



Wisconsin Department of Transportation

September 30, 2022

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

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

NOTICE TO ALL CONTRACTORS:

- | | |
|---|---|
| <p>Proposal #03: 1229-04-71, WISC 2023001
 City Glendale, N Port Washington Rd
 Bender Rd to W Daphne Rd
 Local Street
 Milwaukee County</p> | <p>1229-04-72, WISC 2023002
 I-43 North-South Freeway
 Union Pacific RR Bridge B-40-921
 IH-43
 Milwaukee County</p> |
| <p>1229-04-73, WISC 2023003
 I-43 North-South Freeway Bender Rd
 to Brown Deer Rd
 IH-43
 Milwaukee County</p> | <p>1229-04-77
 C Glendale, Green Bay Road
 Intersection with Range Line Rd
 STH 57
 Milwaukee County</p> |

Letting of October 11, 2022

This is Addendum No. 02, which provides for the following:

Special Provisions:

Revised Special Provisions	
Article No.	Description
5	Prosecution and Progress
7	Traffic
9	Utilities
130	Traffic Control
161	Survey Project 1229-04-71, Item SPV.0060.0001; Survey Project 1229-04-72, Item SPV.0060.0002; Survey Project 1229-04-73, Item SPV.0060.0003; Survey Project 1229-04-77, Item SPV.0060.0004.
181	Temporary Water Diversion Indian Creek, Item SPV.0060.0710

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
205.0100	Excavation Common	CY	746,952	-2,912	744,040
305.0120	Base Aggregate Dense 1 ¼-Inch	TON	250,124	271	250,395
310.0110	Base Aggregate Open-Graded	TON	2,692	349	3,041
311.0110	Breaker Run	TON	423,518	22,090	445,608
455.0605	Tack Coat	GAL	26,849	57	26,906
465.0125	Asphaltic Surface Temporary	TON	7,278	113	7,391
603.8000	Concrete Barrier Temporary Precast Delivered	LF	107,459	1,275	108,734
603.8125	Concrete Barrier Temporary Precast Installed	LF	184,001	1,275	185,276
603.8500	Anchoring Concrete Barrier Temporary Precast	LF	146,096	1,275	147,371
611.8115	Adjusting Inlet Covers	EACH	82	1	83
611.8120.S	Cover Plates Temporary	EACH	220	1	221
614.0905	Crash Cushions Temporary	EACH	31	5	36
649.0105	Temporary Marking Line Paint 4-Inch	LF	377,709	738	378,447
SPV.0035.0001	Roadway Embankment	CY	232,938	-1,057	231,881

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
104-105	Construction Details – width of temporary diversion channel updated
112	Construction Details – note added to detail
354	Plan Details – Temporary widening callouts updated
355	Plan Details – Temporary widening callouts updated
1118	Traffic Signal Plan – Controller logic updated
1216	Traffic Control Typical Sections – Port Washington Road typicals updated
1218	Traffic Control Stage 1A Overview – limits of temporary widening updated
1223-1224, 1230,1232	Traffic Control Stage 1A – Ramp note updated
1248-1249	Traffic Control – work zone added for temporary widening from Karl Campus Drive to Brentwood Lane
1253	Traffic Control Stage 1B Overview – limits of traffic shift updated
1255	Traffic Control – Port Washington traffic control devices updated
1281-1282	Traffic Control – TC devices added for temporary widening from Karl Campus Drive to Brentwood Lane
1606	Miscellaneous Quantities – Earthwork Table updated
1610	Miscellaneous Quantities – Base Aggregate Dense 1 ¼-Inch updated
1611	Miscellaneous Quantities – Asphaltic Surface Temporary updated
1623	Miscellaneous Quantities – Cover Plate Temporary/Adjusting Inlet Covers updated
1633	Miscellaneous Quantities – Temp Barrier and Crash Cushion table updated
1635	Miscellaneous Quantities – Temporary Pavement Marking table updated
1685-1686	Miscellaneous Quantities – Earthwork tables updated

1700-1701	Miscellaneous Quantities – Breaker Run table updated
1833	Miscellaneous Quantities – Temp Barrier and Crash Cushion table updated
3068	Earthwork Tables – Port Washington Road Stage 1B table updated

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 02

1229-04-71, 1229-04-72, 1229-04-73, 1229-04-77

September 30, 2022

Special Provisions

5. Prosecution and Progress.

*Replace the second bullet under subsection titled Railroad Construction under section titled **Stage 1A Construction** with the following:*

- Begin UPRR Embankment Construction.
 - Construction trucks and equipment entering and exiting the work zone for construction of the UPRR embankment and structures are limited to right in/right out access.

*Replace the third bullet under subsection titled Local Road Construction under section titled **Stage 1A Construction** with the following:*

- Construct temporary pavement on the Port Washington Road NB outside lane from Bender Road to Brentwood Lane.

*Replace the first bullet under subsection titled Railroad Construction under section titled **Stage 1B Construction** with the following:*

- Continue construction of UPRR Embankment.
 - Construction trucks and equipment entering and exiting the work zone for construction of the UPRR embankment and structures are limited to right in/right out access.

*Replace the first bullet under subsection titled Railroad Construction under section titled **Stage 2A Construction** with the following:*

- Continue construction of UPRR Embankment.
 - Construction trucks and equipment entering and exiting the work zone for construction of the UPRR embankment and structures are limited to right in/right out access.

*Replace the first bullet under subsection titled Railroad Construction under section titled **Stage 2B Construction** with the following:*

- Complete construction of UPRR Embankment.
 - Construction trucks and equipment entering and exiting the work zone for construction of the UPRR embankment and structures are limited to right in/right out access.

*Replace section titled **C. Nightly Freeway Shoulder Restoration** with the following:*

When working on the IH 43 NB and SB shoulders without the protection of concrete barrier temporary precast, no open excavation or storing of materials and equipment within the clear zones and no vertical drop-offs greater than two-inches adjacent to the travel lanes will be permitted during Peak Hours and Off Peak Hours with no lane closures. Work zone clear zone widths are defined in the Traffic Control article. At the end of every Off Peak and nighttime closure, fill all excavated areas, restore the shoulders with base aggregate dense as shown on the plans, and remove all materials and equipment from the clear zones. Provide shoulder cross slopes with an 8% maximum rollover with the adjacent travel lanes for Peak Hour

and Off Peak Hour freeway traffic operations providing two lanes in each direction. Before opening to two lanes of traffic, place traffic control drums at the inside edge of shoulder as shown on the plans. Nightly freeway shoulder restoration will be paid for under the Base Aggregate Dense 1 ¼-Inch bid item.

In Stage 1, when placing HMA pavement lower layers per the layers and gradations shown on the plans, no vertical drop-offs greater than 2 inches will be permitted where the shoulder abuts the adjacent travel lanes for Peak Hour and Off Peak Hour freeway traffic operations providing two lanes in each direction. Before opening to two lanes of traffic, place traffic control drums at the inside edge of shoulder as shown on the plans.

7. Traffic.

*Replace the second bullet under subsection titled Freeway and Ramps under section titled **Stage 1A Traffic** with the following:*

- Reduce IH 43 SB traffic to one lane during Freeway Lane Closure Hours only.

*Replace the second bullet under subsection titled Local Roads under section titled **Stage 1A Traffic** with the following:*

- The temporary traffic signal at the intersection of IH 43 SB Ramps & STH 100/Brown Deer Road shall be operational. Refer to Temporary Traffic Signal Plans for further instruction.
 - Do not restrict left turns to EB Brown Deer Road until the exit ramp at County Line interchange is open.

*Replace the second bullet under subsection titled Local Roads under section titled **Stage 1B Traffic** with the following:*

- Shift Port Washington Road from Bender Road to Brentwood Lane to temporary pavement built in Stage 1A. Maintain one lane of traffic in each direction.

9. Utilities.

Replace the eighth paragraph with the following:

All utility timelines are based on an anticipated start of construction of the project on March 13, 2023. Anticipate utility relocations through mid-March.

*Replace second full-bullet paragraph and sub-bullet paragraph under subsection titled **AT&T Wisconsin** under section titled **1229-04-71: Port Washington Road (Bender to Coventry)** with the following:*

- An existing overhead communication line on We Energies' poles beginning beyond the easterly project limits running westerly to a pole at Station 117PN+33, 22'LT and then turning northerly running along the east side of Port Washington Road to a pole at Station 128PN+93, 43'LT and then turning easterly and continuing to beyond the project limits.
 - Prior to construction AT&T Wisconsin will construct new overhead wires on We Energies' poles beginning beyond the easterly project limits running westerly to a new pole at Station 117PN+08, 50'RT and then turning northerly running along the proposed east sidewalk of Port Washington Road to a pole at Station 128PN+75, 45'RT and then turning northeasterly to a new pole at Station 128PN+94, 85'RT. The existing overhead communication lines will be removed off of We Energies' poles.

Replace the first sub-bullet paragraph under the third full-bullet paragraph under subsection titled **Fox Point, Village of - Water** under section titled **1229-04-71: Port Washington Road (Bender to Coventry)** with the following:

- Prior to construction, Fox Point Water will install insulation board over their existing water main from Station 107PN+95, 21'RT and running northerly to Station 109PN+00, 21'RT.
- Prior to construction Fox Point Water will construct a new water main in the same location as the existing main connecting into the existing water main at Station 109PN+00, 21'RT and running northerly to Station 110PN+05, 25'RT and then turning northeasterly and connecting into the existing water main at Station 110PN+30, 78'RT.

Replace the first full-bullet paragraph and sub-bullet paragraph under subsection titled **Midwest Fiber Networks** under section titled **1229-04-71: Port Washington Road (Bender to Coventry)** with the following:

- An existing underground duct beginning at a handhole at Station 99PN+62, 57'LT where it runs southeasterly to Station 99PN+49, 52'LT and then turns easterly crossing Port Washington Road to 99PN+49, 43'RT where it turns northeasterly to a handhole at Station 99PN+55, 56'RT.
 - During construction and in conjunction with grading operations Midwest Fiber Networks will relocate the existing handhole at Station 99PN+62, 57'LT approximately 2' to the west. The relocation of this handhole is related to the installation of the WisDOT Communications handhole next to it. Allow three working days for Midwest Fiber Networks to perform their adjustments.

Replace the sub-bullet paragraph under subsection titled **AT&T Local Network** under section titled **1229-04-73: South End Mainline (Jean Nicolet Road: Bender to Green Tree)** with the following:

- During construction AT&T Local Network will relocate their facilities into new We Energies - Electric facilities following the same path as We Energies - Electric as described in the We Energies – Electric section below. The existing line will be discontinued in place. Relocations anticipated to occur in August 2023 prior to Stage 2B.

Replace the sub-bullet paragraph under subsection titled **Centurylink Communications** under section titled **1229-04-73: South End Mainline (Jean Nicolet Road: Bender to Green Tree)** with the following:

- Prior to construction CenturyLink will relocate their facilities by splicing into their existing line at Station 130+50, 21'LT in the UPRR corridor and running easterly to a new handhole at Station 131+88, 35'LT where it turns northerly running along the westerly right of way of Jean Nicolet Road crossing Brentwood Lane to a new handhole at Station 30JN+64, 34'LT. From there it continues northerly crossing Acacia Road, Appletree Road, and Daphne Road and continuing to new handholes at Station 51JN+94, 41'LT, Station 43JN+16, 59'LT, and Station 63JN+26, 38'LT. From there it turns westerly running along the southerly right of way of Green Tree Road to a new handhole at Station 34GT+88, 33'RT where it turns northerly crossing Green Tree Road and continues northerly towards the Good Hope Road interchange. The existing line in Jean Nicolet Road will be discontinued in place.

Replace the sub-bullet paragraph under the first full-bullet paragraph under subsection titled **Midwest Fiber Networks** under section titled **1229-04-73: South End Mainline (Jean Nicolet Road: Bender to Green Tree)** with the following:

- Prior to construction Midwest Fiber Networks will construct a new underground communication line beginning at an existing handhole at Station 1077+79, 110'LT running northerly crossing Bender Road and continuing along the east side of Jean Nicolet Road to Station 11JN+38, 30'RT where it turns westerly crossing Jean Nicolet Road to a new handhole at Station 11JN+50, 39'LT. From there it turns northerly running along the westerly sidewalk of Jean Nicolet Road crossing under the UPRR and then turning northwesterly across Fairfield Court intersection where it joins into the new CenturyLink facilities described above at Station 21JN+38, 29'LT and continues northerly along the west side of Jean Nicolet Road. The existing line in WisDOT communication facilities will be discontinued in place.

*Insert the following after the first full-bullet paragraph under subsection titled **We Energies - Electric** under section titled **1229-04-73: South End Mainline (Jean Nicolet Road: Bender to Green Tree)** with the following:*

- An existing overhead line beginning beyond the westerly project limits running easterly along the north side of Bender Road to a pole at Station 13+48, 29'LT and crossing Jean Nicolet Road to a pole at Station 14+06, 33'LT.
 - o During construction We Energies will install new overhead wires beginning at the existing pole at Station 13+48, 29'LT to a new pole at Station 14+28, 33'LT. The existing pole at Station 14+06, 33'LT will be removed. Relocations anticipated to occur in June 2023 prior to Stage 2B.

*Replace the fourth sub-bullet paragraph under the third full-bullet paragraph under subsection titled **We Energies - Electric** under section titled **1229-04-73: South End Mainline (Jean Nicolet Road: Bender to Green Tree)** with the following:*

- o During construction We Energies – Electric will construct a new underground duct package beginning at the existing manhole at Station 39JN+27, 10'LT running westerly to Station 39JN+27, 32'LT and turning northerly to Station 45JN+06, 37'LT. From there it turns easterly to Station 45JN+06, 14'LT where it turns northerly connecting into the existing manhole at Station 45JN+63, 11'LT. The existing line from Station 39JN+27, 10'LT to Station 45JN+63, 11'LT will be discontinued in place. The existing line running south of the manhole at Station 39JN+27, 10'LT and north of the manhole at Station 45JN+63, 11'LT will remain in place without adjustment. Relocations anticipated to occur from June 2023 through August 2023 prior to Stage 2B.

*Replace the sub-bullet paragraph under the first full-bullet paragraph under subsection titled **We Energies - Gas** under section titled **1229-04-73: South End Mainline (Jean Nicolet Road: Bender to Green Tree)** with the following:*

- o Prior to construction We Energies - Gas will construct a new underground gas main connecting into the existing main on the south side of Bender Road at Station 9JN+72, 58'LT jogging southerly and then easterly to Station 9JN+67, 21'LT. From there it runs northerly to Station 12JN+88, 51'LT and then turning northeasterly running along the westerly right of way of Jean Nicolet Road to Station 14JN+64, 10'LT. From there it turns northerly running behind the back of sidewalk crossing under the UPRR to Station 20JN+64, 12'LT. From there it turns northwesterly to Station 20JN+76, 23'LT where it turns northerly crossing Fairfield Court to Station 23JN+09, 22'LT where it turns easterly connecting into the existing main at Station 23JN+09, 15'LT. The existing line from Station 9JN+72, 58'LT to Station 23JN+09, 15'LT will be discontinued in place. The existing line north of Station 23JN+09, 15'LT will remain in place without adjustment.

*Replace the fourth full-bullet paragraph and sub-bullet paragraph under subsection titled **We Energies - Gas** under section titled **1229-04-73: South End Mainline (Jean Nicolet Road: Bender to Green Tree)** with the following:*

- An existing underground gas main beginning beyond the westerly project limits running easterly in the side road of Daphne Road to Station 41JN+28, 43'LT and turning southerly running along behind the sidewalk of Jean Nicolet Road to Station 39JN+18, 37'LT. This exiting line will remain in place without adjustment.

*Replace the sub-bullet paragraph under the fifth full-bullet paragraph under subsection titled **We Energies - Gas** under section titled **1229-04-73: South End Mainline (Jean Nicolet Road: Bender to Green Tree)** with the following:*

- o Prior to construction We Energies - Gas will construct a new underground gas main connecting into the existing main at Station 32JN+86, 47'LT and running northerly and jogging easterly to Station 32JN+94, 36'LT and then turning northerly running behind the back of walk of Jean Nicolet Road and crossing Apple Tree Road to Station 38JN+44, 36'LT. From there it turns northeasterly to Station 38JN+65, 16'LT and then runs northerly crossing Daphne Road to Station 42JN+55, 33'LT and then turns northwesterly to Station 42JN+99, 51'LT. From there it turns northerly to Station 60JN+36, 22'LT and turning easterly and connecting into the existing main at Station 60JN+36, 2'LT. The existing line from Station 50JN+52, 26'LT to Station 60JN+36, 2'LT will be

discontinued in place. The existing line north of Station 60JN+36, 2'LT will remain in place without adjustment.

*Replace the sub-bullet paragraph under the second full-bullet paragraph under subsection titled **We Energies - Gas** under section titled **1229-04-73: South End Mainline (IH 43: Bender to Green Tree)** with the following:*

- Prior to construction We Energies will construct a new underground gas main beginning in Jean Nicolet Road at a tee and running easterly crossing IH 43 at Station 1110+02 to a tee in Port Washington Road. The existing gas main will be discontinued in place.

*Replace the sub-bullet paragraph under the tenth full-bullet paragraph under subsection titled **We Energies - Electric** under section titled **1229-04-73: South End Mainline (Good Hope Road Interchange: Green Tree to Bradley)** with the following:*

- During construction We Energies will construct a new underground electric line beginning at manhole located at Station 32GHE+08, 15'RT and portions to the north to avoid a conflict with the proposed storm sewer. The existing underground line will be discontinued in place. Relocations anticipated to occur from March 2023 through May 2023 prior to Stage 2A.

*Replace the sub-bullet paragraph under the fourteenth full-bullet paragraph under subsection titled **We Energies - Electric** under section titled **1229-04-73: South End Mainline (Good Hope Road Interchange: Green Tree to Bradley)** with the following:*

- During construction We Energies will construct new underground electric beginning at an existing pole at Station 1158+39, 162'RT running northerly along the existing easterly right of way of IH 43 and tying into an existing underground electric line at Station 1167+22, 130'RT. The overhead electric lines will be removed off of the existing poles and the poles will be removed. Relocations anticipated to occur in July 2023 prior to Stage 2C.

*Replace the sub-bullet paragraph under the seventeenth full-bullet paragraph under subsection titled **We Energies - Electric** under section titled **1229-04-73: South End Mainline (Good Hope Road Interchange: Green Tree to Bradley)** with the following:*

- During construction We Energies will remove the existing poles and wires from Station 1182+63, 101'LT to Station 1197+75, 98'LT. The poles and overhead wires from Station 1198+52, 98'LT to Station 1203+27, 99'LT will remain in place without adjustment. Relocations anticipated to occur from July 2023 through August 2023 prior to Stage 2C.

*Replace the sub-bullet paragraph under the fifth full-bullet paragraph under subsection titled **We Energies - Gas** under section titled **1229-04-73: South End Mainline (Good Hope Road Interchange: Green Tree to Bradley)** with the following:*

- Prior to construction We Energies will construct a new underground gas line beginning at Station 33GHE+09, 131'RT and running easterly to Station 33GHE+13, 131'RT where it turns and runs northerly to Station 33GHE+03, 88'RT and then turns northeasterly to Station 33GHE+37, 31'RT. From there it turns and runs easterly running along the southerly right of way of Good Hope Road to Station 33GHE+57, 30'RT and then turns northerly connecting into the existing main at Station 33GHE+57, 23'RT. The existing underground gas line from Station 33GHE+09, 131'RT to Station 33GHE+57, 23'RT will be discontinued in place

*Replace the sub-bullet paragraph under the seventh full-bullet paragraph under subsection titled **We Energies - Gas** under section titled **1229-04-73: South End Mainline (Good Hope Road Interchange: Green Tree to Bradley)** with the following:*

- Prior to construction We Energies will construct a new gas main beginning at Station 1198+18, 172' LT and running easterly crossing IH 43 at Station 1198+18 and continuing to Station 1198+18,

204' RT where it turns southerly and tying into the existing main at Station 1198+11, 204'RT. The existing underground gas line from Station 1198+18, 172' LT to Station 1198+11, 204'RT will be discontinued in place.

*Replace the sub-bullet paragraph under the full-bullet paragraph under subsection titled **CenturyLink Communications** under section titled **1229-04-73: South End Mainline (Brown Deer Road Interchange: Bradley to Fairy Chasm)** with the following:*

- Prior to construction CenturyLink will relocate their facilities beginning at Bradley Road where it runs northerly along the westerly right of way of IH 43 crossing Indian Creek and Dean Road where it follows along the east side of Pheasant Lane curving northwesterly and then easterly to a new handhole located at Station 20PHBD+64, 18'RT. From there it turns northerly running along the westerly right of way of IH 43, crossing Brown Deer Road at Station 613BDE+26, and continuing northerly beyond the project limits towards the County Line Road interchange. The existing line will be discontinued in place.

*Insert the following before the first full-bullet paragraph under subsection titled **Spectrum** under section titled **1229-04-73: South End Mainline (Brown Deer Road Interchange: Bradley to Fairy Chasm)** with the following:*

- An existing overhead communication line on We Energies' poles beginning beyond the westerly project limits running easterly along the north side of Bradley Road crossing IH 43 at Station 1198+54 and continuing to beyond the project limits.
 - During construction We Energies will construct a new pole at Station 1198+55, 107'RT and Spectrum will transfer their wires to the new pole. Relocations anticipated to occur in July 2023 prior to Stage 2C.

*Replace the two sub-bullet paragraphs under the sixth full-bullet paragraph under subsection titled **Spectrum** under section titled **1229-04-73: South End Mainline (Brown Deer Road Interchange: Bradley to Fairy Chasm)** with the following:*

- During construction Spectrum will construct new overhead wires on We Energies' poles beginning beyond the westerly project limits running easterly along the northerly right of way of Fairy Chasm Road crossing IH 43 at Station 1280+89 and continuing to beyond the project limits. The overhead communication lines will be removed off of We Energies' poles. Relocations anticipated to occur from July 2023 through August 2023 prior to Stage 2C.
- During construction Spectrum will construct new overhead wires on We Energies' poles beginning at an existing pole at Station 1279+71, 95'LT and running northwesterly along the existing westerly right of way of IH 43 to a new We Energies pole at Station 1281+32, 95'LT. The overhead communication lines will be removed off of We Energies' poles. Relocations anticipated to occur from July 2023 through August 2023 prior to Stage 2C.

*Replace the sub-bullet paragraph under the first full-bullet paragraph under subsection titled **We Energies - Electric** under section titled **1229-04-73: South End Mainline (Brown Deer Road Interchange: Bradley to Fairy Chasm)** with the following:*

- During construction We Energies will construct a new pole at Station 1198+55, 107'RT. The overhead electric lines will be removed off of the existing poles and transferred to the new poles. Relocations anticipated to occur in July 2023 prior to Stage 2C.

*Replace the sub-bullet paragraphs under the nineteenth full-bullet paragraph under subsection titled **We Energies - Electric** under section titled **1229-04-73: South End Mainline (Brown Deer Road Interchange: Bradley to Fairy Chasm)** with the following:*

- During construction We Energies will construct new poles and overhead wires beginning beyond the westerly project limits running easterly along the northerly right of way of Fairy Chasm Road crossing IH 43 at Station 1280+89 and continuing to beyond the project limits. The overhead

- electric lines will be removed off of the existing poles and the poles will be removed. Relocations anticipated to occur from July 2023 through August 2023 prior to Stage 2C.
- During construction We Energies will construct a new underground electric line beginning beyond the westerly project limits running easterly along the northerly right of way of Fairy Chasm Road, crossing IH 43 at Station 1280+69, and continuing to beyond the project limits. Relocations anticipated to occur from July 2023 through August 2023 prior to Stage 2C.

130. Traffic Control.

Add the following after the sixth paragraph:

Clear zone during Freeway No Closures (Peak Hours) is measured as 20' from the edge of traveled way. The clear zone may be reduced to 10' (measured from the edge of traveled way) during a single lane closure that occurs within the Freeway Lane Closure Hours (Off Peak Hours) in Stage 1A to construct the temporary widening only.

- 161. Survey Project 1229-04-71, Item SPV.0060.0001;
Survey Project 1229-04-72, Item SPV.0060.0002;
Survey Project 1229-04-73, Item SPV.0060.0003;
Survey Project 1229-04-77, Item SPV.0060.0004.**

Replace entire section titled C Construction with the following:

C Construction

Add the following to standard spec 650.3.1 (5):

Confirm with engineer before using global positioning methods to establish the following:

1. Structure layout horizontal or vertical locations.
2. Concrete pavement vertical locations.
3. Curb, gutter, and curb and gutter vertical locations.
4. Concrete barrier vertical locations.
5. Storm Sewer layout horizontal or vertical locations, including structure centers, offsets, access openings, rim and invert elevations.

Replace standard spec 650.3.1.1(2) with the following:

Maintain neat, orderly, and complete survey notes, drawings, and computations used in establishing the lines and grades. This includes:

- Raw data files
- Digital stakeout reports
- Control check reports
- Supplemental control files (along with method used to establish coordinates and elevation)
- Calibration report

181. Temporary Water Diversion Indian Creek, Item SPV.0060.0710.

Replace the 'Q10' note in paragraph (1) in section titled C Construction with the following:

Q10 = 694 cfs with an estimated water surface elevation of 658.

Schedule of Items

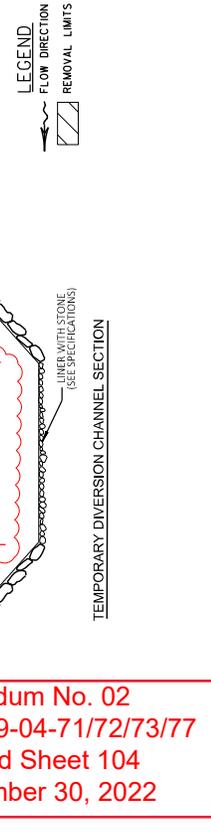
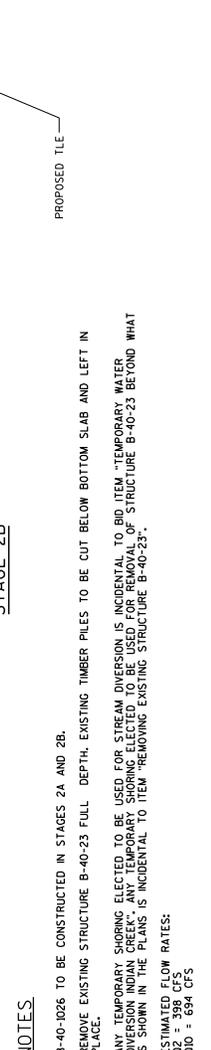
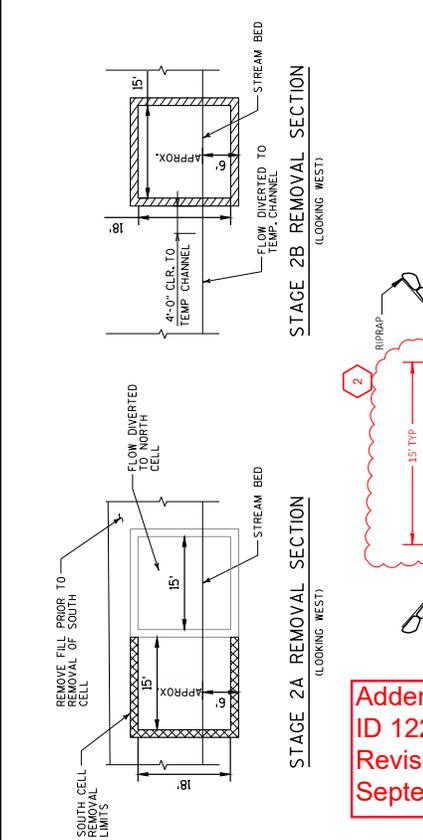
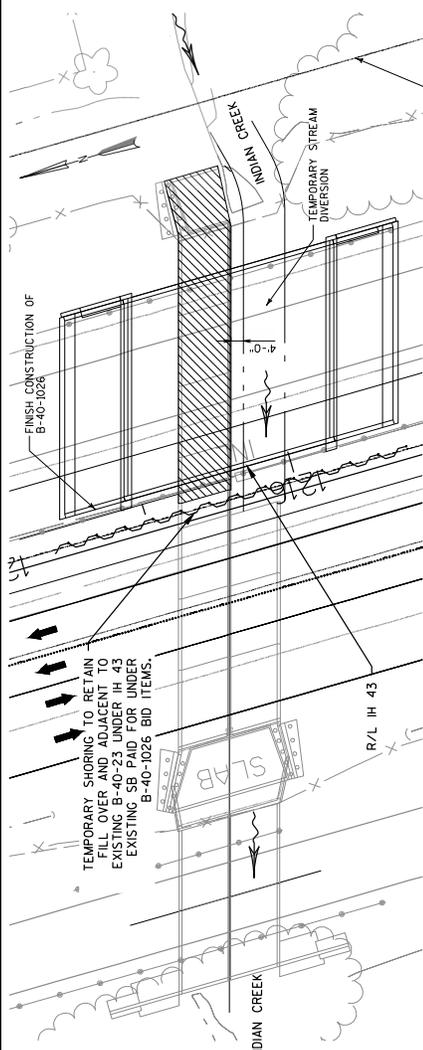
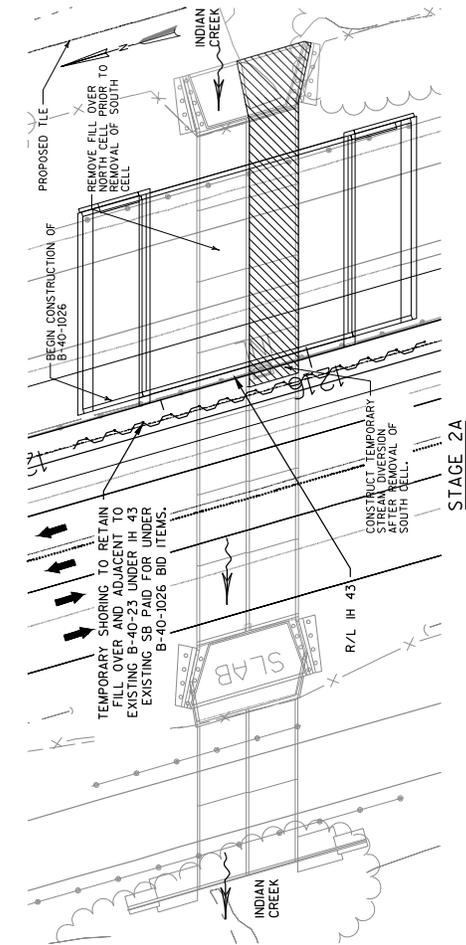
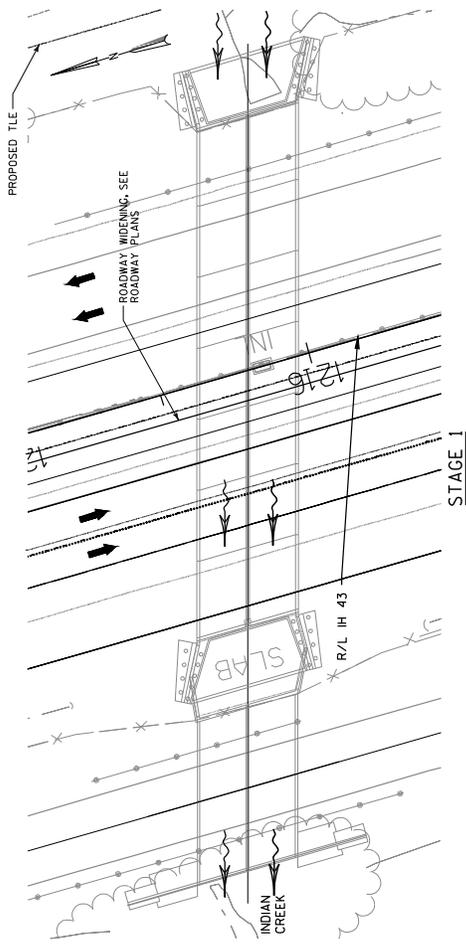
Attached, dated September 30, 2022, are the revised Schedule of Items Pages 6, 7, 9, 21, 25, 26, 32, and 46.

Plan Sheets

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

Revised: 104-105, 112, 354, 355, 1118, 1216, 1218, 1223-1224, 1230, 1232, 1248, 1249, 1253, 1255, 1281-1282, 1606, 1610, 1611, 1623, 1633, 1635, 1685-1686, 1700-1701, 1801-1802, 1833, 3068

END OF ADDENDUM



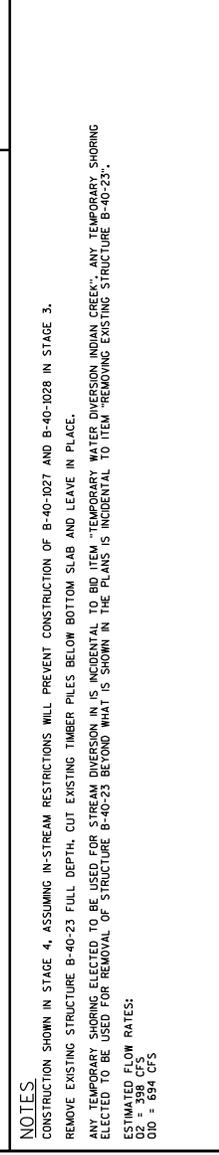
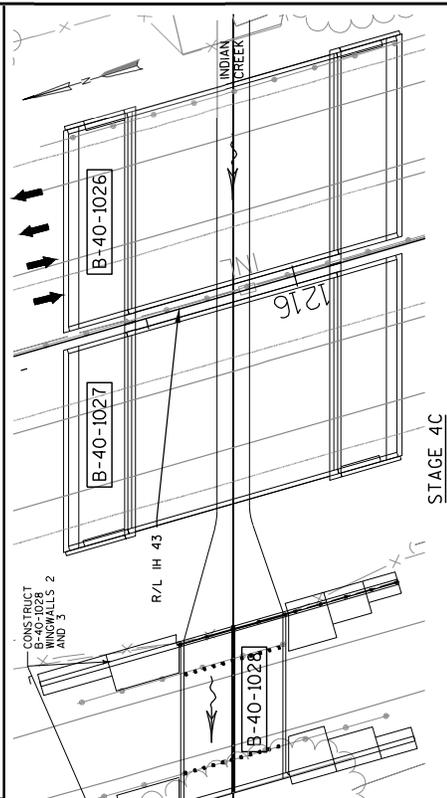
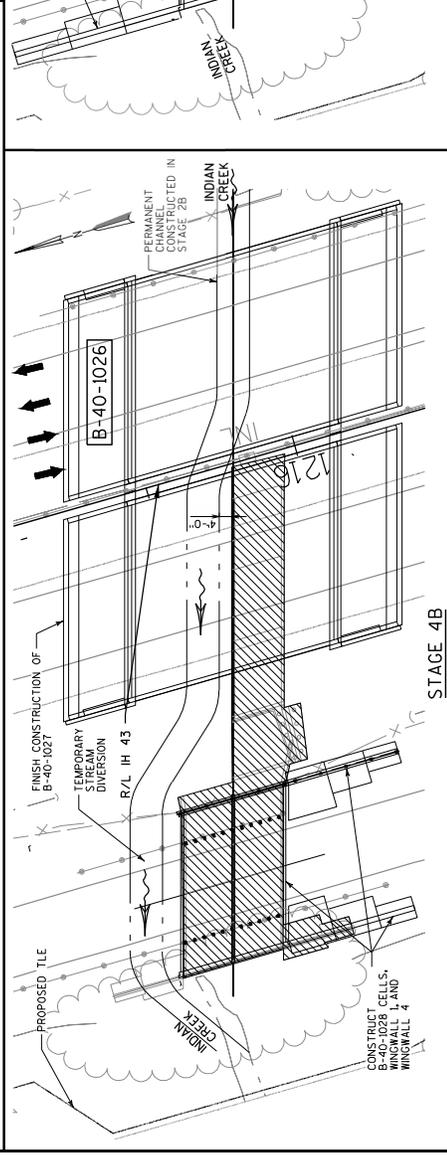
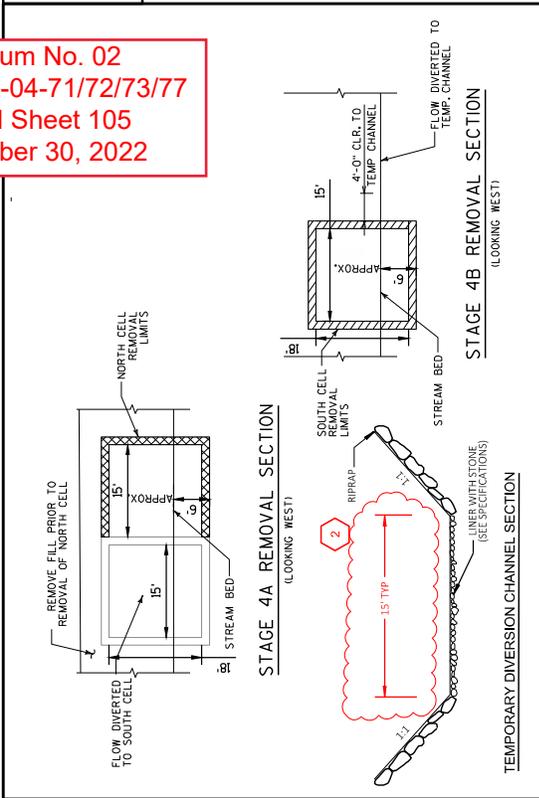
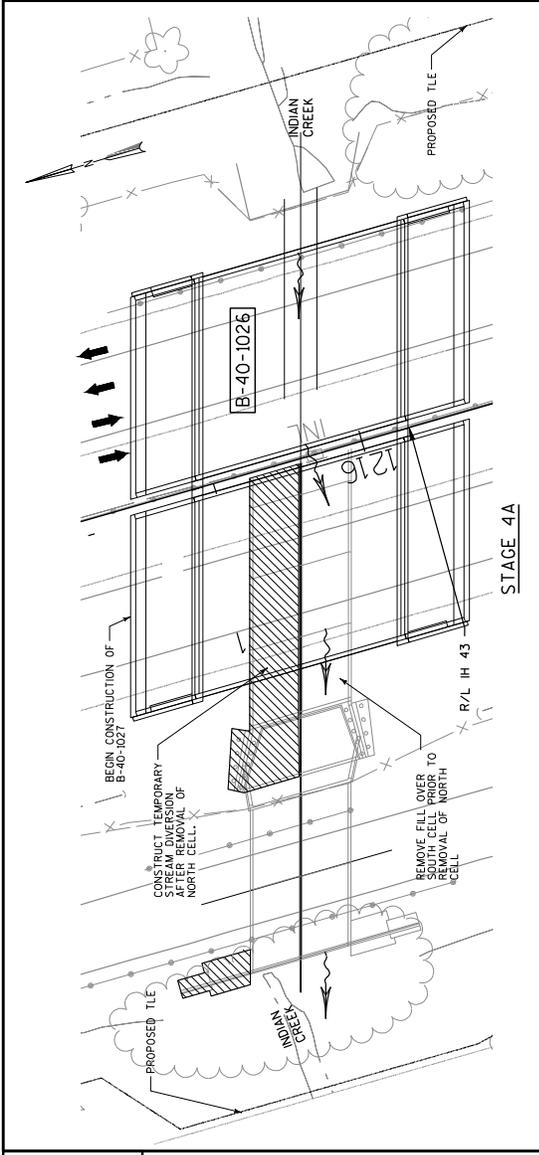
Addendum No. 02
ID 1229-04-71/72/73/77
Revised Sheet 104
September 30, 2022

NOTES

- B-40-1026 TO BE CONSTRUCTED IN STAGES 2A AND 2B.
- REMOVE EXISTING STRUCTURE B-40-23 FULL DEPTH. EXISTING TIMBER PILES TO BE CUT BELOW BOTTOM SLAB AND LEFT IN PLACE.
- ANY TEMPORARY SHORING ELECTED TO BE USED FOR STREAM DIVERSION IS INCIDENTAL TO BID ITEM "TEMPORARY WATER DIVERSION CHANNELS". ANY TEMPORARY SHORING ELECTED TO BE USED FOR THE REMOVAL OF STRUCTURE B-40-23 BEYOND WHAT IS SHOWN IN THE PLANS IS INCIDENTAL TO THEM. REMOVAL OF EXISTING STRUCTURE B-40-23.
- ESTIMATED FLOW RATES:
 Q10 = 694 CFS
 Q50 = 694 CFS

PROJECT NO: 1229-04-73	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS - B-40-1026, B-40-1027, B-40-1028 STAGING AND REMOVAL	SHEET 104	E
FILE NAME: C:\CADD\B\WHITE_KARIMULLAH\B\B\GREATLAKES\DO0562130\1009_CD.DWG	LAYOUT NAME: 01	PLANT DATE: 9/27/2022 8:57 AM	PLANT NAME: KARIMULLAH\HABIBUR	PLANT SCALE: 1"=1'
HWY: IH 43				

Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 105
 September 30, 2022



NOTES

CONSTRUCTION SHOWN IN STAGE 4, ASSUMING IN-STREAM RESTRICTIONS WILL PREVENT CONSTRUCTION OF B-40-1027 AND B-40-1028 IN STAGE 3.

REMOVE EXISTING STRUCTURE B-40-23 FULL DEPTH, CUT EXISTING TIMBER PILES BELOW BOTTOM SLAB AND LEAVE IN PLACE.

ANY TEMPORARY SHORING ELECTED TO BE USED FOR STREAM DIVERSION IS INCIDENTAL TO BID ITEM "TEMPORARY WATER DIVERSION INDIAN CREEK". ANY TEMPORARY SHORING ELECTED TO BE USED FOR REMOVAL OF STRUCTURE B-40-23 BEYOND WHAT IS SHOWN IN THE PLANS IS INCIDENTAL TO ITEM "REMOVING EXISTING STRUCTURE B-40-23".

ESTIMATED FLOW RATES:

02 = 398 CFS

010 = 694 CFS

LEGEND

FLOW DIRECTION

REMOVAL LIMITS

PROJECT NO: 1229-04-73

COUNTY: MILWAUKEE

HWY: IH 43

CONSTRUCTION DETAILS - B-40-1026, B-40-1027, B-40-1028 STAGING AND REMOVAL

SHEET 105

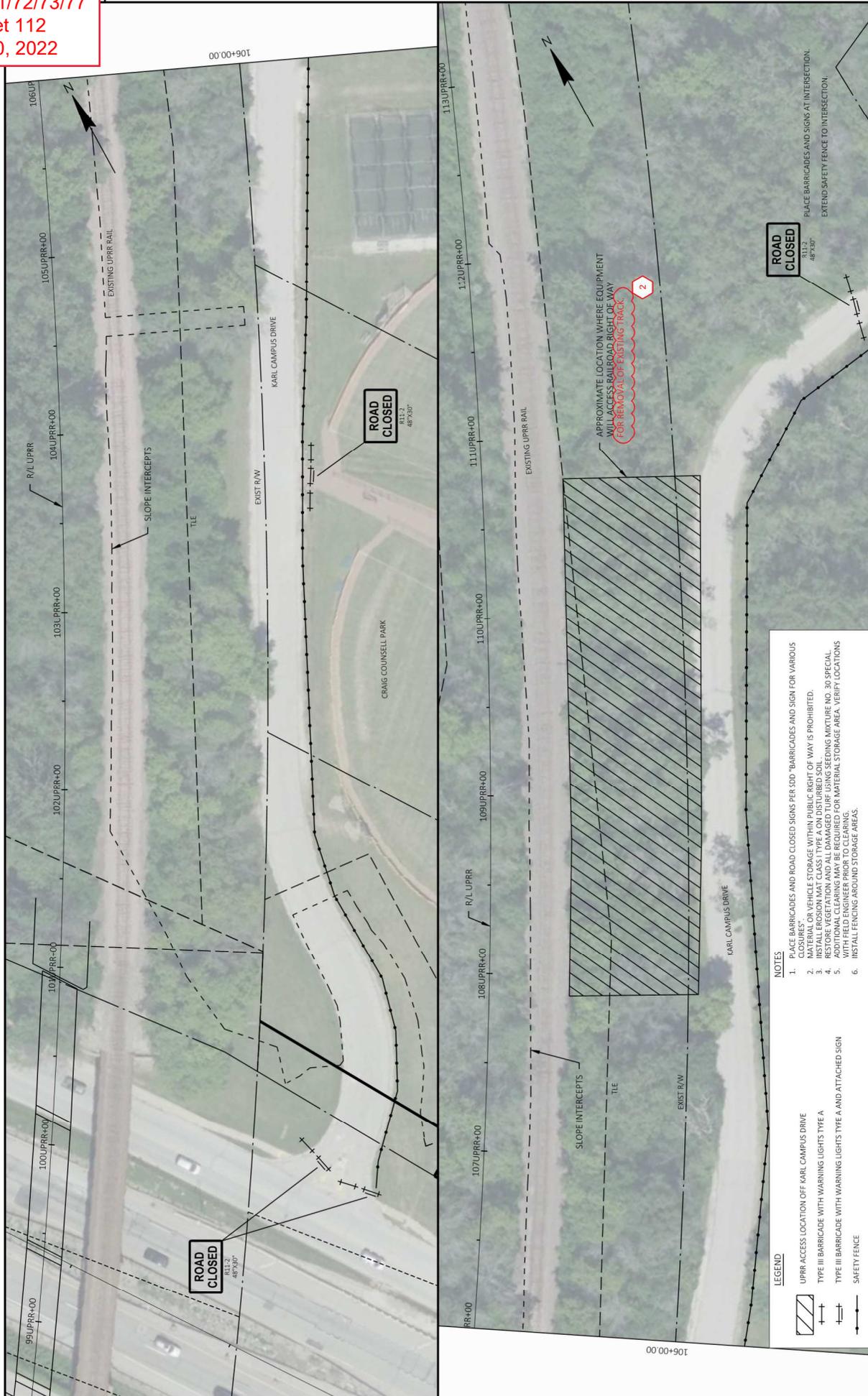
FILE NAME: C:\CAD\DWG\WHITE_KARIMULLAH\HABIBUR\GREATLAKES\00562130\1009_CD.DWG

LAYOUT NAME: 02

PLOT DATE: 9/27/2022 8:58 AM

PLOT BY: KARIMULLAH HABIBUR

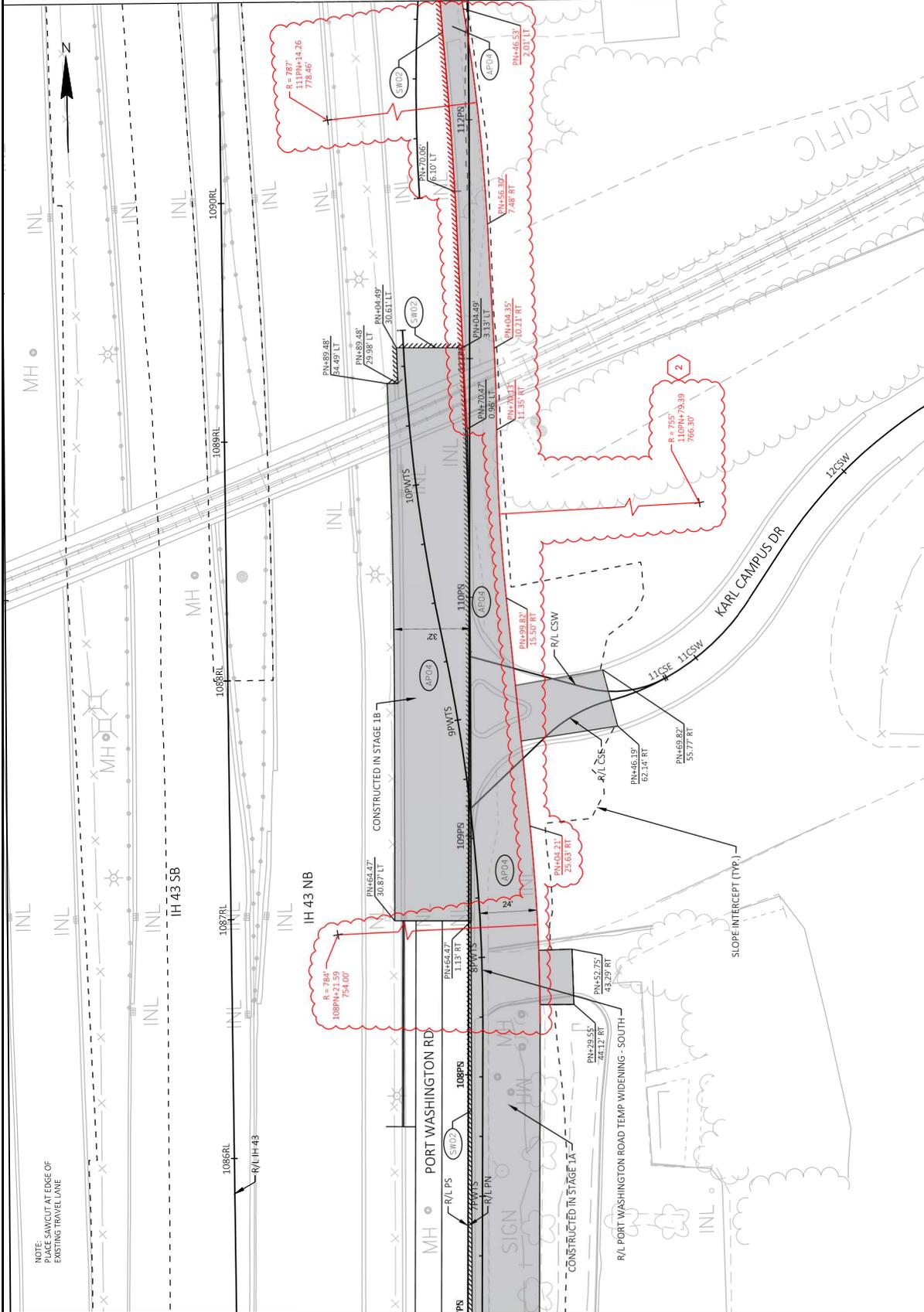
PLOT NAME: 3"=1'



- NOTES**
1. PLACE BARRICADES AND ROAD CLOSED SIGNS PER SD "BARRICADES AND SIGN FOR VARIOUS CLOSURES"
 2. MATERIAL OR VEHICLE STORAGE WITHIN PUBLIC RIGHT OF WAY IS PROHIBITED.
 3. INSTALL EROSION MAT CLASS TYPE A ON DISTURBED SOIL.
 4. RESTORE VEGETATION AND REPAIR DAMAGED TURF USING SEEDING MIXTURE NO. 30 SPECIAL.
 5. WITH FIELD ENGINEER PRIOR TO CLEARING.
 6. INSTALL FENCING AROUND STORAGE AREAS.

- LEGEND**
- UPRR ACCESS LOCATION OFF KARL CAMPUS DRIVE
 - TYPE III BARRICADE WITH WARNING LIGHTS TYPE A
 - TYPE III BARRICADE WITH WARNING LIGHTS TYPE A AND ATTACHED SIGN
 - SAFETY FENCE

NOTE:
PLACE SAMCUT AT EDGE OF
EXISTING TRAVEL LANE



MATCHLINE STA 107+00.00

MATCHLINE STA 112+50.00

IH 43 NB

IH 43 SB

PORT WASHINGTON RD

SLOPE INTERCEPT (TYP.)

KARL CAMPUS DR

12% CSW

11% CSW

4" R/L CSW

4" R/L CSS

CONSTRUCTED IN STAGE 1A

CONSTRUCTED IN STAGE 1B

100PS

100PRL

100PNTS

100PRL

Addendum No. 02
ID 1229-04-71/72/73/77
Revised Sheet 354
September 30, 2022

PROJECT NO: 1229-04-71

HWY: PORT WASHINGTON ROAD

COUNTY: MILWAUKEE

PLAN DETAILS - PORT WASHINGTON ROAD STAGE 1 TEMPORARY WIDENING

SHEET 354

E

FILE NAME: C:\CADD\B\PW\BAUMANN\PW\GREAT_LAKES\1229\04\71\72\73\77_P0_PW-5TG1A.DWG

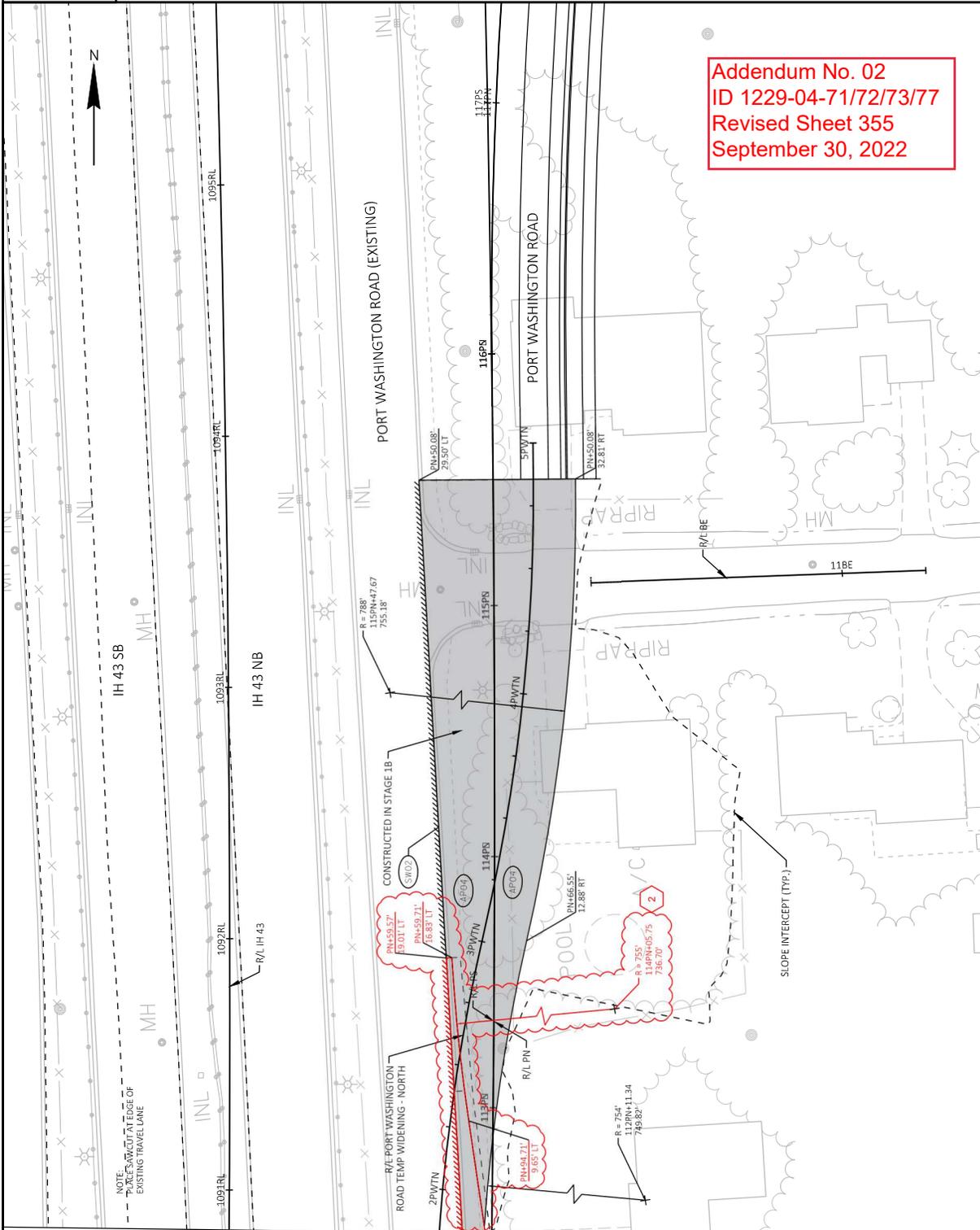
LAYOUT NAME: _023

PLOT DATE: 9/26/2022 3:48 PM

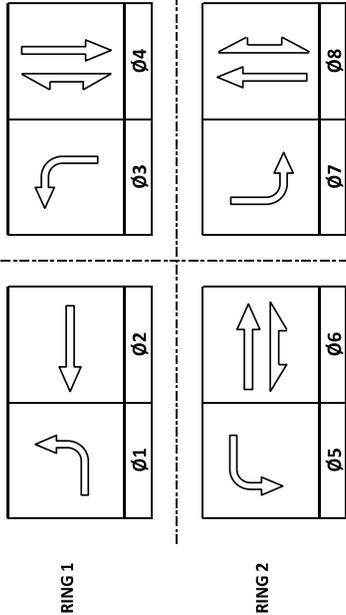
PLOT BY: DMI BAUMANN

PLOT SCALE: 1"=40 FT

WISDOT/CADD SHEET 42



HEAD NUMBERS	F	L	A	S	H	R
Ø1						R
Ø2						R
Ø3						R
Ø4						R
Ø5						R
Ø6						R
Ø7						R
Ø8						R
Ø2P						
Ø4P						
Ø6P						
Ø8P						
OLA						
OLB						
OLC						
OLD						



TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	X

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWARE	
OTHER	
CONFIRMATION LIGHTS	
LIFT BRIDGE	
QUEUE DETECTION	

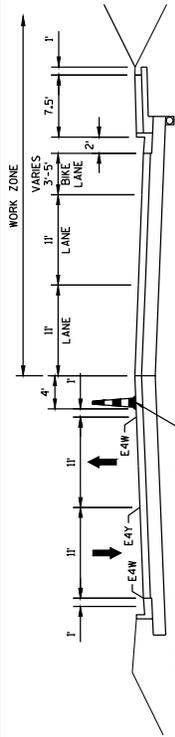
TYPE OF COORDINATION	
NONE	
TBC	
TRAFFIC RESPONSIVE	X
ADAPTIVE	
LOCATION OF MASTER	S
CONTROLLER NO.	S-
SIGNAL SYSTEM NO.	S-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

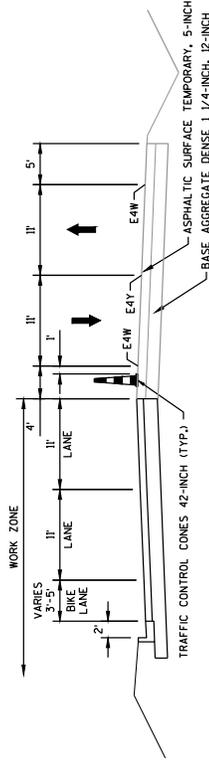
Addendum No. 02
ID 1229-04-71/72/73/77
Revised Sheet 1118
September 30, 2022

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6	MAX	X
2		6	MAX	X
3		8	MAX	X
4		8	MAX	X
5		2	MAX	X
6		2	MAX	X
7		4	MAX	X
8		4	MAX	X

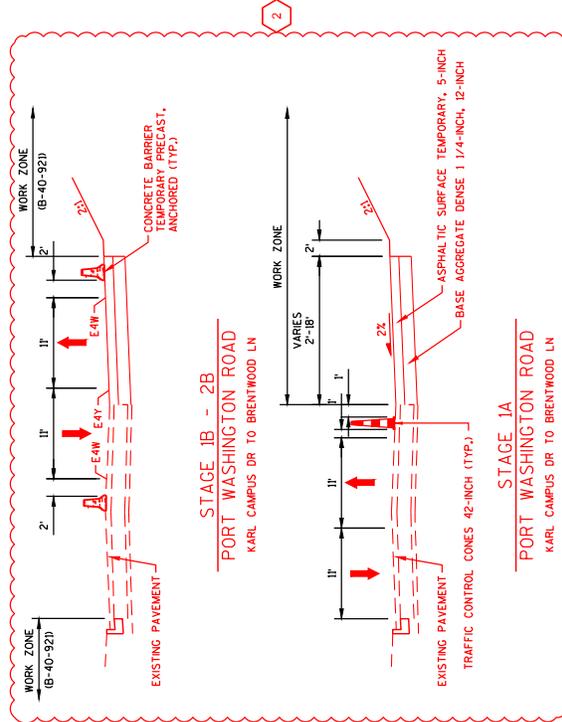
PORT WASHINGTON RD & W BENDER RD/W DEVON ST	
CITY OF GLENDALE	
MILWAUKEE COUNTY	
SIGNAL NO:	LOCAL
CABINET TYPE:	TEMP
CONTROLLER TYPE:	TEMP
PAGE NUMBER:	8 OF 8



STAGE 2D
 PORT WASHINGTON ROAD
 KARL CAMPUS DR TO BRENTWOOD LN



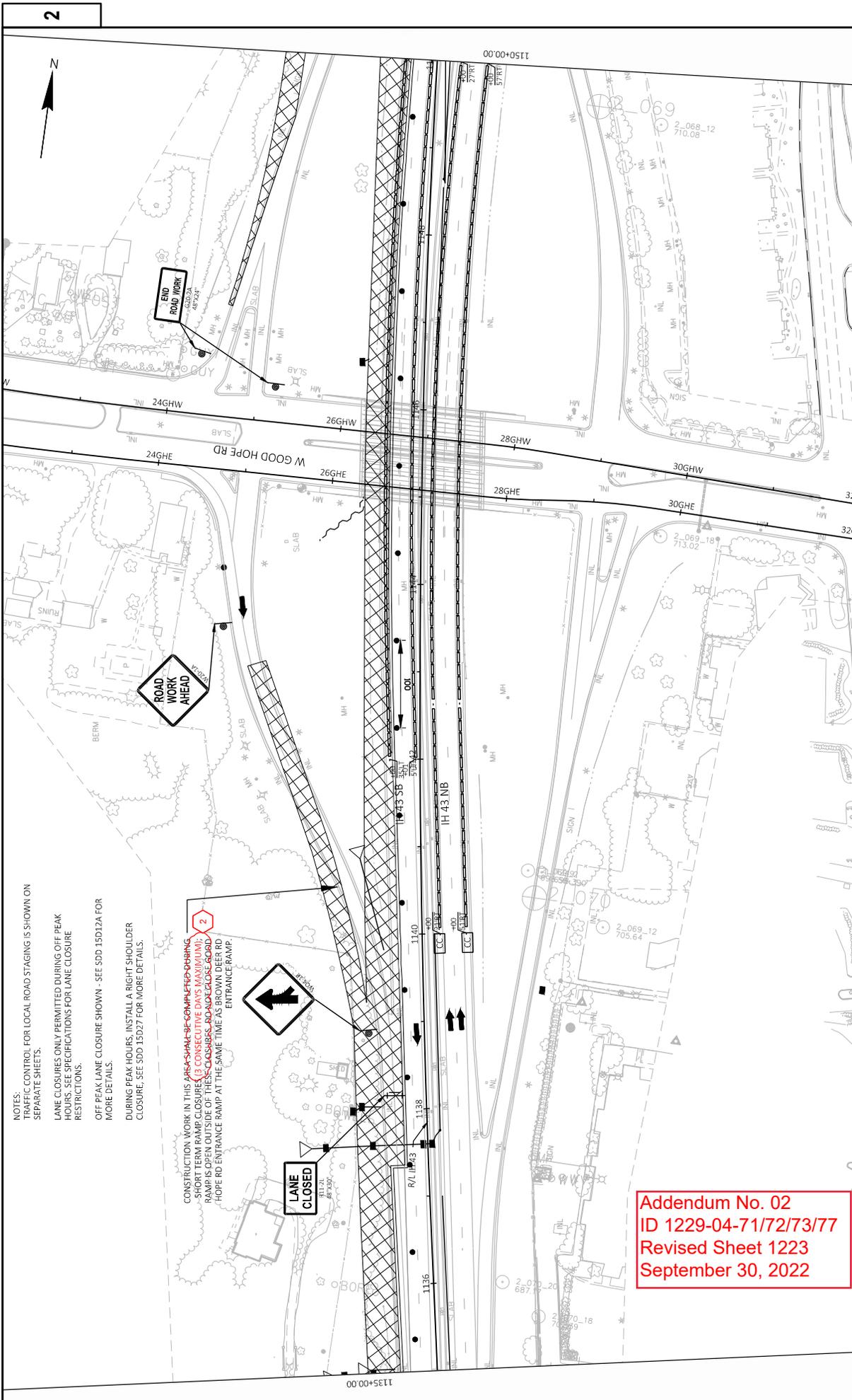
STAGE 2C
 PORT WASHINGTON ROAD
 KARL CAMPUS DR TO BRENTWOOD LN



STAGE 1B - 2B
 PORT WASHINGTON ROAD
 KARL CAMPUS DR TO BRENTWOOD LN

STAGE 1A
 PORT WASHINGTON ROAD
 KARL CAMPUS DR TO BRENTWOOD LN

Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1216
 September 30, 2022



NOTES:
 TRAFFIC CONTROL FOR LOCAL ROAD STAGING IS SHOWN ON SEPARATE SHEETS.
 LANE CLOSURES ONLY PERMITTED DURING OFF PEAK HOURS. SEE SPECIFICATIONS FOR LANE CLOSURE RESTRICTIONS.
 OFF PEAK LANE CLOSURE SHOWN - SEE SDD 15D121A FOR MORE DETAILS.
 DURING PEAK HOURS, INSTALL A RIGHT SHOULDER CLOSURE. SEE SDD 15D27 FOR MORE DETAILS.

CONSTRUCTION WORK IN THIS AREA SHALL BE COMPLETED DURING SHORT TERM RAMP CLOSURE (3 CONSECUTIVE DAYS MAXIMUM). RAMP IS OPEN OUTSIDE OF THESE CLOSURES. DO NOT CLOSE GOULD HOPE RD ENTRANCE RAMP AT THE SAME TIME AS BROWN DEER RD ENTRANCE RAMP.

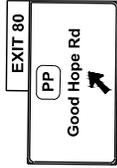
Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1223
 September 30, 2022

2

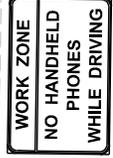
2



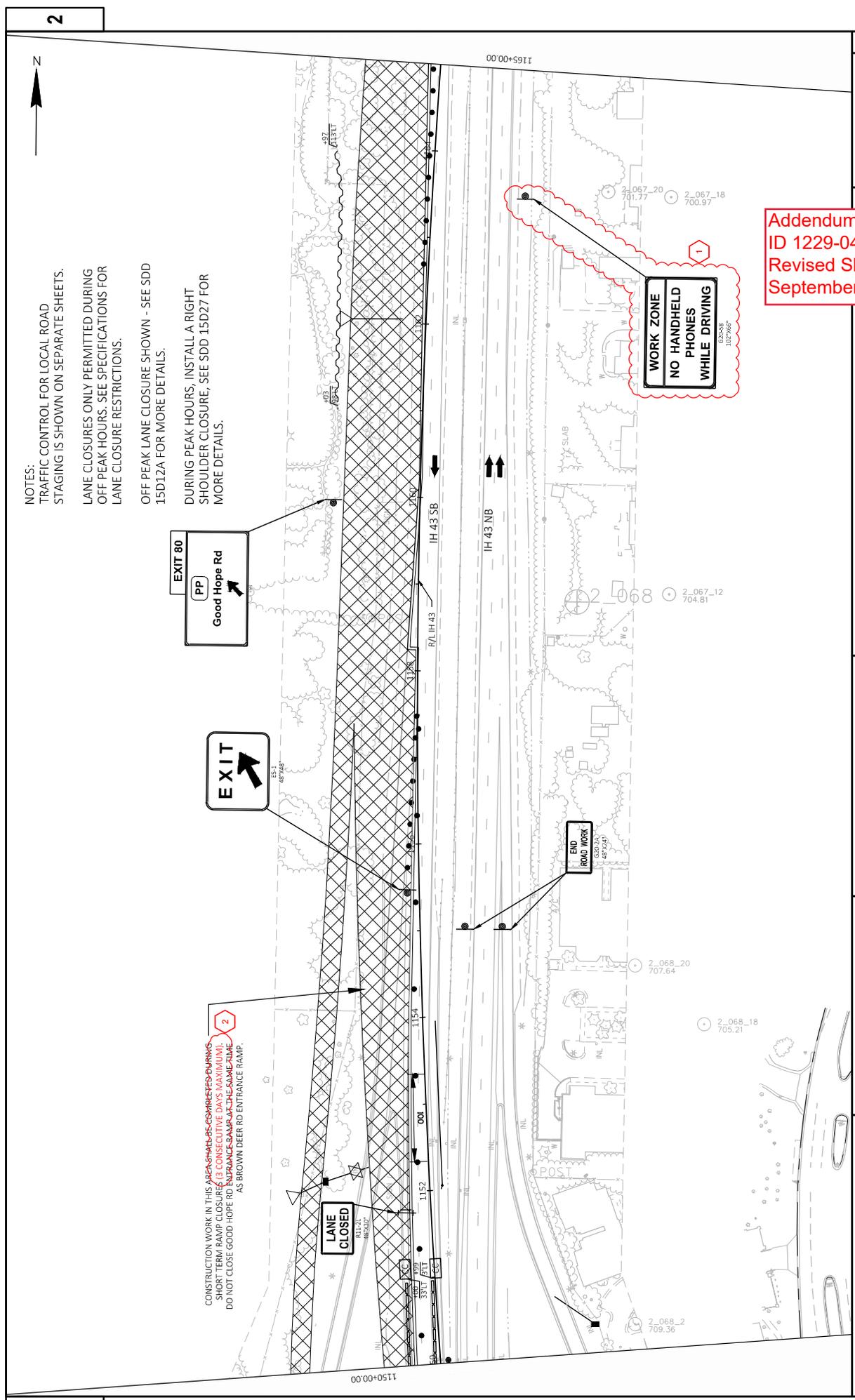
NOTES:
 TRAFFIC CONTROL FOR LOCAL ROAD STAGING IS SHOWN ON SEPARATE SHEETS.
 LANE CLOSURES ONLY PERMITTED DURING OFF PEAK HOURS. SEE SPECIFICATIONS FOR LANE CLOSURE RESTRICTIONS.
 OFF PEAK LANE CLOSURE SHOWN - SEE SDD 15D12A FOR MORE DETAILS.
 DURING PEAK HOURS, INSTALL A RIGHT SHOULDER CLOSURE, SEE SDD 15D27 FOR MORE DETAILS.



CONSTRUCTION WORK IN THIS AREA SHALL BE COMPLETED DURING SHORT TERM RAMP CLOSURE (3 CONSECUTIVE DAYS MAXIMUM). DO NOT CLOSE GOOD HOPE RD ENTRANCE-SANJAC AT THE SAME TIME AS BROWN DEER RD ENTRANCE RAMP.



Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1215
 September 30, 2022



Addendum No. 02
ID 1229-04-71/72/73/77
Revised Sheet 1230
September 30, 2022

NOTES:

LANE CLOSURES ONLY PERMITTED DURING OFF PEAK HOURS. SEE SPECIFICATIONS FOR LANE CLOSURE RESTRICTIONS.
 OFF PEAK LANE CLOSURE SHOWN - SEE SDD 15012A FOR MORE DETAILS.
 DURING PEAK HOURS, INSTALL A RIGHT SHOULDER CLOSURE. SEE SDD 150227 FOR MORE DETAILS.

WORK ZONE
NO HANDHELD
PHONES
WHILE DRIVING

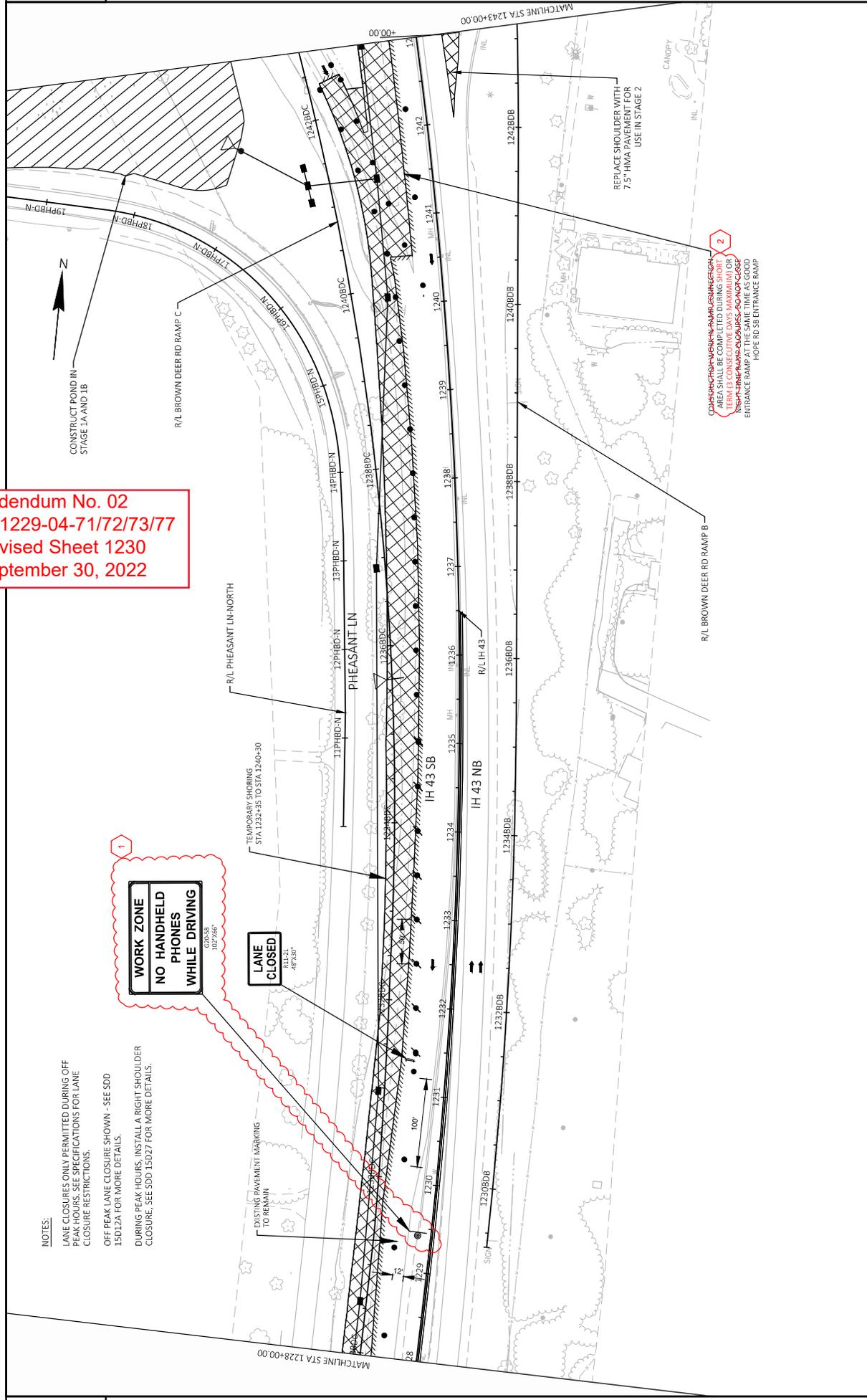
0.00548
 1027/668"

LANE CLOSED

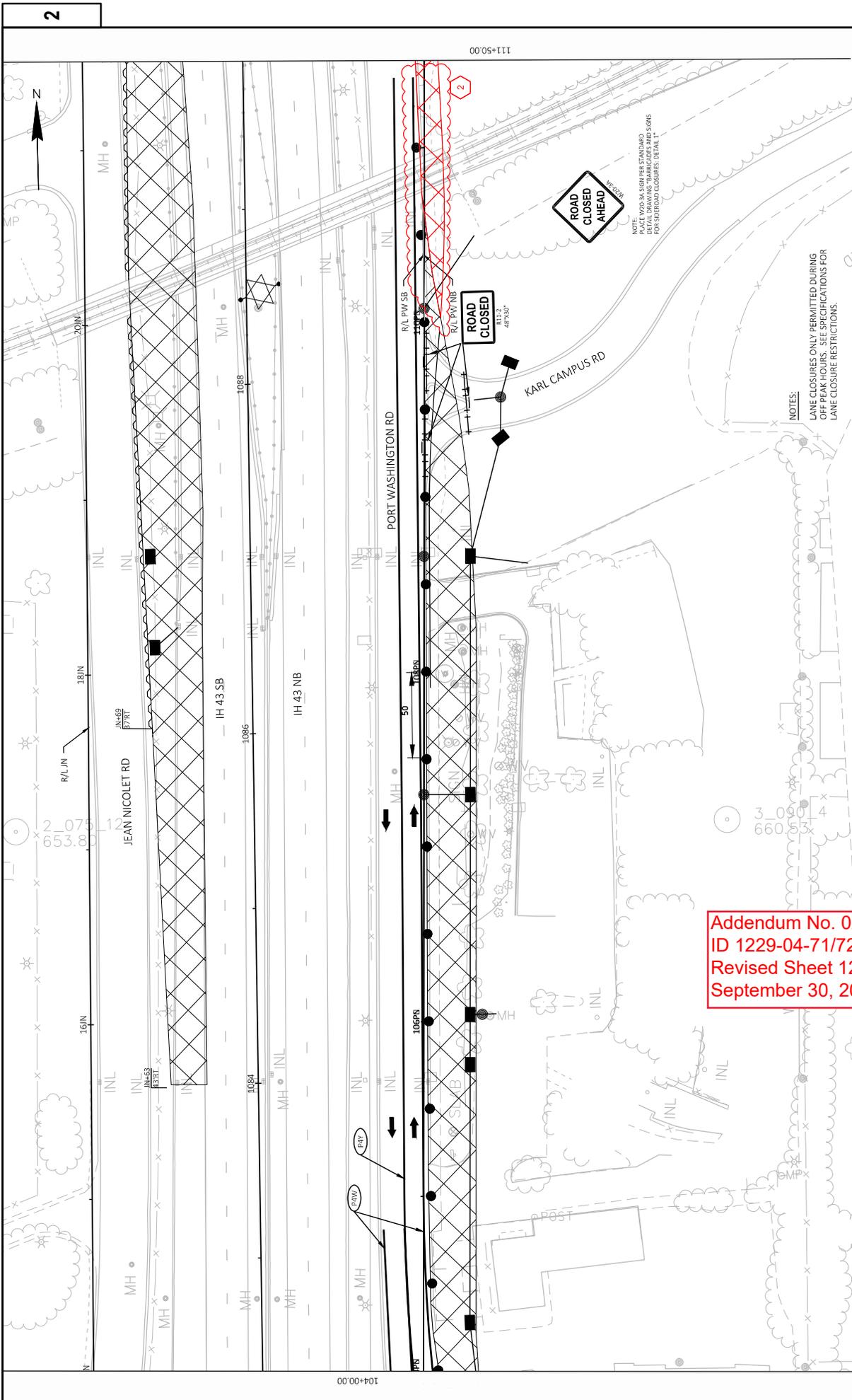
R/L 12.1
 487/330"

CONSTRUCTION SHALL BE COMPLETED DURING SHORT TERM (3 CONSECUTIVE DAYS MAXIMUM) OR NIGHT-TIME PERIODS. DO NOT CLOSE ENTRANCE RAMP AT THE SAME TIME AS GOOD HOPE RD SB ENTRANCE RAMP

REPLACE SHOULDER WITH 7.5" HMA PAVEMENT FOR USE IN STAGE 2



PROJECT NO: 1229-04-73	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 1A	SHEET 1230	E
FILE NAME: C:\CADD\B\PW\B\BAMANN\PW\GREAT_LAKES\DD56213025DURE_TC1A.DWG	DATE: 9/28/2022 2:05 PM	PLOT BY:	PLOT SCALE: 1 IN=100 FT	WISDOT/CADD SHEET 42
LAYOUT NAME: TC_4				



Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1248
 September 30, 2022

2

2

PROJECT NO: 1229-04-73 FILE NAME: C:\CADD\B\PW\BAUMANN\PW\GREAT_LAKES\0256213025\05-TC1A.DWG LAYOUT NAME: Sheet (8)	COUNTY: MILWAUKEE PLOT DATE: 9/26/2022 10:38 AM PLOT BY: DAN BAUMANN	TRAFFIC CONTROL - STAGE 1A SHEET 1248 E
---	--	---

1111+50.00

104+00.00

1 IN=50 FT

WISDOT/CADD5 SHEET 42

NOTES:
LANE CLOSURES ONLY PERMITTED DURING OFF PEAK HOURS. SEE SPECIFICATIONS FOR LANE CLOSURE RESTRICTIONS.

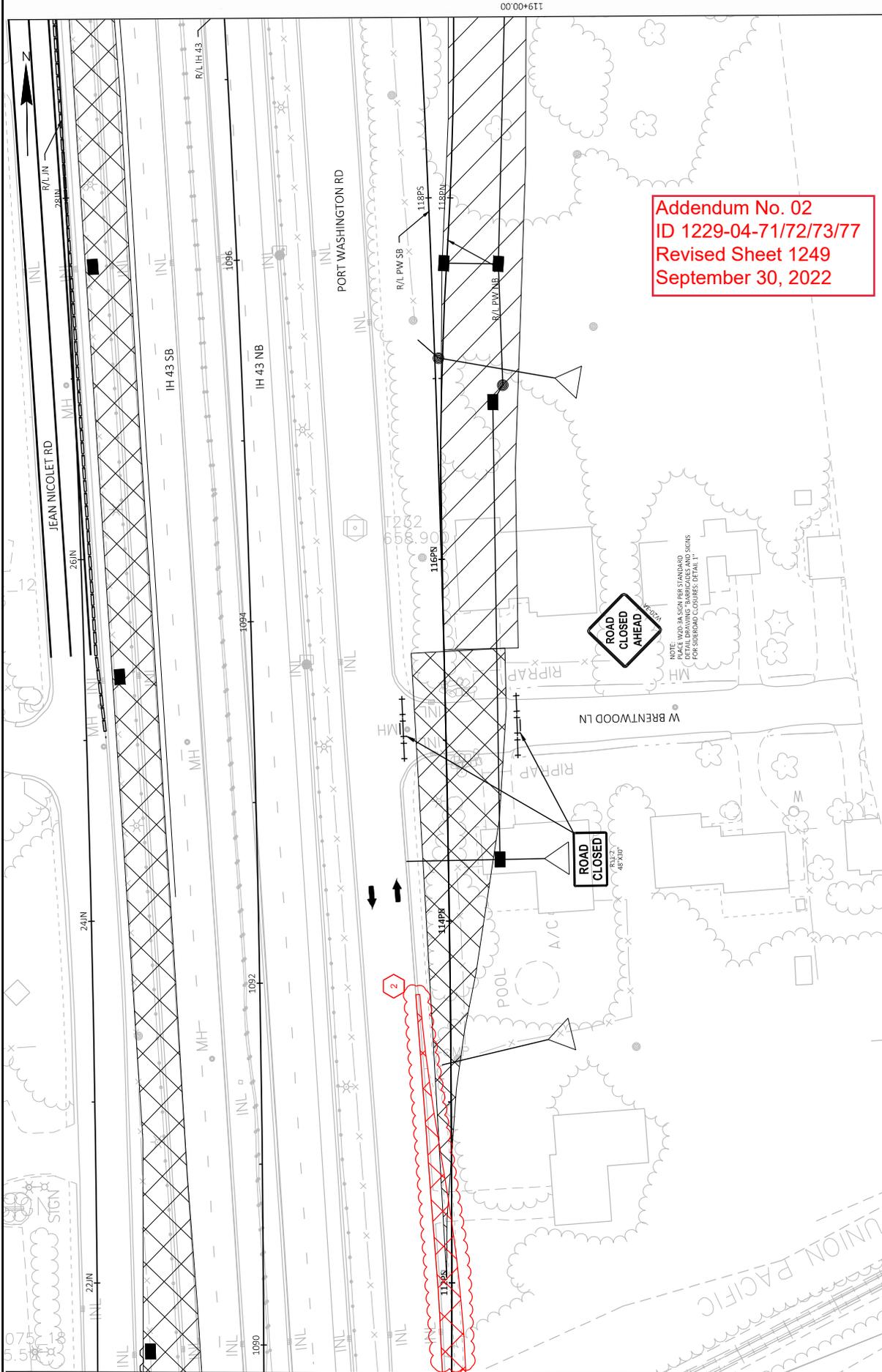
NOTE: WQS IS A SIGN PER STANDARD OFF DRAWING. PARKING SIGNS AND SIGNS FOR SIDEROAD CLOSURES. DETAIL 1"

ROAD CLOSED

ROAD CLOSED AHEAD

INL

MH



Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1249
 September 30, 2022

ROAD
 CLOSED
 AHEAD

ROAD
 CLOSED

NOTE:
 PLACE WOOD SIGN PER STANDARD
 FOR SIDEROAD CLOSURES. DETAIL T.

1229-04-71

STAGE 1B

CONSTRUCTION:

- COMPLETE PORT WASHINGTON ROAD NB FROM BRENTWOOD LANE TO DAPHNE ROAD.
- PORT WASHINGTON ROAD NB FROM DAPHNE ROAD TO COVENTRY COURT.
- PORT WASHINGTON ROAD SB FROM BENDER ROAD TO KARL CAMPUS DRIVE.
- TEMPORARY CONNECTION FROM EXISTING PORT WASHINGTON ROAD TO PROPOSED PORT WASHINGTON ROAD NB LANES.
- TEMPORARY CONNECTION FROM PROPOSED PORT WASHINGTON ROAD SB LANES TO EXISTING PORT WASHINGTON ROAD.

TRAFFIC:

- SHIFT PORT WASHINGTON ROAD FROM BENDER ROAD TO BRENTWOOD LANE TO TEMPORARY PAVEMENT. MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION.
- PORT WASHINGTON ROAD IS OPEN TO TRAFFIC ON EXISTING LANES FROM EXISTING UPRR BRIDGE TO COVENTRY COURT.
- KARL CAMPUS IS OPEN TO TRAFFIC
- BRENTWOOD LANE IS CLOSED TO TRAFFIC
- COVENTRY COURT IS CLOSED TO TRAFFIC
- DAPHNE LANE IS CLOSED TO TRAFFIC

1229-04-72

STAGE 1B

CONSTRUCTION:

- CONTINUE UPRR EMBANKMENT
- CONTINUE UPRR STRUCTURE B-40-921
- CONTINUE RETAINING WALL R-40-649

TRAFFIC:

- UPRR TRAFFIC IS ON EXISTING RAILS

1229-04-73

STAGE 1B

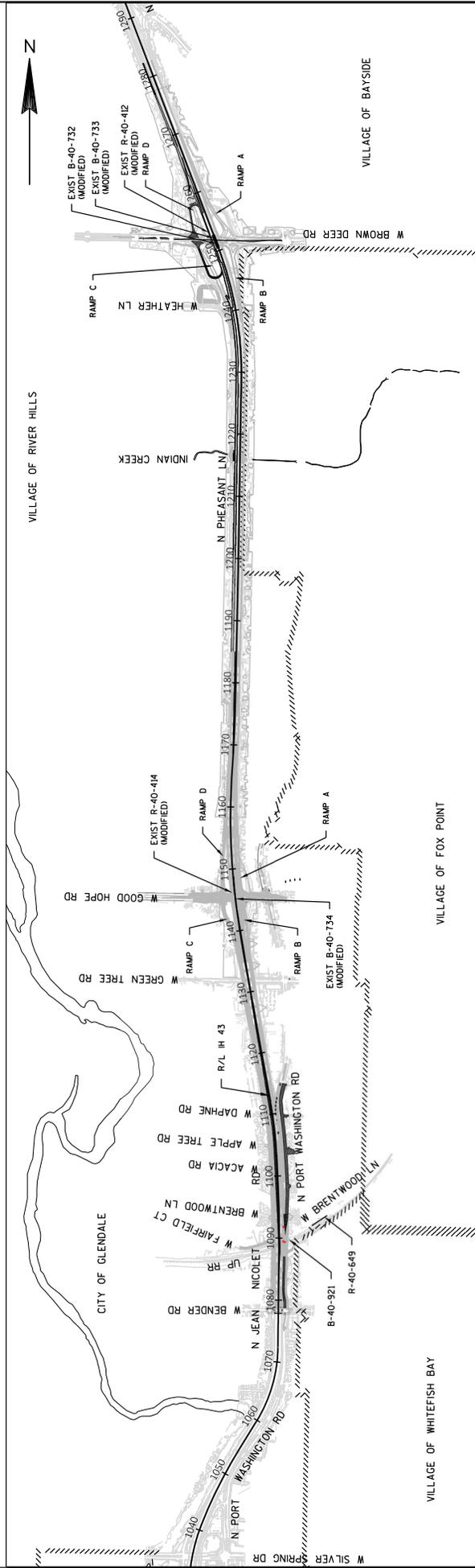
CONSTRUCTION:

- TEMPORARY WIDENING PAVEMENT ON THE IH 43 SB INSIDE SHOULDER. CONTINUE B-40-732 (BROWN DEER ROAD EB BRIDGE) AND B-40-734 (GOOD HOPE ROAD EB BRIDGE) BRIDGE WIDENING.
- CONTINUE R-40-412 (SOUTH OF BROWN DEER ROAD) AND R-40-414 (SOUTH OF GOOD HOPE ROAD).
- COMPLETE TEMPORARY PAVEMENT IN THE MEDIAN ON BROWN DEER ROAD.
- TEMPORARY PAVEMENT IN THE MEDIAN ON GOOD HOPE ROAD AND PORT WASHINGTON ROAD (AT GOOD HOPE ROAD).
- CONSTRUCT B-40-732 PIER (BROWN DEER ROAD WB BRIDGE).

TRAFFIC:

- SHIFT IH 43 NB TRAFFIC TO OUTSIDE SHOULDER. MAINTAIN TWO LANES OF TRAFFIC.
- SHIFT IH 43 SB TRAFFIC TO TEMPORARY WIDENING. MAINTAIN TWO LANES OF TRAFFIC.
- GOOD HOPE ROAD INTERCHANGE NB RAMP ARE OPEN TO TRAFFIC ON EXISTING LANES.
- TEMPORARY RAMPS.
- BROWN DEER ROAD INTERCHANGE SB RAMP ARE OPEN TO TRAFFIC ON CLOSED TO TRAFFIC.
- BROWN DEER ROAD INTERCHANGE RAMPS (NB TO EB, NB TO WB, EB TO NB, SB TO EB, SB TO WB) ARE OPEN TO TRAFFIC ON EXISTING LANES.
- SHIF GOOD HOPE ROAD EB AND WB TO OUTSIDE LANES. REDUCE TO ONE LANE IN EACH DIRECTION.
- BROWN DEER ROAD IS OPEN TO TRAFFIC ON EXISTING LANES.
- JEAN NICOLET ROAD FROM BENDER ROAD TO BRENTWOOD LANE IS CLOSED TO TRAFFIC.
- JEAN NICOLET ROAD FROM BRENTWOOD LANE TO GREEN TREE ROAD IS OPEN TO TRAFFIC.
- FAIRFIELD COURT IS CLOSED TO TRAFFIC.
- SHIF PORT WASHINGTON ROAD (AT GOOD HOPE ROAD) NB AND SB TO OUTSIDE LANES. REDUCE TO ONE LANE IN EACH DIRECTION.

Addendum No. 02
ID 1229-04-71/72/73/77
Revised Sheet 1253
September 30, 2022



PROJECT NO: 1229-04-71/72/73

HWY: IH 43

COUNTY: MILWAUKEE

TRAFFIC CONTROL STAGE 1B OVERVIEW

SHEET 1253

E

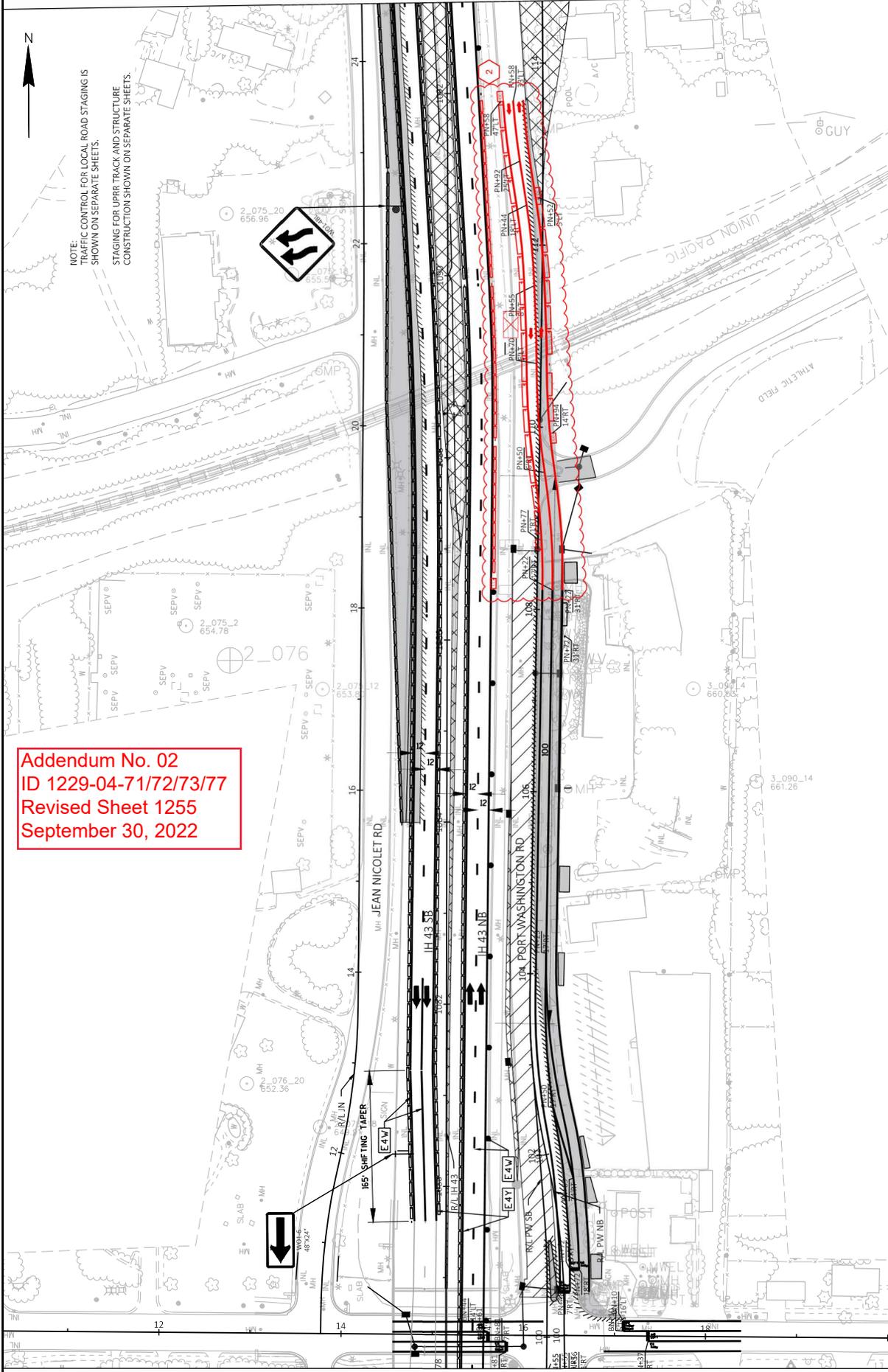
FILE NAME: C:\CAD\DWG\BDMANN\PROJECT_LAKES\DD56213\025101_TCB-OVERVIEW.DWG

PLOT DATE: 9/26/2022 4:31 PM

PLOT BY: DAN BAUMANN

PLOT SCALE: 1 IN=800 FT

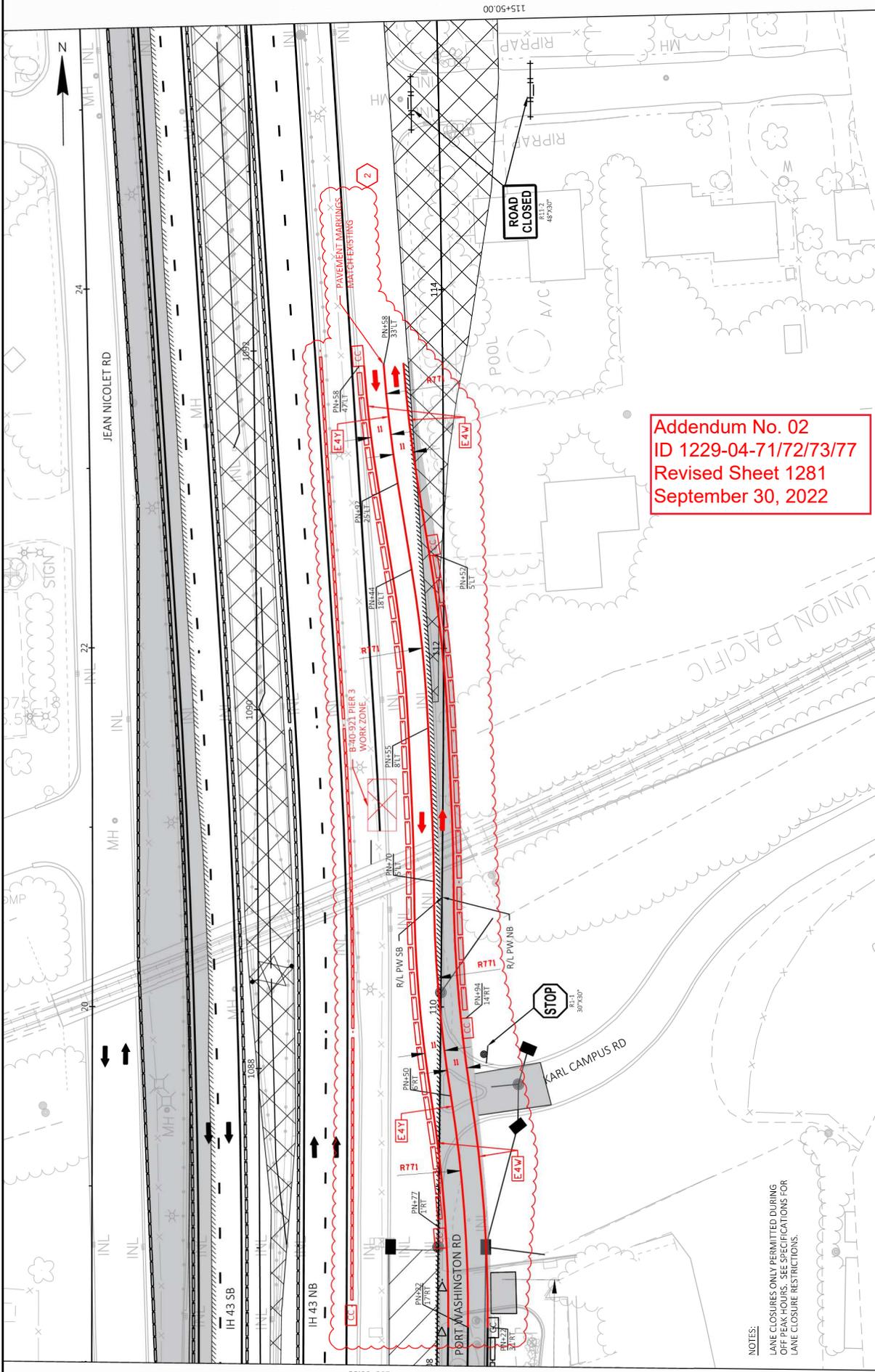
WISDOT/CADDS SHEET 44



Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1255
 September 30, 2022

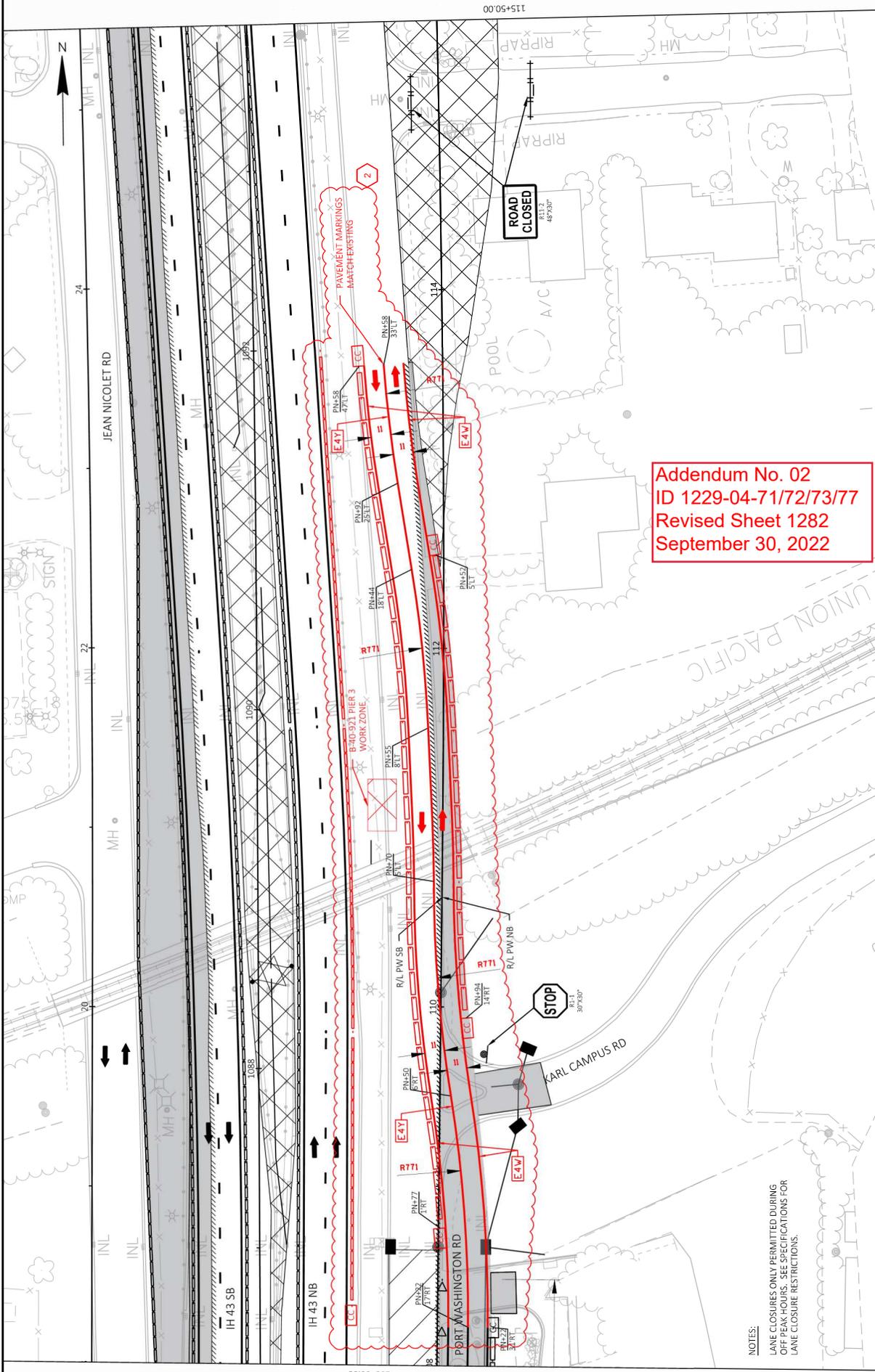
NOTE:
 TRAFFIC CONTROL FOR LOCAL ROAD STAGING IS
 SHOWN ON SEPARATE SHEETS.
 STAGING FOR UPPER TRACK AND STRUCTURE
 CONSTRUCTION SHOWN ON SEPARATE SHEETS.





Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1281
 September 30, 2022

NOTES:
 LANE CLOSURES ONLY PERMITTED DURING
 OFF PEAK HOURS. SEE SPECIFICATIONS FOR
 LANE CLOSURE RESTRICTIONS.



Addendum No. 02
ID 1229-04-71/72/73/77
Revised Sheet 1282
September 30, 2022

NOTES:
 LANE CLOSURES ONLY PERMITTED DURING
 OFF PEAK HOURS. SEE SPECIFICATIONS FOR
 LANE CLOSURE RESTRICTIONS.

Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1606
 September 30, 2022

EARTHWORK SUMMARY

205.0100 COMMON EXCAVATION 310.0110 SPV.0035.0001
 STATION TO ROADWAY CUT EBS EXCAVATION BREAKER RUN ROADWAY EMBANKMENT
 STATION CY CY CY TON CY

STAGE	ROADWAY	STATION	CUT CY	EBS EXCAVATION CY	BREAKER RUN TON	ROADWAY EMBANKMENT CY
STAGE 1A						
	PORT WASHINGTON ROAD TEMPORARY PAVEMENT - SOUTH	0+01 - 10+28	2,577	0	0	68
	PORT WASHINGTON ROAD TEMPORARY PAVEMENT - NORTH	1+02 - 4+86	2,929	0	0	0
	PORT WASHINGTON ROAD MEDIANS		401	0	0	0
	STAGE 1A SUBTOTAL		5,907	0	0	68
STAGE 1B						
	PORT WASHINGTON ROAD - SOUTH	100+23 - 108+64	339	0	0	311
	PORT WASHINGTON ROAD - NORTH	115+50 - 136+71	14,083	0	0	1,723
	CLOVERNOOK LANE	10+60 - 10+71	16	0	0	0
	APPLETREE ROAD (EAST)	10+04 - 11+35	1,167	0	0	1
	DAPHNE ROAD (EAST)	10+57 - 11+25	124	0	0	9
	STAGE 1B SUBTOTAL		15,729	0	0	2,044
STAGE 2A						
	PORT WASHINGTON ROAD	100+22 - 136+70	5,603	0	0	5,511
	STAGE 2A SUBTOTAL		5,603	0	0	5,511
STAGE 2B						
	PORT WASHINGTON ROAD	108+65 - 115+50	4,533	0	0	352
	STAGE 2B SUBTOTAL		4,533	0	0	352
STAGE 2C						
	PORT WASHINGTON ROAD	108+65 - 115+50	181	0	0	464
	STAGE 2C SUBTOTAL		181	0	0	464
STAGE 2D						
	PORT WASHINGTON ROAD	108+65 - 115+50	1,145	0	0	607
	KARL CAMPUS DRIVE	10+50 - 11+66	317	0	0	2
	BRENTWOOD LANE (EAST)	10+06 - 10+79	219	0	0	18
	STAGE 2D SUBTOTAL		1,681	0	0	627
STAGE 3A						
	PORT WASHINGTON ROAD	100+22 - 107+78	540	0	0	74
	STAGE 3A SUBTOTAL		540	0	0	74
STAGE 3B						
	PORT WASHINGTON ROAD	100+39 - 101+17	7	0	0	1
	STAGE 3B SUBTOTAL		7	0	0	1
GRAND TOTAL			34,181	0	0	9,141

NOTES:
 (1) ALL EXISTING PAVEMENT SHALL BE REMOVED PER MODIFIED SPEC 205.3.2.5. CUT VOLUME INCLUDES CONCRETE AND ASPHALTIC SURFACE MATERIAL.
 (2) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN. ALL EBS MATERIAL IS ASSUMED TO BE WASTED OFFSITE.
 (3) ROADWAY EMBANKMENT = UNEXPANDED FILL
 (4) ALL EXISTING PAVEMENTS SHALL BE REMOVED PER MODIFIED SPEC 205.3.2.5. EMBANKMENT VOLUME IS BASED ON THE EXISTING SURFACE AND DOES NOT ACCOUNT FOR REMOVAL OF EXISTING CONCRETE AND ASPHALTIC PAVEMENTS.

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

ASPHALT PAVEMENT ITEMS

3

3

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	CAT1000		CAT1020		CAT1000		CAT1020		CAT1000		CAT1020		LF	
							TON	GAL	TON	GAL	TON	GAL	TON	GAL	TON	GAL	TON	GAL		TON
1000	1	<u>MAINLINE</u>																		
1020		PORT WASHINGTON ROAD	96PWN+67	-	113PWN+59	RL		476									952	2		
			101PWN+76	-	106PWN+22	LT		24									48			
			100PWN+38	-	110PWN+70	RL		141									282			1,855
			100PWN+42	-	108PWN+64	LT		313												
			101PWN+33	-	102PWN+21	RT		9												
			108PWN+64	-	115PWN+50	RL		304												
			115PWN+50	-	136PWN+71	LT		930												
			137PWN+19	-	140PWN+00	LT		61												
		<u>LOCAL ROADS</u>																		
1		KARL CAMPUS DRIVE	10CSW+20	-	10CSW+63	RL		7												
1		GLOVERNOOK LANE	10CK+27	-	10CK+71	RL		12												
1		APPLE TREE ROAD	10AE+08	-	11AE+35	RL		56												
1		DAPHNE ROAD	10DE+08	-	11DE+35	RL		22												
		STAGE 1 SUBTOTAL						2,356												
		<u>MAINLINE</u>																		
1020	2	PORT WASHINGTON ROAD	100PWN+20	-	136PWN+71	LT														
1000			99PWN+16	-	100PWN+42	LT		1,890												
1000			108PWN+64	-	115PWN+50	RT		331												
		<u>LOCAL ROADS</u>																		
1000	2	KARL CAMPUS DRIVE	10CSW+20	-	10CSW+63	RL		6												
	2	KARL CAMPUS DRIVE	10CSW+23	-	11CSW+78	RL		34												
	2	BRENTWOOD LANE	10BE+08	-	10BE+79	RL		33												
1020	2	BENDER ROAD	13BN+17	-	15BN+47			0												
		STAGE 2 SUBTOTAL						2,293												
		UNDISTRIBUTED						200												
		TOTALS						4,649												
								241												
								4,153												
								201												
								2,770												
								252												
								5												
								47												
								2,725												
								2												
								1,855												

Addendum No. 02
ID 1229-04-71/72/73/77
Revised Sheet 1611
September 30, 2022

ALL ITEMS CATEGORY 1000
UNLESS OTHERWISE NOTED

Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1623
 September 30, 2022

COVER PLATES TEMPORARY

STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	NOTES
1A					
	PN	204P-S1A	100+60.92	26.50 RT	REMOVE IN STAGE 2A
	PN	208P-S1A	102+98.76	26.52 RT	REMOVE IN STAGE 2A
	PN	211P-S1A	105+75.46	26.50 RT	REMOVE IN STAGE 2A
	PN	219P-S1A	104+27.90	26.50 RT	REMOVE IN STAGE 2A
	PN	214P-S1A	108.67.17	26.50 RT	REMOVE IN STAGE 2A
	PN	EXIST	100+21.14	49.81 RT	REMOVE IN STAGE 2A
	PN	EXIST	111+72.09	5.84 LT	REMOVE IN STAGE 2D
STAGE 1A SUBTOTALS					
					1
					7
					2
2A					
	PN	EXIST	136+55.97	16.19 RT	PERMANENT CONDITION
	PN	EXIST	136+24.68	20.71 LT	PERMANENT CONDITION
STAGE 1A SUBTOTALS					
					1
					2

PROJECT 1229-04-71 TOTALS

9

2

RECONSTRUCTING/ADJUSTING STRUCTURES

STAGE	LOCATION	STRUCTURE ID	STATION	OFFSET	TEMPORARY TOP OF STRUCTURE ELEVATION	PROPOSED RIM ELEVATION	RECONSTRUCTING MANHOLES EACH	RECONSTRUCTING INLETS EACH	ADJUSTING INLET COVERS EACH	611,0610 INLET COVERS TYPE BW EACH	NOTES
1A											
	PN	204P-S1A	648.01	-	648.65	-	-	-	1	-	SEE CD DETAIL B
	PN	208P-S1A	650.29	-	650.96	-	-	-	1	-	SEE CD DETAIL B
	PN	210P-S1A	650.90	-	652.10	1	-	-	-	-	SEE CD DETAIL B
	PN	211P-S1A	651.66	-	653.58	-	-	-	-	-	SEE CD DETAIL B
	PN	213P-S1A	650.98	-	652.25	-	-	-	-	-	SEE CD DETAIL B
	PN	214P-S1A	653.4	-	655.1	-	-	-	-	-	SEE CD DETAIL B
	PN	EXIST	97+03.85	16.92 LT	650.21	-	-	-	-	1	SWAP CASTING TO BW
	PN	EXIST	97+08.70	4.14 LT	650.21	-	-	-	-	1	SWAP CASTING TO BW
	PN	EXIST	99+57.12	19.73 LT	648.58	-	-	-	-	1	SWAP CASTING TO BW
	PN	EXIST	99+57.14	14.19 LT	648.69	-	-	-	-	1	SWAP CASTING TO BW
	PN	EXIST	100+49.68	14.58 LT	648.57	-	-	-	-	1	SWAP CASTING TO BW
	PN	EXIST	100+49.96	8.14 LT	648.78	-	-	-	-	1	SWAP CASTING TO BW
	PN	EXIST	100.21.14	49.81 RT	648.29	-	-	-	-	1	SEE CD DETAIL A
	PN	EXIST	100+45.89	15.48 RT	648.57	-	-	-	-	1	SWAP CASTING TO BW
	PN	EXIST	101+85.05	14.74 RT	649.06	-	-	-	-	1	SWAP CASTING TO BW
	PN	EXIST	105+66.28	3.33 RT	651.62	-	-	-	-	1	SWAP CASTING TO BW
	PN	EXIST	108+66.46	2.09 RT	653.33	-	-	-	-	1	SWAP CASTING TO BW
	PN	EXIST	110+56.99	0.13 LT	653.91	-	-	-	-	1	SEE CD DETAIL B
	PN	EXIST	110+67.52	0.14 LT	653.93	-	-	-	-	1	SEE CD DETAIL B
	PN	EXIST	111+72.09	5.84 LT	654.87	-	-	-	-	1	SEE CD DETAIL A
STAGE 1A SUBTOTAL							1	13	6	10	
2A											
	PN	EXIST	136+55.97	16.19 RT	685.18	-	-	-	1	-	PERMANENT CONDITION
	PN	EXIST	136+24.68	20.71 LT	684.02	-	-	-	-	-	PERMANENT CONDITION
STAGE 2A SUBTOTAL							1	0	1	0	
PROJECT 1229-04-71 TOTALS							2	13	7	10	

PROJECT NO: 1229-04-71

HWY: IH-43

COUNTY: MILWAUKEE

MISCELLANEOUS QUANTITIES

SHEET 1623

E

FILE NAME: C:\CADD\B\WHITE_A\MIUELLER\GREATLAKES\00291511229-04-71 - BLANK SHEET.DWG

LAYOUT NAME: _J01

PLOT DATE: 3/22/2022 9:29 AM

PLOT BY: ALEX MUELLER

PLOT NAME: 1 IN=100 FT

W65007CADD5 SHEET 42

EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING CONCRETE BARRIER - TEMPORARY PRECAST

CATEGORY	STAGE	LOCATION	SPV.0060.0940	EACH
1000	ALL		1	1
TOTAL				1

EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING CRASH CUSHION

CATEGORY	STAGE	LOCATION	SPV.0060.0945	EACH
1000	ALL		1	1
TOTAL				1

EXPOSING EXISTING INFRASTRUCTURE ITEMS

CATEGORY	LOCATION	SPV.0060.0950	EACH	
1000	UNDISTRIBUTED	2	2	
PROJECT 1229-04-71 TOTAL				2

CATEGORY	STAGE	LOCATION	643.5000	EACH
1000	ALL	PROJECT	0.15	0.15
TOTAL				0.15

Addendum No. 02
ID 1229-04-71/72/73/77
Revised Sheet 1633
September 30, 2022

CONCRETE BARRIER & CRASH CUSHIONS TEMPORARY

CATEGORY	STAGE	ROADWAY	STA	STA	DELIVERED		INSTALLLED		LF	STA	STA	CONCRETE BARRIER TEMPORARY PRECAST	CONCRETE BARRIER TEMPORARY PRECAST	ANCHORING	603.8500	614.0905	CRASH CUSHIONS TEMPORARY	BACK WIDTH	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS							
					LF	LF																								
1000	1B	PORT WASHINGTON RD	107+72	- 108+22	50	50	50	50	50	107+72	108+22	50	50	1	2	2	1	2	OM-3R	TL-3	BIDIRECTIONAL	LEFT	TEMPORARY CONC BARRIER							
			108+22																OM-3L	TL-3	BIDIRECTIONAL	LEFT	TEMPORARY CONC BARRIER							
			108+77	- 113+58	483	483	483	483	483	108+77	113+58	483	483	1	2	2	1	2	OM-3L	TL-3	BIDIRECTIONAL	LEFT	TEMPORARY CONC BARRIER							
			109+94	- 112+52	259	259	259	259	259	109+94	112+52	259	259	1	2	2	1	2	OM-3R	TL-3	BIDIRECTIONAL	LEFT	TEMPORARY CONC BARRIER							
			112+52																OM-3L	TL-3	BIDIRECTIONAL	LEFT	TEMPORARY CONC BARRIER							
			113+58																OM-3R	TL-3	BIDIRECTIONAL	LEFT	TEMPORARY CONC BARRIER							
TOTALS																792	792	792	792	6										

2

** FOR INFORMATION ONLY

ALL ITEMS CATEGORY 1000
UNLESS OTHERWISE NOTED

Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1635
 September 30, 2022

TEMPORARY MARKING ITEMS

CATEGORY	STAGE	ROADWAY	TEMPORARY MARKING LINE PAINT 4-INCH		TEMPORARY MARKING STOP LINE	
			WHITE LF	YELLOW LF	WHITE LF	WHITE LF
1000	1A	PORT WASHINGTON RD STAGE 1B SUBTOTAL	2,410	3,228	44	44
	1B	PORT WASHINGTON RD STAGE 1B SUBTOTAL	6,307	4,928	100	100
	2A	PORT WASHINGTON RD STAGE 2A SUBTOTAL	8,998	4,674	33	33
	2B	PORT WASHINGTON RD STAGE 2B SUBTOTAL	6,102	4,160	69	69
	2C	PORT WASHINGTON RD STAGE 2C SUBTOTAL	3,579	2,661	--	--
	2D	PORT WASHINGTON RD STAGE 2D SUBTOTAL	3,620	2,553	--	--
	2E	PORT WASHINGTON RD STAGE 2E SUBTOTAL	--	--	--	--
	3A	PORT WASHINGTON RD STAGE 3A SUBTOTAL	5,831	2,147	44	44
	3B	PORT WASHINGTON RD STAGE 3B SUBTOTAL	1,456	1,823	22	22
		TOTAL	64,541	2	312	

ALL ITEMS CATEGORY 1000
 UNLESS OTHERWISE NOTED

SHEET: 1635

PLOT SCALE: 1:1

PLOT NAME: 1022904_M03

PLOT BY: CECELIA TICHELAAR

PLOT DATE: 9/27/2022 11:43:59 AM

South Eng Good Hope & Blown

MISCELLANEOUS QUANTITIES

COUNTY: MILWAUKEE

HWY: IH 43

PROJECT NO: 1229-04-71

Estimate of Quantities 7/13/2020_MJG

Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1685
 September 30, 2022

EARTHWORK SUMMARY

205.0100 310.0110 SPV.0035.0001
 COMMON EXCAVATION BREAKER RUN ROADWAY EMBANKMENT

STAGE	ROADWAY	STATION TO	CY	TON	CY	CUT	EBS EXCAVATION	BREAKER RUN	ROADWAY EMBANKMENT
PRE-STAGE 1A	BROWN DEER ROAD MEDIANS		700	0	0	0	0	0	237
	PRE-STAGE 1A SUBTOTAL		700	0	0	0	0	0	237
STAGE 1A	IH 43 TEMPORARY PAVEMENT	1084+00 - 1282+50	109,885	0	0	0	0	0	15,238
	RAMP GHD TEMPORARY PAVEMENT	111+72 - 117+27	20,139	0	0	0	0	0	0
	RAMP GHD TEMPORARY PAVEMENT	10+00 - 22+46	4,199	0	0	0	0	0	190
	BROWN DEER ROAD MEDIANS		1,070	0	0	0	0	0	91
	STAGE 1A SUBTOTAL		135,293	0	0	0	0	0	15,519
STAGE 1B	IH 43 TEMPORARY PAVEMENT	1086+59 - 1183+94	10,040	0	0	0	0	0	11
	GOOD HOPE ROAD MEDIANS		1,258	0	0	0	0	0	0
	PORT WASHINGTON ROAD MEDIANS		483	0	0	0	0	0	0
	STAGE 1B SUBTOTAL		11,781	0	0	0	0	0	11
STAGE 2	STAGE 2A/2B/2C IH 43 - GOOD HOPE	1095+90 - 1184+50	88,136	0	0	0	0	0	4,140
	STAGE 2 IH 43 - BROWN DEER	1185+00 - 1282+50	52,823	0	0	0	0	0	10,227
	STAGE 2C IH 43 SOUTH TEMP CONNECTION	12+00 - 17+70	1,456	0	0	0	0	0	28
	STAGE 2C IH 43 CROSSOVER	2190+50 - 2197+67	889	0	0	0	0	0	0
	STAGE 2D IH 43 SOUTH CROSSOVER	10+00 - 19+21	3,111	0	0	0	0	0	195
	STAGE 2D IH 43 NORTH CROSSOVER	1176+15 - 1183+63	468	0	0	0	0	0	78
	STAGE 2A RAMP GHD TEMPORARY PAVEMENT	10+25 - 11+35	85	0	0	0	0	0	54
	STAGE 2A EB GOOD HOPE ROAD	19+50 - 35+71	8,552	0	0	0	0	0	1,948
	STAGE 2A WB GOOD HOPE ROAD	32+00 - 35+34	1,502	0	0	0	0	0	26
	STAGE 2B WB GOOD HOPE ROAD	27+59 - 32+00	2,724	0	0	0	0	0	46
	STAGE 2C RAMP GHD TEMPORARY PAVEMENT	10+95 - 12+39	155	0	0	0	0	0	10
	STAGE 2C WB GOOD HOPE ROAD	19+50 - 26+26	4,896	0	0	0	0	0	342
	STAGE 2D EB GOOD HOPE ROAD	15+16 - 19+50	1,173	0	0	0	0	0	84
	STAGE 2A/2B/2C GOOD HOPE RAMP A	1146+50 - 1166+50	14,371	0	0	0	0	0	3,603
	STAGE 2A/2B/2C GOOD HOPE RAMP B	1128+19 - 1144+25	16,101	0	0	0	0	0	6,992
	STAGE 2 BROWN DEER RAMP A	1250+00 - 1270+75	10,735	0	0	0	0	0	28,760
	STAGE 2 BROWN DEER RAMP A-WN	100+00 - 102+50	534	0	0	0	0	0	58
	STAGE 2 BROWN DEER RAMP B	1237+98 - 1250+83	718	0	0	0	0	0	26,229
	STAGE 2 EB BROWN DEER ROAD - WEST	605+15 - 616+67	7,263	0	0	0	0	0	2,423
	STAGE 2 EB BROWN DEER ROAD - EAST	618+29 - 628+80	12,056	0	0	0	0	0	1,062
	STAGE 2B BRENTWOOD LANE (WEST)	11+27 - 11+29	2	0	0	0	0	0	0
	STAGE 2B FAIRFIELD COURT	10+80 - 15+62	706	0	0	0	0	0	26
STAGE 2B JEAN NICOLET ROAD	10+58 - 25+50	3,092	0	0	0	0	0	26	
GHB PARKING LOT		196	0	0	0	0	0	0	
STAGE 2 SUBTOTAL		241,724	0	0	0	0	0	0	86,357

(CONTINUED ON NEXT PAGE)

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

SHEET: 1685

MISCELLANEOUS QUANTITIES

COUNTY: MILWAUKEE

HWY: IH 43

PROJECT NO: 1229-04-73

PLOT SCALE: 1:1

PLOT NAME:

PLOT BY: CECELIA TICHELAAR

PLOT DATE: 9/28/2022 11:41:13 PM

South Eng Good Hope & Brown

Drawn: Sheela P. Harshani
 Estimate: 04/20/2021
 1229-04-73

(CONTINUED FROM PREVIOUS PAGE)

EARTHWORK SUMMARY (CONTINUED)

STAGE	ROADWAY	STATION TO STATION	205.0100 COMMON EXCAVATION		BREAKER RUN TON	310.0110 ROADWAY EMBANKMENT	
			CUT CY	EBS EXCAVATION CY		CY	CY
STAGE 3							
	STAGE 3A IH 43 - GOOD HOPE	1078+88 - 1095+90	4,218	0	0	2,295	2,986
	STAGE 3B IH 43 - GOOD HOPE	1078+88 - 1154+00	33,309	0	0	2,986	2,986
	STAGE 3 IH 43 - BROWN/DEER	1185+00 - 1282+50	64,758	0	0	9,805	9,805
	STAGE 3 BROWN/DEER RAMP C	1232+39 - 1249+73	13,099	0	0	25,087	25,087
	STAGE 3 BROWN/DEER RAMP C-ES	300+00 - 304+46	2,071	0	0	13,677	13,677
	STAGE 3 BROWN/DEER RAMP D	1252+87 - 1264+94	7,137	0	0	23,989	23,989
	STAGE 3 BROWN/DEER RAMP D-SW	400+00 - 405+00	274	0	0	2,176	2,176
	STAGE 3 WB BROWN/DEER ROAD - WEST	605+15 - 616+67	7,121	0	0	2,292	2,292
	STAGE 3 WB BROWN/DEER ROAD - EAST	618+29 - 628+80	12,458	0	0	841	841
	STAGE 3 PHEASANT - SOUTH	101+50 - 103+50	407	0	0	211	211
	STAGE 3 PHEASANT - NORTH	12+00 - 16+50	844	0	0	31	31
	STAGE 3 SUBTOTAL		145,696	0	0	83,390	83,390
STAGE 4							
	STAGE 4A/4B IH 43	1078+88 - 1185+00	75,159	0	0	7,688	7,688
	STAGE 4A/4B RAMP G/H/C	1126+95 - 1144+50	28,814	0	0	2,686	2,686
	STAGE 4A/4B RAMP G/H/D	1146+50 - 1159+07	12,105	0	0	955	955
	STAGE 4A JEAN NICOLET ROAD	41+54 - 62+12	12,177	0	0	1,128	1,128
	STAGE 4B JEAN NICOLET ROAD	36+56 - 46+00	4,595	0	0	275	275
	STAGE 4B ACACIA ROAD	10+75 - 11+45	95	0	0	0	0
	STAGE 4B APPLE TREE ROAD (WEST)	11+10 - 11+44	69	0	0	0	0
	STAGE 4B DAPHNE ROAD (WEST)	10+95 - 11+39	58	0	0	1	1
	STAGE 4 SUBTOTAL		133,072	0	0	12,333	12,333
UNDISTRIBUTED			0	5,000	9,000	0	0
GRAND TOTAL			568,266	5,000	9,000	197,847	197,847

Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1686
 September 30, 2022

NOTES:
 (1) ALL EXISTING PAVEMENT SHALL BE REMOVED PER MODIFIED SPEC 205.3.2.5. CUT VOLUME INCLUDES CONCRETE AND ASPHALTIC SURFACE MATERIAL.
 (2) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN. ALL EBS MATERIAL IS ASSUMED TO BE WASTED OFFSITE.
 (3) ROADWAY EMBANKMENT = UNEXPANDED FILL
 (4) ALL EXISTING PAVEMENTS SHALL BE REMOVED PER MODIFIED SPEC 205.3.2.5. EMBANKMENT VOLUME IS BASED ON THE EXISTING SURFACE AND DOES NOT ACCOUNT FOR REMOVAL OF EXISTING CONCRETE AND ASPHALTIC PAVEMENTS.
 * ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS CATEGORY 1000
 UNLESS OTHERWISE NOTED

SHEET: 1686

PROJECT NO: 1229-04-73

COUNTY: MILWAUKEE

MISCELLANEOUS QUANTITIES

HWY: IH 43

Plot Date: 9/28/2022 11:41:13 PM Plot Name: Plot By: CECELIA TICHELBAAR Plot Scale: 1:1

Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1701
 September 30, 2022

(CONTINUED FROM PREVIOUS PAGE)

BASE AND SUBBASE ITEMS (CONTINUED)

CATEGORY	STAGE	ROADWAY	STATION TO STATION		OFFSET	305.0110			211.0400		
			3/4-INCH	1 1/4-INCH		TON	DENSE	AGGREGATE	FOUNDATION	PREPARE	ASPHALTIC
1000	3	<u>MAINLINE</u> IH.43 NB/SB	1051+00 - 1077+86 1173+57 - 1183+63	1078+88 - 1154+00 1078+88 - 1095+90		3,355	372	9,060	1,004		
1000	3	<u>MAINLINE</u> IH.43 NB	1078+88 - 1154+00 1078+88 - 1095+90	1078+88 - 1154+00 1078+88 - 1095+90		5,493	2,920	11,204	6,729		
1000	3	<u>MAINLINE</u> IH.43 SB	1078+88 - 1154+00 1185+00 - 1282+50 1238+00 - 1242+00 1260+00 - 1265+00	1078+88 - 1154+00 1185+00 - 1282+50 1238+00 - 1242+00 1260+00 - 1265+00		5,123	25,615	10,377	46,108	271	733
1000	3	<u>RAMPS</u> BROWN DEER RAMP A	1250BDA+50 - 1252BDA+65			746		1,469			
1000	3	<u>RAMPS</u> BROWN DEER RAMP C	1232BDC+38 - 1238BDC+21 1238BDC+21 - 1249BDC+36			999	2,875	2,764	7,544		
1000	3	<u>RAMPS</u> BROWN DEER RAMP D	1252BDD+38 - 1262BDD+96 1262BDD+96 - 1265BDD+00			2,033	543	202	624		
1000	3	<u>LOCAL ROADS</u> BROWN DEER ROAD	605BD+15 - 616BD+89 618BD+58 - 628BD+75			1,833	1,694	4,152	3,257		
1000	3	<u>PHASANT LANE</u>	11PHBD-N+51 - 16PHBD-N+50			62	1,043	--	--		
STAGE 3 SUBTOTAL						62	55,267	106,178	0		

BASE AND SUBBASE ITEMS (CONTINUED)

CATEGORY	STAGE	ROADWAY	STATION TO STATION		OFFSET	305.0110			211.0400		
			3/4-INCH	1 1/4-INCH		TON	DENSE	AGGREGATE	FOUNDATION	PREPARE	ASPHALTIC
1000	4	<u>LOCAL ROADS</u> BROWN DEER ROAD	605BD+15 - 615BD+89 619BD+63 - 630BD+41			154	277	352			
1000	4	<u>LOCAL ROADS</u> JEAN NICOLET ROAD	25IN+51 - 46IN+00 25IN+51 - 62IN+12 41IN+70 - 45IN+46			5,279	4,178				
1000	4	<u>PHASANT LANE</u>	101PHBD-S+50 - 104PHBD-S+00			128	816	343			
1000	4	<u>ACACIA ROAD</u>	10AA+75 - 11AA+83			237					
1000	4	<u>APPLE TREE ROAD</u>	11AW+10 - 11AW+83			184					
1000	4	<u>DAPHNE ROAD</u>	10DW+95 - 11DW+83			233					
STAGE 4 SUBTOTAL						128	41,389	66,369	0		
UNDISTRIBUTED						19	8,981	19,574	0		
TOTALS						209	223,036	435,848	70		

BASE PATCHING CONCRETE

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	SY
LOCAL ROADS							
1000	2	PORT WASHINGTON ROAD	200PNGH+03 - 200PNGH+19				43
			207PSGH+43 - 207PSGH+54				38
STAGE 2 SUBTOTAL							81
TOTALS							81

PROJECT NO: 1229-04-73

HWY: IH 43

COUNTY: MILWAUKEE

MISCELLANEOUS QUANTITIES

SHEET: 1701

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 1801
 September 30, 2022

PIPE UNDERDRAIN ITEMS

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	612.0206		612.0106	612.0406		612.0806	645.0111	310.0110	REMARKS
								UNDERDRAIN	UNPERFORATED		PIPE	WRAPPED				
								6-INCH	6-INCH	6-INCH	6-INCH	CONCRETE	TYPE OF	AGGREGATE		
								LF	LF	LF	LF	EACH	SCHEDULE	OPEN-GRADED	TON	
1000	1	IH 43	1185+00 - 1282+46		1210+78 - 1222+06	LT	OUTSIDE	--	--	9,635	1,128	39	--	--	312	
						RL	MEDIAN	--	--	1,128	--	5	--	--	37	
										10,763	--	44	--	--	349	
			STAGE 1 SUBTOTAL													
1000	2	IH 43 NB	1095+90 - 1133+01			RT	OUTSIDE	6	3,721	--	--	--	2,067	121		
			1133+01 - 1161+87			RT	OUTSIDE	6	2,872	--	--	--	1,596	93		
			1154+00 - 1185+00			LT	MEDIAN	6	3,103	--	--	--	1,724	101		
			1161+88 - 1185+00			RT	OUTSIDE	6	2,316	--	--	--	1,287	75		
1000	2	GOOD HOPE RAMP A	1145GHA+83 - 1152GHA+59			RT	OUTSIDE	6	717	--	--	--	398	23		
			1153GHA+50 - 1161GHA+85			RT	OUTSIDE	6	834	--	--	--	463	27		
			1155GHA+75 - 1161GHA+85			LT	INSIDE	6	610	--	--	--	339	20		
			1133GHB+02 - 1144GHB+69			RT	OUTSIDE	6	1,242	--	--	--	690	40		
			15GHE+16 - 19GHE+69			LT	MEDIAN	6	913	--	--	--	507	30		
			20GHE+23 - 23GHE+94			RT	OUTSIDE	6	374	--	--	--	12	208		
			20GHE+55 - 24GHE+18			LT	OUTSIDE	6	358	--	--	--	199	12		
			25GHE+32 - 26GHE+25			LT	OUTSIDE	6	93	--	--	--	52	3		
			25GHE+36 - 26GHE+34			RT	OUTSIDE	6	98	--	--	--	54	3		
			29GHE+27 - 31GHE+35			LT	OUTSIDE	6	283	--	--	--	157	9		
			29GHE+62 - 32GHE+08			RT	OUTSIDE	6	280	--	--	--	156	9		
			32GHE+31 - 35GHE+31			LT	OUTSIDE	6	366	--	--	--	203	12		
			33GHE+03 - 35GHE+31			RT	OUTSIDE	6	308	--	--	--	171	10		
			STAGE 2 SUBTOTAL													
								102	18,488	--	--	--	10,271	602		
1000	3	IH 43 NB	1078+88 - 1154+00			LT	MEDIAN	6	7,512	--	--	--	4,173	244		
			1086+12 - 1095+90			RT	OUTSIDE	6	4,066	--	--	--	2,259	132		
			STAGE 3 SUBTOTAL													
								12	11,578	--	--	--	6,432	376		

(CONTINUED ON NEXT PAGE)

ALL ITEMS CATEGORY 1000
 UNLESS OTHERWISE NOTED

(CONTINUED FROM PREVIOUS PAGE)

PIPE UNDERDRAIN ITEMS (CONTINUED)

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	612.0206		612.0406	612.0806	645.0111	310.0110
								PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	PIPE UNDERDRAIN WRAPPED 6-INCH LF				
1000	3	IH43.NB	1078+88	-	1154+00	LT	MEDIAN	6	7,512	-	-	4,173	244
			1086+12	-	1095+90	RT	OUTSIDE	6	4,066	-	-	2,259	132
STAGE 3 SUBTOTAL													
								12	11,578	-	-	6,432	376
1000	4	IH43.SB	1086+92	-	1110+50	LT	OUTSIDE	6	2,347	-	-	1,304	76
			1126+25	-	1132+35	LT	OUTSIDE	6	611	-	-	339	20
			1132+36	-	1156+60	LT	OUTSIDE	6	2,434	-	-	1,352	79
			1156+63	-	1185+00	LT	OUTSIDE	6	2,844	-	-	1,580	92
GOOD HOPE RAMP C													
			1132GHC+37	-	1145GHC+17	LT	OUTSIDE	6	1,336	-	-	742	43
			1132GHC+37	-	1145GHC+30	RT	INSIDE	6	1,291	-	-	717	42
GOOD HOPE RAMP D													
			1145GHD+85	-	1156GHD+53	RT	INSIDE	6	1,069	-	-	594	35
			1146GHD+05	-	1156GHD+53	LT	OUTSIDE	6	1,084	-	-	602	35
STAGE 4 SUBTOTAL													
								48	13,016	-	-	7,231	423
1000		IH43.NB/SB	1185+00	-	1282+46	RL		-	29,238	-	-	16,243	948
BROWN DEER RAMP A													
			102BDA-WN+47	-	105BDA-WN+00	RT		-	253	-	-	141	8
			1251BDA+10	-	1253BDA+22	LT		-	212	-	-	118	7
			1257BDA+97	-	1263BDA+32	RT		-	535	-	-	297	17
BROWN DEER RAMP B													
			1240BDB+83	-	1249BDB+28	RT		-	845	-	-	469	27
			1249BDB+28	-	1250BDB+86	LT		-	158	-	-	88	5
			200BDB-NE+95	-	202BDB-NE+86	RT		-	191	-	-	106	6
BROWN DEER RAMP C													
			1238BDC+20	-	1244BDC+68	LT		-	648	-	-	360	21
			1249BDC+36	-	1250BDC+07	LT		-	39	-	-	2	2
			1250BDC+29	-	1251BDC+77	RT		-	148	-	-	82	5
			300BDC-ES+60	-	302BDC-ES+71	RT		-	211	-	-	117	7
BROWN DEER RAMP D													
			403BDD-SW+58	-	407BDD-SW+59	LT		-	401	-	-	223	13
			1252BDD+86	-	1256BDD+25	RT		-	339	-	-	188	11
			1259BDD+35	-	1262BDD+96	LT		-	361	-	-	201	12
BROWN DEER ROAD													
			605BD+15	-	614BD+82	RL		-	3,868	-	-	2,149	125
			620BD+64	-	628BD+84	RL		-	1,640	-	-	911	53
			620BD+64	-	624BD+25	RL		-	361	-	-	201	12
			625BD+46	-	628BD+84	RL		-	338	-	-	188	11
BROWN DEER ROAD SEGMENT SUBTOTAL													
								-	39,818	-	-	22,121	1,290
TOTALS													
								162	82,900	10,763	44	46,056	3,041

3,041 2

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

SHEET: 1802

PROJECT NO: 1229-04-73

HWY: IH 43

COUNTY: MILWAUKEE

MISCELLANEOUS QUANTITIES

PLOT SCALE: 1" = 1'

Plot Name: 022904_MQ13 Plot Date: 9/28/2022 10:16:09 AM Plot By: CECELIA TICHELAAR

Addendum No. 02 ID 1229-04-71/72/73/77 Revised Sheet 1802 September 30, 2022

3

3

Addendum No. 02
 ID 1229-04-71/72/73/77
 Revised Sheet 3068
 September 30, 2022

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY)			CUMULATIVE VOL (CY)		
		CUT	FILL	EBS	CUT	FILL	EBS	CUT	FILL	EBS
115+50.084	0.00	49.46	0.00	0.00	0	0	0	0	0	0
115+99.793	49.71	128.59	1.79	0.00	164	2	0	164	2	0
116+50	50.21	55.73	14.91	0.00	171	16	0	335	18	0
117+00	50.00	22.59	203.91	0.00	73	203	0	408	221	0
117+50	50.00	0.00	365.44	0.00	21	527	0	429	748	0
118+00	50.00	0.00	85.26	0.00	0	417	0	429	1,165	0
118+50	50.00	68.47	12.31	0.00	63	90	0	492	1,255	0
119+00	50.00	159.42	4.14	0.00	211	15	0	703	1,270	0
119+50	50.00	169.15	0.00	0.00	304	4	0	1,007	1,274	0
120+00	50.00	50.41	2.41	0.00	203	2	0	1,210	1,276	0
120+03.381	3.38	48.34	3.29	0.00	6	0	0	1,216	1,276	0
120+49.995	46.61	361.16	0.00	0.00	353	3	0	1,569	1,279	0
121+00	50.01	20.64	20.30	0.00	354	19	0	1,923	1,298	0
121+50	50.00	5.22	122.47	0.00	24	132	0	1,947	1,430	0
122+00	50.00	8.23	57.41	0.00	12	167	0	1,959	1,597	0
122+50	50.00	222.50	0.00	0.00	214	53	0	2,173	1,650	0
123+00	50.00	199.32	1.11	0.00	391	1	0	2,564	1,651	0
123+50	50.00	117.06	14.80	0.00	293	15	0	2,857	1,666	0
124+00	50.00	173.45	1.48	0.00	269	15	0	3,126	1,681	0
124+50	50.00	225.26	3.01	0.00	369	4	0	3,495	1,685	0
125+00	50.00	239.70	0.00	0.00	431	3	0	3,926	1,688	0
125+50	50.00	214.42	0.00	0.00	420	0	0	4,346	1,688	0
126+00	50.00	73.66	0.11	0.00	267	0	0	4,613	1,688	0
126+50	50.00	126.00	6.87	0.00	185	6	0	4,798	1,694	0
127+00	50.00	277.01	1.49	0.00	373	8	0	5,171	1,702	0
127+50	50.00	308.11	3.57	0.00	542	5	0	5,713	1,707	0
128+00	50.00	264.91	0.63	0.00	531	4	0	6,244	1,711	0
128+50	50.00	237.84	0.47	0.00	466	1	0	6,710	1,712	0
129+00	50.00	123.90	0.00	0.00	335	0	0	7,045	1,712	0
129+50	50.00	27.90	5.87	0.00	141	5	0	7,186	1,717	0
130+00	50.00	58.98	0.33	0.00	80	6	0	7,266	1,723	0
130+50	50.00	93.64	0.00	0.00	141	0	0	7,407	1,723	0
131+00	50.00	115.62	0.00	0.00	194	0	0	7,601	1,723	0
131+37.453	37.45	133.90	0.00	0.00	173	0	0	7,774	1,723	0
131+50	12.55	122.92	0.00	0.00	60	0	0	7,834	1,723	0
132+00	50.00	340.51	0.00	0.00	429	0	0	8,263	1,723	0
132+50	50.00	494.11	0.00	0.00	773	0	0	9,036	1,723	0
133+00	50.00	544.36	0.00	0.00	962	0	0	9,998	1,723	0
133+50	50.00	454.93	0.00	0.00	925	0	0	10,923	1,723	0
134+00	50.00	337.47	0.16	0.00	734	0	0	11,657	1,723	0
134+50	50.00	394.54	0.00	0.00	678	0	0	12,335	1,723	0
135+00	50.00	344.01	0.00	0.00	684	0	0	13,019	1,723	0
135+50	50.00	217.19	0.00	0.00	520	0	0	13,539	1,723	0
136+00	50.00	116.94	0.00	0.00	309	0	0	13,848	1,723	0
136+50	50.00	96.58	0.02	0.00	198	0	0	14,046	1,723	0
136+70.898	20.90	0.00	0.00	0.00	37	0	0	14,083	1,723	0
COLUMN TOTALS:					14,083	1,723	0			

2

\\fs1\hwy\hwy\1229-04-71\Drawings\1229-04-71 - North End Mainline\Sheets\Plan\03 Estimate of Quantities_M03



Proposal Schedule of Items

Proposal ID: 20221011003 **Project(s):** 1229-04-71, 1229-04-72, 1229-04-73, 1229-04-77
Federal ID(s): WISC 2023003, WISC 2023001, WISC 2023002, N/A

SECTION: 0001 Contract Items

Alt Set ID: **Alt Mbr ID:**

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0138	204.9060.S Removing (item description) 3306. Loop Detector Wire and Lead-In Cable Brown Deer Rd & CTH W	1.000 EACH	_____.	_____.
0140	204.9060.S Removing (item description) 3307. Pull Box Rings and Covers Brown Deer Rd & CTH W	1.000 EACH	_____.	_____.
0142	204.9060.S Removing (item description) 3320. Communication Vault	21.000 EACH	_____.	_____.
0144	204.9090.S Removing (item description) 0001. Cable Barrier	8,439.000 LF	_____.	_____.
0146	204.9090.S Removing (item description) 0002. Modular Block Landscaping Retaining Wall	656.000 LF	_____.	_____.
0148	205.0100 Excavation Common	744,040.000 CY	_____.	_____.
0150	205.3000.S Temporary Emergency Pullouts	2.000 EACH	_____.	_____.
0152	206.1000 Excavation for Structures Bridges (structure) 0003. B-40-732	LS	LUMP SUM	_____.
0154	206.1000 Excavation for Structures Bridges (structure) 0005. B-40-734	LS	LUMP SUM	_____.
0156	206.1000 Excavation for Structures Bridges (structure) 0008. B-40-921	LS	LUMP SUM	_____.
0158	206.1000 Excavation for Structures Bridges (structure) 0009. B-40-1026	LS	LUMP SUM	_____.
0160	206.1000 Excavation for Structures Bridges (structure) 0010. B-40-1027	LS	LUMP SUM	_____.
0162	206.1000 Excavation for Structures Bridges (structure) 0011. B-40-1028	LS	LUMP SUM	_____.



Proposal Schedule of Items

Proposal ID: 20221011003 Project(s): 1229-04-71, 1229-04-72, 1229-04-73, 1229-04-77

Federal ID(s): WISC 2023003, WISC 2023001, WISC 2023002, N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0164	206.3000 Excavation for Structures Retaining Walls (structure) 0109. R-40-641	LS	LUMP SUM	_____.
0166	206.3000 Excavation for Structures Retaining Walls (structure) 0110. R-40-642	LS	LUMP SUM	_____.
0168	206.3000 Excavation for Structures Retaining Walls (structure) 0116. R-40-649	LS	LUMP SUM	_____.
0170	209.1100 Backfill Granular Grade 1	65,964.000 CY	_____.	_____.
0172	210.1500 Backfill Structure Type A	4,335.000 TON	_____.	_____.
0174	210.2500 Backfill Structure Type B	1,154.000 TON	_____.	_____.
0176	211.0400 Prepare Foundation for Asphaltic Shoulders	70.000 STA	_____.	_____.
0178	213.0100 Finishing Roadway (project) 0001. 1229-04-71	1.000 EACH	_____.	_____.
0180	213.0100 Finishing Roadway (project) 0002. 1229-04-72	1.000 EACH	_____.	_____.
0182	213.0100 Finishing Roadway (project) 0003. 1229-04-73	1.000 EACH	_____.	_____.
0184	213.0100 Finishing Roadway (project) 0004. 1229-04-77	1.000 EACH	_____.	_____.
0186	305.0110 Base Aggregate Dense 3/4-Inch	338.000 TON	_____.	_____.
0188	305.0120 Base Aggregate Dense 1 1/4-Inch	250,395.000 TON	_____.	_____.
0190	310.0110 Base Aggregate Open-Graded	3,041.000 TON	_____.	_____.
0192	311.0110 Breaker Run	445,608.000 TON	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20221011003 Project(s): 1229-04-71, 1229-04-72, 1229-04-73, 1229-04-77

Federal ID(s): WISC 2023003, WISC 2023001, WISC 2023002, N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0226	455.0605 Tack Coat	26,906.000 GAL	_____.	_____.
0228	460.2000 Incentive Density HMA Pavement	39,370.000 DOL	1.00000	39,370.00
0230	460.6223 HMA Pavement 3 MT 58-28 S	46,140.000 TON	_____.	_____.
0232	460.6224 HMA Pavement 4 MT 58-28 S	21,885.000 TON	_____.	_____.
0234	460.6645 HMA Pavement 5 MT 58-34 V	162.000 TON	_____.	_____.
0236	465.0110 Asphaltic Surface Patching	5.000 TON	_____.	_____.
0238	465.0120 Asphaltic Surface Driveways and Field Entrances	472.000 TON	_____.	_____.
0240	465.0125 Asphaltic Surface Temporary	7,391.000 TON	_____.	_____.
0242	465.0310 Asphaltic Curb	1,855.000 LF	_____.	_____.
0244	495.1000.S Cold patch	60.000 TON	_____.	_____.
0246	501.1000.S Ice Hot Weather Concreting	61,718.000 LB	_____.	_____.
0248	502.0100 Concrete Masonry Bridges	920.000 CY	_____.	_____.
0250	502.3101 Expansion Device	224.000 LF	_____.	_____.
0252	502.3200 Protective Surface Treatment	2,905.000 SY	_____.	_____.
0254	502.3205 Pigmented Surface Sealer Reseal	42.000 SY	_____.	_____.
0256	502.3210 Pigmented Surface Sealer	4,651.000 SY	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20221011003 Project(s): 1229-04-71, 1229-04-72, 1229-04-73, 1229-04-77

Federal ID(s): WISC 2023003, WISC 2023001, WISC 2023002, N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0566	603.3535 Concrete Barrier Transition Type S36 to S42	6.000 EACH	_____.	_____.
0568	603.3559 Concrete Barrier Transition Type S42 to S56	54.000 EACH	_____.	_____.
0570	603.3613 Concrete Barrier Transition Type V32 to S36	3.000 EACH	_____.	_____.
0572	603.8000 Concrete Barrier Temporary Precast Delivered	108,734.000 LF	_____.	_____.
0574	603.8125 Concrete Barrier Temporary Precast Installed	185,276.000 LF	_____.	_____.
0576	603.8500 Anchoring Concrete Barrier Temporary Precast	147,371.000 LF	_____.	_____.
0578	604.0400 Slope Paving Concrete	90.000 SY	_____.	_____.
0580	606.0100 Riprap Light	31.000 CY	_____.	_____.
0582	606.0200 Riprap Medium	166.000 CY	_____.	_____.
0584	606.0300 Riprap Heavy	1,091.000 CY	_____.	_____.
0586	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	174.000 LF	_____.	_____.
0588	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	1,950.000 LF	_____.	_____.
0590	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	14,034.000 LF	_____.	_____.
0592	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	18,759.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20221011003 Project(s): 1229-04-71, 1229-04-72, 1229-04-73, 1229-04-77

Federal ID(s): WISC 2023003, WISC 2023001, WISC 2023002, N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0686	611.2007 Manholes 7-FT Diameter	30.000 EACH	_____.	_____.
0688	611.2008 Manholes 8-FT Diameter	41.000 EACH	_____.	_____.
0690	611.3004 Inlets 4-FT Diameter	448.000 EACH	_____.	_____.
0692	611.3901 Inlets Median 1 Grate	13.000 EACH	_____.	_____.
0694	611.3902 Inlets Median 2 Grate	45.000 EACH	_____.	_____.
0696	611.8110 Adjusting Manhole Covers	24.000 EACH	_____.	_____.
0698	611.8115 Adjusting Inlet Covers	83.000 EACH	_____.	_____.
0700	611.8120.S Cover Plates Temporary	221.000 EACH	_____.	_____.
0702	611.9800.S Pipe Grates	1.000 EACH	_____.	_____.
0704	612.0106 Pipe Underdrain 6-Inch	83,365.000 LF	_____.	_____.
0706	612.0206 Pipe Underdrain Unperforated 6-Inch	1,716.000 LF	_____.	_____.
0708	612.0406 Pipe Underdrain Wrapped 6-Inch	21,214.000 LF	_____.	_____.
0710	612.0806 Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	44.000 EACH	_____.	_____.
0712	614.0150 Anchor Assemblies for Steel Plate Beam Guard	2.000 EACH	_____.	_____.
0714	614.0397 Guardrail Mow Strip Emulsified Asphalt	26.000 SY	_____.	_____.
0716	614.0800 Crash Cushions Permanent	2.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20221011003 Project(s): 1229-04-71, 1229-04-72, 1229-04-73, 1229-04-77

Federal ID(s): WISC 2023003, WISC 2023001, WISC 2023002, N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0718	614.0805 Crash Cushions Permanent Low Maintenance	6.000 EACH	_____.	_____.
0720	614.0905 Crash Cushions Temporary	36.000 EACH	_____.	_____.
0722	614.0920 Salvaged Rail	9,353.000 LF	_____.	_____.
0724	614.0930 Salvaged Crash Cushions	2.000 EACH	_____.	_____.
0726	614.2300 MGS Guardrail 3	487.000 LF	_____.	_____.
0728	614.2310 MGS Guardrail 3 HS	150.000 LF	_____.	_____.
0730	614.2500 MGS Thrie Beam Transition	236.000 LF	_____.	_____.
0732	614.2610 MGS Guardrail Terminal EAT	6.000 EACH	_____.	_____.
0734	614.2620 MGS Guardrail Terminal Type 2	4.000 EACH	_____.	_____.
0736	614.8010 Anchor Post Assembly Top Mount	22.000 EACH	_____.	_____.
0738	616.0206 Fence Chain Link 6-FT	22,536.000 LF	_____.	_____.
0740	616.0329 Gates Chain Link (width) 0001. 4-FT	2.000 EACH	_____.	_____.
0742	616.0329 Gates Chain Link (width) 0002. 8-FT	1.000 EACH	_____.	_____.
0744	616.0329 Gates Chain Link (width) 0003. 12-FT	5.000 EACH	_____.	_____.
0746	616.0700.S Fence Safety	60,000.000 LF	_____.	_____.
0748	618.0100 Maintenance And Repair of Haul Roads (project) 0001. 1229-04-71	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20221011003 Project(s): 1229-04-71, 1229-04-72, 1229-04-73, 1229-04-77

Federal ID(s): WISC 2023003, WISC 2023001, WISC 2023002, N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0914	646.5020 Marking Arrow Epoxy	185.000 EACH	_____.	_____.
0916	646.5120 Marking Word Epoxy	41.000 EACH	_____.	_____.
0918	646.5220 Marking Symbol Epoxy	55.000 EACH	_____.	_____.
0920	646.6120 Marking Stop Line Epoxy 18-Inch	1,351.000 LF	_____.	_____.
0922	646.6464 Cold Weather Marking Epoxy 4-Inch	30,000.000 LF	_____.	_____.
0924	646.6468 Cold Weather Marking Epoxy 8-Inch	8,000.000 LF	_____.	_____.
0926	646.7120 Marking Diagonal Epoxy 12-Inch	12,783.000 LF	_____.	_____.
0928	646.7220 Marking Chevron Epoxy 24-Inch	519.000 LF	_____.	_____.
0930	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	4,746.000 LF	_____.	_____.
0932	646.8120 Marking Curb Epoxy	990.000 LF	_____.	_____.
0934	646.8220 Marking Island Nose Epoxy	44.000 EACH	_____.	_____.
0936	646.9000 Marking Removal Line 4-Inch	65,823.000 LF	_____.	_____.
0938	646.9010 Marking Removal Line Water Blasting 4-Inch	170,844.000 LF	_____.	_____.
0940	646.9110 Marking Removal Line Water Blasting 8-Inch	5,000.000 LF	_____.	_____.
0942	646.9200 Marking Removal Line Wide	3,340.000 LF	_____.	_____.
0944	649.0105 Temporary Marking Line Paint 4-Inch	378,447.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20221011003 Project(s): 1229-04-71, 1229-04-72, 1229-04-73, 1229-04-77

Federal ID(s): WISC 2023003, WISC 2023001, WISC 2023002, N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1310	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0004. B-40-733	1.000 EACH	_____.	_____.
1312	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0005. B-40-734	1.000 EACH	_____.	_____.
1314	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0006. B-40-735	1.000 EACH	_____.	_____.
1316	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0007. B-40-24	1.000 EACH	_____.	_____.
1318	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	8,400.000 HRS	5.00000	42,000.00
1320	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	17,280.000 HRS	5.00000	86,400.00
1322	SPV.0035 Special 0001. Roadway Embankment	231,881.000 CY	_____.	_____.
1324	SPV.0035 Special 4000. HPC Masonry Structures	658.000 CY	_____.	_____.
1326	SPV.0035 Special 4005. Concrete Masonry Soldier Pile Footings	894.000 CY	_____.	_____.
1328	SPV.0035 Special 4010. Backfill Controlled Low Strength UPRR	40.840 CY	_____.	_____.
1330	SPV.0035 Special 4020. Concrete Masonry Bridges UPRR	966.000 CY	_____.	_____.
1332	SPV.0045 Special 1001. Truck Entering Warning System	2,320.000 DAY	_____.	_____.
1334	SPV.0045 Special 1002. Combination Work Zone Digital Speed Limit - Speed Feedback Sign Trailer	4,710.000 DAY	_____.	_____.

