



**Northeast Region**

# **Request for Proposals: Instructions to Proposers**

**Addendum #21**

**Town of Grand Chute, College Avenue**

**IH 41 – Bluemound Drive**

**STH 125, Outagamie County**

**Design-Build Project**

**State Design/Construction IDs: 6526-00-00/71**

**Julyne 293, 2022**

### 1.2.2 Project Environmental Status

National Environmental Policy Act (NEPA) requirements are complete. Categorical Exclusion (CE) was signed on December 21, 2021.

### 1.2.3 Status of Required Right-of-Way Acquisition

Existing and proposed permanent Right-of-Way and proposed Temporary Limited Easement (TLE) for the Project are as shown on the Transportation Project Plat (TPP) and the TLE Acquisition Exhibit in Book 2, Section 7, Exhibit 7-A. All parcels are acquired by the Department. ~~There are several parcels that are yet to be acquired by the Department. The Department will acquire these parcels, based on the following conditions, at no cost to the Design-Builder:~~

~~Parcel 1 (TPP No: 6526-00-21—4.01 Amendment No. 1) is anticipated to be acquired by July 22, 2022.~~

~~Parcel 6 (TPP No. 6526-00-21—4.02) is anticipated to be acquired by July 22, 2022.~~

~~Parcel 12 (R/W Project Number: 6526-00-21, Sheet Number:1, TLE Acquisition Exhibit) is anticipated to be acquired by July 22, 2022.~~

### 1.2.4 Status of Utility Coordination/Relocation

The Department is continuing coordination efforts with all utilities known to be present within the Project limits. There are several utilities that will require relocation due to the Project. These relocations are scheduled to be completed by the time of Contract Award. Approved Utility Work Plans will be included in Book 2, Section 6, Exhibit 6-D when Approved by the Department. ~~All Utility Work Plans are anticipated to be Approved by the Department by June 30, 2022.~~

## 1.3 Project Goals

The Department's primary goals for this procurement and the Project include:

- Safety
  - Provide a safe Project area for the traveling public and workers during the execution of the Project.
  - Provide a Project solution that is consistent with current Department, Federal Highway Administration (FHWA), and American Association of State Highway and Transportation Officials (AASHTO) safety practices, guidelines, policies, and standards.
- Quality
  - Provide a high-quality product that meets or exceeds Department standards and minimizes future maintenance.
  - Implement and follow the Department's Performance-Based Practical Design Principles.

## 2 Procurement Schedule

The deadlines and due dates shown in Table 2-1 apply to this ITP. The Department may at its discretion amend this schedule by issuing an Addendum to the RFP.

**Table 2-1: Procurement Schedule**

May 13, 2022.....	Issue RFPs
May 27, 2022.....	Clarification Submittal #1 and One-on-One Meeting Agenda Deadline (5:00 pm Central Time)
June 2, 2022.....	One-on-One Meeting on RFP and Initial Alternative Technical Concepts (ATCs)
June 7, 2022.....	DBE Meet and Greet (see Note 1)
June 24, 2022.....	Clarification Submittal #2 and One-on-One Meeting Agenda Deadline (5:00 pm Central Time)
June 28, 2022.....	One-on-One Meeting on RFP and Initial/Final ATCs
July 5, 2022 .....	Initial ATC Submittal Deadline (2:00 pm Central Time) (see Note 2)
July 8, 2022 .....	Department Initial ATC Response Date
July 15, 2022 .....	Final ATC Submittal Deadline (5:00 pm Central Time) (see Note 3)
July 22, 2022 .....	Department Final ATC Response Date
July 29, 2022 .....	Final ATC Resubmittal Deadline (5:00 pm Central Time)
August 1, 2022 .....	SOQ Modification Request Deadline (5:00 pm Central Time)
August 5, 2022 .....	Final Clarification Deadline (5:00 pm Central Time)
August 5, 2022 .....	Department Final ATC Final Response Date
August 10, 2022 .....	Department SOQ Modification Request Response Date
August 10, 2022 .....	Department Clarification Response Date
August 19, 2022 .....	Proposal (Technical Proposal and Price Proposal) Due Date (3:00 pm Central Time) (see Note 4)
September 9, 2022.....	Anticipated Award Date
October 7, 2022 .....	Anticipated Contract Final Execution Date
October 21, 2022 .....	Anticipated Notice to Proceed (NTP1)

Notes:

- (1) All Proposers are required to attend a Meet and Greet event with DBEs. The purpose of this meeting is to inform the DBE community about the Project and provide an opportunity for DBEs and Proposers to discuss DBE opportunities on this Project. The Department will provide the meeting location and time.
- (2) No Initial ATCs may be submitted after this deadline.
- (3) Final ATCs may be submitted at any time before this date. Upon receipt of a compliant ATC submittal (Section 3.8), the Department will respond according to the dates in Table 2-1.
- (4) Technical Proposal and Price Proposal to be submitted through the Department's eSubmit website. See Exhibit 1 for instructions on the Department's eSubmit transmittal process.

# FORM 7

## PRICE PROPOSAL

# HIGHWAY WORK PROPOSAL

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

Proposal Number:

<u>COUNTY</u>	<u>STATE PROJECT</u>	<u>FEDERAL</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>
Outagamie	6526-00-00/71		Town of Grand Chute, College Avenue IH 41 - Bluemound Drive	STH 125

This proposal, submitted by the undersigned bidder to the Wisconsin Department of Transportation, is in accordance with the advertised request for proposals. The bidder is to furnish and deliver all materials, and to perform all work for the improvement of the designated project in the time specified, in accordance with the appended Proposal Requirements and Conditions.

	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: August 19, 2022 Time (Local Time): 3:00 pm	Firm Name, Address, City, State, Zip Code
Contract Completion Time	
Assigned Disadvantaged Business Enterprise Goal 5%	This contract is C.O. Enter "exempt from" or "subject to" from federal oversight.

This certifies that the undersigned bidder, duly sworn, is an authorized representative of the firm named above; that the bidder has examined and carefully prepared the bid from the plans, Highway Work Proposal, and all addenda, and has checked the same in detail before submitting this proposal or bid; and that the bidder or agents, officer, or employees have not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this proposal bid.

Do not sign, notarize, or submit this Highway Work Proposal when submitting an electronic bid on the Internet.

Subscribed and sworn to before me this date \_\_\_\_\_

\_\_\_\_\_  
(Signature, Notary Public, State of Wisconsin)

\_\_\_\_\_  
(Bidder Signature)

\_\_\_\_\_  
(Print or Type Name, Notary Public, State Wisconsin)

\_\_\_\_\_  
(Print or Type Bidder Name)

\_\_\_\_\_  
(Date Commission Expires)

\_\_\_\_\_  
(Bidder Title)

Notary Seal

Type of Work: Enter the general categories of work from Scope of Work in the proposal	For Department Use Only
Notice of Award Dated	Date Guaranty Returned

Proposal Schedule of Items

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Project: **6526-00-71**

Design-Build Firm ID: \_\_\_\_\_

Design-Build Firm Name: \_\_\_\_\_

Wisconsin Department of Transportation

Proposal Schedule of Items

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Project: **6-26-00-71**

Proposal Line Number	Item ID Description	Quantity	Unit	Unit Price	Bid Amount
Category #0010	Roadway Items				
	Design and construction of roadways	1	LS	_____.	_____.
Category #0020	Bridge Replacement B-44-0482				
	Design and construction of Bridge B-44-0482	1	LS	_____.	_____.

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Total Cost Proposal : \_\_\_\_\_.

Submitter's Signature: \_\_\_\_\_

Date: \_\_\_\_\_

HIGHWAY WORK PROPOSAL

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

Replace (No Changes)

Proposal Number:

<u>COUNTY</u>	<u>STATE PROJECT</u>	<u>FEDERAL</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>
Outagamie	6526-00-00/71		Town of Grand Chute, College Avenue IH 41 - Bluemound Drive	STH 125

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Bid Submittal Date: August 19, 2022 Time (Local Time): 3:00 pm	Firm Name, Address, City, State, Zip Code          This contract is C.O. Enter "exempt from" or "subject to" from federal oversight.
Contract Completion Time	
Assigned Disadvantaged Business Enterprise Goal      5%	

This certifies that the undersigned bidder, duly sworn, is an authorized representative of the firm named above; that the bidder has examined and carefully prepared the bid from the plans, Highway Work Proposal, and all addenda, and has checked the same in detail before submitting this proposal or bid; and that the bidder or agents, officer, or employees have not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this proposal bid.

Do not sign, notarize, or submit this Highway Work Proposal when submitting an electronic bid on the Internet.

Subscribed and sworn to before me this date \_\_\_\_\_

\_\_\_\_\_  
(Signature, Notary Public, State of Wisconsin)

\_\_\_\_\_  
(Print or Type Name, Notary Public, State Wisconsin)

\_\_\_\_\_  
(Date Commission Expires)

\_\_\_\_\_  
(Bidder Signature)

\_\_\_\_\_  
(Print or Type Bidder Name)

\_\_\_\_\_  
(Bidder Title)

Notary Seal

Type of Work: Enter the general categories of work from Scope of Work in the proposal	For Department Use Only
Notice of Award Dated	Date Guaranty Returned



**Replace (No Changes)**

Wisconsin Department of Transportation

Page 1 of 2

Proposal Schedule of Items

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Project: **6526-00-71**

Design-Build Firm ID: \_\_\_\_\_

Design-Build Firm Name: \_\_\_\_\_

Proposal Schedule of Items

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Project: **6526-00-71**

Proposal Line Number	Item ID Description	Quantity	Units	Unit Price	Bid Amount
Category #0010	Roadway Items				
	Design and construction of roadways	1	LS	_____.	_____.

Category #0020	Bridge Replacement B-44-0482				
	Design and construction of Bridge B-44-0482	1	LS	_____.	_____.

Category #0030	Non-Participating				
	Sanitary manhole adjustments and water valve box adjustments	1	LS	_____.	_____.

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Total Cost Proposal : \_\_\_\_\_.

Submitter's Signature: \_\_\_\_\_

Date: \_\_\_\_\_



**Wisconsin Department of Transportation**

**Northeast Region**

# **Request for Proposals: Project Requirements**

**Book 2**

**Addendum #~~21~~**

**Town of Grand Chute, College Avenue**

**IH 41 – Bluemound Drive,**

**STH 125, Outagamie County**

**Design-Build Project**

**State Design/Construction IDs: 6526-00-00/71**

**July 29 ~~June 23~~, 2022**

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- Summary of agency inspections
- Utility reporting per Book 2, Section 6.
- A summary of the status of R/W activities, which includes summaries of discussions and correspondence with individual property owners.
- Change Orders
  - Summary of outstanding Change Orders
  - Summary of executed Change Orders
  - Summary of items where Design-Builder is aware of Claim, dispute, circumstance, or fact that may give rise to a Claim, if applicable
- Mobility reporting per Book 2, Section 18 and the Design-Builder's Transportation Management Plan

### 2.3.3 Cost Management Deliverables

Table 2-1, which lists Deliverables identified in this section, is not intended to be exhaustive. It is the Design-Builder's responsibility to determine and submit all Deliverables, as required by the Contract. The Design-Builder's design and/or schedule may dictate submittals in addition to those listed here.

**Table 2-1: Non-exhaustive List of Cost Management Deliverables**

Name	Acceptance or Approval
Schedule of Values	Approval
Revised Schedule of Values	Approval
Design Breakdown Report	Review and Comment
Invoices	Approval
Monthly Progress Reports	Approval

## 2.4 Schedule Management

### 2.4.1 General

This section contains the requirements for preparing and submitting a CPM Schedule, using Primavera P6, Microsoft Project, or any other compatible software that can import the required information into Primavera P6 or Microsoft Project, to plan and schedule all Work. The Design-Builder will be responsible to ensure that the schedule file delivered to the Department will open in either Primavera P6 or Microsoft Project. Complete and maintain a computerized CPM Schedule as described herein.

## 2.4.2 Administrative Requirements

### 2.4.2.1 Schedule Settings

Use the following settings when beginning a P6 schedule or Microsoft Project equivalent.

- **Global and Enterprise Data.** The schedule may not contain any global or enterprise data (i.e., calendars or activity coding).
- **Total Float Calculations.** Set Total Float to “finish Float = late finish-early finish.”
- **Retained Logic.** Calculate the schedule using Retained Logic. This method maintains all predecessor relationships and will not allow the remaining portions of an in-progress task to resume until its predecessor is complete. It is the responsibility of the Design-Builder to work in sequence. The Department may analyze the schedule with “Progress Override” and require any illogical results of Retained Logic to be corrected prior to the schedule’s acceptance.
- **Percent Complete Type.** Use “physical” as “% complete type.”

### 2.4.2.2 General Requirements

Closely coordinate changes to the schedule with the Department and obtain the Department’s Acceptance. If the Department deems that the Work is performed substantially out of sequence, demonstrate the impacts in accordance with the Time Impact Analysis (TIA) section contained herein.

Manage and work with each Subcontractor and Supplier to obtain information on activities for implementation and sequencing of the Work. Reflect Contract requirements and known limitations in the schedules.

Identify any condition or Work that impacts the Design-Builder’s commencement of an activity as outside impacts to the Project schedule, such as work under another contract that affects the Project. In a case where Work affects or is affected by work under another contract and the affected contracts are being performed by the same contractor, coordinate the Work to minimize impacts to both contracts’ Project completion dates.

### 2.4.2.3 Naming Convention

Use a file-naming convention as modeled in Table 2-2. If the schedule is not accepted, resubmit under the file name as modeled for the subsequent version. The #####-##-## indicates a placeholder for the State Project number.

**Table 2-2: Progress Schedule Filename Convention**

Schedules	Original Submission	1st Resubmission	2nd Resubmission
-----------	---------------------	------------------	------------------

- A description of unusual labor, shift, equipment, or material conditions or restrictions encountered or anticipated since the previous Update Schedule
- A statement identifying any new constraints, and an explanation of the reason for and purpose of each constraint
- A statement describing the reason for the use of any new lag or lead
- Re-baseline Schedule Narratives will include:
  - A description of the reasons for any changes made to the schedule
  - A statement describing the status of permits
  - Status of Activities requiring coordination with the Department and/or third parties (e.g., utilities)
  - A description of the status of the scheduled Milestone dates; elaborate on any differences from the previous submission
  - A statement explaining why the scheduled Milestone dates are forecast to occur before or after the Contract Milestone date
  - A description of unusual labor, shift, equipment, or material conditions or restrictions encountered or anticipated since the previous Update Schedule
  - A statement identifying any new constraints and an explanation of the reason for and purpose of each constraint
  - A statement describing the reason for the use of any new lag or lead

#### 2.4.2.3.2 *Gantt Chart Submission Reports*

Submit and include as attachments in PDF format the Schedule Gantt Chart Reports produced out of the ~~scheduling software~~P6 Software. Submit an electronic file in Primavera P6.xer format or Microsoft Project format for each schedule submittal in the current Department version.

Include a narrative for each schedule submittal to include and discuss:

- A bar chart of all activities, sorted by Early Start and indicating Longest Path in red
- A bar chart sorted by Early Start for the Critical Path
- A bar chart containing only activities with Total Float less than 10 Days, sorted by Early Start, Upcoming, and Pending coordination required with the Department, or third parties
- Bar chart detailing impacts from outside schedule delays (e.g., utilities), if any

Include bar charts for each schedule submittal containing the following information:

- Activity ID and description
- Original Duration
- Remaining Duration

# **EXHIBIT 6-B PROJECT SPECIFIC UTILITY COORDINATION**



## 1. Utilities.

This contract comes under the provision of Administrative Rule Trans 220.107-065 (20080501)

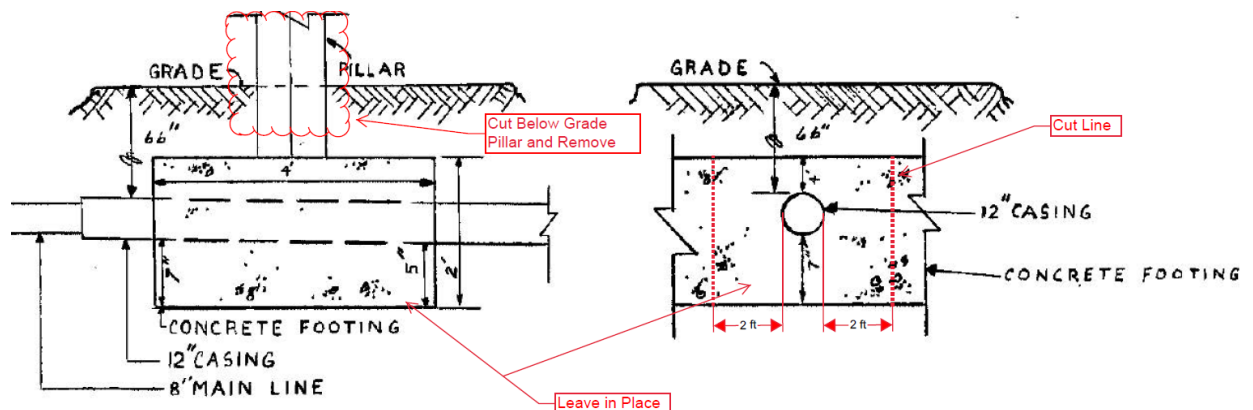
Additional detailed information regarding the location of utility facilities is available at the region WisDOT office during normal working hours.

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 owner. Follow-up with a confirmation notice to the engineer and the utility owner not less than three working days before the site will be ready for the utility owner to begin its work.

**ANR Pipeline Co** has underground **gas** facilities within the project limits. Two (8" and 16") high-pressure gas pipelines cross STH 125/College Ave on either side of the structure. The 8" pipeline is coated with Coal Tar. An onsite monitor is required for excavation within 25' of facilities. No conflicts are anticipated. See requirements for the Design-Builder working around pipelines outlined below:

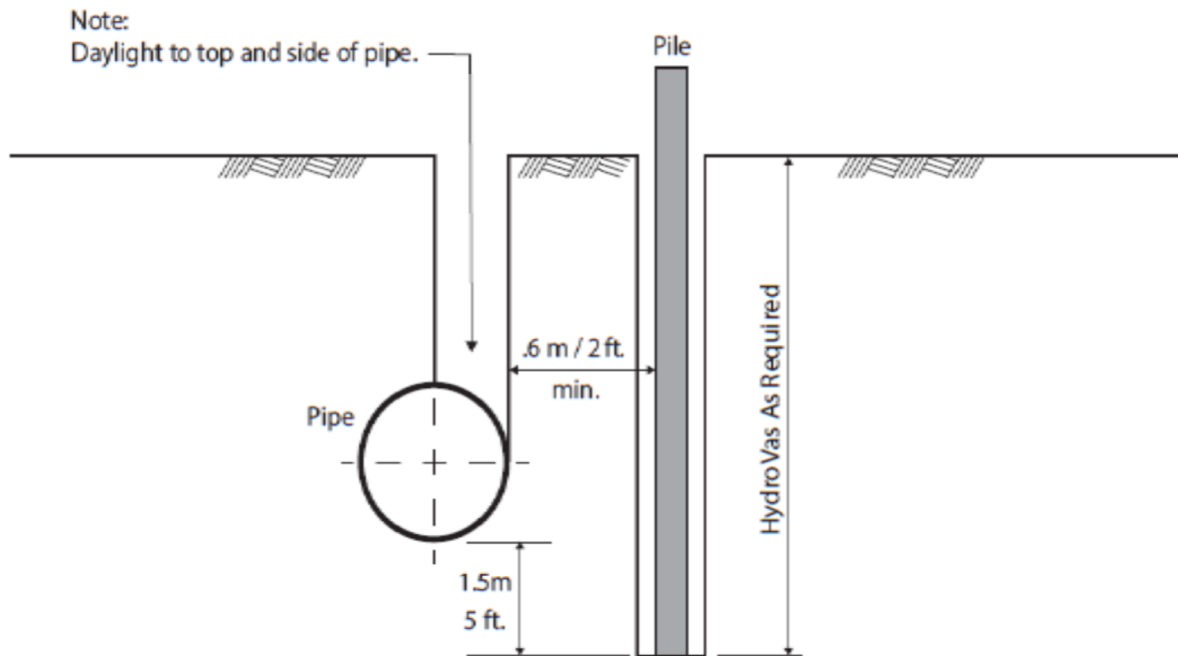
### Concrete Removal Over/Adjacent to ANR Pipeline

- If concrete pillars must be removed over ANR Pipeline, they shall be cut below final grade and removed.
- If concrete footer adjacent to ANR pipeline needs to be removed, it shall be cut no closer than 2 ft from the edge of pipeline.
  - Cuts shall be made regardless if adjacent concrete is to be removed within 10 ft from the edge of pipeline using a hydraulic breaker/hammer
- No concrete footer shall be removed from over pipeline
- Cut off saw is recommended for making cuts
- During concrete removal no loads shall be suspended above an exposed pipeline



### Piles Installed Adjacent to ANR Pipeline

- Piles shall not be suspended above an exposed pipeline
- Piles shall be adequately restrained with the use of taglines to prevent uncontrolled movement while the piles are being hoisted, placed, removed or withdrawn.
- Offsets in locations where piling pins have potential to be obscured shall be installed and documented.
- Ground vibration must be limited to that permitted by the state's blasting regulations where the pipeline is located, or a maximum of 2 in./sec PPV.
- The hand excavation or hydrovac pilot hole shall be a minimum of 4 in. greater in diameter (2 in. on the radius) than the driven piles.
  - Pilot holes shall be backfilled prior to commencement of piling
- Driven piles installed adjacent to gas pipeline shall be pilot holed to a depth which will launch the piling at a distance of 5 ft below the bottom of the pipe. See figure below.



Note:

1. Pilot hole minimum 4" / 100mm width than piling.
2. Launch piling 1.5m / 5 ft. below BOP elevation if pile is within 1.5m / 5 ft. from edge of pipe

- The pile driver derrick (leads) shall not be maneuvered within 600 mm (2 ft) horizontal distance from the edge of gas pipeline.

### Temporary Shoring Adjacent to ANR Pipeline

- Driven shoring shall conform to requirements for piling

- If temporary shoring is required directly above the pipeline, adequate protection shall be installed, and shoring shall not be installed closer than 2 ft from the pipeline.

**AT&T Wisconsin** has underground **communication** facilities within the project limits. AT&T's duct package runs along the south side of STH 125/College Ave. AT&T also has facilities at Spencer St, Kools St/Ct, and Nicolet Rd. AT&T will relocate the following prior to construction:

- Relocate 6-way duct crossing Mud Creek on south side of STH 125/College Ave (approx. station 10EB+00 – 16EB+00)
- Relocate pedestal on southwest corner of Kools & Spencer St (approx. station 130+80)
- Relocate pedestal at southeast corner of Kools & Spencer St (approx. station 131+50)
- Relocate 900 pair buried cable between above pedestals (approx. station 130+80 – 131+50)

**CenturyLink Communications, LLC** has underground **communication** facilities within the project limits. CenturyLink facilities are located north of the structure along STH 125/College Ave. No conflicts are anticipated.

**Grand Chute Sanitary District 1** has underground **water** facilities within the project limits. Water facilities run along the north and south side of STH 125/College Ave, north side of Spencer St, and east sides of Nicolet Rd and Kools Ct. Design-Builder to adjust water valve box in the southeast quadrant of Kools Ct and Spencer St intersection to match the new finished pavement elevation. Perform this work in accordance with the requirements of Adjusting Water Valves.

**Grand Chute Sanitary District 2** has underground **sewer** facilities within the project limits. Sanitary sewer facilities run along the north and south sides of STH 125/College Ave, crossing on the east side of the structure. Sanitary sewer also runs along the west side of Nicolet Rd, south side of Spencer St, and down the center line of Kools Ct. Design-Builder to adjust sanitary manholes at approx. stations 113WB+00 LT (STH 125/College Ave), 128+75 RT and 131+50 (Spencer St) to match the new finished pavement elevation. Perform this work in accordance with the requirements of Adjusting Sanitary Sewer Manholes.

**Level 3 Communications LLC** has underground **communication** facilities within the project limits. Level 3 facilities are located north of the structure along STH 125/College Ave. No conflicts are anticipated.

**Spectrum** has underground **communication** facilities within the project limits. Spectrum facilities are located east of the structure on the north side of STH 125/College Ave. No conflicts are anticipated.

**TDS Metrocom LLC** has underground **communication** facilities within the project limits. TDS buried fiber in conduit runs along the south side of STH 125/College Ave. TDS will

expose 50-ft of existing fiber cable and swing into new handholes at stations 109EB+00 and 119EB+50. TDS will place two conduits between stations 109EB+00 and 119EB+50 as close to existing right of way as feasible. Work will be complete prior to construction.

**We Energies** has underground **gas** facilities within the project limits. A high-pressure gas main is located on the east side of Kools St and then turns east on the north side of Spencer St. Distribution gas mains are located east of the structure along the frontage roads on STH 125/College Ave, on the west side of Kools St, east side of Kools Ct, and north side of Spencer St. No conflicts are anticipated.

**We Energies** has overhead **electric** facilities within the project limits. We Energies facilities are located along the north side of Spencer St and the east side of Kools St/Ct. We Energies will relocate the pole located at the southeast corner of Kools St and Spencer St at approx. station 349+64 RT-26' to a new location at approx. station 349+35 RT-26' prior to construction.

**WIN Technology** has underground **communication** facilities within the project limits. WIN fiber/duct is located approx. 3-ft. off the north right of way of STH 125/College Ave. No conflicts are anticipated.

**Windstream KDL, LLC** has overhead **communication** facilities within the project limits. Windstream facilities are located on the north side of Spencer St on We Energies poles. No conflicts are anticipated.

WORK BY OTHERS (Special Provision for We Energies Lighting)

We Energies will remove the light poles along the south right-of-way on College Ave at approx. stations 12+72 EB RT-55', 13+88 EB RT-55' and 14+59 EB RT-55' prior to construction. We Energies will reinstall these poles after construction at the approx. same locations.

We Energies will remove the light poles along the north right-of-way on College Ave at approx. stations 111+73 WB LT-48', 112+51 WB RT-51', 113+65 WB LT-50' and 114+76 WB LT-43'. We Energies will reinstall these poles after construction at the approx. same locations.

# EXHIBIT 6-C UTILITY STATUS REPORT (USR)

# UTILITY STATUS REPORT

DT1080 7/2020

PROJECT INFORMATION, DESCRIPTION, ID(S), DATES			
Date 07/14/2022	Title T. GRAND CHUTE, COLLEGE AVE	Design Project ID 6526-00-00	PS&E Date 08/19/2022
To: Bureau of Technical Services ATTN: Utility & Access Unit	Limits IH41 - BLUEMOUND DRIVE	Construction Project ID 6526-00-71	Let Date 09/13/2022
From: Director Region/Office: NE-Northeast	Highway STH 125	Right of Way Project ID 6526-00-21	Plat Date 12/08/2021
	County Outagamie	Right of Way Project ID -	Plat Date -

UTILITY COORDINATION SUMMARY										
UTILITY		UTL OR UA					DATES			WORK TO BE DONE
OWNER	TYPE	UTL NO	UA NO	R/W PROJECT ID	UTILITY PROJECT ID	ESTIMATED COST	PROJECT PLAN SENT	UTL OR UA TO CO	CO APP OR LUG ACQ	
ANR Pipeline Co	GSPTR	100	-	6526-00-21	6526-00-21	\$1.00	12/15/21	04/21/22	04/21/22	DC
AT&T Wisconsin	COMLN	107	-	6526-00-21	6526-00-21	\$1.00	12/15/21	06/27/22	06/27/22	PC
CenturyLink Communications, LLC	COMLN	101	-	6526-00-21	6526-00-21	\$1.00	12/15/21	04/05/22	04/05/22	NONE
Grand Chute Sanitary District 1	WATR	104	-	6526-00-21	6526-00-21	\$1.00	12/15/21	04/21/22	04/21/22	DC
Grand Chute Sanitary District 2	SEWR	105	-	6526-00-21	6526-00-21	\$1.00	12/15/21	04/21/22	04/21/22	DC
Level 3 Communications LLC	COMLN	-	-	-	-	-	12/15/21	-	-	NONE
Spectrum	COMLN	102	-	6526-00-21	6526-00-21	\$1.00	12/15/21	04/05/22	04/05/22	NONE
TDS Metrocom LLC	COMLN	-	-	-	-	-	12/15/21	-	-	PC
We Energies	GSPTR	-	-	-	-	-	12/15/21	-	-	NONE
We Energies	ELCTY	106	-	6526-00-21	6526-00-21	\$1.00	12/15/21	06/09/22	06/09/22	PC
WIN Technology	COMLN	-	-	-	-	-	12/15/21	-	-	NONE
Windstream KDL, LLC	COMLN	-	-	-	-	-	12/15/21	-	-	NONE

STATUS OF UTL'S OR UA'S NOT CLEAR	
UTL / UA	REASON
-	-

COMMENTS
-

UTILITY COORDINATION CONTACTS		
Name of Utility Coordinator Becky Reese	E-mail Address Becky.Reese@dot.wi.gov	Area Code - Telephone Number (920) 492-3504
Name of Region/Office, Firm or Local Program Agency NE-Northeast		Date Prepared 07/14/2022
Name of Region Project Manager Jesse Hansen (920) 492-5630		

-- For WisDOT Region Utility Representative Use Only --

**Wisconsin Certification**

**Project Description** (Check one)

- This is a Trans 220 project                       This is NOT a Trans 220 project

**Utility Coordination Summary** (Check one)

- The above table contains any known utility(s) within the construction project limits.  
 Within the construction project limits, the project will not conflict with or impact every utility. Any utility(s) not in conflict or impacted by the project need not be listed in the table above.  
 No known utility(s) within the construction project limits.

**Utility(s) Clear for Letting** (Check if applicable)

- We certify that all necessary coordination arrangements have been made in accordance with Wisconsin Statutes, Administrative Code, and applicable policies and procedures.

**Federal Highway Administration Certification**

**Utility Coordination** (Check if applicable)

- In accordance with the Code of Federal Regulations 23, Part 635, Subpart C – Physical Construction Authorization, we certify that arrangements for work affecting the subject contract have been completed as required for proper coordination with the physical construction schedules.

**Accommodation of Utilities** (Check if applicable)

- Upon completion of the construction project, we certify that all known utility facilities along, across or within the right-of-way of the construction project limits are authorized and such facilities are located in accordance with the Code of Federal Regulations 23, Part 645, Subpart B – Accommodation of Utilities, and such policies and practices as agreed to between the Department and the Federal Highway Administration.

**Defer Wisconsin and/or Federal Highway Administration Certification**

**Utility(s) Not Clear for Letting** (Exception request submitted. When utility(s) clear, resubmit USR.) (Check if applicable)

- Necessary coordination arrangements have not been made with utility(s). (See COMMENTS)  
 UTL's or UA's not clear. (See STATUS OF UTL'S OR UA'S NOT CLEAR)

**Becky Reese**

Region Utility Representative Print Name

**Becky Reese**

Region Utility Representative Signature

Digitally signed by Becky Reese  
DN: C=US,  
E=becky.reese@dot.wi.gov,  
O=WisDOT, CN=Becky Reese  
Date: 2022.07.14 13:04:09-05'00'

**7/14/2022**

Date



## **EXHIBIT 6-D APPROVED UTILITY WORK PLANS**

**UTILITY WORKSHEET**

DT2236 6/2009 s.84.063 Wis. Stats.

# APPROVED

Wisconsin Department of Transportation

Utility Company Name AT&T Wisconsin - Communication Line	<b>PLEASE RETURN THIS WORKSHEET BY</b> April 14, 2022
Project Description Design Project ID: 6526-00-00 Construction Project ID: 6526-00-71 T. GRAND CHUTE, COLLEGE AVE IH41 - BLUEMOUND DRIVE STH 125, Outagamie County	<b>RETURN TO</b> Becky Reese Division of Transportation System Development Northeast Region 944 Vanderperren Way Green Bay WI 54304

1. Describe your proposed relocation plan for the above project, as requested in the enclosed letter, using highway stationing whenever possible. Attach extra sheets if needed.
  1. AT&T to relocate 6-Way Duct Crossing Mud Creek on South side of STH 125/College Ave (STA. 10'EB'+00 – 16'EB'+00).
  2. AT&T to relocate pedestal on Southwest Corner of Kools St & Spencer St (STA. 130+80)
  3. AT&T to Relocate Pedestal at Southeast Corner of Kools St & Spencer St (STA. 131+50)
  4. AT&T to Relocate 900 Pair Buried Cable Between Said Pedestals (STA. 130+80 – 131+50)
  
2. Conflicting utility facilities will need to be relocated prior to construction. If this is not feasible, provide an explanation and an indication of what work will require coordination with the highway contractor during construction.

Will be Relocated Prior.
  
3. Anticipated Start Date  
8/01/22
  
4. Estimated construction time required (In working days)  
120 Working Days
  
5. List the approvals required and the expected time schedule to obtain those approvals.  
ROW Excavation Permit (30 days)
  
6. Include a list of the real estate parcels that the Wisconsin Department of Transportation (DOT) must have acquired to enable your company to complete the necessary facility installations and relocations prior to construction.  
None
  
7. Review the enclosed plans for the above project. Are your facilities correct as shown? If not, list the errors. In some cases, it may be easier to return a marked-up copy of the plan. **It is very important that your facilities are shown correctly because all construction field personnel will use this information. Uncorrected location errors could create construction delays or damage to utility facilities.**  
See Mark up.
  
8. Is this work dependent on work by other utilities? If so, which other utilities, and what time schedule has been coordinated with them?  
No.
  
9. Please provide the name, address, and telephone number of the field contact person for this project, so that we may place this information on the highway plan

Name	
Kyle Weber	
Address	
221 W Washington St	
City, State, ZIP Code	
Appleton	
Area Code - Telephone Number	Area Code - Telephone Number (Mobile)
54911	920-221-5969
E-mail Address	
Kw715w@att.com	

10. List any other relevant information that may impact the ultimate goal of preventing construction delay due to uncertain scheduling of utility facility relocations.

11.

Yes      No

      Do you have any facilities that are no longer in use but have been left in place in the project area? If "Yes", approximately where are the facilities located and what type and size of facility is involved?

Yes,

6-Way Conduit to Be Abandoned Crossing Mud Creek on South side of STH 125/College Ave. (Approx. 12"x16")

900 Pair Copper South Side of Kools & Spencer (Approx. 3" Diameter)

      Does the line have any remaining product?

No.

      Does the line have any asbestos wrap or any other hazardous materials associated with it?

No.

      Does any part of the line conflict directly with the proposed highway project? If so, what arrangements have been made to remove those portions? This should be mentioned as part of your work plan in question number 1 on this form.

6-Way Duct Crossing Mud Creek in Direct Conflict with Proposed Improvement.

      Is there any reason the highway contractor cannot remove portions of the line left in place?

No.

If you answered "Yes" to any of the questions above, please attach additional pages.

Preparer Area Code – Telephone #, Ext. 847-732-2905	Preparer E-Mail Address jmonfeli@terratechllc.net	
Joseph Monfeli	<i>Joseph Monfeli</i>	
	(Name of Person Who Prepared this Worksheet) (If completed electronically, Brush Script Font)	6/24/22

**NOTE: DOT will be sending to you a Trans 220 Work Plan Approval letter and a Start Work Notice after we complete the review of your Work Plan.**

# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

## PLAN OF PROPOSED IMPROVEMENT

# T. GRAND CHUTE, COLLEGE AVE

## IH41 - BLUEMOUND DRIVE

## STH 125

## OUTAGAMIE COUNTY

STATE PROJECT NUMBER  
**6526-00-71**

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6526-00-71		

TRANS 220  
PROJECT PLAN  
FOR  
DESIGN OF UTILITY FACILITY  
ALTERATIONS OR RELOCATIONS

Date: 12/13/2021

**ORDER OF SHEETS**

Section No.	Title
1	Typical Sections and Details
2	Estimate of Quantities
3	Miscellaneous Quantities
4	Right of Way Plat
5	Plan and Profile
6	Standard Detail Drawings
7	Sign Plates
8	Structure Plans
9	Computer Earthwork Data
9	Cross Sections

TOTAL SHEETS =



**DESIGN DESIGNATION**

A.A.D.T. (2025)	=	30,700
A.A.D.T. (2045)	=	32,100
D.H.V.	=	3,500
D.D.	=	59/41
T.	=	6.3%
DESIGN SPEED	=	40 MPH
ESALS	=	

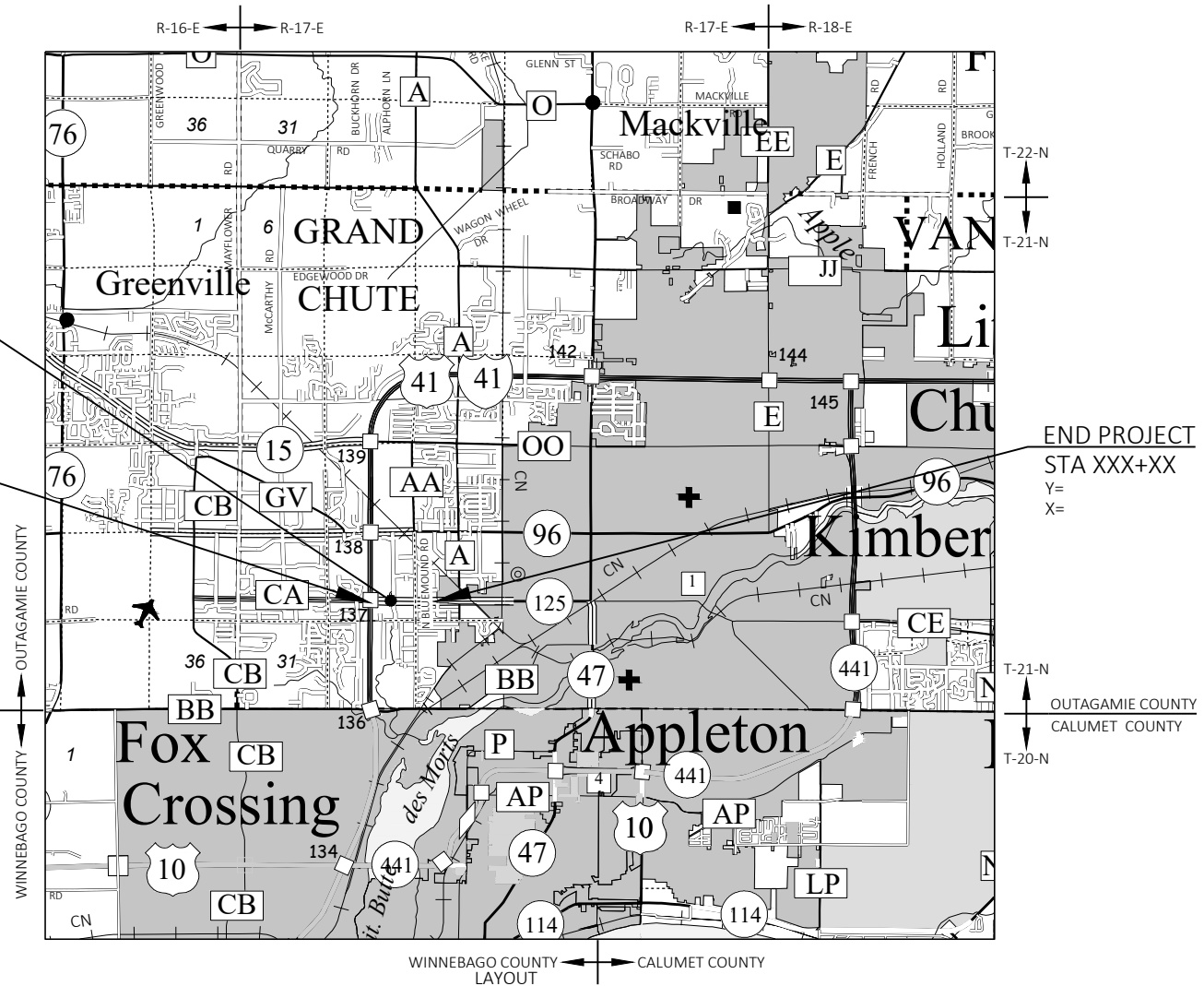
**CONVENTIONAL SYMBOLS**

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	<b>UTILITIES</b>
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
	STORM SEWER
	TELEPHONE
	WATER
MARSH AREA	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE
WOODED OR SHRUB AREA	

STRUCTURE B-44-0482

BEGIN PROJECT  
STA XXX+XX  
Y=  
X=

END PROJECT  
STA XXX+XX  
Y=  
X=



TOTAL NET LENGTH OF CENTERLINE = X.XXX

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), OUTAGAMIE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	NE REGION
Surveyor	J. HILBERT
Designer	T. RANK
Project Manager	
Regional Examiner	
Regional Supervisor	C. KAROW

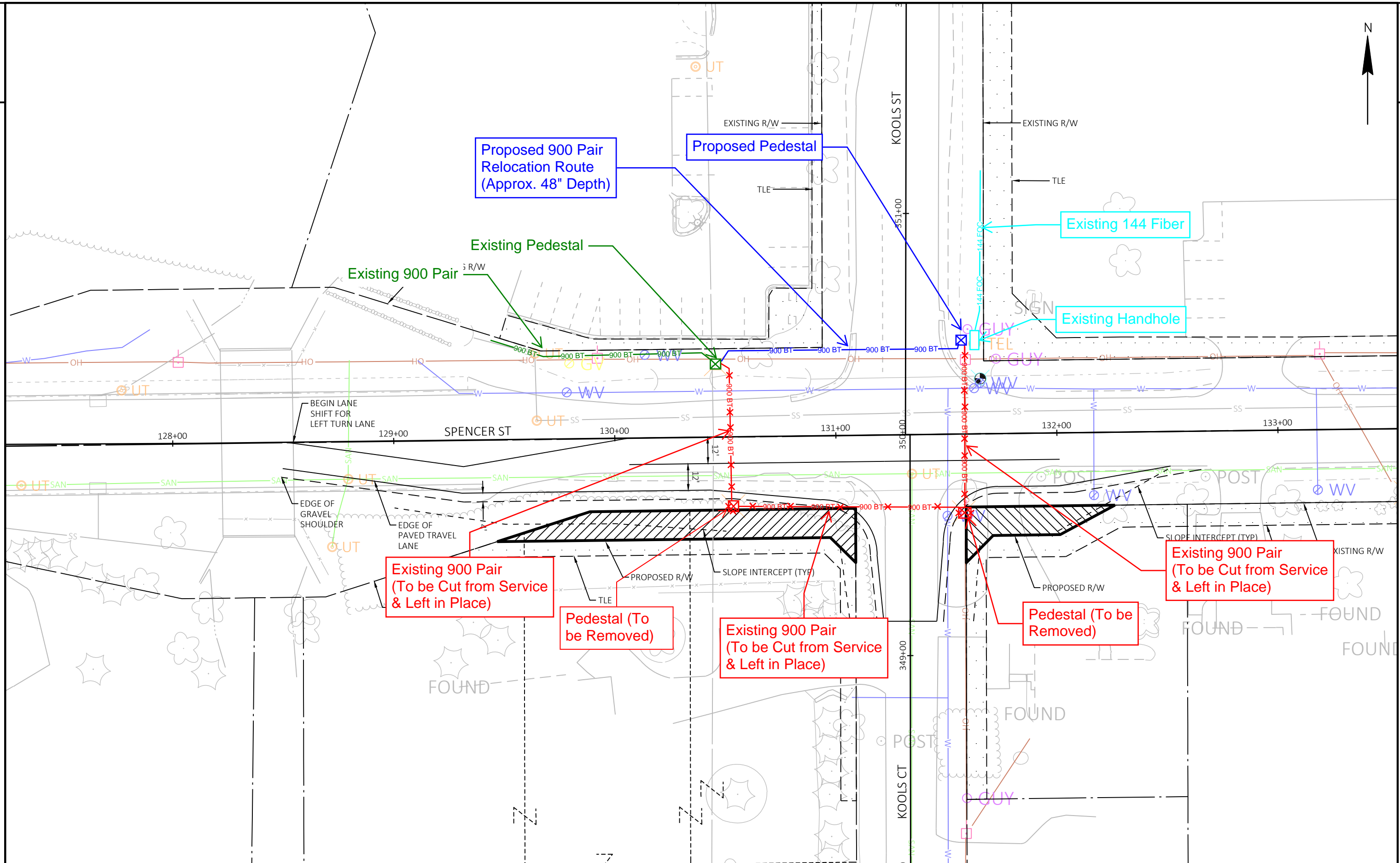
APPROVED FOR THE DEPARTMENT

DATE: \_\_\_\_\_ (Signature)

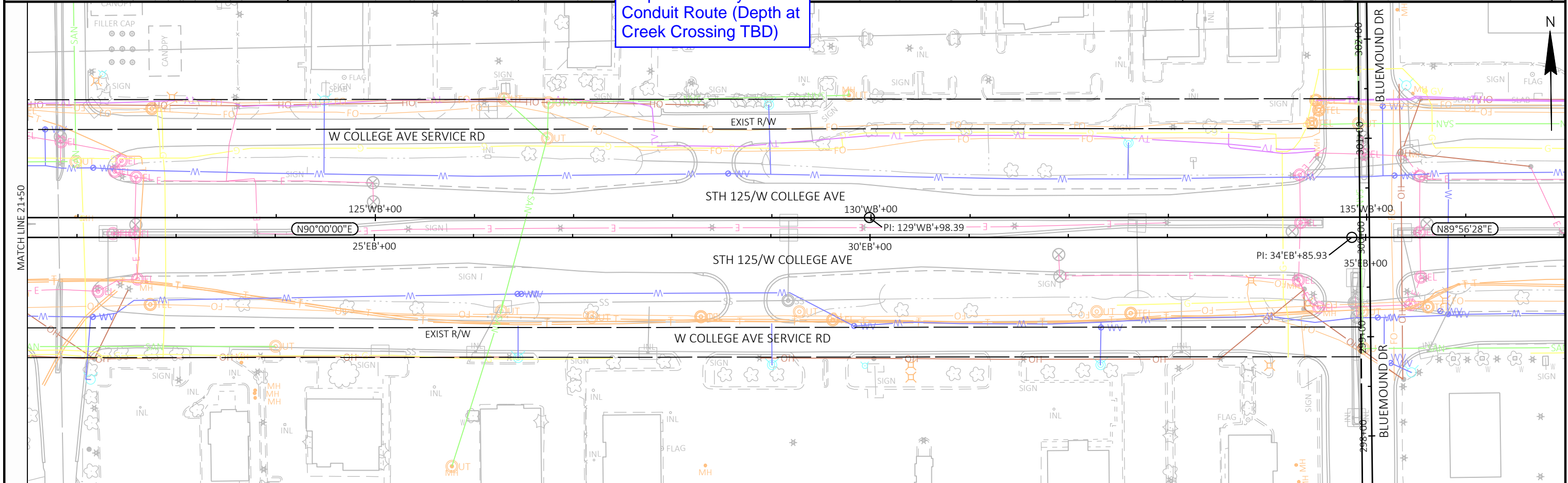
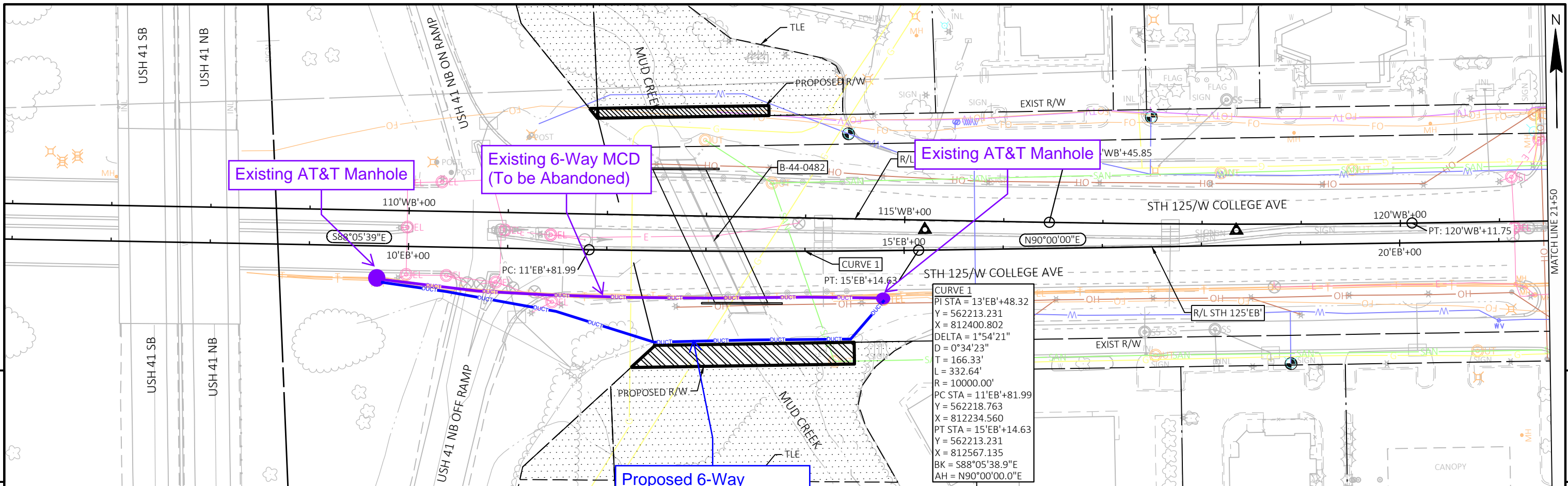
**E**

PROJECT ID: 6526-00-71

COUNTY: OUTAGAMIE



PROJECT NO: 6526-00-71	HWY: STH 125	COUNTY: OUTAGAMIE	INTERSECTION DETAIL	SHEET	E
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Utility Company Name TDS Metrocom LLC - Communication Line	<b>PLEASE RETURN THIS WORKSHEET BY</b> April 14, 2022
Project Description Design Project ID: 6526-00-00 Construction Project ID: 6526-00-71 T. GRAND CHUTE, COLLEGE AVE IH41 - BLUEMOUND DRIVE STH 125, Outagamie County	<b>RETURN TO</b> Becky Reese Division of Transportation System Development Northeast Region 944 Vanderperren Way Green Bay WI 54304

- Describe your proposed relocation plan for the above project, as requested in the enclosed letter, using highway stationing whenever possible. Attach extra sheets if needed.

TDS Metrocom LLC maintains a fiber optic cable along the south side of College Ave/HWY125 along the entire length of this project. The existing cable is in conflict and will need to be relocated. At STA109 EB +00 TDS Metrocom will expose 50' of this existing fiber cable, set one 30x48x36 handhole and directionally drill 2 new 1.25" HDPE conduit to STA119 EB+50. At this station TDS will expose 50' of fiber cable and swing into new 30x48x36 handhole.

- Conflicting utility facilities will need to be relocated prior to construction. If this is not feasible, provide an explanation and an indication of what work will require coordination with the highway contractor during construction.

All TDS Metrocom facilities will be relocated before WISDOT construction begins.

- Anticipated Start Date

08/15/2022

- Estimated construction time required (In working days)

21 days

- List the approvals required and the expected time schedule to obtain those approvals.

WISDOT permit will be required. 30 days.

- Include a list of the real estate parcels that the Wisconsin Department of Transportation (DOT) must have acquired to enable your company to complete the necessary facility installations and relocations prior to construction.

None

- Review the enclosed plans for the above project. Are your facilities correct as shown? If not, list the errors. In some cases, it may be easier to return a marked up copy of the plan. **It is very important that your facilities are shown correctly because all construction field personnel will use this information. Uncorrected location errors could create construction delays or damage to utility facilities.**

Correct as shown.

- Is this work dependent on work by other utilities? If so, which other utilities, and what time schedule has been coordinated with them?

No

- Please provide the name, address, and telephone number of the field contact person for this project, so that we may place this information on the highway plan



Name Jeff Shaw	
Address PO Box 240, 202 Ogden St	
City, State, ZIP Code Medford, WI. 54451	
Area Code - Telephone Number 715-748-6970	Area Code - Telephone Number (Mobile) 715-748-6970
E-mail Address jeff.shaw@tdstelecom.com	

10. List any other relevant information that may impact the ultimate goal of preventing construction delay due to uncertain scheduling of utility facility relocations.

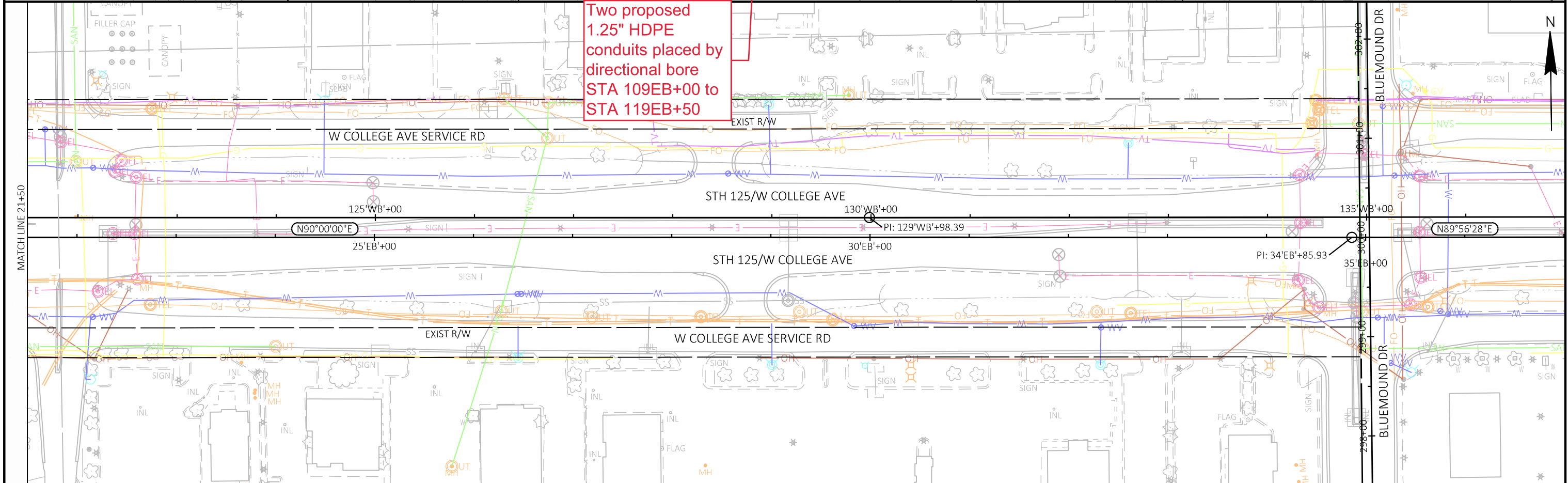
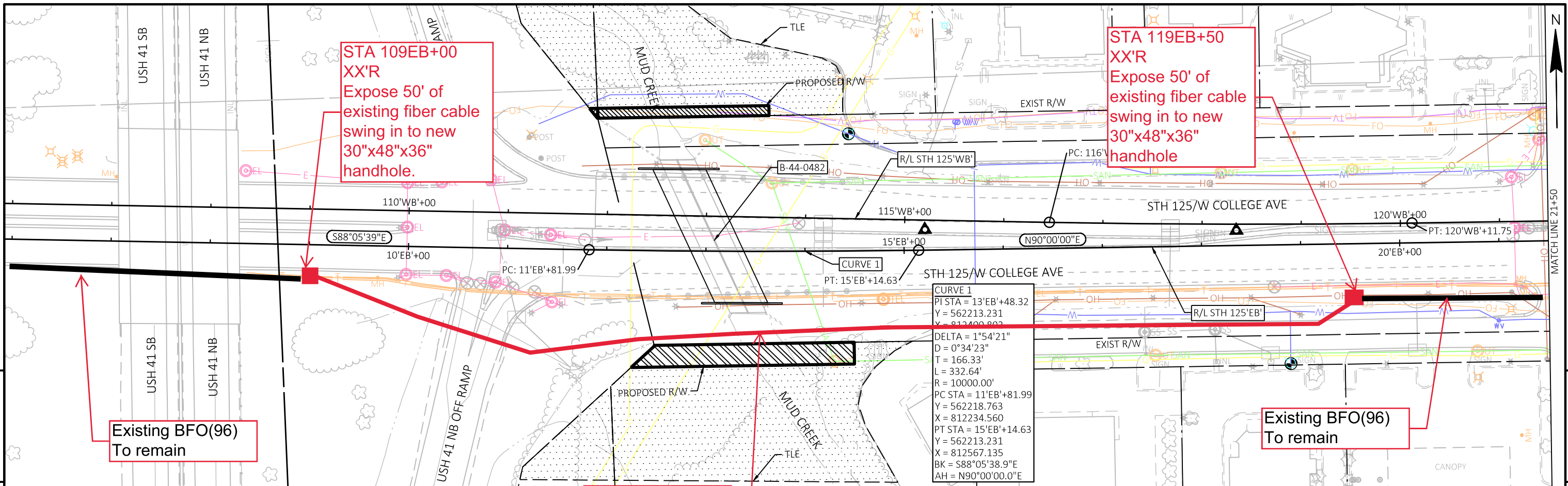
11.

Yes	No	
<input type="checkbox"/>	X	Do you have any facilities that are no longer in use but have been left in place in the project area? If "Yes", approximately where are the facilities located and what type and size of facility is involved?
<input type="checkbox"/>	X	Does the line have any remaining product?
<input type="checkbox"/>	X	Does the line have any asbestos wrap or any other hazardous materials associated with it?
X	<input type="checkbox"/>	Does any part of the line conflict directly with the proposed highway project? If so, what arrangements have been made to remove those portions? This should be mentioned as part of your work plan in question number 1 on this form.
X	<input type="checkbox"/>	Is there any reason the highway contractor cannot remove portions of the line left in place?

If you answered "Yes" to any of the questions above, please attach additional pages.

Preparer Area Code – Telephone #, Ext. 608-845-2219	Preparer E-Mail Address Jeffrey.olson@tdstelecom.com	
	<i>Jeff Olson</i>	07/11/2022
	(Name of Person Who Prepared this Worksheet) (If completed electronically, Brush Script Font)	(Date)

**NOTE: DOT will be sending to you a Trans 220 Work Plan Approval letter and a Start Work Notice after we complete the review of your Work Plan.**



**UTILITY WORKSHEET**

DT2236 07/2016 s.84.063 Wis. Stats.

**APPROVED**

Wisconsin Department of Transportation

Utility Company Name We Energies Electric	<b>PLEASE RETURN THIS WORKSHEET BY April 14, 2022</b>
Project Description – Include Project ID, Title, Subtitle, Highway, County Project: I.D. 6526-00-71 Project Location: STH 125 (College Ave) Town of Grand Chute County: Outagamie	<b>RETURN TO</b> Wisconsin Department of Transportation Northeast Region <b>Attention:</b> Becky Reese 944 Vanderperren Way Green Bay, WI 54304 Becky.Reese@dot.wi.gov

- Describe your proposed relocation plan for the above project, as requested in the enclosed letter, using highway stationing whenever possible.

We Energies – Electric relocation plan listed below is based on project plans dated 4/7/2021 and reviewed on WR4682018. Relocation work will take place on WR4742620.

We Energies plans to relocate pole 74-1397R, located at the southeast corner of Kools St and Spencer St at approx.. STA349+64 RT-26, to a new location at approx.. STA349+35 RT-26.

We Energies plans to remove the following lighting poles along the south ROW of College Ave before the new culvert is constructed: 70-62 (STA12+72EB RT-55), 70-63 (STA13+63EB RT-55), and 70-64(STA14+59EB RT-55).

We Energies plans to reinstall the following lighting poles along the south ROW of College Ave after the new culvert is constructed: 70-62 (STA12+72EB RT-55), 70-63 (STA13+88EB RT-55), and 70-64 (STA14+59EB RT-55).

We Energies plans to remove the following lighting poles along the north ROW of College Ave before the new culvert is constructed: 70-38 (STA111+73WB LT-48), 70-37 (STA112+51WB RT-51), 70-36(STA113+65WB LT-50) and 70-35(STA114+76WB LT-43).

We Energies plans to reinstall the following lighting poles along the north ROW of College Ave after the new culvert is constructed: 70-38 (STA111+73WB LT-48), 70-37 (STA112+28WB RT-51), 70-36(STA113+65WB LT-50) and 70-35(STA114+76WB LT-43).

We Energies will seek compensation for removal and reinstallation of street light poles.

Any facilities not explicitly identified as being relocated and/or adjusted have been deemed to be not in conflict and will remain in place as is. We Energies has determined that the project is constructible with these facilities left within the work-zone.

- Conflicting utility facilities will need to be relocated prior to construction. If this is not feasible, provide an explanation and an indication of what work will require coordination with the highway contractor during construction.

N/A

- |   |
|---|
| <p>Anticipated Start Date<br/>Select one of the following:<br/>April 3, 2022<br/>***Due to a supply chain shortage that is currently impacting the industry, We Energies start date may have to be adjusted pending material availability. We are monitoring our inventory, working with our suppliers &amp; addressing concerns. We will continue to update on the status of this job if we run into any delays due to material shortages.<br/>***</p> |
|---|

4. Estimated construction time required (In **working** days)

20 working days for installation prior to construction and xx working days for removal prior to construction

5. List the approvals required and the expected time schedule to obtain those approvals.

- DOT Work Plan Approval/Compensable Agreement/Start Work Notice issued at least 30 calendar days prior to anticipated start date.
- The anticipated start date is not affected by the following unless We Energies coordinates with the project sponsor to revise the anticipated start date.
  - State DOT utility permit.
  - DNR Environmental permits
    - Endangered species
    - Wetland
    - Invasive species
    - Arch and History
  - DNR Erosion Control permits
  - Army Corp of Engineers permits
  - Acceptance by adjacent property owners of the proposed locations of new facilities.
    - Pole location
    - Location of aboveground appurtenances
    - Trees
    - Other issues brought up by property owner
  - Signed easements from property owners where required by We Energies.
  - Local permits (Erosion control and land disturbance)
    - County
    - City
    - Village
    - Town

6. Include a list of the real estate parcels that the Wisconsin Department of Transportation (DOT) must have acquired to enable your company to complete the necessary facility installations and relocations prior to construction.

N/A

7. Review the enclosed plans for the above project. Are your facilities correct as shown? If not, list the errors. In some cases, it may be easier to return a marked up copy of the plan. **It is very important that your facilities are shown correctly because all construction field personnel will use this information. Uncorrected location errors could create construction delays or damage to utility facilities.**

We Energies – Electric facilities appear to be shown correctly.

8. Is this work dependent on work by other utilities? If so, which other utilities, and what time schedule has been coordinated with them?

N/A

9. Please provide the name, address, and telephone number of the field contact person for this project, so that we may place this information on the highway plan.

Name Shane Bruhnke	
Address 800 S Lynndale Dr	
City, State, ZIP Code Appleton, WI 54914	
Area Code - Telephone Number 920-380-3450	Area Code - Telephone Number (Mobile) 920-450-5648

10. List any other relevant information that may impact the ultimate goal of preventing construction delay due to uncertain scheduling of utility facility relocations.

N/A

11. Yes No

- |                          |                                     |  |
|--------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Do you have any facilities that are no longer in use but have been left in place in the project area? If "Yes", approximately where are the facilities located and what type and size of facility is involved? _____                   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Does the line have any remaining product?  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Does the line have any asbestos wrap or any other hazardous materials associated with it?  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Does any part of the line conflict directly with the proposed highway project? If so, what arrangements have been made to remove those portions? This should be mentioned as part of your work plan in question number 1 on this form. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Is there any reason the highway contractor cannot remove portions of the line left in place?   |

If you answer "Yes" to any of the questions above, please provide us with additional information. Attach additional pages if necessary.

It is imperative that the highway contractor contact We Energies before removing any gas facilities or electrical underground cables, to verify that they have been discontinued and carry no natural gas or electrical current. The contractor must not assume that unmarked facilities have been discontinued. At no time is it acceptable to push, pull, cut or drill an unmarked facility without explicit consent from We Energies. Contractor must call the We Energies 24 hour Dispatch lines to arrange for this verification.

We Energies Electric Dispatch #1-800-662-4797 We Energies  
Gas Dispatch #1-800-261-5325

920-380-3450

(Area Code – Telephone #, Ext. – Preparer)

Shane Bruhnke

(Name of Person Who Prepared this Worksheet)  
(If completed electronically, Brush Script Font)

2/1/2022

(Date)

**NOTE: DOT will be sending to you a Trans 220 Work Plan Approval letter and a Start Work Notice after we complete the review of your Work Plan.**

## 10 Pavements and Roadway Materials

### 10.1 General

The Department has completed and Approved the Pavement Design Report (PDR) detailing the proposed pavement structure for the STH 125 ~~and Kools Court, South Kools Street, West Spencer Street, and South Nicolet Drive~~ roadway segments within the Project. This section describes the requirements for concrete and hot-mix asphalt (HMA) pavements and roadway materials, including roadway subsurface investigations if any additional are needed, materials requirements, design requirements, and all other work necessary to meet the requirements of the Project.

### 10.1 Administrative Requirements

#### 10.1.1 Standards

In the event of a conflict between the standards set forth in Book 3 relating to Pavements and Roadway Materials, follow the order of precedence set forth below, unless otherwise specified:

- *WisDOT Standard Specifications*
- *WisDOT Facilities Development Manual (FDM) Chapter 14: Pavements*
- *WisDOT Geotechnical Manual*
- *WisDOT FDM Chapter 11: Design*
- *WisDOT FDM Chapter 16: Standard Detail Drawings*
- *WisDOT Bridge Manual*
- *WisDOT Bridge Manual Standard Drawings*
- *WisDOT Construction and Materials Manual (CMM)*
- Remaining standards set forth in Book 3

#### 10.1.1 Meeting Requirements

Conduct a meeting with the Department to discuss any questions related to the Department-provided PDR and roadway subsurface investigation information. Meet with the Department as necessary to discuss or resolve issues during the design and construction stages.

### 10.2 Design Requirements

#### 10.2.1 Roadway Boring Requirements

The Department has not performed subsurface investigations for the STH 125 ~~or Spencer Street~~ roadway segments. During the design phase, if the Design-Builder feels that subsurface

investigations are required, refer to the Department's *Geotechnical Manual* to determine the number and type of additional soil borings and tests required to assess the subsurface conditions for pavements and roadway materials.

### 10.2.2 Permanent HMA Pavement Design Requirements

Construct pavement types and minimum thicknesses as shown in Table 10-1 and as identified in the Department's PDR. If additional major soil types (textural classes) are encountered during construction that were not identified in the Department's soils report, consult the Department's Regional Pavement Engineer and Soils and Materials Engineer for any pavement layer thickness changes or subgrade stabilization recommendations. ~~[PM: Add additional descriptions as required, add additional locations as different pavement sections dictate]~~

**Table 10-1: Pavement Sections**

Location	Detailed Description	Pavement Layer Description	Minimum Thickness (inches)
STH 125	3 MT 58-28 S (lower layer) 4 MT 58-28 S (upper layer)	HMA Pavement	10-inch total thickness 8-inch lower layer 2-inch upper layer
	1 1/4 Inch	Base Aggregate Dense	10 inches
	See Notes 1.	Subgrade Improvement	
Auxiliary/Turning Lanes	Match Mainline	Match Mainline	Match Mainline
Shoulders	Match Mainline	Match Mainline	Match Mainline

NOTES:

1. Subgrade Improvement is not required for reconstructed STH 125.

### 10.2.3 Temporary HMA Pavement Design Requirements

Develop and submit to the Department for acceptance a technical memo detailing the pavement structure for any temporary pavements required for construction of the Project. Refer to the Department's FDM, Chapter 14 for report requirements.

### 10.2.4 Concrete Pavement Approach Slab Requirements

Structural approach slabs and concrete pavement approach slabs will be required at B-44-482. Use the concrete pavement section as shown in the Department's FDM standard detail drawing SDD 13B02-b.

### 10.2.5 Concrete Curb & Gutter

Design and construct Concrete Curb & Gutter, 30-Inch, Type D at locations shown in Book 2, Section 11, Exhibit 11-A.

Furnish all materials for concrete curb & gutter conforming to the *Standard Specifications*. Construct curb & gutter as shown in the Department's FDM SDD 8D01.

### 10.2.6 Concrete Sidewalk

Design and construct Concrete Sidewalk, 5-Inch at locations shown in Book 2, Section 11, Exhibit 11-A. Construct Sidewalk 5-Inch over 6 inches Base Aggregate Dense 1 ¼-Inch.

### 10.2.7 Local Roadways and Standards

~~Design and construct widened pavement on eastbound Spencer Street at Kools Street as shown in Book 2, Section 11, Exhibit 11-A. Construct HMA pavement and base on Spencer Street as shown in Table 10-2.~~

Remove existing HMA pavement on Kools Court to the extent necessary to accommodate intersection design of widened Spencer Street. Grade and shape existing base aggregate to designed profile and slope. Add Base Aggregate Dense, 1 ¼ Inch and add Base Aggregate Dense, 3 Inch as shown in Book 2, Section 11, Exhibit 11-A. Construct new HMA pavement on Kools Court as follows:

- 3.5 inch lower layer 3 MT 58-28 S
- 2.0 inch upper layer 4 MT 58-28 S

## 10.3 Construction Requirements

### 10.3.1 General Construction Requirements

Avoid variation greater than 1/8 inch as tested with a 10-foot straightedge for all pavement tie-ins, both lateral and longitudinal. Account for total surfacing thickness, settling, compaction, minimum structural requirements, unbound base/subbase thickness, frost-free characteristics, and other appropriate factors. Roadways and driveways adjacent to the Project that are disturbed by construction activities shall be restored by matching the in-place surface type and structure of the existing roadways or driveways.

Construct roadway embankment fill placed under this Contract meeting the requirements of Standard Specification 205 Roadway and Drainage Excavation, 207 Embankment, 208 Borrow, and 209 Granular Backfill. Provide Borrow, Excavation Common, Select Borrow, or Excavation Rock for all new embankment and embankment-widening Material.

Construct base and subbase material following Standard Specification 211, Preparing the Foundation, and meeting the requirements of Standard Specifications 301 Base, Subbase, and Subgrade Aggregate 305 Dense-Graded Base, 312 Select Crushed Material, and 350 Subbase.



## 10.1.4 Concrete

### 10.3.2.1 Concrete Mix Design

Produce concrete mix designs following mix design procedures stated in Standard Specification 501 as required for the type of concrete used.

### 10.3.2.2 Concrete Construction and Staging

Construct concrete curb and gutter and sidewalks in accordance with applicable sections of the CMM section 400, Standard Specifications section 400, FDM Chapter 14, and SDDs.

## 10.1.5 HMA

Construct HMA pavements in accordance with applicable sections of the CMM section 400, Standard Specifications section 400, FDM Chapter 14, and SDDs.

### 10.3.2.3 HMA Mix Design

Produce HMA mix designs following mix design procedures stated in Standard Specification 450 as required to produce HMA pavements specified in Table 10-1, ~~and Table 10-2.~~

## 10.3.3 Grading Requirements

### 10.3.3.1 Reusing Existing Materials

If materials that currently exist on the Project will be disturbed and re-used on the Project, these materials must be stockpiled for the Department to properly sample, test, and accept. Other means besides stockpiling may be acceptable and can be proposed by the Design-Builder for Department Approval.

### 10.3.3.2 Disposal of Excess Materials

Dispose of surplus excavated materials in accordance with the Standard Specifications.

### 10.3.3.3 Disposal Site Plan

If the Design-Builder proposes to dispose of surplus excavated materials on Department R/W, submit a Disposal Site Plan to the Department for Approval.

## 10.4 Deliverables

~~Table 10-Table 10-32~~ lists Deliverables identified in this section and is not intended to be exhaustive. It is the Design-Builder's responsibility to determine and submit all Deliverables, as required by the Contract.

**Table 10-32: Non-exhaustive List of Deliverables**

<b>Name</b>	<b>Approval</b>
Supplemental Roadway Soils Report	Approval
Temporary Pavement Technical Memo	Acceptance
Supplemental Laboratory Testing Data	Approval
Concrete Mix Design	Approval
HMA Mix Design	Approval
Disposal Site Plan	Approval

Prior to submitting any roadway RFC packages, prepare a plan view that graphically displays proposed clear zone limits for that RFC package. Identify all hazards, both within the clear zone and in a 5-foot band outside each clear zone. A Roadside Hazard Analysis (RHA) will be completed in accordance with FDM 11-45-20. Hold an over-the-shoulder review with the Department, as described in Section 5 (Quality Management), and discuss whether actions are necessary to remove or protect any of the hazards. Upon completion of the process, update the RFC Documents as necessary.

### 11.3.2.2 Vertical Curves

Apply the minimum vertical curve length defined in Section 11-10-5.4.2 of the FDM to vertical curves on State Trunk Highways. The extent of the roadway construction required for the structure replacement shall be minimized and allow the smooth transition of the structure approaches to the existing pavement per the FDM.

### 11.3.2.3 Grades

The maximum grades for roadways are provided in FDM 11-10 (Attachment 5.3) and FDM 11--15 (Attachment 1.4).

### 11.3.2.4 Horizontal Alignment

The horizontal alignment for STH 125 shall be designed in accordance with FDM 11-10-5.

### 11.3.2.5 Intersections

The geometric layout of the temporary roadway improvements at the intersection of Spencer Street and Kools Street shall be designed to avoid impacts to the existing box culvert (other than the installation of temporary pavement markings) located west of the intersection and to match back in before the existing driveway located east of the intersection. Temporary lanes will be designed and constructed to a minimum width of 11 feet for through lanes and 10 feet for turn lanes. For eastbound traffic on Spencer Street at the approach to Kools Street, provide a minimum 150-foot left turn storage lane. All temporary intersection improvements shall be contained within the existing Right-of-Way without the removal of any of the adjacent trees that are 6 inches in diameter or larger. Maintain drainage with temporary pipes and/or ditches. Roadside hazards shall be protected per Standard Spec 104.6.1.2.4 Hazard Protection. Lane shifts shall follow SDD 15D40-C.

Any improvements on Nicolet Road, Spencer Street, and Kools Street required to construct the Project are temporary and will need to be restored to existing conditions upon termination of their use.

The geometric layout will undergo a review by the Department and is subject to their approval. See Book 2, Section 5.4.9.4.1 regarding review timeframes.

### 11.3.2.6 Slopes

Construct slopes 4:1 (H:V) or flatter within clear zone unless slopes are located behind guard rail or concrete barrier installations as listed in Section 11.4.2.7. Exceptions to the 4:1 constructed slopes will be allowed at the tie-in points. Smoothly transition the slopes to match the existing slopes within 50 feet of the tie-in points. Correction of slopes outside this 50 foot interval is not part of the scope of this Project. No slopes steeper than 3:1 (H:V) are allowed outside the clear zone on this Project except slopes 0.5:1 (H:V) will be allowed in areas of rock cut. Round slopes on the Project so that they tie naturally into adjacent slopes or the existing ground line.

Design slopes to eliminate the need for traffic barrier, unless otherwise Approved by the Department or allowed in Section 11.4.2.7. Evaluate if any portion of a fill slope prior to the toe of slope is not recoverable, even beyond the clear zone, to determine if there is a hazard at the bottom of the slope, such as a deep pond or other hazards, which would require a traffic barrier.

Book 2, Section 8 (Geotechnical) describes how to transition from structures to slopes.

### 11.3.2.7 Roadside Design

All roadside design must follow FDM 11-45.

Construct standard MGS installations with MGS thrie beam structure approaches and EATsend terminals at the following locations:

- NE, NW, and SW corners of B-44-0482

Construct standard MGS installation with MGS thrie beam structure approach and Type 2 end terminal at the following location:

- NW corner of B-44-0482

### 11.3.2.8 Cross-Slope

- Cross-slopes will conform to FDM 11-15-1.

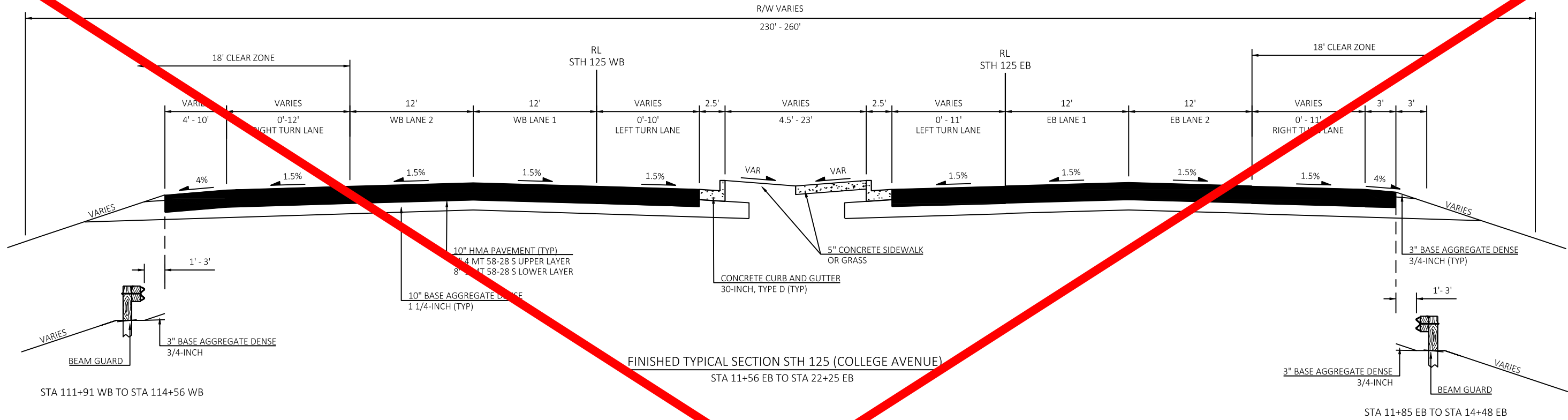
## 11.3.3 Reports

### 11.3.3.1 Design Justifications

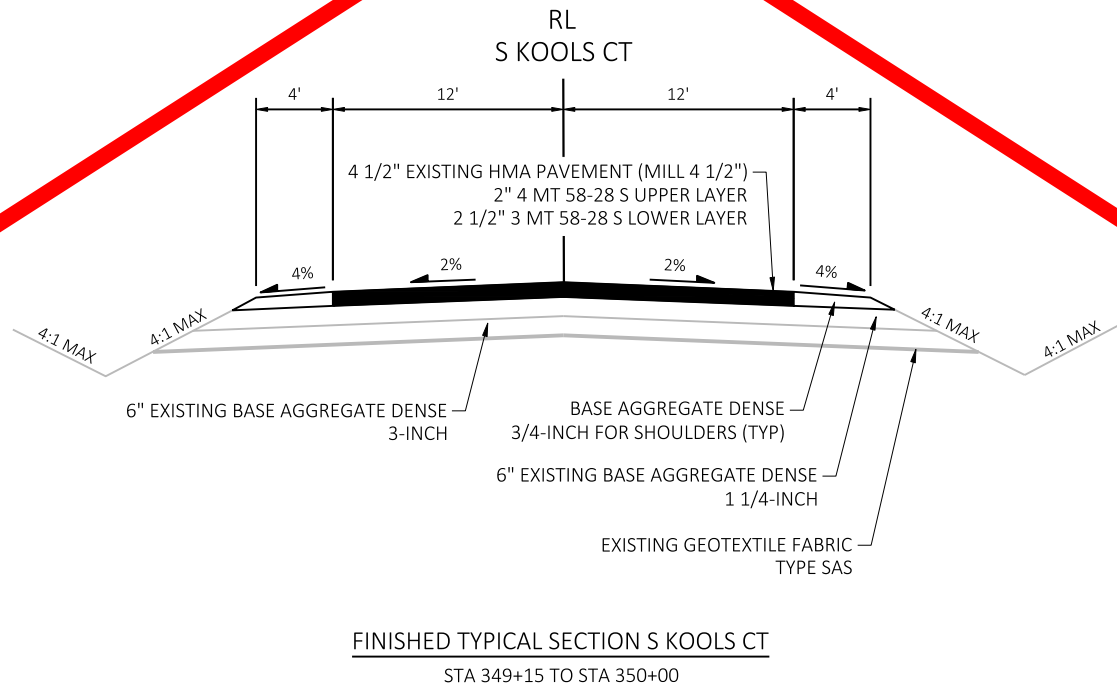
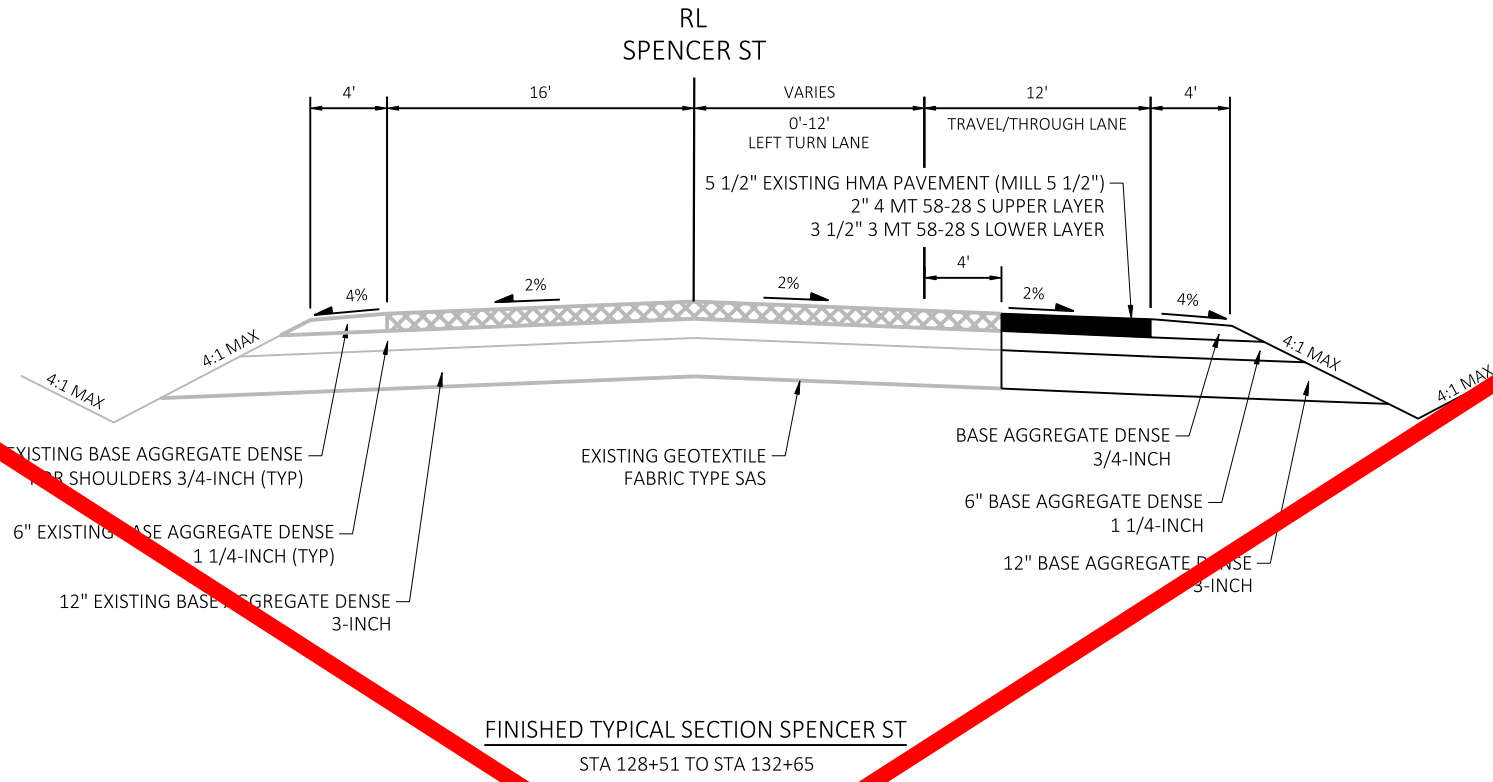
Design all the elements associated with mainline highway and other roadways in accordance with the design criteria established in the Contract Documents. Develop a Design Justification in accordance with FDM 11-1-20 for any element that falls outside of design criteria for both controlling and non-controlling criteria. Controlling criteria on Department projects are established as per FDM 11-1-20.3.

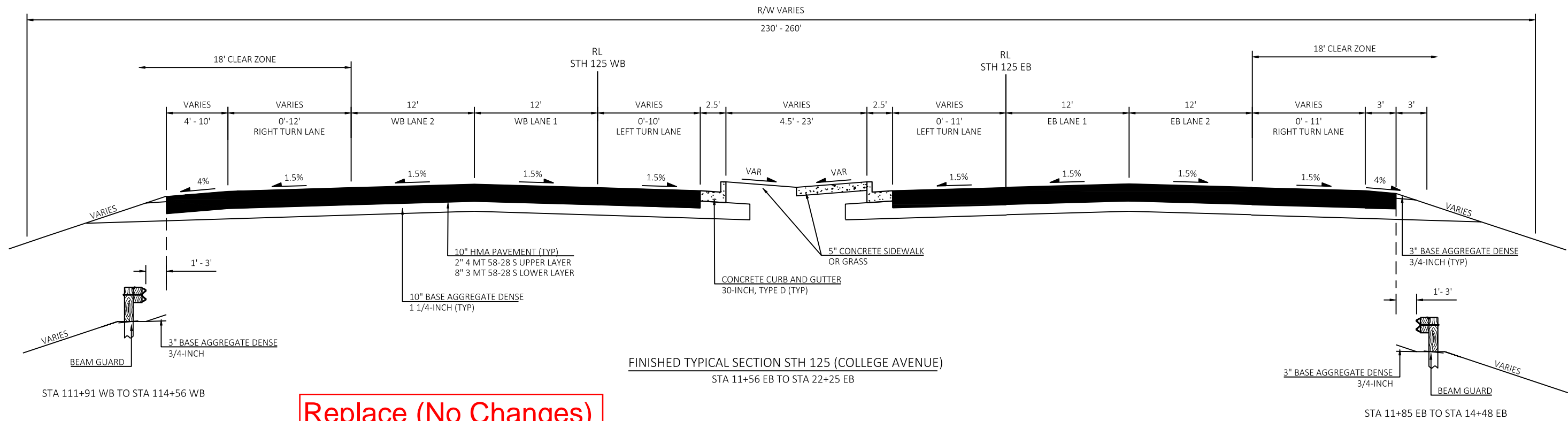
There is no assurance that Design Justifications created by the Design-Builder will be Approved by the Department. If the Design-Builder's design creates Design Justifications, demonstrate on a case-by-case basis that substantial benefits to the Project and the public would result from the

# EXHIBIT 11-A TYPICAL FINISHED SECTIONS



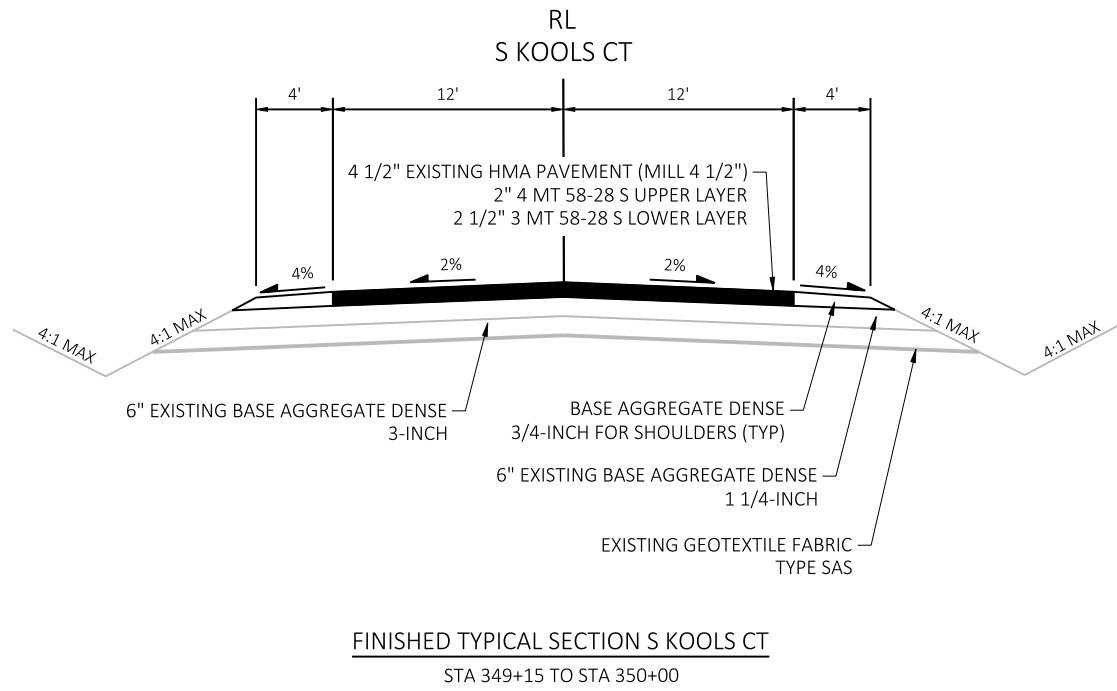
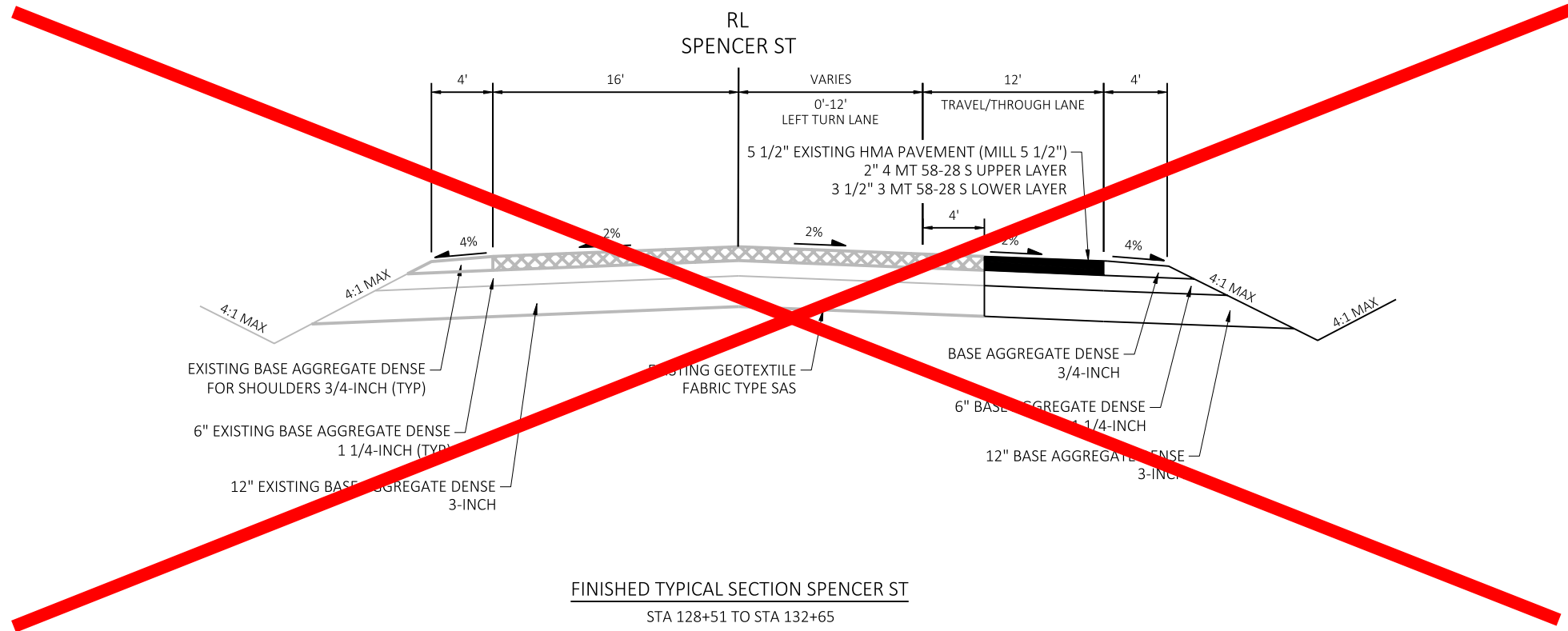
FINISHED TYPICAL SECTION STH 125 (COLLEGE AVENUE)  
 STA 11+56 EB TO STA 22+25 EB





Replace (No Changes)





The Design-Builder shall schedule one (1) meeting after Contract Award to finalize permanent signing, permanent pavement marking, permanent signalization, and permanent lighting needs. The meeting shall include the Department's Project Manager, Department's Signing and Marking Unit, Department's Traffic Unit, and Department's Electrical Unit.

### 16.2.3 Equipment/Software

#### 16.2.3.1 Signing

The Design-Builder may request sign plates per FDM 11-50-55.

[DOTBTOSignDetails@dot.wi.gov](mailto:DOTBTOSignDetails@dot.wi.gov)

#### 16.2.3.2 Traffic Signals

Refer to Department's TEOpS manual for traffic crash and operations analysis and design guidance.

#### 16.2.3.3 Lighting

Use the latest version of Lighting Analysis AGI32 software as identified in the TEOpS manual.

## 16.3 Design Requirements

### 16.3.1 General

We Energies will remove the light poles along the south right-of-way on College Ave at approximate stations 12+72 EB - 55' Right, 13+88 EB - 55' Right, and 14+59 EB - 55' Right prior to construction. We Energies will reinstall these poles after construction at the approximate same locations. Coordinate with WE Energies on the final locations of the reinstalled poles that best fits the Design-Builder's final design.

We Energies will remove the light poles along the north right-of-way on College Ave at approximate stations 111+73 WB - 48' Left, 112+51 WB - 51' Right, 113+65 WB - 50' Left, and 114+76 WB - 43' Left. We Energies will reinstall these poles after construction at the approximate same locations. Coordinate with WE Energies on the final locations of the reinstalled poles that best fits the Design-Builder's final design.

### 16.3.2 Investigations/Supplemental Work

#### 16.3.2.1 Signing Inventory

Conduct an inventory of all existing in-place signing within the Project. Prepare an exhibit displaying, at a minimum, existing sign location, existing sign size, existing sign code, and existing mounting type. Include removal of existing signs on permanent signing plan sheets per section 16.3.4.2.

Replace aAll existing signs will remain, or if impacted by construction will be removed and reinstalled, unless damaged by the Design-Builder or rendered inaccurate, ineffective, or

~~unnecessary by the Project. affected by construction and within the Project limits. Existing signs damaged by the Design-Builder will be replaced at no cost to the Department.~~ Provide modifications to signage within and outside of the limits of the Project that are rendered inaccurate, ineffective, or unnecessary by the Project. The modifications shall include the addition, removal, and alteration of signs and appurtenances.

Temporary signing information can be found in Book 2, Section 18 (Traffic Control).

### **16.3.2.2 Photometric Analysis (Not Used)**

~~Obtain necessary approvals(s) before beginning lighting design with the Regional Lighting Engineer in accordance with the TEOpS Manual.~~

~~Account for the three-dimensional aspects of the roadway with respect to the positioning of the illumination assemblies.~~

### **16.3.3 Design Criteria**

#### **16.3.3.1 Temporary Lighting (Not Used)**

~~Temporary lighting will be required to be perpetuated by the Design-Builder along STH 125 both north and south of the existing roadway during construction. Coordinate with WisDOT and WE Energies to maintain operation of existing lighting until the new structure is complete and permanent lighting is operational.~~

~~Provide temporary lighting at Spencer Street and Kools Street intersection.~~

~~Coordinate removal of temporary lighting with WE Energies per Book 2, Exhibit 6-B, Project Specific Utility Coordination.~~

#### **16.3.3.2 Permanent Pavement Marking**

Design removal and permanent pavement markings that conform to the requirements of Standard Specifications sections 646.

Provide permanent pavement markings per FDM SDD 15C9 at the Wisconsin Central Ltd. crossing with CTH A (Lynndale Avenue). The railroad crossing markings must be completed prior to traffic staging commencing within the Project area.

Temporary pavement marking information can be found in Book 2, Section 18 (Traffic Control).

#### **16.3.3.3 Permanent Traffic Signals (Not Used)**

~~**16.3.3.4 No new permanent traffic signals are required for the Project.**~~  
**Permanent Lighting (Not Used)**

### **16.3.4 Reports and Plans**

Follow FDM Chapter 15 for guidance on plan preparation and example plan sheets for the following sections.

#### 16.3.4.1 Temporary Lighting Plans (Not Used)

~~Prepare a Temporary Lighting Plan that perpetuates the existing lighting system along STH 125 and at the Spencer Street and Kools Street intersection.~~

#### 16.3.4.2 Permanent Signing Plan Requirements

Develop a Permanent Signing Plan for the Project that includes all necessary guide signs, warning signs, regulatory signs, dynamic message signs (DMS), object markers, and delineators. Also include design modifications to signage outside the limits of the Project that are rendered inaccurate, ineffective, confusing, or unnecessary by the Project. Include in the modifications the addition, removal, or alteration of sign panels and sign structures. Include in the Permanent Signing Plan all signing necessary for the Project inside and outside of the Project limits.

Include the following, at a minimum, in the Permanent Signing Plan:

- All special sign fabrication details for manufacture. All standard sign plates for manufacture and installation details
- ~~A new~~All permanent signs to replace an existing permanent sign is only required if the existing permanent sign is damaged by the Design-Builder shall be replaced by new signs
- Sign locations shall include new signs, removed signs, and signs to remain
- Proposed pavement markings
- Panel legends
- Permanent signing proposed on bridges
- Traffic signal mast arm/monotube arm sign legends

Permanent signing plan shall be sent to DOTBTOSignDetails@dot.wi.gov and Northeast Region traffic for review.

#### 16.3.4.3 Permanent Pavement Marking Plan Requirements

Prepare permanent pavement marking plans that show center line striping, edge line striping, lane line striping, stop lines, arrows, legends, symbols, and other markings for the Project. Provide modifications to pavement markings outside the Project construction limits that are rendered inaccurate, ineffective, confusing, or unnecessary by the Project. Include in the modifications the addition, removal, or alteration of pavement markings. Include in the Plans all pavement markings necessary for the Project inside and outside the Project construction limits.

Include the following, at a minimum, in the Permanent Pavement Marking Plan:

- New and removed pavement markings

#### 16.3.4.4 Permanent Traffic Signal Plan Requirements (Not Used)

**Table 16-1: Non-exhaustive List of Deliverables**

<b>Name</b>	<b>Acceptance or Approval</b>
Existing Signing Inventory	Acceptance
Permanent Signing Plan	Acceptance
Permanent Pavement Marking Plan	Acceptance
<del>Temporary Lighting Plan</del>	<del>Acceptance</del>

- Review the Design-Builder's traffic control details.
- Two weeks prior to traffic stage shifts disseminate Project traffic control information to task force meeting attendees.
- Obtain traffic control input from task force meeting attendees.
- Review all crashes that occur within the Project limits and upstream of the Project temporary traffic control devices. Review detour route and alternate route. Review any crashes that occur on the detour route and on the alternate route.

Prior to invitations being sent for the first meeting, submit a list to the Department for review and acceptance of all members proposed to be invited to join the traffic control task force

### 18.2.3 Software Requirements

Design-Builder may request sign plates per FDM 11-50-55 at [DOTBTOSignDetails@dot.wi.gov](mailto:DOTBTOSignDetails@dot.wi.gov). A minimum of three weeks of lead-time is required by the Department's Bureau of Traffic Operations for the preparation of sign details.

Design-Builder will be provided access to the Department's TMP System:  
<https://transportal.cee.wisc.edu/tmp/>

## 18.3 Design Requirements

### 18.3.1 Design Criteria

The Design-Builder will have the option to construct the Project maintaining a single through lane of traffic in each direction or closing the road to traffic. The alternative selected must construct the Project and have all lanes of traffic open within the allowable durations. See Section 18.3.1.8 for the maintaining traffic requirements and Section 18.3.1.9 for the road closure requirements. All other requirements listed in Book 2, Section 18, will apply to both alternatives.

#### 18.3.1.1 Design Vehicle

Traffic control on STH 125 shall accommodate a WB-62 design vehicle. STH 125 is not a designated long truck route. STH 125 is not an oversize overweight truck route, high clearance route, or wind tower corridor. Traffic control at the local road intersections of Spencer Street and Kools Street, and Nicolet Road and Spencer Street shall accommodate a SU vehicle for the design vehicle and the check vehicle.

#### 18.3.1.2 Temporary Guardrail, Barrier, Attenuators, Glare Screen, Drums, Barricades, and Signs

Use temporary guardrail, barrier, attenuators, glare screen, drums, barricades, and signs to protect the traveling public from the following:

- Fixed objects within the clear zone

- Morning Peak with time-based coordination along STH 125 (College Avenue) and CTH OO (Northland Avenue)
- Mid-day Peak with time-based coordination along STH 125 (College Avenue) and CTH OO (Northland Avenue)
- Afternoon Peak with time-based coordination along STH 125 (College Avenue) and CTH OO (Northland Avenue)

### 18.3.1.6 Off-site Intersection Improvement Requirements

Analyze traffic operations at the Spencer Street and Nicolet Road intersection and Spencer Street and Kools Street intersection based on traffic counts and volume projections provided by the Department. Analysis shall reflect Spencer Street and Nicolet Road intersection operating with temporary signal control, and Spencer Street and Kools Street intersection operating with existing stop temporary signal control. The Spencer Street and Nicolet Road temporary signals shall include pedestrian phasing. Analysis shall conform to procedures of TEOps Chapter 16.

At the Spencer Street and Kools Street intersection, include the required temporary permanent improvements in accordance with Book 2, Section 11.3.2.5, and determine any additional the signal timing, necessary temporary pavement widening, and lane configuration necessary to provide LOS E or better for each movement. If the improvements required to meet LOS E are not feasible within the permanent right of way and requirements of Book 2, Section 11.3.2.5, design for lanes that can be constructed within the permanent right of way and requirements of Book 2, Section 11.3.2.5, that optimizes the traffic operations.

At the Spencer Street and Nicolet Street intersection, determine the signal timing and any lane designation changes necessary to provide LOS E or better for each movement. If LOS E is not attainable for lanes that fit within the existing roadway limits, optimize the LOS for priority movements within the existing roadway limits.

Submit the traffic analysis and proposed lane configurations to the Department for review and approval before proceeding with final design. Construct the required pavement widening, pavement markings, advance warning signs, and temporary traffic signals prior to any lane closures on STH 125. Submit temporary pavement designs to the Department. See Section 10 (Pavements and Roadway Materials) for temporary pavement design details and requirements.

The existing stop sign and solar flashing beacon assemblies at the Spencer Street and Nicolet Road intersection shall be removed and salvaged. ~~The existing stop signs at the Spencer Street and Kools Street intersection shall be removed and salvaged.~~ Deliver the stop signs and stop sign assemblies to the Town of Grand Chute Public Works Department for storage during the Project.

After all lanes of traffic are open on STH 125, reinstall the stop signs and stop sign assemblies on the existing concrete foundations and remove the temporary traffic signals. Remove any temporary pavement widening at the Spencer Street and Kools Street intersection and restore the areas to match the existing conditions. ~~The intersection improvements defined in Section 10~~

~~shall remain in place.~~ For any pavement marking modifications that were done at the Spencer Street and Nicolet Street intersection, remove and replace with epoxy pavement markings to match existing conditions.

### 18.3.1.7 Work and Pre-Stage/Post-Stage Closure Restrictions

Pre-stage/Post-stage closures are allowed for the purposes of setting up or removing the traffic control required in advance of the start of the Design-Builder's selected traffic control alternative described in 18.3.1.8 and 18.3.1.9. Work under the pre-stage/post-stage closures may include temporary construction or removal of temporary pavement, temporary pavement markings, temporary traffic signals, traffic signal modifications, or traffic staging setup or removal related work. Ten short-term single through lane closures on STH 125 are allowed to be implemented. Six short-term full ramp closures at the IH 41 and STH 125 interchange ramps are allowed to be implemented. Single through lane closures are allowed on STH 125 from 7 pm to 8 am, Sunday to Thursday. Full ramp closures are allowed at the IH 41 and STH 125 interchange ramps from 8 pm to 5 am, Sunday to Thursday. The northbound and southbound ramps are not allowed to be closed at the same time. No marked detour route is required during the short-term ramp closures if a ramp closure is for 3 consecutive nights or less. The applicable short-term ramp closure or lane closure signing and standard details apply. Provide certified flaggers for any required flagging operations. Construction Work zone access locations must be approved by the Department.

Work may not be performed on and all lanes of traffic open and in their existing configurations on STH 125, IH 41 Ramps, Spencer Road, and all surrounding local roads from November 15 to December 31. Do not haul materials of any kind along or across any portion of the highway carrying traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday and special events:

Holiday/Special Event	Begin Date and Time	End Date and Time
Labor Day	September 2, 2022 12:00 p.m.	September 6, 2022 6:00 a.m.
Easter	April 7, 2023 12:00 p.m.	April 10, 2023 6:00 a.m.
Memorial Day	May 26, 2023 12:00 p.m.	May 30, 2023 6:00 a.m.
Independence Day	July 3, 2023 12:00 p.m.	July 5, 2023 6:00 a.m.
Labor Day	September 1, 2023 12:00 p.m.	September 5, 2023 6:00 a.m.

### 18.3.1.8 Traffic Staging Alternatives

#### 18.3.1.8.1 Allowed Staging Alternatives

The Design-Builder has the option to use one or more of the following staging alternatives up to the maximum Lane User Impacts allowed based on the formula below. If the Design-Builder proposes to use fewer Lane User Impacts than the maximum allowed, the maximum Lane User Impacts will be determined in accordance with Book 1, Section 4.3.2.1.





**Wisconsin Department of Transportation**

**Northeast Region**

# **Request for Proposals: Applicable Standards**

**Book 3**

**Addendum #~~2~~4**

**Town of Grand Chute, College Avenue**

**IH 41 – Bluemound Drive,**

**STH 125, Outagamie County**

**Design-Build Project**

**State Design/Construction IDs: 6526-00-00/71**

**~~June 23~~ July 29, 2022**

## 3 Design-Build Modifications to the Department's Special Provisions

### 3.1 General

These Contract Provisions are based on the Department's template Special Provisions and contain requirements generally applicable to the Work to be performed by the Design-Builder. In certain cases, Special Provisions have been superseded by other provisions of the Contract Documents found in Book 1 or Book 2. Special Provisions generally follow the numbering system of the *Standard Specifications for Highway and Structure Construction*; therefore, this document follows that same system and identifies provisions that have replaced or modified clauses in the Special Provisions.

Any references to other standards, codes, or criteria, or to the latest version of other standards, codes, or criteria in Book 2 of the Contract Documents will mean the latest version as of the RFP Release Date. Unless otherwise designated, when AASHTO, ASTM, FSS, AWS, CRSI, UL, or other specifications, standards, methods, tests, or practices are cited in these Special Provisions, the reference will be to the latest edition as revised or updated by approved supplements or interim editions published and issued as of the RFP Release Date. By mutual agreement, the referenced provisions may govern as updated to the time of application.

The Department's Special Provisions template often contains blanks for project-specific choices. In these Contract Provisions, some of those blanks may have been filled in or have been superseded by other portions of the Contract. The blanks that remain may be filled in at the Design-Builder's discretion, but are subject to the Department's Approval, as described in Book 2, Section 5 (Quality Management).

All Special Provisions provided in Exhibit 3-A [and Exhibit 3-C](#) of Book 3 are incorporated herein, except as otherwise provided in the Contract Documents, and with the following general and specific exceptions:

### 3.2 General Exceptions:

1. When these Special Provisions refer to "Measurement," "Pay Plan Quantity," or "Measured Quantities," such language will be disregarded. It is not the intent of the Design-Build Contract that the various components of the Work will be measured for payment. Final payment will be at the Contract Price for the completed Project irrespective of the quantities of the various components incorporated in the Work.
2. When these Special Provisions refer to "Payment," to "contract unit prices," or to "payment is full compensation," such references and language will be disregarded, except unit prices as identified in Book 2.
3. When these Special Provisions refer to "extra work," "compensation for," "at the Department's expense," "at the Design-Builder's expense," "quantity adjustments,"

**EXHIBIT 3-C: SPECIAL PROVISIONS**  
**NON-PARTICIPATING ITEMS**

**1. Adjusting Water Valve Boxes, Item SPV.0060.14**

**A Description**

This special provision describes adjusting water valve boxes to final pavement elevations the plans show.

**B Materials**

Utilize existing valve boxes where the required extent of adjustment allows. If additional sections are necessary, provide cast iron, screw type made for the type and brand of valve box where installed at the location the plans show.

**C Construction**

Before completion of paving operations, adjust the water valve boxes to match the final proposed grade. Excavate and expose the existing water main valve box to the depth needed to adjust the valve box to grade, add or remove extension(s) as needed, and backfill with base aggregate material conforming to the requirements for the adjacent roadway base course construction.

Complete adjustments in such a manner to avoid any damage to the water valve boxes. Provide the Town of Grand Chute two working days advance notice before adjusting the valve boxes to finished grade.

**D Measurement**

The department will measure Adjusting Water Valve Boxes as a unit of work for each valve box acceptably adjusted.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.14	Adjusting Water Valve Boxes	EACH

Payment is full compensation for adjusting each valve box; excavating as necessary to access the valve box; backfilling; repairing any damage done to the valve box during adjustment; and for adding new sections if necessary.

**SECTION 33 01 30.86**  
**MANHOLE RIM ADJUSTMENT AND CHIMNEY RECONSTRUCTION**

**PART 1 - GENERAL**

**1.01 SUMMARY**

- A. Section Includes
  - 1. Adjustment of Existing Casting
  - 2. Manhole Reconstruction

**1.02 REFERENCES**

- A. American Society of Testing and Materials (ASTM)
  - ASTM C387 Standard Specification for Packaged, Dry, Combined Materials for Concrete and High Strength Mortar
  - ASTM C478 Standard Specification for Circular Precast Reinforced Concrete Manhole Sections
  - ASTM C990 Standard Specification for Joints for Concrete Pipe, Manholes, and Precast Box Sections Using Preformed Flexible Joint Sealants
- B. Federal Specifications (FS):
  - FS SS-C-153C Cement, Bituminous, Plastic.

**1.03 SUBMITTALS**

- A. Action Submittals
  - 1. Submit to Engineer two (2) copies each of material and product data to be installed.

**PART 2 - PRODUCTS**

**2.01 JOINT SEALANT MATERIAL**

- A. Joint sealant gasket shall be rubber gasket joint meeting requirements of C-443.
- B. Outside edges of all joints shall have 1-1/4" thick butyl rubber material meeting requirements of AASHTO M-198 Type B flexible plastic gasket and ASTM C990 butyl rubber sealant. Shall be CS-102.
- C. Grade Adjusting Rings

1. Provide polyurethane joint sealer/adhesive for attaching rubber grade adjusting rings.
2. Provide M-1 Structural Adhesive/Sealant or equal meeting requirements of ASTM C-920, Type S, Grade NS, Class 25, Uses NT, T, M, G, A, and O, as recommended by the manufacturer for the Cretex Pro-Ring.
3. Provide butyl rubber sealant conforming to ASTM C990 and AASHTO M198 between HDPE rings.

## **2.02 CHIMNEY SEALS**

### **A. Internal Chimney Seal.**

1. Provide internal manhole chimney seal as manufactured by Cretex Specialty Products, Waukesha, WI or approval equal. Seals shall span the entire chimney height.

## **2.03 GRADE ADJUSTING RINGS**

- A. Provide grade adjusting rings with the inside dimension not less than the inside dimension of the manhole frame and not less than the inside dimension of the rectangular opening. Exterior dimensions shall not overhang the concrete sections.
- B. Grade rings shall be shaped for the application; e.g. circular for manhole castings and rectangular for rectangular castings.
- C. Adjusting rings shall have flat or even bearing surfaces providing bearing contact over the entire contact surfaces.
- D. The grade adjusting rings shall be designed to allow final adjustment of the frame and cover or grate to the grade established on the Drawings or established by the Engineer.
- E. Grade adjusting rings shall be capable of supporting the minimum requirements of AASHTO M-306, H-25 and HS-25.
- F. Grade Adjusting Rings
  1. Provide precast reinforced concrete adjusting rings complying with ASTM C478.
    - a. Adjusting rings shall be free from cracks, voids, and other defects.
    - b. Provide minimum of two precast concrete rings with a maximum height of 10 inches total.
  2. Provide Cretex PRO-RING grade adjustment rings.

- a. The grade adjustment rings shall be manufactured from ARPRO® Expanded Polypropylene (EPP), black. 5000 series meeting ASTM D3575 and ASTM D4819-1. The rings shall be manufactured using a high compression molding process to produce a finished density of 120 g/l ((7.5 pcf).
  - b. Rings contain either an upper and lower keyway (tongue and groove) for vertical alignment and/or an adhesive trench on the underside with a flat top.
  - c. Provide a maximum height of 6 inches.
3. Provide grade adjustment rings that are injection molded-recycled HDPE as manufactured by LADTECH, Inc. or approved equal.
    - a. Adjustment rings shall be manufactured from polyethylene plastic in accordance with ASTM D-4976.
  4. When in a traffic area provide top 4 inches of adjusting rings height with rubber ring manufactured by Infra-Riser.
    - a. Provide tapered rubber adjusting ring in sloped pavement.
    - b. Provide manufacturer recommended polyurethane sealant between rubber rings.

## **PART 3 - EXECUTION**

### **3.01 RIM ADJUSTMENT**

- A. Rim adjustment includes the raising or lowering existing casting 12 inches or less by adding or removing existing brick, mortar, or grade rings to raise or lower top of casting elevation to finish grade.
- B. Grade Adjusting Rings:
  1. Remove casting, existing adjustment ring(s), bricks, and/or mortar in manner so as not to damage existing casting or top section of structure.
  2. Add or remove an amount of adjusting rings necessary for the casting rim to achieve finish grade.
  3. Provide grade adjusting rings with a maximum height of 10 inches.
  4. Provide a minimum of 2 rings for grade adjustment.
  5. Grade Adjusting Rings

- a. When in traffic area provide grade adjusting rings with the top 4 inches being of a rubber ring, tapered as necessary to match surface grade with casting.
- b. Seal the joint between the first grade ring and top of the structure meeting the requirements of this Standard Specification for Cretex grade adjustment rings.
- c. Provide a butyl rubber sealant between HDPE (LADTECH) adjustment rings. Install to structure in accordance to the manufacturer's recommendation.
- d. The remaining joints between all structure adjustment rings and the frame and cover or grate shall be sealed using an adhesive/sealant meeting the requirements of this Standard Specification and as recommended by the manufacturer.
- e. Remove all wooden wedges or other adjusting devices and mortar voids created by adjusting device.
- f. Concrete grade adjustment ring:
  - i) Concrete grade adjustment rings require approval by the Municipal Engineer or Director of Public Works, prior to installation.
  - ii) Provide 1/4 inch thick bituminous plastic cement between concrete grade rings; and between the precast concrete section and the concrete grade rings providing a watertight seal.
  - iii) Attach the rubber grade adjusting ring to concrete grade ring using polyurethane joint sealer/adhesive creating watertight seal.

### **3.02 MANHOLE RECONSTRUCTION**

- A. Reconstruction includes the raising or lowering existing casting 12 inches or more, or any adjustment requiring work beyond that listed as adjustment.
- B. Remove casting, existing adjustment ring(s), bricks, and/or mortar in manner so as not to damage existing casting or top section of structure.
- C. Remove all existing adjusting rings, bricks and or mortar to the top of the structure or to a depth as shown on the Drawings.
- D. Install new adjusting rings as specified to a height necessary for the casting rim to achieve finish grade. Rim adjustment shall conform to these Specifications.



- E. Provide sealant between adjusting rings.

### **3.03 ADJUSTING RINGS**

- A. Center adjusting rings on manhole cones and center manhole castings on adjusting rings so that their surfaces will be flush whenever possible.
- B. Adjusting rings shall be set with butyl rubber sealant troweled into a 1/4 inch thick layer over the entire surface area of the top of cone and all adjusting rings,
- C. Adjusting rings shall be set with cement mortar troweled into a 1/4 inch thick layer over the entire surface area of the top of cone and all adjusting rings.

### **3.04 SEALING CHIMNEY JOINTS**

- A. The entire outside surface of the manhole chimney, including all adjusting rings and overlapping both the manhole cone or flat-top slab (a minimum of 4 inches) and the manhole frame, shall be covered with a minimum 1/4 inch thick coating of butyl rubber.
- B. The entire outside surface of the manhole chimney, including all adjusting rings and overlapping both the manhole cone or flat-top slab (a minimum of 2 inches) and the manhole frame, shall be covered with a minimum 1/4 inch thick coating of mortar.

### **3.05 FINISH GRADE**

- A. Manhole depths shown on the Drawings are approximate only, unless the rim elevation is indicated. Manhole casting rims shall be installed to match the existing grade unless the finished elevation is shown on the Drawings.
- B. Manhole castings shall be set to 1/4 inch below final paved surface, within 1/8 inch tolerance plus/minus.
- C. Prior to paving operations, verify that all castings are installed to the elevation required by the roadway cross slopes and finish pavement elevations.

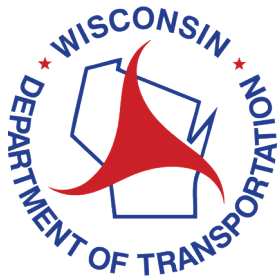
### **3.06 PROTECTION OF WORK**

- A. Protect all Work from damage resulting from activities such as, but not limited to, construction traffic, domestic traffic, grading and paving activities.
- B. Inspect all castings and chimneys for damage and/or misalignment prior to, and during paving process.

### **3.07 SALVAGED MATERIALS**

- A. Salvage existing materials in accordance to appropriate Specification Section.

**END OF SECTION**



**Wisconsin Department of Transportation**

**Northeast Region**

# **Request for Proposals: Reference Information Documents**

**Addendum #~~21~~**

**Town of Grand Chute, College Avenue**

**IH 41 – Bluemound Drive**

**STH 125, Outagamie County**

**Design-Build Project**

**State Design/Construction IDs: 6526-00-00/71**

**July 29~~June 23~~, 2022**

<b>RID MISCELLANEOUS REFERENCE</b>	
<b>PUBLIC INVOLVEMENT</b>	<b>Department e-file</b>
65260000 Public Involvement Plan_UPDATED for Design Build.pdf	
<a href="#">April 2021 Additional Public Outreach Responses.pdf</a>	
<a href="#">March 2021 LOM Discussion Points_Responses.pdf</a>	
<b>ENVIRONMENTAL</b>	<b>Department e-file</b>
6526-00-00 HazMat Report.pdf	
65260000 CEC_Final Signed 122121.pdf	
DNR Preliminary Concurrence_STH 125 DesignBuild_Mud Creek_6526-00-00.pdf	
Wetlands_Invasives.pdf	
6526-00-00_B-44-0010_STH 125-College Ave over Mud Creek_Outagamie County Asbestos Report 063020.pdf	
65260000 Final CEC Memo.pdf	
65260000 Wetland Impacts CEC_Slab Final Design-Wetland Impacts-Slab 042822.pdf	
65260000 WITF_Perm.xlsx	
<b>UTILITIES</b>	<b>Department e-file</b>
ANR-APPLETON TO GREEN BAY GAS LINE with Pothole Locations.pdf	
ANR-KEWASKUM TO DENMARK BAY GAS LINE with Pothole Locations.pdf	
ANR Kewaskum to Denmark_pp.dwg	
ANR Appleton to Green Bay_pp.dwg	
<b>GEOTECHNICAL</b>	<b>Department e-file</b>

B-44-0482-Site Investigation Report.pdf	
<b>PAVEMENTS AND ROADWAY MATERIALS</b>	<b>Department e-file</b>
PDR_2021_NER_STATE_65260000_STH 125_BRRPL.pdf	
Spencer_Kools_Nicolet_PDR Recommendations.pdf	
<b>ROADWAYS</b>	<b>Department e-file</b>
6526-00-71 STH 125 Plan Set.pdf ( <a href="#">Structure Plan sheets updated</a> )	
<b><u>STRUCTURE</u></b>	<b><u>Department e-file</u></b>
<a href="#">CO B-44-482 Layout MWB.DGN</a>	
<a href="#">2021-P2-B44482-PRELIM2.dgn</a>	
<a href="#">2021-P1-B44482-PRELIM1.dgn</a>	
<b>HYDRAULICS</b>	<b>Department e-file</b>
B44_482_HecRAS.zip	
B-44-482_hydro.pdf	
<b>SIGNING, MARKING, TRAFFIC SIGNAL, AND LIGHTING</b>	<b>Department e-file</b>
1 Site #440426 Workbook PROJECT Level Traffic Forecast_Final_Updates 041321.pdf	
6526-00-00 _STH 125_Traffic Forecast_June 2020.pdf	
Spencer_Kools_Nicolet Counts.zip	
Large WIS 125 Closed Completely vs Base.pdf	
Large WIS 125 1-lane each direction I-41 to Westhaven vs Base.pdf	
Large WIS 125 1-lane each direction I-41 to Westhaven.pdf	