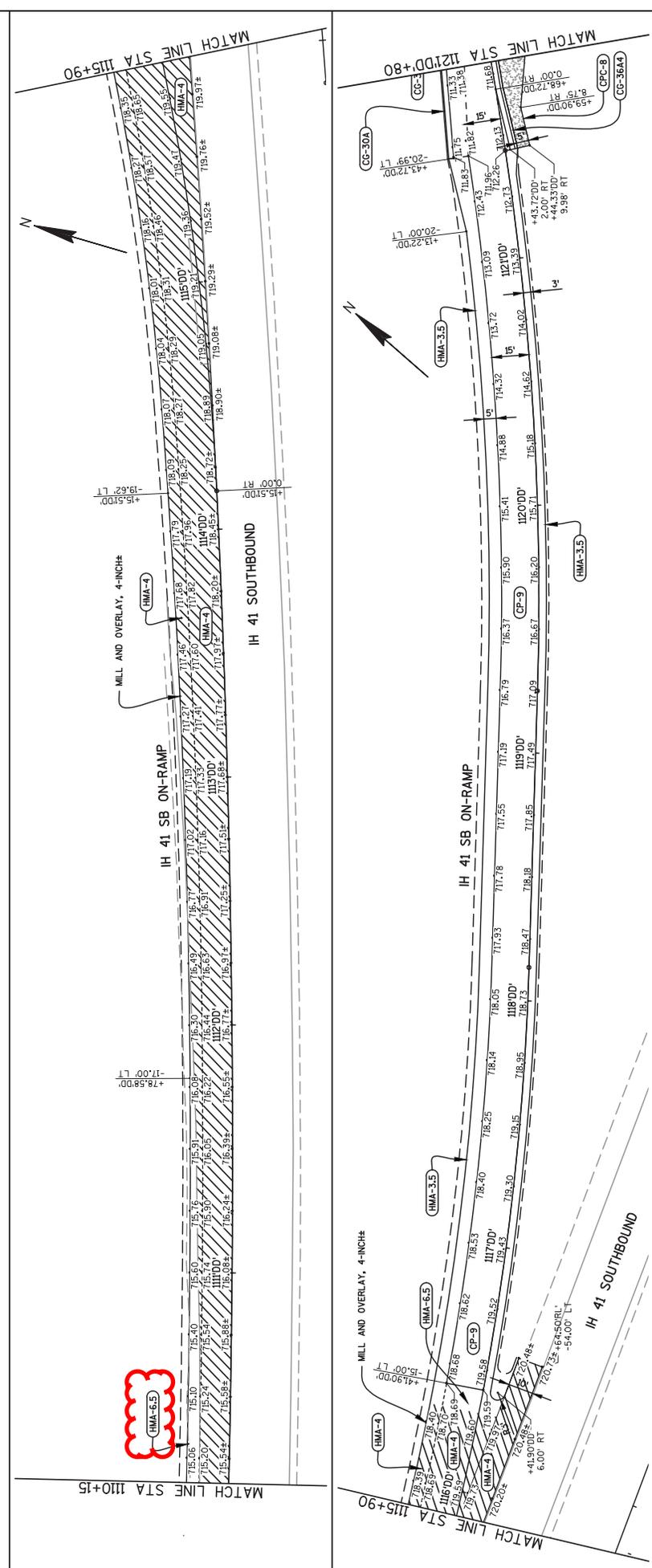


PROJECT NO: 4650-08-71	COUNTY: OUTAGAMIE	PAVING DETAILS - IH 41 NORTHBOUND OFF-RAMP ('AA')	SHEET 80
HWY: STH 55			E
PLOT DATE : 11/30/2017 1:57 PM			FLOT BY : OMNI ASSOCIATES, INC - ANDREW WESTBROOK
FILE NAME : F:\NTR\JOBS\E1859408\CTV1L 3D 2012\SHEETS\PLAN\46500871_021200_PP.DWG			

Addendum No.01
ID 4650-08-71
Revised Sheet 84
December 4, 2017

PAVING DETAIL LEGEND

- AM CONCRETE MANHOLE
- ASOF ASPHALT SURFACE
- ASPF ASPHALT SURFACE DRIVEWAYS AND FIELD ENTRANCES
- CCP CONCRETE CURB PEDESTRIAN
- CD-X CONCRETE DRIVEWAY - 6-INCH, 8-INCH
- CG-180 CONCRETE CURB & GUTTER INTEGRAL 18-INCH TYPE D
- CG-300 CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-3644 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CG-3664 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CP-180 CONCRETE CURB & GUTTER INTEGRAL 18-INCH TYPE D
- CP-3664 CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE D
- CP-8 CONCRETE PAVEMENT COLORED - 8-INCH
- CP-C-8 CONCRETE PAVEMENT COLORED - 8-INCH
- CP-C-8 1/2-INCH
- CFT-A-12 CONCRETE TRUCK APRON - 12-INCH
- CR-X CURB RAMP - TYPE 1, JA, 44L, 4BL, 8
- CS-4 CONCRETE SIDEWALK COLORED - 4-INCH
- CSC-4 CONCRETE SIDEWALK COLORED - 4-INCH
- G GRASS (NOT ALL GRASS AREAS ARE LABELED)
- HMA-X HMA PAVEMENT - 3.5-INCH, 4-INCH, 6.75-INCH, 9-INCH
- WF-NF CONCRETE CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- CG-36-AM MODIFIED CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPE 36-INCH
- CG-180 CONCRETE CURB & GUTTER INTEGRAL 18-INCH TYPE D
- CG-3664 CONCRETE CURB & GUTTER INTEGRAL 36-INCH TYPE D
- CG-3664 CONCRETE CURB & GUTTER INTEGRAL 36-INCH SLOPED 36-INCH TYPE R



PROJECT NO: 4650-08-71	COUNTY: OUTAGAMIE	PAVING DETAILS - IH 41 SOUTHBOUND ON-RAMP ('DD')	SHEET 84
HWY: STH 55			
PLOT DATE : 11/30/2017 1:52 PM PLOT BY : OMNI ASSOCIATES, INC - ANDREW WESTBROOK			
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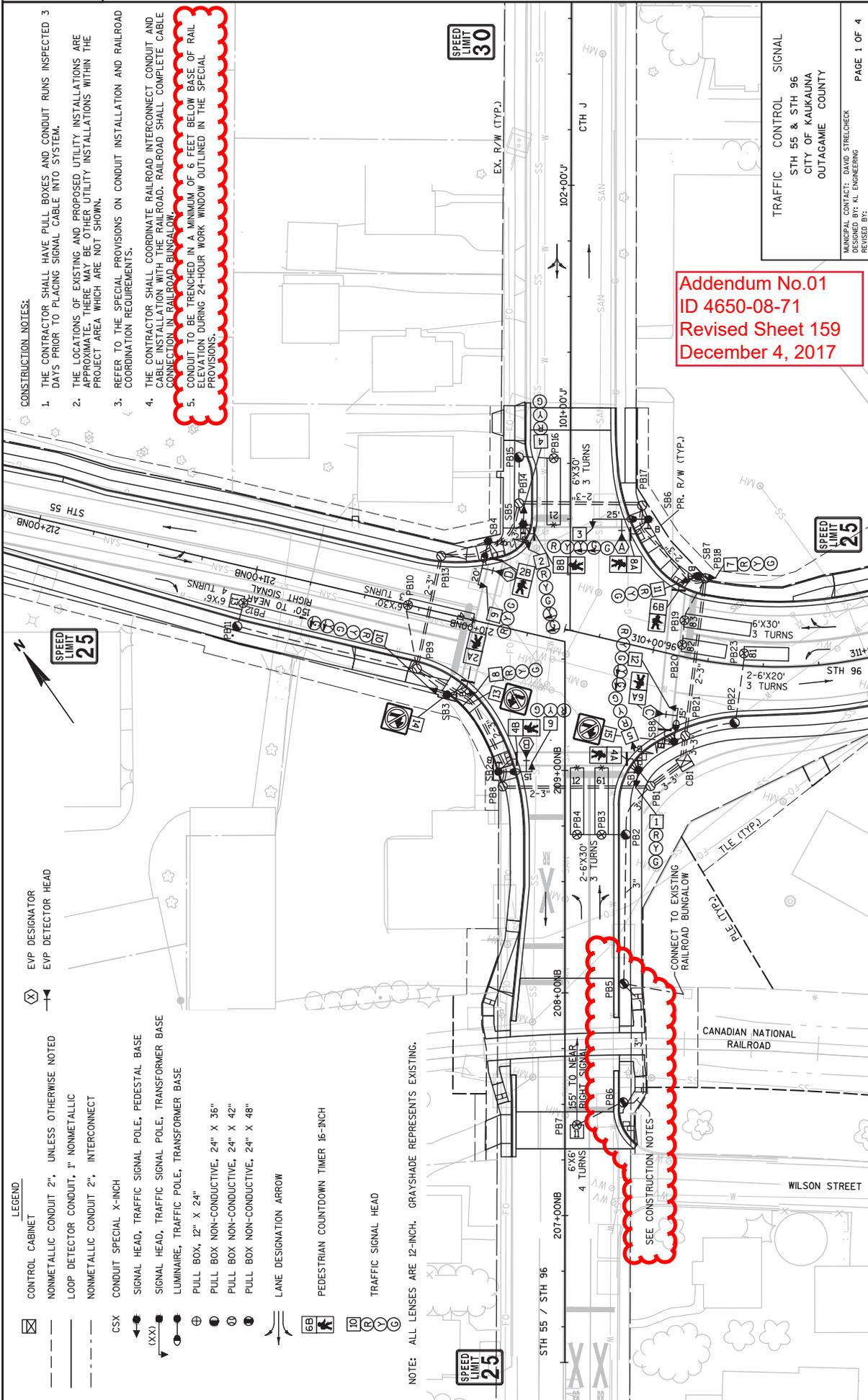
CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. REFER TO THE SPECIAL PROVISIONS ON CONDUIT INSTALLATION AND RAILROAD CONNECTION REQUIREMENTS.
4. THE CONTRACTOR SHALL COORDINATE RAILROAD INTERCONNECT CONDUIT AND CABLE INSTALLATION WITH THE RAILROAD. RAILROAD SHALL COMPLETE CABLE CONNECTION IN RAILROAD BUNGALOW.
5. CONDUIT TO BE TRENCHED IN A MINIMUM OF 6 FEET BELOW BASE OF RAIL ELEVATION DURING 24-HOUR WORK WINDOW OUTLINED IN THE SPECIAL PROVISIONS.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- NONMETALLIC CONDUIT 2", INTERCONNECT
- CONDUIT SPECIAL X-INCH
- SIGNAL HEAD, TRAFFIC SIGNAL POLE, PEDESTAL BASE
- LUMINAIRE, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PULL BOX, 12" X 24"
- PULL BOX NON-CONDUCTIVE, 24" X 36"
- PULL BOX NON-CONDUCTIVE, 24" X 42"
- PULL BOX NON-CONDUCTIVE, 24" X 48"
- LANE DESIGNATION ARROW
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD

EVV DESIGNATOR
EVV DETECTOR HEAD



NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

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Revised Sheet 159
December 4, 2017

TRAFFIC CONTROL SIGNAL
STH 55 & STH 96
CITY OF KAUKAUNA
OUTAGAMIE COUNTY

MUNICIPAL CONTACT: DAVID STRELCHECK
DESIGNED BY: KL ENGINEERING
REVISED BY:

Addendum No.01
ID 4650-08-71
Revised Sheet 234
December 4, 2017

CLEARING AND GRUBBING

STATION TO STATION	DIR	LOCATION	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
PROJECT 4650-08-71 CATEGORY 0010						
210NB+00 - 212NB+00	RT	STH 55	2	-	2	-
226SB+00 - 229SB+00	LT	STH 55	3	-	3	-
227NB+00 - 228NB+00	RT	STH 55	1	-	1	-
233NB+00 - 234NB+00	LT	STH 55	1	-	1	-
240NB+44 -	LT	STH 55	7	-	7	-
241NB+75 -	RT	STH 55	-	1	-	-
247SB+00 - 248SB+00	LT	STH 55	1	-	1	-
72+00 - 73+00	RT	MALONEY RAB	1	-	1	-
251SB+00 - 254SB+00	LT	STH 55	3	-	3	-
255NB+00 - 256NB+00	RT	STH 55	1	-	1	-
264SB+00 - 268SB+00	LT	STH 55	4	-	4	-
15EB+00 - 19EB+00	RT	CTH 00	4	-	4	-
29EB+00 - 30EB+00	RT	GERTRUDE	1	-	1	-
32EB+98 -	RT	GERTRUDE	-	8	-	8
33EB+43 -	RT	GERTRUDE	-	5	-	5
36EB+00 - 37EB+00	RT	MALONEY	1	-	1	-
1114+68 -	RT	USH 41 NB OFF RAMP	-	-	-	-
1119+00 - 1121+00	RT	USH 41 NB OFF RAMP	2	-	2	-
1123+00 - 1125+00	RT	USH 41 NB TURN LN	2	-	2	-
RR VISION TRIANGLES	-	TERRY LN	1	-	1	-
UNDISTRIBUTED	-	DELANGLADE RR XING	2	130	2	130
PROJECT TOTALS			30	160	31	160

REMOVING PAVEMENT

STATION TO STATION	LOCATION	204.0100 REMOVING PAVEMENT SY
PROJECT 4650-08-71 CATEGORY 0010		
207+30 - 210+13	STH 55	1,610
210+13 - 220+02	STH 55	5,020
309+83 - 314+15	STH 96 (PLANK RD)	2,420
100+00 - 101+00	CTH J (LAME ST)	10
31+43 - 31+66	BLACKWELL ST	100
12+66 - 18+92	CTH 00 (HYLAND AVE)	3,730
19+55 - 26+40	CTH 00 (HYLAND AVE)	3,320
50+42 - 52+50	BADGER RD	850
35+35 - 40+56	MALONEY RD	2,990
1200+00 - 1204+37	IH 41 NB ON RAMP	1,520
1112+47 - 1125+50	IH 41 NB OFF RAMP	1,800
1109+39 - 1122+82	IH 41 SB ON RAMP	1,490
1123+79 - 1132+43	IH 41 SB OFF RAMP	2,110
PROJECT TOTAL		26,970

REMOVING PAVEMENT

STATION TO STATION	LOCATION	204.0100 REMOVING PAVEMENT SY
PROJECT 4650-08-71 CATEGORY 0040		
314+39 - 315+09	STH 96	77
PROJECT TOTAL		77

REMOVING OLD STRUCTURE

STATION DESCRIPTION	LOCATION	203.0200.01 REMOVING OLD STRUCTURE LS
PROJECT 4650-08-71 CATEGORY 0010		
234+76 4'x6' BOX	STH 55	1
PROJECT TOTAL		1

REMOVING CURB AND GUTTER

STATION TO STATION	DIR	LOCATION	204.0150 REMOVING CURB AND GUTTER **
PROJECT 4650-08-71 CATEGORY 0040			
101+05 - 101+15	LT	CTH J	10
101+73 - 101+83	LT	CTH J	10
102+37 - 102+47	RT	CTH J	10
102+47 - 102+57	LT	CTH J	10
PROJECT TOTAL			40

** QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING CURB AND GUTTER

STATION TO STATION	DIR	LOCATION	204.0150 REMOVING CURB AND GUTTER **
PROJECT 4650-08-71 CATEGORY 0010			
218+13 - 218+48	LT	STH 55	45
218+14 - 218+65	RT	STH 55	65
218+84 - 219+09	RT	STH 55	35
219+09 - 219+19	LT	STH 55	15
222+60 - 222+95	RT	STH 55	30
222+69 - 222+80	LT	STH 55	25
223+77 - 223+99	RT	STH 55	20
224+16 - 224+30	LT	STH 55	25
267+64 - 270+64	RT	STH 55	375
270+78 - 270+92	LT	STH 55	20
271+38 - 271+47	LT	STH 55	15
100+32 - 101+00	RT	CTH J (LAME ST)	70
100+35 - 101+00	LT	CTH J (LAME ST)	75
9+00 - 9+68	RT	OVIATT ST	70
9+00 - 9+78	LT	OVIATT ST	80
36+50 - 36+58	LT	MALONEY RD	35
36+86 - 37+28	LT	MALONEY RD	55
38+07 - 38+09	LT	MALONEY RD	10
29+61 - 29+81	RT	GERTRUDE ST	20
29+61 - 29+81	LT	GERTRUDE ST	20
PROJECT TOTAL			1,105

** QUANTITY SHOWN ELSEWHERE ON PLAN

SALVAGED RAIL

STATION TO STATION	DIR	LOCATION	614.0920 SALVAGED RAIL LF	614.0925 SALVAGED GUARDRAIL END TREATMENTS EACH
PROJECT 4650-08-71 CATEGORY 0010				
256+22 - 259+63	RT	STH 55	330	2
256+30 - 259+30	LT	STH 55	320	2
1206+98 - 1207+26	RT	IH 41 NB ON RAMP	30	1
1130+57 - 1132+43	LT	IH 41 SB OFF RAMP	180	1
PROJECT TOTAL			860	6

REMOVING SIDEWALK

STATION TO STATION	LOCATION	204.0155 REMOVING SIDEWALK **
PROJECT 4650-08-71 CATEGORY 0010		
207+30 - 209+63	STH 55	180
209+63 - 217+33	STH 55	710
309+59 - 314+14	STH 96 (PLANK RD)	420
100+00 - 101+00	CTH J (LAME ST)	80
PROJECT TOTAL		1,390

** QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING FENCE

STATION TO STATION	DIR	LOCATION	204.0170 REMOVING FENCE LF
PROJECT 4650-08-71 CATEGORY 0010			
1104+76 - 1124+55	RT	IH 41 NB OFF RAMP	2,130
1200+00 - 1204+37	RT	IH 41 NB ON RAMP	530
1123+79 - 1132+42	LT	IH 41 SB OFF RAMP	360
1101+48 - 1122+81	LT	IH 41 SB ON RAMP	2,030
PROJECT TOTAL			5,050

REMOVING DELINEATORS AND MARKERS

STATION TO STATION	DIR	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH
PROJECT 4650-08-71 CATEGORY 0010			
1104+76 - 1124+55	RT & LT	IH 41 NB OFF RAMP	8
1200+00 - 1204+37	RT & LT	IH 41 NB ON RAMP	5
1123+79 - 1132+42	RT & LT	IH 41 SB OFF RAMP	5
1101+48 - 1122+81	RT & LT	IH 41 SB ON RAMP	9
PROJECT TOTAL			27

PROJECT NO: 4650-08-71

HWY: STH 55

COUNTY: OUTAGAMIE

MISCELLANEOUS QUANTITIES

SHEET

234

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Revised Sheet 240
December 4, 2017

CONCRETE PAVEMENT

STATION TO STATION	LOCATION	415.0080	415.0090	415.0095	415.1080	415.1090	415.1095	SPV.0180.01	SPV.0180.02
		8-INCH	9-INCH	9 1/2-INCH	8-INCH HES	9-INCH HES	1/2-INCH HES	8-INCH SHES	9-INCH SHES
		SY*	SY	SY	SY	SY	SY	SY	SY
PROJECT 4650-08-71 CATEGORY 0010									
207+30 - 209+73	STH 55	-	1,100	-	-	-	-	-	-
209+73 - 219+76	STH 55	-	4,800	-	-	-	-	-	-
220+36 - 222+64	STH 55	-	900	-	-	-	-	-	-
224+02 - 231+55	STH 55	-	4,340	-	-	-	-	-	-
231+55 - 232+25	STH 55	-	-	-	-	-	-	-	190
231+55 - 241+17	STH 55	-	5,380	-	-	-	-	-	-
241+17 - 241+87	STH 55	-	-	-	-	-	-	-	190
241+17 - 247+84	STH 55	-	3,590	-	-	-	-	-	-
249+62 - 253+57	STH 55	-	-	2,290	-	-	-	-	-
255+35 - 260+00	STH 55	-	-	1,930	-	-	-	-	-
261+86 - 270+53	STH 55	-	3,100	-	-	-	-	-	-
21+42 - 22+00	DESNOYER ST.	200	-	-	-	-	-	-	-
12+66 - 18+39	CTH 00 (HYLAND AVE) WEST LEG	3300	-	-	-	-	-	-	-
19+90 - 26+27	CTH 00 (HYLAND AVE) EAST LEG	2200	-	-	-	-	-	-	-
50+66 - 51+75	BADGER RD.	400	-	-	-	-	-	-	-
51+75 - 52+50	BADGER RD.	-	-	-	-	-	-	275	-
65+92 - 65+65	STH 55 RT TURN LN.	-	-	300	-	-	-	-	-
461+74 - 465+26	STH 55 SB RT TURN LN.	-	550	-	-	-	-	-	-
309+81 - 314+14	STH 96 (PLANK RD)	-	2,200	-	-	-	-	-	-
60+00 - 63+14	CTH 00 RAB	-	1,050	-	-	-	-	-	-
29+53 - 34+02	GERTURDE RD	-	-	-	1,720	-	-	-	-
36+03 - 40+56	MALONEY RD	-	-	-	2,300	-	-	-	-
70+00 - 74+08	MALONEY/STH 55 R-A-B	-	-	490	-	-	1,360	-	-
1113+17 - 1124+48	USH 41 NB OFF RAMP	-	2,100	-	-	-	-	-	-
1121+30 - 1125+00	USH 41 NB OFF RAMP RT TURN LN.	-	600	-	-	-	-	-	-
1200+50 - 1204+37	USH 41 NB ON RAMP	-	750	-	-	-	-	-	-
1123+21 - 1127+51	USH 41 SB OFF RAMP RT TURN LN.	-	700	-	-	-	-	-	-
1116+41 - 1122+82	USH 41 SB ON RAMP	-	1,200	-	-	-	-	-	-
1123+86 - 1130+66	USH 41SB OFF RAMP	-	1,300	-	-	-	-	-	-
80+00 - 84+08	IH 41 NB R-A-B	-	-	2,000	-	-	-	-	-
90+00 - 94+40	IH 41 SB R-A-B	-	-	1,600	-	-	-	-	-
PROJECT TOTALS		6,100*	33,660	8,610	4,020	0	1,360	275	380

*ADDITIONAL QTY LOCATED IN CONCRETE TRUCK APRON TABLE

ASPHALTIC ITEMS

STATION TO STATION DIR	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TONS	460.5224 HMA PAVEMENT 4 LT 58-28 S TONS	460.6223 HMA PAVEMENT 3 MT 58-28 S TONS	460.6224 HMA PAVEMENT 4 MT 58-28 S TONS	460.7223 HMA PAVEMENT 3 HT 58-28 S TONS	460.7224 HMA PAVEMENT 4 HT 58-28 S TONS	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF
207+47 - 208+07	R/L STH 55	-	-	38	-	-	95	35	-	-	-
219+76 - 220+40	R/L STH 55	-	-	32	-	-	80	30	-	-	-
264+58 - 268+35	RT STH 55	-	-	12	-	40	5	5	-	-	-
270+50 - 270+65	LT STH 55	-	-	4	-	-	10	5	-	-	-
314+14 - 314+39	R/L STH 96 (PLANK RD)	-	-	19	25	20	-	-	-	-	-
100+90 - 101+00	R/L CTH J (LAWIE ST)	-	-	20	25	20	-	-	-	-	-
28+25 - 28+60	R/L BLACKWELL ST	-	-	14	20	15	-	-	-	-	-
26+27 - 26+40	R/L CTH OO (HYLAND AVE)	-	-	6	10	5	-	-	-	-	-
28+01 - 29+53	R/L OVIATT ST	-	-	16	20	15	-	-	-	-	-
1200+00 - 1204+50	R/L IH 41 NB ON RAMP	-	24	42	55	40	-	-	-	-	-
1104+75 - 1123+55	R/L IH 41 NB OFF RAMP	1,600	195	286	-	260	-	-	340	180	750
1101+45 - 1121+44	R/L IH 41 SB ON RAMP	2,300	201	318	-	135	-	-	420	250	950
1124+84 - 1132+43	R/L IH 41 SB OFF RAMP	660	78	78	-	200	-	-	80	30	-
PROJECT TOTALS		4,560	498	883	155	750	190	75	840	460	1,700

ASPHALTIC SURFACE

STATION TO STATION DIR	LOCATION	305.0120** 1 1/4 INCH BASE AGG TON	465.0105 ASPHALTIC SURFACE TON
314+39 - 315+09	LT STH 96	35	20
101+00 - 102+64	RT CTH J	70	40
PROJECT TOTALS		105	60

**QUANTITY SHOWN ELSEWHERE ON PLANS

ASPHALTIC SURFACE TEMPORARY

STATION TO STATION DIR	LOCATION	465.0125 ASPHALTIC SURFACE TEMP. TON
208+00 - 210+00	LT STH 55	40
246+75 - 247+89	R/L STH 55	60
PROJECT TOTAL		100

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 ID 4650-08-71
 Revised Sheet 243
 December 4, 2017

CONCRETE SIDEWALK

Table with columns: STATION TO STATION DIR, LOCATION, 305.0110 BASE AGG DENSE 3/4-INCH, 405.0100 COLORING CONCRETE, 602.0405 CONCRETE SIDEWALK 4-INCH, 602.041 CONCRETE SIDEWALK 5-INCH, 602.0415 CONCRETE SIDEWALK 6-INCH, 602.0415 CONCRETE SIDEWALK 8-INCH, 602.0515 CURB RAMP DETECTABLE WARNING FILED NATURAL PATINA. Includes project totals and quantities.

CONCRETE SIDEWALK

Summary table for concrete sidewalk with columns: STATION TO STATION DIR, LOCATION, 602.041 CONCRETE 5-INCH, PROJECT TOTAL.

** QUANTITY SHOWN ELSEWHERE ON PLAN

CONCRETE SIDEWALK

Summary table for concrete sidewalk with columns: STATION TO STATION DIR, LOCATION, 305.0110 BASE AGGREGATE DENSE 3/4-INCH, 602.0405 CONCRETE SIDEWALK 4-INCH, PROJECT TOTAL.

** QUANTITIES SHOWN ELSEWHERE ON PLAN

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FENCE CHAIN LINK

Table for fence chain link with columns: STATION TO STATION DIR, LOCATION, 616.0205 FENCE CHAIN LINK 5-FT, PROJECT TOTAL.

DELINEATORS

Table for delineators with columns: STATION TO STATION DIR, LOCATION, 633.0100 DELINEATOR STEEL POST, 633.0500 DELINEATOR REFLECTORS, PROJECT TOTAL.

GUARDRAIL

Table for guardrail with columns: STATION TO STATION DIR, LOCATION, 614.0115 ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2, 614.0305 STEEL PLATE BEAM GUARD CLASS A, 614.0370 STEEL PLATE BEAM GUARD EAT, 614.2300 MGS GUARDRAIL, 614.2610 MGS GUARDRAIL TERMINAL EAT, 614.2620 MGS GUARDRAIL TERMINAL TYPE 2. Includes project totals and quantities.

* EXTEND EXISTING NB ON RAMP REQUIRES WOOD POSTS AND SB OFF RAMP REQUIRES STEEL POST

PROJECT NO: 4650-08-71

HWY: STH 55

COUNTY: OUTAGAMIE

MISCELLANEOUS QUANTITIES SHEET

246

TRAFFIC SIGNAL CONDUIT		652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40		652.0235 CONDUIT RIGID METALLIC	
LOCATION	FROM	TO	2-INCH SCHEDULE 40 LF	3-INCH LF	3-INCH LF
CATEGORY 0010 STH 55 & STH 96					
CB1		PB1		54	
CB1		PB20		36	
PB1		SB1	10		
PB1		PB2		25	
PB2		PB5		67	
PB2		PB3	10		
PB3		PB4	12		
PB3		BUNGLAOW	30		
PB6		PB6		63	
PB6		PB7	23		
PB1		PB8		134	
PB8		SB2	7		
PB8		PB9		144	
PB9		SB3	18		
PB9		PB10	30		
PB9		PB11	85		
PB9		PB13		156	
PB11		PB12	10		
PB13		SB4	24		
PB13		PB14		100	
PB14		SB5	8		
PB14		PB15	23		
PB14		PB17		110	
PB15		PB16	15		
PB17		SB6	6		
PB17		PB18		100	
PB18		SB7	5		
PB18		PB19	20		
PB18		PB21		136	
PB19		PB20	12		
PB21		SB8	5		
PB21		PB22	25		
PB22		PB23	30		
CATEGORY 0010 TOTAL			408	1,062	63

TRAFFIC SIGNAL STRUCTURES		657.0255		657.0420		657.0425		657.0590		657.0595		657.0609			
LOCATION / BASE NUMBER	STATION	OFFSET	LR	TYPE 1 EACH	TYPE 2 EACH	CONCRETE BASES EACH	PEDESTAL BASES EACH	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT/CIRCLE EACH	POLES TYPE 3 EACH	TRAFFIC SIGNAL STANDARDS ALUMINUM EACH	15-FT EACH	TROMBONE ARMS 20-FT EACH	25-FT EACH	LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	LUMINAIRES UTILITY LED/C EACH
SB1	209+00NE	33.0'	RT	1			1			1					
SB2	208+99NE	29.8'	LT	1				1							
SB3	210+04NE	35.2'	LT	1				1							
SB4	210+02NE	36.0'	RT	1				1							
SB5	100+46J	21.2'	LT	1				1							
SB6	100+50J	35.0'	RT	1				1							
SB7	310+1236	36.8'	LT	1				1							
SB8	310+1796	38.2'	RT	1				1							
CATEGORY 0010 TOTAL				4	4	4	4	4	4	2	2	1	1	4	4

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December 4, 2017

TRAFFIC SIGNAL CABLE AND WIRE - ABOVE GROUND		655.0230		655.0240 *		655.0700 *		655.0900 *	
LOCATION	FROM SIGNAL BASE	TO SIGNAL HEAD	LF	LF	LF	LF	LF	LF	LF
SB1		1	19						
		5	19						
		4A	15						
		BUTTON		6					
SB2		4B	15						
		6	40						
		BUTTON		6					
		HEAD "B"		35					
		2A	15						
		10	20						
		14	20						
		BUTTON		6					
SB4		2B	15						
		9	45						
		BUTTON		6					
		HEAD "D"		40					
SB5		2	23						
		4	19						
		8B	15						
		BUTTON		3					
SB6		3	52						
		8A	15						
		BUTTON		6					
		HEAD "A"		40					
SB7		6B	15						
		7	19						
		11	19						
		BUTTON		6					
SB8		6A	15						
		12	42						
		15	20						
		BUTTON		6					
		HEAD "C"		35					
CATEGORY 0010 TOTAL			379	140	48	48	150		

TRAFFIC SIGNAL CABLE AND WIRE - BELOW GROUND		655.0240 *		655.0250		655.0260		655.0270		655.0305		655.0515		655.0900 *	
LOCATION	FROM	TO	7-14 AWG LF	9-14 AWG LF	12-14 AWG LF	15-14 AWG LF	10 AWG GROUNDED LF	10 AWG TRAFFIC SIGNALS LF	10 AWG ELECTRICAL WIRE LF						
CATEGORY 0010 STH 55 & STH 96															
CB1		SB1													
CB1		SB2													
CB1		SB3													
CB1		SB4													
CB1		SB5													
CB1		SB6													
CB1		SB7													
CB1		SB8													
CB1		RR BUNGLAOW													
CATEGORY 0010 TOTAL			439	205	695	233	576	843							564

PROJECT NO: 4650-08-71
HWY: STH 55
COUNTY: OUTAGAMIE
MISCELLANEOUS QUANTITIES
SHEET 294
 ORIGINATOR: KL ENGINEERING, INC.
 REV. DATE: November 6, 2017
 PRINT DATE: November 6, 2017

Addendum No.01
 ID 4650-08-71
 Revised Sheet 295
 December 4, 2017

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TRAFFIC SIGNAL CONTROL

LOCATION	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	656.0200.01 ELECTRICAL SERVICE METERBREAKER PEDESTAL (STH 55 & STH 96) LS	SPV.0105.03 FURNISH AND INSTALL TRAFFIC SIGNAL CABINET CONTROLLER AND BATTERY BACKUP SYSTEM LS	SPV.0105.04 FURNISH AND INSTALL EMERGENCY VEHICLE PREEMPTION SYSTEM LS
LOCATION STH 55 & STH 96 CB1	1	1	1	1
CATEGORY 0010 TOTAL	1	1	1	1

CONSTRUCTION STAKING

LOCATION	650.9500.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (4650-08-71) LS
LOCATION STH 55 & STH 96	1
CATEGORY 0010 TOTAL	1

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE (STH 55 & STH 96) LS
LOCATION STH 55 & STH 96	1
CATEGORY 0010 TOTAL	1

TRAFFIC SIGNAL SYSTEM INTEGRATOR

LOCATION	SPV.0105.02 TRAFFIC SIGNAL SYSTEMS INTEGRATOR (4650-08-71) LS
LOCATION STH 55 & STH 96	1
CATEGORY 0010 TOTAL	1

TRAFFIC SIGNAL PULL BOXES

LOCATION/PULL BOX NUMBER	STATION	OFFSET	LR	653.0105 PULL BOXES STEEL 12X24-INCH EACH	653.0154 PULL BOX NON-CONDUCTIVE 24X36-INCH EACH	653.0164 PULL BOX NON-CONDUCTIVE 24X48-INCH EACH	SPV.0060.12
CATEGORY 0010 STH 55 & STH 96							
PB1	208+93NB'	38.5'	RT	--	1	--	--
PB2	208+71NB'	27.5'	RT	--	1	--	--
PB3	208+71NB'	16.5'	RT	1	--	--	--
PB4	208+71NB'	5.5'	RT	1	--	--	--
PB5	208+04NB'	26.5'	RT	--	--	--	1
PB6	207+51NB'	26.3'	RT	--	--	--	1
PB7	208+71NB'	5.5'	RT	1	--	--	--
PB8	208+93NB'	27.9'	LT	--	--	1	--
PB9	210+20NB'	26.9'	LT	--	--	1	--
PB10	210+30NB'	0.0'	RT	1	--	--	--
PB11	211+03NB'	26.8'	LT	--	1	--	--
PB12	211+02NB'	16.0'	LT	1	--	--	--
PB13	210+21NB'	24.9'	RT	--	--	1	--
PB14	100+57J'	23.1'	LT	--	--	1	--
PB15	100+78J'	23.1'	LT	--	1	--	--
PB16	100+77J'	7.5'	LT	1	--	--	--
PB17	100+56J'	32.2'	RT	--	--	1	--
PB18	310+1596'	36.6'	LT	--	--	1	--
PB19	310+1196'	16.1'	LT	1	--	--	--
PB20	310+1296'	5.2'	LT	1	--	--	--
PB21	310+2196'	34.6'	RT	--	--	1	--
PB22	310+3996'	25.8'	RT	--	--	1	--
PB23	310+4196'	5.5'	LT	1	--	--	--
CATEGORY 0010 TOTAL				9	4	8	2

PROJECT NO: 4650-08-71

HWY: STH 55

COUNTY: OUTAGAMIE

MISCELLANEOUS QUANTITIES

SHEET 296

FILE NAME: G:\WORK\1010-12002\Civil\3DSheets\Plan\4650-08-71_MO_SIS.ppt

ORIGINATOR: KL ENGINEERING, INC.

REV. DATE:

PRINT DATE: November 6, 2017



Proposal Schedule of Items

Proposal ID: 20171212001 Project(s): 4650-08-71

Federal ID(s): WISC 2017623

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	201.0105 Clearing	30.000 STA	_____.	_____.
0004	201.0120 Clearing	160.000 ID	_____.	_____.
0006	201.0205 Grubbing	31.000 STA	_____.	_____.
0008	201.0220 Grubbing	160.000 ID	_____.	_____.
0010	203.0100 Removing Small Pipe Culverts	13.000 EACH	_____.	_____.
0012	203.0200 Removing Old Structure (station) 01. Sta 234+73 4'X6' Box	LS	LUMP SUM	_____.
0014	204.0100 Removing Pavement	27,047.000 SY	_____.	_____.
0016	204.0120 Removing Asphaltic Surface Milling	4,560.000 SY	_____.	_____.
0018	204.0150 Removing Curb & Gutter	1,145.000 LF	_____.	_____.
0020	204.0155 Removing Concrete Sidewalk	1,412.000 SY	_____.	_____.
0022	204.0170 Removing Fence	5,050.000 LF	_____.	_____.
0024	204.0180 Removing Delineators and Markers	27.000 EACH	_____.	_____.
0026	204.0195 Removing Concrete Bases	11.000 EACH	_____.	_____.
0028	204.0205 Removing Utility Poles	1.000 EACH	_____.	_____.
0030	204.0210 Removing Manholes	27.000 EACH	_____.	_____.
0032	204.0220 Removing Inlets	40.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20171212001 Project(s): 4650-08-71

Federal ID(s): WISC 2017623

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	204.0245 Removing Storm Sewer (size) 01. 6-10 Inch	436.000 LF	_____.	_____.
0036	204.0245 Removing Storm Sewer (size) 02. 12-15 Inch	1,913.000 LF	_____.	_____.
0038	204.0245 Removing Storm Sewer (size) 03. 18-21 Inch	170.000 LF	_____.	_____.
0040	204.0245 Removing Storm Sewer (size) 04. 24-30 Inch	509.000 LF	_____.	_____.
0042	204.0245 Removing Storm Sewer (size) 05. 36-42 Inch	280.000 LF	_____.	_____.
0044	204.0245 Removing Storm Sewer (size) 06. 48-54 Inch	1,663.000 LF	_____.	_____.
0046	204.0270 Abandoning Culvert Pipes	2.000 EACH	_____.	_____.
0048	204.0291.S Abandoning Sewer	37.600 CY	_____.	_____.
0050	204.9060.S Removing (item description) 01. Remove Ramp Gate System	3.000 EACH	_____.	_____.
0052	205.0100 Excavation Common	87,233.000 CY	_____.	_____.
0054	209.1100 Backfill Granular Grade 1	30.000 CY	_____.	_____.
0056	209.2100 Backfill Granular Grade 2	1,000.000 CY	_____.	_____.
0058	210.2500 Backfill Structure Type B	235.000 TON	_____.	_____.
0060	213.0100 Finishing Roadway (project) 01. 4650-08-71	1.000 EACH	_____.	_____.
0062	305.0110 Base Aggregate Dense 3/4-Inch	2,625.000 TON	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20171212001 Project(s): 4650-08-71

Federal ID(s): WISC 2017623

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0064	305.0120 Base Aggregate Dense 1 1/4-Inch	45,481.000 TON	_____.	_____.
0066	310.0110 Base Aggregate Open-Graded	57.000 TON	_____.	_____.
0068	311.0110 Breaker Run	60,000.000 TON	_____.	_____.
0070	312.0110 Select Crushed Material	940.000 TON	_____.	_____.
0072	350.0102 Subbase	1,620.000 CY	_____.	_____.
0074	405.0100 Coloring Concrete WisDOT Red	1,360.000 CY	_____.	_____.
0076	405.1000 Stamping Colored Concrete	130.000 CY	_____.	_____.
0078	415.0080 Concrete Pavement 8-Inch	7,780.000 SY	_____.	_____.
0080	415.0090 Concrete Pavement 9-Inch	33,660.000 SY	_____.	_____.
0082	415.0095 Concrete Pavement 9 1/2-Inch	8,610.000 SY	_____.	_____.
0084	415.0210 Concrete Pavement Gaps	10.000 EACH	_____.	_____.
0088	415.1095 Concrete Pavement HES 9 1/2-Inch	1,360.000 SY	_____.	_____.
0090	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____.	_____.
0092	416.0160 Concrete Driveway 6-Inch	726.000 SY	_____.	_____.
0094	416.0180 Concrete Driveway 8-Inch	310.000 SY	_____.	_____.
0096	416.0260 Concrete Driveway HES 6-Inch	398.000 SY	_____.	_____.
0098	416.0280 Concrete Driveway HES 8-Inch	195.000 SY	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20171212001 Project(s): 4650-08-71

Federal ID(s): WISC 2017623

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0100	416.0512 Concrete Truck Apron 12-Inch	2,250.000 SY	_____	_____
0102	416.0610 Drilled Tie Bars	14.000 EACH	_____	_____
0104	416.0620 Drilled Dowel Bars	188.000 EACH	_____	_____
0106	416.1010 Concrete Surface Drains	2.000 CY	_____	_____
0108	440.4410 Incentive IRI Ride	3,799.000 DOL	1.00000	3,799.00
0110	450.4000 HMA Cold Weather Paving	498.000 TON	_____	_____
0112	455.0605 Tack Coat	883.000 GAL	_____	_____
0114	460.2000 Incentive Density HMA Pavement	1,720.000 DOL	1.00000	1,720.00
0116	460.5223 HMA Pavement 3 LT 58-28 S	155.000 TON	_____	_____
0118	460.5224 HMA Pavement 4 LT 58-28 S	750.000 TON	_____	_____
0120	460.6223 HMA Pavement 3 MT 58-28 S	190.000 TON	_____	_____
0122	460.6224 HMA Pavement 4 MT 58-28 S	75.000 TON	_____	_____
0124	460.7223 HMA Pavement 3 HT 58-28 S	840.000 TON	_____	_____
0126	460.7224 HMA Pavement 4 HT 58-28 S	460.000 TON	_____	_____
0128	465.0105 Asphaltic Surface	60.000 TON	_____	_____
0130	465.0120 Asphaltic Surface Driveways and Field Entrances	607.000 TON	_____	_____



Proposal Schedule of Items

Proposal ID: 20171212001 Project(s): 4650-08-71

Federal ID(s): WISC 2017623

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0132	465.0125 Asphaltic Surface Temporary	100.000 TON	_____.	_____.
0134	465.0400 Asphaltic Shoulder Rumble Strips	1,700.000 LF	_____.	_____.
0136	520.8000 Concrete Collars for Pipe	2.000 EACH	_____.	_____.
0138	521.1503 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 4 to 1	1.000 EACH	_____.	_____.
0140	521.3118 Culvert Pipe Corrugated Steel 18-Inch	4.000 LF	_____.	_____.
0142	522.1012 Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	4.000 EACH	_____.	_____.
0144	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	4.000 EACH	_____.	_____.
0146	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	3.000 EACH	_____.	_____.
0148	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	8.000 EACH	_____.	_____.
0150	522.1027 Apron Endwalls for Culvert Pipe Reinforced Concrete 27-Inch	2.000 EACH	_____.	_____.
0152	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	2.000 EACH	_____.	_____.
0154	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	2.000 EACH	_____.	_____.
0156	601.0409 Concrete Curb & Gutter 30-Inch Type A	15,604.000 LF	_____.	_____.
0158	601.0411 Concrete Curb & Gutter 30-Inch Type D	530.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20171212001 Project(s): 4650-08-71

Federal ID(s): WISC 2017623

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0160	601.0452 Concrete Curb & Gutter Integral 30-Inch Type D	194.000 LF	_____.	_____.
0162	601.0501 Concrete Curb & Gutter Integral 4-Inch Sloped 36-Inch	715.000 LF	_____.	_____.
0164	601.0551 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	2,876.000 LF	_____.	_____.
0166	601.0580 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	1,503.000 LF	_____.	_____.
0168	601.0600 Concrete Curb Pedestrian	820.000 LF	_____.	_____.
0170	602.0405 Concrete Sidewalk 4-Inch	46,140.000 SF	_____.	_____.
0172	602.0410 Concrete Sidewalk 5-Inch	74,930.000 SF	_____.	_____.
0174	602.0415 Concrete Sidewalk 6-Inch	10,560.000 SF	_____.	_____.
0176	602.0515 Curb Ramp Detectable Warning Field Natural Patina	1,862.000 SF	_____.	_____.
0178	604.0400 Slope Paving Concrete	490.000 SY	_____.	_____.
0180	606.0200 Riprap Medium	22.000 CY	_____.	_____.
0182	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	1,504.000 LF	_____.	_____.
0184	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	919.000 LF	_____.	_____.
0186	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	1,850.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20171212001 Project(s): 4650-08-71

Federal ID(s): WISC 2017623

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0280	614.2620 MGS Guardrail Terminal Type 2	4.000 EACH	_____	_____
0282	616.0205 Fence Chain Link 5-FT	4,450.000 LF	_____	_____
0284	619.1000 Mobilization	1.000 EACH	_____	_____
0286	620.0300 Concrete Median Sloped Nose	1,856.000 SF	_____	_____
0288	624.0100 Water	581.000 MGAL	_____	_____
0290	625.0100 Topsoil	53,860.000 SY	_____	_____
0292	625.0500 Salvaged Topsoil	37,400.000 SY	_____	_____
0294	628.1504 Silt Fence	7,365.000 LF	_____	_____
0296	628.1520 Silt Fence Maintenance	7,365.000 LF	_____	_____
0298	628.1905 Mobilizations Erosion Control	6.000 EACH	_____	_____
0300	628.1910 Mobilizations Emergency Erosion Control	3.000 EACH	_____	_____
0302	628.2004 Erosion Mat Class I Type B	37,400.000 SY	_____	_____
0304	628.2006 Erosion Mat Urban Class I Type A	54,660.000 SY	_____	_____
0306	628.7005 Inlet Protection Type A	98.000 EACH	_____	_____
0308	628.7010 Inlet Protection Type B	45.000 EACH	_____	_____
0310	628.7015 Inlet Protection Type C	86.000 EACH	_____	_____
0312	628.7020 Inlet Protection Type D	21.000 EACH	_____	_____



Proposal Schedule of Items

Proposal ID: 20171212001 Project(s): 4650-08-71

Federal ID(s): WISC 2017623

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0522	652.0135 Conduit Rigid Metallic 3-Inch	63.000 LF	_____.	_____.
0524	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	2,560.000 LF	_____.	_____.
0526	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	1,142.000 LF	_____.	_____.
0528	652.0800 Conduit Loop Detector	512.000 LF	_____.	_____.
0530	653.0105 Pull Boxes Steel 12x24-Inch	9.000 EACH	_____.	_____.
0532	653.0154 Pull Boxes Non-Conductive 24x36-Inch	4.000 EACH	_____.	_____.
0534	653.0164 Pull Boxes Non-Conductive 24x42-Inch	29.000 EACH	_____.	_____.
0536	653.0905 Removing Pull Boxes	4.000 EACH	_____.	_____.
0538	654.0101 Concrete Bases Type 1	4.000 EACH	_____.	_____.
0540	654.0102 Concrete Bases Type 2	4.000 EACH	_____.	_____.
0542	654.0105 Concrete Bases Type 5	18.000 EACH	_____.	_____.
0544	654.0217 Concrete Control Cabinet Bases Type 9 Special	1.000 EACH	_____.	_____.
0546	654.0220 Concrete Control Cabinet Bases Type 10	2.000 EACH	_____.	_____.
0548	654.0224 Concrete Control Cabinet Bases Type L24	2.000 EACH	_____.	_____.
0550	655.0230 Cable Traffic Signal 5-14 AWG	379.000 LF	_____.	_____.
0552	655.0240 Cable Traffic Signal 7-14 AWG	579.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20171212001 Project(s): 4650-08-71

Federal ID(s): WISC 2017623

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0732	SPV.0165 Special 02. Wall Modular Block Gravity R-44-25	1,230.000 SF	_____.	_____.
0734	SPV.0165 Special 03. Concrete Sidewalk 8-Inch	2,690.000 SF	_____.	_____.
0736	SPV.0165 Special 04. Salvage Brick Pavers	16.000 SF	_____.	_____.
0738	SPV.0165 Special 05. Wall Modular Block Mechanically Stabilized Earth R-44-26	1,085.000 SF	_____.	_____.
0740	SPV.0180 Special 01. Concrete Pavement SHES 8-Inch	275.000 SY	_____.	_____.
0742	SPV.0180 Special 02. Concrete Pavement SHES 9-Inch	380.000 SY	_____.	_____.
0744	SPV.0180 Special 03. Concrete Driveway SHES 8-Inch	186.000 SY	_____.	_____.
0746	SPV.0180 Special 04. Concrete Joint Sealing	57,270.000 SY	_____.	_____.
0748	SPV.0180 Special 05. Shredded Hardwood Bark Mulch	1,630.000 SY	_____.	_____.
0750	SPV.0195 Special 01. Management of Petroleum-Contaminated Soil & Groundwater	750.000 TON	_____.	_____.
0752	SPV.0195 Special 02. Backfill Railroad Special	450.000 TON	_____.	_____.
0754	SPV.0200 Special 01. Sanitary Manhole	25.300 VF	_____.	_____.
0756	415.1080 Concrete Pavement HES 8-Inch	4,020.000 SY	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

