



Wisconsin Department of Transportation

July 1, 2026

Division of Transportation Systems Development

Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

NOTICE TO ALL CONTRACTORS:

Proposal #03: 6994-00-72, WISC 2026721
V Cambria – STH 73 (CTH P)
Kikkert Court – STH 73
CTH P
Columbia County

Letting of July 14, 2026

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
6	Utilities

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
208.0100	Borrow	CY	4470	10,550	15,020
627.0200	Mulching	SY	126,400	13,200	139,600
629.0210	Fertilizer Type B	CWT	90	7	97
630.0300	Seeding Borrow Pit	LB	250	600	850
630.0500	Seed Water	MGAL	3700	300	4000

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
79	Revised Borrow quantity in earthwork MQ table
87	Revised Borrow Pit restoration quantities in Finishing Items MQ Table

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

6994-00-72

July 1, 2026

Special Provisions

6. Utilities.

Replace entire article language with the following:

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

The utility work plan includes additional detailed information regarding the location of known discontinued, relocated, or removed utility facilities. These can be requested from the department during the bid preparation process or from the project engineer after the contract has been awarded and executed.

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

stp-107-066 (20240703)

Any utility facility locations (stations, offsets, elevations, depths) listed in this article are approximate.

Alliant Energy – Electric has facilities within the project area that will require relocation.

Prior to construction, Alliant Energy will relocate the following facilities:

- Station. 23+45 - Install new 35' Service lift pole. Offset from CL: 33' RT Depth: Pole set Min 5.5' below existing grade
- Station. 69+85 - Replace pole with new 45' Pole. New Station:69+87. Offset: 2' (East). Depth: Pole set Min 6.5' below existing grade
- Station. 72+09 - Replace pole with new 45' Pole. New Station:72+05 - Offset: 4' (East). Depth: Pole set Min 6.5' below existing grade
- Station. 74+40 - Replace pole with new 45' Pole. New Station:74+38 - Offset: 2' (West). Depth: Pole set Min 6.5' below existing grade
- Station. 87+80 - This will become a riser pole per the new T-Line design
- Station. 107+05 - This will become a riser pole per the new T-Line design
- Station. 110+54 - Replace pole with new 40' Pole. New Station:110+56 - Offset: 5' (Northeast). Depth: Pole set Min 6' below existing grade
- Station. 145+25 - Replace pole with new 45' Pole. New Station:145+30 - Offset: 5' (East). Depth: Pole set Min 6.5' below existing grade
- Station. 196+13 - Replace pole with new 45' Pole. New Station:196+02 - Offset: 11' (West). Depth: Pole set Min 6.5' below existing grade
- Station. 233+89 - Install new 30' Stub pole and anchor. Offset from CL: 30' LT. Depth: Pole set Min 5' below existing grade
- Station. 235+99 - Replace pole with new 45' Pole and Anchor. New Station:236+09 - Offset from CL: 31' RT. Depth: Pole set Min 6.5' below existing grade

- Station. 237+99 - Replace pole with new 35' pole and Anchor. Offset from Pole: 2' (North). Depth: Pole set Min 5.5' below existing grade
- Station. 238+51 - Replace pole with new 45' Pole. Offset from CL: 31' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 240+51 - Replace pole with new 45' Pole. Offset from CL: 31' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 242+49 - Replace pole with new 45' Pole. Offset from CL: 31' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 244+54 - Replace pole with new 45' Pole and Anchor. New Station:244+45 - Offset from CL: 31' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 246+70 - Replace pole with new 45' Pole. Offset from CL: 31' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 248+69 - Replace pole with new 45' Pole and Anchor. Offset from CL: 31' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 250+84 - Replace pole with new 45' Pole. Offset from CL: 31' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 252+96 - Replace pole with new 45' Pole. Offset from CL: 31' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 255+22 - Replace pole with new 45' Pole. Offset from CL: 30' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 256+53 - Replace pole with new 45' Pole. Offset from CL: 28' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 257+79 - Replace pole with new 45' Pole and remove Anchor. Offset from CL: 26' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 257+91 - Install new 40' Pole with Anchor. Offset from CL: 58' RT. Depth: Pole set Min 6' below existing grade
- Station. 259+60 - Replace pole with new 45' Pole. Offset from CL: 22' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 261+50 - Set new 40' Pole. Offset from CL: 34' LT. Depth: Pole set Min 6' below existing grade
- Station. 261+44 - Relocate pole and Set a new 45' Pole. New Station:261+68 - Offset from CL: 22' RT. Depth: Pole set Min 6.5' below existing grade
- Station. 263+06 - Relocate pole and Set a new 45' Pole. Offset from CL: 22' RT. Depth: Pole set Min 6.5' below existing grade

During construction, Alliant Energy will support the pole located at Station 132+35 and remove anchor during the construction of the culvert pipe. Once the construction of Culvert pipe is complete Alliant to reinstall anchor. Alliant will need three weeks' notice before road work begins at this area and work to remove the anchor and support the pole will take approximately one day. Time for reinstallation of the anchor should take approximately one half day.

Alliant Energy expects these relocations to take 40 working days with relocations starting in the beginning of January 2027 and ending in March 2027.

Alliant Energy – Gas has facilities within the project area that will require relocation.

Prior to construction, Alliant Energy will relocate facilities are in conflict with the proposed work at the following stations:

- Station 67+75 – Station 68+75, the gas main conflicts with the proposed culvert pipe. The gas main will be relocated to 45' RT., 3.5' under the existing grade.
- Station 80+50 – Station 81+50, the gas main conflicts with the proposed culvert pipe. The gas main will be relocated to 75' RT., 6' under the existing grade.
- Station 137+50 – Station 138+50, the gas main conflicts with grade cuts. The gas main will be relocated to 32' RT., 6' under the existing grade.
- Station 195+70 – Station 196+90, the gas main conflicts with grade cuts. The gas main will be relocated to 28' RT., 3' under the existing grade.
- Station 208+50 the gas service crossing will be relocated to Station 208+30, 4' under the existing grade.
- Station 223+75 – Station 225+25, the gas main will be relocated to 63' RT, 4' under the existing grade.
- Station 224+05, the gas service crossing will be relocated to Station 224+00, 4' under the existing grade.
- Station 230+55, the gas service crossing will be relocated to Station 230+60, 5' under the existing grade.
- Station 233+20, the gas service to the south will be relocated to Station 233+25, 4.5' under the existing grade.
- Station 237+00 – Station 238+75, the gas main conflicts with the drainage structures. The gas main will be relocated to 30' RT., 4.5' under the existing grade.
- Station 257+85, the gas main conflicts with the storm sewer. The gas main will be relocated to Station 257+80 – Station 257+84 under CTH P, 5.5' under the existing grade.
- Station 260+95, the gas main conflicts with the storm sewer. The gas main will be relocated to Station 260+93 – Station 261+00 under CTH P, 6.5' under the existing grade.
- Station 263+95, the gas main conflicts with the storm sewer. The gas main will be relocated to Station 264+00 – Station 264+05 under CTH P, 7' under the existing grade.

Alliant Energy expects these relocations to take 20 working days with relocations starting in the beginning of March 1st, 2027 and ending March 31st, 2027.

ATC – Electric Transmission has high voltage overhead electric transmission lines that cross CTH P at Station 100+/-50, Station 185+/-25, Station 211+/-50, and Station 225+/-85. There is also a high voltage overhead electric transmission line running adjacent to the south side of CTH P from Station 211+50 to Station 225+85.

No conflicts are anticipated.

Brightspeed – Communications has facilities within the project area that will require relocation.

Prior to construction, Brightspeed will relocate the following facilities:

- Station 27+90 Place pedestal 19' north of existing pedestal along ROW, expose existing 25 pair and tie in with proposed pair.
- Station 27+90 – Station 32+10 – Trench 25 pair along ROW at 4' below existing grade
- Station 27+85 – RT – Raise pedestal 2', piece out pairs to pedestal
- Station 40+42 – Remove/Place pedestal along ROW, Piece out pairs to pedestal.
- Station 52+45 – Raise cross box 4' above existing grade

- Station 110+00 – Place handhole along ROW, expose existing 8 fiber, pull to handhole, leave slack loop.
- Station 110+00 – 116+00 – Plow 24 fiber along existing ROW to proposed ROW at 40" below existing grade
- Station 129+50 – Place cross box 10' north of existing, pull slack to box
- Station 187+50 – Raise pedestal approx. 8" to final grading
- Station 225+85 – Remove/Place pedestal 15 North to ROW, expose existing pairs, pull to pedestal
- Station 229+90 – Remove/Place pedestal 6' North at ROW, expose existing pair, pull to pedestal
- Station 229+90 – Station 232+35 – Plow along ROW at 4' below existing grade, turn south and bore roadway to existing pedestal C1D/03
- Station 232+35 – Station 241+00 – Plow 50 pair at 4' below existing grade along ROW,
- Station 235+00 – Place Handhole 32' South of CL, Expose existing 12/144 fibers, swing to HH
- Station 235+70 – Station 241+00 – Plow 24/144 fibers along proposed ROW at 4' below existing grade
- Station 241+00 – 246+50 – Bore (3) 1.25 inner duct along proposed ROW at 4' below existing grade to HH/Pedestal, pull 24/144 fibers and 50 Pair.
- Station 242+50 – Place pedestal C1D/02 40' South of CL at ROW, Tie in proposed 50 pairs and service drop
- Station 246+50 – Place pedestal C1D/01 45' South of CL at ROW, Expose and pull 50 pair to pedestal, Tie in with proposed 50 pair. Maintain 40" depth, Place new customer service drop
- Station 246+50 – Place handhole 45' South of CL along ROW, Expose, Cut, and swing existing 16/144 fibers to proposed HH.
- Station 246+50 – Station 251+15 – Plow 50 pair 46' South of CL at 40" below existing grade from pedestal C1D/01 to proposed pedestal
- Station 251+15 – Place pedestal 45' South of CL along ROW, expose existing 50 pair, pull to pedestal, tie in with proposed 50 pair
- Station 250+00 – Place pedestal 48' North of CL along ROW, expose existing 50 pair, pull to pedestal, tie in with proposed 50 pair
- Station 250+00 – Station 255+00 – Plow 50 pair at 4' below existing grade 1' front of proposed ROW.
- Station 255+00 – Place pedestal 36' North of CL along ROW, expose existing 50 pair, pull to pedestal, tie in with proposed pair
- Station 260+70 – Place handhole HH2 36' South of CL at ROW, expose existing 16/144 fiber, pull to HH, splice with proposed 144 fiber
- Station 260+80 – Place pedestal 36' South of CL along ROW, expose existing 50 pair, pull to pedestal, tie in with proposed pair.
- Station 260+92(N) Place pedestal 35' North of CL along ROW, expose existing 18/400 pairs, pull to pedestal, tie in with proposed pairs
- Station 260+92 – 261+50 North on First St.- Bore 25 pair 5' below existing grade crossing roadway, turn North at 1' front of ROW to pedestal C1/14-1
- Station 260+92 – Station 262+88 – Bore pair 1' front of ROW at 5' below existing grade to pedestal C1/15.

- Station 260+70 – Existing Handhole – Bore 144 fiber at 7' below existing grade crossing roadway, at 30' South of
- CL, turn to 1' North of ROW raising bore to 5' below existing grade to existing HH FIBER/01-EB, splice with existing 36 fiber, leave slack loop.

Brightspeed plans to begin their relocation work by July 15th, 2026, and anticipates up to 21 working days to complete it.

During construction, Brightspeed will adjust the following:

- Station 257+75 – Station 258+00 – During construction expose existing 50/400 pair, lower 1' below existing depth to avoid storm pipe. Brightspeed will need 14 days notice prior to construction starting in this area. Work to lower the line is anticipated to take 2 working days. The start date will be determined by coordination with the road contractor for the storm sewer pipe installation.

Charter – Communications has facilities within the project area that will require relocation.

Prior to construction Charter will relocate the following:

- Bury new fiber from existing vault Station 116+57 36' RT to proposed pedestal Station 117B+00 17' LT
- Relocate OLT cabinet from Station 133C+38 26' RT to Station 133C+50 31' RT
- Bury new fiber from exposed existing conduit Station 132+30 40' RT, crossing CTH P Station 133+20 to existing pedestal Station 136+10 35' LT
- Bury new fiber from proposed cabinet Station 133C+50 31' RT to existing pedestal Station 136+10 35' LT
- Bury new coax from existing pedestal Station 255+10 41' LT, crossing CTH P Station 255+10 to proposed pedestal Station 257+85 27' RT
- Transfer existing riser/aerial facilities to new pole upon completion of Alliant Energy construction Station 257+90 RT
- Bury new coax from existing pedestal Station 259+60 28' RT to proposed Alliant Energy pole Station 263+10 16' RT
- Bury new coax from proposed pedestal Station 262+30 28' RT crossing CTH P Station 262+30 to existing pedestal Station 262F+40 RT
- Transfer existing riser/aerial facilities to new pole upon completion of Alliant Energy construction Station 263+10 16' RT
- Retire empty 2" duct from Station 116+57 RT – 117B+00 LT
- Retire empty 2" duct from Station 132+30 40' RT crossing CTH P to 133C+38 26' RT
- Retire empty 2" duct from Station 133C+38 26' RT – Station 136+10 35' LT
- Retire empty 2" duct from Station 255+10 41' LT, crossing CTH P Station 255+10 to 257+90 27' RT
- Retire empty 2" duct from Station 259+60 28' RT – Station 263+10 22' RT
- Retire empty 2" duct from Station 261+45 RT crossing CTH P to Station 262F+40 RT

Charter plans to begin their relocation work in fall of 2026 and anticipates 30 to 45 working days to complete the work.

Village of Randolph – Sanitary Sewer has facilities within the project area.

Prior to construction, the Village of Randolph will install the following:

- Sanitary sewer manholes will be installed located at Station 260'F'+10, 7' RT., Station 262'F'+10, 8' RT., and Station 262'F'+50, 8' RT. in the eastern driving lane along First St.
- A sanitary sewer manhole will be installed located at Station 259'F'+65 at the proposed centerline of First St.
- 8-Inch sanitary sewer pipe will be installed from Station 259'F'+30 to Station 259'F'+65 to connect back into the existing sanitary sewer system.
- 8-Inch PVC sanitary sewer pipes will be installed from Station 260'F'+10, 7' RT to Station 262'F'+50, 8' RT. under the eastern driving lane along First St.
- Sanitary sewer force main will be installed approximately 5 feet east of the back of the proposed curb and gutter along N. 1st St., North of Cambria St., from Station 262'F'+10 to Station 261'F'+44.
- Sanitary sewer force main will be installed approximately 6.5 feet east of the proposed curb and gutter along N. 1st St., South of Cambria St., from Station 261'F'+44 to Station 259'F'+65 to connect back into the existing sanitary sewer system.

The Village of Randolph will begin installing the proposed sanitary sewer lines by March 2027 and anticipates work being completed by May 31st, 2027. It is anticipated that relocation work should take 40 working days.

During construction, the village of Randolph will install the following:

- A new sanitary sewer lift station located at Station 262'F'+10, 24' RT.
- Sanitary sewer pipe will be connected to the new lift station at Station 262'F'+10.
- 8-Inch sanitary sewer pipe will be installed from Station 262'F'+50', 8' RT to Station 262'F'+50, 24' RT to connect back into the existing sanitary sewer system.
- Sanitary laterals will be installed at Station 260'F'+14, Station 260'F'+19, Station 261'F'+90, Station 262'F'+26, and Station 262'F'+46. The sanitary sewer lateral connections into the proposed sanitary sewer system will begin after the lift station has been constructed and is in commission.
- Removal and abandonment of the existing sanitary sewer pipe from approximately Station 259'F'+65 to Station 262'F'+50, 2' RT.
- Final adjustments to sanitary manholes to meet finished roadway grade at Station 260'F'+10, 7' RT, Station 262'F'+10, 8' RT, and Station 262'F'+50, 8' RT.

The sanitary sewer lateral connection pipes into the proposed sanitary sewer system will begin after the lift station has been constructed and in commission. There is no notice needed for this work. The sanitary laterals are estimated to take approximately 3 working days. This work will be completed prior to CTH P's roadway grading work.

Contact the Water / Sewer Superintendent during construction for final sanitary sewer manhole cover adjustments. Provide the Water/Sewer Superintendent 3 weeks notice prior to roadway grading and paving construction activities occurring along N. 1st St. and along CTH P between N. 1st St. and STH 73. It is anticipated that the sanitary sewer manhole adjustments will take 1 working day.

Village of Randolph – Water has facilities within the project area. Village of Randolph maintains a water line along North First Street and North High Street/STH 73.

Prior to construction, the Village of Randolph will install the following

- The existing water main from Station 261+14, LT to Station 263+38, LT. will be replaced and relocated to the north under the shoulder of the existing roadway or 5.5 feet south of the back of the northern proposed curb and gutter.
- The relocated water main will tie back into the existing water main at approximately Station 263+43, 13' LT.

- The existing fire hydrant at Station 263+23, 28' LT. will be replaced and relocated to Station 263+28, 22.5' LT, in the proposed terrace between the proposed curb and gutter and the proposed sidewalk.
- The existing water main from Station 259'F'+34 to Station 262'F'+41, LT. will be replaced and relocated to the east under the proposed west driving lane on 1st St.
- The proposed water main will tie back into the existing water main along First St. at approximately Station 259'F'+30, 12' LT and Station 262'F'+45, 11' LT.
- The existing fire hydrant at Station 259'F'+87, 19' LT will be replaced and relocated to Station 259'F'+83, 21' LT, approximately 5 feet west of the proposed curb and gutter.
- Water services will be installed at Station 259'F'+89, Station 260'F'+24, Station 261'F'+92, and Station 262'F'+28.

The Village of Randolph will begin the proposed water main loop by March 2027 and anticipates work being completed by May 31st, 2027. It is anticipated that construction and relocation work will take 40 working days.

During construction, the Village of Randolph will adjust valve boxes and curb stop boxes to meet finished roadway grade at Station 259'F'+44, 8' LT, Station 259'F'+83, 18' LT, Station 259'F'+86, 7' LT, Station 259'F'+85, 22' RT, Station 260'F'+24, 24' LT, Station 261'F'+56, 6' LT, 261'F'+92, 28' LT, Station 262'F'+28, 26' RT, Station 262'F'+31, 7' LT, Station 261+39, 13' LT, Station 263+28, 20' LT, and Station 263+33, 13' LT.

- Contact the Water / Sewer Superintendent during construction for final water valve and curb stop box adjustments. Provide the Water/Sewer Superintendent 3 weeks notice prior to roadway grading and paving construction activities occurring along N. 1st St. and along CTH P between N. 1st St. and STH 73. It is anticipated that the water valve box and curb stop box adjustments will take 1 working day.

Schedule of Items

Attached, dated July 1, 2026, are the revised Schedule of Items Pages 1, 6, and 7.

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 79 and 87.

END OF ADDENDUM

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	DESCRIPTION	203.0100 (EACH)
28+22	MAINLINE CROSS	24" CPDS: L=40'	1
32+78	MAINLINE CROSS	17" CPDS: L=45'	1
32+78	MAINLINE CROSS	24" CPDS: L=54'	1
48+41	MAINLINE CROSS	24" CPDS: L=54'	1
81+04	MAINLINE CROSS	24" CPDS: L=50'	1
94+75	MAINLINE CROSS	24" CPDS: L=51'	1
102+80	MAINLINE CROSS	42" CPDS: L=80'	1
121+48	MAINLINE CROSS	24" CPDS: L=53'	1
133+63	MAINLINE CROSS	24" CPDS: L=46'	1
160+08	MAINLINE CROSS	24" CPDS: L=51'	1
183+67	MAINLINE CROSS	24" CPDS: L=58'	1
203+40	MAINLINE CROSS	24" CPDS: L=65'	1
117'8+90	B' LINE (FORDEG ROAD) CROSS	16" CPDS: L=38'	1
133'C+39	'C' LINE (KRIEGER ROAD) CROSS	24" CPDS: L=44'	1
261'F+42	F' LINE (1ST STREET NORTH) CROSS	24" CPDS: L=44'	1
64+84	MAINLINE RT.	18" CMCP: L=24'	1
72+32	MAINLINE LT.	18" CMCP: L=22'	1
103+82	MAINLINE RT.	18" CMCP: L=42.5'	1
105+11	MAINLINE LT.	30" CMCP: L=20'	1
105+44	MAINLINE RT.	30" CMCP: L=20'	1
1178+55	B' LINE (FORDEG ROAD) RT.	18" CMCP: L=20'	1
127+90	MAINLINE LT.	18" CMCP: L=32'	1
131+73	MAINLINE RT.	18" CMCP: L=30'	1
138+03	MAINLINE LT.	18" CMCP: L=40'	1
145+13	MAINLINE RT.	18" CMCP: L=20'	1
149+83	MAINLINE LT.	18" CMCP: L=46'	1
158+62	MAINLINE LT.	24" CMCP: L=32'	1
174+82	MAINLINE LT.	18" CMCP: L=24'	1
189+27	MAINLINE LT.	18" CMCP: L=24'	1
196+35	MAINLINE RT.	18" CMCP: L=24'	1
208+82	MAINLINE LT.	18" CMCP: L=26'	1
211+43	MAINLINE LT.	18" CMCP: L=24'	1
221+47	MAINLINE RT.	18" CMCP: L=22.5'	1
224+32	MAINLINE LT.	18" CMCP: L=24'	1
233+59	MAINLINE RT.	18" CMCP: L=34.5'	1
236+24	MAINLINE LT.	18" CPDP: L=26'	1
237+73	MAINLINE LT.	18" CMCP: L=19'	1
241+67	MAINLINE RT.	18" CMCP: L=24'	1
241+99	MAINLINE LT.	18" CMCP: L=24'	1
242+92	MAINLINE RT.	18" CMCP: L=24'	1
244+73	MAINLINE LT.	18" CMCP: L=24'	1
246+09	MAINLINE RT.	18" CMCP: L=24'	1
251+20	MAINLINE LT.	18" CMCP: L=18.5'	1
259+28	MAINLINE LT.	18" CMCP: L=40'	1
259+95	MAINLINE LT.	30" CMCP: L=24'	1
261+94	MAINLINE LT.	30" CMCP: L=29'	1
263+05	MAINLINE LT.	12" CMCP: L=32'	1
TOTAL =			46

REMOVING INLETS

STATION	LOCATION	204.0220 (EACH)
258+39	MAINLINE RT.	1
261+38	MAINLINE RT.	1
261+45	MAINLINE RT.	1
TOTAL =		4

REMOVING CONCRETE SIDEWALK

STATION	LOCATION	204.0155 (SY)
251+38	MAINLINE RT.	50
263+04	MAINLINE RT.	81
259'F+25	FIRST STREET, LT.	39
259'F+25	260'F+11	67
264'H+32	264'H+52	12
265'H+09	265'H+35	18
265'H+10	265'H+41	18
TOTAL =		285

REMOVING CONCRETE SIDEWALK

STATION	LOCATION	204.0155 (SY)
251+38	MAINLINE RT.	50
263+04	MAINLINE RT.	81
259'F+25	FIRST STREET, LT.	39
259'F+25	260'F+11	67
264'H+32	264'H+52	12
265'H+09	265'H+35	18
265'H+10	265'H+41	18
TOTAL =		425

CLEARING AND GRUBBING

STATION	LOCATION	201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
23+00 - 25+00	MAINLINE, RT.	2	2
26+00 - 29+00	MAINLINE, RT.	3	3
34+00 - 35+00	MAINLINE, RT.	1	1
36+00 - 53+00	MAINLINE, RT.	17	17
66+00 - 69+00	MAINLINE, RT.	3	3
135+00 - 156+00	MAINLINE, RT.	1	1
156+00 - 178+00	MAINLINE, RT.	1	1
230+00 - 321+00	MAINLINE, LT.	1	1
234+50 - 235+50	MAINLINE, LT.	1	1
243+00 - 243+00	MAINLINE, RT.	1	1
243+75 - 243+25	MAINLINE, RT.	1	1
247+00 - 248+00	MAINLINE, RT.	1	1
259+50 - 253+00	MAINLINE, LT.	1	1
258+50 - 257+50	MAINLINE, LT.	1	1
TOTALS =		35	35

REMOVING CONCRETE PAVEMENT

STATION	LOCATION	204.0100 (SY)
103+70 - 103+90	MAINLINE, RT.	14
158+57 - 158+72	MAINLINE, LT.	19
208+76 - 208+89	MAINLINE, LT.	19
259+86 - 260+05	MAINLINE, LT.	38
251+84 - 262+05	MAINLINE, LT.	33
263+08 - 264+44	MAINLINE, LT.	158
264+46 - 259'F+61	1ST STREET, RT.	28
259'F+89 - 260'F+13	1ST STREET, RT.	49
260'F+13 - 260'F+30	1ST STREET, RT.	31
TOTAL =		425

REMOVING STORM SEWER

STATION	LOCATION	203.0220 (EACH)
68+33	MAINLINE	1
238+17	MAINLINE	1
250+50	MAINLINE	1
TOTAL =		4

BASE AGGREGATE DENSE

STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH WATER (MGAL)
22+50 - 168+11	MAINLINE	1,780	52,926
168+22 - 264+58	MAINLINE	1,160	35,153
117'8+00 - 117'8+79	'B' LINE (FORDEG RD)	13	134
132'C+84 - 133'C+75	'C' LINE (KRIEGER RD)	15	158
223'D+25 - 223'D+76	'D' LINE (JONES RD)	9	92
226'F+45 - 257'F+77	'E' LINE (SECOND ST)	11	248
259'F+25 - 260'F+85	'F' LINE (S FIRST ST)	-	309
261'F+56 - 262'F+55	'H' LINE (E CAMBRIA ST)	-	211
264'H+94 - 265'H+18	'H' LINE (E CAMBRIA ST)	-	25
SIDEWALKS		344	0
DRAINWAYS		1,752	26
TOTALS =		4,740	89,600

HMA PAVEMENT

STATION	LOCATION	450.4000 HMA PAVEMENT TACK COAT (TON)	455.0625 HMA PAVEMENT TACK COAT (TON)	450.5224 HMA PAVEMENT 4" LT 58-28.5 (TON)	455.0120 ASPHALTIC SURFACE FIELD ENTRANCES (TON)
22+50 - 168+11	MAINLINE	-	3,443	9,520	7,934
168+22 - 264+58	MAINLINE	-	2,282	6,288	5,240
117'8+00 - 118'8+41	'B' LINE (FORDEG RD)	-	12	59	90
132'C+22 - 133'C+75	'C' LINE (KRIEGER RD)	-	15	60	98
223'D+25 - 234'D+38	'D' LINE (JONES RD)	-	9	59	77
256'E+45 - 257'E+97	'E' LINE (SECOND ST)	-	24	14	91
259'F+25 - 261'F+05	'F' LINE (S FIRST ST)	-	31	14	112
261'F+36 - 262'F+55	'H' LINE (E CAMBRIA STREET, RT.)	-	22	16	84
264'H+94 - 265'H+15	'H' LINE (E CAMBRIA STREET, LT.)	-	1	-	2
264'H+94 - 265'H+18	DRAINWAYS	-	1	-	2
PROJECT		1,790	-	-	207
TOTALS =		1,790	8,849	16,930	13,730

MISCELLANEOUS QUANTITIES

204.0245	12" INCH	43
258+39	MAINLINE RT.	1
261+38	MAINLINE RT.	1
261+45	MAINLINE RT.	1
TOTAL =		350

REMOVING STORM SEWER

STATION	LOCATION	203.0220 (EACH)
68+33	MAINLINE	1
238+17	MAINLINE	1
250+50	MAINLINE	1
TOTAL =		4

BASE AGGREGATE DENSE

STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH WATER (MGAL)
22+50 - 168+11	MAINLINE	1,780	52,926
168+22 - 264+58	MAINLINE	1,160	35,153
117'8+00 - 117'8+79	'B' LINE (FORDEG RD)	13	134
132'C+84 - 133'C+75	'C' LINE (KRIEGER RD)	15	158
223'D+25 - 223'D+76	'D' LINE (JONES RD)	9	92
226'F+45 - 257'F+77	'E' LINE (SECOND ST)	11	248
259'F+25 - 260'F+85	'F' LINE (S FIRST ST)	-	309
261'F+56 - 262'F+55	'H' LINE (E CAMBRIA ST)	-	211
264'H+94 - 265'H+18	'H' LINE (E CAMBRIA ST)	-	25
SIDEWALKS		344	0
DRAINWAYS		1,752	26
TOTALS =		4,740	89,600

HMA PAVEMENT

STATION	LOCATION	450.4000 HMA PAVEMENT TACK COAT (TON)	455.0625 HMA PAVEMENT TACK COAT (TON)	450.5224 HMA PAVEMENT 4" LT 58-28.5 (TON)	455.0120 ASPHALTIC SURFACE FIELD ENTRANCES (TON)
22+50 - 168+11	MAINLINE	-	3,443	9,520	7,934
168+22 - 264+58	MAINLINE	-	2,282	6,288	5,240
117'8+00 - 118'8+41	'B' LINE (FORDEG RD)	-	12	59	90
132'C+22 - 133'C+75	'C' LINE (KRIEGER RD)	-	15	60	98
223'D+25 - 234'D+38	'D' LINE (JONES RD)	-	9	59	77
256'E+45 - 257'E+97	'E' LINE (SECOND ST)	-	24	14	91
259'F+25 - 261'F+05	'F' LINE (S FIRST ST)	-	31	14	112
261'F+36 - 262'F+55	'H' LINE (E CAMBRIA STREET, RT.)	-	22	16	84
264'H+94 - 265'H+15	'H' LINE (E CAMBRIA STREET, LT.)	-	1	-	2
264'H+94 - 265'H+18	DRAINWAYS	-	1	-	2
PROJECT		1,790	-	-	207
TOTALS =		1,790	8,849	16,930	13,730

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REMOVING STORM SEWER

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STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH WATER (MGAL)
22+50 - 168+11	MAINLINE	1,780	52,926
168+22 - 264+58	MAINLINE	1,160	35,153
117'8+00 - 117'8+79	'B' LINE (FORDEG RD)	13	134
132'C+84 - 133'C+75	'C' LINE (KRIEGER RD)	15	158
223'D+25 - 223'D+76	'D' LINE (JONES RD)	9	92
226'F+45 - 257'F+77	'E' LINE (SECOND ST)	11	248
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261'F+56 - 262'F+55	'H' LINE (E CAMBRIA ST)	-	211
264'H+94 - 265'H+18	'H' LINE (E CAMBRIA ST)	-	25
SIDEWALKS		344	0
DRAINWAYS		1,752	26
TOTALS =		4,740	89,600

HMA PAVEMENT

STATION	LOCATION	450.4000 HMA PAVEMENT TACK COAT (TON)	455.0625 HMA PAVEMENT TACK COAT (TON)	450.5224 HMA PAVEMENT 4" LT 58-28.5 (TON)	455.0120 ASPHALTIC SURFACE FIELD ENTRANCES (TON)
22+50 - 168+11	MAINLINE	-	3,443	9,520	7,934
168+22 - 264+58	MAINLINE	-	2,282	6,288	5,240
117'8+00 - 118'8+41	'B' LINE (FORDEG RD)	-	12	59	90
132'C+22 - 133'C+75	'C' LINE (KRIEGER RD)	-	15	60	98
223'D+25 - 234'D+38	'D' LINE (JONES RD)	-	9	59	77
256'E+45 - 257'E+97	'E' LINE (SECOND ST)	-	24	14	91
259'F+25 - 261'F+05	'F' LINE (S FIRST ST)	-	31	14	112
261'F+36 - 262'F+55	'H' LINE (E CAMBRIA STREET, RT.)	-	22	16	84
264'H+94 - 265'H+15	'H' LINE (E CAMBRIA STREET, LT.)	-	1	-	2
264'H+94 - 265'H+18	DRAINWAYS	-	1	-	2
PROJECT		1,790	-	-	207
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MISCELLANEOUS QUANTITIES

204.0245	12" INCH	43
258+39	MAINLINE RT.	1
261+38	MAINLINE RT.	1
261+45	MAINLINE RT.	1
TOTAL =		350

REMOVING STORM SEWER

STATION	LOCATION	203.0220 (EACH)
68+33	MAINLINE	1
238+17	MAINLINE	1
250+50	MAINLINE	1
TOTAL =		4

BASE AGGREGATE DENSE

STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH WATER (MGAL)
22+50 - 168+11	MAINLINE	1,780	52,926
168+22 - 264+58	MAINLINE	1,160	35,153
117'8+00 - 117'8+79	'B' LINE (FORDEG RD)	13	134
132'C+84 - 133'C+75	'C' LINE (KRIEGER RD)	15	158
223'D+25 - 223'D+76	'D' LINE (JONES RD)	9	92
226'F+45 - 257'F+77	'E' LINE (SECOND ST)	11	248
259'F+25 - 260'F+85	'F' LINE (S FIRST ST)	-	309
261'F+56 - 262'F+55	'H' LINE (E CAMBRIA ST)	-	211
264'H+94 - 265'H+18	'H' LINE (E CAMBRIA ST)	-	25
SIDEWALKS		344	0
DRAINWAYS		1,752	26
TOTALS =		4,740	89,600

HMA PAVEMENT

STATION	LOCATION	450.4000 HMA PAVEMENT TACK COAT (TON)	455.0625 HMA PAVEMENT TACK COAT (TON)	450.5224 HMA PAVEMENT 4" LT 58-28.5 (TON)	455.0120 ASPHALTIC SURFACE FIELD ENTRANCES (TON)
22+50 - 168+11	MAINLINE	-	3,443	9,520	7,934
168+22 - 264+58	MAINLINE	-	2,282	6,288	5,240
117'8+00 - 118'8+41	'B' LINE (FORDEG RD)	-	12	59	90
132'C+22 - 133'C+75	'C' LINE (KRIEGER RD)	-	15	60	98
223'D+25 - 234'D+38	'D' LINE (JONES RD)	-	9	59	77
256'E+45 - 257'E+97	'E' LINE (SECOND ST)	-	24	14	91
259'F+25 - 261'F+05	'F' LINE (S FIRST ST)	-	31	14	112
261'F+36 - 262'F+55	'H' LINE (E CAMBRIA STREET, RT.)	-	22	16	84
264'H+94 - 265'H+15	'H' LINE (E CAMBRIA STREET, LT.)	-	1	-	2
264'H+94 - 265'H+18	DRAINWAYS	-	1	-	2
PROJECT		1,790	-	-	207
TOTALS =		1,790	8,849	16,930	13,730

MISCELLANEOUS QUANTITIES

204.0245	12" INCH	43
258+39	MAINLINE RT.	1
261+38	MAINLINE RT.	1
261+45	MAINLINE RT.	1
TOTAL =		350

REMOVING STORM SEWER

STATION	LOCATION	203.0220 (EACH)
68+33	MAINLINE	1
238+17	MAINLINE	1
250+50	MAINLINE	1
TOTAL =		4

BASE AGGREGATE DENSE

STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH WATER (MGAL)
22+50 - 168+11	MAINLINE	1,780	52,926
168+22 - 264+58	MAINLINE	1,160	35,153
117'8+00 - 117'8+79	'B' LINE (FORDEG RD)	13	134
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261'F+56 - 262'F+55	'H' LINE (E CAMBRIA ST)	-	211
264'H+94 - 265'H+18	'H' LINE (E CAMBRIA ST)	-	25
SIDEWALKS		344	0
DRAINWAYS		1,752	26
TOTALS =</			

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ID 6994-00-72
Revised Sheet 79
July 1, 2026

PERMANENT SIGNING CONTINUED

SIGN NUMBER	APPROX. STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE (IN X IN)	POSTS WOOD 4"X6" (EACH)	634.0616 POSTS WOOD 4"X6" (EACH)	634.0618 POSTS WOOD 4"X6" (EACH)	637.2210 SIGNS TYPE II RETRO REFLECTIVE (SF)	637.2230 SIGNS TYPE II RETRO REFLECTIVE (SF)	638.2102 MOYHO SIGNS TYPE II (EACH)	638.2602 REMOVING SIGNS & SUPPORTS (EACH)	638.3000 REMOVING SIGNS & SUPPORTS (EACH)	638.4000 REMOVING SIGNS & SUPPORTS (EACH)
16-06	240+55	MAINLINE, RT.	R2-1	SPEED LIMIT	45	24X31	-	1	-	3.00	-	-	-	-	-
16-07R	240+45	MAINLINE, LT.	R2-1	SPEED LIMIT	55	24X32	-	-	-	-	-	-	1	1	-
16-08	240+55	MAINLINE, LT.	R2-1	SPEED LIMIT	55	24X33	-	1	-	3.00	-	-	-	-	-
17-01	243+50	MAINLINE, RT.	W14-3	NO PASSING ZONE	-	48X36	-	-	-	5.56	-	-	-	-	-
17-02R	248+65	MAINLINE, RT.	W3-5	SPEED REDUCTION AHEAD	25	36X36	-	-	-	-	-	1	1	1	-
17-03R	250+85	MAINLINE, RT.	J1-1	JUNCTION	73	24X39	-	-	-	-	-	-	-	-	-
17-04	251+00	MAINLINE, LT.	W14-3	NO PASSING ZONE	-	48X36	-	1	-	5.00	-	-	-	-	-
17-05	252+25	MAINLINE, RT.	W3-5	SPEED REDUCTION AHEAD	25	36X36	-	-	1	-	-	-	-	-	-
17-06	253+50	MAINLINE, RT.	J1-1	JUNCTION	73	24X39	-	1	-	6.50	-	-	-	-	-
17-07M	254+80	MAINLINE, RT.	VARIES	VARIES	-	-	-	-	-	-	-	3	-	-	2
18-01R	257+50	MAINLINE, RT.	R2-1	SPEED LIMIT	25	24X30	-	-	-	-	-	-	1	1	-
18-02	257+50	MAINLINE, RT.	R2-1	SPEED LIMIT	25	24X30	-	-	-	3.00	-	-	-	-	-
18-03	257+50	MAINLINE, RT.	R2-1	SPEED LIMIT	45	24X30	-	1	-	3.00	-	-	-	-	-
18-04	257+50	MAINLINE, RT.	R2-1	NO PASSING ZONE	45	24X30	-	-	-	-	-	-	-	-	-
18-05R	258+00	MAINLINE, LT.	R5-51	NO ATV TRAFFIC	-	24X24	-	-	-	-	-	1	1	1	-
18-06R	259+00	MAINLINE, LT.	VARIES	VARIES	-	-	-	-	-	-	-	2	-	-	1
18-07M	259+00	MAINLINE, LT.	R1-1	STOP	-	30X30	-	-	-	-	-	2	-	-	1
18-08R	257'E+70	SIDEROAD, RT.	VARIES	VARIES	-	-	-	-	-	-	-	2	-	-	1
18-09M	257'E+80	SIDEROAD, RT.	VARIES	VARIES	-	-	-	-	-	-	-	-	-	-	-
18-10	257'E+80	SIDEROAD, RT.	R1-1	STOP	-	30X30	-	-	5.18	-	-	-	-	-	-
18-11M	259+05	MAINLINE, LT.	-	RANDOLF CHRISTIAN SCHOOL	-	-	-	1	-	-	-	1	-	-	-
18-12R	259+50	MAINLINE, RT.	W3-1	STOP AHEAD	-	36X36	-	-	-	-	-	-	1	1	-
18-13	259+60	MAINLINE, RT.	W3-1	STOP AHEAD	-	36X36	-	-	1	-	9.00	-	-	-	-
18-14R	260+70	MAINLINE, LT.	R2-1	SPEED LIMIT	25	24X30	-	-	-	-	-	-	1	1	-
18-15R	261'E+55	SIDEROAD, LT.	R1-1	STOP	-	30X30	-	-	-	-	-	-	1	1	-
18-16	261'E+60	SIDEROAD, LT.	R1-1	STOP	-	30X30	-	1	-	5.18	-	-	-	-	-
18-17R	261'E+60	SIDEROAD, RT.	W14-1	DEAD END	-	30X30	-	-	-	-	-	-	1	1	-
18-18	261'E+65	SIDEROAD, RT.	W14-1	DEAD END	-	30X30	-	1	-	-	6.25	-	-	-	-
18-19R	260'E+80	SIDEROAD, RT.	R1-1	STOP	-	30X30	-	-	-	-	-	-	1	1	-
18-20	260'E+85	SIDEROAD, RT.	R1-1	STOP	-	30X30	-	-	-	-	-	-	-	-	-
18-21M	261'E+75	SIDEROAD, RT.	VARIES	VARIES	25	24X30	-	-	-	5.18	-	-	-	-	-
18-22	261'E+75	SIDEROAD, RT.	R2-1	SPEED LIMIT	-	24X24	-	1	-	3.00	-	-	-	-	1
18-23	264+00	MAINLINE, LT.	M1-5A	CTH ROUTE MARKER	P	24X24	1	-	-	4.00	-	-	-	-	-
18-24R	264+15	MAINLINE, LT.	-	COLUMBIA COUNTY LINE	-	-	-	-	-	-	-	-	1	1	-
18-25	264+20	MAINLINE, LT.	I2-2	COUNTY	-	72X15	2	-	-	7.50	-	-	-	-	-
18-26R	264+20	MAINLINE, RT.	J13-1	5TH	73	24X45	-	-	-	-	-	-	-	-	-
18-27	264+30	MAINLINE, RT.	J13-1	5TH	73	24X45	-	1	-	7.50	-	-	-	-	-
18-28R	264+40	MAINLINE, RT.	R1-1	STOP	-	30X30	-	-	-	-	-	-	1	1	-
18-29	264+45	MAINLINE, RT.	R1-1	STOP	-	30X30	-	1	-	5.18	-	-	-	-	-
SHEET TOTALS =					4	14	2	61	35	10	14	41	13	5	
PROJECT TOTALS =					7	44	5	114.76	180.42	20	41	41	9		

FINISHING ITEMS

STATION - STATION	LOCATION	625.0100 TOPSOIL (CY)	625.0500 SALVAGED TOPSOIL (CY)	627.0200 MULCHING (SF)	627.0200 PROTECTION TYPE A (EACH)	628.7005 INLET PROTECTION TYPE C (EACH)	629.0210 FERTILIZER (CWT)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0140 SEEDING MIXTURE NO. 40 (LB)	630.0300 SEED BORROW PIT (LB)	630.0500 SEED MIXTURE BORROW PIT (MGAL)
22+50 - 118+39	MAINLINE, RT.	-	20991	17140	-	-	18	1441	-	-	723
22+50 - 131+90	MAINLINE, LT.	-	16120	21245	-	-	15	1197	-	-	603
118+72 - 168+11	MAINLINE, RT.	-	6021	9470	-	-	6	519	-	-	263
134+25 - 168+11	MAINLINE, LT.	-	3954	6821	-	-	4	342	-	-	174
168+22 - 223+21	MAINLINE, RT.	-	7395	12894	-	-	9	628	-	-	321
224+66 - 357+06	MAINLINE, LT.	411	13396	8670	-	-	12	940	30	-	208
258+28 - 261+04	MAINLINE, RT.	627	5080	957	-	-	5	385	30	-	209
261+37 - 264+53	MAINLINE, RT.	366	-	446	-	-	0.5	-	23	-	22
261+39 - 264+53	MAINLINE, LT.	327	-	517	-	-	0.3	-	23	-	12
264H+00 - 265H+02	H+LINE (E CAMBRIA ST, RT.)	6	-	22	-	-	0.0	-	1	-	0.5
264H+00 - 265H+08	H+LINE (E CAMBRIA ST, LT.)	12	-	33	-	-	0.0	-	1	-	0.8
264H+00 - 265H+08	BORROW PIT PROJECT	-	-	15020	-	-	8.4	-	-	676	352
-	-	-	-	-	18	15	-	-	-	-	-
UNDISTRIBUTED		431	18041	27936	-	-	19.5	1358	29	174	809.7
TOTALS =		2180	90500	139600	18	15	97	6810	170	850	4000

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July 1, 2026



Proposal Schedule of Items

Page 1 of 11

Proposal ID: 20260714003 Project(s): 6994-00-72

Federal ID(s): WISC 2026271

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	35.000 STA	_____.	_____.
0004	201.0205 Grubbing	35.000 STA	_____.	_____.
0006	203.0100 Removing Small Pipe Culverts	46.000 EACH	_____.	_____.
0008	203.0220 Removing Structure (structure) 01. 3-FT x 3-FT Concrete Box, STA. 57+09	1.000 EACH	_____.	_____.
0010	203.0220 Removing Structure (structure) 02. 3-FT x 5-FT Concrete Box, STA. 68+33	1.000 EACH	_____.	_____.
0012	203.0220 Removing Structure (structure) 03. 2-FT x 3-FT Concrete Box, STA. 238+17	1.000 EACH	_____.	_____.
0014	203.0220 Removing Structure (structure) 04. 2-FT x 3-FT Concrete Box, STA. 250+50	1.000 EACH	_____.	_____.
0016	204.0100 Removing Concrete Pavement	425.000 SY	_____.	_____.
0018	204.0150 Removing Curb & Gutter	900.000 LF	_____.	_____.
0020	204.0155 Removing Concrete Sidewalk	285.000 SY	_____.	_____.
0022	204.0220 Removing Inlets	4.000 EACH	_____.	_____.
0024	204.0245 Removing Storm Sewer (size) 01. 12- INCH	350.000 LF	_____.	_____.
0026	205.0100 Excavation Common	53,800.000 CY	_____.	_____.
0028	208.0100 Borrow	15,020.000 CY	_____.	_____.



Proposal Schedule of Items

Page 6 of 11

Proposal ID: 20260714003 Project(s): 6994-00-72

Federal ID(s): WISC 2026271

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0142	611.0639 Inlet Covers Type H-S	5.000 EACH	_____.	_____.
0144	611.0645 Inlet Covers Type MS-A	3.000 EACH	_____.	_____.
0146	611.2003 Manholes 3-FT Diameter	1.000 EACH	_____.	_____.
0148	611.2004 Manholes 4-FT Diameter	1.000 EACH	_____.	_____.
0150	611.2005 Manholes 5-FT Diameter	3.000 EACH	_____.	_____.
0152	611.3004 Inlets 4-FT Diameter	6.000 EACH	_____.	_____.
0154	611.3230 Inlets 2x3-FT	9.000 EACH	_____.	_____.
0156	611.3901 Inlets Median 1 Grate	3.000 EACH	_____.	_____.
0158	611.8110 Adjusting Manhole Covers	1.000 EACH	_____.	_____.
0160	618.0100 Maintenance and Repair of Haul Roads (project) 01. 6994-00-72	1.000 EACH	_____.	_____.
0162	619.1000 Mobilization	1.000 EACH	_____.	_____.
0164	624.0100 Water	1,400.000 MGAL	_____.	_____.
0166	625.0100 Topsoil	2,180.000 SY	_____.	_____.
0168	625.0500 Salvaged Topsoil	90,500.000 SY	_____.	_____.
0170	627.0200 Mulching	139,600.000 SY	_____.	_____.
0172	628.1504 Silt Fence	22,000.000 LF	_____.	_____.



Proposal Schedule of Items

Page 7 of 11

Proposal ID: 20260714003 Project(s): 6994-00-72

Federal ID(s): WISC 2026271

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0174	628.1520 Silt Fence Maintenance	44,000.000 LF	_____.	_____.
0176	628.1905 Mobilizations Erosion Control	10.000 EACH	_____.	_____.
0178	628.1910 Mobilizations Emergency Erosion Control	8.000 EACH	_____.	_____.
0180	628.2004 Erosion Mat Class I Type B	39,700.000 SY	_____.	_____.
0182	628.2008 Erosion Mat Urban Class I Type B	640.000 SY	_____.	_____.
0184	628.2023 Erosion Mat Class II Type B	730.000 SY	_____.	_____.
0186	628.7005 Inlet Protection Type A	18.000 EACH	_____.	_____.
0188	628.7015 Inlet Protection Type C	15.000 EACH	_____.	_____.
0190	628.7504 Temporary Ditch Checks	2,160.000 LF	_____.	_____.
0192	628.7555 Culvert Pipe Checks	200.000 EACH	_____.	_____.
0194	629.0210 Fertilizer Type B	97.000 CWT	_____.	_____.
0196	630.0130 Seeding Mixture No. 30	6,810.000 LB	_____.	_____.
0198	630.0140 Seeding Mixture No. 40	170.000 LB	_____.	_____.
0200	630.0300 Seeding Borrow Pit	850.000 LB	_____.	_____.
0202	630.0500 Seed Water	4,000.000 MGAL	_____.	_____.
0204	633.5100 Markers ROW	202.000 EACH	_____.	_____.