

REVISED AGENDA

Board of Public Works Meeting
Tuesday, July 26, 2016 – 7:00 P.M.
Jackson Village Hall
N168W20733 Main Street

1. Call to Order and Roll Call.
2. Approval of Minutes for June 28, 2016, meeting.
3. Pay Request #3 – Wilshire Drive Reconstruction Project.
4. Proposal for Engineering Services - Chateau Drive Reconstruction Project.
5. Stonewall Path Project Update.
6. Discussion on WisDOT STH 60 maintenance at Railroad Tracks.
7. Patriot Homes, LLC Development – Town of Polk – Extension of Village Water and Sewer.
8. Director of Public Works Report.
9. Citizens/Village Staff to address the Board.
10. Adjourn.

Persons with disabilities requiring special accommodations for attendance at the meeting should contact the Village Hall at least one (1) business day prior to the meeting.

It is possible that members of the Village Board may attend the above meeting. No action will be

DRAFT MINUTES
Board of Public Works Meeting
Tuesday, June 28, 2016 – 7:00 P.M.
Jackson Village Hall
N168W20733 Main Street

1. Call to Order and Roll Call.

Chairman Tr. Don Olson called the meeting to order at 7:00 p.m.
Members present: Brian Heckendorf, Gloria Teifke, Tr. Kufahl, and Tr. Jack Lippold.
Members excused: Scott Thielmann and Linda Granec.
Staff present: Brian Kober & John Walther.

2. Approval of Minutes for May 31, 2016 meeting.

Motion by Brian Heckendorf, second by Tr. Kufahl to approve the minutes of the May 31, 2016, Board of Public Works meeting.
Vote: 5 ayes, 0 nays. Motion carried.

3. Review of Kerry Ingredients Manufacturing Operation.

The Kerry Ingredients Representatives had not yet arrived at the meeting. Motion by Tr. Kufahl, second by Tr. Lippold to take items out of order and come back to the Review of Kerry Ingredients Manufacturing Operation discussion when the representatives from Kerry arrive at the meeting.
Vote: 5 ayes, 0 nays. Motion carried.

4. Pay Request #2 – Wilshire Drive Reconstruction Project.

Brian Kober reviewed the status of the project and the pay request. Property owners have received an estimate of their preliminary special assessment. Brian has had contact with several property owners that want to replace their driveway. The price is \$49.50 per square yard for concrete. Gloria Teifke questioned the moving of the fire hydrants. Discussion ensued of project schedule and communications with property owners. Tr. Olson commented that Tr. Kurtz had sent out a complaint and questioned how it was being resolved. Brian will share the breakdown per fund at the Budget & Finance and Village Board meetings. Motion by Tr. Kufahl, second by Tr. Lippold to recommend approval of the Pay Request #2 – Wilshire Drive Reconstruction Project in an amount not to exceed \$258,517.36.
Vote: 5 ayes, 0 nays. Motion carried.

5. Review of Proposals for Space Needs Analysis.

Brian Kober reviewed the proposals for facility's needs study. This was a request by the Village Board. This is for space needs analysis and future facilities locations. There were ten different consultants solicited for proposals, and four were returned. All four are reputable firms. Funding for the analysis will come from the police & fire impact fees account. Motion by Tr. Kufahl, second by Tr. Olson to recommend approval of the proposal from Cedar Corporation in an amount not to exceed \$14,250.
Vote: 5 ayes, 0 nays. Motion carried.

6. Director of Public Works Report.

Motion by Lippold, second by Tr. Heckendorf to place the report on file.

Vote: 5 ayes, 0 nays. Motion carried.

3. Review of Kerry Ingredients Manufacturing Operation. (Items were taken out of order)

Brian Kober introduced Hal Shepard from Kerry Ingredients to address the Board. Michelle, the Safety Manager, and Robert Pond, the Engineer Consultant of Kerry were also in attendance.

Tr. Olson commented that he lives in the Glen Brooke sub division and the smell is in spurts. This year on Mother's Day the smell was extremely bad. It is a buttery, cheesy, rancid smell. Not a pleasant smell. Gloria Teifke commented that the town house near the dental office (East of the plant) have complained to her several times. The smell is perceptible to noticeably stronger. Tr. Lippold also commented that he has noticed the smell at Culver's. Discussion of the odor intensity ensued.

Discussion of the machinery to control the smell ensued. Tr. Kufahl commented that Kerry is a good partner in the Village and the Village wants to work with Kerry.

Robert commented on the odors and controlling the emissions. Hal commented that it is probably a particular cheese line that is run once a month.

Discussion ensued of the humidity and atmospheric conditions could be a factor. Also, commented on was a venting system and water curtain. The release valves are regularly inspected.

Robert commented that the process line could be moved, the exhaust and uptakes could be changed and the technology will be controlled. They will report back to Kerry Administrative offices.

The next time the product in question is run, they will communicate with Brian as done in the past.

Administrator John Walther commented that we need have a little tolerance.

7. Citizens/Village Staff to address the Board.

Debbie Kurtz of Wilshire Drive commented on her discontent with the Wilshire Drive Project. She commented that the sidewalk appears to be crooked and she is not happy with it. In addition, her sprinkler system was damaged in the process of the project. She also commented that she believes the sidewalk is on her property.

8. Adjourn.

Motion by Tr. Kufahl, second by Tr. Lippold to adjourn at 7:58 p.m.

Vote: 5 ayes, 0 nays. Motion carried.

Respectfully submitted by: Deanna L. Boldrey, Village Clerk-Treasurer



93 South Pioneer Road, Suite 300 • Fond du Lac, WI 54935 • (920) 924-5720

July 21, 2016

Village of Jackson
N168 W20733 Main Street
Jackson, WI 53037

Attention: Brian Kober, P.E.
Director of Public Works

Subject: Project I.D. 151021
Wilshire Drive
Utility Construction Project
Estimate #3

Dear Mr. Kober:

Enclosed you will find Pay Estimate #3 for the Wilshire Drive project in the Village of Jackson. The total amount, due to the contractor, has not been reduced by five percent (5%) for retainage due to the fact that the work is beyond 50% completion. The previous retainage shall not be paid to the contractor on this estimate. This is per Article 6.02.A.1 Progress Payments; Retainage, of Contract Document 00500, Agreement:

Work completed, Estimate # 3	= \$ 190,084.21
Retainage, Estimate #3 (0%)	= \$ 0
Amount due to Contractor, Estimate #3	= \$ 190,084.21

If you have any questions or comments, please contact me at (920) 924-5720 or cell (414) 397-8100.

Sincerely,

Kevin Schmidt
Gremmier & Associates, Inc.

Gremmer and Associates, Inc.

93 S. Pioneer Road, Suite 300
Fond du Lac, WI 54935
(920) 924-5720
fax (920)924-5725

Buteyn-Peterson - Prime Contractor

Village of Jackson - Wilshire Drive

Item No.	Description	Units	TOTAL	Unit Price	Bid Total	Previous Estimates		Estimate #3		Cumulative Totals		% Complete
						Actual Quantity	Total	Actual Quantity	Total	Actual Quantity	Total	
100.01	Removing Concrete	SY	1885	\$3.47	\$6,540.95	1,891.90	\$6,564.89	12.00	\$41.64	1,903.90	\$6,606.53	101%
100.02	Removing Curb & Gutter	LF	2595	\$2.75	\$7,136.25	2,618.00	\$7,199.50		\$0.00	2,618.00	\$7,199.50	101%
100.03	Excavation Common	CY	2535	\$13.00	\$32,955.00	2,596.50	\$33,754.50		\$0.00	2,596.50	\$33,754.50	102%
100.04	Base Aggregate Dense 3/4-Inch	TON	830	\$17.43	\$14,466.90	561.30	\$9,783.46	257.74	\$4,492.41	819.04	\$14,275.87	99%
100.05	Base Aggregate Dense 1 1/4-Inch	TON	3400	\$10.60	\$36,040.00	2,000.94	\$21,209.96	1196.09	\$12,678.55	3,197.03	\$33,888.52	94%
100.06	Breaker Run	TON	100	\$9.23	\$923.00	104.68	\$966.20		\$0.00	104.68	\$966.20	105%
100.07	Concrete Driveway 7-Inch	SY	1310	\$43.00	\$56,330.00		\$0.00	1267.00	\$54,481.00	1,267.00	\$54,481.00	97%
100.08	HMA Pavement, Type E-0.3	TON	1520	\$49.20	\$74,784.00		\$0.00	1318.39	\$64,864.79	1,318.39	\$64,864.79	87%
100.09	Asphaltic Surface Driveway	TON	10	\$84.50	\$845.00		\$0.00	19.00	\$1,605.50	19.00	\$1,605.50	190%
100.10	Concrete Curb & Gutter 30-Inch Type D	LF	2600	\$11.30	\$29,380.00	2,630.50	\$29,724.65		\$265.55	2,654.00	\$29,990.20	102%
100.11	Concrete Sidewalk 4-Inch	SF	10300	\$3.51	\$36,153.00		\$0.00	10477.00	\$36,774.27	10,477.00	\$36,774.27	102%
100.12	Lawn Restoration	SY	4150	\$5.25	\$21,787.50	664.90	\$3,490.73	2402.00	\$12,610.50	3,066.90	\$16,101.23	74%
100.13	Erosion Control	LS	1	\$2,300.00	\$2,300.00	0.25	\$575.00	0.75	\$1,725.00	1.00	\$2,300.00	100%
100.14	Traffic Control	LS	1	\$1,800.00	\$1,800.00	0.90	\$1,620.00		\$0.00	0.90	\$1,620.00	90%
100.15	Sawing Asphalt	LF	365	\$2.00	\$730.00	326.50	\$653.00		\$0.00	326.50	\$653.00	89%
100.16	Sawing Concrete	LF	480	\$3.00	\$1,440.00	381.00	\$1,143.00		\$0.00	381.00	\$1,143.00	79%
200.01	Removing Manholes	EACH	5	\$350.00	\$1,750.00	5.00	\$1,750.00		\$0.00	5.00	\$1,750.00	100%
200.02	Removing Inlets	EACH	8	\$200.00	\$1,600.00	8.00	\$1,600.00		\$0.00	8.00	\$1,600.00	100%
200.03	Removing Storm Sewer	LF	1150	\$5.00	\$5,750.00	996.00	\$4,980.00	109.00	\$545.00	1,105.00	\$5,525.00	96%
200.04	Storm Sewer Pipe PVC SDR-35 4-Inch	LF	1671	\$18.00	\$30,078.00	1,693.00	\$30,474.00		\$0.00	1,693.00	\$30,474.00	101%
200.05	Storm Sewer Pipe Reinforced Concrete 12-Inch	LF	167	\$60.00	\$10,020.00	167.00	\$10,020.00		\$0.00	167.00	\$10,020.00	100%
200.06	Storm Sewer Pipe Reinforced Concrete 15-Inch	LF	812	\$54.50	\$44,254.00	803.50	\$43,790.75		\$0.00	803.50	\$43,790.75	99%
200.07	Storm Sewer Pipe Reinforced Concrete 18-Inch	LF	54	\$70.50	\$3,807.00	54.00	\$3,807.00		\$0.00	54.00	\$3,807.00	100%
200.08	Storm Sewer Pipe Reinforced Concrete 24-Inch	LF	434	\$66.50	\$28,861.00	486.00	\$32,319.00		\$0.00	486.00	\$32,319.00	112%
200.09	Catch Basins 2.5x3-FT w/ Casting	EACH	7	\$1,157.00	\$8,099.00	7.00	\$8,099.00		\$0.00	7.00	\$8,099.00	100%
200.10	Manholes 4-FT Diameter w/ Casting	EACH	6	\$823.00	\$4,938.00	6.00	\$4,938.00		\$0.00	6.00	\$4,938.00	100%
200.11	Manholes 5-FT Diameter w/ Casting	EACH	3	\$1,220.00	\$3,660.00	3.00	\$3,660.00		\$0.00	3.00	\$3,660.00	100%
200.12	Manholes 6-FT Diameter Doghouse w/ Casting "	EACH	1	\$1,789.00	\$1,789.00	1.00	\$1,789.00		\$0.00	1.00	\$1,789.00	100%
200.13	Inlets 2.5x3-FT w/ Casting	EACH	3	\$1,058.00	\$3,174.00	3.00	\$3,174.00		\$0.00	3.00	\$3,174.00	100%
200.14	Concrete Collar	EACH	3	\$500.00	\$1,500.00		\$0.00		\$0.00	0.00	\$0.00	0%
300.01	Removing Sanitary Sewer Manholes	EACH	1	\$1,388.30	\$1,388.30	1.00	\$1,388.30		\$0.00	1.00	\$1,388.30	100%
300.02	Abandoning Sanitary Sewer	LS	1	\$500.00	\$500.00	1.00	\$500.00		\$0.00	1.00	\$500.00	100%
300.03	Adjusting Sanitary Manhole	EACH	7	\$669.00	\$4,683.00		\$0.00		\$0.00	0.00	\$0.00	0%
300.04	Connect to Existing Sanitary Sewer	EACH	2	\$500.00	\$1,000.00	2.00	\$1,000.00		\$0.00	2.00	\$1,000.00	100%
300.05	Sanitary Sewer PVC SDR-35 6-Inch	LF	165	\$93.00	\$15,345.00	159.50	\$14,833.50		\$0.00	159.50	\$14,833.50	97%
300.06	Sanitary Sewer PVC SDR-35 8-Inch	LF	400	\$93.87	\$37,548.00	397.00	\$37,266.39		\$0.00	397.00	\$37,266.39	99%
300.07	Sanitary Sewer Manhole w/ Casting	EACH	2	\$3,920.00	\$7,840.00	2.00	\$7,840.00		\$0.00	2.00	\$7,840.00	100%
400.01	Removing Hydrant	EACH	3	\$1,014.00	\$3,042.00	3.00	\$3,042.00		\$0.00	3.00	\$3,042.00	100%
400.02	Abandoning Water Main	LS	1	\$600.00	\$600.00	1.00	\$600.00		\$0.00	1.00	\$600.00	100%
400.03	Water Main Pipe HDPE 1 1/4-Inch	LF	855	\$74.00	\$63,270.00	893.50	\$66,119.00		\$0.00	893.50	\$66,119.00	105%
400.04	Water Main Pipe PVC C-900 6-Inch	LF	35	\$72.00	\$2,520.00	32.50	\$2,340.00		\$0.00	32.50	\$2,340.00	93%
400.05	Water Main Pipe PVC C-900 8-Inch	LF	1420	\$73.33	\$104,128.60	1,429.50	\$104,825.24		\$0.00	1,429.50	\$104,825.24	101%
400.06	Gate Valve 6-Inch	EACH	3	\$1,800.00	\$5,400.00	3.00	\$5,400.00		\$0.00	3.00	\$5,400.00	100%
400.07	Gate Valve 8-Inch	EACH	5	\$2,240.00	\$11,200.00	5.00	\$11,200.00		\$0.00	5.00	\$11,200.00	100%
400.08	Reducer 8-Inch x 6-Inch	EACH	2	\$924.00	\$1,848.00	2.00	\$1,848.00		\$0.00	2.00	\$1,848.00	100%
400.09	Anchor Tee 8-Inch x 6-Inch	EACH	3	\$1,071.00	\$3,213.00	4.00	\$4,284.00		\$0.00	4.00	\$4,284.00	133%
400.10	Cross 8-Inch x 8-Inch	EACH	1	\$1,329.00	\$1,329.00	1.00	\$1,329.00		\$0.00	1.00	\$1,329.00	100%
400.11	Bend 11.25 Degree 8-Inch	EACH	8	\$950.00	\$7,600.00	8.00	\$7,600.00		\$0.00	8.00	\$7,600.00	100%
400.12	Bend 22.5 Degree 8-Inch	EACH	2	\$961.00	\$1,922.00	4.00	\$3,844.00		\$0.00	4.00	\$3,844.00	200%
400.13	Bend 45 Degree 8-Inch	EACH	6	\$965.00	\$5,790.00	5.00	\$4,825.00		\$0.00	5.00	\$4,825.00	83%
400.14	Connect to Existing Water Main	EACH	4	\$929.00	\$3,716.00	4.00	\$3,716.00		\$0.00	4.00	\$3,716.00	100%
400.15	Hydrant	EACH	3	\$4,076.00	\$12,228.00	3.00	\$12,228.00		\$0.00	3.00	\$12,228.00	100%
400.16	Temporary 6 Cap w/ 2" Blowoff "	EACH	1	\$2,221.00	\$2,221.00	1.00	\$2,221.00		\$0.00	1.00	\$2,221.00	100%
400.17	Polystyrene Insulation 4-Inch	SF	96	\$9.00	\$864.00	96.00	\$864.00		\$0.00	96.00	\$864.00	100%
SUBTOTAL						\$772,087.50	\$566,199.06	\$190,084.21	\$756,283.27	98%		



93 South Pioneer Road, Suite 300 • Fond du Lac, WI 54935 • (920) 924-5720

Work completed, previous estimates	\$566,199.06
Work completed, this estimate	\$190,084.21
Total work completed	\$756,283.27
Retainage, this estimate	\$0.00
Total Retainage, previous estimates	\$15,384.09
Total Retainage, final	\$15,384.09
Amount due to contractor, this estimate	\$190,084.21

Memo

To: John Walther, Village Administer

From: Brian W. Kober, P. E., Director of Public Works

Subject: Transferring LRIP Funds to New Project

Date: July 6, 2016

CC: Village Board

The Village of Jackson received funds from the 2012-2013 LRIP (Local Roads Improvement Program) for the reconstruction of Cedar Creek Road. The project was a joint venture with the Town of Jackson. At the monthly June 9th Town of Jackson Board meeting, the Town Board unanimously denied funding the Cedar Creek Road Reconstruction Project. The project was to enhance the road cross section with a recreational path being proposed by the Village of Jackson. The Town of Jackson had LRIP (Local Roads Improvement Program) funding approved for the 2017-2018 period from WisDOT. The Village of Jackson has the opportunity to select a different road project to enhance a Village only road with LRIP funding.

The option to substitute the funding for another project has a completion deadline of June 30, 2017. The deadline date means that the project has to be completed with all payments finalized, and request for reimbursement. The recommendation is to move the funding to the Chateau Drive Reconstruction from Wilshire Drive west to the dead end.

Attached to this memo is the Engineering of Services from Gremmer & Associates for a lump sum fee of \$18,985.00. In order to meet the early deadline, we need to bid out the project earlier next year for an early April 2017 start to the project.

If you have any questions please let me know.

Brian W. Kober, P.E.



Division of Transportation
Investment Management

Bureau of Transit, Local Roads, Railroad & Harbors
4802 Sheboygan Avenue, Rm 951
PO Box 7913
Madison, WI 53707-7913

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.wisconsindot.gov

Telephone: 608-266-0775
Facsimile (FAX): 608-266-0658

E-mail: lorrie.olson@dot.wi.gov

May 10, 2016

Mike Schwab, President
Village of Jackson
P.O. Box 637
Jackson, WI 53037-0637

RE: June 30, 2017 FUNDING SUNSET ON YOUR 2012-2013 PROJECT

Dear Head of Government:

Local Roads Improvement Program (LRIP) funds must be used for projects within three biennia, and a request for reimbursement must be submitted to WisDOT no later than the sunset date. This letter is a reminder that all projects programmed with 2012-2013 LRIP funds must be completed and submitted for reimbursement by June 30, 2017. No extensions are allowed.

The following Village of Jackson's project will sunset on June 30, 2017:

Project No.: 12635

Location: Cedar Creek Road [4 sections] [.34mi] from CTH P to Jackson Drive

Approved Reimbursement: \$40,560.11

The department would like the Village of Jackson to complete and send the attached *Notice to Complete/Cancel an LRIP Project* to your county highway commissioner to confirm whether or not you will be completing this project and submitting for LRIP reimbursement by the sunset date. Please complete and forward to the highway commissioner no later than July 1, 2016.

If you have any questions regarding the sunset of these funds, please contact your county highway commissioner, Scott Schmidt at (262) 335-4437 or Lorrie Olson, LRIP Program Manager, at (608) 266-0775.

Sincerely,

A handwritten signature in cursive script that reads "Lorrie Olson".

Lorrie Olson
LRIP Program Manager

Attachment

cc: Scott Schmidt, County Highway Commissioner, Washington County
June Coleman, Chief, Local Transportation Programs & Finance, WisDOT

Notice to Complete/Cancel an LRIP Project

Wisconsin Department of Transportation

May 10, 2016

Instructions: Please check the appropriate box, sign the form, and submit it to the county highway commissioner no later than July 1, 2016.

Municipality: Village of Jackson
County: Washington County
Project No.: 12635
Location: Cedar Creek Road [4 sections] [.34mi]
Sunset Date: June 30, 2017

- Yes:** Will complete the above project by the sunset date of June 30, 2017.
- No:** Unable to complete the above project by the sunset date of June 30, 2017, and will give up the funds.

This request is made by the undersigned under proper authority to make such a request for the municipality/county and upon acceptance by the State shall cancel the agreement for the above project between the municipality/county and the State. (Note: This will allow the county highway commissioner to reallocate the funds to someone else within the county.)

- No:** Will substitute for another project location the community will complete before the sunset date of June 30, 2017.

Allowed if the project is not already a substitution, only one substitution allowed. Complete the substitution form and submit to the highway commissioner.

If you have any questions regarding this project or the sunset of these funds, please contact your county highway commissioner Scott Schmidt at (262) 335-4437 or Lorrie Olson, LRIP Program Manager, at (608) 266-0775.

(Head of Government/Designee Signature)

(Date)

(County Highway Commissioner Signature)

(Date)

County highway commissioners please forward to WisDOT by July 15, 2016.

June 29, 2016

Village of Jackson
N168 W20733 Main Street
Jackson, WI 53037

Attention: Brian W. Kober, P.E.
Director of Public Works

Subject: Proposal for Engineering Services
Chateau Drive (Wilshire Drive west to end of cul-de-sac)

Dear Mr. Kober:

Thank you for the opportunity to work with you in providing engineering services for the Chateau Drive reconstruct project from Wilshire Drive west to the end of the cul-de-sac. We look forward to maintaining our excellent working relationship with you by providing quality and efficient service that the Village can expect when working with Gremmer & Associates. The following is Gremmer & Associates' proposal to provide engineering services for the proposed project. Hereinafter, the Village of Jackson will be referred to as the OWNER and Gremmer & Associates, Inc. as the ENGINEER.

SCOPE OF WORK

Scope of the project consists of survey and design for approximately 620' of street and utility improvements along Chateau Drive. The ENGINEER will provide the following services. Items of work not specifically mentioned below shall be considered additional services.

Design, permitting and bidding phase:

1. Topographic and utility survey.
2. Preliminary and final roadway, storm sewer, and water main design/plans. Storm sewer and water main sizing shall be provided by the OWNER.
3. Prepare and submit a DNR WRAPP permit application (formerly NOI).
4. Prepare and submit a DNR water main permit application.
5. Specifications, bid documents, and engineer's estimate.
6. Answer any questions during the bidding process and attend the bid opening.
7. Meet with the Village of Jackson as necessary throughout the design process.

Construction services phase:

1. Pre-construction coordination/meeting.
2. Provide construction staking services. Scope is based on 1 initial staking operation for:
 - a. Offset reference stakes
 - b. Water main
 - c. Storm sewer
 - d. Curb and gutter
 - e. Red tops
3. Provide construction observation services.
4. As-built survey and plan set. Field survey the manholes and inlets (including measure downs) and update the construction plan set to reflect the as-built information.

OWNER'S RESPONSIBILITY

1. Review and approval of preliminary and final plans.
2. Payment of any governmental review fees.
3. Advertisement, bidding and contract document copying and distribution.

ADDITIONAL SERVICES

1. Pavement design report. Pavement structure will be based on OWNER standard pavement structures.
2. Right-of-way or easement work for the project.
3. Detailed stormwater management plans/calculations or storm sewer modeling.

COMPENSATION

ENGINEER'S lump sum fee to complete the design work, as listed in the Scope of Work section of this document is \$18,985.

ENGINEER'S fee to complete the construction services phase will be billed on a time and materials basis in accordance with the attached Professional Services Fee Schedule, dated May 1, 2016 and labeled Exhibit A. The construction services phase is estimated at \$31,907. This is based on 35 days of full time construction observation (9 hour days).

The ENGINEER shall prepare monthly invoices based upon services provided during the billing cycle. Invoices shall be paid by the OWNER within 30 days of OWNER'S receipt of said invoice.

Additional services, at the request of the OWNER, will be billed according to the attached Professional Services Fee Schedule, dated May 1, 2015, and labeled Exhibit A.

GENERAL TERMS & CONDITIONS

ENGINEER's services will be performed in accordance with the attached General Terms and Conditions, dated May 1, 2016, and labeled Exhibit B. The receipt of a signed copy of the Agreement shall be considered as authorization to proceed with the services described.

Thank you again for the opportunity to propose on the subject project. If you have any questions or comments, please contact me at (920) 924-5720.

Sincerely,



Thomas L. Lanser
President
Gremmer & Associates, Inc.

If this proposal is acceptable, please sign below and return one copy to me for our files.

For the OWNER: Village of Jackson

Name

Date

Title

Exhibit A



PROFESSIONAL SERVICES FEE SCHEDULE

May 1, 2016 to April 30, 2017

Project Manager.....	\$125.00/hour
Project Engineer.....	\$108.00/hour
Senior Designer / Civil Engineer IV.....	\$97.00/hour
Registered Land Surveyor / Survey Crew Chief.....	\$92.00/hour
One-man Survey Crew with GPS.....	\$120.00/hour
Civil Engineer III / Engineering Specialist IV.....	\$86.00/hour
Civil Engineer II / Engineering Specialist III.....	\$78.00/hour
Civil Engineer I / Engineering Specialist II.....	\$72.00/hour
Engineering Specialist I / Civil Engineering Technician III.....	\$65.00/hour
Civil Engineering Technician II.....	\$59.00/hour
Civil Engineering Technician I.....	\$52.00/hour
Office Services.....	\$50.00/hour
Mileage.....	Current IRS rate
Meals, lodging, air travel, telephone, supplies, postage.....	At Cost
Printing Services (In-house)	
Photocopies (black & white).....	\$0.10/impression
Photocopies (color).....	\$0.25/impression
Large Format Plots (black & white).....	\$1.00/S.F.
Large Format Plots (color).....	\$2.00/S.F.
Mylar.....	\$2.00/S.F.
Printing Services (Outside Service).....	At Cost
Expert Witness.....	\$200.00/hour

Note: Office Services, Civil Engineering Technician, and Engineering Specialist are paid time and one-half their actual wage for overtime. The respective billed rate will be approximately 19% higher than the published rate to account for the overtime rate.



GENERAL TERMS AND CONDITIONS

May 1, 2016 to April 30, 2017

1. This agreement, upon execution by both parties hereto, can be amended only by written instrument signed by both parties. As the project progresses, facts uncovered may reveal a change in direction, which may alter the scope. Gremmier & Associates, Inc., will promptly inform the Owner in writing of such situations so that changes in this agreement can be negotiated as required. In the event the Owner orders additional work to be performed and a written instrument is not executed by both parties, the Owner shall be responsible for all costs associated with the additional work.
2. Costs and schedule commitments shall be subject to renegotiation for delays caused by the Owner's failure to provide specified facilities or information, or for delays caused by unpredictable occurrences, including without limitation, fires, floods, riots, strikes, unavailability of labor or materials, delays or defaults by suppliers of materials or services, shutdowns, acts of God or the public enemy, or acts or regulations of any governmental agency. Temporary delay of services caused by any of the above, which results in additional costs beyond those outlined, may require renegotiation of this agreement.
3. Payment is due to Gremmier & Associates, Inc., upon 30 days of receipt of the invoice for professional services rendered. Failure to make any payment when due is a breach of this Agreement and will entitle Gremmier & Associates, Inc., at its option, to suspend or terminate the Agreement and the provisions of the Scope of Work. Interest of 1.5 percent per month (18 percent per annum) will accrue on accounts overdue by 30 days.
4. The Owner shall make available to Gremmier & Associates, Inc., all relevant information or data pertaining to the project which is required to perform the Scope of Work.
5. Gremmier & Associates, Inc., will provide and exercise the standard of care, skill and diligence required by customarily accepted professional practices normally provided in the performance of the services at the time and the location in which the services were performed.
6. Gremmier & Associates, Inc., will maintain insurance coverage in the following amounts:

Worker's Compensation	Statutory
General Liability	
General Aggregate	\$2,000,000
Operations / Injury	\$1,000,000
Automobile Liability	
Liability / Injury	\$1,000,000
Property Damage	Value or Repair
Professional Liability Insurance	\$1,000,000
Umbrella Liability Insurance	\$2,000,000

7. Termination of the agreement by the Owner or Gremmer & Associates, Inc., shall be effective upon seven (7) days written notice to the other party. The written notice shall include the reasons and details for termination. Gremmer & Associates, Inc., will prepare a final invoice showing all charges incurred through the date of termination. The Owner agrees to pay Gremmer & Associates, Inc., for the services performed to the date of termination.
8. Gremmer & Associates, Inc., intends to serve as the Owner's professional representative for those services as defined in this agreement and to provide advice and consultation to the Owner as a professional. Any opinions of probable project costs, approvals, and other decisions made by Gremmer & Associates, Inc., for the owner are rendered on the basis of experience and qualifications and represent our professional judgment. The Owner recognizes that Gremmer & Associates, Inc., does not have control over the costs of labor, materials or equipment, or over competitive bidding methods. Accordingly, Gremmer & Associates, Inc., does not make any commitment or assume any duty to assure that bids or negotiated prices will not vary from any cost opinions prepared by Gremmer & Associates, Inc.
9. This agreement shall not be construed as giving Gremmer & Associates, Inc., the responsibility or authority to direct or supervise construction means, methods, techniques, sequence, or procedures of construction selected by contractor or subcontractors, or the safety precautions and programs incident to the work of the contractors or subcontractors.
10. The Owner releases Gremmer & Associates, Inc., from any liability and agrees to defend, indemnify and hold Gremmer & Associates, Inc., harmless from any and all claims, damages, losses, and/or expenses, direct or indirect, or consequential damages, including but not limited to attorney's fees and charges, and court and arbitration costs, arising out of, or claimed to arise out of, the performance of the services, except liability arising from the negligence of Gremmer & Associates, Inc.

Chateau Court - Village of Jackson
 LRIP Estimate
 6/28/2016

See S:\currproj\washinco\Jackson\chateau_ct\acad\Chateau_LRIP_Qty.dwg

Item No.	Description	Units	Quantity	Unit Price	Unit Total
ROADWAY ITEMS					
100.01	Removing Concrete	SY	790	\$5.25	\$4,144.11
100.02	Removing Curb & Gutter	LF	1310	\$2.46	\$3,224.47
100.03	Excavation Common	CY	1360	\$17.99	\$24,464.46
100.04	Base Aggregate Dense 3/4-Inch	TON	395	\$15.69	\$6,197.55
100.05	Base Aggregate Dense 1 1/4-Inch	TON	1930	\$12.82	\$24,745.36
100.06	Breaker Run	TON	100	\$17.61	\$1,761.29
100.07	Concrete Driveway 7-Inch	SY	790	\$44.69	\$35,301.71
100.08	HMA Pavement, Type E-0.3	TON	780	\$53.01	\$41,351.14
100.09	Asphaltic Surface Driveway	TON	6	\$119.34	\$716.06
100.10	Concrete Curb & Gutter 30-Inch Type D	LF	1310	\$13.95	\$18,274.50
100.11	Concrete Sidewalk 4-Inch	SF	4925	\$4.24	\$20,882.00
100.12	Lawn Restoration	SY	2165	\$5.39	\$11,660.07
100.13	Erosion Control	LS	1	\$3,174.14	\$3,174.14
100.14	Traffic Control	LS	1	\$11,981.14	\$11,981.14
100.15	Sawing Asphalt	LF	92	\$2.12	\$195.17
100.16	Sawing Concrete	LF	320	\$3.14	\$1,005.71
SUBTOTAL ROADWAY ITEMS					\$209,078.89
STORM SEWER ITEMS					
200.01	Removing Manholes	EACH	2	\$472.00	\$944.00
200.02	Removing Inlets	EACH	2	\$339.14	\$678.29
200.03	Removing Storm Sewer	LF	325	\$16.19	\$5,262.68
200.04	Storm Sewer Pipe PVC SDR-35 4-Inch	LF	1440	\$32.89	\$47,355.43
200.05	Storm Sewer Pipe Reinforced Concrete 12-Inch	LF	35	\$67.18	\$2,351.25
200.06	Storm Sewer Pipe Reinforced Concrete 15-Inch	LF	485	\$71.12	\$34,493.89
200.07	Storm Sewer Pipe Reinforced Concrete 18-Inch	LF	90	\$90.75	\$8,167.50
200.09	Catch Basins 2.5x3-FT w/ Casting	EACH	2	\$2,106.71	\$4,213.43
200.10	Manholes 4-FT Diameter w/ Casting	EACH	4	\$2,426.43	\$9,705.71
200.14	Concrete Collar	EACH	4	\$585.00	\$2,340.00
SUBTOTAL STORM SEWER ITEMS					\$115,512.18
SANITARY SEWER ITEMS					
300.03	Adjusting Sanitary Manhole	EACH	3	\$500.71	\$1,502.14
SUBTOTAL SANITARY SEWER ITEMS					\$1,502.14
WATER MAIN ITEMS					
400.01	Removing Hydrant	EACH	2	\$559.86	\$1,119.71
400.02	Abandoning Water Main	LS	1	\$1,855.43	\$1,855.43
400.03	Water Main Pipe HDPE 1 1/4-Inch	LF	665	\$78.18	\$51,988.75
400.04	Water Main Pipe PVC C-900 6-Inch	LF	30	\$100.14	\$3,004.29
400.05	Water Main Pipe PVC C-900 8-Inch	LF	615	\$83.08	\$51,095.96
400.06	Gate Valve 6-Inch	EACH	1	\$1,483.71	\$1,483.71
400.07	Gate Valve 8-Inch	EACH	2	\$1,977.86	\$3,955.71
400.08	Reducer 8-Inch x 6-Inch	EACH	1	\$424.14	\$424.14
400.09	Anchor Tee 8-Inch x 6-Inch	EACH	1	\$561.29	\$561.29
400.11	Bend 11.25 Degree 8-Inch	EACH	1	\$412.86	\$412.86
400.12	Bend 22.5 Degree 8-Inch	EACH	2	\$421.00	\$842.00
400.14	Connect to Existing Water Main	EACH	1	\$2,690.57	\$2,690.57
400.15	Hydrant	EACH	2	\$3,904.57	\$7,809.14
SUBTOTAL WATER MAIN ITEMS					\$127,243.56

SUBTOTAL	\$453,336.78
7% Construction Change Order Contingency	\$31,733.57
TOTAL	\$485,070.35

Chateau Court - Village of Jackson
 LRIP Estimate
 6/28/2016

See S:\currproj\washinco\Jackson\chateau_ct\acad\Chateau_LRIP_Qty.dwg

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400.15	Hydrant	EACH	2	\$3,904.57	\$7,809.14
SUBTOTAL WATER MAIN ITEMS					\$127,243.56

SUBTOTAL	\$453,336.78
7% Construction Change Order Contingency	\$31,733.57
TOTAL	\$485,070.35

From: [Koehnke, Kevin F - DOT](#)
To: "Heather Stabo"
Cc: [Squires, Christopher G - DOT](#); [Brian Kober](#)
Subject: RE: Stonewall Connection Trail
Date: Tuesday, July 12, 2016 8:06:42 AM
Attachments: [image001.jpg](#)
[comments 7-12-2016.pdf](#)

Heather,

Attached are redline comments and below are comments from Chris. Sorry that I did not have a chance to finalize my comments (due to a vacation) prior to you sending plans back in which you addressed some of Chris' comments.

- Sheet 5:
 - Upper Right Typical:
 - Provide a range for the downslope on the left slide instead of just "varies".
 - There appears to be a section of sidewalk adjacent to a 2:1 slope, with a drop-off of around 5' or more and water at the bottom. Given these conditions a fence or railing should be considered. Alternatively, can the 1' shoulder be widened to provide greater separation from the drop-off? See Section 5.3.1.2.6 of the WI Guide to Pedestrian Best Practices for a list of considerations. What is the maximum vertical drop adjacent to the sidewalk?
 - Lower Left Typical: How will section at the field entrance (Sta 107+32.59 to Sta 107+83.37) drain so that water, snow and ice do not accumulate on the sidewalk due to the slopes on each side?
 - Lower Right Typical: Identify railing height. Outside railings should be a minimum of 42" in height.
- Sheet 15: See previous comments in my 7/1/16 email regarding the need for construction details for curb ramps. How will the curb ramps be aligned for the NE quadrant of the Ridgeway intersection so that pedestrians do not have to traverse non-compliant cross-slopes and ramp flares? The plan appears to show the detectable warning fields (DWFs) and ramp flares (?) within the walking area for a pedestrian approaching from the north and wishing to go east along STH 60.
- Sheet 19: Again, a construction detail is recommended for the NW quadrant as this ramp appears to differ significantly from the WisDOT SDD for a Type 2 ramp. Where is the 5'x5' level landing? The sidewalk appears to approach the ramp from the side, so how will non-compliant ramps and flares be avoided within the walking area? A parallel/Type 7 ramp may be more appropriate here.

Before proceeding with any of these comments, field verify the stop bar on Eagle Drive, show it on the plans, and provide an Intersection Sight Distance (ISD) check due to the proposed railing. (chapter 11-10, fig. 5.2... provide

computation exhibit)

Sincerely,

Kevin Koehnke, PE

Permits Coordinator
141 NW Barstow Street
Waukesha WI 53187
kevin.koehnke@dot.wi.gov
262-548-5891



From: Heather Stabo [mailto:hstabo@bloomcos.com]
Sent: Wednesday, July 06, 2016 9:54 AM
To: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>
Cc: Squires, Christopher G - DOT <Christopher.Squires@dot.wi.gov>; Brian Kober <dirpubwks@villageofjackson.com>
Subject: RE: Stonewall Connection Trail

Kevin,

Please see attached Stonewall Connection Sidewalk plan set.

What are the next steps for Village of Jackson to acquire the appropriate permit?

Thank You,

Heather

Heather Stabo, PE
Bloom Companies

From: Koehnke, Kevin F - DOT [mailto:Kevin.Koehnke@dot.wi.gov]
Sent: Tuesday, July 05, 2016 4:24 PM
To: 'Heather Stabo'; Squires, Christopher G - DOT
Subject: RE: Stonewall Connection Trail

Check your stationing on the typicals and compare it to the plan view.

From: Heather Stabo [<mailto:hstabo@bloomcos.com>]

Sent: Friday, July 01, 2016 9:27 AM
To: Squires, Christopher G - DOT <Christopher.Squires@dot.wi.gov>
Cc: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>
Subject: RE: Stonewall Connection Trail

Hi Chris, Kevin,

Thank you for your comments. Which typical are you referencing that shows curb where it does not exist?

Heather

From: Squires, Christopher G - DOT [mailto:Christopher.Squires@dot.wi.gov]
Sent: Thursday, June 30, 2016 1:52 PM
To: Koehnke, Kevin F - DOT; 'hstabo@bloomcos.com'
Subject: RE: Stonewall Connection Trail

Kevin and Heather,

A few comments on these most recent plans:

- The proposed project is no longer a “trail” and should not be referenced as such on the plans. The proposed facility is a sidewalk and sidewalks are not suited for cycling (Section 4.3.2 of the WI Bicycle Handbook).
- Sheet numbers are missing.
- It would be helpful to show the highway on the typical sections to better illustrate the separation between the sidewalk and the highway. The typicals appear to show curb in areas where it does not exist.
- Standard curb ramp guidance:

If an existing curb ramp does not have a detectable warning field (DWF) or the current condition does not comply with ADA requirements or the ramp area is severely cracked, or has cracks/joints with a change in level that produces a lip greater than ¼ inch then replace the curb ramp and install a DWF. Wire mesh imprint warning field, any field other than truncated domes, or curb ramps with missing warning fields are not ADA compliant and need to be replaced. Existing non-cast iron truncated domes, if in good condition, may remain in place if the curb ramp meets ADA standards. See FDM 11-46-10.2 for additional info.

WisDOT standard detail drawings are developed to address a majority of curb ramp installations. Develop construction details for locations where the SDD's do not work because of site-specific conditions. Refer to Figure 10.1 in FDM 11-46 for recommended plan details. Where curb ramp details are inserted in the final plans, include various point locations (x, y coordinates) along the curb ramps and sidewalk as well as elevations of that point (z), independent of roadway alterations project type. Curb ramp and sidewalk slope labeling can be used to supplement plan elevations.

Type 2/perpendicular ramps are preferred. Where a Type 2 ramp is not technically feasible, a parallel ramp is the next preferred type. Type 1 ramps should only be used as a last resort. Type 1 ramps force pedestrians to make a longer crossing and move out of their direction of travel. They also create safety issues for visually impaired pedestrians because Type 1 ramps direct them into the middle of the intersection. See FDM 11-46-10.2 and Section 5.3.3.2 of the Wisconsin Guide to Pedestrian Best Practices. See also Planning and Design for Alterations from the U.S. Access Board for information and examples on designing ramps in constrained areas (<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/guidance-and-research/accessible-public-rights-of-way-planning-and-design-for-alterations>).

- Ridgeway Rd: The existing curb ramps need to be evaluated and updated as appropriate per FDM 11-46-10.2. The existing ramps on each side appear to lack truncated domes and will likely need to be replaced.
- Eagle Dr: Curb ramp type is not identified and no details are provided for the west side. See previous comments. A companion ramp and landing are also needed on the east side of Eagle Dr. There appears to be an existing curb opening on the east side for a ramp.

Chris Squires

Southeast Region Bicycle and Pedestrian Coordinator

Wisconsin Department of Transportation--SE Region

Division of Transportation Systems Development

141 NW Barstow Street

Waukesha, WI 53187

Office: 262-521-4417

Cell: 414-416-7759

christopher.squires@dot.wi.gov

From: Koehnke, Kevin F - DOT

Sent: Tuesday, June 14, 2016 12:22 PM

To: Squires, Christopher G - DOT <Christopher.Squires@dot.wi.gov>

Subject: FW: Stonewall Connection Trail

I'll bring over a hard copy for you too.

From: Heather Stabo [<mailto:hstabo@bloomcos.com>]

Sent: Tuesday, June 14, 2016 11:37 AM

To: Koehnke, Kevin F - DOT

Cc: Mathew Tharaniyil

Subject: Stonewall Connection Trail

Kevin,

See attached plan sheets the Stonewall Trail for your review & approval.

I believe this design optimizes the space available while maintaining desirable features. The path is 6-foot wide, maintains existing drainage and differs between the urban and rural sections. In the urban section, the path offers a 1-foot grass terrace to on each side before sloping off to meet existing grade. In the rural section, the left side remains the same while the right side ties into a point 5 feet north of the existing edge of pavement shoulder (thereby maintaining a 5-foot aggregate shoulder). Drainage is maintained.

125' of retaining wall and railing were necessary to maintain clear zone/terrace width on the right while avoiding wetlands on the left. The retaining wall base shown in the cross sections is more complicated than what will actually be needed, most likely. A 3-foot pedestrian railing will be required where there is retaining wall. The design stays below the 5% maximum grade and 2% maximum cross slope.

This design also accommodates the unknowns of the gas line below the east half of the path. This gas line is believed to be about 4' deep, which is deeper than typical. We can't be certain what has been done to roadside grading since installation, so I attempted to keep as much cover as possible over the gas line.

Please let me know if you have any questions or comments.

Heather

PLOT SCALE : 1:1

SHEET SET : 1.00

PLOT BY : -----

FILE NAME : F:\BMT-3372-Jackson_STH 60 Trail - Village of Jackson\3372-Sheets\Plan\0101-11.dwg

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plans)
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	9	Cross Sections

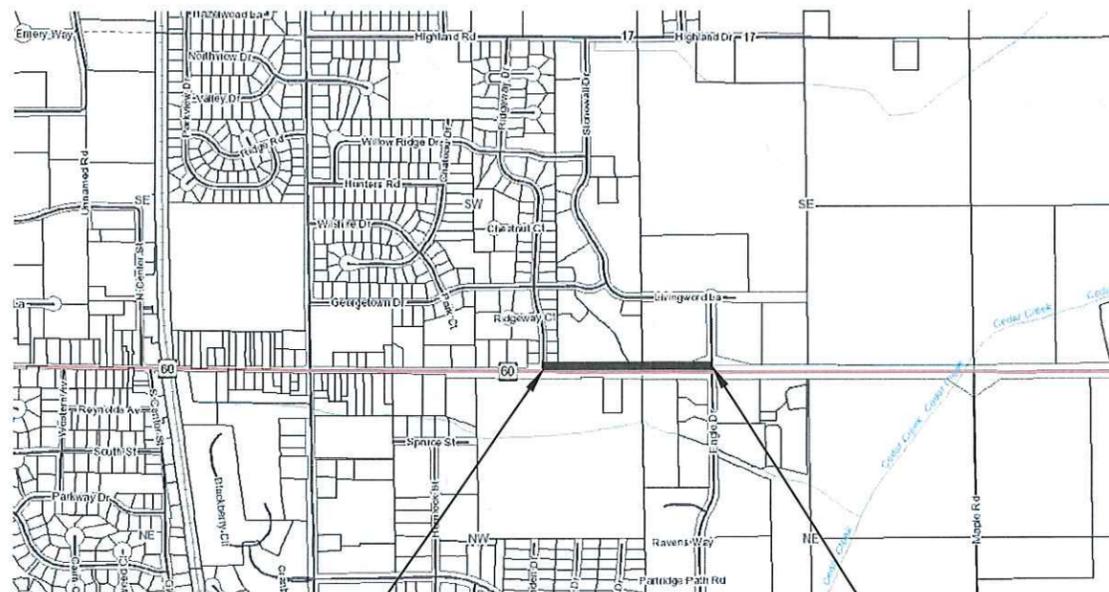
TOTAL SHEETS = 36

PLAN OF PROPOSED IMPROVEMENT

STONEWALL CONNECTION SIDEWALK VILLAGE OF JACKSON

(NON-HWY)
WASHINGTON COUNTY

BLOOM PROJECT NUMBER
3372



BEGIN PROJECT

STONEWALL CONNECTION
TRAIL STA 100+00
N= 147947.46
E= 369780.54

END PROJECT

STONEWALL CONNECTION
TRAIL STA. 112+91
N: 147,920.90
E: 371,060.42

TOTAL LENGTH OF CENTERLINE = 1291 FT

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
FENCE	
RR TRACKS	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
OVERHEAD LINE	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

ROCK	
LABEL	

COORDINATES ON THIS PLAN ARE REFERENCED TO THE W. COUNTY
COORDINATE SYSTEM, WASHINGTON ZONE, WCCS WASHINGTON DATUM
ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO NGVD29.

ACCEPTED FOR
VILLAGE OF JACKSON

(Date) _____
DIRECTOR OF PUBLIC WORKS
(Signature & Title of Official)

ORIGINAL PLANS PREPARED BY



(Date) _____ (Signature) _____



Call 611 3 Work Days Before You Dig
 or Toll Free (800) 242-8511
 Milwaukee Area (414) 259-1181
 Hearing Impaired TDD (800) 542-2289
 www.DiggersHotline.com

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN.

WIS. STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE.

UTILITY CONTACTS

AT&T WISCONSIN
 MR. ALPER KOLCU
 2005 PEWAUKEE RD
 WAUKESHA, WI 53188
 PHONE: (262) 646-5602
 FAX: (262) 646-5603
 d.dietsch@northwindtech.com

WE ENERGIES (ELEC. OPERATIONS)
 MR. LATROY BRUMFIELD
 333 W. EVERETT ST - A299
 MILWAUKEE, WI 53203
 PHONE: (414) 221-5617
 FAX: (414) 221-2336
 latroy.brumfield@we-energies.com

WE ENERGIES (GAS. OPERATIONS)
 MR. LATROY BRUMFIELD
 333 W. EVERETT ST - A299
 MILWAUKEE, WI 53203
 PHONE: (414) 221-5617
 FAX: (414) 221-2336
 latroy.brumfield@we-energies.com

CHARTER COMMUNICATIONS
 MR. TOM HARYCKI
 PHONE: (262) 416-2437
 TOM.HARYCKI@CHARTER.COM

ANR PIPELINE
 MR. LARRY HUBER
 W3925 PIPE LINE LANE
 EDEN, WI 53019
 PHONE: (920) 477-4211

OTHER AGENCIES

WASHINGTON COUNTY
 MR. SCOTT SCHMIDT
 900 LANG STREET
 WEST BEND, WI 53090
 PHONE: (262) 335-4435
 FAX: (262) 335-4439
 Scott.Schmidt@co.washington.wi.us

JACKSON DPW DIRECTOR
 MR. BRIAN KOBER
 N168 W20733 Main st
 VILLAGE OF JACKSON, WI 53037
 PHONE: (262) 677-9001
 DIRPUBWKS@VILLAGEOFJACKSON.COM

DEPARTMENT OF NATURAL RESOURCES
 MS. KATHLEEN KRAMASZ
 1155 PILGRIM ROAD
 PLYMOUTH, WI 53073
 PHONE: (920) 893-8531 OR (920) 892-8756
 Kathleen.Kramasz@wisconsin.gov

BLOOM COMPANIES, LLC - DESIGNER
 MR. JEREMY HINDS
 10501 W. RESEARCH DRIVE
 MILWAUKEE, WI 53226
 PHONE: (414) 292-4552
 FAX: (414) 771-4490
 jhinds@bloomcos.com



**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**

GENERAL NOTES

Designer	Technician	Approval	Sheet Number
HAS	HAS	---	6/14/16

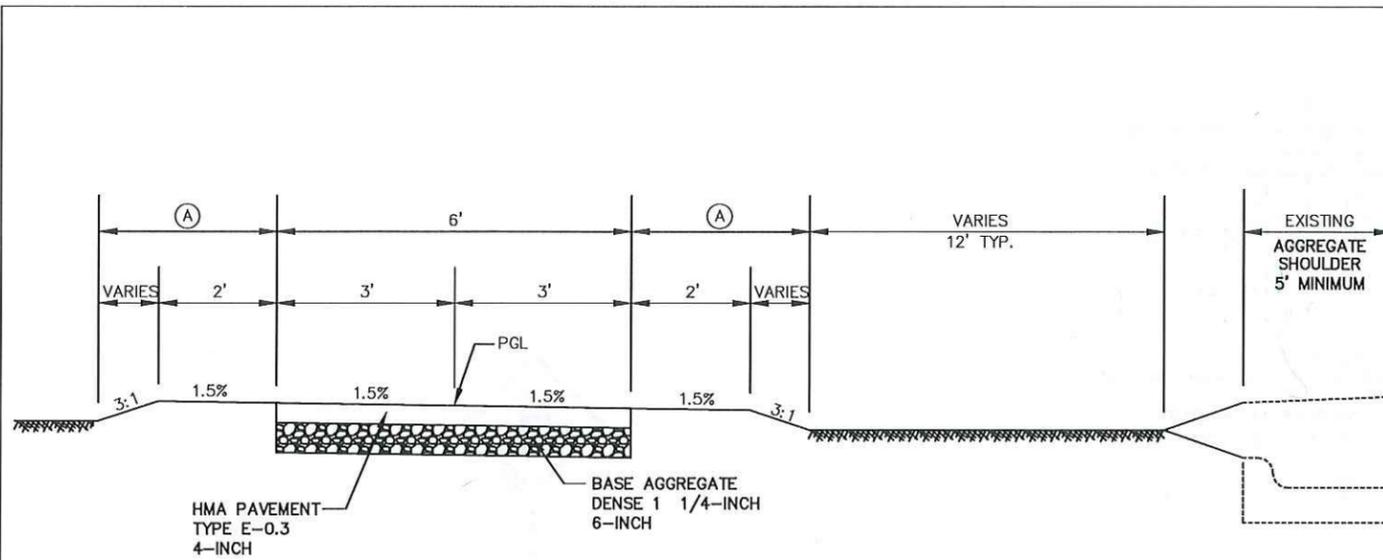
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 PLOT SCALE : 1:1

PLOT SCALE : 1:10

SHEET SET : 2.00

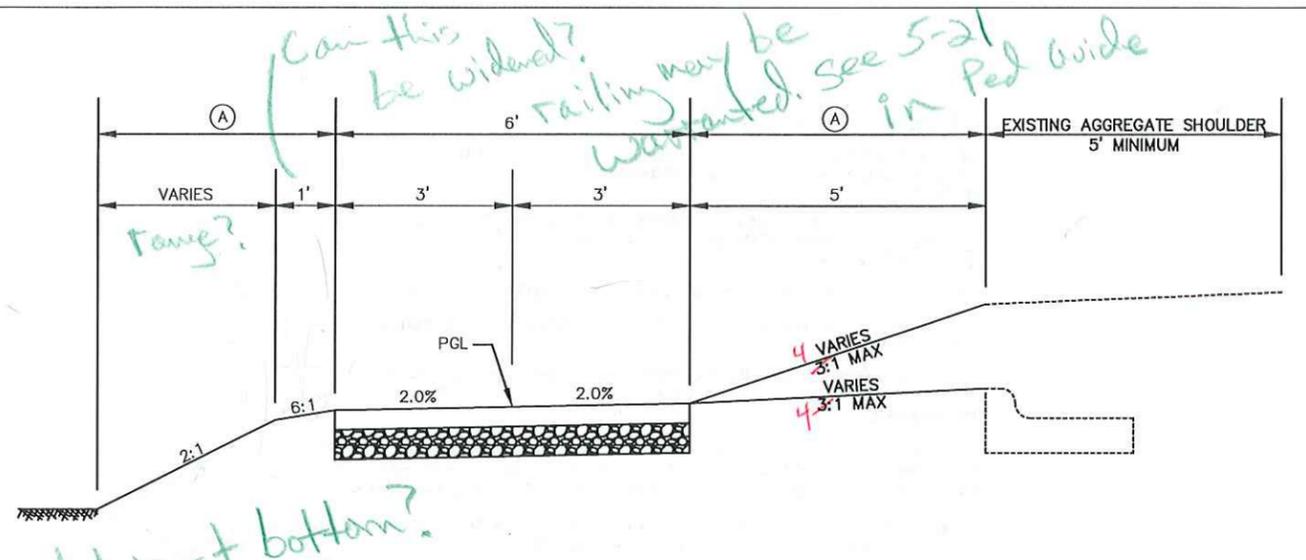
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FINISHED TYPICAL SECTION
STONEWALL CONNECTION TRAIL

STA. 100+00.00 TO STA. 107+32.59



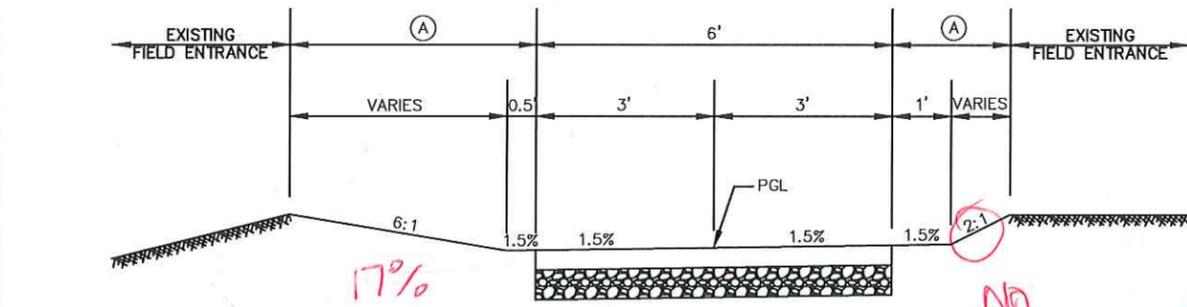
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STONEWALL CONNECTION TRAIL

STA. 107+83.37 TO STA. 111+25.00
STA. 112+50.00 TO STA. 112+90.57

NOTES

- (A) SALVAGED TOPSOIL (4" THICK), SEEDING MIXTURE NO. 20, FERTILIZER TYPE B AND MULCH

PGL = POINT REFERRED TO ON PROFILE



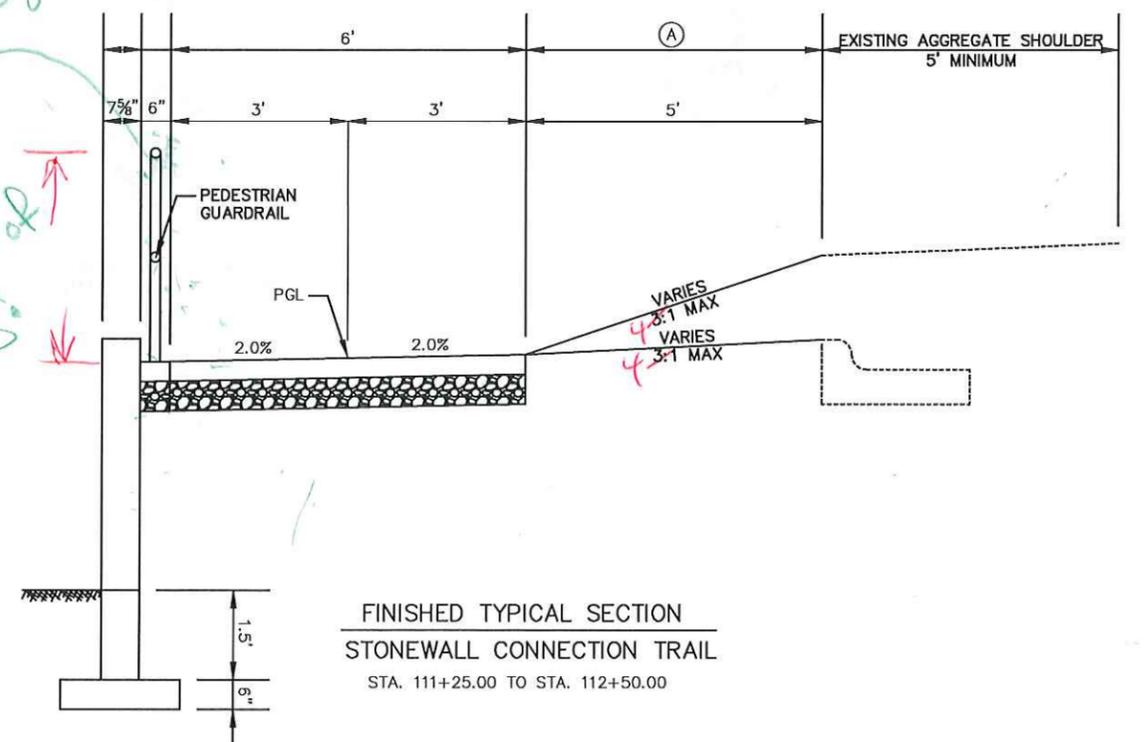
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STONEWALL CONNECTION TRAIL

STA. 107+32.59 TO STA. 107+83.37

NO
NO
How will a field entrance work with this kind of profile?
Raise path profile

Use approved list of railing

height of railing



FINISHED TYPICAL SECTION
STONEWALL CONNECTION TRAIL

STA. 111+25.00 TO STA. 112+50.00

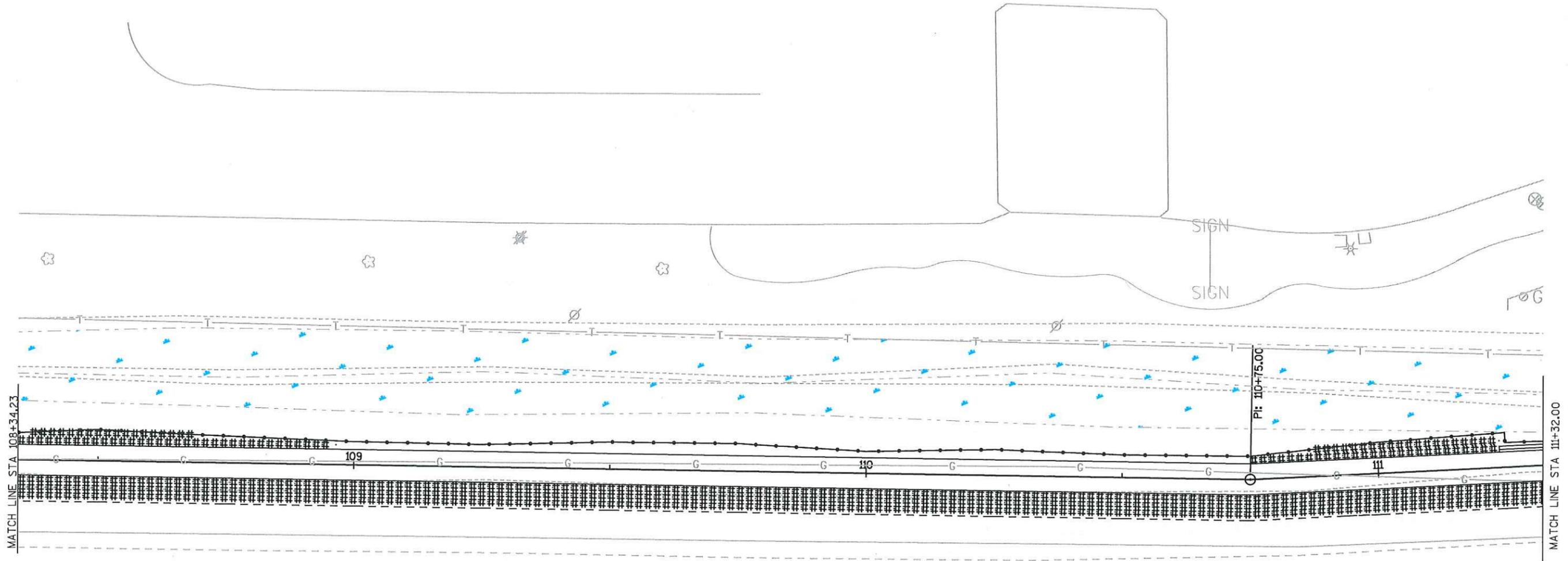
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SHEET SET : 5.00

PLOT BY : ----

FILE NAME : F:\BML-3372-Jackson STH 60 Trail - Village of Jackson STH 60 Trail - Village of Jackson\Sheets\Plan\022001-00.dwg

- LEGEND
-  SILT FENCE
 -  SLOPE INTERCEPT
 -  INLET PROTECTION, TYPE C
 -  CULVERT PIPE DITCH CHECK
 -  TRACKING PAD
 -  EROSION MAT CLASS I, TYPE B
 -  SURFACE WATER FLOW



MAIN STREET/STH 60



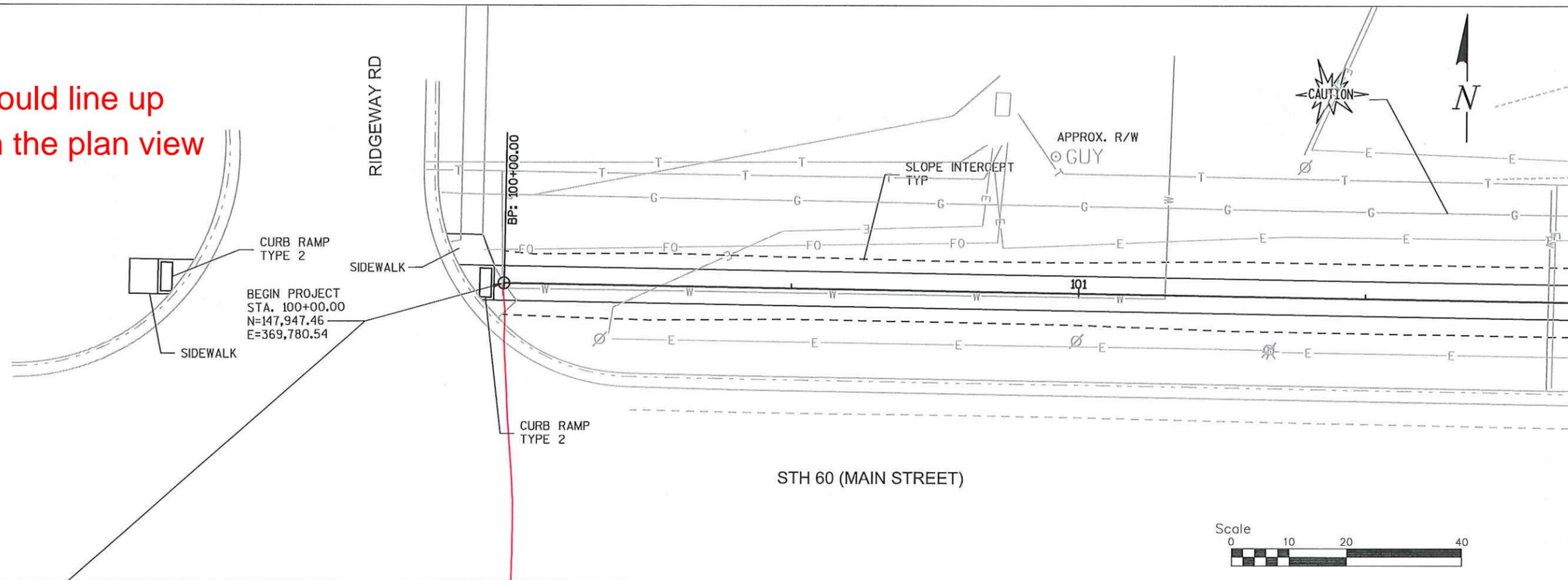
BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
 10501 W. Research Drive • Milwaukee, WI 53226
 Phone: (414) 771-3390 Fax: (414) 771-4490

**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**

EROSION CONTROL			Date 6/14/16
Designer HAS	Technician HAS	Approval ---	Sheet Number

FILE NAME : F:\BML-3372_Jackson STH 60 Tr-11 - Village of Jackson\3372\Sheets\Plan\050101-pp.dwg
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 PLOT SCALE : 40:1

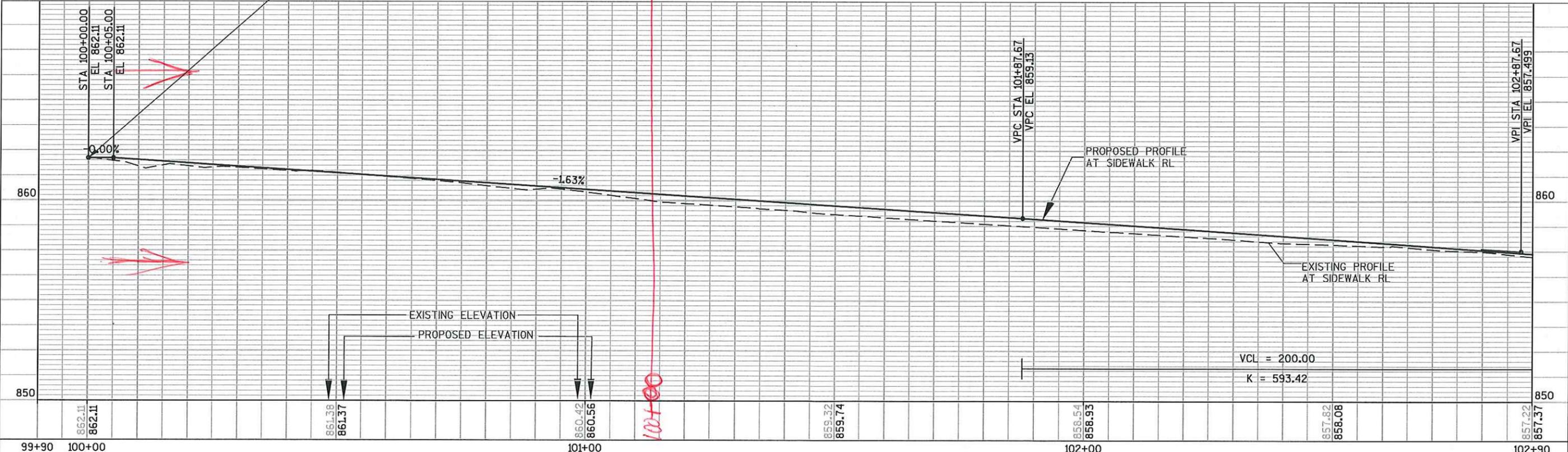
the profile should line up vertically with the plan view



INSTALL CURB RAMP TYPE 2 AND LEVEL LANDING PAD PER SDD "CURB RAMPS TYPE 2 AND LEVELING PAD" (SEE DETAIL)

INSTALL TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." (SEE DETAIL)

BEGIN PROJECT
 STA. 100+00.00
 N=147,947.46
 E=369,780.54



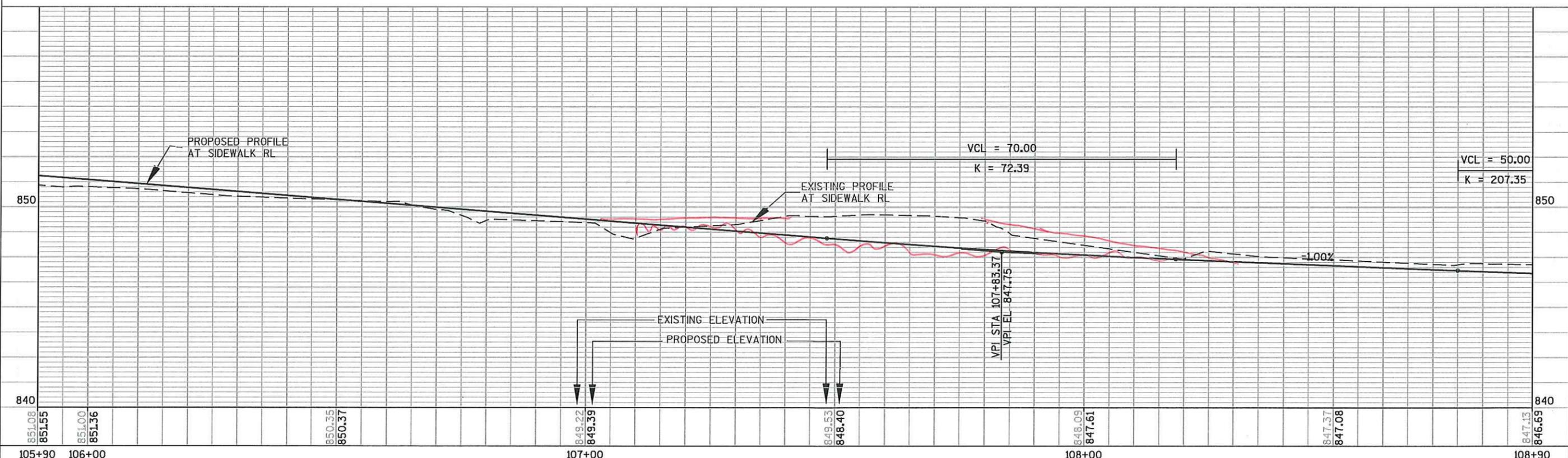
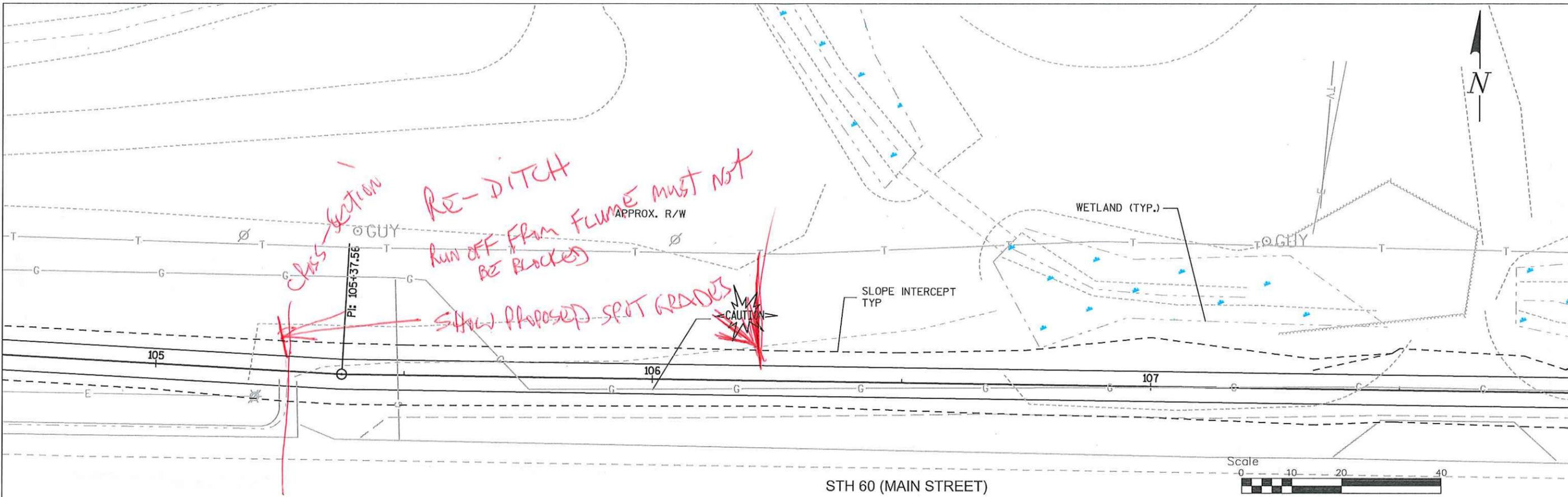
 BLOOM COMPANIES, LLC <i>Infrastructure Innovation and Ingenuity</i> 10501 W. Research Drive • Milwaukee, WI 53226 Phone: (414) 771-3390 Fax: (414) 771-4490	STONEWALL CONNECTION SIDEWALK RIDGEWAY RD TO EAGLE DR VILLAGE OF JACKSON			PLAN & PROFILE		Date 6/14/16
	Designer HAS	Technician HAS	Approval ---	Sheet Number		

FILE NAME : F:\BMT-3372-Jackson STH 60 Trail - Village of Jackson STH 60 Trail - Village of Jackson\3372-Jackson STH 60 Trail - Village of Jackson\3372-Sheets\Plan+050103-pp.dwg

PLOT BY : ---

SHEET SET : 5.00

PLOT SCALE : 40:1

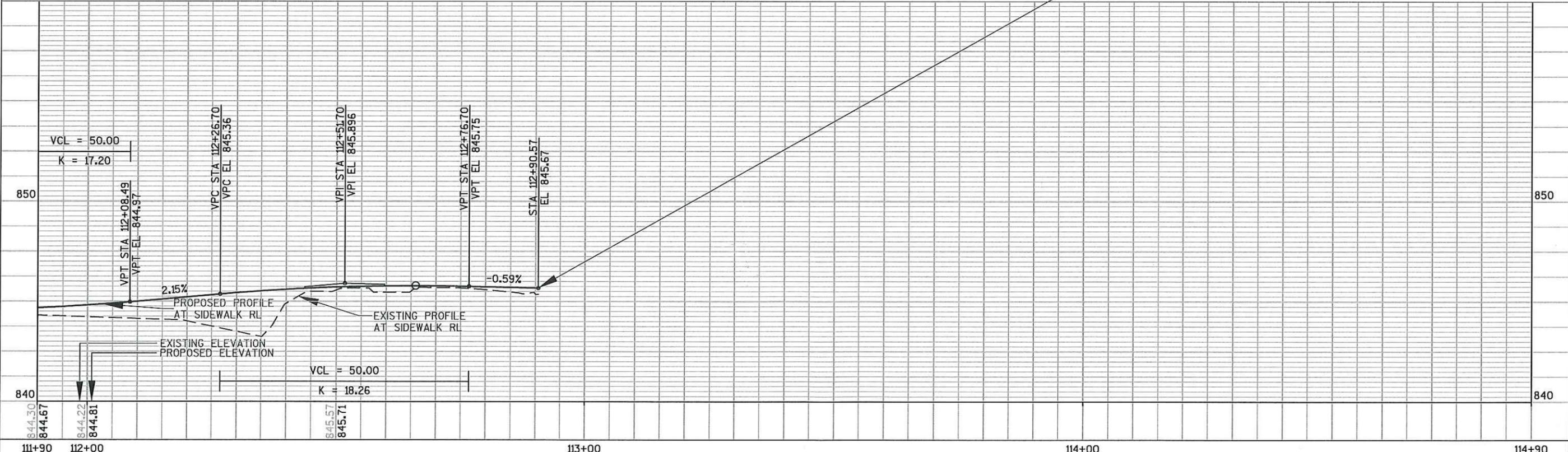
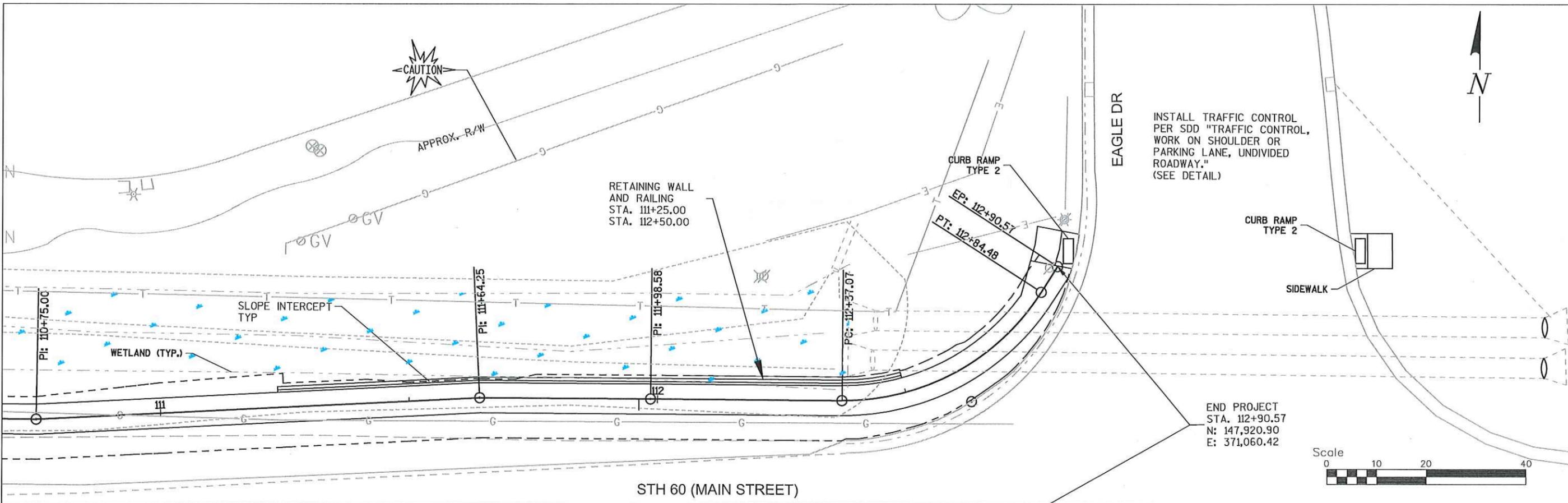


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**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**

PLAN & PROFILE			Date 6/14/16
Designer HAS	Technician HAS	Approval ---	Sheet Number

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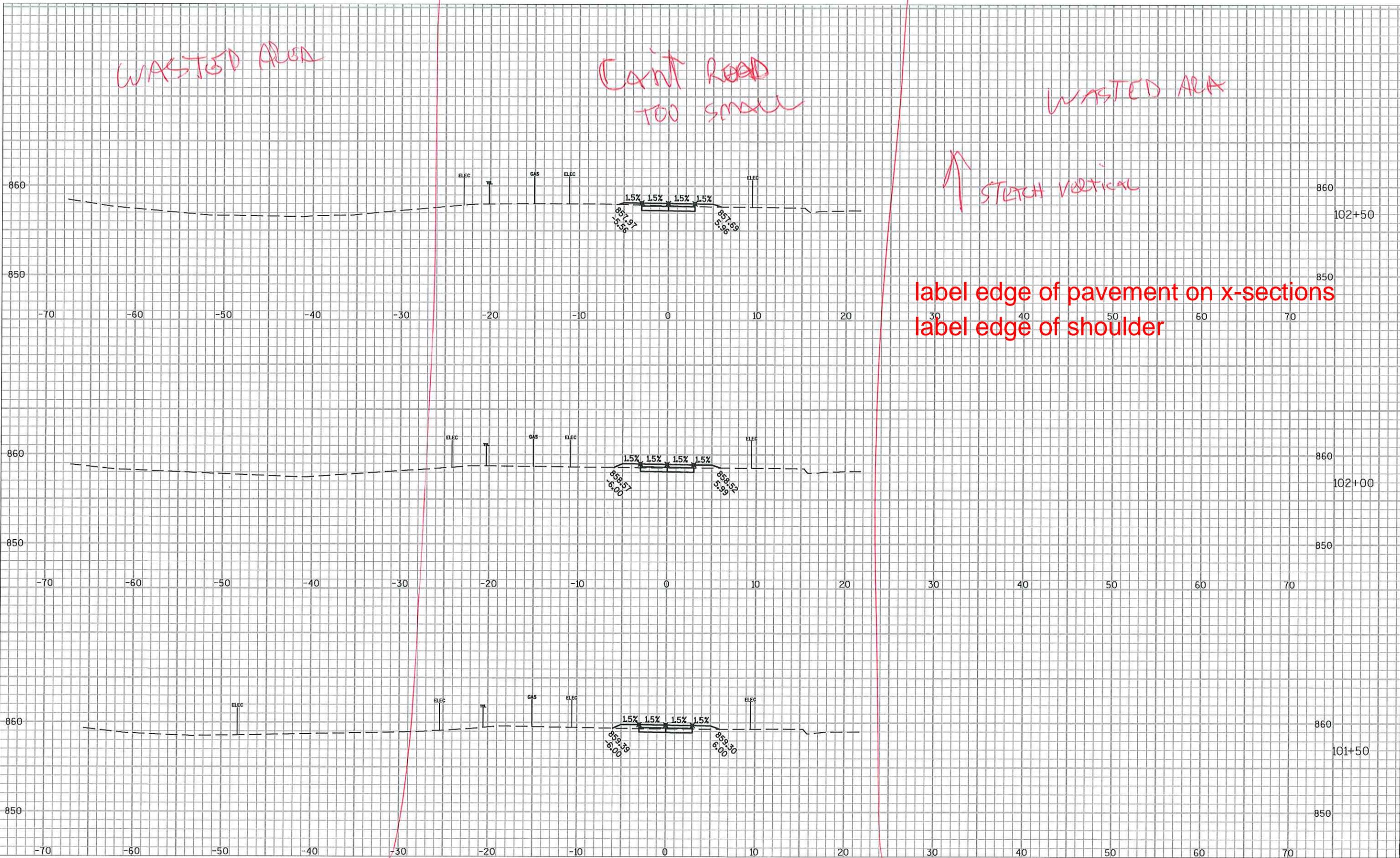


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**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**

PLAN & PROFILE			Date 6/14/16
Designer HAS	Technician HAS	Approval ---	Sheet Number

FILE NAME : F:\BML-3372_Jackson 5TH 60 Tr-ail - Village of Jackson\C3d+Sheets\Plan+xs.dwg
PLOT DATE : 10/20/14
PLOT BY : HEATHER STABO
SHEET SET : 5.00
PLOT SCALE : 10:1



WASTED AREA

CANT ROAD TOO SMALL

WASTED AREA

↑ STRETCH VERTICAL

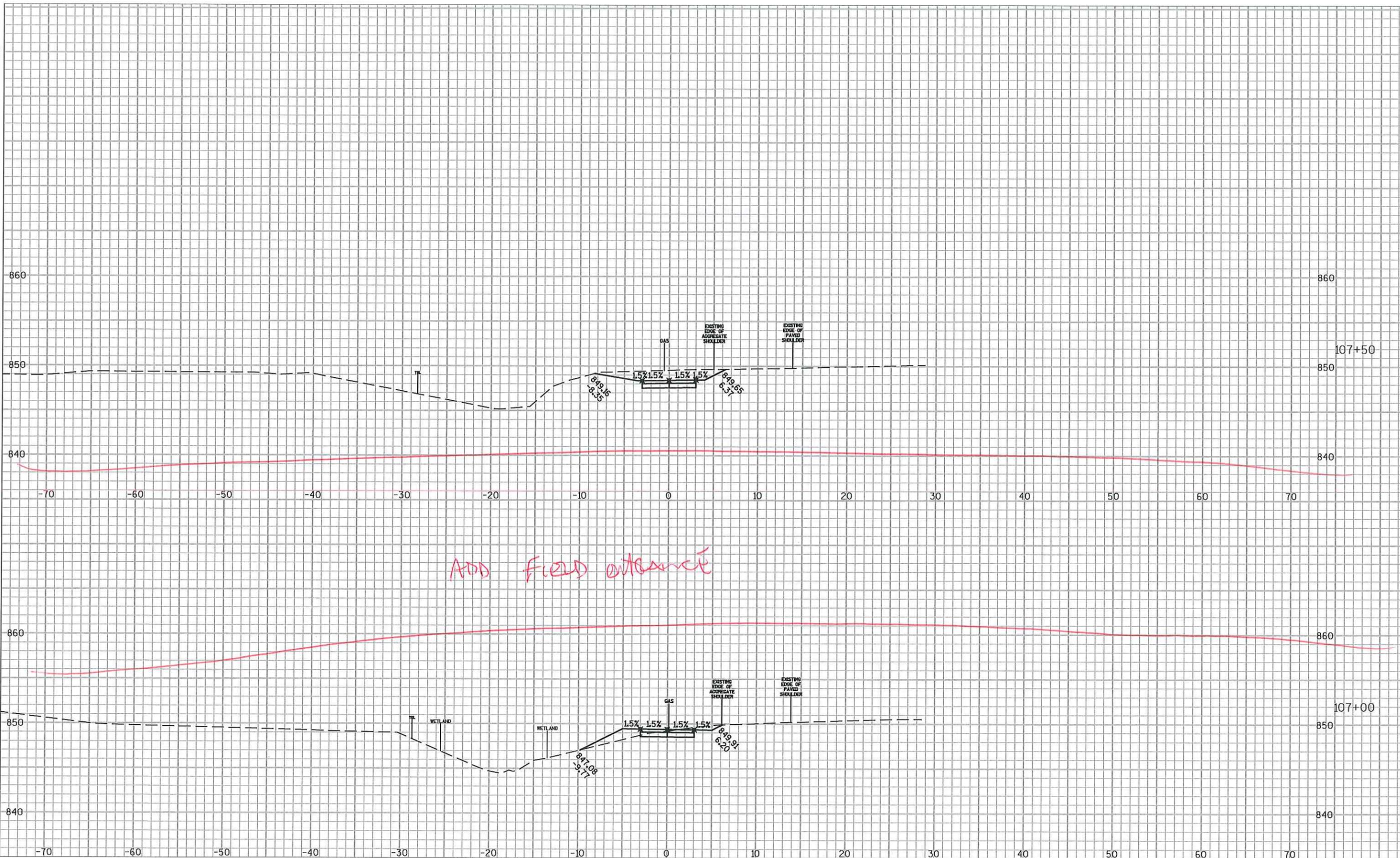
label edge of pavement on x-sections
label edge of shoulder

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**STONEWALL CONNECTION SIDEWALK
RIDGEWAY RD TO EAGLE DR
VILLAGE OF JACKSON**

CROSS SECTIONS			Date
Designer	Technician	Approval	6/14/16
HAS	HAS	---	Sheet Number

FILE NAME : F:\BIM\3372_Jackson STH 60 Trail - Village of Jackson\3372\Sheets\Plans\ss.dwg
PLOT DATE : 11/4/14
PLOT BY : HEATHER STABO
SHEET SET : 5.00
PLOT SCALE : 10:1



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**STONEWALL CONNECTION SIDEWALK
RIDGEWAY RD TO EAGLE DR
VILLAGE OF JACKSON**

CROSS SECTIONS			Date
Designer	Technician	Approval	6/14/16
HAS	HAS	---	Sheet Number

FILE NAME : F:\BIM-3372_Jackson STH 60 Trail - Village of Jackson\C3d\Sheets\Plans\cs.dwg
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 PLOT BY : HEATHER STABO
 SHEET SET : 5.00
 PLOT SCALE : 10:1

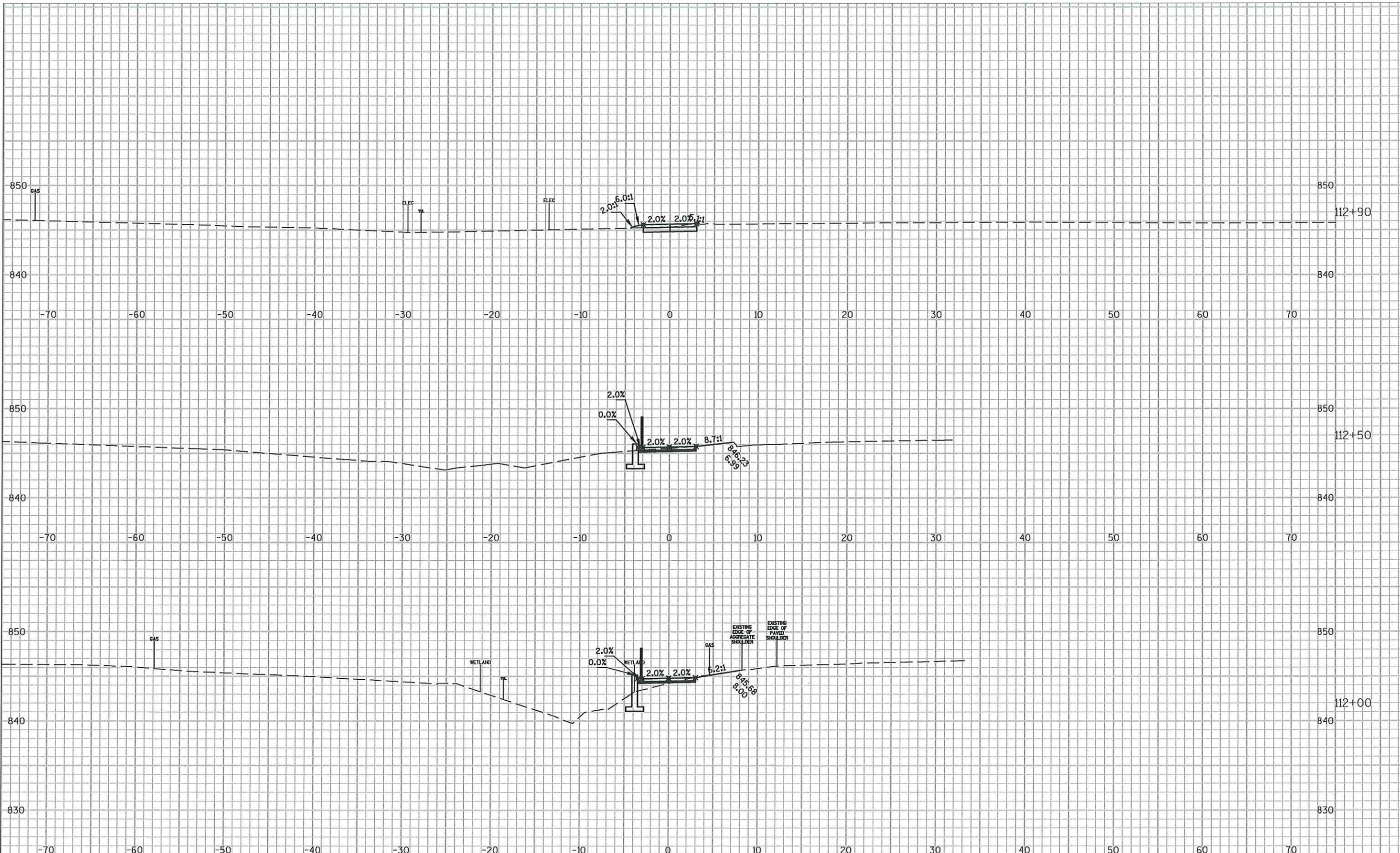


**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**

CROSS SECTIONS
 Date 6/14/16
 Designer HAS Technician HAS Approval --- Sheet Number



FILE NAME : F:\BIM-3372_Jackson STH 60 Trail - Village of Jackson\C3d\Sheets\Plans\ss.dwg
 PLOT DATE : 11/4/14
 PLOT BY : HEATHER STABO
 SHEET SET : 5.00
 PLOT SCALE : 10:1



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**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**

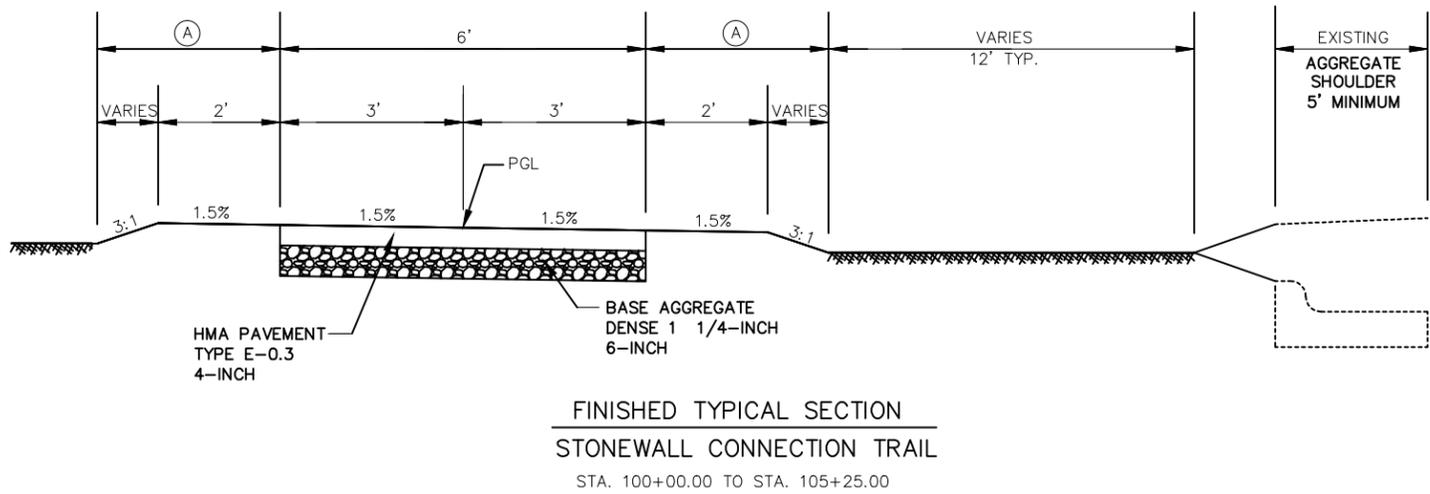
CROSS SECTIONS			Date 6/14/16
Designer	Technician	Approval	Sheet Number
HAS	HAS	---	

PLOT SCALE : 1:10

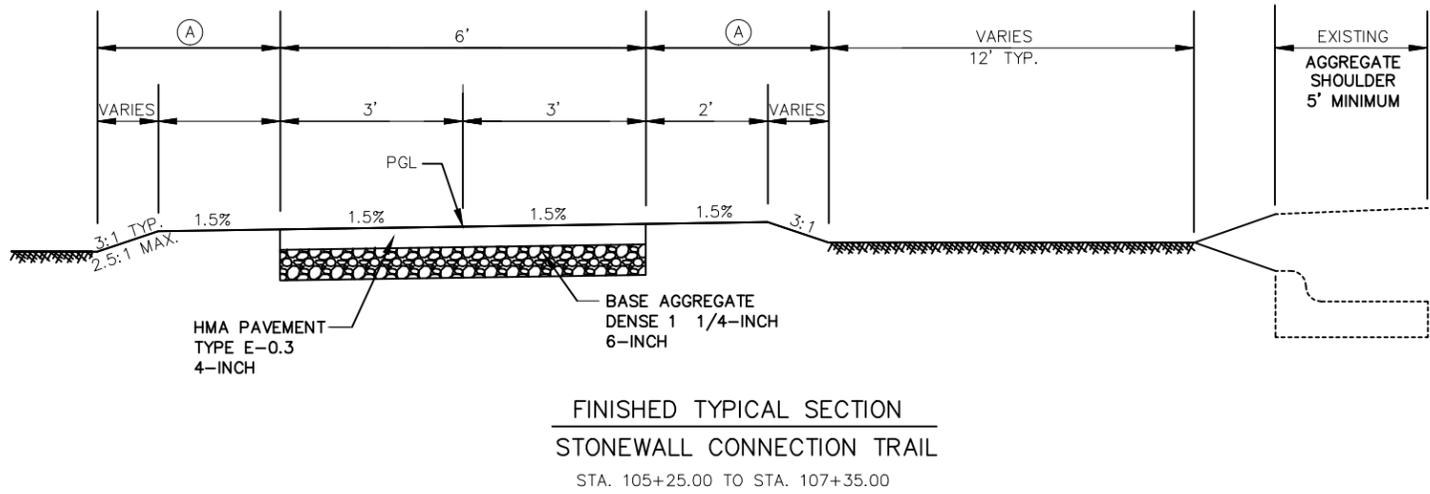
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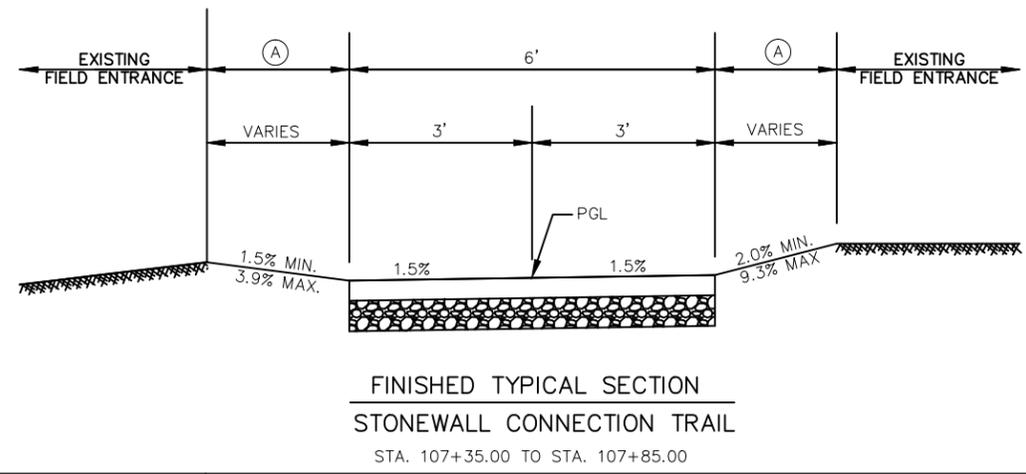
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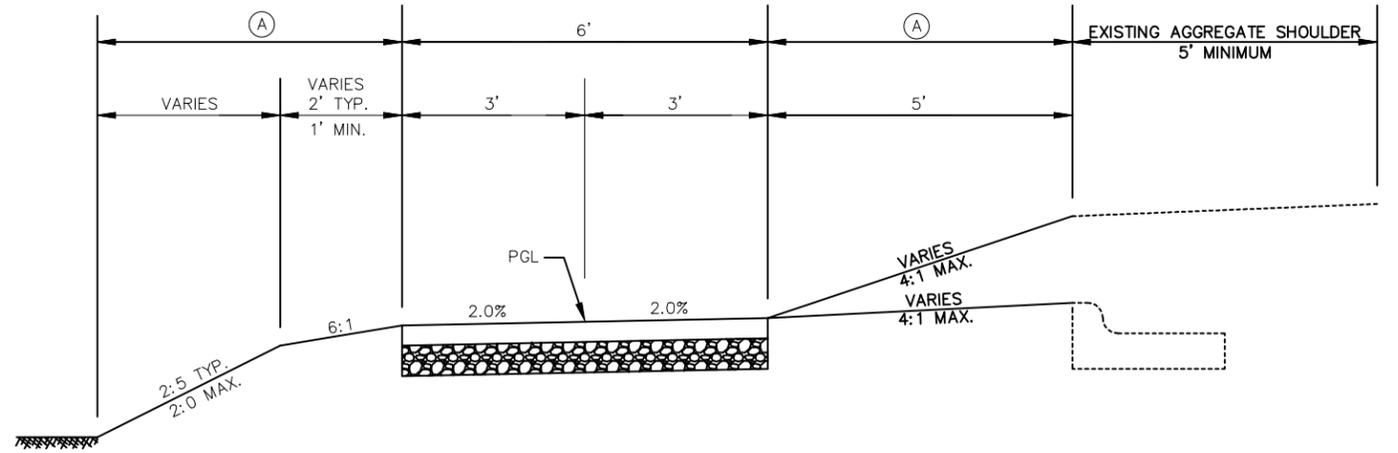
FINISHED TYPICAL SECTION
 STONEWALL CONNECTION TRAIL
 STA. 100+00.00 TO STA. 105+25.00



FINISHED TYPICAL SECTION
 STONEWALL CONNECTION TRAIL
 STA. 105+25.00 TO STA. 107+35.00

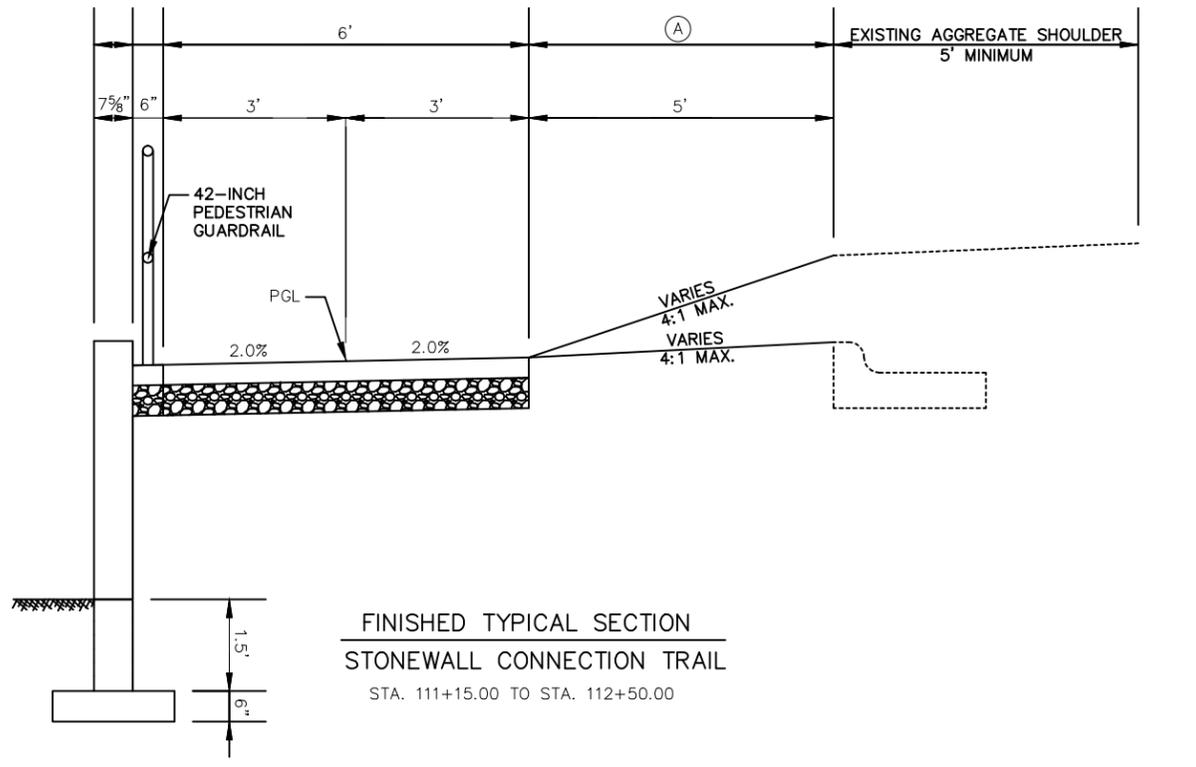


FINISHED TYPICAL SECTION
 STONEWALL CONNECTION TRAIL
 STA. 107+35.00 TO STA. 107+85.00



FINISHED TYPICAL SECTION
 STONEWALL CONNECTION TRAIL
 STA. 107+85.00 TO STA. 111+15.00
 STA. 112+50.00 TO STA. 112+85.00

NOTES
 (A) SALVAGED TOPSOIL (4" THICK),
 SEEDING MIXTURE NO. 20,
 FERTILIZER TYPE B AND MULCH
 PGL = POINT REFERRED TO ON PROFILE



FINISHED TYPICAL SECTION
 STONEWALL CONNECTION TRAIL
 STA. 111+15.00 TO STA. 112+50.00

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 Phone: (414) 771-3390 Fax: (414) 771-4490

**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**

TYPICAL SECTION			Date 7/20/16
Designer HAS	Technician HAS	Approval ---	Sheet Number

PLOT SCALE : 1:1

SHEET SET : 1.00

PLOT BY : ----

FILE NAME : F:\BIM-3372_Jackson STH 60 Trail - Village of Jackson\C3d\SheetPlan\010101.tl.dwg

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details (Includes Erosion Control Plans)
Section No. 5	Plan and Profile
Section No. 6	Standard Detail Drawings
Section No. 9	Cross Sections

TOTAL SHEETS = 36



PLAN OF PROPOSED IMPROVEMENT

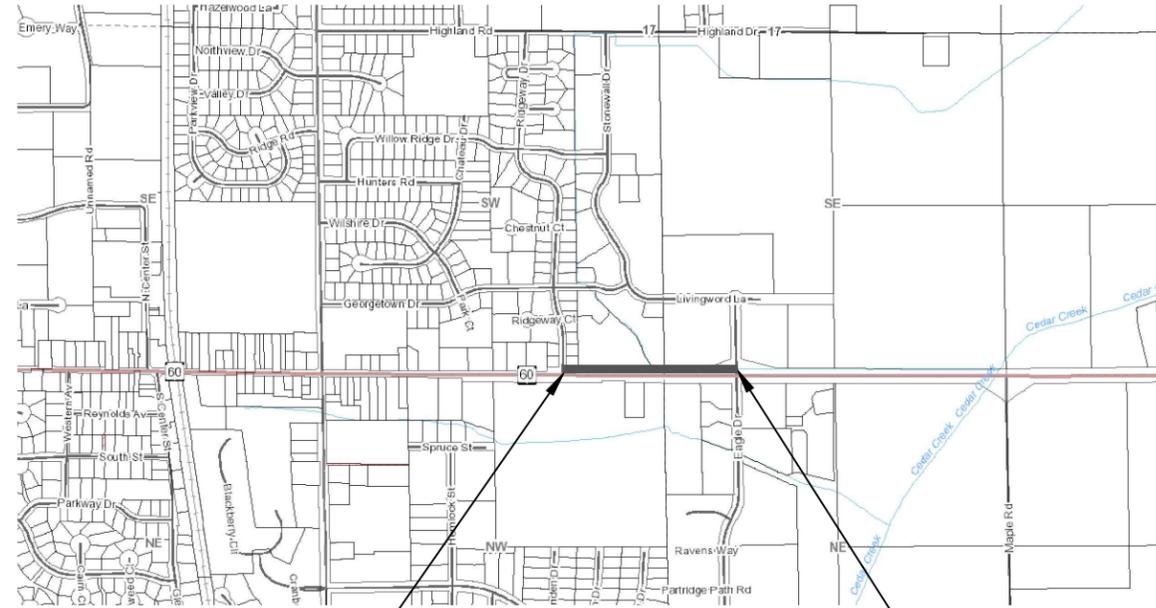
STONEWALL CONNECTION SIDEWALK

VILLAGE OF JACKSON

(NON-HWY)

WASHINGTON COUNTY

BLOOM PROJECT NUMBER
3372



BEGIN PROJECT
STONEWALL CONNECTION
TRAIL STA 100+00
N= 147947.46
E= 369780.54

TOTAL LENGTH OF CENTERLINE = 1291 FT

END PROJECT
STONEWALL CONNECTION
TRAIL STA. 112+85
N: 147,916.25
E: 371,057.36

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
OVERHEAD LINE	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WI. COUNTY COORDINATE SYSTEM, WASHINGTON ZONE, WCCS WASHINGTON DATUM

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO NGVD29.

ACCEPTED FOR
VILLAGE OF JACKSON

(Date)

DIRECTOR OF PUBLIC WORKS

(Signature & Title of Official)

ORIGINAL PLANS PREPARED BY



(Date)

(Signature)

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH GRANULAR BACKFILL, WHICH SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE ABANDONMENT OR REMOVAL ITEM.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER. INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

INLET PROTECTION SHALL BE PLACED AT ALL INLET LOCATIONS ACCEPTING STORM WATER FROM THE PROJECT AREA OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

REMOVAL OF EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. SALVAGED TOPSOIL SHALL BE USED.

STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE AND THE LOCATIONS OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS NEEDED AND/OR DIRECTED BY THE ENGINEER. NO WORKING LIGHTS SHALL BE VISIBLE ON A LAID DOWN SIGN.

DISTURBED AREAS EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SALVAGED TOPSOILED, MULCHED AND SEEDED AS DIRECTED BY THE ENGINEER IN THE FIELD.

FERTILIZER SHALL NOT BE USED WITHIN 200' NAVIGABLE WATERWAYS OR WETLANDS. THE DRAINAGE WAY ON THE PROJECT IS NAVIGABLE.

ASPHALTIC SURFACE SHALL BE CONSTRUCTED IN TWO 2.0" LIFTS

STANDARD ABBREVIATIONS

AC ACRE
 AECPRC APRON ENDWALL CULVERT PIPE REINFORCED CONCRETE
 AECPRCHE APRON ENDWALL CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
 AEW APRON END WALL
 AGG AGGREGATE
 AH AHEAD
 ASPH ASPHALTIC
 B/C BACK OF CURB
 BK BACK
 BM BENCH MARK
 CE COMMERCIAL ENTRANCE
 CONC CONCRETE
 CL OR C/L CENTER OR CONSTRUCTION LINE
 CP CULVERT PIPE
 CPCM CULVERT PIPE CORRUGATED METAL
 CPRCCULVERT PIPE REINFORCED CONCRETE
 CPRCHE CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
 CPT CULVERT PIPE TEMPORARY
 CY CUBIC-YARD
 D DEGREE OF CURVE
 Δ DELTA
 DIA DIAMETER
 DISCH DISCHARGE
 DWY DRIVEWAY
 EL OR ELEV ELEVATION
 EW END WALL
 EBS EXCAVATION BELOW SUBGRADE
 FF FACE TO FACE
 FE FIELD ENTRANCE
 FT FOOT
 HES HIGH EARLY STRENGTH
 HMA HOT MIX ASPHALT
 INV INVERT
 LT LEFT
 LHF LEFT HAND FORWARD
 L LENGTH OF CURVE
 LF LINEAR FOOT
 MIN MINIMUM
 ML OR M/L MATCHLINE
 NC NORMAL CROWN
 PAVT PAVEMENT
 PCC POINT OF COMPOUND CURVE
 PC POINT-OF CURVE
 PE PRIVATE ENTRANCE
 PGL PROFILE GRADE LINE
 PI POINT OF INTERSECTION
 PL PROPERTY LINE
 PLE PERMANENT LIMITED EASMENT
 PRC POINT OF REVERSE CURVATURE
 PT POINT OF TANGENT
 R RADIUS OF CURVE
 RL OR R/L REFERENCE LINE
 REINF REINFORCED
 REQ'D OR REQD REQUIRED
 RC REVERSE CROWN
 RT RIGHT
 RHF RIGHT HAND FORWARD
 R/W RIGHT OF WAY
 SALV SALVAGED
 SF SQUARE FOOT
 SY SQUARE YARD
 SDD STANDARD DETAIL DRAWING
 STA STATION
 SSPRC STORM SEWER PIPE REINFORCED CONCRETE
 SSPRCHE STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
 SE SUPER ELEVATION
 T TANGENT
 TEMP TEMPORARY
 TLE TEMPORARY LIMITED EASEMENT
 TYP TYPICAL
 VPCC VERTICAL POINT OF COMPOUND CURVATURE
 VPC VERTICAL POINT OF CURVE
 VPI VERTICAL POINT OF INTERSECTION
 VPRC VERTICAL OPINT OF REVERSE CURVATURE
 VPT VERTICAL POINT OF TANGENCY

PLOT SCALE : 1:1

SHEET SET : 2.00

PLOT BY : ----

FILE NAME :F:\B\MI-5372_Jackson STH 60 Trail - Village of Jackson C3d#SheetPlan#020101-gn.dwg



STONEWALL CONNECTION SIDEWALK RIDGEWAY RD TO EAGLE DR VILLAGE OF JACKSON

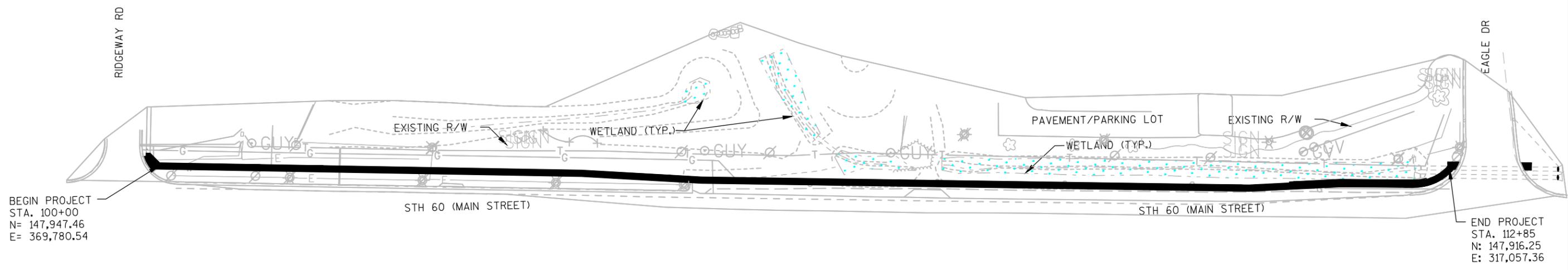
GENERAL NOTES

Designer	Technician	Approval	
HAS	HAS	---	

Date
7/20/16

Sheet Number

FILE NAME : F:\BIM-3372_Jackson STH 60 Trail - Village of Jackson\3372_Sheets\Plan\020201-po.dwg PLOT BY : --- SHEET SET : 5.00 PLOT SCALE : 40:1

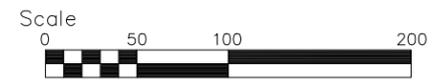


BEGIN PROJECT
 STA. 100+00
 N= 147,947.46
 E= 369,780.54

END PROJECT
 STA. 112+85
 N: 147,916.25
 E: 317,057.36

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**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**



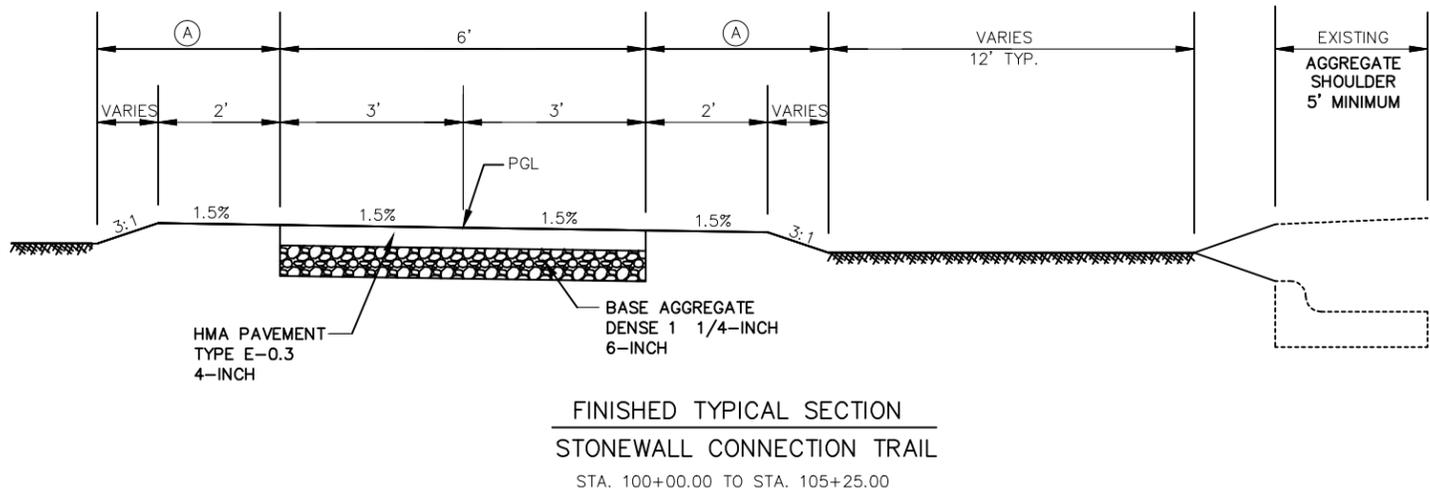
PROJECT OVERVIEW			Date
Designer	Technician	Approval	7/20/16
HAS	HAS	---	Sheet Number

PLOT SCALE : 1:10

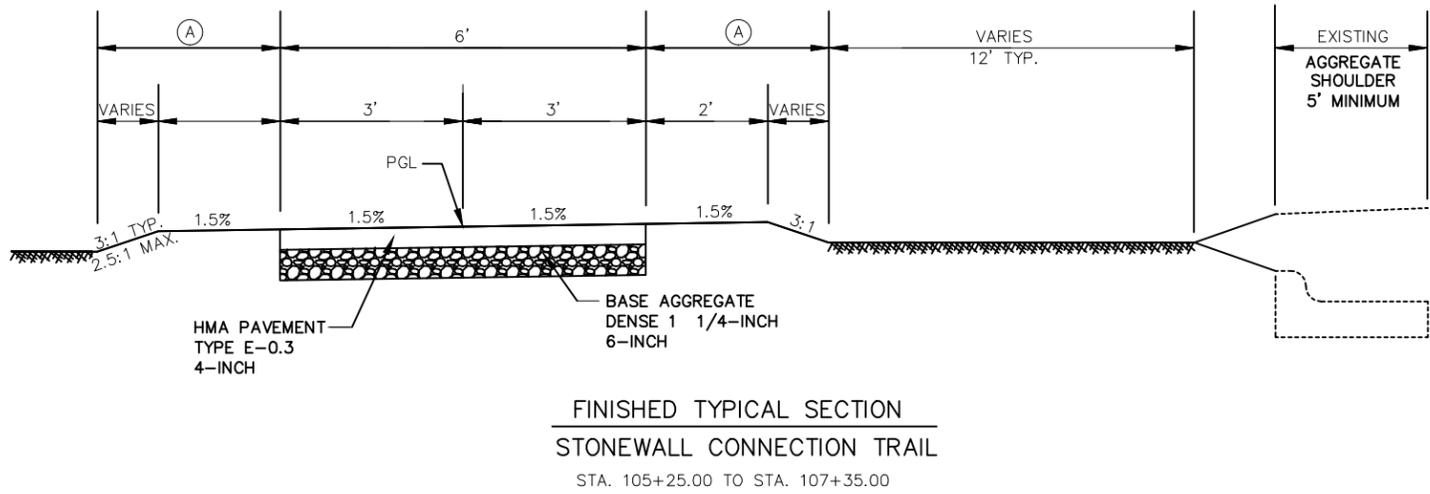
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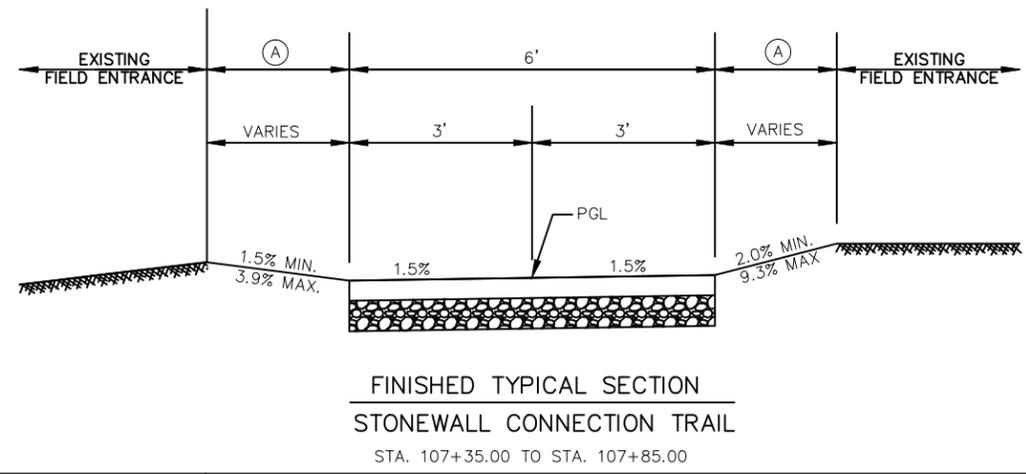
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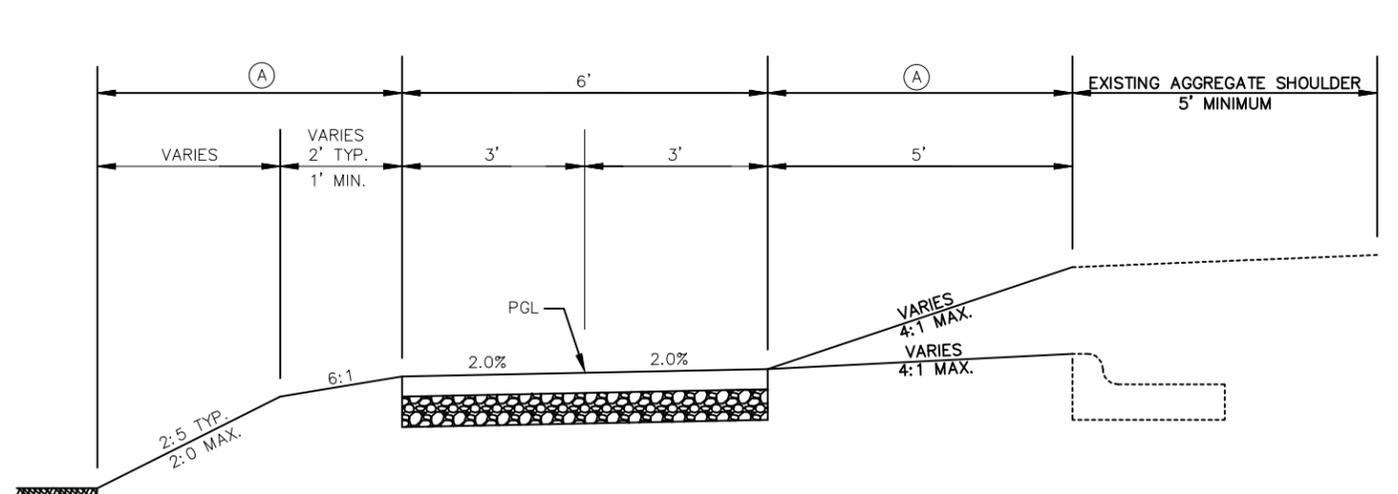
FINISHED TYPICAL SECTION
 STONEWALL CONNECTION TRAIL
 STA. 100+00.00 TO STA. 105+25.00



FINISHED TYPICAL SECTION
 STONEWALL CONNECTION TRAIL
 STA. 105+25.00 TO STA. 107+35.00

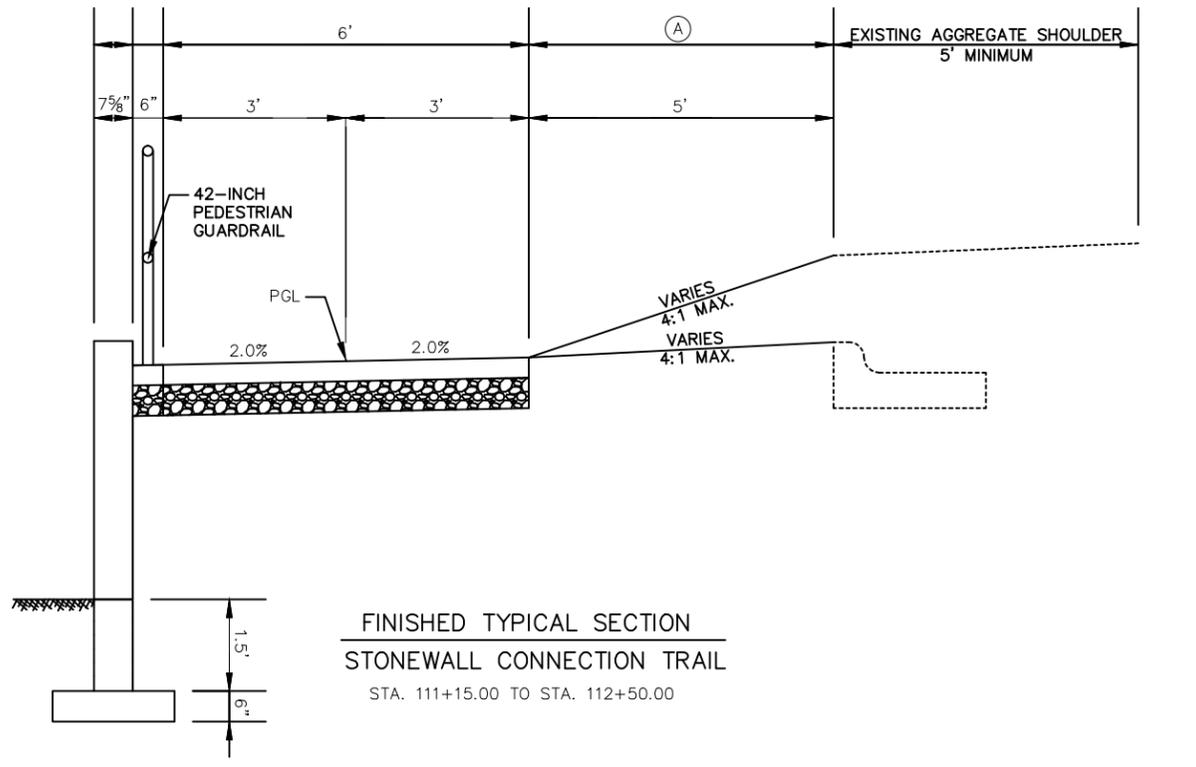


FINISHED TYPICAL SECTION
 STONEWALL CONNECTION TRAIL
 STA. 107+35.00 TO STA. 107+85.00



FINISHED TYPICAL SECTION
 STONEWALL CONNECTION TRAIL
 STA. 107+85.00 TO STA. 111+15.00
 STA. 112+50.00 TO STA. 112+85.00

NOTES
 (A) SALVAGED TOPSOIL (4" THICK), SEEDING MIXTURE NO. 20, FERTILIZER TYPE B AND MULCH
 PGL = POINT REFERRED TO ON PROFILE



FINISHED TYPICAL SECTION
 STONEWALL CONNECTION TRAIL
 STA. 111+15.00 TO STA. 112+50.00

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**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**

TYPICAL SECTION			Date 7/20/16
Designer HAS	Technician HAS	Approval ---	Sheet Number

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

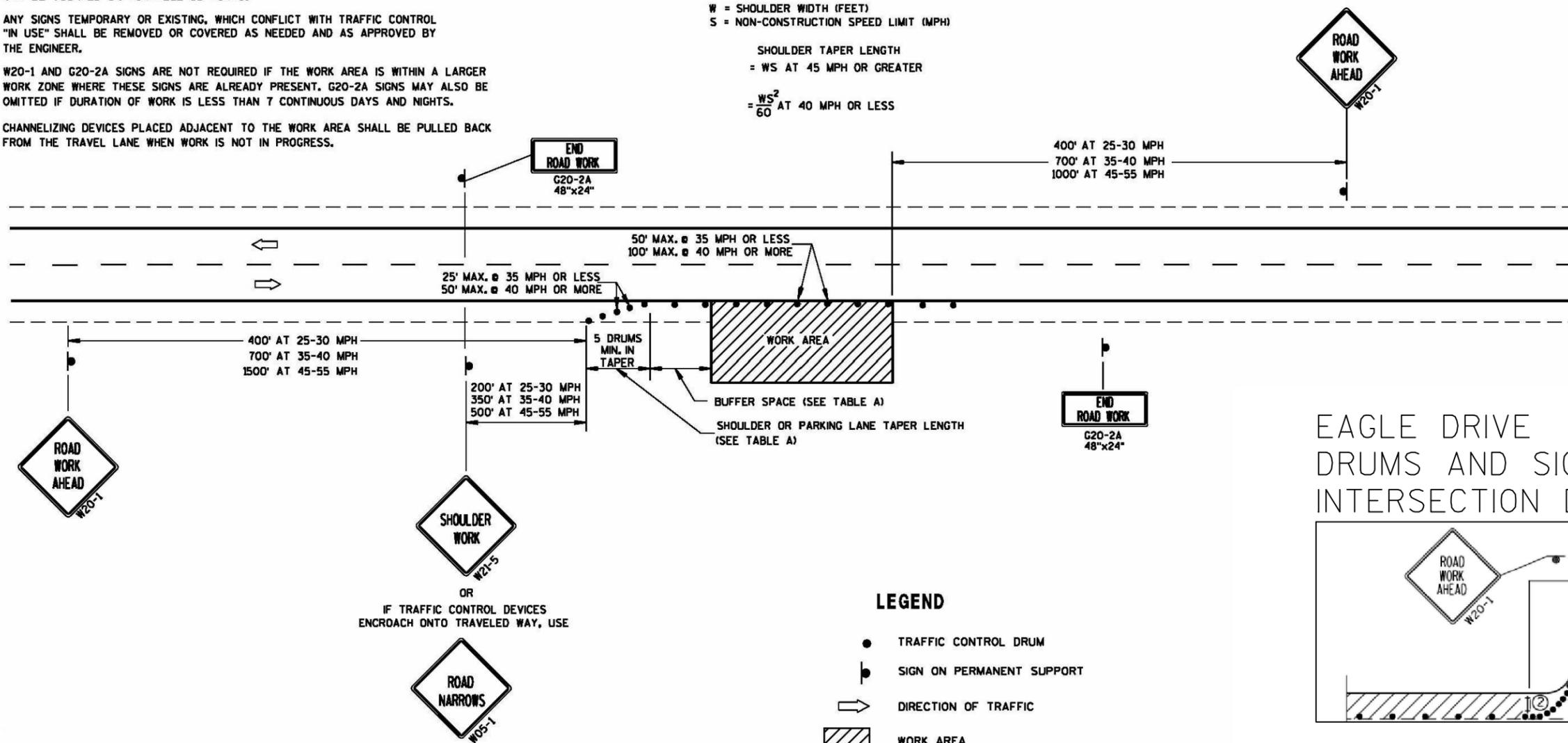
TABLE A

S	SHOULDER TAPER LENGTH (FEET)				BUFFER SPACE (FEET)
	4	5	8	10	
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

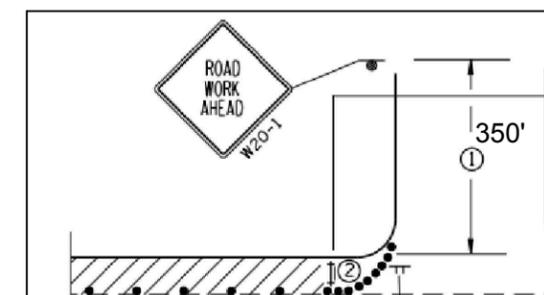
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
= WS AT 45 MPH OR GREATER

= $\frac{WS^2}{60}$ AT 40 MPH OR LESS



EAGLE DRIVE DRUMS AND SIGN INTERSECTION DETAIL



LEGEND

- TRAFFIC CONTROL DRUM
- ⊙ SIGN ON PERMANENT SUPPORT
- ➔ DIRECTION OF TRAFFIC
- ▨ WORK AREA

OR
IF TRAFFIC CONTROL DEVICES ENCROACH ONTO TRAVELED WAY, USE



SDD - TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

CONSTRUCTION DETAILS

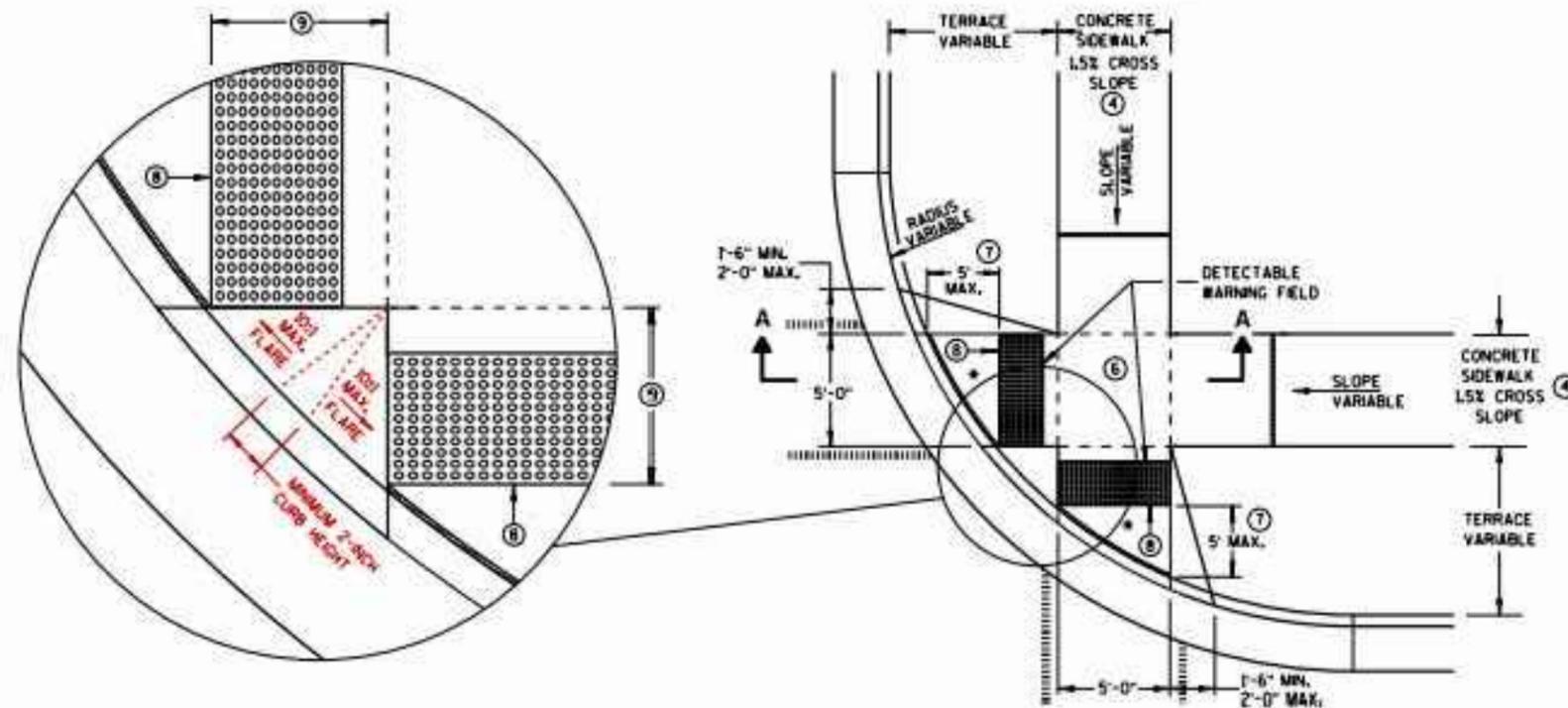
Date
7/20/16

Designer	Technician	Approval	Sheet Number
HAS	HAS	---	

**STONEWALL CONNECTION SIDEWALK
RIDGEWAY RD TO EAGLE DR
VILLAGE OF JACKSON**

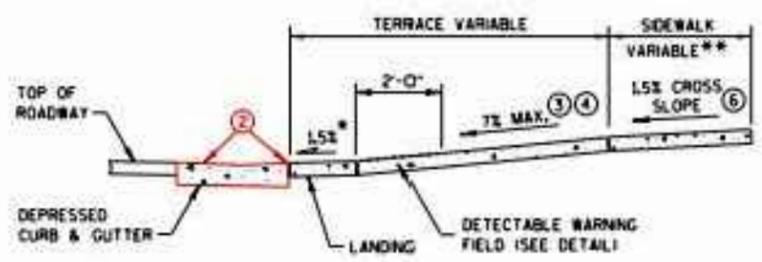


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PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE
IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE
IN THE PLANS

GENERAL NOTES

- USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 1%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.
- ③ ABSOLUTE MAXIMUM 12% (0.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 1% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).
- ⑦ WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 30:1 FLARES.

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

**SDD - CURB RAMPS
TYPE 2 AND LEVELING PAD**

CONSTRUCTION DETAILS			Date 7/20/16
Designer HAS	Technician HAS	Approval ---	Sheet Number

**STONEWALL CONNECTION SIDEWALK
RIDGEWAY RD TO EAGLE DR
VILLAGE OF JACKSON**

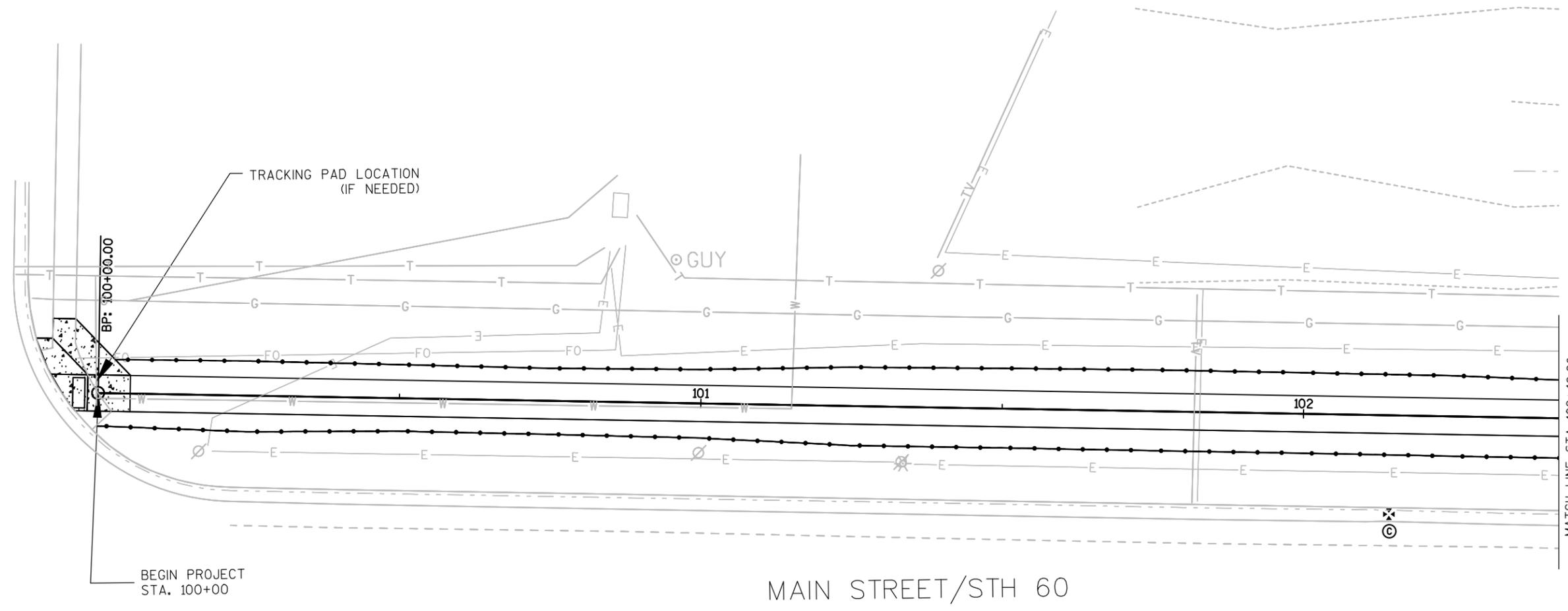
BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
10501 W. Research Drive • Milwaukee, WI 53226
Phone: (414) 771-3390 Fax: (414) 771-4490

FILE NAME : F:\B\MI-3372-Jackson STH 60 Trail - Village of Jackson STH 60 Trail - Village of Jackson Plans\022001-ec.dwg PLOT BY : ----- SHEET SET : 5.00 PLOT SCALE : 20:1

- LEGEND**
-  SILT FENCE
 -  SLOPE INTERCEPT
 -  INLET PROTECTION, TYPE C
 -  CULVERT PIPE DITCH CHECK
 -  TRACKING PAD
 -  EROSION MAT CLASS I, TYPE B
 -  SURFACE WATER FLOW



RIDGEWAY ROAD



MAIN STREET/STH 60

BEGIN PROJECT STA. 100+00

BP: 100+00.00

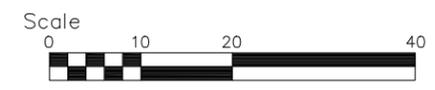
TRACKING PAD LOCATION (IF NEEDED)

GUY

101

102

MATCH LINE STA 102+42.26



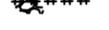
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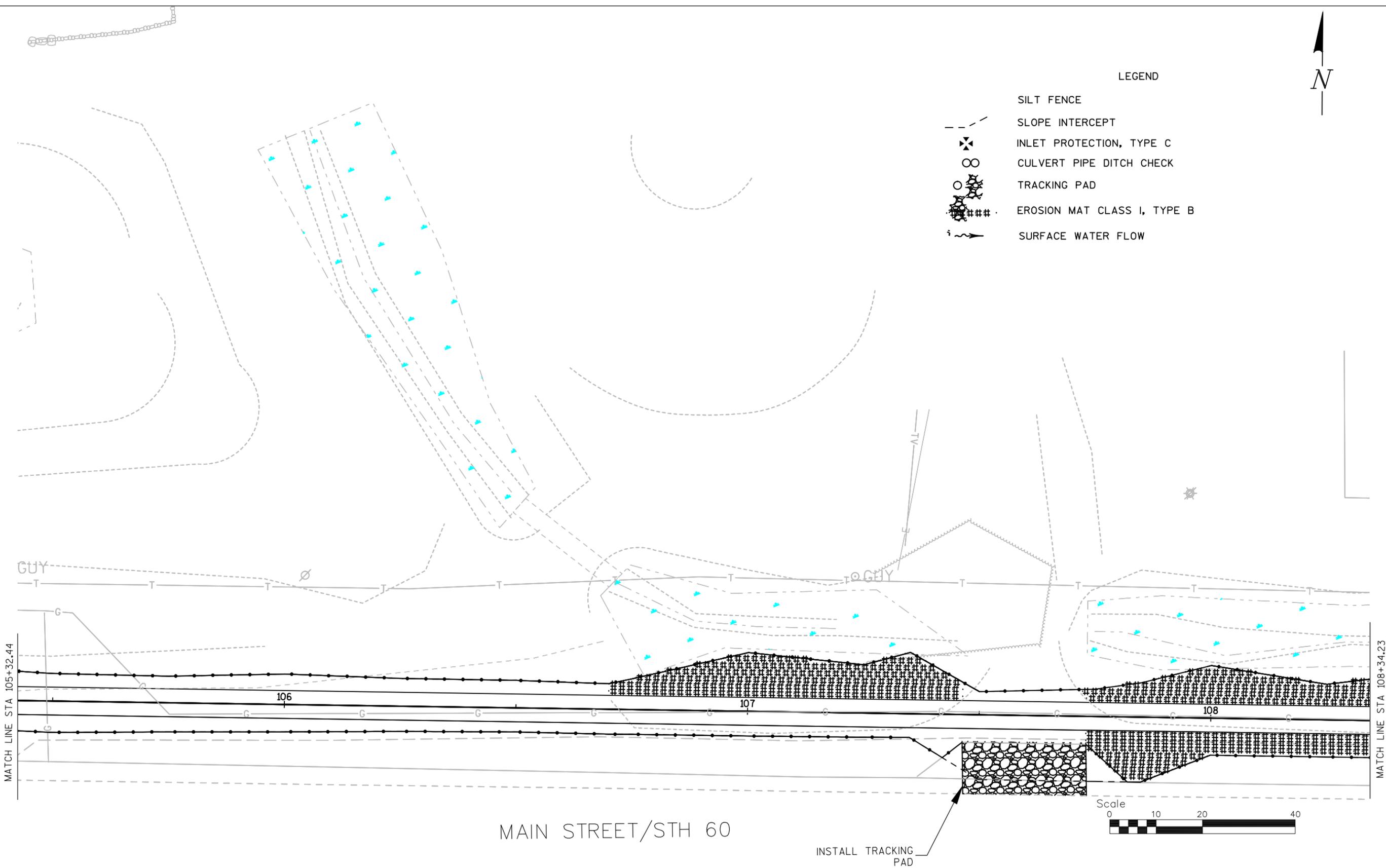
**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**

EROSION CONTROL			Date 7/20/16
Designer HAS	Technician HAS	Approval ---	Sheet Number

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LEGEND

-  SILT FENCE
-  SLOPE INTERCEPT
-  INLET PROTECTION, TYPE C
-  CULVERT PIPE DITCH CHECK
-  TRACKING PAD
-  EROSION MAT CLASS I, TYPE B
-  SURFACE WATER FLOW



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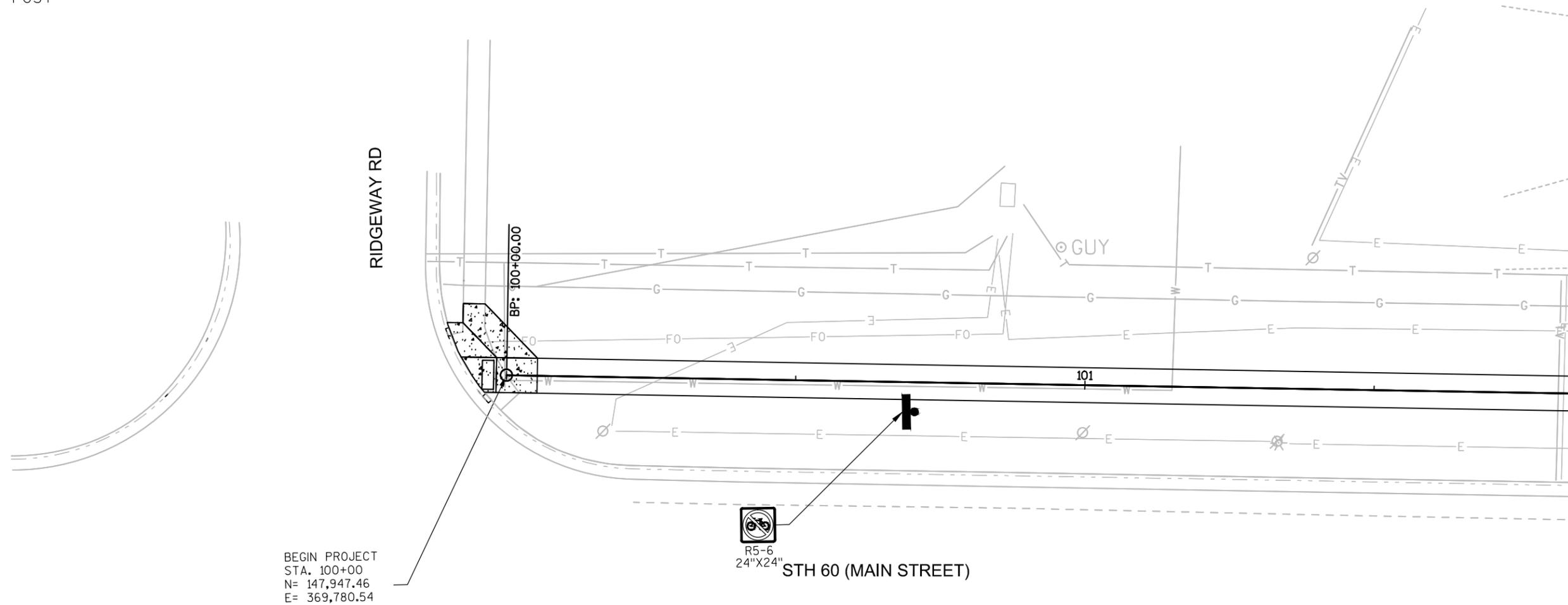
**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**

EROSION CONTROL			Date 7/20/16
Designer HAS	Technician HAS	Approval ---	Sheet Number

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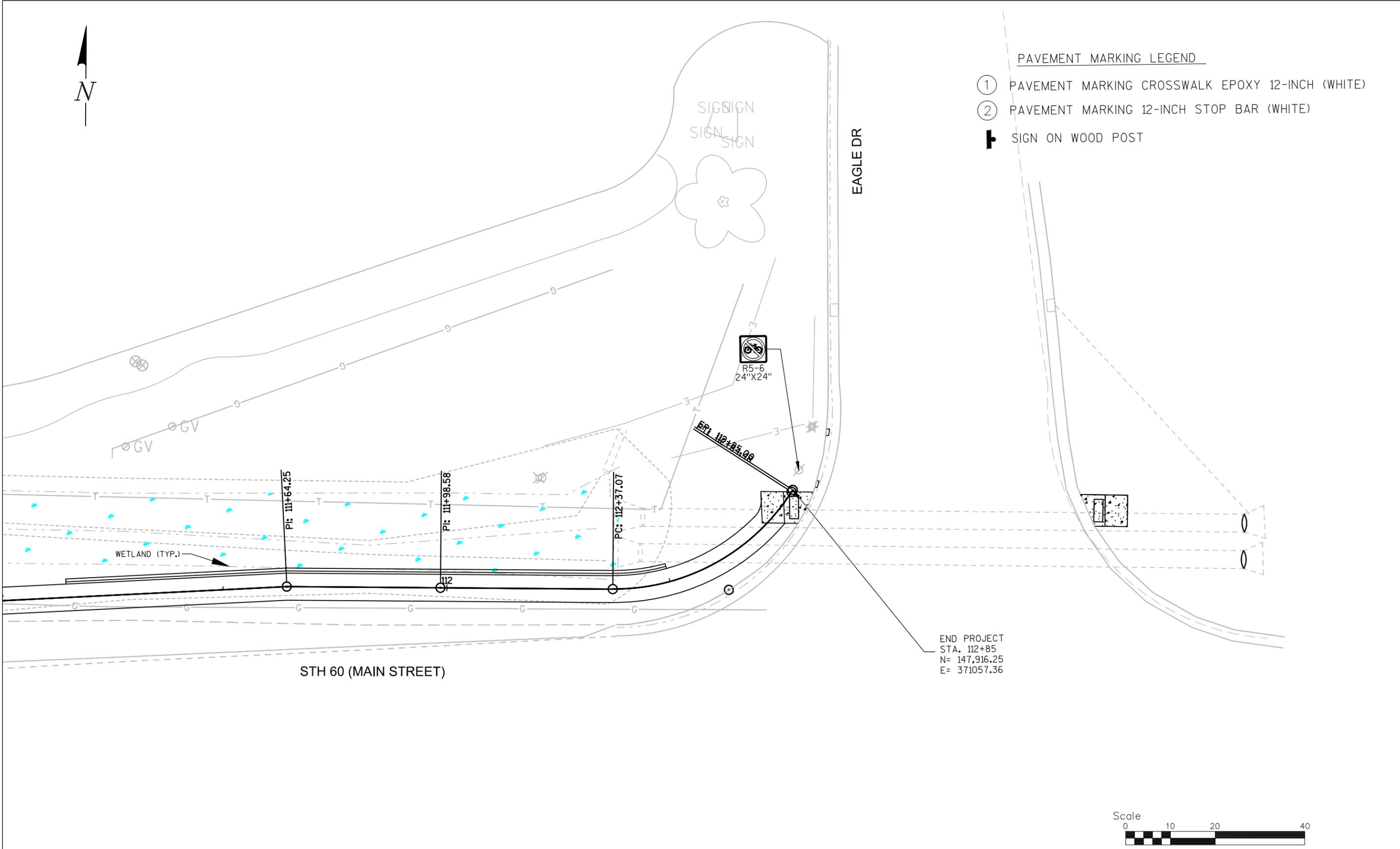
PAVEMENT MARKING LEGEND

- ① PAVEMENT MARKING CROSSWALK EPOXY 12-INCH (WHITE)
- ② PAVEMENT MARKING 12-INCH STOP BAR (WHITE)
-  SIGN ON WOOD POST



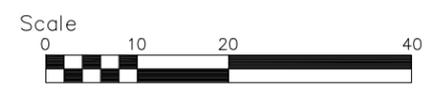
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Designer HAS	Technician HAS	Approval ---	Sheet Number

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- PAVEMENT MARKING LEGEND
- ① PAVEMENT MARKING CROSSWALK EPOXY 12-INCH (WHITE)
 - ② PAVEMENT MARKING 12-INCH STOP BAR (WHITE)
 - ┆ SIGN ON WOOD POST

END PROJECT
 STA. 112+85
 N= 147,916.25
 E= 371057.36

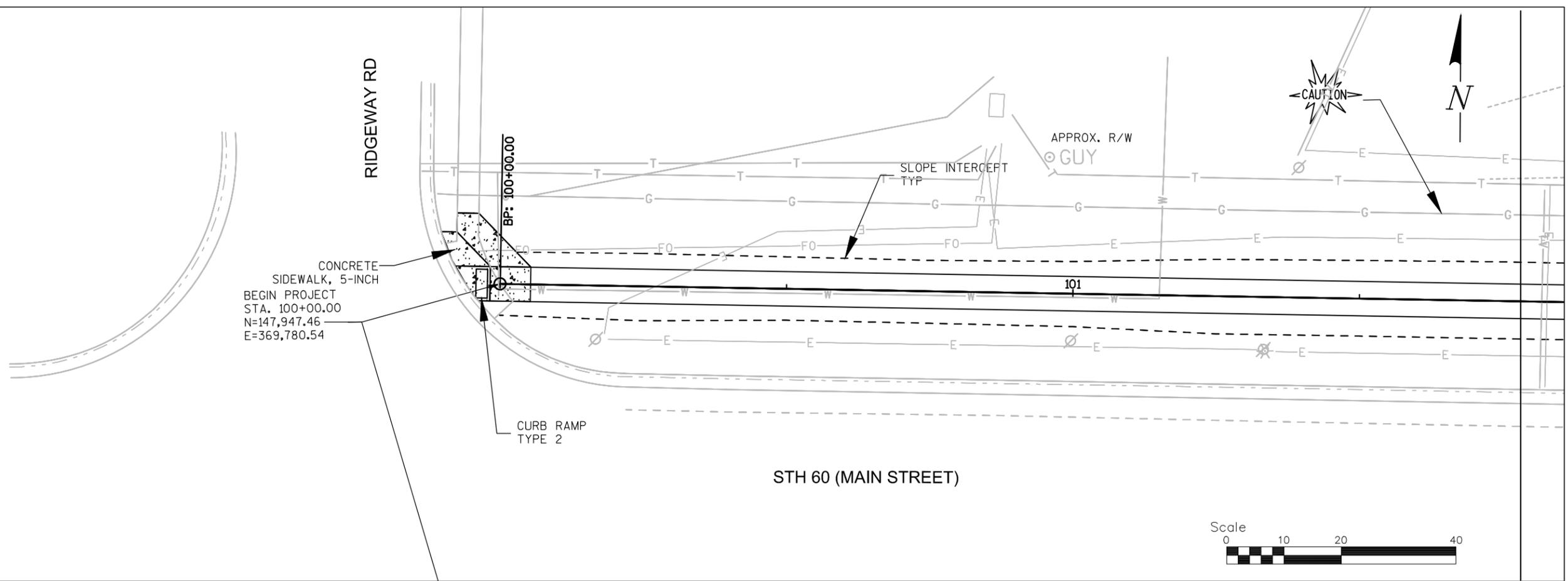


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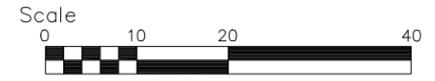
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Designer HAS	Technician HAS	Approval ---	Sheet Number

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 SHEET SET : 5.00
 PLOT SCALE : 40:1



INSTALL CURB RAMP TYPE 2 AND LEVEL LANDING PAD PER SDD "CURB RAMPS TYPE 2 AND LEVELING PAD" (SEE DETAIL)

INSTALL TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." (SEE DETAIL)



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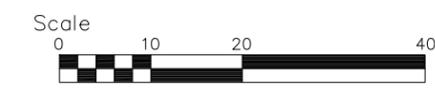
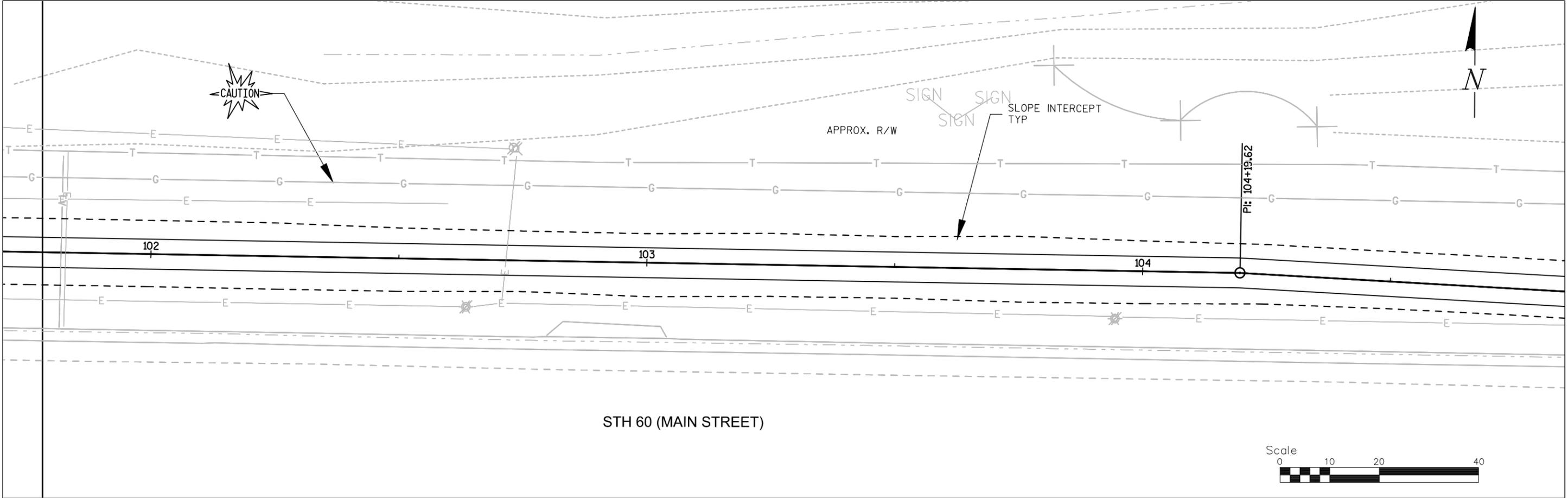
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**STONEWALL CONNECTION SIDEWALK
 RIDGEWAY RD TO EAGLE DR
 VILLAGE OF JACKSON**

PLAN & PROFILE			Date 7/20/16
Designer HAS	Technician HAS	Approval ---	Sheet Number

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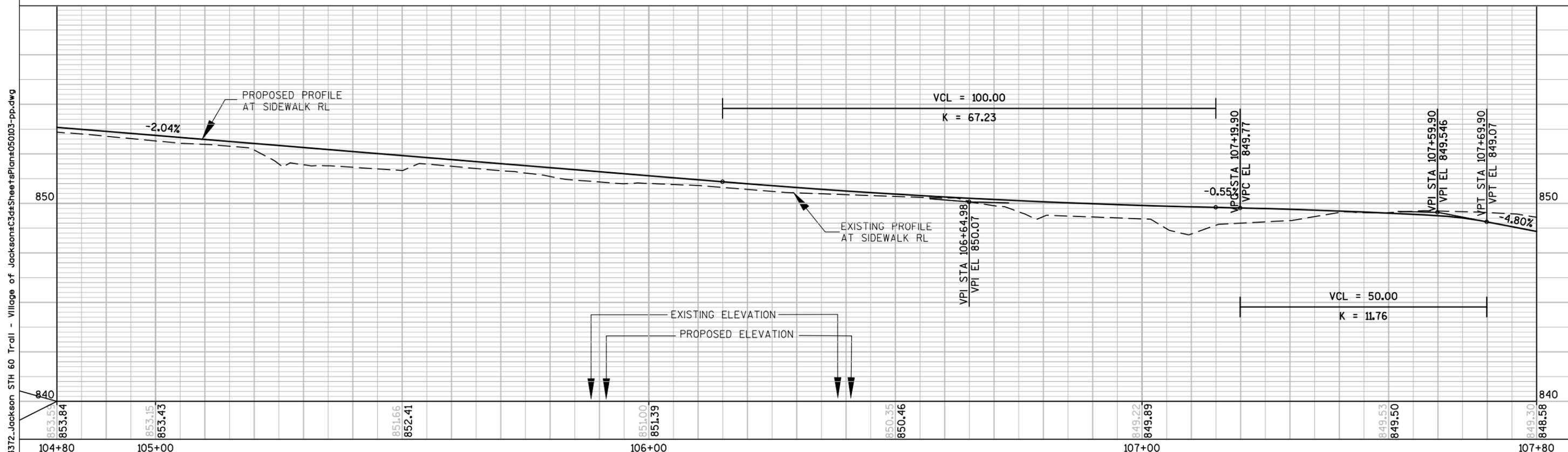
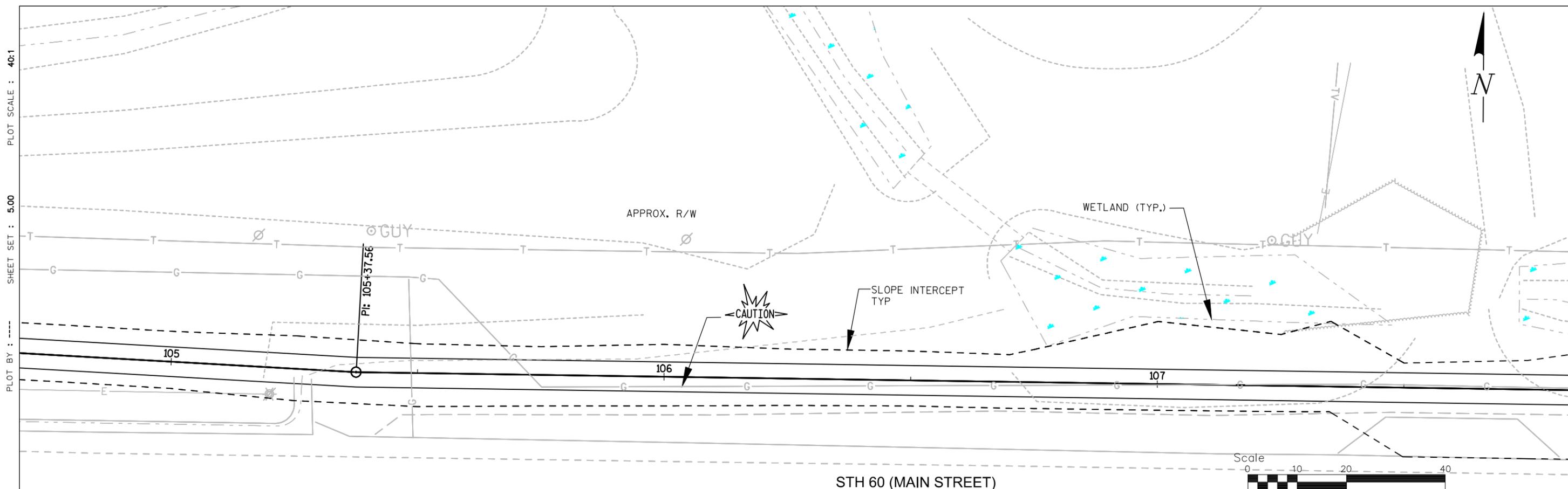
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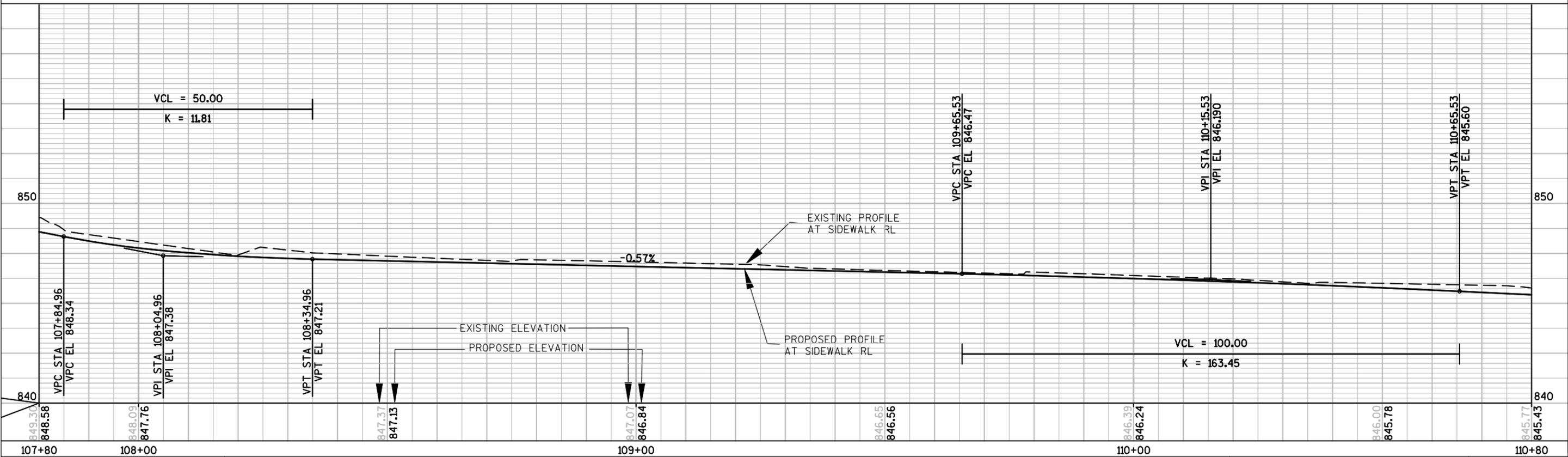
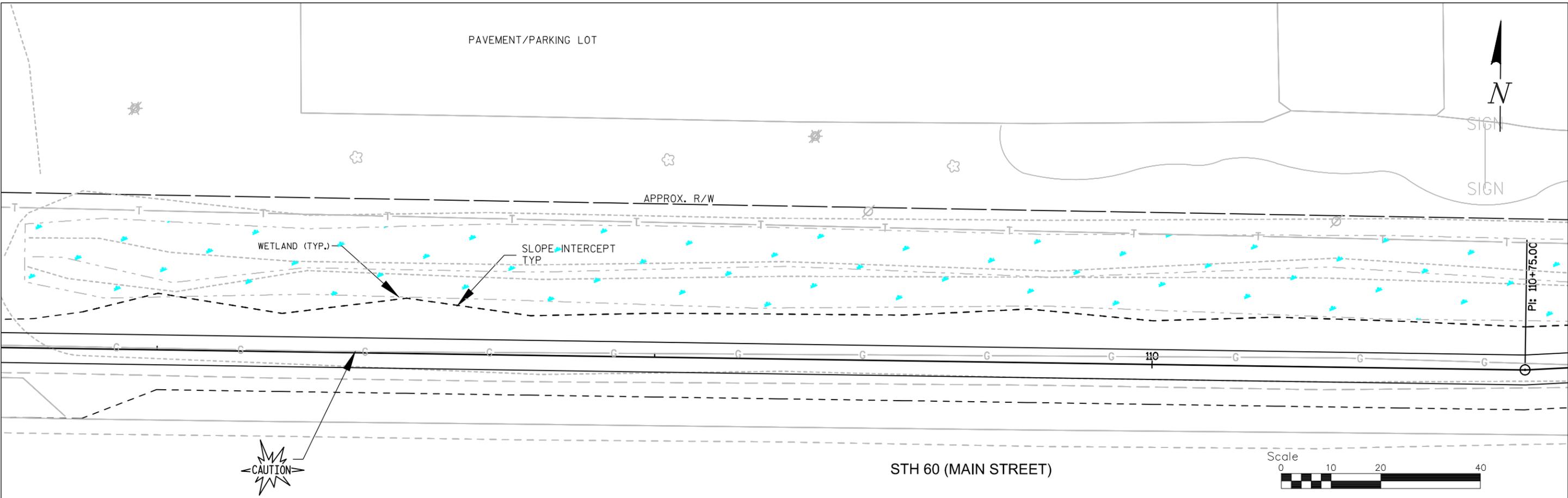
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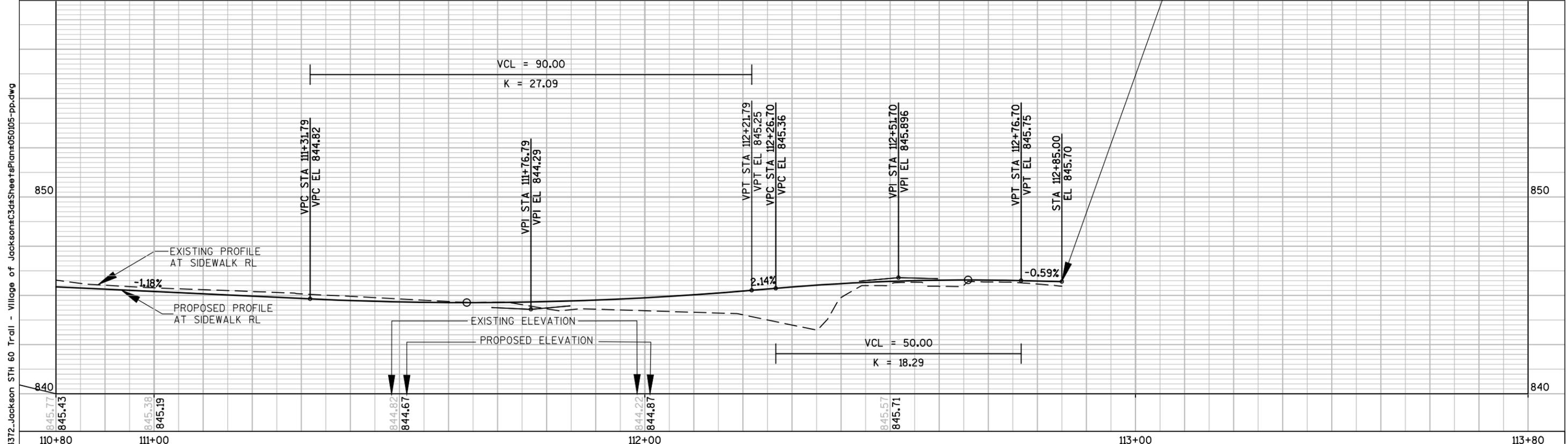
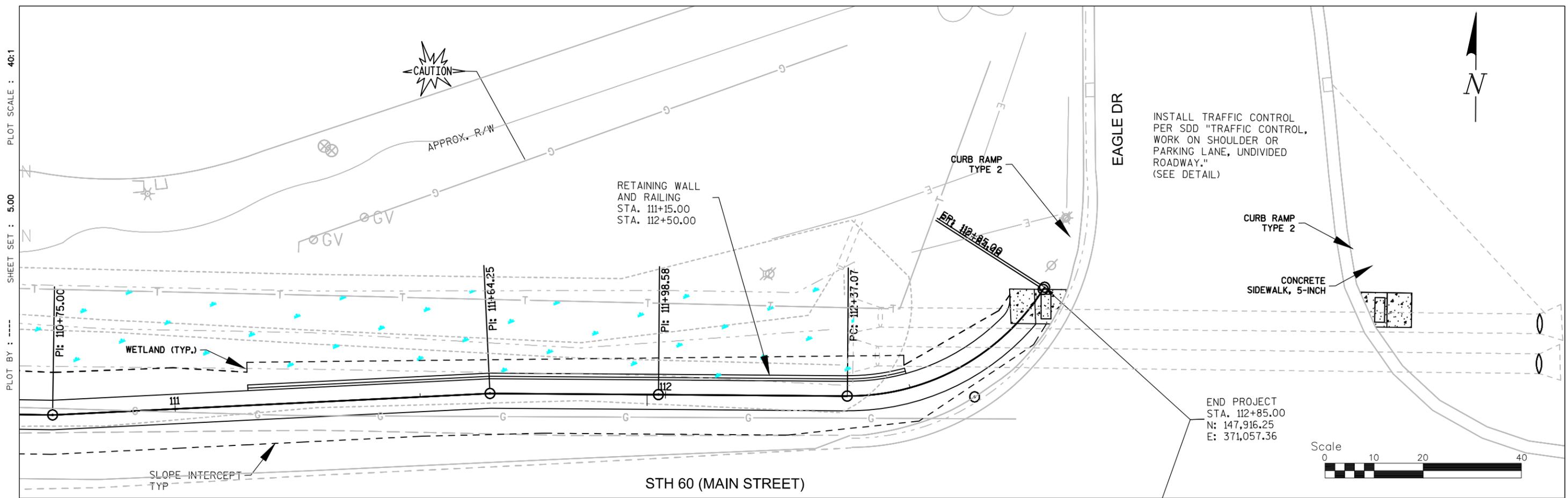
PLAN & PROFILE

Designer	Technician	Approval
HAS	HAS	---

Date
7/20/16

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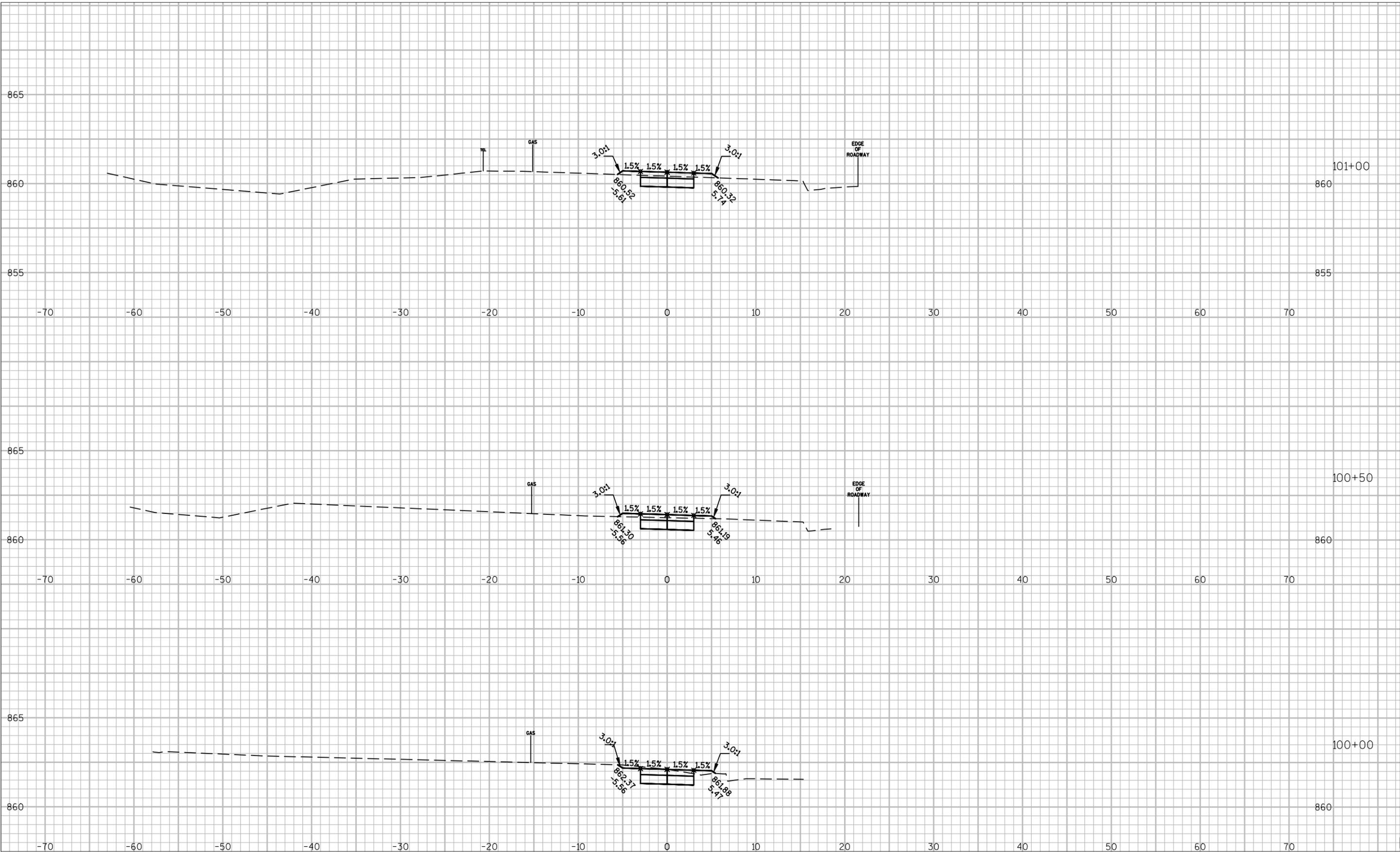


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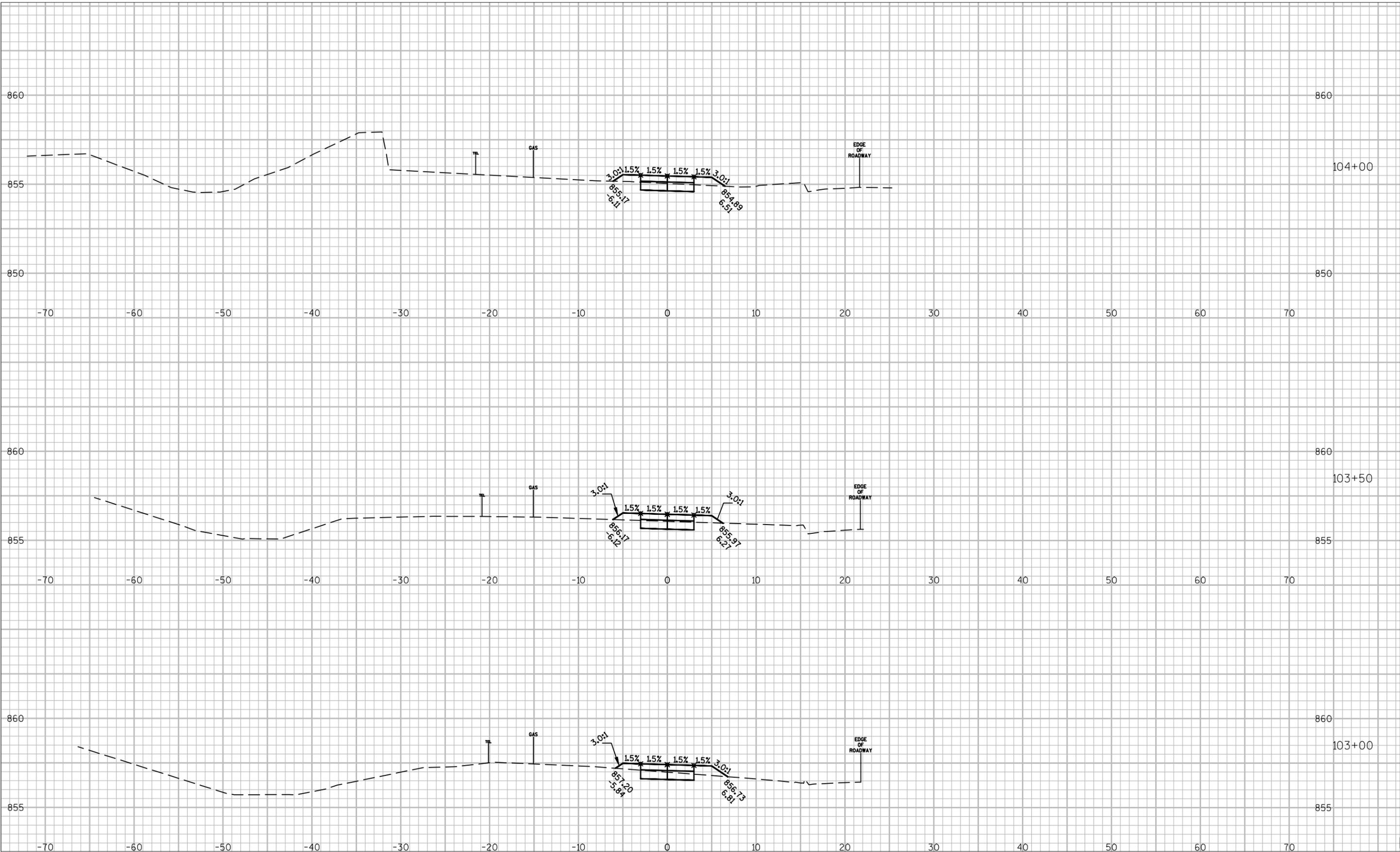
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**STONEWALL CONNECTION SIDEWALK
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 VILLAGE OF JACKSON**

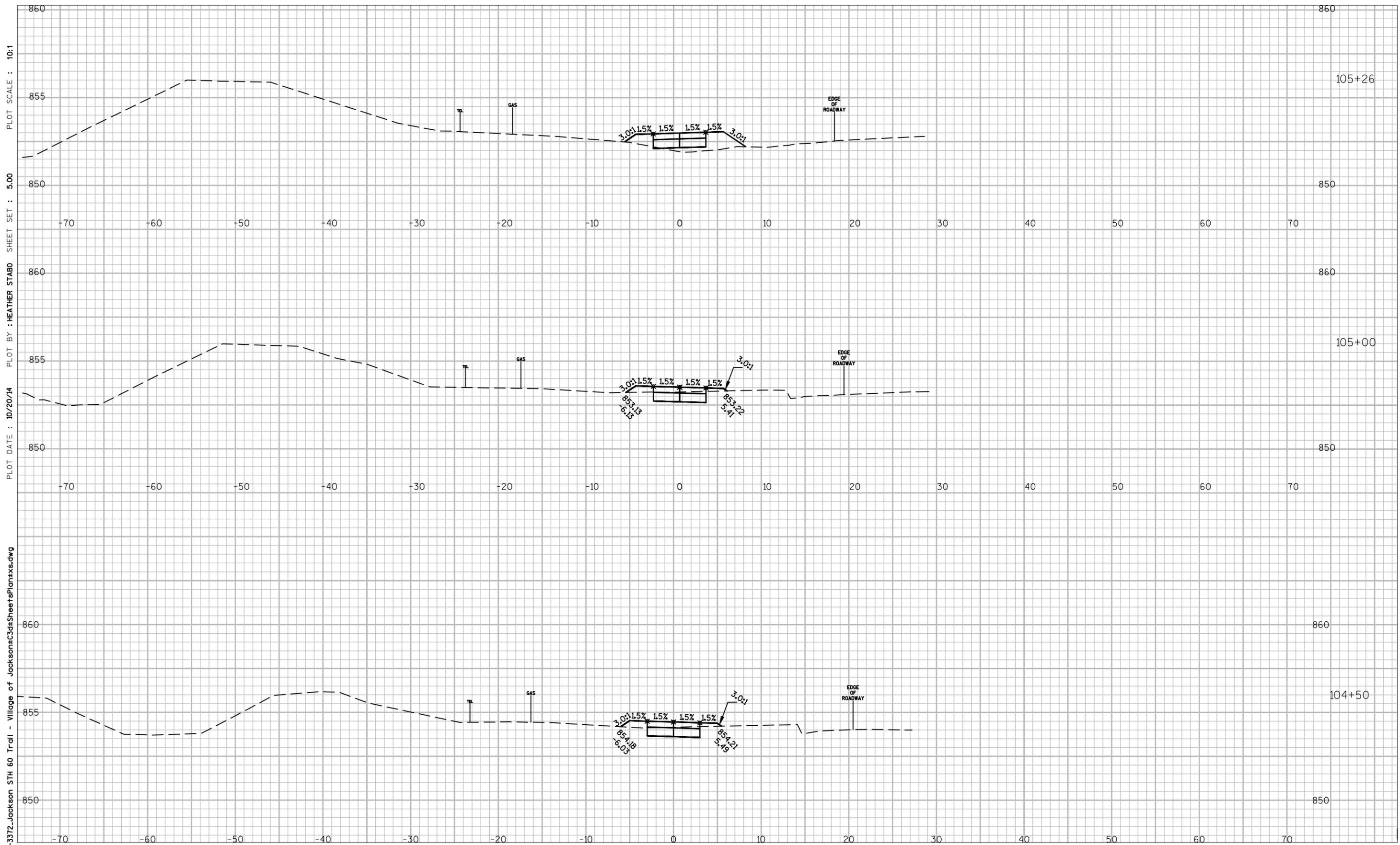
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Designer	Technician	Approval	7/20/16
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STONEWALL CONNECTION SIDEWALK RIDGEWAY RD TO EAGLE DR VILLAGE OF JACKSON

CROSS SECTIONS			Date
Designer	Technician	Approval	7/20/16
HAS	HAS	---	Sheet Number



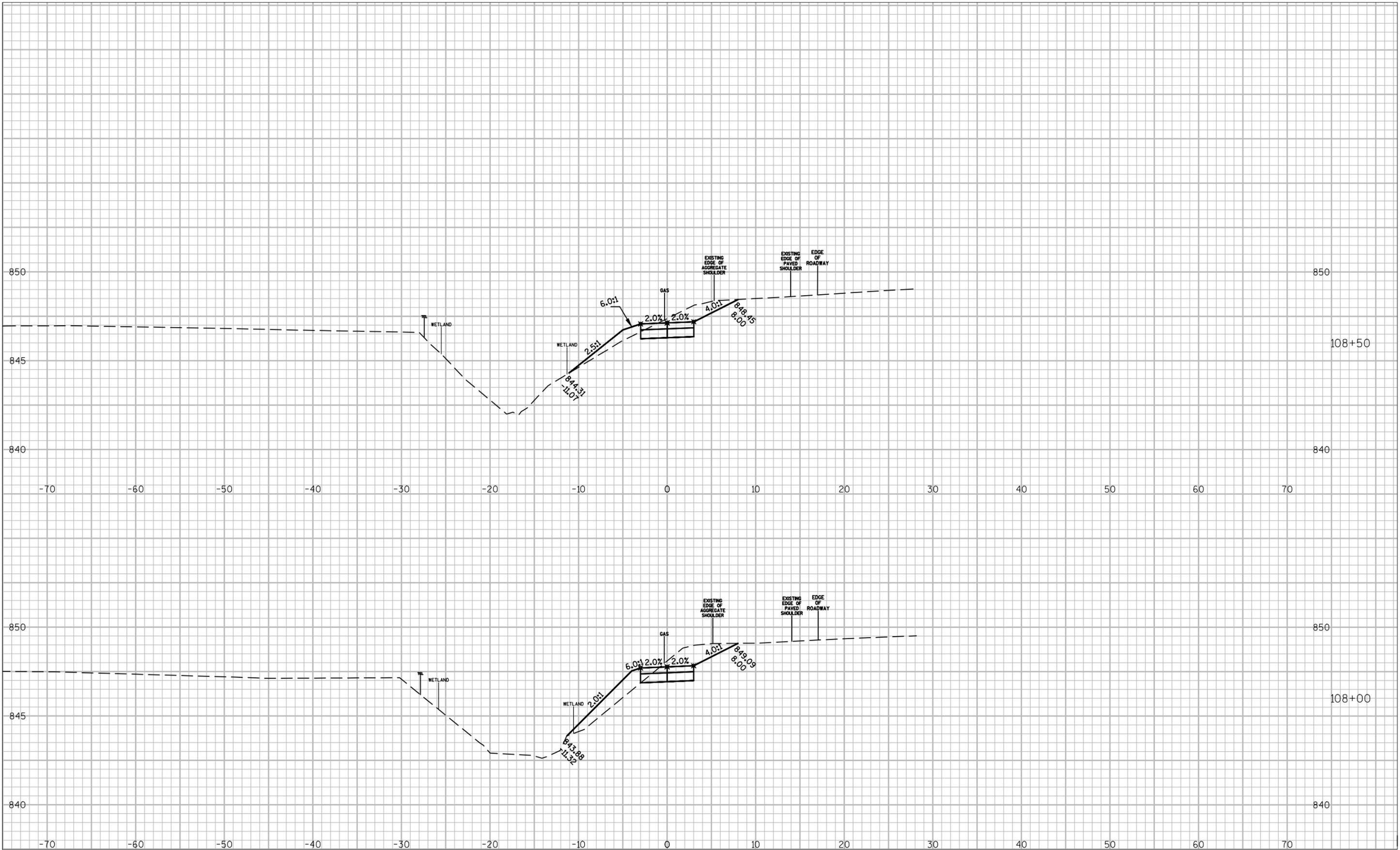
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STONEWALL CONNECTION SIDEWALK
RIDGEWAY RD TO EAGLE DR
VILLAGE OF JACKSON

CROSS SECTIONS			Date
Designer	Technician	Approval	7/20/16
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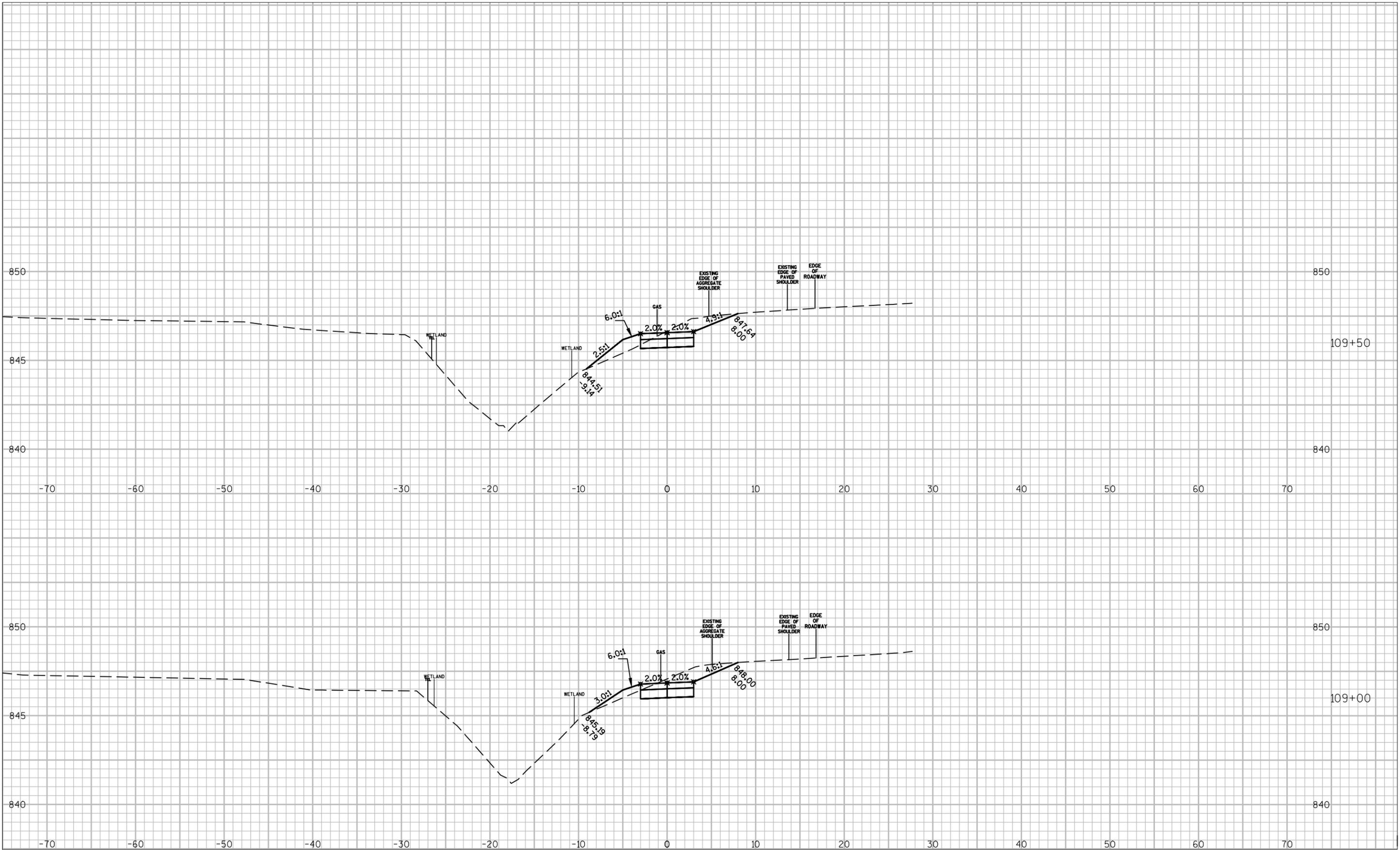
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PLOT SCALE : 10:1



STONEWALL CONNECTION SIDEWALK RIDGEWAY RD TO EAGLE DR VILLAGE OF JACKSON

CROSS SECTIONS			Date
Designer	Technician	Approval	7/20/16
HAS	HAS	---	Sheet Number

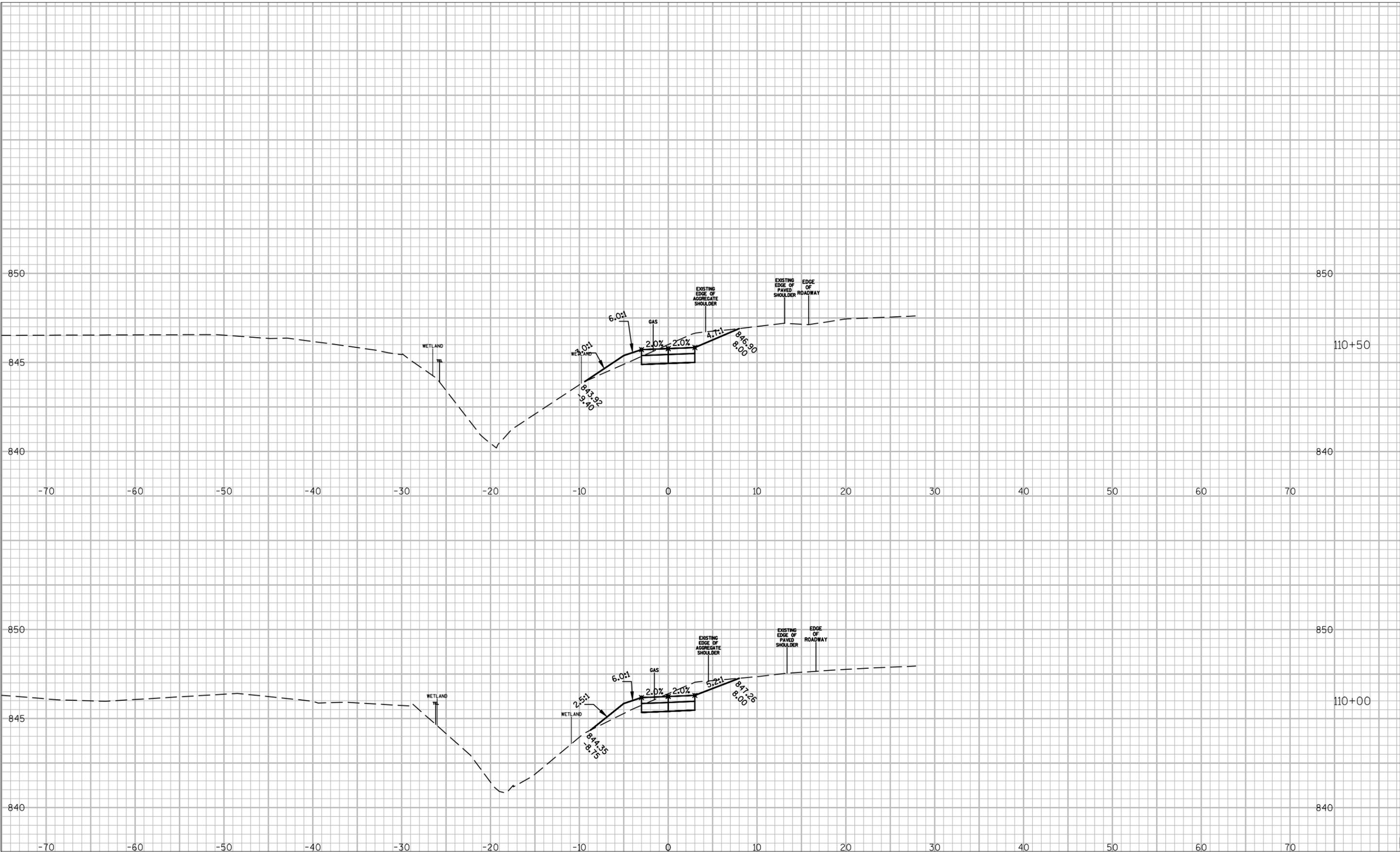
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CROSS SECTIONS			Date
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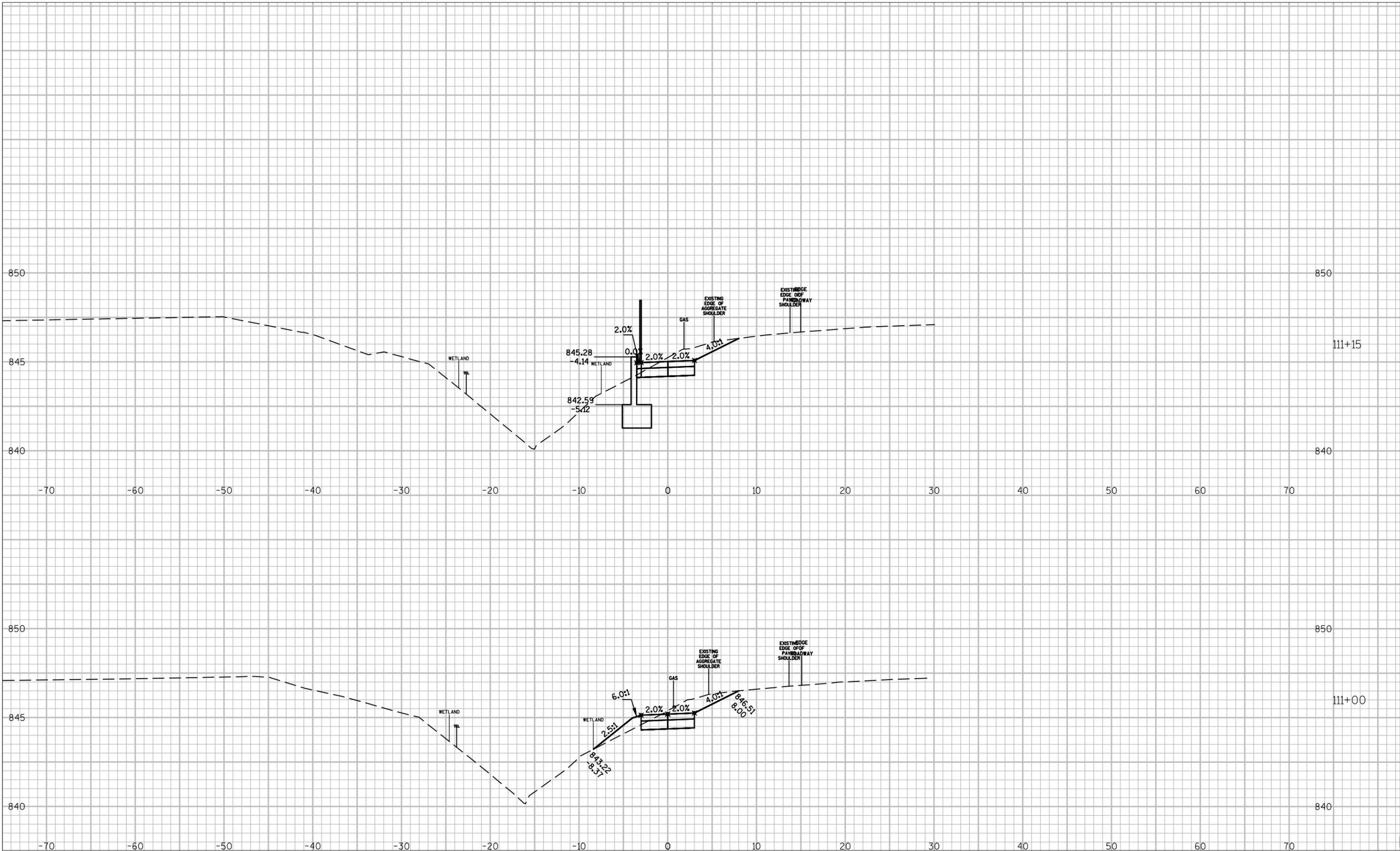
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STONEWALL CONNECTION SIDEWALK RIDGEWAY RD TO EAGLE DR VILLAGE OF JACKSON

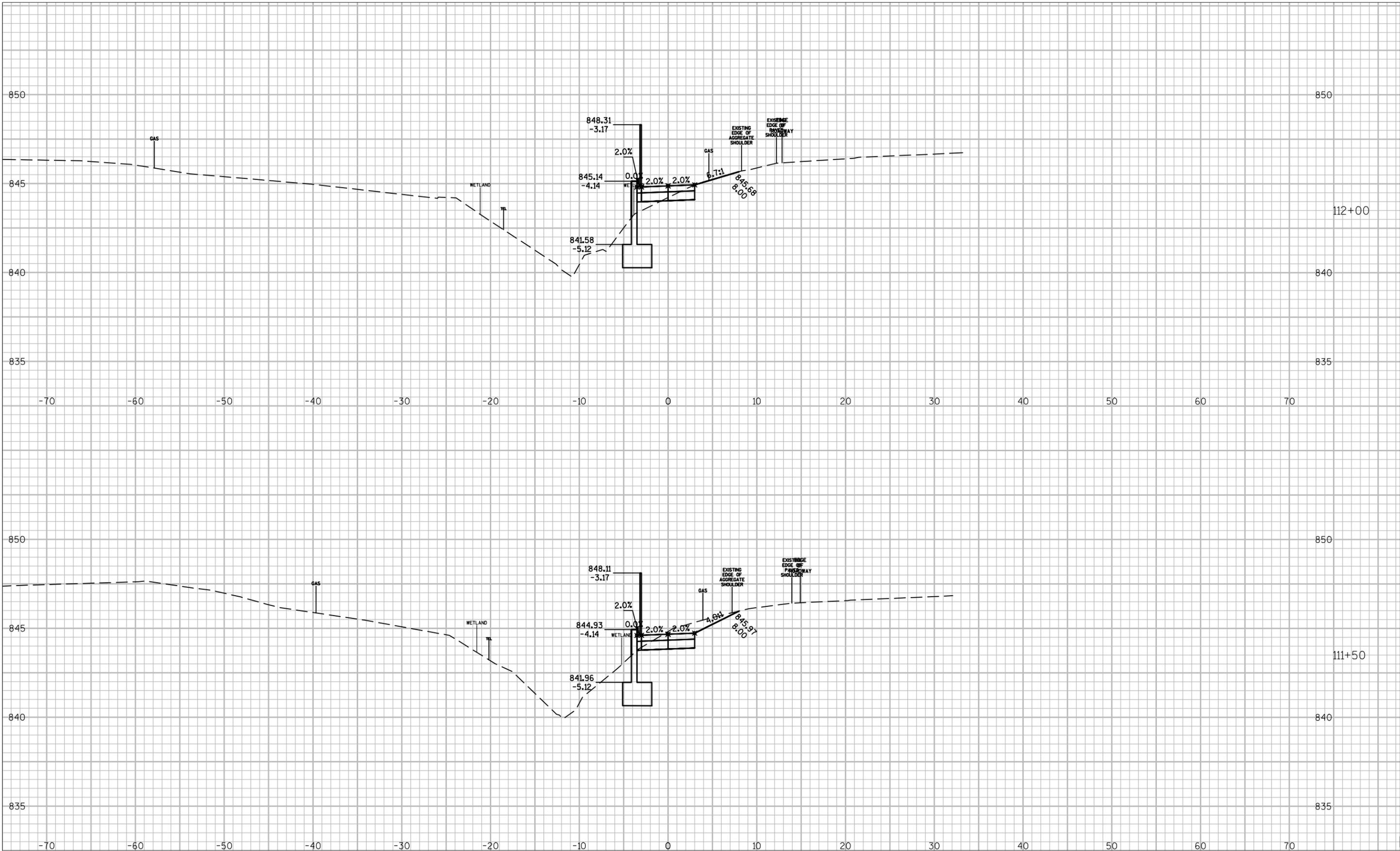
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**STONEWALL CONNECTION TRAIL
RIDGWAY RD TO EAGLE DR
VILLAGE OF JACKSON**

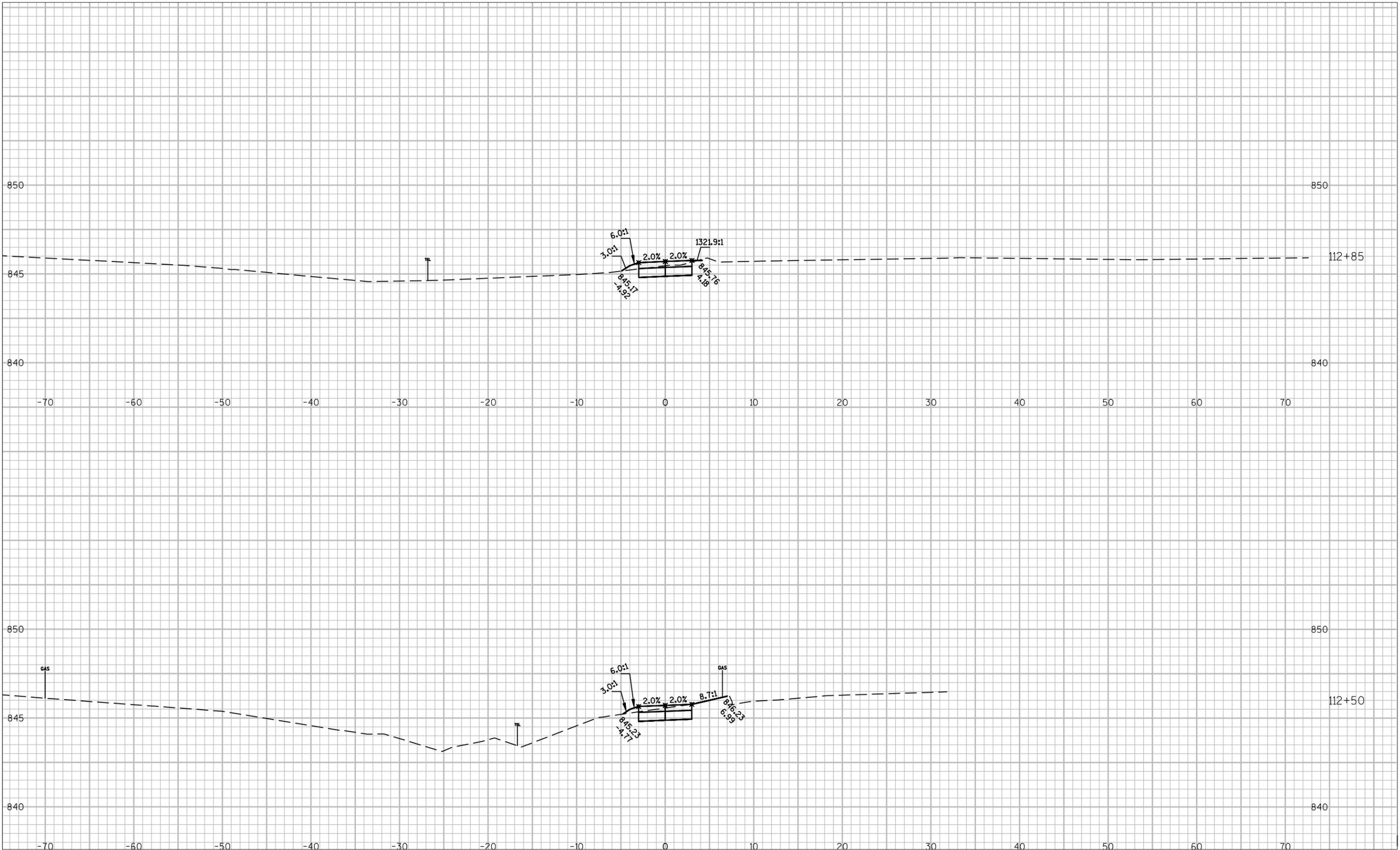
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SHEET SET : 5.00
PLOT SCALE : 10:1



STONEWALL CONNECTION TRAIL RIDGEWAY RD TO EAGLE DR VILLAGE OF JACKSON

CROSS SECTIONS
Date: 7/20/16
Designer: JAA Technician: TAL Approval: JLH Sheet Number: [blank]

FILE NAME : F:\BIM\3372-Jackson STH 60 Trail - Village of Jackson\C3d#Sheets\Plans\ss.dwg
PLOT DATE : 11/4/14
PLOT BY : HEATHER STABO
SHEET SET : 5.00
PLOT SCALE : 10:1



STONEWALL CONNECTION TRAIL
RIDGEWAY RD TO EAGLE DR
VILLAGE OF JACKSON

CROSS SECTIONS

Designer: **JAA**
Technician: **TAL**
Approval: **JLH**

Date: **7/20/16**
Sheet Number

Stonewall Connector Trail
 Ridgeway Rd to Eagle Dr
 Village of Jackson, Wisconsin
 Bloom Project No. BM1-3372

				Johnson & Sons, LLC.						
Bid Opening: July 21, 2015, 10:00 AM										
Item No.	Item	Unit	Estimated Quantity	Engineer's Estimate		Bidder No. 3		REVISED Engineer's Estimate		
				Unit Price	Total	Unit Price	Total	Estimated Quantity	Unit Price	Total
1	Clearing	STA	1	\$ 335.59166	\$ 335.59	\$ 620.00	\$ 620.00			
2	Grubbing	STA	1	\$ 337.22570	\$ 337.23	\$ 620.00	\$ 620.00			
3	Removing Curb and Gutter	LF	32	\$ 7.56612	\$ 242.12	\$ 4.00	\$ 128.00	34	\$4.00	\$ 136.00
4	Excavation Common	CY	600	\$ 20.63000	\$ 12,378.00	\$ 33.00	\$ 19,800.00	1	\$19,500.00	\$ 19,500.00
5	Borrow	CY	--	--	--	--	--	0	\$33.00	\$ -
6	Base Aggregate Dense 1-1/4 Inch	TON	530	\$ 14.90095	\$ 7,897.50	\$ 20.00	\$ 10,600.00	500	\$20.00	\$ 10,000.00
7	Tack Coat	GAL	--	--	--	--	--	50	\$10.00	\$ 500.00
8	Asphaltic Surface	TON	370	\$ 96.74347	\$ 35,795.08	\$ 115.00	\$ 42,550.00	285	\$130.00	\$ 37,050.00
9	Culvert Pipe Reinforced Concrete Horizontal Elliptical 48x76 Inch	LF	24	\$ 250.00000	\$ 6,000.00	\$ 761.00	\$ 18,264.00			
10	Apron Endwall for Culvert Pipe Reinforced Concrete Horizontal Elliptical 48x76 Inch	EACH	2	\$ 1,450.00000	\$ 2,900.00	\$ 5,930.00	\$ 11,860.00			
11	73x55 Inch Corrugated Steel Aluminize Pipe Arch	LF						40	\$535.00	\$ 21,400.00
12	Corrugated Steel Aluminize Pipe Arch Endwall	EACH						2	2,233.00	\$ 4,466.00
13	Concrete Curb and Gutter 30 Inch, Type D	LF	32	\$ 27.28617	\$ 873.16	\$ 62.00	\$ 1,984.00	751	\$25.00	\$ 18,775.00
14	Concrete Sidewalk 5 Inch	SF	270	\$ 5.10430	\$ 1,378.16	\$ 9.30	\$ 2,511.00	199	\$10.00	\$ 1,990.00
15	Curb Ramp Detectable Warning Field Yellow	SF	32	\$ 35.46929	\$ 1,135.02	\$ 74.40	\$ 2,380.80	32	\$75.00	\$ 2,400.00
16	Riprap	CY	4	\$ 72.28205	\$ 289.13	\$ 190.00	\$ 760.00	7	\$190.00	\$ 1,330.00
17	Mobilization	EACH	1	\$ 4,025.00000	\$ 4,025.00	\$ 1,143.45	\$ 1,143.45	1	\$7,500.00	\$ 7,500.00
18	Salvaged Topsoil	SY	1640	\$ 2.14581	\$ 3,519.13	\$ 1.50	\$ 2,460.00	1,865	\$1.50	\$ 2,797.50
19	Mulching	SY	1500	\$ 0.28040	\$ 420.60	\$ 1.00	\$ 1,500.00	1,865	\$1.30	\$ 2,424.50
20	Erosion Bales	EACH	184	\$ 9.38923	\$ 1,727.62	\$ 22.00	\$ 4,048.00	205	\$32.50	\$ 6,662.50
21	Silt Fence	LF	1200	\$ 1.85708	\$ 2,228.50	\$ 2.50	\$ 3,000.00	1,250	\$2.50	\$ 3,125.00
22	Silt Fence Maintenance	LF	1200	\$ 0.11829	\$ 141.95	\$ 0.70	\$ 840.00	1,250	\$1.30	\$ 1,625.00
23	Erosion Mat Class I Type B	SY	62	\$ 0.96740	\$ 59.98	\$ 4.50	\$ 279.00	325	\$6.50	\$ 2,112.50
24	Inlet Protection Type C	EACH	1	\$ 51.44689	\$ 51.45	\$ 126.00	\$ 126.00	2	\$132.00	\$ 264.00
25	Temporary Ditch Checks	LF	14	\$ 9.51291	\$ 133.18	\$ 26.00	\$ 364.00	14	\$39.00	\$ 546.00
26	Culvert Pipe Checks	EACH	1	\$ 132.85470	\$ 132.85	\$ 188.00	\$ 188.00	1	\$197.00	\$ 197.00
27	Tracking Pads	EACH	3	\$ 1,653.26200	\$ 4,959.79	\$ 1,200.00	\$ 3,600.00	3	\$1,200.00	\$ 3,600.00
28	Seeding Mixture No. 20	LB	45	\$ 8.26316	\$ 371.84	\$ 15.00	\$ 675.00	51	\$19.50	\$ 994.50
29	Posts Wood 4x6 Inch x 12 Ft	EACH	2	\$ 52.08039	\$ 104.16	\$ 126.00	\$ 252.00			
30	Signs Type II Reflective H	SF	12,125	\$ 25.00000	\$ 303.13	\$ 62.00	\$ 751.75			
31	Traffic Control	EACH	1	\$ 500.00000	\$ 500.00	\$ 240.00	\$ 240.00	1	\$4,340.00	\$ 4,340.00
32	Traffic Control Drums	DAY	1350	\$ 0.51088	\$ 689.69	\$ 1.00	\$ 1,350.00			
33	Traffic Control Signs	DAY	270	\$ 1.30611	\$ 352.65	\$ 1.00	\$ 270.00			
34	Geotextile Fabric Type HR	SY	3	\$ 5.22992	\$ 15.69	\$ 100.00	\$ 300.00	3	\$100.00	\$ 300.00
35	Pavement Marking Epoxy 4 Inch Yellow	LF	346	\$ 0.29417	\$ 101.78	\$ 2.50	\$ 865.00			
36	Pavement Marking Stop Line Epoxy 24 Inch	LF	20	\$ 7.67293	\$ 153.46	\$ 2.50	\$ 50.00			
37	Pavement Marking Crosswalk Epoxy 12 Inch	LF	100	\$ 9.13573	\$ 913.57	\$ 2.50	\$ 250.00			
38	Sawing Concrete	LF	8	\$ 1.41786	\$ 11.34	\$ 62.00	\$ 496.00	8	\$62.00	\$ 496.00
39	WDNR Signs	EACH	2	\$ 1,400.00000	\$ 2,800.00	\$ 5,636.00	\$ 11,272.00			
40	Wall Modular Block Gravity	SF	375	\$ 33.04286	\$ 12,391.07	\$ 49.00	\$ 18,375.00			
41	Rail Fence	LF	345	\$ 12.00000	\$ 4,140.00	\$ 67.00	\$ 23,115.00			
				Total Est.	\$ 109,809.41	Total No. 3	\$ 187,888.00		Total Est.	\$ 154,531.50

ADDITIONAL ITEMS FOR DRAINAGE ALONG STH 60										
1A	Excavation Common	CY	--	--	--	--	--			
2A	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	--	--	--	--	--	85	\$150.00	\$ 12,750.00
3A	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	--	--	--	--	--	3	\$1,500.00	\$ 4,500.00
4A	Riprap	CY	--	--	--	--	--			
5A	Inlet Covers Type H	EACH	--	--	--	--	--	3	\$1,240.00	\$ 3,720.00
6A	Catch Basins 2x3-FT	EACH	--	--	--	--	--	3	\$3,500.00	\$ 10,500.00
7A	Salvaged Topsoil	SY	--	--	--	--	--			
8A	Mulching	SY	--	--	--	--	--			
9A	Seeding Mixture No. 20	LB	--	--	--	--	--			
									Total Est.	\$ 31,470.00

Bid Evaluation - Unit Price Contract

Stonewall Connector Trail
 Ridgeway Rd to Eagle Dr
 Village of Jackson, Wisconsin
 Bloom Project No. BM1-3372

Bid Opening: July 21, 2015, 10:00 AM

				Johnson & Sons, LLC.		2016			Method / Justification
				Bidder No. 3		REVISED Engineer's Estimate			
Item No.	Item	Unit	Estimated Quantity	Unit Price	Total	Estimated Quantity	Unit Price	Total	
	Excavation Common	CY	600		\$ -	204	\$60.00	\$ 12,268.80	Cut Volume, Civil 3D
	Base Aggregate Dense 1-1/4 Inch	TON	530		\$ -	287	\$45.00	\$ 12,906.00	Length * Width * Depth * 2 ton/cy
	Tack Coat	GAL	--		\$ -	61	\$8.50	\$ 515.95	Length * Width * 0.07 gal/sy
	Asphaltic Surface	TON	370		\$ -	168	\$225.00	\$ 37,845.00	Length * Width * Depth * 110 / 2000 lb/ton
	Concrete Pavement 6 Inch	SY			\$ -	28	\$100.00	\$ 2,770.00	Length * Width
	Concrete Sidewalk 5 Inch	SF	270		\$ -	244	\$10.00	\$ 2,435.40	Length * Width
	Curb Ramp Detectable Warning Field Yellow	SF	32		\$ -	8	\$375.00	\$ 3,000.00	Length * Width
	Mobilization	EACH	1		\$ -	1	\$7,500.00	\$ 7,500.00	
	Salvaged Topsoil	SY	1640		\$ -	3,367	\$2.00	\$ 6,734.80	Area of Restoration, Finished - Non-pavment
	Mulching	SY	1500		\$ -	3,367	\$0.50	\$ 1,683.70	Area of Restoration, Finished - Non-pavment
	Silt Fence	LF	1200		\$ -	583	\$2.50	\$ 1,457.50	Northern Slope Intercept Adjacent to Wetland
	Silt Fence Maintenance	LF	1200		\$ -	583	\$0.50	\$ 291.50	Northern Slope Intercept Adjacent to Wetland
	Erosion Mat Class I Type B	SY	62		\$ -	190	\$6.50	\$ 1,235.00	
	Inlet Protection Type C	EACH	1		\$ -	2	\$130.00	\$ 260.00	
	Retaining Wall	SF			\$ -	360	\$65.00	\$ 23,400.00	Length * Height
	Retaining Wall Excavation	CY			\$ -	77	\$13.00	\$ 997.10	Excavation to Depth of Leveling Slab, 6.5' Wide
	Geotextile Fabric Type HR	SY			\$ -	181	\$3.50	\$ 631.75	Length * Excavation Width * 2 layers
	Tracking Pads	EACH	3		\$ -	3	\$1,800.00	\$ 5,400.00	
	Seeding Mixture No. 20	LB	45		\$ -	61	\$11.00	\$ 666.60	Area of Restoration * 2 lb/1000 sf
	Posts Wood 4x4 Inch x 12 Ft	EACH	2		\$ -	2	\$190.00	\$ 380.00	(2) R5-6 "NO BIKES"
	Signs Type II Reflective H	SF	12.125		\$ -	8	\$195.00	\$ 1,560.00	(2) R5-6 "NO BIKES"
	Traffic Control	EACH	1		\$ -	1	\$5,000.90	\$ 5,000.90	
	Traffic Control Drums	DAY	1350		\$ -	1,368	\$0.50	\$ 684.00	36 Drums * 38 Days
	Traffic Control Signs	DAY	270		\$ -	228	\$0.50	\$ 114.00	6 Signs * 38 Days
	Pavement Marking Stop Line Epoxy 24 Inch	LF	20		\$ -	20	\$20.00	\$ 400.00	
	Pavement Marking Crosswalk Epoxy 12 Inch	LF	100		\$ -	100	\$10.00	\$ 1,000.00	
				Total No. 3			Total Est.	\$ 131,138.00	

From: [Heather Stabo](#)
 To: [Brian Kober](#)
 Subject: Stonewall Sidewalk Trail
 Date: Thursday, July 21, 2016 11:23:15 AM
 Attachments: [comments 7-12-2016.pdf](#)
[culvert option.jpg](#)
[160721_Stonewall.pdf](#)
[160721_Typicals.pdf](#)

Brian,

See attached plan. Sorry this took so long, I wanted to have a solution in hand prior to discussing. I am pretty sure WisDOT isn't going to bend on the side slopes, so I wanted to figure that out first and foremost.

The design attached I believe accommodates all of WisDOT's requests with exception of the flume drainage. I would like to figure a way to raise the profile of the path at that point and put in a small culvert similar to what's shown in the attached picture.

The left side slopes adjacent to wetland never exceed 2:1 (and are typically 2.5:1), which I feel means that a railing is not required (except for on top of the retaining wall). I have also increased the left terrace to 2' where possible and reduced the right side slope between the edge of shoulder and pathway to 4:1 everywhere. To meet these slopes, I added 10' of retaining wall.

Also, I went out to field verify the location of the stop bar on Eagle Drive and found it to be in line with the stop sign—this meant that I could shift our curb ramps south a bit, which reduced the path by about six feet in length. I also added a 5'x5' level landing pad to each of the curb ramps to be installed as concrete sidewalk, 5-inch.

I'd welcome your thoughts on this.

Heather

Heather Stabo, PE
 Bloom Companies
 414.292.4521

Comments/Responses Below:

Sheet 5	Typical Sections Lower Left	Slopes exceed WisDOT acceptable standards for field entrances	Profile raised to reduce side slopes. Maximum slope now 9.3%.	Maximum allowable is 10%; WisDOT FDM 11-15 Attachment 1.14: (http://wisconsindot.gov/rdwy/fdm/fd-11-15-001att.pdf#fd11-15a1.14)
	Typical Sections Upper Right	Can left terrace width be widened? Left side slope reduced?	Profile altered to allow a typical 2' wide terrace with a 2.5:1 typical side slope. Minimums remain at 1' and 2:1 in some places due to geometric constraints. (But does not exceed 2:1, which would be required to meet the "and" statement)	"A railing or fence is required when the sidewalk is adjacent to a vertical drop of more than one foot, the grade exceeds 2:1, and there is limited horizontal separation (less than five feet)." Wisdot Pedestrian Design Guide p. 5-21. (http://wisconsindot.gov/Documents/projects/multimodal/ped/guide-chap5.pdf)
	Typical Sections Upper Right	Right side slope should not exceed 4:1	Profile altered to make right side slope not exceed 4:1.	
	Typical Sections Lower Right	Use approved list of railings. Show height of railing.	Railing is 42 inches.	
	Typical Sections Lower Right	Right side slope should not exceed 4:1	Profile altered to make right side slope not exceed 4:1.	
Sheet 7	Construction Details	Can't Read		
	Construction Details	Add wall detail with railing and manufacturer specs		
Sheet 9	Erosion Control	Make Legend Bigger	Legend size increased by 1.5x.	
	Erosion Control	Add silt fence to all slope intercepts	Silt fence added.	
Sheet 11	Plan & Profile	Line up plan and profile vertically	Yes.	
Sheet 17	Plan & Profile	Reditch to not trap water from flume		
Sheet 17	Plan & Profile	Raise profile over field entrance.	Profile raised to reduce side slopes. Maximum slope now 9.3%.	
	Cross Sections	Scale	Yes.	

Heather,

Attached are redline comments and below are comments from Chris. Sorry that I did not have a chance to finalize my comments (due to a vacation) prior to you sending plans back in which you addressed some of Chris' comments.

- Sheet 5:
 - Upper Right Typical:
 - Provide a range for the downslope on the left slide instead of just "varies".
 - There appears to be a section of sidewalk adjacent to a 2:1 slope, with a drop-off of around 5' or more and water at the bottom. Given these conditions a fence or railing should be considered. Alternatively, can the 1' shoulder be widened to provide greater separation from the drop-off? See Section 5.3.1.2.6 of the WI Guide to Pedestrian Best Practices for a list of considerations. What is the maximum vertical drop adjacent to the sidewalk?
 - Lower Left Typical: How will section at the field entrance (Sta 107+32.59 to Sta 107+83.37) drain so that water, snow and ice do not accumulate on the sidewalk due to the slopes on each side?
 - Lower Right Typical: Identify railing height. Outside railings should be a minimum of 42" in height.
- Sheet 15: See previous comments in my 7/1/16 email regarding the need for construction details for curb ramps. How will the curb ramps be aligned for the NE quadrant of the Ridgeway intersection so that pedestrians do not have to traverse non-compliant cross-slopes and ramp flares? The plan appears to show the detectable warning fields (DWFs) and ramp flares (?) within the walking area for a pedestrian approaching from the north and wishing to go east along STH 60.
- Sheet 19: Again, a construction detail is recommended for the NW quadrant as this ramp appears to differ significantly from the WisDOT SDD for a Type 2 ramp. Where is the 5'x5' level landing? The sidewalk appears to approach the ramp from the side, so how will non-compliant ramps and flares be avoided within the walking area? A parallel/Type 7 ramp may be more appropriate here.

Before proceeding with any of these comments, field verify the stop bar on Eagle Drive, show it on the plans, and provide an Intersection Sight Distance (ISD) check due to the proposed railing. (chapter 11-10, fig. 5.2... provide computation exhibit)

From: [Derksen, Paul - DOT](#)
To: ["Jacqueline Macewicz"](#)
Cc: [Brian Kober](#)
Subject: RE: STH 60 Railroad Crossing
Date: Wednesday, June 08, 2016 9:36:34 AM

In talking to WisDOT maintenance department Washington County will be doing some patching in the roadway near the track sometime after July 4th. Maybe we can work together and utilize their traffic control and CN can do any repairs as needed.

I can submit the crossing under the repair program however funding is slim. I'm looking into when funds will be available.

Paul Derksen

Railroad Coordinator
WisDOT Transportation Southeast Region
(262)548-8770
email: paul.derksen@dot.state.wi.us

From: Jacqueline Macewicz [mailto:jackie.macewicz@cn.ca]
Sent: Monday, June 06, 2016 8:15 PM
To: Brian Kober <dirpubwks@villageofjackson.com>
Cc: Derksen, Paul - DOT <Paul.Derksen@dot.wi.gov>
Subject: RE: STH 60 Railroad Crossing

Brian,

I was out of the office traveling on company business. I had heard from Paul Derksen on this one prior to your messages, and knew our crews had been on site to make the repairs.

Track crossing maintenance is handled by CN track supervisor Sean Powell at sean.powell@cn.ca or office phone 262-763-3984.

CN renewed this crossing within the last 8 years. Once the concrete starts rocking, there is nothing we can do to save it other than to pull the concrete panels and pave it. CN no longer installs concrete crossings for this reason.

Paul Derksen on WisDOT can submit this one for funding by the State under the surface repair program.

Thanks,

Jackie Macewicz

CN - Manager Public Works

Stevens Point, WI

(o) 715.345.2503

(e) Jackie.Macewicz@cn.ca

From: Brian Kober [<mailto:dirpubwks@villageofjackson.com>]

Sent: Wednesday, June 01, 2016 3:32 PM

To: James.Weiglein@dot.wi.gov

Cc: Jacqueline Macewicz <jackie.macewicz@cn.ca>; 'John Walther' <jwalther@villageofjackson.com>

Subject: STH 60 Railroad Crossing

James,

The Village of Jackson is receiving numerous complaints on the condition of the railroad track crossing at STH 60 east bound lane. Temporary patches have been done, but a more permanent solution needs to be installed. Please inspect the crossing and advise on a timely solution.

The Canadian National railroad also has been contacted by phone with no reply to the message left.

If you have any questions please do not hesitate to ask.

Brian W. Kober, P.E.
Village of Jackson
Director of Public Works
PO Box 637
N168 W20733 Main Street
Jackson, WI 53037
Phone (262) 677-9001
Fax (262) 677-9710

Public Works Report

July 26, 2016

Treatment Plant - Designed Capacity – 1.67 million gallons per day
 Peak Flow Capacity – 6.0 million gallons per day

Year 2014

January	Avg. Flow 695,355 g.p.d.	Min. Flow 626,000 g.p.d.	Max. 822,000 g.p.d.
February	Avg. Flow 659,286 g.p.d.	Min. Flow 581,000 g.p.d.	Max. 874,000 g.p.d.
March	Avg. Flow 941,613 g.p.d.	Min. Flow 611,000 g.p.d.	Max. 1.285 MGD
April	Avg. Flow 1.172 MGD	Min. Flow 814,000 g.p.d.	Max. 3.188 MGD
May	Avg. Flow 947,322 g.p.d.	Min. Flow 688,000 g.p.d.	Max. 1.474 MGD
June	Avg. Flow 1.199 MGD	Min. Flow 732,000 g.p.d.	Max. 2.223 MGD
July	Avg. Flow 846,226 g.p.d.	Min. Flow 670,000 g.p.d.	Max. 1.646 MGD
August	Avg. Flow 743,322 g.p.d.	Min. Flow 603,000 g.p.d.	Max. 1.039 MGD
September	Avg. Flow 646,567 g.p.d.	Min. Flow 532,000 g.p.d.	Max. 759,000 g.p.d.
October	Avg. Flow 707,484 g.p.d.	Min. Flow 584,000 g.p.d.	Max. 898,000 g.p.d.
November	Avg. Flow 698,267 g.p.d.	Min. Flow 581,000 g.p.d.	Max. 1.086 MGD
December	Avg. Flow 788,065 g.p.d.	Min. Flow 658,000 g.p.d.	Max. 1.228 MGD

Year 2015

January	Avg. Flow 667,774 g.p.d.	Min. Flow 617,000 g.p.d.	Max. 713,000 g.p.d.
February	Avg. Flow 620,893 g.p.d.	Min. Flow 591,000 g.p.d.	Max. 662,000 g.p.d.
March	Avg. Flow 753,484 g.p.d.	Min. Flow 597,000 g.p.d.	Max. 885,000 g.p.d.
April	Avg. Flow 1.203 MGD	Min. Flow 705,000 g.p.d.	Max. 3.759 MGD
May	Avg. Flow 775,323 g.p.d.	Min. Flow 584,000 g.p.d.	Max. 1.317 MGD
June	Avg. Flow 905,633 g.p.d.	Min. Flow 661,000 g.p.d.	Max. 1.409 MGD
July	Avg. Flow 696,290 g.p.d.	Min. Flow 571,000 g.p.d.	Max. 912,000 g.p.d.
August	Avg. Flow 726,935 g.p.d.	Min. Flow 558,000 g.p.d.	Max. 1.254 MGD
September	Avg. Flow 728,240 g.p.d.	Min. Flow 526,000 g.p.d.	Max. 1.364 MGD
October	Avg. Flow 505,516 g.p.d.	Min. Flow 409,000 g.p.d.	Max. 691,000 g.p.d.
November	Avg. Flow 696,800 g.p.d.	Min. Flow 494,000 g.p.d.	Max. 1.583 MGD
December	Avg. Flow 897,258 g.p.d.	Min. Flow 616,000 g.p.d.	Max. 1.799 MGD

Year 2016

January	Avg. Flow 611,323 g.p.d.	Min. Flow 451,000 g.p.d.	Max. 924,000 g.p.d.
February	Avg. Flow 640,793 g.p.d.	Min. Flow 496,000 g.p.d.	Max. 851,000 g.p.d.
March	Avg. Flow 821,839 g.p.d.	Min. Flow 567,000 g.p.d.	Max. 1.463 MGD
April	Avg. Flow 718,000 g.p.d.	Min. Flow 563,000 g.p.d.	Max. 1.079 MGD
May	Avg. Flow 615,000 g.p.d.	Min. Flow 490,000 g.p.d.	Max. 937,000 g.p.d.

Years Summary of Water Consumption

2004 Total Pumpage 216,055,000 gallons	2005 Total Pumpage 223,215,000 gallons
2006 Total Pumpage 207,719,000 gallons	2007 Total Pumpage 217,224,000 gallons
2008 Total Pumpage 229,613,000 gallons	2009 Total Pumpage 231,160,000 gallons
2010 Total Pumpage 239,326,000 gallons	2011 Total Pumpage 240,268,000 gallons
2012 Total Pumpage 253,492,000 gallons	2013 Total Pumpage 228,371,000 gallons
2014 Total Pumpage 230,973,000 gallons	2015 Total Pumpage 222,621,000 gallons

Year 2014

Jan.	Avg.	620,550 g.p.d.	Highest Day 789,000 gals.	Total	19,237,000 gallons
Feb.	Avg.	612,390 g.p.d.	Highest Day 717,000 gals.	Total	17,147,000 gallons
March	Avg.	603,710 g.p.d.	Highest Day 678,000 gals.	Total	18,715,000 gallons
April	Avg.	602,600 g.p.d.	Highest Day 1.037 MGD	Total	18,078,000 gallons
May	Avg.	599,290 g.p.d.	Highest Day 729,000 gals.	Total	18,578,000 gallons
June	Avg.	658,000 g.p.d.	Highest Day 815,000 gals.	Total	19,740,000 gallons
July	Avg.	684,320 g.p.d.	Highest Day 881,000 gals.	Total	21,214,000 gallons
August	Avg.	703,320 g.p.d.	Highest Day 1.019 MGD	Total	21,803,000 gallons
Sept	Avg.	639,170 g.p.d.	Highest Day 747,000 gals.	Total	19,275,000 gallons
October	Avg.	658,940 g.p.d.	Highest Day 1.042 MGD	Total	20,427,000 gallons
Nov	Avg.	595,800 g.p.d.	Highest Day 733,000 gals.	Total	17,874,000 gallons
Dec	Avg.	610,970 g.p.d.	Highest Day 742,000 gals.	Total	18,940,000 gallons

Year 2015

Jan.	Avg.	599,680 g.p.d.	Highest Day 719,000 gals.	Total	18,590,000 gallons
Feb	Avg.	587,040 g.p.d.	Highest Day 736,000 gals.	Total	16,437,000 gallons
March	Avg.	582,970 g.p.d.	Highest Day 698,000 gals.	Total	18,072,000 gallons
April	Avg.	601,370 g.p.d.	Highest Day 928,000 gals.	Total	18,041,000 gallons
May	Avg.	585,260 g.p.d.	Highest Day 698,000 gals.	Total	18,143,000 gallons
June	Avg.	640,430 g.p.d.	Highest Day 779,000 gals.	Total	19,213,000 gallons
July	Avg.	722,550 g.p.d.	Highest Day 989,000 gals.	Total	22,399,000 gallons
August	Avg.	733,420 g.p.d.	Highest Day 1.197 MGD	Total	22,736,000 gallons
Sept	Avg.	615,700 g.p.d.	Highest Day 753,000 gals.	Total	18,471,000 gallons
Oct	Avg.	594,840 g.p.d.	Highest Day 945,000 gals	Total	18,440,000 gallons
Nov	Avg.	492,630 g.p.d.	Highest Day 599,000 gals	Total	14,779,000 gallons
Dec	Avg.	555,480 g.p.d.	Highest Day 637,000 gals	Total	17,220,000 gallons

Year 2016

Jan.	Avg.	580,680 g.p.d.	Highest Day 734,000 gals.	Total	18,001,000 gallons
Feb.	Avg.	603,930 g.p.d.	Highest Day 710,000 gals.	Total	17,514,000 gallons
March	Avg.	586,650 g.p.d.	Highest Day 693,000 gals.	Total	18,186,000 gallons
April	Avg.	660,200 g.p.d.	Highest Day 1.021 MGD	Total	19,806,000 gallons
May	Avg.	681,130 g.p.d.	Highest Day 997,000 gals.	Total	21,115,000 gallons
June	Avg.	781,870 g.p.d.	Highest Day 1.113 MGD	Total	23,456,000 gallons

Pump Capacity - Well #1- 400 g.p.m. Well #3 -900 g.p.m. Well #4 - 1200 g.p.m. Well #5 – 1,100 g.p.m. Well #6 – 800 g.p.m.

WWTP – Holding & Septage Receiving

2005	\$ 87,562.01	2006	\$101,115.11	2007	\$152,201.07	2008	\$210,441.47
2009	\$183,815.34	2010	\$197,653.66	2011	\$220,576.28	2012	\$236,224.70
2013	\$235,336.46	2014	\$203,938.32	2015	\$210,644.47		

2014	Holdings (gals)	Grease (gals)	G Decant (gals)	Septage (gals)	S Decant (gals)	Total Billings
Jan	1,298,100	26,700	8,000	2,000	40,000	\$12,377.30
Feb	1,214,100	42,400	8,000	9,450	16,250	\$12,181.61
March	1,411,000	43,200	5,000	10,300	57,200	\$14,633.31
April	1,634,000	21,800		39,350	191,100	\$19,620.21
May	1,451,750			63,500	199,450	\$18,414.39
June	1,553,200			30,900	253,600	\$19,225.00
July	1,474,650			40,400	205,450	\$17,812.13
August	1,344,650			35,250	187,250	\$16,176.13
September	1,308,700		3,500	54,650	246,050	\$18,292.51
October	1,431,150			89,350	351,950	\$23,106.38
November	1,078,600			66,100	251,214	\$17,013.86
December	1,400,900			12,650	162,910	\$15,085.50

2015	Holdings (gals)	Grease (gals)	G Decant (gals)	Septage (gals)	S Decant (gals)	Total Billings
Jan	1,326,850			10,250	52,100	\$11,663.89
Feb	1,191,500			2,500	45,400	\$10,171.26
March	1,507,900			16,150	85,900	\$14,102.76
April	1,668,450			35,250	398,200	\$23,878.38
May	1,190,850			31,100	148,600	\$13,890.38
June	1,407,600			37,750	349,100	\$20,794.50
July	1,485,950			33,830	243,660	\$18,589.33
August	1,255,600			28,050	290,860	\$17,810.50
September	1,459,400			15,500	333,350	\$19,899.26
October	1,273,400	7,200		37,150	369,300	\$20,603.82
November	1,336,300			36,200	343,035	\$20,046.14
December	1,610,500			31,200	234,700	\$19,194.26

2016	Holdings (gals)	Grease (gals)	G Decant (gals)	Septage (gals)	S Decant (gals)	Total Billings
Jan	1,359,400			3,500	47,700	\$11,528.02
Feb	1,443,000			1,500	31,350	\$11,666.26
March	1,515,950			5,600	102,900	\$14,166.14
April	1,600,500			25,000	284,250	\$20,110.01

Cranberry Creek Phase 4

We are waiting for to discuss landscaping between the development and the existing single families along Jackson Drive. The punch list items are being completed prior to occupancy of the first building.

Final Lift for Developed Subdivisions

Still working on the final lift of asphalt is Stonewall Ridge Development phase 2, English Oaks, and Laurel Springs this year. Walked Laurel Springs Subdivision Phase 1 on Tuesday, July 19th with Payne & Dolan rep to determine what first lift of asphalt needed to be removed along with curbing.

Rosewood Drive/TIF #4 Expansion Project

The property still has the potential of being developed. A new concept plan is being reviewed by the Plan Commission.

Laurel Springs Subdivision

The Developer (Bielinski Homes) is working on quotes to pave the final lift asphalt this year. No change.

GIS Program

Town and Country Engineering have started the process for the GIS system upgrade. The necessary license have been purchased to continue with the new mapping.

Storm Water Management Plan

The ordinance is being finalized to be incorporated into the new Village Code.

SCADA Upgrade Project

Staff is meeting with Town & Country Engineering to finalize the bid documents. The project will be advertised in late 2016.

Wilshire Drive Project LRIP

The roadway was paved on Friday, and Saturday July 15th and 16th. A punch list has been created, and being addressed by the contractor. Next, is the streetlights and getting grass to grow.

Space Needs Analysis Study

The kickoff meeting was completed with Cedar Corporation to create a list of materials needed to complete the study. Interviews with staff will start in the next two weeks.

Respectfully submitted, Brian W. Kober, P.E.