Northeast Region

Request for Proposals: Instructions to Proposers

Addendum #2

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, 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.

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.

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:

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
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: For Department Use Only Enter the general categories of work from Scope of Work in the proposal	
Notice of Award Dated	Date Guaranty Returned

Wisconsin Department of Transportation

Proposal Schedule of Items

Project: **6526-00-71**

Design-Build Firm ID: _____

Design-Build Firm Name: _____

Proposal Schedule of Items

Project: **6526-00-71**

Proposal Line Number	Item ID Description	Quantity	Units	Unit Price	Bid Amount
Category #0010	Roadway Items				
	Design and construcution 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	_____.____	_____.____

Total Cost Proposal : _____.____

Submitter's Signature: _____

Date: _____

Wisconsin Department of Transportation

Northeast Region

Request for Proposals: Project Requirements

Book 2

Addendum #2

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, 2022

Table of Contents

Tables

  - 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

Initial Work Plan	####-##-##-IWP	####-##-##-IWPv2	####-##-##-IWPv3
Baseline CPM Schedule	####-##-##-BL01	####-##-##-BL01v2	####-##-##-BL01v3
Re-Baseline CPM Schedule	####-##-##-BL02	####-##-##-BL02v2	####-##-##-BL02v3
1st Update Schedule	####-##-##-UP01	####-##-##-UP01v2	####-##-##-UP01v3
2nd Update Schedule, etc.	####-##-##-UP02	####-##-##-UP02v2	####-##-##-UP02v3
Time Impact Analysis	####-##-##-TIA01	####-##-##-TIA01v2	####-##-##-TIA01v3
As-Built Schedule	####-##-##-AB	####-##-##-ABv2	####-##-##-ABv3

2.4.2.3.1 *Schedule Narrative Report*

Submit and include as an attachment in PDF format the Schedule Narrative Report. Include a narrative for each required schedule submittal as follows:

- Baseline CPM schedules will include:
  - Explanation of the overall plan to complete the Project, including where the Work will begin and how Work and crews will flow through the Project
  - The Working Days per week, number of shifts per day, number of hours per shift, the holidays to be observed, and how the schedule accommodates adverse weather days for each month or activity
  - A statement describing the status of required permits
  - The quantity and estimated production rates for critical activities
  - Activities requiring coordination with the Department and/or third parties (e.g., utilities)
  - A statement identifying constraints and an explanation of the reason for and purpose of each constraint
  - A statement describing the reason for the use of each lag or lead
- Update Schedules will include:
  - A brief description of monthly progress
  - 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
- 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. 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

- Physical Percent Complete
- Early Start, Late Start, and Late Finish
- Total Float
- Include a title block and a timeline on each page. At a minimum, include the file name, revision, start date, finish date, data date, and run date in the title block.

2.4.2.4 Notice(s) to Proceed

2.4.2.4.1 *Initial Work Plan Schedule(s)*

As a condition of NTP1, submit an Initial Work Plan schedule to the Department as follows:

1. Provide a detailed plan of activities to be performed within the first 90 Calendar Days of the contract. Provide construction activities with durations not greater than 28 Calendar Days (20 Business Days), unless the Department accepts the requested exceptions.
2. Provide activities as necessary to depict administrative work, including submittals, reviews, and procurements that will occur within the first 90 Calendar Days of the contract. Show additional activities that require the Department's review or Approval. Activities other than construction activities may have durations greater than 28 Calendar Days (20 Business Days).
3. Provide summary activities for the balance of the Project. Summary activities may have durations greater than 28 Calendar Days (20 Business Days).
4. The Department will accept the Design-Builder's Initial Work Plan or provide comments within 10 Business Days after receipt of the Initial Work Plan. Address comments and resubmit the Initial Work Plan as necessary. Do not begin Work until the engineer accepts the Initial Work Plan. The Department will use the Initial Work Plan to monitor the progress of the Work until the Baseline CPM Progress Schedule is accepted.
5. Submit an updated version of the Initial Work Plan monthly until the Department accepts the Baseline CPM Progress Schedule. With each update, include actual start dates, completion percentages, and remaining durations for activities started but not completed. Include actual finish dates for completed activities.
6. Ensure the Initial Work Plan shows completing the Work within the interim completion dates and specified completion date.
7. Include activities that describe essential features of the Work and activities that might potentially delay contract completion. Identify activities that are controlling items of Work.

2.4.2.4.2 *Baseline CPM Schedule*

Within 21 Calendar Days following NTP1, submit a Baseline CPM Schedule. Acceptance of the Baseline Schedule by the Department is a condition of NTP2. The Department will use the schedule to monitor the progress of Work.

1. The Baseline CPM is the Design-Builder's committed plan to complete the Work within the time frames required to achieve the contract completion date and intermediate milestone dates.

    1.1. Provide a detailed plan of activities to be performed during the entire contract duration, including all administrative and construction activities required to complete the Work as described in the contract documents. Provide construction activities with durations not greater than 28 Calendar Days (20 Business Days), unless the Department accepts the requested exceptions.

    1.2. Provide activities as necessary to depict administrative work, including submittals, reviews, procurements, inspections, and all else necessary to complete the Work as described in the contract documents. Activities other than construction activities may have durations greater than 28 Calendar Days (20 Business Days).

    1.3. Include activities that describe essential features of the Work and activities that might potentially delay contract completion. Identify activities that are controlling items of Work.

    1.4. Show completing the Work within interim completion dates and the specified completion date.

    1.5. Provide summary activities for the balance of the Project. Summary activities may have durations greater than 28 Calendar Days (20 Business Days).

    1.6. Provide activities as necessary to depict third-party Work related to the contract.

    1.7. Make allowance for specified Work restrictions, non-Working Days, time constraints, calendars, and weather; and reflect involvement and reviews by the Department, and coordination with adjacent contractors, utility owners, and other third parties.

    1.8. With the exception of the Project Start Milestone and Project Completion Milestone, all activities must have predecessors and successors. The start of an activity will have a Start-to-Start or Finish-to-Start relationship with preceding activities. The completion of an activity will have a Finish-to-Start or Finish-to-Finish relationship with succeeding activities. Do not use Start-to-Finish relationships. Do not use Finish-to-Start relationships with a lag unless the engineer accepts requested exceptions.

    1.9. Schedule all intermediate milestones in the proper sequence and input as either a "Start-No-Earlier-Than" or "Finish-No-Later-Than" date. Provide predecessors and successors for each intermediate milestone as necessary to model each Stage of the Work. Unless the Department accepts a requested exception, the schedule should encompass all the time in the contract period between the starting date and the specified completion date.

    1.10. Develop an anticipated cash-flow curve for the Project, based on the Baseline CPM.

Within 10 Working Days, the Department will accept the Design-Builder's Baseline CPM schedule or provide comments to the contractor. The Design-Builder will address the Department’s comments and submit a revised Baseline CPM schedule within 10 Working Days after the Department’s request.

If the Department requests justification for activity durations, provide information that may include estimated labor, equipment, unit quantities, and production rates used to determine activity duration.

The Department will accept the Baseline CPM based solely on whether the schedule is complete as specified in this section. The Department’s acceptance of the schedule does not modify the contract or validate the schedule.

The Department will not consider requests for contract time extensions or additional compensation for delay as specified in Book 1, Section 13 until the Department Accepts the Baseline CPM schedule.

2.4.2.5 Schedule Updates

Submit CPM updates monthly after acceptance of the Baseline CPM as follows:

1. Include actual start dates, completion percentages, and remaining durations for activities started but not completed, and actual finish dates for completed activities, through the final acceptance of the Project.
2. Include additional activities as necessary to depict additions to the contract by changes and logic revisions as necessary to reflect changes in the Design-Builder's plan for prosecuting the Work.
3. Include a narrative report that includes a brief description of monthly progress, changes to the critical path from the previous update, sources of delay, potential problems, Work planned for the next 30 Calendar Days, and changes to the CPM schedule. Changes to the logic of the CPM schedule include the addition or deletion of activities and changes to activity descriptions, original durations, relationships, constraints, calendars, or previously recorded actual dates. Justify changes to the CPM schedule in the narrative by describing associated changes in the planned methods or manner of performing the Work or changes in the Work itself.
4. Submit each CPM Update in a compressed (XER) format electronically, as agreed to with The Department.
5. If additions or changes were made to the CPM schedule since the previous update, submit an updated hard copy of the revised logic diagram.

Within 10 Business Days of receiving each CPM Update, the Department will provide comments and either accept or reject the submitted schedule update. If necessary, the Department will schedule a meeting to address comments raised in the review. If the schedule is rejected, the Design-Builder will address the Department’s comments and submit a revised CPM Update

within 10 Business Days. Minimize the number of changes, and state within the narrative update the reasons for any changes to the schedule. The Department may elect to allow the Design-Builder to include modifications such as adding or deleting activities or modifying activity descriptions, durations, or logic without submitting a TIA as long as, in the sole opinion of the Department, the modifications do not:

- Alter the critical path(s) or near critical path(s)
- Extend the scheduled Final Acceptance, Substantial Completion, or milestone(s) compared to those shown on the current Accepted Working Schedule
- Disrupt the integrity or comparative relationship between the last Accepted Working Schedule
- Consume an “unreasonable” amount of Total Float
- Modify budget estimates on in-progress activities
- Delete in-progress activities with budget estimates

If, in the sole opinion of the Department, any proposed changes in planned Work will result in any of the above-stated conditions, submit a TIA as described herein.

2.4.2.6 Acceptance of Schedule

The Department’s review and acceptance of schedules will not waive any Contract requirements and does not relieve the Design-Builder of any obligation or responsibility for submitting complete and accurate information. By review and acceptance of the schedule, the Department does not endorse or otherwise certify the validity or accuracy of any part of the schedules. The responsibility for validity and accuracy of all schedules is the sole responsibility of the Design-Builder.

Errors or omissions within schedules do not relieve the Design-Builder from finishing all Work within the time limit specified for completion of the Contract. If, after a schedule has been accepted by the Department, and either the Design-Builder or the Department discovers that any aspect of the schedule has an error or omission, correct the schedule and indicate the effects within 10 Business Days.

2.4.2.6.1 *Initial Work Plan and Baseline CPM Schedules*

The Department will accept or return comments on submitted schedules within 10 Business Days after receipt. Address comments within 10 Business Days after the Department returns comments, unless directed otherwise by the Department. It is the Design-Builder’s responsibility to meet with the Department as often as necessary to satisfy the Department’s comments within said 10 Business Days.

2.4.2.6.2 *Schedule Updates*

Estimate physical percent complete and remaining duration of each activity for each schedule update.

If the Design-Builder intends to invoice for items such as materials on hand, record those costs in the "actual costs" field in the expense tab, with the "expense item" called "invoice."

Incorporate all Change Orders and costs into the schedule updates and include Change Order activity in the schedule. All Change Orders must be coded in accordance with the change management section contained herein.

Submit an updated schedule monthly, with invoices that accurately record the dates Work is started and completed.

2.4.2.6.3 *Time Impact Schedules*

The Department will accept or return comments on submitted schedules within 10 Days after receipt. Address comments within 10 Days after the Department has returned comment. It is the Design-Builder's responsibility to meet with the Department as often as necessary to satisfy the Department's comments within said 10 Days.

2.4.2.7 Weekly Look-Ahead Schedule

Submit weekly a detailed, forward-looking schedule (Look-Ahead Schedule) encompassing a period of at least 21 Calendar Days. This schedule may be a hand- or computer-generated bar chart and must specifically reference the applicable CPM activity ID. This Look-Ahead Schedule must have greater detail than the Working Schedule and define specific daily operations at each specific location to be performed during the upcoming 21-day period, including:

- Activities under way
- Planned Work for the upcoming 21 Calendar Days
- Critical requests for information (RFIs) and submittals, based on the CPM schedule
- Details on other activities not individually represented in the CPM schedule

2.4.2.8 Schedule Recovery

Whenever the current Working Schedule indicates negative Float, submit a TIA as described in the Time Impact Analysis section herein within 7 Calendar Days. Recover the negative Float regardless of fault of either party for past delays in the Time Impact Schedule. The requirement to recover negative Float regardless of fault is not a directive by the Department to accelerate the Work, but rather a directive to provide a proposal to complete Work within the available contract timeline. Any cure involving acceleration, at a cost to the Department, will be directed in writing from the Department prior to any execution of acceleration thereof.

2.4.2.9 Change Management

Provide the Department with the schedule activity(ies) affected, and document it in the Change Order. Incorporate all Change Orders into the schedule. Provide each Change Order with its own activity ID and assign to a cost account “SP#-CO.” Additionally, assign each Change Order to the activity code “DETL” with the value of the DETL code equal to the CO#.

2.4.2.10 Time Impact Analysis

Determine the effect of an impact as soon as possible, and do not wait to analyze the effects of an impact; this may require estimates of the duration of the impact. Submit a TIA any time the Design-Builder is unsure whether any one event, or accumulation of events, impacts a Final Acceptance or Substantial Completion date. Failure to submit a TIA addressing the impact will be considered prima facie evidence that the Department was not afforded the opportunity to mitigate the impact. At any time, the Department may require the Design-Builder to demonstrate the impacts of any change, or proposed change, to the schedule via a TIA, and require the Design-Builder to submit the TIA within 7 Calendar Days of receiving the request, even if the Design-Builder believes that there is no impact to the schedule.

Include a statement in the TIA that there is “no effect to the schedule,” or include the following in the TIA:

- Time Impact Schedule
- Any associated cost burden or savings
- A narrative report developed specifically to demonstrate effects of deviations from the current Working Schedule, to include the following:
  - A detailed factual statement of the impact, and its cause, providing all necessary dates, locations, and items of Work affected and included in each impact
  - The date or dates on which actions resulting in the impact occurred or conditions resulting in the impact became evident
  - Identification and copies of all pertinent documents relating to such impact
  - Basis for entitlement and identification of the provisions of the Contract that support the impact
  - All, if any, concurrent Design-Builder-caused delays during the timeframe of the impact
  - Affected activity ID(s) of the schedule for which the impact is to be presented and how they were affected
  - Any additional information requested by the Department

The Department may accept the Time Impact Schedule as the new Working Schedule while parties determine associated cost burden or savings. All accepted Time Impact Schedules become the next Working Schedule, and the basis for the next Update Schedule submittal.

2.4.2.11 Float Suppression/Sequestered Float/Use of Float

Do not engage in Float suppression manipulations that have the net effect of sequestering Float time. The Design-Builder is not entitled to any compensation or damages on account of delays that could have been avoided by revising activity time or logic used to sequester Float and will exclude the Design-Builder's right to recover any delay damages or compensation. Lags/leads are subject to the consent of the Department. Remove any lags/leads and replace with an activity identifying the lag/lead upon request of the Department, regardless of prior acceptance of previous schedules.

The Design-Builder acknowledges that all Float is a shared commodity available to the Project and is not for the exclusive benefit of any party but is instead an expiring resource available to accommodate changes in the Work, however originated. Contract time extensions for Contract performance will be granted only to the extent that delays or disruptions to affected Work paths exceed Total Float along those paths of the current Working Schedule in effect at the time of delay or disruption. It is understood that identified contingencies, as described in the "Calendar and Identified Contingency" section, become available Total Float as time elapses and the contingency was not used.

2.4.2.12 Calendars and Identified Contingency

The duration of each activity includes the necessary workdays to complete the Work defined by the activity; contingency is not to be built into the durations. Each activity is assigned the appropriate calendar as it relates to each major item of Work. Each calendar, except the calendar utilized for tracking Working Days, includes contingent non-workdays, with Saturday or Sunday not allowed to be shown as a contingent non-workday. Estimate sufficient weather contingency for each activity affected by weather.

Submit a statement indicating duration (in hours) of the Design-Builder's normal workday as it relates to the Work week (e.g., M-F [10 hours] and Sat [6 hours] for each calendar). Contingency will be the number of indicated non-workdays compared to this statement.

If the Design-Builder does not submit a statement of normal Working Days, it will be considered prima facie evidence that the Design-Builder did not account for sufficient weather impacts.

2.4.2.13 Non-Compliance

The Design-Builder's refusal, failure, or neglect to diligently pursue timely acceptance of any schedule or TIA constitutes reasonable evidence that the Design-Builder is not executing the Work, or separable part, with the diligence that will ensure its completion within the applicable Final Acceptance and constitutes sufficient basis for the Department to exercise the following:

- Withhold an amount up to 100 percent of the estimated value of Work performed until the schedule is accepted.

2.4.2.14 Level of Detail

Provide two user-defined fields to track Start Station and End Station for each activity.

At a minimum, make certain that each activity meets the following criteria:

- Includes a unique activity description and contains a verb.
- Includes a duration of not more than 28 Calendar Days, unless otherwise authorized by the Department.
- Includes at least one predecessor and one successor activity, except for Project start and finish, respectively.
- Expresses activity durations in Calendar Days.

Create the Baseline Schedule with sufficient detail to accurately reflect the complexity and numerous construction operations of this Project to the satisfaction of the Department. The minimum level of detail required is described below:

- Administration
  - Schedule milestones
  - Jobsite poster installation
  - Mobilization
  - All submittals (design packages, shop drawings, permits, etc.)
  - The Department and other agency review periods
  - Utility notification and relocation, by utility
  - Material on hand (procured items) requests and payments:
    - Fabrication and delivery of piling
    - Structural steel fabrication and delivery, per structure
    - Drainage pipe, guardrail, sign structures, and signs
    - Permanent lighting facilities and permanent traffic signals
  - Planned roadway, lane, or shoulder closures that have the potential of liquidated damages if delayed
  - Substantial Completion
  - Punchlist
- Structures
  - Test piling
  - Test holes
  - Embankment for each abutment location
  - Excavation

- Fabrication and delivery of piling
- Concrete beam fabrication and delivery
- Pile Installation, per bent, per structure
- Drilled shaft installation, per pier, per structure
- Footings, per pier, per structure
- Columns, per pier, per structure
- Caps, per pier, per structure
- End bents, per structure
- Abutments
- Beam or girder erection, per structure
- Diaphragms
- Deck placement, per structure
- Parapets and railing, per structure
- Erection and removal of falsework and shoring
- Cure times
- Retaining walls
- Cofferdams
- Installation and removal of temporary river access (causeways)
- Existing structure removal per structure

- Roadway
  - Traffic switches
  - Soil Erosion and Sedimentation Control Measures
  - Submission of job mix formula for asphalt pavement
  - Internal access and haul roads (location and duration in-place)
  - Clearing and grubbing by stationing and roadway
  - Excavation and embankment placed for each roadway
  - Existing embankment removal
  - Drainage – by culvert or run with structures for each roadway
  - Retaining walls per location
  - Subgrade for each roadway

- Base for roadway
- Pavement (asphalt and/or concrete) for each roadway
- Bridge approach slabs per location
- Cure times
- Guardrail for each roadway
- Slope pavement or riprap
- Intersection lighting for each intersection
- Pavement marking for each roadway
- Traffic signals per location
- Topsoil, sodding, seeding, and mulching for each roadway
- Landscaping
- Finishing roadway and final cleanup

2.4.3 Schedule Deliverables

Table 2-3, which lists Deliverables identified in Section 2.4, 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 2-3: Non-exhaustive List of Schedule Deliverables

Name	Acceptance or Approval
Schedule Narrative Report	Acceptance
Gantt Chart Submission Reports	Acceptance
Initial Workplan Schedule	Acceptance
Baseline Schedule	Acceptance
Monthly Schedule Updates	Acceptance
Time Impact Analysis	Acceptance
Weekly Look-Ahead Schedule	Acceptance

2.5 Human Resource Management

2.5.1 General

This section describes the requirements of human resource management, including identifying Key Personnel, co-location, facilities, and equipment requirements.

2.5.2 Administrative Requirements

2.5.2.1 General

Ensure all personnel performing Work on the Project have the experience, skill, and knowledge to perform the Work assigned to them. Ensure all personnel performing Work on the Project also have appropriate required professional licenses and certifications.

2.5.2.2 Key Personnel (Level A)

Key Personnel for the Project and minimum requirements are as follows.

2.5.2.2.1 *Design-Build Project Manager*

- Will be responsible for the design, construction, and contract administration for the Project.
- Will have full responsibility for the execution of the Work
- Will act as the single point of contact (POC) in all matters
- Will have the authority to represent the Design-Builder on all Project related matters
- May also serve as the Design-Build Construction Manager
- Must be on-site at least 1 day per week and must be available to be on-site at the Department's request

Required Qualifications

- Five years of recent experience managing the design or construction of projects of similar scope and complexity or has served in the same capacity on two similar, completed projects in the State of Wisconsin

Preferred Qualifications

- Experience with both design and construction
- Record of quality results
- Experience beyond the minimum
- Highly similar experience
- Design-Build experience

2.5.2.2.2 *Design-Build Construction Manager*

- Will be responsible for ensuring that the Project is constructed in accordance with the Project requirements
- Must be on-site for the duration of the construction of the Project
- Must coordinate with the design team during the design of the Project

- Must either work under the direct supervision of the Design-Build Project Manager or serve as the Design-Build Project Manager

Preferred Qualifications

- Five years of recent experience managing the construction of projects of similar scope and in the State of Wisconsin
- Record of quality results
- Experience beyond the minimum
- Highly similar experience
- Design-Build experience
- Record of quality communication with designers (or design experience)

2.5.2.2.3 *Design-Build Design Manager*

- Will be responsible for ensuring that the Project design is complete and that design criteria requirements are met
- Will serve as the primary representative of the Project's design
- Will make certain that the functional designs are completed on schedule, collaboratively, and in accordance with Contract requirements
- Must have authority to be in direct contact with Department staff during all phases of the Project
- Must attend the weekly meetings
- Must work under the direct supervision of the Design-Build Project Manager
- The Design-Build Design Manager may also serve as the Roadway Engineer
- The Design-Build Design Manager may also serve as the Maintenance of Traffic Engineer

Required Qualifications

- Registered Professional Engineer in the State of Wisconsin

Preferred Qualifications

- Five years of recent experience managing the design of projects with similar scope and complexity, or has served in the same capacity on two similar completed projects
- Record of quality results
- Experience beyond the minimum
- Highly similar experience

- Design-Build experience

2.5.2.2.4 *Construction Quality Manager*

- Will be responsible for the construction quality of the Project
- Will develop the construction quality program, train the Design-Builder's personnel on their roles, attend the weekly meetings, and manage the construction quality program
- Will be responsible for checking that the requirements of Controlling item(s) of work are satisfied prior to requesting the Department's Acceptance
- Must report directly to the Design-Build Project Manager and be independent of Project construction
- Has the authority to stop construction work
- Must manage staff required for any applicable testing in accordance with the Highway Technician Certification Program

Required Qualifications

- Recent experience developing, implementing, and managing construction quality programs on similar transportation projects
- Availability on request by the Department

Preferred Qualifications

- Record of quality results
- Experience beyond the minimum
- Highly similar experience
- Design-Build experience
- Experience with Critical Path Method (CPM) scheduling

2.5.2.2.5 *Design Quality Manager*

- Will be responsible for the design quality of the Project
- Will develop the design quality program, train design personnel on their roles, and manage the design quality program
- Must report directly to the Design-Build Project Manager and be independent of Project design
- Has the authority to stop the advancement of Project design

Required Qualifications

- Recent experience developing, implementing, and managing design quality programs on similar transportation projects

- Registered Professional Engineer in the State of Wisconsin

Preferred Qualifications

- Record of quality results
- Experience beyond the minimum
- Highly similar experience

2.5.2.2.6 *Lead Bridge Design Engineer*

- Will be responsible for ensuring that the structure design is completed in accordance with Contract requirements
- Will be the Engineer of Record for the structure design
- Must either report directly to the Design-Build Design Manager or serve as the Design-Build Design Manager

Required Qualifications

- Registered Professional Engineer in the State of Wisconsin
- Five years of recent experience as a Professional Engineer including having served as the Engineer of Record or lead design engineer on at least one project of similar scope and complexity

Preferred Qualifications

- Record of quality results
- Experience beyond the minimum
- Highly similar experience

2.5.2.2.7 *Roadway Engineer*

- Will be responsible for ensuring that the roadway design is completed in accordance with Contract requirements
- Will be the Engineer of Record for the roadway design
- Must either report directly to the Design-Build Design Manager or serve as the Design-Build Design Manager
- May also serve as the Maintenance of Traffic Engineer

Required Qualifications

- Registered Professional Engineer in the State of Wisconsin

Preferred Qualifications

- Five years of recent experience as a Professional Engineer in final design
- Experience designing highways
- Record of quality results
- Experience beyond the minimum
- Highly similar experience

2.5.2.2.8 *Geotechnical Engineer*

- Will be responsible for ensuring that the geotechnical designs are completed in accordance with the Contract requirements
- May occasionally be asked to review construction in the field
- Must report directly to the Design-Build Design Manager

Required Qualifications

- Registered Professional Engineer in the State of Wisconsin
- Five years of recent experience involving structure foundations, ground improvement, reinforcement, and slope stabilization in the State of Wisconsin

Preferred Qualifications

- Record of quality results
- Experience beyond the minimum
- Highly similar experience

2.5.2.2.9 *Maintenance of Traffic Engineer*

- Will be responsible for ensuring that the maintenance of traffic designs are completed in accordance with the Contract requirements
- May occasionally be asked to review construction in the field
- Must report directly to the Design-Build Design Manager or serve as the Design-Build Design Manager
- May also serve as the Roadway Engineer

Required Qualifications

- Registered Professional Engineer in the State of Wisconsin

Preferred Qualifications

- Five years of recent experience designing maintenance of traffic and staging plans on projects of similar scope and complexity
- Record of quality results
- Experience beyond the minimum
- Highly similar experience

2.5.2.2.10 *Traffic Engineering Team*

- May be a person or team of individuals
- Will be responsible for ensuring that the traffic designs are completed in accordance with Contract requirements (except for the maintenance of traffic requirements)
- May occasionally be asked to review construction in the field
- Will report to the Design-Build Design Manager
- If composed of more than one member, may be led by one Traffic Engineering Manager who reports directly to the Design-Build Design Manager, or the members may report to the Design-Build Design Manager individually
- May also serve in Level A Personnel position

Required Qualifications

- If the team is composed of one person, that person must be a Registered Professional Engineer in the State of Wisconsin
- If the team is composed of more than one person, at least one person must be a Registered Professional Engineer in the State of Wisconsin
- Collective experience in signing design, pavement marking design, and signal design

Preferred Qualifications

- Five years of recent experience in their area(s) of specialization
- Record of quality results
- Experience beyond the minimum
- Highly similar experience

2.5.2.2.11 *Contract Environmental Compliance Officer (CECO)*

- Will be responsible for ensuring compliance with all permits and Project environmental requirements and commitments

- Must have the authority to stop all Work, if necessary, to comply with permits and requirements and therefore must be able to work directly with the Department, independent from design/construction personnel and the Design-Build Project Manager
- Must report directly to the Department's Project Manager
- Must be on-site as necessary during construction to ensure compliance with the Contract (including the Environmental Documentation) and permits
- Must be available to the Project site within 24 hours during all phases of the Project

Required Qualifications

- Must have recent experience in environmental compliance
- Must be familiar with permitting requirements in Wisconsin related to watershed districts, National Pollutant Discharge Elimination System, Section 404 and Section 401 of the Clean Water Act, contaminated materials, groundwater, and similar requirements

Preferred Qualifications

- Record of quality results
- Additional breadth of experience
- Highly similar experience

2.5.2.2.12 *Public Information Coordinator*

- Will be responsible for updating Project stakeholders regarding the Project at regularly scheduled meetings, coordinating with the Region Communications Manager, drafting press releases, drafting responses to stakeholder questions, and providing information to several parties regarding traffic control changes
- Must attend the weekly Project meetings and be available to attend several other events on-site as necessary
- Must report directly to the Design-Build Project Manager
- May also serve in another Level A Personnel position

Required Qualifications

- Experience leading a wide range of public information activities for transportation projects
- Experience responding to stakeholder comments and concerns

Preferred Qualifications

- Record of quality results
- Highly similar experience

2.5.2.2.13 *Utility Coordination Manager*

- Will be responsible for ensuring that the Project utility coordination is carried out in accordance with Contract requirements
- Must be available to attend meetings on-site as necessary
- Must report directly to the Design-Build Design Manager
- May also serve in a Level A Personnel position

Preferred Qualifications

- Five years of recent experience identifying utility impacts and coordinating the relocation of utilities on highway projects
- Record of quality results
- Experience beyond the minimum
- Highly similar experience

2.5.2.2.14 *Approval of Key Personnel*

The Department has the right to approve or not approve the Design-Builder's Key Personnel prior to their participation on the Project. Approval is based on the qualification requirements set forth above (as duplicated from the RFQ) and elsewhere in the Contract Documents for all Key Personnel.

2.5.2.2.15 *Replacement of Key Personnel*

Notify the Department in writing of any proposed changes to Key Personnel and include a detailed resume summarizing the items set forth above and elsewhere in the Contract Documents. Do not replace any Key Personnel without the prior written approval of the Department. The changes will only be approved if the replacement Key Personnel are equally qualified or more qualified than the original Key Personnel.

2.5.2.2.16 *Directory of Key Personnel*

Prepare a directory of Key Personnel that includes the following information for each: name, Project title, Project office address, Project office location, email address, and telephone numbers (office and mobile). Keep the directory current throughout the course of the Project and submit an updated directory to the Department when personnel are added or replaced or contact information has changed. Identify a Person and phone number that will be available at all times while Work is being performed.

Submit the directory of Key Personnel within 7 Days of NTP1.

2.5.2.3 Additional Personnel (Level B)

- The following provides a brief job description and minimum requirements of additional personnel required for various contractual Work efforts. The personnel below may have other roles on the Project.

2.5.2.3.1 *Water Resources Team*

- May be a person or a team of individuals
- Will be responsible for ensuring that the water resource designs are completed in accordance with Contract requirements
- Will address Project considerations including temporary erosion control, permanent erosion control, hydrology, hydraulics, surface water, seepage flow, infiltration, ponding, and other related aspects of the Work
- Will report to the Design-Build Design Manager
- If composed of more than one member, may be led by one Water Resources Manager who reports directly to the Design-Build Design Manager, or the members may report to the Design-Build Design Manager individually

Required Qualifications

- Collective experience on all aspects of urban and rural drainage on similar transportation projects, including ponding design, culvert design, open channel design, bridge hydraulic design, groundwater flow, erosion control, and water-related permitting
- If the team is composed of one person, Registered Professional Engineer in the State of Wisconsin now or by the time the first Notice to Proceed is issued
- If the team is composed of more than one person, at least one person must be a Registered Professional Engineer in the State of Wisconsin now or by the time the first Notice to Proceed is issued

Preferred Qualifications

- Five years of recent experience in their area(s) of specialization
- Record of quality results
- Experience beyond the minimum
- Highly similar experience

2.5.2.4 Field Facilities

Field Office

Supply a field office near the project site meeting the requirements of Standard Specification 642, Field Office Type D. Provide field office and networking equipment within 30 days of NTP2.

2.5.3 Human Resources Deliverables

Table 2-4, 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.

Table 2-4: Non-exhaustive List of Human Resources Deliverables

Name	Acceptance or Approval
Changes in Key Personnel	Approval
Directory of Key Personnel	Acceptance

If the Design-Builder proposes changes to Key Personnel, submit a request in writing setting forth the qualifications of the replacement(s) as required by Section 2.5.2.3 to the Department for approval.

2.6 Safety Management

2.6.1 General

Conduct all Work necessary to meet the requirements of safety management.

2.6.2 Administrative Requirements

Submit the Safety Management Plan (SMP) within 30 Calendar Days of NTP1.

Provide and maintain a safe and sanitary work environment in accordance with Standard Specifications.

Respond to and resolve any safety concerns raised by the Department or the Occupational Safety and Health Administration (OSHA).

2.6.3 Design Requirements (Not Used)

2.6.4 Construction Requirements

Ensure all Work under this Contract complies with the requirements and standards specified by the Williams-Steiger Occupational Safety and Health Act of 1970, 29 USC 651, et seq., Public Law 91-596, as well as other applicable federal, state, and local laws. Do not require any laborer or mechanic to Work in surroundings or under working conditions that are unsanitary, hazardous, or dangerous to his/her health and safety as determined under construction safety and health standards promulgated by the U.S. Secretary of Labor.

2.6.4.1 Jobsite Posters

All jobsite posters and employment notices required by State and Federal regulations and the Contract Documents are to be posted as instructed in the Special Provision for Labor Compliance and must be in place at least 7-days prior to commencement of any field Work.

If at any time during the Project the Department documents that the required jobsite posters and employment notices are not posted appropriately, the Department will provide documented instructions to the Design-Builder that corrective action is required. Posting of jobsite posters and employment notices (posted display, foreman vehicle binder, etc.) for short term or mobile operations will be as approved by the Department. Upon receipt of the notification of corrective action, the Design-Builder has 24 hours to correct the deficiency. If the issue cannot be corrected within the 24-hour time period, the Design-Builder will develop a documented implementation schedule for the corrective action and submit the schedule to the Department for approval within 24 hours of receiving the original documented notification. If the schedule is not approved, or if the schedule is approved, but is not followed, the Department will adjust the Contract according to this Section. If the implementation schedule is not followed, the Department will document notification to the Design-Builder that they are in violation of this Section.

The Department will give documented notification to the Design-Builder as identified above. Failure to make corrections within the timeframe required will result in the following actions by the Department:

- The Department may stop Work on the Project until the Design-Builder completes corrective action.
- The Department will process a Contract Price Adjustment in the amount of $1,000 per Calendar Day or portion thereof that the corrective action remains incomplete or the implementation schedule is not followed. The Contract Price Adjustment will continue to be assessed until jobsite posters and employment notices are posted appropriately, the Department has been notified of the corrective action and the Department has verified the correction.

2.6.5 Safety Deliverables

Table 2-5, which lists safety 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.

Table 2-5: Non-exhaustive List of Safety Deliverables

Name	Acceptance or Approval
Safety Management Plan	Approval

2.7 Business Opportunity and Equity Compliance Management

2.7.1 General

This section contains management requirements associated with DBE businesses, contractor workforce, and other Civil Rights issues in addition to the goals and other requirements elsewhere in the Contract.

2.7.2 Administrative Requirements

Submit annual Federal Highway Administration (FHWA) 1391 forms, as included in Book 1, Exhibit D, for the Design-Builder (including all Subcontractors) to the Department's Office of Business Opportunity and Equity Compliance (OBOEC) no later than August 28 of each full construction season throughout the Project. Provide the Department OBOEC with the necessary assistance in obtaining FHWA 1391 forms from noncompliant Subcontractors. This requirement is separate from the FHWA 1391 form submission required at the time of award, although the award submittal satisfies the requirement for the calendar year in which it is submitted.

Prepare a DBE Plan and submit within 30 Days of NTP1.

Include in the DBE Plan how the Design-Builder will commit to:

- Meet or exceed the DBE participation goal included in ITP Form 7.
- Broadcast opportunities that arise during the construction of the Project to DBE businesses.
- Mentor DBE businesses.
- Assist DBE businesses in overcoming challenges such as obtaining bonding, lines of credit, insurance, equipment, supplies, materials, etc.
- Assign one direct contact for the DBE businesses for questions on the Project.
- Incorporate DBE business development organizations and business associations into the effort to solicit DBE businesses.
- Ensure prompt payment to DBE business subcontractors following the receipt of payments from the Department, including methods to make these payments visible to the Department.
- Provide dispute resolution with DBE business Subcontractors in the event of Contract performance issues.

The Department will review the plan for acceptance and comment on the effectiveness and transparency of the Design-Builder's approach to small business inclusion and the elimination of traditional barriers to their successful participation.

2.7.3 Meeting Requirements

The Design-Builder, as well as any Subcontractor performing 10 percent or more of the total Contract value, must attend monthly workforce monitoring meetings during the construction season. It will be the sole responsibility of the Design-Builder's Design-Build PM or specific designee to organize and chair each of the workforce monitoring meetings and to invite a representative from the Department's OBOEC. The agenda for the meetings must include:

- Performance regarding established workforce participation goals
- Review of the employees hired

- Opportunities for future employment on the Project
- Identification of potential recruitment sources

2.7.4 Construction Requirements

Follow and implement the DBE Plan for the Project.

2.7.5 Civil Rights Management Deliverables

Table 2-6, 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.

Table 2-6: Non-exhaustive List of Deliverables

Name	Acceptance or Approval
DBE Plan	Acceptance

EXHIBIT 6-B
PROJECT SPECIFIC UTILITY COORDINATION

1. Utilities.

This contract comes under the provision of Administrative Rule Trans 220.
107-065 (20080501)

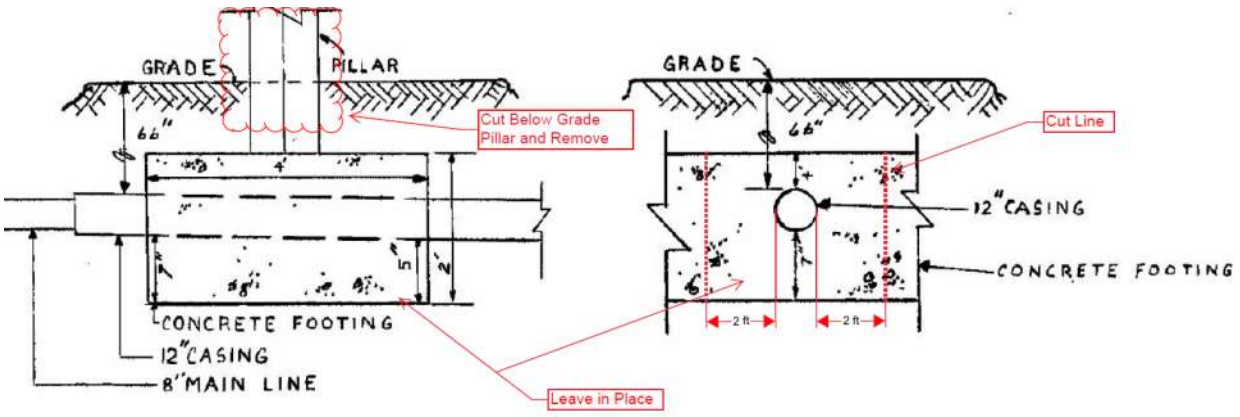
Additional detailed information regarding the location of utility facilities is available at the region WisDOT office during normal working hours.

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:

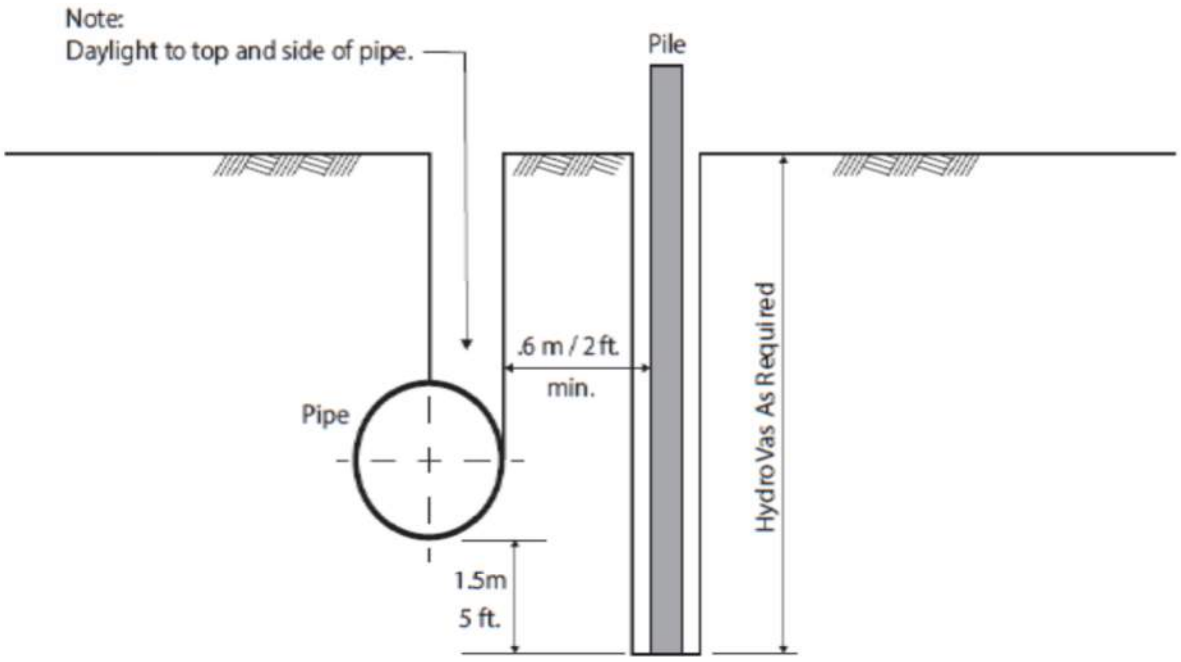
Concrete Removal Over/Adjacent to ANR Pipeline

- 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

Wisconsin Department of Transportation

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			
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	WORK TO BE DONE
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	E-mail Address	Area Code - Telephone Number
Becky Reese	Becky.Reese@dot.wi.gov	(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	Becky Reese 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
Region Utility Representative Print Name	Region Utility Representative Signature	Date

EXHIBIT 6-D
APPROVED UTILITY WORK PLANS

UTILITY WORKSHEET **APPROVED** Wisconsin Department of Transportation

DT2236 6/2009 s.84.063 Wis. Stats.

Utility Company Name AT&T Wisconsin - Communication Line	**PLEASE RETURN THIS WORKSHEET BY** 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	**RETURN TO** 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 54911	Area Code - Telephone Number (Mobile) 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.	Preparer E-Mail Address	
847-732-2905	jmonfeli@terratechllc.net	
Joseph Monfeli	*Joseph Monfeli*	
	(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.

PROJECT ID: **6526-00-71**

WITH: N/A

COUNTY: **OUTAGAMIE**

ORDER OF SHEETS

TOTAL SHEETS =

N

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

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES

- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

T. GRAND CHUTE, COLLEGE AVE

IH41 - BLUEMOUND DRIVE

STH 125

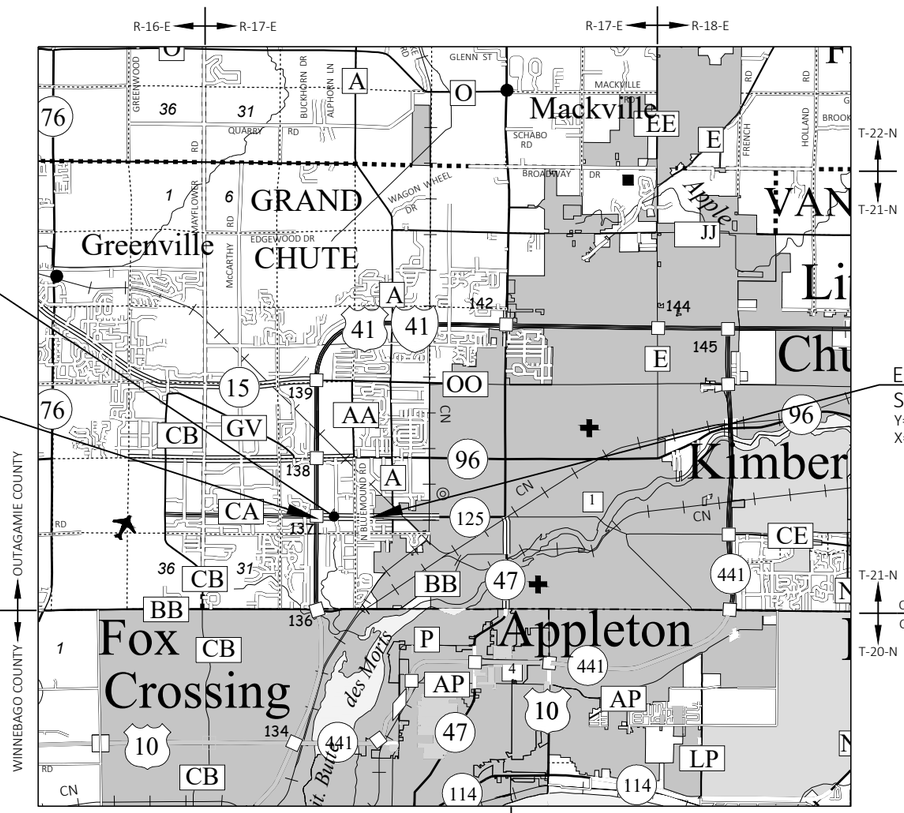
OUTAGAMIE COUNTY

STATE PROJECT NUMBER
6526-00-71

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 PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6526-00-71		

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

Date: 12/13/2021

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION
Designer	J. HILBERT
Project Manager	T. RANK
Regional Examiner	
Regional Supervisor	C. KAROW

APPROVED FOR THE DEPARTMENT

DATE: _____ _____ (Signature)

E

FILE NAME : N:\PDS\C3D\65260000\SHEETSPLAN\010101-TI.DWG PLOT DATE : 4/7/2021 12:30 PM PLOT BY : MALUEG, RYAN P PLOT NAME :

2

2

N

Proposed 900 Pair Relocation Route (Approx. 48" Depth)

Proposed Pedestal

Existing Pedestal

Existing 900 Pair

Existing 144 Fiber

Existing Handhole

Existing 900 Pair (To be Cut from Service & Left in Place)

Pedestal (To be Removed)

Existing 900 Pair (To be Cut from Service & Left in Place)

Pedestal (To be Removed)

Existing 900 Pair (To be Cut from Service & Left in Place)

EXISTING R/W

TLE

PROPOSED R/W

SLOPE INTERCEPT (TYP)

EDGE OF GRAVEL SHOULDER

EDGE OF PAVED TRAVEL LANE

BEGIN LANE SHIFT FOR LEFT TURN LANE

SPENCER ST

KOOLS ST

KOOLS CT

128+00

129+00

130+00

131+00

132+00

133+00

351+00

350+00

349+00

900 BT

144 FOC

12'

FOUND

POST

SIGN

PROJECT NO: 6526-00-71	HWY: STH 125	COUNTY: OUTAGAMIE	INTERSECTION DETAIL	SHEET	E

FILE NAME : N:\PDS\C3D\65260000\SHEETSPLAN\021101-ID.DWG
LAYOUT NAME - 021101-id

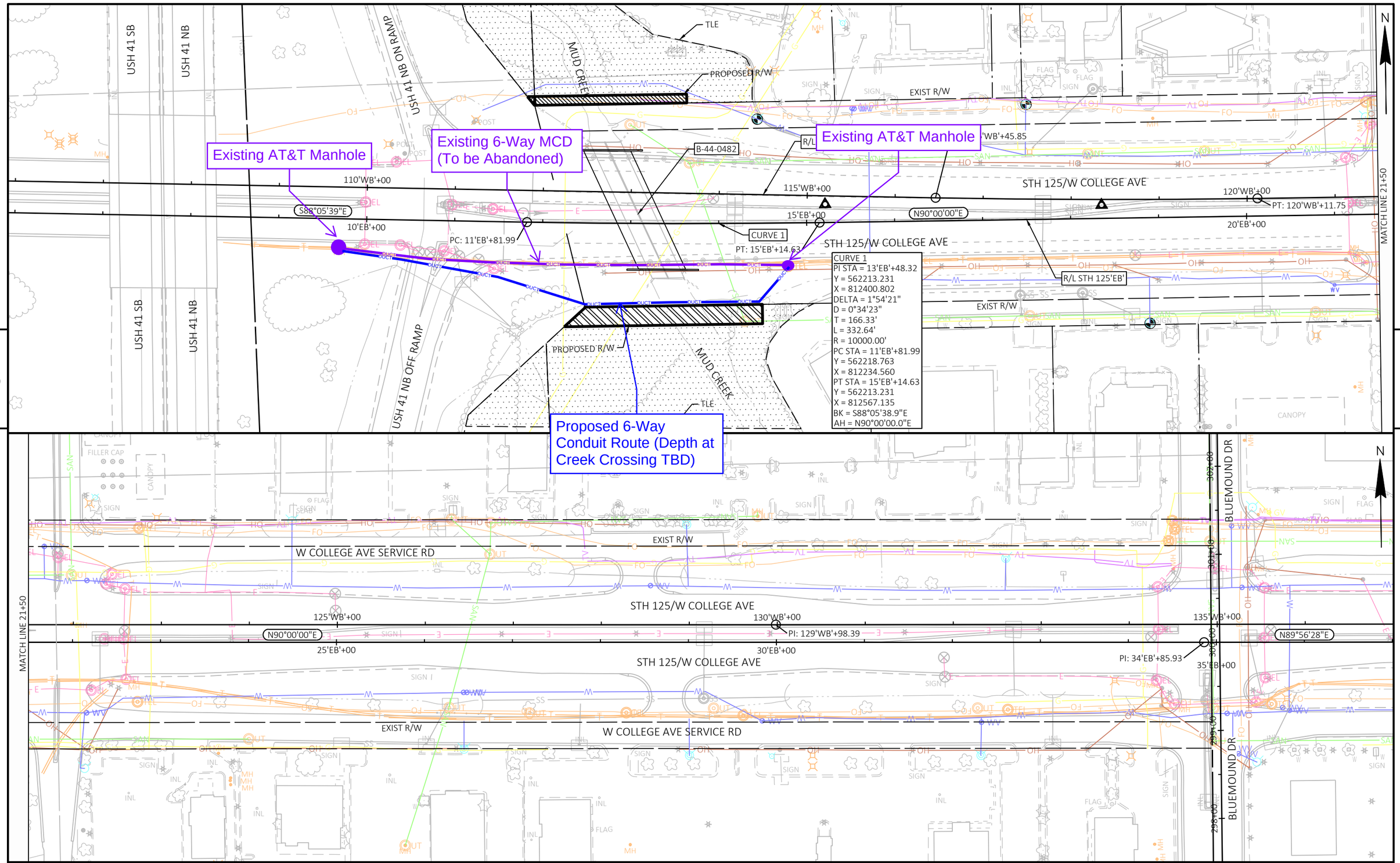
PLOT DATE : 12/1/2021 12:55 PM

PLOT BY : HILBERT, JILL A

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 6526-00-71	HWY: STH 125	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET E

FILE NAME : N:\PDS\C3D\65260000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn

PLOT DATE : 12/6/2021 8:16 AM PLOT BY : HILBERT, JILL A PLOT NAME : PLOT SCALE : 1 IN:100 FT

UTILITY WORKSHEET **APPROVED** Wisconsin Department of Transportation
DT2236 6/2009 s.84.063 Wis. Stats.

Utility Company Name TDS Metrocom LLC - Communication Line	**PLEASE RETURN THIS WORKSHEET BY** 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	**RETURN TO** 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.

   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.

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.

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

3. Anticipated Start Date

   08/15/2022

4. Estimated construction time required (In working days)

   21 days

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

   WISDOT permit will be required. 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.**

   Correct as shown.

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 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	
☐	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?
☐	X	Does the line have any remaining product?
☐	X	Does the line have any asbestos wrap or any other hazardous materials associated with it?
X	☐	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	☐	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.	Preparer E-Mail Address	
608-845-2219	Jeffrey.olson@tdstelecom.com	
	Jeff Olson	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.

STA 109EB+00
XX'R
Expose 50' of existing fiber cable swing in to new 30"x48"x36" handhole.

STA 119EB+50
XX'R
Expose 50' of existing fiber cable swing in to new 30"x48"x36" handhole

Existing BFO(96)
To remain

Existing BFO(96)
To remain

Two proposed 1.25" HDPE conduits placed by directional bore STA 109EB+00 to STA 119EB+50

CURVE 1
PI STA = 13'EB'+48.32
Y = 562213.231
X = 812400.803
DELTA = 1°54'21"
D = 0°34'23"
T = 166.33'
L = 332.64'
R = 10000.00'
PC STA = 11'EB'+81.99
Y = 562218.763
X = 812234.560
PT STA = 15'EB'+14.63
Y = 562213.231
X = 812567.135
BK = S88°05'38.9"E
AH = N90°00'00.0"E

USH 41 SB
USH 41 NB
USH 41 NB OFF RAMP
MUD CREEK
PROPOSED R/W
EXIST R/W
TLE
B-44-0482
R/L STH 125'WB'
R/L STH 125'EB'
CURVE 1
PC: 11'EB'+81.99
PT: 15'EB'+14.63
PC: 116'W
PT: 120'WB'+11.75
PI: 129'WB'+98.39
PI: 34'EB'+85.93
S88°05'39"E
N90°00'00"E
N89°56'28"E
110'WB'+00
115'WB'+00
120'WB'+00
125'WB'+00
130'WB'+00
135'WB'+00
10'EB'+00
15'EB'+00
20'EB'+00
25'EB'+00
30'EB'+00
35'EB'+00
STH 125/W COLLEGE AVE
W COLLEGE AVE SERVICE RD
BLUEMOUND DR
302+00
301+00
300+00
299+00
298+00
MATCH LINE 21+50
5
N

PROJECT NO: 6526-00-71	HWY: STH 125	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET E

FILE NAME : N:\PDS\C3D\65260000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn
PLOT DATE : 12/6/2021 8:16 AM
PLOT BY : HILBERT, JILL A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

UTILITY WORKSHEET **APPROVED** Wisconsin Department of Transportation

DT2236 07/2016 s.84.063 Wis. Stats.

Utility Company Name We Energies Electric	**PLEASE RETURN THIS WORKSHEET BY** **April 14, 2022**
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	**RETURN TO** Wisconsin Department of Transportation Northeast Region **Attention**: Becky Reese 944 Vanderperren Way Green Bay, WI 54304 Becky.Reese@dot.wi.gov

1. 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.

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.

   N/A

3. Anticipated Start Date
   Select one of the following:
   April 3, 2022
   ***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 & addressing concerns. We will continue to update on the status of this job if we run into any delays due to material shortages. ***

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	
☐	☑	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? _____
☐	☑	Does the line have any remaining product?
☐	☑	Does the line have any asbestos wrap or any other hazardous materials associated with it?
☐	☑	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.
☐	☑	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	Shane Bruhnke	2/1/2022
(Area Code – Telephone #, Ext. – Preparer)	(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.**

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 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 roadway segment. 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.

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

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.

When connecting new surfacing adjacent to any existing pavements, saw-cut vertically to the bottom of the existing surfacing or to the bottom of the new surfacing design, whichever is deeper; then at a 0.1:1 (H:V) slope to the bottom of the recommended subgrade excavation.

When connecting to existing roadways at the termini of proposed construction, saw-cut vertically to the bottom of the existing surfacing or to the bottom of the new surfacing design, whichever is deeper, then at a 0.1:1 (H:V) taper to the bottom of the recommended subgrade excavation.

Where matching in-place crossroads, cut vertically to the bottom of the in-place surfacing, then at a 0.25:1 (H:V) slope to the bottom of the recommended subgrade excavation.

Provide for 0.1:1 (H:V) tapers when changing sub-cut depths.

Provide for 0.1:1 (H:V) tapers when changing subgrade materials.

Provide a saw cut where placing new pavement next to in-place pavement to ensure a uniform joint.

10.1.2 Test Rolling

Perform test rolling on the bottom of sub-cuts and the top of the subgrades in accordance with Standard Specification 205.3.13.

The embankment must be constructed in accordance with Standard Specification 207. Use backfill behind abutment walls for bridges that consists of Structure Backfill Type A meeting the gradation requirements in Standard Specification 210.2.2. For placement and compaction of the backfill, comply with Standard Specification 206.3.13.

10.3.2 Soils Materials/Testing Requirements

If additional major soil types (textural classes) are encountered during construction that were not identified in the site investigation report, take at least two representative samples of each additional major soil type (textural class) encountered. Retain, test, and compile data on samples. Refer to Section 8.3.

Perform laboratory soils tests of sufficient number and type to ascertain the nature, strength, conditions, stability, and consolidation characteristics of soil conditions existing at the Site that influence the proposed design and construction activities. At a minimum, perform the following laboratory tests: Atterberg limits, particle size (percent sand, silt, and clay), and Proctor density.

Compile all completed lab test data in an electronic document for submittal to the Department.

10.1.3 Pavement Section Drainage

Design drainage of new subsurface pavement layers by daylighting materials to in-slopes. If subsurface drainage is used, design and construct subsurface pavement section drainage compliant with the requirements of Section 12 (Drainage) and the following:

- Daylight the bottom of the drainage layer a minimum of 1 foot above the bottom of the ditch. Ensure that topsoil is excluded from the finished surface in these areas.

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.

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 10-2 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 10-2: Non-exhaustive List of Deliverables

Name	Approval
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. 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 EATs at the following locations:

- NE 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 recommendation. Any justifications requested will be subject to Department approval prior to release of RFC Plans. Comply with the Design Justification process per FDM 11-1-20.

11.3.3.2 Alignment and Profile Design Package

Submit all alignments and profiles for acceptance as a design package. Include alignment plans, tabulations, profile sheets, and computer output. Obtain acceptance for the alignment and profile design package prior to submittal of any design packages that use those alignments and profiles.

11.3.3.3 Design Study Report

Develop and submit for review and approval by the Department a Design Study Report for the Project in accordance with FDM 11-4-10.

11.3.3.4 Borrow Site Plan

If borrow material is required for the Project, develop a Borrow Site Plan in accordance with Standard Specification 208 and submit to the Department for Approval.

11.4 Roadway Plan Submittals

Develop roadway plan submittals in accordance with the requirements of Book 2, Section 2. Submit in electronic format in accordance with FDM 15-5 for all submittal milestones listed below.

11.4.1 Base (30%) Roadway Plan

Base roadway plans shall be submitted for Department and FHWA Acceptance and shall in general, at a minimum, meet the requirements as stated in FDM 15-1-4. The removal and construction plans shall utilize field survey for the base mapping.

11.4.2 Preliminary (60%) Roadway Plan

Preliminary roadway plans shall be submitted for Department Acceptance and shall in general, at a minimum, meet the requirements as stated in FDM 15-1-4. The deliverables include the same sheets as the Base Plans, except that the level of detail shall be at approximately 60%. The removal and construction plans shall utilize field survey for the base mapping.

Submit cross-sections at a minimum of 50-foot intervals and include existing ground, the proposed surface of the roadway, the proposed side slopes, and plan grade elevations. Indicate vertical and horizontal scales used.

11.4.3 RFC (100%) Roadway Plan

RFC roadway plans shall be in general conformance with the requirements for Final Plans as stated in Chapter 15 of the FDM, as well as all other requirements for Released for Construction Documents in Book 2, Section 5.5.2.

11.5 Construction Requirements

11.5.1 General

Remove all existing pavement, curb and gutter, sidewalk, trails, steps, drainage facilities, soil, rock, and other obstructions within the Project limits necessary to construct the Project. Remove all other unused pavements and sidewalks, including temporary facilities, within the Project Site, and grade to match the adjacent grading. When removing such items, saw-cut pavement or sidewalk with neat lines at the removal terminations.

11.5.2 Construction Criteria

11.5.2.1 Removal of Miscellaneous Objects

Remove and properly dispose of all objects encountered within the R/W that are not otherwise designated for removal, salvage, or reuse, such as abandoned automobiles, furniture, appliances, garbage, and other waste materials.

Remove all concrete cable barrier post sockets, anchorages, unnecessary sign footings, and other subsurface concrete that no longer provides function.

11.5.2.2 Disposal of Excess Materials

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

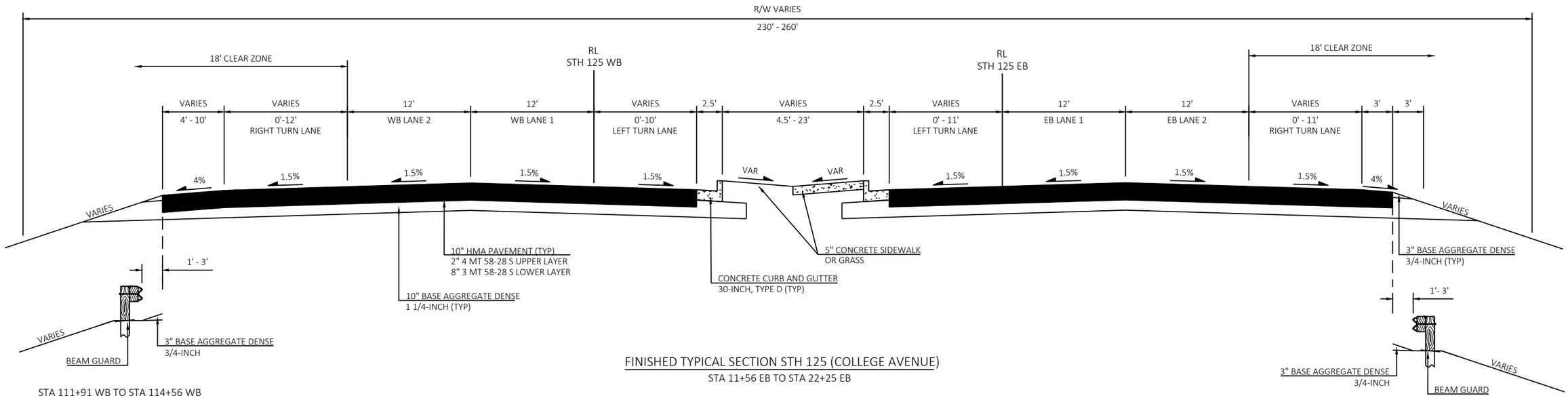
11.6 Deliverables

Table 11-2, 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.

Table 11-2: Non-exhaustive List of Deliverables

Name	Acceptance or Approval
Clear Zone Exhibit	Acceptance
Design Justification	Approval
Alignment and Profile Design Package	Acceptance
Design Study Report	Approval
Borrow Site Plan	Approval
Base (30%) Roadway Plan	Acceptance
Preliminary (60%) Roadway Plan	Acceptance
RFC (100%) Roadway Plan	Approval
Disposal Site Plan	Approval

EXHIBIT 11-A
TYPICAL FINISHED SECTIONS



STA 111+91 WB TO STA 114+56 WB

FINISHED TYPICAL SECTION STH 125 (COLLEGE AVENUE)

STA 11+56 EB TO STA 22+25 EB

STA 11+85 EB TO STA 14+48 EB

PROJECT NO: 6526-00-71	HWY: STH 125	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET	E

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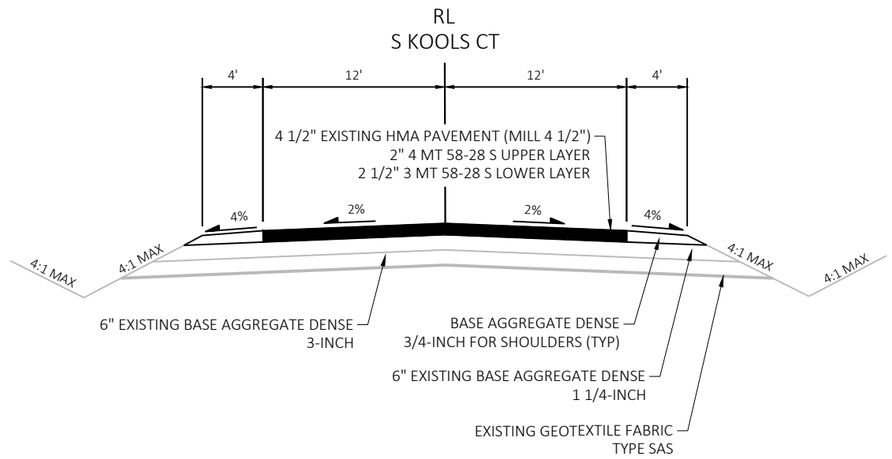
LAYOUT NAME - 020303-ts
PLOT DATE : 10/28/2021 12:48 PM
PLOT BY : HILBERT, JILL A
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42

2



FINISHED TYPICAL SECTION S KOOLS CT

STA 349+15 TO STA 350+00

PROJECT NO: 6526-00-71	HWY: STH 125	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET	E

16 Signing, Pavement Marking, Traffic Signals, and Lighting

16.1 General

Conduct all Work necessary to meet the requirements for permanent signing, pavement marking, signalization, and lighting for the Project.

16.2 Administrative Requirements

16.2.1 Standards

16.2.1.1 General Standards

In the event of a conflict between the standards set forth in Book 3 relating to signing, pavement marking, traffic signals, and lighting, follow the order of precedence set forth below, unless otherwise specified:

- WisDOT *Standard Specifications*
- WisDOT *Facilities Development Manual (FDM) Chapter 11*
- WisDOT *Bridge Manual*
- WisDOT Standard Detail Drawings
- WisDOT *Sign Plate Manual*
- WisDOT *Traffic Engineering, Operations and Safety Manual* (TEOpS)
- WisDOT *Traffic Signal Design Manual* (TSDM)
- *Wisconsin Manual on Uniform Traffic Control Devices* (WMUTCD)
- *AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals*
- Remaining standards set forth in Book 3

16.2.1.2 Permanent Signing Standards

- WisDOT *Sign Code Manual*
- WisDOT *Sign Plate Manual*
- WisDOT CADDS *Sign Design Guidelines Manual*
- WisDOT *Facilities Development Manual* (FDM)
- *WisDOT Traffic Engineering, Operations, and Safety Manual* (TEOpS)

- WisDOT Standard Detail Drawings (SDDs)
- WisDOT Sample Detail Sheet (Permanent Signing)
- Remaining standards set forth in Book 3

16.2.1.3 Permanent Pavement Marking Standards

- WisDOT Standard Detail Drawings (SDDs)
- WisDOT Sample Detail Sheet (Pavement Marking)
- Remaining standards set forth in Book 3

16.2.1.4 Permanent Traffic Signal Standards

- National Electric Code
- Wisconsin Electrical Code
- WisDOT *Traffic Signal Design Manual* (TSDM)
- WisDOT *Traffic Engineering, Operations, and Safety Manual* (TEOpS)
- WisDOT Standard Detail Drawings (SDDs)
- WisDOT Sample Detail Sheet (Traffic Signal)
- Remaining standards set forth in Book 3

16.2.1.5 Permanent Lighting Standards

- National Electric Code
- Wisconsin Electrical Code
- Local codes and ordinances
- WisDOT *Traffic Engineering, Operations and Safety Manual* (TEOpS)
- WisDOT Standard Detail Drawings (SDDs)
- AASHTO *Roadway Lighting Design Guide 2018 Edition*
- *ANSI/IESNA Roadway Lighting RP-8-18*
- WisDOT *Sample Detail Sheet (Lighting)*
- Remaining standards set forth in Book 3

16.2.2 Meeting Requirements

The Design-Builder shall meet with the Department to resolve issues during the design and construction phases for signing, pavement marking, signalization, and lighting. The Department may invite affected villages, towns and counties, and other stakeholders as warranted.

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

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.

All 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. 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)

16.3.3 Design Criteria

16.3.3.1 Temporary Lighting (Not Used)

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 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)

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 permanent sign to replace an existing permanent sign is only required if the existing permanent sign is damaged by the Design-Builder
- 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)

16.3.4.5 Permanent Lighting Plan Requirements (Not Used)

16.3.4.6 Permanent Signing Released for Construction Documents

After the Permanent Signing Plan is Accepted by the Department, create the RFC Documents.

Coordinate pictorial drawings and fabrication details from the Department's BTO Traffic Design Unit at DOTBTOSignDetails@dot.wi.gov.

Include roadway layout sheets showing pavement marking lines and messages (with no labels).

16.3.4.7 Permanent Pavement Marking Released for Construction Documents

Include the following in the permanent pavement marking RFC Documents:

- A plan view of the entire Project or roadway segment to have pavement markings on individual Plan sheets at a scale acceptable to the Department. Typical sections representative of pavement markings will not be accepted.
- Identification of pavement markings to be removed.
- Identification of existing pavement marking to remain in place.
- All new pavement markings identified by material type, color, and line width.
- Design drawings other than the Department Standard Design Detail drawings that show details of pavement markings, tapers, transitions, etc.

16.3.4.8 Permanent Traffic Signal Released for Construction Documents (Not Used)

16.3.4.9 Permanent Lighting Released for Construction Documents (Not Used)

16.4 Construction Requirements

16.4.1 General

Use materials listed on the Department's APL/QPL for signing, pavement markings, signals, and lighting unless specified in Section 16.3 (Design Requirements). See the following website for the Department's APL/QPL: https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/tools/appr-prod/default.aspx.

16.4.1.1 Permanent Traffic Signal Shop Drawings (Not Used)

16.4.1.2 Permanent Lighting Shop Drawings (Not Used)

16.4.2 Construction Criteria

16.4.2.1 Permanent Signing

Mark locations of the proposed signs in the field and conduct a construction design review with the Department for concurrence prior to installation.

16.4.2.2 Permanent Pavement Marking

Construct pavement markings that conform to the requirements of Standard Specifications Sections 646 and 648.

16.4.2.3 Permanent Traffic Signal (Not Used)

16.4.2.4 Permanent Lighting (Not Used)

16.4.3 Materials/Testing Requirements

Use products from the Department's QPL, unless otherwise specified in this section.

16.4.3.1 Permanent Signing Material Requirements

Use materials that conform to the requirements of Standard Specifications sections 634 thru 638.

16.4.3.2 Permanent Pavement Marking Material Requirements

Use materials that conform to the requirements of Standard Specifications section 646.

16.4.3.3 Permanent Traffic Signal Material Requirements (Not Used)

16.4.3.4 Permanent Lighting Material Requirements (Not Used)

16.5 Deliverables

Table 16-1, 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.

Table 16-1: Non-exhaustive List of Deliverables

Name	Acceptance or Approval
Existing Signing Inventory	Acceptance
Permanent Signing Plan	Acceptance
Permanent Pavement Marking Plan	Acceptance

- 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. 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

- Drop-off protection conforming to Standard Specifications 104.6 and 305.3
- Drop-off protection conforming to *SDD Concrete Barrier Temporary Precast*
- Follow pavement drop-off protection guidance *WisDOT FDM, Section 11-50-35 and Section 11-50-21.6.*

18.3.1.3 Pedestrian Access

The existing STH 125 corridor does not accommodate pedestrian traffic. The Spencer Street and Kools Street intersection does not accommodate pedestrian traffic. The Spencer Street and Nicolet Road intersection does accommodate pedestrian traffic and shall be maintained during construction.

18.3.1.4 Local Road and Private Access

Maintain all local road and private access during construction.

18.3.1.5 Intersection Control

All existing signal controlled intersections will remain signal controlled during construction. Coordinate and schedule maintaining authorities to implement re-timing plans at the following existing permanent traffic signals within two weeks of the start of the selected traffic control alternative. All locations listed below are owned/maintained by the Department unless otherwise noted:

- STH 125 (College Avenue) and Westhill Boulevard
- STH 125 (College Avenue) and Bluemound Drive
- STH 125 (College Avenue) and Lilas Drive
- STH 125 (College Avenue) and CTH A (Lynndale Drive)
- CTH A (Lynndale Drive) and STH 96 (Wisconsin Avenue)
- CTH A (Lynndale Drive) and CTH OO (Northland Avenue) - Outagamie County
- CTH OO (Northland Avenue) and Bluemound Drive – Outagamie County
- CTH OO (Northland Avenue) and I-41 northbound ramps
- CTH OO (Northland Avenue) and I-41 southbound ramps
- STH 125 (College Avenue) and I-41 northbound ramps
- STH 125 (College Avenue) and I-41 southbound ramps
- CTH CA (College Avenue) and Mall Drive/Nicolet Road – Outagamie County

Provide maintaining authorities re-timing-plans based on traffic counts and volume projections provided by the Department. Re-timing plans shall include four plans:

- Off peak running free

- 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 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 improvements in accordance with Book 2, Section 11.3.2.5, and determine any additional 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. 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. 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.

Alternative A = Maintaining three through lanes (two eastbound lanes plus one westbound lane or two westbound lanes plus one eastbound lane) on STH 125 within the work zone of the structure replacement. Alternative A must meet the requirements of Book 2, Section 18.3.1.8.2.

Alternative B = Maintaining a single through lane in each direction on STH 125 within the work zone of the structure replacement. Alternative B must meet the requirements of Book 2, Section 18.3.1.8.3.

Alternative C = Maintaining two eastbound or two westbound through lanes on STH 125 within the work zone of the structure replacement. Alternative C must meet the requirements of Book 2, Section 18.3.1.8.4.

Alternative D = Maintaining a single eastbound or a single westbound through lane on STH 125 within the work zone of the structure replacement. Alternative D must meet the requirements of Book 2, Section 18.3.1.8.5.

Alternative E = Closing all lanes of traffic on STH 125 within the work zone of the structure replacement. Alternative E must meet the requirements of Book 2, Section 18.3.1.8.6.

Maximum Lane User Impacts allowed shall be calculated using the formula below by entering the Calendar Days used for each alternative:

1.50A + 2.00B + 3.20C + 3.68D + 4.99E ≤ 364 Lane User Impacts

AND, meet the condition of A + B + C + D + E ≤ 182 Calendar Days

A = Number of Calendar Days that Alternative A is in operation
B = Number of Calendar Days that Alternative B is in operation
C = Number of Calendar Days that Alternative C is in operation
D = Number of Calendar Days that Alternative D is in operation
E = Number of Calendar Days that Alternative E is in operation

18.3.1.8.2 Alternative A: Maintaining Three Through Lanes

STH 125

Maintain a single through lane in one direction and two through lanes in the opposing direction through the Project limits. The posted regulatory speed will remain at 35 mph and advisory plaques can be used to reduce the speed to 25 mph through the work zone if desired.

For maintaining two eastbound lanes and one westbound lane, follow the requirements of Alternative C for eastbound traffic and impacted ramps and the requirements of Alternative B for westbound traffic and impacted ramps.

For maintaining two westbound lanes and one eastbound lane, west of the new structure, provide a lane drop and crossover between the new structure and the I-41 southbound ramp intersection. Maintain all lanes of traffic at STH 125 intersections except turn lanes impacted by lane closures and at the I-41 interchange ramps as allowed below.

STH 125 and I-41 Southbound Ramp Intersection

Southbound: Two existing length right-turn lanes, one existing length left-turn lane. Westbound: Two through lanes, one existing length left-turn lane. Eastbound: One through lane, one existing length look-ahead left turn lane, one existing length right-turn lane.

STH 125 and I-41 Northbound Ramp Intersection

Northbound: One existing length right-turn lane, two existing length left-turn lanes. Westbound: Two through lanes, one existing length right turn lane. Eastbound: One through lane, one 200-foot minimum left turn lane. Modify existing signals or provide temporary signals to align with new lane locations and in accordance with Traffic Signal Design Manual. All signal modifications for traffic staging purposes need to be approved by the Regional Traffic Signal Engineer including signal head layout and signal timing plans.

Alternate Routes

See Exhibit 18-A for the alternate routes to be implemented during STH 125 lane closures. Establish alternate route signing 3 calendar days in advance of any STH 125 lane or shoulder closures. Alternate route signing shall follow SDD Detour Signing for Mainline Closures, except replace any “DETOUR” sign wording with “ALTERNATE” sign wording.

18.3.1.8.3 Alternative B: Maintaining a Single Through Lane in Each Direction

STH 125

Maintain a single through lane in each direction through the Project limits. The posted regulatory speed will remain at 35 mph and advisory plaques can be used to reduce the speed to 25 mph through the work zone if desired. East of the new structure, provide a lane drop and crossover, as required, between the new structure and the Kools Street/Westhill Boulevard intersection. West of the new structure, provide an eastbound lane drop between the STH 125/Casaloma Drive and STH 125/N Mall Drive/S Nicolet Road intersections. Provide a crossover, as required, between the new structure and the I-41 southbound ramp intersection. Maintain all lanes of traffic at STH 125 intersections except turn lanes impacted by lane closures and at the I-41 interchange ramps as allowed below.

STH 125 and I-41 Southbound Ramp Intersection

Southbound: Two existing length right-turn lanes, one existing length left-turn lane. Westbound: Two through lanes, one existing length left-turn lane. Eastbound: One through lane, one existing length look-ahead left turn lane, one existing length right-turn lane.

STH 125 and I-41 Northbound Ramp Intersection

Northbound: One existing length right-turn lane, two existing length left-turn lanes. Westbound: One through lane, one 100-foot minimum right-turn lane. Eastbound: One through lane, one 200-foot minimum left turn lane. Modify existing signals or provide temporary signals to align with new lane locations and in accordance with Traffic Signal Design Manual. All signal modifications for traffic staging purposes need to be approved by the Regional Traffic Signal Engineer including signal head layout and signal timing plans.

Alternate Routes

See Exhibit 18-A for the alternate routes to be implemented during STH 125 lane closures. Establish alternate route signing 3 calendar days in advance of any STH 125 lane or shoulder

closures. Alternate route signing shall follow SDD Detour Signing for Mainline Closures, except replace any “DETOUR” sign wording with “ALTERNATE” sign wording.

18.3.1.8.4 Alternative C: Maintaining Two Eastbound or Two Westbound Through Lanes

Maintaining Two Eastbound Through Lanes:

STH 125

Maintain two eastbound through lanes through the Project limits. The posted regulatory speed will remain at 35 mph and advisory plaques can be used to reduce the speed to 25 mph through the work zone if desired. East of the new structure, detour westbound traffic as defined below under Detour Routes. Close westbound STH 125 to local traffic west of the Kools Street/Westhill Boulevard intersection. Provide a westbound lane drop between the STH 125/Kools Street/Westhill Boulevard intersection and the STH 125/North Bluemound Drive intersection and channelize the single through lane into the existing right and left turn lanes. West of the new structure, maintain all existing lanes or provide a crossover, as required, between the new structure and the I-41 northbound ramp intersection. Maintain all lanes of traffic at STH 125 intersections except turn lanes impacted by lane closures and at the I-41 northbound interchange ramp as allowed below.

STH 125 and I-41 Northbound Ramp Intersection

Northbound: Maintain all existing lanes. Westbound: Closed to traffic. Eastbound: Two through lanes, one 200-foot minimum left turn lane. Modify existing signals or provide temporary signals to align with new lane locations and in accordance with Traffic Signal Design Manual. All signal modifications for traffic staging purposes need to be approved by the Regional Traffic Signal Engineer including signal head layout and signal timing plans.

Detour and Alternate Routes

See Exhibit 18-B for the detour route and alternate route to be implemented during STH 125 westbound lane closures. Post a detour for STH 125 that utilizes CTH A (Lynndale Drive) to CTH OO (Northland Avenue) to I-41 to STH 125 (College Avenue). Posted detour shall follow SDD Detour Signing for Mainline closures. The detour must be signed for the direction of STH 125 that is closed. Establish alternate route signing 3 calendar days in advance of any STH 125 lane or shoulder closures. Alternate route signing shall follow SDD Detour Signing for Mainline Closures, except replace any “DETOUR” sign wording with “ALTERNATE” sign wording.

Maintaining Two Westbound Through Lanes:

STH 125

Maintain two westbound through lanes through the Project limits. The posted regulatory speed will remain at 35 mph and advisory plaques can be used to reduce the speed to 25 mph through the work zone if desired. East of the new structure, maintain all existing lanes or provide a crossover between the new structure and the STH 125/Kools Street/Westhill Boulevard intersection. West of the new structure, detour eastbound traffic as defined below under Detour

Routes. Close eastbound STH 125 to local traffic east of the I-41 northbound ramp intersection. Provide an eastbound lane drop between the STH 125/Casaloma Drive and STH 125/N Mall Drive/S Nicolet Road intersections. Channelize the single eastbound through lane into the I-41 northbound turn lane at the approach to the I-41 southbound ramp intersection. Maintain all lanes of traffic at STH 125 intersections except turn lanes impacted by lane closures and at the I-41 interchange ramps as allowed below.

STH 125 and I-41 Northbound Ramp Intersection

Northbound: Two existing length left turn lanes. Eastbound: Closed to traffic except the left-turn lane to northbound I-41. Westbound: Two through lanes, one 100-foot minimum right turn lane. Modify existing signals or provide temporary signals to align with new lane locations and in accordance with Traffic Signal Design Manual. All signal modifications for traffic staging purposes need to be approved by the Regional Traffic Signal Engineer including signal head layout and signal timing plans.

STH 125 and I-41 Southbound Ramp Intersection

Southbound: Two existing length right turn lanes. Eastbound: Existing length right turn lane, existing length left turn lookahead lane. Westbound: All lanes open. Modify existing signals or provide temporary signals to align with new lane locations and in accordance with Traffic Signal Design Manual. All signal modifications for traffic staging purposes need to be approved by the Regional Traffic Signal Engineer including signal head layout and signal timing plans.

Detour and Alternate Routes

See Exhibit 18-B for the detour route and alternate route to be implemented during STH 125 eastbound lane closures. Post a detour for STH 125 that utilizes CTH A (Lynndale Drive) to CTH OO (Northland Avenue) to I-41 to STH 125 (College Avenue). Posted detour shall follow SDD Detour Signing for Mainline closures. The detour must be signed for the direction of STH 125 that is closed. Establish alternate route signing 3 calendar days in advance of any STH 125 lane or shoulder closures. Alternate route signing shall follow SDD Detour Signing for Mainline Closures, except replace any “DETOUR” sign wording with “ALTERNATE” sign wording.

18.3.1.8.5 Alternative D: Maintaining a Single Eastbound or Westbound Through Lane

<u>Maintaining a Single Eastbound Through Lane:</u>

STH 125

Maintain one eastbound through lane through the Project limits. The posted regulatory speed will remain at 35 mph and advisory plaques can be used to reduce the speed to 25 mph through the work zone if desired. East of the new structure, detour westbound traffic as defined below under Detour Routes. Close westbound STH 125 to local traffic west of the Kools Street/Westhill Boulevard intersection. Provide a westbound lane drop between the STH 125/Kools Street/Westhill Boulevard intersection and the STH 125/North Bluemound Drive intersection and channelize the single through lane into the existing right and left turn lanes. West of the new structure, provide an eastbound lane drop between the STH 125/Casaloma Drive and STH

125/N Mall Drive/S Nicolet Road intersections. Provide a crossover, as required, between the new structure and the I-41 northbound ramp intersection. Maintain all lanes of traffic at STH 125 intersections except at the I-41 interchange ramps and STH 125/Kools Street/Westhill Boulevard intersection as allowed below.

STH 125 and I-41 Southbound Ramp Intersection

Southbound: Two existing length right-turn lanes, one existing length left-turn lane. Westbound: Two through lanes, one existing length left-turn lane. Eastbound: One through lane, one existing length look-ahead left turn lane, one existing length right-turn lane.

STH 125 and I-41 Northbound Ramp Intersection

Northbound: One existing length right-turn lane, two existing length left-turn lanes. Westbound: Closed to traffic. Eastbound: One through lane, one 200-foot minimum left turn lane. Modify existing signals or provide temporary signals to align with new lane locations and in accordance with Traffic Signal Design Manual. All signal modifications for traffic staging purposes need to be approved by the Regional Traffic Signal Engineer including signal head layout and signal timing plans.

Detour and Alternate Routes

See Exhibit 18-B for the detour route and alternate route to be implemented during STH 125 westbound lane closures. Post a detour for STH 125 that utilizes CTH A (Lynndale Drive) to CTH OO (Northland Avenue) to I-41 to STH 125 (College Avenue). Posted detour shall follow SDD Detour Signing for Mainline closures. The detour must be signed for the direction of STH 125 that is closed. Establish alternate route signing 3 calendar days in advance of any STH 125 lane or shoulder closures. Alternate route signing shall follow SDD Detour Signing for Mainline Closures, except replace any “DETOUR” sign wording with “ALTERNATE” sign wording.

Maintaining a Single Westbound Through Lane:

STH 125

Maintain one westbound through lane through the Project limits. The posted regulatory speed will remain at 35 mph and advisory plaques can be used to reduce the speed to 25 mph through the work zone if desired. East of the new structure, provide a lane drop and crossover, as required, between the new structure and the Kools Street/Westhill Boulevard intersection. West of the new structure, detour eastbound traffic as defined below under Detour Routes. Close eastbound STH 125 to local traffic east of the I-41 northbound ramp intersection. Provide an eastbound lane drop between the STH 125/Casaloma Drive and STH 125/N Mall Drive/S Nicolet Road intersections. Channelize the single eastbound through lane into the I-41 northbound turn lane at the approach to the I-41 southbound ramp intersection. Maintain all lanes of traffic at STH 125 intersections except turn lanes impacted by lane closures and at the I-41 interchange ramps as allowed below.

STH 125 and I-41 Northbound Ramp Intersection

Northbound: Two existing length left turn lanes. Eastbound: Closed to traffic except the left-turn lane to northbound I-41. Westbound: One through lane, one 100-foot minimum right turn lane. Modify existing signals or provide temporary signals to align with new lane locations and in accordance with Traffic Signal Design Manual. All signal modifications for traffic staging purposes need to be approved by the Regional Traffic Signal Engineer including signal head layout and signal timing plans.

STH 125 and I-41 Southbound Ramp Intersection

Southbound: Two existing length right turn lanes. Eastbound: Existing length right turn lane, existing length left turn lookahead lane. Westbound: All lanes open. Modify existing signals or provide temporary signals to align with new lane locations and in accordance with Traffic Signal Design Manual. All signal modifications for traffic staging purposes need to be approved by the Regional Traffic Signal Engineer including signal head layout and signal timing plans.

Detour and Alternate Routes

See Exhibit 18-B for the detour route and alternate route to be implemented during STH 125 westbound lane closures. Post a detour for STH 125 that utilizes CTH A (Lynndale Drive) to CTH OO (Northland Avenue) to I-41 to STH 125 (College Avenue). Posted detour shall follow SDD Detour Signing for Mainline closures. The detour must be signed for the direction of STH 125 that is closed. Establish alternate route signing 3 calendar days in advance of any STH 125 lane or shoulder closures. Alternate route signing shall follow SDD Detour Signing for Mainline Closures, except replace any “DETOUR” sign wording with “ALTERNATE” sign wording.

18.3.1.8.6 Alternative E: Closing All Lanes

STH 125

Close STH 125 to all traffic between the I-41 northbound ramps and the Kools Street/Westhill Boulevard intersection. West of the new structure, detour eastbound traffic as defined below under Detour Routes. Close eastbound STH 125 to local traffic east of the I-41 northbound ramp intersection. Provide an eastbound lane drop between the STH 125/Casaloma Drive and STH 125/N Mall Drive/S Nicolet Road intersections. Channelize the single eastbound through lane into the I-41 northbound turn lane at the approach to the I-41 southbound ramp intersection. East of the new structure, detour westbound traffic as defined below under Detour Routes. Close westbound STH 125 to local traffic west of the Kools Street/Westhill Boulevard intersection. Provide a westbound lane drop between the STH 125/Kools Street/Westhill Boulevard intersection and the STH 125/North Bluemound Drive intersection and channelize the single through lane into the existing right and left turn lanes. Maintain all lanes of traffic at STH 125 intersections except turn lanes impacted by lane closures at the I-41 interchange ramps as allowed below.

STH 125 and I-41 Southbound Ramp Intersection

Southbound: Two existing length right-turn lanes, one left-turn lane. Westbound: Two through lanes, one existing length left-turn lane. Eastbound: One existing length look-ahead left turn lane, one existing length right-turn lane.

STH 125 and I-41 Northbound Ramp Intersection

Northbound: Two existing length left-turn lanes. Eastbound: One existing length left turn lane. Westbound: Closed to traffic. Cover existing signals heads as required.

Alternate Routes

See Exhibit 18-B for the alternate route to be implemented during STH 125 lane closures. Post an alternate route for I-41 northbound traffic beginning south of the US 10/STH 441 interchange. Establish I-41 northbound alternate route signing 3 calendar days in advance of any STH 125 lane or shoulder closures. Posted alternate route shall utilize I-41 northbound to STH 441 northbound to STH 47 northbound. The alternate route shall end at the STH 47 and STH 125 intersection. Alternate route signing shall follow SDD Detour Signing for Mainline Closures, except replace any “DETOUR” sign wording with “ALTERNATE” sign wording.

Detour Routes

See Exhibit 18-B for the detour route to be implemented during STH 125 lane closures. Post a detour for STH 125 that utilizes CTH A (Lynndale Drive) to CTH OO (Northland Avenue) to I-41 to STH 125 (College Avenue). Posted detour shall follow SDD Detour Signing for Mainline closures. The detour must be signed for each direction of STH 125 that is closed.

18.3.1.9 Lane Rental Damages

Open all lanes of travel on STH 125 and I-41 ramps within the Lane User Impacts allowed in Table 18-1 or in accordance with Book 1, Section 4.3.2.1. Lane User Impacts assessed will begin upon the first use of traffic control devices to close lanes for any of the allowed traffic control alternatives beyond the allowed short-term closures defined in Book 2, Section 18.3.1.7. Lane rental damages will be assessed in accordance with Table 18-1 based on the Design-Builder’s traffic control alternative in operation at the time the Lane User Impacts allowed is exceeded. Lane rental damages will be assessed in 15-minute increments.

Table 18-1: Lane User Impacts Allowed and Lane Rental Damages

Roadway	Lane User Impacts Allowed	Lane Rental Damage (Per hour, per lane, per direction of travel)
STH 125 & I-41 Ramps (1)	364	$475

.(1) Lane Rental Damage for lane closures on I-41 Ramps will only be charged if the ramp lane closure is not in relation to a lane closure on STH 125.

18.3.1 Reports and Plans

18.3.1.9 Transportation Management Plan

- Refer to FDM 11-50. Complete Type 2 Transportation Management Plan (TMP). TMP completion includes 60% TMP, 90% TMP, and any amendments required by the Department.

- An Incident Management Plan (IMP) is not required for the Project.
- Communicate TMP information to the Design-Builder's public information personnel and notify the public of Traffic Control issues in conjunction with the requirements of Book 2, Section 3 (Public Involvement).

Use the procedures developed in the TMP to create the Traffic Control Plans, including details of all stages and phases, and all required switching procedures.

Obtain approval of the 90% TMP prior to issuance of NTP2. The Department will respond to the submittal within 15 Working Days. Update the TMP throughout the Project and revise as conditions or situations may arise that will change the Project staging or traffic control.

18.3.1.10 Traffic Control Plans

Prepare and submit Traffic Control Plans and Plan revisions in compliance with FDM 11-50. The Department will respond to the Traffic Control Plan submittals within 15 Working Days. Distribute the Accepted Traffic Control Plans to stakeholders at least 15 Working Days prior to implementation, or as directed by the Department.

18.4 Construction Requirements

18.4.1 General

Provide traffic control devices, markings, and signing starting on the day Work begins on the Project meeting the requirements of Standard Specification 643. Refer to Section 18.4.2 for requirements prior to beginning work. Refer to Standard Specification 643.3 for requirements pertaining to monitoring and maintaining traffic control devices. The Department may, in writing, temporarily suspend such responsibility in conjunction with an official suspension for weather or other reasons.

The turning of traffic control devices when not in use to obscure the message will not be allowed under this contract.

Conduct operations in such a manner that causes the least interference and inconvenience to the free flow of vehicles on the roadways. This includes the following:

Do not park or store any vehicle, piece of equipment, or construction materials on the right of way, unless otherwise specified in the traffic control article.

All construction vehicles and equipment entering or leaving live traffic lanes shall yield to through traffic.

Equip all vehicles and equipment entering or leaving the live traffic lanes with a hazard identification beam (flashing yellow signal) capable of being visible on a sunny day when viewed without the sun directly on or behind the device from a distance of 1000 feet. Activate the beam when merging into or exiting a live traffic lane.

Do not disturb, remove or obliterate any traffic control signs, advisory signs, shoulder delineators or beam guard in place along the traveled roadways without the approval of the engineer. Immediately repair or replace any damage done to the above during the construction operations at contractor expense.

The traffic requirements are subject to change in the event of an emergency.

18.4.1.9 Traffic Control Supervisor

The Design-Builder will appoint a Traffic Control Supervisor (TCS) who will manage and monitor all traffic control operations for the duration of the Project. The duties set forth below in this section are all responsibilities of the TCS.

Perform drive-through inspections as required in Standard Specification 643 and immediately after any change in traffic control setup. Perform at least one of the traffic control inspections at peak traffic time. Perform an additional inspection at night so the arrangement and condition of the traffic control devices can be reviewed for the effectiveness of the retroreflective sheeting and lighting.

Document drive-through inspection results in a written report that details any defects and resulting corrective actions. Certify in written report that all traffic control devices are in substantial conformance with the Contract requirements.

18.4.1.10 Staging Areas

Staging areas are sites where construction equipment, vehicles, and materials can be stored and have reasonable and safe access to the construction zone. Staging areas shall meet the following requirements:

- Provide ingress and egress to/from the Work zones at locations approved by the Department.
- Review the proposed work operation with the Department before proceeding with work.
- Park equipment and store materials, including stockpiles, a minimum of 15-feet from the edge of the traveled way unless protected by concrete barrier temporary precast.
- The Design-Builder’s Project-related staging locations outside the Department’s R/W must be in accordance with ECIP and local ordinances.

18.4.1.11 Vertical Clearances and Width Restrictions

Maintain existing effective widths at all times. Temporary width restrictions must be approved by the Department. Refer to TEOpS 6-3 for information on width restrictions procedures.

The Design-Builder must notify the Department in accordance with Table 18-2 for any approved vertical or width restrictions. The Department will enter closures and restrictions into LCS as required.

18.4.2 Construction Criteria

18.4.2.9 Project-Specific Items

Notify the Region Traffic Signal Engineer five (5) working days in advance of any lane closures being placed to ensure construction signal timings can be reviewed at the State-owned signalized intersections.

A minimum of 14 Days prior to beginning Work on the Project and prior to traffic stage changes, place up to ten (10) PCMS boards in advance of the construction area in all directions approaching the work zone. Coordinate locations of PCMS and display messages with the Department. Include in Traffic Control Plans a sheet showing locations of PCMS boards. Include a separate PCMS display message sheet with message sequencing.

Notify the Northeast Region Traffic Section at 920-366-8033 (secondary contact number is 920-360-3107) 3 business days before deploying or changing a message on a PCMS to obtain approval of the proposed message. The Northeast Region Traffic Unit will review the proposed message and either approve the message or make necessary changes. PCMS boards must be deployed 7 days before any closure.

Provide the following advance notification to the Department for incorporation into the Wisconsin LCS (Table 18-2). All necessary RFC Documents and Traffic Control Plans shall be Approved or Accepted (as required by the Contract Documents) by the Department prior to providing notification. Discuss LCS completion dates and provide changes in the schedule to the engineer at weekly project meetings in order to manage closures nearing their completion date.

Table 18-2: Traffic Control Notifications

Closure type with height, weight, or width restrictions (available width, all lanes in one direction < 16 feet)	**Minimum notification**
Lane and shoulder closures	7 Calendar Days
Full roadway closures	7 Calendar Days
Ramp closures	7 Calendar Days
Full ramp closures	7 Calendar Days
Detours	7 Calendar Days
Closure type without height, weight, or width restrictions (available width, all lanes in one direction >16 feet)	**Minimum notification**
Lane and shoulder closures	3 Business Days
System and service ramp closures	3 Business Days
Modifying all closure types	3 Business Days

The Design-Builder will not restrict traffic beyond the allowances of Section 18.3.1.8 or 18.3.1.9. The Design-Builder will not restrict traffic during Work restrictions detailed in Section 18.3.1.7.

Maintain access to all properties within the Project limits at all times.

18.4.2.10 Pavement Markings During Construction

Provide temporary pavement markings per Standard Specification 649. Use epoxy pavement markings for temporary markings that will be in place from November 15 to April 15. Schedule work operations to preclude the need for epoxy pavement markings on any permanent surface.

Any permanent surface that requires temporary markings shall utilize temporary marking tape. Do not grind or use any other method that may damage the new pavement during removal of the temporary markings.

18.4.2.11 Access

Provide temporary access to all properties if the existing access is closed.

18.4.3 Instrumentation/Monitoring Plan

18.4.3.9 Video Record

Before the start of construction, video-record the entire STH 125 and Spencer Road Project Site, posted detour route and alternate route. Provide an electronic copy of the video to the Department prior to the commencement of construction Work.

Video-record all potential detour and haul routes prior to routing construction traffic on these routes.

18.4.3.10 Design-Builder Response Time

At all times, the Design-Builder shall have at least one employee on call who can be on-site of an incident within 60 minutes. Upon arrival at the incident site, that employee must be able to access equipment and resources to repair traffic control devices, set up temporary traffic control, or otherwise aid in incident resolution.

18.5 Deliverables

Table 18-3, 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.

Table 18-3: Non-exhaustive List of Deliverables

Name	Acceptance or Approval
List of task force invitees	Acceptance
Transportation Management Plan 60%, 90%, and amendments as needed	Approval
Traffic Control Plans	Acceptance
Traffic Signal Timings	Acceptance
Traffic Control inspection report	Acceptance
Advance written notice of traffic closures	Approval
Preconstruction video	Acceptance

Wisconsin Department of Transportation

Northeast Region

Request for Proposals: Applicable Standards

Book 3

Addendum #2

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, 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 #2

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, 2022

RID MISCELLANEOUS REFERENCE	
PUBLIC INVOLVEMENT	**Department e-file**
65260000 Public Involvement Plan_UPDATED for Design Build.pdf	
April 2021 Additional Public Outreach Responses.pdf	
March 2021 LOM Discussion Points_Responses.pdf	
ENVIRONMENTAL	**Department e-file**
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	
UTILITIES	**Department e-file**
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	
GEOTECHNICAL	**Department e-file**

B-44-0482-Site Investigation Report.pdf	
PAVEMENTS AND ROADWAY MATERIALS	**Department e-file**
PDR_2021_NER_STATE_65260000_STH 125_BRRPL.pdf	
Spencer_Kools_Nicolet_PDR Recommendations.pdf	
ROADWAYS	**Department e-file**
6526-00-71 STH 125 Plan Set.pdf (Structure Plan sheets updated)	
STRUCTURE	**Department e-file**
CO_B-44-482_Layout_MWB.DGN	
2021-P2-B44482-PRELIM2.dgn	
2021-P1-B44482-PRELIM1.dgn	
HYDRAULICS	**Department e-file**
B44_482_HecRAS.zip	
B-44-482_hydro.pdf	
SIGNING, MARKING, TRAFFIC SIGNAL, AND LIGHTING	**Department e-file**
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	

Large WIS 125 Closed Completely.pdf	
Large WIS 125 Base Condition.pdf	
S44-2016 20211019 USH 41 NB & STH 125.xlsm	