

# HIGHWAY WORK PROPOSAL

Wisconsin Department of Transportation  
DT1502 01/2020 s.66.0901(7) Wis. Stats

Proposal Number: **009**

<u>COUNTY</u>	<u>STATE PROJECT</u>	<u>FEDERAL</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>
Ozaukee	1229-04-76	WISC 2022007	I-43 North South Freeway; Highland Road To Sth 60	IH 043

## ADDENDUM REQUIRED ATTACHED AT BACK

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

Proposal Guaranty Required: \$1,000,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: November 9, 2021 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code
Contract Completion Time <del>May 31, 2024</del> July 31, 2024	<b>SAMPLE NOT FOR BIDDING PURPOSES</b>
Assigned Disadvantaged Business Enterprise Goal 10%	This contract is subject to federal oversight.

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

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

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

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

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

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

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

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

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

Notary Seal

Type of Work: Grading, Base, Concrete Pavement, Asphalt Pavement, Culvert Pipe, Storm Sewer, Curb and Gutter, Sidewalk, Guardrail, Bridge Construction, Retaining Walls, Noise Barrier Wall, Sign Structures, Signs, Pavement Markings, Fence, Concrete Barrier, Cable Barrier, Plantings, Street Lighting, Traffic Signals, ITS	For Department Use Only
Notice of Award Dated	Date Guaranty Returned

**PLEASE ATTACH  
PROPOSAL GUARANTY HERE**

**Effective with November 2007 Letting**

**PROPOSAL REQUIREMENTS AND CONDITIONS**

The bidder, signing and submitting this proposal, agrees and declares as a condition thereof, to be bound by the following conditions and requirements.

If the bidder has a corporate relationship with the proposal design engineering company, the bidder declares that it did not obtain any facts, data, or other information related to this proposal from the design engineering company that was not available to all bidders.

The bidder declares that they have carefully examined the site of, and the proposal, plans, specifications and contract forms for the work contemplated, and it is assumed that the bidder has investigated and is satisfied as to the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished, and as to the requirements of the specifications, special provisions and contract. It is mutually agreed that submission of a proposal shall be considered conclusive evidence that the bidder has made such examination.

The bidder submits herewith a proposal guaranty in proper form and amount payable to the party as designated in the advertisement inviting proposals, to be retained by and become the property of the owner of the work in the event the undersigned shall fail to execute the contract and contract bond and return the same to the office of the engineer within fourteen (14) days after having been notified in writing to do so; otherwise to be returned.

The bidder declares that they understand that the estimate of quantities in the attached schedule is approximate only and that the attached quantities may be greater or less in accordance with the specifications.

The bidder agrees to perform the said work, for and in consideration of the payment of the amount becoming due on account of work performed, according to the unit prices bid in the following schedule, and to accept such amounts in full payment of said work.

The bidder declares that all of the said work will be performed at their own proper cost and expense, that they will furnish all necessary materials, labor, tools, machinery, apparatus, and other means of construction in the manner provided in the applicable specifications and the approved plans for the work together with all standard and special designs that may be designed on such plans, and the special provisions in the contract of which this proposal will become a part, if and when accepted. The bidder further agrees that the applicable specifications and all plans and working drawings are made a part hereof, as fully and completely as if attached hereto.

The bidder, if awarded the contract, agrees to begin the work not later than ten (10) days after the date of written notification from the engineer to do so, unless otherwise stipulated in the special provisions.

The bidder declares that if they are awarded the contract, they will execute the contract agreement and begin and complete the work within the time named herein, and they will file a good and sufficient surety bond for the amount of the contract for performance and also for the full amount of the contract for payment.

The bidder, if awarded the contract, shall pay all claims as required by Section 779.14, Statutes of Wisconsin, and shall be subject to and discharge all liabilities for injuries pursuant to Chapter 102 of the Statutes of Wisconsin, and all acts amendatory thereto. They shall further be responsible for any damages to property or injury to persons occurring through their own negligence or that of their employees or agents, incident to the performance of work under this contract, pursuant to the Standard Specifications for Road and Bridge Construction applicable to this contract.

In connection with the performance of work under this contract, the contractor agrees to comply with all applicable state and federal statutes relating to non-discrimination in employment. No otherwise qualified person shall be excluded from employment or otherwise be subject to discrimination in employment in any manner on the basis of age, race, religion, color, gender, national origin or ancestry, disability, arrest or conviction record (in keeping with s.111.32), sexual orientation, marital status, membership in the military reserve, honesty testing, genetic testing, and outside use of lawful products. This provision shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation, and selection for training, including apprenticeship. The contractor further agrees to ensure equal opportunity in employment to all applicants and employees and to take affirmative action to attain a representative workforce.

The contractor agrees to post notices and posters setting forth the provisions of the nondiscrimination clause, in a conspicuous and easily accessible place, available for employees and applicants for employment.

If a state public official (section 19.42, Stats.) or an organization in which a state public official holds at least a 10% interest is a party to this agreement, this contract is voidable by the state unless appropriate disclosure is made to the State of Wisconsin Ethics Board.

## Effective with August 2015 Letting

### BID PREPARATION

#### Preparing the Proposal Schedule of Items

##### A General

- (1) Obtain bidding proposals as specified in section 102 of the standard specifications prior to 11:45 AM of the last business day preceding the letting. Submit bidding proposals using one of the following methods:
  1. Electronic bid on the internet.
  2. Electronic bid on a printout with accompanying diskette or CD ROM.
  3. Paper bid under a waiver of the electronic submittal requirements.

- (2) Bids submitted on a printout with accompanying diskette or CD ROM or paper bids submitted under a waiver of the electronic submittal requirements govern over bids submitted on the internet.

- (3) The department will provide bidding information through the department's web site at:  
<https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>

The contractor is responsible for reviewing this web site for general notices as well as information regarding proposals in each letting. The department will also post special notices of all addenda to each proposal through this web site no later than 4:00 PM local time on the Thursday before the letting. Check the department's web site after 5:00 PM local time on the Thursday before the letting to ensure all addenda have been accounted for before preparing the bid. When bidding using methods 1 and 2 above, check the Bid Express™ on-line bidding exchange at <http://www.bidx.com/> after 5:00 PM local time on the Thursday before the letting to ensure that the latest schedule of items Expedite file (\*.ebs or \*.00x) is used to submit the final bid.

- (4) Interested parties can subscribe to the Bid Express™ on-line bidding exchange by following the instructions provided at the [www.bidx.com](http://www.bidx.com) web site or by contacting:

Info Tech Inc.  
5700 SW 34th Street, Suite 1235  
Gainesville, FL 32608-5371  
email: <mailto:customer.support@bidx.com>

- (5) The department will address equipment and process failures, if the bidder can demonstrate that those failures were beyond their control.
- (6) Contractors are responsible for checking on the issuance of addenda and for obtaining the addenda. Notice of issuance of addenda is posted on the department's web site at:  
<https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>

or by calling the department at (608) 266-1631. Addenda can ONLY be obtained from the departments web site listed above or by picking up the addenda at the Bureau of Highway Construction, 4<sup>th</sup> floor, 4822 Madison Yards Way, Madison, WI, during regular business hours.

- (7) Addenda posted after 5:00 PM on the Thursday before the letting will be emailed to the eligible bidders for that proposal. All eligible bidders shall acknowledge receipt of the addenda whether they are bidding on the proposal or not. Not acknowledging receipt may jeopardize the awarding of the project.

##### B Submitting Electronic Bids

###### B.1 On the Internet

- (1) Do the following before submitting the bid:
  1. Have a properly executed annual bid bond on file with the department.

2. Have a digital ID on file with and enabled by Info Tech Inc. Using this digital ID will constitute the bidder's signature for proper execution of the bidding proposal.
- (2) In lieu of preparing, delivering, and submitting the proposal as specified in 102.6 and 102.9 of the standard specifications, submit the proposal on the internet as follows:
  1. Download the latest schedule of items reflecting all addenda from the Bid Express™ web site.
  2. Use Expedite™ software to enter a unit price for every item in the schedule of items.
  3. Submit the bid according to the requirements of Expedite™ software and the Bid Express™ web site. Do not submit a bid on a printout with accompanying diskette or CD ROM or a paper bid. If the bidder does submit a bid on a printout with accompanying diskette or a paper bid in addition to the internet submittal, the department will disregard the internet bid.
  4. Submit the bid before the hour and date the Notice to Contractors designates.
  5. Do not sign, notarize, and return the bidding proposal described in 102.2 of the standard specifications.
- (3) The department will not consider the bid accepted until the hour and date the Notice to Contractors designates.

## **B.2 On a Printout with Accompanying Diskette or CD ROM**

- (1) Download the latest schedule of items from the Wisconsin pages of the Bid Express™ web site reflecting the latest addenda posted on the department's web site at:  
<https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>  
Use Expedite™ software to prepare and print the schedule of items. Provide a valid amount for all price fields. Follow instructions and review the help screens provided on the Bid Express™ web site to assure that the schedule of items is prepared properly.
- (2) Staple an 8 1/2 by 11 inch printout of the Expedite™ generated schedule of items to the other proposal documents submitted to the department as a part of the bidder's sealed bid. As a separate submittal, not in the sealed bid envelop but due at the same time and place as the sealed bid, also provide the Expedite™ generated schedule of items on a 3 1/2 inch computer diskette or CD ROM. Label each diskette or CD ROM with the bidder's name, the 4 character department-assigned bidder identification code from the top of the bidding proposal, and a list of the proposal numbers included on that diskette or CD ROM as indicated in the following example:

**Bidder Name**

**BN00**

**Proposals: 1, 12, 14, & 22**

- (3) If bidding on more than one proposal in the letting, the bidder may include all proposals for that letting on one diskette or CD ROM. Include only submitted proposals with no incomplete or other files on the diskette or CD ROM.
- (4) The bidder-submitted printout of the Expedite™ generated schedule of items is the governing contract document and must conform to the requirements of section 102 of the standard specifications. If a printout needs to be altered, cross out the printed information with ink or typewriter and enter the new information and initial it in ink. If there is a discrepancy between the printout and the diskette or CD ROM, the department will analyze the bid using the printout information.
- (5) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:
  1. The check code printed on the bottom of the printout of the Expedite™ generated schedule of items is not the same on each page.
  2. The check code printed on the printout of the Expedite™ generated schedule of items is not the same as the check code for that proposal provided on the diskette or CD ROM.

3. The diskette or CD ROM is not submitted at the time and place the department designates.

### **C Waiver of Electronic Submittal**

- (1) The bidder may request a waiver of the electronic submittal requirements. Submit a written request for a waiver in lieu of bids submitted on the internet or on a printout with accompanying diskette or CD ROM. Use the waiver that was included with the paper bid document sent to the bidder or type up a waiver on the bidder's letterhead. The department will waive the electronic submittal requirements for a bidding entity (individual, partnership, joint venture, corporation, or limited liability company) for up to 4 individual proposals in a calendar year. The department may allow additional waivers for equipment malfunctions.
- (2) Submit a schedule of items on paper conforming to section 102 of the standard specifications. The department charges the bidder a \$75 administrative fee per proposal, payable at the time and place the department designates for receiving bids, to cover the costs of data entry. The department will accept a check or money order payable to: "Wisconsin, Dept. of Transportation."
- (3) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:
  1. The bidder fails to provide the written request for waiver of the electronic submittal requirements.
  2. The bidder fails to pay the \$75 administrative fee before the time the department designates for the opening of bids unless the bidder requests on the waiver that they be billed for the \$75.
  3. The bidder exceeds 4 waivers of electronic submittal requirements within a calendar year.
- (4) In addition to the reasons specified in section 102 of the standard specifications, the department may refuse to issue bidding proposals for future contracts to a bidding entity that owes the department administrative fees for a waiver of electronic submittal requirements.

**PROPOSAL BID BOND**

DT1303 1/2006

Wisconsin Department of Transportation

Proposal Number	Project Number	Letting Date
Name of Principal		
Name of Surety	State in Which Surety is Organized	

We, the above-named Principal and the above-named Surety, are held and firmly bound unto the State of Wisconsin in the sum equal to the Proposal Guaranty for the total bid submitted for the payment to be made; we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns. The condition of this obligation is that the Principal has submitted a bid proposal to the State of Wisconsin acting through the Department of Transportation for the improvement designated by the Proposal Number and Letting Date indicated above.

If the Principal is awarded the contract and, within the time and manner required by law after the prescribed forms are presented for signature, enters into a written contract in accordance with the bid, and files the bond with the Department of Transportation to guarantee faithful performance and payment for labor and materials, as required by law, or if the Department of Transportation shall reject all bids for the work described, then this obligation shall be null and void; otherwise, it shall be and remain in full force and effect. In the event of failure of the Principal to enter into the contract or give the specified bond, the Principal shall pay to the Department of Transportation **within 10 business days of demand** a total equal to the Proposal Guaranty as liquidated damages; the liability of the Surety continues for the full amount of the obligation as stated until the obligation is paid in full.

The Surety, for value received, agrees that the obligations of it and its bond shall not be impaired or affected by any extension of time within which the Department of Transportation may accept the bid; and the Surety does waive notice of any such extension.

IN WITNESS, the Principal and Surety have agreed and have signed by their proper officers and have caused their corporate seals to be affixed this date: **(DATE MUST BE ENTERED)**

**PRINCIPAL**

\_\_\_\_\_  
(Company Name) **(Affix Corporate Seal)**

\_\_\_\_\_  
(Signature and Title)

\_\_\_\_\_  
(Company Name)

\_\_\_\_\_  
(Signature and Title)

\_\_\_\_\_  
(Company Name)

\_\_\_\_\_  
(Signature and Title)

\_\_\_\_\_  
(Company Name)

\_\_\_\_\_  
(Signature and Title)

\_\_\_\_\_  
(Name of Surety) **(Affix Seal)**

\_\_\_\_\_  
(Signature of Attorney-in-Fact)

**NOTARY FOR PRINCIPAL**

\_\_\_\_\_  
(Date)

State of Wisconsin )  
) ss.  
\_\_\_\_\_ County )

On the above date, this instrument was acknowledged before me by the named person(s).

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

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

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

**Notary Seal**

**NOTARY FOR SURETY**

\_\_\_\_\_  
(Date)

State of Wisconsin )  
) ss.  
\_\_\_\_\_ County )

On the above date, this instrument was acknowledged before me by the named person(s).

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

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

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

**Notary Seal**

**IMPORTANT: A certified copy of Power of Attorney of the signatory agent must be attached to the bid bond.**



# CERTIFICATE OF ANNUAL BID BOND

DT1305 8/2003

Wisconsin Department of Transportation

Time Period Valid (From/To)
Name of Surety
Name of Contractor
Certificate Holder Wisconsin Department of Transportation

This is to certify that an annual bid bond issued by the above-named Surety is currently on file with the Wisconsin Department of Transportation.

This certificate is issued as a matter of information and conveys no rights upon the certificate holder and does not amend, extend or alter the coverage of the annual bid bond.

**Cancellation:** Should the above policy be cancelled before the expiration date, the issuing surety will give thirty (30) days written notice to the certificate holder indicated above.

\_\_\_\_\_  
(Signature of Authorized Contractor Representative)

\_\_\_\_\_  
(Date)





**DECEMBER 2000**

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER  
RESPONSIBILITY MATTERS - PRIMARY COVERED TRANSACTIONS**

Instructions for Certification

1. By signing and submitting this proposal, the prospective contractor is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective contractor shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective contractor to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department determined to enter into this transaction. If it is later determined that the contractor knowingly rendered an erroneous certification in addition to other remedies available to the Federal Government the department may terminate this transaction for cause or default.
4. The prospective contractor shall provide immediate written notice to the department to whom this proposal is submitted if at any time the prospective contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective contractor agrees by submitting this proposal that, should this contract be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department entering into this transaction.
7. The prospective contractor further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," which is included as an addendum to PR-1273 - "Required Contract Provisions Federal Aid Construction Contracts," without

modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. The contractor may rely upon a certification of a prospective subcontractor/materials supplier that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A contractor may decide the method and frequency by which it determines the eligibility of its principals. Each contractor may, but is not required to, check the Disapproval List (telephone # 608/266/1631).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a contractor in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters - Primary Covered Transactions

- (1) The prospective contractor certifies to the best of its knowledge and belief, that it and its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offense enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the prospective contractor is unable to certify to any of the statements in this certification, such prospective contractor shall attach an explanation to this proposal.

## Special Provisions

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**STSP'S Revised July 8, 2021**

**SPECIAL PROVISIONS**

**1. General.**

Perform the work under this construction contract for Project 1229-04-76, I-43 North South Freeway, Highland Road to STH 60, Const/Reconstruction w/expan, Ozaukee County, Wisconsin as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 2022 Edition, as published by the department, and these special provisions.

If all or a portion of the plans and special provisions are developed in the SI metric system and the schedule of prices is developed in the US standard measure system, the department will pay for the work as bid in the US standard system.

100-005 (20210708)

**2. General Information, Definitions, and Terms.**

*Supplement standard spec 101.2 with the following:*

**UPRR** Union Pacific Railroad Company

*Modify standard spec 101.3 with the following:*

**Roadbed** The graded portion of a highway or track section, within top slopes and side slopes, prepared as a foundation for the pavement structure and shoulders, or track section.

**Roadway** The portion of a highway, or railway, within the limits of construction. A divided highway has 2 or more roadways.

**Subgrade** The top surface of a roadbed upon which the pavement structure and shoulders, or track section, are constructed.

*Supplement standard spec 101.3 with the following:*

**Ballast** The layer or layers of specified or selected material of designed thickness placed on subballast to support ties, rail and other track material.

**Subballast** The layer or layers of specified or selected material of designed thickness placed on a subgrade to support ballast, ties, rail and other track material.

**Railway** A private way for the purpose of train operations, including the entire area within the private right-of-way.

**Track Section** The combination of subballast, ballast, ties, rails and other track material placed on a subgrade to support the railroad load and distribute it to the roadbed.

**UPRR Engineer** The UPRR or the UPRR's authorized representative limited by the particular duties assigned to the representative.

**3. Scope of Work.**

The work under this contract shall consist of removals, grading, dense graded base, concrete pavement, concrete curb and gutter, concrete barrier, HMA pavement, storm sewer, erosion control, permanent signing, traffic signals, traffic control, pavement marking, street lighting, structures, bridges, retaining walls, noise barriers, overhead sign structures, restoration, and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

**Structures:**

**Bridges**

B-45-24          B-45-105          B-45-107          B-45-108          B-45-109          B-45-110  
B-45-111

**Noise Barriers**

N-45-004

**Retaining Walls**

R-45-14          R-45-15          R-45-16          R-45-17          R-45-18          R-45-19  
R-45-23          R-45-26          R-45-36          R-45-37

**Sign Structures**

S-45-8          S-45-9          S-45-10          S-45-11          S-45-12          S-45-223  
S-45-224          S-45-225          S-45-403  
104-005 (20090901)

**4. Non-Mandatory Pre-Bid Meeting.**

*Add the following to standard spec 102.3.1 as paragraph three:*

Prospective bidders are invited to attend a non-mandatory pre-bid meeting on October 12, 2021 at 9:00 AM. The meeting link is shown below and will also be published on the HCCI website.

No meeting minutes will be prepared, but a published response will be sent out addressing all questions raised at the meeting.

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 414-662-4839,,288444304#](#) United States, Milwaukee

Phone Conference ID: 288 444 304#

**5. Prosecution and Progress.**

Begin work within ten calendar days after the engineer issues a written notice to do so.

Provide the start date to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the approved start date.

To revise the start date, submit a written request to the engineer at least two weeks before the intended start date. The engineer will approve or deny that request based on the conditions cited in the request and its effect on the department's scheduled resources.

Furnish a written request for a conditional notice to proceed to the engineer for approval to begin work prior to January 1, 2022. The request for a conditional notice to proceed shall be specific and include description of work, work zones, schedule, haul routes and traffic impacts. The conditional notice to proceed will not affect the completion date. All construction equipment, traffic impacts and activities utilized or mobilized prior to January 1, 2022 shall not disrupt the ongoing construction contracts listed in the Other Contracts section of the specifications.

Do not shift traffic into the Stage 3 configuration prior to March 15, 2023 unless approved by the engineer.

The completion date is based on an expedited work schedule and may require extraordinary forces and equipment; work on Saturdays and Sundays; and work at night.

Indicate on the proposed schedule of operations that a large force and adequate equipment will be needed to assure that the work will be completed within the established contract time.

Be advised that there will be multiple mobilizations and/or remobilizations to complete construction operations. No additional payment will be made, by the department, for additional mobilizations.

Obtain all permits required that may be required for off peak and nighttime work, including hauling of materials. Cost of all permits are incidental to the project.

After written notice to proceed, and prior to Final Acceptance of the work, assist with maintenance of existing roadways and bridges as specified in standard spec 104.6.1. This assistance may include performance of work covered under pay items or accommodating local repair forces within the work zones. Maintain all newly constructed work as specified in standard spec 104.6.1.

Place topsoil in all graded areas as designated by the engineer immediately after grading has been completed. Fertilize, seed and mulch or fertilize and sod all areas within five calendar days after placement of topsoil.

Clear debris and buildup at temporary precast concrete barrier scuppers and openings as directed by the engineer to ensure proper drainage is maintained. Cost of clearing debris and buildup from scuppers are incidental to the concrete barrier temporary precast bid items.

Place topsoil in all graded areas as designated by the engineer immediately after grading has been completed. Fertilize, seed and mulch or fertilize and sod all areas within five calendar days after placement of topsoil.

#### **A CPM Progress Schedule**

Refer to the Baseline CPM Progress Schedule items elsewhere in these special provisions.

#### **B Schedule of Operations**

The department anticipates that the schedule for each stage shall be as follows:

Traffic shifts shown in a given stage may occur at different times during that stage depending on the controlling elements for a given traffic movement. Do not move to the next stage until all work in the current stage is completed or as approved by the engineer. The department anticipates that the schedule for each stage shall be as follows:

##### **Stage 1A Construction**

- Freeway and Ramp Construction.
- Construct IH 43 NB outside shoulder replacement from Station 1470+00 to 1578+00.
- Remove existing Highland Road Structure B-45-21 over IH 43 and UPRR.
- Remove existing Falls Road Structure B-45-25.
- Construct culvert pipe at Station 1762+38 when freeway is closed for Falls Road bridge removal.

##### Local Road Construction

- None

##### **Stage 1B Construction**

##### Freeway and Ramp Construction

- Begin constructing Highland Bridge B-45-108 over IH 43.
- Construct northbound inside pavement widening from Station 1477+00 to 1542+00.
- Begin constructing retaining walls R-45-14, R-45-15, R-45-16, R-45-17 and R-45-19.
- Construct northbound outside temporary widening from Station 1542+00 to 1784+50.
- Partially construct culvert pipe from Structure 171.

## Local Road Construction

- Begin Highland Road construction.
- Begin constructing Highland Road Structure B-45-109 over UPRR.
- Begin constructing retaining wall R-45-18.
- Begin Falls Road construction.

## Stage 2A Construction

### Freeway and Ramp Construction

- Construct permanent inside shoulder and lane 1 of northbound from Station 1552+00 to 1676+47 and from Station 1694+00 to 1785+03.
- Construct NB temporary NB temporary widening/temporary connection from Station 1542+00 to 1552+00 and from Station 1676+47 to 1694+00.
- Construct temporary widening existing northbound Structure B-45-24 over Lakefield Road.
- Construct north end median crossover.
- Construct south end median crossover.
- Complete Highland Road Structure B-45-108 over IH 43.
- Construct noise wall N-45-004.
- Complete constructing retaining walls R-45-14, R-45-15, R-45-16, R-45-17 and R-45-19.
- Construct Highland Road Ramps temporary connections to I-43 mainline.
- Complete Falls Road Structure B-45-107 over IH 43.
- Continue partial culvert pipe construction from Structure 173 to Structure 175.
- Construct temporary pipe and structure from Structure T217 to T219.
- Construct temporary pipe and structure from T1001 to T1003.
- Construct B-45-28 southwest wingwall.
- Pave surface layer of asphalt on Highland Road and asphalt portion of all ramp terminus after July 2023.

### Local Road Construction

- Complete Highland Road.
- Complete Highland Road Structure B-45-109 over the UPRR.
- Complete retaining wall R-45-18.
- Complete Falls Road.
- Construct CTH C from park and ride lot driveway to east project limits.

## Stage 2B – Winter Shutdown

Winter shutdown will commence with the completion of all required work in Stage 1A, Stage 1B and Stage 2A in the Fall of 2022. Do not resume work until March 1, 2023 unless approved by the engineer. Provide a start date in writing at least 14 days prior to the planned recommencement of work in 2023. Upon approval the engineer will issue the notice to proceed within 10 days of the approved start date.

## Stage 3A Construction

### Freeway and Ramp Construction

- Begin constructing SB from Station 1488+00 to 1785+03. Stage construction to maintain access to Highland Road SB entrance and SB exit ramps and STH 60 SB entrance ramp.
- Remove CTH C existing Structure B-45-22 over IH 43.

- Begin constructing of CTH C Structure B-45-105 over IH 43.
- Begin constructing retaining wall R-45-37.
- Remove existing SB Structure B-45-23 over Lakefield Road.
- Begin constructing SB Structure B-45-111 over Lakefield Road.
- Begin constructing retaining walls R-45-23 and R-45-26.
- Continue partial culvert pipe construction from IH 43 median to Structure 173.
- Provide and construct Living snow fence plantings by May 15, 2023 and conform to Landscape Planting Surveillance and care cycle.

#### Local Road Construction

- Construct CTH C from west project limits to Structure B-45-105.

### Stage 3B

#### Freeway and Ramps

- Finish constructing SB from Station 1488+00 to 1785+03, stage construction to maintain access to CTH C SB exit and SB entrance ramps.
- Construct SB asphalt connection to existing 2-lane section from Station 1481+00 to 1488+00.
- Continue construction of CTH C Structure B-45-105.
- Complete constructing retaining wall R-45-37.
- Complete constructing SB Structure B-45-111 over Lakefield Road.
- Continuing constructing retaining walls R-45-23 and R-45-26.
- Construct sign Structures S-45-9, S-45-11, S-45-223, S-45-224, and S-45-403.

#### Local Roads

- None

### Stage 4A

#### Freeway and Ramps

- Begin constructing NB roadway from Station 1488+00 to 1552+00 and from Station 1676+47 to 1694+00, stage construction to maintain access to Highland Road NB entrance and NB exit ramps.
- Begin constructing NB Lanes 2 and 3, and outside shoulder from Station 1542+00 to 1676+47 and from Station 1694+00 to 1785+03, stage construction to maintain access to STH 60 NB exit ramp.
- Complete CTH C Structure B-45-105.
- Construct retaining wall R-45-36.
- Remove existing NB Structure B-45-24 over Lakefield Road.
- Begin constructing NB Structure B-45-110 over Lakefield Road.
- Continue constructing retaining walls R-45-23 and R-45-26.

#### Local Roads

- Construct CTH C from Structure B-45-105 to park and ride lot driveway.

### Stage 4B

#### Freeway and Ramps

- Complete constructing NB from Station 1488+00 to 1552+00 and from Station 1676+47 to 1694+00.



- Complete constructing NB Lanes 2 and 3, and outside shoulder from Station 1552+00 to 1676+47 and from Station 1694+00 to 1785+03, staging construction to maintain access to CTH C NB entrance and NB exit ramps.
- Construct NB asphalt connection to existing 2-lane section from Station 1481+00 to 1488+00.
- Complete constructing NB Structure B-45-110 over Lakefield Road.
- Complete constructing retaining walls R-45-23 and R-45-26.
- Construct sign Structures S-45-8, S-45-10, S-45-12 and S-45-225.

#### Local Roads

- Construct Lakefield Road

### Stage 4C Construction

#### Freeway and Ramps

- Remove and restore north end and south end crossovers.
- Remove temporary median ramp crossovers.
- Construct median beam guard, barrier and maintenance openings from Station 1488+00 to 1785+03.
- Complete project.

#### Local Roads

- None

Winter shutdown will commence with the completion of all required work in Stage 3A, Stage 3B Stage 4A, Stage 4B, and Stage 4C in the Fall of 2023. Do not resume work until May 1, 2024 unless approved by the engineer. Provide a start date in writing at least 14 days prior to the planned recommencement of work in 2024. Upon approval the engineer will issue the notice to proceed within 10 days of the approved start date.

### Stage 5 Construction

#### Freeway and Ramps

- Place polymer overlay on Structures B-45-110 and B-45-111 over Lakefield Road.
- Complete project.

#### Local Roads

- None
- Nightly Freeway Shoulder Restoration

When working on the IH 43 NB median shoulder replacement and widening and IH 43 NB outside shoulder widening without the protection of concrete barrier temporary precast, no open excavation or storing of materials and equipment within the clear zones and no vertical drop-offs greater than two-inches adjacent to the travel lanes will be permitted during Peak Hours and Off Peak Hours with no lane closures. At the end of every Off Peak and nighttime closure, fill all excavated areas, restore the shoulders with base aggregate dense as shown on the plans, and remove all materials and equipment from the clear zones (greater than 6:1). Provide shoulder cross slopes with an 8% maximum rollover with the adjacent travel lanes for Peak Hour and Off-Peak Hour freeway traffic operations providing two lanes in each direction. Before opening to two lanes of traffic, place traffic control drums at the inside edge of shoulder as shown on the plans. Nightly freeway shoulder restoration will be paid for under the Base Aggregate Dense 1 ¼-Inch bid item.

Vertical drop-offs greater than two inches will not be permitted where the roadway or shoulder abuts the adjacent travel lanes for Peak Hour and Off-Peak Hour freeway traffic operations without a traffic barrier. Before opening to two lanes of traffic, place traffic control drums as shown on the plans.

## **Contractor Coordination**

Provide an individual to serve as the contractor's sole point of contact for field utility coordination, traffic closure coordination, and communication for the duration of the project.

Obtain prior acceptance from the engineer and the Construction Program Work Zone, (414) 640-1148 for Full Freeway Closures. Notify local emergency and police agencies seven calendar days prior to freeway closure.

Notify the engineer, businesses and residents that live along Highland Road, CTH C, Lakefield Road, and Falls Road five business days in advance of restricting access to their houses or business.

Notify the engineer five business days in advance of restricting access to Park and Ride Lot at CTH C.

Attend weekly scheduling meetings to discuss the near-term schedule activities, address any long-term schedule issues, and discuss any relevant technical issues. Develop a rolling three-week schedule identifying the previous week worked and a two week "look ahead". Provide sufficient detail to include actual and planned activities and all the subcontractors for offsite and construction activities, addressing all activities including ramp and lane closure schedules to be performed and identifying issues requiring engineering action or input.

## **Portable Changeable Message Signs**

Obtain acceptance from the engineer regarding the wording of all messages on portable changeable message signs prior to placing the message.

## **Freeway and Service Ramp Work Restrictions**

### **Definitions**

The following definitions apply to this contract for freeway and service ramp work restrictions:

#### **Freeway No Closures (Peak Hours)**

5:30 AM – 8:30 PM	Monday, Tuesday, Wednesday, Thursday
5:30 AM – 10:00 PM	Friday
9:00 AM – 10:00 PM	Saturday
9:00 AM – 8:30 PM	Sunday

#### **Freeway Closure Hours (Off Peak Hours)**

8:30 PM – 5:30 AM	Monday PM to Friday AM
10:00 PM – 9:00 AM	Friday PM to Saturday AM
10:00 PM – 9:00 AM	Saturday PM to Sunday AM
8:30 PM – 5:30 AM	Sunday PM to Monday AM

#### **Service Ramp Closure Hours**

8:00 PM – 6:00 AM	Sunday PM to Monday AM, Monday PM to Tuesday AM, Tuesday PM to Wednesday AM, Wednesday PM to Thursday AM, Thursday PM to Friday AM
9:30 PM – 9:30 AM	Friday PM to Saturday AM, Saturday PM to Sunday AM

#### **Full Freeway Closure Hours**

11:00 PM – 4:30 AM	Sunday PM to Monday AM, Monday PM to Tuesday AM, Tuesday PM to Wednesday AM, Wednesday PM to Thursday AM, Thursday PM to Friday AM
11:00 PM – 6:30 AM	Friday PM to Saturday AM, Saturday PM to Sunday AM

Do not close freeway lanes or shoulders (including service ramps) and ensure that the freeways are entirely clear for traffic during Weekday Peak Hours and Weekend Peak Hours, except as shown in the traffic control plans. Provide a minimum of one lane in each direction of the freeway that is entirely clear for traffic during Weekday Off-Peak Hours and Weekend Off-Peak Hours except as allowed during full closure.

Provide a minimum of one lane in each direction of the freeway that is entirely clear for traffic during Nighttime Hours except as allowed during full closure. Close service ramps only during Service Ramp Closure Hours, unless otherwise specified in the plan, or unless otherwise approved by the engineer for safety or operational reasons associated with other adjacent lane or freeway closures.

Follow plan details for closures. Lane restrictions of the freeway beyond that shown on the traffic control plans are subject to lane rental assessments and must be approved by the engineer. If plan details are not provided in the traffic control plan, furnish plans for review by the engineer. Once approved, allow at least three business days prior to the closure of roadway, lane, and ramp as identified in Contractor Coordination.

Do not, at any time, conduct construction operations in the median area and adjacent outside shoulder area of the freeway at the same time without obtaining prior permission of the engineer, beyond that shown on the traffic control plans.

Provide gaps in the work zone as needed to maintain ingress and egress of construction operations.

Do not, at any time, store equipment or materials in the median area without obtaining prior permission of the engineer, beyond that shown on the traffic control plans.

### **Rolling Closure**

Short term freeway mainline and service ramp rolling closures may be allowed for a maximum of 15 minutes for the removal and erection of bridge and sign structures, equipment moves across the road, or other required work as determined by the engineer. The department will allow short term rolling closures only between 2:00 AM and 4:00 AM, and they may only be performed by freeway law enforcement.

Obtain approval from the engineer before coordinating these closures with freeway law enforcement. Coordinate 14 calendar days before closure. Present the scheduled time for the short-term rolling closure at the weekly traffic meeting a minimum of one week before the closure.

sef-108-031 (20170406)

### **Closure Restrictions**

#### **General**

Do not close local street traffic lanes or intersections and ensure that the local street traffic lanes are entirely clear for traffic, except as shown in the traffic control plans.

Follow plan details for closures. Lane restrictions beyond that shown on the traffic control plans must be approved by the engineer. If plan details are not provided in the traffic control plan, furnish plans for review by the engineer for approval. Once approved, allow at least five business days prior to the closure of local roadway and/or intersection as identified in Contractor Coordination.

Do not, at any time, conduct construction operations in the median area and adjacent outside shoulder area of the local street at the same time without obtaining prior permission of the engineer, beyond that shown on the traffic control plans.

Permitting the contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a waiver on the part of the department of any of its rights under the contract.

Inform engineer, property owners and tenants at least 48 hours prior to removing a driveway approach that serves that property. Schedule sidewalk and driveway approach removal and replacement so that the time lapse between removal and replacement is minimal.

Do not close residential approaches or remove from service without providing 5 business days' notice to the occupants of the premises to remove their vehicles prior to driveway removal or closing of the driveway approach access. If necessary, make other access arrangements, agreed to in writing and signed by the contractor and the property owner serviced by the driveway. Obtain approval from the engineer prior to alternating construction sequencing.

Maintain access to properties along Highland Road, CTH C, Lake Field Road, Falls Road, and all adjacent side streets, and any other local road effected by construction for local residents, businesses, and emergency vehicles. Maintain and keep open the access to all driveways and parking lots where

alternative access is not available at all times by closing one driveway at a time, building half the driveway at a time and/or plating concrete work. Plating of concrete work, as directed by the engineer, is included in the item that is being plated. In parking lots that are being reconstructed, stage operations so that parking and access is maintained on existing or proposed base aggregate or pavement.

Existing trees, streetlight poles, hydrants and other utility poles are to remain in place during construction unless otherwise noted in the plan. Conduct an on-site visit prior to bidding to determine any special measures required for proper clearance between the trees, hydrants and poles and the paving equipment. No additional compensation will be made.

Full closure and detouring of freeway roads will be restricted to Full Freeway and Service Ramp Closure/Hours unless otherwise specified. The freeway may be closed to facilitate the removal of structures and erection of girders, to perform work related to major traffic shifts and other work approved by the engineer. Provide signed detour routes, as shown in the plans, fully open and free of construction during all full roadway and system ramp closures. Obtain prior acceptance from the engineer for full freeway closures.

To minimize the total number of full freeway closures for girder erection, and bridge demolition, the contractor is allowed extended full freeway closures between 11:00 PM and 4:30 AM Sunday through Thursday nights and between 11:00 PM and 6:00 AM for Friday and Saturday nights. A full freeway closure is defined as one direction of the freeway. Closing both directions of the freeway constitutes using two full freeway closures. A total of six extended full freeway closures are allowed. Bridge superstructure demolition activities will require a full freeway closure in both directions. These closures are to be utilized only for bridge demolition, girder erection, and temporary drainage system construction for the following locations:

- Highland Road bridge demolition and construction.
- Falls Road bridge demolition and construction.
- CTH C bridge demolition and construction.
- Culvert pipe removal and construction at Stations 1645+75 and 1762+38.

Submit requests for extended hour closures 14 calendar days prior to the planned closure events. Submit requests for closures beyond extended hours up to 20 hours 30 calendar days prior to the closure event. For closures greater than 20 hours, submit requests 45 calendar days prior to the planned closure event. Obtain prior approval from the engineer and the Construction Program Work Zone, (414) 640-1148, for said closures.

Submit requests for extended nighttime closure hours 14 calendar days prior to the planned closure events. Obtain prior approval from the engineer and the Construction Program Work Zone, (414) 640-1148, for said closures. Notify local emergency and police agencies 7 calendar days prior to closures.

### **Freeway Lane Restrictions**

Do not begin construction on the temporary widening of the IH 43 bridge B-45-24 over Lake Field Road prior to the construction of the outside temporary pavement and shoulder widening is completed and traffic switched as shown in Stage 2 or as approved by the engineer.

Do not begin the construction of the CTH C bridge B-45-105 prior to the complete construction and opening of Highland Road interchange ramps and traffic is switched onto the NB pavement as shown in Stage 3A or as approved by the engineer.

Do not begin construction on the IH 43 north end median crossover prior to Stage 2 or as approved by the engineer.

Do not begin construction on the IH 43 south end median crossover prior to Stage 1B or as approved by the engineer.

### **Ramp Closure Restrictions**

All entrance and exit ramps shall be posted 3 business days in advance of their closure with the dates and time of the closure.

No two consecutive entrance ramps or consecutive exit ramps may be closed unless it is shown in the traffic control plans or approved by the engineer.

Do not close entrance and exit ramps to CTH C during STH 60 ramps construction or as approved by the engineer.

Do not close SB entrance and NB exit ramps to STH 60 during CTH C interchange and ramp construction or as approved by the engineer. At any time do not close NB entrance and SB exit ramp to STH 60.

Do not close entrance and exit ramps to Highland Road during CTH C interchange and ramp construction or as approved by the engineer.

Full closures of the ramps to and from CTH C will not be allowed until all ramps at Highland Road are open.

### **Work Zone Ingress/Egress**

All locations of work zone egress or ingress for construction vehicles are subject to approval from the engineer. Submit to the engineer locations for freeway access into and out of the work zone for each stage and plans, for approval, that include signage and parallel deceleration and acceleration lanes for each freeway access into and out of the work zones. Submit the locations and plans 14 calendar days prior to each stage for approval by the engineer. This will be an official submittal as defined in section 103.10.2.4 of the Contract Award and Execution located elsewhere in these special provisions.

At the weekly traffic meetings, provide updated information to the Work Zone Access Plan, as approved by the engineer, to direct emergency responders accessing a median barrier restricted work zone. Access for emergency responders shall be maintained at all times and not restricted by vehicles, equipment or the storage of equipment, vehicles or materials.

Access into the work zones are not allowed directly from the freeway during peak hours except where appropriate acceleration and deceleration lanes and traffic control are provided, as approved by the engineer. Access into the work zones from the freeway will be allowed at other times, subject to approval by the engineer, if operations can be safely accomplished and do not result in non-construction traffic entering the work zones. Exiting work zones directly onto the freeway are only allowed when operations do not obstruct or slow traffic on the freeway. All construction vehicles shall yield to all through traffic at all locations.

SEF Rev. 13\_0425\_revised

### **All Work Restrictions**

Excavation material and cleared and grubbed material should be stockpiled on upland areas an adequate distance away from wetlands, storm sewer inlets, floodplains, and the waterways as determined by engineer.

Provide the Wisconsin State Patrol and Ozaukee County Highway Maintenance with a 24-hour emergency contact number for when maintenance is required.

*Replace standard spec 108.10.2.2(2) with the following:*

Include requests for severe weather delays in the Monthly CPM Progress Schedule Updates. Indicate the number of adverse weather days that occurred during that month. Provide CPM progress schedule documentation as required under Section 108.4.7 of the Baseline CPM Progress Schedule/Monthly CPM Progress Schedule Updates special provision to show that the controlling item of work was delayed. Show that the delay was beyond the control of the contractor. The engineer will assess the contractor's submittal and indicate how many adverse weather days are confirmed.

*Replace standard spec 108.10.2.2(3) with the following:*

For each calendar month, the engineer will grant a severe weather day for each confirmed adverse weather day that exceeds the number of anticipated adverse weather days 108.10.2.2(1) shows. When the contractor requests severe weather days, the engineer will give the contractor a monthly written statement showing the number of days credited for severe weather. The engineer will only extend time for interim and contract completion dates for severe weather days that have been validated through an accepted CPM Progress Schedule Update.

## **FTMS Interim Completion**

Within 30-days of beginning any work on the project have the following installation sites installed and functioning on provided cellular modems as a temporary communications system. It is not necessary to have the permanent fiber optic communications connections to the sites installed.

- CS-45-0001; IH 43 near Falls Rd.
- SDS-45-0060; IH 43 near Bonniwell Rd.
- SDS-45-0058; IH 43 near Dondelion Ln.

## **Interim Completion of Work August 19, 2022**

Open all lanes of Highland Road to traffic by August 19, 2022.

If the contractor fails to open all lanes of Highland Road to traffic by August 19, 2022, the department will assess the contractor \$4,000 in interim liquidated damages per day for each calendar day after 12:01 AM on August 20, 2022 that Highland Road is not open to all lanes of traffic. An entire calendar day will be charged for any period of time within a calendar day that Highland Road is not open to all lanes of traffic beyond 12:01 AM.

## **Interim Completion of Work November 4, 2022**

Complete all work on Highland Road Interchange (ramps and side road) by November 4, 2022.

If the contractor fails to complete all work on Highland Road Interchange (ramps and side road) by November 4, 2022, the department will assess the contractor \$2,500 in interim liquidated damages per day for each calendar day after 12:01 AM on November 5, 2022 that Highland Road and all Highland Road ramps is not complete and open to all lanes of traffic. An entire calendar day will be charged for any period of time within a calendar day that Highland Road and Highland Road Ramps is not complete and open to all lanes of traffic beyond 12:01.

## **Interim Completion of Work November 4, 2023**

Complete all work on the project except Thermoplastic Polyolefin overlays (TPO) of IH-43 bridges over the Lake Field Road by November 4, 2023.

If the contractor fails to complete all work on the project except Thermoplastic Polyolefin overlays (TPO) of IH-43 bridges over the Lake Field Road by November 4, 2023, the department will assess the contractor \$2,500 in interim liquidated damages per day for each calendar day after 12:01 AM on November 5, 2023 that other work except for TPO's is not complete and open to traffic. An entire calendar day will be charged for any period of time within a calendar day al other work is not complete beyond 12:01 AM, on November 5, 2023.

## **Enhanced Final Liquidated Damages**

*Replace standard spec 108.11 paragraph (3) as follows:*

The department will assess \$4,000 in daily liquidated damages. These liquidated damages reflect the cost of engineering, supervision, and a portion of road user costs.

## **Winter Maintenance**

Ozaukee County will perform snow removal operations for freeway and ramp lanes and shoulders that are open to traffic. The City of Mequon will perform snow removal operations for Highland Road that are open to traffic. The Town of Grafton will perform snow removal operations for Lake Field Road and Falls Road that are open to traffic. Provide for snow removal in those areas closed to traffic as required to facilitate safe construction operations and stage changes and as required to eliminate snow melt run-off from crossing active roadways. Provide Ozaukee County Highway Maintenance and Ozaukee County Sheriff's Department with a 24-hour emergency contact number for when maintenance is required.

SEF Rev. 12\_0330\_revised

### **Joint Ties for Concrete Pipe**

Tie storm sewer pipe together in the manner illustrated on the standard detail drawing "Joint Ties for Concrete Pipe and Concrete Collar Detail" for pipe segment from drainage Structure 171 to 173, 172 to 173, 173 to 175, 233 to 235, 247 to 248, and 269 to 271. Cost is considered incidental to concrete pipe.

### **Fish Spawning**

There shall be no instream disturbance of waterways, as a result of construction activity under or for this contract, from March 1 to June 25, both dates inclusive, in order to avoid adverse impacts upon the spawning of fish.

Any change to this limitation will require submitting a written request by the contractor to the engineer, subsequent review and concurrence by the Department of Natural Resources in the request, and final approval by the engineer. The approval will include all conditions to the request as mutually agreed upon by WisDOT and DNR. Regardless of timeframe, culvert pipe checks for pipes at these waterways shall be removed immediately after completion of the pipework.

### **Ulao Creek**

Do not stockpile roadway excavation material along the west of I-43, where Ulao Creek runs parallel to the roadway. During a major storm event approaching, do not start placing riprap along highway embankment slopes where Ulao Creek runs parallel to the roadway. Isolate the southwest wingwall work (B-45-28) from the live channel by use of a cofferdam or other methods during the fish spawning period between March 1 and August 15.

### **Northern Long-eared Bat (*Myotis septentrionalis*)**

Northern Long-eared Bats (NLEB) have the potential to inhabit the project limits because they roost in trees. Roosts may not have been observed on this project, but conditions to support the species exist. The species and all active roosts are protected by the Federal Endangered Species Act. If an individual bat or active roost is encountered during construction operations, stop work and notify the engineer and the WisDOT Regional Environmental Coordinator (REC).

According to the final 4(d) rule issued for the NLEB, the department has determined that the proposed activity may affect, but will not result in prohibited take of the NLEB. The activity involves tree removal but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree.

If additional trees need to be removed, no Clearing shall occur without prior approval from the engineer, following coordination with the WisDOT REC. Additional tree removal beyond the area originally specified will require consultation with the United States Fish and Wildlife Service (USFWS) and may require a bat presence/absence survey. Notify the engineer if additional Clearing cannot be avoided to begin coordination with the WisDOT REC. The WisDOT REC will initiate consultation with the USFWS and determine if a survey is necessary.

Submit a schedule and description of Clearing operations with the ECIP 14 days prior to any Clearing operations. The department will determine, based on schedule and scope of work, what additional erosion control measures shall be implemented prior to the start of Clearing operations, and list those additional measures in the ECIP.

### **Rusty Patched Bumble Bee (*Bombus affinis*)**

The rusty patched bumble bee (*Bombus affinis*) was listed as endangered by the U.S. Fish and Wildlife Service (USFWS) under the Endangered Species Act, effective March 21, 2017. Construction activities such as grading outside the mowed shoulder area have the potential to impact ground nests and wildflowers that may serve as a food source for the bee. If an active rusty-patched bumblebee nest is encountered in construction areas, contact the WisDOT Regional Environmental Coordinator, who will coordinate with USFWS.

## **Migratory Birds**

Swallow or other migratory bird nests have been observed on or under the existing structure(s). All active nests (when eggs or young are present) of migratory birds are protected under the federal Migratory Bird Treaty Act. The nesting season for swallows and other birds is from April 15 to August 31.

Remove existing structures before the April 15 nesting season.

If existing structures are planned to be removed after April 15, either prevent active nests from becoming established or prevent birds from nesting by installing and/or maintaining a suitable deterrent device on the remaining structure prior to nesting activity under the bid item Installing and Maintaining Bird Deterrent System. As a last resort, apply for a depredation permit from the US Fish and Wildlife Service for work that may disturb or destroy active nests. The need for a permit may be avoided by removing the existing bridge structure prior to nest occupation by birds or clearing nests from all structures before the nests become active in early spring.

Clearing of existing trees and shrubs shall occur between September 1 and April 14.

## **6. Lane Rental Fee Assessment.**

### **A General**

The contract designates some lane closures to perform the work. The contractor will not incur a Lane Rental Fee Assessment for closing lanes during the allowable lane closure times. The contractor will incur a Lane Rental Fee Assessment for each lane closure outside of the allowable lane closure times. If a lane is obstructed at any time due to contractor operations, it is considered a closure. The purpose of lane rental is to enforce compliance of lane restrictions and discourage unnecessary closures.

The allowable lane closure times are shown in the Traffic article.

Submit the dates of the proposed lane, ramp, and roadway restrictions to the engineer as part of the progress schedule.

Coordinate lane, ramp, and roadway closures with any concurrent operations on adjacent roadways within 3 miles of the project. If other projects are in the vicinity of this project, coordinate lane closures to run concurrent with lane closures on adjacent projects when possible. When lane closures on adjacent projects extend into the limits of this project, Lane Rental Fee Assessments will only occur if the closure facilitates work under this contract.

### **B Lane Rental Fee Assessment**

The Lane Rental Fee Assessment incurred for each lane closure, each ramp closure, and each full closure of a roadway, per direction of travel, is as follows:

#### **IH 43 Off Peak Lane Closure Extending into Weekday Peak Hours**

- 2 lanes to 1 lane: \$6,000 per lane, per direction of travel, per hour broken into 15 minute increments

#### **IH 43 Off Peak Lane Closure Extending into Weekend Peak Hours**

- 2 lanes to 1 lane: \$3,000 per lane, per direction of travel, per hour broken into 15 minute increments

#### **Local Road Off Peak Lane Closure Extending into Peak Hours**

- \$1,000 per lane, per direction of travel, per hour broken into 15 minute increments

#### **IH 43 Service Ramp**

- \$1,000 per lane, per direction of travel, per hour broken into 15 minute increments



## IH 43 Full Freeway Closure

- 4:30 AM to 5:30 AM: \$1,500 per lane, per direction of travel, per hour broken into 15 minute increments
- After 5:30 AM: \$6,000 per lane, per direction of travel, per hour broken into 15 minute increments

The Lane Rental Fee Assessment represents a portion of the cost of the interference and inconvenience to the road users for each closure. All lane, roadway, or ramp closure event increments 15 minutes and less will be assessed as a 15-minute increment.

The engineer, or designated representative, will be the sole authority in determining time period length for the Lane Rental Fee Assessment.

Lane Rental Fee Assessments will not be assessed for closures due to crashes, accidents or emergencies not initiated by the contractor.

The department will assess Lane Rental Fee Assessment by the dollar under the administrative item Failing to Open Road to Traffic. The total dollar amount of Lane Rental Fee Assessment will be computed by multiplying the Lane Rental Assessment Rate by the number of 15-minute increments of each lane closure event as described above.

Lane Rental Fee Assessment will be in effect from the time of the Notice to Proceed until the department issues final acceptance. If interim completion time or contract time expires before the completion of specified work in the contract, additional liquidated damages will be assessed as specified in standard spec 108.11 or as specified within this contract.

stp-108-070 (20161130)

## 7. Traffic.

### General

Keep IH 43, and all service ramps open to through traffic at all times for the duration of this project except as noted below and in the Prosecution and Progress article in these special provisions.

### Residential and Business Property Access

Maintain access to properties along Highland Road, CTH C, Lakefield Road, Falls Road and all adjacent side streets, and any other local road effected by construction for local residents, businesses, and emergency vehicles. Maintain and keep open the access to all driveways and parking lots where alternative access is not available at all times by closing one driveway at a time, building half the driveway at a time and/or plating concrete work. Do not close the Concordia University driveway along North Lake Drive at any time. Plating of concrete work, as directed by the engineer, is included in the item that is being plated. In parking lots that are being reconstructed, stage operations so that parking and access is maintained on existing or proposed base aggregate or pavement.

### Schedule of Operations

Traffic shifts shown in a given stage may occur at different times during that stage depending on the controlling elements for a given traffic movement as approved by the engineer. The department anticipates that the schedule of major traffic shifts and roadway openings and closings for each stage shall be as follows, unless approved by the engineer:

The construction sequence, including the associated traffic control, shall be substantially accomplished as detailed in the Traffic Control Plans, and as described herein.

Unless detailed in the plans, do not begin or continue any work that closes traffic lanes outside the allowed time periods specified in this article.

Do not store equipment, vehicles, or materials on adjacent streets beyond the project limits without specific approval of the engineer.

Maintain emergency vehicle access at all times.

Prior to any traffic control being placed, provide the engineer, Wisconsin State Patrol and Ozaukee County Highway Maintenance with the name and telephone number of a local person responsible for the emergency maintenance of traffic control.

Coordinate all traffic handling with the engineer. Place roadway signing as detailed on the plans and in conformance with the Manual on Uniform Traffic Control Devices (MUTCD), latest edition.

Employ such flag person, signs, barricades, and drums as may be necessary to safeguard or protect hazards in the work zone, such as exposed manholes or drop-offs for vehicles and direct traffic at locations where construction operations may interfere or restrict the smooth flow of traffic. Make arrangements and be responsible for the prompt replacement of damaged or dislocated traffic control or guidance signs, day or night.

Traffic requirements under this contract shall be coordinated with other adjacent and concurrent Department of Transportation or local municipality projects. The contractor shall be responsible for implementing and coordinating with other contractors all traffic control as shown on the plans. Modifications to the traffic control plan may be required by the engineer to be safe and consistent with adjacent work by others.

### **Schedule of Operations**

Traffic shifts shown in a given stage may occur at different times during that stage depending on the controlling elements for a given traffic movement as approved by the engineer. The department anticipates that the schedule of major freeway traffic shifts and roadway openings and closings for each stage shall be as follows, unless approved by the engineer:

#### **Stage 1A**

##### Freeway and Ramps

- IH 43 NB to maintain two lanes of traffic on existing lanes during daytime hours.
- IH 43 NB to maintain one lane of traffic on existing inside lane during nighttime hours.
- IH 43 SB to maintain two lanes of traffic on existing lanes.
- CTH C interchange ramps are open to traffic.
- STH 60 interchange ramps are open to traffic.

##### Local Roads

- Highland Road is closed to traffic.
- CTH C is open to traffic.
- Lakefield Road is open to traffic.
- Falls Road is closed to traffic.
- STH 60 is open to traffic.

#### **Stage 1B**

##### Freeway and Ramps

- IH 43 NB to maintain two lanes of traffic on widening outside shoulder from Station 1470+00 to 1543+50 and on existing lanes from Station 1543+50 to end of the project.
- IH 43 NB to maintain one lane of traffic on existing inside lanes from Station 1605+00 to 1775+00 during nighttime hours during temporary widening at CTH C and STH 60 interchange ramps.
- IH 43 SB to maintain two lanes of traffic on existing lanes.
- CTH C interchange ramps are open to traffic.
- CTH C interchange NB exit and NB entrance ramps are closed to traffic when adjacent outside IH 43 NB lane is closed.
- STH 60 interchange ramps are open to traffic.
- STH 60 interchange NB exit ramp is closed to traffic when adjacent outside IH 43 NB lane is closed.

## Local Roads

- Highland Road is closed to traffic.
- CTH C is open to traffic.
- Lakefield Road is open to traffic.
- Falls Road is closed to traffic.
- STH 60 is open to traffic.

## Stage 2

### Freeway and Ramps

- IH 43 NB to maintain two lanes of traffic on widening outside shoulder from Station 1470+00 to 1507+00 and from Station 1545+00 to end of the project. Traffic is shifted to widened median shoulder from Station 1507+00 to 1545+00.
- IH 43 SB to maintain two lanes of traffic on existing lanes.
- Highland Road interchange ramps are closed to traffic.
- CTH C interchange ramps are open to traffic.
- STH 60 interchange ramps are open to traffic.

### Local Roads

- Highland Road is closed to traffic. Highland Road to open prior to completion of interchange ramps.
- CTH C west of the park and ride lot is open to traffic.
- CTH C east of the Park and ride lot is closed to traffic.
- Lakefield Road is open to traffic, except during Structure B-45-24 temporary widening.
- Falls Road is closed to traffic.
- STH 60 is open to traffic.

## Stage 2B – Winter Shutdown

### Freeway and Ramps

- IH 43 NB to maintain two lanes of traffic on widening outside shoulder.
- IH 43 SB to maintain two lanes of traffic on existing lanes.
- Highland Road interchange ramps are open to traffic.
- CTH C interchange ramps are open to traffic.
- STH 60 interchange ramps are open to traffic.

### Local Roads

- Highland Road is open to traffic.
- CTH C is open to traffic.
- Lakefield Road is open to traffic.
- Falls Road is open to traffic.
- STH 60 is open to traffic.

### **Stage 3A**

#### Freeway and Ramps

- IH 43 NB to maintain two lanes of traffic on widening outside shoulder.
- IH 43 SB to maintain two lanes of traffic on new NB inside shoulder and lane.
- Highland Road interchange ramps are open to traffic.
- CTH C interchange NB exit and NB entrance ramps are open to traffic.
- CTH C interchange SB exit and SB entrance ramps are closed to traffic.
- STH 60 interchange ramps are open to traffic.

#### Local Roads

- Highland Road is open to traffic.
- CTH C west of NB ramps is closed to traffic.
- CTH C east of NB ramps is closed to traffic.
- Lakefield Road is closed to traffic.
- Falls Road is open to traffic.
- STH 60 is open to traffic.

### **Stage 3B**

#### Freeway and Ramps

- IH 43 NB to maintain two lanes of traffic on widening outside shoulder.
- IH 43 SB to maintain two lanes of traffic on new NB inside shoulder and lane.
- Highland Road interchange NB exit and NB entrance ramps are open to traffic.
- Highland Road interchange SB exit and SB entrance ramps are closed to traffic.
- CTH C interchange ramps are open to traffic.
- STH 60 interchange NB exit, NB entrance and SB exit ramps are open to traffic.
- STH 60 interchange SB entrance ramp is closed to traffic.

#### Local Roads

- Highland Road is open to traffic.
- CTH C west of SB ramps is open to traffic.
- CTH C between NB and SB ramps is closed to traffic.
- CTH C east of NB ramps is open to traffic.
- Lakefield Road is closed to traffic until completion of Structure B-45-111.
- Falls Road is open to traffic.
- STH 60 is open to traffic.

### **Stage 4A**

#### Freeway and Ramps

- IH 43 NB to maintain two lanes of traffic on new SB inside shoulder and lanes.
- IH 43 SB to maintain two lanes of traffic on new SB outside shoulder and lanes.
- Highland Road interchange ramps are open to traffic.

- CTH C interchange NB exit and NB entrance ramps are closed to traffic.
- CTH C interchange SB exit and SB entrance ramps are open to traffic.
- STH 60 interchange ramps are open to traffic.

#### Local Roads

- Highland Road is open to traffic.
- CTH C is open to traffic from the west to the SB ramps.
- CTH C is closed to traffic from SB ramp to park and ride lot.
- CTH C is open to traffic from the park and ride lot to the east.
- Lakefield Road is closed to traffic.
- Falls Road is open to traffic.
- STH 60 is open to traffic.

### **Stage 4B**

#### Freeway and Ramps

- IH 43 NB to maintain two lanes of traffic on new SB inside shoulder and lanes.
- IH 43 SB to maintain two lanes of traffic on new SB outside shoulder and lanes.
- Highland Road interchange NB exit and NB entrance ramps are closed to traffic.
- Highland Road interchange SB exit and SB entrance ramps are open to traffic.
- CTH C interchange ramps are open to traffic.
- STH 60 interchange NB exit ramps is closed to traffic.
- STH 60 interchange NB entrance, SB exit and SB entrance ramps are open to traffic.

#### Local Roads

- Highland Road is open to traffic.
- CTH C is open to traffic.
- Lakefield Road is closed to traffic.
- Falls Road is open to traffic.
- STH 60 is open to traffic.

### **Stage 4C**

#### Freeway and Ramps

- IH 43 NB to maintain two lanes of traffic on new NB outside lanes.
- IH 43 SB to maintain two lanes of traffic on new SB outside lanes.
- Highland interchange ramps are open to traffic.
- CTH C interchange ramps are open to traffic.
- STH 60 interchange ramps are open to traffic.

#### Local Roads

- Highland Road is open to traffic.
- CTH C is open to traffic.
- Lakefield Road is open to traffic.

- Falls Road is open to traffic.
- STH 60 is open to traffic.

**Stage 5 Traffic**

Freeway and Ramps

- IH 43 NB is reduced to 1 lane at Lakefield Road during nighttime lane closures.
- IH 43 SB is reduced to 1 lane at Lakefield Road during nighttime lane closures.
- Highland Road interchange are ramps open to traffic.
- CTH C interchange ramps are open to traffic.
- STH 60 interchange ramps are open to traffic.

Local Roads

- Highland Road is open to traffic.
- CTH C is open to traffic.
- Lakefield Road is open to traffic.
- Falls Road is open to traffic.
- STH 60 is open to traffic.

**Wisconsin Lane Closure System Advance Notification**

Provide the following advance notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS).

**TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION**

Closure type with height, weight, or width restrictions (available width, all lanes in one direction <16')	MINIMUM NOTIFICATION
Lane and shoulder closures	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 calendar days
Closure type without height, weight, or width restrictions (available width, all lanes in one direction ≥16')	MINIMUM NOTIFICATION
Lane and shoulder closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

Discuss LCS completion dates and provide changes in the schedule to the engineer at weekly project meetings in order to manage closures nearing their completion date.

Notify the engineer and Construction Program Work Zone and Traffic Engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work.

## 8. **Holiday and Special Event Work Restrictions.**

Do not perform work nor haul materials of any kind, and entirely clear the traveled way and shoulders of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday periods:

- From noon Wednesday, November 24, 2021 to 6:00 AM Monday, November 29, 2021 for Thanksgiving;
- From noon Thursday, December 23, 2021 to 6:00 AM Tuesday, January 4, 2022 for Christmas and New Year's Day;
- From noon Friday, May 27, 2022 to 6:00 AM Tuesday, May 31, 2022 for Memorial Day;
- From noon Friday, July 1, 2022 to 6:00 AM Tuesday, July 5, 2022 for Independence Day;
- From noon Friday, September 2, 2022 to 6:00 AM Tuesday, September 6, 2022 for Labor Day;
- From noon Wednesday, November 23, 2022 to 6:00 AM Monday, November 28, 2022 for Thanksgiving;
- From noon Friday, December 23, 2022 to 6:00 AM Tuesday, January 3, 2023 for Christmas and New Year's Day;
- From noon Friday, May 26, 2023 to 6:00 AM Tuesday, May 30, 2023 for Memorial Day;
- From noon Monday, July 3, 2023 to 6:00 AM Wednesday, July 5, 2023 for Independence Day;
- From noon Friday, September 1, 2023 to 6:00 AM Tuesday, September 5, 2023 for Labor Day;
- From noon Wednesday, November 22, 2023 to 6:00 AM Monday, November 27, 2023 for Thanksgiving;
- From noon Friday, December 22, 2023 to 6:00 AM Tuesday, January 2, 2024 for Christmas and New Year's Day;
- From noon Friday, May 24, 2024 to 6:00 AM Tuesday, May 28, 2024 for Memorial Day.

Long term ramp and roadway closures shown on the plans may remain in place during holiday work restrictions. New long-term closures of ramps and roadways must be coordinated with the holiday work restrictions.

### **Freeway Special Event Restrictions**

During Summerfest scheduled for the years 2022 and 2023, keep open the following roadways until one hour after the event closes each night:

- Two open lanes on northbound and southbound IH 43.
- Service interchange ramps at the Highland Road, CTH C and STH 60 service interchanges (those that are not already closed long-term per the staging plans).

During Green Bay Packer home games, no lane closures will be allowed from four hours prior to the event until four hours after the event in both directions.

Special event work restrictions do not apply to roadways or ramps already closed long term during construction as shown on the plans. New long-term closures of ramps and roadways must be coordinated with the special event work restrictions.

These restrictions also apply to hauling of materials and equipment.

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## 9. **Utilities.**

This contract comes under the provisions of Wisconsin Administrative Code Chapter TRANS 220.

Additional information regarding recently relocated utility facilities may be available on permits issued to the utility companies. Permits for IH 43 and STH 60 can be viewed at the Region Office during normal working hours. Contact WisDOT SE Freeways Utility Coordinator Mike Birschbach at (414) 750-2532 for further information.

Underground and overhead utility facilities are located within the project limits. Utility adjustments are required for this construction project as noted below. Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities that have facilities in the area as required per state statute.

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

Contact utility companies listed in the plans prior to preparing bids to obtain current information on existing utility locations and the status of any new utility relocation work.

There may be discontinued utility facilities within the project limits. If a conflict with a discontinued utility facility is encountered, contact the appropriate utility owner/representative to coordinate construction activities and proper removal and disposal of said facility as necessary.

Utility working days shown herein are as defined in Wisconsin Administrative Code Chapter Trans 220.

All utility timelines are based on an anticipated start of construction of the project on February 1, 2022.

Known utilities in the project area are as follows:

### **IH 43 Corridor**

**CenturyLink Communications** has existing underground fiber optic communications facilities within the project limits running northerly along a line easterly of and parallel to the existing westerly IH 43 right-of-way for the entire length of the project and continuing to beyond the northerly project limits.

- There are multiple locations where CenturyLink's existing facilities are in conflict with the grading for the project. Relocation for grading conflicts will include a directional bore to intercept the existing fiber on each side of the identified conflicts. Handhole structures with marker posts will be set at those intercept points. Prior to construction CenturyLink will relocate their facilities at the following locations:
  - o Beginning at Station 1548+50, 114'LT and ending at Station 1570+00, 119'LT with new handholes located at Station 1548+50, 114'LT, Station 1559+00, 135'LT, and Station 1570+00, 119'LT. The existing line between the beginning and end station limits will be discontinued in place.
  - o Beginning at Station 1605+70, 117'LT and ending at Station 1761+00, 133'LT with new handholes located at Station 1605+70, 117'LT, Station 1618PRC+50, 23'LT, Station 1624PRC+00, 46'LT, Station 257PR+57, 67'RT, Station 257PR+57, 84'LT, Station 1638PRD+00, 55'LT, Station 1649+20, 112'LT, Station 1658+00, 103'LT, Station 1669+25, 103'LT, Station 1678+84, 102'LT, Station 1689+26, 132'LT, Station 1699+31, 131'LT, Station 1709+26, 131'LT, Station 1719+27, 133'LT, Station 1733+47, 133'LT, Station 1740+19, 153'LT, Station 1749+50, 155'LT, and Station 1761+00, 133'LT . The existing line between the beginning and end station limits will be discontinued in place.
- There are other locations where CenturyLink's existing facilities are in conflict with the grading for the project. Relocation for these grading conflicts will include exposing their existing line and lowering in place.
  - o Prior to construction CenturyLink will lower in place their facilities at the following locations: Station 1488+00, 120'LT to 1490+00, 117'LT, Station 1512+85, 119'LT to 1514+65, 120'LT, and Station 1534+60, 119'LT to 1536+10, 119'LT.
- There is one location where CenturyLink's existing facilities is in conflict with the proposed noise barrier foundations for the project. Relocation for this noise barrier conflict will include exposing and adjusting their existing line at the point of conflict.
  - o During construction CenturyLink will adjust their facilities as required at the following locations: Station 1507+75, 114'LT. Provide advanced notice after the noise barrier post foundations are surveyed but prior to the drilling of the foundations. Allow two days for CenturyLink to perform their adjustments.

**WisDOT** has existing communications facilities throughout the project limits. Construct, reconstruct, relocate, remove, discontinue and leave in place portions of communication facilities as shown in the plans and bid items.



**WisDOT** has existing light poles and associated underground electric lighting facilities within the project limits. Construct, reconstruct, relocate, remove, discontinue and leave in place portions of lighting facilities as shown in the plans and bid items.

**WisDOT** has existing traffic signal facilities within the project limits. Construct, reconstruct, relocate, remove, discontinue and leave in place portions of traffic signal facilities as shown in the plans and bid items.

### **Highland Road Interchange**

**AT&T Wisconsin** has existing underground communications facilities in the following locations:

- An existing underground communication line beginning at a handhole at Station 9HL+55, 55'RT where it continues easterly to Station 10HL+78, 45'RT and turns northerly crossing Highland Road to a handhole at Station 10HL+86, 38'LT and continuing northerly to beyond the project limits.
  - o Prior to and during construction AT&T Wisconsin will relocate the handhole to Station 10HL+74, 62'LT and the underground line will remain in place without adjustment.
  - o Prior to and during construction AT&T Wisconsin will construct a new underground communication line in conduit installed by We Energies beginning at a new handhole at Station 10HL+74, 62'LT and running easterly and northeasterly in a new easement along a line 5' northerly of and parallel to the northerly Highland Road right-of-way to Station 18HL+51, 138'LT where it turns easterly crossing IH 43 and the UPRR to a new pedestal at Station 26HL+02, 138'LT. From there it runs east-southeasterly to 28HL+94, 75' LT where it turns southeasterly to an existing pedestal at 29HL+14, 48'LT. Underground work will begin 10 working days after We Energies has released the conduit to AT&T Wisconsin.
- An existing underground communication line beginning at a pedestal at Station 11HL+02, 47'RT and running northerly crossing Highland Road to beyond the project limits. The pedestal and underground line will remain in place without adjustment.
- An existing underground communication line beginning at a handhole at Station 9HL+55, 55'RT and running easterly in an easement along a line 13' southerly of and parallel to the southerly Highland Road right-of-way to Station 15HL+10, 78'RT where it turns southerly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground communication line beginning beyond the westerly project limits running easterly to a handhole at Station 9HL+55, 55'RT where it continues easterly in an easement along a line 8' southerly of and parallel to the southerly Highland Road right-of-way to Station 18HL+81, 81'RT and joins in with a duct package that runs easterly and crosses IH 43 and the UPRR to Station 22HL+70, 79'RT. From there it continues easterly in an easement along a line 9' southerly of and parallel to the southerly Highland Road right-of-way to Station 32HL+12, 39' RT where it turns northerly crossing Highland Road to an existing handhole at Station 32HL+23, 49'LT. This line will remain in place without adjustment.
  - o Prior to and during construction AT&T Wisconsin will relocate the handhole at Station 9HL+55, 55'RT approximately 4' to the east.
- An existing underground communication line beginning beyond the westerly project limits running easterly to a pedestal at Station 11HL+05, 51'RT where it continues easterly in an easement along a line 2' southerly of and parallel to the southerly Highland Road right-of-way to Station 18HL+81, 81'RT and joins in with a duct package that runs easterly and crosses IH 43 and the UPRR to an existing pedestal at Station 23HL+17, 85'RT. From there it continues easterly in an easement along a line 2' southerly of and parallel to the southerly Highland Road right-of-way to an existing pedestal at Station 28HL+99, 37'RT where it turns northerly crossing Highland Road to an existing pedestal at 29HL+14, 48' LT.
  - o Prior to and during construction AT&T Wisconsin will relocate the pedestal at Station 11HL+05, 51'RT approximately 2' to the west to Station 11HL+03, 51'RT.
  - o The existing underground line between the westerly project limits and the new pedestal at Station 11HL+03, 51'RT will remain in place without adjustment.
  - o The existing underground line between the new pedestal at Station 11HL+03, 51'RT and the existing pedestal at 29HL+14, 48' LT will be discontinued in place.

- An existing underground communication line beginning at an existing pedestal at Station 23HL+17, 85'RT running easterly to Station 26HL+16, 55'RT and turns northerly crossing Highland Road to Station 26HL+35, 53'LT where it turns northwesterly and northerly and continues beyond the project limits.
  - o The existing underground line between the existing pedestal at Station 23HL+17, 85'RT and a new pedestal at Station 26HL+02, 138'LT will be discontinued in place.
- An existing underground communication line beginning at an existing pedestal at Station 29HL+14, 48' LT and running easterly to an existing pedestal at Station 32HL+18, 40'LT and continues easterly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground communication line beginning at an existing pedestal at Station 29HL+14, 48' LT and running northerly to beyond the project limits. This line will remain in place without adjustment.
- An existing underground communication line beginning at an existing pedestal at Station 32HL+18, 40'LT and running westerly to Station 31HL+33, 41'LT where it turns northerly to beyond the project limits. This line will remain in place without adjustment.

Relocations anticipated to occur from October 2021 through end of March 2022.

**CenturyLink Communications** as previously noted in IH 43 Corridor section.

**Level 3 Communications** has existing underground communications facilities in the following locations:

- An existing underground communication service line beginning beyond the southerly limits of Highland Road running northerly along the easterly right-of-way of Port Washington road to a handhole at Station 9HL+59, 58'RT where it continues northerly crossing Highland Road to beyond the project limits.
  - o Prior to construction Level 3 Communications will relocate the handhole to the south out of the proposed sidewalk and the underground line will remain in place without adjustment.

**Mequon, City of – Sewer** has existing underground sanitary facilities within Highland Road. Adjust and reconstruct manholes as shown in the plans and bid items.

**Mequon Water Utility** has existing underground water facilities in the following locations:

- An existing underground water main beginning at a tee at Station 9HL+27, 33'RT running easterly to Station 11HL+45, 45'RT where it turns southeasterly to Station 17HL+86, 41'RT. From there it turns easterly crossing IH 43 and the UPRR to Station 23HL+52, 47'RT where it turns northeasterly to Station 25HL+80, 36'RT. From there it turns and runs northerly to beyond the project limits.
  - o Prior to construction Mequon Water Utility will construct a new underground water main beginning at a bend at Station 15HL+28, 33'RT and running northerly to Station 15HL+34, 67'LT where it turns easterly crossing IH 43 and the UPRR and connecting to the existing water main at Station 25HL+83, 96'LT. The existing line between Station 15HL+28, 33'RT and 25HL+83, 96'LT will be discontinued in place.

Relocations anticipated to occur from October 2021 through end of February 2022.

**Midwest Fiber Networks** has existing overhead and underground communications facilities in the following locations:

- An existing overhead communications line on We Energies poles beginning beyond the westerly project limits at Station 8HL+38, 39'RT and running easterly-southeasterly along a line 2' northerly of and parallel to the existing southerly Highland Road right-of-way to a pole at Station 18HL+75, 100'RT where it turns easterly crossing IH 43 and the UPRR to a pole at Station 25HL+00, 76'RT.
  - o Prior to and during construction Midwest Fiber Networks will construct a new overhead communication line on We Energies poles beginning at an existing pole at 8HL+38, 39'RT and running easterly crossing Port Washington Road to a new pole at Station 10HL+43, 51'RT. The existing overhead communication line between Station 8HL+38, 39'RT and Station 25HL+00, 76'RT will be removed. Overhead work will begin 30 working days after We Energies has released the poles to Midwest Fiber Networks.

- Prior to and during construction Midwest Fiber Networks will construct a new underground communication line in conduit installed by We Energies running easterly to Station 10HL+63, 52'RT and then turning northerly crossing Highland Road to Station 10HL+63, 56'LT. From there it turns and runs easterly and northeasterly in a new easement along a line 5' northerly of and parallel to the northerly Highland Road right-of-way to Station 18HL+51, 138'LT where it turns easterly crossing IH 43 and the UPRR to Station 25HL+94, 138'LT. Underground work will begin 30 working days after We Energies has released the conduit to Midwest Fiber Networks.
- An existing underground communication line beginning at a We Energies pole at Station 25HL+00, 76'RT and running northerly to Station 25HL+00, 61'RT and then turning easterly to Station 25HL+84, 61'RT and then turning northerly crossing Highland Road to beyond the northerly project limits. The existing line between the We Energies pole at Station 25HL+00, 76'RT and a splice point at Station 25HL+88, 138'LT will be discontinued in place. The existing line north of Station 25HL+88, 138'LT will remain in place without adjustment.

Relocations anticipated to occur from October 2021 through end of March 2022.

**Spectrum** has existing overhead and underground communications facilities in the following locations:

- An existing overhead communications line on We Energies poles beginning beyond the westerly project limits at Station 8HL+38, 39'RT and running easterly-southeasterly along a line 2' northerly of and parallel to the existing southerly Highland Road right-of-way to a pole at Station 13HL+33, 59'RT.
  - Prior to and during construction Spectrum will construct a new overhead communication line on We Energies poles beginning at an existing pole at 8HL+38, 39'RT and running easterly crossing Port Washington Road to a new pole at Station 10HL+08, 49'RT. The existing overhead communication line between Station 8HL+38, 39'RT and Station 13HL+33, 59'RT will be removed. Overhead work will begin 10 working days after We Energies has released the poles to Spectrum.
  - Prior to and during construction Spectrum will construct a new underground communication line in conduit installed by We Energies beginning at a We Energies pole at Station 10HL+08, 49'RT running southeasterly to a new pedestal at Station 11HL+02, 99'RT. Underground work will begin 10 working days after We Energies has released the conduit to Spectrum.
- An existing underground communication line beginning at a We Energies pole at Station 11HL+03, 49'RT and running southerly to beyond the project limits.
  - The existing underground line between the We Energies pole at Station 11HL+03, 49'RT and a new pedestal at Station 11HL+02, 99'RT will be discontinued in place.
- An existing underground communication line beginning at a We Energies pole at Station 13HL+33, 59'RT and running easterly to Station 15HL+07, 58'RT where it turns southerly and continues beyond the project limits. This line will be discontinued in place.
- An existing underground communication line beginning at a We Energies pole at Station 26HL+18, 63'RT and running northerly crossing Highland Road to Station 26HL+35, 53'LT where it turns northwesterly and northerly and continues beyond the project limits.
  - Prior to and during construction Spectrum will construct a new underground communication line in conduit installed by We Energies beginning at a new pedestal at Station 25HL+95, 155'LT running southeasterly to a new pedestal at 28HL+90, 77' LT where it turns southerly crossing Highland Road to a new pedestal at Station 28HL90+, 64'RT. From there it turns northeasterly and easterly in a new easement along a line 3' southerly of and parallel to the new southerly Highland Road right-of-way to Station 32HL+52, 63'RT where it turns northerly and connects into an existing pole at Station 32HL+52, 23'RT. Underground work will begin 10 working days after We Energies has released the conduit to Spectrum.
  - The existing underground line between the We Energies pole at Station 26HL+18, 63'RT and a new pedestal at Station 25HL+95, 155'LT will be discontinued in place.
- An existing overhead communication line on We Energies poles beginning at Station 26HL+18, 63'RT and running northeasterly to a pole at Station 30HL+45, 22'RT where it turns easterly and continues to beyond the easterly project limits.
  - The existing overhead line between Station 26HL+18, 63'RT and Station 32HL+52, 23'RT will be removed.

- An existing underground communication line beginning at a We Energies pole at Station 29HL+01, 36'RT and running westerly to Station 28HL+14, 30'RT and then turning northerly crossing Highland Road to an existing pedestal at Station 27HL+98, 84'LT. This line will be discontinued in place.

Relocations anticipated to occur from October 2021 through end of March 2022.

**We Energies – Electric** has existing overhead and underground electric facilities in the following locations:

- An existing underground electric line beginning beyond the westerly project limits running easterly to Station 9HL+62, 26'LT where it turns southerly crossing Highland Road and continues along a line 12' easterly of and parallel to the existing easterly Port Washington Road right-of-way to beyond the project limits. This line will remain in place without adjustment.
- An existing overhead electric line beginning beyond the westerly project limits at Station 8HL+38, 39'RT and running easterly-southeasterly along a line 2' northerly of and parallel to the existing southerly Highland Road right-of-way to a pole at Station 18HL+75, 100'RT where it turns easterly crossing IH 43 and the UPRR to a pole at Station 25HL+00, 76'RT and then runs northeasterly to a pole at Station 30HL+45, 22'RT. From there it turns easterly and continuing to beyond the easterly project limits.
  - o Prior to and during construction We Energies will construct a new overhead electric line beginning at an existing pole at 8HL+38, 39'RT and running easterly crossing Port Washington Road to a new pole at Station 10HL+43, 51'LT. From that pole they will construct an underground electric line running easterly to Station 10HL+63, 52'RT and then turning northerly crossing Highland Road to Station 10HL+63, 56'LT. From there it turns and runs easterly and northeasterly in a new easement along a line 5' northerly of and parallel to the northerly Highland Road right-of-way to Station 18HL+51, 138'LT where it turns easterly crossing IH 43 and the UPRR to Station 25HL+94, 138'LT. From there it continues southeasterly to a new transformer at 28HL+90, 77' LT where it turns southerly crossing Highland Road to a new transformer at Station 28HL90+, 64'RT. From there it turns northeasterly and easterly in a new easement along a line 3' southerly of and parallel to the new southerly Highland Road right-of-way to Station 32HL+52, 63'RT where it turns northerly and connects into an existing pole at Station 32HL+52, 23'RT. The existing overhead line and poles between Station 8HL+38, 39'RT and Station 32HL+52, 23'RT will be removed.
  - o Prior to and during construction We Energies will construct a new underground electric service line beginning at a pole at Station 10HL+08, 49' RT and running southeasterly to Station 10HL+88, 92'RT where it turns easterly and connects into an existing service at Station 15HL+13, 76' RT.
  - o Prior to and during construction We Energies will construct a new underground electric service line beginning at a new transformer at Station 28HL+90, 77' LT and running southeasterly where it connects into an existing service at Station 30HL+86,52' LT
- An existing overhead electric service line beginning at a pole at Station 11HL+03, 49'RT and running northerly crossing Highland Road to a pole at Station 11HL+04, 34'LT and turning northwesterly to beyond the northerly project limits. Prior to and during construction We Energies will remove the poles and overhead line.
- An existing underground electric service line beginning at a pole at Station 13HL+33, 59'RT and running easterly to Station 15HL+07, 58'RT where it turns southerly and continues beyond the project limits. This line will be discontinued in place.
- An existing underground electric line beginning at a pole at Station 26HL+18, 63'RT and running northerly crossing Highland Road to Station 26HL+35, 53'LT where it turns northwesterly and northerly and continues beyond the project limits. This line will be discontinued in place.
- An existing overhead electric service line beginning at a pole at Station 27HL+01, 56'RT and running northwesterly to a light pole at Station 25HL+64, 4'RT. Prior to and during construction We Energies will remove the poles and overhead line.
  - o Prior to and during construction We Energies will construct a new underground electric service line beginning at Station 26HL+00, 150'LT and running southerly to Station 26HL+00, 70'LT where it turns westerly to a new light pole located at Station 25HL+34, 74'LT

- An existing overhead electric service line beginning at a pole at Station 29HL+01, 36'RT and running northwesterly crossing Highland Road to a pole at Station 27HL+99, 84'LT and turning northerly to beyond the project limits. Prior to and during construction We Energies will remove the poles and overhead line.
- An existing underground electric service line beginning at a pole at Station 29HL+01, 36'RT and running southeasterly to beyond the project limits. This line will be discontinued in place.
- An existing underground electric service line beginning at a pole at Station 30HL+45, 22'RT and running northerly across Highland Road to Station 30HL+45, 30'LT where it turns northeasterly and continues beyond the project limits. This line will be discontinued in place.

Relocations anticipated to occur from October 2021 through end of March 2022. It is anticipated that We Electric will top off poles upon removal of overhead electric lines by January 2022. Pole removal to occur within 7 days of notification after underbuilds have removed their respective facilities.

**We Energies – Gas** has existing underground gas facilities in the following locations:

- An existing underground gas line beginning beyond the westerly project limits running easterly along a line 12' northerly of and parallel to the existing Highland Road centerline to Station 16HL+94, 36'LT where it turns northeasterly to Station 17HL+73, 114'LT. From there it turns easterly crossing IH 43 and the UPRR to Station 22HL+85, 114'LT where it turns southeasterly to Station 23HL+51, 42'LT. From there it turns and runs easterly along a line 12' northerly of and parallel to the existing Highland Road centerline and continuing to beyond the easterly project limits.
  - o Prior to construction We Energies will construct new underground gas facilities beginning beyond the westerly project limits at a tee at Station 8HL+63, 52'LT running easterly to Station 12HL+57, 55'LT and turning southeasterly to Station 13HL+54, 47'LT. From there it continues easterly to 16HL+94, 62'LT and connects into the existing gas main. The existing line between Station 8HL+63 and 16HL+94 will be discontinued in place.
  - o Prior to construction We Energies will construct new underground gas facilities beginning at a connection to the existing main at 23HL+39, 58'LT and running easterly to Station 33HL+00, 25'LT where it jogs southerly to Station 33HL+00, 12'LT and tees into the existing main. The existing line between Station 23HL+39 and 33HL+00 will be discontinued in place.
  - o The remainder of this line between Station 16HL+94 and 23HL+39 will remain in place without adjustment.
- An existing underground gas service beginning at a tee at Station 10HL+50, 6'LT and running northerly across Highland Road to beyond the northerly project limits. This service will be reconnected to the new gas main described above.
- An existing underground gas service beginning at a tee at Station 11HL+38, 7'LT and running southerly across Highland Road to beyond the southerly project limits. This service will be reconnected to the new gas main described above.
- An existing underground gas service beginning at a tee at Station 29HL+47, 20'LT and running southerly across Highland Road to beyond the southerly project limits. This service will be reconnected to the new gas main described above.
- An existing underground gas service beginning at a tee at Station 29HL+55, 20'LT and running northerly across Highland Road to beyond the northerly project limits. This service will be reconnected to the new gas main described above.

### **Pioneer Road Interchange (CTH C)**

**AT&T Wisconsin** has existing underground communications facilities in the following locations:

- Multiple existing underground communications lines beginning beyond the westerly project limits running easterly along a line ranging from 9' to 18' southerly of and parallel to the existing northerly Pioneer Road right-of-way crossing IH 43 to an existing handhole at Station 265+37, 72'LT. From the handhole it runs southeasterly to Station 266+45, 26'LT where it turns and runs easterly along a line ranging from 4' to 12' southerly of and parallel to the existing northerly Pioneer Road right-of-way to beyond the project limits. These existing lines from beyond the westerly project limits to the handhole at Station 265+37, 72'LT and the single line running east of the handhole will remain in place without adjustment.

- An existing underground communication line beginning at a handhole at Station 265+37, 72'LT and running easterly to a pedestal at Station 265+83, 75'LT where it runs northerly to beyond the project limits. Prior to construction AT&T Wisconsin will relocate the existing pedestal to 3' west and will construct a new underground line running from the new pedestal running easterly to a new We Energies pole located at Station 266+45, 67'LT. This existing line will remain in place without adjustment.
  - o Prior to construction AT&T Wisconsin will construct a new overhead communication line on We Energies poles beginning at a new pole at Station 266+45, 67'LT and run southeasterly tying into an existing pole at Station 272+47, 26'LT. Overhead work will begin 10 working days after We Energies has released the poles to AT&T Wisconsin.
- An existing underground communication line beginning at a handhole at Station 265+37, 72'LT and running easterly to a pedestal at Station 265+83, 75'LT where it continues easterly to Station 266+39, 71'LT and then turns northerly to beyond the project limits. This existing line will remain in place without adjustment.
- An existing underground communication line beginning at a handhole at Station 265+37, 72'LT and running easterly to a pedestal at Station 265+83, 75'LT where it continues easterly to Station 266+39, 71'LT and then turns southerly to Station 266+45, 26'LT where it turns and runs easterly along a line ranging from 4' to 12' southerly of and parallel to the existing northerly Pioneer Road right-of-way to beyond the project limits. This existing line will be discontinued in place.
- An existing underground communication line beginning at a handhole at Station 265+37, 72'LT and running easterly to Station 266+30, 62'LT and then turns northerly to beyond the project limits. This existing line will remain in place without adjustment.
- An existing underground communication line beginning at a pedestal at Station 270+09, 25'LT where it runs northerly to beyond the project limits. Prior to construction AT&T Wisconsin will remove the existing pedestal and construct a new pedestal at Station 270+11, 43'LT over the existing line to maintain service running to the north of this point.

Relocations anticipated to occur from October 2021 through end of March 2022.

**CenturyLink Communications** as previously noted in IH 43 Corridor section.

**Spectrum** has existing underground and overhead communications facilities in the following locations:

- An existing overhead communications line on We Energies poles beginning beyond the westerly project limits running easterly along a line 2' southerly of and parallel to the existing northerly Pioneer Road right-of-way to a pole at Station 256+95, 78'LT where it turns southeasterly to a pole at Station 259+54, 33'LT. From there it turns easterly crossing IH 43 to a pole at Station 262+31, 33'LT and then runs northeasterly to a pole at 264+57, 64'LT. From there it turns southeasterly to a pole at 266+45, 26'LT where it turns and runs easterly crossing the UPRR and continuing to beyond the easterly project limits.
  - o Prior to construction Spectrum will construct a new overhead communication line on We Energies poles beginning at an existing pole at Station 256+95, 78'LT and run easterly crossing IH 43 to a new pole at Station 264+24, 83'LT. From there it turns and runs southeasterly tying into an existing pole at Station 272+47, 26'LT. The existing overhead communication line between Station 256+95, 78'LT and Station 272+47, 26'LT will be removed. Overhead work will begin 10 working days after We Energies has released the poles to Spectrum.
- An existing underground communication line beginning at a We Energies pole at Station 264+57, 64'LT and running easterly to a pedestal at Station 266+36, 54'LT. From there it continues easterly crossing the UPRR to Station 267+63, 38'LT where it turns northerly to beyond the northerly project limits.
  - o The existing line between Station 264+57, 64'LT and the pedestal at Station 266+36, 54'LT will be discontinued in place.
  - o The existing line between the pedestal at Station 266+36, 54'LT running easterly and then northerly will remain in place without adjustment.
- An existing underground communication line beginning at a pedestal at Station 266+36, 54'LT where it runs northerly to beyond the northerly project limits. The pedestal and underground line will remain in place without adjustment.

- An existing underground communication line beginning at a We Energies pole at Station 270+16, 25'LT where it runs northerly to beyond the northerly project limits. The underground line will be reconnected to a new We Energies pole at Station 270+16, 41'LT.

Relocations anticipated to occur from October 2021 through end of March 2022.

**We Energies – Electric** has existing overhead electric facilities in the following locations:

- An existing overhead electric line beginning beyond the westerly project limits running easterly along a line 2' southerly of and parallel to the existing northerly Pioneer Road right-of-way to a pole at Station 256+95, 78'LT where it turns southeasterly to a pole at Station 259+54, 33'LT. From there it turns easterly crossing IH 43 to a pole at Station 262+31, 33'LT and then runs northeasterly to a pole at 264+57, 64'LT. From there it turns southeasterly to a pole at 266+45, 26'LT where it turns and runs easterly crossing the UPRR and continuing to beyond the easterly project limits.
  - o Prior to construction We Energies will construct a new overhead electric line beginning at an existing pole at Station 256+95, 78'LT and run easterly crossing IH 43 to a new pole at Station 264+24, 83'LT. From there it turns and runs southeasterly tying into an existing pole at Station 272+47, 26'LT. The existing overhead line and poles between Station 256+95, 78'LT and Station 272+47, 26'LT will be removed.
- An existing underground electric service line beginning at a pole at Station 255+81, 78'LT and running southerly crossing Pioneer Road and continuing to a WisDOT lighting cabinet at Station 256+64, 70'RT. This line will remain in place without adjustment.
- An existing overhead electric service line beginning at a pole at Station 266+45, 26'LT and running northerly to beyond the northerly project limits.
  - o Prior to construction We Energies will construct a new pole at Station 266+45, 67'LT to maintain service to the overhead line to the north.
- An existing overhead electric service line beginning at a pole at Station 266+45, 26'LT and running northeasterly to a pole at Station 266+75, 44'LT serving the UPRR cabinet.
  - o Prior to construction We Energies will construct a new pole at Station 266+45, 67'LT to maintain service to the UPRR cabinet. The existing pole at Station 266+45, 26'LT will be removed.
- An existing overhead electric service line beginning at a pole at Station 266+45, 26'LT and running southerly across Pioneer Road to a guy pole at Station 266+58, 66'RT.
  - o Prior to construction We Energies will remove the guy pole and anchor and the guy wire crossing Pioneer Road.
- An existing overhead electric service line beginning at a pole at Station 267+96, 24'LT and running northwesterly to a pole at Station 267+57, 58'LT and then turning northerly to beyond the northerly project limits.
  - o Prior to construction We Energies will remove the pole at Station 267+96, 24'LT and the overhead line running northwesterly.
- An existing underground electric service line beginning at a pole at Station 267+96, 24'LT and running easterly to Station 268+74, 34'LT and then turning northerly to beyond the northerly project limits.
  - o Prior to construction We Energies will discontinue this existing line in place.
- An existing underground electric service line beginning at a pole at Station 270+16, 25'LT and running northerly to beyond the northerly project limits.
  - o Prior to construction We Energies will discontinue this existing line in place.

Relocations anticipated to occur from October 2021 through end of March 2022. It is anticipated that We Electric will top off poles upon removal of overhead electric lines by January 2022. Pole removal to occur within 7 days of notification after underbuilds have removed their respective facilities.

**We Energies – Gas** has existing underground gas facilities in the following locations:

- An existing underground gas line beginning at Station 268+36, 19'RT running easterly along a line 14' northerly of and parallel to the existing southerly Pioneer Road right-of-way and continuing to beyond the easterly project limits. This line will remain in place without adjustment.

- An existing underground gas service beginning at a tee at Station 270+34, 19'RT and running northerly across Pioneer Road to beyond the northerly project limits. This line will remain in place without adjustment.

### **Lakefield Road (CTH T)**

**AT&T Wisconsin** has existing underground communications facilities in the following locations:

- An existing underground communications line beginning beyond the westerly project limits running easterly along a line 7' northerly of and parallel to the existing southerly Lakefield Road right-of-way and continuing to beyond the easterly project limits. This line will be discontinued in place and the pedestals at Station 43LD+91, 27'RT and Station 46LD+41, 29'RT will be removed.
  - o Prior to construction AT&T Wisconsin will construct a new underground communication line beginning at the existing manhole located at 43LD+52, 18'LT and running easterly along a line 12' northerly of the Lakefield Road reference line to Station 47LD+35, 12'LT where it turns southerly to a new pedestal at Station 47LD+35, 24'RT and to beyond the southerly project limits.
- An existing underground communications line beginning beyond the westerly project limits running easterly along a line 11' southerly of and parallel to the existing northerly Lakefield Road right-of-way and continuing to a manhole at Station 43LD+52, 18'LT. From there it turns southerly crossing Lakefield Road to a cabinet located at 43LD+51, 80'RT. This line will remain in place without adjustment.
  - o Prior to construction AT&T Wisconsin will construct a new underground line beginning at a new pedestal at Station 42LD+75, 18'RT and running easterly and splicing into this existing line at Station 43LD+50, 18'RT.

**CenturyLink Communications** as previously noted in IH 43 Corridor section

**Spectrum** has existing underground communications facilities in the following locations:

- An existing underground communications line beginning beyond the westerly project limits running easterly along a line 15' northerly of and parallel to the existing southerly Lakefield Road right-of-way and continuing to beyond the easterly project limits.
  - o Prior to construction Spectrum will construct a new underground communication line beginning beyond the westerly project limits running easterly along a line 2' northerly of and parallel to the existing southerly Lakefield Road right-of-way to beyond the project limits. The existing line will be discontinued in place.

**We Energies – Electric** has existing underground electric facilities in the following locations:

- An existing underground electric line beginning beyond the westerly project limits running easterly along a line 8' northerly of and parallel to the existing southerly Lakefield Road right-of-way and continuing to Station 43LD+51, 25'RT. From here it splits and turns southerly to an AT&T Wisconsin cabinet located at 43LD+51, 80'RT. At Station 43LD+51, 25'RT the line also splits and turns southeasterly to a WisDOT RWIS cabinet located at 44LD+20, 68'RT.
  - o Prior to construction We Energies will construct a new pedestal at Station 43LD+44, 25'RT and reestablish underground electric service lines to both the AT&T Wisconsin and WisDOT RWIS cabinets.

**We Energies – Gas** has existing underground gas facilities in the following locations:

- An existing underground gas line beginning beyond the westerly project limits running easterly along a line 24' northerly of and parallel to the existing southerly Lakefield Road right-of-way and continuing to beyond the easterly project limits.
  - o Prior to construction We Energies will construct a new underground gas line beginning beyond the westerly project limits running easterly along a line 3' southerly of and parallel to the existing northerly Lakefield Road right-of-way to Station 43LD+45, 30'LT and turning southeasterly to Station 44LD+28, 19'LT. From there it continues easterly to Station 46LD+44, 19'LT where it jogs northerly to Station 46LD+44, 30'LT and then turns easterly to beyond the project limits. The existing line will be discontinued in place.



**WisDOT** has existing RWIS weather information facilities within the project limits. Prior to construction, WisDOT's RWIS contractor will remove the weather station tower located at Station 1685+68, 77'LT. The underground conduit leading from the tower to the sensors located at Station 1685+65, 53'LT and 1686+09, 53'LT in the IH 43 southbound pavement, as well as the sensors and a processor, will be discontinued in place. Contact the WisDOT RWIS Program Manager at (608) 266-5004 30 days prior to the start of work and upon completion of paving.

## **Falls Road**

**AT&T Wisconsin** has existing underground and overhead communications facilities in the following locations:

- An existing overhead communications line on We Energies poles beginning beyond the westerly project limits running easterly along a line 1' northerly of and parallel to the existing southerly Falls Road right-of-way and continuing to beyond the easterly project limits.
  - o Prior to construction AT&T Wisconsin will construct a new overhead communication line on We Energies poles beginning at a new pole at Station 37FS+41, 45'RT and running southeasterly to a new pole at Station 37FS+77, 75'RT where it turns and runs easterly crossing IH 43 to a new pole at Station 43FS+05, 75'RT. From there it runs northeasterly to Station 43FS+46, 50'RT where it turns easterly to a new pole at Station 43FS+75, 50'RT where it connects into the existing overhead line. The existing overhead communication line between Station 37FS+41, 45'RT and Station 43FS+75, 50'RT will be removed. Overhead work will begin 10 working days after We Energies has released the poles to AT&T Wisconsin.
- An existing underground communication line beginning at an existing pole at Station 42FS+92, 50'RT running easterly to Station 43FS+67, 47'RT and turning northerly crossing Falls Road to a pedestal located at Station 43FS+76, 70'LT.
  - o Prior to construction AT&T Wisconsin will discontinue this line in place.

**CenturyLink Communications** as previously noted in IH 43 Corridor section

**Spectrum** has existing underground and overhead communications facilities in the following locations:

- An existing underground communication line beginning beyond the westerly project limits running easterly along a line 4' northerly of and parallel to the existing southerly Falls Road right-of-way and continuing to a We Energies pole at Station 40FS+08, 49'RT. The existing line between Station 37FS+41, 45'RT and 40FS+08, 49'RT will be discontinued in place.
  - o Prior to construction Spectrum will construct a new pedestal and pad mounted power supply at Station 37+30, 47'RT to intercept the existing underground line.
- An existing overhead communications line on We Energies poles beginning at a pole at 40FS+08, 49'RT and running easterly along a line 1' northerly of and parallel to the existing southerly Falls Road right-of-way and continuing to beyond the easterly project limits.
  - o Prior to construction Spectrum will construct a new overhead communication line on We Energies poles beginning at a new pole at Station 37FS+41, 45'RT and running southeasterly to a new pole at Station 37FS+77, 75'RT where it turns and runs easterly crossing IH 43 to a new pole at Station 43FS+05, 75'RT. From there it runs northeasterly to Station 43FS+46, 50'RT where it turns easterly to a new pole at Station 43FS+75, 50'RT where it connects into the existing overhead line. The existing overhead communication line between 40FS+08, 49'RT and Station 43FS+75, 50'RT will be removed. Overhead work will begin 10 working days after We Energies has released the poles to Spectrum.

- An existing overhead communication line beginning at a pole at Station 42FS+92, 50'RT and running northeasterly crossing Falls Road and continuing to beyond the northerly project limits.
  - o Prior to construction Spectrum will construct a new underground communication line in the same trench as We Energies beginning at a new pole at Station 43FS+75, 50'RT and running northerly crossing Falls Road to Station 43FS+28, 29'LT where it turns northwesterly to a new pole at Station 43FS+28, 90'LT. The existing overhead line between Station 42FS+92, 50'RT and Station 43FS+28, 90'LT will be removed. Underground work will begin 10 working days after We Energies has released the conduit to Spectrum.

**We Energies – Electric** has existing overhead electric facilities in the following locations:

- An existing overhead electric line beginning beyond the westerly project limits running easterly along a line 1' northerly of and parallel to the existing southerly Falls Road right-of-way and continuing to beyond the easterly project limits.
  - o Prior to construction We Energies will construct a new overhead electric line beginning at a new pole at Station 37FS+41, 45'RT and running southeasterly to a new pole at Station 37FS+77, 75'RT where it turns and runs easterly crossing IH 43 to a new pole at Station 43FS+05, 75'RT. From there it runs northeasterly to Station 43FS+46, 50'RT where it turns easterly to a new pole at Station 43FS+75, 50'RT where it connects into the existing overhead line. The existing overhead line and poles between Station 37FS+41, 45'RT and Station 43FS+75, 50'RT will be removed.
- An existing overhead electric service line beginning at a pole at Station 42FS+92, 50'RT and running northeasterly crossing Falls Road and continuing to beyond the northerly project limits.
  - o Prior to construction We Energies will construct a new underground electric line beginning at a new pole at Station 43FS+75, 50'RT and running northerly crossing Falls Road to Station 43FS+28, 29'LT where it turns northwesterly to Station 43FS+28, 90'LT where it turns northerly to a new pole at Station 43FS+28, 194'LT. The existing overhead line between Station 42FS+92, 50'RT and Station 43FS+28, 68'LT will be removed.

**We Energies – Gas** has existing underground gas facilities in the following locations:

- An existing underground gas line beginning beyond the westerly project limits running easterly along a line 9' northerly of and parallel to the existing southerly Falls Road right-of-way and continuing to beyond the easterly project limits. This line will remain in place without adjustment.
- An existing underground gas service beginning at a tee at Station 43FS+21, 41'RT and running northerly across Falls Road to beyond the northerly project limits. This line will remain in place without adjustment.

**STH 60 Interchange**

**AT&T Wisconsin** has existing underground communications facilities in the following locations:

- An existing underground communication line located in an easement behind the IH 43 easterly right-of-way beginning at Station 1766ULB+33, 67'RT running northerly to beyond the project limits.
  - o Prior to construction AT&T Wisconsin will discontinue this line in place from Station 1766ULB+33, 67'RT to Station 1778ULB+10, 69'RT.

**Grafton Water & Wastewater – Sewer** has existing underground sanitary sewer facilities within the limits of the STH 60 Interchange; however, no adjustments are anticipated.

**Grafton Water & Wastewater – Water** has existing underground water main facilities within the limits of the STH 60 Interchange; however, no adjustments are anticipated.

**Windstream KDL** has existing underground communications facilities within the limits of the STH 60 Interchange; however, no adjustments are anticipated.

## 10. Other Contracts.

Coordinate your work according to standard spec 105.5.

Modifications to the traffic control plan may be required by the engineer to be safe and consistent with the adjacent work by others.

Coordinate activities, detours, work zone traffic control, roadway and lane closures, and other work items as required with other contracts.

It is expected that routine maintenance by the city and county personnel may be required at certain times concurrently with the work being done under this contract.

The following contracts are anticipated to be under construction within the time period of this contract, unless otherwise indicated:

### **2021 -2022**

I-43 N-S Freeway Mainline Construction:

- ID 1229-04-70, Silver Spring Dr to STH 60, Work Zone Prep Contract

### **2022 -2023**

I-43 N-S Freeway Mainline Construction:

- ID 1229-04-74, West County Line Interchange, Milwaukee/Ozaukee County
- ID 1228-22-71, Capitol Drive to 2100 Feet N of Hampton Avenue, Milwaukee County

### **2023 -2024**

I-43 N-S Freeway Mainline Construction:

- ID 1229-04-72, Union Specific RR Bridge B-40-921, Milwaukee County
- ID 1229-04-73, Bender Road to W Brown Deer Road, Milwaukee County
- ID 1228-22-71, Capitol Drive to 2100 Feet N of Hampton Avenue, Milwaukee County
- ID 1228-22-70, Brown Street to Capitol Drive, Milwaukee County

### **N Port Washington Road:**

- ID 1229-04-71, Bender Road to Daphne Road, Milwaukee County

## 11. Available Documents.

The department will make its information available to bidding contractors. The list of documents that are available for contractors' information includes:

- Design Study Report
- Environmental Document
- Traffic Management Plan

These documents are available from Steve Hoff at 141 NW Barstow Street, Waukesha, WI 53187, (262) 548-6718.

Reproduction costs will be applied to all copies requested.

sef-102-005 (20170310)

## 12. Geotechnical Investigation Information.

*Replace standard spec 102.5(3) 2 with the following:*

Available information relative to subsurface exploration, borings, soundings, water levels, elevations, or profiles are available for review at the department's Regions office. Contact Steve Hoff at 141 NW Barstow Street, Waukesha, WI 53187, (262) 548-6718.

Geotechnical Report for IH 43 – Silver Spring to CTH Q

Geotechnical Report for IH 43 – Milwaukee County Line to STH 60

Additional geotechnical information is available from studies and analyses that have been performed by HNTB for the department for other aspects of this project. Review the available information to determine if it is of use. The use or not of the geotechnical information does not relieve performing the work conforming to the plans and specifications.

sef-102-010 (20170310)

## 13. Contract Award and Execution.

*Add the following to standard spec 103 as subsections 103.9 and 103.10:*

### **103.9 Bid Escrow Documentation**

- (1) The department will require the lowest responsible bidder to submit documentation to be placed in escrow at a document storage facility. Bid Escrow Documentation (BED) consists of writings, working papers, computer printouts, charts, and data compilations that contain or reflect information, data, calculations, or assumptions used by the bidder to determine the proposal submitted. If the apparent low bid is withdrawn or rejected, the second low bidder will provide the required documents as specified in this special provision within 72 hours of written notification by the department.
- (2) The BED shall clearly itemize the contractor's estimated costs of performing the scope of work defined in the contract.
- (3) The BED shall include, but not be limited to, all quantity takeoffs, rate schedules for the direct costs of craft labor, construction (expendable materials), construction equipment ownership costs, construction equipment operating costs, permanent materials subcontractors and insurance. Also include development of rates of production including, where appropriate: estimate of crews, construction materials, construction equipment, and construction sequence and duration. Submit the BED for each subcontractor whose total subcontract costs exceed \$500,000.
- (4) Identify the allocation of construction plant and equipment, time and non-time related indirect costs (including if applicable joint venture fees), home office overhead, contingencies and margin applicable to each bid item. Further, documentation shall include consultant's reports, final estimate adjustment calculations, and all other information used by bidders to arrive at the estimate.
- (5) All manuals standard to the industry used by the bidder in determining the proposal are also considered part of the BED. These manuals may be included in the proposal documentation by reference and shall show the name and date of the publication and the publisher.
- (6) It is not necessary to include documents provided by the department for the bidder's use in the preparation of the proposal.
- (7) The low bidder shall present authentic copies of their BED at the department's office by November 12, 2021 (subject to change) 72 hours/3 days after let, at 10:00 AM.
- (8) At the time of submittal, only designated representatives of the apparent low bidder and the department will jointly examine the apparent low bidder's bid documentation to determine if it is authentic, legible, and generally meets the requirements of this special provision. The department will not share the BED information with, or in any other way divulge the contents of, the apparent low bidder's BED to, their subcontractors or any other party.

- (9) The department, if requested by apparent low-bidder subcontractors, will also independently examine the BED submitted by the apparent low bidder's subcontractors in the same manner as the apparent low bidder's BED was examined. Only designated representatives of the individual subcontractor and the department will be present during this examination. The department will not share the BED information with, or in any other way divulge the contents of, a subcontractor's BED to, the apparent low bidder or any other party.
- (10) The department's examination of the BED will not include review of, nor will it constitute approval of, proposed construction methods, estimating assumptions, or interpretation of the contract. The examination will not alter any conditions or terms of the contract. The department will determine if the BED complies with this special provision within 4 hours after the time the BED is submitted. If the BED does not meet the requirements of this special provision, the department may reject the bid.
- (11) If the BED of the apparent low bidder meets the requirements of this special provision, the department and bidder will jointly deposit the BED at an agreed document storage facility. Place the BED in a sealed envelope or container clearly marked with the bidder's name and address, date of submittal, project name and identification number. Representatives of the department and the bidder will deliver all bid escrow documentation and the original affidavit directly to a document storage facility, to be placed in escrow.
- (12) If the apparent low bid is withdrawn or rejected, the designated representative of the second low bidder and the department will examine and inventory the bid documentation of the second low bidder and their subcontractors in the manner specified in this section, then seal and deposit in escrow. If a subcontractor with a subcontract exceeding \$500,000 is replaced, the contractor shall submit new BED for examination and escrow before the engineer will authorize the substitution.
- (13) The department will pay for the costs of the escrow document storage facility and will provide escrow instructions to the document facility consistent with this special provision.
- (14) The department acknowledges that the bidder considers that the BED constitutes trade secrets or proprietary information. This acknowledgment is based upon department's understanding that the information contained in the BED is not known outside each bidder's business, is known only to a limited extent and by a limited number of employees of bidder, is safeguarded while in bidder's possession, and may be valuable to bidder's construction strategies, assumptions and intended means, methods and techniques of design and construction. Except as set forth in the contract or as required by applicable Law, the department acknowledges that the BED will always remain in the possession of the Escrow Agent and will at no time be received by, or become the property of, the department.
- (15) Submit a copy of the affidavit in this special provision, signed under oath before a Notary Public by a representative of the bidder authorized to execute proposals. Department representatives will sign the affidavit after reviewing the BED.
- (16) The BED will remain in escrow until one or more of the following occurs:
  1. The bidder and the department mutually agree to release of the BED;
  2. A court orders the department to provide the BED;
  3. A dispute is referred to the Dispute Review Board or claims review panel; or
  4. Either party seeks judicial review of a dispute.
- (17) If any of the events numbered 1-4 in this section occurs, the department will take possession of all relevant portions of the BED, as determined by the department, until complete resolution of the issue for which the request was made or the court order was issued. In absence of these actions, and provided the bidder signs an appropriate release, the unopened BED will be released to the bidder upon final acceptance and the expiration of all warranty periods provided by this contract.

**BID ESCROW DOCUMENTATION CERTIFICATION**

Using this BID ESCROW DOCUMENTATION CERTIFICATION, the bidder certifies that the material submitted in this special provision constitutes all the documentary information used in preparation of the bid and that said bidder has fully examined the contents of the container and that they are complete. The undersigned Wisconsin Department of Transportation representatives have reviewed the BED for compliance.

BIDDER

WITNESS

\_\_\_\_\_  
(Name of Bidder)

\_\_\_\_\_  
(Name of Witness)

By: \_\_\_\_\_  
(Signature\*)

By: \_\_\_\_\_  
(Signature\*)

Title \_\_\_\_\_

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

Date \_\_\_\_\_

WISCONSIN DOT

WISCONSIN DOT

\_\_\_\_\_  
(Name of Department Representative)

\_\_\_\_\_  
(Name of Department Representative)

By: \_\_\_\_\_  
(Signature\*)

By: \_\_\_\_\_  
(Signature\*)

Title \_\_\_\_\_

Title: \_\_\_\_\_

Date \_\_\_\_\_

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

(END OF BID ESCROW DOCUMENTS)

**103.10 Mobilization Workshops**

**103.10.1 Workshop Schedule**

- (1) After contract award, attend the following workshops. Each workshop is described within this special provision and will include the following topics:
  - 1. Project Kickoff and Initial Work Plan
  - 2. Cost Reduction Incentives
  - 3. Utility Coordination
  - 4. Submittals
  - 5. CPM Scheduling
  - 6. Leadership Partnering (Initial Session)
  - 7. Secant and Tangent Pile Drilled Shaft Construction
  - 8. Work Force Opportunities
  - 9. Incident Crisis Communications Plan
  - 10. Notice to Proceed

(2) The workshop dates will be scheduled after contract award.

(3) If necessary, the engineer may modify the workshop schedule to ensure attendance by the necessary department and contractor personnel; however, all workshops will be completed before issuing the Notice to Proceed.

**103.10.2 Workshops**

**103.10.2.1 Project Kickoff and Initial Work Plan**

**103.10.2.1.1 General**

(1) The Project Kickoff and Initial Work Plan Workshop will provide a forum to discuss and answer questions relative to the proposal, bid schedule, and other questions in the Project Questionnaire described in section 103.10.2.1.2. The Initial Work Plan Workshop will include:

1. Contractor responses to the attached Project Questionnaire.
2. Department presentation of the use of CPM scheduling on the project and presentation of the department's Master Schedule to the contractor.
3. Contractor presentation of its conceptual work plan for the project.
4. Department and contractor discussion of the level of detail and features in the Initial Work Plan and the Baseline CPM Progress Schedule.

#### **103.10.2.1.2 Project Questionnaire**

- (1) Provide the following information in the order shown in this special provision. This information will constitute the "Project Questionnaire."

##### **General Information**

If a Joint Venture, provide information for each member of the Joint Venture.

Provide the following information about the company:

- Firm Name
- Address
- Telephone and facsimile numbers; e-mail address
- Contracting Specialties
- Years performing work in contracting specialties
- Geographic areas served
- Total Management Employees and years of service
- Project Managers
- General Superintendents
- Craft Superintendents
- Engineers
- Estimators
- CPM Schedulers

##### **Construction Engineering**

Provide/attach a copy of your Construction Project Manager's resume indicating the manager's experience in similar major construction projects. The resume shall include similar projects with references. (Note: references are only for verification of work scope performed).

Provide (if applicable) your third-party construction engineering firms.

Provide plan for Construction surveying

##### **Subcontractors**

Attach the list of all subcontractors that are intended for this Project and the items of work they shall perform.

##### **Permanent Material Suppliers**

Attach the list of all permanent material suppliers that are intended for the project.

##### **Quality Control (where applicable)**

Provide the name of your Construction Quality Control firm and qualifications indicating the firms' experience in similar major construction projects. The resume shall include similar projects with references. (Note: references are only for verification of work scope performed).

Provide/attach a copy of your Construction Quality Control Manager's resume indicating the manager's experience in similar major construction projects. The resume shall include similar projects with references. (Note: references are only for verification of work scope performed).

List the major elements and Table of Contents of your Construction Quality Management Program (QMP).

Provide the name of your Independent Quality Control Testing firm (Construction Quality Control Lab) and qualifications indicating the firm's experience in similar major construction projects. The resume shall include similar projects with references. (Note: references are only for verification of work scope performed).

##### **Organization Chart**

Provide a functional and personnel Organization Chart showing the authority and responsibilities of each individual identified.

### **Work Rules**

Provide the plan for hours per day, days per week, and number of shifts for key elements of work; i.e. sewer tunnels, retaining wall construction, roadway excavation, bridge structures, and roadway structural section activities.

### **Maintenance of Traffic**

Provide the name of your Traffic Control Manager and qualifications indicating the firm's experience in similar major construction projects. The resume shall include similar projects with references. (Note: references are only for verification of work scope performed).

Include an outline of your approach to the maintenance of traffic and how you shall stage the construction to meet the substantial completion schedule including planned locations for local street and freeway access into and out of the work zones for each stage of construction.

Attach a copy of your Preliminary Schedule indicating your approach to achieving the substantial completion schedule.

### **Construction**

Provide the approach (type of equipment, number of crews, and where required ground support systems) for the following activities.

1. Retaining wall construction by type of work
2. Bridge demolition
3. Roadway structural section
4. Roadway excavation
5. Office and yard facilities

### **103.10.2.2 Cost Reduction Incentives**

- (1) The Cost Reduction workshop will identify value enhancing opportunities and consider modifications to the plans and specifications that will reduce either the total cost, time of construction, or traffic congestion. These modifications shall not impair the essential functions or characteristics of the project. These include:
  - Service life
  - Economy of operation
  - Ease of maintenance
  - Benefits to the traveling public
  - Desired appearance
  - Design and safety standards
- (2) Submit recommendations resulting from the workshop for approval by the engineer as cost reduction incentive proposals in conformance with standard spec 104.10 "Cost Reduction Incentive".
- (3) The department and the contractor may be able to complete the CRI Concept process, as specified in 104.10.2, during the CRI workshop.
- (4) Submit CRIs after the CRI workshop that were not introduced at the CRI workshop.

### **103.10.2.3 Utility Coordination**

- (1) The Utility Coordination Workshop will define the scope and schedule of utility relocation work and the corresponding roles and responsibilities of the project team.
  1. At a minimum, the following key personnel will attend the Utility Coordination Meeting.
    - 1.1. Department's Utility Coordinator.
    - 1.2. Contractor's Utility Coordinator.
    - 1.3. Designer Team's Utility Coordinator.
    - 1.4. Key Utility Company Representative(s)
  2. At a minimum, the Utility Coordination Meeting will include a review of the following:
    - 2.1. Summary of all required utility relocations on the project.
    - 2.2. Special provisions addressing utility work.
    - 2.3. Sharing of contact information.
    - 2.4. Scheduling of work for utility relocation including critical milestones and staging for the work.



#### **103.10.2.4 Submittals**

(1) The Submittal Workshop will identify the key required submittals for the project, categorize submittals into functional areas, and develop a schedule for submittals and submittal reviews. The Workshop participants will at a minimum:

1. Review the project special provisions.
2. Categorize submittals into functional areas including:
  - 2.1 MSE Retaining Walls
  - 2.2 Temporary Shoring
  - 2.3 Falsework and Formwork
  - 2.4 Girder Shop Drawings
  - 2.5 Steel Transportation, Delivery and Erection
  - 2.6 Structure Demolition Plans
  - 2.7 Pile Hammers and High Capacity Piling
  - 2.8 Concrete/ Asphalt
  - 2.9 Materials
  - 2.10 ITS / Lighting
  - 2.11 Traffic Signals
  - 2.12 Sanitary Sewer and Water
  - 2.13 Permits
3. Develop a schedule for submittals.

#### **103.10.2.5 CPM Schedule**

*See specification Baseline CPM Progress Schedule.*

#### **103.10.2.6 Leadership Partnering Meetings Monthly**

The department will implement mandatory monthly leadership partnering meetings. Unless the department and contractor agree otherwise, the contractor management level personnel, project design engineers, project level supervisory personnel, and department management level personal shall meet monthly from project start until the contractor accepts the tentative final estimate. The contractor and department may also invite the following as needed:

- FHWA
- Key project personnel of the contractor's principal subcontractors and suppliers
- Local government representatives
- Environmental regulators
- Emergency service personnel
- Utility companies
- Impacted business and property owners
- Other stakeholders

This meeting will facilitate a cooperative team environment that clearly defines roles and responsibilities, determines common goals and objectives, and provides a platform to build trust and accountability.

Meeting topics may include:

- Issue and risk management
- Dispute resolution procedures
- Safety
- Public outreach
- Traffic management
- Cost reducing incentives
- Claim resolution
- Scheduling issues
- Quality control

All mobilization workshop costs are incidental to the contract work.

sef-108-030 (20171004)

### **103.10.2.7 Secant and Tangent Pile Drilled Shaft Construction**

- (1) The Secant and Tangent Pile Drilled Shaft Construction workshop will serve as a pre-construction kickoff meeting specifically for the secant and tangent pile drilled shaft work and occur before all secant and tangent pile work being performed on the job, including the installation of the secant pile trial wall panel. The workshop must be attended by representatives of the prime contractor and key members of the prequalified drilling shaft subcontractor performing the secant and tangent pile installation. At minimum, key members of the drilling subcontractor includes on-site principal in charge, on-site construction supervisor and crew foremen.
- (2) The workshop agenda will include review and discussion of the drilling subcontractors submitted drilled shaft installation plan; scheduling and coordination of the secant and tangent pile drilled shaft installation work; mobilization and preparation; and subsequent work operations associated with the construction.

### **103.10.2.8 Storm Sewer Tunneling**

- (1) The Storm Sewer Tunneling workshop will focus on the installation plan, access, material storage, scheduling, dewatering, shoring, maintaining existing drainage, erosion control, and subsequent work operations associated with the construction.

### **103.10.2.9 Work Force Opportunities**

After contract award, attend the Work Force Opportunities workshop. The workshop will take place on the same day and in the same location as the pre-construction meeting.

The Work Force Opportunities workshop will provide a venue for contractors to have meaningful dialogue with Transportation Alliance for New Solutions (TrANS) providers regarding the hiring of TrANS graduates. Reference ASP-1 for additional information regarding TrANS. The prime contractor and the nine largest subcontractors according to let value of work shall provide staff with hiring authority to participate in a job-matching session during this workshop. Workshop participants will, at a minimum:

- Review contractor hiring processes for general labor positions.
- Listen to a presentation provided by TrANS providers regarding the TrANS training program, including details regarding how contractors can hire TrANS graduates.
- Review TrANS graduate availability for working on the project.
- Meet one-on-one for two minutes with each TrANS graduate in attendance at the meeting.

sef-108-036 (20180627)

### **103.10.2.10 Incident Crisis Communications Plan**

- (1) The Incident Crisis Communications Plan workshop will include a "dry run" of the Crisis Communication Plan to coordinate the response to an incident within the work zone or on the freeway by the contractor, Police, Fire, EMS and other responders. Ensure that representatives of subcontractors also participate in this meeting if requested by the engineer

### **103.10.2.11 Notice to Proceed**

- (1) After all workshops are completed, the Notice to Proceed will be issued.

sef-103-005 (20180104)

## **14. Partnering Charter.**

*Add the following to standard spec 104.1:*

The department intends to encourage, support, and implement a partnering system on this contract with the full participation of the contractor and all subcontractors.

Partnering is a performance system designed to achieve an optimal relationship between all parties to a construction contract. Further, it is a method of conducting business in the construction profession without unnecessary, excessive, or disruptive external party involvement. The partnering system is structured to draw on the strengths of each participating organization to identify and achieve mutually profitable objectives.

The partnering system will consist of three main elements: preparation of a partnering charter, establishing and implementing a partnering effectiveness evaluation technique, and establishing and implementing an issue resolution procedure.

It is anticipated that within 14 calendar days of the issuance of a notice to proceed with construction, the department, its consultants, and the prime contractor on the project will participate, with their subcontractors, in a 1 day meeting to write a partnering charter.

The partnering charter is the basic manual for operating the partnering system. It includes, at a minimum, the mission of the project and the objectives of the project team. In addition, it outlines, in broad terms, the project evaluation methods to be used and the dispute resolution process to be applied to conflict issues as they arise on the job.

It is anticipated that the partnering charter meeting participants will establish and publish the partnering effectiveness evaluation method. This partnering evaluation method will set guidelines for periodically measuring project performance against the mission and objectives set out in the charter.

It is also anticipated that the partnering charter meeting participants will establish and publish the issue resolution procedure, designed to help resolve disputes quickly, satisfactorily, and as near as possible to the originating level of the dispute.

The contractor is required to participate in establishing these three elements of the partnering system in cooperation with the department and its consultants. Outside costs for effectuating the partnering effort will be mutually agreed to by both parties and will be shared equally.

The establishment of a partnership charter on this project will not change the legal relationship of the parties to the contract nor relieve either party from any of the terms of the contract.

stp-104-010 (20150630)

## 15. Contractor Notification.

*Replace standard spec 104.2.2.2(2) with the following:*

- (2) If the contractor discovers the differing condition, provide a written notice of the specific differing condition before further disturbing the site and before further performing the affected work.

*Replace standard spec 104.3.2 with the following:*

### **104.3.2 Contractor Initial Written Notice**

- (1) If required by standard spec 104.2, or if the contractor believes that the department's action, the department's lack of action, or some other situation results in or necessitates a contract revision, the contractor must promptly provide a written notification to the engineer. At a minimum, provide the following:
  1. A written description of the nature of the issue.
  2. The time and date of discovering the problem or issue.
  3. If appropriate, the location of the issue.
- (2) Provide the additional information as specified in standard spec 104.3.3 to assist the engineer in the timely resolution of an identified issue. The engineer will not require, in subsequent submissions, duplication of information already provided.

## 16. Eliminated Work.

*Replace standard spec 104.2.2.5 with the following:*

### **104.2.2.5 Change Orders for Eliminated Work**

- (1) The department has the right to partially eliminate or completely eliminate work the engineer finds to be unnecessary for the project. If the department eliminates work, the engineer will send a Work Authorization Form (WAF) directing the contractor to eliminate the work. If the engineer partially eliminates or completely eliminates work, the engineer will issue a contract change order for a fair and equitable amount as specified in standard spec 109.5.
- (2) If the department executes an equalizing change order for the purpose of matching the authorized quantity to the amount of units measured and paid for any bid item, this shall not be considered eliminated work.

Replace standard spec 109.5 with the following:

### **109.5 Eliminated Work**

- (1) If the department partially eliminates or completely eliminates work as specified in standard spec 104.2.2.5, the department will pay the direct costs incurred as of the date the work was eliminated. The department will not pay for bidding costs or other non-allowable charges specified in standard spec 109.4.6.
- (2) The department may pay for, and take ownership of, materials or supplies the contractor has already purchased.
- (3) Submit a certified statement, including paid invoices, covering all direct costs, incurred as of the date the work was eliminated. The department will execute a change order as follows:
  1. For incurred direct costs that have no value to other contract work, the department will reimburse the contractor in full for those costs.
  2. For incurred direct costs that are distributed over the other contract work, the department will prorate reimbursement based on the value of the eliminated work compared to the total value of associated contract work.
  3. Restocking and cancellation charges.
  4. A markup for unrecoverable overhead paid as 7 percent of the contract price of the work eliminated, except for the items in noted in 109.5(3)5. The engineer will issue a contract change order based on the net value of the eliminated work and any replacement work included in the change order.
  5. If the following bid items are not used at all for the prosecution of the work, the department will eliminate them with a WAF and a contract change modification. A markup for applicable overhead and other indirect costs will be paid as 2 percent of the contract price of the bid item for the work eliminated:
    - 390.0203 Base Patching Asphalt
    - 450.1100.S Asphaltic Mixture for Extreme Conditions
    - 495.1000.S Cold Patch
    - 501.1000.S Ice Hot Weather Concreting
    - 624.0100 Water
    - 627.0200 Mulching
    - 628.1910 Mobilization Emergency Erosion Control
    - 628.1905 Mobilization Erosion Control
    - 630.0500 Seed Water
    - SPV.0060.0160 Mobilizations Emergency Pavement Repair
    - SPV.0195.0001 HMA Longitudinal Joint Repair
    - SPV.0195.0002 HMA Transverse Joint Repair

### **17. Municipality Acceptance of Sanitary Sewer Construction.**

Both the department and the City of Mequon personnel will inspect the construction of sanitary sewer items under this contract. Final acceptance of the sanitary sewer construction will be by the City of Mequon.

### **18. Contractor Document Submittals.**

This special provision describes minimum requirements for submitting project documents to the department. This special provision does not apply to shop drawing submittals.

Provide one electronic copy of all documents requiring department review, acceptance, or approval. Attach a completed engineer-provided transmittal sheet to each email submittal. The department will reject submittals with incomplete transmittal sheets and require re-submittal.

The department will return one reviewed, accepted, or approved original to the contractor. Additional return originals can be requested. Submit an additional original for each additional return original requested.

Submit electronic copies in PDF format via email to accounts the engineer determines. If possible, create PDFs from original documents in their native format (e.g. Word, Excel, AutoCAD, etc.). Scan other documents to PDF format with a minimum resolution of 600 dpi.

All costs for contractor document submittals are incidental to the contract.

sef-105-010 (20150619)

## **19. Railroad Insurance and Coordination - Union Pacific Railroad Company**

### **A. Description**

Comply with standard spec 107.17 for all work affecting Union Pacific Railroad Company (UPRR) property and any existing tracks.

#### **A.1 Railroad Insurance Requirements**

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3. Insurance is filed in the name of Union Pacific Railroad Company with the Wisconsin Department of Transportation, its officers, agents and employees named as an additional insured.

Notify evidence of the required coverage, and duration to:

Contact: Chris Keckeisen  
Engineering Design – Public Projects  
Union Pacific Railroad Company  
1400 Douglas Street – Stop 0910  
Omaha, NE 68179-0910  
Telephone: (402) 544-5131  
Email: [ctkecke@up.com](mailto:ctkecke@up.com)

Also send a copy to the following: Jason Kazmierski, SE Region Railroad Coordinator; 141 N. W. Barstow Street, Waukesha, WI 53188; Telephone (262) 548-6700; E-mail: [jason.kamierski@dot.wi.gov](mailto:jason.kamierski@dot.wi.gov).

Include the following information on the insurance document:

Highland Road Overpass

- Project ID: 1229-04-76
- Project Location: Mequon, WI
- Route Name: Highland Road, Ozaukee County
- Crossing ID: 180 115N
- Railroad Subdivision: Shoreline
- Railroad Milepost: 112.67

Pioneer - CTH C Crossing

- Project ID: 1229-04-76
- Project Location: Mequon, WI
- Route Name: Pioneer Road (CTH C), Ozaukee County
- Crossing ID: 180 116V
- Railroad Subdivision: Shoreline
- Railroad Milepost: 114.90

#### **A.2 Train Operation**

Approximately two (2) through freight trains operate daily at up to 25 mph. In addition to through movements there are switching movements at slower speeds.

### **A.3 Names and Addresses of Railroad Representatives for Consultation and Coordination**

#### **Construction Contact**

Chris Keckeisen  
Engineering Design – Public Projects Union Pacific Railroad Company  
1400 Douglas Street – Stop 0910  
Omaha, NE 68179-0910  
Telephone: (402) 544-5131  
Email: [ctkecke@up.com](mailto:ctkecke@up.com)

Amend standard spec 108.4 to include the railroad in the distribution of the initial bar chart, and monthly schedule updates. The bar chart shall specifically show work involving coordination with the railroad.

#### **Flagging Contact**

See Construction Contact. If more than 30 days of flagging is required contact UPRR 30 days prior to needing a flagger on site. Reference the Wisconsin Milepost and Subdivision located in A.1.

#### **Cable Locate Contact**

In addition to contacting Diggers Hotline, contact the UP Call Before You Dig line at (800) 336-9193 at least five working days before the locate is needed. Normal business hours are 6:30 AM to 6:30 PM, Central Time, Monday through Friday, except holidays and are subject to change. Calls will be routed at all times in case of an emergency. Reference the Wisconsin Milepost and Subdivision located in A.1.

UP will only locate railroad owned cable buried in the railroad right-of-way. The railroad does not locate any other utilities.

### **A.4 Work by Railroad**

The railroad will perform the work described in this section, except for work described in other special provisions, and will be accomplished without cost to the contractor.

None

### **A.5 Temporary Grade Crossing**

The department has made arrangements for temporary grade crossings to be installed by the railroad at locations deemed appropriate for both contractor needs and railroad requirements. Contact the railroad representative named in A.3 in writing, four (4) weeks prior to the time it is desired to have the crossing installed. The railroad flagger will unlock the railroad lock at the start of each day that the contractor needs to use the crossing. The railroad flagger will lock the gate at the end of each day, or any time that the flagger leaves the job site when the contractor no longer needs flagging services.

**Work by Contractor:** Construct and remove crushed aggregate approaches up to the tracks. Approaches shall be constructed to maintain the existing drainage. Install crossing access gates along with temporary fencing to the railroad construction crossings. A flagman must be present at each gate at any time a gate is open and a crossing is used. The contractor is permitted to remove railroad timber utility poles that do not have any lines attached to them, as required to facilitate construction.

### **A.6 Temporary Clearances During Construction**

*Replace subparagraphs (3) 4.1 and (3) 4.2 of standard spec 107.17.1 with the following:*

Provide 15 feet 0 inches (3.658 m) plus 1.5 inches (38 mm) per degree of track curvature, measured horizontally from any active track center line.

Provide 21 feet 6 inches (6.553 m) plus compensation for super-elevated track, measured vertically above the top of the highest rails for any active track.

### **B Railroad Flagging**

Arrange with the railroad for the flagging of trains and safety of railroad operations if clearances specified in standard spec 107.17.1 are not maintained during construction operations. At any other time in railroad representative's judgment, the contractor's work or operations constitute an intrusion into the track zone and create an extraordinary hazard to railroad traffic, and at any other time when flagging protection is necessary for safety to comply with the operating rules of the railroad. The following conditions may also warrant flagging:

1. Cranes swinging or handling materials or equipment within 25 feet of the centerline of any track.
2. Construction operations that are in proximity of power lines or railroad signal and communication lines, underground cables, fuel oil facilities or pipe lines and which might result in fire or damage to such facilities, danger to railroad operations or danger to the public in the transaction of business on railroad premises.
3. Excavation, tunneling, blasting, pile driving, placing, or removing cofferdams or sheeting, or similar activities might cause the railroad's tracks or buildings to be undermined, heaved out of normal level, shifted out of alignment, or otherwise impaired.
4. Bridge painting activities including rigging of falsework, scaffolding or similar activities within 25 feet of the centerline of any track.
5. Deck removal activities within 25 feet of the centerline of any track.
6. Pouring of bridge decks in spans over an operated track.
7. At any other time in railroad representative's judgment, the contractor's work or operations constitute an intrusion into the track zone and create an extraordinary hazard to railroad traffic, and at any other time when flagging protection is necessary for safety to comply with the operating rules of the railroad.

Projects with concurrent activity may require more than one flagger.

Projects with heavy contractor activity within 25 feet of the centerline of any track or unusual or heavy impact on railroad facilities will normally require a full-time flagger.

The department and railroad will monitor operations for compliance with the above flagging requirements. Violations may result in removal from railroad property until arrangements to adhere to the flagging requirements are satisfied. If the railroad imposes additional flagging requirements beyond the above flagging requirements due to the previous violations, the contractor shall bear all costs of the additional flagging requirements.

## **C Flagging by Railroad– Railroad Does Not Pay Flagging Costs**

### **C.1 General**

*Replace paragraph (1,3 and 4) of standard spec 107.17.1 with the following:*

- (1) Coordinate with the railroad for all work performed within 25 feet of the track centerline including equipment or extensions of equipment that can fall within 25 feet of the track centerline or adjacent facilities or when working on railroad right-of-way. Include the following on all submittals and other written communications with the railroad:

Highland Road

- DOT #180 115N
- MP 112.67
- Shoreline Subdivision

Pioneer Road

- DOT #180 116V
- MP 114.90
- Shoreline Subdivision

Each crossing will require a separate flagger.

- (3) Perform all work within 25 feet of the track centerline including equipment or extensions of equipment that can fall within 25 feet of the track centerline or adjacent facilities or when working on railroad right-of-way in a way that does not interfere with the safe and uninterrupted operation of railroad traffic. Maintain clearances during construction as follows:
1. Do not operate equipment closer than 25 feet horizontally from a track centerline or 22 feet vertically above the top of a rail, except under the protection of railroad flaggers.
  2. Do not store materials or equipment closer than 25 feet horizontally from a track centerline.
  3. Provide an obstruction-free work zone adjacent to a track extending 12 feet or more horizontally on both sides of the track centerline. Keep this work zone free of construction debris.

4. Unless the railroad's chief engineering officer approves otherwise in writing, maintain minimum clearances from falsework, forms, shoring, and other temporary fixed objects as follows:

4.1 Provide 15 feet, plus 1.5 inches per degree of track curvature, measured horizontally from the track centerline.

4.2 Provide 21 feet, plus compensation for super-elevated track, measured vertically above the top of the highest rail.

(4) Comply with the railroad's rules and regulations when work is within 25 feet of the track centerline including equipment or extensions of equipment that can fall within 25 feet of the track centerline or adjacent facilities or when working on railroad right-of-way. If the railroad's chief engineering officer requires, arrange with the railroad to obtain the services of qualified railroad employees to protect railroad traffic through the work area. Bear the cost of these services and make payment directly to the railroad. Notify the appropriate railroad representative as listed in section A.3 above, in writing, at least 40 business days before starting work near a track. Provide the specific time planned to start the operations.

## C.2 Rates - Union Pacific

The following rates, reimbursement provisions, and excluded conditions will be used to determine the contractor's cost of flagging:

- \$1,150 daily rate for an eight-hour day (including wages, labor surcharges, lodging, vehicle and mileage expenses),
- \$1,500 "Rest Time" or nightly rate for weekday overnight work for an eight-hour day (including wages, labor surcharges, lodging, vehicle and mileage expenses)
- \$1,260 daily rate for an eight-hour day on Saturdays, Sundays, or holidays (including wages, labor surcharges, lodging, vehicle and mileage expenses)
- \$1,500 "Rest Time" or nightly rate for weekend overnight work for an eight-hour day (including wages, labor surcharges, lodging, vehicle and mileage expenses)
- \$175 per hour overtime rate for all time worked before or after the regular assigned eight hours on any day, or for a minimum three hour call on Saturdays, Sundays, or Holidays.

The railroad will require pre-payment. The flagger is required to set flags each day in advance of the contractor commencing work that will require flagging. The flagger must also remove the flags each day after the completion of work that required flagging. Any time worked before or after the minimum eight-hour flagging day to set or remove flags will be billed at the overtime rate. The contractor is responsible for knowing the requirements of the railroad for arranging and terminating flagging services and for the associated costs of those services.

## C.3 Reimbursement Provisions

The actual cost for flagging will be billed by the railroad. After the completion of the work requiring flagging protection as provided in section B above, the department will reimburse 50% of the cost of such services up to the rates provided above based on paid railroad invoices, except for the excluded conditions enumerated below. In the event actual flagging rates exceed the rates stated above, the department will reimburse 100% of the portion of the rate that is greater than the rates stated above.

## C.4 Excluded Conditions

The department will not reimburse any of the cost for additional flagging attributable to the following:

1. Additional flagging requirements imposed by the railroad beyond the flagging requirements provided in subsection B above due to violations by the contractor.
2. Temporary construction crossings arranged for by the contractor.

The contractor shall bear all costs of the additional flagging requirements for the excluded conditions.

## C.5 Payment for Flagging

The department will pay for the department's portion of flagging reimbursement as specified in section C of this provision under the following item:

ITEM NUMBER	DESCRIPTION	UNIT
801.0117	Railroad Flagging Reimbursement	DOL

The reimbursement payment, as shown on the Schedule of Items, is solely for department accounting purposes. Actual flagging costs will vary based on the contractor's means and methods.



Railroads may issue progressive invoices. Notify the railroad when the work is completed and request a final invoice from the railroad. Promptly pay railroad-flagging invoices, less any charges that may be in dispute. The department will withhold flagging reimbursement until any disputed charges are resolved and the final invoice is paid. No reimbursement for flagging will be made by the department if a violation of subsection B is documented.

#### **D Rail Security Awareness and Contractor Orientation**

Prior to entry on railroad right-of-way, the contractor shall arrange for on-line security awareness and contractor orientation training and testing and be registered through "e-RAILSAFE" for all contractor and subcontractor employees working on railroad right-of-way. See [e-railsafe.com](http://e-railsafe.com) "Information". The security awareness and contractor orientation training are shown under the railroad's name.

The security awareness and contractor orientation certification is valid for 2 year(s) and must be renewed for projects that will carry over beyond the 2 year period. Contractor and subcontractor employees shall wear the identification badge issued by e-RAILSAFE when on railroad right-of-way. Costs associated with training and registration are incidental to other items in the contract.

## **20. Union Pacific Railroad Company Requirements.**

### **A General**

In addition to requirements of the standard specifications and other articles within these special provisions, comply with the following requirements of Union Pacific Railroad Company (UPRR). Comply with Union Pacific Railroad Guidelines for Railroad Grade Separation Projects current edition. Allow a minimum of four weeks for UPRR review of all submittals and each required resubmittal.

### **B Request for Information / Clarification**

All requests for information (RFI) involving work within UPRR right-of-way shall be according to the procedures listed elsewhere in the special provisions. Submit all RFIs to UPRR. Allow four weeks for UPRR's review.

### **C Plans / Specifications**

Changes to the plans or specifications are subject to the approval of UPRR. Submit any UPRR related changes and clarifications of the contract documents to the engineer one week before the submittal to UPRR. Allow the minimum review listed in subsection A above for UPRR's review and each required resubmittal after receipt by the UPRR engineer from the engineer. Do not proceed with revisions without approval of both the engineer and the UPRR engineer.

### **D Construction Submittals**

Electronically submit all required construction submittals via email as PDF files along with any review comments to the engineer. When submitting by email, subject title shall be consistent for a specific submittal throughout the UPRR approval process. For example:

Highland Road over UPRR Shoreline Subdivision MP 112.67 (180 115N)

End subject title with type of submittal. For example (demolition plans).

All design submittals shall be stamped and signed by a professional engineer registered in the State of Wisconsin. A satisfactory submittal review does not relieve the contractor of responsibility and liability

The engineer and UPRR may review the submittals. If the engineer or UPRR engineer finds a submittal insufficient, make all required changes and resubmit it to both the engineer and UPRR engineer. A sufficient submittal review does not relieve the contractor of responsibility and liability of complying with the plans, specifications and the special provisions and for the structural integrity and proper functioning of the item that is the subject of the submittal.

Item	Description of Submittal Item	Notes
1	Shoring Design and Details	
2	Falsework Design and Details	
3	Drainage Design Provisions	
4	Erection Diagrams and Sequence	
5	Demolition Diagram and Sequence	
6	Shop Drawings	Steel and concrete members.

*Note: included but not limited to the above stated submittals*

Whenever work may affect the operations or safety of trains, submit to the UPRR engineer and copy the engineer for review. Review by UPRR shall not relieve the contractor from liability.

#### **E UPRR Review of Construction Submittals**

Union Pacific will charge for some or all the Construction Reviews provided by the contractor. Contractor shall arrange for these reviews directly with Union Pacific no later than 30 days prior to submitting the first review document(s). Contractor shall bear 100% of the costs of the Construction Review.

#### **F Infringement On Minimum Clearances**

Contractor will submit to the engineer requests for infringement upon the minimum horizontal or vertical clearance requirements as stated in "Railroad Insurance and Coordination – Union Pacific Railroad" article in these special provisions. The contractor will submit the requests to UPRR engineer and copy the engineer. Do not infringe upon the minimum clearances unless they are first approved in writing by UPRR engineer.

#### **G Approval of Details**

Once approval is obtained from UPRR engineer, the contractor shall provide a copy of this written approval to the engineer before undertaking such work.

#### **H Site Inspections By UPRR**

UPRR may make site inspections at any time. Provide the UPRR engineer a schedule of anticipated dates for the following activities and copy the engineer.

1. Shoring
2. Falsework
3. Drainage
4. Erection of superstructure
5. Demolition of existing structure
6. Shop Drawings
7. Completion of the bridge structure.

Update the schedule monthly, or more frequently if necessary, so that site visits may be scheduled.

#### **I Construction Excavations and Demolition**

Construction excavations shall meet OSHA and American Railway Engineering and Maintenance-of-Way Association (AREMA) requirements and the UPRR "Guidelines for Temporary Shoring" (GTS).

Demolition shall be done according to Union Pacific's Guidelines for Preparation of a Bridge Demolition and Removal Plan for Structures over Railroad (GPBDRP)

The GTS and the GPBDRP are available for review from the Southeast Region's Railroad Coordinator at the department's Southeast Regional Office located at 141 NW Barstow Street, Waukesha, Wisconsin 53188 or at <http://www.up.com/customers/ind-dev/operations/specs/>

## **21. Hauling Restrictions.**

*Replace standard spec 107.2 with the following:*

- (1) Present to the department, five business days before proposed hauling, a proposed haul route plan detailing haul routes that are not part of the state trunk highway system. Include the months, days of the week, time of day, number of trucks, types of trucks and maximum loads of trucks anticipated to accomplish the project work in the haul route submittal.
- (2) The department will review the submittal and either approve or provide a letter with comments and proposed revisions to the contractor within five business days of its receipt. If approved, the department will subsequently survey the existing condition of that haul route to establish a baseline for assessing damage that the contractor's hauling operations might cause.
- (3) At all times, conduct operations in a manner that will cause a minimum of disruption to traffic on existing roadways.

sof-107-015 (20170310)

## **22. Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.**

The department has obtained a U.S. Army Corps of Engineers Section 404 permit. Comply with the requirements of the permit in addition to requirements of the special provisions. A copy of the permit is available from the regional office by contacting Steve Hoff at (262) 548-6718.

stp-107-054 (20210708)

## **23. Information to Bidders, WPDES General Construction Storm Water Discharge Permit.**

The department has obtained coverage through the Wisconsin Department of Natural Resources to discharge storm water associated with land disturbing construction activities of this contract under the Wisconsin Pollutant Discharge Elimination System General Construction Storm Water Discharge Permit (WPDES Permit No. WI-S066796-1). A certificate of permit coverage is available from the regional office by contacting Steve Hoff, (262) 548-6718, [steve.hoff@dot.wi.gov](mailto:steve.hoff@dot.wi.gov). Post the permit in a conspicuous place at the construction site.

stp-107-056 (20180628)

## **24. Environmental Protection, Aquatic Exotic Species Control.**

Exotic invasive organisms such as VHS, zebra mussels, purple loosestrife, and Eurasian water milfoil are becoming more prolific in Wisconsin and pose adverse effects to waters of the state. Wisconsin State Statutes 30.07, "Transportation of Aquatic Plants and Animals; Placement of Objects in Navigable Waters", details the state law that requires the removal of aquatic plants and zebra mussels each time equipment is put into state waters.

At construction sites that involve navigable water or wetlands, use the follow cleaning procedures to minimize the chance of exotic invasive species infestation. Use these procedures for all equipment that comes in contact with waters of the state and/or infested water or potentially infested water in other states.

Ensure that all equipment that has been in contact with waters of the state, or with infested or potentially infested waters, has been decontaminated for aquatic plant materials and zebra mussels before being used in other waters of the state. Before using equipment on this project, thoroughly disinfect all equipment that has come into contact with potentially infested waters. Guidelines from the Wisconsin Department of Natural Resources for disinfection are available at:

<http://dnr.wi.gov/topic/invasives/disinfection.html>

Use the following inspection and removal procedures:

1. Before leaving the contaminated site, wash machinery and ensure that the machinery is free of all soil and other substances that could possibly contain exotic invasive species;
2. Drain all water from boats, trailers, bilges, live wells, coolers, bait buckets, engine compartments, and any other area where water may be trapped;
3. Inspect boat hulls, propellers, trailers and other surfaces. Scrape off any attached mussels, remove any aquatic plant materials (fragments, stems, leaves, seeds, or roots), and dispose of removed mussels and plant materials in a garbage can before leaving the area or invested waters; and
4. Disinfect your boat, equipment and gear by either:
  - 4.1. Washing with ~212 F water (steam clean), or
  - 4.2. Drying thoroughly for five days after cleaning with soap and water and/or high pressure water, or
  - 4.3. Disinfecting with either 200 ppm (0.5 oz per gallon or 1 Tablespoon per gallon) Chlorine for 10-minute contact time or 1:100 solution (38 grams per gallon) of Virkon Aquatic for 20- to 30-minute contact time. Note: Virkon is not registered to kill zebra mussel veligers nor invertebrates like spiny water flea. Therefore, this disinfect should be used in conjunction with a hot water (>104° F) application.

Complete the inspection and removal procedure before equipment is brought to the project site and before the equipment leaves the project site.

stp-107-055 (20130615)

## **25. Notice to Contractor – UPRR Temporary Access Coordination.**

Based on WisDOT coordination with UPRR, a temporary access across the UPRR railroad tracks at Highland Road is allowed. Coordinate the final location and timing of the temporary access with the UPRR.

## **26. Notice to Contractor – Milwaukee County Transit System.**

The Milwaukee County Transit System (MCTS) operates the freeway bus route within the construction limits. Invite MCTS to all coordination meetings between the contractor, the department, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations.

Notify MCTS at least ten (10) business days prior to beginning work on Port Washington Road.

The MCTS contacts are:

Melanie Flynn  
Milwaukee County Transit System – Routes  
1942 N. 17th St.  
Milwaukee, WI 53205  
Phone: (414) 343-1764  
[Mflynn@MCTS.org](mailto:Mflynn@MCTS.org)

David Locher  
Transportation Specialist  
Phone: (414) 343-1727  
[Dlocher@MCTS.org](mailto:Dlocher@MCTS.org)

SER-107-004 (20180413)

## **27. Notice to Contractor – Ozaukee County Transit System.**

The Ozaukee County Transit System operates the I-43 bus route within the construction limits. Invite Ozaukee County Transit to all coordination meetings between the contractor, the department, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations. The Ozaukee County Transit contacts are:

Jon Edgren  
Ozaukee County Road Facilities  
410 South Spring Street  
Port Washington, WI 53074  
Phone: (262) 238-8335  
[Email: jedgren@co.ozaukee.wi.us](mailto:jedgren@co.ozaukee.wi.us)

SER 107-004 (20180413)

## 28. Dust Control Implementation Plan.

### A Description

This special provision describes developing, updating, and implementing a detailed Dust Control Implementation Plan (DCIP) for all land-disturbing construction activities and associated impacts both within the project site boundaries and outside the project site boundaries. Incorporate contract bid items that this article specifies into the DCIP.

### B (Vacant)

### C Construction

#### C.1 General

Control dust on the project as specified in standard spec 107.18. Minimize dust emissions resulting from land disturbing activities. Do not generate excessive air borne particulate matter (PM) or nuisance dust conditions. Control dust at all times during the contract.

Submit a DCIP to the engineer for review at least 14 calendar days before the preconstruction conference. Coordinate with the department, if requested, to resolve DCIP related issues before the preconstruction conference. The department will either approve the DCIP or request revisions. Do not initiate land-disturbing activities without the department's approval of the DCIP.

#### C.2 DCIP Contents

Develop a DCIP tailored to the specific needs of the project. Consider potential impacts to businesses and residences adjacent to the job site. Describe in detail all land disturbing, dust generating activities. Identify strategies to prevent, mitigate, and collect excess dust. Establish clear lines of communication with the engineer to ensure that all dust control issues can be dealt with promptly.

Include all of the following:

1. A single contact person with overall responsibility for the DCIP development as well as surveillance and remediation of job related dust. Provide:
  - Name, firm, address, and working-hours phone number.
  - Non-working-hours phone number.
  - Email address.
2. A site map locating project features, the job site boundaries, all ingress and egress points, air intakes and other dust-sensitive areas, and all public and private paved surfaces within and adjacent to the job site. Show where specific land disturbing, dust generating activities will occur and, to the extent possible, where employing various dust control or prevention strategies.
3. A matrix, or plan, for each anticipated land disturbing, dust generating activity, showing the following:
  - Preventive measures that shall be employed.
  - The applicable contact person.
  - The contractor's timetable and surveillance measures used to determine when remediation is required.
  - The specific dust control and remediation measures that shall be employed. Identify the specific contract bid items that shall be used for payment. Indicate costs and practices that are incidental to the contract.
  - Both maintenance and cleanup schedules and procedures.
  - Excess and waste materials disposal strategy.
4. A description of monitoring and resolving off-site impacts.

### **C.3 Updating the DCIP**

Update the DCIP during the contract or as the engineer directs. Obtain the engineer's approval for all DCIP alterations. Also obtain the engineer's approval for routine DCIP adjustments for weather, job conditions, or emergencies that will have an impact on payment under the bid items listed in the approved DCIP.

### **C.4 Dust Control Deficiencies**

Coordinate with engineer to determine deadlines for resolving dust control deficiencies. Deficiencies include actions or lack of actions resulting in excessive dust, non-compliance with the contractor's DCIP or associated special provisions, and not properly maintaining equipment.

### **D Measurement**

The department will measure the various bid items associated with dust control as specified in the applicable measurement subsections of either the standard specs or other contract special provisions. The department will not measure work performed under a DCIP alteration unless the engineer specifically approves that alteration.

Measurement under the DCIP includes the contract bid items listed in this special provision:

624.0100 Water  
628.7560 Tracking Pads  
SPV.0075.0601 Pavement Cleanup Project 1229-04-76

The department will measure work completed under other existing contract bid items if approved as a part of the DCIP. The department will consider new bid items to the contract if proposed under the DCIP. The department will not measure work required under the DCIP that is not included in contract bid items.

### **E Payment**

All costs associated with the development and updating of the DCIP are incidental to the contract. The department will pay separately for the work required to implement the actions approved in the DCIP under the contract bid items approved as a part of the DCIP. All other costs associated with work approved under the DCIP are incidental to the contract.

sef-107-005 (20170323)

## **29. Erosion Control.**

*Add the following to standard spec 107.20:*

Erosion control best management practices (BMP's) the plans show are at suggested locations. The actual locations shall be determined by the contractor's ECIP and by the engineer. Include each dewatering (mechanical pumping) operation in the ECIP submittal. The ECIP shall supplement information the plans show and not reproduce it. The ECIP shall identify how to implement the project's erosion control plan. ECIP shall demonstrate timely and diligently staged operations, continuing all construction operations methodically from the initial removals and topsoil stripping operations through the subsequent grading, paving, and re-application of topsoil to minimize the exposure to possible erosion.

Additional devices may be needed based on sequence of operations and field conditions. A 'staged' ECIP may be required for this project, as new areas are disturbed. Each new 'stage' of the ECIP needs to be submitted to the project staff and the WDNR liaison for review as an amendment to the ECIP with a standard 14-day review period. Work should not commence in new areas until the project staff and WDNR has reviewed and concurred with the corresponding ECIP amendment.

Provide the ECIP 14 days before the pre-construction conference. Provide 1 copy of the ECIP to the department and 1 copy of the ECIP to the WDNR Liaison Kristina Betzold, (414) 263-8517, [Kristina.betzold@wisconsin.gov](mailto:Kristina.betzold@wisconsin.gov). Do not implement the ECIP until department approval, and perform all work conforming to the approved ECIP.

Maintain Erosion Control BMP's until permanent vegetation is established or until the engineer determines that the BMP is no longer required.

Stockpile excess materials or spoils on upland areas away from wetlands, floodplains, and waterways. Install perimeter silt fence protection around stockpiles within a timeframe acceptable to the engineer. If stockpiled materials will be left for more than 14 days, install temporary seed and mulch or other temporary erosion control measures the engineer orders. Show the proposed stockpile locations in the ECIP.

Re-apply topsoil on graded areas, as designated by the engineer, within a timeframe acceptable to the engineer after grading is completed within those areas. Seed, fertilize, and mulch/erosion mat top-soiled areas, as designated by the engineer, within 5 days after placement of topsoil. If graded areas outside of the roadbed area are left not completed and exposed for more than 14 days, seed those areas with temporary seed and mulch.

Do not allow excavation for; structures, utilities, grading, maintaining drainage that requires dewatering (mechanical pumping) of water containing sediments (sand, silt, and clay particles) to leave the worksite or discharge to a stormwater conveyance system without sediment removal treatment. Before each dewatering operation, submit to the department a separate ECIP amendment describing in words and pictorial format an appropriate BMP for sediment removal, conforming to WisDNR Storm Water Construction Technical Standard, Code 1061, Dewatering. Include reasoning, location, and schedule duration proposed for each operation. Per Code 1061, include all selection criteria: site assessment, dewatering practice selection, calculations, plans, specifications, operations, maintenance, and location of proposed treated water discharge. Provide a stabilized discharge area. If directing discharge towards or into an inlet structure, provide additional inlet protection for back-up protection. Do not house any dewatering technique in a wetland or floodplain.

All dewatering, including treatment to remove suspended solids, not covered under bid items is incidental to the contract.

The project team may identify 'sensitive' areas in the field that require additional temporary stabilization to protect resources from being contaminated by sediment-laden water discharging from the worksite. Any 'release' of sediment-laden water from the work site that enters a wetland or waterway should be reported to the WDNR liaison within 24 hours.

The contractor shall restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late-season construction, the site must be properly winterized. A plan for 'over-wintering' the project or a specific project area should be compiled and submitted to the project staff and WDNR for review in an amendment to the ECIP.

The DOT Select Site process must be adhered to for clean fill or any other material that leaves the worksite. The project staff and the WDNR liaison will review all proposed select sites and a site visit may be required. Filling of wetlands, waterways or floodplain is not allowed under the select site process unless the site owner has proof of required local/state/federal permits. No new impermeable surfaces can be left at a select site (including gravel roads or pads) unless the site owner attains required permits. Contaminated materials leaving the site need to adhere to the Hazardous Material Management Plan.

Construction materials and debris, including fuels, oil, and other liquid substances, will not be stored in the construction area in a manner that would allow them to enter a wetland or waterbody as a result of spillage, natural runoff, or flooding. If a spill of any potential pollutant should occur, it is the responsibility of the permittee to remove such material, to minimize any contamination resulting from this spill, and to immediately notify the State Duty Officer at 1 (800) 943-0003.

Construction of structures over navigable waterways shall be completed as quickly as possible in order to minimize disruption. Construction shall minimize the removal of shoreline vegetation below the ordinary high water mark (OHWM) unless otherwise directed by the WDNR Transportation Liaison. Construction equipment should not operate on the bed of the stream or below the OHWM, except for that which is necessary for the placement of the structure. The contractor must provide a means of separating the live flow channel of the waterway from disturbed areas (cofferdam, turbidity barrier, etc.). Any plan for diverting the flow of a navigable waterway (listed under Fish Spawning provision) needs to be submitted, reviewed and approved by the project staff.

If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

When performing concrete or asphalt saw cutting operations, the slurry shall be squeegeed off to the shoulder gravel or shoveled into the gravel behind curbs and not allowed into storm sewers, ditches, waterways or wetlands.

### **30. Erosion Control Structures.**

Within three calendar days after completing the excavation for a substructure unit, place riprap or other permanent erosion control items required by the contract or deemed necessary by the engineer around the unit at a minimum to a height equivalent to the calculated water elevation resulting from a storm that occurs on the average of once every two years (Q2) as shown on the plan, or as the engineer directs.

In the event that construction activity does not disturb the existing ground below the Q2 elevation, the above timing requirements for permanent erosion control shall be waived.

stp-107-070 (20191121)

### **31. Permanent Restoration.**

Place topsoil and permanently restore fill slopes as the height of the fills progress. Show the timing of all topsoil and restoration mobilizations as part of proposed schedule in the ECIP.

Fill slopes less than 10 feet in height shall be topsoiled and permanently restored out to the slope intercept when the fill slope reaches the subgrade shoulder point.

Fill slopes greater than 10 feet in height shall be topsoiled and permanently restored out to the slope intercept as the fill slope reaches 10 feet in height. The remainder of the fill slope shall be topsoiled and permanently restored when the fill slope reaches the subgrade shoulder point.

### **32. Material and Equipment Staging**

Submit a map showing all proposed material stockpile and equipment storage locations to the engineer 14 calendar days before either the preconstruction conference or proposed use, whichever comes first. Identify the purpose; length, width and height; and duration of material stockpile or equipment storage at each location. Obtain written permission and necessary permits from the property owner and local governments/agencies and submit two copies to the engineer. Do not stockpile material or store equipment until the engineer approves. Do not stockpile or store materials or equipment on wetlands.

SER-107-011 (20181019)

### **33. Maintaining Drainage.**

Maintain drainage at and through worksite during construction conforming to standard spec 107.22, 204, 205 and 520.

Use existing storm sewers, existing culvert pipes, existing drainage channels, temporary culvert pipes, or temporary drainage channels to maintain existing surface and pipe drainage. Pumps may be required to drain the surface, pipe, and structure discharges during construction. Costs for furnishing, operating, and maintaining the pumps is considered incidental to the project.

#### **Dewatering (Mechanical Pumping) for Bypass Water (sediment-free) Operations**

If dewatering bypass operations are required from one pipe structure to another downstream pipe structure or from the upstream to downstream end of a culvert and the bypass flow is not transporting sediments (sand, silt, and clay particles) from a tributary work site area, bypass pumping operations will be allowed provided that the department has been made aware of and approves operation. When pumping bypass flows, the discharge location will need to be stable and not produce erosion from the discharge velocity that would cause release of sediment downstream.



### **Dewatering (Mechanical Pumping) for treatment Water (sediment-laden) Operations**

If dewatering operations require pumping of water containing sediments (sand, silt, and clay particles), the discharge will not be allowed to leave the work site or discharge to a storm water conveyance system without sediment removal treatment. Refer to article Erosion Control in these special provisions for additional requirements.

sef-107-016 (20170310)

### **34. Construction Over or Adjacent to Navigable Waters.**

The Ulao Creek is classified as a state navigable waterway under standard spec 107.19.

stp-107-060 (20171130)

### **35. Health and Safety Requirements for Workers Remediating Petroleum Contamination.**

*Add the following to standard spec 107.1(2):*

Soil contamination with gasoline, diesel fuel, fuel oil, or other petroleum related products may be encountered during excavation activities. Prepare a site-specific Health and Safety Plan complying with the Occupational Safety and Health Administration (OSHA) standard for Hazardous Waste Operation and Emergency Response (HAZWOPER), 29 CFR 1910.120.

All site workers taking part in remediation activities or who will have the reasonable probability of exposure of safety or health hazards associated with the hazardous material shall have completed Health and Safety training that meets OSHA requirements. Before the start of remediation work, submit to the engineer a site-specific Health and Safety Plan, and written verification that workers will have completed up-to-date OSHA training.

Develop, delineate, and enforce the health and safety exclusions zones for each contaminated site location pursuant to 29 CFR 1910.120.

stp-107-115 (20150630)

### **36. Subletting the Contract.**

*Replace standard spec 108.1.1 (3) with the following:*

If proposing to have a party other than a subcontractor perform work, notify the engineer and submit details of this arrangement in writing. The engineer will determine if that arrangement constitutes subcontracting. Submit copies of all other agreements between any parties regarding the performance of work under the contract with the Request to Sublet.

sef-108-035 (20171004)

### **37. Work Force Opportunities.**

The Work Force Opportunities workshop will provide a venue for contractors to have meaningful dialogue with Transportation Alliance for New Solutions (TrANS) providers regarding the hiring of TrANS graduates. Reference ASP-1 for additional information regarding TrANS. The prime contractor and the three largest subcontractors according to let value of work shall provide staff with hiring authority to participate in a job-matching session during this workshop. Workshop participants will, at a minimum:

- Review contractor hiring processes for general labor positions.
- Listen to a presentation provided by TrANS providers regarding the TrANS training program, including details regarding how contractors can hire TrANS graduates.
- Review TrANS graduate availability for working on the project.
- Meet one-on-one for two minutes with each TrANS graduate in attendance at the meeting.

sef-108-036 (20180627)

**38. Coordination with Businesses and Residents.**

The department will arrange and conduct a meeting between the contractor, the department, affected residents, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations. Hold the first meeting at least one week before the start of work under this contract and hold a meeting one week prior to each traffic staging change. The department will arrange for a suitable location for meetings that provides reasonable accommodation for public involvement. The department will prepare and coordinate publication of the meeting notices and mailings for meetings. The contractor shall schedule meetings with at least 2 weeks' prior notice to the engineer to allow for these notifications.

stp-108-060 (20141107)

**39. Environmental Protection – Waste**

Conduct construction activities in an environmentally sound manner, including the proper disposal of all demolition material that cannot be recycled.

The excavation management plan for this project has been designed to minimize the off-site disposal of impacted material. Follow the requirements for the off-site management of petroleum-and metals-contaminated soil (bioremediation at a landfill) and reuse of foundry sand and low-level petroleum-contaminated soil as indicated in these special provisions. If subsurface contamination or other signs of non-exempt (NR 500.08) solid waste including buried containers, industrial fill, stained soils, noxious odors, etc., are unexpectedly encountered elsewhere on the project during excavation, terminate excavation in the area and notify the engineer immediately. Work with the department's environmental consultant to properly manage the waste following the WisDOT-WDNR materials management options as indicated in the table below. Contact Andrew Malsom (WisDOT) at (262) 548-6705 or [Andrew.Malsom@dot.wi.gov](mailto:Andrew.Malsom@dot.wi.gov) to arrange for environmental consultant coordination. The environmental consultant will perform waste characterization and coordinate with the WDNR for an appropriate handling and disposal.

## Management of Material Excavated During Highway Construction

<u>Classification</u>	<u>Characterization of Material</u>	<u>Material Management</u>
<b><u>1. Common Excavation (NR 500.08(2) Unregulated or Exempt Material)</u></b>	<ul style="list-style-type: none"> <li>– Native soil</li> <li>– Fill soils that have no obvious visual or olfactory contamination and may not have been analyzed for contaminants.</li> <li>– Clean unpainted or untreated wood, brick, concrete, cured asphalt, and trace amounts of glass.</li> </ul>	Contractor-selected sites approved through Erosion Control Implementation Plan (ECIP) review process, or on-site reuse.
<b><u>2. Special Excavation (NR 500.08(4) Solid Waste Low Hazard Exemption)</u></b>	<ul style="list-style-type: none"> <li>– Soil with low levels of petroleum contamination or contaminant metals within the site fill plan criteria.</li> <li>– Trace amounts (&lt;25% volume of the excavation equipment's bucket load) of foundry sand, cinders, and fly ash.</li> </ul>	WisDOT selected site or on-site reuse with WDNR concurrence. Sites must meet the location criteria of <a href="#">504.04 (3) (c)</a> and <a href="#">(4) (a)</a> to <a href="#">(f)</a> . Fill plans are also approved through ECIP review process.
<b><u>3. Contaminated Soil and Fill Material</u></b>	<ul style="list-style-type: none"> <li>– Lead painted or treated wood</li> <li>– Petroleum contaminated soil</li> <li>– Significant amounts (&gt;25% volume of the excavation equipment's bucket load) of foundry sand, cinders, or fly ash.</li> </ul>	Contaminated material disposed at a WDNR-licensed solid waste disposal facility. Petroleum contaminated material shall be treated at a bioremediation facility (biopile) prior to disposal at the landfill. Direct disposal of contaminated material at landfills without such pre-treatment must be pre-authorized by the WisDOT.
<b><u>4. Asbestos-containing Waste</u></b>	Asbestos-containing material	Landfill at a WDNR-licensed solid waste landfill with approval to accept asbestos-containing material.
<b><u>5. Hazardous Waste</u></b>	RCRA Subtitle C (NR 600) contaminated media (hazardous waste)	Disposed or treatment under State's hazardous waste disposal contract with Veolia. Significant quantities should be evaluated for potential treatment to render non-hazardous to reduce disposal costs.
<b><u>6. Potentially contaminated material</u></b>	Potentially contaminated material with unusual visual, olfactory, or other characteristics	Temporary stockpile with appropriate environmental controls constructed per NR 718.05. Temporary stockpiling at solid waste landfill may be alternative with WDNR and Landfill's approvals.

### 40. Notice to Contractor – Existing Topographic Mapping

The topographic mapping shown in the plans may not represent current field conditions due to the WorkZone Prep project (1229-04-70) currently under construction. This project includes widening of IH-43 to accommodate traffic control shown in this plan set. These projects will be completed in advance of this project starting. Miscellaneous quantities shown in this plan take these widening projects into account.

#### **41. Notice to Contractor – Personnel Identification Program.**

All contractor personnel will be required to register in the program prior to performing work. Valid photo identification which includes unexpired driver's license, government issued identification cards, military identification, passport, or other identification approved by the department will be required to register. All personnel registered will be issued a hard hat sticker with an identification number by the department. Stickers shall be placed in a visible location on the hard hat.

Noncompliance with this contract provision may result in removal of contractor personnel from the project or suspension of work according to standard spec 108.6.

#### **42. Notice to Contractor – Media Relations.**

- a) The contractor shall not disseminate or publicize this Agreement, information relating to this Agreement, their work responsibilities, or generally comment about the entire project without prior written consent from one of the department's designated Project Communications Leaders listed under Section (d).
- b) The contractor shall refer all information requests or interview requests made by external parties, including media sources, to all of the department's designated Project Communications Leaders listed under Section (d).
- c) The contractor agrees to coordinate with the department as to the form, content and timing of any public announcement of this Agreement.
- d) The Project Communications Leaders for the department shall be:
  - i. The department's project manager
  - ii. Daniel Sellers  
141 NW Barstow Street  
P.O. Box 798  
Waukesha, WI 53188  
Phone: (262) 548-5902  
Email: [daniel.sellers@dot.wi.gov](mailto:daniel.sellers@dot.wi.gov)
- e) Noncompliance with this contract provision may result in removal of contractor personnel from the project or suspension of work according to Wisconsin Department of Transportation standard spec 108.6 applicable under the contract.
- f) Notwithstanding anything to the contrary contained herein, no provision of this Agreement shall be interpreted to impede the contractor, or any individual, from reporting possible violations of state or federal law to any governmental agency or entity, or from making other disclosures under the whistleblower provisions of state or federal law. The contractor does not need the prior authorization of the department to make any such reports or disclosures and the contractor shall not be required to notify the department that such reports or disclosures have been made.

#### **43. Notice to Contractor – Safety.**

All workers shall wear OSHA and ANSI compliant safety head protection, safety glasses, safety-toe protective footwear, and a ANSI 107-2015 Type R, Class 2 safety vest and at all times while within the project footprint. ANSI 107-2015 Type R, Class E safety pants will be required from dusk until dawn while in the project footprint.

The contractor and respective subcontractors shall provide a copy of their current Company Safety Plans to the department at the preconstruction meeting. All workers shall comply with the Safety Plans of their employer. The department will not issue a notice to proceed until all safety plans have been submitted.

Noncompliance with this contract provision may result in removal of contractor personnel from the project or suspension of work according to Wisconsin Department of Transportation standard spec 108.6 applicable under the contract.

**44. Notice to Contractor – Road Weather Information System (RWIS) Coordination.**

The RWIS included in this project is a non-intrusive system. The system sensors are installed on a pole or tower next to the roadway as noted in the plans. The system is furnished and installed through a separate contract.

Contact Ahmet Demirbilek, State Electrical Engineer, WisDOT Bureau of Traffic Operations; State Traffic Operation Center, (414) 220-6801 office or (414) 322-9606 cell, within 3 days of completion of conduit and pull boxes to the Road Weather Information System, to coordinate concrete base, tower, sensor, cabinet, and controller installation.

**45. Notice to Contractor – Disposal of Treated Timber Pilings.**

Treated wood is a regulated solid waste per NR 500 of the Wisconsin Administrative Code. Waste timber pilings generated by the project must be landfilled at a licensed disposal facility. Costs associated with treated timber piling handling and disposal are incidental to the project.

**46. Work Zone Ingress - Egress.**

Any initial set-up and/or changes to the Work Zone Ingress – Egress construction detail in the plan or location(s) should be submitted a minimum of 10 working days before use and are subject to approval by the engineer and the Construction Program Work Zone, (414) 640-1148.

ser-643-005 (20180131)

**47. Traffic Meetings and Traffic Control Scheduling.**

Every Wednesday by 10:00 AM, submit a detailed proposed 2-week look-ahead traffic closure schedule to the engineer. Type the detailed proposed 2-week look-ahead closure schedule into an excel spreadsheet provided by the engineer. Enter information such as closure dates, duration, work causing the closure and detours to be used. Also enter information such as ongoing long-term closures, emergency contacts and general 2-month look-ahead closure information into the excel spreadsheet.

Meet with the engineer between 11:00 - 11:30 AM on Wednesdays at the project field office to discuss and answer questions on the proposed schedule. Edit, delete and add closures to the detailed proposed 2-week look-ahead schedule, as directed by the engineer, so that proposed closures meet specification requirements. Other edits, deletions or additions unrelated to meeting specification requirements may also be agreed upon with the engineer during the 11:00 AM meeting.

Every Wednesday at 2:00 PM, or as scheduled by the engineer, attend a weekly traffic meeting. The meeting will bring local agencies, project stakeholders, owner managers, owner engineers, contractors, document control and construction engineering personnel together to discuss traffic staging, closures and general impacts. Upon obtaining feedback from the meeting attendees, edit, delete and add information to the detailed 2-week look-ahead closure schedule, as needed. Submit the revised 2-week look-ahead to the engineer.

Obtain approval from the engineer for any mid-week changes to the closure schedule. Revise the 2-week look-ahead as required and obtain engineer approval.

sef-643-040 (20150319)

**48. Public Involvement Meetings.**

Participate in department-sponsored public involvement meetings as the engineer requests. Ensure that representatives of subcontractors also participate in those meetings if the engineer requests. Participation in public involvement meetings is considered incidental and no separate payment will be made of participating in public involvement meetings.

~~sef-999-040 (20160915)~~

#### 49. Pavement Breaking Equipment.

Use only hydraulic pavement breaking equipment for breaking pavement within 300 feet of any structure. Do not use guillotine, drop hammer, falling weight, gravity impact breakers or equivalent equipment. A multi-head hydraulic drop hammer is allowed unless a structure is within 50 feet of the roadway.

#### 50. Removing Old Culverts and Bridges

Add the following to standard spec 203.3.1:

##### 203.3.1.1 Structure Removal Site Safety Plan

- (1) Prepare a Structure Removal Site Safety Plan covering all structure removal work included in the contract. Maintain posted copies of the Structure Removal Site Safety Plan at the site in the project field office. Provide two copies of the Structure Removal Site Safety Plan to the engineer at least four weeks before beginning removal work.

##### 203.3.1.2 Structure Removal Plans

- (1) Prepare a structure specific removal plan for each of the following existing structures indicating the methods and sequence of demolition:

Existing Structure	Structure Type	Feature On	Feature Under
B-45-21	6 span concrete girder	Highland Road	IH 43
B-45-22	2 pan steel girder	CTH C	IH 43
B-45-23	3 span concrete haunch slab	IH 43 SB	Lake Field Road
B-45-24	3 span concrete haunch slab	IH 43 NB	Lake Field Road
B-45-25	2 span continuous plate girder	Falls Road	IH 43

This table does not include all the structure removals included in the contract. It is a list of existing structure removals included in the contract for which a structure specific detailed removal plan is required to be submitted.

Examine the existing structure plans and visit the site before preparing and submitting the structure removal plan(s). The contractor is responsible for the methods and sequence of demolition, including effects on the overall stability of each structure being removed. At a minimum, each removal plan shall include:

1. The name of the professional engineer, registered in the State of Wisconsin who will be on site and monitoring the removal of existing structures as required in this specification.
2. The name of the contractor's on-site-employee designated in responsible charge of all removal operations.
3. The removal method and sequence of removal for each individual structure, including the staging of bridge removals.
4. Analysis of the stability of the structure based on the methods and sequence of demolition proposed, to ensure that the structure is demolished in a safe and controlled manner. The analysis computations shall be prepared, signed and sealed by a professional engineer registered in the State of Wisconsin.
5. Design and details of temporary supports, shoring or temporary bracing, if required to stabilize portions of partially remaining structures during the removal sequence or support partially remaining structures after staged removals. Include design computations and detail drawings for all temporary supports, shoring and bracing that indicate the exact placement of the temporary supports, shoring or bracing; verification of design loads; attachment details; and methods for the safe transfer of loads from existing structural elements to be removed to the temporary supports, shoring, or bracing. Temporary support, shoring, or bracing design computations and drawings details are to be prepared, signed and sealed by a professional engineer registered in the State of Wisconsin.

6. Design and details of temporary support foundations. Include in the foundation design the evaluation of expected foundation settlement and the effect that this will have on the structure being supported. Temporary support foundation design computations and drawing details are to be prepared, signed and sealed by a professional engineer registered in the State of Wisconsin.
7. Equipment type and locations of equipment on the structure(s) or adjacent roadways during the removal operations
8. Locations and type of work to be performed directly adjacent to traffic.
9. Details and locations of protective covers and other measures to ensure that people, property and improvements will not be endangered or damaged as a result of the removal operations. Include methods for protecting any pavement surfaces including shoulders, concrete barriers, and other highway features.
10. Methods of removal, hauling and disposal, including haul routes and disposal destination.
11. A schedule of anticipated roadway and lane closures to accommodate removal operations. Include the timing of individual lane or temporary roadway closures and the nature of removal operations that will be performed during the lane or roadway closures.
12. Acknowledgement that the contractor and removal design engineer responsible for preparing the removal plan have visited the site and reviewed the existing structure plans in preparing the removal plan.

### **Structure Pre-Removal Meetings**

After submission of the Structure Removal Site Safety Plan and required Structure Removal Plan(s), schedule and conduct structure pre-removal meetings at a time agreed to by the engineer. Hold structure pre-removal meetings at least three working days before beginning structure removal activities. If the engineer agrees before, multiple structure removals can be combined and discussed at one structure pre-removal meeting. Otherwise, schedule and conduct a separate structure pre-removal meeting for each structure to be removed.

*Supplement standard spec 203.3.2.1 with the following:*

Perform structure removals conforming to the submitted Structure Removal Site Safety Plan and applicable Structure Removal Plan(s)

*Supplement standard spec 203.5.1(2) with the following:*

Payment includes preparation and submittal of a Structure Removal Site Safety Plan; preparation and submittal of Structure Removal Plan(s) and performing all structure removal work conforming to the submitted plans.

### **51. Removing Concrete Barrier.**

*Add the following to standard spec 204.3.2.2.1 as paragraph fourteen:*

- (14) Under the Removing Concrete Barrier bid item, remove barrier and footing, unless specified in the plans, at the locations the plans show. Removal includes all required sawing conforming to standard spec 690.

*Add the following to standard spec 204.5.1(2) as paragraph two:*

- (2) Payment for Removing Concrete Barrier is full compensation for all required sawing and removal of existing barrier and footing, and sludge removal.

sef-204-025 (20180104)

### **52. Removing or Abandoning Miscellaneous Structures.**

*Replace standard spec 204.5.1(3) with the following:*

When backfilling with Backfill Granular as specified in this special provision article or as directed by the engineer, the item Backfill Granular is considered incidental to the appropriate bid item.

At locations where Backfill Granular is not specified, contractor may choose to use either Backfill or Backfill Granular, and no separate payments will be made for using Backfill Granular.

*Supplement standard spec 204.3.2.2 with the following:*

Backfill existing storm sewer or existing storm sewer structure locations shown for removal or abandonment outside the new traveled way with native backfill immediately after completing the sewer work. Backfill according to standard spec 209 within the traveled way.

All backfill, including native material, provided for removal or abandonment of existing storm sewer structures and pipes is considered incidental to the appropriate bid item.

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### **53. Roadway Excavation.**

*Add the following to standard spec 205.5.2(1):*

Provide the department with an earth flow diagram within 30 calendar days of receiving the contract Notice to Proceed.

Identify all excavation required for the project, all sources of roadway embankment fill including offsite material, shrinkage and swell factors, proposed stockpile material, structure excavation (if used in embankments), waste, and fills. Provide start and finish dates for each grading area within the division. These dates should correspond to the dates shown on the project schedule.

Any deviation from the sequencing shown in the earth flow diagram will require approval from the engineer and will require an update to the earth flow diagram.

Attend biweekly earthwork meetings scheduled by the engineer to discuss earth flows, borrow sites, soil drying and strengthening, and other upcoming earthwork activities and technical issues.

*Replace standard spec 205.3.13(3) with the following:*

The engineer will evaluate cuts and shallow fills to determine if corrective work, EBS Excavation/EBS Backfill is required. If the engineer requests, provide loaded trucks and run the grade as the engineer directs to confirm yielding areas. Perform EBS Excavation/EBS Backfill in yielding areas as the engineer directs.

*Add the following to standard spec 205.5.2(2):*

The department will not pay EBS to remove frost from embankments or cut sections, unless directed by the engineer. It is the contractor's responsibility to stage construction so that exposed subgrades do not freeze or to provide adequate frost protection. Any work necessary to remove and replace frozen materials from newly constructed embankments or exposed cut sections is considered incidental to the excavation bid items.

### **54. Abatement of Asbestos Containing Material B-45-24, Item 203.0211.S.4000; Abatement of Asbestos Containing Material B-45-22, Item 203.0211.S.4001; Abatement of Asbestos Containing Material B-45-23, Item 203.0211.S.4002; Abatement of Asbestos Containing Material B-45-24, Item 203.0211.S.4003; Abatement of Asbestos Containing Material B-45-25, Item 203.0211.S.4004.**

#### **A Description**

This special provision describes abating asbestos containing material on structures.

#### **B (Vacant)**

#### **C Construction**

John Roelke, Lic. Number All-119523, inspected Structure B-45-22; B-45-23, B-45-24, and B-45-25 for asbestos on March 14, 2013. Regulated Asbestos Containing Material (RACM) is assumed to be present on this structure in the following locations and quantities



B-45-22

Gaskets located under the railing attachment plate on the concrete parapet, non-friable, estimated to be 22 square feet.

B-45-23

Caulk located around the railing attachment plate on the concrete parapet, non-friable, estimated to be 3 square feet.

Gaskets located under the railing attachment plate on the concrete parapet, non-friable, estimated to be 10 square feet.

B-45-24

Gaskets located under the railing attachment plate on the concrete parapet, non-friable, estimated to be 10 square feet.

B-45-25

Gaskets located under the railing attachment plate on the concrete parapet, non-friable, estimated to be 22 square feet.

The RACM on this structure must be abated by a licensed abatement contractor. A copy of the inspection report is available from Steve Hoff at (262) 548-6718. According to NR447 and DHS159, ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 4/11), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days before beginning any construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form and the abatement report to Pay all associated fees. Provide a copy of the completed 4500-113 form and the abatement report to Andrew Malsom, WisDOT SE Region Hazmat & Environmental Engineer at (262) 548-6705 and DOT BTS-ESS attn: Hazardous Materials Specialist PO Box 7965, Madison, WI, 53707-7965. In addition, comply with all local or municipal asbestos requirements.

Use the following information to complete WisDNR form 4500-113:

**B-45-22**

- Site Name: Structure B-45-22, CTH C over IH 43 – N-S Freeway
- Site Address: Station 261PR+00
- Ownership Information: WisDOT Transportation SE Region, 141 NW Barstow Street, P.O. Box 798, Waukesha, WI 53187-0798
- Contact: Steve Hoff
- Phone: (262) 548-6718
- Age: 55 years old. This structure was constructed in 1966.
- Area: 8,809 SF of deck

**B-45-23**

- Site Name: Structure B-45-23, IH 43 SB – N-S Freeway over Lakefield Road
- Site Address: Station 1686+50
- Ownership Information: WisDOT Transportation SE Region, 141 NW Barstow Street, P.O. Box 798, Waukesha, WI 53187-0798
- Contact: Steve Hoff
- Phone: (262) 548-6718
- Age: 54 years old. This structure was constructed in 1967.
- Area: 3,982 SF of deck

**B-45-24**

- Site Name: Structure B-45-24, IH 43 NB – N-S Freeway over Lakefield Road
- Site Address: Station 1686+50
- Ownership Information: WisDOT Transportation SE Region, 141 NW Barstow Street, P.O. Box 798, Waukesha, WI 53187-0798
- Contact: Steve Hoff
- Phone: (262) 548-6718
- Age: 54 years old. This structure was constructed in 1967.
- Area: 3,982 SF of deck

**B-45-25**

- Site Name: Structure B-45-25, Falls Road over IH 43 – N-S Freeway
- Site Address: Station 41FS+00
- Ownership Information: WisDOT Transportation SE Region, 141 NW Barstow Street, P.O. Box 798, Waukesha, WI 53187-0798
- Contact: Steve Hoff
- Phone: (262) 548-6718
- Age: 54 years old. This structure was constructed in 1967.
- Area: 5,719 SF of deck

Insert the following paragraph in Section 6.g.:

- If asbestos not previously identified is found or previously non-friable asbestos becomes crumbled, pulverized, or reduced to a powder, stop work immediately, notify the engineer, and the engineer will notify the department’s Bureau of Technical Services at (608) 266-1476 for an emergency response as specified in standard spec 107.24. Keep material wet until it is abated or until it is determined to be non-asbestos containing material.

**D Measurement**

The department will measure Abatement of Asbestos Containing Material (structure number) by each structure, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
203.0211.S.4000	Abatement of Asbestos Containing Material B-45-24	EACH
203.0211.S.4001	Abatement of Asbestos Containing Material B-45-22	EACH
203.0211.S.4002	Abatement of Asbestos Containing Material B-45-23	EACH
203.0211.S.4003	Abatement of Asbestos Containing Material B-45-24	EACH
203.0211.S.4004	Abatement of Asbestos Containing Material B-45-25	EACH

Payment is full compensation for submitting necessary forms; removing all asbestos; and for properly disposing of all waste materials.

stp-203-005 (20210708)

**55. Removing Concrete Surface Partial Depth, Item 204.0109.S.**

**A Description**

This special provision describes removing a portion of concrete surfaces as the plans show and conforming to standard spec 204.

**B (Vacant)**

**C Construction**

**C.1 Equipment**

Use a machine that provides a surface finish acceptable to the engineer. Shroud the machine to prevent discharge of any loosened material into adjacent work areas or live traffic lanes.

Use a machine that is equipped with electronic devices that provide accurate depth, grade and slope control, and acceptable dust control system.

### **C.2 Methods**

Remove existing concrete to the depths as shown on the plan by grinding, planing, chipping, sawing, milling, or by using other methods approved by the engineer.

Perform the removal operation in such a manner as to preclude damage to the remaining pavement and results in a reasonable uniform plane surface free of excessive large scarification marks and having a uniform transverse slope.

The sequence of removal operations shall be such that no exposed longitudinal joints 2 inches or more in depth remain during non-working hours. Windrowing or storing of the removed material on the roadway will only be permitted in conjunction with a continuous removal and pick-up operation. During non-working hours, clear the roadway of all materials and equipment.

Removed pavement becomes the property of the contractor. Properly dispose of it as specified in standard spec 204.3.1.3.

### **D Measurement**

The department will measure Removing Concrete Surface Partial Depth in area by the square foot of surface area removed.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
204.0109.S	Removing Concrete Surface Partial Depth	SF

Payment is in full compensation for removing the concrete; and for disposing of materials.

stp-204-041 (20080902)

## **56. Abandoning Sewer, Item 204.0291.S.**

### **A Description**

This special provision describes abandoning existing sewer by filling it with cellular concrete as the plans show and conforming to standard spec 204 and standard spec 501 as modified in this special provision.

### **B Materials**

Provide cellular concrete meeting the following specifications: 1 part cement, 1 part fly ash, 8 parts sand, or an approved equal, and water. Provide cement meeting the requirements of standard spec 501.2.4.1 for Type 1 Portland Cement. Provide sand meeting the requirements of standard spec 501.2.7.2. Provide water meeting the requirements of standard spec 501.2.6.

### **C Construction**

Fill the abandoned sewer pipe with cellular concrete as the engineer directs. In the event that the sewer cannot be completely filled from existing manholes, tap the sewer where necessary and fill from these locations.

### **D Measurement**

The department will measure Abandoning Sewer in volume by the cubic yard as specified in standard spec 109.1.3.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
204.0291.S	Abandoning Sewer	CY

Payment is full compensation for furnishing all materials and excavating and backfilling where necessary.

stp-204-050 (20210708)

**57. Removing Riprap, Item 204.9035.S.0001.**

**A Description**

This special provision describes removing existing riprap according to the pertinent provisions of standard spec 204 and as hereinafter provided.

**B (Vacant)**

**C Construction**

Carefully remove the riprap and dispose of all materials.

**D Measurement**

The department will measure Removing Riprap by the cubic yard, acceptably completed.

**E Payment**

*Add the following to standard spec 204.5:*

ITEM NUMBER	DESCRIPTION	UNIT
204.9035.S.0001	Removing Riprap	CY

Carefully remove and dispose of all removed riprap material.

stp-204-025 (20150630)

**58. Removing Cable Barrier Terminal, Item 204.9060.S.0001.**

**A Description**

This special provision describes removing cable barrier terminals according to the pertinent provisions of standard spec 204 and as hereinafter provided.

**B (Vacant)**

**C (Vacant)**

**D Measurement**

The department will measure Removing Cable Barrier Terminal as each individual terminal, acceptably completed.

**E Payment**

*Add the following to standard spec 204.5:*

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.0001	Removing Cable Barrier Terminal	EACH

stp-204-025 (20150630)

**59. Removing Apron Endwalls, Item 204.9060.S.0002.**

**A Description**

This special provision describes removing apron endwalls according to the pertinent provisions of standard spec 204 and as hereinafter provided.

**B (Vacant)**

**C (Vacant)**

**D Measurement**

The department will measure Removing Apron Endwalls as each individual apron endwall, acceptably completed.

## E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.0002	Removing Apron Endwalls	EACH

stp-204-025 (20150630)

## 60. Removing Lighting Units, Item 204.9060.S.1001.

### A Description

This special provision describes the removing lighting units as the plans show, conforming to standard spec 204, and as follows.

### B Materials

All removed material shall become the property of the contractor and be disposed off the project site. Lamps, which are considered a hazardous material, become property of the contractor and shall be disposed of an environmentally sound manner.

### C Construction

Remove lighting units consisting of pole, arm, luminaire, lamp, wires, breakaway device, and associated hardware and appurtenances.

No removal work will be permitted without approval from the engineer. Removal shall start as soon as the temporary lighting or permanent lighting, as applicable, is placed in approved operation. An inspection and approval by the engineer will take place before any associated proposed permanent or temporary lighting is approved for operation.

### D Measurement

The department will measure Removing Lighting Units by each individual unit removed, acceptably completed.

## E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.1001	Removing Lighting Units	EACH

SER-204.15 (20171021)

## 61. Removing Traffic Signals CTH W & Highland Rd, Item 204.9060.S.3101; Removing Traffic Signals CTH C & CTH W, Item 204.9060.S.3102; Removing Traffic Signals IH 43 NB Ramps & CTH C, Item 204.9060.3103.

### A Description

This special provision describes removing existing traffic signals at the intersection of CTH W & Highland Rd, CTH C & CTH W, and IH 43 NB Ramps & CTH C according to the pertinent provisions of standard spec 204 and as hereinafter provided. Specific removal items are noted in the plans.

### B (Vacant)

### C Construction

Arrange for the de-energizing of the traffic signals with the local electrical utility after receiving approval from the engineer that the existing traffic signals can be removed.

Notify the department's Electrical Field Unit at (414) 266-1170 (IH 43 NB Ramps & CTH C) and Ozaukee County Highway Department at (262) 284-8331 (CTH W & Highland Rd and CTH C & CTH W) at least five working days prior to the removal of the traffic signals. Complete the removal work as soon as possible following shut down of the equipment.

The department and Ozaukee County assume that all equipment is in good condition and in working order prior to the contractor's removal operation. Prior to removal, inspect and provide a list of any damaged or non-working traffic signal equipment to the engineer. Any equipment not identified as damaged or not working, prior to removal, will be replaced by the contractor at no cost to the department.

Remove all standards and poles per plan from their concrete footings and disassemble out of traffic. Remove the transformer bases from each pole. Remove the signal heads, monotube arms, wiring/cabling, and traffic signal mounting devices from each signal standard, arm or pole. Ensure that all access hand-hole doors and all associated hardware remain intact. Remove the traffic signal cabinet from the concrete footing. Dispose of the underground signal cable, internal wires and street lighting cable off the right-of-way. Deliver the remaining materials to the department's Electrical Shop located at 935 South 60th Street, West Allis or to Ozaukee County. Notify the department's Electrical Field Unit at (414) 266-1170 and Ozaukee County Highway Department at (262) 284-8331 at least 5 working days prior to delivery to make arrangements.

#### **D Measurement**

The department will measure Remove Traffic Signals [Location] as each individual intersection, acceptably completed.

#### **E Payment**

The department will pay for the measured quantity at the contract unit price under the following bid item.

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.3101	Remove Traffic Signals CTH W & Highland Rd	EACH
204.9060.S.3102	Remove Traffic Signals CTH C & CTH W	EACH
204.9060.S.3103	Remove Traffic Signals IH 43 NB Ramps & CTH C	EACH

Payment is full compensation for removing, disassembling traffic signals, scrapping of some materials, disposing of scrap material, for delivering the requested materials to the department.

- 62. Removing Loop Detector Wire and Lead-in Cable CTH W & Highland Rd, Item 204.9060.S.3104;  
Removing Loop Detector Wire and Lead-in Cable CTH C & CTH W, Item 204.9060.S.3105;  
Removing Loop Detector Wire and Lead-in Cable IH 43 NB Ramps & CTH C, Item 204.9060.3106.**

#### **A Description**

This special provision describes removing loop detector wire and lead-in cable at the intersections of CTH W & Highland Rd, CTH C & CTH W, and IH 43 Ramps & CTH C. Removal will be according to standard spec 204, as shown in the plans, and as hereinafter provided.

#### **B (Vacant)**

#### **C Construction**

Notify the department's Electrical Field Unit at (414) 266-1170 (IH 43 NB Ramps & CTH C) and Ozaukee County Highway Department at (262) 284-8331 (CTH W & Highland Rd and CTH C & CTHW) at least five working days prior to the removal of the loop detector wire and lead-in cable.

Remove and dispose of detector lead-in cable including loop wire for abandoned loops off the right-of-way.

#### **CTH W & Highland Rd:**

Remove loop detector wire at loops 12, 13, and 51. Remove lead-in cable at all loop detector locations.

#### **CTH C & CTH W:**

Remove loop detector wire and lead-in cable at all loop detector locations.

#### **IH 43 NB Ramps & CTH C:**

Remove loop detector wire and lead-in cable at all loop detector locations.

**D Measurement**

The department will measure Remove Loop Detector Wire and Lead-in Cable [Location] as each individual intersection, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.3104	Remove Loop Detector Wire and Lead in Cable CTH W & Highland Rd	EACH
204.9060.S.3105	Remove Loop Detector Wire and Lead in Cable CTH C & CTH W	EACH
204.9060.S.3106	Remove Loop Detector Wire and Lead in Cable IH 43 NB Ramps & CTH C	EACH

Payment is full compensation for removing, scrapping, and disposing of material and incidentals necessary to complete the contract work.

**63. Removing Cable Barrier, Item 204.9090.S.0001.**

**A Description**

This special provision describes removing cable barrier according to the pertinent provisions of standard spec 204 and as hereinafter provided.

**B (Vacant)**

**C Construction**

Conform to standard spec 204.

**D Measurement**

The department will measure Removing Cable Barrier by the linear feet, acceptably completed.

**E Payment**

*Add the following to standard spec 204.5:*

ITEM NUMBER	DESCRIPTION	UNIT
204.9090.S.0001	Removing Cable Barrier	LF
stp-204-025 (20150630)		

**64. Removing Draintile, Item 204.9090.S.0002.**

**A Description**

This special provision describes removing draintile according to the pertinent provisions of standard spec 204 and as hereinafter provided.

**B (Vacant)**

**C Construction**

Conform to standard spec 204.

**D Measurement**

The department will measure Removing Draintile by the linear feet, acceptably completed.

**E Payment**

*Add the following to standard spec 204.5:*

ITEM NUMBER	DESCRIPTION	UNIT
204.9090.S.0002	Removing Draintile	LF
stp-204-025 (20150630)		

**65. Removing Underdrain, Item 204.9090.S.0003.**

**A Description**

This special provision describes removing underdrain according to the pertinent provisions of standard spec 204 and as hereinafter provided.

**B (Vacant)**

**C (Vacant)**

**D Measurement**

The department will measure Removing Underdrain in linear feet, acceptably completed.

**E Payment**

*Add the following to standard spec 204.5:*

ITEM NUMBER	DESCRIPTION	UNIT
204.9090.S.0003	Removing Underdrain	LF
stp-204-025 (20150630)		

**66. Removing Temporary Precast Trench Drain, Item 204.9090.S.0005.**

**A Description**

This special provision describes removing Temporary Precast Trench Drain according to the pertinent provisions of standard spec 204 and as hereinafter provided.

**B (Vacant)**

**C (Vacant)**

**D Measurement**

The department will measure Removing Temporary Precast Trench Drain in linear feet, acceptably completed.

**E Payment**

*Add the following to standard spec 204.5:*

ITEM NUMBER	DESCRIPTION	UNIT
204.9090.S.0005	Removing Temporary Precast Trench Drain	LF
stp-204-025 (20150630)		

**67. Preparing Roadway Foundation.**

*Replace standard spec 205.3.2(5) with the following:*

Completely remove pavement, asphaltic surface, and rigid base from within the roadbed slopes and underlying proposed embankments.

**68. Temporary Emergency Pullouts, Item 205.3000.S.**

**A Description**

This special provision describes grading, furnishing, and placing crushed aggregate base course and signs to construct temporary emergency pullouts. This item also includes the removal of the pullouts including furnishing and placing finishing items as the plans show.

**B (Vacant)**

**C Construction**

Dispose of all surplus and unsuitable material as specified in standard spec 205.3.12.



## D Measurement

The department will measure Temporary Emergency Pullouts, acceptably completed, by the unit.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
205.3000.S	Temporary Emergency Pullouts	EACH

Payment is full compensation for grading, shaping, and compacting; providing and placing crushed aggregate base course; providing and placing signs; removing as required; and for providing and placing topsoil, fertilizer, seed, and mulch.

stp-205-020 (20080902)

## 69. Backfill Controlled Low Strength, Item 209.0200.S.

### A Description

This special provision describes furnishing and placing a controlled low strength material designed for use as backfill in trenches for culverts, sewers, utilities, or similar structures, as backfill behind bridges abutments, or as fill for the abandonment of culverts, pipes, or tanks.

### B Materials

Provide controlled low strength backfill that consists of a designed cementitious mixture of natural or processed materials. Allowable materials include natural sand, natural gravel, produced sand, foundry sand, produced gravel, fly ash, Portland cement, and other broken or fragmented mineral materials. The designed mixture shall be self-leveling and shall be free of shrinkage after hardening. Design the mixture to reach a state of hardening such that it can support foot traffic in no more than 24 hours. Provide a mixture that also meets the following requirements.

TEST	METHOD	VALUE
Flow (inch)	ASTM D-6103	9 min
Compressive Strength (psi)	ASTM D-6024	20-40 @ 14 days 40-80 @ 28 days 80-120 @ 90 days

Chemical admixtures to control air content and setting time are allowable. Ten days before placement, furnish the engineer with a design mix detailing all components and their proportions in the mix.

### C Construction

Place controlled low strength backfill at the locations and to the lines and grades as shown on the plan. Proportion and mix materials to produce a product of consistent texture and flow characteristics. The engineer may reject any materials exhibiting a substantial change in properties, appearance, or composition.

If the official Weather Bureau forecast for the construction site predicts temperatures at or below freezing within the next 24 hours after placement of controlled low strength backfill, protect the placed materials from freezing during that time period. If the temperature is not forecast to rise above 40° F for 72 hours after placement, the engineer may require protection from freezing for up to 72 hours.

No controlled low strength backfill shall be allowed to enter any stream, lake, or sewer system. The contractor shall be responsible for any clean up or remediation costs resulting from such occurrences.

### D Measurement

The department will measure Backfill Controlled Low Strength in volume by the cubic yard of material, placed and accepted. Such volume shall be computed from actual measurements of the dimensions of the area to be backfilled. In irregular or inaccessible areas, the engineer may allow volume to be determined by other appropriate methods.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
209.0200.S	Backfill Controlled Low Strength	CY

Payment is full compensation for designing the mix; supplying all materials; preparing the proportioned mix; hauling it to the construction site; placing the material; and protecting it from freezing.

stp-209-010 (20191121)

### 70. Prepare Foundation for Asphaltic Shoulders.

*Add the following to standard spec 211.3.1:*

Excavate and remove Base Aggregate Dense 1 ¼-Inch installed in a previous sequence for nightly freeway shoulder restoration to ensure no vertical drop-offs greater than two-inches adjacent to the travel lanes and to provide shoulder cross slopes with an 8% maximum rollover with the adjacent travel lanes for Peak Hour and Off Peak Hour freeway traffic operations providing two lanes in each direction.

*Add the following to standard spec 211.5.1:*

Payment for the Prepare Foundation for Asphaltic Shoulders bid item is full compensation for excavating, removing, hauling, and disposing of Base Aggregate Dense 1 ¼-Inch installed in a previous sequence for nightly freeway shoulder restoration.

### 71. Excavation For Structures Retaining Walls.

Modify the standard specifications as follows:

#### 206.2 Materials

*Add the following to the end as paragraph three and four:*

- (3) If the plan details call for Controlled Low Strength Material (CLSM), provide CLSM for backfill consisting of a designed cementitious mixture of natural or processed materials. Allowable materials include natural sand, natural gravel, produced sand, foundry sand, produced gravel, fly ash, Portland cement, and other broken or fragmented mineral materials. The designed mixture shall have a consistent texture and flow characteristics, be self-leveling and not exhibit shrinkage after hardening. Design the mixture to reach a state of hardening such that it can support foot traffic in no more than 24 hours. Provide a mixture that also meets the following requirements:

Test	Method	Value
Flow	ASTM D-6103	9-inches minimum
Compressive Strength	ASTM D-6024	20 - 40 psi @ 14 days 40 - 80 psi @ 28 days 80 -120 psi @ 90 days

Chemical admixtures to control air content and setting time are allowable. Ten days prior to placement, furnish the engineer with a design mix detailing all components and their proportions in the mix. Also, provide documentation from the supplier of the industrial byproducts that the foundry sand and fly ash used in the mixture meet the requirements for Industrial Byproducts Categories 1, 2, 3, or 4 in NR 538 of the Wisconsin Administrative Code for use as a confined geotechnical fill.

- (4) If the plan details call for flowable backfill, provide backfill material consisting of aggregates that conform to standard spec 501 for Grade A Concrete and do not add any cementitious material; cement or fly ash, to the flowable fill mix. Weigh aggregates at a batch plant suitable for batching concrete masonry. Mix and deliver to the project site using a truck mixer. Add enough water to enable the mixture to flow readily.

### **206.3.13.1 General**

*Add the following to the end as paragraph thirteen and fourteen:*

- (13) For soldier pile retaining walls, when called for in the plans, backfill around soldier piles above the soldier pile foundations with CLSM as shown on the plans. If the official Weather Bureau forecast for the construction site predicts temperatures at or below freezing within the next 24 hours after placement of controlled low strength backfill, protect the placed materials from freezing during that time period. If the temperature is not forecast to rise above 40° F for 72 hours after placement, the engineer may require protection from freezing for up to 72 hours. No controlled low strength backfill shall be allowed to enter any stream, lake, or sewer system. The contractor shall be responsible for any clean up or remediation costs resulting from such occurrences.
- (14) For soldier pile retaining walls, when called for on the plans, fill all voids behind timber lagging and excavated soil with flowable backfill. Prior to placement of flowable backfill, provide for positive drainage of the area to be backfilled. Discharge from the truck in a manner to prevent segregation. Completely fill excavation in a single operation. Consolidation or compaction effort is not required.

### **206.5.2 Excavation For Structures**

*Add the following to the end as paragraphs eight and nine:*

- (8) Payment for Structure Excavation Retaining Walls includes providing and placing CLSM as backfill when CLSM as backfill is called for on the plans.
- (9) Payment for Structure Excavation Retaining Walls includes providing and placing flowable backfill when flowable backfill is called for on the plans.

## **72. QMP Subgrade.**

### **A Description**

This special provision describes requirements for subgrade materials within the roadway foundation as defined in standard spec 101.3. Conform to standard spec 207 as modified in this special provision for all work within the roadway foundation at the following locations:

- IH 43 mainline
- IH 43 ramps
- Cross roads
- Local roads

Provide and maintain a quality control program. A quality control program is defined as all activities, including process control inspection, sampling and testing, documentation, and necessary adjustments in the process that are related to the construction of subgrade which meets all the requirements of this provision.

Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures. The contractor may obtain the CMM from the department's web site at:

<https://wisconsin.gov/Pages/doing-bus/eng-consultants/cnsit-rsrcs/rdwy/default.aspx>

### **B Materials**

#### **B.1 Quality Control Plan**

Submit a comprehensive written quality control plan to the engineer at or before the pre-construction meeting. Do not perform grading work before the engineer reviews and accepts the plan. Construct the project as the plan provides.

Do not change the quality control plan without the engineer's review. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:

- An organizational chart with names, telephone numbers, current certifications or titles, and roles and responsibilities of QC, QV, and IA personnel.
- The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
- An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
- Location of the QC laboratory, retained sample storage, and control charts and other documentation.
- A summary of the locations and calculated quantities to be tested under this provision.
- An explanation regarding the basis of acceptance for material that cannot be tested by nuclear methods due to a high percentage of oversized particles.

## **B.2 Personnel**

Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians. Have a grading technician certified under HTCP at level I (or ACT Grading Technician under the direction of a certified technician) present at the site during all subgrade preparation, fill placement, compaction, and nuclear testing activities. Have a nuclear density technician certified under HTCP at level I perform field density and field moisture content testing.

## **B.3 Laboratory**

Perform quality control testing in a department-qualified laboratory. Obtain information on the Wisconsin laboratory qualification program from:

Materials Laboratory  
 3502 Kinsman Boulevard  
 Madison, Wisconsin 53704-2583  
 Telephone: (608) 246-7938

<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/qual-labs.aspx>

## **B.4 Equipment**

Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.

Furnish nuclear gauges from the department's approved product list at:

<http://www.atwoodsystems.com/>

Ensure that the gauge manufacturer or an approved calibration service calibrates the gauge within 12 months before using it on the project. Retain a copy of the calibration certificate with the gauge. Nuclear density gauge calibration verification is required daily when earthwork construction operations require testing under this special provision article. This calibration verification shall be performed using the departments "Validator" apparatus which will be located at the field office. Contract Paul Emmons at (414) 750-1561 ten calendar days in advance to coordinate the location. Establish a standard gauge reading for the "Validator" using CMM815.12 average method. The source emitter depth for calibration verification, in the direct transmission mode, will be determined by the engineer. This procedure will establish the "Validator" apparatus, as the contractor's project reference site.

Conform to ASTM D 2950 and CMM 8.15 for density testing and gauge monitoring methods. Perform nuclear gauge measurements using gamma radiation in the backscatter or direct transmission position. Perform each test for 1 minute of nuclear gauge count time.

## **B.5 Soil Source Study**

Conduct and submit a soil source study before beginning of grading operations. Ensure that this study identifies each distinct soil type on the project within the top 15 feet of cut areas and all borrow material. Provide the in-bank natural moisture content for each soil. Develop moisture-density curves for each identified soil type by utilizing AASHTO T 99 Method A or Method C based on gravel content, with a minimum of 5 individual points, and a zero air voids curve at a specific gravity of 2.65. If a different specific gravity is used perform a specific gravity test. Determine the maximum density and corresponding

optimum moisture level for each soil type. Develop a site-specific family of Proctor curves for this contract from the completed soil source study and submit to the engineer for review and acceptance.

Perform characterization tests on each of the soil types selected for the soil source study. The tests for roadway include AASHTO T 89, AASHTO T 90, AASHTO T 27 or AASHTO T88 (without hydrometer), and AASHTO T 11. Classify each soil type selected according to the AASHTO soil classification system based on the characterization tests. Do not begin grading operations until the engineer accepts the soil source study.

Use the soil types identified in the soil source study with corresponding maximum densities and optimum moisture values to determine the compaction compliance on the project. Continue the soil source study in those areas of cuts greater than 15 feet that were not accessible during the initial study. Include data on additional soil types if project conditions change. Ensure that tests of additional soil types are complete, and the engineer accepts the results before incorporating the material into the roadway foundation.

Split each Proctor sample and identify so as to provide comparison with the department's test results. Unless the engineer directs otherwise, retain the QC split samples for 14 calendar days and promptly deliver the department's split samples to the field office.

Retain and identify two representative samples of each Proctor. Submit one sample to the engineer. Retain one sample on site for use when performing textural identification.

## **B.6 Quality Control Documentation**

### **B.6.1 Control Charts**

Maintain separate control charts for the field density and field moisture content of each grading area. Designate grading areas within the project as follows:

- Subgrade cut portions of the project.
- Embankment in pipe culvert trenches.

Ensure that all tests are recorded and become part of the project records. Plot required test results on the control charts. Include random and engineer-requested testing but only include the contractor's randomly selected QC test results in the 4-point running average. The contractor may plot other contractor-performed process control or informational tests on the control charts, but do not include them in 4-point running averages.

Post control charts in an engineer-approved location and update daily. Ensure that the control charts include the project number, the test number, each test element, the applicable control limits, the contractor's individual test results, the running average of the last 4 data points, and the engineer's quality verification test data points. Use the control charts as part of a process control system for identifying potential problems and assignable causes. Format control charts according to the CMM.

Submit control charts to the engineer in a neat and orderly manner within 10 business days after completing subgrade construction.

### **B.6.2 Records**

Document all observations, inspection records, and adjustments to fill placement procedures, soil changes, and test results daily. Note the results of the observations and inspection records as they occur in a permanent field record.

Provide copies of the field density and field moisture running average calculation sheets, the one-point Proctor tests, records of procedure adjustments, and soil changes to the engineer daily.

Submit original testing records to the engineer in a neat and orderly manner within 10 business days after completing subgrade construction.

## **B.7 Contractor Testing**

### **B.7.1 General**

Have a grading technician certified under HTCP at level I (or ACT Grading Technician under the direction of a certified technician) present during all subgrade preparation, fill placement, compaction, and testing. Have a nuclear density technician certified under HTCP at level I perform the testing for field density and field moisture content. During subgrade construction, use sampling and testing methods identified in the CMM to perform the required tests at randomly selected locations at the indicated minimum frequency for each grading area.

Determine the cubic yards for testing based on a total load count system the engineer and contractor agree to.

For each test, provide the cubic yards represented and the test location to within 2 feet horizontally and 0.5 feet vertically. Use project stationing to determine horizontal location and grade stakes to determine vertical location.

Test areas of suspect compaction or areas which appear to be nonconforming as determined by the engineer.

### **B.7.2 Field Density and Field Moisture**

Perform the field density and field moisture tests using the nuclear density meter method according to AASHTO T 310. Ensure that each field density test material is related to one of the specific soil types identified in the soil source study in determining the percent compaction. Use textural identification as the primary method of establishing this relationship. Use the representative samples retained from the soil source study when performing the textural identification. Use a coarse particle correction according to AASHTO T 224.

If field density and field moisture tests cannot be performed by the nuclear density method due to a high percentage of oversized particles as determined according to AASHTO T 99 for highway embankments, observe the placement of the embankment and document the basis of acceptance. Document daily quantities of untested embankment and locations where untested embankment is placed, and keep a cumulative quantity of untested embankment material during the project. Include the daily documentation and a summary of the cumulative quantity of untested embankment material with the project records.

### **B.7.3 Testing Frequency**

#### **B.7.3.1 Subgrade Cut**

Perform the required tests at the following frequencies:

Test	Minimum Frequency
Field Density and Moisture (AASHTO T 310)	One test per 1,000 linear feet of cut or one test per cut area whichever yields the most tests. The testing will be completed at the finished subgrade elevation.

#### **B.7.3.2 Subgrade Embankment in Pipe Culvert Trenches**

Perform the required tests at the following minimum frequencies per trench run between structures. Test trenches individually at the frequency listed in this section. For example, lateral lines and trunk lines are to be considered individual trenches:

Test	Minimum Frequency
Field Density and Moisture (AASHTO T 310)	One test per 100 CY of backfill placed per lift or one test per day whichever yields the most tests.

### **B.7.4 Control Limits**

#### **B.7.4.1 Field Density**

##### **B.7.4.1.1 General Conditions**

The lower control limit for field density measurements is a minimum of 95.0 percent of the maximum dry density as determined by AASHTO T 99 or T 272 for the 4-point running average and a minimum of 94.0 percent of the maximum dry density for any individual test.

##### **B.7.4.2 Field Moisture Content**

The upper control limit for the field moisture content is 105.0 percent of the optimum moisture as determined by AASHTO T 99 or T 272 for the 4-point running average.

The lower control limit for the field moisture content is 65.0 percent of the determined optimum moisture for the 4-point running average. There is no lower control limit for the field moisture of material having less than 5 percent passing the No. 200 sieve.

### **B.7.5 Corrective Action**

Notify the engineer if an individual field density test falls below the individual test control limit. The subgrade in this area is unacceptable. Perform corrective actions, acceptable to the engineer to improve the density of the subgrade material. After corrective action, perform a randomly located retest within the represented quantity to ensure that the material is acceptable.

Notify the engineer if the field density or field moisture running average point falls below the running average control limit for field density or outside the control limits for field moisture. The subgrade in this area is unacceptable. Perform corrective actions, acceptable to the engineer to improve the quality of the material represented by the running average point. Retest each corrected area at a new random location within its represented quantity and determine a new 4-point running average. If the new running average is not acceptable, perform further corrective actions and retest at new random locations.

If the contractor's control data is proven incorrect resulting in a field density or field moisture point falling below the control limit for field density or outside the control limits for field moisture, the subgrade is unacceptable. Employ the methods described in this special provision for unacceptable material.

## **B.8 Department Testing**

### **B.8.1 General**

The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all verification and independent assurance personnel for the project.

The department will provide field density and field moisture test results to the contractor on the day of testing. Test results from Proctor split samples will be provided to the contractor within 7 business days after the sample has been received by the department.

### **B.8.2 Verification Testing**

The department will have an HTCP technician, or ACT under the direction of a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified for contractor testing personnel for each test being verified. The department will notify the contractor before testing so the contractor can observe QV testing.

The department will test field density and field moisture randomly at locations independent of the contractor's QC work. The department will use split samples for verification of Proctor testing. In all cases, the department will conduct the verification tests in a separate laboratory and with separate equipment from the contractor's QC tests.

The department will perform verification testing as follows:

1. The department will conduct verification tests on Proctor split samples taken by the contractor. These samples may be from the Soil Source Study or sample locations chosen by the engineer from anywhere in the process. The minimum verification testing frequency is one per 90,000 cubic yards, with at least one for each soil type identified in the Soil Source Study.
2. The engineer may select any contractor-retained sample for verification testing.
3. The department will conduct at least one verification test for field density and field moisture per 20,000 cubic yards.

Plot verification tests on the contractor's quality control charts as specified in B.6.1. Do not include verification tests in the 4-point running average.

If verification tests are within specified control limits, no further action is required. If verification tests are not within specified control limits, the engineer and contractor will jointly investigate any testing discrepancies. The investigation may include additional testing as well as review and observation of both the department's and contractor's sampling and testing procedures and equipment. Both parties will document all investigative work.

Correct all deficiencies. If the contractor does not respond to an engineer request to correct a deficiency or resolve a testing discrepancy, the engineer may suspend grading work until action is taken. Resolve disputes as specified in B.9.

### **B.8.3 Independent Assurance Testing**

Independent assurance is unbiased testing the department performs to evaluate the department's verification and the contractor's QC sampling and testing including personnel qualifications, procedures, and equipment. The department will perform the independent assurance review according to the department's independent assurance program, which may include one or more of the following:

1. Split sample testing.
2. Proficiency sample testing.
3. Witnessing sampling and testing.
4. Test equipment calibration checks.
5. Reviewing required worksheets and control charts.
6. Requesting that testing personnel perform additional sampling and testing.

Plot the independent assurance tests on the contractor's quality control charts as specified in B.6.1. Do not include independent assurance tests in the 4-point running average.

If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or cooperate in resolving identified deficiencies, the engineer may suspend grading work until action is taken. Resolve disputes as specified in B.9.

### **B.9 Dispute Resolution**

The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor may review the data, examine data reduction and analysis methods, evaluate sampling and testing procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.

If the project personnel cannot resolve a dispute and the dispute affects payment or could result in incorporating nonconforming product, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party tests to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

### **B.10 Acceptance**

The department will accept the material tested under this provision based on the contractor QC tests unless it is shown through verification testing or the dispute resolution process that the contractor's test results are in error.

### **C (Vacant)**

### **D (Vacant)**

### **E Payment**

Costs for all sampling, testing, and documentation required under this special provision are incidental to the work. If the contractor does not perform the work required under this special provision, the department may reduce the contractor's pay. The department will administer pay reduction under the Non-performance of QMP administrative item.

sef-207-005 (20171004)

## **73. Base Aggregate Dense 1 1/4-Inch for Lower Base Layers.**

*Replace standard spec 305.2.2.1(2) with the following:*

(2) Unless the plans or special provisions specify otherwise, do the following:

1. Use 1 1/4-inch base throughout the full base depth.
2. Use 3/4-inch base in the top 3 inches of the unpaved portion of shoulders. Use 3/4-inch base or 1 1/4-inch base elsewhere in shoulders.

stp-305-020 (20080902)



## 74. QMP HMA Pavement Nuclear Density.

### A Description

*Replace standard spec 460.3.3.2 (1) and standard spec 460.3.3.2 (4) with the following:*

- (1) This special provision describes density testing of in-place HMA pavement with the use of nuclear density gauges. Conform to standard spec 460 except as modified in this special provision.
- (2) Provide and maintain a quality control program defined as all activities and documentation of the following:
  1. Selection of test sites.
  2. Testing.
  3. Necessary adjustments in the process.
  4. Process control inspection.
- (3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes required procedures.

<https://wisconsindot.gov/rdwy/cmm/cm-08-00toc.pdf>

- (4) The department's Materials Reporting System (MRS) software allows contractors to submit data to the department electronically, estimate pay adjustments, and print selected reports. Qualified personnel may obtain MRS software from the department's web site at:

<http://www.atwoodsystems.com/>

### B Materials

#### B.1 Personnel

- (1) Nuclear gauge owners and personnel using nuclear gauges shall comply with WisDOT requirements according to 460.3.3 and CMM 8-15.

#### B.2 Testing

- (1) Conform to ASTM D2950 and CMM 8.15 for density testing and gauge monitoring methods. Conform to CMM 8-15.10.4 for test duration and gauge placement.

#### B.3 Equipment

##### B.3.1 General

- (1) Furnish nuclear gauges according to CMM 8-15.2.
- (2) Furnish nuclear gauges from the department's approved product list at  
<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>

##### B.3.2 Comparison of Nuclear Gauges

###### B.3.2.1 Comparison of QC and QV Nuclear Gauges

- (1) Compare QC and QV nuclear gauges according to CMM 8-15.7.

###### B.3.2.2 Comparison Monitoring

- (1) Conduct reference site monitoring for both QC and QV gauges according to CMM 8-15.

#### B.4 Quality Control Testing and Documentation

##### B.4.1 Lot and Sublot Requirements

###### B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

- (1) Divide the pavement into lots and sublots for nuclear density testing according to CMM 8-15.10.2.
- (2) Determine required number of tests according to CMM 8-15.10.2.1.
- (3) Determine random testing locations according to CMM 8-15.10.3.

### **B.4.1.2 Side Roads, Crossovers, Turn Lanes, Ramps, and Roundabouts**

- (1) Divide the pavement into lots and sublots for nuclear density testing according to CMM 8-15.10.2.
- (2) Determine required number of tests according to CMM 8-15.10.2.2.
- (3) Determine random testing locations according to CMM 8-15.10.3.

### **B.4.2 Pavement Density Determination**

#### **B.4.2.1 Mainline Traffic Lanes and Appurtenances**

- (1) Calculate the average subplot densities using the individual test results in each subplot.
- (2) If all subplot averages are no more than one percent below the target density, calculate the daily lot density by averaging the results of each random QC test taken on that day's material.
- (3) If any subplot average is more than one percent below the target density, do not include the individual test results from that subplot when computing the lot average density and remove that subplot's tonnage from the daily quantity for incentive. The tonnage from any such subplot is subject to disincentive pay as specified in standard spec 460.5.2.2.

#### **B.4.2.2 Mainline Shoulders**

##### **B.4.2.2.1 Width Greater Than 5 Feet**

- (1) Determine the pavement density as specified in B.4.2.1.

##### **B.4.2.2.2 Width of 5 Feet or Less**

- (1) If all subplot test results are no more than 3.0 percent below the minimum target density, calculate the daily lot density by averaging all individual test results for the day.
- (2) If a subplot test result is more than 3.0 percent below the target density, the engineer may require the unacceptable material to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine the limits of the unacceptable material according to B.4.3.

#### **B.4.2.3 Side Roads, Crossovers, Turn Lanes, Ramps, and Roundabouts**

- (1) Determine the pavement density as specified in B.4.2.1.

#### **B.4.2.4 Documentation**

- (1) Document QC density test data as specified in CMM 8.15. Provide the engineer with the data for each lot within 24 hours of completing the QC testing for the lot.

### **B.4.3 Corrective Action**

- (1) Notify the engineer immediately when an individual test is more than 3.0 percent below the specified minimum in standard spec 460.3.3.1. Investigate and determine the cause of the unacceptable test result.
- (2) The engineer may require unacceptable material specified in B.4.3(1) to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine limits of the unacceptable area by measuring density of the layer at 50-foot increments both ahead and behind the point of unacceptable density and at the same offset as the original test site. Continue testing at 50-foot increments until a point of acceptable density is found as specified in standard spec 460.5.2.2(1). Removal and replacement of material may be required if extended testing is in a previously accepted subplot. Testing in a previously accepted subplot will not be used to recalculate a new lot density.
- (3) Compute unacceptable pavement area using the product of the longitudinal limits of the unacceptable density and the full subplot width within the traffic lanes or shoulders.
- (4) Retesting and acceptance of replaced pavement will be as specified in standard spec 105.3.
- (5) Tests indicating density more than 3.0 percent below the specified minimum, and further tests taken to determine the limits of unacceptable area, are excluded from the computations of the subplot and lot densities.
- (6) If two consecutive subplot averages within the same paving pass and same target density are more than one percent below the specified target density, notify the engineer and take necessary corrective action. Document the locations of such sublots and the corrective action that was taken.

## **B.5 Department Testing**

### **B.5.1 Verification Testing**

- (1) The department will have a HTCP certified technician, or ACT working under a certified technician, perform verification testing. The department will test randomly at locations independent of the contractor's QC work. The department will perform verification testing at a minimum frequency of 10 percent of the sublots and a minimum of one subplot per mix design. The sublots selected will be within the active work zone. The contractor will supply the necessary traffic control for the department's testing activities.
- (2) The QV tester will test each selected subplot using the same testing requirements and frequencies as the QC tester.
- (3) If the verification subplot average is not more than one percent below the specified minimum target density, use the QC tests for acceptance.
- (4) If the verification subplot average is more than one percent below the specified target density, compare the QC and QV subplot averages. If the QV subplot average is within 1.0 lb/ft<sup>3</sup> of the QC subplot average, use the QC tests for acceptance.
- (5) If the first QV/QC subplot average comparison shows a difference of more than 1.0 lb/ft<sup>3</sup> each tester will perform an additional set of tests within that subplot. Combine the additional tests with the original set of tests to compute a new subplot average for each tester. If the new QV and QC subplot averages compare to within 1.0 lb/ft<sup>3</sup>, use the original QC tests for acceptance.
- (6) If the QV and QC subplot averages differ by more than 1.0 lb/ft<sup>3</sup> after a second set of tests, resolve the difference with dispute resolution specified in B.6. The engineer will notify the contractor immediately when density deficiencies or testing precision exceeding the allowable differences are observed.

### **B.5.2 Independent Assurance Testing**

- (1) Independent assurance is unbiased testing the department performs to evaluate the department's verification and the contractor's QC sampling and testing including personnel qualifications, procedures, and equipment. The department will perform the independent assurance review according to the department's independent assurance program.

## **B.6 Dispute Resolution**

- (1) The testers may perform investigation in the work zone by analyzing the testing, calculation, and documentation procedures. The testers may perform gauge comparison according to B.3.2.1.
- (2) The testers may use comparison monitoring according to B.3.2.2 to determine if one of the gauges is out of tolerance. If a gauge is found to be out of tolerance with its reference value, remove the gauge from the project and use the other gauge's test results for acceptance.
- (3) If the testing discrepancy cannot be identified, the contractor may elect to accept the QV subplot density test results or retesting of the subplot in dispute within 48 hours of paving. Traffic control costs will be split between the department and the contractor.
- (4) If investigation finds that both gauges are in error, the contractor and engineer will reach a decision on resolution through mutual agreement.

## **B.7 Acceptance**

- (1) The department will not accept QMP HMA Pavement Nuclear Density if a non-compared gauge is used for contractor QC tests.

### **C (Vacant)**

### **D (Vacant)**

## **E Payment**

### **E.1 QMP Testing**

- (1) Costs for all sampling, testing, and documentation required under this special provision are incidental to the work. If the contractor fails to perform the work required under this special provision, the department may reduce the contractor's pay. The department will administer pay reduction under the Non-performance of QMP administrative item.

### **E.2 Disincentive for HMA Pavement Density**

- (1) The department will administer density disincentives as specified in standard spec 460.5.2.2.

### E.3 Incentive for HMA Pavement Density

- (1) The department will administer density incentives as specified in standard spec 460.5.2.3.  
stp-460-020 (20181119)

## 75. QMP Base Aggregate Dense 1 1/4-Inch Compaction, Item 371.2000.S.

### A Description

- (1) This special provision describes modifying the compaction and density testing and documentation requirements of work done under the Base Aggregate Dense 1 1/4-Inch bid items. Conform to standard spec 305 as modified in this special provision and to the contract QMP Base Aggregate article.
- (2) Provide and maintain a quality management program. A quality management program is defined as all activities, including process control, inspection, sampling and testing, and necessary adjustments in the process related to construction of dense graded base which meets all the requirements of this provision.
- (3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures.

<https://wisconsindot.gov/rdwy/cmm/cm-08-00toc.pdf>

- (4) This special provision applies to Base Aggregate Dense 1 1/4-Inch material placed: above at least 16 inches of subgrade improvement, 12 inches of subgrade improvement and geogrid or QMP subgrade provisions, between shoulder hinge points and lower than mainline pavement. Unless otherwise specified by the contract, all Base Aggregate Dense 1 1/4-Inch material placed on side roads, private and public entrances, individual ramps less than 1500 feet, passing lanes less than 1500 feet, tapers, turn lanes, and other undefined locations are exempt from the compaction and density requirement modifications and testing contained within this special provision.

### B (Vacant)

### C Construction

#### C.1 General

- (1) The engineer shall approve the grade before placement of the base. Approval of the grade shall be according to applicable provisions of the standard specifications.

*Add the following to standard spec 305.3.2.2:*

- (3) For 1 1/4-Inch dense graded base composed of < or = 20% reclaimed asphaltic pavement (RAP) or crushed concrete (RCA), as determined by classification of material (aggregate or RAP and/or RCA) and percentage by weight of each material type retained on the No. 4 Sieve, the contractor must determine the material target density according to:

Method 1: Maximum dry density according to AASHTO T-180, Method D, with correction for coarse particles and modified to require determination of Bulk Specific Gravity ( $G_m$ ) according to AASHTO T 85. Bulk Specific Gravities determined according to standard spec 106.3.4.2.2 for aggregate source approval may be utilized.

- (4) For 1 1/4-Inch dense graded base composed of >20% RAP or RCA, as determined by classification of material (aggregate or RAP and/or RCA) and percentage by weight of each material type retained on the No. 4 Sieve, the contractor may choose from the following options to determine the material target density:

Method 2: Maximum dry density as determined by AASHTO T-180, Method D, with correction for coarse particles, and modified to require determination of Bulk Specific Gravity ( $G_m$ ) according to AASHTO T 85.

Method 3: Maximum wet density as determined by AASHTO T-180, Method D, modified to define *Maximum Density* as the wet density in pounds per cubic foot of soil at optimum moisture content using Method D specified compaction, with correction for coarse particles, and modified to require determination of Bulk Specific Gravity ( $G_m$ ) according to AASHTO T 85.

Method 4: Average of 10 random control strip wet density measurements as described in section C.2.5.1.

- (5) Compact the 1 1/4-Inch dense graded base to a minimum of 93.0% of the material target density for methods 1, 2 and 3. Compact 1 1/4-inch dense graded base to a minimum of 96% of the material target density for method 4. Ensure that adequate moisture is present during placement and compaction operations to prevent segregation and to help achieve compaction.

- (6) Base Aggregate Dense 1 1/4-Inch will be accepted for compaction on a lot basis.
- (7) Field density tests on materials using contractor elected target density methods 3 or 4 will not be considered for lot acceptance on the basis of compaction under the requirements of this provision until the moisture content of the in-place material is less than 2.0 percentage points above the maximum wet density optimum moisture or 2.0 percentage points of the average moisture content of the 10 density tests representing a control strip, respectively. Determine moisture content using AASHTO T255 as modified in CMM chapter 8 or a nuclear density gauge. If conducting AASHTO T255, sample materials after watering but before compaction.

## **C.2 Quality Management Program**

### **C.2.1 Quality Control Plan**

- (1) Submit a comprehensive written quality control plan to the engineer no later than 10 business days before placement of material. Do not place any dense graded base before the engineer reviews and accepts the plan. Construct the project as the plan provides.
- (2) Do not change the quality control plan without the engineer's review and acceptance. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:
  1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
  2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
  3. A list of source locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
  4. Descriptions of stockpiling and hauling methods.
  5. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
  6. Location of the QC laboratory, retained sample storage, and other documentation.
  7. Lot layout and random test location plan.
  8. A description of placement methods and operations. Including, but not limited to: staging, construction of an initial working platform, lift thicknesses, and equipment.

### **C.2.1 Pre-Placement Meeting**

A minimum of two weeks before placement of Base Aggregate Dense 1 1/4-Inch material, hold a pre-placement meeting at a mutually agreed upon time and location. Present the Quality Control Plan at the meeting. Attendance at the pre-placement meeting is mandatory for the project superintendent, quality control manager, project inspection and testing staff, all appropriate contractor personnel involved in the sampling, testing, and quality control including subcontractors, and the engineer or designated representatives.

### **C.2.2 Personnel**

- (1) Perform the quality control sampling, testing, and documentation required under this provision using technicians certified by the department's Highway Technician Certification Program (HTCP). Have a HTCP Nuclear Density Technician I, or ACT certified technician, perform field density and field moisture content testing. Adhere to the minimum required certifications for aggregate testing per part 7 of the standard specification. AASHTO T180 proctor testing requires a minimum certification level of AGGTEC-1.
- (2) If an ACT is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

### **C.2.3 Equipment**

- (1) Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.
- (2) Furnish nuclear gauges from the department's approved product list at:

<https://wisconsin.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>

- (3) Ensure that the nuclear gauge manufacturer or an approved calibration service calibrates the gauge the same calendar year it is used on the project. Retain a copy of the calibration certificate with the gauge.
- (4) For all target density methods, conform to AASHTO T310 and CMM 8-15 for wet density testing and gauge monitoring methods.
- (5) For the specified target density determined using method 1 in section C.1, compute the dry densities for the compacted dense graded base, composed of < or = 20% RAP or RCA, according to AASHTO T310.
- (6) For contractor elected target density method 2 in section C.1, compute dry densities of dense graded base composed of >20% RAP or RCA using a moisture correction factor and the nuclear wet density value. Determine the moisture correction value, for each Proctor produced under the requirements of C.2.5, using the moisture bias as shown in CMM 8.15.12.1 and 8.15.12.2, except the one-point Proctor tests of the 5 random tests is not required. Conduct a moisture bias test for every 7500 feet of Base Aggregate Dense 1 1/4-Inch placed. Determine natural moistures in the laboratory.
- (7) Perform nuclear gauge measurements using gamma radiation in the backscatter or direct transmission position. Backscatter may be used only if the material being tested cannot reliably maintain an undistorted direct transmission test hole. Direct transmission tests must be performed at the greatest possible probe depth of 2 inches, 4 inches, or 6 inches, but not to exceed the depth of the compacted layer being tested. Perform each test for at least one minute of nuclear gauge count time.

### **C.2.5 Contractor Testing**

- (1) Perform compaction testing on the mainline dense graded base material, as defined by A.(4). Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians as required in C.2.3. Conform to CMM 8-15 for testing and gauge monitoring methods.
- (2) Select test sites randomly using ASTM Method D3665. Random numbers may be determined using an electronic random number generator. Guidance for determining test locations can be found in section 8-30.9 of the Construction and Materials Manual (CMM). Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.
- (3) When a density target is determined in accordance methods 3 or 4 in section C.1, conduct density testing on same date of final compaction.

#### **C.2.5.1 Contractor Required Quality Control (QC) Testing**

- (1) Conduct testing at a minimum frequency of one test per lot. A lot is 1500 feet for each layer with a maximum width of 18 feet, minimum width of 6 feet, and minimum lift thickness of 2" of Base Aggregate Dense 1 1/4-Inch material placed. Each lot of compacted Base Aggregate Dense 1 1/4-Inch material, as defined by A.(4), will be accepted when the lot field density meets the required minimum density. Lots that don't achieve density requirements must be addressed and approved according to C.2.7.
- (2) Add separate lots for passing lanes and individual ramps greater than 1500 feet.
- (3) Combine partial lots less than 750 feet with the previous lot. Partial lots greater than or equal to 750 feet are standalone lots.
- (4) Notify the engineer, if a lot field density test falls below the required minimum value. Document and perform corrective actions according to C.2.7. Deliver documentation of all compaction testing results to the engineer at the time of testing.

##### **C.2.5.1.1 Target Density Determination**

###### **C.2.4.1.1.1 Maximum Wet and/or Dry Density Methods**

- (1) For contractor elected target density methods 2 and 3 in section C.1, and contractually specified target density method 1 in section C.1; perform one gradation and 5-point Proctor test before placement of 1 1/4-Inch dense graded base. Perform additional gradations every 3000 tons according to standard spec 305 and 730. If sampling requirements are identical, samples/testing performed for the QMP Base Aggregate specification may be used to fulfill the gradation testing requirements of this specification.
- (2) Perform additional 5-point Proctor tests, at a minimum, when:
  1. The four point moving average gradation on any one sieve differs from the original gradation test result for that sieve, by more than 10 percentage points. The original gradation test is defined as the gradation of the material used to create a 5-point Proctor. Each 5-point Proctor test will remain valid for any material with gradation for all sieves within 10.0 percentage points of that Proctor's original gradation test.
  2. The source of base aggregate changes.
  3. Percent target density exceeds 103.0% on two consecutive density tests.

- (3) Provide Proctor test results to the engineer within two business days of sampling. Provide gradation test results to the engineer within one business day of sampling.
- (4) Split each contractor QC Proctor sample and identify it according to CMM 8-30. Deliver the split to the engineer within one business day for department QV Proctor testing.
- (5) Split each non-Proctor contractor QC sample and identify it according to CMM 8-30. Retain the split for 7 calendar days in a dry, protected location. If requested for department comparison testing, deliver the split to the engineer within one business day.

#### **C.2.5.1.1.2 Density Control Strip Method**

- (1) For contractor elected target density method 4 in section C.1, construct a control strip for each layer of placement to identify the target wet density for the base aggregate dense material. The control strip construction and density testing will occur under the direct observation and/or assistance of the department QV personnel. For blended material, reprocessed material and crushed concrete, perform additional gradations every 3000 tons according to standard spec 305 and 730. If sampling frequencies are identical, samples/testing performed for the QMP Base Aggregate specification may be used to fulfill the gradation testing requirements of this specification.
- (2) Unless the engineer approves otherwise, construct control strips to a minimum dimension of 300 feet long and one full lane width.
- (3) Completed control strips may remain in-place to be incorporated into the final roadway cross-section.
- (4) Construct additional control strips, at a minimum, when:
  1. The source of base aggregate changes.
  2. The four point moving average percentage of blended recycled materials, from classification of material retained on the No. 4 sieve in the original gradation test, differs by more than 10 percentage points. The original gradation test is defined as the gradation of the material used to construct the control strip.
  3. The layer thickness changes more than 2.0 inches.
  4. The percent target density exceeds 103.0% on two consecutive density measurements.
- (5) Construct control strips using equipment and methods representative of the operations to be used to place and compact the remaining 1 1/4-Inch Base Aggregate Dense material. Wet the base, as mutually agreed upon by the contractor and engineer, to obtain and/or maintain adequate moisture content to ensure proper compaction. Discontinue water placement if the base begins to exhibit signs of saturation or instability.
- (6) After compacting the control strip with a minimum of 2 passes, mark and take density measurements at 3 random locations. Subsequent density measurements will be taken at the same 3 locations. Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.
- (7) After each subsequent pass of compaction equipment over the entirety of the control strip, take wet density measurements at the 3 marked locations. Continue compacting and testing until the increase in wet density measurements are less than 2.0 lb/ft<sup>3</sup>, or the density measurements begin to decrease.
- (8) Upon completion of control strip compaction, take 10 randomly located wet density measurements within the limits of the control strip. The final measurements recorded at the 3 locations under article C.2.4.1.1.2 may be included as 3 of the 10 measurements. Average the ten measurements to obtain the control strip target density and target moisture for use in contractor elected method 4 in section C.1. Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.

### **C.2.6 Department Testing**

#### **C.2.6.1 General**

- (1) The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project and provide test results to the contractor within two business days after the department obtains the sample.
- (2) When a density target is determined in accordance methods 3 and 4 in section C.1, conduct density testing on same date of final compaction.

### **C.2.6.2 Quality Verification (QV) Testing**

- (1) The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in C.2.3 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.
- (2) The department will conduct QV tests at the minimum frequency of 20% of the required gradation, density and Proctor contractor tests.
- (3) The department will utilize contractor's QC Proctor results for determination of the material target density. The department will verify QC Proctor values by testing QC Proctor split sample. The department will use QC Proctor value as a target density if the QC and QV Proctor test results meet the tolerance requirements specified in section C.2.6.2(7).
- (4) The department will locate gradation and nuclear density test samples, at locations independent of the contractor's QC work, collecting one sample at each QV location. Sampling for gradation may be done independently of nuclear density tests, before watering and before compacting. The department will split each QV sample, test half for QV, and retain the remaining half for 10 calendar days.
- (5) The department will conduct QV tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.
- (6) The department will utilize control strip target density testing results in lieu of QV Proctor sampling and testing when the contractor elected target density method 4 in section C.1 is used.
- (7) The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to this special provision, the department will take no further action. If QV test results are nonconforming, take corrective actions according to C.2.7 until the requirements of this special provision are met. Differing QC and QV nuclear density values of more than 2.0 pcf will be investigated and resolved. Differing QC and QV Proctor values of more than 3.0 pcf will be investigated and resolved.

### **C.2.6.3 Independent Assurance (IA)**

- (1) Independent assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing, including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:
  1. Split sample testing.
  2. Proficiency sample testing.
  3. Witnessing sampling and testing.
  4. Test equipment calibration checks.
  5. Requesting that testing personnel perform additional sampling and testing.
- (2) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in C.2.6.4.

### **C.2.6.4 Dispute Resolution**

- (1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor shall review the data, examine data reduction and analysis methods, evaluate sampling and testing methods/procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.
- (2) Production test results, and results from other process control testing, may be considered when resolving a dispute.
- (3) If project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product or work, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.



## C.2.7 Corrective Action

- (1) Lots not achieving the minimum density requirements may be addressed and accepted for compaction according to the requirements of this section. Unless directed by the engineer, corrective actions taken to address an unacceptable lot must be applied to the entire lot corresponding to the non-conforming test.
- (2) Investigate the moisture content of material in an unacceptable lot. Moisture content testing/samples collected under the QC and/or QV testing articles of this specification may be used to complete this investigation. Obtain moisture content readings according to ASTM D 6938. For material composed of >20% RAP or RCA, correct the moisture content with the moisture correction value using the moisture bias, as shown in CMM 8.15.12.1 and 8.15.12.2, except the one-point Proctor tests of the 5 random tests is not required.
- (3) Lots with moisture contents within 2.0 percentage points of optimum moisture for target density methods 1, 2 and 3 in section C.1, or within 2.0 percentage points of the target moisture content for target density method 4 in section C.1, and exhibiting no signs of deflection when subjected to loading by the heaviest roller used in the placement and compaction operations, shall be compacted a minimum of one more pass using equipment and methods representative of the operations used to place and compact the Base Aggregate Dense 1 1/4-Inch, and density tested at the same location (station and offset) as the failing QC and/or QV density tests. If the change in density exceeds 2.0 lb/ft<sup>3</sup> continue subsequent compactive efforts and density testing on that lot, at no additional cost to the department. If the change in density is less than or equal to 2.0 lb/ft<sup>3</sup>, the lot is accepted as satisfying the compaction requirements of this provision.
- (4) Lots with moisture contents within 2.0 percentage points of optimum moisture for target density methods 1, 2, or 3 in section C.1, or within 2.0 percentage points of the target moisture content for target density method 4 in section C.1 and exhibiting signs of deflection when subjected to loading by the heaviest roller used in the placement and compaction operations, will be reviewed by the engineer. The engineer may request subgrade improvement methods, such as excavation below subgrade (EBS), installation of geotextile fabrics, installation of breaker run material, or others to be completed, or may request an additional pass of compactive effort using equipment and methods representative of the operations used to place and compact the base aggregate dense and density test.
  1. If, after an additional pass, the change in density at the same location (station and offset) as the failing QC and/or QV density tests exceeds 2.0 lb/ft<sup>3</sup> in a lot continue subsequent compactive efforts and density testing on that lot. If the change in density at the same location (station and offset) as the failing QC and/or QV density tests is less than or equal to 2.0 lb/ft<sup>3</sup>, and subgrade improvement methods are not requested by the engineer, the lot is accepted as satisfying the compaction requirements of this provision.
  2. If subgrade improvement methods are requested by the engineer, upon completion, including compaction of the restored base material, conduct a density test within the improved subgrade limits. This density test result will replace the prior field density value. If the lot field density equals or exceeds the minimum density requirement defined in section C.1, the lot is accepted as satisfying the compaction requirements of this provision. If the lot field density fails to achieve the minimum density requirement defined in section C.1, compact the lot a minimum of one more pass using equipment and methods representative of the operations used to place and compact the base aggregate dense; and density test at the same location (station and offset) as the failing QC and/or QV density tests. If the change in density exceeds 2.0 lb/ft<sup>3</sup> continue subsequent compactive efforts and density testing on that lot, at no additional cost to the department. If the change in density is less than or equal to 2.0 lb/ft<sup>3</sup>, the lot is accepted as satisfying the compaction requirements of this provision.
- (5) Unacceptable lots, with moisture contents in excess of 2.0 percentage points above or below optimum moisture for target density methods 1, 2 or 3 in section C.1; or in excess of 2.0 percentage points above or below the target moisture content for target density method 4 in section C.1; shall receive contractor performed and documented corrective action; including additional density testing.
- (6) Density tests completed subsequent to any corrective action will replace previous field density test results for that lot. Continue corrective actions until the minimum density requirement is achieved or an alternate compaction acceptance criteria is met according to this section.
- (7) Field moisture contents of materials tested using contractor elected target density methods 3 or 4 in section C.1 cannot exceed 2.0 percentage points of the optimum moisture content or 2.0 percentage points of the target moisture content, respectively. Density tests on materials using contractor elected target density methods 3 or 4 in section C.1 will not be considered for lot compaction acceptance until the moisture content of the corresponding density test of the in-place material is less than 2.0 percentage points above of the optimum moisture content or 2.0 percentage points of the target moisture content, respectively.

**D Measurement**

- (1) The department will measure the QMP Base Aggregate Dense 1 1/4-Inch Compaction bid item by each lot, acceptably completed per C.2.5.1.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH

- (2) Payment is full compensation for performing compaction testing; for sampling and laboratory testing; and for developing, completing, and documenting the compaction quality management program. The department will pay separately for providing aggregate under the Base Aggregate Dense 1 1/4-Inch bid item.
- (3) The department will pay for additional tests directed by the engineer. One engineer directed test is equal to one acceptably completed lot of the QMP Base Aggregate Dense 1 1/4 -Inch Compaction bid item. The department will not pay for additional corrective action tests required due to unacceptable material.

stp-370-010 (20210113)

**76. Asphaltic Mixture For Extreme Conditions, Item 450.1100.S.**

**A Description**

This special provision describes assigning responsibility for extreme weather paving to the department.

This special provision applies only to work done under standard spec 450 through 490 that the contract requires to be performed within the following prescribed times:

- In the northern asphalt zone: between November 1 and April 15 inclusive.
- In the southern asphalt zone: between November 15 and April 1 inclusive.
- When ambient temperatures are less than 36 F for upper layers, 32 F for lower layers, and the contractor is asked to pave.

CMM 4-53 figure 2 defines asphalt zones.

This special provision applies only to following work:

DESCRIPTION	LOCATION
Stage 1A and 1B	IH 43 Mainline, Station 1470+00-1784+50

**B Materials**

Conform to the materials requirements of standard spec 450 through 490 as modified in other contract special provisions for work specified in A.

**C Construction**

Conform to the construction requirements of standard spec 450 through 490 as modified in other contract special provisions for work specified in A, and as follows:

*Delete standard spec 450.3.2.1.1(1) and 450.5.2(3).*

*Replace standard spec 450.3.2.1.2.2(2) with the following:*

- (2) Engineer written acceptance is required for the cold weather paving plan. Engineer acceptance of the plan does not relieve the contractor of responsibility for the quality of HMA pavement placed in cold weather except as specified in E.

## D Measurement

The department will measure Asphaltic Mixture For Extreme Conditions by the ton placed for work specified in A. The department will only measure work performed under standard spec 460, 465, and related special provision bid items if that work conforms to an engineer-accepted cold weather paving plan.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
450.1100.S	Asphaltic Mixture For Extreme Conditions	TON

Payment for Asphaltic Mixture For Extreme Conditions is full compensation for additional materials and equipment required for operations in extreme conditions for work specified in A.

The department will not assess disincentives for density or ride deficiencies the engineer attributes to cold weather paving. The department is responsible for damage or defects the engineer attributes to temperature or other extreme conditions. The department will pay separately for repairing this damage or these defects as extra work.

The department will pay separately for work done under standard spec 450 through 490 and associated special provisions. The department will not pay separately for the HMA Cold Weather Paving bid item for work specified in A.

stp-450-010 (20170615)

## 77. Cold Patch, Item 495.1000.S.

### A Description

This special provision describes furnishing cold patch and filling potholes and other voids in existing pavement surfaces as the engineer directs.

### B Materials

Furnish a mixture of course aggregate, natural sand, and MC-250 bituminous material designed to have a workability range of 15-100° F without heating. Ensure that the mixture:

- Adheres to wet surfaces.
- Resists damage from water, salt, and deicing products.
- Requires no mixing or special handling before use.
- Supports traffic immediately after placement and compaction.

Conform to the following gradation:

SIEVE SIZE	PERCENT PASSING (by weight)
1/2-inch (12.5 mm)	100
3/8-inch (9.5 mm)	90 - 100
No. 4 (4.75 mm)	90 max
No. 8 (2.38 mm)	20 - 65
No. 200 (0.074 mm)	2 - 10
Bitumen	4.8 - 5.4

The department will accept cold patch based primarily on the engineer's visual inspection. The department may also test for gradation.

### C Construction

Stockpile cold patch on site on a smooth, firm, well-drained area cleared of vegetation and foreign material. Cover the stockpile and ensure that it is easily accessible. Replenish the stockpile throughout the project duration but limit the size at any given time to 10 tons on site unless the engineer approves otherwise. Dispose of unused material at project completion unless the engineer directs otherwise.

Place cold patch by hand. Remove ponded water and loose debris before placement. Compact flush with a tamper, roller, or vehicle tire after placement.

Refill patched areas as necessary to maintain a flush pavement surface until project completion.

**D Measurement**

The department will measure Cold Patch by the ton, acceptably stockpiled on site.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
495.1000.S	Cold Patch	TON

Payment for Cold Patch is full compensation for providing and maintaining patches; for furnishing and replenishing stockpiled material on-site; and for disposing of excess material at project completion.

stp-495-010 (20160607)

**78. Concrete Maturity Testing.**

**A Description**

This special provision requires using concrete maturity testing to determine strength for project control of concrete pavement, falsework removal, and structural concrete under the designated standard specs as follows:

Duration of the curing period.....	415.3.12
Duration of the cold weather protection period .....	415.3.13
Opening to service .....	415.3.15
Removing falsework.....	502.3.4.2
Duration of the required curing period.....	502.3.8
Duration of the cold weather protection period .....	502.3.9
Opening to service.....	502.3.10.1

The requirement for determining strength by the concrete maturity testing method supersedes all provisions for strength determination by other methods or provisions based on equivalent days within those designated subsections. The concrete maturity testing requirement also applies to all other provisions referencing strength determination under these designated subsections.

**B Materials**

Provide a maturity testing system that uses data-encrypted sensor devices permanently embedded in the field-placed concrete. Data-encrypted sensors have a chip that records both temperature and time information that can be downloaded to a reading device not permanently attached to those sensors.

Provide the department with a maturity reading device for each maturity testing system used on the project. Devices provided for the department use will become department property under the contract.

**C Construction**

Perform concrete maturity testing conforming to standard spec 502.3.10.1.3.3. Develop a strength/maturity relationship for each concrete mix design used under the contract. Base that relationship on strength results of cylinders from pavement, appurtenant construction, ancillary concrete, or structural masonry units incorporated into the work and using those same mixes.

**D (Vacant)**

**E Payment**

No additional payment will be made by the department for maturity testing.

sef-502-005 (20170310)

## 79. Concrete Masonry Structures.

### A Description

#### A.1 General

Work under this item applies to cast in place concrete for structures. Conform to standard spec 501, 502, 504, 701, 710 and 715 and as modified in this special provision. Apply this special provision to all cast in place concrete placed under the following bid items:

- 502.0100 Concrete Masonry Bridges
- 531.1100 Concrete Masonry Structures

#### A.2 Concrete Masonry Bridges

Work under the item Concrete Masonry Bridges applies to cast in place concrete for bridge substructures, which includes abutments and piers. Cast in place concrete for bridge superstructures, which includes bridge decks, raised medians, sidewalks, and parapets, is covered under the special provision item HPC Masonry Structures.

### B (Vacant)

### C Construction

*Replace standard spec 501.3.8.2 with the following:*

The contractor is responsible for the quality of the concrete placed in hot weather. Submit a written temperature control plan at or before the pre-pour meeting. In that plan, outline the actions taken to control concrete temperature if the concrete temperature at the point of placement exceeds 80 F. Do not place concrete without the engineer's written acceptance of that temperature control plan. Perform the work as outlined in the temperature control plan.

If the concrete temperature at the point of placement exceeds 90 F, do not place concrete under the following bid items:

- Concrete Masonry Bridges
- Concrete Masonry Retaining Walls
- Concrete Masonry Soldier Pile Footings

Notify the engineer whenever conditions exist that might cause the temperature at the point of placement to exceed 80 F. If project information is not available, obtain information from similar mixes placed for other nearby work.

Any additive or action taken to control the temperature of the Concrete Masonry to within the limits of this special provision, excluding the addition of ice to the concrete mix, is considered incidental to the work and will not be measured or paid for separately.

*Add the following to standard spec 501.3 as subsection eleven:*

#### 501.3.11 Slip Forming

Do not place concrete by the slip-form method for any item covered by this special provision.

### D (Vacant)

### E (Vacant)

sef-504-005 (20180104)

## 80. Concrete Curing Materials.

*Supplement standard spec 501.2.9 with the following:*

The liquid curing compound shall have a color equal to or lighter than Gardner Color Standard No. 2 when tested according to ASTM C 1315 8.7.6 Yellowing Resistance.

**81. Backfill Slurry.**

This special provision describes furnishing and placing backfill slurry for, but not limited to, removing and abandoning utility pipes and structures, installation of storm sewer, sanitary sewer and water pipes and structures, and exposing existing utility items as shown on the plans.

Use fine aggregate according to standard spec 501.2.5.3, number 1 and number 2 coarse aggregates conforming to standard spec 501.2.5.4, and water conforming to standard spec 501.2.4 in the backfill slurry mix. Provide a combined aggregate gradation for the backfill slurry mix conforming to standard spec 715.2.2. Weigh aggregates at a batch plant suitable for batching concrete masonry. Mix and deliver to the project site using a truck mixer. Add enough water to enable the mixture to flow readily. Submit a mix design for the engineers review prior to placement. Backfill Slurry is considered a class III concrete mix and the department will accept the mix by certification and will follow the QMP process per standard spec 716. Mix acceptance and testing in the field is not required.

Prior to placement of backfill slurry provide for positive drainage of the area to be backfilled. Discharge from the truck in a manner to prevent segregation. Consolidation or compaction effort will not be required. Twelve hours shall elapse before paving over the backfill.

Material placed within the roadway foundation as defined in standard spec 101.3 is subject to the quality control for the zone that the material is located in and shall conform to QMP Subgrade article listed elsewhere in this special provision document. Non-conforming slurry will be replaced at no additional cost to the department.

Include backfill slurry used for, but not limited to, removing and abandoning utility pipes and structures, installation of storm sewer, sanitary sewer and water pipes and structures, and exposing existing utility items under appropriate bid items. No separate payment will be made for providing positive drainage of the area to be backfilled; for providing mix design; for furnishing, mixing, transporting and placing backfill slurry, and for QMP certification.

**82. Ice Hot Weather Concreting, Item 501.1000.S.**

Conform to standard spec 501.3.8.2 except the department will pay for ice at the contract unit price under the Ice Hot Weather Concreting bid item. This special provision only applies to work done under the following contract bid items:

- Concrete Masonry Bridges
- Concrete Masonry Culverts
- Concrete Barrier Type S 42
- Concrete Barrier Type S-56
- Concrete Barrier Transition Section S 42-S56

*Replace standard spec 501.4 and 501.5 with the following:*

**501.4 Measurement**

- (1) The department will measure Ice Hot Weather Concreting by the pound acceptably completed, measured only if the conditions prescribed in standard spec 501.3.8.2 are met.

**501.5 Payment**

- (1) The department will pay for the measured quantity at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
501.1000.S	Ice Hot Weather Concreting	LB

- (2) Payment for Ice Hot Weather Concreting is full compensation for ice used to cool concrete placed in hot weather as specified in standard spec 501.3.8.2.
- (3) The department will not pay directly for the concrete specified under this section. Concrete is incidental to the various bid items using it. Payment under those bid items includes providing all materials, including aggregates and associated aggregate source testing, cement, fly ash, slag, and admixtures; and for preparing, transporting, storing, protecting and curing concrete.
- (4) If required to remove and replace any concrete damaged by lack of proper protection. Perform this work at no expense to the department.

stp-501-010 (20210708)

## **83. Bar Steel Reinforcement HS Stainless Structures, Item 505.0800.S.**

### **A Description**

This special provision describes furnishing and placing stainless steel reinforcing bars.

Conform to standard spec 505 as modified in this special provision.

### **B Materials**

#### **B.1 General**

Furnish stainless steel reinforcing bars conforming to ASTM A955 and to one of the following Unified Numbering System (UNS) designations: S31653, S31803, S32205, or S32304. Supply grade 60 bars, all of the same UNS designation. Conform to the chemical composition specified for the given UNS designation in ASTM A276 table 1.

Supply bars that are free of dirt, mill scale, oil, and debris by pickling to a bright or uniform light finish. The department may reject bars displaying rust/oxidation, questionable blemishes, or lack of a bright or uniform pickled surface.

Furnish chairs or continuous supports made of stainless steel or recycled plastic to support high-strength stainless bar steel reinforcement subject to the plastic chair restriction stated in standard spec 505.3.4(1).

Furnish couplers made from one of the UNS alloys allowed for bar steel.

Furnish tie wire made from one of the UNS alloys allowed for bar steel or from an engineer-approved plastic or nonmetallic material. Ensure that stainless steel tie wire is dead soft annealed.

#### **B.2 Fabrication**

Before fabrication, supply test results from an independent testing agency certifying that the reinforcement meets the requirements of Annex A1 of ASTM A955.

Bend bars conforming to standard spec 505.3.2 and according to ASTM A955. Bend and cut bars using equipment thoroughly cleaned or otherwise modified to prevent contamination from carbon steel or other contaminants. Use tools dedicated solely to working with stainless steel.

#### **B.3 Control of Material**

Identify reinforcement bars delivered to the project site with tags bearing the identification symbols used in the plans. Include the UNS designation, heat treat condition, heat number, grade corresponding to minimum yield strength level, and sufficient documentation to track each bar bundle to a mill test report.

Provide samples for department testing and acceptance according to CMM 8-50 Exhibit 1 requirements for concrete masonry reinforcement for uncoated bar steel.

Provide mill test reports for the project that do the following:

1. Verify that sampling and testing procedures and test results conform to ASTM A955, ASTM A276 table 1, and these contract requirements.
2. Include a chemical analysis with the UNS designation, heat lot identification, and the source of the metal.
3. Include tensile strength, yield strength, and elongation tests results conforming to ASTM A955 for each size furnished.
4. Certify that the bars have been pickled to a bright or uniform light finish.

### **C Construction**

#### **C.1 General**

Ship, handle, store, and place the stainless steel reinforcing as follows:

1. Separate from regular reinforcement during shipping. Pad points of contact with steel chains or banding, or secure with non-metallic straps.
2. Store on wooden cribbing separated from regular reinforcement. Cover with tarpaulins if stored outside.
3. Handle with non-metallic slings.
4. Do not flame cut or weld. Protect from contamination when cutting, grinding, or welding other steel products above or near the stainless steel during construction.
5. Place on plastic or stainless steel bar chairs. If placing stainless steel chairs on steel beams, use chairs with plastic-coated feet.
6. Tie with stainless steel wire or an engineer-approved plastic or nonmetallic material.

Do not tie stainless steel reinforcing bars to, or allow contact with, uncoated reinforcing bars or galvanized steel. Maintain at least 1 inch clearance between stainless steel bars or dowels and uncoated or galvanized steel. Where 1 inch clearance is not possible, sleeve bars with a continuous polyethylene or nylon tube at least 1/8 inch thick extending at least 1 inch in each direction and bind with nylon or polypropylene cable ties. Sleeves are not required between stainless steel bars and shear studs. Stainless steel bars can be in direct contact with undamaged epoxy-coated bars.

Cut flush with the top flange or remove uncoated fasteners, anchors, lifting loops, or other protrusions into a bridge deck before casting the deck on prestressed concrete beams.

## **C.2 Splices**

Splice as the plans show. Provide stainless steel couplers conforming to the minimum capacity, certification, proof testing, and written approval requirements of standard spec 550.3.3.4. The contractor may substitute stainless steel couplers for lap splices the plans show if the engineer approves in writing.

If increasing or altering the number or type of bar splices the plans show, provide revised plan sheets to the engineer showing the reinforcement layout, type, length, and location of revised bar splices and revised bar lengths. Obtain engineer approval for the location of new lap splices or substitution of mechanical bar couplers before fabrication. Ensure that new lap splices are at least as long as those the plans show.

## **D Measurement**

The department will measure Bar Steel Reinforcement HS Stainless Structures by the pound, acceptably completed, computed from the nominal weights of corresponding sizes for carbon steel deformed bars in AASHTO M31 regardless of stainless steel alloy provided. The department will not measure extra material used if the contractor alters the reinforcement layout as allowed under C.2, extra material for splices or couplers the plans do not show, or the weight of devices used to support or fasten the steel in position.

The department will measure the Bar Couplers Stainless bid items as each individual coupler, acceptably completed.

## **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB

Payment for Bar Steel Reinforcement HS Stainless Structures is full compensation for furnishing and placing stainless steel reinforcing bars, including supports. Where the plans specify bar couplers, the department will pay for the length of bars as detailed with no deduction or increase for installation of the coupler.

Payment for the Bar Couplers Stainless bid items is full compensation for providing couplers; including bar steel that is part of the coupler and not detailed in the plan; for threading reinforcing bars; for installing and coating the splice; and for supplying and testing 3 couplers.

stp-505-005 (20190618)

## **84. Polymer Overlay, Item 509.5100.S.**

### **A Description**

This special provision describes providing two layers of a two-component polymer overlay system to the bridge decks the plans show.

### **B Materials**

#### **B.1 General**

Furnish materials specifically designed for use over concrete bridge decks. Furnish polymer liquid binders from the department's approved product list.

#### **B.2 Polymer Resin**

Furnish a polymer resin base and hardener composed of two-component, 100 percent solids, 100 percent reactive, thermosetting compound with the following properties:



Property	Requirements	Test Method
Gel Time <sup>[1]</sup>	15 - 45 minutes @ 73° to 75° F	ASTM C881
Viscosity <sup>[1]</sup>	7 - 70 poises	ASTM D2393, Brookfield RVT, Spindle No. 3, 20 rpm
Shore D Hardness <sup>[2]</sup>	60-75	ASTM D2240
Absorption <sup>[2]</sup>	1% maximum at 24 hr	ASTM D570
Tensile Elongation <sup>[2]</sup>	30% - 70% @ 7 days	ASTM D638
Tensile Strength <sup>[2]</sup>	2000 to 5000 psi @ 7 days	ASTM D638
Chloride Permeability <sup>[2]</sup>	<100 coulombs @ 28 days	AASHTO T277

<sup>[1]</sup> Uncured, mixed polymer binder

<sup>[2]</sup> Cured, mixed polymer binder

Ensure that the polymer resin when mixed with aggregate has the following properties:

Property	Requirement <sup>[1]</sup>	Test Method
Minimum Compressive Strength	1,000 psi @ 8 hrs 5,000 psi @ 24 hrs	ASTM C579 Method B, Modified <sup>[2]</sup>
Thermal Compatibility	No Delaminations	ASTM C884
Minimum Pull-off Strength	250 psi @ 24 hrs	ASTM C1583

<sup>[1]</sup> Based on samples cured or aged and tested at 75°F

<sup>[2]</sup> Plastic inserts that will provide 2-inch by 2-inch cubes shall be placed in the oversized brass molds.

### B.3 Aggregates

Furnish natural or synthetic aggregate that is non-polishing; clean; free of surface moisture; fractured or angular in shape; free from silt, clay, asphalt, or other organic materials; and conform to the following:

#### Aggregate Properties

Property	Requirement	Test Method
Moisture Content <sup>[1]</sup>	1/2 of the measured aggregate absorption, %	ASTM C566
Hardness	≥6.5	Mohs Scale
Fractured Faces	100% with at least 1 fractured face and 80% with at least 2 fractured faces of material retained on No.16	ASTM D5821
Absorption	≤1%	ASTM C128

<sup>[1]</sup> Sampled and tested by the department before placement.

#### Gradation

Sieve Size	% Passing by Weight
No. 4	100
No. 8	30 – 75
No. 16	0 – 5
No. 30	0 – 1

## **B.4 Approval of Bridge Deck Polymer Overlay System**

A minimum of 20 working days before application, submit product data sheets and specifications from the manufacturer, and a certified report of test or analysis from an independent laboratory to the engineer for approval. The department will sample and test the aggregates for gradation and moisture content before placement. If requested, supply the department with samples of the polymer for the purpose of acceptance testing.

### **B.4.1 Product Data Sheets and Specifications**

Product data sheets and specifications from the manufacture consists of literature from the manufacturer showing general instructions, application recommendations/methods, product properties, general instructions, or any other applicable information.

### **B.4.2 Certified Report of Test or Analysis**

Conform to the following:

Polymer Binder: Submit a certified report of test or analysis from an independent laboratory dated less than 3 years before the date of the project letting showing the polymer binder meets the requirements of section B.2.

Aggregates: Submit a certified report of test or analysis from an independent laboratory dated less than 6 months before the date of the project letting showing the aggregates meet the requirements of section B.3.

## **C Construction**

### **C.1 General**

Ensure that the overlay system is 1/4 inch thick or thicker.

Conform to the following:

Field Review: Conduct a field review of the existing deck to identify any possible surface preparation and material compatibility issues.

Pre-Installation Meeting: Conduct a pre-installation meeting with the manufacturer's representative and the engineer before construction. Discuss the field review findings, verification testing of the surface preparation and establish procedures for maintaining optimum working conditions and coordination of work. Furnish the engineer a copy of the recommended procedures and apply the overlay system according to the manufacturer's instructions. Supply for the engineer's use for the duration of the project, a Concrete Surface Profile (CSP) chip set of 10 from the International Concrete Repair Institute (ICRI).

Manufacturer's Representative: An experienced manufacturer's representative familiar with the overlay system installation procedures shall be present at all times during surface preparation and overlay placement to provide quality assurance that the work is being performed properly. This requirement may be reduced at the engineer's discretion.

Material Storage: Store and handle materials according to the manufacturer's recommendations. Store resin materials in their original containers in a dry area. Store all aggregates in a dry environment and protect aggregates from contaminants on the job site.

### **C.2 Deck Preparation**

#### **C.2.1 Deck Repair**

Remove all asphaltic patches and unsound or disintegrated areas of the concrete decks as the plans show, or as the engineer directs. Work performed to remove and repair the concrete deck will be paid for under other items.

Use deck patching products that are compatible with the overlay system. Patching materials with magnesium phosphate shall not be used. Place patches after surface is prepared via shot blasting and cleaning as described in Section C.2.2 of this specification. Portland cement concrete patches shall be used for joint repairs and full depth deck repairs with a plan area larger than 4 sf, unless approved otherwise by the Structures Design Section. If rapid-set concrete is used, place patches per the manufacturer's recommendation. If Portland cement concrete is used, place patches per standard spec 509.3.9.1.

Deck patching shall be filled and properly finished prior to overlay placement. Do not place overlay less than 1 hour, or per the manufacturer's recommendation, after placing rapid-set concrete patches in the repair areas. Do not place overlay less than 28 days after placing Portland cement concrete patches in the repair areas.

### **C.2.2 Surface Preparation**

Determine an acceptable shotblasting machine operation (size of shot, flow of shot, forward speed, and/or number of passes) that provides a surface profile meeting CSP 5 (medium-heavy shotblast) according to the ICRI Technical Guideline No. 310.2. If the engineer requires additional verification of the surface preparation, test the tensile bond strength according to ASTM C1593. The surface preparation will be considered acceptable if the tensile bond strength is greater than or equal to 250 psi or the failure area at a depth of 1/4 inches or more is greater than 50 percent of the test area. Continue adjustment of the shotblasting machine and necessary testing until the surface is acceptable to the engineer or a passing test result is obtained.

Prepare the entire deck using the final accepted adjustments to the shotblasting machine as determined above. Thoroughly blast clean with hand-held equipment any areas inaccessible by the shotblasting equipment. Do not perform surface preparation more than 24 hours before the application of the overlay system.

Protect drains, expansion joints, access hatches, or other appurtenances on the deck from damage by the shot and sand blasting operations and from materials adhering and entering. Tape or form all construction joints to provide a clean straight edge.

Before shot blasting, remove pavement markings within the treatment area using an approved mechanical or blasting method.

Prepare the vertical concrete surfaces adjacent to the deck a minimum of 2" above the overlay according to SSPC-SP 13 (free of contaminants, dust, and loose concrete) by sand blasting, using wire wheels, or other approved method.

Just before overlay placement, clean all dust, debris, and concrete fines from the prepared surfaces including the vertical surfaces with compressed air. When using compressed air, the air stream must be free of oil. Any grease, oil, or other foreign matter that rests on or has absorbed into the concrete shall be removed completely. If prepared surfaces (including the first layer of the polymer overlay) are exposed to rain or dew, lightly sandblast (brush/breeze blast) the exposed surfaces.

The engineer may consider alternate surface preparation methods per the overlay system manufacturer's recommendations. The engineer will approve the final surface profile and deck cleanliness before the contractor placing the polymer overlay.

### **C.2.3 Transitional Area**

If the plans show, create a transitional area approaching transverse expansion joints and ends of the deck using an approved mechanical or blasting method. Remove 1/4 inch to 5/16 inch of concrete adjacent to the joint or end of deck and taper a distance of 3 feet.

If the plans show, create a transitional area on the approach pavement. Prep and place the first lift 3 feet beyond the end of the deck the same width as the deck. Prep and place the second lift 6 feet beyond the end of the deck the same width as the deck.

### **C.3 Overlay Application**

Perform the handling and mixing of the polymer resin and hardening agent in a safe manner to achieve the desired results according to the manufacturer's instructions. Do not apply the overlay system if any of the following exists:

1. Ambient air temperature is below 50 F or above 100 F.
2. Deck temperature is below 50 F.
3. Moisture content in the deck exceeds 4.5 percent when measured by an electronic moisture meter or shows visible moisture after 2 hours when measured according to ASTM D4263.
4. Rain is forecasted during the minimum curing periods listed under C.5.
5. Materials component temperatures below 65 F or above 99 F.
6. Concrete deck age is less than 28 days.
7. The deck temperature exceeds 100 F.
8. If the gel time is 10 minutes or less at the predicted high air temperature for the day.

After the deck has been shotblasted or during the overlay curing period, only necessary surface preparation and overlay application equipment will be allowed on the deck. Provide appropriate protective measures to prevent contamination from equipment allowed on the deck during preparation and application operations. Begin overlay placement as soon as possible after surface preparation operations.

The polymer overlay shall consist of a two-course application of polymer and aggregate. Each of the two courses shall consist of a layer of polymer covered with a layer of aggregate in sufficient quantity to completely cover the polymer. Apply the polymer and aggregate according to the manufacturer's requirements. Apply the overlay using equipment designed for this purpose. The application machine shall feature positive displacement volumetric metering and be capable of storing and mixing the polymer resins at the proper mix ratio. Disperse the aggregate using a method that provides a uniform, consistent coverage of aggregate and minimizes aggregate rolling or bouncing into final position. First course applications that do not receive enough aggregate before the polymer gels shall be removed and replaced. A second course applied with insufficient aggregate may be left in place but will require additional applications before opening to traffic.

After completion of each course, cure the overlay according to the manufacturer's instructions. Follow the minimum cure times listed under C.5 or as prescribed by the manufacturer. Remove the excess aggregate from the surface treatment by sweeping, blowing, or vacuuming without tearing or damaging the surface; the material may be re-used if approved by the engineer and manufacturer. Apply all courses of the overlay system before opening the area to traffic. Do not allow equipment or traffic on the treated area until directed by the engineer.

After the first layer of coating has cured to the point where the aggregate cannot be pulled out, apply the second layer. Before applying the second layer, broom and blow off the first layer with compressed air to remove all loose excess aggregate.

Before opening to traffic, clean expansion joints and joint seals of all debris and polymer. A minimum of 3 days following opening to traffic, remove loosened aggregates from the deck, expansion joints, and approach pavement.

#### C.4 Application Rates

Apply the polymer overlay in two separate courses according to the manufacturer's instructions, but not less than the following rate of application.

Course	Minimum Polymer Rate <sup>[1]</sup> (GAL/100 SF)	Aggregate <sup>[2]</sup> (LBS/SY)
1	2.5	10+
2	5.0	14+

<sup>[1]</sup> The minimum total applications rate is 7.5 GAL/100 SF.

<sup>[2]</sup> Application of aggregate shall be of sufficient quantity to completely cover the polymer.

#### C.5 Minimum Curing Periods

As a minimum, cure the coating as follows:

Course	Average temperature of deck, polymer and aggregate components in degrees F							
	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-99
1	6 hrs.	5 hrs.	4 hrs.	3 hrs.	2.5 hrs	2 hrs	1.5 hrs.	1 hr.
2	8 hrs.	6.5 hrs.	6.5 hrs.	5 hrs.	4 hrs.	3 hrs.	3 hrs.	3 hrs.

If faster cure times are desired and achievable, submit to the engineer a certified test report from an independent laboratory showing the material is able to reach a compressive strength of 1000 psi as tested per ASTM C 579 Method B within the temperature ranges and cure times for which the product is proposed to be placed. Establish ambient air, material, and substrate temperatures from the manufacturer for field applications. Field applications will not be allowed below the documented temperatures.

#### C.6 Repair of Polymer Overlay

Repair all areas of unbonded, uncured, or damaged polymer overlay for no additional compensation. Submit repair procedures from the manufacturer to the engineer for approval. Absent a manufacturer's repair procedures and with the approval of the engineer, complete repairs according to the following: Saw cut the limits of the area to the top of the concrete; remove the overlay by scarifying, grinding, or other approved methods; shot blast or sand blast and air blast the concrete before placement of polymer overlay; and place the polymer overlay according to section C.3.

#### D Measurement

The department will measure Polymer Overlay by the square yard, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.5100.S	Polymer Overlay	SY

Payment is full compensation for preparing the surface; for tensile bond testing; for creating the transitional area; for providing the overlay; for cleanup; and for sweeping/vacuuming and disposing of excess materials.

The department will pay separately for deck repairs.

stp-509-030 (20200629)

## 85. Noise Barriers Double-Sided Sound Absorptive N-45-4, Item 541.0300.S.

### A Description

This special provision describes designing, fabricating, transporting, and erecting composite concrete double-sided sound absorptive noise barriers as the plans show and conforming to department-approved installation specifications.

### B Noise Wall System

#### B.1 System Pre-Qualification and Selection

The noise wall system supplied must be pre-qualified by the department. The department maintains a list of pre-qualified systems which can be viewed online at:

<https://wisconsin.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>

Systems eligible for use on this project shall be pre-qualified before the award of this contract.

Provide the name of the selected system, and the intended fabricator to the engineer within 25 days after award of the contract. Schedule a pre-design meeting with the engineer subsequent to award of the contract and before beginning design of the noise barrier. A representative of the fabricator of the noise barrier components shall attend this meeting.

#### B.2 Design

##### B.2.1 Structural and Foundation Design

The structural and foundation design of the noise barrier system shall conform to the current edition of "AASHTO LRFD Bridge Design Specifications" published by the American Association of State Highway and Transportation Officials (AASHTO), 444 North Capitol Street, NW, Suite 225, Washington, DC 20001, with the following exceptions:

The minimum design wind pressure shall be 35 pounds per square foot (Strength III) for ground mounted noise barriers and 40 pounds per square foot (Strength III) for structure mounted noise barriers, unless specified otherwise on the plans. For ground and structure mounted noise barriers, the minimum Service I design wind pressure shall be 15 pounds per square foot. All wind loads shall be applied perpendicular to the barrier, alternately in each direction.

Design drilled shaft foundations using the Broms Method. Ignore the top 1 foot of supporting soil in the design of ground-mounted barrier foundations.

In addition to wind loads, design the bottom noise barrier panel to support the dead load (weight) of the panels directly above it and its own dead load. Assume this dead load to be distributed uniformly across the bottom panel acting as a simple beam supported at the posts.

Bottom noise barrier panels shall have a minimum amount of perimeter reinforcement of a #4 bar which shall be continuous around the corners. Reinforcing steel in the concrete core of noise barrier panels shall have a minimum clear cover of 1 inch. Clear cover does not include sound absorptive material. Design the reinforced concrete core to resist the loads without considering any composite action from other material in the panel.

Provide a neoprene bearing pad or equivalent material of 1/4 inch minimum thickness between the foundation and the bottom panels. The allowable bearing stress shall not exceed 900 psi. Precast concrete pedestals placed between the foundation and bottom panels shall be reinforced if over 1'-0" high. The bearing pads shall be preformed EPDM rubber conforming to ASTM D-2000, Grade 2, Type A, Class A with a minimum Durometer Hardness of 80.

### **B.2.2 Fire Hose Access Openings**

Design fire hose access openings, at locations the plans show, with additional reinforcement and clear cover around the opening as necessary to maintain structural integrity. Detail drawings shall show the additional reinforcement and method for attaching the Fire Hydrant Location Signs to the barrier panel.

### **B.2.3 Barrier Profile**

Unless the plans show or the engineer approves otherwise, design the top of the noise barrier to be horizontal and at or above the acoustic elevation line the plans show. The bottom elevation of the noise barrier shall be as the plans show. Changes in elevation shall be accomplished by stepping sections at posts. Steps shall not exceed 3-feet in height. All joints shall be horizontal or vertical and shall be aligned with the adjacent panels.

### **B.2.4 Panel Orientation**

Design the panels to prevent entrapment and ponding of water. Avoid inadvertently providing areas for perching, nesting of birds or collecting of dirt and debris in the design of the noise barrier system.

### **B.2.5 Sound Transmission Loss (TL)**

Design the noise barrier panel material to achieve a transmission loss equal to or greater than 20 decibels in all test frequency bands, as referenced in ASTM E90.

### **B.2.6 Noise Reduction Coefficient (NRC)**

Design the noise barrier system so that the highway sides of the noise barrier panels have a minimum NRC of 0.80 and the residential sides have a minimum NRC of 0.70 as referenced in ASTM C423.

### **B.2.7 Design Coordination**

Design the noise barrier post spacing so as not to interfere with the existing utility and drainage facilities.

Design the noise barrier post spacing so as not to interfere with proposed utility and drainage facilities the plans show. This includes proposed roadway lighting and ITS facilities.

For noise barriers mounted behind or near proposed retaining walls, coordinate and design the noise barrier post spacing so as to not interfere with embedded portion of the proposed retaining walls, including MSE wall soil reinforcement and tieback anchors on soldier pile and timber lagging retaining walls.

For noise barriers mounted on proposed bridges and retaining walls, coordinate and design the noise barrier post spacing to coincide with noise barrier post and embedded noise barrier anchor assembly spacing shown on the bridge and retaining wall plans. Coordinate any required changes to the noise barrier post spacing and embedded noise barrier anchor assembly locations shown on the bridge and retaining wall plans, if required for the design of the noise barrier.

### **B.2.8 Weep Hole Openings**

Design panels such that weep hole openings in noise wall to allow water to drain can be field installed per C.3 at locations the plans show.

### **B.2.9 Maintenance Doors**

Design maintenance doors and door portals in noise walls, at locations the plans show, with additional reinforcement and clear cover around the opening as necessary to maintain structural integrity per B.2.1.

## **B.3 Materials**

Required material certifications and testing are the responsibility of the contractor. All certifications and test reports shall carry the name and address of the fabrication facility where the specific material was produced.

### **B.3.1 Concrete Masonry**

Provide grade A concrete conforming to standard spec 501 as modified in standard spec 716 for concrete posts and the core component of composite concrete sound absorbing panels. Provide QMP for class II ancillary concrete as specified in standard spec 716.

### **B.3.2 Materials Testing General**

All test reports shall carry the name and address of the laboratory where testing was performed, and the name of the person in responsible charge of the specific tests for which data is presented. Materials tested shall be representative of materials manufactured for this specific contract. Panels tested or from which samples will be taken will be selected and appropriately marked by the engineer either at the manufacturer's plant or from panels delivered to the project at the engineer's option.

Testing as detailed below is required for each lot of material not to exceed 100,000 SF of noise barrier produced. Conduct testing on panels within the first 30,000 SF of production of each lot not exceeding 100,000 SF. For projects that do not exceed 100,000 SF, a minimum of two lots of material will represent the project, each lot representing equivalent square footage. The first set of tests conducted for projects that do not exceed 100,000 SF shall be within the first third of the total square footage of the project. Provide the shipping record of the samples to the laboratory within five days of sampling. Begin testing as soon as practicable after sampling.

Test all materials as fabricated, including any specified finishing.

#### **B.3.2.1 Noise Reduction Coefficient (NRC)**

Test noise barrier panels according to ASTM C423, and placed according to ASTM E795, mounting type A, to determine the noise reduction coefficient (NRC) of the material. Submit to the engineer an independent laboratory test report that shows that the noise barrier panels achieve an NRC as specified in B.2.6 for the highway side of the barrier.

#### **B.3.2.2 Long-term Durability**

Test all sound absorbing composite concrete and composite concrete components for long-term durability according to ASTM C672 and the following modifications and/or requirements:

##### **B.3.2.2.1 Test Specimens**

Three specimens of a full cross section of the composite panel at least 144 square inches in face area will be selected at random from the provided composite panel as defined in B.3. Sample specimens shall be representative of the manufacturer's continuous production operation, as selected and marked by the engineer. Specimens shall be 2D-symmetric and shaped according to the testing laboratory's accommodations.

Prepare the surfaces of the sample specimens for testing as follows. Brush the surfaces of the sample to remove any loose particles. Before testing, submerge the test specimens be submerged in water for a period of 24 hours before testing. Immediately following this, cover the specimens with the sodium chloride solution as stated below.

##### **B.3.2.2.2 Test Procedure**

Place samples in a 5 sided water tight container, fully submerged in a solution of sodium chloride (concentration 3% by mass). Maintain 1/4 inch of sodium chloride solution above the top surface of the fully submerged specimen within the container.

Subject the submerged specimens to continuous freeze-thaw cycles as follows:

After each five cycles, remove the salt solution and particles of deteriorated concrete from the slab and collect in a watertight container. The operation is best accomplished by tilting the slab in a funnel approximately 20 inches in diameter and washing the surface of the slab with a 3% sodium chloride solution. Continue this washing until all loose particles are removed from the sample. Strain the solution through a filter and dry the residue at 221 degrees Fahrenheit to a constant mass condition. Cumulatively weigh the residue after each five cycles. The dry residue is defined as the loss of mass. Calculate the loss of mass to the nearest 0.01 pounds per square foot, not including the exposed surface of any core material on the cast or cut edges. Visually rate the surfaces according to 10.1.5 of ASTM C672 including any delamination of the sound absorbing material from the concrete core for composite concrete materials. After each washing of each sample, re-establish the initial submerged condition with a new solution of 3% sodium chloride before continuing with freeze-thaw cycling.

Continue the test until 30 freeze-thaw cycles have been completed.

During the test position and support each specimen to allow free circulation of the test solution under, around, and over test pieces. Support the bottom of the specimens on blocks in a manner to facilitate movement of moisture through and around the test specimens.

**B.3.2.2.3 Test Report**

Submit to the engineer an independent testing laboratory test report which shows that all solid and composite concrete products meet or exceed the following criteria:

1. After 30 freeze-thaw cycles the test specimens shall not exhibit excessive deterioration in the form of cracks, spalls, aggregate disintegration, delamination or other objectionable features.
2. Compliance with the test requirements is based upon a loss of mass of not more than 0.2 pounds per square foot from the surface after 30 cycles of freezing and thawing.
3. The report shall include the following:
  - 3.1. Name of manufacturer.
  - 3.2. Location of production.
  - 3.3. Production description.
  - 3.4. Date product sample was cast.
  - 3.5. Date testing began.
  - 3.6. Specimen identification.
  - 3.7. 5x7-inch color photographs of the test specimens before and after the 30 cycles of freeze-thaw test showing both sound absorbing faces and at least one representative side view of a cut (not cast) face, and any defects.
  - 3.8. A graph of the cumulative mass loss of each specimen plotted against the number of freeze-thaw cycles for 5, 10, 15, 20, 25, and 30 freeze-thaw cycles.
  - 3.9. Visual rating according to ASTM C672 Section 10.1.5, including report of any delamination of the sound absorbing material from the concrete core for composite concrete components.

**B.3.3 Materials Certification - General**

Provide certification of compliance or sample fabrications as noted below. All material certifications shall reference the specific facility manufacturing the material and this contract. Certification is required for each lot of material not to exceed 100,000 SF of noise barrier produced and shall include dates of fabrication for the lot being certified. For projects that do not exceed 100,000 SF, a minimum of two lots of material will represent the project, each lot representing equivalent square footage.

**B.3.3.1 Color and Surface Texture**

Supply and deliver to the engineer a 3 foot x 5 foot minimum test panel for each panel type with the specified pattern and colors. Obtain the engineer's acceptance of the panel's pattern and color before production of the panels required for the contract. The accepted pattern and color test panels shall remain on the project site in a readily accessible location for the duration of the project. The accepted pattern and color sample panels will be the standard for all noise barriers on the project.

Manufacture noise barrier posts of the same materials throughout the project. Shop apply coating and coloring of the post and panels.

Unless otherwise shown and provided for in the plans, wall pattern shall contain textures with relief features of sufficient depth and quantity to be distinguishable at an observation distance of 500-feet. The colors and textures chosen will be within the following parameters; however, at the discretion of the engineer, a single color and/or a single texture may be selected for either side of the noise barrier.

	<b>FREEWAY SIDE</b>	<b>RESIDENTIAL SIDE</b>
Number of colors	2	2
In the proportion of	75:25 (+/- 5%)	75:25 (+/-5%)
Number of textures	2	2
In the proportion of	75:25 (+/- 5%)	75:25 (+/- 5%)

The engineer will visually inspect panels for color consistency upon arrival at the project. The panels shall have no substantial variation in color from the accepted sample panel submitted for the project. All panels with substantial color variation will be rejected and shall be removed from the project.



### B.3.3.2 Structural Steel

Submit to the engineer certification of compliance, including mill certifications and heat numbers, that structural steel conforms to the properties required on the plans and shop drawings, and is galvanized after fabrication by the hot-dip process according to ASTM A123. Galvanize all steel hardware and threaded fasteners, bolts, nuts, and washers according to ASTM A153.

Shop coat all steel galvanized surfaces exposed to view with a department-approved paint system. Clean galvanizing surfaces to be painted according to SSPC-SP1 to remove, chlorides, sulfates zinc salts, oil, dirt, organic matter and other contaminants. Brush Blast clean the surfaces according to SSPC-SP7 to create a slight angular surface profile (1.0 – 1.5 mils suggested) for adhesion. Do not fracture the galvanized finish or remove any dry film thickness during these processes.

After cleaning, provide a tie coat from an approved coating system that is specifically intended to be used on a galvanized surface. The tie coat shall etch the galvanized surface and prepare the surface for the top coat. Apply a top coat matching the finished color specified in B.3.2. Use a pre-approved top coat that is resistant to the effects of the sun, and is suitable for use in a marine environment. Exercise care so as not to damage the painted surfaces during shipment and erection of the noise barriers.

Use one of the qualified paint sources and products given below. An equivalent system may be used with the written approval of the engineer. Supply the engineer with the product data sheets before applying any coating. The product data sheets shall indicate the mixing and thinning directions, the recommended spray nozzles and pressures, the minimum drying time for shop applied coats, and the recommended procedures for coating galvanized bolts, nuts, and washers.

Producer	Coat	Products	Dry Film Minimum Thickness (mils)	Minimum Time Between Coats (hours)
Sherwin Williams Co. (847) 330-1250	Tie	Recoatable Epoxy Primer B67-5 Series/B67V5	2.0 to 4.0	6
	Top	Acrolon 218 HS Polyurethane, B65-650	2.0 to 4.0	NA
Carboline Co. (314) 644-1000	Tie	Rustbond Penetrating Sealer FC	1	36
	Top	Carboline 133 LH	4	NA
Wasser Corp. (253) 850-2967	Tie	MC-Ferrox B 100	3.0 to 5.0	8
	Top	MC-Luster 100	2.0 to 4.0	NA

### B.3.3.3 Sound Transmission Loss (TL)

Submit to the engineer certification of compliance that the sound transmission loss of the panel material, when tested according to ASTM Standard E90, achieves a transmission loss as specified in B.2.5.

### B.3.3.4 Accelerated Weathering

Submit to the engineer certification of compliance that all coatings on barrier components, with the exception of structural steel and wood components comply with the following requirements when tested according to ASTM Standard G155, G153, or G152 after 2400 hours of exposure on a cement based test specimens:

1. No checking when rated according to ASTM D660.
2. No cracking when rated according to ASTM D661.
3. No blistering when rated according to ASTM D714.
4. No difference in adhesion between the unexposed control sample and an exposed sample when tested according to ASTM D3359, Method A.

5. No chalking less than #7 rating when rated according to ASTM D4214.
6. No color change greater than 5 NBS units when measured according to ASTM D2244, using illuminant D65 and the 1964 10-degree standard observer.

### **B.3.3.5 Corrosion Resistance (Salt Fog Exposure)**

Submit to the engineer certification of compliance that all coated steel components, with the exception of structural steel, has a coating system that has been tested for corrosion resistance according to ASTM B117 and comply with the following requirements:

1. No checking when rated according to ASTM D660.
2. No blistering when rated according to ASTM D714.
3. No loss of adhesion when tested according to ASTM D3359 with no evidence of corrosion along the edges of the samples or along the score lines, or both, or other defects.

## **B.4 Project Submittal Requirements**

Furnish required submittals according to the following:

### **B.4.1 Pre-Construction Submittals**

A minimum of 14 days before beginning any shop or field work, submit the following documents to the engineer conforming to standard spec 105.2 with electronic submittal to the fabrication library under standard spec 105.2.2.

1. Structural and foundation design calculations  
Design calculations shall be on 8 1/2 x 11-inch sheets, neatly bound with a title sheet listing the complete project identification number and sound barrier designation. Structural and foundation calculations shall be signed, sealed and dated by a professional engineer licensed in the State of Wisconsin.
2. Detailed design/shop drawings  
Design/shop drawings shall conform to the contract plans and the requirements of these special provisions. The design/shop drawings shall consist of plan and profile sheets, details, explanatory notes, erection diagrams, aesthetic treatments, and other working plans. All dimensions, sizes of material, material information and other information necessary for the complete fabrication and construction of the noise barrier shall be designated on the appropriate sheets. The design/shop drawings shall be drawn to an appropriate scale on reproducible sheets 11 x 17 inches including borders. Each sheet shall carry the complete project identification number and noise barrier designation. Design/shop drawings shall be signed, sealed and dated by a professional engineer licensed in the State of Wisconsin.
3. Specifications regarding installation requirements and sequence of construction, including a detailed bill of materials.
4. Detailed color plan of the aesthetic treatments and finishes for the entire noise barrier.
5. Shipping, handling, and storage plan identifying methods or practices to limit post production damage.

Department review does not relieve the contractor from responsibility for errors or omissions on shop drawings.

### **B.4.2 Pre-Installation Submittals**

Supply and deliver to the engineer the sample panel required under Section B.3.3.1 at least 14 calendar days before beginning production and/or installation of job materials. Acceptance of the sample panel will be by the department's construction project manager. If the panel is not acceptable, a second panel shall be produced and submitted for acceptance. Sample panel to be representative of quality for precast panel work after acceptance. Deliver test panels to a location to be determined by the engineer, for comparison purposes during production of project panels.

### **B.4.3 Payment Submittals**

Submit certifications and test data as required under B.3 for all materials, including trade name of the products along with the name and address of the manufacturers.

### **B.4.4 Submittal Review**

The engineer's review and acceptance of the drawings, calculations, and related material, submitted by the contractor, is for compliance with design intent only, and does not relieve the contractor from responsibility in regard to errors or omissions on said submittals.

The final accepted design documents and/or shop drawings will become a part of the contract. Any substitution of materials or dimensions contemplated by the contractor's submitted documents, different from materials or dimensions shown on the contract plans, shall be made only when approved by the engineer, and in such case, additional costs resulting from such substitution shall be borne by the contractor.

Ordering materials before department acceptance of submittals is at the contractor's risk.

## **C Construction**

### **C.1 General**

Construct the noise barriers at the locations the plans show, according to the contract specifications and design drawings and/or as the engineer directs. Deliver all sound absorbing composite concrete components to the project site as a finished component. A sound absorbing composite concrete system, which has the sound absorbing material glue-laminated or alternately affixed by a secondary adhesion method on the project site, will not be allowed.

Provide a minimum ten day notice to the engineer of the date that the fabrication of the noise barrier material will begin.

Inspect all materials delivered to the construction site for proper dimensions, honeycombing, cracks, voids, surface defects, consistency in color and texture, and any other damage or imperfections, before installation.

If any part of the noise barrier material fails to comply with any requirements of the contract specification, the component shall either be corrected, permanently marked as unacceptable and be disposed of by the contractor or accepted at a reduced price. The decision will be made by the engineer and is dependent on the severity of the specification deviation.

Erect noise barriers to avoid conflict with any existing facilities or utilities to remain in place. Any damage caused by construction activities shall be repaired by the contractor at no cost to the department.

### **C.2 Fire Hydrant Location Signs**

Attach fire hydrant location signs to the noise barrier at each location the plans show by a method the department's approved drawings show. The signs shall conform and be of the type specified in the department's sign plate book, plate D9-54 and/or D9-54A.

Compensation for furnishing and placing the fire hydrant location signs shall be included in the contract price for Noise Barriers Double-Sided Sound Absorptive and no additional compensation therefore will be allowed.

### **C.3 Weep Hole Openings**

Provide weep hole openings for drainage at the locations and sized as noted on the plan. Install weep holes by drilling through the wall after erection of the noise barrier. Use 6" PVC Schedule 40 pipe sleeve conforming to ASTM D-1785. Epoxy 6" PVC Schedule 40 pipe sleeve into bored weep hole. PVC pipe sleeve shall fit snugly in cored hole through wall. Epoxy PVC pipe sleeve into bored weep hole in noise barrier. Locate and construct weep holes according to the plans and as the engineer directs. Place weep holes at locations the plans show unless the engineer approves adjusting locations to fit field conditions. The engineer will field verify the height and location of the weep hole for positive drainage.

### **C.4 Name Plates**

Provide name plates conforming to the requirements of standard spec 506.2.4. Install one name plate on each noise barrier at the location the plans show. Rigidly attach each plate to the barrier by a means approved by the engineer.

Compensation for furnishing and placing of name plates shall be included in the contract price for Noise Barriers, Double-Sided Sound Absorptive Structure and no additional compensation therefore will be allowed.

### **C.5 Structure Mounted Noise Barriers**

Do not erect noise barriers mounted to bridge or retaining wall structures until after the concrete for bridge decks and parapets or retaining wall moment slabs and parapets have attained their specified 28-day strength.

For noise barriers mounted to moment slabs and parapets on top of MSE retaining walls, erection of the noise barrier is limited to two-thirds the height of the noise barrier acoustical line the plans show before placement of earth fill or pavement over the top of the moment slab as the plans show. Erection of the noise barrier in excess of two-thirds its height to the full height of the noise barrier acoustical line the plans show may not occur until after the earth fill or pavement structure over the top of the moment slab the plans show is complete.

### **C.6 Construction Tolerances**

Install the posts and panels comprising the noise barrier plumb within 1/2 inch in 15-feet. Locate the posts to the line and grades as the plans show to within +/- 3/4 inch. Align horizontal joints of adjacent panels to a vertical tolerance of 1/4 inch. Where vertical adjustments are required for alignment, use a mortar base or steel shims. Galvanize and prime coat steel shims according to B.3.3.2.

### **D Measurement**

The department will measure Noise Barriers Double-Sided Sound Absorptive (Structure #) by the square foot, acceptably completed, as the area the original plans show plus engineer-approved modifications to the plan quantity caused by plan corrections or revisions.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
541.0300.S	Noise Barriers Double-Sided Sound Absorptive N-45-4	SF

Payment is full compensation for providing noise barrier including: coloring and aesthetic treatment on panels, preparing the design drawings and calculations, furnishing and delivering sample and test panels, materials testing, furnishing materials test reports and certifications, excavation, preparing the site, constructing foundations, erecting posts and panels, and disposing of waste materials.

stp-541-010 (20210708)

## **86. Storm Sewer, Catch Basins, Manholes and Inlets.**

*Supplement standard spec 204.5.1 with the following:*

QMP sampling, testing and documentation if applicable is incidental to removing storm sewer bid item and no separate payment will be made.

*Supplement standard spec 608.2 with the following:*

Two weeks prior to start of storm sewer pipe construction, provide a shoring design and installation sequence for each location where shoring is to be used. Have a professional engineer, currently registered in the State of Wisconsin and knowledgeable of the specific site conditions and requirements, verify the adequacy of the design. Submit one electronic copy in portable document format of each shoring design, signed and sealed by the same professional engineer verifying the design, to the engineer for incorporation into the permanent project record.

*Supplement standard spec 608.3.1 with the following:*

- (1) Incorporate excavated material in the work to the extent practicable. Use materials with suitable engineering properties for embankment.
- (2) Dispose of surplus or unsuitable material as specified in standard spec 205.3.12.

*Supplement standard spec 608.3.3 with the following:*

Place rubber gasket joints over the spigot end or tongue of the entering pipe for all storm sewer and culvert pipes with a rise less than or equal to 40-inches. Clean the gasket and the ends of the pipe from sand and gravel. If the gasket provided is neither factory lubricated nor self-lubricating, lubricate the outside of the gasket and the inside of the bell or groove of the last pipe with an engineer - approved vegetable lubricant immediately before making the joint. Place the spigot or tongue of the pipe being laid with the gasket in place into the bell or groove end of the previously laid pipe. Set pipe carefully to line and grade, and push or jack home. The engineer may order the use of a jack or "come-along" if deemed necessary to ensure that the joints are completely tight.

For horizontal elliptical pipe rise greater than 40-inches use mastic joint compound. Where factory lubricated rubber gasket joints are not available, clean the ends of the pipe from sand and gravel. Place engineer-approved mastic joint sealer on both the spigot and bell ends of the pipe being laid. Apply additional mastic around each joint exterior and wrap each joint with Geotextile Fabric Type DF laid flat meeting requirements of standard spec 645. Wrap each joint so that the Geotextile Fabric overlaps each joint a distance of approximately  $\frac{1}{2}$  of the pipe diameter.

*Replace standard spec 608.5(2) with the following:*

Payment for the Storm Sewer Pipe bid items is full compensation for providing all materials, including all special Y's, mitered sections, elbows and connections required; for all submittals; for excavating and wasting excess material, except rock excavation; for providing rubber gaskets; Lubrication of rubber gaskets; mastic joint sealer; for supporting utilities in storm sewer trench; for shoring design, providing a signed and sealed copy of the design; for installation, monitoring, and removal of shoring; for forming foundation; for laying pipe; for sealing joints and making connections to new or existing features, bedding material; for backfilling and granular backfill material; for QMP sampling, testing and documentation; for cleaning out; and absent the pertinent contract bid items, for restoring the work site.

*Supplement standard spec 611.3.1 with the following:*

Precast reinforced concrete sections shall be constructed in horizontal courses. The units shall be laid in mortar or sealed with preformed flexible joint sealant or mastic joint sealer. When mastic joint sealer is used, the material shall completely fill the joint after the units have been brought together.

Handling holes may utilize an integral preformed metal insert. If the handling hole is open to both the internal and external wall of the structure, plug the handling hole with either a precast concrete plug mortared in place or with a combination of brick, mortar and/or mastic. The plug shall not project beyond the inside surface after installation. When integral preformed metal lifting inserts are used, their sockets shall be filled with mastic or mortar.

Provide and install manhole steps meeting the requirements of Section 3.5.4 (g) of the Standard Specifications for Sewer and Water Construction in Wisconsin, latest edition.

Inlet and outlet pipes shall extend through walls a sufficient distance to allow for connections on the outside and the collar concrete or mortar carefully placed around them to prevent leakage around their outlet surfaces. Unless otherwise shown, the inside ends shall be flush with the inside walls.

Provide and install either a pre-formed integral or poured-in place bench at the structure invert unless Plans identify a sump below the lowest pipe invert. The surface of the bench shall be free of loose material and smooth trowel finished to avoid surface projections impeding flow. Form the bench at the lowest pipe invert. Bench sides shall rise a minimum of half the diameter of the lowest pipe.

Use a mortar for final adjustment of manhole cover. Provide a butyl rubber gasket or butyl rubber rope for joints of precast reinforced concrete manhole sections. Butyl Rubber gasket joint used for manholes conforms to 8.41.6 of the Standard Specifications for Sewer and Water Construction in Wisconsin, latest Edition. Provide non-rocking covers for all drainage structures subject to traffic loading.

Submit shop drawings for all drainage structures. For structures where WisDOT standard detail drawings are not available, provide shop drawings prepared, verified and stamped by a professional engineer currently registered in the State of Wisconsin. Submit one electronic copy of shop drawings in portable document format for engineer's review two weeks before fabrication. Show clearly on shop drawings information for all pipe connections to the structure. The contractor is responsible for all errors of detailing and fabrication. The omission from the shop drawings of any pipe connection shall not relieve contractor of the responsibility of providing such materials, even though the shop drawings may have been reviewed and accepted by the engineer.

Fasten existing and proposed storm sewer structure covers subject to traffic loading according to Fastening Sewer Access Covers spec.

*Supplement standard spec 611.3.2 with the following:*

Conform to storm sewer concrete collar detail for storm sewer pipes to structure connections as the plans show.

*Supplement standard spec 611.3.3 with the following:*

Use monolithic concrete shimming as the plans show for final adjustment of drainage structures located within the freeway concrete pavement, concrete shoulders, concrete curb and gutter, and concrete barrier wall. If the adjustment is less than 4-inches, the engineer may choose to direct the contractor to use grade rings for adjustments for storm sewer structures outside the freeway concrete pavement and at other non-freeway locations.

All associated masonry work, including but not limited to adjustment ring installation, false bottoms, pipe connections, and other structural appurtenances shall be tuckpointed and back plastered with mortar conforming to 518.2 upon completion and as directed by the engineer. When tuckpointing and back plastering work is performed and completed at temperatures below 32-degrees F, keep the mortar moist at a temperature above 32-degrees F and provide protection from the elements to prevent freezing for a period of not less than 48 hours.

All catch basins, manholes, inlets, and similar structures newly constructed, adjusted or reconstructed under the contract, shall be cleaned of any accumulation of silt, debris, or foreign matter of any kind, and shall be free from such accumulations at the time of final acceptance.

*Supplement standard spec 611.3.7 with the following:*

Construct height adjustments of 4-inches or more with concrete grade rings. Never use grade rings less than 2-inches thick. *HDPE or rubber rings are not permitted.*

*Replace standard spec 611.5.2 (1) with the following:*

Payment for Catch Basins, Manholes, and Inlets bid items is full compensation for providing all submittals; materials, including all masonry, for mortar adjustments and monolithic concrete shimming; adjusting rings; conduit and sewer connections, steps, and other fittings; for providing and installing butyl rubber joints; for furnishing backfill, backfilling; all excavating, disposing of surplus material, and for cleaning out and restoring the work site; except that the department will pay for covers, including frames, grates and lids separately.

Cost of non-rocking covers for all drainage structures subject to traffic loading is incidental to new cover on proposed structure or reconstructing/adjusting manholes or inlets on existing structure.

Fastening sewer access covers and removing performed joint sealant as the engineer directs are paid under separate bid items.

## **87. Adjusting Storm Sewer Structures.**

*Add the following to standard spec 611.3.1:*

Remove covers and frames prior to milling. Cover openings with a Cover Plates Temporary of sufficient thickness to carry traffic and at a depth to accommodate the milling operations. Backfill excavated areas with an asphalt surface mix to an elevation that will match the adjacent pavement. Cover Plates Temporary will be paid as separate contract bid item.

*Add the following to standard spec 611.3.7:*

The replacement of Grade A concrete when adjusting manhole covers in areas of bituminous resurfacing shall be to the top of the existing concrete base as shown on the detail for adjusting manhole covers. Use construction methods that conform to the requirements set forth in standard spec 611.3.3.

*Add the following to standard spec 611.5:*

Removal and replacement of concrete pavement to accomplish the work shall be incidental to the cost of work. Removal and replacement of concrete curb and gutter will be paid for under items Removing Curb and Gutter and Concrete Curb and Gutter, 24-inch.

SER-611-001 (20161216)

**88. Cover Plates Temporary, Item 611.8120.S.**

**A Description**

This special provision describes providing and removing steel plates to cover and support asphaltic pavement and traffic loading at manholes, inlets and similar structures during milling and paving operations.

**B Materials**

Provide a 0.25 inch minimum thickness steel plate that extends to the outside edge of the existing masonry.

**C (Vacant)**

**D Measurement**

The department will measure Cover Plates Temporary as each individual unit, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
611.8120.S	Cover Plates Temporary	EACH

Payment is full compensation for furnishing, installing, and removing the cover plates.

The steel plates shall become the property of the contractor when no longer needed in the contract work.

stp-611-006 (20151210)

**89. Cable Barrier Type 1, Item 613.1100.S;  
Cable Barrier End Terminal Type 1 Item 613.1200.S.**

**A Description**

This special provision describes providing socketed high-tension TL-4 cable guard meeting the National Cooperative Highway Research Program (NCHRP) Report 350, Test Level 4.

**B Materials**

Provide a cable barrier system that is on the approved product list for the county in which the system will be installed.

Provide a calibrated tension gauge to each county for the specific system installed in each county.

Provide one copy of video training material on the proper maintenance techniques and recovery of vehicles to each county for the specific system installed in each county. At a minimum, this training is to address, proper tension techniques, proper operation of calibrated tension gauge, proper repair techniques, and proper methods to removed vehicles entrapped in the cable barrier.

**B.2 Design Requirements**

Thirty days before installation provide the engineer with two sets of manufacturer prepared drawings, Wisconsin P.E. stamped calculations, documentation, notes, plan details, and construction specifications. Provide required information in a PDF format or other in electronic format that the department can review information.

Obtain prior approval from the Bureau of Project Development (Erik Emerson at (608) 266-2842) for all hardware substitutions before delivering the hardware on the project.

**C Construction**

Construct concrete as specified in standard spec 501.

Construct steel reinforcement as specified in standard spec 505.

Construct terminal units at each end of a run of cable guard as the plans show. The contractor may determine the location of anchors subject to the engineer's approval.

Tension the cable according to the manufacturer's recommendations at the time of installation, and then check and adjust approximately 3 weeks after installation. If system is not maintaining proper tension, adjust tension and return 3 weeks later. Provide engineer documentation of date, time, location, tension value, and who checked the tension for each barrier run.

Use only one-half the available adjustment in each turnbuckle or tension adjustment connection to achieve manufacture's recommend tension values.

Manufacture is to certify that the installation was done according to manufacturer's recommendations and the plan requirements. Provide this documentation to the engineer.

The engineer will allow the contractor to open the roadway to traffic or remove traffic control devices if concrete attains manufacture's compressive strength. Without compressive strength information, the engineer may allow the contractor to remove traffic control devices after 14 equivalent curing days. Equivalent curing days are defined in standard spec 415.3.

### **C.2 Survey Anchor Monitor Points**

Obtain or calculate benchmark, alignment, horizontal and vertical control points. The engineer will furnish data for the horizontal and vertical control points, control point ties, and horizontal alignments.

Maintain neat, orderly, and complete survey notes, drawings, and computations used in establishing location of each cable anchor monitor point. Make the survey notes and computations available to the engineer within 24 hours, upon request, as the work progresses.

Locate each cable anchor monitor point to within 0.02 feet horizontally and 0.01 feet vertically.

Survey anchor monitor points after construction of cable barrier end terminal anchors, but before cables are tensioned. Provide paper and electronic copies of survey data to engineer before installing cables.

### **D Measurement**

The department will measure Cable Barrier Type 1 by the linear foot, acceptably completed, measured from terminal to terminal and rounded to the nearest linear foot.

The department will measure Cable Barrier End Terminal Type 1 as each individual terminal, acceptably completed.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
613.1100.S	Cable Barrier Type 1	LF
613.1200.S	Cable Barrier End Terminal Type 1	EACH

Payment is full compensation for designing, providing, and surveying anchor monitoring points for cable barrier end terminal or cable barrier.

stp-613-010 (20210708)

## **90. Fence Safety, Item 616.0700.S.**

### **A Description**

This special provision describes providing plastic fence at locations the plans show.

### **B Materials**

Furnish notched conventional metal "T" or "U" shaped fence posts.



Furnish fence fabric meeting the following requirements.

- Color:** International orange (UV stabilized)
- Roll Height:** 4 feet
- Mesh Opening:** 1 inch min to 3 inch max
- Resin/Construction:** High density polyethylene mesh
- Tensile Yield:** Avg. 2000 lb per 4 ft. width (ASTM D638)
- Ultimate Tensile Strength:** Avg. 3000 lb per 4 ft. width (ASTM D638)
- Elongation at Break (%):** Greater than 100% (ASTM D638)
- Chemical Resistance:** Inert to most chemicals and acids

### **C Construction**

Drive posts into the ground 12 to 18 inches. Space posts at 7 feet.

Use a minimum of three wire ties to secure the fence at each post. Weave tension wire through the top row of strands to provide a top stringer that prevents sagging.

Overlap two rolls at a post and secure with wire ties.

Remove existing right-of-way woven wire fencing, as shown in the plans, to allow for construction operations. A quantity of the Removing Fence, Item 204.0170 has been included in the contract for this purpose. Install new woven wire fence within 30 calendar days of the removal of the existing fence. Provide temporary connections between existing and proposed fencing as needed to maintain continuous right-of-way fencing at all times. Install and maintain orange safety fence (4-foot height) until the new woven wire fence can be installed. A quantity of the Fence Safety item has been included in the contract for this purpose. Where buried facilities or subsurface conditions do not permit driving posts for the safety fence, support posts by other means that will provide stability comparable to driven posts.

At no time leave a site where the fencing is inadequate to protect the general public.

### **D Measurement**

The department will measure Fence Safety by the linear foot along the base of the fence, center-to-center of posts, acceptably completed.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
616.0700.S	Fence Safety	LF

Payment is full compensation for furnishing and installing fence and posts; maintaining the fence and posts in satisfactory condition; and for removing and disposing of fence and posts at project completion.

## **91. Stone Ditch Checks, Item 628.7515.S.**

### **A Description**

This special provision describes furnishing, installing, maintaining, and removing stone ditch checks, either temporary or permanent, as the plans show or as the engineer directs.

### **B Materials**

Furnish materials conforming to the requirements for Riprap Extra Light according to standard spec 606.2.1.

### **C Construction**

Place stone ditch checks immediately after shaping of the ditches is completed. Place stone ditch checks perpendicular to the direction of flow. Construct according to the plan details.

During construction, maintain stone ditch checks by removing sediment whenever it accumulates to one half of the original ditch check height. Remove all accumulated sediment prior to final stabilization.

For temporary installations, remove all materials incorporated into the work when directed by the engineer. Restore areas with topsoil, seed, fertilizer, and other erosion control items as directed by the engineer.

#### **D Measurement**

The department will measure Stone Ditch Checks by the cubic yard of material, acceptably completed.

#### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
628.7515.S	Stone Ditch Checks	CY

Payment is full compensation for excavating, furnishing, placing, and shaping Stone Ditch Checks.

Removal of sediment and removal of temporary stone ditch checks will be paid under the Excavation Common bid item by multiplying the measured removal quantity by a factor of 10.

The department will pay separately for restoration and erosion control items under the appropriate contract bid items.

The department will pay separately for Geotextile Type R fabric.

stp-628-050 (20210708)

### **92. Soil Stabilizer Type B**

*Replace standard spec. 628.3.12.3(1) with the following:*

- (1) Apply soil stabilizer with conventional hydraulic seeding equipment at the manufacturer's recommended rate unless the engineer directs otherwise.

### **93. Furnishing and Planting Materials**

*Add the following to standard spec 632.2.2.1*

- (3) Choose a variety of no less than 3 species from the approved species list, with any chosen species comprising of at least 20% of the total plant material count. Obtain engineers approval for any deviations prior to order.

*Standard spec 632.2.2.2.9.3 to 632.2.2.2.9.6 are not applicable. Use only Bare Root Stock (BR)*

*Standard spec 632.2.4 is not applicable.*

*Replace standard spec 632.2.6 with the following:*

- (1) Provide peak gravel and/or  $\frac{3}{4}$ " crushed stone.

*Add to standard spec 632.2.14:*

- (4) *Conform fabric to the width of the planting bed, unless approved by the engineer.*

*Standard spec 632.3.8 is not applicable*

*Replace standard spec 632.3.9 with the following:*

Place approximately 2 inches of Pea Gravel over the planting slit made in the weed barrier fabric, after the flaps have been closed over the opening, enough to cover the opening in its entirety, to a minimum radius of 8" radius around the planted shrub.

*Replace standard spec 632.3.11 with the following:*

(1) Apply selective pre-emergence herbicide containing 40.5% of Prodiamine (CAS No. 29091-21-2), according to manufacturer's instructions for surface application to plant bed areas the plans show just before applying the mulch.

*Add the following to standard spec 632.3.17:*

(2) Contractor shall create a 2" soil berm on the outside 1' of fabric or shall entrench the outside 6" of fabric below the natural grade, to prevent lifting.

*Add the following to standard spec 632.3.20*

(4) Due to the project involving spring replacements, acceptance will be taken in Spring after replants have been performed, no later than June 1.

Fall counts are not acceptance counts.

Replacements will be installed the following spring after each growing season.

#### **94. Landscape Planting Surveillance and Care Cycles.**

If the care specialist fails to perform any of the required care cycles as specified in standard spec 632.3.19.1, the department will assess daily damages in the amount of \$1000 to cover the cost of performing the work with other forces. The department will assess these damages for each day the requirements of the care cycle remain incomplete, except when the engineer extends the required time period.

stp-632-005 (20070510)

#### **95. Signs Type I and II.**

Furnish and install mounting brackets per approved product list for type II signs on overhead sign supports incidental to sign. For type II signs on sign bridges use aluminum vertical support beams noted above incidental to sign.

*Supplement standard spec 637.2.4 with the following:*

Use stainless steel bolts, washers and nuts for type I and type II signs mounted on sign bridges or type I signs mounted on overhead sign supports. Use clips on every joint for Sign Plate A 4-6 when mounted on a sign bridge or overhead sign support. Inspect installation of clips and assure bolts and nuts are tightened to manufacturers recommended torque values.

Use aluminum vertical sign support beams that have a 5-inch wide flange and weigh 3.7 pounds per foot, if the L-brackets are 4 inches wide then use 4 inch wide flange beams weighing 3.06 pounds per foot. Contractor shall measure the width of the L-brackets on existing structures of determine the width needed for sign support beams.

Use beams a minimum of six feet in length or equal to the height of the sign to be supported, whichever is greater. Use U-bolts that are made of stainless steel, one-half inch diameter and of the proper size to fit the truss cords of each sign bridge. Install vertical sign support beams on each sign and use new U-bolts to attach each beam to the top and bottom cord of the sign bridge truss.

For type II signs on overhead sign supports follow the approved product list for mounting brackets.

*Replace standard spec 637.3.3.2(2) with the following:*

(2) Install Type I Signs at the offset stated in the plan, which shall be the clear distance between the edge of mainline pavement right edgeline and the near edge of the sign.

*Supplement standard spec 637.3.3.3(3) with the following:*

Furnish and install new aluminum vertical sign support beams on each sign and new U-bolts to attach each beam to the top and bottom cord of the sign bridge truss for Type I or Type II Signs and Type I signs on overhead sign supports incidental to sign.

*Add the following to standard spec 641.2:*

Submit shop drawings for sign bridges and overhead sign supports to SE Region Traffic Operations Engineer, Tom Heydel and Bureau of Structures Design.

SER-637-001 (20170621)

## **96. Traffic Control.**

*Supplement standard spec 643.3.1 with the following:*

Provide the Wisconsin State Patrol, Ozaukee County Highway Maintenance, and the engineer a current telephone number with which the contractor or his representative can be contacted during non-working hours in the event a safety hazard develops.

Do not park or store equipment, contractor's and personal vehicles or construction materials within the clear zone or on any roadway carrying traffic during working and non-working hours except at locations and periods of time approved by the engineer.

Do not permit construction or personnel equipment or vehicles to directly cross the live traffic lanes of the freeway. Yield to all through traffic at all locations. Equip all vehicles or equipment operating in the live traffic lanes with a hazard identification beam (flashing yellow signal light) that is visible from 360 degrees. Operate the flashing yellow beam only when merging or exiting live traffic lanes or when parked or operating on shoulders, except when parked behind barrier wall. Do not park personal vehicles within the access control limits of the freeway. Do not cross live freeway traffic lanes of with equipment or vehicles.

Obtain prior approval from the engineer for the locations of egress or ingress for construction vehicles to prosecute the work.

Do not disturb, remove or obliterate any traffic control signs, advisory signs, sand barrel array, shoulder delineators or beam guard in place along the traveled roadways without the approval of the engineer.

Flagging operations shall follow standard spec 104.6.1.(4) and chapter 6E of the WMUTCD.

*Replace standard spec 643.3.1.(7) with the following:*

Provide equipment, forces, and materials to promptly restore any traffic control devices or pavement markings damaged or disturbed within 2 hours of being contacted.

SER-643-001 (20170808)

## **97. Covering Signs.**

*Replace standard spec 643.2.3.3(2) with the following:*

- (2) Ensure that covers are flat black, blank, and opaque.

*Add the following to standard spec 643.3.4.1:*

- (4) If multiple messages on a single sign are required to be covered, minimize the number of holes created by covering the sign with a single rectangular shaped covering. Multiple coverings on a single sign is only permissible where necessary to avoid covering necessary content or as directed by the engineer. Submit sign covering plans to the engineer for single signs requiring multiple coverings 3 days before performing work. Obtain engineer approval before covering signs. Remove sign coverings before placing fixed messages signs unless otherwise directed by the engineer.

sef-643-005 (20180104)

## 98. Blue Specific Service Signs.

*Add the following to standard spec 638.3.4:*

Do not remove or move blue specific service signs or their associated posts. Specific service signs are signs with logos that identify commercial entities providing gas, food, lodging, camping, or attractions. A separate contractor, Interstate Logos - Wisconsin, is responsible for these signs. Contact Interstate Logos - Wisconsin at (608) 579-1570 a minimum of 14 calendar days in advance to coordinate removing, moving, or re-installation of these signs.

The contractor is responsible for damage done to these signs due to contractor operations.

~~stp-638-010-(20150630)~~

## 99. Nighttime Work Lighting-Stationary.

### A Description

This special provision describes furnishing portable lighting as necessary to complete nighttime work. Nighttime operations consist of work specifically scheduled to occur after sunset and before sunrise.

### B (Vacant)

### C Construction

#### C.1 General

This provision shall apply when providing, maintaining, moving, and removing portable light towers and equipment-mounted lighting fixtures for nighttime stationary work operations, for the duration of nighttime work on the contract.

At least 14 days before the nighttime work, furnish a lighting plan to the engineer for review and acceptance. Address the following in the plan:

1. Layout, including location of portable lighting – lateral placement, height, and spacing. Clearly show on the layout the location of all lights necessary for every aspect of work to be done at night.
2. Specifications, brochures, and technical data of all lighting equipment to be used.
3. The details on how the luminaires will be attached.
4. Electrical power source information.
5. Details on the louvers, shields, or methods to be employed to reduce glare.
6. Lighting calculations. Provide illumination with average to minimum uniformity ratio of 5:1 or less throughout the work area.
7. Detail information on any other auxiliary equipment.

#### C.2 Portable Lighting

Provide portable lighting that is sturdy and free standing and does not require any guy wires, braces, or any other attachments. Furnish portable lighting capable of being moved as necessary to keep up with the construction project. Position the portable lighting and trailers to minimize the risk of being impacted by traffic on the roadway or by construction traffic or equipment. Provide lightning protection for the portable lighting. Portable lighting shall withstand up to 60 mph wind velocity.

If portable generators are used as a power source, furnish adequate power to operate all required lighting equipment without any interruption during the nighttime work. Provide wiring that is weatherproof and installed according to local, state, federal (NECA and OSHA) requirements. Equip all power sources with a ground-fault circuit interrupter to prevent electrical shock.

#### C.3 Light Level and Uniformity

Position (spacing and mounting height) the luminaires to provide illumination with an average to minimum uniformity ratio of 5:1 or less throughout the work area.

Illuminate the area as necessary to incorporate construction vehicles, equipment, and personnel activities.

#### **C.4 Glare Control**

Design, install, and operate all lighting supplied under these specifications to minimize or avoid glare that interferes with all traffic on the roadway or that causes annoyance or discomfort for properties adjoining the roadway. Locate, aim, and adjust the luminaires to provide the adequate level of illumination and the specified uniformity in the work area without the creation of objectionable glare.

Provide louvers, shields, or visors, as needed, to reduce any objectionable levels of glare. As a minimum, ensure the following requirements are met to avoid objectionable glare on the roadways open to traffic in either direction or for adjoining properties:

1. Aim tower-mounted luminaires, either parallel or perpendicular to the roadway, so as to minimize light aimed toward approaching traffic.
2. Aim all luminaires such that the center of beam axis is no greater than 60 degrees above vertical (straight down).

If lighting does not meet above-mentioned criteria, adjust the lighting within 24 hours.

#### **C.5 Continuous Operation**

Provide and have available sufficient fuel, spare lamps, generators, and qualified personnel to ensure that the lights will operate continuously during nighttime operation. In the event of any failure of the lighting system, discontinue the operation until the adequate level of illumination is restored. Move and remove lighting as necessary.

#### **D (Vacant)**

#### **E Payment**

Costs for furnishing a lighting plan, and for providing, maintaining, moving, and removing portable lighting, tower mounted lighting, and equipment-mounted lighting required under this special provision are incidental to the contract.

stp-643-010 (20100709)

### **100. Truck or Trailer-Mounted Attenuator, Item 643.1055.S.**

#### **A Description**

- (1) This special provision describes protecting work operations with a truck or trailer-mounted attenuator (TMA).

#### **B Materials**

- (1) Furnish and maintain a TMA conforming to NCHRP Report 350 test level 3 or to MASH crashworthiness criteria. Submit written certification from the manufacturer that the host vehicle/attenuator configuration provided conforms to crashworthiness criteria. Include the federal-aid reimbursement eligibility letter with that submittal.
- (2) Provide a host vehicle and mount the attenuator conforming to the attenuator manufacturer's specifications. Provide the engineer a copy of the manufacturer's specifications and installation instructions.

#### **C Construction**

- (1) Coordinate with the engineer at least 72 hours before its intended use so the engineer can determine if the work operation requires TMA protection.
- (2) Position the attenuator at a manufacturer-recommended location in advance of a stationary work operation. Position and maintain the attenuator consistently at the manufacturer-recommended distance from a mobile work operation. Ensure that an operator stays with the host vehicle while protecting a mobile work operation.

#### **D Measurement**

- (1) The department will measure Truck or Truck-Trailer-Mounted Attenuator by the day, acceptably completed, measured to the 1/2-day based on the engineer-determined time the attenuator is required to protect work operations. The department will measure 4 or less hours per calendar day as a half day and over 4 hours as a full day.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.1055.S	Truck or Trailer-Mounted Attenuator	DAY

(2) Payment is full compensation for providing the portable attenuator, host vehicle, and operator.

stp-643-015 (20140630)

## 101. Basic Traffic Queue Warning System, Item 643.1205.S.

### A Description

This special provision describes providing, repositioning, operating, maintaining, monitoring, calibrating, testing and removing a basic traffic queue warning system (QWS) capable of measuring vehicular speeds at downstream sections of a roadway, and activating the system.

### B Materials

Provide Basic Traffic QWS components and software that is National Transportation Communications for ITS Protocol (NCTIP) compliant.

#### B.1 Portable Traffic Sensors (PTS)

Provide PTS that are nonintrusive and capable of capturing vehicle speed in mph. Integrate each sensor with a modem to communicate with the automated system manager.

#### B.2 Static Traffic Control Signs with Temporary Flashing Beacon Signs (FBS)

Provide static traffic control signs with temporary flashing beacon signs conforming to standard spec 658.2(2) for Traffic Signal Faces. Ensure each FBS is integrated with a modem, and other equipment (e.g., automated system manager) mounted on it, and acts as a single device for communicating with similarly integrated devices and displaying real-time traffic conditions.

#### B.3 Automated System Manager (ASM)

Provide an ASM that assesses current traffic data captured by the PTS and activates/deactivates the FBS based on predetermined speed thresholds.

#### B.4 System Communications

Ensure Basic Traffic QWS communications meet the following requirements:

1. Perform required configuration of the Basic Traffic QWS's communication system automatically during system initialization.
2. Communication between the server and any individual FBS or PTS are independent through the full range of deployed locations, and do not rely upon communications with any other FBS or PTS.
3. Incorporate an error detection/correction mechanism into the Basic Traffic QWS communication system to ensure the integrity of all traffic condition data.

#### B.5 System Acceptance

Submit vendor verification to the engineer and Bureau of Traffic Operations ([DOTBTOworkzone@dot.wi.gov](mailto:DOTBTOworkzone@dot.wi.gov)) 14 calendar days before the pre-construction meeting that the system will adequately perform the functions specified in this special provision. Adequate verification includes past successful performance of the system, literature and references from successful use of the system by other agencies, and/or demonstration of the system.

Provide contact information for a designated representative responsible for monitoring the performance of the system and for making modifications to the operational settings as the engineer directs. Provide all testing and calibration equipment.

### C Construction

#### C.1 General

Install and reposition Basic Traffic Queue Warning System per plan or as the engineer directs. Provide plan to the engineer and Bureau of Traffic Operations ([DOTBTOworkzone@dot.wi.gov](mailto:DOTBTOworkzone@dot.wi.gov)) 14 calendar days before the pre-construction meeting.

PTS may be mounted on FBS, arrow board or other trailer devices.

Install PTS at the following locations:

1. Place first PTS within the lane closure taper.
2. Place second PTS 5,700 feet upstream of the lane closure taper or on FBS #3.
3. Place third PTS 2 miles upstream of the lane closure taper or on FBS #2.

Install FBS at the following locations, delineated by 5 drums:

1. Place first FBS (FBS #3) 5,700 feet upstream of the lane closure taper.
2. Place second FBS (FBS #2) 2 miles upstream of the lane closure taper.
3. Place third FBS (FBS #1) 3 miles upstream of the lane closure taper.

If there are more than 2 lanes or specified in the plans, place FBS on both sides of the roadway.

Number the devices in chronological order so they are visible from the shoulder with 6-inch white high reflective sheeting.

Provide technical personnel for all system calibration, operation, maintenance, and timely on-call support services.

Promptly correct the system within 24 hours of becoming aware of a deficiency in the operation or individual part of the system. A minimum of three days before deployment, place the Basic Traffic QWS and demonstrate to the department that the Basic Traffic QWS is operational.

Maintain the Basic Traffic QWS for the duration of the project. Ensure the system operates continuously (24 hours, 7 days a week) in the automated mode throughout the duration of the project.

Remove the system upon completion.

## **C.2 Reports**

Provide an electronic copy of a weekly summary report of all data via email to the engineer. Ensure the report includes, at a minimum, the average speed per sensor, time in congestive state per sensor and number of triggers per day.

## **C.3 Meetings**

Attend mandatory in-person pre-construction meetings with the department. Attend additional meetings as deemed necessary by the department. These meetings may be held in person or via teleconference, as scheduled by the department.

## **C.4 Programming**

### **C.4.1 General**

Program the Basic Traffic QWS to ensure that the following general operations are performed:

1. Provide a password protected login to the ASM, website and all other databases.
2. Automatic setting of the FBS to reflect current traffic flow status updated every 60 seconds for congestion. Ensure to remove a congestion message when 180 seconds of average traffic speeds above the current level are observed, or utilize a customized frequency as determined by the engineer.
3. The FBS activate based on pre-determined speed thresholds from the next downstream sensor.
  - FBS #3 shall activate based on traffic speeds at the PTS located within the lane closure taper.
  - FBS #2 shall activate based on traffic speeds at the PTS located approximately 1 mile upstream of lane closure taper, or at FBS #3.
  - FBS #1 shall activate based on traffic speeds at the PTS located 2 miles upstream of lane closure taper, or at FBS #2.
4. Provide real-time data from the ASM to a website with a full color mapping feature and refresh every 60 seconds. Make data on website available to the department staff at all times for the duration of the work zone activity. Ensure website includes:
  - Vehicle speeds
  - FBS triggers
  - Device locations



5. Archive all traffic data in a Microsoft Excel format with date and time stamps.
6. Configure the website to quantify system failures which includes communication disruption between any devices in the system configuration, FBS malfunctioning, PTS malfunction, loss of power, low battery, etc.
7. Automatically generate and send an email alert any time a user specified queue is detected by the system.
8. Ensure the system autonomously restarts in case of any power failure.

#### **C.4.2 System Operation Strategy**

Arrange for the vendor/manufacturer to coordinate system operation, detection, and trends/thresholds with the engineer.

The sequences below are a minimum requirement, but can be adjusted at the discretion of the engineer, are as follows:

##### **Free Flow:**

If the current PTS speed on a downstream section is at or above 40 mph, the next upstream FBS will not flash.

##### **Slow or Stopped Traffic:**

If the current PTS speed on a downstream section of the roadway is between the 39 mph and 0 mph (for example, 35 mph), the next upstream FBS shall flash.

#### **C.5 Calibration and Testing**

At the beginning of the project perform a successful field test and calibration at the Basic Traffic QWS location to verify the system is detecting accurate vehicle speeds, and accurately relaying the information to the ASM and the FBS.

Send email of successful calibration and testing to the engineer.

#### **D Measurement**

The department will measure Basic Traffic Queue Warning System by the day, acceptably completed, measured as each complete system per roadway.

#### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
643.1205.S	Basic Traffic Queue Warning System	DAY

Payment is full compensation for providing, repositioning, operating, maintaining, monitoring, calibrating, testing, and removing the complete system consisting of FBS, PTS, ASM, and system communications.

Failure to correct a deficiency to the FBS, PTS, or ASM within 24 hours after notification from the engineer or the department will result in a one-day deduction of the measured quantity for each day in which the deficiency is not corrected.

Failure to correct the website within 24 hours after notification from the engineer will result in a 10% reduction of the day quantity for each day the website is down.

The engineer will have sole discretion to assess the deductions for an improperly working Basic Traffic QWS.

stp-643-046 (20210113)

### **102. Traffic Control Interim Lane Closure, Item 643.4100.S**

#### **A Description**

This special provision describes closing a freeway/expressway traffic lane.

#### **B (Vacant)**

#### **C Construction**

Install and reposition traffic control devices as required to close a traffic lane. Remove and return the devices to their previous configuration when the closure is no longer required.

## D Measurement

The department will measure Traffic Control Interim Lane Closure as each individual reposition/return cycle, acceptably completed. The department will not measure additional moves or configuration changes as might be required solely to accommodate the contractor's operations.

The department will measure the closures by traffic lane and roadway. The department will not measure multiple closures in the same traffic lane on a project.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.4100.S	Traffic Control Interim Lane Closure	EACH

Payment is full compensation for closing and re-opening the affected traffic lane.

stp-643-030 (20170615)

## 103. Temporary Pavement Marking

*Add the following to standard spec 649.3:*

- (1) On pavements not scheduled for removal under this project, remove markings using air blasting, water blasting, or a combination of thereof. Do not use grinding on these pavements.

## 104. General Requirements for Electrical Work.

*Replace standard spec 651.3.3(3) with the following:*

- (1) Request a signal inspection of the completed signal installation to the engineer at least five working days prior to the time of the requested inspection. Notify the department's Electrical Field Unit at (414) 266-1170 to coordinate the inspection. The department's Region Electrical personnel will perform the inspection. In the event of deficiencies, request a re-inspection when the work is corrected. The engineer will not authorize continuation of aboveground work or turn-on until the contractor corrects all deficiencies.

## 105. Electrical Conduit.

*Replace standard spec 652.5(2) with the following:*

- (2) Payment for Conduit Rigid Metallic, Conduit Rigid Nonmetallic, Conduit Reinforced Thermosetting Resin, and Conduit Special bid items is full compensation for providing the conduit, conduit bodies, and fittings; for providing all conduit hangers, clips, attachments, and fittings used to support conduit on structures; for pull wires or ropes; for expansion fittings and caps; for making necessary connections into existing pull box, manhole, junction box or communication vault; for excavating, bedding, and backfilling, including any sand, concrete, or other required materials; for disposing of surplus materials; and for making inspections.

*Replace standard spec 652.5(5) with the following:*

- (5) Payment for Conduit Loop Detector is full compensation for providing all materials, including conduit, compacted backfill, surface sealer if required, pull wire if required, condulets, conduit fittings, and for making necessary connections into existing pull box, manhole, junction box or communication vault.

## 106. Install Conduit Into Existing Item, Item 652.0700.S.

### A Description

This special provision describes installing proposed conduit into an existing manhole, pull box, junction box, communication vault, or other structure.

## B Materials

Use conduit, as provided and paid for under other items in this contract. Furnish backfill material, topsoil, fertilizer, seed, and mulch conforming to the the standard spec.

## C Construction

Expose the outside of the existing structure without disturbing existing conduits or cabling. Drill the appropriate sized hole for entering conduits at a location within the structure without disturbing the existing cabling and without hindering the installation of new cabling within the installed conduit. Fill void area between the drilled hole and conduit with an engineer-approved filling material to protect against conduit movement and entry of fill material into the structure. Tamp backfill into place.

## D Measurement

The department will measure Install Conduit Into Existing System by the unit, acceptably installed. Up to five conduits entering a structure per entry point into the existing structure will be considered a single unit. Conduits in excess of five, or conduits entering at significantly different entry points into the existing pull box, manhole, or junction box will constitute multiple units of payment.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
652.0700.S	Install Conduit Into Existing Item	EACH

Payment is full compensation for excavating, drilling holes; furnishing and installing all materials, including bricks, coarse aggregate, sand, bedding, and backfill; for excavating and backfilling; and for furnishing and placing topsoil, fertilizer, seed, and mulch in disturbed areas; for properly disposing of surplus materials; and for making inspections.

stp-652-070 (20100709)

## 107. Electrical Service Meter Breaker Pedestal CTH W & Highland Rd, Item 656.0200.3101; Electrical Service Meter Breaker Pedestal IH 43 NB Ramps & CTH C, Item 656.0200.3102.

*Append standard spec 656.2.3 with the following:*

- (2) The department will be responsible for the electrical service installation request for project facilities.
- (3) Electrical utility company service installation and energy cost will be billed to and paid for by the maintaining authority.
- (4) Install the cabinet base and meter breaker pedestal first, so the electrical utility company can install the service lateral. Install a 3" conduit from the point of service from the utility to the meter breaker pedestal. Finish grade the service trench, replace topsoil that is lost or contaminated with other materials, fertilize, seed, and mulch all areas that are disturbed by the electrical utility company.

*Append standard spec 656.5 with the following:*

- (8) Payment is full compensation for grading the service trench; replacing topsoil; and for fertilizing, seeding, and mulching to restore the disturbed area of the service trench.

## 108. Signal Housings.

*Append standard spec 658.2(3) with the following:*

- (3) Provide yellow signal housing with black visors and back plates at CTH C & CTH W and IH 43 NB Ramps & CTH C. Provide black signal housings, visors, and back plates at CTH W & Highland Rd.

*Replace standard spec 658.2(4) with the following:*

- (2) For pedestrian signal faces: furnish polycarbonate resin housings, doors, and visors. Use black, Federal Standard 595 - FS13538, housings and dull black door faces and visors. For 16-inch heads, mount a z-crate visor and gasket to the door with stainless steel tabs. Drill the housing for top and bottom pipe mounting with the ability to rotate 270 degrees on the poly mounting brackets.

## 109. Pedestrian Push Buttons.

*Replace standard spec 658.2(5) with the following:*

- (3) For pedestrian push buttons: furnish freeze-proof ADA compliant pedestrian push buttons made by a department-approved manufacturer. The contractor shall place a Size 1, Type H reflective (R10-3EL, R, D) sign sticker (per state sign plate), message series – B directly above each push button. Include a directional arrow or arrows on the sign as the plans show.

## 110. Temporary Traffic Signal for Intersections CTH W & Highland Rd, Item 661.0200.3101; Temporary Traffic Signal for Intersections CTH C & CTH W, Item 661.0200.3102.

*Replace standard spec 661.2.1(1) with the following:*

- (1) Furnish control cabinet, signal controller with Ethernet port and control equipment. The department will supply, maintain, and install a cellular modem to establish remote communication to the signal controller. The department will transfer the cellular modems from the existing signal cabinets to the temporary cabinets upon activation. The department will transfer the cellular modems from the temporary signal cabinets to the permanent cabinets when the temporary traffic signals are deactivated. The cabinet must be equipped with a 6-circuit Isotel independent of the GFI receptacles. Provide a cabinet with a Corbin #2 door lock and an access door that allows placing the controller in emergency flash. Provide keys to the access door to the engineer and law enforcement agencies as required. Also provide a manual control accessible by the police. Supply a controller capable of executing the timing program supplied in this contract for this temporary traffic signal. Test traffic signal control cabinets before installation. The department may request timing interval changes during the project as required by construction or traffic conditions. Make engineer-requested changes within 24 hours.

*Replace standard spec 661.2.1(3) with the following:*

- (3) Use existing underground electric service and meter breaker pedestal for the operation of the Temporary Traffic Signal at the intersection of CTH C & CTH W and CTH W & Highland Road. The department will pay for all installation and Energy Costs associated with the operation of the Temporary Traffic Signals.

Furnish and install a generator to operate the temporary traffic signals for the times required to switch the existing permanent traffic signal over to the temporary traffic signal and for the time required to switch the temporary traffic signal back over to the permanent traffic signal.

Contact the local electrical utility at least four days prior to making the switch from the Temporary Traffic Signal to the new Permanent Traffic Signal.

*Append standard spec 661.2.1(6) with the following:*

- (6) Control equipment or controller equipment is defined as anything inside the control cabinet excluding the department furnished cellular modem.

*Replace standard spec 661.3.1(2) with the following:*

- (2) Request a signal inspection of the completed temporary traffic signal installation to the engineer at least five working days prior to the time of the requested inspection. Notify the SE Region Electrical Field Unit at (414) 266-1170 and Ozaukee County to coordinate the inspection. The SE Region electrical personnel and Ozaukee County will perform the inspection.

*Append standard spec 661.3.1.4(4) with the following:*

- (4) Arrange for every other week inspections with the engineer to check the height of the span wire above the roadways to ensure that the bottom of the traffic signal heads remain within the minimum and maximum heights allowed above the roadway. Make all height adjustments within 1-hour of an inspection indicating that adjustments are required. Notify the engineer in writing upon completion of all necessary adjustments. Maintain a written log to properly document the date of each every other week inspection, the heights above the roadway, the roadway clearance after adjustments have been made, and acceptance by the engineer. Provide all documentation related to the every other week span wire height checks as well as all records related to maintenance performed on the temporary traffic signal installations to the engineer.

*Replace standard spec 661.3.2.6(2) with the following:*

- (2) Upon acceptance of new signal and completion of work, the department will switch control of the intersection over to the permanent cabinet installation. Remove signal cable and wires, wood poles, wood posts, control cabinet, control equipment, and incidental materials. Upon deactivation of the controller, call the electrical utility immediately for the temporary electrical service disconnect. The department shall remove the cellular modem.

*Replace standard spec 661.3.2.7(2) with the following:*

- (2) Respond within one hour of notification to provide corrective action to any emergency such as but not limited to knockdowns, signal cable problems, and controller equipment failures. If equipment becomes damaged or faulty beyond repair, replace it within one working day. In order to fulfill this requirement, maintain, in stock, sufficient materials and equipment to provide repairs. Replace the traffic signal control equipment including the cabinet and cabinet accessories within 4 hours. If the outcome of the response identifies damage to the department furnished signal controller, notify the Traffic Management Center at (800) 375-7302 who will then dispatch the SE Region Electrical Field Unit.

*Replace standard spec 661.5(2) with the following:*

- (2) Payment for the Temporary Traffic Signals for Intersections bid item is full compensation for providing, maintaining, and repairing the complete temporary installation, and for removal. Payment also includes the following:
  1. Furnishing and installing replacement equipment.
  2. The cost of delivery and pick-up of the cabinet assemblies.

Payment is full compensation for drilling holes; furnishing and installing all materials, including bricks, and coarse aggregate; for excavation, bedding, and backfilling, including any sand or other required materials; furnishing and placing topsoil, fertilizer, seed, and mulch in disturbed areas; for properly disposing of surplus materials; for making inspections; for cleaning up and properly disposing of waste.

## **111. Traffic Signal Faces & Pedestrian Signal Face 16-Inch.**

*Append standard spec 658.3(5) with the following:*

- (4) Connect all ungrounded conductors with wire nuts in the appropriate sections of the signal heads. Be certain to twist wires prior to installing the wire nuts. All wire nuts must be installed facing up to prevent the entrance of water.

## **112. Ramp Closure Gates 28-FT, Item 662.1028.S; Ramp Closure Gates 32-FT, Item 662.1032.S; Ramp Closure Gates 37-FT, Item 662.1037.S; Ramp Closure Gates 40-FT, Item 662.1040.S.**

### **A Description**

This special provision describes providing freeway on-ramp closure gates on type 5 steel luminaire poles.

### **B Materials**

#### **B.1 General**

Provide five user manuals and a listing of vendors and contact information for each manufactured component including flasher electrical components.

The engineer may allow alternates equal to specified manufactured components. The engineer may require plan detail modifications to accommodate alternates. The engineer may accept alternate arms or mounting adaptors only if the contractor can demonstrate that the department can easily remove and replace the arms.

## B.2 Components

Furnish type 5 steel poles designed to carry twin 15-foot luminaire arms and conforming to standard spec 657 and with dimensions for acceptable installation of the ramp gate hardware as shown on the detail. Ensure a contiguous pole by eliminating the hand hole near base of pole, thus allowing uninhibited mounting of the gate pivot assembly.

Furnish galvanized steel nuts and bolts conforming to ASTM A307 except where designated as high strength (HS), conform to ASTM F3125. For the ramp closure gate locking mechanism, furnish a 3/4-inch handle nut.

Furnish grade A36 steel for the gate supports, gate pivot assembly, and associated hardware galvanized after fabrication by either a mechanical or hot-dip process. Grind welded connections, rough edges, and burrs smooth before galvanizing to ensure a finished appearance. Ensure that the galvanized coating conforms to ASTM A 153.

Provide aluminum/fiberglass gate arms of the nominal length the bid item indicates and conforming to plan dimensions. Cover gate arms on two sides with alternating red and white shop-applied type H reflective from the department's approved products list. Also provide a shear pin base that is the manufacturer's "permanent pivot" style. Obtain components from:

B&B Roadway  
15191 Hwy 243  
Russellville, AL 35654  
Tel: (888) 560-2060  
Gate arm: model MU605

Furnish a worm gear winch with a single line vertical lift capacity of 2000 lbs. Ensure that the winch has hardened steel gears, a handgrip, permanently lubricated bearings, a reinforced arc-welded reel assembly, and mounting plate. Ensure that the winch can be mounted to the winch mount plate shown on the construction details and the handgrip can be operated without conflict with the pole or ramp gate assembly. Furnish a 2-inch outdoor rated, rot resistant polyester strap for the connection between the worm gear winch and the gate arm pivot assembly.

## C Construction

Provide ramp closure gate at the locations the plans show. Apply marine grade anti seize compound to all bolt threads and to the interface between the aluminum base and steel pole. The engineer may direct adjustment of the gate arm assembly to ensure the correct vertical and angular orientation of the completed closure gate.

Install structure identification plaques in the location the plan details show.

## D Measurement

The department will measure the Ramp Closure Gates bid items as each individual installation, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
662.1028.S	Ramp Closure Gates 28-FT	EACH
662.1032.S	Ramp Closure Gates 32-FT	EACH
662.1037.S	Ramp Closure Gates 37-FT	EACH
662.1040.S	Ramp Closure Gates 40-FT	EACH

Payment for the Ramp Closure Gate bid items is full compensation for providing ramp closure gates including support poles; for gate arm assemblies including guides, collars, and gate arms; and for structure identification plaques.

stp-662-005 (20191121)

## **113. Intelligent Transportation Systems – General Requirements.**

### **A Description**

#### **A.1 General**

This contract includes furnishing and installing elements for an Intelligent Transportation System (ITS) in or along the existing roadway as shown on the plans.

Unusual aspects of this project include:

1. The project includes working on cables and equipment that are carrying data between roadside equipment and the department's Statewide Traffic Operations Center (STOC). Interruption of this service is not expected to perform this work. If an interruption is determined necessary, it must be done on a weekend, and must be done in a way that minimizes communication outages for the existing equipment. Notify the department's STOC at least 48 hours in advance of the planned interruption.
2. The department will furnish some of the equipment to be installed. Make a reasonable effort to discover defects in that equipment prior to installing it.

#### **A.2 Surge Protection**

Equip every ungrounded conductor wire entering or leaving any equipment cabinet with a surge protector. For purposes of this section, multiple cabinets on a single pole or foundation are considered a single cabinet.

### **B Materials**

#### **B.1 General**

Only furnish equipment and component parts for this work that are new and have high quality workmanship. All controls, indicators, and connectors shall be clearly and permanently labeled in a manner approved by the engineer. All equipment of each type shall be identical.

All electrical equipment shall conform to the standards and requirements of the Wisconsin Electrical Code, the National Electrical Manufacturers Association (NEMA), National Electric Safety Council (NESC), Underwriter's Laboratory Inc. (UL) or the Electronic Industries Association (EIA), when applicable. All materials and workmanship shall conform to the requirements of the National Electrical Code (NEC), Rural Electrification Administration (REA), Standards of the American Society for Testing and Materials (ASTM), American Association of State Highway and Transportation Officials (AASHTO), requirements of the plans these special provisions, the standard specifications, and to any other codes, standards, or ordinances that may apply. All system wiring, conduit, grounding hardware and circuit breakers shall be in conformance with the National Electrical Code. Whenever reference is made to any of the standards mentioned, the reference shall be considered to mean the code, ordinance, or standard that is in effect at the time of the bid advertisement.

#### **B.2 Outdoor Equipment**

All conductive connectors, pins (except pins connected by soldering), and socket contacts shall be gold plated. Acrylic conformal coating shall protect each circuit board side that has conductive traces. Except for integrated circuits containing custom firmware, all components shall be soldered to the printed circuit board.

To prevent galvanic corrosion, all connections between dissimilar metals shall incorporate a means of keeping moisture out of the connection. Where the connection need not conduct electricity, interpose a non-absorbing, inert material or washer between the dissimilar metals. Use nonconductive liners and washers to insulate fasteners from dissimilar metals. Where the connection must conduct electricity, use a conductive sealant between the dissimilar metals. Alternatively, use an insulating gasket and a bond wire connecting the two metal parts.

#### **B.3 Custom Equipment**

Equipment that is not part of the manufacturer's standard product line, or that is made or modified specifically for this project, shall conform to the following requirements:

Where practical, electronics shall be modular plug-in assemblies to facilitate maintenance. Such assemblies shall be keyed to prevent incorrect insertion of modules into sockets.

All components shall be available from multiple manufacturers as part of the manufacturers' standard product lines. All must be clearly labeled with the value, part number, tolerance, or other information sufficient to enable a technician to order an exact replacement part.

Lamps used for indicator purposes shall be light-emitting diodes.

The printed circuit boards shall be composed of "two-ounce" copper on 1/16-inch thick fiberglass epoxy or equivalent type construction. Holes that carry electrical connections from one side of the boards to the other shall be completely plated through. Multilayer printed circuit boards shall not be used. The name or reference number used for the board in the drawings and maintenance manuals supplied to the department shall be permanently affixed to each board.

All components shall be mounted so that the identifying markings are visible without moving or removing any part, if practical.

#### **B.4 Environmental Conditions**

Equipment shall continue to operate as specified under the following ranges of environmental conditions, except as noted in the specifications for individual pieces of equipment.

Vibration and Shock: Vehicle speed and classification sensors and any other equipment mounted atop poles or on structures shall not be impaired by the continuous vibration caused by winds (up to 90 mph with a 30 percent gust factor) and traffic.

##### **Duty Cycle: Continuous**

Electromagnetic Radiation: The equipment shall not be impaired by ambient electrical or magnetic fields, such as those caused by power lines, transformers, and motors. The equipment shall not radiate signals that adversely affect other equipment.

##### **Electrical Power:**

- a. Operating power: The equipment shall operate on 120-volts, 60-Hz, single-phase unless otherwise specified. It shall conform to its specified performance requirements when the input voltage varies from 89 to 135 volts and the frequency varies +3 Hz.
- b. High frequency interference: The equipment operation shall be unaffected by power supply voltage spikes of up to 150 volts in amplitude and 10 microseconds duration.
- c. Line voltage transients: The equipment operation shall be unaffected by voltage transients of plus or minus 20 percent of nominal line voltage for a maximum duration of 50 milliseconds. Equipment in the field shall meet the power service transient requirements of NEMA Standard TS-2 when connected to the surge protectors in the cabinets.

##### **Temperature and Humidity:**

- a. Field equipment: Equipment in the field shall meet the temperature and humidity requirements of NEMA Standard TS-2. Liquid crystal displays shall be undamaged by temperatures as high as 165 degrees F, and shall produce a usable display at temperatures up to 120 degrees F.
- b. Equipment in Controlled Environments shall operate normally at any combination of temperatures between 50 degrees F and 100 degrees F, and humidity's between 5 percent and 90 percent, non-condensing, and with a temperature gradient of 9 degrees F per hour.

#### **B.5 Patch Cables and Wiring**

All cables and wiring between devices installed in a single cabinet, or in separate cabinets sharing a single concrete base, will be considered incidental to the installation of the devices and no separate payment will be made for them. It is anticipated that this will include fiber optic patch cables between termination panels and Ethernet switches, 10 / 100 MBPS Ethernet cables, RS-232 cables between individual devices and terminal servers, and power cables between individual devices and power sources within the cabinets.



## **B.6 Surge Protection**

Low-voltage signal pairs, including twisted pair communication cable(s) entering each cabinet shall be protected by two-stage, plug-in surge protectors and shall be installed on both ends of camera control cables. The protectors shall meet or exceed the following minimum requirements:

1. The protectors shall suppress a peak surge current of up to 10k amps.
2. The protectors shall have a response time less than one nanosecond.
3. The protector shall clamp the voltage between the two wires at a voltage that is no more than twice the peak signal voltage and clamp the voltage between each wire and ground at 50 volts.
4. The first stage of protection shall be a three-element gas discharge tube, and the second stage shall consist of silicon clamping devices.
5. The protector shall also contain a resettable fuse (PTC) to protect against excessive current.
6. There shall be no more than two pairs per protector.
7. It shall be possible to replace the protector without using tools.

Cables carrying power to curve signs shall be protected at the cabinet by grounded metal oxide varistors of appropriate voltages. The varistors must be at least 0.8 inch in diameter.

## **C Construction**

### **C.1 Thread Protection**

Provide rust, corrosion, and anti-seize protection at all thread assemblies of metallic parts by coating (non-spray) the mating surfaces with an approved compound. Failure to use an approved compound will result in no payment for the items to which coating was to have been applied.

### **C.2 Cable Installation**

When installing new cables into conduits containing existing cables, remove the existing cables and reinstall the existing cables simultaneously with the new cables. Take every precaution necessary to protect the existing cables. In the event of avoidable damage to the existing cables, replace all damaged cables, in-kind, at no additional expense to the department. When cables are pulled into conduit, use a cable pulling lubricant approved by the cable manufacturer. Submit documentation supporting manufacturer approval of the lubricant to the engineer.

### **C.3 Wiring**

Every conductor, except a conductor contained entirely within a single piece of equipment, must terminate either in a connector or on a terminal block. Provide and install the connectors and terminal blocks where needed, without separate payment. Use approved splice kits instead of connectors and terminal blocks for underground power cable splices.

Permanently label and key connectors to preclude improper connection. Obtain prior engineer approval for the labeling method(s) prior to use.

Terminal blocks must be affixed to panels that permanently identify the block and what wire connects to each terminal. This may be accomplished by silk screening or by installing a laminated printed card under the terminal block, with the labels on portions of the card that extend beyond the block. Installation of terminal blocks by drilling holes in the exterior wall of the cabinet is not acceptable.

Use barriers to protect personnel from accidental contact with all dangerous voltages.

Do not install conductors carrying AC power in the same wiring harness as conductors carrying control or communication signals.

Arrange wiring, including fiber optic pigtails, so that any removable assembly can be removed without disturbing wiring that is not associated with the assembly being removed.

Communication and control cables may not be spliced underground, except where indicated on the plans.

Cables in the Statewide Traffic Operations Center or in communication hubs, which are not contained within a single cabinet, shall have at least 10 feet of slack.

#### C.4 System Operations

If the contractor's operations unexpectedly interrupt Intelligent Transportation Systems (ITS) service, notify the engineer immediately and restore service within 24 hours. Repair all damaged facilities to the condition existing before the interruption. If service is not restored within 24 hours, the department may restore service to any operating device and deduct restoration costs from payments due the contractor.

#### C.5 Surge Protection

Arrange the equipment and cabinet wiring to minimize the distance between each conductor's point of entry and its protector. Locate the protector as far as possible from electronic equipment. Ensure that all wiring between the surge protectors and the point of entry is free from sharp bends.

#### D Measurement

No separate measurement will be made for the work described in this article.

#### E Payment

No separate payment will be made for the work described in this article. All work described in this article shall be included under the ITS items in the contract.

670-010 (20100709)

### 114. Intelligent Transportation Systems (ITS) – Control of Materials.

#### Standard spec 106.2 – Supply Source and Quality

*Add the following to standard spec 106.2:*

The department will furnish a portion of equipment to be installed by the contractor. This department-furnished equipment includes the following:

Department-Furnished Items
Microwave Vehicle Detectors
72-Count Fiber Optic Cable
6-Count Fiber Optic Cable
Fiber Optic Termination Panels
Fiber Optic Splice Enclosures
CCTV Cameras
CCTV Camera Poles
Microwave Vehicle Detectors
Ethernet Switches
Pole-Mounted Cabinets
Terminal Servers
Type 6 Poles
Transformer Bases
Dynamic Message Sign

Pick-up small department-furnished equipment, such as communications devices, cameras, and controllers, from the department's Statewide Traffic Operations Center (STOC), 433 W. St. Paul Ave., Milwaukee, WI 53203 at a mutually agreed upon time during normal state office hours. Contact the department's STOC at (414) 227-2166 to coordinate pick-up of equipment.

Large department-furnished equipment, such as poles will be delivered by the supplier to a contractor-controlled site within Milwaukee or Ozaukee County. Delivery will not necessarily be in a "just in time" manner. Store the equipment until field installation. Provide location details and a contact for delivery coordination upon receiving the contract's Notice to Proceed.

Transportation of the equipment between the electric shop and the field or interim location(s) shall be the responsibility of the contractor.

### **Standard spec 106.3 – Approval of Materials**

*Add the following to standard spec 106.3:*

#### **Design/Shop Drawings**

Prior to the purchase and/or fabrication of any of the components listed herein, and for any non-catalog item shown on the Material and Equipment List specified above, and no more than 30 days after notice to proceed, submit five copies of design drawings and shop drawings, as required, to the department for review. The items and the drawings that represent them shall meet the requirements of the standard specifications.

Design drawing submissions shall consist of signed and certified designs, design drawings, calculations, and material specifications for required items.

Shop drawings will be required for, but not limited to the following:

1. Mounting assemblies for the vehicle speed and classification sensors, including their attachment to the structure.
2. Mounting LED warning signs to the sign structure.
3. Mounting detail for dynamic message signs.
4. Any contractor-designed structure or foundation.

The department will complete its review of the material within 30 days from the date of receipt of the submission, unless otherwise specified. The department will advise the contractor, in writing, as to the acceptability of the material submitted. The department may determine that if no exceptions were taken for the item, it is approved, and no further action is required by the contractor; or the item may be partially or totally rejected, in which case modify and/or amend the submittal as required by the department and resubmit the item within 14 days. At this time, the review and approval cycle described above will begin again.

670-005 (20150630)

## **115. Install Pole Mounted Cabinet, Item 673.0225.S.**

### **A Description**

This special provision describes installing department furnished aluminum enclosures on poles for intelligent transportation systems equipment.

### **B Materials**

Use stainless steel bolts, nuts, and washers unless otherwise specified.

All conductors, terminals, and parts that could be hazardous to maintenance personnel shall be protected with suitable insulating material.

The cabinet will be equipped with service panels. Two panels shall be provided and mounted on the cabinet sidewalls. The left side panel shall be designated as "Input/Communications," and the right side panel shall be designated as the "Service Panel."

The service panel will be equipped with a four-outlet handi-box. Wire the handi-box to the series portion of the filtering surge protector.

Use metallic conduit, fittings, and adapters required from the underground conduit transition point to the cabinet as part of this item. A typical installation requires on 2-inch conduit. Use metallic conduit conforming to standard spec 652.

### **C Construction**

Fasten the field cabinet securely onto a pole. Provide bolted stainless steel connections with lock washers, locking nuts, or other engineer-approved means to prevent the connection nuts from backing off. Isolate dissimilar materials from one another using stainless steel fittings. Make all power connections to the cabinet as specified in standard spec 656.

Drill and tap the cabinet, as necessary, to mount the terminal blocks and other attachments to the service panel, to provide an entrance on the back of the cabinet for cable from the pole mounted intelligent transportation systems equipment, and to mount the service panel to the cabinet as shown in the details. Remove all sharp edges or burrs, or both, caused by the cutting or drilling process. Seal all openings to prevent water from entering the cabinet. Mount the surge protector to the service panel.

Install metallic conduit on the exterior of the pole (for entrance to the cabinet from the ground) as the plans show, and according to the applicable requirements of standard spec 652.

**D Measurement**

The department will measure Install Pole Mounted Cabinet as each individual assembly, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
673.0225.S	Install Pole Mounted Cabinet	EACH

Payment is full compensation for installing the pole mounted cabinet; for making all connections and conduit/wire entrances; and for all testing.

stp-673-010 (20100630)

**116. Communication Systems.**

*Replace standard spec 678.2.1(1) with the following:*

- (1) The department will furnish fiber optic cable, termination panels, Ethernet switches, wireless antennas, and cellular modems.

Pick up the department furnished materials at the department's Electrical Shop located at 935 South 60th Street, West Allis. Notify the department's Electrical Field Unit at (414) 266-1170 and make arrangements for picking up the department furnished materials five working days prior to picking up the materials.

*Replace standard spec 678.5(6) with the following:*

- (6) Payment for Install Ethernet Switches and Install Wireless Antennas is full compensation for transporting and installing the devices; for cables and connectors; and connecting the devices.

*Replace standard spec 678.5(7) with the following:*

- (7) Payment for Install Cellular Modems is full compensation for transporting and installing the modem; for cables and connectors including rack mountable shelf; for connecting the devices; for programming and configuration; and for testing.

**117. Install Overhead Freeway DMS Full Matrix, Item 678.0100.S.**

**A Description**

This special provision describes installing a state-furnished, or an existing salvaged, dynamic message sign on a new sign structure.

**B Materials**

The department will provide the sign, or it will be salvaged, controller, and the control cable.

Use an AWG #6 copper wire or equivalent bonding straps to bond the sign and cabinet to the structure. Use an AWG #6 solid, bare copper wire to bond the sign structure to ground rods.

For the three wires carrying 120/240 VAC power from the cabinet to the sign, use single conductor, stranded copper, 120/240 VAC, XLP insulated, USE rated wire. Size the wire to carry the maximum amperage permitted by the main breakers in the sign.

Provide a 100-amp 120/240-VAC load center in the controller cabinet, along with breakers recommended by the sign manufacturer.

## C Construction

Install the load center so that the main breakers control all power to the sign and cabinet. Provide at least three branch circuits, one for the sign, one for the controller and communication equipment, and one for all cabinet accessories, such as fan, light, and heater. Only protect the branch serving the controller and communication equipment with the second stage of the surge protector. Connect the power and control cables according to the manufacturer's recommendations. Run the cables in rigid metallic conduit or flexible metallic conduit, or combination of these, within the sign structure.

Bond the bottom of the sign structure to one or more ground rods. Use exothermic welding at each end of the ground wire, unless the steel structure has a suitable grounding lug. Use a device that measures resistance to ground using the three-point fall-of-potential method to ensure that the resistance from the sign's ground bar to ground does not exceed 4 ohms. Add more ground rods, if necessary, to achieve this requirement.

## D Measurement

The department will measure Install Overhead Freeway DMS Full Matrix by each sign, acceptably installed and tested.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.678.0100.S	Install Overhead Freeway DMS Full Matrix	EACH

Payment is full compensation for installing and testing the sign and controller; providing cables, conduits, and fittings; for testing the sign; and for transporting materials.

stp-678-010 (20100630)

## 118. **Installing and Maintaining Bird Deterrent System 206+90PR, Item 999.2000.S.0001; Installing and Maintaining Bird Deterrent System 41+52FS, Item 999.2000.S.0002; Installing and Maintaining Bird Deterrent System 20+00HL, Item 999.2000.S.0003; Installing and Maintaining Bird Deterrent System 1686+50RT, Item 999.2000.S.0004; Installing and Maintaining Bird Deterrent System 1686+50LT, Item 999.2000.S.0005.**

### A Description

This special provision describes inspecting, installing and/or maintaining approved deterrents that prevent migratory bird nesting on bridges and culverts. Swallows or other migratory birds' nests have been observed on or under the existing culvert or bridge at the station identified. All active nests (when eggs or young are present) of migratory birds are protected under the federal Migratory Bird Treaty Act.

### B Materials

#### B.1 Hardware and Lumber

Pressure treated lumber shall conform to the requirements of standard spec 507.

Hardware and fastening devices shall be either galvanized or stainless steel. Fastening device and system must be approved by the engineer prior to installation on culverts and bridges that will remain in service after removal of deterrent systems. The method of fastening should not compromise the culvert or bridge concrete surfaces or steel protection systems. The attachment locations must be restored and repaired as needed by use of engineer approved fillers, sealers and paint systems.

#### B.2 Netting Materials

Exclusion netting is material either wrapped around or draped and fastened to bridge decks/abutments and culvert corners to prevent bird entry.

Furnish exclusionary netting to deter nesting in bridge decks and abutments and corners of box culverts, consisting of either:

- 1/2" x 1/2" or 3/4" x 3/4" knotless, flame resistant, U.V. stabilized polyethylene netting with minimum 40-pound breaking strength per strand, or engineer proved equal.
- Galvanized wire mesh (hardware cloth) with a wire diameter of .040 inches (19-gauge) and opening width of 1/2-inch.

Furnish 1" x 2" pressure treated lumber of equal length as the netting.

### **B.3 Plastic Strip Curtain**

Plastic strip curtains are strips of plastic attached to vertical surfaces in areas suitable for nesting.

Furnish 3-foot wide lengths of 6 mil minimum plastic sheeting with the lower 2 feet cut into vertical strips 2 inches wide.

Furnish 1" x 2" treated wood and galvanized staples to attach plastic strips to wood to fabricate the strip curtain.

Furnish concrete screws to attach strip curtain to structure.

### **B.4 Corner Slope Materials**

Corner slopes are pieces of curved plastic placed in corners suitable for nesting. They are particularly effective in preventing nesting in top corners of box culverts.

Furnish U.V. stabilized pre-fabricated PVC or polycarbonate corner slopes from commercial bird-deterrent manufacturers or an approved equal.

## **C Construction**

### **C.1 General**

If active nests are observed after construction starts, or if a trapped bird or an active nest is found, stop work that may affect birds or their nests, and notify the engineer to consult with the Wisconsin Department of Natural Resources transportation liaison, Kristina Betzold at (414) 434-9346, or the department regional environmental coordinator Dobra Payant at (414) 750-2677.

Efforts should be made to release trapped birds, unharmed.

### **C.2 Nest Removal**

Remove unoccupied nests prior to the beginning of the nesting season as designated in Prosecution and Progress. Nest removal involves the removal and disposal of unoccupied or partially constructed nests without eggs or nestlings. Removing all evidence of nesting (e.g. cleaning droppings from structures) eliminates a visual cue for a potential breeding location, especially for first-time breeders. Nest removal is not a type of deterrent and does not prevent nest establishment but can delay the process. As such, it should only be used in conjunction with other methods. It cannot be used on its own to ensure compliance. However, nest removal is not required if deterrents are installed before the start of the avoidance window.

Remove nests on the structure by scraping or pressure washing prior to established avoidance windows to deter nesting. Remove only unoccupied or partially constructed nests without eggs or nestlings. Remove newly built nests every two days before eggs are laid. Nest removal is intended to be used prior to and in conjunction with other nesting deterrents.

### **C.3 Exclusion Netting**

#### **C.3.1 Installation**

Using concrete screws, anchor lumber to bridge or culvert along perimeter of intended netting. Fasten netting to lumber until netting is held taut. Eliminate any loose pockets or wrinkles that could trap and entangle birds. Ensure the net is pulled taut in order to prevent flapping in the wind, which results in tangles or breakage at mounting points.

For culverts, attach netting at a 45-degree angle at the culvert corner so it extends at least 12" below the corner.

### **C.4 Plastic Curtains**

#### **C.4.1 Installation**

Attach plastic curtains along the entire length of vertical surface or corner on which nest building is to be deterred. Affix plastic curtain strips to treated lumber with staples spaced a minimum of 1 foot O.C. Wrap plastic curtains around lumber prior to attaching it to the structure to reduce the likelihood of it tearing out at the staples. Screw lumber into the underside of the bridge deck or top of box culvert with concrete screws placed 24-inches O.C. minimum.

## **C.5 Corner Slopes**

### **C.5.1 Installation**

Attach corner slopes to the structure per the manufacturer's recommendations. Use urethane-based adhesives if manufacturer supplied hardware or adhesives are not available or no recommendations are provided. Install end caps or seal ends of corner slopes to prevent entry of birds or other animals.

### **C.6 Inspection and Maintenance**

Inspect bird deterrent devices every 2 weeks both during and prior to construction when deterrents have been installed to exclude birds prior to nesting windows, and after large storm events or high winds. Ensure that netting is taut, that no gaps or holes have formed, and that the nets are functioning properly. Ensure that corner slopes are not cracked or otherwise damaged and are functioning properly. Ensure that curtains are undamaged, with no tears, holes, or creases. Repair any damaged or loose deterrent devices. Inspect, maintain, and repair nesting deterrents whether installed by the contractor or others. Repair, replace, supplement deterrents as necessary with materials meeting the requirements of this specification.

Remove any unoccupied or partially constructed nests without eggs or nestlings

Repair deterrents to prevent birds from attempting to nest again.

Record all inspection, removal, and maintenance activities. Provide inspection, removal and maintenance records to the engineer upon request.

### **C.7 Removal and Structure Repair**

Maintain the deterrent until the engineer determines that the deterrent is deemed no longer necessary. Upon completion of the project, remove any remaining migratory bird deterrent from the project site. If the existing bridge or culvert is to remain after construction, restore and repair as needed by use of engineer approved fillers, sealers and paint systems.

## **D Measurement**

The department will measure Installing and Maintaining Bird Deterrent System (Station) as a single unit at each structure, acceptably completed.

The department will measure Maintaining Bird Deterrent System (Station) as a single unit at each structure, acceptably completed.

## **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
999.2000.S.0001	Installing and Maintaining Bird Deterrent System 206+90PR	EACH
999.2000.S.0002	Installing and Maintaining Bird Deterrent System 41+52FS	EACH
999.2000.S.0003	Installing and Maintaining Bird Deterrent System 20+00HL	EACH
999.2000.S.0004	Installing and Maintaining Bird Deterrent System 1686+50RT	EACH
999.2000.S.0005	Installing and Maintaining Bird Deterrent System 1686+50LT	EACH

Payment for Installing and Maintaining Bird Deterrent System is full compensation for providing and installing deterrents that prevent migratory bird nesting; removing and disposing of unoccupied or partially constructed nests without eggs or nestlings; maintaining, repairing, replacing, supplementing, existing deterrent materials; repairing damage to structures resulting from installation of deterrents; removal and disposal of materials.

Payment for Maintaining Bird Deterrent System is full compensation for inspecting structures for the presence of migratory birds, inspecting deterrents installed by others; maintaining, repairing, replacing, and supplementing existing deterrent materials; repairing damage to structures resulting from installation of deterrents; removal and disposal of materials.

stp-999-200 (20210708)

**119. Fertilizer, Type B, Special Item SPV.0030.0001**

**A Description**

This special provision describes providing and incorporating special fertilizing material in the soil areas proposed in the plans, and according to standard spec 629 except as follows:

**B Materials**

*Replace standard spec 629.2.1.3 with the following:*

(1) Fertilizer Type B Special will conform to the following requirements:

Nitrogen, not less than 24% with 6% percent of the nitrogen being slow release.

Phosphoric Acid, not less than 15%

Potash, not less than 9%

(2) The total nitrogen, phosphoric acid, and potash shall equal at least 48 percent.

**C Construction**

*Replace standard spec 629.3.1.3 with the following:*

Apply fertilizer containing at least 48 percent total nitrogen, phosphoric acid, and potash at 11 pounds per 1,000 square feet unless otherwise directed by the engineer.

**D Measurement**

The department will measure Fertilizer Type B, Special by the hundred pounds (CWT) acceptably completed, measured based on the application rate of 11 pounds per 1,000 feet. The department will not measure fertilizer used for the bid items under 632. The measured quantity equals the number of hundred-weight (CWT) of material determined by multiplying the actual number of cwt. of material incorporated by the ratio of the actual percentage of fertilizer components used to 48 percent for Fertilizer Type B Special.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0030.0001	Fertilizer Type B, Special	CWT

Payment is full compensation for providing, hauling, placing and incorporating the fertilizer material.

**120. Roadway Embankment, Item SPV.0035.0001.**

**A Description**

This special provision describes placing in embankments and in miscellaneous backfills, material obtained under the bid items in the roadway and drainage excavation or excavation for structure sections; or material obtained off site as specified under these special provisions.

**B Materials**

**B.1 Embankment**

Furnish roadway embankment conforming with standard spec 207.2 except as follows:

*Add the following to standard spec 207.2(1):*

If the contractor utilizes offsite material to construct embankments, the material shall conform to standard spec 208 except as follows:

*Delete standard spec 208.2.2(2).*

**C Construction**

Construct roadway embankment according to standard spec 207.3 except as follows:



Add the following to standard spec 207.3.6:

Prior to placing any material for a succeeding layer, ensure the previous layer does not have excessive rutting, displacement, or distortion under the compacting or hauling equipment. If rutting, displacement, or distortion is observed, the contractor shall inform the engineer how yielding material will be addressed prior to continuing roadway embankment construction.

If off site material is utilized, construction must conform to standard spec 208.3.

Replace standard spec 205.3.2(4) with the following:

If placing embankment on side slopes 10 feet high or higher and steeper than one vertical to 3 horizontal, provide vertically-faced, horizontal benches at least 2 feet wide into the existing embankment slope every 2-foot of vertical height.

If constructing embankment on only one side of abutments, wing walls, or piers, construct the embankment so that the area immediately adjacent to the structure is not compacted in a manner that causes overturning or excessive pressure against the structure. If constructing embankment on both sides of a concrete wall, pipe, or box type structure, construct the embankment so that the elevation on both sides of the structure is always approximately the same.

#### **D Measurement**

The department will measure Roadway Embankment without any correction for shrinkage or expansion factors by the cubic yard acceptably completed in its final location using the method of average end areas, except as follows:

- a) The engineer and contractor mutually agree to an alternative volume calculation method.
- b) If it is not possible to compute volumes of the various classes of roadway and drainage embankment by the method of average end areas due to erratic location of isolated deposits, the department may compute the volumes by three-dimensional measurements.

#### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.0001	Roadway Embankment	CY

Payment is full compensation for furnishing offsite and onsite sources, for forming, compacting, shaping, sloping, trimming, finishing, and maintaining the embankments. If offsite materials are utilized for roadway embankments, payment includes full compensation for all items listed in standard spec 208.5 (2), for obtaining all required permits, and all other incidental work required under this section.

ASP-5 will be applied to this item, with a Fuel Usage Factor of 0.23.

### **121. High Performance Concrete (HPC) Masonry Structures, Item SPV.0035.4000.**

#### **A Description**

This special provision describes specialized material and construction requirements for high-performance concrete used in bridge structures. Conform to standard spec 501, 502 and 509, as modified in this special provision.

#### **B Materials**

##### **B.1 Coarse Aggregates**

Replace standard spec 501.2.7.3.1(2) with the following:

- (1) Use clean, hard, durable crushed limestone with 100 percent fractured surfaces and free of excess flat and elongated pieces, lightweight particles, frozen lumps, vegetation, deleterious substances or adherent coatings considered injurious.
- (2) Use virgin aggregates only.

**B.2 Deleterious Substances**

Replace standard spec 501.2.7.2.2 and 501.2.7.3.3 paragraph one with the following:

(1) The quantity of deleterious substances must not exceed the following percentages:

DELETERIOUS SUBSTANCE .....	PERCENT BY WEIGHT
Shale.....	1.0
Coal.....	1.0
Clay lumps .....	0.3
Soft fragments .....	5.0
Any combination of above .....	5.0
Flat or elongated pieces based on a 3:1 ratio <sup>(1)</sup> .....	15.0
Materials passing the No. 200 sieve.....	1.5
Chert <sup>(2)</sup> .....	1.0
Lightweight pieces <sup>(3)</sup> in concrete not for prestressed concrete members.....	5.0
Lightweight pieces <sup>(3)</sup> in concrete for pre-stressed concrete members.....	2.0

(1) As modified in CMM 860

(2) Material classified lithologically as chert and having a bulk specific gravity (saturated surface-dry basis) of less than 2.45. Determine the percentage of chert by dividing the weight of chert in the sample retained on a 3/8-inch sieve by the weight of the total sample.

(3) Material having a saturated surface-dry bulk specific gravity of less than 2.45, tested according AASHTO T113. Determine the percentage of lightweight pieces by dividing the weight of the lightweight pieces in the sample retained on a 3/8-inch sieve by the weight of the total sample.

**B.3 Physical Properties**

Replace standard spec 501.2.7.3.2.1 (1) and (2) with the following:

(1) The department will ensure that Los Angeles wear testing conforms to AASHTO T 96, soundness testing conforms to AASHTO T 104 using 5 cycles in sodium sulfate solution on aggregate retained on the No. 4 sieve, and freeze-thaw soundness testing conforms to AASHTO T 103. The percent wear must not exceed 30, the weighted soundness loss must not exceed 6 percent, and the weighted freeze-thaw average loss must not exceed 15 percent.

**B.4 Concrete Curing Materials**

Replace standard spec 501.2.8 with the following:

(1) Furnish burlap conforming to AASHTO M 182, class 1, 2, 3 or 4.

**C Construction**

**C.1 Extended Delivery Time**

Delete standard spec 501.3.2.4.3.3.

**C.2 Ready-Mixed Concrete**

Replace standard spec 501.2.5.1 with the following:

Use central-mixed concrete for all work performed under this special provision. Central-mixed concrete is mixed in a stationary mixer and transported to the point of delivery with or without mechanical agitation in the transporting vehicle.

**C.3 Delivery**

Replace standard spec 501.3.5.2 (3) with the following:

(3) Deliver and discharge all concrete within one hour beginning when adding water to the cement, or when adding cement to the aggregates. A decrease in air temperature below 60 F or the use of department-approved retarders does not increase the discharge time.

#### **C.4 Slump**

*Replace standard spec 501.3.7.1 with the following:*

- (1) Use a 2-inch to 4-inch slump.
- (2) Perform the slump tests for concrete according to AASHTO T119.

#### **C.5 Hot Weather Concreting**

*Replace standard spec 501.3.8.2.1 (1) and (2) with the following:*

- (1) The contractor is responsible for the quality of concrete placed in hot weather. Take the following steps to ensure the quality of the concrete placed. Submit a written temperature control plan at or before the pre-pour meeting. In that plan, outline the actions to control concrete temperature if the concrete temperature at the point of placement exceeds 80 F. Do not place concrete without the engineer's written acceptance of that temperature control plan. Perform the work as outlined in the temperature control plan.
- (2) If the concrete temperature at the point of placement exceeds 80 F, do not place concrete for items covered in this special provision.

#### **C.6 Bridge Decks**

*Replace standard spec 501.3.8.2.2 with the following:*

- (1) Do not place concrete for bridge decks when the air temperature is above 80 F.
- (2) For concrete placed in bridge decks, submit a written evaporation control plan at each pre-pour meeting. In that plan, outline the actions to maintain concrete surface evaporation at or below 0.15 pounds per square foot per hour. Do not place concrete for bridge decks without the engineer's written acceptance of that evaporation control plan. If the engineer accepts an evaporation control plan calling for ice, the department will pay \$0.75 per pound for that ice. Perform the work as outlined in the evaporation control plan.
- (3) If predicting a concrete surface moisture evaporation rate exceeding 0.15 pounds per square foot per hour, do not place concrete for bridge decks.
- (4) Provide evaporation rate predictions to the engineer 24 hours before each bridge deck pour.
- (5) Compute the evaporation rate from the predicted ambient conditions at the time and place of the pour using the nomograph, or computerized equivalent, specified in [CMM 525](#), figure 1 or using a computerized equivalent. Use weather information from the nearest national weather service station. The engineer will use this information to determine if the pour will proceed as scheduled.
- (6) At least 8 hours before each pour, the engineer will inform the contractor in writing whether or not to proceed with the pour as scheduled. If the actual computed evaporation rate during the pour exceeds 0.15 pounds per square foot per hour, at the engineer's discretion, the contractor may be allowed to implement immediate corrective action and complete the pour. If the engineer allows the placement to continue, the department will pay \$0.75 per pound for the quantity of ice required to maintain the concrete surface evaporation at or below 0.15 pounds per square foot per hour. If ice is not available the department will pay for any actions, beyond those described in the contractor's evaporation plan, required to complete the pour as the engineer directs.

#### **C.7 Detailed Plans**

*Replace standard spec 502.3.2.1 with the following:*

- (1) As specified in 105.2, submit four copies of detailed plans and computations for falsework, signed and sealed by a Professional Engineer registered in the State of Wisconsin, three weeks before erection of falsework for review and acceptance. Acceptance of the detailed plans and computations will in no way relieve the contractor of the responsibility of providing a safe and stable structure and obtaining satisfactory results.

#### **C.8 Superstructures**

*Delete standard spec 502.3.5.4 (6).*

#### **C.9 Floors**

*Replace standard spec 502.3.7.8 (5) with the following:*

- (5) Set the rails or tracks that the finish machine rides on, to the required elevation; and ensure they adjust to allow for settlement under load. Support the rails or tracks outside the limits of the finished riding surface.

Do not support rails or tracks on the tops of girders, or within the finished riding surface, without the engineer's written permission.

*For bridges that include Longitudinal Grooving Bridge Deck, delete paragraph thirteen, fourteen, and fifteen. For bridges that include Polymer Overlay, follow the requirements of paragraphs thirteen, fourteen, and fifteen.*

*Add the following as standard spec 501.3.7.8:*

- (1) Do not place bridge deck concrete more than 10 feet ahead of the finishing machine. If there is a delay of more than 10 minutes during the placement of a bridge deck, cover all concrete (unfinished and finished) with wet burlap to protect the concrete from evaporation until placement operations resume.
- (2) Keep hand finishing, except for the edge of deck, to a minimum. Equip the finishing machine with a pan behind the screed. Apply micro texture using a broom or turf drag following the use of a 10-foot straight edge. Only finish by hand as necessary to close up finished concrete. Begin wet curing the deck within a timeframe acceptable to the engineer following the micro texture.
- (3) For bridge decks with a design speed of 40 mph or greater, provide longitudinal grooving.
- (4) Provide lighting as necessary to safely perform the required work and facilitate inspection during nighttime hours. Ensure that lighting does not interfere with or impede traffic on open roadways and does not cause glare, shine or directly face the eyes of oncoming drivers. After initial setup, drive through and observe the lighted work area from each direction on the main roadway. Adjust lighting alignment if lighting causes glare, shine or directly faces the eyes of oncoming drivers.

#### **C.10 General**

*Replace standard spec 502.3.8.1 (1) with the following:*

- (1) Maintain adequate moisture throughout the concrete mass to support hydration for at least 14 days.

#### **C.11 General**

*Replace standard spec 502.3.8.2.1 with the following:*

- (1) Wet-cure the concrete for bridge decks, structural approach slabs, sidewalks on bridges and raised medians on bridges for 14 days by use of a soaker hose system, or other engineer-approved methods. Cover the finished surface of bridge decks and overlays with one layer of wetted burlap or wetted cotton mats within 10 minutes after the finishing machine has passed. Apply the burlap/cotton gently to minimize marking of the fresh concrete. Keep the first layer of burlap/cotton continuously wet until the bridge deck or overlay is sufficiently hard to apply a second layer of wetted burlap/cotton. Immediately after applying the second layer of burlap/cotton, continue to keep the deck wet until placing and activating the soaker hose system. Throughout the remainder of the curing period, keep the burlap/cotton continuously wet with soaker hoses hooked up to a continuous water source. Inspect the burlap/cotton twice daily to ensure the entire surface is moist. If necessary, alter the soaker hose system as needed to ensure the entire surface is covered and stays moist. After 48 hours from the time of completion of the bridge deck or overlay pour, the soaker hose system and burlap/cotton may be covered with polyethylene sheeting. Provide a continuous flow of water through the soaker hose system for the entire curing period.
- (2) Do not uncover any portion of the deck during the first 7 days of the curing period except as allowed by the engineer.
- (3) Set up and test the fogging system before each bridge deck, structural approach slab, bridge mounted sidewalk or bridge mounted raised median pour. Keep the fogging system set up and operational during the pour.

#### **C.12 Decks**

*Delete standard spec 502.3.8.2.3.*

#### **C.13 Parapets**

*Replace standard spec 502.3.8.2.4 with the following:*

- (1) Cure the inside and outside concrete faces and tops of railings or parapets by covering with wetted burlap within a timeframe acceptable to the engineer after form removal and surface finish application. Keep the burlap thoroughly wet for at least 7 days; or by covering for the same period with thoroughly wet polyethylene-coated burlap conforming to 501.2.8
- (2) Secure coverings along all edges to prevent moisture loss.

## **C.14 Bridge Decks**

*Replace standard spec 502.3.9.6 (2) with the following:*

- (2) Protect the underside of the deck, including the girders, for bridge deck and overlay pours by housing and heating when the national weather service forecast predicts temperatures to fall below 32° F during the cold weather protection period. Maintain a minimum temperature of 40° F in the enclosed area under the deck for the entire 14-day curing period.

## **C.8 Strength Evaluation Structures and Cast-in-Place Barrier**

*Replace standard spec 715.3.2.2.2 (1) and (5) with the following:*

- (1) The department will evaluate the subplot for possible removal and replacement if the 28-day subplot average compressive strength is lower than  $f'_c$  minus 250 psi. The value of  $f'_c$  is the design stress the plans show. The department may assess further strength price reductions or require removal and replacement only after coring the subplot.
- (5) If the 3 core average is greater than or equal to 90 percent of the  $f'_c$ , and no individual core is less than 80 percent of the  $f'_c$ , the engineer will accept the subplot at the previously determined pay for the lot. If the 3- core average is less than 90 percent of the  $f'_c$ , or an individual core is less than 80 percent of the  $f'_c$ , the engineer may require contractor to remove and replace the subplot or assess a price reduction of \$35 per cubic yard or more.

## **C.9 Sampling and Testing**

*Supplement standard spec 710.5 with the following:*

### **710.5.8 Chloride Penetration Resistance**

- (1) For each new or changed mix design, measure chloride penetration resistance according to AASHTO T 277 (Rapid Chloride Permeability Test) at a frequency of 1 test per 3 months (quarterly) of production.
- (2) Strip permeability samples for AASHTO T 277 testing of their molds and wet cure to an age of 7 days in a standard moist room or water tank. After 7 days, submerge the samples in water heated to 100 F until an age of 28 days. Upon completion of the curing process, obtain one sample from each cylinder and test according to AASHTO T 277.
- (3) Ensure that the initial accepted mix designs meet the chloride penetration resistance limit of 1500 coulombs based on the AASHTO T 277 Rapid Chloride Permeability test. Chloride resistance testing conducted quarterly using AASHTO T 277 Rapid Chloride Permeability Test during production will not be used for acceptance of previously accepted mixes and concrete masonry mixed and placed according to the contract requirements. For quarterly chloride resistance test results exceeding 1500 coulombs, the department may require adjustment of the concrete mix going forward to improve the chloride penetration resistance.

## **C.10 Structures**

*Replace standard spec 715.2.2.2 (1) with the following:*

- (1A) Develop and test each mix to be used for HPC Masonry Structures. Produce a laboratory trial mix for each mix, as well as a trial mix from each plant used to supply the project. Test all mixes at a department-qualified laboratory.
- (1B) The laboratory trial mix data must include the results of the following tests:
  1. AASHTO T 119 Slump of Hydraulic Cement Concrete.
  2. AASHTO T 121 Mass per Cubic Foot, Yield
  3. AASHTO T 152 Air Content.
  4. AASHTO T 22 Compressive Strength.
  5. AASHTO T 277 Rapid Determination of the Chloride Permeability of Concrete, using the modified curing procedure according to 710.5.7 (2) in this special provision.
  6. AASHTO T 309 Temperature.
  7. Water Cement Ratio.
- (1C) The 28-day compressive strength must be at least 4000 psi. The 28-day results of the permeability test must be at most 1500 coulombs.

Replace standard spec 715.2.2.2 (2) with the following:

- (2) Provide a cementitious content within a range of 470 to 540 pounds per cubic yard. For all superstructure and substructure concrete, unless the engineer approves otherwise in writing, conform to one of the following:
  1. Use class C fly ash, class F fly ash, or grade 100 or 120 slag as a partial replacement for portland cement. For binary mixes use fly ash within a range of 15 to 30 percent or slag within a range of 20 to 30 percent. For ternary mixes use fly ash plus slag in combination within a range of 15 to 30 percent. Percentages are stated as percent by weight of the total cementitious material in the mix.
  2. Use a type IP, IS, or IT blended cement.

**D (Vacant)**

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.4000	High Performance (HPC) Masonry Structures	CY

*Payment for High Performance (HPC) Masonry Structures will follow standard spec 502.5.2 and as follows:*

- (5) Lighting for nighttime bridge deck placement is included in payment.

**122. Truck Entering Warning System, Item SPV.0045.1001**

**A Description**

This special provision describes furnishing, installing, integrating, calibrating, making functional, and maintaining a Truck Entering Warning System to provide advance warning of construction vehicles merging into the traffic stream. The warning system must be functional at all times the respective work zone is in use.

This system will include one solar powered flashing beacon sign (FBS) with a static traffic control sign, a wireless sensor system to detect construction vehicle traffic as it is about to merge into the traffic stream, and communications between the sensor and the FBS that will activate the sign upon detection of a merging construction vehicle.

**B Materials**

**B.1 Traffic Detection System**

Provide a Traffic Detection System that is non-intrusive to the roadway pavement. Locate the portable traffic sensor(s) (PTS) to provide a maximum 5 second delay, or other time as directed by the engineer, between the construction vehicle reaching the access point and trigger the FBS beacon activation.

**B.2 Static Traffic Control Signs with Temporary Flashing Beacon Signs (FBS)**

Provide static traffic control signs conforming to standard spec 643 and Standard Sign Plate W8-77. Provide temporary FBS conforming to the standard spec 658.2.2, Traffic Signal Faces.

**B.3 Automated System Manager (ASM)**

Provide an ASM that assesses current detector data captured by the traffic detection system that activates/deactivates the FBS based on work zone vehicle truck locations.

**B.4 System Communications**

Ensure Truck Entering Warning System communications meet the following requirements:

1. Perform required configuration of the Truck Entering Warning System's communication system automatically during system initialization.
2. Communication between the server and the FBS or PTS are independent throughout the full range of deployed locations, and do not rely upon communications with any other FBS or PTS.

3. Incorporate an error detection/correction mechanism into the Truck Entering Warning System to ensure the integrity of all traffic condition data and motorist information messages.
4. All communications systems within this system shall be certified to be compliant with all pertinent F.C.C. regulations.

## **B.5 System Acceptance**

Submit vendor verification to the engineer 14 calendar days before the pre-construction meeting that the system will adequately perform the functions specified in this special provision. Adequate verification includes past successful use of the system by other agencies, and/or demonstration of the system.

Provide contact information for a designated representative responsible for monitoring the performance of the system and for making modifications to the operational settings as the engineer directs.

Provide all testing and calibration equipment.

## **C Construction**

### **C.1 General**

Install and reposition Truck Entering Warning System per plan or as the engineer directs. FBS are typically located 1500' in advance of the truck merging location. Quantity and location of the detectors shall be determined by the contractor.

Provide technical personnel for all system calibration, operation, maintenance, and timely on-call support services.

Promptly correct the system within 24 hours of becoming aware of a deficiency in the operation or individual part of the system. A minimum of three days before deployment, place the Truck Entering Warning System and demonstrate to the department that the Truck Entering Warning System is operational.

Maintain the Truck Entering Warning System for the duration identified in the plan. Ensure the system operates continuously during work hours throughout the duration of the project.

Remove the system upon completion.

### **C.2 Meetings**

Attend mandatory in-person/virtual pre-construction meetings with the department. Attend additional meetings as deemed necessary by the department. These meetings may be held in person or via teleconference, as scheduled by the department.

### **C.3 Programming**

#### **C.3.1 General**

Program the Truck Entering Warning System to ensure the following general operations are performed:

1. Provide a password protected login to the ASM and all other databases.
2. Ensure the system autonomously restarts in case of any power failure.

#### **C.3.2 System Operations Strategy**

Arrange for the vendor/manufacturer to coordinate system operation, detection, and trends/thresholds with the engineer.

FBS shall be activated to give approaching traffic adequate advance warning and be activated throughout the vehicles entrance onto the highway.

### **C.4 Calibration and Testing**

At the beginning of the project and monthly throughout the duration of the project, perform a successful field test and calibration to verify the system is accurately detecting trucks entering the highway and accurately relaying the information to the ASM and FBS.

Send email of successful calibration and testing to the engineer.

## **D Measurement**

The department will measure Truck Entering Warning System by the day, acceptably completed, measured as each complete system per access location.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0045.1001	Truck Entering Warning System	DAY

Payment is full compensation for providing, repositioning, operating, maintaining, monitoring, calibrating, testing, and removing the complete system consisting of FBS, PTS, ASM, and system communications.

Failure to correct a deficiency to the FBS, PTS, or ASM within 24 hours after notification from the engineer or the department will result in a one-day deduction of the measured quantity for each day in which the deficiency is not corrected.

It is the engineer's sole discretion to assess the deductions for an improperly working Truck Entering Warning System.

## 123. Combination Work Zone Digital Speed Limit – Speed Feedback Sign Trailer, Item SPV.0045.1002.

### A Description

This special provision describes furnishing, installing, repositioning, operating, maintaining, monitoring, calibrating, testing and removing a combination work zone digital speed limit – speed feedback (WZDSL-SF) trailer as the engineer directs.

### B Materials

Furnish items from the department's approved proprietary products list.

#### B.1 Automated System Manager (ASM)

Provide an ASM that assesses current traffic data captured by the traffic sensors and displays appropriate speeds/messages to the motorists through the speed feedback sign based on predetermined speed thresholds.

### C Construction

#### C.1 General

The digital speed limit shall be continuously displayed. All speeds displayed must be approved by the engineer.

There shall not be any conflicting speed limits displayed throughout the project limits.

The contractor will be responsible for coordinating with the engineer when the Work Zone Speed Limits are to be changed.

Place WZDSL-SF trailer within the project limits as the engineer directs. Move the WZDSL-SF trailer to a new location within the project limits every 21 days, or as the engineer directs.

Placement of WZDSL-SF signs shall be on the right side of the road unless infeasible or as directed by the engineer. Placement of signs shall not interfere with the function of existing signs or roadside devices.

Provide technical personnel for all system calibration, operation, maintenance, and timely on-call support services.

Upon notification of a deficiency in the operation of the system, or individual part of the system, corrections to the system must be made within 24 hours.

Maintain the WZDSL-SF trailer for the duration of the project or as directed by the engineer. Ensure the system operates continuously (24 hours, 7 days a week) throughout the duration of the project.

Remove WZDSL-SF once the project is completed.

#### C.2 Reports

Provide an electronic copy via email of all data to the engineer in the form of a weekly summary report that includes, at a minimum, speed data, the dates/times and locations of the speed limit changes along with their corresponding speed values. The reports shall also include the speed data in either 1 minute, 5 minute or 15 minutes bins, as directed by the engineer.



### C.3 Meetings

Attend mandatory in-person/virtual pre-construction meetings with the department. Additional meetings with the department may be required on a periodic basis. These meetings may be held in person or virtually, as scheduled by the department.

### C.4 Programming

#### C.4.1 General

Program the WZDSL-SF to ensure that the following general operations are performed:

1. Provide a password protected login to the ASM, website and all other databases.
2. Provide real-time data from the ASM to a website and refresh every 60 seconds. The website should have a full-color mapping feature. Data on the website should be available to the department staff at all times for the duration of the work zone activity and should include:
  - Vehicle speeds
  - Dates and Times of Speed Limit Changes
  - Device locations
3. Archive all traffic data in a Microsoft excel format with date and time stamps.
4. Configure the website to quantify system failures which includes traffic sensor malfunction, loss of power, low battery, etc.
5. Ensure the device autonomously restarts in case of any power failure.
6. Provide the department access to manually override the WZDSL-SF trailer for a user-specified duration. Document all override messages.
7. The WZDSL-SF trailer and its remote management software shall be able to provide a real-time API feed (updated at least once a minute with any new information) conforming to the latest version of the FHWA's Work Zone Data Exchange (WZDX) (<https://www.transportation.gov/data/wzdx>) format as well as make the feed publicly available to any Agency-approved third parties. This feed shall include the following elements (at a minimum); Device Name, Device Position, Current Display Message and Device Status (on/offline) when the WZDSL-SF has an ACTIVE display message posted. The feed should also include the <Road\_Name>, <Road\_Direction>, <Mile\_Marker> when possible, when on Interstate and State Highway routes.
8. A Waze compatible data push should also be provided, to allow the WZDSL-SF to be auto-located as an ON\_ROAD\_CONSTRUCTION (hardhat icon) alert with the following associated description (<40 characters) "WORK ZONE SPEED LIMIT - XX MPH", where XX is automatically populated with the current speed display value. The WZDSL-SF location feeds shall include all active devices. The event location shall be updated at least once a minute, if the device changes position. The event shall be removed when the Display is Blank. Waze events shall be visible on Waze web map and on smartphones generate a driver alert for an approaching motorist actively using the Waze app with notifications activated.

#### C.4.2 System Operation

Speed Feedback Conditions: The Speed Feedback Display shall provide the following four feedback displays depending on the speed of each approaching vehicle.

Feedback Condition 1: If an approaching vehicle is  $\leq$  Posted Speed (on the above WZDSL) + 4 mph, then the display shall show the approaching vehicle's speed in large bold font visible from at least 750 feet away.

Feedback Condition 2: If an approaching vehicle is 5 to 9 mph  $>$  Posted Speed (on the above WZDSL), then the display shall Flash the approaching vehicle's speed in large bold font visible from at least 750 feet away. The flash rate shall be 5 cycles per second (0.1 second ON and 0.1 second OFF).

Feedback Condition 3: If an approaching vehicle is 10 to 14 mph > Posted Speed (on the above WZDSL), then the display shall alternate flashing the approaching vehicle's speed and the words "SLOW" and "DOWN" on three separate frames in large bold font visible from at least 750 feet away. In addition, the display shall provide 4 beacons in the four corners of the display that rapid flash. There shall be an option to activate or deactivate the beacons based on agency preference/practice. The flash rate of the numbers and words shall be 5 cycles per second (0.1 second ON and 0.1 second OFF) and the flash rate of the beacons (below) is 10 cycles per second.

Feedback Condition 4: If an approaching vehicle is 15 mph > Posted Speed (on the above WZDSL), then the display shall alternate flashing the words "SLOW" and "DOWN" on two separate frames in large bold font visible from at least 750 feet away. In addition, the display shall provide 4 beacons in the four corners of the display that rapid flash. There shall be an option to activate or deactivate the beacons based on agency preference/practice. The flash rate of the words shall be 5 cycles per second (0.1 second ON and 0.1 second OFF) and the flash rate of the beacons (below) is 10 cycles per second.

### **C.5 Calibration and Testing**

Perform a successful field test and calibration at the Combination Work Zone Digital Speed Limit – Speed Feedback Trailer location to verify the system is detecting accurate vehicle speeds and accurately relaying the information to the ASM and then to the speed feedback sign at the beginning of the project.

Send email of successful calibration and testing to the engineer.

### **D Measurement**

The department will measure Combination Work Zone Digital Speed Limit – Speed Feedback Trailer by the day, acceptably completed, measured as each complete system.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0045.1002	Combination Work Zone Digital Speed Limit – Speed Feedback Trailer	DAY

Payment is full compensation for furnishing, installing, repositioning, operating, maintaining, monitoring, calibrating, testing, and removing the Combination Work Zone Digital Speed Limit – Speed Feedback Trailer.

Failure to correct a deficiency within 24 hours after notification from the engineer or the department will result in a one day deduction of the measured quantity for each day in which the deficiency is not corrected.

Failure to correct the website within 24 hours after notification from the engineer will result in a 10% reduction of the day quantity for each day the website is down.

It is the engineer's sole discretion to assess the deductions for an improperly working Combination Work Zone Digital Speed Limit – Speed Feedback Trailer.

## **124. Temporary Sediment Traps, Item SPV.0060.0002.**

### **A Description**

Design, construct, and maintain temporary sediment traps used to intercept sediment-laden runoff and to retain the sediment.

### **B Materials**

Materials shall be according to Wisconsin DNR Technical Standard 1063 (Sediment Trap).

### **C Construction**

Design, construct, maintain and remove temporary sediment traps following the guidance in Wisconsin DNR Technical Standard 1063 (Sediment Trap) and according to the detail shown in the plans, and at the direction of the engineer. Locations as directed by the engineer. General locations requiring Temporary Sediment Traps are upstream of streams and wetlands which receive sediment laden runoff. Install prior to major grading operations. Do not remove until directed by the engineer.

**D Measurement**

The department will measure Temporary Sediment Traps as each individual sediment trap, installed according to the contract and acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0002	Temporary Sediment Traps	EACH

Payment is full compensation for design; furnishing and maintaining each basin; for removal of the basin; and for stabilization of disturbed area after removal.

**125. Sand Bags, Item SPV.0060.0003.**

**A Description**

This special provision describes the construction of dikes or barriers with sand filled bags as shown on the plans.

**B Materials**

Provide bags made of canvas, burlap, nylon or other approved material. Use bags that will contain a minimum of one-half cubic foot of sand, be of one size and shape and be securely closed.

Use sand that conforms to standard spec 501.2.5.3, except that standard spec 501.2.5.3.4 shall be deleted. The maximum size of particle shall pass a No. 4 sieve.

**C Construction**

Remove and dispose of the sand bags and all surplus material upon completion of its use under this contract.

**D Measurement**

The department will measure Sand Bags as each individual sand bag, placed and acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0003	Sand Bags	EACH

Payment is full compensation for furnishing and installing sand filled bags; for all excavation; for removal and disposal of the sand bags and all waste or surplus materials, including eroded materials and for shaping and restoring the area.

Any required topsoiling, fertilizing, seeding or mulching will be paid for under the applicable bid item.

SER-207.1 (20101021) EROC

**126. Concrete Barrier Transition Type M1, Item SPV.0060.0005;  
Concrete Barrier Transition Type M2, Item SPV.0060.0006;  
Concrete Barrier Transition Type M3, Item SPV.0060.0007.**

**A Description**

This special provision describes constructing Concrete Barrier Transition (Type) according to standard spec 603, details shown in the plans, and as hereinafter provided.

**B (Vacant)**

**C (Vacant)**

**D Measurement**

The department will measure Concrete Barrier Transition (Type) by each individual unit, acceptably completed according to the contract.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0005	Concrete Barrier Transition Type M1	EACH
SPV.0060,0006	Concrete Barrier Transition Type M2	EACH
SPV.0060.0007	Concrete Barrier Transition Type M3	EACH

Payment is full compensation for constructing Concrete Barrier Transition Type M1.

## 127. Marking Contrast Epoxy Special Marking Arrow, Item SPV 0060.0008.

### A Description

This special provision describes furnishing and installing contrast epoxy special pavement marking according to standard spec 646.

### B Materials

Furnish epoxy pavement marking materials according to standard spec 646.

### C Construction

Contractor shall apply the 1 ½ wide black epoxy around the perimeter of the special marking. Construct epoxy pavement marking according to the pertinent requirements of standard spec 646.3.

### D Measurement

Shall be according to standard spec 646.4 and measured by each arrow or only special marking applied.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0008	Marking Contrast Epoxy Special Marking Arrow	EACH

Payment for this item is full compensation for preparing the surface, for providing all marking, for protecting until cured; and for replacing marking improperly constructed or failures during the proving period.

## 128. Maintain and Salvage Traffic Control Signs Left In Place, Item SPV.0060.0011.

### A Description

This special provision describes maintaining, salvaging and delivering Traffic Control Signs Left In Place as shown on the plans.

### B Materials

Furnish any replacement materials for the temporary traffic control signs left in place by others according to the pertinent requirements of standard spec 643.2

### C Construction

Maintain and remove the traffic control signs left in place according to standard spec 643.2. Salvage the traffic control signs left in place according to standard spec 643.3.

Remove and stockpile traffic control signs left in place at an on-site location determined by the engineer. Give two days advance notice to Ozaukee County before starting the salvaging work to coordinate delivery arrangements

Perform work according to the pertinent provisions of standard spec 643.3, as shown on the plans, and as hereinafter provided.

### D Measurement

The department will measure Maintain and Salvage Traffic Control Signs Left In Place as each individual sign location, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0011	Maintain and Salvage Traffic Control Signs Left In Place	EACH

Payment is full compensation for maintaining, salvaging, and delivering traffic control signs.

## 129. Demolition and Debris Removal Parcel 41, Item SPV.0060.0012.

### A Description

This special provision describes demolition, removal, transport and disposal of a portable trailer and its contents, removal of miscellaneous scattered glass, metal frames in the permanent right-of-way acquisition area of parcel 41 including the portion of portable trailer outside the permanent right-of-way, and restoring the existing access road to its original condition as shown in the plans.

### B Materials

Furnish materials for this item that are according to the pertinent provisions of standard spec 208, 627, and 630 and as shown on the plans. All seed and erosion mat necessary to landscape will be considered incidental to this item. Backfill with granular backfill of all rutted access road areas. Erosion control per standard spec 628 shall be considered incidental to this item.

### C Construction

Provide 7 business day advance notice to the engineer prior to starting the demolition and debris removal work. The engineer will coordinate with the property owner for unlocking the access gate. Do not store any construction equipment outside the construction access and construction permit area as shown on the plan.

Use construction methods for this item that are according to the pertinent provisions of standard spec 208, 627, and 630 and as shown on the plans. Compact all rutted backfill areas to prevent settling and washout. Place erosion mat and seed as necessary. Erosion control per standard spec 628 shall be considered incidental to this item.

### D Measurement

The department will measure Demolition and Debris Removal Parcel 41 by each individual parcel, acceptably completed.

### E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0012	Demolition and Debris Removal Parcel 41	EACH

Payment is full compensation for demolition, removal, transporting and disposal of portable trailer and its contents, disposal of all debris in the permanent area of acquisition of parcel 41 including tipping and landfill fees, transportation service operating licenses and restoring existing access road to its original condition, all permits and erosion control; and for furnishing all materials and miscellaneous items to complete the work.

## 130. Mobilizations Emergency Pavement Repair, Item SPV.0060.0160.

### A Description

This special provision describes furnishing and mobilizing personnel, equipment, traffic control, and materials to the project site to repair the existing pavement for emergencies as the engineer directs. An emergency is a sudden occurrence of a serious and urgent nature, beyond normal maintenance of the existing pavement.

### B (Vacant)

## C Construction

Mobilize with sufficient personnel, equipment, traffic control, materials, and incidentals on the jobsite within 4 hours of the engineer's written order to repair the existing pavement on an emergency basis.

## D Measurement

The department will measure Mobilizations Emergency Pavement Repair as each individual mobilization, acceptably completed. The department will not include delivering and installing pavement repair or maintenance materials provided for in specific contract bid items. All traffic control items used for each Mobilization will be considered incidental to the Mobilization.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0160	Mobilizations Emergency Pavement Repair	EACH

Payment is full compensation for the staged moving of personnel, moving equipment, setting up and removing traffic control, traffic control materials, and moving materials. The department will pay separately for delivery and installation of pavement repair materials under the other bid items in this contract. The department will not pay separately for traffic control items and materials even though they may be included in other bid items in this contract and will consider them incidental to each Mobilization.

sef-999-025 (20170310)

### 131. **Baseline CPM Progress Schedule, Item SPV.0060.0601; Monthly CPM Progress Schedule Updates, Item SPV.0060.0602.**

*Replace standard spec 108.4 with the following:*

#### **108.4 Critical Path Method Progress Schedule**

##### **108.4.1 Definitions**

(1) The department defines terms used in 108.4 as follows:

<b>Activity</b>	An administrative or construction task performed during the course of the project with a defined duration and scheduled (or actual) start and finish dates.
<b>Critical Path</b>	The longest continuous chain of activities through the CPM schedule that establishes the minimum overall project duration.
<b>Construction Activity</b>	Construction activities are discrete work activities performed by the contractor, subcontractors, utilities, or third parties within the project limits.
<b>CPM Progress Schedule</b>	A Critical Path Method (CPM) Progress Schedule is a network of logically related activities. The CPM schedule calculates when activities can be performed and establishes the critical or longest continuous path or paths of activities through the project.
<b>Float</b>	Float, as used in this special provision, is the total float of an activity; i.e., it is the amount of time between the date when an activity can start (the early start), and the date when an activity must start (the late start). In cases where the total float of an activity has a different value when calculated based on the finish dates, the lower (more critical) value will govern.
<b>Forecast Completion Date</b>	The completion date predicted by the latest accepted CPM Update, which may be earlier or later than the contract completion date, depending on progress.
<b>Fragnet</b>	A group of logically-related activities, typically inserted into an existing CPM schedule to model a portion of the project, such as the work associated with a change order.
<b>Initial Work Plan</b>	The initial work plan is a time-scaled CPM schedule showing detailed activities for the first 90 calendar days of work and summary level activities for the remainder of the project.
<b>Intermediate Milestone Date</b>	A contractually required date for the completion of a portion of the work, so that a subsequent portion of the work or stage of traffic phasing may proceed.

**Department's Project Schedule Template** The department's project schedule template for the overall IH 43 North South Freeway Program, including interim and final contract completion dates, and containing codes for use as a template for the development of the contractor's schedule.

**Work Breakdown Structure (WBS)** A framework for organizing the activities that make up a project by breaking the project into successively greater detail by level. A WBS organizes the project work. It does not address the sequencing and scheduling of project activities.

## **108.4.2 Department's Project Schedule Template**

### **108.4.2.1 Project Schedule**

- (1) Within five business days after award, the department will provide its current Project Schedule Template, containing intermediate milestone constraints, standard activity codes, and a standard WBS for the contractor to use to develop its schedule.

### **108.4.2.2 Use of Project Schedule Template**

- (1) The Project Schedule Template provides information to assist the contractor in preparing its schedule. The Project Schedule Template is not a contract document. The logic contained in the Project's Schedule Template is not intended to alter or supplement contract requirements for the phasing of the work, but to reflect those requirements.

## **108.4.3 Contractor's Scheduling Responsibilities**

- (1) Prepare and submit a CPM progress schedule that accurately reflects the plan for the performance of the work, based on the physical requirements of the Work, and Traffic Phasing requirements. The CPM schedule is the contractor's committed plan to complete all work within the completion deadlines. Full responsibility is assumed for the prosecution of the work as shown. The CPM schedule is not part of the contract. Schedule the Work in the manner required to achieve the completion date and interim completion dates specified in the Prosecution and Progress Special Provision. The contractor will schedule and attend a CPM Initial Workshop. If necessary, the engineer may modify the workshop schedule to ensure attendance by the necessary department and contractor personnel; however, the CPM Initial Workshop must be completed prior to issuing the Notice to Proceed. The CPM Initial workshop will include:
  1. Department presentation of the use of CPM scheduling on the project and presentation of the department's master schedule.
  2. Contractor presentation of the conceptual work plan for the project.
  3. Department and contractor discussion of the level of detail on features in the CPM Initial Work Plan and the Baseline CPM Progress Schedule.
- (2) Use the department-provided Project Schedule Template to develop the Initial Work Plan and the Baseline CPM Progress Schedule. Use the Project's Schedule Template ID coding structure to categorize activities by Contract, Stage, Location, and Responsibility to ensure compatibility with the Project Schedule Template and with schedules prepared by other contractors. Add additional activity codes as necessary, but do not delete the coding structure provided.
- (3) To ensure compatibility with the Project Schedule Template, use the latest version of Primavera P6 Project Management, by Oracle Corporation, Redwood Shores, CA, to prepare the Initial Work Plan, Baseline CPM Progress Schedule, and Monthly CPM Updates.
- (4) Designate a Project Scheduler who will be responsible for scheduling the Work and submit a professional resume describing a minimum of three years of scheduling experience on urban, interstate-highway reconstruction work of similar size and complexity, including recent experience with P6. Obtain approval of the submitted resume before scheduling the work.

## **108.4.4 Submittals**

### **108.4.4.1 Initial Work Plan**

- (1) Within ten business days after the CPM Initial Work Plan Workshop, submit an Initial Work Plan as follows:
  1. Develop the Initial Work Plan using the Project Schedule Template. Identify the contemplated start and completion dates for each activity.

2. Provide a detailed plan of activities to be performed within the first 90 calendar days of the contract. Provide construction activities with durations not greater than 28 calendar days (20 business days), unless the engineer accepts requested exceptions.
3. Provide activities as necessary to depict administrative work, including submittals, reviews, and procurements that will occur within the first 90 calendar days of the contract. Show additional activities that require department review or approval. Activities other than construction activities may have durations greater than 28 calendar days (20 business days). Allow 21 calendar days (15 business days) for department review of submittals.
4. Provide summary activities for the balance of the project. Summary activities may have durations greater than 28 calendar days (20 business days).
5. Submit electronic copies of the Initial Work Plan and the corresponding Oracle Primavera P6 schedule (XER) in a format acceptable to the engineer.
6. The engineer will accept the contractor's Initial Work Plan or provide comments within five business days after receipt of the Initial Work Plan. Address comments and resubmit the Initial Work Plan as necessary. Do not begin work until the engineer accepts the Initial Work Plan. The department will use the initial work plan to monitor the progress of the work until the Baseline CPM Progress Schedule is accepted.
7. Submit an updated version of the Initial Work Plan monthly until the engineer accepts the Baseline CPM Progress Schedule. With each update, include actual start dates, completion percentages, and remaining durations for activities started but not completed. Include actual finish dates for completed activities.
8. Ensure the Initial Work Plan shows completing the work within the interim completion dates and specified completion date.
9. Include activities that describe essential features of the work and activities that might potentially delay contract completion. Identify activities that are controlling items of work.

#### **108.4.4.2 Baseline CPM Progress Schedule**

- (1) Within 15 business days after the CPM Initial Workshop, submit a Baseline CPM Progress Schedule and written narrative. The department will use the schedule to monitor the progress of the work.
  1. Develop the Baseline CPM using the Project Schedule Template. The Baseline CPM is the contractor's committed plan to complete the Work within the time frames required to achieve the contract completion date and intermediate milestone dates.
    - 1.1. Provide a detailed plan of activities to be performed during the entire contract duration, including all administrative and construction activities required to complete the work as described in the contract documents. Provide construction activities with durations not greater than 28 calendar days (20 business days), unless the engineer accepts requested exceptions.
    - 1.2. Provide activities as necessary to depict administrative work, including submittals, reviews, procurements, inspections, and all else necessary to complete the work as described in the contract documents. Activities other than construction activities may have durations greater than 28 calendar days (20 business days). Allow 21 calendar days (15 business days) for department review of submittals.
    - 1.3. Submit a temporary drainage plan showing the interface between various stages of a project as well as the interface with adjacent projects.
    - 1.4. Include activities that describe essential features of the work and activities that might potentially delay contract completion. Identify activities that are controlling items of work.
    - 1.5. Show completing the work within interim completion dates and the specified completion date.
    - 1.6. Provide summary activities for the balance of the project. Summary activities may have durations greater than 28 calendar days (20 business days).
    - 1.7. Provide activities as necessary to depict third party work related to the contract.
    - 1.8. Make allowance for specified work restrictions, non-working days, time constraints, calendars, and weather; and reflect involvement and reviews by the department, and coordination with adjacent contractors, utility owners, and other third parties.
    - 1.9. With the exception of the Project Start Milestone and Project Completion Milestone, all activities must have predecessors and successors. The start of an activity shall have a Start-to-Start or Finish-to-Start relationship with preceding activities. The completion of an activity shall have a Finish-to-Start or Finish-to-Finish relationship with succeeding activities. Do not use Start-to-Finish relationships. Do not use Finish-to-Start relationships with a lag unless the engineer accepts requested exceptions.
    - 1.10. Schedule all intermediate milestones in the proper sequence and input as either a "Start-no-Earlier-Than" or "Finish-no-Later-Than" date. Provide predecessors and successors for each intermediate milestone as necessary to model each Stage of the Work. Unless the engineer accepts a requested exception, the schedule should encompass all the time in the contract period between the starting date and the specified completion date.
    - 1.11. Using the bid quantities and unit prices, develop an anticipated cash-flow curve for the project, based on the Baseline CPM.



2. Provide three hard copies of a hand-drawn or electronically drafted logic diagram depicting the CPM network. Organize the logic diagram by grouping related activities, based on the activity codes in the CPM.
  3. Provide a written narrative with the baseline CPM explaining the planned sequence of work, as-planned critical path, critical activities for achieving intermediate milestone dates, traffic phasing, and planned labor and equipment resources. Use the narrative to further explain:
    - 3.1. The basis for activity durations in terms of production rates for each major type of work (number of shifts per day and number of hours per shift), and equipment usage and limitations.
    - 3.2. Use of constraints.
    - 3.3. Use of calendars.
    - 3.4. Estimated number of adverse weather days on a monthly-basis.
    - 3.5. Scheduling of permit and environmental constraints, and coordination of the schedule with other contractors, utilities, and public entities.
- (1) Submit electronic copies of the Baseline CPM and the corresponding Oracle Primavera P6 schedule file (XER) in a format acceptable to the engineer.
  - (2) Within ten business days of receiving the Baseline CPM, the engineer will provide comments and schedule a meeting for the contractor to present its Baseline CPM and answer questions raised in the engineer's review.
  - (3) At the meeting scheduled by the engineer, provide a presentation of the Baseline CPM. In the presentation, include a discussion of the staging and sequencing of the work, understanding of traffic phasing, and application of labor and equipment resources to the Work. Address comments raised in the engineer's review.
  - (4) Within five business days after the meeting, the engineer will accept the contractor's Baseline CPM schedule or provide comments. Address the engineer's comments and resubmit a revised Baseline CPM within ten business days after the engineer's request. If the engineer requests justification for activity durations, provide information that may include estimated labor, equipment, unit quantities, and production rates used to determine the activity duration.
  - (5) The department will only make progress payments for the value of materials, as specified in 109.6.3.2, until the contractor has submitted the Baseline CPM Schedule. The department will retain 10 percent of each estimate until the department accepts the Baseline CPM Schedule.
  - (6) The engineer will accept the Baseline CPM based solely on whether the schedule is complete as specified in this section. The engineer's acceptance of the schedule does not modify the contract or validate the schedule.
  - (7) The department will not consider requests for contract time extensions as specified in 108.10 or additional compensation for delay specified in 109.4.7 until the department accepts the Baseline CPM schedule.

#### **108.4.4.3 Monthly CPM Updates**

- (1) Submit CPM Updates on a monthly basis after acceptance of the Baseline CPM as follows:
  1. Include actual start dates, completion percentages, and remaining durations for activities started but not completed, and actual finish dates for completed activities, through the final acceptance of the project.
  2. Include additional activities as necessary to depict additions to the contract by changes and logic revisions as necessary to reflect changes in the contractor's plan for prosecuting the work.
  3. Include a narrative report that includes a brief description of monthly progress, changes to the critical path from the previous update, sources of delay, potential problems, work planned for the next 30 calendar days, and changes to the CPM schedule. Changes to the logic of the CPM schedule include the addition or deletion of activities and changes to activity descriptions, original durations, relationships, constraints, calendars, or previously recorded actual dates. Justify changes to the CPM schedule in the narrative by describing associated changes in the planned methods or manner of performing the work or changes in the work itself.
  4. Submit electronic copies of each CPM Update and the corresponding Oracle Primavera P6 schedule file (XER) in a format acceptable to the engineer.
  5. If additions or changes were made to the CPM schedule since the previous update, submit an updated hard copy of the revised logic diagram.
- (2) Within five business days of receiving each CPM Update, the engineer will provide comments and schedule a meeting as necessary to address comments raised in the engineer's review. Address the engineer's comments and resubmit a revised CPM Update within five business days after the engineer's request.

#### **108.4.4.4 Three-Week Look-Ahead Schedules**

- (1) Submit Three-Week Look-Ahead Schedules on a weekly basis after the notice to proceed (NTP). The schedule can be hand drawn or generated by computer. With each Three-Week Look-Ahead include:
  1. Activities underway and as-built dates for the past week.
  2. Actual as-built dates for completed activities through final acceptance of the project.
  3. Planned work for the upcoming two-week period.
  4. The activities underway and critical RFIs and submittals, based on the CPM schedule.
  5. Details on other activities not individually represented in the CPM schedule.
- (2) On a weekly basis, the department and the contractor shall agree on the as-built dates depicted in the Three-Week Look-Ahead schedule or document all disagreements. Use the as-built dates from the Three-Week Look-Ahead schedules for the month when updating the CPM schedule.

#### **108.4.4.5 Weekly Production Data**

- (1) Provide estimated and actual weekly production rates for items of work on a weekly basis as follows:
  1. Data on the following items by area or station:
    - 1.1. Roadway Excavation—CY per week
    - 1.2. Roadway Structural Section
      - 1.2.1. Grading/Subgrade Preparation—SY
      - 1.2.2. Base Material Placement—Ton
      - 1.2.3. Base Material Subgrade Preparation—SY
      - 1.2.4. Asphalt Pavement—Ton
      - 1.2.5. Concrete Pavement – SY
  2. The actual daily production for the past week and the anticipated weekly production for the next week.
- (2) Submit the data in an electronic spreadsheet format at the same time the Three-Week Look-Ahead is submitted. On a weekly basis, the department and the contractor shall agree on the production data or document all disagreements.

#### **108.4.5 Progress Review Meetings**

##### **108.4.5.1 Weekly Progress Review Meetings**

- (1) After completing the weekly submittal of the Three-Week Look-Ahead and production data, attend a weekly meeting to review the submittals with the department. At the meeting, address comments as necessary, and document agreement or disagreement with the department.

##### **108.4.5.2 Monthly Update Review Meetings**

- (1) After submitting the monthly update and receiving the engineer's comments, attend a job-site meeting, as scheduled by the engineer, to review the progress of the schedule. At that meeting, address comments as necessary, and document agreement or disagreement with the department. The monthly meeting will be coordinated to take place on the same day and immediately before or after a weekly meeting, whenever possible.

#### **108.4.6 CPM Progress Schedule Revisions**

- (1) Revision by the contractor if necessary due to changes in the Work or project conditions and authorized by the engineer, a CPM Progress Schedule Revision may be submitted, although the next Monthly CPM Update is not yet due. Prepare the CPM Revision in the same format as required for Monthly CPM Updates, including justification for changes to the schedule. The process for comment and acceptance of a CPM Revision will be the same as for Monthly CPM Updates. If the CPM Revision is accepted, prepare the next monthly update based on the revised CPM. If the CPM Revision is rejected, prepare the next monthly update based on the previous month's update.
- (2) Engineer's Right to Request Revisions—The engineer will monitor the progress of the work and may request revisions to the CPM schedule. Revise the schedule as requested by the engineer and submit a CPM Progress Schedule Revision within ten business days of the request. The process for comment and acceptance of a CPM Revision will be the same as for Monthly CPM Updates. The engineer may request that the contractor revise the CPM schedule for one or more of the following reasons:

1. The forecast completion date is scheduled to occur more than 14 calendar days after the contract completion date.
2. An intermediate milestone is scheduled to occur more than 14 calendar days after the date required by the contract.
3. The engineer determines that the progress of the work differs significantly from the current schedule.
4. A contract change order requires the addition, deletion, or revision of activities that causes a change in the contractor's work sequence or the method and manner of performing the work.

**108.4.7 Documentation Required for Time Extension Requests**

- (1) To request a time extension to an intermediate milestone date or the contract completion date associated with changes to the work, provide a narrative detailing the work added or deleted and the other activities affected, based on the latest accepted CPM Update. For added work, submit a proposed fragnet of activities to be added or revised in the CPM schedule, indicating how the fragnet is to be tied to the CPM schedule.
- (2) To request a time extension to an intermediate milestone date or the contract completion date associated with delays to the work, provide a narrative detailing the affected activities and the cause of the delay, based on the latest accepted CPM Update. Requests for time extensions due to delays should meet the following criteria:
  1. For requests to extend the contract completion date, include a description of how the delay affected the project's critical path, based on the latest accepted CPM Update.
  2. For requests to extend an intermediate milestone date, include a description of how the delay affected the controlling (longest) path to the milestone, based on the latest accepted CPM Update.
  3. The department and the contractor agree that the float is not for the exclusive use or financial benefit of either party. Either party has the full use of the float on a first come basis until it is depleted.

**108.4.8 Payment for CPM Progress Schedule**

- (1) The department will pay for measured quantities at the contract unit price for work, acceptably completed under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0601	Baseline CPM Progress Schedule	EACH
SPV.0060.0602	Monthly CPM Progress Schedule Updates	EACH

- (2) The department will only make progress payments for the value of materials, as specified in 109.6.3.2.1, until the Baseline CPM schedule has been submitted. The department will retain ten percent of each estimate until the department accepts the Baseline CPM schedule.
- (3) The department will only make progress payments for the value of materials, as specified in 109.6.3.2.1, until the Monthly CPM schedule updates have been submitted. The department will retain ten percent of each estimate until the department accepts the Monthly CPM schedule update.
- (4) Payment is full compensation for all work required under these bid items. The department will pay the contract unit price for the Baseline CPM schedule after the department accepts the schedule. Then, the department will pay the contract unit price for each Monthly CPM Update acceptably completed.

sef-108-005 (20180404)

**132. Traffic Control Close-Open Freeway Entrance Ramp, Item SPV.0060.0910.**

**A Description**

This special provision describes closing and re-opening a freeway entrance ramp and exit ramp.

**B (Vacant)**

**C Construction**

Install or reposition traffic control devices required for closing a freeway entrance ramp and exit ramp. Remove or return traffic control devices to their previous configuration when the closure is no longer required.

**D Measurement**

The department will measure Traffic Control Close-Open Freeway Entrance Ramp by each individual ramp closure, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0910	Traffic Control Close-Open Freeway Entrance Ramp	EACH

Payment is full compensation for daily surveillance; preparing and submitting the daily surveillance report with hourly metered tickets; mobilization; sweeping; and disposing of materials. Traffic Control devices will be paid separately.

~~sef-643-001 (20180627)~~

### 133. Traffic Control Full Freeway Closure, Item SPV.0060.0918.

#### A Description

This special provision describes closing and re-opening a freeway or expressway.

#### B (Vacant)

#### C Construction

Install or reposition traffic control devices required for a full freeway closure. Remove or return traffic control devices to their previous configuration when the full closure is no longer required.

#### D Measurement

The department will measure Traffic Control Full Freeway Closure by each individual freeway closure that is set up and later removed in each traffic direction, acceptably completed.

#### E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0918	Traffic Control Full Freeway Closure	EACH

Payment is full compensation for closing and re-opening the freeway. Traffic Control devices will be paid separately.

sef-643-003 (20180627)

### 134. Temporary Access Gate, Item SPV.0060.0950.

#### A Description

This work shall consist of furnishing and erecting an access gate per UPRR STD Drawing 0076 or equivalent and any necessary approach work per plan detail at the location shown on the plans and as directed by the engineer. Gates shall be equipped with a chain or cable and a key lock. Gates shall remain locked in the closed position when not in use. Gates are to be removed upon completion of the project.

#### B (Vacant)

#### C Construction

Construct these gates at least 12 feet outside of any railroad tracks. Gates must be constructed so they do not swing toward the railroad tracks.

Provide any approach work necessary to move equipment up to the UPRR tracks, in-between the UPRR tracks and through the gate. The track crossing will be installed by the UPRR. Provide any drainage measures necessary to maintain the existing drainage when the approach work, crossings and gates are in place. Remove these gates, any approach work and any drainage measures, and restore the existing drainage pattern.

#### D Measurement

The department will measure Temporary Access Gates as each individual access gate, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0950	Temporary Access Gate	EACH

Payment is full compensation for furnishing all materials; for erecting posts and gates; for constructing any necessary approach work; for constructing any drainage measures; and for removing all items discussed in this special provision.

## 135. Temporary Concrete Barrier Gate, 24-FT, Item SPV.0060.0960.

### A Description

Furnish and install a Temporary Concrete Barrier Gate and remove upon completion

### B Materials

Furnish a Temporary Concrete Barrier Gate and all necessary hardware and materials to install the gate.

The gate system must be capable of meeting the recommended structural adequacy, occupant risk, and vehicle trajectory criteria set forth in the National Cooperative Highway Research Program Report (NCHRP) 350 for Test Level 3 for Longitudinal Barriers.

The gate must be able to prevent vehicle penetration, vaulting, and underriding during Test Level 3 Length of Need with Transition (TL-3 LON/T) impacts and smoothly redirect the vehicle.

It must be possible for the gate system to span a 24-foot minimum gap in concrete barrier. Fasten gate system only to the temporary concrete barrier wall. The gate system must also be able to be opened completely within 5 minutes once the moving process begins.

The gate must be capable to be opened both by pivoting the gate on a hinge and by completely disconnecting the gate from the barrier wall and rolling it parallel to the temporary barrier wall.

Tools and materials required to open the gate system must be physically fastened to, or stored within, the gate system in such a way that prevents such tools and materials from becoming hazards during a crash. Tools and material must be accessible and usable immediately upon need.

### C Construction

Install the gate system according to manufacturer's recommendations at contract-identified locations or as the engineer directs. Move and reinstall the gate system as required for contract staging.

Ensure that the gap between the traffic face of temporary barrier and the traffic face of the gate transition is to be less than  $\frac{1}{4}$  of an inch. If manufacturer allows, the contractor may bolt thrie beam and thrie beam terminal connector to concrete barrier and the gate transition to bridge the gap in concrete barrier.

Provide and maintain the gates throughout the duration of the project. Repair any damage to the gates within 48 hours. Once the gate is installed, give a tutorial WisDOT and law enforcement at a time determined by the engineer.

Upon completion of the work, remove the gate system and properly dispose of all materials.

### D Measurement

The department will measure Temporary Concrete Barrier Gate as each individual gate system, acceptably completed.

The department will not make additional measurements for Temporary Concrete Barrier Gate if damaged during construction, including damage due to vehicular hits.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0925	Temporary Concrete Barrier Gate 24-FT	EACH

Payment is full compensation for providing, installing, maintaining, and removing the gate system.

**136. Install State Furnished Sign, Item SPV.0060.0965.**

**A Description**

Work under this special provision shall comply with standard spec 638 as described for Erecting State Owned Signs, except as otherwise defined for this item.

**B (Vacant)**

**C Construction**

Erect State owned signs as described in standard spec 638.3.7. Prior to installation Contact Keegan Dole (414) 640-1148 for locations of sign placement. At the completion of the project, remove the signs and return them to the WisDOT Sign Shop. Contact Randy Hoyt 10 days in advance to arrange for delivery.

**D Measurement**

The department will measure Install state Furnished Sign by each individual sign location, acceptably installed and removed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0965	Install State Furnished Sign	EACH

Payment is full compensation for the work required under this item: picking up the sign, installing the sign, removing the sign, returning the sign to the WisDOT Sign Shop, and restoring the site. Payment does not include compensation for furnishing new wood posts, which are paid for under the pertinent contract bid item.

**137. Survey Project 1229-04-76, Item SPV.0060.1000.**

**A Description**

This special provision describes modifying standard spec 105.6 and 650 to define the requirements for construction staking for this contract. Conform to standard spec 105.6 and 650 and as follows.

The department will not perform any construction staking for this contract. Obtain engineer's approval before performing all survey required to lay out and construct the work under this contract.

*Replace standard spec 650.1 with the following:*

This section describes the contractor-performed construction staking required under individual contract bid items to establish the horizontal and vertical position for all aspects of construction including but not limited to:

- storm sewer
- subgrade
- base
- curb
- gutter
- curb and gutter
- pipe culverts
- drainage structures
- pavement
- pavement markings (temporary and permanent)
- barriers (temporary and permanent)
- beamguard
- overhead signs
- overhead sign structure removals and abandoned foundations
- electrical installations

- supplemental control
- slope stakes
- ITS
- FTMS
- utilities
- conduit
- traffic control items
- ramp gates
- fencing
- structures (all bridges, culverts, retaining walls, noise walls)

## **B (Vacant)**

## **C Construction**

*Add the following to standard spec 650.3.1 (5):*

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

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

*Replace standard spec 650.3.1.1(2) with the following:*

- (6) Maintain neat, orderly, and complete survey notes, drawings, and computations used in establishing the lines and grades. This includes:
- Raw data files
  - Digital stakeout reports
  - Control check reports
  - Supplemental control files (along with method used to establish coordinates and elevation)
  - Calibration report

*Replace standard spec 650.3.3.1 with the following:*

Under the Survey Project bid item, global positioning system (GPS) machine guidance for conventional subgrade staking on all or part of the work may be substituted. The engineer may require reverting to conventional subgrade staking methods for all or part of the work at any point during construction if the GPS machine guidance is producing unacceptable results.

*Replace standard spec 650.3.3.3.4.1 with the following:*

The department will provide the contractor staking packet as described in the Construction and Materials Manual (CMM) 7.10. At any time after the contract is awarded, the available survey and design information may be requested. The department will provide that information within 5 business days of receiving the contractor's request. The department incurs no additional liability beyond that specified in standard spec 105.6 or standard spec 650 by having provided this additional information.

*Add the following to standard spec 650.3.3.3.6.2 as paragraph four:*

Record all subgrade elevation checks and submit a hard copy to the engineer within 24 hours or as requested by the engineer.

## **D Measurement**

The department will measure Survey Project 1229-04-76 by each individual unit, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.1000	Survey Project 1229-04-76	EACH

Payment is full compensation for performing all survey work required to lay out and construct all work under this contract and for adjusting stakes to ensure compatibility with existing field conditions. The department will not make final payment for this item until the contractor submits all survey notes and computations used to establish the required lines and grades to the engineer within 24 hours of completing this work. Re-staking due to construction disturbance and knock-outs will be performed at no additional cost to the department.

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## 138. Removing Electrical Service Meter Breaker Pedestal Lighting, Item SPV.0060.1001.

### A Description

This special provision describes removing an existing electrical service meter breaker pedestal, supports and any additional electrical equipment associated with the service including disconnect switches and overall enclosure, disconnecting all connected power wires, and disposing of the equipment appropriately.

### B (Vacant)

### C Construction

Coordinate for removal of the existing electrical service meter breaker pedestal with WE Energies.

Disconnect all connected power wires, remove the pedestal, include existing electrical service meter breaker, supports and disconnect switches if present and dispose of all materials properly away from the project area.

### D Measurement

The department will measure Removing Electrical Service Meter Breaker Pedestal Lighting by the unit, acceptably completed.

### E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.1001	Remove Electrical Service Meter Breaker Pedestal Lighting	EACH

Payment is full compensation for coordination with WE Energies; for disconnection of wires; for removal of the pedestal and any additional material of the service.

## 139. Maintenance of Lighting System, Item SPV.0060.1002.

### A Description

This special provision describes maintaining existing and proposed lighting system beginning on the date that the contractor's activities, including electrical, begin at the job site. Properly operate and maintain all existing and proposed lighting systems which are part of, or which may be affected by, the work until final acceptance or as otherwise determined by the engineer.

Before performing any excavation, removal, or installation work, including electrical, for the project, initiate a request for maintenance transfer and preconstruction inspection, as specified in this special provision. Conduct the transfer and inspection in the engineer's presence and a representative of the party or parties responsible for maintenance of any lighting systems which may be affected by the work. Request the maintenance preconstruction inspection at least seven calendar days before the desired inspection date.



Existing lighting systems, when shown on the plans, are intended only to indicate the general equipment installation of the systems involved, possibly not exactly representing the field conditions. A site visit will confirm the exact condition of the electrical equipment and systems to be maintained.

Issues found during contractor assessment can be discussed and addressed by contacting the SE Region Lighting Engineer (Eric Perea) before transferring maintenance responsibility to the contractor.

Maintenance of the lighting system includes lighting control cabinet(s):

HL-45-PN

HL-45-UL

The following lighting control cabinet(s) will be used long enough to allow the installation of temporary lighting:

HL-45-PN

HL-45-UL

## **B (Vacant)**

## **C Construction**

### **C.1 Existing Lighting Systems**

Existing lighting systems are defined as any lighting system or part of a lighting system in service before this contract. The contract drawings indicate the general extent of any existing lighting. Understand the effort required for compliance with these specifications; Clear and replace any knockdowns or damage caused to the existing lighting system, regardless of who causes the damage. Maintain existing lighting system as follows:

**Partial Maintenance:** Only maintain the affected circuits if the number of circuits affected by the contract is equal to or less than 40% of the total number of circuits in a given controller and the controller is not part of the contract work unless otherwise indicated. Obtain engineer approval to isolate the affected circuits by in-line waterproof fuse holders as specified elsewhere

**Full Maintenance:** Maintain the entire controller and all associated circuits if the number of circuits affected by the contract is greater than 40% of the total number of circuits in a given controller, or if the controller is modified in any way under the contract work.

### **C.2 Proposed Lighting Systems**

Proposed lighting systems are any temporary or final lighting systems or part of a lighting system to be constructed under this contract.

Maintain all items installed under this contract, including all equipment failures or malfunctions as well as equipment damage by the motoring public, contractor operations, or other sources.

### **C.3 Maintenance Operations**

Maintain lighting units (including sign lighting), cable runs, and lighting controls. If a pole is knocked down or sign light damage is caused by normal vehicular traffic, promptly clear the lighting unit and circuit discontinuity, and restore the system to service. Reinstall the lighting unit (if salvageable) or install a new one.

Provide weekly night-time patrol of the lighting system, with patrol reports filed on standard forms as designated by the engineer. Send a copy to the region lighting coordinator.

Correct the deficiencies within a time frame acceptable to the engineer. Remaining deficiencies may require corrective action on specific lighting system equipment as described in the chart or based on material availability.

Incident or Problem	Service Response Time	Service Restoration Time	Permanent Repair Time
Control cabinet out	12 hours	24 hours	7 Calendar days
Hanging mast arm	<b>Emergency - As Soon As Possible</b>	na	7 Calendar days
Motorist caused damage or leaning light pole 10 degrees or more	<b>Emergency - As Soon As Possible</b>	7 Calendar days	14 Calendar days
Circuit out – Needs to reset breaker	12 hours	12 hours	na
Circuit out – Cable trouble	12 hours	7 Calendar days	21 Calendar days
Outage of 3 or more successive lights	12 hours	7 Calendar days	na
Outage of 75% of lights on one tower	12 hours	7 Calendar days	na
Outage of light nearest RR crossing approach, Islands and gores	12 hours	7 Calendar days	na
Outage (single or multiple non successive lights) found on night outage survey	na	na	7 Calendar days

#### C.4 Lighting

1. **Serve Response Time:** The amount of time from the initial contractor notification to the patrolman physically arriving.
2. **Service Restoration Time:** The amount of time from the initial contractor notification to a fully operational system again. (In cases of motorist-caused damage, the undamaged portions of the system are operational.)
3. **Permanent Repair Time:** The amount of time from initial contractor notification until permanent repairs are made unless the contractor was required to make temporary repairs to meet the service restoration requirement. Temporary repairs that do not meet the service restoration requirements require engineer's approval.

#### C.5 Operation of Lighting

Maintain operational lighting every night, from dusk until dawn. Do not operate duplicate lighting systems (such as temporary lighting and proposed new lighting) simultaneously. Do not keep lighting systems in operation during long daytime periods. Ensure that the lighting system is fully operational and approved by the engineer before submitting a pay request.

#### D Measurement

The department will measure Maintenance of Lighting System as an individual unit, acceptably completed.

#### E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.1002	Maintenance of Lighting System	EACH

Payment is full compensation for maintenance, both existing and proposed, weekly night-time patrol of the lighting system, mobilization, and filed patrol reports.

The contractor will be reimbursed for replaced equipment, materials only, if the invoice paid for the individual piece of equipment is greater than \$500.

Non-compliance with designated response, restoration, and permanent repair times will result in liquidated damages of \$500 per day per occurrence. In addition, the department reserves the right to assign any work not completed within this timeframe to the State Electrical Engineering and Electronics Unit. Reimburse all costs associated to repair this uncompleted work within one month after the incident or additional liquidated damages of \$500 per month per occurrence will be assessed. Unpaid bills will be deducted from the cost of the contract. Repeated non-response or a negligent maintenance shall result in the State's Electrical Engineering and Electronics Unit being directed to correct all deficiencies and the resulting costs deducted from all monies owed the contractor.

Not understanding the effort required for compliance with these specifications will not be justification for extra payment or reduced responsibilities. No payment will be considered for damage or repairs due to contractor operations.

Not ensuring that the lighting system is fully operational and approved by the engineer before submitting a pay request will be grounds for denying the pay request.

#### **140. Lighting System Integrator, Item SPV.0060.1003.**

##### **A Description**

These special provisions describe coordinating lighting with various parties; record keeping, and documentation. Where the department is responsible for freeway lighting operation, maintenance, or utility locates on existing systems or systems overlapping project boundaries, the contractor's freeway lighting integrator will serve as the contractor's liaison to the department's electrical operations unit.

##### **B Personnel Qualifications**

Assign personnel experienced in underground utility construction and department lighting specifications and practices.

##### **C Construction**

At any one time during the project, the contractor shall assign one individual person as the freeway lighting integrator.

The freeway lighting integrator shall:

- Familiarize with the location and nature of existing lighting circuits. This familiarity shall include the extent of any lighting system that overlaps project limits.
- Maintain a file of applicable permits or licenses issued to the contractor and convey copies to the engineer.
- Keep with him at all times a contact list of affected lighting personnel.
- Maintain a record of tagouts and the clearance of tagouts.
- Interface with department electrical personnel to determine how contract limits might affect maintenance or operation of existing systems.
- Maintain ongoing contact with the department's Diggers' Hotline Coordinator to ensure that each of the two persons knows that all requested utility locates are marked in the field by the appropriate party. The intent here is to assure coordination. This special provision does not transfer additional utility locating responsibilities to the contractor, beyond those responsibilities already assigned to him by other provisions of the contract.
- Inform the department of any lighting outages, including outside the project limits where a lighting system crosses the project boundary.
- Maintain in any format real-time records of existing, removed and new lighting facilities. Include utility service extensions. Additional required records will include temporary connections and their ultimate removal.
- Maintain records of tests, including: "meg" tests, amperage draw per circuit leg, voltage reading at the disconnect, and voltage reading at the furthest pole per circuit leg. Convey these records at time of acceptance or partial acceptance.
- At the time of acceptance or partial acceptance, convey as-built drawings in both the following formats: plan redlines and.dgn electronic. Include utility service extensions.
- Secure copies of operator's manuals, tear sheets, etc. as may be provided by manufacturers of some lighting materials and convey a minimum of three sets to the department.
- Work with the engineer to notify department electrical personnel of acceptance or partial acceptance.

- Perform related duties as may be needed to ensure continuity of freeway lighting during construction, and orderly transfer upon completion.
- Contractor must use GPS to provide coordinates of each light pole and control cabinet. The data must be entered into a Microsoft Excel 2007 spreadsheet along with other required fields as specified by WisDOT.

**D Measurement**

The department will measure Lighting System Integrator as each unit for all required coordination, record-keeping, and documentation.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.1003	Lighting System Integrator	EACH

Payment will be full compensation for personnel costs.

**141. Removing Electrical Service Meter Breaker Pedestal, Item SPV.0060.2000.**

**A Description**

This special provision describes removing an existing electrical service meter breaker pedestal, disconnecting all connected power wires, and disposing of the equipment appropriately.

**B Materials**

Existing electrical service meter breaker pedestal.

**C Construction**

Coordinate for removal of the existing electrical service meter breaker pedestal with WE Energies.

Disconnect all connected power wires, remove the pedestal and dispose of all materials properly away from the project area.

**D Measurement**

The department will measure Removing Electrical Service Meter Breaker Pedestal by each unit, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2000	Removing Electrical Service Meter Breaker Pedestal	EACH

Payment is full compensation for coordination with WE Energies; for disconnection of wires; and for removal and disposal of the pedestal.

**142. Removing Controller Cabinet, Item SPV.0060.2001.**

**A Description**

This special provision describes removing an existing controller cabinet.

**B (Vacant)**

**C Construction**

Remove controller cabinets at the locations shown on the plans, or as directed by the engineer. Salvage and store the cabinets and all contents for pick up by the department.

Do not remove the existing ITS control cabinets, or any other associated equipment until necessary, or as directed by the engineer. Carefully remove the existing cabinets from the concrete bases, together with all components in such a manner as to safeguard all parts and wiring from damage or loss. Salvage and store the cabinet and contents for pick up by the department.

Prior to removing the existing ITS control cabinets, remove all cables being terminated in the cabinet. Cut existing cables flush with cabinet base and cap existing conduits. Dispose of the cables properly away from the project area.

**D Measurement**

The department will measure Removing Controller Cabinet by the unit, acceptably removed, salvaged, and stored.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2001	Removing Controller Cabinet	EACH

Payment is full compensation for removal and storage of the controller cabinet; disconnecting all associated wires and cables; and for capping existing conduits.

**143. Removing Controller Cabinet Base, Item SPV.0060.2002.**

**A Description**

This special provision describes removing an existing controller cabinet concrete base.

**B Materials**

Existing controller cabinet base, including concrete masonry, ground rods, masonry anchors, and restoration materials such as topsoil, seeding, mulch, and fertilizer according to the pertinent provisions of standard spec 201, 625, 627, 629, 630, 636, and 640.

**C Construction**

Remove and dispose of the concrete foundation and all other pertinent materials and restore the disturbed area by placing 4-inches of topsoil, and fertilize, seed, and mulch all disturbed areas according to the pertinent requirements of the standard specifications.

**D Measurement**

The department will measure Removing Controller Cabinet Base by the unit, removed from the ground, removed from the project site, the disturbed area restored according to the contract, and acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2002	Removing Controller Cabinet Base	EACH

Payment is full compensation for removing and disposing of a concrete controller cabinet base, including masonry anchors, ground rods, and concrete masonry; for topsoil, fertilizer, seed and mulch.

**144. Remove Pole, Item SPV.0060.2008.**

**A Description**

This special provision describes removing an existing Type 2, 3, 4, 5, 6, or 7 pole.

**B Materials**

Existing poles, including antennae, conduit and cabling, and any other equipment mounted to the poles.

**C Construction**

Disconnect all cables and wiring that are mounted on or in the poles, and carefully remove the pole from the concrete footing. Salvage and store all hardware for pick up by the department. Dispose of the pole and any conduit and cabling appropriately away from the project area

**D Measurement**

The department will measure Remove Pole as a unit, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2008	Remove Pole	EACH

Payment is full compensation for disconnecting any necessary wiring; removing and disposing the pole and equipment mounted on the pole; and storing all hardware.

**145. Ground Rod, Item SPV.0060.2013.**

**A Description**

This special provision describes installing a ground rod and ground wire.

**B Materials**

Ground rod shall be copper clad steel with cladding 13 mils thick. The minimum diameter is 5/8-inch and the minimum length is eight feet. Ground wire shall be AWG # 6 bare, solid copper.

**C Construction**

Use exothermic welding to connect the ground wire to the rod. Install the rod vertically, or as close to vertical as conditions permit. Select locations with moist soil, if available. Place the rod at least six feet from all other ground rods.

**D Measurement**

The department will measure Ground Rod by the unit installed, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2013	Ground Rod	EACH

Payment is full compensation for installation of the ground rod and ground wire; welding and connections at both ends of the ground wire.

**146. Refocus Vehicle Detector Assembly, Item SPV.0060.2015.**

**A Description**

This special provision describes refocusing an existing microwave detector, or detectors, on a pole or other structure, for operation with a new lane configuration.

**B Materials**

Materials include Electronic Integrated Systems, Inc. (EIS) Remote Traffic Microwave Sensors (RTMS) and the respective poles they have been mounted on.

**C Construction**

Coordinate all planned down-time of vehicle detector assemblies with the STOC at (414) 227-2166. Notify the STOC an amount of time ahead of planned down-time equal to the planned down-time. Examples would be that a 4-hour temporary down-time of the system would require notification 4-hours ahead of time while an 8-hour planned down-time would require 8-hours of advance notification.

Refocus and recalibrate the detector each time the adjacent traffic pattern is changed due to a change in traffic control or construction staging.

Verify to the satisfaction of the engineer that the existing detector assembly is working properly. Inspect the vehicle detector assembly for damage.

## D Measurement

The department will measure Refocus Vehicle Detector Assembly by the unit, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2015	Refocus Vehicle Detector Assembly	EACH

Payment is full compensation for making the detector fully operational with a new lane configuration.

## 147. Install Ethernet Radio, Item SPV.0060.2016.

### A Description

This special provision describes installing a state-furnished, or salvaged, 5.8 GHz ethernet bridge access point or subscriber unit at a new or existing cabinet or new or existing pole.

### B Materials

Materials will include state-furnished materials and contractor furnished materials.

State-furnished or salvaged, materials include the following:

- One 5.8 GHz ethernet bridge with integral antenna.
- One 5.8 GHz ethernet bridge power converter.
- One 5.8 GHz ethernet bridge mounting bracket.

Contractor-furnished materials include the following:

- Mounting hardware.
- Outdoor rated Category 6 communications cable.
- Inline network cable surge suppressor.

### C Construction

Bond the surge suppressor to the cabinet grounding system.

Install the 5.8 GHz ethernet bridge in a point-to-point or point-to-multipoint configuration as shown on the plans and as directed by the engineer.

Use the manufacturer's set-up software to configure the ethernet radio for its intended use. Use the signal strength indicator on the radio to find the optimum position. Also perform a frequency analysis to determine the optimal hop pattern of the radios and test the continuity of the link by polling the radios using the software provided. The position of the radio and the hop pattern shall be adjusted until the polls show at least 200 consecutive polling intervals have been successfully transmitted and received. Demonstrate to the engineer that the hop pattern selected corresponds to the optimal noise free frequencies identified in the frequency analysis. Deliver 3 copies of the final test results for signal strength, frequency analysis, and test polling.

## D Measurement

The department will measure Install Ethernet Radio as each individual unit, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2016	Install Ethernet Radio	EACH

Payment is full compensation for installing, setting up, configuring, and testing the 5.8 GHz Ethernet bridge radio, surge suppressor, cables, and connections; and required transportation.

**148. Install Terminal Server, Item SPV.0060.2020.**

**A Description**

This special provision describes installing a serial to ethernet terminal server and providing all necessary associated wiring.

**B Materials**

The department will furnish the terminal server. Provide all necessary cables between the ethernet switch, terminal server, and serial device(s).

**C Construction**

Install the terminal server in a new or existing field cabinet. Connect it to devices as shown on the plans, or as directed by the engineer.

**D Measurement**

The department will measure Install Terminal Server by the unit, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2020	Install Terminal Server	EACH

Payment is full compensation for installation of the terminal server; furnishing all necessary incidental hardware; and making all necessary connections.

**149. Install State-Furnished Pole, Item SPV.0060.2021.**

**A Description**

This special provision describes installing a state-furnished type 5 or type 6 pole and a state-furnished transformer base on a new or existing concrete base, paid for separately.

**B Materials**

Materials include state-furnished pole and transformer base, and new hardware (nuts and washers) required to mount the pole and transformer base to a new concrete base (paid for separately).

**C Construction**

Perform work conforming to standard spec 657 and the WSEC, and as the plans show.

**D Measurement**

The department will measure Install State-Furnished Pole as each individual assembly, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2021	Install State Furnished Pole	EACH

Payment is full compensation for installing a state-furnished pole and transformer base on a new or existing concrete base, and for providing new mounting hardware.

**150. Remove Tar Sign Assembly, Item SPV.0060.2022.**

**A Description**

This special provision describes removing the flasher assemblies, solar power assembly, conduit, wiring, cabinet, and hardware associated with the flasher system on a static sign assembly



**B Materials**

Materials include existing yellow flasher beacons, conduit, junction boxes, solar power arrays, cabinet and contents, and wiring.

**C Construction**

Remove the components making up the solar powered flashing beacon system and dispose of them properly off the project site.

Removal of the static sign and structure will be paid for separately.

**D Measurement**

The department will measure Remove Tar Sign Assembly as each individual assembly, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2022	Removing Tar Sign Assembly	EACH

Payment is full compensation for removing the solar powered flashing beacon system and disposing of the components off the project site.

**151. Install Cellular Modem, Item SPV.0060.2023.**

**A Description**

This special provision describes installing a wireless cellular modem and antenna and providing all necessary associated wiring.

**B Materials**

The department will furnish the wireless cellular modem and antenna. Provide all necessary cables between the wireless modem and device to be connected to it.

**C Construction**

Drill a hole in the new or existing cabinet to install the wireless modem antenna cable through. Mount the antenna on top of the cabinet and seal the hole with purpose-made waterproof sealing device such as a grommet or gasket.

Install the wireless modem in a new or existing field cabinet. Connect it to the antenna and to devices as shown on the plans, or as directed by the engineer.

**D Measurement**

The department will measure Install Cellular Modem by the unit, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2023	Install Cellular Modem	EACH

Payment is full compensation for installing a cellular modem; furnishing all necessary incidental hardware; and making all necessary connections.

**152. Loop Detector Protection, Item SPV.0060.2024.**

**A Description**

This special provision describes furnishing and installing a loop detector splice kit for the purpose of protecting the loop detector wire between installation of the loop detector and installation of the loop detector lead-in-cable.

**B Materials**

Use cast-in-place splice kits meeting the requirements standard spec 655.

**C Construction**

Provide an additional 10-feet of slack loop detector wire connected to the installed loop detector in the pull box or manhole. Install the splice capsule conforming to the manufacturer’s instructions around both ends of the slack loop detector wire to protect the wire until it may be permanently spliced onto the loop detector lead-in cable. At the time of splicing onto the permanent loop detector lead-in cable, cut the excess slack from the loop detector wire and discard the wire and the splice kit installed to protect it.

**D Measurement**

The department will measure Loop Detector Wire Protection by the unit, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.2024	Loop Detector Protection	EACH

Payment is full compensation for furnishing and installing the required protection splice kits.

- 153. Install Poles Type 9, Item SPV.0060.3001;**
- Install Poles Type 10, Item SPV.0060.3002;**
- Install Monotube Arms 20-FT, Item SPV.0060.3008;**
- Install Monotube Arms 25-FT, Item SPV.0060.3009;**
- Install Luminaire Arms Steel 15-FT, Item SPV.0060.3019.**

**A Description**

This special provision describes installing state furnished materials conforming to standard spec 657, details shown in the plans, and as modified in this special provision.

**B Materials**

The department will furnish the monotube poles, monotube arms and luminaire arms.

Provide all other needed materials in conformance with standard spec 651.2, 652.2, 653.2, 654.2, 655.2, 656.2, 657.2, 658.2 and 659.2.

**C Construction**

Perform work according to standard spec 651.3, 652.3, 653.3, 654.3, 655.3, 656.3, 657.3, 658.3 and 659.3 except as specified below.

**D Measurement**

The department will measure Install [Equipment] at the contract unit price, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.3001	Install Poles Type 9	EACH
SPV.0060.3002	Install Poles Type 10	EACH
SPV.0060.3008	Install Monotube Arms 20-Ft	EACH
SPV.0060.3009	Install Monotube Arms 25-Ft	EACH
SPV.0060.3010	Install Luminaire Arms Steel 15-Ft	EACH

Payment is full compensation for installing all materials, including all associated hardware, fittings, mounting devices, and attachments necessary to completely install the pole and arms.

**154. Detector Loop Modification, SPV.0060.3020.**

**A Description**

This special provision describes sawing asphalt, removing asphaltic surface, and removing base aggregate necessary to access existing traffic signal loop detector condulets and replacing base aggregate dense and asphaltic surface in kind as shown on the plans and as hereinafter provided.

**B Materials**

Provide all needed materials in conformance with standard spec 305.2 and 465.2.

**C Construction**

Perform work according to standard spec 204.3, 305.3, 465.3, 690.3.

Sawcut and remove existing asphaltic surface at the location of the existing loop-detector condulet. Remove base aggregate to access condulet. Remove existing loop wire and re-install new loop wire (removal of loop wire and installation of loop wire is paid for under separate pay items). Install base aggregate, compact, and install asphaltic surface.

**D Measurement**

The department will measure Detector Loop Modification as each individual unit, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.3020	Detector Loop Modification	EACH

Payment is full compensation for sawing asphalt, removing asphaltic surface, and removing base aggregate necessary to access existing loop detector condulets; backfilling with base aggregate dense; paving asphaltic surface; and cleaning-up and disposing of waste.

**155. Transport & Install State Furnished Municipal Traffic Signal Cabinet CTH W & Highland Rd, Item SPV.0060.3151.**

**A Description**

This special provision describes the transporting and installing of department furnished materials for traffic signals as the plans show and as follows.

**B Materials**

Use materials furnished by the department including: the traffic signal controller and the traffic signal cabinet.

Pick up the department furnished materials from the Ozaukee County Highway Department. Notify Ozaukee County at (262) 284-8331 and make arrangements for picking up the department furnished materials five working days prior to picking the materials up.

Provide all other needed materials in conformance with standard spec 651.2, 652.2, 653.2, 654.2, 655.2, 656.2, 657.2, 658.2 and 659.2.

**C Construction**

Perform work according to standard spec 651.3, 652.3, 653.3, 654.3, 655.3, 656.3, 657.3, 658.3 and 659.3 except as specified below.

Request a signal inspection of the completed signal installation to the engineer at least five working days prior to the time of the requested inspection. Ozaukee County Highway Department will perform the inspection.

**D Measurement**

The department will measure Transport and Install Municipal Traffic Signal Cabinet [Location] as each individual unit, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.3151	Transport and Install State Furnished Municipal Traffic Signal Cabinet CTH W and Highland Rd	EACH

Payment is full compensation for transporting and installing the traffic signal controller and the traffic signal cabinet; for furnishing and installing all other items necessary (such as, wire nuts, splice kits and/or connectors, tape, insulating varnish, ground lug fasteners, etc.) to make the proposed system complete from the source of supply to the most remote unit and for clean-up and waste disposal.

## 156. Transport & Install State Furnished Traffic Signal Cabinet IH 43 NB Ramps & CTH C, Item SPV.0060.3152.

### A Description

This special provision describes the transporting and installing of department furnished materials for traffic signals as the plans show and as follows.

### B Materials

Use materials furnished by the department including: the traffic signal controller and the traffic signal cabinet.

Pick up the department furnished materials at the department's Electrical Shop located at 935 South 60th Street, West Allis. Notify the department's Electrical Field Unit at (414) 266-1170 and make arrangements for picking up the department furnished materials five (5) working days prior to picking the materials up.

Provide all other needed materials in conformance with standard spec 651.2, 652.2, 653.2, 654.2, 655.2, 656.2, 657.2, 658.2 and 659.2.

### C Construction

Perform work according to standard spec 651.3, 652.3, 653.3, 654.3, 655.3, 656.3, 657.3, 658.3 and 659.3 except as specified below.

Request a signal inspection of the completed signal installation to the engineer at least five working days prior to the time of the requested inspection. The departments' Region Electrical personnel will perform the inspection.

### D Measurement

The department will measure Trnspt & Install State Furn Traffic Signal Cabinet [Location] as each individual unit, acceptably completed.

### E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.3152	Transport and Install State Furnished Traffic Signal Cabinet IH 43 NB Ramps & CTH C	EACH

Payment is full compensation for transporting and installing the traffic signal controller and the traffic signal cabinet; for furnishing and installing all other items necessary (such as, wire nuts, splice kits and/or connectors, tape, insulating varnish, ground lug fasteners, etc.) to make the proposed system complete from the source of supply to the most remote unit and for clean-up and waste disposal.

## 157. Transport Traffic Signals & Interesction Lighting Materials IH 43 NB Ramps & CTH C, Item SPV.0060.3153.

### A Description

This special provision describes the transporting of department furnished monotube poles, monotube arms, and monotube luminaire arms.

**B Materials**

Transport materials furnished by the department including: Monotube poles, monotube arms and monotube luminaire arms (to be installed on monotube assemblies).

Pick up the department furnished materials at the department’s Electrical Shop located at 935 South 60th Street, West Allis. Notify the department’s Electrical Field Unit at (414) 266-1170 and make arrangements for picking up the department furnished materials five working days prior to picking the materials up.

Provide all other needed materials in conformance with standard spec 651.2, 652.2, 653.2, 654.2, 655.2, 656.2, 657.2, 658.2 and 659.2.

**C Construction**

Perform work according to standard spec 651.3, 652.3, 653.3, 654.3, 655.3, 656.3, 657.3, 658.3 and 659.3.

**D Measurement**

The department will measure Transport Traffic Signals & Inter Lighting Materials IH 43 NB Ramps & CTH C as each individual unit, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.3153	Transport Traffic Signals & Intersection Lighting Materials IH 43 NB Ramps & CTH C	EACH

Payment is full compensation for transporting the monotube poles, monotube arms and monotube luminaire arms (to be installed on monotubes). Installation of these materials is included under a separate pay item.

- 158. **Transport and Install State Furnished Fiber Optic Cable Pigtail 8-CT IH 43 NB Ramps & CTH C, Item SPV.0060.3154;**
- Transport and Install State Furnished Fiber Optic Cable Pigtail 8-CT IH 43 NB Ramps & STH 60, Item SPV.0060.3155;**
- Transport and Install State Furnished Fiber Optic Cable Pigtail 8-CT IH 43 SB Ramps & STH 60, Item SPV.0060.3156.**

**A Description**

This special provision describes the transporting and installing of fiber optic cable pigtail 8-ct in traffic signal cabinets.

**B Materials**

The department will furnish the pre-terminated fiber optic patch panel. The material will be provided with the traffic signal cabinet. The patch panel will have a pre-terminated fiber optic cable pigtail. Provide all patch panel attachment hardware.

**C Construction**

Install the patch panel on the side of the traffic signal cabinet opposite the electrical service at a location as approved by the engineer. Install the pre-terminated fiber optic cable in conduit from the patch panel to the communication vault as specified in standard spec 678.3.1. Fiber optic cable ends shall be covered securely to protect open ends during installation in raceways. Leave the remainder of the fiber optic cable coiled in the communication vault.

**D Measurement**

The department will measure Transport and Install S-F FO Cable Pigtail 8-CT [Location] as each individual unit, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.3154	Transport & Install State Furnished Fiber Optic Cable Pigtail 8-CT IH 43 NB Ramps & CTH C	EACH
SPV.0060.3155	Transport & Install State Furnished Fiber Optic Cable Pigtail 8-CT IH 43 NB Ramps & STH 60	EACH
SPV.0060.3156	Transport & Install State Furnished Fiber Optic Cable Pigtail 8-CT IH 43 SB Ramps & STH 60	EACH

Payment is full compensation for transporting and installing pre-terminated patch panels; furnishing and installing attachment hardware; and cleaning up and disposing of waste.

## 159. Transport and Install State Furnished Radar Detection System, IH 43 NB Ramps & CTH C, Item SPV.0060.3157.

### A Description

This special provision describes the transporting and installing of department furnished Radar Detection System on monotube poles or arms.

### B Materials

Pick up the department furnished Radar System at the department's electrical shop located at 935 South 60<sup>th</sup> Street, West Allis. Notify the department's electrical field unit (EFU) at (414) 266-1170 to make arrangements for picking up the department furnished materials at least five working days prior to material pick-up.

### C Construction

Install the department furnished pole/arm mounting brackets, extension arms (if required), and radar units per manufacturer recommendations in the locations determined by the department.

Install the power and communication cable to run continuously (without splices) from the traffic signal cabinet to the pole handhole plus an additional 16-feet in each pull box and an extra 10-feet in the pole handhole. Install the detector unit cable whip from the detector unit to the pole handhole. Splice the detector unit cable whip to the power and communication cable in the pole handhole using the provided junction box.

Mark each end of the lead in the traffic signal cabinet and each cable in the pole handhole to indicate the equipment label (i.e. RA1, RA2, etc.) on the plans. For a cabinet that is not operating the signal, the contractor will terminate the ends. If the cabinet is operating the signal, the cabinet wiring will be done by the department.

Notify department's Electrical Shop at (414) 266-1170 upon completion of the installation and aiming of the radar units.

The department will provide the vendor's contact information. Coordinate directly with the department's radar detection system vendor to arrange for the vendor to program the radar detection system on site. Notify the department and vendor at least five working days prior to the date of programming. Assist the department and vendor with fine adjusting of the radar units during the radar system programming, if necessary.

### D Measurement

The department will measure Transport and Install State Furnished Radar Detection System [Location] as each individual unit, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.3157	Transport and Install State Furnished Radar Detection System IH 43 NB Ramps & CTH C	EACH

Payment is full compensation for transporting and installing the radar detection system, cable, mounting hardware, and radar units, assisting the department and vendor during the radar system programming.

**160. Multi Sensor Detection System, CTH C & CTH W, Item SPV.0060.3158.**

**A Description**

This special provision sets forth the minimum requirements for a system that detects vehicles on a roadway using a multi-sensor detection system and the programming of that system.

The multi-sensor system shall utilize two different sensors of different technologies, video imaging and radar, to detect and track licensed and unlicensed vehicles at distances over 500 feet (152 meters). The sensor system shall fuse vehicle information from the two sensors to provide highly accurate and precise detection for simultaneous stop bar presence detection, advanced detection, and special or advanced applications.

**B Materials**

**B.1.1 System Hardware**

The multi-sensor detection system (MSDS) shall consist of up to four hybrid video camera/radar sensors, up to two detection processors (DP) capable of processing from one to two sensors each, one Central Control Unit (CCU), (either 19" rack or shelf-mount form factor), input/output extension modules, video surge suppressors, HDMI monitor and a pointing device, or any combination thereof.

The MSDS will be deployed at locations where site conditions and roadway geometry vary. The MSDS system may also be deployed at locations where existing cabinets or equipment exist. Existing site configurations will dictate the availability of cabinet space and MSDS usage.

**B.1.2 System Software**

The system shall include software that discriminately detects the presence of individual vehicles and bicycles in a single or multiple lanes using only the video image. Detection zones shall be defined using only an embedded software application. A monitor a keyboard and a pointing device are used to place the zones on a video image. A minimum of 32 video detection zones and 16 radar detection zones plus 5 trip lines per sensor shall be available.

A separate computer shall not be required to program the detection zones. In addition to creating vehicle and bicycle zones, the system shall automatically define a pedestrian crossing area in front of the stop bar zones. The system shall provide a tracking mechanism that counts pedestrian volume moving within this crossing area, and also determine the average, maximum, and minimum speed of pedestrians moving within this crossing zone. The system shall also provide discrete outputs when pedestrians are in the crosswalk during normal crossing phases (one for each direction of travel) and when a red phase input has been detected. The system shall also provide a visual indication on the video image that a pedestrian is in the crosswalk.

**B.1.3**

The MSDS shall be made in the U.S.A. in compliance with FTA "Buy America" regulations.

**B.2 MSDS Hardware**

**B.2.1 Detection Processor (DP) System Interfaces**

The DP shall be a single-rack detector card width and provide provision for up to two sensors per DP. It may be possible for the DPs to be embedded in the CCU to provide a single cabinet interface. The following interfaces shall be provided on each video detection processor:

**B.2.1.1 Video Input**

Each DP will be supplied with video from the MSDS Sensor via Ethernet cables plugged into the front of the Central Control Unit. The interface connectors shall be RJ-45 type.

**B.2.1.2 Video Lock LED**

A LED indicator shall be provided to indicate the presence of the video signal. The LED shall illuminate upon valid video synchronization and turn off when the presence of a valid video signal is removed.

### **B.2.1.3 Contact Closure Output**

Open collector (contact closure) outputs shall be provided. Four (4) open collector outputs shall be provided for the Detection Processor rack-mount configuration. Additionally, the MSDS shall allow the use of extension modules to provide up to 32 open collector contact closures per sensor input. Each open collector output shall be capable of sinking 30mA at 24VDC. Open collector outputs will be used for vehicle detection indicators as well as discrete outputs for alarm conditions. The DP outputs shall be compatible with industry standard detector racks assignments.

### **B.2.1.4 Logic Inputs**

Logic inputs such as delay/extend or delay inhibit shall be supported through the appropriate detector rack connector pin or front panel connector in the case of the I/O module. For DPs and extension modules, 4 inputs shall be supported via detector rack interface. The I/O module shall accommodate eight (8) inputs through a 15-pin "D" connector.

### **B.2.1.5 Detection LEDs**

Detection status LEDs shall be provided on the front panel. The LEDs shall illuminate when a contact closure output occurs. Rack-mounted video processors shall have a minimum of four (4) LEDs. Rack-mounted extension modules shall have two, four or eight LEDs (depending upon extension module type) to indicate detection.

Where the DP's are integrated into the CCU the detection LEDs shall be displayed virtually on the setup tool.

### **B.2.1.6 Test Switches**

The front panel of the DP shall have detector test switches to allow the user to manually place vehicle and bicycle calls on each DP output channel. The test switch shall be able to place a momentary call.

Where the DP's are integrated into the CCU the detector test switched shall be activated virtually through the setup tool.

### **B.2.2 2.2**

Both the DP and EM shall be specifically designed to mount in a standard detector rack, using the edge connector to obtain power, provide contact closure outputs and accept logic inputs (e.g. delay/extend). No adapters shall be required to mount the DP or EM in a standard detector rack and no rack rewiring shall not be required.

**B.2.3 2.3** DP printed circuit boards (PCBs) shall be conformally coated according to Caltrans and NEMA specifications

### **B.2.4 On-board Memory**

The DP shall utilize non-volatile memory technology to store on-board firmware and operational data.

### **B.2.5 Firmware Upgrade**

The CCU shall enable the loading of modified or enhanced software through either the Ethernet or front-panel USB port (using a USB thumb drive) and without removing or modifying the CCU hardware. The upgrade will affect both the CCU and DP hardware when connected into a single system.

### **B.2.6 DP and EM Power**

The DP and EM shall be powered by 12 or 24 volts DC. DP and EM modules shall automatically compensate for either 12 or 24 VDC operation. DP power consumption shall not exceed 7.5 watts. The EM power consumption shall not exceed 3 watts.

### **B.2.7 Operating Temperature**

The MSDS shall operate satisfactorily in a temperature range from -30° F to +165° F (-34° C to +74° C) and a humidity range from 0%RH to 95%RH, non-condensing as set forth in NEMA specifications.

## **B.3 MSDS CCU**

The MSDS Central Control Unit (CCU) shall be supplied by the MSDS manufacturer.

### **B.3.1 Hardware**

The CCU shall be supplied in three separate form factors. Users may choose one form factor for use within their controller cabinet system:



1. Standard One Rack Unit (1U) 19" rack format. There shall be brackets to allow the CCU to be mounted under shelves where a 19" frame is not available.
2. Shelf-Mount format; TS1 version. The CCU shall be able to stand up on available shelf-space within the cabinet. All connections shall be made from the front of the CCU, including connections to separate DPs located within the cabinet.
3. Shelf-Mount format; TS2 version. The CCU shall be able to stand up on available shelf-space within the cabinet. All connections shall be made from the front of the CCU, and no external DPs will be required.

### **B.3.2 CCU Power**

#### **B.3.2.1**

The 19" Rack-mount CCU shall be powered from an 110V or 230V, 50Hz or 60Hz supply. CCU power consumption shall not exceed 20 watts.

#### **B.3.2.2**

The shelf-mount format CCU shall be powered from a 48V DC power supply. CCU power consumption shall not exceed 150 Watts.

### **B.3.3 Operating Temperature**

The MSDS shall operate satisfactorily in a temperature range from -30° F to +165° F (-34° C to +74° C) and a humidity range from 0%RH to 95%RH, non-condensing as set forth in NEMA specifications.

### **B.3.4 On-Board Memory**

The CCU shall utilize non-volatile memory technology to store on-board firmware and operational data.

### **B.3.5 Video Surge Suppression**

The CCU shall incorporate surge suppression for each sensor input. The CCU shall be appropriately grounded to the cabinet ground rod using 14 AWG (2.5mm<sup>2</sup>) minimum.

### **B.3.6 Power Surge Suppression**

The CCU shall incorporate power surge suppression both on the input power and on the power supplied to the sensors. The CCU shall be appropriately grounded to the cabinet ground rod using 14 AWG (2.5mm<sup>2</sup>) minimum.

### **B.3.7 Power Management**

The CCU shall incorporate power management for the various parts of the MSDS such that if fault conditions are detected the power supply will safely shut down the power to that peripheral.

### **B.3.8 Interfaces**

#### **B.3.8.1 Extension Modules**

Extension modules (EM) shall be available to eliminate the need of rewiring the detector rack, by enabling the user to plug an extension module into the appropriate slot in the detector rack to provide additional open collector outputs. The EM shall be available in both 2- and 4-channel configurations. EM configurations shall be programmable from the CCU. A separate I/O module shall also be available having 32 outputs through a 37-pin "D" connector on the front panel and 8 inputs through a 15-pin "D" connector using an external wire harness for expanded flexibility.

#### **B.3.8.2**

The CCU shall provide four ports for connection to sensors. The sensors may be any combination of MSDS Sensor or VDS Camera Sensor. The connector shall be an RJ-45 type.

#### **B.3.8.3**

The CCU shall provide four ports for connection to DPs. The connector shall be an RJ-45 type. These connectors will not be required for the Shelf-Mount TS2 version CCU.

#### **B.3.8.4**

The CCU shall provide 2 USB 'A' ports on the front panel of the rack mount CCU unit. These ports can be utilized for various functions. For example, keyboard and mouse functions during system configuration, USB storage devices can be utilized for bin data and video collection. The USB ports shall not require special mouse software drivers. The USB ports shall be used as part of system setup and configuration.

#### **B.3.8.5**

The CCU shall provide an output to a monitor. The port shall be HDMI. The native resolution of the monitor port shall be 1024 x 768.

#### **B.3.8.6 Communications**

An Ethernet communications port shall be provided on the front panel. The Ethernet port shall be compliant with IEEE 802.3 and shall use a RJ-45 type connector mounted on the front panel of the CCU. The Ethernet communications interface shall allow the user to remotely configure the system and/or to extract calculated vehicle/roadway information. The interface protocol shall be documented, or interface software shall be provided. Each MSDS shall have the capability to be IP addressable. The DP shall support data rates of up to 100Mbps.

#### **B.3.8.7**

The CCU shall provide an SDLC connection to the Traffic Controller. The connector shall be a 'D-15' type, in compliance with NEMA TS-2 specifications.

#### **B.3.8.8**

The CCU shall provide an indicator when the SDLC port is active.

#### **B.3.8.9**

The CCU shall provide an indicator when the unit has power.

#### **B.3.8.10**

The CCU shall provide an indicator when the unit is on line.

#### **B.3.8.11**

The CCU shall provide a Wi-Fi connection. The connection shall be over a standard 2.4GHz connection. The Wi-Fi connection shall be enabled and disabled by a switch on the CCU. The CCU shall provide an indicator when the Wi-Fi connection is active.

#### **B.3.8.12**

The CCU shall provide a connection for a removable antenna. The antenna connection shall be a SMA Male type.

#### **B.3.8.13**

The CCU shall provide system status via an on-board Organic Light Emitting Diode display. The display shall indicate various system parameters, such as sensor health and DP health, firmware version and sensor air temperature. The display will be enabled with a switch on the CCU. The display will automatically disable 15 minutes after the button is pressed.

### **B.4 MSDS Sensor**

The MSDS sensor shall be supplied by the MSDS manufacturer and consist of two components, a camera sensor and a radar sensor.

#### **B.4.1**

The MSDS sensor shall utilize a single shielded CAT5E or CAT6 cable for power, communications and video. Cable termination at the camera shall not require crimping or special tools. The cable termination shall only require a standard wire stripper and a screwdriver. No connectors (e.g. BNC) shall be allowed.

An optional RJ45 direct connector shall be made available if a user chooses to connect the sensor cable with RJ45 connections at the sensor.

#### **B.4.2 Camera Sensor**

##### **B. 4.2.1**

The camera sensor shall allow the user to set the focus and field of view of the camera imager via the MSDS software. Sensor control from the controller cabinet shall communicate over a single Cat-5e or CAT6 cable. No additional wires shall be required.

#### **B.4.2.2**

The camera imager shall produce a useable video image of the features of vehicles under all roadway lighting conditions, regardless of time of day. The minimum range of scene luminance over which the camera shall produce a useable video image shall be the minimum range from nighttime to daytime, but not less than the range 0.003 lux to 10,000 lux.

#### **B.4.2.3**

The camera imager electronics shall include automatic gain control (AGC) to produce a satisfactory image at night for the MSDS algorithms.

#### **B.4.2.4**

The camera imager luminance signal to noise ratio (S/N) shall be more than 50 dB with the automatic gain control (AGC) disabled.

#### **B.4.2.5**

The camera imager shall employ three dimensional dynamic noise reduction (3D-DNR) to remove unwanted image noise.

#### **B.4.2.6**

The camera imager shall employ wide dynamic range (WDR) technology to compensate for wide dynamic outdoor lighting conditions. The dynamic range shall be greater than 100 dB.

#### **B.4.3**

The camera imager shall be digital signal processor (DSP) based and shall use a CCD sensing element and shall output color video with resolution of not less than 540 TV lines. The color CCD imager shall have a minimum effective area of 811(h) x 508(v) pixels.

#### **B.4.3.1**

The camera imager shall include an electronic shutter control based upon average scene luminance and shall be equipped with an auto-iris lens that operates in tandem with the electronic shutter. The electronic shutter shall operate between the range of 1/60th to 1/90,000th second.

#### **B.4.3.2**

The camera imager shall utilize automatic white balance.

#### **B.4.3.3**

The camera imager shall include a variable focal length lens with variable focus that can be adjusted, without opening up the camera housing, to suit the site geometry by means of a portable interface device designed for that purpose and manufactured by the detection system supplier.

#### **B.4.3.4**

The horizontal field of view shall be adjustable from 4.5 to 48 degrees. The sensor camera lens shall be a 12x zoom lens with a focal length of 3.5mm to 35mm. The sensor lens should yield a rectilinear image.

#### **B.4.3.5**

The sensor camera lens shall also have an auto-focus feature with a manual override to facilitate ease of setup.

#### **B.4.3.6**

The sensor shall incorporate the use of preset positioning that store zoom and focus positioning information. The sensor shall have the capability to recall the previously stored preset upon application of power.

#### **B.4.3.7**

The camera imager shall be housed in a weather-tight sealed enclosure. The housing shall allow the sensor camera to be rotated to allow proper alignment between the sensor camera and the traveled road surface.

#### **B.4.3.8**

The sensor camera enclosure shall be equipped with a sunshield. The sunshield shall include a provision for water diversion to prevent water from flowing in the camera sensor's field of view. The camera sensor enclosure with sunshield shall be less than 3.5" (89mm) diameter, less than 5.25" (133mm) long, and shall weigh less than 2.5 pounds (1.14kg) when the camera and lens are mounted inside the enclosure.

#### **B.4.3.9**

The enclosure shall be designed so that the pan, tilt and rotation of the camera sensor assembly can be accomplished independently without affecting the other settings.

#### **B.4.3.10 Camera Lens**

The camera sensor enclosure shall include a proportionally controlled Indium Tin Oxide (ITO) lens coating for the heating element of the front glass that maximizes heat transfer to the lens. The output power of the heater shall vary with temperature, to assure proper operation of the lens functions at low temperatures and prevent moisture condensation on the optical faceplate of the enclosure. The transparent coating shall not impact the visual acuity and shall be optically clear. The glass face on the front of the camera sensor enclosure shall have an anti-reflective coating to minimize light and image reflections.

#### **B.4.3.11**

When mounted outdoors in the enclosure, the camera sensor shall operate satisfactorily in a temperature range from -30° F to +140° F (-34 °C to +60 °C) and a humidity range from 0% RH to 100% RH. Measurement of satisfactory video shall be based upon DP system operation.

### **B.4.4 Radar Sensor**

#### **B.4.4.1**

The radar sensor shall operate in the 24 GHz frequency band and shall operate on 1 of 7 available enumerated channels that is user selectable.

#### **B.4.4.2**

The radar detection range shall be over 500 feet (152 meters) minimum, +/- 5%.

#### **B.4.4.3**

The radar sensor shall be able to track up to 64 independent objects simultaneously.

#### **B.4.4.4**

Object speed detection shall be within a range of 0 to 150 miles per hour +/- 1.0 miles per hour (240 km per hour ± 1.5 km per hour).

#### **B.4.4.5**

The radar sensor shall be able to detect vehicles in 1 to 6 traffic lanes.

#### **B.4.4.6**

The radar sensor shall be housed in a weather-tight sealed enclosure conforming to IP-67 specifications. The housing shall allow the radar to be adjusted to allow proper alignment between the sensor and the traveled road surface.

#### **B.4.4.7**

When mounted outdoors in the enclosure, the radar shall operate in a temperature range from -30 oF to +165 oF (-34 °C to +74 °C) and a humidity range from 0% RH to 100% RH.

#### **B.4.4.8**

The radar sensor shall communicate with the sensor data combiner.

#### **B.4.4.9**

The radar sensor shall acquire its power from the sensor data combiner.

### **B.4.5**

Both camera imager and radar sensors shall be housed in an overall, single enclosure assembly.

#### **B.4.6**

The overall size of the multi-sensor enclosure shall not exceed 14 inches x 15 inches x 17 inches (355mm x 380mm x 430mm).

#### **B.4.7**

The overall weight of the multi-sensor unit shall not exceed 11 pounds (5kg).

#### **B.4.8**

The effective projected area (EPA) shall not exceed 2.0 square feet (0.6 square meters).

#### **B.4.9**

The maximum power consumption for the multi-sensor assembly shall be less than 10 watts typical, 20 watts peak.

#### **B.4.10**

Recommended sensor placement height shall be 33 feet (or 10 meters) above the roadway, and over the traveled way on which vehicles are to be detected. For optimum detection the MSDS sensor should be centered above the traveled roadway. The camera shall view approaching vehicles at a distance not to exceed 350 feet (107 meters) for reliable detection (height to distance ratio of 10:100). Camera placement and field of view (FOV) shall be unobstructed and as noted in the installation documentation provided by the supplier.

#### **B.4.11**

The video signal shall be fully isolated from the sensor enclosure.

#### **B.4.12 Sensor Data Combiner**

##### **B.4.12.1**

A sensor data combiner that combines sensor information from both video and radar sensors shall be employed.

##### **B.4.12.2**

The sensor data combiner shall supply primary power to each sensor unit.

##### **B.4.12.3**

The sensor data combiner shall facilitate digital communications between the sensor data combiner and each of the sensor units.

##### **B.4.12.4**

The sensor data combiner shall get its primary power from DC power sourced from the CCU using outdoor rated, shielded Cat5E or Cat6 cable.

##### **B.4.12.5**

The sensor data combiner shall communicate with the detection processor using a single outdoor rated, shielded Cat5E or Cat 6 cable. Both video imaging and radar data shall use the single cable.

##### **B.4.12.6**

The sensor data signal shall be fully isolated from the mechanical enclosure

##### **B.4.12.7**

Cable terminations at the sensor data combiner shall not require crimping tools.

##### **B.4.12.8**

The sensor data combiner shall be housed in a weather-tight sealed enclosure conforming to IP-67 specifications.

#### **B.4.13**

A weather-proof protective cover shall be provided shall be provided to protect all terminations at the sensor.

#### **B.4.14**

The sensor assembly shall include a temperature sensor. The sensor will be polled by the MSDS every minute and will supply the current air temperature. The MSDS software will display this information on the On-Screen Display for each sensor.

#### **B.5 VDS Camera Sensor**

The VDS camera sensor shall be supplied by the VDS manufacturer.

##### **B.5.1**

The VDS camera sensor shall utilize a single shielded CAT5E or CAT6 cable for power and video. Cable termination at the camera shall not require crimping or special tools. The cable termination shall only require a standard wire stripper and a screwdriver. No connectors (e.g. BNC) shall be allowed.

An optional RJ45 direct connector shall be made available if a user chooses to connect the sensor cable with RJ45 connections at the sensor.

##### **B.5.2**

The camera sensor shall allow the user to set the focus and field of view via the VDS software. Camera sensor control from the controller cabinet shall communicate over a single Cat5e or CAT6 cable. No additional wires shall be required.

##### **B.5.3**

The camera shall produce a useable video image of the features of vehicles under all roadway lighting conditions, regardless of time of day. The minimum range of scene luminance over which the camera shall produce a useable video image shall be the minimum range from nighttime to daytime, but not less than the range 0.003 lux to 10,000 lux.

##### **B.5.4**

The camera electronics shall include automatic gain control (AGC) to produce a satisfactory image at night for the VDS algorithms.

##### **B.5.5**

The imager luminance signal to noise ratio (S/N) shall be more than 50 dB with the automatic gain control (AGC) disabled.

##### **B.5.6**

The imager shall employ three dimensional dynamic noise reduction (3D-DNR) to remove unwanted image noise.

##### **B.5.7**

The camera imager shall employ wide dynamic range (WDR) technology to compensate for wide dynamic outdoor lighting conditions. The dynamic range shall be greater than 100 dB.

##### **B.5.8**

The camera shall be digital signal processor (DSP) based and shall use a CCD sensing element and shall output color video with resolution of not less than 540 TV lines. The color CCD imager shall have a minimum effective area of 811(h) x 508(v) pixels.

##### **B.5.9**

The camera shall include an electronic shutter control based upon average scene luminance and shall be equipped with an auto-iris lens that operates in tandem with the electronic shutter. The electronic shutter shall operate between the range of 1/60th to 1/90,000th second.

##### **B.5.10**

The camera shall utilize automatic white balance.

##### **B.5.11**

The camera shall include a variable focal length lens with variable focus that can be adjusted, without opening up the camera housing, to suit the site geometry by means of a portable interface device designed for that purpose and manufactured by the detection system supplier.

#### **B.5.11.1**

The horizontal field of view shall be adjustable from 4.5 to 48 degrees. This camera configuration may be used for the majority of detection approaches in order to minimize the setup time and spares required by the user. The lens shall be a 12x zoom lens with a focal length of 3.5mm to 35mm. The sensor lens should yield a rectilinear image.

#### **B.5.12**

The lens shall also have an auto-focus feature with a manual override to facilitate ease of setup.

#### **B.5.13**

The camera shall incorporate the use of preset positioning that store zoom and focus positioning information. The camera shall have the capability to recall the previously stored preset upon application of power.

#### **B.5.14**

The camera shall be housed in a weather-tight sealed enclosure. The housing shall allow the camera to be rotated to allow proper alignment between the camera and the traveled road surface.

#### **B.5.15**

The camera enclosure shall be equipped with a sunshield. The sunshield shall include a provision for water diversion to prevent water from flowing in the camera's field of view. The camera enclosure with sunshield shall be less than 3.5" (89mm) diameter, less than 5.25" (133mm) long, and shall weigh less than 2.5 pounds (1.14kg) when the camera and lens are mounted inside the enclosure.

#### **B.5.16**

The enclosure shall be designed so that the pan, tilt and rotation of the camera assembly can be accomplished independently without affecting the other settings.

#### **B.5.17 Camera Lens**

##### **B.5.17.1**

The camera enclosure shall include a proportionally controlled Indium Tin Oxide (ITO) lens coating for the heating element of the front glass that maximizes heat transfer to the lens. The output power of the heater shall vary with temperature, to assure proper operation of the lens functions at low temperatures and prevent moisture condensation on the optical faceplate of the enclosure. The transparent coating shall not impact the visual acuity and shall be optically clear.

##### **B.5.17.2**

The glass face on the front of the enclosure shall have an anti-reflective coating to minimize light and image reflections.

##### **B.5.17.3**

The glass face on the front of the enclosure will include a Titanium Dioxide self cleaning coating

#### **B.5.18**

When mounted outdoors in the enclosure, the camera shall operate satisfactorily in a temperature range from -30° F to +140° F (-34 °C to +60 °C) and a humidity range from 0% RH to 100% RH. Measurement of satisfactory video shall be based upon VDP system operation.

#### **B.5.19**

The camera shall be powered by 48VDC. Power consumption shall be 5 watts typical and 16 watts or less under worst conditions.

#### **B.5.20**

Recommended camera placement height shall be 33 feet (or 10 meters) above the roadway, and over the traveled way on which vehicles are to be detected. For optimum detection the camera should be centered above the traveled roadway. The camera shall view approaching vehicles at a distance not to exceed 350 feet (107 meters) for reliable detection (height to distance ratio of 10:100). Camera placement and field of view (FOV) shall be unobstructed and as noted in the installation documentation provided by the supplier.

#### **B.5.21**

The video signal shall be fully isolated from the camera enclosure.

### **B.5.22**

Cable terminations at the camera for video and power shall not require crimping tools.

### **B.5.23**

A weather-proof protective cover shall be provided shall be provided to protect all terminations at the camera. No special tooling shall be required to remove or install the protective cap.

### **B.5.24**

The camera assembly shall include a temperature sensor. The sensor will be polled by the VDS every minute and will supply the current air temperature. The VDS software will display this information on the On-Screen Display for each camera.

## **B.6. MSDS Software**

### **B.6.1 General System Functions**

#### **B.6.1.1**

Detection zones shall be programmed via an embedded application displayed on a video monitor and a keyboard and a pointing device connected to the CCU. The menu shall facilitate placement of detection zones and setting of zone parameters or to configure system parameters. A separate computer shall not be required for programming detection zones or to view system operation. All programming function shall occur on live video images and radar blips, no snapshots or still images are allowed.

#### **B.6.1.2**

The MSDS software shall store up to five completely independent detection zone patterns in non-volatile memory. The MSDS can switch to any one of the five different detection patterns within 1 second of user request via menu selection with the pointing device. Each configuration shall be uniquely labeled and able to be edited by the user for identification. The currently active configuration indicator shall be displayed on the monitor.

#### **B.6.1.3**

The MSDS shall detect vehicles and bicycles in real time as they travel across each camera detection zone.

#### **B.6.1.4**

The MSDS shall detect vehicles in real time as they travel across each radar detection zone.

#### **B.6.1.5**

The DP shall automatically define a pedestrian crossing area, and track pedestrians in real-time as they travel across this pedestrian crossing area in both directions of the camera image. The DP shall count pedestrians moving left-to-right, and right-to-left. The DP shall measure the speed of pedestrians moving left-to-right, and right-to-left, and provide the minimum, maximum, and average speed of the pedestrians per the bin interval. These values shall be displayed on-screen for both directions, and an option shall be provided to the user to turn this on-screen display on or off. This data will be stored in local memory for later retrieval via a remote device. The data will be stored at the Bin Interval set in the system.

#### **B.6.1.6**

The VDP shall provide a discrete output when pedestrians are being tracked in the crosswalk. A separate output may be assigned to each direction of pedestrian travel.

#### **B.6.1.7**

The VDP shall provide a discrete output when pedestrians are crossing against a red phase. The VDP shall allow up to 4 phase inputs to be assigned to each crosswalk.

#### **B.6.1.8**

The MSDS shall accept new detection patterns from an external computer through the Ethernet port when the external computer uses the correct communications protocol for downloading detection patterns. A Windows™-based software designed for local or remote connection and providing video capture, real-time detection indication and detection zone modification capability shall be provided with the system.



#### **B.6.1.9**

The MSDS shall have the capability to automatically switch to any one of the stored configurations based on the time of day which shall be programmable by the user.

#### **B.6.1.10**

The MSDS shall send its detection patterns to an external computer through the Ethernet port when requested when the external computer uses the appropriate communications protocol for uploading detection patterns.

#### **B.6.1.11**

The MSDS shall default to a safe condition, such as a constant call on each active detection channel, in the event of unacceptable interference or loss of the video and/or radar signal.

#### **B.6.1.12**

The MSDS shall be capable of automatically detecting a low-visibility condition of the camera sensor such as fog and respond by placing all affected detection zones in a constant call mode. A user-selected alarm output shall be active during the low-visibility condition that can be used to modify the controller operation if connected to the appropriate controller input modifier(s). The system shall automatically revert to normal detection mode when the low-visibility condition no longer exists. An On-Screen Icon will be displayed while the system is in this mode.

#### **B.6.1.13**

Up to 32 detection zones per camera input shall be supported and each detection zone must be user-sizeable to suit the site and the desired vehicle detection region.

#### **B.6.1.14**

Up to 16 detection zones per radar input shall be supported and each detection zone must be user-sizeable to suit the site and the desired vehicle detection region.

#### **B.6.1.15**

Up to 5 trip lines per radar input shall be supported and each trip line must be user-positionable to suit the site and the desired vehicle detection application.

#### **B.6.1.16**

The system shall provide a Group output. When a user defined number of vehicles are present in the radar FOV the system shall activate an output.

#### **B.6.1.17**

The MSDS shall provide up to 32 open collector output channels per camera and 16 open collector outputs per radar input using one or more extension modules.

#### **B.6.1.18**

The MSDS shall provide discrete outputs when pedestrians are being tracked in the crosswalk. An output may be assigned to pedestrians crossing from left to right and a separate output may be assigned to pedestrians crossing from right to left.

#### **B.6.1.19**

The MSDS shall provide a discrete output when pedestrians are crossing against a red phase. The MSDS shall allow up to 4 phase inputs to be assigned to each crosswalk.

#### **B.6.1.20**

A single video detection zone shall be able to replace multiple inductive loops and the video detection zones shall be OR'ed as the default or may instead be AND'ed together to indicate vehicle presence on a single approach of traffic movement.

#### **B.6.1.21**

When a vehicle is detected within a detection zone, a visual indication of the detection shall activate on the video and radar overlay display to confirm the detection of the vehicle for the zone.

#### **B.6.1.22**

Detection shall be at least 98% accurate in good weather conditions, with slight degradation possible under adverse weather conditions (e.g. rain, snow, or fog) which reduce visibility. Detection accuracy is dependent upon site geometry, sensor placement, camera image quality and detection zone location, and these accuracy levels do not include allowances for occlusion or poor video due to sensor location or quality.

#### **B.6.1.23**

The MSDS shall provide dynamic zone reconfiguration (DZR). DZR sustains normal operation of existing detection zones when one zone is being added or modified during the setup process. The new zone configuration shall not go into effect until the configuration is saved by the operator.

#### **B.6.1.24**

Detection zone setup shall not require site specific information such as latitude and longitude to be entered into the system.

#### **B.6.1.25**

The RDS shall process the radar signals from each sensor at 50mS intervals. Multiple processors shall process all radar signals simultaneously.

#### **B.6.1.26**

The MSDS shall process the video input from each camera sensor at 30 frames per second. Multiple camera processors shall process all video inputs simultaneously.

#### **B.6.1.27**

The MSDS shall output a constant call during the background learning period of no longer than 3 minutes.

#### **B.6.1.28**

Detection zone outputs shall be individually configurable to allow the selection of presence, pulse, extend, and delay outputs. Timing parameters of pulse, extend, and delay outputs shall be user definable between 0.1 to 25.0 seconds.

#### **B.6.1.29**

Up to six detection zones per camera sensor view shall have the capability to count the number of vehicles detected. The count value shall be internally stored for later retrieval through the Ethernet port. The zone shall also have the capability to calculate and store average speed and lane occupancy at user-selectable bin intervals of 10 seconds, 20 seconds, 1 minute, 5 minutes, 15 minutes, 30 minutes and 60 minutes.

#### **B.6.1.30**

The system shall provide an automatic count function per lane for each movement of vehicles, which includes through moving, right, and left turning vehicles. Once standard detection zones have been configured the system will determine the path of vehicles and begin to track them. The data shall also have the capability to be stored at user-selectable bin intervals of 10 seconds, 20 seconds, 1 minute, 5 minutes, 15 minutes, 30 minutes and 60 minutes. The current count will be displayed on the video image. The current count display may be disabled by the user.

#### **B.6.1.31**

In addition any valid detector output may be assigned to the automatic count. For each count the associated detector output will be pulsed for 100mS.

#### **B.6.1.32**

In addition to the count type zone, the MSDS shall be able to calculate average speed and lane occupancy for all of the video detection zones independently. These values shall be stored in non-volatile memory for later retrieval.

#### **B.6.1.33**

The MSDS shall have an "advance" zone type where raw detection output duration to the traffic controller is compensated for angular occlusion and distance.

**B.6.1.34**

The MSDS shall employ color overlays on the video output.

**B.6.1.35**

The MSDS shall have the ability to show controller phase status (green, yellow, or red) for up to 8 phases. These indications shall also be color coded.

**B.6.1.36**

The user shall have the ability to enable or disable the display of the phase information on the video output.

**B.6.1.37**

The MSDS shall have the capability to change the characteristics of a detection zone based on external inputs such as signal phase. Each detection zone shall be able to switch from one zone type (i.e. presence, extension, pulse, etc.) to another zone type based on the signal state. For example, a zone may be a "count" zone when the phase is green but change to a "presence" zone type when the phase is not green. Another application would be zone type of "extension" when the signal phase is green and then "delay" when red.

**B.6.1.38**

The MSDS software shall aid the user in drawing additional detection zones by automatically drawing and placing zones at appropriate locations with only a single click of the mouse. The additional zone shall utilize geometric extrapolation of the parent zone when creating the child zone. The process shall also automatically accommodate lane marking angles and zone overlaps.

**B.6.1.39**

The radar sensor shall have the capability to control the output of each radar detection zone based on a minimum or maximum speed. The minimum speed can be set from 0 mph (0 kph) to 249 mph (400 kph). The maximum speed can be set between 1 mph (1 kph) to 250 mph (402 kph).

**B.6.1.40**

When the user wishes to modify the location of a zone, the MSDS software shall allow the user to move a single zone, multiple zones or all zones simultaneously.

**B.6.1.41**

When the user wishes to modify the geometric shape of the zone, the MSDS software shall allow the user to change the shape by moving the zone corner or zone sides.

**B.6.1.42**

On screen zone identifiers shall be modifiable by the user. The user shall be allowed to select channel output assignments, zone type, input status, zone labels or zone numbers to be the identifier.

**B.6.1.43**

The MSDS shall have the capability to show pedestrian activity in the crosswalk through a visual indication on the video output.

**B.6.1.44**

The MSDS software shall support bicycle type zones where the zone can differentiate between motorized vehicles and bicycles, producing a call for one but not the other.

**B.6.1.45**

Bicycle zone types shall only output when a bicycle is detected. Larger motorized vehicles such as cars and trucks that traverse a bicycle zone shall not provide an output.

**B.6.1.46**

The MSDS software shall provide the ability to assign a separate output channel for bicycle zones to allow traffic controllers to implement special bicycle timing.

**B.6.1.47**

Placement of bicycle type zones in vehicle lanes shall be allowed.

#### **B.6.1.48**

Upon detection of a bicycle, the video output overlay shall indicate active detection as well as providing a unique bicycle detection identifier to visually distinguish bicycle detection versus vehicle detection.

#### **B.6.1.49**

Up to six bicycle detection zones per camera view shall have the capability to count the number of bicycles detected in addition to their normal detection function. The count value shall be internally stored for later retrieval through the Ethernet port.

#### **B.6.1.50 Automatic Traffic Volume Graph**

The On-Screen Display shall include an Automatic Traffic Volume graph. This graph will display estimated Vehicles Per Hour (VPH) per movement for each camera view. The graph will display a rolling 24 hour period of VPH.

#### **B.6.1.51 Occupancy Graph**

The On-Screen Display shall include an Occupancy Graph. This graph will display estimated approach occupancy for each camera view. The graph will display a rolling 24 hour period of Occupancy.

#### **B.6.1.52 Speed Graph**

The On-Screen Display shall include a Speed Graph. This graph will display average speed of vehicles through the each sensor view for the last Bin Interval. The graph will display a rolling 24 hour period of Speed.

#### **B.6.1.53 Radar Zone Data Display**

Current conditions for the 16 radar zones shall be displayed on the video. The conditions are; un-configured, configured and inactive and configured and active.

#### **B.6.1.54 Radar Trip Line and Activity Display**

Current conditions of the 5 trip lines and any warning flags from the radar shall be displayed on the video.

### **B.6.2 User Interfaces**

This section sets forth the minimum requirements for the MSDS to provide a single point interface to remote and local users. The MSDS shall also have the capability to stream up to four simultaneous video streams over an Ethernet interface.

#### **B.6.2.1**

The user interface shall provide capabilities to enable multiple rack-mounted detection processors to be locally and remotely accessed from a single point via an Ethernet connection.

#### **B.6.2.2**

The device shall allow the operator to view four videos simultaneously or any one video by controls embedded in the MSDS.

#### **B.6.2.3**

Local user access to video detection programming shall be limited to the detection processor unit that is currently being displayed on the monitor.

#### **B.6.2.4**

All local programming and setup parameters for the video detection processor shall be user accessible through the interface unit without requiring the user to swap user interface cables between video detection processors.

#### **B.6.2.5**

Remote access to the device shall be through the built-in Ethernet port via access software running on a Microsoft Windows based personal computer.

#### **B.6.2.6**

A Windows OS remote access firmware shall also be available for remote setup and diagnostics of the interface unit.

#### **B.6.2.7**

The MSDS shall support streaming video technology using H.264 standards to allow the user to monitor video detection imagery over the Ethernet interface. Motion JPEG streaming video shall not be allowed.

#### **B.6.2.8**

The interface unit shall allow eight independent streams, one from each detection processor, to be transported via Ethernet to four independent streaming video players simultaneously in D1 resolution.

#### **B.6.2.9**

The interface shall allow the user to select the resolution of the displayed streamed video.

#### **B.6.2.10**

The interface unit shall support the streaming and display of four concurrent streams in D1 resolution.

#### **B.6.2.11**

The interface shall allow the user to change the unit's Ethernet network settings of IP address, subnet mask and default gateway.

#### **B.6.2.12**

The MSDS shall allow the user to upload new application firmware through the use of the interface, remotely or on-site.

#### **B.6.2.13**

A Windows OS based application will be provided to remotely view video streams from the MSDS.

#### **B.6.2.14**

An iOS and Android based application shall be available to remotely access each configured MSDS on the agency's network. This application shall allow the user to choose between any number of pre-configured intersection locations. Using the iOS or Android device, the application will allow the user to view live video from any camera at that intersection, including vehicle and bicycle detections in real-time. The application will also allow the user to view individual intersection data, including turning movement counts and occupancy. The application will show each data set in time periods of day, week, or month, and have the capability of turning on or off right, left, and through movement data for turning movement count data. The application will also allow the user to view current system diagnostic data, including the following, but not limited to individual camera glare and low contrast information, system low contrast, constant call, alarm, reboots, logins, and menu access information.

#### **B.6.2.15**

A Windows based PC application shall be available to remotely access each configured MSDS on the agency's network. The application shall allow the user to choose multiple intersection locations to be displayed simultaneously on the screen. Intersections can be displayed in alphanumeric order. Groups of intersections can be configured to be displayed simultaneously to allow the user to monitor particular corridors of detection. Multiple groups may be configured in the application.

### **B.7 SDLC Functionality**

This section sets forth the minimum requirements for a full-function BIU and integrated MSDS detection communication. The MSDS shall provide outputs to the controller of vehicle calls from DPs that reside within the detector rack.

#### **B.7.1 Functional Capabilities**

The MSDS shall have the capability of monitoring phase information and passing that information and other system data such as "time" from the controller to video detection processor modules. The DP shall also accept data from video processor modules and relay the information to the controller. The unit shall provide a maximum of 64 detector outputs to the controller via the SDLC interface.

#### **B.7.2 Requirements**

The module shall be in compliance with the following industry specifications:

- Transportation Electrical Equipment Specifications (TEES), August 16, 2002 (or latest edition), California Department of Transportation

- NEMA Standard Publication TS 1-1989 (or latest edition), Traffic Control Systems, National Electrical Manufacturers Association
- NEMA Standard Publication TS 2-2003, Traffic Controller Assemblies With NTCIP Requirements, Version 02.06 (or latest edition), National Electrical Manufacturers Association

### **B.7.3 Data Interfaces**

The MSDS shall have two data interfaces:

- The interface to the controller shall be accomplished by the use of the TS-2 SDLC port and protocol according to the TS-2 specifications. The module shall be able to be configured to respond to BIU addresses 8, 9, 10 and 11 or a combination thereof.
- The interface to communicate with card rack video detection processors shall be manufacturer specific.

### **B.7.4 SDLC Communication Indicators**

One LED indicator shall be provided for the TS-2 SDLC interface. The indicator shall be used to inform the user of any communication activity on the SDLC port.

## **B.8. Warranty**

### **B.8.1**

The supplier shall provide a limited three-year warranty on the MSDS.

### **B.8.2**

During the warranty period, technical support shall be available from the supplier via telephone within 4 hours of the time a call is made by a user, and this support shall be available from factory-certified personnel or factory-certified installers.

### **B.8.3**

During the warranty period, updates to DP software shall be available from the supplier without charge.

## **B.9. Maintenance and Support**

### **B.9.1**

The supplier shall maintain an adequate inventory of parts to support maintenance and repair of the video detection system. These parts shall be available for delivery within 30 days of placement of an acceptable order at the supplier's then current pricing and terms of sale for said parts.

### **B.9.2**

The supplier shall maintain an ongoing program of technical support for the video detection system. This technical support shall be available via telephone, or via personnel sent to the installation site upon placement of an acceptable order at the supplier's then current pricing and terms of sale for on-site technical support services.

### **B.9.3**

Installation or training support shall be provided by a factory-authorized representative and shall be a minimum IMSA-Level II Traffic Signal Technician certified.

### **B.9.4**

All product documentation shall be written in the English language.

## **C Construction**

### **C.1 Installation**

#### **C.1.1**

The cable to be used between the sensor and the CCU in the traffic cabinet shall be Cat-5e, shielded, outdoor rated. This cable shall be suitable for installation in conduit or overhead with appropriate span wire. Shielded RJ-45 connectors shall be used where applicable. The Cat-5e cable, RJ-45 connector, stripping and crimping tool shall be approved by the supplier of the video detection system, and the manufacturer's instructions must be followed to ensure proper connection.

### C.1.2

The detection sensor shall be installed by factory-certified installers as recommended by the supplier and documented in installation materials provided by the supplier. Proof of factory certification shall be provided.

### C.2 Programming

Program the MSDS as directed by Ozaukee County to allow the traffic signal system to operate according to the sequence of operations.

Allow Ozaukee County and/or its representatives to review the operation of the MSDS. Provide guidance as needed on special programming features bases on the sequence of operations to maintain proper operation.

### D Measurement

The department will measure Multi Sensor Detection System [Location] as each individual unit, acceptably completed.

### E Payment

The department will pay for the measured quantity at the contract unit price under the following bid item.

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.3158	Multi Sensor Detection System, CTH C & CTH W	EACH

Payment shall be full compensation for furnishing and installing the Multi Sensor Detection System on signal poles or mast arms as shown on the plans; for installing and programming all cabinet equipment; and for aiming the cameras and radar detectors.

## 161. Temporary Non-Intrusive Vehicle Detection System for Intersections, CTH W & Highland RD, Item SPV.0060.3159; Temporary Non-Intrusive Vehicle Detection System for Intersections, CTH C & CTH W, Item SPV.0060.3160.

### A Description

This work shall consist of furnishing, installing, maintaining and placing into operation a temporary non-intrusive vehicle detection system (NIVDS) as shown on the plans, and as directed by the engineer in the field.

### B Materials

This specification sets forth the minimum requirements for a system that detects vehicles on a roadway and provides detection outputs to a traffic signal controller. The materials shall also include all brackets, mounting hardware, cable, terminations, interface panels, and all other incidentals for the installation of the non-intrusive vehicle detection equipment. This equipment shall meet the NEMA environmental, power and surge ratings as set forth in NEMA TS2 specifications.

All detection equipment, components, and terminations supplied under this item shall be fully compatible with the temporary traffic signal controller for the project. The system architecture shall fully support Ethernet networking of system components. All required interface equipment needed for transmitting and receiving data shall be provided with the NIVDS.

The NIVDS shall provide flexible detection zone placement anywhere and at any orientation. Preferred detector configurations shall be detection zones placed across lanes of traffic for optimal count accuracy, detection zones placed parallel to lanes of traffic for optimal presence detection accuracy of moving or stopped vehicles. Detection zones shall be able to be overlapped for optimal road coverage.

### C Construction

The temporary NIVDS shall be installed by supplier factory-certified installers and as recommended by the supplier and documented in installation materials provided by the supplier.

In the event, at installation or turn on date, a noticeable obstruction is present in line with the detection zone(s), the contractor **shall** be obligated to advise the engineer before setting the zone.

The non-intrusive vehicle detection system, as shown in the traffic signal construction plans, **shall** be complete, in place, tested, and in full operation during each stage of construction.

Maintain all temporary vehicle detection zones as the plans show or as the engineer directs. The temporary vehicle detection zones shall be set near the vicinity and with approximate distance from the stop bar as shown on the plans. Check temporary vehicle detection zones every other week and at the opening of each stage of temporary traffic signal operation to ensure that they are working properly and aimed properly. Periodic adjustment of the detection zones and/or moving of the temporary vehicle detection sensors may be required due to changes in traffic control, staging, or other construction operations.

Ensure the non-intrusive vehicle detection system stays in clean working order. Periodic cleaning of the equipment may be required due to dirt and dust build-up.

#### **D Measurement**

The department will measure Temporary Vehicular Video Detection System for Intersections (Location) as each individual unit, acceptably completed.

#### **E Payment**

The department will pay for the measured quantity at the contract unit price under the following bid item.

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.3159	Temporary Non-Intrusive Vehicle Detection System for Intersections, CTH W & Highland Rd	EACH
SPV.0060.3160	Temporary Non-Intrusive Vehicle Detection System for Intersections, CTH C & CTH W	EACH

Payment is full compensation for furnishing and installing the temporary non-intrusive vehicle detection system, including cabling, mounting brackets, mounting hardware, terminations, interface panels, testing and set up; for periodic checking and resetting of detection zones; for periodic cleaning for dirt and dust build-up; and for removing all equipment at the completion of the project.

### **162. Covering Traffic Signal Equipment CTH W & Highland Rd, Item SPV.0060.3161; Covering Traffic Signal Equipment CTH C and CTH W, Item SPV.0060.3162.**

#### **A Description**

This special provision describes covering existing permanent traffic signal equipment during construction.

#### **B Materials**

Hood materials shall be burlap, canvas, nylon or other materials approved by the engineer and black in color. Plastic trash bags or similar materials are not acceptable. The hood shall cover the entire face of the traffic signal head to the rim of the backplate, if present, and completely cover the pedestrian push button and pedestrian push button sticker and/or sign. The hoods must not damage the existing traffic signal equipment.

The hoods must be securely fastened to the existing traffic signal equipment with nylon rope, straps or other materials approved by the engineer. Tape or similar materials are not acceptable. The straps must not damage the existing traffic signal equipment.

#### **C Construction**

Notify Ozaukee County Highway Department at (262) 284-8331 at least five working days prior to the required deactivation of the permanent traffic signal equipment.

Hood the permanent traffic signal heads immediately upon the deactivation of the equipment. Cover the entire face of the signal head to the rim of the backplate and cover the pedestrian push button and pedestrian push button sticker and/or sign with the approved cover materials. Securely fasten the hood to the existing traffic signal equipment with the approved materials. Ensure that the traffic signal indications are not visible.

The hoods must be maintained until the permanent traffic signal equipment is reactivated.

Remove the traffic signal hoods upon project completion.



**D Measurement**

The department will measure Covering Traffic Signal Equipment (Location), furnished, installed, and completely operational, as a single complete unit of work per intersection, complete in place and acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.3161	Covering Traffic Signal Equipment CTH W & Highland Road	EACH
SPV.0060.3162	Covering Traffic Signal Equipment CTH C & CTH W	EACH

Payment is full compensation for furnishing and installing all required traffic signal hoods, materials, and supplies; for maintaining the traffic signal hoods; for removing the traffic signal hoods; and for cleaning up and properly disposing of waste.

**163. Transport & Install State Furnished EVP Heads with Confirmation Lights CTH W & Highland Rd, Item SPV.0060.3163;  
Transport & Install State Furnished EVP Heads with Confirmation Lights CTH C & CTH W, Item SPV.0060.3164;  
Transport & Install State Furnished EVP Heads with Confirmation Lights IH 43 NB Ramps & CTH C, Item SPV.0060.3165.**

**A Description**

This special provision describes the transporting and installing of department furnished Emergency Vehicle Preemption (EVP) Detector Heads and mounting brackets at CTH W & Highland, CTH C & CTH W, and IH 43 NB Ramps & CTH C.

**B Materials**

Pick up the department furnished materials at the department’s Electrical Shop located at 935 South 60th Street, West Allis. Notify the department’s Electrical Field Unit at (414) 266-1170 and make arrangements for picking up the department furnished materials five working days prior to picking the materials up.

**C Construction**

Install the EVP detector heads as shown on the plans. The department (IH 43 NB Ramps & CTH C) and Ozaukee County (CTH W & Highland Rd and CTH C & CTH W) will determine the exact location to ensure that the installation does not create a sight obstruction. Mount the EVP detector heads and confirmation lights and wire them per manufacturer instructions. For a cabinet that is not operating the signal, the contractor will terminate the ends and install the discriminators and card rack in the cabinet. If the cabinet is operating the signal, the cabinet wiring will be done by the department (IH 43 NB Ramps & CTH C) or Ozaukee County (CTH W & Highland Rd and CTH C & CTH W).

Notify the department’s Electrical shop at (414) 266-1170 (IH 43 NB Ramps & CTH C) and Ozaukee County Highway Department at (262) 284-8331 (CTH W & Highland Rd and CTH C & CTH W) upon completion of the installation of the Emergency Vehicle Preemption (EVP) Detector Heads.

**D Measurement**

The department will measure transporting and installing of department furnished Emergency Vehicle Preemption (EVP) Detector Heads as each individual unit, in place and accepted.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.3163	Transport & Install State Furnished EVP Heads with Confirmation Lights CTH W & Highland Rd	EACH
SPV.0060.3164	Transport & Install State Furnished EVP Heads with Confirmation Lights CTH C & CTH W	EACH
SPV.0060.3164	Transport & Install State Furnished EVP Heads with Confirmation Lights IH 43 NB Ramps & CTH C	EACH

Payment is full compensation for transporting and installing department furnished Emergency Vehicle Preemption (EVP) Detector Heads and mounting brackets.

**164. Case Pile Wave Analysis Program (CAPWAP) Evaluation, Item SPV.0060.4000;  
Pile Dynamic Analyzer (PDA) Restrikes, Item SPV.0060.4001;  
Pile Dynamic Analyzer (PDA) Testing, Item SPV.0060.4002.**

**A Description**

The items consist of providing Pile Dynamic Analyzer (PDA) load testing and analyses/evaluation. This Dynamic Pile Load Testing is being done to set pile resistance criteria. Production piles will be driven conforming to pile resistance criteria produced by the contractor after PDA testing and evaluation is completed at each substructure unit. PDA restrikes will be completed as described in this special provision, or as directed by the engineer.

The piles and pile driving will be paid for under standard spec 550. This applies to both piles installed using the PDA criteria and for production piles installed using the criteria developed by the contractor from the PDA installations.

Data collected during the testing described herein will form the basis for the final driving criteria to be applied to production piles in the substructure unit under consideration. Submit the name and qualifications of the person(s) completing this work. Provide documentation that the person(s) completing this work have successfully completed at least 5 PDA testing projects within the last 3 years, and that these identified projects are of a scope and complexity similar to that anticipated for this project. Persons without this minimum experience will not be allowed to complete work on this project. Also submit documentation of experience with PDA equipment manufactured by Pile Dynamics, Inc. and the CAse Pile Wave Analysis Program (CAPWAP). All dynamic monitoring shall be performed using a PDA (Model PAK, PAX, or PAL). Furnish all equipment necessary for the dynamic monitoring such as sensors, cables, or wireless transmitters, etc. The equipment shall conform to the requirements of ASTM D4945. A person with a minimum of 4 years of experience and who has achieved a minimum of Advanced Level on the Foundation QA Examination for Providers of PDA Testing Services, shall be in charge of PDA operations and of data interpretation. They shall be present on site, or by remote connection, at the time of all PDA testing.

**B (Vacant)**

**C Construction**

**C.1 Test Locations**

Perform dynamic pile load testing at the pile locations identified on the plans. These locations are referred to simply as 'PDA Test Piles' throughout the remainder of this specification. Piles noted as PDA Test Piles are a functional load-carrying part of the completed foundation unit, and not solely used for testing.

**C.2 Driving Sequence**

Perform PDA testing on the first piles installed in each substructure unit. PDA Test Piles shall be located as shown on the footing plan. No other piles in the substructure unit shall be used for PDA testing unless agreed to by the engineer. Do not drive any other piles in the unit until all required testing has been completed and the final driving criteria for that substructure unit has been determined in writing and accepted by the engineer

**C.3 Pile Driving**

Drive PDA Test Piles to penetration depths and/or penetration resistances as directed by the engineer. Drive PDA Test Piles using the same methods and equipment that have been accepted for driving the production piles

Drive PDA Test Piles to one of the following lengths:

- If the required plan driving resistance is achieved at a pile length less than plan length, stop driving the pile. Pile restrikes will be required as described in Section C.6 of this special provision to document that the minimum plan required driving resistance is achieved.
- If PDA indicated pile capacity is greater than or equal to 85% of the required driving resistance, at the estimated plan length, stop driving. Pile restrikes will be required as described in Section C.6 of this special provision to document that the minimum plan required driving resistance is achieved.

- If the pile resistance at plan length is less than 85% of the required driving resistance, continue to drive the pile until the resistance reaches 85% or more of the plan driving resistance. Upon achieving 85% or more, stop driving. Pile restrikes will be required as described in Section C.6 of this special provision to document that the minimum plan required driving resistance is achieved.

In all cases, the required plan driving resistance will be shown either through end of initial drive data or from restrike data, as defined above.

#### **C.4 Scheduling**

Provide a written schedule to the engineer showing all required PDA Test Pile activities for the following week. Submit this schedule a minimum of 2 working days prior to the first day included in the schedule

Multiple concurrent PDA testing and/or analyses will be allowed. Any delays to the contractors schedule due to coordination or untimeliness of PDA testing or evaluation/analyses will not be grounds for extension of contract time.

#### **C.5 Installation Testing**

Perform dynamic measurements following procedures set forth in ASTM D4945 during the driving of piles designated as PDA Test Piles.

Continuous PDA monitoring may require multiple installations of PDA testing equipment depending on the supplied pile length. If multiple piles lengths are used to produce the final installed pile, multiple PDA equipment installations will be required. With the PDA testing equipment attached, drive the pile and monitor using the PDA equipment.

#### **C.6 Restrike Tests**

Perform restrike tests on all PDA test piles as part of the initial dynamic pile load testing program as described in section C.5. See restrike criteria given in section C.3.

Wait a minimum of 12 hours and a maximum of 72 hours or a time period as directed by the engineer, after initial pile installation is complete; then, restrike each PDA test pile with the required dynamic testing instruments attached.

Warm the hammer before the restrike by applying at least 20 blows to a non-test pile, or by other means acceptable to the engineer.

The maximum amount of penetration required during the restrike test shall be 6 inches, or the maximum number of hammer blows required will be 30, whichever occurs first.

The pre-approved pile-driving hammer used for restrike testing shall be capable of supplying enough energy to develop a minimum of twice the required driving resistance shown on the plans.

#### **C.7 CAPWAP Evaluation and Drive Criteria**

Pile-driving criteria for each substructure unit shall be determined from dynamic pile tests conducted on the total length of each pile noted for PDA Testing in the plans. Submit the required driving resistance and the driving criteria for the production piles determined by dynamic pile testing to the engineer for acceptance for the production pile installation. Electronically submit the driving criteria and a report with the results of the CAPWAP evaluation to the engineer.

Utilize the dynamic test data to establish the following pile driving criteria: (1) a minimum driven length below cutoff level, and (2) a maximum penetration rate per 10 hammer blows for 30 consecutive blows. Drive all remaining piles in each unit according to the established criteria for that unit.

Driving production piles shall continue until the required driving resistance is achieved for 30 consecutive hammer blows. Mark penetration per 10 consecutive hammer blows.

The engineer may alter driving criteria as necessary to assure development of adequate pile capacity. In any pile where pile capacity or integrity is suspect, the engineer may order PDA testing.

#### **D Measurement**

The department will measure Case Pile Wave Analysis Program (CAPWAP) Evaluation as each individual unit, acceptably completed, in which one unit includes all analyses and effort required to provide drive criteria for installation of production piles in one substructure unit.

The department will measure Pile Dynamic Analyzer (PDA) restrikes as each individual unit, acceptably completed, in which one unit includes all of the restrike and testing effort required on an individual pile when it is restruck.

The department will measure Pile Dynamic Analyzer (PDA) Testing as each individual unit acceptably completed, in which one unit includes all PDA-related effort on one pile during the initial driving.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.4000	Case Pile Wave Analysis Program (CAPWAP) Evaluation	EACH
SPV.0060.4001	Pile Dynamic Analyzer (PDA) Restrikes	EACH
SPV.0060.4002	Pile Dynamic Analyzer (PDA) Testing	EACH

Payment for Case Pile Wave Analysis Program (CAPWAP) Evaluation is full compensation for providing the personnel, software and equipment to evaluate the results of the monitoring for each substructure unit for the purpose of establishing production pile driving criteria, and the electronic submittal of the driving criteria and report with the results of the CAPWAP evaluation.

Payment for Pile Dynamic Analyzer (PDA) Restrikes is full compensation for facilitating and performing one restrike test on a pile, including the sensor installation, mobilization of equipment, hammer warm-up, and pile restriking.

Payment for Pile Dynamic Analyzer (PDA) Testing is full compensation for facilitating the initial dynamic pile load test on a given pile, including possible multiple sensor installations.

## 165. Temporary Bridge Widening B-45-24, Item SPV.0060.4003.

### A Description

This special provision describes the design, construction and maintenance of a temporary bridge widening as shown on the contract plans conforming to standard spec 526 as modified in this special provision.

### B Materials

#### B.1 Design

Design the temporary bridge widening conforming to AASHTO LRFD Bridge Design Specifications and AASHTO LRFD Bridge Construction Specifications, Article 3.5. Design the temporary bridge widening using the requirements for a permanent bridge, with the following exceptions: no future wearing surface dead load to be included; include full HL-93 live load in the loading; bar steel reinforcement need not be epoxy coated; steel girders, if used, need not be painted; fatigue need not be checked for steel superstructures; incorporate WisDOT Single Slope Parapet 42SS; and incorporate parapet to deck connection and overhang reinforcement design according to the WisDOT Bridge Manual Chapter 30.

The temporary bridge widening shall span the stream and/or underpass roadway as shown on the contract plans. The structure shall have a minimum roadway width as shown on the contract plans as measured between the faces of the existing concrete barrier to remain and the barrier included in the temporary bridge widening at right angles to the centerline. The temporary bridge widening shall not reduce the vertical underclearance more than is shown on the contract plans without prior approval from the engineer.

Use cast-in-place concrete for the deck of the temporary bridge widening, designed according to the WisDOT Bridge Manual Chapter 17. A thinner deck, per Table 17.5-2 of the WisDOT Bridge Manual is acceptable. The design details must provide a means of connecting the new and existing portions of the deck as shown on the contract plans.

If contractor owned structural steel beams are utilized for the temporary widening, they are to be sound continuous material, free from large holes and defects. Use of these members is subject to the approval of the engineer. Welded splices of existing steel beams are not permitted in the temporary widening.

For multi-column piers, consider the cap connections to the existing cap as pinned and design the new portion to the latest AASHTO LRFD Bridge Design Specifications criteria. The new column(s) are not required to meet LRFD 3.6.5 (600 kip loading).

Add a column as additional vertical support for the extension of a hammerhead pier.

Widen abutments to current LRFD criteria.

Design foundation support to current LRFD criteria based on existing subsurface and geotechnical data for the existing bridge, and subsurface and geotechnical data for the structures to be constructed after removal of the temporarily widened bridge. Contractor to request these files from the engineer.

When the temporary widening spans a stream, the design the structure – both superstructure and substructure – with dimensions sufficient to not constrict stream flow during use. Align piers with existing pier configuration and place parallel to stream flow in order to not restrict waterway area as shown on the contract plans.

All temporary shoring and other secondary structure items required to construct the temporary bridge widening are to be included as a part of this bid item.

## **B.2 Plan Requirements and Submittals**

Provide contractor plans, shop drawings and design computations, signed and sealed by a professional engineer registered in the State of Wisconsin, for the temporary widened structure. Submit as shop drawings to the engineer electronically. Make the submittal no later than 45 days after date of notice of contract approval. Allow the following time period in the construction schedule: 14 calendar days after the first receipt of plans by WisDOT for a complete initial review of the design and plans submittal, and an additional 14 calendar days for any necessary revisions and/or corrections.

The department will return plans (electronically) from this submittal, and any subsequent submittals, to the contractor; either indicating acceptance or marked with required revisions and/or corrections. Provide the engineer copies of final plans to be used in construction.

## **C Construction**

Construct temporary widening conforming to standard spec part 5: Structures. Backfill excavations conforming to standard spec 206.3.13 with structure backfill conforming to standard spec 210.2.

Conform to federally required safety inspection of temporary widening structure.

## **D Measurement**

The department will measure the Temporary Bridge Widening (Structure) by individual unit, acceptably completed.

## **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.4003	Temporary Bridge Widening B-45-24	SF

Payment for the Temporary Bridge Widening bid item is full compensation for providing a temporary widened bridge including design, materials and construction; for backfilling with structure backfill; and for maintaining.

## **166. Adjusting Sanitary Manhole; Item SPV.0060.5000.**

### **A Description**

This work includes adjusting sanitary manholes to an elevation as determined by the engineer as well as installing frame and lid, internal frame/chimney seal, according to the Standard Specifications for Sewer and Water Construction in Wisconsin, latest edition and amendments (SSSW) and as hereinafter provided.

Add or remove masonry adjusting rings as needed. This item applies to structures to be lowered less than 6 inches or raised less than 12 inches.

### **B Materials**

#### **B.1 Adjusting Rings**

Adjustment rings shall be concrete with steel reinforcement in conformance with ASTM C-478. Precast concrete rings shall have an inside diameter to match the manhole opening, be not less than 2 inches nor more than 6 inches high and have a wall thickness of 6 inches unless otherwise specified. The rings shall contain a minimum of one No. 2 reinforcing rod centered within the ring. Do not use any cracked or broken rings. The top of precast manhole cones shall be set a maximum of 18 inches lower than established grade in unimproved areas, with the top of the manhole cover being ringed up flush with the

existing ground. The minimum number of adjusting rings shall be one 2-inch ring. The maximum height of adjusting rings shall be 8 inches in paved areas. All joints between the adjusting rings shall be filled with grout or mortar, including between the cone and the adjusting ring and the adjusting ring and the frame. Rings shall be grooved to receive a step.

## **B.2 Manhole Seal**

Furnish new Cretex Specialty Products, NPC Flexrib, or approved equal internal or external frame/chimney seal, as shown in the plans. The seal shall meet the material requirements of section 8.42.3 and the performance requirements of section 8.42.4 of the SSSW.

## **B.3 Backfill Slurry**

Backfill slurry shall meet the material and construction requirements of section 8.43.8 of the SSSW.

## **C Construction**

### **C.1 General**

The location of existing sanitary manholes to be adjusted is indicated on the plans. Adjust these items as shown in the plans. Adjust manholes as necessary so that the frames and lid when placed will be at the established required grade. Install seals according to the manufacturer's recommended installation procedures. Furnish and use backfill slurry in the manhole excavation area to existing surface or to appropriate depth for pavement restoration.

Prior to starting work, submit protocol for preventing any foreign material from falling into the flow line of the sanitary sewer system. Verify no debris falls into the flow line prior to, during and completing construction of manhole. Put in place measures to clean out any foreign materials that fall into the bottom of the manholes. Any private or public sewer backups due to failure to remove foreign material from sanitary sewer system will become the sole financial and physical responsibility of the contractor.

### **C.2 Surface Preparation**

Remove manhole cover and power wire brush the lower 3 inches of the manhole frame to remove any loose rust or scale and repair any imperfections by either grinding smooth or filling with mortar. A smooth, clean sealing surface is required. Realign the casting if it is offset more than approximately 2 inches from the chimney. Remove all loose and protruding mortar and brick from the upper 7-Inch chimney and clean surface by power wire brushing. Provide a 4-Inch wide sealing surface starting 2 inches down from the bottom of the frame.

All sealing surfaces must be circular, reasonably smooth, clean and free of any loose material or excessive voids. If such a surface does not exist for the bottom of the sleeve to seal against, use one-component, quick-set, high strength, non-shrink, polymer modified patching mortar which has been formulated for vertical or overhead use. If the bottom of the sleeve is to seal against the top of an eccentric (straight side) cone and an inadequately high vertical surface does not exist, contact the manufacturer to obtain details to build the required vertical surface.

Use caulk to fill minor irregularities in the bottom sealing surface. The caulk shall be a butyl rubber caulk conforming to AASHTO M-198, Type B. Apply a single bead of the caulk to the center portion of the lower sealing surface of the sleeve.

Any flaws in the manhole frame, such as minor cracks, pits or protrusions, shall be repaired by either filling with mortar or grinding smooth.

### **C.3 Manhole Seal**

Seals shall cover from the frame across all rings and onto the cone.

### **C.4 Manhole Frames and Lids**

Salvage and reinstall existing frames and lids.

## **D Measurement**

The department will measure Adjusting Sanitary Manhole as a unit per each adjustment, acceptably completed.

## **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.5000	Adjusting Sanitary Manhole	EACH

Payment is full compensation for providing and installing all required materials including adjusting rings, internal frame/chimney seals, and masonry and fittings; for salvaging and reinstalling existing or new covers, including frames and lids; for excavating, backfilling, and compacting; for furnishing and placing backfill slurry; for disposing of surplus materials; and for cleaning out and restoring the structure.

**167. Pipe Connection to Existing Structure, Item SPV.0060.8015.**

**A Description**

This special provision describes connecting new storm sewer pipe to existing structure.

**B Materials**

Conform to standard spec 608.2 and standard spec 611.2

**C Construction**

Conform to standard spec 608.3 and standard spec 611.3

**D Measurement**

The department will measure Pipe Connection to Existing Structure by each pipe connected, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.8015	Pipe Connection to Existing Structure	EACH

Payment is full compensation for performing all work; excavation, backfilling, furnishing, masonry and fittings; disposing of surplus material, coring holes in existing structure to connect new pipe; and installing all materials, couplings, concrete collars, and pipe.

**168. Removing Bulkhead, Item SPV.0060.8018.**

**A Description**

This special provision describes removing existing bulkhead as shown in the plans, and as hereinafter provided.

**B (Vacant)**

**C Construction**

Carefully remove the bulkhead without damaging the pipe. Replace portion of damaged pipe with similar size and material.

**D Measurement**

The department will measure Removing Bulkhead by each bulkhead removed, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.8018	Removing Bulkhead	EACH

Payment is full compensation for furnishing all materials; removing bulkhead, replacing damaged pipe material including concrete collar around the pipe; and excavating and backfilling where necessary.

**169. Fastening Sewer Access Covers, Item SPV.0060.8020**

**A Description**

This special provision describes sealing, maintaining, and removing sealant for sewer access covers.

**B Materials**

Furnish preformed butyl rubber based sealant conforming to ASTM C990 Section 6.2. Size the preformed joint sealant to fill the joint to 50% of its annular volume when assembled.

**C Construction**

Open the sewer access cover, inspect the frame and grate, and remove material that will interfere with the sealant application from the cover and casting. Apply sealant in a continuous ring around the frame without stretching. Knead the ends together with no overlap.

Monitor performance during the project and maintain as needed. Remove sealant after traffic is shifted into its final configuration.

**D Measurement**

The department will measure Fastening Sewer Access Covers as each individual cover, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.8020	Fastening Sewer Access Covers	EACH

Payment is full compensation for providing and maintaining sealed covers; and removing sealant.

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**170. Storm Sewer Structure 173, Item SPV.0060.8501.**

**A Description**

This work shall consist of design and construction of either a cast-in-place or precast storm sewer structure made of concrete with necessary reinforcement, metal frames, grates and lids, including required excavating and backfilling.

**B Materials**

Conform to standard spec 611.2.

**C Construction**

Conform to standard spec 611.3

**D Measurement**

The department will measure Storm Sewer Structure (type) by each individual unit, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.8501	Storm Sewer Structure 173	EACH

Payment is full compensation for providing structure design; providing all materials, including all masonry, for Grade "A" concrete adjustments and monolithic concrete shimming; conduit and sewer connections, steps, and other fittings; for providing and installing butyl rubber joints; for furnishing all excavating, backfilling, disposing of surplus material, and for cleaning out and restoring the work site; except that the department will pay for covers, including frames, grates and lids separately.

The department will apply contract unit prices without adjustments to the quantities of manholes constructed to depths not greater than one foot above or below the elevations shown on the plans. Manholes that the engineer orders constructed to a depth greater than one foot above or below elevations shown on the plans will be specified for extra work and paid for according to 109.4.



## **171. Pavement Cleanup Project 1229-04-76, Item SPV.0075.0601.**

### **A Description**

This special provision describes cleanup of dust and debris from pavements within and adjacent to the job site. Pavement Cleanup includes surveillance and reporting of all active haul routes.

### **B Materials**

#### **B.1 Pavement Cleanup**

Furnish a vacuum-type street sweeper equipped with a power broom, water spray system, and a vacuum collection system.

Use vacuum equipment with a self-contained particulate collector capable of preventing discharge from the collection bin into the atmosphere.

Use a vacuum-type sweeper as the primary sweeper, except as specified in this special provision or approved by the engineer.

### **C Construction**

#### **C.1 Surveillance**

Provide daily surveillance of active haul routes to identify if material is being tracked from the jobsite. Document the condition of the roads and all sweeping recommendations in a daily report. Submit reports to the engineer daily, including hourly metered tickets for that day's sweeping activities.

#### **C.2 Pavement Cleanup**

Keep all pavements, sidewalks, driveways, curb lanes and gutters within the project boundaries, free of dust and debris generated from all activity under the contract. Keep all pavements, sidewalks, driveways, curb lanes, and gutters adjacent to the project free of dust and debris that are caused by land disturbing, dust generating activities, as defined in the contractor's Dust Control Implementation Plan (DCIP).

Provide routine sweeping of all pavements, sidewalks, driveways, curb lanes and gutters on local-street active haul routes as defined in the DCIP or as directed by the engineer. Include the following roadways for routine sweeping:

- IH 43 (NB and SB)
- Highland Road
- CTH C
- And all other roadways approved by the department

In addition to routine sweeping, conduct sweepings as the engineer directs or approves, to eliminate dust problems that might arise during off-work hours or emergencies. Provide the engineer with a contact person available at all times to respond to requests for emergency sweeping. Coordinate with engineer to determine deadlines for responding to emergency sweeping requests and cleaning up spillage and material tracked to/from the project.

Skid steers with mechanical power brooms may only be used on sidewalks and driveways whose pavements will not support the weight of a street sweeper, unless otherwise approved by the engineer. Do not dry sweep. Ensure all broomed equipment used for sweeping has a functioning water bar.

### **D Measurement**

The department will measure Pavement Cleanup (Project 1229-04-76) by the hour, acceptably completed.

Tickets shall include:

- Date
- Company
- Operator name
- Equipment make/model
- Routes swept
- Total hours.

Total hours shall be to the nearest 0.25 hour that work under this item was performed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0075.0601	Pavement Cleanup Project 1229-04-76	HR

Payment is full compensation for daily surveillance; preparing and submitting the daily surveillance report with hourly metered tickets; mobilization; sweeping; and disposing of materials.

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## 172. No-Mow Fescue Seed Mix, Item SPV.0085.0001.

### A Description

This special provision describes a low-maintenance, no-mow fescue seed mix to be used in lieu of the seed mix options provided in the standard specifications. All other portions of standard spec 630 Seeding shall apply to this special provision. All No-Mow Fescue seeding areas shall be covered with Erosion Mat Class I Type A from the standard specifications. Erosion Mat is paid for under a separate bid item.

### B Materials

Provide a low mow seed mix from the following manufacturers:

- a) Taylor Creek Restoration Nursery
- b) Prairie Nursery
- c) High Country Gardens
- d) or approved equal.

Comprise the seed mix of the following species:

Festuca brevipila	Hard Fescue (provide two different varieties)
Festuca ovina	Sheep Fescue
Festuca rubra subs. fallax	Chewings Fescue
Festuca rubra	Red Fescue
Festuca rubra var. rubra	Creeping Red Fescue

No substitutions allowed.

### C Construction

As defined in standard spec 630 Seeding from the Standard Specifications. All existing weed species shall be removed from the seed bed prior to installation. Install No-Mow Fescue Seed using Sowing Method A and at time of year as recommended by seed producer. Apply at seeding rate of 5 lb. per 1000 sq. feet.

### D Measurement

The department will measure No-Mow Fescue Seed Mix by the pound, acceptably completed.

### E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0085.0001	No-Mow Fescue Seed Mix	LB

Payment for No-Mow Fescue Seed Mix is full compensation for providing, handling, and storing all seed; for providing the required culture and inoculating seed as specified; and for preparing the seed bed including the elimination of all existing weed species, sowing, covering and firming the seed.

**173. Seed Mix Special, Item SPV.0085.0002.**

**A Description**

Supply native seed for planting in the following zones as indicated in the plans:

Streambank/Flood Plain Planting Zone

Supply seed samples, germination test data, provide storage and deliver seed, all according to the Special Provisions provided herein.

**Seed Sources**

Supply seed from Wisconsin nurseries specializing in growing native species from Wisconsin genotypes.

**B Material**

**Seed Specifications**

Supply native seed and cover crop. Transport the seed from the vendor to the construction site. Notify the seed vendor and the engineer a minimum of ten working days in advance of the required pick-up date and/or delivery to the construction site. The following native seed specifications will be used in the acquisition of the seed.

(a) Native seed shall be true to species, packed separately, and labeled as follows:

Botanical and common name

Quantity (in ounces)

Date and location picked (1/4, 1/4 section, township, range and county)

Name of company supervising the picking

(b) Seed will be free of non-seed debris and of noxious weeds including reed canary grass, purple loosestrife, box elder, buckthorn, phragmites (giant reed grass) and Canada thistle.

(d) Seed will be picked at the appropriate time for ripeness and shall be viable. A random sample of each species will be tested and certified for germination prior to delivery to the contractor. Provide written documentation of germination tests to the engineer before seeding can begin. Provide seed with a minimum germination rate of 80 percent to be accepted. If the seed does not meet the minimum required 80 percent germination rate, supply additional seed at the cost of the seed supplier/contractor to meet the total viable seed quantity.

(e) Deliver a representative sample of each species to the engineer for inspection and identification prior to the acceptance of the seed. Deliver all seed samples before seeding can begin.

(f) Cover crop in the planting zones will be perennial ryegrass (*Lolium perenne*) for spring plantings and winter wheat (*Triticum aestivum*) for dormant fall plantings.

**Seed**

The following seeding schedule will be used in each of the designated zones. Prior to seeding, the engineer must approve substitutions or changes to the seeding schedule. Seeding rates and species mixes will be as follows, or as directed by the engineer:

All common and scientific species names are referenced from National List of Plant Species that Occur in Wetlands: Wisconsin (U.S. Fish and Wildlife Service May 1988).

All seed quantities provided assume a minimum 80% germination rate.

Streambank/Floodplain Planting Zone Seed Mix (0.07 acres). The seed mix for the Streambank and Floodplain Planting Zone will be applied at a rate of 12 pounds/acre, thus composed of 0.21 pounds of sedges and rushes, 0.21 pounds of grasses, 0.42 pounds of forbs. Cover crop will be applied at a rate of 35 pounds/acre, or 2.5 pounds of cover crop.

Sedges and Rushes. 0.06 acres at 3 pounds per acre for a total of 0.21 pounds. Provide a minimum of 3 species, with no individual species comprising more than 35% of the total sedge seed mix. (\*required species)

<b>Scientific Name</b>	<b>Common Name</b>
<i>Carex hystricina</i>	porcupine sedge
<i>Carex stipata*</i>	awl-fruited sedge
<i>Carex vulpinoidea*</i>	fox sedge
<i>Scirpus atrovirens</i>	green bulrush

Grasses: 0.07 acres at 3 pounds per acre for a total of 0.21 pounds. A minimum of 3 species, with no individual species comprising more than 35% of the total grass seed mix. (\*required species)

<b>Scientific Name</b>	<b>Common Name</b>
<i>Elymus Canadensis*</i>	Canada wild rye
<i>Glyceria striata*</i>	fowl manna grass
<i>Calamagrostis canadensis</i>	Canada blue joint
<i>Leersia oryzoides</i>	rice cut grass
<i>Elymus virginicus</i>	Virginia wild rye

Forbs. 0.07 acres at 6 pounds per acre for a total of 0.42 pounds. A minimum of 6 species, with no individual species comprising more than 20% of the forb seed mix shall be supplied. (\*required species)

<b>Scientific Name</b>	<b>Common Name</b>
<i>Solidago gigantean</i>	giant goldenrod
<i>Aster novae-angliae</i>	New England aster
<i>Helenium autumnale*</i>	sneezeweed
<i>Verbena hastata*</i>	blue vervain
<i>Mimulus ringens</i>	monkey flower
<i>Vernonia fasciculata</i>	Ironweed
<i>Asclepias incarnata*</i>	marsh milkweed
<i>Eupatorium maculatum</i>	joe pye weed
<i>Euthamia graminifolia*</i>	grass-leaf goldenrod

**C (Vacant)**

**D Measurement**

The department will measure Seed Mix Special by the pound, acceptably completed.

Measure Seed Mix Special, meeting the required 80 percent germination rate, by actual pounds of native seed supplied.

The equivalent pounds, based on the following formula for each species will be used to measure native seed not meeting the required 80 percent germination rate:

Equivalent pounds = (number of actual pounds of native seed supplied) X (actual percent germination rate/80).

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0085.0002	Seed Mix Special	LB

Payment is full compensation for supply and delivery of native seed and cover crop to the project site, providing seed samples and germination data.

**174. Seeding Mixture No. 30 Special, Item SPV.0085.0003.**

**A Description**

This special provision describes providing and sowing a salt tolerant seed mix on areas shown in the plans, according to standard spec 630 except as follows:

**B Materials**

*Replace standard spec 630.2.1.5.1.1 Table 630-1 Highway Seed Mixtures with the following:*

Seeding Mix No. 30 Special will conform to the following the species, proportions, purity, and germination:

Species	Purity Minimum %	Germination Minimum %	Mixture Proportion %
Perennial Ryegrass	97	90	10
Hard Fescue	97	85	15
Red Fescue	97	85	25
Salt Grass	98	85	20
Tall Fescue	98	85	30

**C Construction**

*Replace standard spec 630.3.5 (1) with the following:*

(1) Use the following sowing rates for the seeds in pounds per 1000 square feet:

- Seed Mixture 30 Special at 4.6 pounds

**D Measurement**

The department will measure Seed Mix No. 30 Special by the pound, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0085.0003	Seeding Mix No. 30 Special	LBS

Payment is full compensation for providing, handling, and storing seed, for preparing the seed bed, sowing, covering, and firming the seed.

**175. Concrete Barrier Type S42 Special, Item SPV.0090.0002;  
Concrete Barrier Type S56 Special, Item SPV.0090.0003.**

**A Description**

This special provision describes constructing Concrete Barrier (Type) according to standard spec 603, details shown in the plans, and as hereinafter provided.

**B (Vacant)**

**C (Vacant)**

**D Measurement**

The department will measure Concrete Barrier (Type) by the linear foot, acceptably placed according to the contract.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.0002	Concrete Barrier Type S42 Special	LF
SPV.0090.0003	Concrete Barrier Type S56 Special	LF

Payment is full compensation for providing the barrier or the specified transition, for restoring to grade and for concrete barrier pads where indicated on the plans. Payment for full depth concrete pavement located beneath the concrete barrier will be paid under the appropriate concrete pavement item as shown on the plans.

**176. Concrete Barrier Type Parapet to V42, Item SPV.0090.0004.**

**A Description**

This special provision describes constructing Concrete Barrier Transition Type Parapet to V42 in accordance to standard spec 603, details shown in the plans, and as hereinafter provided.

**B (Vacant)**

**C (Vacant)**

**D Measurement**

The department will measure Concrete Barrier Transition Type Parapet to V42 by the linear foot, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.0004	Concrete Barrier Transition Type Parapet to V42	LF

Payment is full compensation for constructing Concrete Barrier Transition Type Parapet to V42.

**177. Fence Chain Link Polymer-Coated 4-Ft. Road Barrier, Item SPV.0090.0005;  
Fence Chain Link Polymer-Coated 4-Ft. B-45-108, Item SPV.0090.4000;  
Fence Chain Link Polymer-Coated 6-Ft. B-45-109, Item SPV.0090.4001;  
Fence Chain Link Polymer-Coated 4-Ft. R-45-18, Item SPV.0090.4002.**

**A Description**

This special provision describes furnishing and installing a new polymer-coated fence system on structures in conforming to the pertinent plan details and as directed by the engineer. The color of all components in this fence system shall be the same and shall be as specified on the plans.

**B Materials**

All materials for this fence system shall be new stock, free from defects impairing strength, durability, and appearance. Fabric shall be produced by methods recognized as good commercial practice. Wire used in the manufacture of the fabric shall be capable of being woven into fabric without the polymer-coating cracking or peeling. Pipes used in framework shall be straight, true to section and free of defects. All burrs at the ends of pipes shall be removed before galvanizing. The polymer-coating shall be a dense impervious covering, applied without voids, tears or cuts that reveal the substrate. Excessive roughness, bubbles, blisters and flaking in the polymer-coating will be a basis for rejection.

**B.1 Fabric**

Provide steel chain link fence fabric conforming to the requirements of ASTM F668, Class 2b, a polymer-coating fused and adhered to wire that is zinc-coated. Provide fabric woven from 9-gage wire using plan specified mesh size, diamond pattern, with both the top and bottom selvages knuckled. The minimum breaking strength of the wire shall be 1290 lbs. The color of polymer-coating shall conform to the requirements of ASTM F934.

**B.2 Framework**

Provide steel rails, posts and post sleeves conforming to the requirements of ASTM F1083, Standard Weight Pipe (Schedule 40) of the size (O.D.) and weight as shown on the plans. The minimum yield strength shall be 30,000 psi and the minimum tensile strength shall be 48,000 psi. These components shall be zinc-coated inside and outside by the hot-dip process as stated in ASTM F1083. Provide polymer-coating over zinc-coating conforming to ASTM F1043. The color of polymer-coating shall

conform to the requirements of ASTM F934, and match the color of the other fence components. Weld base plate to posts or post sleeves and complete any additional welding of components before galvanizing.

### **B.3 Fittings**

Provide end post caps, line post caps, top rail sleeves, rail ends, line rail clamps, brace bands, tension bands, tension bars, and tie wires that are steel and conform to the requirements of ASTM F626. Tie wires shall be round and 9-gage wire. These components (excluding tie wires) shall be zinc-coated by the hot-dip process as stated in ASTM F626. Provide polymer-coating over zinc-coating on components (excluding tie wires) that conforms to the requirements of ASTM F626. For tie wires, provide polymer-coating on wire that is zinc-coated using the same procedure as used for the wires in the fence fabric. End post caps and line post caps shall fit tightly over posts to prevent moisture intrusion. Supply dome style caps for end posts and loop type caps for line posts. The color of polymer-coating shall conform to the requirements of ASTM F934, and match the color of the other fence components.

### **B.4 Bolts**

All bolts are to be supplied with lock washers and nuts. Use galvanized steel bolts, nuts and washers per plan details.

### **B.5 Tests**

#### **B.5.1 Fabric and Tie Wire**

Breaking Strength: ASTM A370

##### Zinc-Coating Requirements

Weight of Zinc-Coating: ASTM A90

##### Polymer-Coating Requirements

Thickness of Polymer-Coating: ASTM F668

Adhesion: ASTM F668

Accelerated Aging Test: ASTM F668, D1499

Mandrel Bend Test: ASTM F668

#### **B.5.2 Framework**

Tensile and Yield Strength: ASTM E8

##### Zinc-Coating Requirements

Weight of Zinc-Coating: ASTM A90

##### Polymer-Coating Requirements

Thickness of Polymer-Coating: ASTM E376

Adhesion: ASTM F1043

Accelerated Aging Test: ASTM F1043, D1499

#### **B.5.3 Fittings**

##### Zinc-Coating Requirements

Weight of Zinc-Coating: ASTM A90

##### Polymer-Coating Requirements

Thickness of Polymer-Coating: ASTM F626

Adhesion: ASTM F1043 (same test as for framework)

Accelerated Aging Test: ASTM F1043, D1499 (same test as for framework)

## **B.6 Submittals**

In addition to the engineer, send submittals listed in this section to the name below for informational purposes:

David Nelson  
WisDOT (Bureau of Structures)  
4822 Madison Yards Way  
Madison, WI 53705

### **B.6.1 Shop Drawings**

Submit shop drawings showing the details of fence construction. Show the fence height, post spacing, rail location, and all dimensions necessary for the construction of the chain link fence. Label the end posts, line posts, rails, post sleeves, top rail sleeves, bolts and fittings. State the polymer-coating type used on the fabric, framework and fittings and the Class of coating used on the fabric. State the color of polymer-coating to be used on the fence components. For the fabric, state the wire gage, mesh size, and type of selvages used. For the framework, state the size (O.D.) and unit weight for the posts and rails. For the fittings, state the size for top rail sleeves, brace bands, tension bands, tension bars, line rail clamps, size and type of bolts, and the tie wire gage. State the material type used for fabric, framework, and fittings.

Also give the breaking strength for the fabric wire and the tensile and yield strength properties for the framework.

### **B.6.2 Specification Compliance**

Submit certification of compliance with material specifications. Provide material certification and test documentation for fabric, framework, fittings and hardware that shows that all materials meet or exceed the specifications of this contract and the tests in section B5 of this specification. This document shall provide the name, address and phone number of the manufacturer, and the name of a contact person.

## **C Construction**

### **C.1 Delivery, Storage and Handling**

Deliver material to the site in an undamaged condition. Upon receipt at the job site, all materials shall be thoroughly inspected to ensure that no damage occurred during shipping or handling and condition of materials is in conformance with these specifications. If polymer-coating is damaged, contractor shall repair or replace components as necessary to the approval of the engineer at no additional cost to the Owner. Carefully store material off the ground to ensure proper ventilation and drainage and to provide protection against damage caused by ground moisture. Handle all polymer-coated material with care.

### **C.2 Touch-up and Repair**

For minor damage caused by shipping, handling or installation to polymer-coated surfaces, touch-up the finish conforming to the manufacturer's recommendations. Provide touch-up coating such that repairs are not visible from a distance of 6-feet. If damage is beyond repair, the fencing component shall be replaced at no additional cost to the Owner. The contractor shall provide the engineer with a copy of the manufacturer's recommended repair procedure and materials before repairing damaged coatings.

### **C.3 General**

Install the chain link fence conforming to ASTM F567 and the manufacturer's instructions. The contractor shall provide staff that is thoroughly familiar with the type of construction involved and materials and techniques specified. Chain link fabric shall be installed on the side of the posts indicated on the plans. Fabric shall be attached to the end posts with tension bars and tension bands. It shall be attached to rails, and posts without tension bands, with tie wires. The fabric shall be installed and pulled taut to provide a smooth and uniform appearance free from sag, without permanently distorting the fabric diamond or reducing the fabric height. Install top rail to pass through line post caps and form a continuous brace between end posts. Minimum length of top rail between splices shall be 20-feet. Splice top rail at joints with sleeves for a rigid connection. Locate splices near 1/4-point of post spacing. Heads of bolts shall be on the side of the fence adjacent to pedestrian traffic.

## **D Measurement**

The department will measure Fence Chain Link Polymer-Coated X-Ft. by the linear foot, acceptably completed.



## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.0005	Fence Chain Link Polymer-Coated 4-Ft Road Barrier	LF
SPV.0090.4000	Fence Chain Link Polymer-Coated 4-Ft. B-45-108	EACH
SPV.0090.4001	Fence Chain Link Polymer-Coated 6-Ft B-45-109	EACH
SPV.0090.4002	Fence Chain Link Polymer-Coated 4-Ft R-45-18	EACH

Payment for is full compensation for fabricating, galvanizing and polymer-coating all fence components, and transporting to jobsite; and for erecting components to create a polymer-coated fence system, including any touch-up and repairs.

## 178. Heavy Duty Silt Fence, Item SPV.0090.0301.

### A Description

This special provision describes the delivery, installation, maintenance and removal of Heavy Duty Silt Fence. Install fence as directed by the engineer. Do not remove fence until directed by the engineer. If so directed by the engineer, remove silt at no additional costs. Silt shall be removed before the removal of the fence.

### B Materials

Provide Heavy Duty Silt Fence consisting of a composite of woven wire fence, posts, geotextile fabric, sand bags, rock bags and fasteners to be assembled by the contractor. Woven wire fence shall be a standard field fence type, with a maximum mesh spacing of 6-inches and minimum 12 gauge wire.

Provide "studded tee" or "U" type metal posts with a minimum length of 8 feet –3 inches and a minimum weight of 1.3 lb/ft.

Provide geotextile fabric meeting the following requirements

Property	Unit	Test Method	Minimum Average Roll Value
Grab Tensile Strength	LB.	ASTM D4632	380
Grab Tensile Elongation	%	ASTM D4632	50
Puncture Strength	LB.	ASTM D4833	240
Trapezoid Tear Strength	LB.	ASTM D4533	145
Apparent Opening Size	U.S. Standard Sieve	ASTM D4751	170 (0.09 mm)
Permittivity	sec <sup>-1</sup>	ASTM D4491	0.7
Water Flow Rate	Gal/min/ft <sup>2</sup>	ASTM D4491	50
UV Resistance after 500 hours	% strength retained	ASTM D4355	70

Furnish a manufacturer's Certified Report of Test or Analysis that the geotextile fabric delivered for use in the work meets the above requirements to the engineer at least 15 days prior to use in the work. Provide geotextile fabric bearing markings to clearly identify it with the applicable test report furnished to the engineer.

Supply material in 15'9" wide rolls and cut in half.

**C Construction**

Install the Heavy Duty Silt Fence as directed by the engineer. Space ties and anchors to adequately resist wave action.

**D Measurement**

The department will measure Heavy Duty Silt Fence by the linear foot along the fence, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.0301	Heavy Duty Silt Fence	LF

Payment is full compensation for all furnishing, assembling, erecting, maintaining, and removing the silt fence.

**179. Glare Screens Temporary, Item SPV.0090.0910.**

**A Description**

This special provision describes furnishing, installing, maintaining, and removing a modular paddle glare guard system on concrete barrier temporary precast at the indicated locations according to the plans and standard specifications, as directed by the engineer and as hereinafter provided.

**B Materials**

Utilize modular glare guard units consisting of vertical blades, bases, and a horizontal base rail. Utilize paddle devices a minimum of 24-inches in height and constructed of durable, impact resistant, non-warping flexible materials.

Utilize modular units with cumulative nominal length equal to the length of the temporary barrier on which they are installed so that the joint between the barrier sections shall not be spanned by any one unit. Units shall not alter the design of the concrete barrier.

Design the relative connection strengths between various components of the assembly to minimize the potential impact and debris hazard to approaching traffic and to simplify repairs. Fabricate the modular units in a manner to allow replacement of individual blades while the modular unit remains in place.

The blade, base and rail shall be made of high impact materials with sufficient strength to withstand three impacts from a horizontal steel bar traveling at 40 mph and impacting at mid-height of the blade. After three impacts, there shall be no evidence of cracking, splitting, delaminating or separation from the system.

Provide a paddle glare guard from a manufacturer below or an approved equal:

Manufacturer	Address
Safe-Hit Corporation	2405 IH 35 West, New Braunfels, Texas, 78130
Carsonite International	2900 Lockheed Way, Carson City, Nevada, 89701
Flexstake Incorporated	2150 Andrea Lane, Fort Myers, Florida, 33912

**C Construction**

Attach the base rail to the top of the concrete barrier temporary precast by a mechanical or adhesive system with a minimum pullout and shear of 3000 psi. All mounting hardware shall be as specified by the manufacturer.

**D Measurement**

The department will measure Glare Screens Temporary by the linear foot of paddle glare guard, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.0910	Glare Screens Temporary	LF

Payment is full compensation for furnishing, installing, maintaining and removing the temporary glares screen.

## 180. Outdoor Rated Network Cable, Item SPV.0090.2001.

### A Description

This special provision describes furnishing and installing outdoor rated network cable in new or existing conduit or as directed by the engineer. It also includes installing state-furnished network communications extenders as required.

### B Materials

Furnish outdoor rated Category 5e, or better, UTP cable with water-blocking flooded core and UV-resistant polyethylene jacket. Cable shall consist of 4-pairs of 24 AWG solid copper conductors and shall meet the requirements of ANSI/TIA/EIA 5 68A Category 5e, CENELEC EN50173, ICEA S-90-661, and ISO/IEC 11801.

Furnish an RJ45 connector for each end of the cable.

State-furnished network communications extenders.

### C Construction

Install the cable following the manufacturer's installation guidelines.

Install the RJ45 connectors (if not done prior to installation) according to manufacturer's installation guidelines.

Install a network communications extender as shown on the plans when cable length exceeds 100 meters.

Use a purpose built "Pass-Fail" network cable tester to test the network cable installation for Category 5, Class E compliance. Repair any connections or cable as needed for the test to register a "Pass".

Connect the cable to the devices on each end as shown on the plans or as directed by the engineer.

### D Measurement

The department will measure Outdoor Rated Network Cable, acceptably completed.

### E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.2001	Outdoor Rated Network Cable	LF

Payment is full compensation for furnishing, installing, and testing the outdoor rated network cable; for installing network communications extenders where required; and for connecting the cable to the devices at each end of the cable.

## 181. Storm Sewer Pipe Reinforced Concrete Special 36-Inch, Item SPV.0090.8001.

### A Description

Furnish and install culvert pipe reinforced concrete.

### B Materials

Conform to materials as per standard spec 608.2 and concrete pipe should withstand a vertical pressure of 5,907 psf exerted by the retaining wall.

### C Construction

Construct according to the plans and standard spec 608.3. Tie all storm sewer pipe together in the manner illustrated on the standard detail drawing "Joint Ties for Concrete Pipe and Concrete Collar Detail"

### D Measurement

The department will measure Storm Sewer Pipe Reinforced Concrete Special 36-inch by the linear foot, acceptably completed. The measured quantity equals the number of linear feet of pipe measured along the centerline of the pipe.

### E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.8001	Storm Sewer Pipe Reinforced Concrete Special 36-Inch	LF

Payment will conform to standard spec 608.5.

## 182. Precast Trench Drain, Item SPV.0090.8031; Temporary Precast Trench Drain, Item SPV.0090.8036.

### A Description

This special provision describes providing a precast trench drain system and temporary precast trench drain systems as the plans show. Conform to standard spec 415 and 611 and as follows.

### B Materials

#### B.1 Documentation

Submit manufacturer's specifications, certifications, and installation instructions for grates, frames, connections, and precast drain channel two weeks before placement for engineer approval.

#### B.2 Frames and Grates

Furnish frames and grates manufactured of ductile iron conforming to ASTM A536 and meets AASHTO HS-25 load ratings for heavy duty high speed traffic. Ensure that frames and grates are one piece anchored into the body of the line drain, except where the plans show removable grates.

For removable grates, provide a repetitive minimum pullout resistance of 340 pounds per foot of length after completion of 1,000 hours of salt spray testing according to ASTM B117. Match removable grates to their frames in pairs before delivery to the worksite. Ensure that grates fit into frames without rocking. Furnish corrosion resistant locking devices for removable grates.

Secure the trench drain system in concrete according to the manufacturers specifications. Use concrete conforming to standard spec 415.2.1.

Furnish concrete curing compounds conforming to standard spec 415.2.4.

#### B.3 Precast Drain Channel

Furnish precast drain channel sections constructed of monolithic polymer concrete. Ensure that the interior surface of the channel is smooth below the level of the frame, grate, and associated connections. Use polymer concrete consisting of aggregate with either polyester resin or vinylester resin. Ensure that the polymer concrete conforms to the following:

Property	ASTM Test Method	VALUE
Compressive Strength	C-579	12,000 psi minimum
Tensile Strength	C-307	1,500 psi minimum
Flexural Strength	C-580	3,000 psi minimum
Moisture Absorption	C-140	5% max
Chemical Resistance	C-267	Pass
Freeze Thaw	C-666	1,600 minimum cycles without weight loss

## C Construction

Excavate trench channel to the lines and grades the plans show. Grade and compact the bottom of the trench to provide firm and uniform bearing throughout.

Install the trench drain channel, trench drain joints, and connections according to manufacturers' instructions. Install trench drains to the lines and grades the plans show. Securely join sections of the precast drain channel to prevent separation during backfilling. Connect to existing drainage facilities as the plans show before placing concrete backfill.

Place concrete in channel without floating or shifting the line drain and without concrete segregation. Secure the frames or the line drain wall into the concrete with steel anchoring rods. Ensure that concrete backfill is flush with the adjacent surfaces and with the drain's frame. Texture the surface of the concrete with a broom or burlap to produce a durable, skid-resistant surface.

## D Measurement

The department will measure Precast Trench Drain and Temporary Precast Trench Drain by the linear foot, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.8031	Precast Trench Drain	LF
SPV.0090.8036	Temporary Precast Trench Drain	LF

Payment is full compensation for providing precast trench drain; for excavation; aggregate base materials; for concrete backfill; and for disposing of waste materials and restoring the site.

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## 183. Field Office Special, Item SPV.0135.0001.

### A Description

This special provision describes furnishing, equipping, and maintaining field office facilities.

### B Materials

Obtain engineer approval before providing an existing office building, or an existing building converted to office-type use. Ensure that the building meets all applicable health, fire, and building codes and standards. Provide first aid kits, fire extinguishers, and all other supplies required to meet all applicable health, fire, and building codes and standards. The field office must be located within or between the Pioneer Road Interchange and Mequon Road Interchange in Ozaukee County and within 1 mile east or west side of I-43. Also, all floor space must be located on the first floor.

Provide; maintain in clean good working condition; and stock lavatory with sanitary supplies, including a sufficient supply of soap; hand sanitizer; toilet paper; and paper towels. The on-site sanitary facilities must meet Federal, State, and local health department requirements at all times.

Equip these facilities with suitable natural and light emitting diode (LED) DSL lighting. Also provide adequate heating and air conditioning equipment and fuel necessary to maintain a temperature range from 68 F to 80 F during the hours occupied.

Equip:

- Doors and windows with locks.
- Exterior doors with dead bolt locks.
- Windows with exterior screens to allow adequate ventilation.

Provide at least 13,000 square feet interior useable floor space, including shared spaces, such as plan review areas, conference rooms, storage areas, meeting areas, hallways, and restrooms. Provide a minimum of 1,000 square feet of storage area.

Meeting Area 1: Obtain engineer's approval of a suitably sized, open meeting area, including tables and folding chairs to accommodate regularly scheduled meetings of 50 people, minimum 1500 sf. Include a minimum of two 50-inch minimum wall mounted tv/monitor with appropriate cables to connect to computer display, a 4' x 8' white board with dry erase markers and erasers, and phone jack with phone service. Provide one new speakerphone with a minimum of four wireless microphones.

Meeting Area 2: Obtain engineer's approval of a suitably sized, open meeting area, including tables and folding chairs to accommodate regularly scheduled meetings of 20 people. Include a 4' x 8' white board with dry erase markers and erasers, a 50-inch minimum wall mounted tv/monitor with appropriate cables to connect to computer display, and phone jack with phone service. Provide one new speakerphone with a minimum of two wireless microphones.

Reception Area: Provide an area for a reception, a minimum size of 375 sf.

Break Room: Provide an area to accommodate 50 people for lunch or coffee breaks, 1500 sf minimum.

Storage Room: 1,000 sf minimum with a door and two lock/key sets.

Work Station Cubicles: 50 work stations cubicles, each work station cubicle 64 sf minimum with dividers between each work station. Each work station requires a desk, shelf, 4-drawer file cabinet and two 110V electrical outlets.

Provide 10 additional private rooms with a minimum of 100 sf each, additionally equipped with a four-shelf bookcase, separate temperature control, a large lockable metal storage cabinet, 4 drawer file cabinet, a 4' x 3' whiteboard with dry-erase markers, and two 110V electrical outlets. Supply the interior doors to these rooms with locks and key sets, independent of the main access key security.

Provide one ergonomically correct office chair in working condition, with, at a minimum, the following features, for each of workstation cubicles and private rooms. The office chair requires the following:

- Five-legged base with casters.
- High backrest.
- Seat adjustable from 15 inches to 22 inches from the floor with a "seamless waterfall, rounded front edge.

For all work stations and private rooms, provide unlimited high-speed internet service for exclusive department use via cable or DSL connection with a modem/router and capable of supporting cloud enabled file sharing, voice over internet protocol (VoIP), video conferencing, and web-based applications. Ensure that system meets the following:

- Includes a wireless network for the field office.
- Can accommodate IPSec based VPN products.
- Has a broadband bandwidth range with minimum connection speed of 100 Mbps + 1/2 Mbps per user download and 20 Mbps upload. Coordinate network setup at the leased office with the WisDOT network team.
- Include a hard wire connection for internet meeting the minimum connection speed to each workstation.

Provide and install into the field office two telephone exchanges with local and long-distance service or VoIP phone network. The voice exchanges are to be configured so that the incoming calls for any voice exchange utilize an open exchange. The telephones and the communication services are for the sole use of the department staff.

Provide two new Windows 10 compliant, high-capacity color printer/photocopier/scanners capable of printing and copying up to 11" x 17" paper, with the ability to perform duplexing, sorting, stapling, and multiple sheet auto feeding, with a built-in scanner with the capability to scan black and white and color up to 11" x 17" at a minimum of 1200dpi, and with a direct or field office wireless network connection, as approved by the engineer.

Provide and maintain an adequate supply of bottled drinking water. Provide two refrigerators with a minimum 18 cubic foot capacity, including a freezer. Provide two microwave ovens with a minimum 1.1 cubic foot capacity, a minimum of 1000 watts, and a removable glass turntable.

Maintain the field office equipment and provide supplies for the photocopiers as requested by the engineer.

Provide for the professional cleaning of the field office during regular business hours once per week.

Provide carpet runners at all entrances. Clean weekly and replace as necessary or as directed by the engineer.

Provide clearly marked recycling and waste receptacles within the field office, and separate recycling and waste dumpsters near the field office. Cover outdoor containers to keep out rain, and snow. Provide regularly scheduled recycling and waste pick-up.

Include an adjacent, no-fee, lighted parking lot large enough to accommodate the needs of the field office at peak usage, as approved by the engineer. Maintain the parking lot and egress, including snow removal.

### **C Construction**

Do not combine field offices, or combine them with, or attach them to, any buildings used by the contractor, unless the engineer allows in writing. The contractor may furnish, if the contract allows, the field offices jointly in cooperation with other contractors on designated projects.

Do not begin construction operations requiring the use of the field offices by the department until the required field offices are approved by the engineer, furnished, fully equipped, and made ready for use as the engineer directs.

The field office shall remain available for department until the engineer approves its closure. These field facilities are for the sole use of the department and upon contract completion remain the contractor's property.

### **D Measurement**

The department will measure Field Office Special by the month, or partial month where applicable, acceptably completed.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0135.0001	Field Office Special	MON

Payment is full compensation for providing, equipping, securing, cleaning and maintaining the facility and associated parking lot; for telecommunications equipment, installation, and service fees; and for providing all incidentals, including bottled water, refrigerator/freezers, microwaves, utilities, fuel, safety, ventilation, toilet facilities, and office supplies as required, either independently or jointly, for the time specified in section C.

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## **184. Longitudinal Grooving Bridge Deck, Item SPV.0165.4000.**

### **A Description**

This special provision describes providing longitudinal deck grooves parallel to the centerline of the roadway prior to opening the bridge to traffic as directed by the engineer.

### **B Materials**

Use a grooving machine containing blades mounted on a multi-blade arbor on a self-propelled machine built for grooving hardened concrete surfaces.

Use a grooving machine with a depth control device that detects variations in the deck surface and adjusts the cutting head height to maintain a specified depth of groove.

Equip the grooving machine with a guide device to control multi-pass alignment.

### C Construction

Groove the pavement longitudinally without damaging the concrete deck surface.

Complete a longitudinal grooving operation that results in a uniformly grooved deck surface.

Cut grooves continuously across the deck width to within 18 inches of the barrier rail, curb line, or median divider. If metal floor drains extend more than 18 inches from the barrier rail, curb line, or median divider; all grooves on the bridge deck surface are to end within 6 inches of the floor drain perimeter.

At skewed metal edged expansion joints in the bridge deck surface, end all grooves on the bridge deck surface within 6 inches of the joint leaving no ungrooved surface adjacent to each side of the joint greater than 6 inches in width on the deck side of the expansion joints.

Produce grooves that are continuous across construction joints or other joints in the concrete deck surface less than 1/2-inch wide.

Construct longitudinal grooves with the following criteria:

Width (in)	Depth (in)	Spacing C-C (in)	Width Tolerance (in)	Depth Tolerance (in)	Spacing Tolerance (in)
1/8	3/16	3/4	0 to 1/16	± 1/16	± 1/16

Collect, remove and dispose of solid material residue and liquid waste resulting from grooving operations by vacuuming in a manner satisfactory to the engineer.

### D Measurement

The department will measure Longitudinal Grooving Bridge Deck by the square foot, acceptably completed.

### E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0165.4000	Longitudinal Grooving Bridge Deck	SF

Payment is full compensation for providing the required machinery and operators; for grooving, for collecting, removing, and properly disposing of all waste materials.

- 185. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-18, Item SPV.0165.4004; Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-17, Item SPV.0165.4010; Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-23, Item SPV.0165.4014; Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-26, Item SPV.0165.4016.**

### A Description

This special provision describes designing, furnishing materials and erecting a permanent earth retention system according to the lines, dimension, elevations and details as shown on the plans and provided in the contract.

This special provision describes the quality management program (QMP) for Mechanically Stabilized Earth (MSE) walls. A quality management program is defined as all activities, including process control, inspection, sampling and testing, and necessary adjustments in the process that are related to the construction of the MSE wall, which meets all the requirements of this provision.

This special provision describes contractor quality control (QC) sampling and testing for backfill density testing, documenting those results, and documenting related production and placement process changes. This special provision also describes department quality verification (QV), independent assurance (IA), and dispute resolution.



Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures.

## **B Materials**

### **B.1 Proprietary Wall Systems**

The supplied wall system must be from the department's approved list of Temporary Wire Faced Mechanically Stabilized Earth Wall systems. Proprietary wall systems must conform to the requirements of this specification and be pre-approved for use by the department's Bureau of Structures. The department maintains a list of pre-approved proprietary wall systems. The name of the pre-approved proprietary wall system selected shall be furnished to the engineer within 25 days after the award of contract.

To be eligible for use on this project, a system must have been pre-approved by the Bureau of Structures and added to that list prior to the bid closing date. To receive pre-approval, the retaining wall system must comply with all pertinent requirements of this provision and be prepared according to the requirements of Chapter 14 of the department's LRFD Bridge Manual. Information and assistance with the pre-approval process can be obtained by contacting the Bureau of Structures, Structures Maintenance Section in Room 601 of the Hill Farms State Transportation Building in Madison or by calling (608) 266-8494.

### **B.2 Design Requirements**

It is the responsibility of the contractor to submit a design and supporting documentation as required by this special provision, for review and acceptance by the department, to show the proposed wall design is in compliance with the design specifications. The submittal shall include the following items for review: detailed plans and shop drawings, complete design calculations, explanatory notes, supporting materials, and specifications. The detailed plans and shop drawings shall include all details, dimensions, quantities and cross-sections necessary to construct the walls. Submit electronically to the engineer and Bureau of Structures for review and acceptance. Submit no later than 60 days from the date of notification to proceed with the project and a minimum of 30 days prior to the date proposed to begin wall construction.

The plans and shop drawings shall be prepared on reproducible sheets 11 inch x 17 inch, including borders. Each sheet shall have a title block in the lower right corner. The title block shall include the WisDOT project identification number and structure number. Design calculations and notes shall be on 8 ½ inch x 11 inch sheets, and shall contain the project identification number, name or designation of the wall, date of preparation, initials of designer and checker, and page number at the top of the page. All plans, shop drawings, and calculations shall be signed, sealed and dated by a professional engineer licensed in the State of Wisconsin.

The design of the wall shall be in compliance with the current American Association of State Highway and Transportation Officials LRFD (AASHTO LRFD) Bridge Design Specifications with latest interim specifications for Mechanically Stabilized Earth Walls, WisDOT's current Standard Specifications for Highway and Structure Construction (standard spec), Chapter 14 of the WisDOT LRFD Bridge Manual and standard engineering design procedures as determined by the department. Loads, load combinations, load and resistance factors shall be as specified in AASHTO LRFD Section 11. The associated resistance factors shall be defined according to Table 11.5.7-1 in AASHTO LRFD.

Design and construct the walls according to the lines, grades, heights and dimensions shown on the plans, as herein specified, and as directed by the engineer. If the wall is installed in front of a bridge abutment or wing, it shall also be designed to resist the applied abutment/bridge lateral forces specified on the plans.

Walls parallel to supporting highway traffic shall be designed for the effects of highway surcharge loading equivalent of 2 feet soil surcharge weight or 240 psf. The design shall also consider the traffic barrier impact where applicable. Walls that do not carry highway traffic shall be designed for a live load surcharge of 100 psf according to Chapter 14 of the WisDOT LRFD Bridge Manual or as stated on the plans.

A maximum value of the angle of internal friction of the wall backfill material used for design shall be assumed to be 30 degrees without a certified report of tests. If a certified report of tests yields an angle of internal friction greater than 30 degrees, the larger test value may be used for design, up to a maximum value of 36 degrees.

An external stability check at critical wall stations showing Capacity Demand Ratios (CDR) for sliding, eccentricity, and bearing checks is performed by the department and are provided in the wall plans.

The design of the wall by the contractor shall consider the internal and compound stability of the wall mass according to AASHTO LRFD 11.10.6. The internal stability shall include soil reinforcement pullout, soil reinforcement rupture, and panel-reinforcement connection failure at each soil reinforcement level. The design shall be performed using the Simplified Method or Coherent Gravity Method. Calculations for factored stresses and resistances shall be based upon assumed conditions at the end of the design life. Compound stability shall be computed for the applicable strength limits. Sample analyses and hand calculations shall be submitted to verify the output of any software used. The design calculations and notes shall clearly indicate the Capacity to Demand Ratios (CDR) for all internal and external stabilities as defined in AASHTO LRFD.

The wall facings shall be designed according to AASHTO 11.10.2.3. A fine metallic screen and a geotextile shall be used at the front face of the wall to retain the fines of the soil mass.

The minimum length of soil reinforcement measured from the back face of the wall shall be equal to 0.7 of the wall height, or as shown on the plan. In no case shall this length be less than 8 feet. The soil reinforcement shall be the same length from the bottom to the top of the wall. All soil reinforcement layers shall be connected to wire facing panels. The soil reinforcement shall extend a minimum of 3.0 feet beyond the theoretical failure plane in all cases. The maximum vertical spacing of soil reinforcement layers shall be 24 inches. The uppermost layer of the reinforcement shall be located between 6 inches and 12 inches below the bottom of an overlying slab, footing or top of the wall. The upper layers of the soil reinforcement shall also be checked to verify that they have sufficient tensile resistance against traffic barrier impact where applicable.

The nominal long term design strength to be used in steel reinforcement and connector design shall consider the corrosion losses and based upon conditions at the end of the design life, , as described in Chapter 14 of the WisDOT LRFD Bridge Manual and AASHTO LRFD Section 11.

Soil reinforcement shall be fabricated or designed to avoid piling, drainage structures or other obstacles in the fill without field modifications. Unless approved by the Bureau of Structures cutting or altering of the basic structural section of either the strip or grid at the site is prohibited, a minimum clearance of 3" shall be maintained between any obstruction and reinforcement, and splicing steel reinforcement is not allowed.

The minimum embedment of the MSE wall shall be 1 foot 6 inches, or as given on the contract plan. Step the wall to follow the general slope of the ground line. Frost depth shall not be considered.

### **B.3 Wall System Components**

Materials furnished for wall system components under this contract shall conform to the requirements of this specification. All documentation related to material and components of the wall systems specified in this subsection shall be submitted to the engineer.

#### **B.3.1 Steel Components**

Provide steel reinforcement that meets the following requirements:

##### **Welded Wire Fabric Soil Reinforcement**

Provide shop fabricated welded wire reinforcement from cold drawn steel wire that has a yield stress of 65,000 psi and conforming to the minimum requirements of ASTM A1064 and be welded into the finished configuration according to ASTM A1064. Replace welded wire fabric that has been damaged during handling, placing or backfilling at the direction of the engineer, at no expense to the department.

##### **Steel Reinforcing Strips and Tie Strips**

As an alternate to welded wire reinforcing mesh, provide steel reinforcing strips or ladder reinforcing strips or equal, hot-rolled from bars, to the required shape and dimensions meeting the requirements of ASTM A572 Grade 65 minimum. Tie strips shall be shop fabricated of hot-rolled steel meeting the requirements of ASTM A1011 Grade 50.

##### **Welded Wire Fabric Facing Panels**

Provide welded wire fabric that is used to fabricate the facings of the wire-faced wall that has a yield stress of 65,000 psi. All steel shall be shop fabricated of cold drawn steel wire conforming to the minimum requirements of ASTM A1064 and be welded into the finished configuration according to ASTM A1064. Replace welded wire fabric that has been damaged during handling, placing or backfilling at the direction of the engineer, at no expense to the department.

## Fasteners

High strength bolts meeting the requirements of AASHTO M164 or equivalent.

## Connector Pins and Mat Bars

Connector pins and mat bars fabricated from cold drawn steel wire meeting the requirements of ASTM A82.

## Metallic Screen

Provide a steel metallic screen. The metallic screen should have an approximate opening of 1/4" and be made of 0.025" (minimum) gauge wire.

### B.3.2 Geotextile

Geotextile shall be used behind the metallic screen. Use geotextile as recommended by the wall manufacturer. If none is recommended, use Type DF (schedule B) as shown in standard spec 645 or as specified on the contract plans. Deliver in a protective wrap and keep protected from ultraviolet light until incorporated into the work.

### B.3.3 Backfill

Furnish and place backfill for wall as shown on the plans and as herein provided.

Use natural sand or a mixture of sand with gravel, crushed gravel or crushed stone. Do not use foundry sand, bottom ash, blast furnace slag, crushed/recycled concrete, crushed/milled asphaltic concrete or other potentially corrosive material.

Provide material that conforms to the following gradation requirements as per AASHTO T27.

Sieve Size	% by Weight Passing
1 inch	100
No. 40	0-60
No. 200	0-15

The material shall have a liquid limit not greater than 25, as per AASHTO T89, and a plasticity index not greater than 6, as per AASHTO T90. Provide the percent by weight, passing the #4 sieve.

In addition, backfill material shall meet the following requirements:

Test	Method	Value
pH	AASHTO T-289	5.0 – 10.0
Sulfate content	AASHTO T-290	200 ppm max.
Chloride content	AASHTO T-291	100 ppm max.
Electrical Resistivity	AASHTO T-288	3000 ohm-cm min.
Organic Content	AASHTO T-267	1.0% max.
Angle of Internal Friction	AASHTO T-236 <sup>[1]</sup>	30 degrees min. (At 95.0% of maximum density and optimum moisture, per AASHTO T99, or as modified by C.2)

<sup>[1]</sup> If the amount of P-4 material is greater than 60%, use AASHTO 236 with a standard-size shear box. Test results of this method may allow the use of larger angles of internal friction, up to the maximum allowed by this specification.

If the amount of P-4 material is less than or equal to 60%, two options are available to determine the angle of internal friction. The first method is to perform a fractured faces count, per ASTM 5821, on the R-4 material. If more than 90% of the material is fractured on one face and more than 50% is fractured on two faces, the material meets the specifications and the angle of internal friction can be assumed to be 30 degrees. The second method allows testing all P-1" material, as per AASHTO T-236, with a large shear box. Test results of this second method may allow the use of larger angles of internal friction, up to the maximum allowed by this specification.

Prior to placement of the backfill, obtain and furnish to the engineer a certified report of test results that the backfill material complies with the requirements of this specification. Specify the method used to determine the angle of internal friction. This certified report of test shall be less than 6 months old. Tests will be performed by a certified independent laboratory. In addition, when backfill characteristics and/or sources change, provide a certified report of tests for the new backfill material. Additional certified report of tests (except Angle of Internal Friction test), are also required. These additional backfill tests may be completed at the time of material production or material placement, with concurrence of the engineer. If this additional testing is completed at the time of material production, complete testing for every 2000 cubic yards of backfill or portion thereof. If this additional testing is completed at the time of material placement, complete testing for every 2000 cubic yards of backfill, or portion thereof, used per wall. All certified report of these test results shall be less than 6 months old and performed by a certified independent laboratory.

## **C Construction**

### **C.1 Excavation and Backfill**

Excavation and preparation of the foundation for the MSE wall shall be according to standard spec 206. The volume of excavation covered is limited to the width of the reinforced mass and to the depth of the bottom of the wall unless shown or noted otherwise on the plan. At the end of each working day, provide good temporary drainage such that the backfill shall not become contaminated with run-off soil or water if it should rain. Do not stockpile or store any materials or large equipment within 10 feet of the back of the wall.

Place backfill materials in the areas as indicated on the plans and as detailed in this specification. Backfill lifts shall be no more than 8-inches in depth, after compaction.

Conduct backfilling operations in such a manner as to prevent damage or misalignment of the wall facings, soil reinforcement, or other wall components. At no expense to the department, correct any such damage or misalignment as directed by the engineer. A field representative of the wall supplier shall be available during wall construction to provide technical assistance to the contractor and the engineer.

Place and compact the MSE backfill to the level of the next higher layer of MSE reinforcement before placing the MSE reinforcement or connecting it to the wall facing. Place and compact material beyond the reinforced soil zone to allow for proper compaction of material within the reinforced zone. The MSE reinforcement shall lay horizontally on top of the most recently placed and compacted layer of MSE backfill.

Do not operate tracked or wheeled equipment on the backfill within 3 feet from the back wall facing. The engineer may order the removal of any large or heavy equipment that may cause damage or misalignment of the wall facing.

### **C.2 Compaction**

Compact all backfill behind the wall as specified in standard spec 207.3.6. Compact the backfill to 95.0% of maximum dry density as determined by AASHTO T-99 (modified to compute densities to the nearest 0.1 pcf).

Ensure adequate moisture is present in the backfill during placement and compaction to prevent segregation and to help achieve compaction.

Compaction of backfill within 3 feet of the back face of the wall should be accomplished using lightweight compaction devices. Use of heavy compaction equipment or vehicles should be avoided within 3 feet of the wall face. Do not use sheepsfoot or padfoot rollers within the reinforced soil zone.

A minimum of 3 inches of backfill shall be placed over the MSE reinforcement prior to working above the reinforcement.

## **C.3 Wall Components**

### **C.3.1 General**

Erect welded wire facing and other associated elements according to the wall manufacturer's construction guide. Place and compact the MSE backfill to the level of the next higher layer of MSE reinforcement before placing the MSE reinforcement or connecting it to the wall facing. Place remaining courses in vertical or battered positions as shown on the contract plans.

The MSE reinforcement shall lay horizontally on top of the most recently placed and compacted layer of MSE backfill. Bending of MSE reinforcement that result in a kink in the reinforcement shall not be allowed. If skewing of the reinforcement is required due to obstruction in the reinforced fill, the maximum skew angle shall not exceed 15 degrees from the normal position unless a greater angle is shown on the plans. The adequacy of the skewed reinforcement in such a case shall be addressed by supporting calculations.

When using a temporary wall for four (4) months or more or when the installation of a permanent wall facing will not occur for four (4) months or more after placement of any geotextile material, cover the exposed geotextile material in the wall as quickly as practical, to prevent damage caused by exposure to ultraviolet light.

### **C.3.2 Tolerances**

1. The overall vertical tolerance of the wall and the horizontal alignment tolerance shall not exceed 3 inches per 10 feet for permanent installations.
2. For battered wire facing, the final deviation from the design batter shall be within  $\pm 1$  inch for each 10 feet of battered wall height.

## **C.4 Quality Management Program**

### **C.4.1 Quality Control Plan**

Submit a comprehensive written quality control plan to the engineer at or before the pre-construction meeting. Do not perform MSE wall construction work before the engineer reviews and accepts the plan. Construct the project as the plan provides.

Do not change the quality control plan without the engineer's review and acceptance. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:

1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
3. A list of source locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
4. Descriptions of stockpiling and hauling methods.
5. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
6. Location of the QC laboratory, retained sample storage, and other documentation.
7. A summary of the locations and calculated quantities to be tested under this provision.
8. A proposed sequencing plan of wall construction operations and random test locations.

### **C.4.2 Quality Control Personnel**

Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians. Have a HTCP Grading Technician I (GRADINGTEC-I); or Assistant Certified Technician, Grading (ACT-GRADING); or Aggregate Technician I (AGGTEC-I); or Assistant Certified Technician, Aggregate (ACT-AGG) present at the each grading site during all wall backfill placement, compaction, and nuclear testing activities. Have a HTCP Nuclear Density Technician I (NUCDENSITYTEC-I) or Assistant Certified Technician, Nuclear Density Gauge Operator (ACT-NUC) perform field density and field moisture content testing.

If an Assistant Certified Technician (ACT) is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

#### **C.4.3 Equipment**

Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.

Furnish nuclear gauges from the department's approved product list at:

<https://wisconsin.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>

Ensure that the nuclear gauge manufacturer or an approved calibration service calibrates the gauge the same calendar year it is used on the project. Retain a copy of the calibration certificate with the gauge.

Conform to AASHTO T310 and CMM 8-15 for density testing and gauge monitoring methods.

Split each Proctor sample and identify so as to provide comparison with the department's test results. Unless the engineer directs otherwise, retain the QC split samples for 14 calendar days and promptly deliver the department's split samples to the department.

#### **C.4.4 Documentation**

1. Document all observations, inspection records, and process adjustments daily. Submit test results to the department's project materials coordinator on the same day they become available
2. Use forms provided in CMM Chapter 8. Note other information in a permanent field record and as a part of process control documentation enumerated in the contractor's quality control plan. Enter QC data and backfill material certified report results into the applicable materials reporting system (MRS) software within 5 business days after results are available.
3. Submit final testing records and other documentation to the engineer electronically within 10 business days after all contract-required information becomes available. The engineer may allow submission of scanned copies of hand-written documentation.

#### **C.4.5 Quality Control (QC) Testing**

1. Perform compaction testing on the backfill. Conform to CMM 8-15 for testing and gauge monitoring methods. Conduct testing at a minimum frequency of 1 test per 150 cubic yards of backfill, or major portion thereof in each lift. A minimum of one test for every lift is required. Deliver documentation of all compaction testing results to the engineer at the time of testing.
2. Perform 1 gradation test every 750 cubic yards of fill and one 5-point Proctor test (or as modified in C.1) every 2,250 cubic yards of fill. Provide the region split samples of both within 72 hours of sampling, at the region laboratory. Test sites shall be selected using ASTM Method D3665. Provide Proctor test results to the engineer within 48 hours of sampling. Provide gradation test results to the engineer within 24 hours of sampling.

#### **C.4.6 Department Testing**

##### **C.4.6.1 General**

1. The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project, and provide test results to the contractor within 2 business days after the department obtains the sample.

##### **C.4.6.2 Quality Verification (QV) Testing**

1. The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in C.3.2 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.

2. The department will conduct QV tests at the minimum frequency of 30% of the required contractor density, Proctor and gradation tests.
3. The department will locate density tests and gradation samples randomly, at locations independent of the contractor's QC work. The department will split each Proctor and gradation QV sample, testing half for QV, and retaining the remaining half for 10 business days.
4. The department will conduct QV Proctor and gradation tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.
5. The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to this special provision, the department will take no further action. If density QV test results are nonconforming, the area shall be reworked until the density requirements of this special provision are met. If the gradation test results are nonconforming, standard spec 106.5 will apply. Differing QC and QV nuclear density values of more than 1.5 pcf will be investigated and resolved. QV density tests will be based on the appropriate QC Proctor test results, unless the QV and QC Proctor result difference is greater than 3.0 pcf. Differing QC and QV Proctor values of more than 3.0 pcf will be investigated and resolved.

#### **C.4.6.3 Independent Assurance (IA)**

1. Independent assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing, including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:
  - a. Split sample testing.
  - b. Proficiency sample testing.
  - c. Witnessing sampling and testing.
  - d. Test equipment calibration checks.
  - e. Reviewing required worksheets and control charts.
  - f. Requesting the testing personnel perform additional sampling and testing.
2. If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in C.4.6.4.

#### **C.4.6.4 Dispute Resolution**

1. The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor may review the data, examine data reduction and analysis methods, evaluate sampling and testing procedures, and perform additional testing. Use ASTM E178 to evaluate potential statistically outlying data.
2. Production test results, and results from other process control testing, may be considered when resolving a dispute.
3. If the project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product or work, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

#### **C.5 Geotechnical Information**

Geotechnical data to be used in the design of the wall is given on the wall plan. After completing wall excavation of the entire reinforced soil zone, notify the department and allow the Regional Soils Engineer two working days to review the foundation.

## D Measurement

The department will measure the Temporary Wall Wire Faced Mechanically Stabilized Earth bid items by the square foot, acceptably completed at locations the plans show, measured as the area of exposed face in the plane of the wall from the front face ground line of the wall to the retained grade. Temporary Walls used for staged construction in multiple configurations will be measured once based on the configuration with the largest area of exposed face.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0165.4010	Temporary Wall Wire Faced Mechanically Stabilized Earth, R-45-17	SF
SPV.0165.4004	Temporary Wall Wire Faced Mechanically Stabilized Earth, R-45-18	SF
SPV.0165.4014	Temporary Wall Wire Faced Mechanically Stabilized Earth, R-45-23	SF
SPV.0165.4016	Temporary Wall Wire Faced Mechanically Stabilized Earth, R-45-26	SF

Payment is full compensation for supplying a design and shop drawings; preparing the site, including all necessary excavation and disposal of materials; supplying all necessary wall components to produce a functional wall system, constructing the retaining system including drainage system; providing backfill, backfilling, compacting, developing/completing/documenting the quality management program, performing compaction testing; covering geotextile, and for furnishing all tools, labor, equipment, and incidentals necessary to complete the contract work.

Payment limit for all walls is the line of minimum embedment per section B.2. No payment will be made for additional embedment detailed for construction purposes.

Parapets, railings, vehicle barriers and its support, abutment bodies and other items above the wall will be paid for separately. Concrete facings, facing leveling pads or footings, and copings will be paid separately.

Any required topsoil, fertilizer, seeding or sodding and mulch will be paid for at the contract unit price for those items.

- 186. Wall Concrete Panel Mechanically Stabilized Earth R-45-14, Item SPV.0165.4006;  
Wall Concrete Panel Mechanically Stabilized Earth R-45-15, Item SPV.0165.4007;  
Wall Concrete Panel Mechanically Stabilized Earth R-45-16, Item SPV.0165.4008;  
Wall Concrete Panel Mechanically Stabilized Earth R-45-17, Item SPV.0165.4009;  
Wall Concrete Panel Mechanically Stabilized Earth R-45-18, Item SPV.0165.4011;  
Wall Concrete Panel Mechanically Stabilized Earth R-45-19, Item SPV.0165.4012;  
Wall Concrete Panel Mechanically Stabilized Earth R-45-23, Item SPV.0165.4013;  
Wall Concrete Panel Mechanically Stabilized Earth R-45-26, Item SPV.0165.4015;  
Wall Concrete Panel Mechanically Stabilized Earth R-45-36, Item SPV.0165.4017;  
Wall Concrete Panel Mechanically Stabilized Earth R-45-37, Item SPV.0165.4018.**

## A Description

This special provision describes designing, furnishing materials and erecting a permanent earth retention system according to the lines, dimension, elevations and details as shown on the plans and provided in the contract. The design life of the wall and all wall components shall be 75 years minimum.

This special provision describes the quality management program (QMP) for Mechanically Stabilized Earth (MSE) walls. A quality management program is defined as all activities, including process control, inspection, sampling and testing, and necessary adjustments in the process that are related to the construction of the MSE wall, which meets all the requirements of this provision.

This special provision describes contractor quality control (QC) sampling and testing for backfill density testing, documenting those results, and documenting related production and placement process changes. This special provision also describes department quality verification (QV), independent assurance (IA), and dispute resolution.



Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures.

## **B Materials**

### **B.1 Proprietary Wall Systems**

The supplied wall system must be from the department's approved list of Concrete Panel Mechanically Stabilized Earth Wall systems. Proprietary wall systems must conform to the requirements of this specification and be pre-approved for use by the department's Bureau of Structures. The department maintains a list of pre-approved proprietary wall systems. The name of the pre-approved proprietary wall system selected shall be furnished to the engineer within 25 days after the award of contract.

To be eligible for use on this project, a system must have been pre-approved by the Bureau of Structures and added to that list prior to the bid opening date. To receive pre-approval, the retaining wall system must comply with all pertinent requirements of this provision and be prepared according to the requirements of Chapter 14 of the department's LRFD Bridge Manual. Information and assistance with the pre-approval process can be obtained by contacting the Bureau of Structures, Structures Maintenance Section at the following email address: [DOTDLStructuresFabrication@dot.wi.gov](mailto:DOTDLStructuresFabrication@dot.wi.gov).

### **B.2 Design Requirements**

It is the responsibility of the contractor to submit a design and supporting documentation as required by this special provision, for review and acceptance by the department, to show the proposed wall design is in compliance with the design specifications. The submittal shall include the following items for review: detailed plans and shop drawings, complete design calculations, explanatory notes, supporting materials, and specifications. The detailed plans and shop drawings shall include all details, dimensions, quantities and cross-sections necessary to construct the walls. Submit shop drawings to the engineer conforming to 105.2 with electronic submittal to the fabrication library under 105.2.2. Certify that shop drawings conform to quality control standards by submitting department form [DT2329](#) with each set of shop drawings. Department review does not relieve the contractor from responsibility for errors or omissions on shop drawings. Submit no later than 60 days from the date of notification to proceed with the project and a minimum of 30 days prior to the date proposed to begin wall construction.

The plans and shop drawings shall be prepared on reproducible sheets 11 inch x 17 inch, including borders. Each sheet shall have a title block in the lower right corner. The title block shall include the WisDOT project identification number and structure number. Design calculations and notes shall be on 8 ½ inch x 11 inch sheets, and shall contain the project identification number, name or designation of the wall, date of preparation, initials of designer and checker, and page number at the top of the page. All plans, shop drawings, and calculations shall be signed, sealed and dated by a professional engineer licensed in the State of Wisconsin.

The design of the wall shall be in compliance with the current American Association of State Highway and Transportation Officials LRFD (AASHTO LRFD) Bridge Design Specifications with latest interim specifications for Mechanically Stabilized Earth Walls, WisDOT's current Standard Specifications for Highway and Structure Construction (standard spec), Chapter 14 of the WisDOT LRFD Bridge Manual and standard engineering design procedures as determined by the department. Loads, load combinations, load and resistance factors shall be as specified in AASHTO LRFD Section 11. The associated resistance factors shall be defined according to Table 11.5.7-1 in AASHTO LRFD.

Design and construct the walls according to the lines, grades, heights and dimensions shown on the plans, as herein specified, and as directed by the engineer. Where walls or wall sections intersect with an included angle of 130 degrees or less, a vertical corner element separate from the standard panel face shall abut and interact with the opposing standard panels. The corner element shall have ground reinforcement connected specifically to that panel and shall be designed to preclude lateral spread of the intersecting panels. If the wall is installed in front of a bridge abutment or wing, it shall also be designed to resist the applied abutment/bridge lateral forces specified on the plans.

Walls parallel to supporting highway traffic shall be designed for the effects of highway surcharge loading equivalent of 2 feet soil surcharge weight or 240 psf. The design shall also consider the traffic barrier impact where applicable. Walls that do not carry highway traffic shall be designed for a live load surcharge of 100 psf according to Chapter 14 of the WisDOT LRFD Bridge Manual or as stated on the plans.

A maximum value of the angle of internal friction of the wall backfill material used for design shall be assumed to be 30 degrees without a certified report of tests. If a certified report of tests yields an angle of internal friction greater than 30 degrees, the larger test value may be used for design, up to a maximum value of 36 degrees.

An external stability check at critical wall stations showing Capacity Demand Ratios (CDR) for sliding, eccentricity, and bearing checks is performed by the department and are provided on the wall plans.

The design of the wall by the contractor shall consider the internal and compound stability of the wall mass according to AASHTO LRFD 11.10.6. The internal stability shall include soil reinforcement pullout, soil reinforcement rupture, and panel-reinforcement connection failure at each soil reinforcement level. The design shall be performed using the Simplified Method or Coherent Gravity Method. Calculations for factored stresses and resistances shall be based upon assumed conditions at the end of the design life. Compound stability shall be computed for the applicable strength limits. Sample analyses and hand calculations shall be submitted to verify the output of any software program used. The design calculations and notes shall clearly indicate the Capacity to Demand Ratios (CDR) for all internal and external stabilities as defined in AASHTO LRFD.

The wall facing shall be designed according to AASHTO LRFD 11.10.2.3. The facing panels shall also be designed to resist compaction stresses that occur during the wall erection. The minimum thickness of the facing panel shall be 5.5 inches. The surface area of a standard single panel cannot exceed 60 square feet. The maximum height of a standard panel shall be 5 feet. The top and bottom panels may exceed 5 foot in height based on site topography subject to the approval by the Structures Design Section. The design of the steel reinforcement within the panels shall be based on one-way bending action. Design the wall panels and joints between panels to accommodate a maximum differential settlement of 1 foot over a 100-foot length, unless the plans indicate other.

The minimum length of soil reinforcement measured from the back face of the wall shall be equal to 0.7 of the wall height or as shown on the plan. In no case shall this length be less than 8 feet. The soil reinforcement length shall be the same from the bottom to the top of the wall. All soil reinforcement layers shall be connected to facings. The soil reinforcement shall extend a minimum of 3.0 feet beyond the theoretical failure plane in all cases. The maximum vertical spacing of soil reinforcement layers shall be 31 inches. The uppermost layer of the reinforcement shall be located between 6 inches and 18 inches below the bottom of an overlying slab, footing or top of the wall. The upper layers of the soil reinforcement shall also be checked to verify that they have sufficient tensile resistance against traffic barrier impact where applicable.

All soil reinforcement required for the reinforced soil zone shall be connected to the face panels. The reinforcement and the reinforcement/facing connection strength shall be designed to resist maximum factored reinforcement loads according to AASHTO LRFD Section 11.10.6. Facing connection strength shall be defined as the resistance factor times the failure load, or the load at 0.5 inch deformation times 0.9, whichever is less. The nominal long term design strength in steel reinforcement and connections shall be based upon assumed conditions at the end of the design life.

Soil reinforcement shall be prefabricated into single or multiple elements before galvanizing. Soil reinforcement shall be fabricated or designed to avoid piling, drainage structures or other obstacles in the fill without field modifications. Unless approved by the Bureau of Structures cutting or altering of the basic structural section of either the strip or grid at the site is prohibited, a minimum clearance of 3" shall be maintained between any obstruction and reinforcement, and splicing reinforcement is not allowed.

The minimum embedment of the wall shall be 1 foot 6 inches below finished grade, or as given on the plans. All walls shall be provided with a concrete leveling pad. Minimum wall embedment does not include the leveling pad depth. Step the leveling pad to follow the general slope of the ground line. Frost depth shall not be considered in designing the wall for depth of leveling pad.

Wall facing units shall be installed on a leveling pad.

### **B.3 Wall System Components**

Materials furnished for wall system components under this contract shall conform to the requirements of this specification. All documentation related to material and components of the wall systems specified in this subsection shall be submitted to the engineer.

### B.3.1 Wall Facing

Wall facing shall consist of modular precast concrete face panels produced by a wet cast process. The concrete panels shall have a minimum strength of 4000 psi at 28 days. The concrete for the panels shall be air entrained, with an air content of 6% +/- 1.5%. All materials for the concrete mixture for the panels shall meet the requirements of standard spec 501. The panel edges shall be configured so as to conceal the joints. The detail shall be a shiplap, tongue and groove or other detail adequate to prevent vandalism or ultraviolet light damage to the backside of the wall joint covering. Joints between panels shall be no more than 0.75 inch. Use full wall height slip joints at points of differential settlement when detailed on the plan. Horizontal joints must be provided with a compressible bearing material to prevent concrete to concrete contact. Panels shall be reinforced using coated high-strength bar steel or welded steel wire fabric conforming to standard spec 505. Welded steel wire fabric shall be epoxy-coated according to ASTM A884 or galvanized according to AASHTO M 111 or ASTM A641. Panel dowels for cast-in-place copings shall be coated high-strength bar steel conforming to standard spec 505. Unless approved by the Bureau of Structures, adhesive anchors are prohibited.

For reinforced cast-in-place concrete cap or coping, use poured concrete Grade A, A-FA, A-S, A-T, A-IS, A-IP or A-IT concrete conforming to standard spec 501 as modified in standard spec 716. Provide QMP for cast-in-place cap and coping concrete as specified in standard spec 716, Class II Concrete. Use coated high-strength bar steel conforming to standard spec 505.

A minimum of two bearing pads shall be used per panel. The allowable bearing stress shall not exceed 900 psi. The bearing pads shall be preformed EPDM rubber conforming to ASTM D2000, Grade 2, Type A, Class A with a minimum Durometer Hardness of 80, or high density polyethylene pads with a minimum density of 0.034 lb/in<sup>3</sup> according to ASTM D1505.

An 18-inch wide geotextile shall be used on the backface of the wall panels to cover all panel joints. The geotextile shall meet the physical requirements stated in standard spec 645.2.4 for Geotextile, Type DF, Schedule B, except that the grab tensile strength shall be a minimum of 180 pounds in both the machine and cross-machine directions. The geotextile shall be attached with a standard construction adhesive suitable for use on concrete surfaces and cold temperatures. The adhesive shall be applied to the panels, not to the geotextile.

### B.3.2 Leveling Pad

Provide an unreinforced cast-in-place concrete leveling pad. Use Grade A, A-FA, A-S, A-T, A-IS, A-IP, or A-IT concrete conforming to standard spec 501 as modified in standard spec 716. Provide QMP for leveling pad concrete as specified in standard spec 716, Class III Concrete.

The minimum width of the leveling pad shall be 12-inches. The minimum thickness of the leveling pad shall be 6-inches.

### B.3.3 Backfill

Furnish and place backfill for the wall as shown on the plans and as hereinafter provided.

Place backfill in a zone extending horizontally from the back face of the wall facing to 1 foot minimum beyond the end of the reinforcement and extending vertically from the top of the leveling pad to a minimum of 3 inches above the final reinforcement layer.

Use natural sand or a mixture of sand with gravel, crushed gravel or crushed stone. Do not use foundry sand, bottom ash, blast furnace slag, crushed/recycled concrete, crushed/milled asphaltic concrete or other potentially corrosive material.

Provide material conforming to the following gradation requirements as per AASHTO T27.

Sieve Size	% by Weight Passing
1 inch	100
No. 40	0 - 60
No. 200	0 - 15

The material shall have a liquid limit not greater than 25, as per AASHTO T89, and a plasticity index not greater than 6, as per AASHTO T90. Provide the percent by weight, passing the #4 sieve.

In addition, backfill material shall meet the following requirements.

Test	Method	Value	
		(Galvanized)	(Aluminized Type 2)
pH	AASHTO T-289	5.0-10.0	5.0 – 9.0
Sulfate content	AASHTO T-290	200 ppm max.	
Chloride content	AASHTO T-291	100 ppm max.	
Electrical Resistivity	AASHTO T-288	3000 ohm-cm min.	1500 ohm-cm min.
Organic Content	AASHTO T-267	1.0% max.	
Angle of Internal Friction	AASHTO T-236 <sup>[1]</sup>	30 degrees min. (At 95.0% of maximum density and optimum moisture, per AASHTO T99, or as modified by C.2.)	

<sup>[1]</sup> If the amount of P-4 material is greater than 60%, use AASHTO 236 with a standard-size shear box. Test results of this method may allow the use of larger angles of internal friction, up to the maximum allowed by this specification.

If the amount of P-4 material is less than or equal to 60%, two options are available to determine the angle of internal friction. The first method is to perform a fractured faces count, per ASTM D5821, on the R-4 material. If more than 90% of the material is fractured on one face and more than 50% is fractured on two faces, the material meets the specifications and the angle of internal friction can be assumed to be 30 degrees. The second method allows testing all P-1" material, as per AASHTO T-236, with a large shear box. Test results of this second method may allow the use of larger angles of internal friction, up to the maximum allowed by this specification.

Prior to placement of the backfill, obtain and furnish to the engineer a certified report of test results that the backfill material complies with the requirements of this specification. Specify the method used to determine the angle of internal friction. This certified report of test shall be less than 6 months old. Tests will be performed by a certified independent laboratory. In addition, when backfill characteristics and/or sources change, provide a certified report of tests for the new backfill material. Additional certified report of tests are also required. These additional backfill tests may be completed at the time of material production or material placement, with concurrence of the engineer. If this additional testing is completed at the time of material production, complete testing for every 2000 cubic yards of backfill or portion thereof. If this additional testing is completed at the time of material placement, complete testing for every 2000 cubic yards of backfill, or portion thereof, used per wall. For the additional required testing for every 2000 cubic yards of backfill placement, if the characteristic of the backfill and/or the source has not changed then Angle of Internal Friction tests are not included in the additional required testing. All certified reports of test results shall be less than 6 months old and performed by a certified independent laboratory.

### B.3.4 Soil Reinforcement

All steel portions of the wall system exposed to earth shall be galvanized. All soil reinforcement and attachment devices shall be carefully inspected to ensure they are true size and free from defects that may impair the strength and durability. Soil reinforcement shall be galvanized or aluminized Type 2. Galvanized soil reinforcement shall be according to AASHTO M 111 or ASTM A641. Aluminized soil reinforcement shall be according to ASTM A463 Aluminized Type 2-100, SS, Grade 50, Class 2. Design of galvanized soil reinforcement shall be according to Section 11.10.6.4.2 of the current AASHTO LRFD Specifications. The design life of steel soil reinforcements shall comply with AASHTO LRFD. Aluminized soil reinforcement shall be limited 16 years of steel protection. Aluminized steel shall only be used on soil reinforcement elements and shall not be used on facing connections or any other steel portion of the wall system. Steel soil reinforcement shall be prefabricated into single or multiple elements before galvanizing.

## **C Construction**

### **C.1 Excavation and Backfill**

Excavation and preparation of the foundation for the MSE wall and the leveling pad shall be according to standard spec 206. The volume of excavation covered is limited to the width of the reinforced mass and to the depth of the leveling pad unless shown or noted otherwise on the plan. At the end of each working day, provide good temporary drainage such that the backfill shall not become contaminated with run-off soil or water if it should rain. Do not stockpile or store materials or large equipment within 10 feet of the back of the wall.

Place backfill materials in the areas as indicated on the plans and as detailed in this specification. Backfill lifts shall be no more than 8-inches in depth, after compaction.

Conduct backfilling operations in such a manner as to prevent damage or misalignment of the wall panels, soil reinforcement, or other wall components. At no expense to the department, correct any such damage or misalignment as directed by the engineer. A field representative of the wall supplier shall be available during wall construction to provide technical assistance to the contractor and the engineer.

Place and compact the MSE backfill to the level of the next higher layer of MSE reinforcement before placing the MSE reinforcement or connecting it to the wall facing. Place and compact material beyond the reinforced soil zone to allow for proper compaction of material within the reinforced zone. The MSE reinforcement shall lay horizontally on top of the most recently placed and compacted layer of MSE backfill.

Do not operate tracked or wheeled equipment on the backfill within 3 feet from the back panels. The engineer may order the removal of any large or heavy equipment that may cause damage or misalignment of the panels.

### **C.2 Compaction**

Compact all backfill behind the wall as specified in standard spec 207.3.6. Compact the backfill to 95.0% of maximum dry density as determined by AASHTO T-99 (modified to compute densities to the nearest 0.1 pcf).

Ensure adequate moisture is present in the backfill during placement and compaction to prevent segregation and to help achieve compaction.

Compaction of backfill within 3 feet of the back face of the wall should be accomplished using lightweight compaction devices. Use of heavy compaction equipment or vehicles should be avoided within 3 feet of the panels. Do not use sheepsfoot or padfoot rollers within the reinforced soil zone.

A minimum of 3 inches of backfill shall be placed over the MSE reinforcement prior to working above the reinforcement.

### **C.3 Wall Components**

#### **C.3.1 General**

Erect panel facing and other associated elements according to the wall manufacturer's construction guide. Place and compact the MSE backfill to the level of the next higher layer of MSE reinforcement before placing the MSE reinforcement or connecting it to the wall facing.

The MSE reinforcement shall lay horizontally on the top of the most recently placed and compacted layer of MSE backfill. Bending of MSE reinforcement that result in a kink in the reinforcement shall not be allowed. If skewing of the reinforcement is required due to obstructions in the reinforced fill, the maximum skew angle shall not exceed 15 degrees from the normal position unless a greater angle is shown on the plans. The adequacy of the skewed reinforcement in such a case shall be addressed by supporting calculations.

#### **C.3.2 Leveling Pad**

Provide an unreinforced cast-in-place concrete leveling pad as shown on the plans. Vertical tolerances shall not exceed 3/4-inch when measured along a 10-foot straight edge. Allow concrete to set at least 12 hours prior to placing wall facing units.

The bottom row of wall facing units shall be horizontal and 100% of the unit surface shall bear on the leveling pad. Rubber or plastic shims may be used to level the wall facing units at the leveling pad. No more than 2 shims (each 3/16-inch thick) shall be used to level the wall facing.

### **C.3.3 Steel Layers**

Place the steel reinforcement full width in one piece as shown on the plans. No splicing will be allowed. Maintain elements in position during backfilling.

### **C3.4 Panel Tolerances**

As backfill material is placed behind a panel, maintain the panel in its proper inclined position according to the supplier specifications and as approved by the engineer. The supplier shall specify the back batter so that the final position of the wall is vertical. Vertical tolerances and horizontal alignment tolerances shall not exceed  $\frac{3}{4}$ -inch when measured along a 10-foot straight edge. The maximum allowable offset in any panel joint shall be  $\frac{3}{4}$ -inch. The overall vertical tolerance of the wall (plumbness from top to bottom) shall not exceed  $\frac{1}{2}$ -inch per 10 feet of wall height. Erect the precast face panels to ensure that they are located within 1 inch from the contract plan offset at any location to ensure proper wall location at the top of the wall. Provide a  $\frac{3}{4}$ -inch joint separation between all adjacent face panels to prevent direct concrete-to-concrete contact. Maintain this gap by the use of bearing pads and/or alignment pins. Failure to meet this tolerance shall cause the engineer to require the contractor to disassemble and re-erect the affected portions of the wall. In addition, imperfect molding, honeycombing, cracking or severe chipping of panels shall be cause of panel rejection.

## **C.4 Quality Management Program**

### **C.4.1 Quality Control Plan**

Submit a comprehensive written quality control plan to the engineer at or before the pre-construction meeting. Do not perform MSE wall construction work before the engineer reviews and accepts the plan. Construct the project as the plan provides.

Do not change the quality control plan without the engineer's review and acceptance. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:

1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
3. A list of source locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
4. Descriptions of stockpiling and hauling methods.
5. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
6. Location of the QC laboratory, retained sample storage, and other documentation.
7. A summary of the locations and calculated quantities to be tested under this provision.
8. A proposed sequencing plan of wall construction operations and random test locations.

### **C.4.2 Quality Control Personnel**

Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians. Have a HTCP Grading Technician I (GRADINGTEC-I); or Assistant Certified Technician, Grading (ACT-GRADING); or Aggregate Technician I (AGGTEC-I); or Assistant Certified Technician, Aggregate (ACT-AGG) present at the each grading site during all wall backfill placement, compaction, and nuclear testing activities. Have a HTCP Nuclear Density Technician I (NUCDENSITYTEC-I) or Assistant Certified Technician, Nuclear Density Gauge Operator (ACT-NUC) perform field density and field moisture content testing.

If an Assistant Certified Technician (ACT) is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

### **C.4.3 Equipment**

Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods.

The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.

Furnish nuclear gauges from the department's approved product list at:

<https://wisconsin.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>

Ensure that the nuclear gauge manufacturer or an approved calibration service calibrates the gauge the same calendar year it is used on the project. Retain a copy of the calibration certificate with the gauge.

Conform to AASHTO T310 and CMM 8-15 for density testing and gauge monitoring methods.

Split each Proctor sample and identify so as to provide comparison with the department's test results. Unless the engineer directs otherwise, retain the QC split samples for 14 calendar days and promptly deliver the department's split samples to the department.

#### **C.4.4 Documentation**

1. Document all observations, inspection records, and process adjustments daily. Submit test results to the department's project materials coordinator on the same day they become available.
2. Use forms provided in CMM Chapter 8. Note other information in a permanent field record and as a part of process control documentation enumerated in the contractor's quality control plan. Enter QC data and backfill material certified report results into the applicable materials reporting system (MRS) software within 5 business days after results are available.
3. Submit final testing records and other documentation to the engineer electronically within 10 business days after all contract-required information becomes available. The engineer may allow submission of scanned copies of hand-written documentation.

#### **C.4.5 Quality Control (QC) Testing**

Perform compaction testing on the backfill. Conform to CMM 8-15 for testing and gauge monitoring methods. Conduct testing at a minimum frequency of 1 test per 150 cubic yards of backfill, or major portion thereof in each lift. A minimum of one test for every lift is required. Deliver documentation of all compaction testing results to the engineer at the time of testing.

Perform 1 gradation test every 750 cubic yards of fill and one 5-point Proctor test (or as modified in C.2) every 2,250 cubic yards of fill. Provide the region split samples of both within 72 hours of sampling, at the region laboratory. Test sites shall be selected using ASTM Method D3665. Provide Proctor test results to the engineer within 48 hours of sampling. Provide gradation test results to the engineer within 24 hours of sampling.

#### **C.4.6 Department Testing**

##### **C.4.6.1 General**

The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project, and provide test results to the contractor within 2 business days after the department obtains the sample.

##### **C.4.6.2 Quality Verification (QV) Testing**

1. The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in C.4.2 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.
2. The department will conduct QV tests at the minimum frequency of 30% of the required contractor density, Proctor and gradation tests.
3. The department will locate density tests and gradation samples randomly, at locations independent of the contractor's QC work. The department will split each Proctor and gradation QV sample, testing half for QV, and retaining the remaining half for 10 business days.
4. The department will conduct QV Proctor and gradation tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.

5. The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to this special provision, the department will take no further action. If density QV test results are nonconforming, the area shall be reworked until the density requirements of this special provision are met. If the gradation test results are nonconforming, standard spec 106.5 will apply. Differing QC and QV nuclear density values of more than 1.5 pcf will be investigated and resolved. QV density tests will be based on the appropriate QC Proctor test results, unless the QV and QC Proctor result difference is greater than 3.0 pcf. Differing QC and QV Proctor values of more than 3.0 pcf will be investigated and resolved.

#### **C.4.6.3 Independent Assurance (IA)**

Independent assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing, including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:

- Split sample testing.
- Proficiency sample testing.
- Witnessing sampling and testing.
- Test equipment calibration checks.
- Reviewing required worksheets and control charts.
- Requesting that testing personnel perform additional sampling and testing.

If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in C.4.6.4.

#### **C.4.6.4 Dispute Resolution**

The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor may review the data, examine data reduction and analysis methods, evaluate sampling and testing procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.

Production test results, and results from other process control testing, may be considered when resolving a dispute.

If the project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product or work, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

### **C.5 Geotechnical Information**

Geotechnical data to be used in the design of the wall is given on the wall plan. After completing wall excavation of the entire reinforced soil zone, notify the department and allow the Regional Soils Engineer two working days to review the foundation.

#### **D Measurement**

The department will measure Wall Concrete Panel Mechanically Stabilized Earth by the square foot, acceptably completed. The department will compute the measured quantity from the theoretical pay limits the contract plans show. The department will make no allowance for wall area constructed above or below the theoretical pay limits. All work beyond the theoretical pay limits is incidental to the cost of work. The department will make no allowance for as-built quantities.

#### **E Payment**

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



ITEM NUMBER	DESCRIPTION	UNIT
SPV.0165.4006	Wall Concrete Panel Mechanically Stabilized Earth, R-45-14	SF
SPV.0165.4007	Wall Concrete Panel Mechanically Stabilized Earth, R-45-15	SF
SPV.0165.4008	Wall Concrete Panel Mechanically Stabilized Earth, R-45-16	SF
SPV.0165.4009	Wall Concrete Panel Mechanically Stabilized Earth, R-45-17	SF
SPV.0165.4011	Wall Concrete Panel Mechanically Stabilized Earth, R-45-18	SF
SPV.0165.4012	Wall Concrete Panel Mechanically Stabilized Earth, R-45-19	SF
SPV.0165.4013	Wall Concrete Panel Mechanically Stabilized Earth, R-45-23	SF
SPV.0165.4015	Wall Concrete Panel Mechanically Stabilized Earth, R-45-26	SF
SPV.0165.4017	Wall Concrete Panel Mechanically Stabilized Earth, R-45-36	SF
SPV.0165.4018	Wall Concrete Panel Mechanically Stabilized Earth, R-45-37	SF

Payment is full compensation for supplying a design and shop drawings; preparing the site, including all necessary excavation and disposal of materials; supplying all necessary wall components to produce a functional wall system including cap, copings, leveling pads, leveling pad steps, and shims; constructing the retaining system and providing temporary drainage; providing backfill, backfilling, compacting, developing/completing/documenting the quality management program, and performing compaction testing.

The department will pay separately for parapets, traffic barriers, railings, and other items above the wall cap or coping.

## 187. Topsoil Special, Item SPV.0180.0001.

### A Description

This special provision section describes furnishing, placing, spreading, and finishing humus-bearing soil, adapted to sustain plant life, commonly known as topsoil, from locations the contractor furnishes beyond the limits of the right-of-way.

This special provision also describes removing topsoil from the sites of proposed roadway excavations and embankments in quantities and depths available and necessary to cover the work slopes. This work also includes reclamation, placing, spreading, and finishing of this topsoil.

### B Materials

Furnish material that is relatively free from large roots, sticks, weeds, brush, stones, litter, and waste products.

Furnish material, either obtained offsite, or material obtained within project limits, consisting of loam, sandy loam, silt loam, silty clay loam, or clay loam humus-bearing soils adapted to sustain plant life. Do not use surface soils from ditch bottoms, drained ponds, and eroded areas, or soils which are supporting growth of NR 40 listed plants and noxious weeds or other undesirable vegetation. Ensure that the material conforms to the following:

Topsoil Requirements	Minimum Range	Maximum Range
Material Passing 2.00 mm (#10) Sieve <sup>[1]</sup>	90%	100%
PH Range	6.0	7.0
Organic Matter <sup>[2]</sup>	5%	20%
Clay	5%	30%
Silt	10%	70%
Sand and Gravel	10%	70%

<sup>[1]</sup> See standard spec 625.3.3 for sieve requirements when using either sod or seed mixture 40.

<sup>[2]</sup> Organic matter determined by loss on ignition test of samples oven dried to constant weight at 212 F (100 C).

## **C Construction**

### **C.1 Preparing the Roadway for Topsoil**

Undercut or underfill all areas designated to receive topsoil to a degree that if covered to the required depth with topsoil the finished work conforms to the required lines, grades, slopes and cross sections the plans and drawings show.

### **C.2 Processing Topsoil**

Mow topsoil procurement areas to a height of approximately 6 inches. Remove litter such as brush, rock, and other materials that will interfere with subsequent vegetation establishment.

Strip off the humus-bearing soil. Take care to minimize removing the underlying sterile soil. Then stockpile the topsoil on the right-of-way or place it directly on the designated areas.

Obtain topsoil from embankment areas outside the roadway foundation only if that additional material is required to cover the slopes and conforms to the requirements of section B in this special provision. Use excess topsoil on the project or dispose of as specified in standard spec 205.3.12.

### **C.3 Placing Topsoil**

After preparing and finishing the areas designated for topsoil to the required lines, grades, slopes and cross section, place and spread the topsoil to a uniform depth as the plans show or the contract requires. If no depth is shown, place and spread the topsoil to a minimum depth of 4 inches in rural areas and a minimum depth of 6 inches in urban areas, or as the engineer designates.

Break down all clods and lumps using appropriate equipment to provide a uniformly textured soil.

Where using either sod or seed mixture 40 ensure that, for the upper 2 inches, 100 percent of the material passes a one-inch sieve and at least 90 percent passes the No. 10 sieve.

Remove rocks, twigs, foreign material, and clods that cannot be broken down. Dress the entire surface to present a uniform appearance. The engineer will not require rolling.

If light sandy soils are covered with heavier clay bearing loam topsoil, then mix or blend the 2 types of soils to a more or less homogeneous mixture by using the appropriate equipment.

## **D Measurement**

The department will measure Topsoil Special by the square yard, acceptably completed conforming to standard spec 625.4.1.

## **E Payment**

The department will pay for measured quantities conforming to standard spec 109.1.1.2 at the contract unit price under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.0001	Topsoil Special	SY

Payment for Topsoil Special is full compensation for removing, stockpiling, reclaiming, providing, processing, excavating, loading, hauling, and placing this material; and for undercutting excavations, or underfilling embankments necessary to receive this material. The department will make no deductions from the Excavation bid items for quantities of Topsoil Special obtained from cut sections. The department will not measure or pay for volumes of Topsoil Special obtained from the sites of proposed embankments under the Excavation bid items. Additionally, the department will make no allowance, adjustment, or measurement for payment under the Excavation bid items for undercutting cut sections necessary to receive Topsoil Special. The department will not measure and pay for volumes of topsoil placed under the Roadway Embankment bid item.

If an area is damaged by erosion after partial acceptance, the department will pay for restoring topsoil in these areas at a unit price determined by multiplying the contract unit price bid for Topsoil multiplied by 3, the department will pay for restoration under the Restoration Post Acceptance Topsoil administrative item.

The department will not pay for removing topsoil from outside the roadway foundation in embankment areas unless that material is necessary to cover the slopes.

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**188. Concrete Pavement 8-Inch Special, Item SPV.0180.0003;  
Concrete Pavement 10 1/2-Inch Special, Item SPV.0180.0004.**

**A Description**

This special provision describes specialized material and construction requirements to use on mainline concrete pavement and shoulders, and freeway entrance and exit ramps.

Conform to standard spec 415, 501, and 715 as modified in this special provision.

**B Materials**

**B.1 Reinforcement**

*Replace standard spec 415.2.2 with the following:*

- (1) Furnish tie bars as the plans show and according to standard spec 505.2.6.
- (2) Furnish high performance dowel bars for transverse joints in mainline concrete pavement from the WisDOT Approved Products List (APL) located at:  
<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>
- (3) Furnish only one type of high-performance bar for all concrete pavement under the contract.

**B.2 Coarse Aggregates**

**B.2.1 General**

*Replace standard spec 501.2.7.3.1 (2) with the following:*

Use clean, hard, durable crushed limestone with 100 percent fractured surfaces and free of an excess of thin or elongated pieces, frozen lumps, vegetation, deleterious substances or adherent coatings considered injurious.

Use virgin aggregates only.

**B.3 Deleterious Substances**

*Replace standard spec 501.2.7.2.2 (1) and 501.2.7.3.3 with the following:*

The quantity of deleterious substances shall not exceed the following percentages:

DELETERIOUS SUBSTANCE.....	PERCENT BY WEIGHT
Shale .....	1.0
Coal.....	1.0
Clay lumps.....	0.3
Soft fragments.....	3.0
Any combination of above.....	3.0
Thin or elongated pieces based on a 3:1 ratio <sup>[1]</sup> .....	10.0
Materials passing the No. 200 (75 µm) sieve .....	1.5
Chert <sup>[2]</sup> .....	3.0
Lightweight pieces in concrete not for prestressed members <sup>[3]</sup> .....	5.0

<sup>[1]</sup> As modified by CMM 860.

<sup>[2]</sup> Material classified lithologically as chert and having a bulk specific gravity (saturated surface-dry basis) of less than 2.45. Determine the percentage of chert by dividing the weight of chert in the sample retained on a 3/8-inch (9.5 mm) sieve by the weight of the total sample.

<sup>[3]</sup> Material having a saturated surface-dry bulk specific gravity of less than 2.45, tested according to AASHTO T113. Determine the percentage of lightweight pieces by dividing the weight of lightweight pieces in the sample retained on the 3/8-inch sieve by the weight of the total sample.

## **B.4 Physical Properties**

*Replace standard spec 501.2.7.3.2 (1) and (2) with the following:*

- (1) The percent LA wear shall not exceed 30 percent.
- (2) The department will ensure that soundness testing conforms to AASHTO T 104, using five cycles in sodium sulfate solution on aggregate retained on the No. 4 (4.75 mm) sieve. The weighted loss shall not exceed 6 percent.

The department will ensure that freeze-thaw soundness testing confirms to AASHTO T 103. The weighted freeze-thaw average loss shall not exceed 15 percent.

## **B.5 Joint Filler**

*Replace standard spec 415.2.6 with the following:*

- (1) Furnish a silane sealer from the department's approved product list for Concrete Protective Surface Treatments.

## **C Construction**

### **C.1 Jointing**

*Replace standard spec 415.3.7.1 (2) with the following:*

For all intersections, ramps and mainline pavement; plan and locate all points necessary to establish the horizontal position of the transverse and longitudinal joints in the concrete to prevent uncontrolled cracking. Submit a joint layout design plan to the engineer at least 7 calendar days before paving. Do not layout joints until the engineer has reviewed the joint layout design. Mark the location of the concrete joints in the field prior to or after paving. Follow the plan details for joints in the concrete, making adjustments as required to fit field conditions.

*Supplement standard spec 415.3.7.1 with the following:*

- (9) Remove all saw slurry from sawed joints and allow to dry thoroughly before application of silane joint sealer.
- (10) Apply silane joint sealer to all sawed surfaces of the transverse and longitudinal joints unless directed otherwise by the engineer. Apply the silane joint sealer directly to the interior of the sawed joint. Do not use a broadcast spray method of application.
- (11) Apply silane joint sealer per manufacturers specifications
- (12) Apply silane joint sealer within one month of concrete placement.

### **C.2 Surface Finishing**

*Replace standard spec 415.3.8.3.1 with the following:*

- (1) Tine freshly placed pavement as soon as it is practical after floating.
- (2) Tine with a self-propelled tining machine. Where using a tining machine is not practical, tine by hand. Produce uniformly deep grooves approximately 1/8 to 3/16 inch (3 mm to 5 mm) deep.
- (3) Construct a finished surface free of tining defects. Complete before tining tears or unduly roughens the concrete
- (4) Tine surface longitudinally as specified in standard spec 415.3.8.3.2.

### **C.3 Curing Concrete**

*Replace standard spec 415.3.12.1 with the following:*

- (1) Maintain adequate moisture throughout the concrete mass to support hydration until the concrete develops sufficient strength to open it to service. Cure all concrete by impervious coating as specified in standard spec 415.3.12.2 within 75 minutes from the time concrete is discharged from the truck. Use PAM except, use curing compound conforming to 501.2.8 on pavement will get an overlay under the contract or as directed by the engineer. The liquid curing compound shall have a color equal to or lighter than Gardner Color Standard No.2 when tested according to ASTM C 1315.8.7.6 Yellowing Resistance.
- (2) If the concrete is not cured as specified in the subsection, the engineer may suspend concrete placement operations.

#### **C.4 Extended Delivery Time**

*Delete standard spec 501.3.2.4.3.3.*

#### **C.5 Ready-Mixed Concrete**

*Replace standard spec 501.3.5.1 with the following:*

Use central-mixed concrete for all work under this special provision. Central-mixed concrete is mixed in a stationary mixer and transported to the point of delivery with or without mechanical agitation in the transporting vehicle.

#### **C.6 Hot Weather Concreting**

The contractor is responsible for the quality of the concrete pavement placed in hot weather.

Take the following steps to ensure that the concrete will cure during hot weather conditions. Submit a written temperature control plan at or before the pre-pour meeting. In that plan, outline the actions to control concrete temperature if the concrete temperature at the point of placement exceeds 80° F (27° C). Do not place concrete without the engineer's written acceptance of that temperature control plan. Perform the work as outlined in the temperature control plan.

If the concrete temperature at the point of placement exceeds 90° F (32° C), do not place concrete for items covered in this special provision.

Notify the engineer whenever conditions exist that might cause the temperature at the point of placement to exceed 80° F (27° C). If project information is not available, obtain information from similar mixes placed for other nearby work.

#### **C.7 Lots by Lane-Feet**

*Add the following to standard spec 715.3.1.2.2 as paragraph three:*

- (3) A subplot is 350 linear feet for 3-lane paving width or 2-lane plus shoulder.

#### **C.8 Strength Evaluation**

*Replace standard spec 715.3.2.2.1 with the following:*

##### **715.3.2.2.1 Pavement**

- (1) If a subplot flexural strength is less than 550 psi, the department may direct the contractor to core that subplot to determine its structural adequacy and whether to direct removal. Cut and test cores according to AASHTO T24 as and where the engineer directs. Have an HTCP-certified PCC technician I perform or observe the coring.
- (2) The subplot pavement is conforming if the compressive strengths of all cores from the subplot are 3000 psi or greater or the engineer does not require coring.
- (3) The subplot pavement is nonconforming if the compressive strengths of any core from the subplot is less than 3000 psi. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

#### **D Measurement**

The department will measure the Concrete Pavement special (size) bid items by the square yard, acceptably completed, measured using the centerline length and the width from outside to outside of completed pavement, but limited to the width the plans show or the engineer directs. The department will include fillets for widened sections, or at drain basins and similar locations, placed monolithic with the pavement. The department will not deduct for fixtures with an area of one square yard or less as measured in the plane of the pavement surface.

#### **E Payment**

*Replace standard spec 415.5.1(1) with the following:*

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.0003	Concrete Pavement 8-Inch Special	SY
SPV.0180.0004	Concrete Pavement 10 1/2-Inch Special	SY

*Replace standard spec 415.5.1(2) with the following:*

- (2) Payment for the Concrete Pavement bid items is full compensation for providing pavement; for preparing the foundation, unless provided otherwise; for joint layout and joint layout design, for placing thickness plates; and for thickness coring and filling core holes as required under 415.3.16.4. Payment also includes providing tie bars and dowel bars within concrete placed under the contract. The department will pay separately for tie bars and dowel bars used to connect the work to concrete not placed under the contract under the Drilled Tie Bars and Drilled Dowel Bars bid items as specified in 416.5. The department will not pay for removal and replacement of pavement not meeting the surface smoothness tolerances specified in 415.3.10.

Payment also includes sealing joints with silane sealer, sawing of concrete pavement, and any additive or action taken to control the temperature of concrete.

## **189. Compost, Item SPV.0180.0102.**

### **A Description**

This special provision describes providing and placing compost as shown on the plans and as hereinafter provided.

### **B Materials**

Provide Class A Compost according to the requirements of the Wisconsin Department of Natural Resources Specification 'Compost for Storm Water Management', number S100 as follows:

Compost shall meet the standards of Class A Compost as described in s. NR 502.12(16), Wis. Adm.Code, with the following additional requirements:

- a. Particle size: 98% of the compost shall pass through 3/4 inch screen, and
- b. Organic matter/ash content: ≥40% organic matter and <60% ash content, and
- c. Physical contaminants: <1% combined glass, metal, and plastic.
- d. Carbon to Nitrogen Ratio – 10-20:1 C:N ratio.
- e. pH – Between 6 and 8.
- f. Soluble Salts – Electrical conductivity below 10 dS m<sup>-1</sup> (mmhos cm<sup>-1</sup>)
- g. Moisture Content – Between 35% and 50% by weight.
- h. Maturity – The compost shall be resistant to further decomposition and free of compounds, such as ammonia and organic acids, in concentrations toxic to plant growth.
- i. Residual Seeds and Pathogens – Pathogens and noxious seeds shall be minimized.
- j. Pathogens – The compost shall meet the Class A requirements for pathogens as specified in s. NR 204.07(6)(a), Wis. Adm. Code.
- k. Other Chemical Contaminants – The compost shall meet the high quality pollutant concentrations as specified in s. NR 204.07(5)(c), Wis. Adm. Code.

Definition of Ash: Measure of inert material after heating to 550 degrees Celsius. Provide a certification that the compost meets NR 502.12(16), Wis. Adm. Code. Remove any nonconforming compost and replace at no cost to the department.

### **C Construction**

#### **C.1 Placement and Settling of Infiltration Basin Compost**

Place 4-inches of compost on top of the existing fill material, as shown on the plan.

Rototill the 4-inches of compost into approximately 8-inches of the native fill layer to the final elevation of shown on the plans.

Methods to induce mild settling of the compost layer, such as lightly tamping, may be used to prepare a stable planting medium. Vibrating-style plate compactors or other vibratory compactors are not allowed to induce settling.

## **C.2 Compaction Avoidance**

Acceptable equipment for constructing the compost includes light equipment with turf type tires and/or marsh equipment or wide-track loaders.

During placement of the compost, avoid compaction beyond that allowed in this special provision.

## **C.3 Compaction Remediation**

If compaction occurs, beyond that allowed in this special provision, re-fracture the soil to a depth of at least 12 inches. If smearing occurs, correct the smeared areas of the interface by raking or rototilling. Restore compacted or smeared areas at no additional cost to the department.

## **D Measurement**

The department will measure Compost by the square yard, acceptably completed.

## **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.0102	Compost	SY

Payment is full compensation for providing, stockpiling, loading, hauling, placing, and rototilling the material; for providing necessary protection from construction site runoff; for restoration of disturbed areas if necessary; and for re-fracturing compacted areas if necessary.

## **190. Asphaltic Material Binder, Item SPV.0180.0106.**

### **A Description**

This special provision describes furnishing and applying an asphaltic material binder to aggregate, at locations shown in the plans, to control erosion and prevent the growth of vegetation.

### **B Materials**

#### **B.1 General**

Furnish emulsified asphalt, type RS 1 or RS 2 conforming to AASHTO M140, or type CRS 1 or CRS 2 conforming to AASHTO M208 for the asphaltic material.

Furnish evidence, to the satisfaction of the engineer, that the proposed product has been successfully used in a similar application.

### **C Construction**

#### **C.1 Application**

Apply the Asphaltic Material binder uniformly over the dry surface at a rate just sufficient to ensure penetration and binding of the particles in the upper 2 inches of the aggregate blanket according to the manufacturer's recommended rate and procedures. Avoid excessive application of asphaltic material binder and exercise care to prevent material run-off. Protect the surface of adjacent structures, barriers, and pavement to prevent splattering or discoloration by asphaltic material.

Protect asphaltic material binder from excessive dust exposure for the first 4 hours of curing.

#### **C.2 Test Section**

Prepare a test section utilizing aggregate and asphaltic material binder so the engineer will be able to assess the adequacy of the product and the application to yield the desired results. Test section to be a minimum of 3-feet x 3-feet. Notify the engineer no less than 24 hours in advance of preparing the test section to allow him time to arrange for witnessing the asphaltic material binder application and mixing with the aggregate. Cure test section according to product manufacturer's requirements before the engineer will accept the product for use.

If the test section is not accepted, prepare another test section and repeat the process. Repeat this procedure until the engineer accepts the test section. Use the same asphaltic material binder means and methods when installing the product that were used in preparing the accepted test section.

## D Measurement

The department will measure Asphaltic Material Binder by the square yard in place, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.0106	Asphaltic Material Binder	SY

Payment is full compensation for furnishing, mixing and applying the asphaltic material binder to the aggregate; for cleaning any splatter of asphaltic material binder from adjacent structures, barriers, and pavement; and for making and disposing of test sections.

## 191. HMA Longitudinal Joint Repair, Item SPV.0195.0001.

### A Description

This special provision describes providing longitudinal joint repairs in HMA pavements. Conform to standard spec 204, 315, 455, and 460, and as follows.

### B Materials

Furnish asphaltic mixture as specified for type 3 HT 58-28 H under standard spec 460.2.

Provide tack coat conforming to standard spec 455.2.5.

### C Construction

#### C.1 General

Remove an area 1.5 to 3 feet wide and at least to the full depth of asphaltic pavement; the engineer will determine the repair length. Remove damaged concrete pavement discovered below the asphalt during this removal, and replace with asphalt mixture.

Clean the existing exposed concrete pavement surface before placing tack coat.

Apply asphaltic materials the same day the joint is removed to prevent the entrance of water. Do not apply if weather or surface conditions are unfavorable or before impending rains.

Conform to standard spec 315.3.1 for placement of the HMA pavement.

Dispose of removed pavement and other waste materials outside of the project limits unless the engineer allows otherwise.

#### C.2 Maintenance

Maintain repaired joints during the contract. Remove and replace additional tack coat and HMA pavement if the engineer directs.

## D Measurement

The department will measure HMA Longitudinal Joint Repair by the ton, acceptably completed.

## E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0195.0001	HMA Longitudinal Joint Repair	TON

Payment for the HMA Longitudinal Joint Repair item is full compensation for providing the joint repair including removing the existing asphaltic surface and damaged concrete; for tack coat and asphaltic pavement mixture; and for maintaining the repair during the contract.

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**192. HMA Transverse Joint Repair, Item SPV.0195.0002.**

**A Description**

This special provision describes providing transverse joint repairs in HMA pavements at bridges. Conform to standard spec 204, 315, 455, and 460, and as follows.

**B Materials**

Furnish asphaltic mixture as specified for type 3 MT 58-28 S under standard spec 460.2. Provide tack coat conforming to standard spec 455.2.5.

**C Construction**

**C.1 General**

Remove an area two feet wide and at least to the full depth of asphaltic pavement; the engineer will determine the repair length. Remove damaged concrete pavement discovered below the asphalt during this removal, and replace with asphalt mixture.

Clean the existing exposed concrete pavement surface before placing tack coat.

Apply asphaltic materials the same day the joint is removed to prevent the entrance of water. Do not apply if weather or surface conditions are unfavorable or before impending rains.

Conform to standard spec 315.3.1 for placement of the HMA pavement

Dispose of removed pavement and other waste materials outside of the project limits unless the engineer allows otherwise.

**C.2 Maintenance**

Maintain repaired joints during the contract. Remove and replace additional tack coat and HMA pavement if the engineer directs.

**D Measurement**

The department will measure HMA Transverse Joint Repair by the ton, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0195.0002	HMA Transverse Joint Repair	TON

Payment full compensation for providing the joint repair including removing the existing asphaltic surface and damaged concrete; for tack coat and asphaltic pavement mixture; and for maintaining the repair during the contract.

**193. Excavation, Hauling, and Disposal of Creosote Contaminated Soil, Item SPV.0195.4000.**

**A Description**

**A.1 General**

This special provision describes excavating, stockpiling for testing, loading, hauling, and disposing of creosote contaminated soil at a landfill. The closest landfills to the project would be the following:

- Waste Management  
Orchard Ridge Landfill  
N96W13503 County Line Road  
Menomonee Falls, WI 53051  
(262) 532-6200
- Advanced Disposal  
Emerald Park Landfill  
W124S10629 South 124<sup>th</sup> Street  
Muskego, WI 53150  
(414) 529-1360

Perform this work according to standard spec 205 and with pertinent parts of Chapters NR 700-754 of the Wisconsin Administrative Code, as supplemented herein. Per NR 718.07, a solid waste collection and transportation service-operating license is required under NR 502.06 for each vehicle used to transport contaminated soil.

### **A.1 Notice to the Contractor – Contaminated Soil Location(s)**

The department assumes that soil in the immediate vicinity of pre-existing creosote treated wooden bridge piles is contaminated due to exposure to residual wood preservatives. Due to structural impediments, representative analytical testing of this soil is not practical prior to bridge demolition and subsequent structure excavation. As such, the soil located in the following locations and as shown on the plans will require temporary stockpiling within the right-of-way and analytical testing for landfill acceptance:

#### **B-45-23 (IH 43 SB over Lake Field Road)**

At existing north abutment approximately from Station 1685+83 to 1686+94 from 24.5' feet LT of reference line to 73.0 feet LT of reference line from elev. 675.00 to elev. 693.00. Soil at this location is contaminated with residual creosote-based wood preservatives. Approximately 328 cubic yards (approximately 524 tons at an estimated 1.7 tons per cubic yard) of contaminated soil will be excavated from this location.

At existing south abutment approximately from Station 1685+89 to 1686+00 from 24.5' feet LT of reference line to 73.0 feet LT of reference line from elev. 675.00 to elev. 693.00. Soil at this location is contaminated with residual creosote-based wood preservatives. Approximately 328 cubic yards (approximately 524 tons at an estimated 1.7 tons per cubic yard) of contaminated soil will be excavated from this location.

#### **B-45-24 (IH 43 NB over Lake Field Road)**

At existing north abutment approximately from Station 1686+85 to 1686+96 from 24.5' feet RT of reference line to 73.0 feet RT of reference line from elev. 675.00 to elev. 693.00. Soil at this location is contaminated with residual creosote-based wood preservatives. Approximately 328 cubic yards (approximately 524 tons at an estimated 1.7 tons per cubic yard) of contaminated soil will be excavated from this location.

At existing south abutment approximately from Station 1685+91 to 1686+02 from 24.5' feet RT of reference line to 73.0 feet RT of reference line from elev. 675.00 to elev. 693.00. Soil at this location is contaminated with residual creosote-based wood preservatives. Approximately 328 cubic yards (approximately 524 tons at an estimated 1.7 tons per cubic yard) of contaminated soil will be excavated from this location.

For further information regarding the handling and disposal of this contaminated soil material please contact:

Name: Andrew Malsom  
Address: 141 NW Barstow S Waukesha, WI 53187  
Phone: (262) 548-6705  
E-mail: Andrew.Malsom@dot.wi.gov

### **A.2 Coordination**

Coordinate work under this contract with the environment consultant:

Consultant: TRC Environmental Corporation  
Address: 150 N. Patrick Blvd. Suite 180, Brookfield, WI 53045  
Contact: Bryan Bergmann, P.G.  
Phone: (262) 901-2126 office, (262) 227-9210 cell  
Fax: (262) 879-1220  
E-mail: [bbergmann@trcsolutions.com](mailto:bbergmann@trcsolutions.com)

The role of the environmental consultant will be limited to:

1. Determining the location and limits of contaminated soil as expressed on the project plans and described in the this special provisions;
2. Providing field support during excavation activities;

3. Coordinating lab testing for landfill acceptance;
4. Identifying contaminated soils to be hauled to the landfill;
5. Obtaining landfill permitting and documentation of proper landfill disposal; and
6. Documenting that activities associated with management of contaminated soil are in conformance with the contaminated soil management methods for this project as specified herein.

Provide at least a 14-calendar day notice of the preconstruction conference date to the environmental consultant. At the preconstruction conference, provide a schedule for all excavation activities in the areas of treated wood pilings to the environmental consultant. Also notify the environmental consultant at least three calendar days prior to commencement of excavation activities in each of the contaminated areas.

Coordinate with the environmental consultant to ensure that the environmental consultant is present during excavation activities in the areas of treated wood pilings. Perform excavation work in each of the contaminated areas on a continuous basis until excavation work is completed.

Identify the landfill that will be used for disposal of contaminated soils, and provide this information to the environmental consultant no later than 30 calendar days prior to commencement of excavation activities in the contaminated areas or at the preconstruction conference, whichever comes first. The environmental consultant will be responsible for obtaining the necessary approvals for disposal. Do not transport contaminated soil offsite without prior approval from the environmental consultant.

### **A.3 Health and Safety Requirements**

*Add the following to standard spec 107.1:*

During excavation activities, expect to encounter soil contaminated with Polycyclic aromatic hydrocarbons (PAHs) and Semi-volatile organic compounds (SVOCs). Site workers taking part in activities that will result in the reasonable probability of exposure to safety and health hazards associated with hazardous materials shall have completed health and safety training that meets the Occupational Safety and Health Administration (OSHA) requirements for Hazardous Waste Operations and Emergency Response (HAZWOPER), as provided in 29 CFR 1910.120.

Prepare a site-specific Health and Safety Plan, and develop, delineate and enforce the health and safety exclusion zones for each contaminated site location as required by 29 CFR 1910.120. Submit the site-specific health and safety plan and written documentation of up-to-date OSHA training to the engineer prior to the start of work.

### **B (Vacant)**

### **C Construction**

*Add the following to standard spec 205.3:*

Control operations in the contaminated areas to minimize the quantity of contaminated soil excavated.

Excavate the contaminated soil in the areas shown in the plan. Stockpile the material within the project footprint on DOT right-of-way, pending lab results and landfill acceptance. Construct and maintain a temporary stockpile of the material according to NR 718.05(3), including, but not limited to, placement of the contaminated soil/fill material on an impervious surface and covering the stockpile with impervious material to prevent infiltration of precipitation.

The environmental consultant will coordinate analytical testing of contaminated soil for landfill acceptance. Five business days should be allowed for the laboratory to conduct this testing and issue results. In the event the laboratory analytical test results do not indicate contamination is present, the stockpiled material may be considered common excavation and can be handled according to the erosion control implementation plan (ECIP).

Once landfill acceptance permitting is complete, directly load and haul soils to the landfill as directed by the environmental consultant. Use loading and hauling practices that are appropriate to prevent any spills or releases of contaminated soils or residues. Prior to transport, sufficiently dewater soils designated for off-site bioremediation so as not to contain free liquids. Verify that the vehicles used to transport contaminated material are licensed for such activity according to applicable state and federal regulations.

When material is encountered outside the above-identified limits of assumed contamination that appears to have been impacted with petroleum or chemical products, or when other obvious potentially contaminated materials are encountered, or material exhibits characteristics of industrial-type wastes, such as fly ash, foundry sand, and cinders, or when underground storage tanks are encountered, suspend excavation in that area and notify the engineer and the environmental consultant.

Groundwater may be present within the construction limits. Water generated during dewatering operations (if necessary) is expected to be permitted to discharge to the surface except in the contaminated areas. Contaminated groundwater generated from dewatering activities within the contaminated areas may exceed the surface water discharge limits for petroleum compounds specified in the DNR's "General Permit to Discharge under the Wisconsin Pollutant Discharge Elimination System" for "Contaminated Groundwater from Remedial Action Operations" (WPDES Permit No. WI-0046566-5), Table 3.1.

If dewatering is required in an area of observed contamination, water generated from dewatering activities may contain PAHs, SVOCs, and Metals. Such water may, with approval of local municipality be discharged to the respective sanitary system as follows:

1. Meet all applicable requirements of the local municipality including the control of suspended solids. Perform all necessary monitoring to document compliance with municipal's requirements. Furnish, install, operate, maintain, disassemble, and remove treatment equipment necessary to comply with MMSD's requirements.
2. Ensure continuous dewatering and excavation safety at all times. Provide, operate, and maintain adequate pumping equipment and drainage and disposal facilities.
3. Notify the engineer of any dewatering activities and obtain any permits necessary to discharge water. Provide copies of such permits to the engineer. Meet any requirements and pay any costs for obtaining and complying with such permit use. Follow all applicable legislative statutes, judiciary decisions, and regulations of the State of Wisconsin.

Costs for this dewatering and disposing of contaminated water are incidental to the contract.

Employ construction methods and techniques in a manner that will minimize the need for dewatering, and if dewatering is required, minimize the volume of water generated. Take measures to limit groundwater, surface water, and precipitation from entering and exiting excavations in the areas of contamination. Such measures, which may include berming, ditching, or other means, shall be maintained until construction of utilities in the areas of contamination are complete.

Ensure continuous dewatering and excavation safety at all times. Provide, operate, and maintain adequate pumping equipment and drainage and disposal facilities. Notify the engineer of any dewatering activities, and obtain any permits necessary to discharge water. Provide copies of such permits to the engineer. Meet any requirements and pay any costs for obtaining and complying with such permit use. Follow all applicable legislative statutes, judiciary decisions, and regulations of the State of Wisconsin.

#### **D Measurement**

The department will measure Excavation, Hauling, and Disposal of Creosote Contaminated Soil in tons of contaminated soil, accepted by the landfill as documented by weight tickets generated by the landfill, and acceptably completed.

#### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0195.4000	Excavation, Hauling, and Disposal of Creosote Contaminated Soil B-45-24	TON

Payment is full compensation for excavating, stockpiling (including contractor-provided plastic sheeting to cover as well as place the material on), loading, and hauling the contaminated soil to a landfill; obtaining solid waste collection and transportation service operating licenses; and dewatering of soils prior to transport, if necessary.

**194. Manholes 4-FT Diameter Special, Item SPV.0200.8001.**

**A Description**

This special provision describes providing manholes for use with existing pipe underdrain conforming to the appropriate provisions of standard spec 611, the plan details and as modified in this special provision.

**B (Vacant)**

**C (Vacant)**

**D Measurement**

The department will measure Manholes 4-FT Diameter Special by the vertical foot of manhole, acceptably completed, to the nearest 0.1 foot as defined by the "Depth as Shown on Plans" dimension per standard detail drawing. The "Depth as Shown on Plans" will be measured by the engineer in the field upon locating the existing drain tile.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0200.8001	Manholes 4-Ft Diameter Special	VF

Payment is full compensation for providing all materials, including all masonry, connections, steps, and other fittings; for all excavating, backfilling, disposing of surplus material, and for cleaning out and restoring the work site; except that the department will pay for covers, including frames, grates, lids and adjusting the covers separately.

sef-611-020 (20170406)

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**ADDITIONAL SPECIAL PROVISION 1 (ASP 1)  
FOR TRANSPORTATION ALLIANCE FOR NEW SOLUTIONS (TrANS)  
PROGRAM EMPLOYMENT PLACEMENTS AND APPRENTICESHIPS**

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The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Section 5204(e) – Surface Transportation Workforce Development Training and Education, provides for 100 percent Federal funding if the core program funds are used for training, education, or workforce development purposes, including “pipeline” activities. The core programs includes: Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Highway Bridge Program (HBP), Interstate Maintenance (IM), National Highway System (NHS), and Surface Transportation Program (STP). These workforce development activities cover surface transportation workers, including OJT/SS programs for women and minorities as authorized in 23 U.S.C. §140(b).

*TrANS* is an employment program originally established in 1995 in Southeastern Wisconsin. Currently TrANS has expanded to include TrANS program locations to serve contractors in Southeast (Milwaukee and surrounding counties), Southcentral (Dane County and surrounding counties including Rock County), and most Northeastern Wisconsin counties from locations in Keshena, Rhinelander and surrounding far Northern areas. TrANS attempts to meet contractor’s needs in other geographic locations as possible. It is an industry driven plan of services to address the outreach, preparation, placement and retention of women, minorities and non-minorities as laborers and apprentices in the highway skilled trades. These candidate preparation and contractor coordination services are provided by community based organizations. For a list of the TrANS Coordinators contact the Disadvantaged Business Enterprise Office at (414) 438-4583 in Milwaukee or (608) 266-6961 in Madison. These services are provided to you at no cost.

### ***I. BASIC CONCEPTS***

Training reimbursements to employing contractors for new placements, rehires or promotions to apprentice of TrANS Program graduates will be made as follows:

- 1) **On-the-Job Training, Item ASP.1T0G, ASP 1 Graduate.** At the rate of \$5.00 per hour on federal aid projects when TrANS graduates are initially hired, or seasonally rehired, as unskilled laborers or the equivalent.

Eligibility and Duration: To the employing contractor, for up to 2000 hours from the point of initial hire as a TrANS program placement.

Contract Goal: To maintain the intent of the Equal Employment Opportunity program, it is a goal that   7   (*number*) TrANS Graduate(s) be utilized on this contract.

- 2) **On-the-Job Training, Item ASP.1T0A, ASP 1 Apprentice.** At the rate of \$5.00 per hour on federal aid projects at the point when an employee who came out of the TrANS Program is subsequently entered into an apprenticeship contract in an underutilized skilled trade (this will include the Skilled Laborer Apprenticeship when that standard is implemented).

Eligibility and Duration: To the employing contractor, for the length of time the TrANS graduate is in apprentice status.

Contract Goal: To maintain the intent of the Equal Employment Opportunity program, it is a goal that 4 (*number*) TrANS Apprentice(s) be utilized on this contract.

- 3) The maximum duration of reimbursement is two years as a TrANS graduate plus time in apprentice status.
- 4) If a TrANS program is not available in the contractor's area and another training program is utilized, payment of On-the-Job Training hours may be approved by the Wisconsin Department of Transportation (WisDOT) if the training program meets the established acceptance criteria. Only On-the-Job Training Hours accumulated after WisDOT approval will be reimbursed as specified under Items ASP.1T0G and ASP.1T0A. For more information, contact the Disadvantaged Business Enterprise Office at the phone numbers listed above.
- 5) WisDOT reserves the right to deny payments under items ASP.1T0G and ASP.1T0A if the contractor either fails to provide training or there is evidence of a lack of good faith in meeting the requirements of this training special provision.

## **II. RATIONALE AND SPECIAL NOTE**

The \$5.00 per hour now being paid for TrANS placements is intended to cover the duration of two years to allow for reaching entry-level laborer status. An additional incentive, the \$5.00 rate, would promote movement into the underutilized skilled trades' apprenticeships and applies until the individual completes their apprenticeship. These incentives benefit TrANS candidates by giving them a better opportunity to enter a skilled trade; benefits contractors who will be assisted in meeting their EEO profiles and goals; and benefits the public who will see the program reinforce larger public-private employment reform in Wisconsin. The pool of TrANS graduates was created for the purpose of addressing underutilization in the skilled trades, an objective that is further reinforced by a parallel retention pilot program, known as the Companywide Reporting. *Whether or not reimbursement is involved, the WisDOT reassures contractors who are in the Companywide Program that TrANS placements still contribute toward fulfilling the new hire goal of 50% women and minorities.* Based on data administered by United States Department of Labor (US DOL), the highway skilled trades remain underutilized for women statewide (less than 6.9%); and for minorities in all counties (% varies by county).

NOTE: *Unless using other advancement strategies, contractors are encouraged to use some or all of this monetary incentive to offset the cut in hourly wages an individual may incur when entering an apprenticeship if the full general laborer hourly rate has been previously paid. No special accounting measures are required.*

## **III. IMPLEMENTATION**

The implementation of ASP 1 is intended to cover only the amount of time it takes for underutilization to be resolved across the trades. This will be measured annually at the county and/or state levels using data administered by WisDWD in relation to goals set by the USDOL-

OFCCP. With appropriate state and federal approvals, we may also do some measurement at the company level.

It is the contractor's responsibility to note on their Certified Payrolls if their employee is a TrANS graduate or a TrANS apprentice. The District EEO Coordinators utilize the information on the Certified Payrolls to track the hours accumulated by TrANS Graduates and TrANS apprentices on WisDOT contracts. Payment under this ASP 1 is made based on the hours recorded off of the Certified Payrolls. Tracking may eventually include improved linkages with the WisDWD apprentice database, information from company and committee level sources.

TrANS is nondiscriminatory by regulation, and is a tool for optional use by contractors to address the underutilization of women and minorities as laborers and apprentices in our industry's skilled trades.

#### **IV. TRANS TRAINING**

As part of the contractor's equal employment opportunity affirmative action program, training shall be provided to employees enrolled in apprenticeship and on-the-job training programs as follows:

The contractor shall provide on-the-job training aimed at developing full journey workers in the type of trade or job classifications involved. In the event the contractor subcontracts a portion of the contract work, the contractor shall determine how many, if any, of the trainees are to be trained by the subcontractor provided, however, that the contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The contractor shall also insure that this training special provision is made applicable to such subcontract.

Training and upgrading of minorities and women toward journey workers status is a primary objective of this training special provision. Accordingly, the contractor shall make every effort to enroll minority trainees and women (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority trainees and women trainees); to the extent such persons are available within a reasonable area of recruitment. The contractor will be given an opportunity and will be responsible for demonstrating the steps that they have taken in pursuance thereof, prior to determination as to whether the contractor is in compliance with this training special provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee in any classification in which they have successfully completed a training course leading to journey workers status or in which they have been employed as a journey worker. The contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used, the contractor's records should document the findings in each case.

#### **V. APPRENTICESHIP TRAINING**

The Federal Highway Administration's (FHWA) policy is to require full use of all available training and skill improvement opportunities to assure increased participation of minority groups, disadvantaged persons and women in all phases of the highway construction industry. The FHWA On-the-Job Training (OJT) Program requires the State transportation agencies (STAs) to establish apprenticeships and training programs targeted to move women, minorities, and disadvantaged individuals into journey-level positions to ensure that a competent workforce is available to meet highway construction hiring needs, and to address the historical under-representation of members of these groups in highway construction skilled crafts.



The OJT Supportive Services (OJT/SS) Program was established in Title 23 Code of Federal Regulations (CFR), Part 230) to supplement the OJT program and support STA training programs by providing services to highway construction contractors and assistance to highway construction apprentices and trainees. The primary objectives of OJT/SS are:

- (1) To increase the overall effectiveness of the State highway agencies' approved training programs.
- (2) To seek other ways to increase the training opportunities for women, minorities, and disadvantaged individuals.

The STAs are responsible for establishing procedures, subject to the availability of Surface Transportation and Bridge Funds under 23 U.S.C. §140(b) (Nondiscrimination), for the provision of supportive services with respect to training programs approved under 23 CFR, Part 230(a) (Equal Employment Opportunity on Federal and Federal-aid Construction Contracts – including Supportive Services).

The contractor and subcontractor shall maintain records to demonstrate compliance with these apprenticeship requirements. Reasonable exemptions and modifications to and from any or all of these requirements will be determined by the Wisconsin Department of Transportation-Civil Rights Office. A request for an exemption or modification, with justification, shall be made in writing, addressed to WisDOT Civil Rights Office, 4802 Sheboygan Avenue, P.O. Box 7965, Rm. 451, Madison, WI 53707.

## ADDITIONAL SPECIAL PROVISION 3

### DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM IMPLEMENTATION

#### Authority

Wisconsin Department of Transportation (WisDOT) is a recipient of funds from the US Department of Transportation's Federal Highway Administration. The DBE program is a federal program applicable on all contracts administered by WisDOT that include federal-aid highway funds. The authority for the DBE program is the Transportation Bill as approved by Congress periodically. DBE program guidance and requirements are outlined in the Code of Federal Regulations at 49 CFR Part 26. This contract is subject to DBE provisions because it is financed with federal-aid-highway funds. Additionally, this contract is subject to the *State of Wisconsin Standard Specifications for Highway and Structure Construction* and all applicable contract documents.

#### Requirements

Pursuant to the federal DBE program regulation at 49 CFR Part 26, a contractor's failure to comply with any provision of the DBE program regulatory provisions will be considered a material breach of contract. This is nonnegotiable.

If a contractor fails to carry out the DBE program requirements and/or the Required Contract Provisions for Federal Aid Contracts (FHWA 1273) referenced in this document, sanctions will be assessed depending upon the facts, reasoning, severity, and remedial efforts of the contractor that may include: termination of contract, withholding payment, assessment of monetary sanctions, and/or suspension/debarment proceedings that could result in the disqualification of the contractor from bidding for a designated period of time.

- (1) At time of bid, ALL prime contractors must submit DBE Commitments on projects with DBE goals, The submittal of the DBE Commitments includes the DT1506 (Commitment to Subcontract to DBE), which can be attached as a PDF or entered digitally into the bid submittal and Attachments A OR quotes from all DBEs included on the Commitment. The prime contractor must submit a signed Attachment A via eSubmit (preferred) or the DBE Alert email box within 24-hours of the bid closing for all quotes submitted at the time of bid. If the assigned DBE contract goal is not met, Form DT1202 (Documentation of Good Faith Effort) and all supplemental DT1202 documentation is due within 24-hours of bid closing. Any change to DBE Commitments thereafter must follow modification of DBE subcontracting commitment (Section 9).
- (2) The Department requires this list of DBE subcontractors from all bidders at time of bid to ensure the lowest possible cost to taxpayers and fairness to other bidders and subcontractors. Bid shopping is prohibited.
- (3) The contractor must utilize the specific DBE firms listed in the approved DBE Commitment to perform the work and/or supply the materials for which the DBE firm is listed unless the contractor obtains written consent in advance from WisDOT. The contractor will not be entitled to payment for any work or materials on the approved DBE Commitment that is not performed or supplied by the listed DBE without WisDOT's written consent.

#### Description

The Wisconsin Department of Transportation is committed to the compliant administration of the DBE Program. The DBE provisions work in tandem with FHWA 1273 and WisDOT's *Standard Specifications for Highway and Structure Construction* and *Construction and Materials Manual*. The WisDOT Secretary is signatory to assurances of department-wide compliance.

The Department assigns the contract DBE goal as a percentage of work items that could be performed by certified DBE firms on the contract. The assigned DBE goal is expressed on the bid proposal as a percentage applicable to the total contract bid amount.

- (1) WisDOT identifies the assigned DBE goal in its contract advertisements and posts the contract DBE goal on the cover of the bidding proposal. The contractor can meet the assigned contract DBE goal by subcontracting work to a DBE firm or by procuring services or materials from a DBE firm.
- (2) Under the contract, the prime contractor should inform, advise, and develop participating DBE firms to be more knowledgeable contractors who are prepared to successfully complete their contractual agreement through the proactive provision of assistance in the following areas:
  - § Produce accurate and complete quotes
  - § Understand highway plans applicable to their work
  - § Understand specifications and contract requirements applicable to their work
  - § Understand contracting reporting requirements
- (3) The Department encourages contractors to assist DBE subcontractors more formally by participating in WisDOT's Business Development program as a mentor, coach, or resource. For comprehensive information on the Disadvantaged Business Enterprise Program, visit the Department's Civil Rights and Compliance Section website at: <http://wisconsindot.gov/Pages/doing-bus/civil-rights/dbe/default.aspx>

## 1. Definitions

Interpret these terms, used throughout this additional special provision, as follows:

- a. **Assigned DBE Contract Goal:** The percentage shown on the cover of the Highway Work Proposal that represents the feasible level of DBE participation for each contract. The goal is calculated using the Engineer's Estimate and DBE Interest Report. Goal assignment includes review of FHWA funds, analyzes bid items for subcontract opportunity and compatibility with DBE certified firm work codes. Additional factors considered include proximity, proportion, and regulations.
- b. **Bid Shopping:** In construction law, bid shopping is the practice of divulging a subcontractor's bid to another prospective contractor(s) before or after the award of a contract to secure a lower bid.
- c. **DBE:** Disadvantaged Business Enterprise – A for-profit small business concern where socially and economically disadvantaged individuals own at least a 51% interest and control management and daily business operations.
- d. **DBE Commitment:** The DBE Commitment is identified in the Commitment to Subcontract to DBE (Form DT1506) and is expressed as the amount of DBE participation the prime contractor has secured. The DT1506, a contract document completed by the bidder, is required to be considered a responsive bidder on an FHWA-funded contract that has an assigned DBE goal. The prime contractor will have the option to submit the DT1506 digitally, as an entry with the bid in Bid Express, or as an attachment to the bid.
- e. **DBE Utilization:** The actual participation of a DBE subcontractor on a project. WisDOT verifies DBE utilization through review of the DBE Commitment, payments to subcontractors, and contract documentation. The Prime Contractor receives DBE credit for payments made to the DBE firms performing the work listed on the approved DBE Commitment, and those submitted after approved commitment with Attachment A.
- f. **Good Faith Effort:** Legal term describing a diligent and honest effort taken by a reasonable person under the same set of facts or circumstances. For DBE subcontracting, the bidder must show that it took all necessary and reasonable steps to achieve the assigned DBE goal by the scope, intensity, and

appropriateness of effort that could reasonably be expected for a contractor to obtain sufficient DBE participation.

- g. **Manufacturer:** A firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract.
- h. **Reasonable Price:** Contractors are expected to assess reasonable price by analyzing the contract scope for DBE subcontract feasibility and comparing common line items in DBE and non-DBE subcontract quotes for the same work. Per federal regulation, reasonable price is not necessarily the lowest price.
- i. **Supplier:** A firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles, or equipment required under the contract are bought, kept in stock, and regularly sold or leased to the public.
- j. **Tied quote:** Subcontractor quote that groups multiple bid/line items at a bundled/package price with a notation that the items within the quote will not be separated.

## 2. WisDOT DBE Program Compliance

### a. Documentation Submittal

The Commitment to Subcontract to DBE (Form DT1506 or digital submittal), Attachments A OR quotes from all DBEs included in the Commitment will be submitted at bid by ALL prime contractors. If the assigned DBE contract goal is not met, Documentation of Good Faith Effort (Form DT1202) must be submitted within 24-hours of bid closing. Supplemental DT1202 documentation and signed Attachments A from DBEs included in the DBE Commitment are also due within 24-hours of bid closing. Form DT1202, supporting GFE documentation, and signed Attachments A, not submitted at the time of bid, must be submitted through eSubmit (preferred) or to the DBE Alert email box.

\*\*Bidders have the option of submitting the DBE Commitment at the time of bid via direct entry through Bid Express OR with attachment of Form DT1506 (Commitment to Subcontract to DBE). The DBE Commitment entered with bid is the digital form of the DT1506. Separate submission of Form DT1506 is not required if the DBE Commitment is entered in Bid Express. Form DT1202, if applicable, is no longer required to be submitted at time of bid; submit DT1202 within the 24-hour supplemental time frame following bid closing.

Naming conventions: Follow eSubmit [instructions](#), OR when emailing files, use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, GFE" and "Project #, Proposal #, Let date, Business Name, Attachment A" Email: [DBE\\_Alert@dot.wi.gov](mailto:DBE_Alert@dot.wi.gov)

The DBE Office will not certify Good Faith Effort and the Bureau of Project Development will consider the bid nonresponsive if the contractor fails to furnish the DBE Commitment (digitally entered into the bid OR Form DT1506 as an attachment), Attachments A, and Form DT1202 if applicable, as required. See sample forms in the Appendix.

### b. Verification of DBE Commitment

The documentation related to DBE subcontract commitment submitted prior to contract award is evaluated as follows:

#### (1) DBE Goal Met

If the bidder indicates that the contract DBE goal is met, the Department will evaluate the DBE Commitment submitted with bid OR Form DT1506, and Attachments A to verify the actual DBE

percentage calculation. If the DBE Commitment is verified, the contract is eligible for award with respect to the DBE Commitment.

**(2) DBE Goal Not Met**

- a) If the bidder indicates a bid percentage on the DBE Commitment that does not meet the assigned DBE contract goal, the bidder must request alternative evaluation of good faith effort through submission of Form DT1202 (Documentation of Good Faith Effort) within 24-hours of bid including narrative description. Supplementary documentation of good faith effort that supports the DT1202 submission is also due within 24-hours of bid submission and prior to bid posting. The Department will review the bidder's DBE Commitment and evaluate the bidder's good faith efforts submission.
- b) Following evaluation of the bidder's Good Faith Effort documentation the bidder will be notified that the Department intends to:
  1. *Approve* the request (adequate documentation of GFE has been submitted)- no conditions placed on the contract with respect to the DBE Commitment;
  2. *Deny* the request (inadequate documentation of GFE has been submitted)- the contract is viewed as non-responsive per Wisconsin Standard Specifications for Highway and Structure Construction and will not be executed.
- c) If the Department denies the bidder's request, the contract is ineligible for award. The Department will provide a written explanation for denying the request to the bidder. The bidder may appeal the Department's denial (see Section 4).

Supplemental good faith effort documentation must be submitted through eSubmit (preferred) OR to the DBE Office by email at: [DBE\\_Alert@dot.wi.gov](mailto:DBE_Alert@dot.wi.gov). Email naming convention: "Project #, Proposal #, Let date, Business Name, GFE"

### 3. Department's Criteria for Good Faith Effort Documentation

The Federal-aid Construction Contract Provision, referenced as FHWA-1273, explicitly states that the prime contractor shall be responsible for all work performed on the contract by piecework, station work, or subcontract. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of the contract including assurances of equal employment opportunity laws, DBE regulations, and affirmative action. Compliance encompasses responsible and responsive action, documentation, and good faith effort.

Contractually, all contractors, subcontractors, and service providers on the contract are bound by FHWA 1273 and DBE program provisions. **Prime contractors should encourage subcontractors to utilize DBE firms whenever possible to contribute to the assigned DBE contract goal.**

Bidders are required to document good faith effort. Per 49 CFR Part 26.53, good faith effort is demonstrated in one of two ways. The bidder:

- (1) Documents that it has obtained enough DBE participation to meet the goal; OR
- (2) Documents that it made adequate good faith efforts to meet the goal, even though it did not succeed

*Appendix A* of 49 CFR Part 26 provides guidance concerning good faith efforts. WisDOT evaluates good faith effort on a contract basis just as each contract award is evaluated individually.

The efforts employed by the bidder should be those that WisDOT can reasonably expect a bidder to take to actively and aggressively obtain DBE participation sufficient to meet the DBE contract goal. The Department will only approve demonstration of good faith effort if the bidder documents the quality, quantity, and intensity of the variety of activities undertaken that are commensurate with expected efforts to meet the stated goal.

The Department, in conjunction with industry stakeholders, has developed the following guidance for contractor good faith effort activity. The guidance and the attached appendices provide a framework for the actions required by all parties in the processing and evaluation of bidder's total efforts to achieve the project specific DBE goal prior to the bid letting date.

**a. Solicitation Guidance for Prime Contractors:**

- (1) Document all efforts and decisions made toward achieving the DBE goal on the contract. The bidder should use WisDOT-approved DBE outreach tools, including the UCP DBE Directory and the Bid Express Small Business Network to foster DBE participation on all applicable contracts.
- (2) As needed, request assistance with DBE outreach and follow-up by contacting the Department's DBE Support Services Office by phone or email request at least 14 days prior to the bid letting date. Phone numbers are (414) 438-4584 and/or (608) 267-3849; Fax: (414) 438-5392; E-mail: [DBE\\_Alert@dot.wi.gov](mailto:DBE_Alert@dot.wi.gov)
- (3) Participate in and document a substantive conversation with at least one DBE firm per Let, to discuss questions, concerns, and any other contract related matters that may be applicable to the DBE firm. Guidelines for this conversation are provided in Appendix A of ASP-3.
- (4) Request quotes by identifying potential items to subcontract and solicit. In their initial contacts, contractors are strongly encouraged to include a single page, detailed list of items for which they are accepting quotes, by project, within a letting. See attached sample entitled "Sample Contractor Solicitation Letter" in Appendix B. Prime contractors should also indicate a willingness to accept quotes in areas they are planning to perform themselves, as required by federal rules. In some cases, it might be appropriate to use DBE firms to do work in a prime contractor's area of specialization.
  - i. Solicit quotes from certified DBE firms who match possible items to subcontract using all reasonable and available means. Additionally, forward copies of solicitations highlighting the work areas for which quotes are being sought to [DBE\\_Alert@dot.wi.gov](mailto:DBE_Alert@dot.wi.gov)
  - ii. Acceptable outreach tools include SBN (Small Business Network, see Appendix C):
    - <https://www.bidx.com/wi/main>, postal mail, email, fax, and phone.
    - a. Contractors must ask DBE firms for a response in their solicitations. See *Sample Contractor Solicitation Letter*, Appendix B. This letter may be included as an attachment to the sub-quote request.
    - b. Solicit quotes at least 10 calendar days prior to the letting date to allow DBE firms sufficient time to respond. Prime contractors should contact DBE firms early, asking if they need help organizing their quote, assistance confirming equipment needs, or other assistance supporting their submission of a competitive quote for their services.
    - c. A follow up solicitation should take place within 5 calendar days of the letting date. Email and/or SBN are the preferred method for the solicitation.
  - iii. Upon request, provide interested DBE firms with adequate information about plans, specifications, and the requirements of the contract by letter, information session, email, phone call, and/or referral.
  - iv. When potential exists, the contractor should advise interested DBE firms on how to obtain bonding, line of credit, or insurance if requested.
  - v. Document DBE firm's interest in quoting by taking appropriate steps to follow up initial solicitation with:
    - a. Email to all prospective DBE firms in relevant work areas
    - b. Phone call log to DBE firms who express interest via written response or call
    - c. Fax/letter confirmation
    - d. Signed copy of record of subcontractor outreach effort

**b. Guidance for Evaluating DBE quotes**

- (1) Quote evaluation practices required to evaluate DBE quotes:
  - i. Reasonable Price: Contractors are expected to assess reasonable price by analyzing the contract scope for DBE subcontract feasibility and comparing common line items in DBE and

non-DBE subcontract quotes for the same work. Per federal regulation, reasonable price is not necessarily the lowest price. See 49 CFR Part 26, Appendix A. IV.D(2).

- (2) Documentation submitted by the prime of the following evaluation is required to evaluate DBE quotes by contractors:
  - i. Evaluation of DBE firm's ability to perform "possible items to subcontract" using legitimate reasons, including but not limited to, **a discussion** between the prime and DBE firm regarding its capabilities prior to the bid letting. If lack of capacity is the reason for not utilizing the DBE firm's quote, the prime is required to contact the DBE by phone and email regarding their ability to perform the work indicated in the UCP directory listed as their work area by NAICS code. Only the work area indicated by the NAICS code(s) listed in the UCP directory can be counted toward DBE credit. Documentation of the conversation is required.
    - a In striving to meet an assigned DBE contract goal, contractors are expected to use DBE quotes that are responsive and reasonable. This includes DBE quotes that are not the low quote.
    - b Additional evaluation - Evaluation of DBE quotes with tied bid items. Typically, this type of quoting represents a cost saving but is not clearly stated as a discount. Tied quotes are usually presented as an 'all or none' quote. When non-DBE subcontractors submit tied bid items in their quotes, the DBE firm's quote may not appear competitive. In such a case, the following steps are taken in comparing the relevant quotes. These are qualitative examples:
      - i Compare bid items common to both quotes, noting the reasonableness in the price comparison.
      - ii Review quotes from other firms for the bid items not quoted by the DBE firm to see if combining both can provide the same competitive advantage that the tied bid items offered.

See Appendix D – *Good Faith Effort Evaluation Measures* and Appendix E - *Good Faith Effort Best Practices*.

- c. **Requesting Good Faith Effort Evaluation** At the time of bid- if the DBE goal is not met in full, the prime contractor must indicate they will file form DT1202- Documentation of Good Faith Effort within 24-hours of bid submission. Supplementary documentation of good faith effort that supports the DT1202 submission is also due within 24-hours of bid submission and prior to bid posting. Supporting documentation for the DT1202 is to include the following:
  - (1) Solicitation Documentation: The names, addresses, email addresses, and telephone numbers of DBE firms contacted along with the dates of both initial and follow-up contact; electronic copies of all written solicitations to DBE firms. A printed copy of SBN solicitation is acceptable.
  - (2) Selected Work Items Documentation: Identify economically feasible work units to be performed by DBEs to include activities such as: list of work items to be performed; breaking up of large work items into smaller tasks or quantities; flexible time frames for performance and delivery schedules.
  - (3) Documentation of Project Information provided to interested DBEs: A description of information provided to the DBE firms regarding the plans, specifications, and estimated quantities for portions of the work to be performed by that DBE firm.
  - (4) Documentation of Negotiation with Interested DBEs: Provide sufficient evidence to demonstrate that good faith negotiations took place. Merely sending out solicitations requesting bids from DBEs does not constitute sufficient good faith efforts.
  - (5) Documentation of Sound Reasoning for Rejecting DBEs and copies of each quote received from a DBE firm and, if rejected, copies of quotes from non-DBEs for same items.
  - (6) Documentation of Assistance to Interested DBEs- Bonding, Credit, Insurance, Equipment, Supplies/Materials
  - (7) Documentation of outreach to Minority, Women, and Community Organizations and other DBE Business Development Support: Contact organizations and agencies for assistance in contacting, recruiting, and

providing support to DBE subcontractors, suppliers, manufacturers, and truckers at least 14 days before bid opening. Participate in or host activities such as networking events, mentor-protégé programs, small business development workshops, and others consistent with DBE support.

Naming conventions: eSubmit (preferred) follow instructions OR when emailing files, use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, GFE" Email: [DBE\\_Alert@dot.wi.gov](mailto:DBE_Alert@dot.wi.gov)

If the Good Faith Effort documentation is deemed adequate, the request will be approved and the DBE office will promptly notify the Prime Contractor and Bureau of Project Development.

If the DBE Office denies the request, the Prime Contractor will receive written correspondence outlining the reasons. The Department encourages the Prime Contractor to communicate with DBE staff to clarify any questions related to meeting goals and/or contractor demonstration of good faith efforts.

If the contract is awarded, the Prime Contractor must obtain written consent from the DBE Office to change or replace any DBE firm listed on the approved DBE Commitment. No contractor, prime or subsequent tier, shall be paid for completing work assigned to a DBE subcontractor on an approved DBE Commitment unless WisDOT has granted permission for the reduction, replacement, or termination of the assigned DBE in writing. If a prime contractor or a subcontractor on any tier uses its own forces to perform work assigned to a DBE on an approved DBE Commitment, **they will not be paid for the work**. Any changes to DBE Commitment after the approval of the DBE Commitment must be reviewed and approved by the DBE Office prior to the change (see Section 9).

#### **4. Bidder's Documentation of Good Faith Effort Evaluation Request Appeal Process**

A bidder can appeal the Department's decision to deny the bidder's demonstration of Good Faith Effort through Administrative Reconsideration. The bidder must provide a written justification refuting the specific reasons for denial as stated in the Department's denial notice. The bidder may meet in person with the Department if so requested. Failure to appeal within 5 business days after receiving the Department's written notice denying the request constitutes a forfeiture of the bidder's right of appeal. Receipt of appeal is confirmed by email date stamp or certified mail signed by WisDOT staff. A contract will not be executed without documentation that the DBE provisions have been fulfilled.

The Department will appoint a representative who did not participate in the original good faith effort determination, to assess the bidder's appeal. The Department will issue a written decision within 5 business days after the bidder presents all written and oral information. In that written decision, the Department will explain the basis for finding that the bidder did or did not demonstrate an adequate good faith effort to meet the contract DBE goal. The Department's decision is final.

#### **5. Determining DBE Eligibility**

##### **Directory of DBE firms**

- a. The only resource for DBE firms certified in the State of Wisconsin is the Wisconsin Unified Certification Program (UCP) DBE Directory. WisDOT maintains a current list of certified DBE firms at: <http://wisconsindot.gov/Documents/doing-bus/civil-rights/dbe/dbe-ucp-directory.xlsx>
- b. The DBE Program office is available to assist with contracting DBE firms:(608) 267-3849.



- c. DBE firms are certified based on various factors including the federal standards from the Small Business Administration that assigns a North American Industrial Classification (NAICS) Codes. DBE firms are only eligible for credit when performing work in their assigned NAICS code(s). If a DBE subcontractor performs work that is not with its assigned NAICS code, the prime contractor should contact the DBE Office to inquire about compatibility with the Business Development Program.

## 6. Counting DBE Participation

### Assessing DBE Work

The Department will only count the DBE usage towards the contract DBE goal if the DBE firm is certified as a DBE by one of the UCP agencies. The Department only counts the value of the work a DBE actually performs towards the DBE goal. The Department assesses the DBE work as follows:

- a. The Department counts work performed by the DBE firm's own resources. The Department includes the cost of materials and supplies the DBE firm obtains for the work. The Department also includes the cost of equipment the DBE firm leases for the work. The Department will not include the cost of materials, supplies, or equipment the DBE firm purchases or leases from the prime contractor or its affiliate, with the exception of non-project specific leases the DBE has in place before the work is advertised.
- b. The Department counts fees and commissions the DBE subcontractor charges for providing bona fide professional, technical, consultant, or managerial services. The Department also counts fees and commissions the DBE charges for providing bonds or insurance. The Department will only count costs the program engineer deems reasonable based on experience or prevailing market rates.
- c. If a DBE firm subcontracts work, the Department counts the value of the work subcontracted to a DBE subcontractor.
- d. The contractor will maintain records and may be required to furnish periodic reports documenting its performance under this item.
- e. It is the Prime Contractor's responsibility to determine whether the work that is committed and/or contracted to a DBE firm can be counted for DBE credit by referencing the work type and NAICS code listed for the DBE firm on the Wisconsin UCP DBE Directory.
- f. It is the Prime Contractor's responsibility to assess the DBE firm's ability to perform the work for which it is committing/contracting the DBE to do. Note that the Department encourages the Prime Contractor to assist and develop DBE firms to become fully knowledgeable contractors to successfully perform on its contracts.
- g. The Prime Contractor will inform the DBE office via email of all DBE subcontractors added to the project following execution of the contract. The Prime Contractor may omit submission of another form DT1506, but must submit signed Attachment A forms for additional DBE firms.
- h. See Section 7 for DBE credit evaluation for Trucking and Section 8 for DBE credit evaluation for Manufacturers, Suppliers, and Brokers

Naming conventions: When emailing files, please use the following language to identify your submission-  
"Project #, Proposal #, Let date, Business Name, Attachment A"      Email: [DBE\\_Alert@dot.wi.gov](mailto:DBE_Alert@dot.wi.gov)

\*Note: A sublet request is required for DBE work, regardless of subcontract tier, and also for reporting materials or supplies furnished by a DBE.

- Sublet Requests via form DT1925 or WS1925 are required for 1st Tier DBEs
- For all 2nd Tier and below notification of DBE sublet is indicated by the contractor entering them in CRCS

## 7. Credit Evaluation for Trucking

All bidders are expected to adhere to the Department's current trucking policy posted on the HCCI website at: <http://wisconsin.gov/Documents/doing-bus/civil-rights/dbe/trucking-utilization-policy.pdf>

The prime contractor is responsible for ensuring that all subcontractors including trucking firms, receive Form FHWA 1273: <https://www.fhwa.dot.gov/programadmin/contracts/1273/1273.pdf>

See Section 8 for Broker credit.

## 8. Credit Evaluation for Manufacturers, Suppliers, Brokers

The Department will calculate the amount of DBE credit awarded to a prime using a DBE firm for the provisions of materials and supplies on a contract-by-contract basis. The Department will count the material and supplies that a DBE firm provides under the contract for DBE credit based on whether the DBE firm is a manufacturer, supplier, or broker. Generally, DBE credit is determined through evaluation of the DBE owner's role, responsibility, and contribution to the transaction. Maximum DBE credit is awarded when the DBE firm manufactures materials or supplies. DBE credit decreases when the DBE firm solely supplies materials, and minimal credit is allotted when the DBE firm's role is administrative or transactional. It is the bidder's responsibility to confirm that the DBE firm is considered a supplier or a manufacturer before listing them on Commitment to Subcontract to DBE form DT1506 or DBE Commitment submitted with the bid.

### a. Manufacturers

- (1) A manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications.
- (2) If the materials or supplies are obtained from a DBE manufacturer, **100%** percent of the cost of the materials or supplies counts toward DBE goals.

### b. Regular Dealers of Material and/or Supplies

- (1) Supplies purchased in bulk from DBE firms at the beginning of the season may be credited to current contracts if submitted with appropriate documentation to the DBE office.
- (2) A regular dealer is a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business.
- (3) If the materials or supplies are purchased from a DBE regular dealer, count **60%** percent of the cost of the materials or supplies toward DBE goals.
- (4) At a minimum, a regular dealer must meet the following criteria to be counted for DBE credit:
  - i. The DBE firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question.
  - ii. The DBE firm must both own and operate distribution equipment for the product--bulk items such as petroleum products, steel, cement, gravel, stone, or asphalt. If some of the distribution equipment is leased, the lease agreement must accompany the DBE Commitment form for evaluation of the dealer's control before the DBE office approves the DBE credit.

- (5) When DBE suppliers are contracted, additional documentation must accompany the DBE Commitment and Attachment A forms. An invoice or bill-of-sale that includes names of the bidder and the DBE supplier, along with documentation of the calculations used as the basis for the purchase agreement, subcontract, or invoice. WisDOT recognizes that the amount on the Attachment A form may be more or less than the amount on the invoice per b.(1) above.
- i. The bidder should respond to the following questions and include with submission of form DT1506 or the DBE Commitment entered with bid:
    - a. What is the product or material?
    - b. Is this item in the prime's inventory or was the item purchased when contract was awarded?
    - c. Which contract line items were referenced to develop this quote?
    - d. What is the amount of material or product used on the project?

**c. Brokers, Transaction Expeditors, Packagers, Manufacturers' Representatives**

- (1) No portion of the cost of the materials, supplies, services themselves will count for DBE credit. However, WisDOT will evaluate the fees or commissions charged when a prime purchases materials, supplies, or services from a DBE certified firm which is neither a manufacturer nor a regular dealer, namely: brokers, packagers, manufacturers' representatives, or other persons who arrange or expedite transactions.
- (2) Brokerage fees are calculated as **10%** of the purchase amount.
- (3) WisDOT may count the amount of fees or commissions charged for assistance in the procurement of the materials and supplies, fees, or transportation charges for the delivery of materials or supplies required on a job site.
- (4) Evaluation of DBE credit includes review of the contract need for the item/service, the sub-contract or invoice for the item/service, and a comparison of the fees customarily allowed for similar services to determine whether they are reasonable.

## 9. DBE Commitment Modification Policy (Formerly "DBE Replacement Policy")

**a. Issuing a Contract Change Order**

Any changes or modifications to the contract once executed are considered contract modifications and as such require a change order. In addition, the DBE office must provide consent for reduction, termination, or replacement of subcontractors approved on the DBE Commitment *in advance* of the modification for the prime contractor to receive payment for work or supplies. Additions to the DBE Commitment do not require advance notification of the DBE office. (see below e. DBE Utilization beyond the approved DBE Commitment)

**b. Contractor Considerations**

- (1) A prime contractor cannot modify the DBE Commitment through reduction in participation, termination, or replacement of a DBE subcontractor listed on the approved DBE Commitment without prior written consent from the DBE Office. This includes, but is not limited to, instances in which a prime contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.
- (2) If a prime contractor reduces participation, replaces, or terminates a DBE subcontractor who has been approved for DBE credit toward its contract, the prime is required to provide documentation supporting its inability to fulfill the contractual commitment made to the Department regarding the DBE utilization.
- (3) The Prime Contractor is required to demonstrate efforts to find another DBE subcontractor to perform at least the same amount of work under the contract as the DBE subcontractor that was terminated, to the extent needed to meet the assigned DBE contract goal. When additional opportunity is available by contract modifications, the Prime Contractor must utilize DBE subcontractors that were committed to equal work items, in the original contract.

- (4) In circumstances when a DBE subcontractor fails to complete its work on the contract for any reason, or is terminated from a contract, the Prime Contractor must undertake efforts to maintain its commitment to the assigned DBE goal.
- (5) The DBE subcontractor should communicate with the Prime Contractor regarding its schedule and capacity in the context of the contract. If the DBE firm anticipates that it cannot fulfill its subcontract, they will advise the Prime Contractor and suggest a DBE subcontractor that may replace their services and provide written consent to be released from its subcontract.
  - i. Before the Prime Contractor can request modification to the approved DBE Commitment, the Prime Contractor must:
    - a. Make every effort to fulfill the DBE Commitment by working with the listed DBE subcontractor to ensure that the firm is fully knowledgeable of the Prime Contractor's expectations for successful performance on the contract. Document these efforts in writing.
    - b. If those efforts fail, provide written notice to the DBE subcontractor of the Prime Contractor's intent to request to modify the Commitment through reduction in participation, termination, and/or replacement of the subcontractor including the reason(s) for pursuing this action.
    - c. Copy the DBE Office on all correspondence related to changing a DBE subcontractor who has been approved for DBE credit on a contract, including preparation and coordination efforts.
    - d. Clearly state the amount of time the DBE firm has to remedy and/or respond to the notice of intent to replace/terminate. The DBE must be allowed five days from the date notice was received as indicated by email time stamp or signed certified mail, to respond, in writing. EXCEPTION: The Prime Contractor must provide a verifiable reason for a response period shorter than five days. For example, a WisDOT project engineer or project manager confirms that WisDOT has eliminated an item the DBE subcontractor was contracted for.
    - e. The DBE subcontractor must acknowledge the contract modification with written response to the Prime Contractor and the DBE Office. If objecting to the subcontract modification, the DBE subcontractor must outline the basis for objection to the proposed modification, providing sound reasoning for WisDOT to reject the prime's request.

### **c. Request to Modify DBE Subcontracting Commitment**

The written request referenced above may be delivered by email or fax. The request must contain the following:

1. Project ID number
2. WisDOT Contract Project Engineer's name and contact information
3. DBE subcontractor name and work type and/or NAICS code
4. Contract's progress schedule
5. Reason(s) for requesting that the DBE subcontractor be replaced or terminated
6. Attach/include all communication with the DBE subcontractor to deploy/address/resolve work completion

Naming conventions: When emailing files, please use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, MODIFICATION" Email: [DBE\\_Alert@dot.wi.gov](mailto:DBE_Alert@dot.wi.gov) + Project Engineer

WisDOT will review the request and any supporting documentation submitted to evaluate if the circumstance and the reasons constitute good cause for replacing or terminating the approved DBE subcontractor.

*Good Causes to Replace a DBE subcontractor according to the federal DBE program guidelines {49 CFR part 26.53}*

- The listed DBE subcontractor fails or refuses to execute a written contract

- The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the prime contractor
- The listed DBE subcontractor fails or refuses to meet the prime contractor's reasonable, nondiscriminatory bond requirements
- The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness
- The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215, and 1,200 or applicable state law
- The prime has determined that the listed DBE subcontractor is not a responsible contractor
- The listed DBE subcontractor voluntarily withdraws from the project and provides written notice of its withdrawal
- The listed DBE subcontractor is ineligible to receive DBE credit for the type of work required
- A DBE firm owner dies or becomes disabled with the result that the listed DBE subcontractor is unable to complete its work on the contract

#### **d. Evaluation and Response to the Request**

WisDOT's timely response to the Prime Contractor's request for modification of the approved DBE Commitment will be provided to the prime and the WisDOT project engineer via email.

If WisDOT determines that the Prime Contractor's basis for reduction in participation, replacement, or termination of the DBE subcontractor is not consistent with the good cause guidelines, the DBE office will provide a response via email within 48-hours of receipt of request from the Prime Contractor as indicated by email time stamp. The communication will include: the requirement to utilize the committed DBE, actions to support the completion of the contractual commitment, a list of available WisDOT support services, and administrative remedies, including withholding payment to the prime, that may be invoked for failure to comply with federal DBE guidelines for DBE replacement.

The WisDOT contact for all actions related to modification of the approved DBE Commitment is the DBE Program Engineer who can be reached at [DBE\\_Alert@dot.wi.gov](mailto:DBE_Alert@dot.wi.gov) or (414) 335-0413.

#### **e. DBE Utilization beyond the approved DBE Commitment**

When the prime or a subcontractor increases the scope of work for an approved DBE subcontractor or adds a DBE subcontractor who was not on the approved form DT1506 or DBE Commitment submitted with bid at any time after contract execution, this is referred to as voluntary DBE contract goal achievement. The contractor must follow these steps to ensure that the participation is accurately credited toward the DBE goal:

- (1) Forward a complete, signed Attachment A form to the DBE Office. A complete Attachment A includes DBE subcontractor contact information, signatures, subcontract value, and description of the work areas to be performed by the DBE. The DBE Office will verify the DBE participation and revise the DBE Commitment based on the email/discussion and the new Attachment A.
- (2) When adding to an existing DBE Commitment, submit a new Attachment A to the DBE Alert mailbox
- (3) OR Submit a final Attachment A to DBE Alert during the Finals Process when Compliance receives notice of "Substantially Complete"  
 Naming conventions: When emailing files, please use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, New Attachment A" Email: [DBE\\_Alert@dot.wi.gov](mailto:DBE_Alert@dot.wi.gov)

**Special note on trucking**

- DBE truckers added to the sublets in CRCS *will* be approved without DBE credit (You will see a “N” in CRCS instead of “Y”)
- Prime Contractors may enter a “place holder” e.g. \$1000.00, for DBE Trucking in CRCS if the full amount of trucking is unknown for sublet purposes only
- The hiring contractor may obtain the Attachment A with DBE signature included but the **Prime Contractor** must sign the Attachment A before submitting

**10. Commercially Useful Function**

- a. Commercially Useful Function (CUF) is evaluated after the contract has been executed, while the DBE certified firm is performing contracted work items.
- b. The Department uses Form DT1011, DBE Commercially Useful Function Review and Certification to evaluate if the DBE is performing a commercially useful function. WisDOT counts expenditures of a DBE toward the DBE goal only if the DBE is performing a commercially useful function on that contract.
- c. A DBE firm is performing a commercially useful function if the following conditions are met:
  - (1) For contract work, the DBE is responsible for executing a distinct portion of the work and is carrying out its responsibilities by actually performing, managing, and supervising that work.
  - (2) For materials and supplies, the DBE is responsible for negotiating price, determining quality and quantity, ordering, and paying for those materials and supplies.

**11. Credit Evaluation for DBE Primes**

WisDOT calculates DBE credit based on the amount and type of work performed by DBE certified firms for work submitted with required documentation. If the prime contractor is a DBE certified firm, the Department will only count the work that the DBE prime performs with its own forces for DBE neutral credit. The Department will also calculate DBE credit for work performed by any other DBE certified subcontractor, DBE certified supplier, and DBE certified manufacturer on the contract in each firm’s approved NAICS code/work areas that are submitted with required documentation. Crediting for manufacturers and suppliers is calculated consistent with Section 8 of this document and 49 CFR Part 26.

**12. Joint Venture**

If a DBE performs as a participant in a joint venture, the Department will only count the portion of the total dollar value of the contract equal to the portion of the work that the DBE performs with its own forces, for DBE credit.

**13. Mentor-Protégé**

- a. If a DBE performs as a participant in a mentor-protégé agreement, the Department will credit the portion of the work performed by the DBE protégé firm.
- b. DBE credit is evaluated and confirmed by the DBE Office for any contracts on which the mentor-protégé team identifies itself to the DBE Office as a current participant of the Mentor-Protégé Program.
- c. Refer to WisDOT’s Mentor-Protégé guidelines for guidance on the number of contracts and amount of DBE credit allowed on WisDOT projects.

## 14. Use of Joint Checks

The use of joint checks is allowable if it is a commonly recognized business practice in the material industry. A joint check is defined as a two-party check between a DBE subcontractor, a prime contractor, and the regular dealer or materials supplier who is neither the prime nor an affiliate of the prime. Typically, the prime contractor issues one check as payor to the DBE subcontractor and to the supplier jointly (to guarantee payment to the supplier) as payment for the material/supplies used by the DBE firm in cases where the DBE subcontractor and materials have been approved for DBE credit. The DBE subcontractor gains the opportunity to establish a direct contracting relationship with the supplier to potentially facilitate a business rapport that results in a line of credit or increased partnering opportunities.

The cost of material and supplies purchased by the DBE firm is part of the value of work performed by the DBE to be counted toward the goal. To receive credit, the DBE firm must be responsible for negotiating price, determining quality and quantity, ordering the materials, and installing (where applicable) and "paying for the material itself." See 49 CFR 26.55(c)(1).

The approval to use joint checks constitutes a commitment to provide further information to WisDOT, upon request by staff. WisDOT will allow the use of joint checks when the following conditions are met:

- a. The Prime Contractor must request permission to use joint checks from the DBE Office by submitting the Application to Use Joint Checks.
  - (1) Request should be made when the DBE Commitment or the Request to Sublet is submitted; the request will not be considered if submitted after the DBE Subcontractor starts its work.
  - (2) Approval/Permission must be granted prior to the issuance of any joint checks.
  - (3) The payment schedule for the supplier must be presented to the DBE office before the first check is issued.
  - (4) The joint check for supplies must be strictly for the cost of approved supplies.
- b. The DBE subcontractor is responsible for furnishing and/or installing the material/work item and is not an 'extra participant' in the transaction. The DBE firm's role in the transaction cannot be limited solely to signing the check(s) to release payment to the material supplier. At a minimum, the DBE subcontractor's tasks should include the following:
  - (1) The DBE subcontractor (not the prime/payor) negotiates the quantities, price, and delivery of materials.
  - (2) The DBE subcontractor consents to sign/release the check to the supplier by signing the Application to Use Joint Checks after establishing the conditions and documentation of payment within the subcontract terms or in a separate written document.
- c. The Prime contractor/payor acts solely as a guarantor.
  - (1) The Prime Contractor agrees to furnish the check used for the payment of materials/supplies under the contract.
  - (2) The prime contractor/payor cannot require the subcontractor to use a specific supplier or the prime contractor's negotiated unit price.

## 15. Payment

Costs for conforming to this Additional Special Provision (ASP) and any associated DBE requirements are incidental to the contract.

## Appendix A

### Substantive Conversation Guidelines

The substantive conversation is critical to all bidders' demonstration of good faith effort to meet the DBE goal prior to bid opening. Relationship building between primes and subcontractors is crucial to DBE goal attainment. Responsible bidders seek to build rapport with potential DBE subcontractors to understand capacity, areas of expertise, and assess contracting feasibility. Bidders who compete for WisDOT contracts are specialty contractors responding to a growing and changing contract environment. Just as these specialists are responsible for care of the roads, they are likewise responsible for contributing to the health of the industry. The substantive conversation drives collaboration that will build industry health and capacity. The following is intended to provide guidance for such discussions but is not an exhaustive list. Contractors are encouraged to incorporate their existing strategies for cultivating business relationships as well.

Prior to Bid Opening- this discussion should happen as early as possible (WisDOT advertisements are released 5 weeks prior to each Let)

- Determine DBE subcontractor's interest in quoting
- If response indicates inexperience with quoting- offer support/assistance to the DBE in understanding the industry including fundamentals a subcontractor needs to know, required reading and/or resources.
- Assess their interest and experience in the road construction industry by asking questions such as:
  1. Have you competed for other WisDOT contracts? Ratio of competed/to wins
  2. Have you performed on any transportation industry contracts (locally or with other states)?
  3. What the largest contract you've completed?
  4. Have you worked in the industry: apprentice, journeyman, safety, inspection etc.?
  5. Does this project fit into your schedule? Are you working on any contracts now?
  6. Have you reviewed a copy of the plans? Are you comfortable performing within the scope and quantity considerations of this contract?
  7. What region do you work in? Home base?
  8. Which line items are you considering?
  9. Have you read/are you familiar with WisDOT Standard Specifications? Construction Material Manual?
  10. Do you understand where your work fits in the project schedule, project phases?

Following Bid Opening- this discussion can happen at any time

1. After reviewing their quote, note the following in your discussion:
  - Does the quote look complete? Irregular?
  - Are there errors in the quote? Are items very high or very low?
  - In general, does the quote look competitive?
2. Questions and Advice for the bidder to share with the potential DBE subcontractor:
  - What line items would typically be in a competitive quote for a subcontractor of their specialty?
  - How many employees and what is their role/experience/expertise in your firm?
  - Do you have resources for labor (union member, family-based, community-resourced) and capital (banking relationship, bond agent, CPA)?
  - Where have you worked: cities, states, government, commercial, residential/private sector, etc. Explain similarities or differences.
  - Refer them to reliable, trusted, industry resources that can educate or connect them to relevant resources, education/certification resources, more appropriate contract opportunities.
  - Discussion about prime contract and subcontract liability, critical path items, contract quantities, schedule risks, and potential profit/loss (for upcoming known projects or in general).
  - Discussion of bonding, insurance, and overall business risk considerations.



**APPENDIX B**  
**Sample Contractor Solicitation Letter Page 1**  
*This sample is provided as a guide not a requirement*

**GFESAMPLE MEMORANDUM**

**TO:** DBE FIRMS  
**FROM:** POTENTIAL PRIME CONTRACTOR OR MAJOR SUBCONTRACTOR  
**SUBJECT:** **REQUEST FOR DBE QUOTES**  
**LET DATE & TIME**  
**DATE:** MONTH DAY YEAR  
**CC:** DBE OFFICE ENGINEER

Our company is considering bidding on the projects indicated on the next page, as a prime and/or a subcontractor for the Wisconsin Department of Transportation **Month- date -year** Letting. Page 2 lists the projects and work items that we may subcontract for this letting. We are interested in obtaining subcontractor quotes for these projects and work categories. Also note that we are willing to accept quotes in areas we may be planning to perform ourselves as required by federal rules.

Please review page 2, respond whether you plan to quote, highlight the projects and work items you are interested in performing and return it via fax or email within 3 days. Plans, specifications and addenda are available through WisDOT at the DBE Support Services office or at the Highway Construction Contract Information (HCCI) site at <http://roadwaystandards.dot.wi.gov/hcci/>

Your quote should include all of the costs required to complete the items you propose to perform including labor, equipment, material, and related bonding or insurance. The quote should note items that you are DBE certified to perform, tied items, and any special terms. Page 2, with the indicated projects and items you plan to quote, should be used as a cover sheet for your quote.

Please make every effort to have your quotes into our office by **time deadline** the prior to the letting date. ***Make sure the correct letting date, project ID and proposal number, unit price and extension are included in your quote.*** We prefer quotes be sent via SBN but **prime's alternatives** are acceptable. Our office hours are **include hours and days**.

Please call our office as soon as possible prior to the letting if you need information/clarification to prepare your quote at **contact number**.

If you wish to discuss or evaluate your quote in more detail, contact us after the contract is awarded. Status of the contract can be checked at WisDOT's HCCI site at <http://roadwaystandards.dot.wi.gov/hcci/>  
 All questions should be directed to:

Project Manager, John Doe, Phone:  
 (000) 123-4567  
 Email: [Joe@joetheplumber.com](mailto:Joe@joetheplumber.com)  
 Fax: (000) 123- 4657

**Sample Contractor Solicitation Letter Page 2**  
*This sample is provided as a guide not a requirement*  
 REQUEST FOR QUOTE

**Prime's Name:** \_\_\_\_\_  
**Letting Date:** \_\_\_\_\_  
**Project ID:** \_\_\_\_\_

**Please check all that apply**

- Yes, we will be quoting on the projects and items listed below
- No, we are not interested in quoting on the letting or its items referenced below
- Please take our name off your monthly DBE contact list
- We have questions about quoting this letting. Please have someone contact me at this number

Prime Contractor 's Contact Person:

DBE Contractor Contact Person:

Phone: \_\_\_\_\_  
 Fax: \_\_\_\_\_  
 Email: \_\_\_\_\_

Phone: \_\_\_\_\_  
 Fax: \_\_\_\_\_  
 Email: \_\_\_\_\_

**Please circle the jobs and items you will be quoting below**

Proposal No.	1	2	3	4	5	6	7
County							

**WORK DESCRIPTION:**

Clearing and Grubbing	X		X	X		X	X
Dump Truck Hauling	X		X	X		X	X
Curb & Gutter/Sidewalk, Etc.	X		X	X		X	X
Erosion Control Items	X		X	X		X	X
Signs and Posts/Markers	X		X	X		X	X
Traffic Control		X	X	X		X	X
Electrical Work/Traffic Signals		X	X	X		X	
Pavement Marking		X	X	X	X	X	X
Sawing Pavement		X	X	X	X	X	X
QMP, Base	X	X		X	X	X	X
Pipe Underdrain	X			X			
Beam Guard				X	X	X	X
Concrete Staining							X
Trees/Shrubs	X						X

Again please make every effort to have your quotes into our office by time deadline prior to the letting date.

**We prefer quotes be sent via SBN but prime's preferred alternatives are acceptable.**

If there are further questions please direct them to the prime contractor's contact person at phone number.

## Appendix C

### Small Business Network (SBN) Overview

The Small Business Network is a part of the Bid Express® service that was created to ensure that prime bidders have a centralized online location to find subs - including small and disadvantaged business enterprises (DBEs). It is available for prime bidders to use as part of their Basic Service subscription. Within the Small Business Network, **Prime Contractors** can:

1. Easily select proposals, work types and items:
  - a. After adding applicable work types, select items that you wish to quote. Enter the sub-quote quantities and add comments, if desired. Adding or removing items and work types can be done quickly. If needed, you can save the sub-quote for later completion.
2. Create sub-quotes for the subcontracting community:
  - a. Create sub-quotes with ease using the intuitive sub-quote creator. In seven short steps, you can rapidly create a custom sub-quote directed to all subcontractors that bid on the applicable work types. Steps include: provide contact information and sub-quote expiration date, select letting and proposal, add work types and items, specify terms and conditions, upload attachments, and select vendors.
  - b. Create a sub-quote to send to subcontractors or suppliers that lists the items in a proposal that you want quoted
  - c. Create an unlimited number of sub-quotes for items you want quoted, and optionally mark them as a DBE preferred request.
  - d. Add attachments to sub-quotes.
3. View sub-quote requests & responses:
  - a. After logging into the Bid Express service, you can quickly review all of your sub-quote requests and all unsolicited sub-quote requests from subcontractors. To simplify the Small Business Network home screen, sub-quote requests can be hidden with one click if they are not applicable.
  - b. View or receive unsolicited sub-quotes that subcontractors have posted, complete with terms, conditions and pricing.
4. View Record of Subcontractor Outreach Effort:
  - a. For each sub-quote produced, a *Record of Subcontractor Outreach Effort* is generated that shows the response statistics for a particular sub-quote. If accepted by the letting agency, this report may serve as proof of a “Good Faith” effort in reaching out to the DBE community.
  - b. Easily locate pre-qualified and certified small and disadvantaged businesses.
  - c. Advertise to small and disadvantaged businesses more efficiently and cost effectively.
  - d. Document your interactions with subs/DBEs by producing an Outreach Report (may be accepted as proof of DBE outreach at the discretion of each agency).

The Small Business Network is a part of the Bid Express® service that was created to ensure that small businesses have a centralized area to access information about upcoming projects. It can help small businesses learn more about opportunities, compete more effectively, network with other contractors and subcontractors, and win more jobs. **DBE firms can:**

1. View and reply to sub-quote requests from primes:
  - a. After logging into the Bid Express service, you can quickly review all incoming sub-quote requests and all unsolicited sub-quotes created by your company. Receive notifications by selected work type. To simplify on the Small Business Network home screen, sub-quote requests can be filtered by work types relevant to your interests or hidden with one click if they are not applicable.
2. Select items when responding to sub-quote requests from primes:
  - a. You have the freedom to choose and price any number of items when responding to a sub-quote request. Quantities can be modified, and per-item comments are also available.
  - b. View requests for sub-quotes for work that primes have posted for projects they are bidding, add your pricing, terms, and conditions, and submit completed sub-quotes to the requesting primes.
  - c. Add attachments to a sub-quote.
3. Create and send unsolicited sub-quotes to specific contractors:
  - a. Create unsolicited sub-quotes with ease using the intuitive sub-quote creator. In eight short steps, you can rapidly create a custom sub-quote directed at any number of specific vendors of your choosing. Steps include: provide contact information and sub-quote expiration date, select letting and proposal, add work types and items, specify terms and conditions, upload attachments, and select vendors.
4. Easily select and price items for unsolicited sub-quotes:
  - a. After adding applicable work types, select items that you wish to quote. The extended price calculates automatically, cutting out costly calculation errors. Comments can be provided on a per-item basis as well.
  - b. Create an unsolicited sub-quote that lists the items from a proposal that you want to quote, include pricing, terms and conditions, and send it to selected prime/plan holder.
  - c. Add attachments to a sub-quote.
  - d. Add unsolicited work items to sub-quotes that you are responding to.
5. Easy Access to Valuable Information
  - a. Receive a confirmation that your sub-quote was opened by a prime.
  - b. View Bid Tab Analysis data from past bids, including the high, average and low prices of items.
  - c. View important notices and publications from DOT targeted to small and disadvantaged businesses.
6. Accessing Small Business Network for WisDOT contracting opportunities
  - a. If you are a contractor not yet subscribing to the Bid Express service, go to [www.bidx.com](http://www.bidx.com) and select "Order Bid Express." The Small Business Network is a part of the Bid Express Basic Service.
  - b. DBE firms can request a Bid Express Small Business Network Account at no cost by calling 414-438-458

## APPENDIX D

### Good Faith Effort Evaluation Measures *by categories referenced in DBE regulations*

Bidders must demonstrate that they took all necessary and reasonable steps to achieve the assigned DBE contract goal. For each contract, all bidders must submit documentation indicating the goal has been met or if falling short of meeting the assigned goal, must request a DBE Goal Waiver and document all efforts employed to secure DBE subcontractor participation on Form DT1202.

DBE staff analyze the bidder's documented good faith efforts to determine if action taken was sufficient to meet the goal. Sufficiency is measured contract-by-contract. WisDOT evaluates active and aggressive efforts, quality, quantity, scope, intensity, and appropriateness of the bidder's efforts as a scale of the principles of Good Faith outlined in 49 CFR Part 26, Appendix A. Additional emphasis is placed on the bidder's demonstration of timely submission of documentation and communication with DBE subcontractors, and business development initiatives undertaken to support DBE firm growth.

The following is a sample of good faith effort activities that are rated according to the accompanying rubric. Contractors are encouraged to identify additional activities that align with their business type(s).

- Personal, tailored solicitation to firms that specialize in work types planned or desired for subcontracting
- Follow up to initial solicitation via email or phone
- Substantive conversation including topics such as contract liability, critical path work items, schedule risks, and potential profit/loss
- SBN utilization including posting quotes
- Review and response to DBE quotes including provision of information about plans, specifications, and requirements as applicable
- Documentation requesting subcontractors support DBE goal by solicitation and inclusion of DBE subcontractor quotes
- Responsive and timely submission of organized documentation
- Analysis of number of DBE firms who do work types that you typically subcontract
- Analysis of number of DBE firms who reside in geographical areas where prime seeks work
- Analysis of firms who express interest in bidding/quoting including the number of firms who declined your solicitation
- Reference check of DBE subcontractor work or training (documentation of questions and response required)
- Number of different efforts undertaken to meet the assigned DBE goal as documented in accompanying Form DT1202
- Submission of all DBE quotes received matched with a variety of work to be performed by DBEs
- Number and names of DBE firms provided written advice, or referral to industry-specific business development resources
- Overall pattern of DBE utilization on all WisDOT contracts which may include contracting with municipalities
- Documentation of resources expended to meet assigned DBE goal (#of hours, staff titles, average pay rate, actions taken)
- Analysis of subcontractable work items to be completed by prime beyond prime contractor's 30%
- Risk analysis of work items that are typically in tied quotes that could be unbundled
- List of contract work items in smallest economically feasible units, identifying schedule impact
- Submission of a Gap Analysis identifying DBE skillset and/or industry needs
- Staff training in EEO and Civil Rights laws as documented in training logs
- Written Capacity Assessment completed with DBE firm documenting its ability to perform the work quoted
- DBE engagement efforts beyond simple solicitation that include a substantive discussion, initiated as early in the acquisition process as possible (*points added for each day prior to letting*)
- Outreach and marketing efforts with minority, women, and veteran-focused organizations at least 10 days prior to bid opening
- Active involvement in WisDOT's Business Development Program, TrANS training, facilitated networking efforts, workshops
- Customized teaching/training efforts for future opportunities with DBE subcontractor, contract specific and/or annually
- Introduction and reference provided for DBE subcontractor to a prime who has not previously contracted with the DBE firm
- Prime utilization of a DBE subcontractor the prime has not contracted with previously
- Written referral/recommendation to bond/insurance agents, manufacturer, supplier
- Documented efforts fostering DBE participation through administrative and/or technical assistance
- Evidence of negotiation with the DBE firm about current and future Let opportunities
- Recommendation of local and state services that support small business and access to opportunity: DOA, SBA, WEDC, WPI, etc.
- Advice on bonding, lines of credit, or insurance as required to complete the items quoted and contract requirements

**GFE EVALUATION RUBRIC – PHASE 1**

	<b>Active &amp; Aggressive Category</b>	<b>Quality Category</b>	<b>Quantity Category</b>	<b>Scope &amp; Intensity Category</b>	<b>Timing Category</b>	<b>Business Develop't Efforts</b>	<b>Total=</b>
<b>Solicitation Documentation</b>							
<b>Selected Work Items Documentation</b>							
<b>Documentation of Project Information provided to Interested DBEs</b>							
<b>Documentation of Negotiation with Interested DBEs</b>							
<b>Documentation of Sound Reason for Rejecting DBEs</b>							
<b>Documentation of Assistance to Interested DBEs- bonding, credit, insurance, equipment, supplies/materials</b>							
<b>Documentation of Outreach to Minority, Women, and Community organizations and other DBE Business Development Support</b>							
<b>Documentation of other GFE activities</b>							
<b>Overall Total=</b>							

## GFE EVALUATION RATING LEGEND – PHASE 1 – Initial Review

**ACTIVE & AGGRESSIVE:** Demonstrated through engaged and assertive activity

**QUALITY:** Demonstrated through essential character of conscientious and serious activity

**QUANTITY:** Demonstrated through a measurable number of activities

**SCOPE & INTENSITY:** Demonstrated through a rigorous approach to an appropriate and purposeful range of activities

**TIMING:** Demonstrated through engagement efforts beyond simple solicitation, initiated early in the process

**BUSINESS DEVELOPMENT INITIATIVES:** Demonstrated by efforts to support business growth and health of DBEs

### Rating Scale

- Each qualifying activity is worth 5 points per Category
  - **Pro Forma efforts= 0-50 points**  
Perfunctory effort characterized by routine or superficial activities
  - **Bona Fide= 55+ points**  
Genuine effort characterized by sincere and earnest activities

## GFE EVALUATION – PHASE 2 – Team Review

### DBE Office completes:

- Review of quote comparisons submitted by Prime
- Bid analysis to confirm if any bid submitted met the DBE goal
- Review average of other bidders DBE goal achievement
- Team review of combined efforts documented in Phase 1 and 2 by apparent low bidder

Excerpt from Appendix A to 49 CFR Part 26:

V. In determining whether a bidder has made good faith efforts, it is essential to scrutinize its documented efforts. At a minimum, you must review the performance of other bidders in meeting the contract goal. For example, when the apparent successful bidder fails to meet the contract goal, but others meet it, you may reasonably raise the question of whether, with additional efforts, the apparent successful bidder could have met the goal. If the apparent successful bidder fails to meet the goal, but meets or exceeds the average DBE participation obtained by other bidders, you may view this, in conjunction with other factors, as evidence of the apparent successful bidder having made good faith efforts. As provided in §26.53(b)(2)(vi), you must also require the contractor to submit copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract to review whether DBE prices were substantially higher; and contact the DBEs listed on a contractor's solicitation to inquire as to whether they were contacted by the prime. Pro forma mailings to DBEs requesting bids are not alone sufficient to satisfy good faith efforts under the rule.



## **APPENDIX E**

### **Good Faith Effort Best Practices**

This list is not a set of requirements; it is a list of potential strategies

#### **Primes**

- Ø Prime contractor open houses inviting DBE firms to see the bid “war room” or providing technical assistance.
- Ø Participate in speed networking and mosaic exercises as arranged by DBE office.
- Ø Host information sessions not directly associated with a bid letting.
- Ø Participate in a formal mentor protégé or joint venture with a DBE firm.
- Ø Participate in WisDOT advisory committees i.e. TRANSAC, or Mega Project committee meetings.
- Ø Facilitate a small group DBE ‘training session’ clarifying how your firm prepares for bid letting, evaluates subcontractors, preferred qualifications, and communication methods.
- Ø Encourage subcontractors to solicit and highlight DBE participation in their quotes to you.
- Ø Quality of communication, not quantity creates the best results. Contractors should be thorough in communicating with DBE firms before the bid and provide any assistance requested to assure best possible bid.

#### **DBE**

- Ø DBE firms should contact primes as soon as possible with questions regarding their quotes or bid; seven days prior is optimal.
- Ø Continually check for contract addendums on the HCCI website through the Thursday prior to letting to stay abreast of changes.
- Ø Review the status of contracts on the HCCI website reviewing the ‘apparent low bidder’ list and bid tabs at a minimum.
- Ø Prepare a portfolio or list of related projects and prime and supplier references; be sure to note transportation related projects of similar size and scope, firm expertise and staffing.
- Ø Participate in DBE office assessment programs.
- Ø Participate on advisory and mega-project committees.
- Ø Sign up to receive the DBE Contracting Update.
- Ø Consider membership in relevant industry or contractor organizations.
- Ø Active participation is a must. Quote as many projects as you can reasonably work on; quoting the primes and bidding as a prime with the Department are the only ways to get work.

**APPENDIX F**  
**Good Faith Effort Evaluation Guidance**  
*Appendix A of 49 CFR Part 26*

I. When, as a recipient, you establish a contract goal on a DOT-assisted contract for procuring construction, equipment, services, or any other purpose, a bidder must, in order to be responsible and/or responsive, make sufficient good faith efforts to meet the goal. The bidder can meet this requirement in either of two ways. First, the bidder can meet the goal, documenting commitments for participation by DBE firms sufficient for this purpose. Second, even if it doesn't meet the goal, the bidder can document adequate good faith efforts. This means that the bidder must show that it took all necessary and reasonable steps to achieve a DBE goal or other requirement of this part which, by their scope, intensity, and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not fully successful.

II. In any situation in which you have established a contract goal, Part 26 requires you to use the good faith efforts mechanism of this part. As a recipient, you have the responsibility to make a fair and reasonable judgment whether a bidder that did not meet the goal made adequate good faith efforts. It is important for you to consider the quality, quantity, and intensity of the different kinds of efforts that the bidder has made, based on the regulations and the guidance in this Appendix.

The efforts employed by the bidder should be those that one could reasonably expect a bidder to take if the bidder were actively and aggressively trying to obtain DBE participation sufficient to meet the DBE contract goal. Mere pro forma efforts are not good faith efforts to meet the DBE contract requirements. We emphasize, however, that your determination concerning the sufficiency of the firm's good faith efforts is a judgment call. Determinations should not be made using quantitative formulas.

III. The Department also strongly cautions you against requiring that a bidder meet a contract goal (i.e., obtain a specified amount of DBE participation) in order to be awarded a contract, even though the bidder makes an adequate good faith efforts showing. This rule specifically prohibits you from ignoring bona fide good faith efforts.

IV. The following is a list of types of actions which you should consider as part of the bidder's good faith efforts to obtain DBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

A. (1) Conducting market research to identify small business contractors and suppliers and soliciting through all reasonable and available means the interest of all certified DBEs that have the capability to perform the work of the contract. This may include attendance at pre-bid and business matchmaking meetings and events, advertising and/or written notices, posting of Notices of Sources Sought and/or Requests for Proposals, written notices or emails to all DBEs listed in the State's directory of transportation firms that specialize in the areas of work desired (as noted in the DBE directory) and which are located in the area or surrounding areas of the project.

(2) The bidder should solicit this interest as early in the acquisition process as practicable to allow the DBEs to respond to the solicitation and submit a timely offer for the subcontract. The bidder should determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

B. Selecting portions of the work to be performed by DBEs in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units (for example, smaller tasks or quantities) to facilitate DBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces. This may include, where possible, establishing flexible timeframes for performance and delivery schedules in a manner that encourages and facilitates DBE participation.

C. Providing interested DBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation with their offer for the subcontract.

D. (1) Negotiating in good faith with interested DBEs. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional Agreements could not be reached for DBEs to perform the work.

(2) A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

E. (1) Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union status) are not legitimate causes for the rejection or non-solicitation of bids in the contractor's efforts to meet the project goal. Another practice considered an insufficient good faith effort is the rejection of the DBE because its quotation for the work was not the lowest received. However, nothing in this paragraph shall be construed to require the bidder or prime contractor to accept unreasonable quotes in order to satisfy contract goals.

(2) A prime contractor's inability to find a replacement DBE at the original price is not alone sufficient to support a finding that good faith efforts have been made to replace the original DBE. The fact that the contractor has the ability and/or desire to perform the contract work with its own forces does not relieve the contractor of the obligation to make good faith efforts to find a replacement DBE, and it is not a sound basis for rejecting a prospective replacement DBE's reasonable quote.

F. Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or contractor.

G. Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

H. Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, State, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBEs.

V. In determining whether a bidder has made good faith efforts, it is essential to scrutinize its documented efforts. At a minimum, you must review the performance of other bidders in meeting the contract goal. For example, when the apparent successful bidder fails to meet the contract goal, but others meet it, you may reasonably raise the question of whether, with additional efforts, the apparent successful bidder could have met the goal. If the apparent successful bidder fails to meet the goal, but meets or exceeds the average DBE participation obtained by other bidders, you may view this, in conjunction with other factors, as evidence of the apparent successful bidder having made good faith efforts. As provided in §26.53(b)(2)(vi), you must also require the contractor to submit copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract to review whether DBE prices were substantially higher; and contact the DBEs listed on a contractor's solicitation to inquire as to whether they were contacted by the prime. Pro forma mailings to DBEs requesting bids are not alone sufficient to satisfy good faith efforts under the rule.

VI. A promise to use DBEs after contract award is not considered to be responsive to the contract solicitation or to constitute good faith efforts.

[79 FR 59600, Oct. 2, 2014]

**APPENDIX G**

**(SAMPLE) Forms DT1506 and DT1202**

**COMMITMENT TO SUBCONTRACT TO DBE  
ATTACHMENT A**

**CONFIRMATION OF PARTICIPATION**

Project I.D.:	Proposal Number:
Letting Date:	

Name of DBE Firm Participating in this Contract:	
Name of the Prime/Subcontractor who hired the DBE Firm: <i>(list all names of tiers if more than one)</i>	
Type of Work or Type of Material Supplied:	
Total Subcontract Value:	Total DBE Credit Value:

<b>FOR PRIME CONTRACTORS ONLY:</b> I certify that I made arrangements with the participating DBE firm to perform the type of work listed or supply the material indicated above for the subcontract value listed above.	Prime Contractor Representative's Signature
	Prime Contractor Representative's Name (Print Name)
	Prime Contractor (Print Company Name)
	Date

<b>FOR PARTICIPATING DBE FIRMS ONLY:</b> I certify that I made arrangements with the Prime Contractor or the Hiring Contractor to perform the type of work or supply the material indicated above for the subcontract value listed above.	Participating DBE Firm Representative's Signature & Date
	Participating DBE Firm Representative's Name (Print Name)
	Participating DBE Firm (Print Company Name)
	DBE Firm's Address:
<b>FOR DBE TRUCKING FIRMS ONLY:</b> I certify that I will utilize, for DBE credit, only trucks listed on my WisDOT approved Schedule of Owned/Leased Vehicles for DBE Credit form and I will be utilizing the number of trucks as listed below.	

# Owned Trucks	# Leased Trucks	# DBE-Owned Leased Trucks	# Non-DBE-Owned Leased Trucks



**DOCUMENTATION OF GOOD FAITH EFFORT**  
 Wisconsin Department of Transportation  
 DT1202.....3/2020



Project ID .....	Proposal No. .....	Letting .....
Prime Contractor .....	County .....	
Person Submitting Document .....	Telephone Number .....	
Address .....	Email Address .....	

All bidders must undertake necessary and reasonable steps to achieve the assigned DBE contract goal per federal regulatory guidance at 49 CFR Part 26. Bidders use this form to document all efforts employed to meet the assigned goal as a record of contractor good faith efforts (GFE). Refer to ASP3 or 49 CFR Part 26 for guidance on actions that demonstrate good faith effort.

It is critical to list all efforts, attach documentation, and follow the instructions to complete this submission. Documentation of good faith effort includes copies of each DBE and non-DBE subcontractor quote submitted to the bidder for the same line items. Utilize the sample documentation logs to document and organize efforts.

Submit good faith effort documentation per ASP-3 guidelines.

**Instructions:** Provide a narrative description of all activities pursued to demonstrate good faith efforts, any corresponding documentation, and applicable explanation on separate pages. Include the following items, organized in the order listed below.

**1. Solicitation Documentation:**

- a. **Purpose:** To identify all reasonable and available activities the bidder performed to solicit the interest of all certified DBEs who have the capacity and ability to perform work on the project. All solicitation efforts should begin as early as possible to ensure DBEs have ample time to respond and ask questions.
- b. **Action:** Identify and list all activities engaged in to solicit DBEs using all reasonable and available means such as written notice and follow-up communications; substantive conversations; pre-bid meetings; networking events; market research; advertising.

**2. Selected Work Items Documentation:**

- a. **Purpose:** To ensure that all work items are broken out into economically feasible units to facilitate DBE participation. This must occur even when you prefer to perform the work yourself.
- b. **Action:** Identify economically feasible work units to be performed by DBEs to include activities such as: list of work items to be performed; breaking up of large work items into smaller tasks or quantities; flexible time frames for performance and delivery schedules.

**3. Documentation of Project Information provided to Interested DBEs:**

- a. **Purpose:** To provide interested DBEs with adequate information about the plans, specifications, and any other contractual requirements in a timely manner to assist DBEs in response to solicitation.
- b. **Action:** Provide DBEs access to plans, specifications, and other contract requirements. Early solicitation allows ample opportunity to provide project information, links to Let advertisements, and substantive engagement with DBEs.

**4. → Documentation of Negotiation with Interested DBEs:**

**a. → Purpose:** To ensure that negotiations with interested DBEs were made in good faith providing evidence as to why agreements could not be reached for DBEs to perform work.

**b. → Action:** Provide sufficient evidence to demonstrate that good faith negotiations took place. Merely sending out solicitations requesting bids from DBEs does not constitute sufficient good faith efforts. A bidder using good business judgment considers a number of factors in negotiating with all subcontractors, and the firm's price and capabilities in addition to contract goals are taken into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for failing to meet the DBE goal as long as costs are reasonable. (see 49 CFR Part 26 Appendix A)

**5. → Documentation of Sound Reason for Rejecting DBEs:**

**a. → Purpose:** To ensure that bidders avoid rejecting DBEs as unqualified without sound reasons. Reasons for rejection must be based on thorough investigation of DBE capabilities.

**b. → Action:** Provide sufficient evidence to demonstrate that DBE was rejected for sound reasons such as past performance, relevant business experience and stability, safety record, business ethic and integrity, technical capacity, other tangible factors.

**6. → Documentation of Assistance to Interested DBEs -- Bonding, Credit, Insurance, Equipment, Supplies/Materials:**

**a. → Purpose:** To assist interested DBEs in obtaining bonds, lines of credit, insurance, equipment, supplies, materials, and other assistance or services.

**b. → Action:** Assist interested DBEs in obtaining bonding, lines of credit or insurance, and provide technical assistance or information related to plans, specifications, and project requirements. Assist DBEs in obtaining equipment, supplies, materials or other services related to meeting project requirements (excluding supplies or equipment the DBE purchases from the prime).

**7. → Documentation of outreach to Minority, Women, and Community Organizations and other DBE Business Development Support:**

**a. → Purpose:** To effectively use the services of minority, women, and community organizations as well as contractors' groups, local, state, and federal business assistance offices and organization that provide assistance in recruiting and supporting DBEs, as well as participation in activities that support DBE business development.

**b. → Action:** Contact organizations and agencies for assistance in contacting, recruiting, and providing support to DBE subcontractors, suppliers, manufacturers, and truckers at least 14 days before bid opening. Participate in or host activities such as networking events, mentor-protégé programs, small business development workshops, and others consistent with DBE support.



Return to:  
Wisconsin Department of Transportation  
DBE Program Office  
PO Box 7965  
Madison, WI 53707-7965  
DBE\_Alert@dot.wi.gov

I certify that I have utilized comprehensive good faith efforts to solicit and utilize DBE firms to meet the DBE participation requirements of this contract proposal, as demonstrated by my responses and as specified in Additional Special Provision 3 (ASP-3).

I certify that the information given in the Documentation of Good Faith Efforts is true and correct to the best of my knowledge and belief.

I further understand that any willful falsification, fraudulent statement, or misrepresentation will result in appropriate sanctions, which may involve debarment and/or prosecution under applicable state (Trans 504) and Federal laws.

		(Bidder/Authorized Representative Signature)
	*****	(Print Name)
	*****	(Title)

### Good-Faith-Effort-- Sample-Documentation-Logs

The sample logs below are provided as guides rather than exhaustive list. See ASP3, Appendix A for additional examples of demonstrable good faith efforts. Attach documentation for each activity listed.

Acceptable forms of documentation include copies of solicitations sent to DBEs, notes from substantive conversations and negotiations with DBEs, copies of advertisements placed, email communications, all quotes received from DBEs and from all subcontractors who were considered alongside DBE quotes, proof of attendance at applicable networking events; flyers for events or workshops for DBEs offered by the prime, and other physical records of good faith efforts activities.

#### SOLICITATION LOG

Date	Activity	Name of DBE Solicited	Follow-up
4/1/2020	Sent May Let solicitation	Winterland Electric	Spoke with Mark Winterland on 4/15/20 to ask if he would quote.

#### SELECTED WORK ITEMS SOLICITED LOG

Work Type	DBE Firm	Contact Person	Date	Contact Mode
Pavement Marking	ABC Marking	Leslie Lynch	4/1/2020	Email; phone
	#1 Marking Co.	Mark Smart	4/1/2020	Email; left VM
Electrical	Winterland Electric	Tabitha Tinker	4/3/2020	Email; left VM
	Superstar Wiring	Jose Huascar	4/3/2020	Email; phone

#### INFORMATION PROVIDED LOG

Request Date	DBE Firm	Information Requested & Provided	Response Date
4/1/2020	Winterland Electric	Requested info on electrical requirements; provided plan and link to specs	4/3/2020
4/21/2020	Absolute Construction	Wanted to know how and when supplies are paid for by WisDOT; referred to spec that covers stockpiling	4/21/2020

#### NEGOTIATIONS LOG

Date	DBE Firm	Contact Name	Work Type	Quotes Rec'd?	Considered for project?	If not selected, why?
4/12/2020	ABC Landscape	John Dean	Erosion Control	Yes	No	Cannot perform all items
4/17/2020	Wild Ferns	Sandy Lynn	Erosion Control	Yes	Yes	
4/20/2020	#1 Marking	Mark Smart	Electrical	Yes	Yes	

#### ASSISTANCE LOG

Date	DBE Firm	Contact Person	Assistance Provided
4/1/2020	ABC Sawing	Jackie Swiggle	Informed DBE on how to obtain bonding
4/17/2020	Supreme Construction	Winston Walters	Provided contact for wholesale supply purchase

#### OUTREACH & BUSINESS DEVELOPMENT LOG

Date	Agency/Organization Contacted	Contact Person	Assistance Requested
4/1/2020	Women in Construction	LaTonya Klein	Contact information for woman-owned suppliers
4/28/2020	WBIC	Sam Smith	Asked for information to provide to DBE regarding financing programs through WBIC

Official Form DT1202 can be found here: [www.wisconsin.gov/DBEcontracting](http://www.wisconsin.gov/DBEcontracting)

**ADDITIONAL SPECIAL PROVISION 4**

This special provision does not limit the right of the department, prime contractor, or subcontractors at any tier to withhold payment for work not acceptably completed or work subject to an unresolved contract dispute.

**Payment to First-Tier Subcontractors**

Within 10 calendar days of receiving a progress payment for work completed by a subcontractor, pay the subcontractor for that work. The prime contractor may withhold payment to a subcontractor if, within 10 calendar days of receipt of that progress payment, the prime contractor provides written notification to the subcontractor and the department documenting "just cause" for withholding payment.

The prime contractor is not allowed to withhold retainage from payments due subcontractors.

**Payment to Lower-Tier Subcontractors**

Ensure that subcontracting agreements at all tiers provide prompt payment rights to lower-tier subcontractors that parallel those granted first-tier subcontractors in this provision.

## ADDITIONAL SPECIAL PROVISIONS 5 FUEL COST ADJUSTMENT

### A Description

Fuel Cost Adjustments will be applied to partial and final payments for work items categorized in Section B as a payment to the contractor or a credit to the department. ASP-5 shall not apply to any force account work.

### B Categories of Work Items

The following items and Fuel Usage Factors shall be used to determine Fuel Cost Adjustments:

(1) Earthwork.		Unit	Gal. Fuel Per Unit
205.0100	Excavation Common	CY	0.23
205.0200	Excavation Rock	CY	0.39
205.0400	Excavation Marsh	CY	0.29
208.0100	Borrow	CY	0.23
208.1100	Select Borrow	CY	0.23
209.1100	Backfill Granular Grade 1	CY	0.23
209.1500	Backfill Granular Grade 1	Ton	0.115
209.2100	Backfill Granular Grade 2	CY	0.23
209.2500	Backfill Granular Grade 2	Ton	0.115
350.0102	Subbase	CY	0.28
350.0104	Subbase	Ton	0.14
350.0115	Subbase 6-Inch	SY	0.05
350.0120	Subbase 7-Inch	SY	0.05
350.0125	Subbase 8-Inch	SY	0.06
350.0130	Subbase 9-Inch	SY	0.07
350.0135	Subbase 10-Inch	SY	0.08
350.0140	Subbase 11-Inch	SY	0.09
350.0145	Subbase 12-Inch	SY	0.09

### C Fuel Index

A Current Fuel Index (CFI) in dollars per gallon will be established by the Department of Transportation for each month. The CFI will be the price of No. 2 fuel oil, as reported in U.S. Oil Week, using the first issue dated that month. The CFI will be the average of prices quoted for Green Bay, Madison, Milwaukee and Minneapolis.

The base Fuel Index (BFI) for this contract is \$2.20 per gallon.

### D Computing the Fuel Cost Adjustment

The engineer will compute the ratio CFI/BFI each month. If the ratio falls between 0.85 and 1.15, inclusive, no fuel adjustment will be made for that month. If the ratio is less than 0.85 a credit to the department will be computed. If the ratio is greater than 1.15 additional payment to the contractor will be computed. Credit or additional payment will be computed as follows:

- (1) The engineer will estimate the quantity of work done in that month under each of the contract items categorized in Section B.
- (2) The engineer will compute the gallons of fuel used in that month for each of the contract items categorized in Section B by applying the unit fuel usage factors shown in Section B.
- (3) The engineer will summarize the total gallons (Q) of fuel used in that month for the items categorized in Section B.
- (4) The engineer will determine the Fuel Cost Adjustment credit or payment from the following formula:

$$FA = \frac{CFI}{BFI} - 1 \times Q \times BFI$$

(plus is payment to contractor; minus is credit to the department)

Where	FA	=	Fuel Cost Adjustment (plus or minus)
	CFI	=	Current Fuel Index
	BFI	=	Base Fuel Index
	Q	=	Monthly total gallons of fuel

### E Payment

A Fuel Cost Adjustment credit to the department will be deducted as a dollar amount each month from any sums due to the contractor. A Fuel Cost Adjustment payment to the contractor will be made as a dollar amount each month.

Upon completion of the work under the contract, any difference between the estimated quantities and the final quantities will be determined. An average CFI, calculated by averaging the CFI for all months that fuel cost adjustment was applied, will be applied to the quantity differences. The average CFI shall be applied in accordance with the procedure set forth in Section D.

**Additional Special Provision 6**  
**ASP 6 - Modifications to the standard specifications**

*Make the following revisions to the standard specifications:*

**415.3.16 Tolerance in Pavement Thickness**

*Replace the entire text with the following effective with the November 2021 letting:*

**415.3.16.1 General**

- (1) Construct the plan thickness or thicker. The department will accept pavement thickness based on the results of department-performed acceptance testing conforming to:

Magnetic Pulse Induction .....	CMM 870: ASTM E3209 WTM
Probing.....	CMM 870: WTP C-002
Preplacement Measurement .....	CMM 870: WTP C-003

**415.3.16.2 Pavement Units**

**415.3.16.2.1 Basic Units**

- (1) Basic unit is defined as a slip formed, single lane, with a minimum lane width of 10 feet, measured, from the pavement edge to the adjacent longitudinal joint; from one longitudinal joint to the next; or between pavement edges if there is no longitudinal joint.

**415.3.16.2.2 Special Units**

- (2) Establish special units for areas of fillets, intersections, gaps, gores, shoulders, ramps, pavement lanes less than 10 feet wide and other areas not included in basic units.

**415.3.16.3 Test Plate Locations**

- (1) Place department-furnished test plates. Within 5 business days after paving, enter the sequential number and associated position data into MRS available at:

<http://www.atwoodsystems.com/>

- (2) Contractor will maintain plate location markings for 10 business days after paving.

**415.3.16.4 Acceptance Testing**

**415.3.16.4.1 Basic Units**

**415.3.16.4.1.2 Magnetic Pulse Induction**

- (1) The department will measure thickness within 10 business days of paving. Upon completion of the project thickness testing, the department will provide the test results to the contractor within 5 business days.
- (2) Department will establish a project reference plate at the start of each paving stage. Project reference plate will be measured before each day of testing. Department will notify the contractor of project reference plate locations before testing.
- (3) If the random plate test result falls within 80 to 50 percent pay range specified in 415.5.2, the department will measure the second plate in that unit. The department will notify the contractor immediately if the average of the 6 readings falls within the 80 to 50 percent pay range.
- (4) If an individual random plate test result is more than 1 inch thinner than contract plan thickness, the pavement is unacceptable. Department will determine limits of unacceptable pavement by performing the following:
- The engineer will test each consecutive plate stationed ahead and behind until the thickness test result is plan thickness or greater.
  - The engineer will direct the contractor to core the hardened concrete to determine the extent of the unacceptable area. In each direction, the contractor shall take cores at points approximately 20 feet from the furthest out of specification plate towards the plate that is plan thickness of greater. Once a core is within 80 to 100 percent pay range, the coring is complete and the limits of unacceptable pavement extend from the stationing between the core test results of 80 to 100 percent payment, inclusive of all unacceptable core and plate test results.
  - The contractor shall perform coring according to AASHTO T24. The department will evaluate the results according to AASHTO T148
  - The contractor shall fill core holes with concrete or mortar.

**415.3.16.4.2 Special Units**

**415.3.16.4.2.1 Magnetic Pulse Induction**

- (1) The department will measure thickness within 10 business days of paving. Upon completion of the project thickness testing, the department will provide the test results to the contractor within 5 business days.
- (2) Department will establish a project reference plate at the start of each paving stage. Project reference plate will be measured before each day of testing. Department will notify the contractor of project reference plate locations before testing.
- (3) If the random plate test result falls within 80 to 50 percent pay range specified in 415.5.2, the department will measure the second plate in that unit. The department will notify the contractor immediately if the average of the 6 readings falls within the 80 to 50 percent pay range.
- (4) If an individual random plate test result is more than 1 inch thinner than contract plan thickness, the department will measure the second plate in that unit. If both plates are required to be measured, then all six thickness measurements will be averaged for that unit. If the average of the six measurements is more than 1 inch thinner than contract plan thickness, the pavement is unacceptable.

**415.3.16.4.2.2 Probing**

- (1) The department will measure slip form special units during concrete placement. Upon completion of the project thickness testing, the department will provide the test results to the contractor within 5 business days.
- (2) Department will probe 2 random locations within the special unit. The average of the two readings will be the reported measurement for the special unit.

**415.3.16.4.2.3 Preplacement Measurement**

- (1) The department will measure non-slip form special units before concrete placement.
- (2) Thickness corrections will be made to a conforming thickness by reshaping the base aggregate before the pavement is placed.

**415.5.2 Adjusting Pay for Thickness**

Replace the entire text with the following effective with the November 2021 letting:

- (1) The department will adjust pay for pavement thickness under the Nonconforming Thickness Concrete Pavement administrative item as follows:

FOR PAVEMENT THINNER THAN PLAN THICKNESS BY:	PERCENT OF THE CONTRACT UNIT PRICE
> 1/4 inch but <= 1/2 inch	80
> 1/2 inch but <= 3/4 inch	60
> 3/4 inch but <= 1 inch	50

- (2) When pavement of unacceptable final thickness is determined, as specified in 415.3.16.4, the department will direct the contractor to either:
  - 1. Remove and replace unacceptable concrete pavement to the nearest joint with new concrete pavement of conforming thickness. The department will pay once for the area at the full contract price.
  - 2. If the unacceptable pavement is less than 100 LF, the department may allow the concrete to remain in place without payment for the unacceptable area.

**460.2.6 Recovered Asphaltic Binders**

Replace paragraph two with the following effective with the November 2021 letting:

- (2) The contractor may replace virgin binder with recovered binder up to the maximum percentage allowed under 460.2.5 without further testing. When the design percent asphalt binder replaced exceeds the allowable limits in 460.2.5, the contractor must:
  - Document adjustments made to the mix design in the mix design submittal.
  - Submit test results that indicate the mixture's asphaltic binder meets or exceeds the upper and lower temperature grade requirements the bid item designates.
    - If only one recycled asphaltic material source is used, furnish one of the following:
      - Test results from extracted and recovered binder from the resultant mixture.
      - Blending charts that indicate the resultant mixture's high and low temperature PG as an interpolation of the percent binder replaced between the virgin binder's and the recycled asphaltic material source binder's high and low temperature PG.
    - If two or more recycled asphaltic material sources are used, furnish test results from extracted and

recovered binder from the resultant mixture.

**501.2.6 Water**

*Retitle with the following effective with the November 2021 letting:*

**501.2.6 Mixing Water**

**501.2.6.2 Requirements**

*Replace paragraph two with the following effective with the November 2021 letting:*

- (2) Water from other sources must comply with the following:
  - Acidity, maximum of 0.1N NaOH to neutralize 200 mL of water; CMM 870: WTP C-001.....2 mL
  - Alkalinity, maximum of 0.1N HCL to neutralize 200 mL of water; CMM 870: WTP C-001 ..... 15 mL
  - Maximum sulphate (SO<sub>4</sub>); CMM 870: WTP C-001 ..... 0.05 percent
  - Maximum chloride; CMM 870: WTP C-001 ..... 0.10 percent
  - Maximum total solids; CMM 870: WTP C-001
  - Organic.....0.04 percent
  - Inorganic..... 0.15 percent

**501.3.2.4.2 Air Entrainment**

*Replace paragraph two with the following effective with the November 2021 letting:*

- (2) Test fresh concrete air content according to AASHTO T152 or AASHTO TP118 at the contract-required frequency and as the engineer directs. Test concrete placed by pumping or belting at the point of discharge from the pump line or belt.

**501.3.7.1 Slump**

*Replace paragraph one with the following effective with the November 2021 letting:*

- (1) Use a 1-inch to 4-inch slump for concrete used in structures or placed in forms, except as follows:
  - Do not exceed a slump of 2 inches for grade E concrete.
  - Increase slump as specified in 502.3.5.3 for concrete placed underwater.
  - If BTS approves a concrete mixture using a superplasticizer, the contractor may increase slump for that mixture to a maximum of 9 inches without exceeding the maximum mix water allowed for that grade.

**531.5 Payment**

*Replace paragraph two with the following effective with the November 2021 letting:*

- (2) Payment for Concrete Masonry Ancillary Structures Type NS is full compensation for providing concrete for non-standard sign structure foundations; and for anchor rod assemblies. The department will pay separately for excavating and backfilling drilled shafts under the Drilling Shafts bid items.

*Replace paragraph five with the following effective with the November 2021 letting:*

- (5) Payment for the Foundation bid items is full compensation for providing concrete foundations; for anchor rod assemblies; for reinforcing steel; and for embedded conduit and electrical components. The department will pay separately for excavating and backfilling drilled shafts under the Drilling Shafts bid items.

**642.2.2.1 General**

*Replace paragraph one with the following effective with the November 2021 letting:*

- (1) Provide each field office with two rooms, separated by an interior door with a padlock. Ensure that each room has a separate exterior door and its own air conditioner. Locate the office where a quality internet connection can be achieved. Ensure quality cell phone reception is achievable inside the field office.



**701.3.1 General**

*Replace table 701-1 with the following effective with the November 2021 letting:*

**TABLE 701-1 TESTING AND CERTIFICATION STANDARDS**

TEST	TEST STANDARD	MINIMUM REQUIRED CERTIFICATION (any one of the certifications listed for each test)
Random Sampling	CMM 830.9.2	Transportation Materials Sampling Technician (TMS) TMS Assistant Certified Technician (ACT-TMS) Aggregate Technician I (AGGTEC-I) AGGTEC-I Assistant Certified Technician (ACT-AGG) PCC Technician I (PCCTEC-I) PCCTEC-I Assistant Certified Technician (ACT-PCC) Grading Technician I (GRADINGTEC-I) Grading Assistant Certified Technician (ACT-GRADING)
Sampling Aggregates	AASHTO T2 <sup>[1]</sup> <sup>[4]</sup>	TMS, ACT-TMS, AGGTEC-1, ACT-AGG
Percent passing the No. 200 sieve	AASHTO T11 <sup>[1]</sup>	AGGTEC-I, ACT-AGG
Fine & coarse aggregate gradation	AASHTO T27 <sup>[1]</sup>	
Aggregate moisture content	AASHTO T255 <sup>[1]</sup>	
Fractured faces	ASTM D5821 <sup>[1]</sup>	
Liquid limit	AASHTO T89	Aggregate Testing for Transportation Systems (ATTS) GRADINGTEC-I, or ACT-GRADING
Plasticity index	AASHTO T90 <sup>[3]</sup>	
Sampling freshly mixed concrete	AASHTO R60	PCCTEC-1 ACT-PCC
Air content of fresh concrete	AASHTO T152 <sup>[2]</sup> AASHTO TP118 <sup>[5]</sup>	
Air void system of fresh concrete	AASHTO TP118 <sup>[5]</sup>	
Concrete slump	AASHTO T119 <sup>[2]</sup>	
Concrete temperature	ASTM C1064	
Making and curing concrete specimens	AASHTO T23	
Moist curing for concrete specimens	AASHTO M201	
Concrete compressive strength	AASHTO T22	
Concrete flexural strength	AASHTO T97	Concrete Strength Tester (CST) CST Assistant Certified Technician (ACT-CST)
Concrete surface resistivity <sup>[2]</sup>	AASHTO T358	
Voids in aggregate	AASHTO T19	PCCTEC-II
Profiling	—	PROFILER

<sup>[1]</sup> As modified in CMM 860.

<sup>[2]</sup> As modified in CMM 870.

<sup>[3]</sup> A plasticity check, if required under individual QMP specifications, may be performed by an AGGTEC-I in addition to the certifications listed for liquid limit and plasticity index tests.

<sup>[4]</sup> Plant personnel may operate equipment to obtain samples under the direct observation of a TMS or higher.

<sup>[5]</sup> Consolidate by rodding.

**710.2 Small Quantities**

*Replace the entire text with the following effective with the November 2021 letting:*

- (1) The department defines small quantities as follows:
  - As specified in 715.1.1.2 for class I concrete.
  - Less than 50 cubic yards of class II ancillary concrete placed under a single bid item.
- (2) For contracts with only small quantities of material subject to testing, modify the requirements of 710 as follows:
  1. The contractor may submit an abbreviated quality control plan as allowed in 701.1.2.3.
  2. Provide one of the following for aggregate process control:
    - Documented previous testing dated within 120 calendar days. Provide gradation test results to the engineer before placing material.
    - Non-random start-up gradation testing.

**710.4 Concrete Mixes**

Replace paragraph two with the following effective with the November 2021 letting:

- (2) At least 7 business days before producing concrete, document that materials conform to 501 unless the engineer allows or individual QMP specifications provide otherwise. Include the following:
  1. For mixes: quantities per cubic yard expressed as SSD weights and net water, water to cementitious material ratio, air content, and SAM number.
  2. For cementitious materials and admixtures: type, brand, and source.
  3. For aggregates: absorption, SSD bulk specific gravity, wear, soundness, freeze thaw test results if required, and air correction factor. Also include aggregate production records dated within 2 years if using those results in the design. Submit component aggregate gradations, aggregate proportions, and target combined blended aggregate gradations using the following:
    - DT2220 for combined aggregate gradations.
    - DT2221 for optimized aggregate gradations.
  4. For optimized concrete mixtures:
    - Complete the worksheets within DT2221 according to the directions.
    - Ensure the optimized aggregate gradations and the optimized mix design conform to WisDOT specifications and pass the built-in tests within DT2221.
    - Verify slip-form mixture workability according to AASHTO TP137 and conformance to specifications through required trial batching.
    - Submit the completed DT2221 to the engineer electronically. Include the trial batch test results with the mix design submittal.

**710.5.5 Strength**

Replace paragraph one with the following effective with the November 2021 letting:

- (1) Cast all 6" x 12" cylinders or all 6" x 6" x 21" beams in a set from the same sample. Do not cast more than one set of specimens from a single truckload of concrete. Mark each specimen to identify the lot and subplot or location on the project it represents.

**710.5.6 Aggregate Testing**

Retitle and replace the entire text with the following effective with the November 2021 letting:

**710.5.6 Aggregate Testing During Concrete Production****710.5.6.1 General**

- (1) The department will accept gradation based on the results of department-performed acceptance testing.
- (2) The department and contractor will obtain samples using the same method. When belt sampling, contractor personnel shall obtain samples for the department under the direct observation of the department personnel. Contractor will define sampling method in the QMP or abbreviated QMP.

**710.5.6.2 Contractor Control Charts****710.5.6.2.1 General**

- (1) Test aggregate gradations during concrete production except as allowed for small quantities under 710.2. Required contractor testing will be performed using non-random samples.
- (2) Sample aggregates from either the conveyor belt or from the working face of the stockpiles.
- (3) Sample aggregates within 2 business days before placement for each mix design. Include this gradation on the control charts.
- (4) Report gradation test results and provide control charts to the engineer within 1 business day of obtaining the sample. Submit results to the engineer and electronically into MRS as specified in 701.1.2.7.
- (5) Conduct aggregate testing at the minimum frequency shown based on the anticipated daily cumulative plant production for each mix design. The contractor's concrete production tests can be used for the same mix design on multiple contracts.

**TABLE 710-1 CONTRACTOR GRADATION TESTING FREQUENCY - CLASS I**

DAILY PLANT PRODUCTION RATE FOR WisDOT WORK	MINIMUM FREQUENCY
Gradation Report Before Placement	
1000 cubic yards or less	one test per day
more than 1000 cubic yards	two tests per day

**TABLE 710-2 CONTRACTOR GRADATION TESTING FREQUENCY - CLASS II**

MINIMUM FREQUENCY
Gradation Report Before Placement
One test per calendar week of production

**710.5.6.2.2 Optimized Aggregate Gradation Control Charts**

- (1) Determine the complete gradation using a washed analysis for both fine and coarse aggregates. Report results for the following:
  - 1 1/2", 1", 3/4", 1/2", 3/8", #4, #8, #16, #30, #50, #100, and #200 sieves.
  - Sum of volumetric percentages retained on No. 8, No. 16, and No. 30 sieves.
  - Sum of volumetric percentages retained on No. 30, No. 50, No. 100, and No. 200 sieves.
- (2) Calculate blended aggregate gradations using the mix design batch percentages for the component aggregates. Ensure the blended aggregate gradation conforms to the volumetric percent retained of the optimized aggregate gradation limits specified in table 501-4.
- (3) Throughout the contract, construct a 4-point running average of the volumetric percent retained for each sieve to determine if the blended aggregate gradation is within the tarantula curve limits specified in table 501-4.

**710.5.6.2.3 Combined Aggregate Gradation Control Charts**

- (1) Determine the complete gradation using a washed analysis for both fine and coarse aggregates. Report results for the 1 1/2", 1", 3/4", 1/2", 3/8", #4, #8, #16, #30, #50, #100, and #200 sieves.
- (2) Calculate blended aggregate gradations using the mix design batch percentages for the component aggregates. Ensure the blended aggregate gradation conforms to the percent passing by weight requirements of the combined aggregate gradation limits specified in table 501-4.
- (3) Throughout the contract, construct a 4-point running average of the percent passing by weight for each sieve to determine if the blended aggregate gradation is within the combined aggregate gradation limits specified in table 501-4.

**710.5.6.3 Department Acceptance Testing**

- (1) Department testing frequency is based on the quantity of each mix design placed under each individual WisDOT contract.
- (2) The department will split each sample, test for acceptance, and retain the remainder for a minimum of 10 calendar days.
- (3) The department will obtain the sample and deliver to regional testing lab in the same day. Department will report gradation test results to the contractor within 1 business day of being delivered to the lab. Department and contractor can agree to an alternative test result reporting timeframe; alternative timeframe is required to be documented in the QMP.
- (4) Additional samples may be taken at the engineer's discretion due to change in condition.

TABLE 710-3 DEPARTMENT GRADATION TESTING FREQUENCY

CONCRETE CLASSIFICATION	MINIMUM DEPARTMENT FREQUENCY
Class I: Pavement	1 test per placement day for first 5 days of placement. If all samples are passing, reduced frequency is applied.
	Reduced frequency: 1 test per calendar week of placement
Class I: Structures	1 test per 250 CY placed <ul style="list-style-type: none"> <li>- Minimum of 1 test per substructure</li> <li>- Minimum of 1 test per superstructure</li> </ul>
Class I: Cast-in-Place Barrier	1 test per 500 CY placed
Class II	No minimum testing

**710.5.7 Corrective Action**

Replace the entire text with the following effective with the November 2021 letting:

**710.5.7.1 Optimized Aggregate Gradations**

- (1) If the contractor's 4-point running average or a department test result of the volumetric percent retained exceeds the tarantula curve limits by less than or equal to 1.0 percent on a single sieve size, do the following:
1. Notify the other party immediately.
  2. Perform corrective action documented in the QC plan or as the engineer approves.
  3. Document and provide corrective action results to the engineer as soon as they are available.
  4. Department will conduct two tests within the next business day after corrective action is complete.
  5. If blended aggregate gradations are within the tarantula curve limits by the second department test:
    - Continue with concrete production.
    - Contractor will include a break in the 4-point running average.
    - For Class I: Pavements, department will discontinue reduced frequency testing and will test at a frequency of 1 test per placement day. Once 5 consecutive samples are passing at the 1 test per placement day frequency, the reduced frequency testing will be reapplied.
  6. If blended aggregate gradations are not within the tarantula curve limits by the second department test:
    - Provide a new mix design with an increased cementitious content.
    - If the mix design already has a cementitious content of 565 or more pounds per cubic yard, provide a new mix design.
    - If the contract requires optimized aggregate gradations under 501.2.7.4.2.1(2), stop concrete production and submit a new mix design.
- (2) If the contractor's 4-point running average or a department test result of the volumetric percent retained exceeds the tarantula curve limits by more than 1.0 percent on one or more sieves, stop concrete production and submit a new mix design.
- (3) Department and contractor will sample and test aggregate of the new mix design at the frequency defined in 710.5.6.1.

**710.5.7.2 Combined Aggregate Gradations**

- (1) If the contractor's 4-point running average or a department test result of the percent passing by weight exceeds the combined aggregate gradation limits by less than or equal to 1.0 percent on a single sieve size, do the following:
1. Notify the other party immediately.
  2. Perform corrective action documented in the QC plan or as the engineer approves.
  3. Document and provide corrective action results to the engineer as soon as they are available.
  4. Department will conduct two tests within the next business day after corrective action is complete.
  5. If blended aggregate gradations are within the combined aggregate gradation limits by the second department test:
    - Continue with concrete production.
    - Contractor will include a break in the 4-point running average.

- For Class I: Pavements, department will discontinue reduced frequency testing and will test at a frequency of 1 test per placement day. Once 5 consecutive samples are passing at the 1 test per placement day frequency, the reduced frequency testing will be reapplied.
- 6. If blended aggregate gradations are not within the combined aggregate gradation limits by the second department test, stop concrete production and submit a new mix design.
- (2) If the contractor's 4-point running average or a department test result of the percent passing by weight exceeds the combined aggregate gradation limits by more than 1.0 percent on one or more sieves, stop concrete production and submit a new mix design.
- (3) Department and contractor will sample and test aggregate of the new mix design at the frequency defined in 710.5.6.1.

**715.3.1.1 General**

Replace paragraphs three and four with the following effective with the November 2021 letting:

- (3) Cast a set of 3 additional 6"x12" cylinders and test the concrete surface resistivity according to AASHTO T358. Perform this testing at least once per lot if total contract quantities are greater than or equal to the following:

- 20,000 square yards for pavements.
- 5,000 linear feet for barriers.
- 500 cubic yards for structure concrete.

Submit the resistivity to the nearest tenth into MRS for information only. Resistivity testing is not required for the following:

- Lot with less than 3 sublots.
- Concrete items classified as ancillary.
- Concrete placed under the following bid items:
  - Concrete Pavement Approach Slab
  - Concrete Masonry Culverts
  - Concrete Masonry Retaining Walls

- (4) Test the air void system at least once per lot and enter the SAM number in MRS for information only. SAM testing is not required for the following:

- For lots with less than 3 sublots.
- High early strength (HES) concrete.
- Special high early strength (SHES) concrete.
- Concrete placed under the following bid items:
  - Concrete Pavement Approach Slab
  - Concrete Masonry Culverts
  - Concrete Masonry Retaining Walls
  - Steel Grid Floor Concrete Filled
  - Crash Cushions Permanent
  - Crash Cushions Permanent Low Maintenance
  - Crash Cushions Temporary

**715.3.1.2.3 Lots by Cubic Yard**

Replace the entire text with the following effective with the November 2021 letting:

- (1) Define standard lots and sublots conforming to the following:

**TABLE 715-1 CLASS I - LOT AND SUBLOT SIZES**

CONCRETE CLASSIFICATION	LOT SIZE	SUBLOT SIZE	NUMBER OF SUBLOTS PER LOT
Class I: Pavement	1250 cubic yards	250 cubic yards	5
Class I: Structures	250 cubic yards	50 cubic yards	5
Class I: Cast-in-Place Barrier	500 cubic yards	100 cubic yards	5

- 
- (2) The contractor may include sublots less than or equal to 25 percent of the standard volume in the previous subplot. For partial sublots exceeding 25 percent of the standard volume, notify the engineer who will direct additional testing to represent that partial subplot.
  - (3) An undersized lot is eligible for incentive payment under 715.5 if the lot has 3 or more sublots for that lot.
- 

### **715.3.2 Strength Evaluation**

Replace the entire text with the following effective with the November 2021 letting:

#### **715.3.2.1 General**

- (1) The department will make pay adjustments for strength on a lot-by-lot basis using the compressive strength of contractor QC cylinders or the flexural strength of contractor QC beams.
- (2) Randomly select 2 QC specimens to test at 28 days for percent within limits (PWL). Compare the strengths of the 2 randomly selected QC specimens and determine the 28-day subplot average strength as follows:
  - If the lower strength divided by the higher strength is 0.9 or more, average the 2 QC specimens.
  - If the lower strength divided by the higher strength is less than 0.9, break one additional specimen and average the 2 higher strength specimens.

#### **715.3.2.2 Removal and Replacement**

##### **715.3.2.2.1 Pavement**

- (1) If a subplot strength is less than 2500 psi in compressive strength or 500 psi in flexural strength, the department may direct the contractor to core that subplot to determine its structural adequacy and whether to direct removal.
- (2) If the engineer directs coring, obtain three cores from the subplot in question. Have an HTCP-certified PCC technician I perform or observe core sampling according to AASHTO T24.
- (3) Have an independent consultant test cores according to AASHTO T24.
- (4) The department will assess concrete for removal and replacement based on a subplot-by-subplot analysis of core strength. Perform coring and testing, fill core holes with an engineer-approved non-shrink grout or concrete, and provide traffic control during coring.
- (5) The subplot pavement is conforming if the compressive strengths of all cores from the subplot are 2500 psi or greater.
- (6) The subplot pavement is nonconforming if the compressive strengths of any core from the subplot is less than 2500 psi. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

##### **715.3.2.2.2 Structures and Cast-in-Place Barrier**

- (1) The department will evaluate the subplot for possible removal and replacement if the 28-day subplot average compressive strength is lower than  $f'c$  minus 500 psi. The value of  $f'c$  is the design stress the plans show. The department may assess further strength price reductions or require removal and replacement only after coring the subplot.
- (2) The engineer may initially evaluate the subplot strength using a non-destructive method. Based on the results of non-destructive testing, the department may accept the subplot at the previously determined pay for the lot, or direct the contractor to core the subplot.
- (3) If the engineer directs coring, obtain three cores from the subplot in question. Have an HTCP-certified PCC technician I perform or observe core sampling according to AASHTO T24. Determine core locations, subject to the engineer's approval, that do not interfere with structural steel.
- (4) Have an independent consultant test cores according to AASHTO T24.
- (5) The department will assess concrete for removal and replacement based on a subplot-by-subplot analysis of core strength. Perform coring and testing, fill core holes with an engineer-approved non-shrink grout or concrete, and provide traffic control during coring.
- (6) If the 3-core average is greater than or equal to 85 percent of  $f'c$ , and no individual core is less than 75 percent of  $f'c$ , the engineer will accept the subplot at the previously determined pay for the lot. If the 3-core average is less than 85 percent of  $f'c$ , or an individual core is less than 75 percent of  $f'c$ , the engineer may require the contractor to remove and replace the subplot. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

**715.5 Payment**

*Replace the entire text with the following effective with the November 2021 letting:*

**715.5.1 General**

- (1) The department will pay incentive for compressive strength under the following bid items:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
715.0502	Incentive Strength Concrete Structures	DOL
715.0603	Incentive Strength Concrete Barrier	DOL
715.0715	Incentive Flexural Strength Concrete Pavement	DOL
715.0720	Incentive Compressive Strength Concrete Pavement	DOL

- (2) Incentive payment may be more or less than the amount the schedule of items shows.
- (3) The department will administer disincentives for strength under the Disincentive Strength Concrete Structures, Disincentive Strength Concrete Barrier, Disincentive Flexural Strength Concrete Pavement, and Disincentive Compressive Strength Concrete Pavement, administrative items.
- (4) The pay factor that is calculated from the equations in 715.5.2(2) and 715.5.3(2) will be applied to the unit costs listed below:
  - Pavement: \$45 per SY.
  - Structure: \$635 per CY.
  - Cast-in-place barrier: \$75 per LF.
- (5) 28-day strength average for a lot is the average of the individual subplot strengths within the given lot.
- (6) The department will not pay a strength incentive for concrete that is nonconforming in another specified property, for ancillary concrete accepted based on tests of class I concrete, or for high early strength concrete unless placed in pavement gaps as allowed under 715.3.1.2.2.
- (7) Submit test results to the department electronically using MRS software. The department will validate contractor data before determining pay adjustments.
- (8) All coring and testing costs under 715.3.2.2 including filling core holes and providing traffic control during coring are incidental to the contract.

**715.5.2 Compressive Strength**

- (1) The department will measure PWL relative to strength lower specification limits as follows:
  - Compressive strength of 3700 psi for pavements.
  - Compressive strength of 4000 psi for structures and cast-in-place barrier.

- (2) The department will adjust pay for each lot using equation "Comp2022" as follows:

Percent within Limits (PWL)	Pay Factor (%)
>= 90 to 100	$(1/5 \times \text{PWL}) + 82$
>= 85 to < 90	100
>= 50 to < 85	$(5/7 \times \text{PWL}) + (275/7)$
< 50	50 <sup>[1]</sup>

<sup>[1]</sup> Any material resulting in a lot PWL value less than 50 will be evaluated according to 715.3.2. In the event the material remains in place, it will be paid at 50 percent of the contract unit price of the concrete bid item.

- (3) The department will not pay incentive if the lot standard deviation is greater than the following:
  - 400 psi for pavement.
  - 350 psi for structure and cast-in-place barrier
- (4) For lots with less than 3 sublots, there is no incentive but the department will reduce pay by 50 percent of the contract unit price for sublots with an average compressive strength below the following:
  - 3700 psi for pavements.
  - 4000 psi for structures and cast-in-place barrier.

**715.5.3 Flexural Strength**

- (1) The department will measure PWL relative to strength lower specification limits as follows:
  - Flexural strength of 650 psi for pavements.

- (2) The department will adjust pay for each lot using equation "Flex2022" as follows:

Percent within Limits (PWL)	Pay Factor (%)
>= 90 to 100	$(2/5 \times \text{PWL}) + 64$
>= 85 to < 90	100

$\geq 50$  to  $< 85$   
 $< 50$

$(5/7 \times \text{PWL}) + (275/7)$   
 $50^{[1]}$

<sup>[1]</sup> Material resulting in a lot PWL value less than 50 will be evaluated according to 715.3.2. In the event the material remains in place, it will be paid at 50 percent of the contract unit price of the concrete bid item.

- (3) The department will not pay incentive if the lot standard deviation is greater than 60 psi.
- (4) For lots with less than 3 sublots, there is no incentive but the department will reduce pay by 50 percent of the contract unit price for sublots with an average flexural strength below 650 psi.

### 716.2.1 Class II Concrete

Replace paragraph two with the following effective with the November 2021 letting:

- (2) Perform random QC testing at the following frequencies:
  1. Test air content, temperature, and slump a minimum of once per 100 cubic yards for each mix design and placement method.
  2. Cast one set of 2 cylinders per 200 cubic yards for each mix design and placement method. Cast a minimum of one set of 2 cylinders per contract for each mix design and placement method. Random 28-day compressive strength cylinders are not required for HES or SHES concrete.
  3. For deck overlays, perform tests and cast cylinders once per 50 cubic yards of grade E concrete placed.
  4. For concrete base, one set of tests and one set of cylinders per 250 cubic yards.

The department will allow concrete startup test results for quantities under 50 cubic yards. Cast one set of 2 cylinders if using startup testing for acceptance.



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**ERRATA**


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**460.2.2.3 Aggregate Gradation Master Range**

**Correct errata by adding US Standard equivalent sieve sizes.**

- (1) Ensure that the aggregate blend, including recycled material and mineral filler, conforms to the gradation requirements in table 460-1. The values listed are design limits; production values may exceed those limits.

**TABLE 460-1 AGGREGATE GRADATION MASTER RANGE AND VMA REQUIREMENTS**

SIEVE	PERCENT PASSING DESIGNATED SIEVES							
	NOMINAL SIZE							
	No. 1 (37.5 mm) (1 1/2 inch)	No. 2 (25.0 mm) (1 inch)	No.3 (19.0 mm) (3/4 inch)	No. 4 (12.5 mm) (1/2 inch)	No. 5 (9.5 mm) (3/8 inch)	No. 6 (4.75 mm) (3/16 inch)	SMA No. 4 (12.5 mm) (1/2 inch)	SMA No. 5 (9.5 mm) (3/8 inch)
50.0-mm (2-inch)	100							
37.5-mm (1 1/2-inch)	90 - 100	100						
25.0-mm (1-inch)	90 max	90 - 100	100					
19.0-mm (3/4-inch)	—	90 max	90 - 100	100			100	
12.5-mm (1/2-inch)	—	—	90 max	90 - 100	100		90 - 97	100
9.5-mm (3/8-inch)	—	—	—	90 max	90 - 100	100	58 - 80	90 - 100
4.75-mm (No. 4)	—	—	—	—	90 max	90 - 100	25 - 35	35 - 45
2.36-mm (No. 8)	15 - 41	19 - 45	23 - 49	28 - 58	32 - 67	90 max	15 - 25	18 - 28
1.18-mm (No. 16)	—	—	—	—	—	30 - 55	—	—
0.60-mm (No. 30)	—	—	—	—	—	—	18 max	18 max
0.075-mm (No. 200)	0 - 6.0	1.0 - 7.0	2.0 - 8.0	2.0 - 10.0	2.0 - 10.0	6.0 - 13.0	8.0 - 11.0	8.0 - 12.0
% VMA	11.0 min	12.0 min	13.0 min	14.0 min <sup>[1]</sup>	15.0 min <sup>[2]</sup>	16.0 - 17.5	16.0 min	17.0 min

<sup>[1]</sup> 14.5 for LT and MT mixes.

<sup>[2]</sup> 15.5 for LT and MT mixes.

**715.5.1 General**

Correct the bid item number for Incentive Compressive Strength Concrete Pavement.

- (1) The department will pay incentive for compressive strength under the following bid items:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
715.0502	Incentive Strength Concrete Structures	DOL
715.0603	Incentive Strength Concrete Barrier	DOL
715.0715	Incentive Flexural Strength Concrete Pavement	DOL
715.0720	Incentive Compressive Strength Concrete Pavement	DOL

**ADDITIONAL SPECIAL PROVISION 7**

- A. Reporting 1<sup>st</sup> Tier and DBE Payments During Construction
1. Comply with reporting requirements specified in the department's Civil Rights Compliance, Contractor's User Manual, Sublets and Payments.
  2. Report payments to all DBE firms within 10 calendar days of receipt of a progress payment by the department or a contractor for work performed, materials furnished, or materials stockpiled by a DBE firm. Report the payment as specified in A(1) for all work satisfactorily performed and for all materials furnished or stockpiled.
  3. Report payments to all first tier subcontractor relationships within 10 calendar days of receipt of a progress payment by the department for work performed. Report the payment as specified in A(1) for all work satisfactorily performed.
  4. All tiers shall report payments as necessary to comply with the DBE payment requirement as specified in A(2).
  5. Require all first tier relationships, DBE firms and all other tier relationships necessary to comply with the DBE payment requirement in receipt of a progress payment by contractor to acknowledge receipt of payment as specified in A(1), (2), (3) and (4).
  6. All agreements made by a contractor shall include the provisions in A(1), (2), (3), (4) and (5), and shall be binding on all first tier subcontractor relationships and all contractors and subcontractors utilizing DBE firms on the project.
- B. Costs for conforming to this special provision are incidental to the contract.

NOTE: CRCS Prime Contractor payment is currently not automated and will need to be manually loaded into the Civil Rights Compliance System. Copies of prime contractor payments received (check or ACH) will have to be forwarded to [paul.ndon@dot.wi.gov](mailto:paul.ndon@dot.wi.gov) within 5 days of payment receipt to be logged manually.

\*\*\*Additionally, for information on Subcontractor Sublet assignments, Subcontractor Payments and Payment Tracking, please refer to the CRCS Payment and Sublets manual at:

<https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payments-sublets-manual.pdf>

## **ADDITIONAL SPECIAL PROVISION 9**

### **Electronic Certified Payroll or Labor Data Submittal**

(1) Use the department's Civil Rights Compliance System (CRCS) to electronically submit certified payroll reports for contracts with federal funds and labor data for contracts with state funds only. Details are available online through the department's highway construction contractor information (HCCI) site on the Labor, Wages, and EEO Information page at:

<https://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/default.aspx>

(2) Ensure that all tiers of subcontractors, including all trucking firms, either submit their weekly certified payroll reports (contracts with federal funds) or labor data (contracts with state funds only) electronically through CRCS. These payrolls or labor data are due within seven calendar days following the close of the payroll period. Every firm providing physical labor towards completing the project is a subcontractor under this special provision.

(3) Upon receipt of contract execution, promptly make all affected firms aware of the requirements under this special provision and arrange for them to receive CRCS training as they are about to begin their submittals. The department will provide training either in a classroom setting at one of our regional offices or by telephone. Contact Paul Ndon at (414) 438-4584 to schedule the training.

(4) The department will reject all paper submittals for information required under this special provision. All costs for conforming to this special provision are incidental to the contract.

(5) Firms wishing to export payroll/labor data from their computer system into CRCS should have their payroll coordinator contact Paul Ndon at [paul.ndon@dot.wi.gov](mailto:paul.ndon@dot.wi.gov). Not every contractor's payroll system is capable of producing export files. For details, see Section 4.8 CPR Auto Submit (Data Mapping) on pages 49-50; 66-71 of the CRCS Payroll Manual at:

<https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payroll-manual.pdf>

**REQUIRED CONTRACT PROVISIONS  
FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

**ATTACHMENTS**

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

**I. GENERAL**

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

**II. NONDISCRIMINATION**

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

**1. Equal Employment Opportunity:** Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

**2. EEO Officer:** The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

**3. Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

**4. Recruitment:** When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

**5. Personnel Actions:** Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

**6. Training and Promotion:**

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

**7. Unions:** If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

**8. Reasonable Accommodation for Applicants / Employees with Disabilities:** The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

**9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:** The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

#### **10. Assurance Required by 49 CFR 26.13(b):**

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

**11. Records and Reports:** The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

### III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

### IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

#### 1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions

of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program. Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

## 2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

## 3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.



(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

#### 4. Apprentices and trainees

##### a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

##### b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

**5. Compliance with Copeland Act requirements.** The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

**6. Subcontracts.** The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

**7. Contract termination: debarment.** A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

**8. Compliance with Davis-Bacon and Related Act requirements.** All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

**9. Disputes concerning labor standards.** Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

**10. Certification of eligibility.**

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

**V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT**

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

**1. Overtime requirements.** No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

**2. Violation; liability for unpaid wages; liquidated damages.** In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

**3. Withholding for unpaid wages and liquidated damages.** The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

**4. Subcontracts.** The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

## VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is

evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

## VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

## VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

#### **IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.

2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

#### **X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION**

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

##### **1. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

\* \* \* \* \*

## **2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:**

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

### **2. Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

\* \* \* \* \*

**Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

\* \* \* \* \*

**XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS  
PREFERENCE FOR APPALACHIAN DEVELOPMENT  
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS  
ROAD CONTRACTS**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

## **Non-discrimination Provisions**

**During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:**

**1. Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

**2. Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

**3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

**4. Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Federal Highway Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

**5. Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

- a. Withholding payments to the contractor under the contract until the contractor complies; and/or
- b. Cancelling, terminating, or suspending a contract, in whole or in part.



**6. Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

**During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:**

**Pertinent Non-Discrimination Authorities:**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

**SEPTEMBER 2002**

**NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE  
EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246)**

1. The Offeror's or Bidder's attention is called to the "Employment Practices" and "Equal Opportunity Clause" set forth in the Required Contract Provisions, FHWA 1273.
2. The goals and timetables for minority and female participation expressed in percentage terms for the contractor's aggregate work force in each trade, on all construction work in the covered area, are as follows:

**Goals for Minority Participation for Each Trade:**

<u>County</u>	<u>%</u>	<u>County</u>	<u>%</u>	<u>County</u>	<u>%</u>
Adams	1.7	Iowa	1.7	Polk	2.2
Ashland	1.2	Iron	1.2	Portage	0.6
Barron	0.6	Jackson	0.6	Price	0.6
Bayfield	1.2	Jefferson	7.0	Racine	8.4
Brown	1.3	Juneau	0.6	Richland	1.7
Buffalo	0.6	Kenosha	3.0	Rock	3.1
Burnett	2.2	Kewaunee	1.0	Rusk	0.6
Calumet	0.9	La Crosse	0.9	St. Croix	2.9
Chippewa	0.5	Lafayette	0.5	Sauk	1.7
Clark	0.6	Langlade	0.6	Sawyer	0.6
Columbia	1.7	Lincoln	0.6	Shawano	1.0
Crawford	0.5	Manitowoc	1.0	Sheboygan	7.0
Dane	2.2	Marathon	0.6	Taylor	0.6
Dodge	7.0	Marinette	1.0	Trempealeau	0.6
Door	1.0	Marquette	1.7	Vernon	0.6
Douglas	1.0	Menominee	1.0	Vilas	0.6
Dunn	0.6	Milwaukee	8.0	Walworth	7.0
Eau Claire	0.5	Monroe	0.6	Washburn	0.6
Florence	1.0	Oconto	1.0	Washington	8.0
Fond du Lac	1.0	Oneida	0.6	Waukesha	8.0
Forest	1.0	Outagamie	0.9	Waupaca	1.0
Grant	0.5	Ozaukee	8.0	Waushara	1.0
Green	1.7	Pepin	0.6	Winnebago	0.9
Green Lake	1.0	Pierce	2.2	Wood	0.6

**Goals for female participation for each trade: 6.9%**

These goals are applicable to all the contractor's construction work, (whether or not it is federal or federally assisted), performed in the covered area. If the contractor performs construction work in the geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The contractor's compliance with the Executive Order and the Regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from contractor to contractor or from project to project for the sole purpose of meeting the contractor's goals shall be a violation of the contract, the Executive Order and the Regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten (10) working days of award of any construction subcontract in excess of \$10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

As referred to in this section, the Director means:

Director  
Office of Federal Contract Compliance Programs  
Ruess Federal Plaza  
310 W. Wisconsin Ave., Suite 1115  
Milwaukee, WI 53202

The "Employer Identification Number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941.

4. As used in this notice, and in the contract resulting from solicitation, the "covered area" is the county(ies) in Wisconsin to which this proposal applies.

**APRIL 2013**

**ADDITIONAL FEDERAL-AID PROVISIONS**

**NOTICE TO ALL BIDDERS**

To report bid rigging activities call:

**1-800-424-9071**

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Time. Anyone with knowledge of possible bid rigging, bidding collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

**Effective November 2020 letting**

### **BUY AMERICA PROVISION**

All steel and iron materials permanently incorporated in this project shall be domestic products and all manufacturing and coating processes for these materials from smelting forward in the manufacturing process must have occurred within the United States. Coating includes epoxy coating, galvanizing, painting and any other coating that protects or enhances the value of a material subject to the requirements of Buy America. The exemption of this requirement is the minimal use of foreign materials if the total cost of such material permanently incorporated in the product does not exceed one-tenth of one percent (1/10 of 1%) of the total contract cost or \$2,500.00, whichever is greater. For purposes of this paragraph, the cost is that shown to be the value of the subject products as they are delivered to the project. The contractor shall take actions and provide documentation conforming to CMM 2-28.5 to ensure compliance with this "Buy America" provision.

<https://wisconsindot.gov/rdwy/cmm/cm-02-28.pdf>

Upon completion of the project certify to the engineer, in writing using department form DT4567, that all steel, iron, and coating processes for steel or iron incorporated into the contract work conform to these "Buy America" provisions. Attach a list of exemptions and their associated costs to the certification form. Department form DT4567 is available at:

<https://wisconsindot.gov/Documents/formdocs/dt4567.docx>

## Cargo Preference Act Requirement

All Federal-aid projects shall comply with 46 CFR 381.7 (a) – (b) as follows:

(a) *Agreement Clauses.* "Use of United States-flag vessels:"

(1) Pursuant to Pub. L. 664 (43 U.S.C. 1241(b)) at least 50 percent of any equipment, materials or commodities procured, contracted for or otherwise obtained with funds granted, guaranteed, loaned, or advanced by the U.S. Government under this agreement, and which may be transported by ocean vessel, shall be transported on privately owned United States-flag commercial vessels, if available.

(2) Within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (a)(1) of this section shall be furnished to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590."

(b) *Contractor and Subcontractor Clauses.* "Use of United States-flag vessels: The contractor agrees—"

(1) To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

(2) To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

(3) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

**WISCONSIN DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION AND SYSTEM DEVELOPMENT**

**SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS  
FOR PROJECTS WITH FEDERAL AID**

**I. PREVAILING WAGE RATES**

The attached U.S. Department of Labor (Davis-Bacon Minimum Wage Rates) furnishes the minimum prevailing wage rates pursuant to the Davis-Bacon and Related Acts. The wage rates shown are the minimum rates required by the contract to be paid during its life, however this is not a representation that labor can be obtained at these rates. It is the responsibility of bidders to inform themselves as to the local labor conditions and prospective changes or adjustments of wage rates. No increase in the contract price will be allowed or authorized on account of the payment of wage rates in excess of those listed herein.

**II. COVERAGE OF TRUCK DRIVERS**

Truck drivers are covered by Davis-Bacon Minimum Wage Rates in the following circumstances:

- Drivers of a contractor or subcontractor for time spent working on the site of the work.
- Drivers of a contractor or subcontractor for time spent loading and/or unloading materials and supplies on the site of the work, if such time is not de minimis. [https://www.dol.gov/whd/FOH/FOH\\_Ch15.pdf](https://www.dol.gov/whd/FOH/FOH_Ch15.pdf)
- Truck drivers transporting materials or supplies between a facility that is deemed part of the site of the work and the actual construction site.
- Truck drivers transporting portions of the building or work between a site established specifically for the performance of the contract where a significant portion of such building or work is constructed and the physical place where the building or work called for in the contract will remain.

Truck drivers are not covered by Davis-Bacon Minimum Wage Rates in the following circumstances:

- Material delivery truck drivers while off the site of the work.
- Drivers of a contractor or subcontractor traveling between a Davis-Bacon job and a commercial supply facility while they are off the site of the work.”
- Truck drivers whose time spent on the site of the work is de minimis, such as only a few minutes at a time merely to pick up or drop off materials or supplies.

Details are available online at:

<https://www.dol.gov/whd/recovery/pwrb/Tab9.pdf>

<https://wisconsin.gov/Pages/doing-bus/civil-rights/labornwage/trckng.aspx>



### **III. POSTINGS AT THE SITE OF THE WORK**

In addition to the required postings furnished by the department, the contractor shall post the following in at least one conspicuous and accessible place at the site of work:

- a. A copy of the contractor's Equal Employment Opportunity Policy.

All required documents shall be posted by the first day of work and be accurate and complete. Postings must be readable, in an area where they will be noticed, and maintained until the last day of work.

### **IV. RESOURCES**

Required information regarding compliance with federal provisions is found in the following resources:

- FHWA-1273 included in this contract
- U.S. Department of Labor Prevailing Wage Resource Book
- U.S. Department of Labor Field Operations Handbook
- U.S. Code of Federal Regulations
- Any applicable law, Act, or Executive Order enacted by the federal government at the time of the letting of this contract

"General Decision Number: WI20210010 07/09/2021

Superseded General Decision Number: WI20200010

State: Wisconsin

Construction Type: Highway

Counties: Wisconsin Statewide.

HIGHWAY, AIRPORT RUNWAY & TAXIWAY CONSTRUCTION PROJECTS (does not include bridges over navigable waters; tunnels; buildings in highway rest areas; and railroad construction)

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.95 for calendar year 2021 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.95 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2021. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts).

Modification Number	Publication Date
0	01/01/2021
1	03/12/2021
2	03/19/2021
3	04/09/2021
4	05/14/2021
5	07/09/2021

BRWI0001-002 06/01/2020

CRAWFORD, JACKSON, JUNEAU, LA CROSSE, MONROE, TREMPLEAU, AND VERNON COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 35.31	24.7 7
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BRWI0002-002 06/01/2020		

ASHLAND, BAYFIELD, DOUGLAS, AND IRON COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 42.77	23.47
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BRWI0002-005 06/01/2020		

ADAMS, ASHLAND, BARRON, BROWN, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE, FOND DU LAC, FOREST, GREEN LAKE, IRON, JEFFERSON, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, POLK, PORTAGE, RUSK, ST CROIX, SAUK, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WALWORTH, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER...	\$ 36.68	23.40
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BRWI0003-002 06/01/2020		

BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, AND OCONTO COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 35.68	24.40
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BRWI0004-002 06/01/2020		

KENOSHA, RACINE, AND WALWORTH COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 39.90	25.53
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BRWI0006-002 06/01/2020		

ADAMS, CLARK, FOREST, LANGLADE, LINCOLN, MARATHON, MENOMINEE,

ONEIDA, PORTAGE, PRICE, TAYLOR, VILAS AND WOOD COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 36.60	23.48
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BRWI0007-002 06/01/2020		

GREEN, LAFAYETTE, AND ROCK COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 37.07	24.72
-----		
BRWI0008-002 06/01/2020		

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 40.75	24.32
-----		
BRWI0011-002 06/01/2020		

CALUMET, FOND DU LAC, MANITOWOC, AND SHEBOYGAN COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 35.68	24.40
-----		
BRWI0019-002 06/01/2020		

BARRON, BUFFALO, BURNETT, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN,  
PIERCE, POLK, RUSK, ST. CROIX, SAWYER AND WASHBURN COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 34.86	25.22
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BRWI0034-002 06/01/2020		

COLUMBIA AND SAUK COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 37.36	24.43
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CARP0087-001 05/01/2016		

BURNETT (W. of Hwy 48), PIERCE (W. of Hwy 29), POLK (W. of Hwys 35, 48 & 65), AND ST. CROIX (W. of Hwy 65) COUNTIES

	Rates	Fringes
Carpenter & Piledrivermen.....	\$ 36.85	18.39

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 CARP0252-002 06/01/2016

ADAMS, BARRON, BAYFIELD (Eastern 2/3), BROWN, BUFFALO, BURNETT (E. of Hwy 48), CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DANE, DODGE, DOOR, DUNN, EAU CLAIRE, FLORENCE (except area bordering Michigan State Line), FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IOWA, IRON, JACKSON, JEFFERSON, JUNEAU, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE (except N.E. corner), MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE (E. of Hwys 29 & 65), POLK (E. of Hwys 35, 48 & 65), PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST CROIX (E. of Hwy 65), TAYLOR, TREMPPEALEAU, VERNON, VILAS, WALWORTH, WASHBURN, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
CARPENTER		
CARPENTER.....	\$ 33.56	18.00
MILLWRIGHT.....	\$ 35.08	18.35
PILEDRIVER.....	\$ 34.12	18.00

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 CARP0252-010 06/01/2016

ASHLAND COUNTY

	Rates	Fringes
Carpenters		
Carpenter.....	\$ 33.56	18.00
Millwright.....	\$ 35.08	18.35
Pile Driver.....	\$ 34.12	18.00

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 CARP0264-003 06/01/2016

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WAUKESHA, AND WASHINGTON COUNTIES

	Rates	Fringes
CARPENTER.....	\$ 35.78	22.11
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CARP0361-004 05/01/2018		

BAYFIELD (West of Hwy 63) AND DOUGLAS COUNTIES

	Rates	Fringes
CARPENTER.....	\$ 36.15	20.43
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CARP2337-001 06/01/2016		

ZONE A: MILWAUKEE, OZAUKEE, WAUKESHA AND WASHINGTON

ZONE B: KENOSHA & RACINE

	Rates	Fringes
PILEDRIVERMAN		
Zone A.....	\$ 31.03	22.69
Zone B.....	\$ 31.03	22.69
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ELEC0014-002 06/14/2020		

ASHLAND, BARRON, BAYFIELD, BUFFALO, BURNETT, CHIPPEWA, CLARK  
(except Maryville, Colby, Unity, Sherman, Fremont, Lynn &  
Sherwood), CRAWFORD, DUNN, EAU CLAIRE, GRANT, IRON, JACKSON, LA  
CROSSE, MONROE, PEPIN, PIERCE, POLK, PRICE, RICHLAND, RUSK, ST  
CROIX, SAWYER, TAYLOR, TREMPLEAU, VERNON, AND WASHBURN  
COUNTIES

	Rates	Fringes
Electricians:.....	\$ 35.98	20.98
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ELEC0014-007 07/05/2020		

REMAINING COUNTIES

	Rates	Fringes
Teledata System Installer		
Installer/Technician.....	\$ 27.75	15.14
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Low voltage construction, installation, maintenance and removal of teledata facilities (voice, data, and video)		

including outside plant, telephone and data inside wire, interconnect, terminal equipment, central offices, PABX, fiber optic cable and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area networks), LAN (local area networks), and ISDN (integrated systems digital network).

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 ELEC0127-002 06/01/2020

KENOSHA COUNTY

	Rates	Fringes
Electricians:.....	\$ 41.62	30%+12.70

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 ELEC0158-002 06/01/2020

BROWN, DOOR, KEWAUNEE, MANITOWOC (except Schleswig), MARINETTE(Wausaukee and area South thereof), OCONTO, MENOMINEE (East of a line 6 miles West of the West boundary of Oconto County), SHAWANO (Except Area North of Townships of Aniwa and Hutchins) COUNTIES

	Rates	Fringes
ELECTRICIAN.....	\$ 34.77	29.75%+10.26

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 ELEC0159-003 08/02/2020

COLUMBIA, DANE, DODGE (Area West of Hwy 26, except Chester and Emmet Townships), GREEN, LAKE (except Townships of Berlin, Seneca, and St. Marie), IOWA, MARQUETTE (except Townships of Neshkoka, Crystal Lake, Newton, and Springfield), and SAUK COUNTIES

	Rates	Fringes
ELECTRICIAN.....	\$ 41.86	22.67

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 ELEC0219-004 06/01/2019

FLORENCE COUNTY (Townships of Aurora, Commonwealth, Fern, Florence and Homestead) AND MARINETTE COUNTY (Township of Niagara)

	Rates	Fringes
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Electricians:

Electrical contracts over \$180,000.....	\$ 33.94	21.80
Electrical contracts under \$180,000.....	\$ 31.75	21.73

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ELEC0242-005 05/31/2020

DOUGLAS COUNTY

	Rates	Fringes
Electricians:.....	\$ 39.77	28.11

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ELEC0388-002 06/01/2020

ADAMS, CLARK (Colby, Freemont, Lynn, Mayville, Sherman, Sherwood, Unity), FOREST, JUNEAU, LANGLADE, LINCOLN, MARATHON, MARINETTE (Beecher, Dunbar, Goodman & Pembine), MENOMINEE (Area West of a line 6 miles West of the West boundary of Oconto County), ONEIDA, PORTAGE, SHAWANO (Aniwa and Hutchins), VILAS AND WOOD COUNTIES

	Rates	Fringes
Electricians:.....	\$ 34.85	26%+11.20

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ELEC0430-002 02/02/2021

RACINE COUNTY (Except Burlington Township)

	Rates	Fringes
Electricians:.....	\$ 41.859	22.871

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\* ELEC0494-005 06/01/2021

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Electricians:.....	\$ 44.39	25.67

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\* ELEC0494-006 06/01/2021

CALUMET (Township of New Holstein), DODGE (East of Hwy 26 including Chester Township), FOND DU LAC, MANITOWOC (Schleswig), and SHEBOYGAN COUNTIES



	Rates	Fringes
Electricians:.....	\$ 37.91	22.74

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 \* ELEC0494-013 06/01/2021

DODGE (East of Hwy 26 including Chester Twp, excluding Emmet Twp), FOND DU LAC (Except Waupun), MILWAUKEE, OZAUKEE, MANITOWOC (Schleswig), WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Sound & Communications		
Installer.....	\$ 22.39	18.80
Technician.....	\$ 32.49	20.26

Installation, testing, maintenance, operation and servicing of all sound, intercom, telephone interconnect, closed circuit TV systems, radio systems, background music systems, language laboratories, electronic carillon, antenna distribution systems, clock and program systems and low-voltage systems such as visual nurse call, audio/visual nurse call systems, doctors entrance register systems. Includes all wire and cable carrying audio, visual, data, light and radio frequency signals. Includes the installation of conduit, wiremold, or raceways in existing structures that have been occupied for six months or more where required for the protection of the wire or cable, but does not mean a complete conduit or raceway system. work covered does not include the installation of conduit, wiremold or any raceways in any new construction, or the installation of power supply outlets by means of which external electric power is supplied to any of the foregoing equipment or products

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 ELEC0577-003 06/01/2020

CALUMET (except Township of New Holstein), GREEN LAKE (N. part including Townships of Berlin, St Marie, and Seneca), MARQUETTE (N. part including Townships of Crystal Lake, Neshkoro, Newton, and Springfield), OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO COUNTIES

	Rates	Fringes
Electricians:.....	\$ 34.23	29.50%+10.00

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\* ELEC0890-003 06/01/2021

DODGE (Emmet Township only), GREEN, JEFFERSON, LAFAYETTE,  
RACINE (Burlington Township), ROCK AND WALWORTH COUNTIES

	Rates	Fringes
Electricians:.....	\$ 39.00	25.95%+11.17

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ELEC0953-001 06/02/2019

	Rates	Fringes
Line Construction:		
(1) Lineman.....	\$ 47.53	21.43
(2) Heavy Equipment Operator.....	\$ 42.78	19.80
(3) Equipment Operator.....	\$ 38.02	18.40
(4) Heavy Groundman Driver..	\$ 33.27	16.88
(5) Light Groundman Driver..	\$ 30.89	16.11
(6) Groundsman.....	\$ 26.14	14.60

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ENGI0139-005 06/01/2020

	Rates	Fringes
Power Equipment Operator		
Group 1.....	\$ 41.62	23.80
Group 2.....	\$ 41.12	23.80
Group 3.....	\$ 40.62	23.80
Group 4.....	\$ 40.36	23.80
Group 5.....	\$ 40.07	23.80
Group 6.....	\$ 34.17	23.80

HAZARDOUS WASTE PREMIUMS:  
EPA Level ""A"" protection - \$3.00 per hour  
EPA Level ""B"" protection - \$2.00 per hour  
EPA Level ""C"" protection - \$1.00 per hour

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Cranes, tower cranes, and derricks with or without attachments with a lifting capacity of over 100 tons; or cranes, tower cranes, and derricks with boom, leads and/or jib lengths measuring 176 feet or longer.

GROUP 2: Cranes, tower cranes and derricks with or without attachments with a lifting capacity of 100 tons or less; or

cranes, tower cranes, and derricks with boom, leads, and/or jibs lengths measuring 175 feet or under and Backhoes (excavators) weighing 130,000 lbs and over; caisson rigs; pile driver; dredge operator; dredge engineer; Boat Pilot.

GROUP 3: Mechanic or welder - Heavy duty equipment; cranes with a lifting capacity of 25 tons or under; concrete breaker (manual or remote); vibratory/sonic concrete breaker; concrete laser screed; concrete slipform paver; concrete batch plant operator; concrete pvt. spreader - heavy duty (rubber tired); concrete spreader & distributor; automatic subgrader (concrete); concrete grinder & planing machine; concrete slipform curb & gutter machine; slipform concrete placer; tube finisher; hydro blaster (10,000 psi & over); bridge paver; concrete conveyor system; concrete pump; Rotec type Conveyor; stabilizing mixer (self-propelled); shoulder widener; asphalt plant engineer; bituminous paver; bump cutter & grooving machine; milling machine; screed (bituminous paver); asphalt heater, planer & scarifier; Backhoes (excavators) weighing under 130,000 lbs; grader or motor patrol; tractor (scraper, dozer, pusher, loader); scraper - rubber tired (single or twin engine); endloader; hydraulic backhoe (tractor type); trenching machine; skid rigs; tractor, side boom (heavy); drilling or boring machine (mechanical heavy); roller over 5 tons; percussion or rotary drilling machine; air track; blaster; loading machine (conveyor); tugger; boatmen; winches & A-frames; post driver; material hoist.

GROUP 4: Greaser, roller steel (5 tons or less); roller (pneumatic tired) - self propelled; tractor (mounted or towed compactors & light equipment); shouldering machine; self-propelled chip spreader; concrete spreader; finishing machine; mechanical float; curing machine; power subgrader; joint sawer (multiple blade) belting machine; burlap machine; texturing machine; tractor endloader (rubber tired) - light; jeep digger; forklift; mulcher; launch operator; fireman, environmental burner

GROUP 5: Air compressor; power pack; vibrator hammer and extractor; heavy equipment, leadman; tank car heaters; stump chipper; curb machine operator; Concrete proportioning plants; generators; mudjack operator; rock breaker; crusher or screening plant; screed (milling machine); automatic belt conveyor and surge bin; pug mill operator; Oiler, pump (over 3 inches); Drilling Machine Tender, day light machine

GROUP 6: Off-road material hauler with or without ejector.

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\* IRON0008-002 06/01/2021

BROWN, CALUMET, DOOR, FOND DU LAC, KEWAUNEE, MANITOWOC,  
MARINETTE, OCONTO, OUTAGAMI, SHAWANO, SHEBOYGAN, AND WINNEBAGO  
COUNTIES:

	Rates	Fringes
IRONWORKER.....	\$ 38.77	28.15

Paid Holidays: New Year's Day, Memorial Day, July 4th, Labor  
Day, Thanksgiving Day & Christmas Day.

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\* IRON0008-003 06/01/2021

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH (N.E. 2/3),  
WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 40.57	28.40

Paid Holidays: New Year's Day, Memorial Day, July 4th, Labor  
Day, Thanksgiving Day & Christmas Day.

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\* IRON0383-001 06/06/2021

ADAMS, COLUMBIA, CRAWFORD, DANE, DODGE, FLORENCE, FOREST,  
GRANT, GREENE, (Excluding S.E. tip), GREEN LAKE, IOWA,  
JEFFERSON, JUNEAU, LA CROSSE, LAFAYETTE, LANGLADE, MARATHON,  
MARQUETTE, MENOMINEE, MONROE, PORTAGE, RICHLAND, ROCK (Northern  
area, vicinity of Edgerton and Milton), SAUK, VERNON, WAUPACA,  
WAUSHARA, AND WOOD COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 37.75	27.06

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IRON0498-005 06/01/2019

GREEN (S.E. 1/3), ROCK (South of Edgerton and Milton), and  
WALWORTH (S.W. 1/3) COUNTIES:

	Rates	Fringes
IRONWORKER.....	\$ 40.25	40.53
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IRON0512-008 06/03/2019		

BARRON, BUFFALO, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, JACKSON, PEPIN, PIERCE, POLK, RUSK, ST CROIX, TAYLOR, AND TREMPPEALEAU COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 37.60	29.40
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IRON0512-021 05/03/2021		

ASHLAND, BAYFIELD, BURNETT, DOUGLAS, IRON, LINCOLN, ONEIDA, PRICE, SAWYER, VILAS AND WASHBURN COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 35.09	31.80
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LABO0113-002 06/01/2020		

MILWAUKEE AND WAUKESHA COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 30.05	22.26
Group 2.....	\$ 30.20	22.26
Group 3.....	\$ 30.40	22.26
Group 4.....	\$ 30.55	22.26
Group 5.....	\$ 30.70	22.26
Group 6.....	\$ 26.54	22.26

LABORERS CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler

(Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster and Powderman

GROUP 6: Flagperson; traffic control person

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LAB00113-003 06/01/2020

OZAUKEE AND WASHINGTON COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 29.30	22.26
Group 2.....	\$ 29.40	22.26
Group 3.....	\$ 29.45	22.26
Group 4.....	\$ 29.65	22.26
Group 5.....	\$ 29.50	22.26
Group 6.....	\$ 26.39	22.26

LABORERS CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson and Traffic Control Person

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LAB00113-011 06/01/2020

KENOSHA AND RACINE COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 29.11	22.26
Group 2.....	\$ 29.26	22.26
Group 3.....	\$ 29.46	22.26
Group 4.....	\$ 29.43	22.26
Group 5.....	\$ 29.76	22.26
Group 6.....	\$ 26.25	22.26

LABORERS CLASSIFICATIONS:

GROUP 1: General laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster and Powderman

GROUP 6: Flagman; traffic control person

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LAB00140-002 06/01/2020

ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE,

RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CROIX, TAYLOR, TREMPLEAU, VERNON, VILLAS, WALWORTH, WASHBURN, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 33.72	17.95
Group 2.....	\$ 33.82	17.95
Group 3.....	\$ 33.87	17.95
Group 4.....	\$ 34.07	17.95
Group 5.....	\$ 33.92	17.95
Group 6.....	\$ 30.35	17.95

LABORER CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator, Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson; Traffic Control

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LAB00464-003 06/01/2020

DANE COUNTY

	Rates	Fringes
LABORER		
Group 1.....	\$ 34.00	17.95
Group 2.....	\$ 34.10	17.95
Group 3.....	\$ 34.15	17.95



Group 4.....	\$ 34.35	17.95
Group 5.....	\$ 34.20	17.95
Group 6.....	\$ 30.35	17.95

LABORERS CLASSIFICATIONS:

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; Powderman

GROUP 6: Flagperson and Traffic Control Person

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PAIN0106-008 05/01/2017

ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES

	Rates	Fringes
Painters:		
New:		
Brush, Roller.....	\$ 30.33	17.27
Spray, Sandblast, Steel....	\$ 30.93	17.27
Repaint:		
Brush, Roller.....	\$ 28.83	17.27
Spray, Sandblast, Steel....	\$ 29.43	17.27

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PAIN0108-002 06/01/2019

RACINE COUNTY

	Rates	Fringes
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Painters:

Brush, Roller.....	\$ 36.08	20.36
Spray & Sandblast.....	\$ 37.08	20.36

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PAIN0259-002 05/01/2008

BARRON, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK,  
SAWYER, ST. CROIX, AND WASHBURN COUNTIES

	Rates	Fringes
PAINTER.....	\$ 24.11	12.15

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PAIN0259-004 05/01/2015

BUFFALO, CRAWFORD, JACKSON, LA CROSSE, MONROE, TREMPLEAU, AND  
VERNON COUNTIES

	Rates	Fringes
PAINTER.....	\$ 22.03	12.45

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PAIN0781-002 06/01/2019

JEFFERSON, MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Painters:		
Bridge.....	\$ 33.30	23.86
Brush.....	\$ 32.95	23.86
Spray & Sandblast.....	\$ 33.70	23.86

-----  
PAIN0802-002 06/01/2019

COLUMBIA, DANE, DODGE, GRANT, GREEN, IOWA, LAFAYETTE, RICHLAND,  
ROCK, AND SAUK COUNTIES

	Rates	Fringes
PAINTER		
Brush.....	\$ 30.93	18.44

PREMIUM PAY:  
Structural Steel, Spray, Bridges = \$1.00 additional per  
hour.

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PAIN0802-003 06/01/2019

ADAMS, BROWN, CALUMET, CLARK, DOOR, FOND DU LAC, FOREST, GREEN LAKE, IRON, JUNEAU, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, PORTAGE, PRICE, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WAUSHARA, WAUPACA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
PAINTER.....	\$ 30.93	18.58

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PAIN0934-001 06/01/2017

KENOSHA AND WALWORTH COUNTIES

	Rates	Fringes
Painters:		
Brush.....	\$ 33.74	18.95
Spray.....	\$ 34.74	18.95
Structural Steel.....	\$ 33.89	18.95

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PAIN1011-002 06/02/2019

FLORENCE COUNTY

	Rates	Fringes
Painters:.....	\$ 25.76	13.33

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PLAS0599-010 06/01/2017

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER		
Area 1.....	\$ 39.46	17.17
Area 2 (BAC).....	\$ 35.07	19.75
Area 3.....	\$ 35.61	19.40
Area 4.....	\$ 34.70	20.51
Area 5.....	\$ 36.27	18.73
Area 6.....	\$ 32.02	22.99

AREA DESCRIPTIONS

AREA 1: BAYFIELD, DOUGLAS, PRICE, SAWYER, AND WASHBURN COUNTIES

AREA 2: ADAMS, ASHLAND, BARRON, BROWN, BURNETT, CALUMET,

CHIPPEWA, CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE,  
 FOND DU LAC, FOREST, GREEN LAKE, IRON, JEFFERSON, KEWAUNEE,  
 LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE,  
 MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, POLK,  
 PORTAGE, RUSK, ST CROIX, SAUK, SHAWANO, SHEBOYGAN, TAYLOR,  
 VILAS, WALWORTH, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD  
 COUNTIES

AREA 3: BUFFALO, CRAWFORD, EAU CLAIRE, JACKSON, JUNEAU, LA  
 CROSSE MONROE, PEPIN, PIERCE, RICHLAND, TREMPPEALEAU, AND  
 VERNON COUNTIES

AREA 4: MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

AREA 5: DANE, GRANT, GREEN, IOWA, LAFAYETTE, AND ROCK  
 COUNTIES

AREA 6: KENOSHA AND RACINE COUNTIES

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 \* TEAM0039-001 06/01/2021

	Rates	Fringes
TRUCK DRIVER		
1 & 2 Axles.....	\$ 32.57	23.81
3 or more Axles; Euclids, Dumptor & Articulated, Truck Mechanic.....	\$ 32.72	23.81
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WELL DRILLER.....	\$ 16.52	3.70
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WELDERS - Receive rate prescribed for craft performing  
 operation to which welding is incidental.

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 Note: Executive Order (EO) 13706, Establishing Paid Sick Leave  
 for Federal Contractors applies to all contracts subject to the  
 Davis-Bacon Act for which the contract is awarded (and any  
 solicitation was issued) on or after January 1, 2017. If this  
 contract is covered by the EO, the contractor must provide  
 employees with 1 hour of paid sick leave for every 30 hours  
 they work, up to 56 hours of paid sick leave each year.  
 Employees must be permitted to use paid sick leave for their  
 own illness, injury or other health-related needs, including  
 preventive care; to assist a family member (or person who is  
 like family to the employee) who is ill, injured, or has other

health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts).

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

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The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

#### Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

#### Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average

rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

#### Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

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#### WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- \* an existing published wage determination
- \* a survey underlying a wage determination
- \* a Wage and Hour Division letter setting forth a position on a wage determination matter
- \* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted

because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations  
Wage and Hour Division  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION"

**August 2018**

**NOTICE TO BIDDERS  
WAGE RATE DECISION**

The wage rate decision of the Department of Labor which has been incorporated in these advertised specifications is incomplete in that the classifications may be omitted from the Department of Labor's decision.

Since the bidder is responsible, independently, for ascertaining area practice with respect to the necessity, or lack of necessity, for the use of these classifications in the prosecution of the work contemplated by this project, no inference may be drawn from the omission of these classifications concerning prevailing area practices relative to their use. Further, this omission will not, per se, be construed as establishing any governmental liability for increased labor cost if it is subsequently determined that such classifications are required.

There may be omissions and/or errors in the federal wage rates. The bidder is responsible for evaluating and determining the correct applicable rate.

If a project includes multiple types of construction (highway, bridge over navigable water, sanitary sewer and water main, building) and there is not a separate wage determination for this type of work included in the proposal, use the wage determination that is in the proposal.

If a project includes multiple types of construction, different wage rate determinations may be inserted into the contract (WI10/Highway = in all WisDOT highway contracts, WI15/Heavy = bridge over navigable water per USDOL and US Coast Guard designation, WI8/Heavy (Sewer & Water Line & Tunnel) = sanitary sewer and water main if the cost is more than 20% of the contract and/or at least \$1,000,000, and Building). If multiple wage rate determinations are inserted into the contract, use the classification in the wage determination for the work being done. Use WI15 wage rates when working on the bridge and/or structure from bank to bank. Use WI8 wage rates when working on any sanitary sewer or water main work. Use Building wage rates for all work done within the footprint of the building. Use WI10 wage rates for all other highway work in the contract and approaches to structures. For example, if a laborer is working within the footprint of a building, use the Laborer rate in the Building wage determination inserted in the contract. If a laborer is working on a bridge/structure within the banks, use the Laborer rate in the WI15/Heavy wage determination if inserted in the contract. If the laborer is working on the highway, use the Laborer rate in the WI10/Highway wage determination.





Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	201.0105 Clearing	363.000 STA	_____.	_____.
0004	201.0120 Clearing	390.000 ID	_____.	_____.
0006	201.0205 Grubbing	363.000 STA	_____.	_____.
0008	201.0220 Grubbing	390.000 ID	_____.	_____.
0010	203.0100 Removing Small Pipe Culverts	22.000 EACH	_____.	_____.
0012	203.0211.S Abatement of Asbestos Containing Material (structure) 4000. B-45-24	1.000 EACH	_____.	_____.
0014	203.0211.S Abatement of Asbestos Containing Material (structure) 4001. B-45-22	1.000 EACH	_____.	_____.
0016	203.0211.S Abatement of Asbestos Containing Material (structure) 4002. B-45-23	1.000 EACH	_____.	_____.
0018	203.0211.S Abatement of Asbestos Containing Material (structure) 4003. B-45-24	1.000 EACH	_____.	_____.
0020	203.0211.S Abatement of Asbestos Containing Material (structure) 4004. B-45-25	1.000 EACH	_____.	_____.
0022	203.0220 Removing Structure (structure) 4000. B-45-24	1.000 EACH	_____.	_____.
0024	203.0220 Removing Structure (structure) 4001. B-45-22	1.000 EACH	_____.	_____.
0026	203.0220 Removing Structure (structure) 4002. B-45-25	1.000 EACH	_____.	_____.
0028	203.0220 Removing Structure (structure) 4003. B-45-21	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0030	203.0220 Removing Structure (structure) 4004. B-45-24	1.000 EACH	_____.	_____.
0032	203.0220 Removing Structure (structure) 4005. B-45-23	1.000 EACH	_____.	_____.
0034	203.0220 Removing Structure (structure) 4006. B-45-28	1.000 EACH	_____.	_____.
0036	203.0330 Debris Containment (structure) 4001. B-45-21	1.000 EACH	_____.	_____.
0038	204.0100 Removing Concrete Pavement	174,860.000 SY	_____.	_____.
0040	204.0109.S Removing Concrete Surface Partial Depth	50,000.000 SF	_____.	_____.
0042	204.0150 Removing Curb & Gutter	2,655.000 LF	_____.	_____.
0044	204.0157 Removing Concrete Barrier	168.000 LF	_____.	_____.
0046	204.0165 Removing Guardrail	5,331.000 LF	_____.	_____.
0048	204.0170 Removing Fence	58,757.000 LF	_____.	_____.
0050	204.0180 Removing Delineators and Markers	319.000 EACH	_____.	_____.
0052	204.0190 Removing Surface Drains	2.000 EACH	_____.	_____.
0054	204.0195 Removing Concrete Bases	33.000 EACH	_____.	_____.
0056	204.0220 Removing Inlets	91.000 EACH	_____.	_____.
0058	204.0245 Removing Storm Sewer (size) 0001. 12-Inch	318.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0060	204.0245 Removing Storm Sewer (size) 0002. 15-Inch	308.000 LF	_____.	_____.
0062	204.0245 Removing Storm Sewer (size) 0003. 18-Inch	1,369.000 LF	_____.	_____.
0064	204.0245 Removing Storm Sewer (size) 0004. 24-Inch	115.000 LF	_____.	_____.
0066	204.0245 Removing Storm Sewer (size) 0005. 36-Inch	143.000 LF	_____.	_____.
0068	204.0260 Abandoning Inlets	28.000 EACH	_____.	_____.
0070	204.0265 Abandoning Wells	8.000 EACH	_____.	_____.
0072	204.0280 Sealing Pipes	65.000 EACH	_____.	_____.
0074	204.0291.S Abandoning Sewer	100.000 CY	_____.	_____.
0076	204.9035.S Removing (item description) 0001. Removing Riprap	81.000 CY	_____.	_____.
0078	204.9060.S Removing (item description) 0001. Removing Cable Barrier Terminal	35.000 EACH	_____.	_____.
0080	204.9060.S Removing (item description) 0002. Removing Apron Endwalls	44.000 EACH	_____.	_____.
0082	204.9060.S Removing (item description) 1001. Removing Lighting Units	8.000 EACH	_____.	_____.
0084	204.9060.S Removing (item description) 3101. Removing Traffic Signals CTH W & Highland Rd	1.000 EACH	_____.	_____.
0086	204.9060.S Removing (item description) 3102. Removing Traffic Signals Cth C & Cth W	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0088	204.9060.S Removing (item description) 3103. Removing Traffic Signals IH 43 NB Ramps & Cth C	1.000 EACH	_____.	_____.
0090	204.9060.S Removing (item description) 3104. Removing Loop Detector Wire & Lead in Cable CTH W & Highland Rd	1.000 EACH	_____.	_____.
0092	204.9060.S Removing (item description) 3105. Removing Loop Detector Wire and Lead- In Cable Cth C & Cth W	1.000 EACH	_____.	_____.
0094	204.9060.S Removing (item description) 3106. Removing Loop Detector Wire & Lead-In Cable IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
0096	204.9090.S Removing (item description) 0001. Removing Cable Barrier	30,972.000 LF	_____.	_____.
0098	204.9090.S Removing (item description) 0002. Removing Draintile	20,000.000 LF	_____.	_____.
0100	204.9090.S Removing (item description) 0003. Removing Underdrain	65,000.000 LF	_____.	_____.
0102	204.9090.S Removing (item description) 0005. Removing Temporary Precast Trench Drain	2,957.000 LF	_____.	_____.
0104	205.0100 Excavation Common	426,025.000 CY	_____.	_____.
0106	205.3000.S Temporary Emergency Pullouts	7.000 EACH	_____.	_____.
0108	206.1000 Excavation for Structures Bridges (structure) 0001. B-45-111	LS	LUMP SUM	_____.
0110	206.1000 Excavation for Structures Bridges (structure) 4001. B-45-105	LS	LUMP SUM	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0112	206.1000 Excavation for Structures Bridges (structure) 4002. B-45-107	LS	LUMP SUM	_____.
0114	206.1000 Excavation for Structures Bridges (structure) 4003. B-45-110	LS	LUMP SUM	_____.
0116	206.1000 Excavation for Structures Bridges (structure) 4004. B-45-108	LS	LUMP SUM	_____.
0118	206.2000 Excavation for Structures Culverts (structure) 4000. B-45-28	LS	LUMP SUM	_____.
0120	206.5000 Cofferdams (structure) 4000. B-45-28	LS	LUMP SUM	_____.
0122	209.0200.S Backfill Controlled Low Strength	1,524.000 CY	_____.	_____.
0124	210.1500 Backfill Structure Type A	3,594.000 TON	_____.	_____.
0126	210.2500 Backfill Structure Type B	22.000 TON	_____.	_____.
0128	213.0100 Finishing Roadway (project) 0001. 1229-04-76	1.000 EACH	_____.	_____.
0130	305.0110 Base Aggregate Dense 3/4-Inch	13,112.000 TON	_____.	_____.
0132	305.0120 Base Aggregate Dense 1 1/4-Inch	367,682.000 TON	_____.	_____.
0134	311.0110 Breaker Run	760,073.000 TON	_____.	_____.
0136	311.0115 Breaker Run	4.000 CY	_____.	_____.
0138	371.2000.S QMP Base Aggregate Dense 1 1/4-Inch Compaction	195.000 EACH	_____.	_____.
0140	390.0203 Base Patching Asphaltic	15,000.000 SY	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0142	415.0410 Concrete Pavement Approach Slab	1,144.000 SY	_____	_____
0144	416.0170 Concrete Driveway 7-Inch	61.000 SY	_____	_____
0146	416.0620 Drilled Dowel Bars	114.000 EACH	_____	_____
0148	416.1010 Concrete Surface Drains	17.000 CY	_____	_____
0150	416.1110 Concrete Shoulder Rumble Strips	113,095.000 LF	_____	_____
0152	450.1100.S Asphaltic Mixture For Extreme Conditions	400.000 TON	_____	_____
0154	455.0605 Tack Coat	16,429.000 GAL	_____	_____
0156	460.2000 Incentive Density HMA Pavement	41,934.000 DOL	1.00000	41,934.00
0158	460.6223 HMA Pavement 3 MT 58-28 S	36,806.000 TON	_____	_____
0160	460.6224 HMA Pavement 4 MT 58-28 S	15,524.000 TON	_____	_____
0162	465.0120 Asphaltic Surface Driveways and Field Entrances	197.000 TON	_____	_____
0164	465.0125 Asphaltic Surface Temporary	13,367.000 TON	_____	_____
0166	465.0315 Asphaltic Flumes	156.000 SY	_____	_____
0168	495.1000.S Cold patch	1,000.000 TON	_____	_____
0170	501.1000.S Ice Hot Weather Concreting	69,343.000 LB	_____	_____
0172	502.0100 Concrete Masonry Bridges	1,294.000 CY	_____	_____



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0174	502.3200 Protective Surface Treatment	8,520.000 SY	_____.	_____.
0176	502.3210 Pigmented Surface Sealer	2,254.000 SY	_____.	_____.
0178	503.0137 Prestressed Girder Type I 36W-Inch	4,197.000 LF	_____.	_____.
0180	503.0146 Prestressed Girder Type I 45W-Inch	4,160.000 LF	_____.	_____.
0182	504.0100 Concrete Masonry Culverts	6.000 CY	_____.	_____.
0184	504.0500 Concrete Masonry Retaining Walls	1,392.000 CY	_____.	_____.
0186	505.0400 Bar Steel Reinforcement HS Structures	69,655.000 LB	_____.	_____.
0188	505.0600 Bar Steel Reinforcement HS Coated Structures	848,410.000 LB	_____.	_____.
0190	505.0800.S Bar Steel Reinforcement HS Stainless Structures	8,760.000 LB	_____.	_____.
0192	506.2605 Bearing Pads Elastomeric Non-Laminated	174.000 EACH	_____.	_____.
0194	506.4000 Steel Diaphragms (structure) 0001. B-45-111	14.000 EACH	_____.	_____.
0196	506.4000 Steel Diaphragms (structure) 4000. B-45-105	28.000 EACH	_____.	_____.
0198	506.4000 Steel Diaphragms (structure) 4001. B-45-108	32.000 EACH	_____.	_____.
0200	506.4000 Steel Diaphragms (structure) 4002. B-45-107	32.000 EACH	_____.	_____.
0202	506.4000 Steel Diaphragms (structure) 4003. B-45-110	14.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0204	506.4000 Steel Diaphragms (structure) 4004. B-45-109	36.000 EACH	_____.	_____.
0206	509.5100.S Polymer Overlay	1,142.000 SY	_____.	_____.
0208	511.1100 Temporary Shoring	15,775.000 SF	_____.	_____.
0210	511.1200 Temporary Shoring (structure) 4000. B-45-28	200.000 SF	_____.	_____.
0212	511.1200 Temporary Shoring (structure) 4001. R-45-23	1,070.000 SF	_____.	_____.
0214	511.1200 Temporary Shoring (structure) 4002. R-45-26	1,070.000 SF	_____.	_____.
0216	513.2001 Railing Pipe	4,171.000 LF	_____.	_____.
0218	513.4091 Railing Tubular Screening	948.000 LF	_____.	_____.
0220	516.0500 Rubberized Membrane Waterproofing	352.000 SY	_____.	_____.
0222	520.8000 Concrete Collars for Pipe	313.000 EACH	_____.	_____.
0224	522.0118 Culvert Pipe Reinforced Concrete Class III 18-Inch	61.000 LF	_____.	_____.
0226	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	715.000 LF	_____.	_____.
0228	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	235.000 LF	_____.	_____.
0230	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	441.000 LF	_____.	_____.





Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0232	522.0142 Culvert Pipe Reinforced Concrete Class III 42-Inch	129.000 LF	_____.	_____.
0234	522.0415 Culvert Pipe Reinforced Concrete Class IV 15-Inch	77.000 LF	_____.	_____.
0236	522.0424 Culvert Pipe Reinforced Concrete Class IV 24-Inch	397.000 LF	_____.	_____.
0238	522.0430 Culvert Pipe Reinforced Concrete Class IV 30-Inch	418.000 LF	_____.	_____.
0240	522.0524 Culvert Pipe Reinforced Concrete Class V 24-Inch	240.000 LF	_____.	_____.
0242	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	11.000 EACH	_____.	_____.
0244	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	70.000 EACH	_____.	_____.
0246	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	46.000 EACH	_____.	_____.
0248	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	28.000 EACH	_____.	_____.
0250	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	28.000 EACH	_____.	_____.
0252	522.1042 Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	4.000 EACH	_____.	_____.
0254	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	4.000 EACH	_____.	_____.
0256	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0258	522.2338 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 38x60-Inch	404.000 LF	_____.	_____.
0260	522.2429 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	336.000 LF	_____.	_____.
0262	522.2434 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	339.000 LF	_____.	_____.
0264	522.2629 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	4.000 EACH	_____.	_____.
0266	522.2634 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	5.000 EACH	_____.	_____.
0268	522.2638 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 38x60-Inch	4.000 EACH	_____.	_____.
0270	531.1100 Concrete Masonry Ancillary Structures Type NS	39.000 CY	_____.	_____.
0272	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	5,000.000 LB	_____.	_____.
0274	531.2024 Drilling Shaft 24-Inch	240.000 LF	_____.	_____.
0276	531.2030 Drilling Shaft 30-Inch	26.000 LF	_____.	_____.
0278	531.2036 Drilling Shaft 36-Inch	296.000 LF	_____.	_____.
0280	531.4050 Foundation Camera Pole 50-FT	3.000 EACH	_____.	_____.



## Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0282	531.5220 Foundation Single-Shaft Type MF-II (structure) 1000. S-45-0225	2.000 EACH	_____.	_____.
0284	531.5310 Foundation Single-Shaft Type TC-I (structure) 1000. S-45-223	1.000 EACH	_____.	_____.
0286	531.6010 Foundation Two-Shaft Type FC-I (structure) 5000. S-45-008	1.000 EACH	_____.	_____.
0288	531.6010 Foundation Two-Shaft Type FC-I (structure) 6000. S-45-0009	1.000 EACH	_____.	_____.
0290	531.6010 Foundation Two-Shaft Type FC-I (structure) 7000. S-45-0010	1.000 EACH	_____.	_____.
0292	531.6010 Foundation Two-Shaft Type FC-I (structure) 8000. S-45-0011	1.000 EACH	_____.	_____.
0294	531.6010 Foundation Two-Shaft Type FC-I (structure) 9000. S-45-0012	1.000 EACH	_____.	_____.
0296	531.6120 Foundation Two-Shaft Type FF-II (structure) 1000. S-45-403	1.000 EACH	_____.	_____.
0298	532.5220 Monotube Full Span Type II (structure) 1001. S-45-0225	1.000 EACH	_____.	_____.
0300	532.5310 Truss Cantilever 2-Chord Type I (structure) 1001. S-45-223	1.000 EACH	_____.	_____.
0302	532.6010 Truss Cantilever 4-Chord Type I (structure) 5001. S-45-008	1.000 EACH	_____.	_____.
0304	532.6010 Truss Cantilever 4-Chord Type I (structure) 6001. S-45-0009	1.000 EACH	_____.	_____.
0306	532.6010 Truss Cantilever 4-Chord Type I (structure) 7001. S-45-0010	1.000 EACH	_____.	_____.



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Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0308	532.6010 Truss Cantilever 4-Chord Type I (structure) 8001. S-45-0011	1.000 EACH	_____.	_____.
0310	532.6010 Truss Cantilever 4-Chord Type I (structure) 9001. S-45-0012	1.000 EACH	_____.	_____.
0312	532.6120 Truss Full Span 4-Chord Type II (structure) 1001. S-45-403	1.000 EACH	_____.	_____.
0314	541.0300.S Noise Barriers Double-Sided Sound Absorptive (structure) 5000. N-45-004	56,910.000 SF	_____.	_____.
0316	550.0010 Pre-Boring Unconsolidated Materials	21.000 LF	_____.	_____.
0318	550.0500 Pile Points	52.000 EACH	_____.	_____.
0320	550.1120 Piling Steel HP 12-Inch X 53 Lb	3,780.000 LF	_____.	_____.
0322	550.2126 Piling CIP Concrete 12 3/4 X 0.375-Inch	13,380.000 LF	_____.	_____.
0324	550.2128 Piling CIP Concrete 12 3/4 X 0.50-Inch	2,600.000 LF	_____.	_____.
0326	601.0409 Concrete Curb & Gutter 30-Inch Type A	731.000 LF	_____.	_____.
0328	601.0411 Concrete Curb & Gutter 30-Inch Type D	11,604.000 LF	_____.	_____.
0330	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	200.000 LF	_____.	_____.
0332	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	277.000 LF	_____.	_____.
0334	601.0590 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	403.000 LF	_____.	_____.
0336	601.0600 Concrete Curb Pedestrian	24.000 LF	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0338	602.0410 Concrete Sidewalk 5-Inch	25,312.000 SF	_____	_____
0340	602.0415 Concrete Sidewalk 6-Inch	2,056.000 SF	_____	_____
0342	602.0505 Curb Ramp Detectable Warning Field Yellow	146.000 SF	_____	_____
0344	602.0605 Curb Ramp Detectable Warning Field Radial Yellow	107.000 SF	_____	_____
0346	603.1442 Concrete Barrier Type S42C	275.000 LF	_____	_____
0348	603.1456 Concrete Barrier Type S56C	98.000 LF	_____	_____
0350	603.3559 Concrete Barrier Transition Type S42 to S56	8.000 EACH	_____	_____
0352	603.3655 Concrete Barrier Transition Type V42 to S42	6.000 EACH	_____	_____
0354	603.8000 Concrete Barrier Temporary Precast Delivered	226,725.000 LF	_____	_____
0356	603.8125 Concrete Barrier Temporary Precast Installed	292,575.000 LF	_____	_____
0358	603.8500 Anchoring Concrete Barrier Temporary Precast	106,850.000 LF	_____	_____
0360	603.8505 Anchoring Concrete Barrier Temporary Precast on Bridge Decks	100.000 LF	_____	_____
0362	604.0400 Slope Paving Concrete	740.000 SY	_____	_____
0364	604.0500 Slope Paving Crushed Aggregate	939.000 SY	_____	_____
0366	606.0200 Riprap Medium	1,109.000 CY	_____	_____



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0368	606.0300 Riprap Heavy	6.000 CY	_____.	_____.
0370	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	1,115.000 LF	_____.	_____.
0372	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	2,555.000 LF	_____.	_____.
0374	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	4,586.000 LF	_____.	_____.
0376	608.0330 Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	549.000 LF	_____.	_____.
0378	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	1,450.000 LF	_____.	_____.
0380	608.0348 Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	24.000 LF	_____.	_____.
0382	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	392.000 LF	_____.	_____.
0384	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	48.000 LF	_____.	_____.
0386	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	6,479.000 LF	_____.	_____.
0388	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	2,750.000 LF	_____.	_____.
0390	608.0430 Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	767.000 LF	_____.	_____.
0392	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	287.000 LF	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0394	608.0448 Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	16.000 LF	_____.	_____.
0396	608.0512 Storm Sewer Pipe Reinforced Concrete Class V 12-Inch	2,000.000 LF	_____.	_____.
0398	608.0536 Storm Sewer Pipe Reinforced Concrete Class V 36-Inch	916.000 LF	_____.	_____.
0400	608.0560 Storm Sewer Pipe Reinforced Concrete Class V 60-Inch	458.000 LF	_____.	_____.
0402	608.2434 Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	386.000 LF	_____.	_____.
0404	611.0530 Manhole Covers Type J	6.000 EACH	_____.	_____.
0406	611.0535 Manhole Covers Type J-Special	46.000 EACH	_____.	_____.
0408	611.0606 Inlet Covers Type B	4.000 EACH	_____.	_____.
0410	611.0610 Inlet Covers Type BW	53.000 EACH	_____.	_____.
0412	611.0612 Inlet Covers Type C	10.000 EACH	_____.	_____.
0414	611.0624 Inlet Covers Type H	50.000 EACH	_____.	_____.
0416	611.0639 Inlet Covers Type H-S	8.000 EACH	_____.	_____.
0418	611.0642 Inlet Covers Type MS	354.000 EACH	_____.	_____.
0420	611.2004 Manholes 4-FT Diameter	11.000 EACH	_____.	_____.
0422	611.2005 Manholes 5-FT Diameter	37.000 EACH	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0424	611.2006 Manholes 6-FT Diameter	10.000 EACH	_____.	_____.
0426	611.2007 Manholes 7-FT Diameter	4.000 EACH	_____.	_____.
0428	611.2008 Manholes 8-FT Diameter	1.000 EACH	_____.	_____.
0430	611.3004 Inlets 4-FT Diameter	65.000 EACH	_____.	_____.
0432	611.3220 Inlets 2x2-FT	4.000 EACH	_____.	_____.
0434	611.3225 Inlets 2x2.5-FT	8.000 EACH	_____.	_____.
0436	611.3230 Inlets 2x3-FT	16.000 EACH	_____.	_____.
0438	611.3902 Inlets Median 2 Grate	177.000 EACH	_____.	_____.
0440	611.8120.S Cover Plates Temporary	43.000 EACH	_____.	_____.
0442	612.0106 Pipe Underdrain 6-Inch	100,628.000 LF	_____.	_____.
0444	612.0206 Pipe Underdrain Unperforated 6-Inch	8,031.000 LF	_____.	_____.
0446	612.0406 Pipe Underdrain Wrapped 6-Inch	40,101.000 LF	_____.	_____.
0448	612.0700 Drain Tile Exploration	2,000.000 LF	_____.	_____.
0450	612.0806 Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	421.000 EACH	_____.	_____.
0452	613.1100.S Cable Barrier Type 1	2,900.000 LF	_____.	_____.
0454	613.1200.S Cable Barrier End Terminal Type 1	5.000 EACH	_____.	_____.





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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0456	614.0150 Anchor Assemblies for Steel Plate Beam Guard	12.000 EACH	_____.	_____.
0458	614.0395 Guardrail Mow Strip Concrete	187.000 SY	_____.	_____.
0460	614.0800 Crash Cushions Permanent	2.000 EACH	_____.	_____.
0462	614.0905 Crash Cushions Temporary	46.000 EACH	_____.	_____.
0464	614.2300 MGS Guardrail 3	58,586.000 LF	_____.	_____.
0466	614.2340 MGS Guardrail 3 L	850.000 LF	_____.	_____.
0468	614.2500 MGS Thrie Beam Transition	924.000 LF	_____.	_____.
0470	614.2610 MGS Guardrail Terminal EAT	30.000 EACH	_____.	_____.
0472	614.2620 MGS Guardrail Terminal Type 2	14.000 EACH	_____.	_____.
0474	616.0100 Fence Woven Wire (height) 0001. 5-Foot	54,882.000 LF	_____.	_____.
0476	616.0329 Gates Chain Link (width) 0001. 12-Foot	5.000 EACH	_____.	_____.
0478	616.0700.S Fence Safety	15,000.000 LF	_____.	_____.
0480	618.0100 Maintenance And Repair of Haul Roads (project) 0001. 1229-04-76	1.000 EACH	_____.	_____.
0482	619.1000 Mobilization	1.000 EACH	_____.	_____.
0484	620.0200 Concrete Median Blunt Nose	100.000 SF	_____.	_____.
0486	620.0300 Concrete Median Sloped Nose	1,973.000 SF	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0488	624.0100 Water	11,600.000 MGAL	_____.	_____.
0490	627.0200 Mulching	60,000.000 SY	_____.	_____.
0492	628.1104 Erosion Bales	1,000.000 EACH	_____.	_____.
0494	628.1504 Silt Fence	70,029.000 LF	_____.	_____.
0496	628.1520 Silt Fence Maintenance	70,029.000 LF	_____.	_____.
0498	628.1905 Mobilizations Erosion Control	4.000 EACH	_____.	_____.
0500	628.1910 Mobilizations Emergency Erosion Control	8.000 EACH	_____.	_____.
0502	628.2008 Erosion Mat Urban Class I Type B	10,973.000 SY	_____.	_____.
0504	628.2023 Erosion Mat Class II Type B	618,380.000 SY	_____.	_____.
0506	628.6510 Soil Stabilizer Type B	14.000 ACRE	_____.	_____.
0508	628.7005 Inlet Protection Type A	285.000 EACH	_____.	_____.
0510	628.7010 Inlet Protection Type B	66.000 EACH	_____.	_____.
0512	628.7015 Inlet Protection Type C	50.000 EACH	_____.	_____.
0514	628.7020 Inlet Protection Type D	9.000 EACH	_____.	_____.
0516	628.7504 Temporary Ditch Checks	12,034.000 LF	_____.	_____.
0518	628.7515.S Stone Ditch Checks	30.000 CY	_____.	_____.
0520	628.7555 Culvert Pipe Checks	312.000 EACH	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0522	628.7560 Tracking Pads	8.000 EACH	_____.	_____.
0524	628.7570 Rock Bags	500.000 EACH	_____.	_____.
0526	629.0210 Fertilizer Type B	389.000 CWT	_____.	_____.
0528	630.0120 Seeding Mixture No. 20	619.000 LB	_____.	_____.
0530	630.0200 Seeding Temporary	12,640.000 LB	_____.	_____.
0532	630.0500 Seed Water	3,820.000 MGAL	_____.	_____.
0534	631.1000 Sod Lawn	4,211.000 SY	_____.	_____.
0536	632.0201 Shrubs (species) (size) (root) 0001. Ninebark, CG, 1.5-Ft	350.000 EACH	_____.	_____.
0538	632.0201 Shrubs (species) (size) (root) 0002. Redosier Dogwood, CG, 1.5-Ft	350.000 EACH	_____.	_____.
0540	632.0201 Shrubs (species) (size) (root) 0003. Filbert, CG, 1.5-Ft	350.000 EACH	_____.	_____.
0542	632.9101 Landscape Planting Surveillance and Care Cycles	26.000 EACH	_____.	_____.
0544	633.0100 Delineator Posts Steel	268.000 EACH	_____.	_____.
0546	633.0500 Delineator Reflectors	268.000 EACH	_____.	_____.
0548	633.1000 Delineators Barrier Wall	118.000 EACH	_____.	_____.
0550	633.5200 Markers Culvert End	205.000 EACH	_____.	_____.
0552	634.0618 Posts Wood 4x6-Inch X 18-FT	195.000 EACH	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0554	634.0622 Posts Wood 4x6-Inch X 22-FT	106.000 EACH	_____	_____
0556	634.0814 Posts Tubular Steel 2x2-Inch X 14-FT	71.000 EACH	_____	_____
0558	634.0885 Posts Tubular Steel 2x2-Inch X 8.5-FT	6.000 EACH	_____	_____
0560	635.0200 Sign Supports Structural Steel HS	22,100.000 LB	_____	_____
0562	637.1220 Signs Type I Reflective SH	3,174.500 SF	_____	_____
0564	637.2210 Signs Type II Reflective H	3,378.720 SF	_____	_____
0566	637.2215 Signs Type II Reflective H Folding	185.660 SF	_____	_____
0568	637.2230 Signs Type II Reflective F	669.000 SF	_____	_____
0570	638.2101 Moving Signs Type I	3.000 EACH	_____	_____
0572	638.2102 Moving Signs Type II	1.000 EACH	_____	_____
0574	638.2601 Removing Signs Type I	21.000 EACH	_____	_____
0576	638.2602 Removing Signs Type II	247.000 EACH	_____	_____
0578	638.3000 Removing Small Sign Supports	279.000 EACH	_____	_____
0580	638.3100 Removing Structural Steel Sign Supports	42.000 EACH	_____	_____
0582	643.0300 Traffic Control Drums	184,193.000 DAY	_____	_____
0584	643.0420 Traffic Control Barricades Type III	35,395.000 DAY	_____	_____
0586	643.0705 Traffic Control Warning Lights Type A	70,789.000 DAY	_____	_____



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0588	643.0715 Traffic Control Warning Lights Type C	18,755.000 DAY	_____.	_____.
0590	643.0800 Traffic Control Arrow Boards	2,331.000 DAY	_____.	_____.
0592	643.0900 Traffic Control Signs	189,439.000 DAY	_____.	_____.
0594	643.0910 Traffic Control Covering Signs Type I	11.000 EACH	_____.	_____.
0596	643.0920 Traffic Control Covering Signs Type II	25.000 EACH	_____.	_____.
0598	643.1000 Traffic Control Signs Fixed Message	1,867.000 SF	_____.	_____.
0600	643.1050 Traffic Control Signs PCMS	1,438.000 DAY	_____.	_____.
0602	643.1055.S Truck or Trailer Mounted Attenuator	200.000 DAY	_____.	_____.
0604	643.1205.S Basic Traffic Queue Warning System	300.000 DAY	_____.	_____.
0606	643.4100.S Traffic Control Interim Lane Closure	200.000 EACH	_____.	_____.
0608	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0610	645.0111 Geotextile Type DF Schedule A	66,830.000 SY	_____.	_____.
0612	645.0120 Geotextile Type HR	1,550.000 SY	_____.	_____.
0614	645.0130 Geotextile Type R	600.000 SY	_____.	_____.
0616	645.0140 Geotextile Type SAS	20,150.000 SY	_____.	_____.
0618	645.0220 Geogrid Type SR	102,885.000 SY	_____.	_____.
0620	646.1020 Marking Line Epoxy 4-Inch	55,468.000 LF	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0622	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	101,740.000 LF	_____.	_____.
0624	646.1545 Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	12,725.000 LF	_____.	_____.
0626	646.1555 Marking Line Grooved Contrast Permanent Tape 4-Inch	26,859.000 LF	_____.	_____.
0628	646.3020 Marking Line Epoxy 8-Inch	7,114.000 LF	_____.	_____.
0630	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	16,368.000 LF	_____.	_____.
0632	646.5020 Marking Arrow Epoxy	79.000 EACH	_____.	_____.
0634	646.5120 Marking Word Epoxy	13.000 EACH	_____.	_____.
0636	646.5220 Marking Symbol Epoxy	24.000 EACH	_____.	_____.
0638	646.5320 Marking Railroad Crossings Epoxy	5.000 EACH	_____.	_____.
0640	646.6120 Marking Stop Line Epoxy 18-Inch	547.000 LF	_____.	_____.
0642	646.6220 Marking Yield Line Epoxy 18-Inch	57.000 EACH	_____.	_____.
0644	646.6464 Cold Weather Marking Epoxy 4-Inch	20,000.000 LF	_____.	_____.
0646	646.6468 Cold Weather Marking Epoxy 8-Inch	2,000.000 LF	_____.	_____.
0648	646.7120 Marking Diagonal Epoxy 12-Inch	321.000 LF	_____.	_____.
0650	646.7220 Marking Chevron Epoxy 24-Inch	1,032.000 LF	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0652	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	611.000 LF	_____.	_____.
0654	646.8120 Marking Curb Epoxy	412.000 LF	_____.	_____.
0656	646.8220 Marking Island Nose Epoxy	20.000 EACH	_____.	_____.
0658	646.9000 Marking Removal Line 4-Inch	41,525.000 LF	_____.	_____.
0660	646.9010 Marking Removal Line Water Blasting 4-Inch	4,994.000 LF	_____.	_____.
0662	646.9055 Marking Removal Line Grooved Contrast Permanent Tape 4-Inch	9,791.000 LF	_____.	_____.
0664	646.9100 Marking Removal Line 8-Inch	500.000 LF	_____.	_____.
0666	646.9155 Marking Removal Line Grooved Contrast Permanent Tape 8-Inch	2,338.000 LF	_____.	_____.
0668	646.9310 Marking Removal Special Marking Water Blasting	5.000 EACH	_____.	_____.
0670	649.0105 Temporary Marking Line Paint 4-Inch	5,085.000 LF	_____.	_____.
0672	649.0120 Temporary Marking Line Epoxy 4-Inch	459,311.000 LF	_____.	_____.
0674	649.0220 Temporary Marking Line Epoxy 8-Inch	6,650.000 LF	_____.	_____.
0676	649.0760 Temporary Marking Raised Pavement Marker Type I	10,956.000 EACH	_____.	_____.
0678	652.0125 Conduit Rigid Metallic 2-Inch	147.000 LF	_____.	_____.
0680	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	16,220.000 LF	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0682	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	3,062.000 LF	_____	_____
0684	652.0240 Conduit Rigid Nonmetallic Schedule 40 4-Inch	840.000 LF	_____	_____
0686	652.0605 Conduit Special 2-Inch	1,470.000 LF	_____	_____
0688	652.0615 Conduit Special 3-Inch	341.000 LF	_____	_____
0690	652.0700.S Install Conduit into Existing Item	2.000 EACH	_____	_____
0692	652.0800 Conduit Loop Detector	1,413.000 LF	_____	_____
0694	653.0135 Pull Boxes Steel 24x36-Inch	11.000 EACH	_____	_____
0696	653.0140 Pull Boxes Steel 24x42-Inch	60.000 EACH	_____	_____
0698	653.0220 Junction Boxes 18x6x6-Inch	4.000 EACH	_____	_____
0700	653.0222 Junction Boxes 18x12x6-Inch	2.000 EACH	_____	_____
0702	653.0905 Removing Pull Boxes	59.000 EACH	_____	_____
0704	654.0101 Concrete Bases Type 1	5.000 EACH	_____	_____
0706	654.0102 Concrete Bases Type 2	9.000 EACH	_____	_____
0708	654.0105 Concrete Bases Type 5	39.000 EACH	_____	_____
0710	654.0106 Concrete Bases Type 6	11.000 EACH	_____	_____
0712	654.0110 Concrete Bases Type 10	3.000 EACH	_____	_____





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Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0714	654.0217 Concrete Control Cabinet Bases Type 9 Special	1.000 EACH	_____.	_____.
0716	654.0230 Concrete Control Cabinet Bases Type L30	3.000 EACH	_____.	_____.
0718	655.0210 Cable Traffic Signal 3-14 AWG	2,810.000 LF	_____.	_____.
0720	655.0230 Cable Traffic Signal 5-14 AWG	594.000 LF	_____.	_____.
0722	655.0240 Cable Traffic Signal 7-14 AWG	3,231.000 LF	_____.	_____.
0724	655.0260 Cable Traffic Signal 12-14 AWG	1,406.000 LF	_____.	_____.
0726	655.0270 Cable Traffic Signal 15-14 AWG	156.000 LF	_____.	_____.
0728	655.0320 Cable Type UF 2-10 AWG Grounded	2,307.000 LF	_____.	_____.
0730	655.0510 Electrical Wire Traffic Signals 12 AWG	1,043.000 LF	_____.	_____.
0732	655.0515 Electrical Wire Traffic Signals 10 AWG	39,831.000 LF	_____.	_____.
0734	655.0610 Electrical Wire Lighting 12 AWG	5,313.000 LF	_____.	_____.
0736	655.0620 Electrical Wire Lighting 8 AWG	4,878.000 LF	_____.	_____.
0738	655.0625 Electrical Wire Lighting 6 AWG	15,539.000 LF	_____.	_____.
0740	655.0635 Electrical Wire Lighting 2 AWG	440.000 LF	_____.	_____.
0742	655.0700 Loop Detector Lead In Cable	6,654.000 LF	_____.	_____.
0744	655.0800 Loop Detector Wire	5,212.000 LF	_____.	_____.



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Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0746	655.0900 Traffic Signal EVP Detector Cable	2,810.000 LF		
0748	656.0200 Electrical Service Meter Breaker Pedestal (location) 2001. SDS450058	LS	LUMP SUM	
0750	656.0200 Electrical Service Meter Breaker Pedestal (location) 2002. CCTV450239	LS	LUMP SUM	
0752	656.0200 Electrical Service Meter Breaker Pedestal (location) 2003. SDS450060	LS	LUMP SUM	
0754	656.0200 Electrical Service Meter Breaker Pedestal (location) 2004. CCTV450240	LS	LUMP SUM	
0756	656.0200 Electrical Service Meter Breaker Pedestal (location) 2005. DMS450038	LS	LUMP SUM	
0758	656.0200 Electrical Service Meter Breaker Pedestal (location) 2006. CS450001	LS	LUMP SUM	
0760	656.0200 Electrical Service Meter Breaker Pedestal (location) 2007. CCTV450141	LS	LUMP SUM	
0762	656.0200 Electrical Service Meter Breaker Pedestal (location) 3101. CTH W & Highland Rd	LS	LUMP SUM	
0764	656.0200 Electrical Service Meter Breaker Pedestal (location) 3102. IH 43 NB Ramps & CTH C	LS	LUMP SUM	
0766	656.0400 Electrical Service Main Lugs Only Meter Pedestal (location) 1001. HL-45-HL	LS	LUMP SUM	
0768	656.0400 Electrical Service Main Lugs Only Meter Pedestal (location) 1002. HL-40-PN	LS	LUMP SUM	
0770	656.0400 Electrical Service Main Lugs Only Meter Pedestal (location) 1003. HL-40-UL	LS	LUMP SUM	



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0772	656.0500 Electrical Service Breaker Disconnect Box (location) 2001. SDS450058	LS	LUMP SUM	_____.
0774	656.0500 Electrical Service Breaker Disconnect Box (location) 2002. CCTV450239	LS	LUMP SUM	_____.
0776	656.0500 Electrical Service Breaker Disconnect Box (location) 2003. SDS450060	LS	LUMP SUM	_____.
0778	656.0500 Electrical Service Breaker Disconnect Box (location) 2004. CCTV450240	LS	LUMP SUM	_____.
0780	656.0500 Electrical Service Breaker Disconnect Box (location) 2005. DMS450038	LS	LUMP SUM	_____.
0782	656.0500 Electrical Service Breaker Disconnect Box (location) 2006. CS450001	LS	LUMP SUM	_____.
0784	656.0500 Electrical Service Breaker Disconnect Box (location) 2007. CCTV450141	LS	LUMP SUM	_____.
0786	657.0100 Pedestal Bases	6.000 EACH	_____.	_____.
0788	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	49.000 EACH	_____.	_____.
0790	657.0305 Poles Type 2	3.000 EACH	_____.	_____.
0792	657.0310 Poles Type 3	6.000 EACH	_____.	_____.
0794	657.0322 Poles Type 5-Aluminum	32.000 EACH	_____.	_____.
0796	657.0327 Poles Type 6-Aluminum	8.000 EACH	_____.	_____.
0798	657.0420 Traffic Signal Standards Aluminum 13-FT	5.000 EACH	_____.	_____.
0800	657.0425 Traffic Signal Standards Aluminum 15-FT	1.000 EACH	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0802	657.0595 Trombone Arms 25-FT	4.000 EACH	_____.	_____.
0804	657.0609 Luminaire Arms Single Member 4-Inch Clamp 6-FT	8.000 EACH	_____.	_____.
0806	657.0610 Luminaire Arms Single Member 4 1/2- Inch Clamp 6-FT	33.000 EACH	_____.	_____.
0808	658.0173 Traffic Signal Face 3S 12-Inch	21.000 EACH	_____.	_____.
0810	658.0174 Traffic Signal Face 4S 12-Inch	7.000 EACH	_____.	_____.
0812	658.0175 Traffic Signal Face 5S 12-Inch	1.000 EACH	_____.	_____.
0814	658.0416 Pedestrian Signal Face 16-Inch	2.000 EACH	_____.	_____.
0816	658.0500 Pedestrian Push Buttons	2.000 EACH	_____.	_____.
0818	658.5069 Signal Mounting Hardware (location) 3101. CTH W & Highland Rd	LS	LUMP SUM	_____.
0820	658.5069 Signal Mounting Hardware (location) 3102. CTH C & CTH W	LS	LUMP SUM	_____.
0822	658.5069 Signal Mounting Hardware (location) 3103. Traffic Signal Mounting Hardware	LS	LUMP SUM	_____.
0824	659.1125 Luminaires Utility LED C	44.000 EACH	_____.	_____.
0826	659.2130 Lighting Control Cabinets 120/240 30- Inch	3.000 EACH	_____.	_____.
0828	661.0200 Temporary Traffic Signals for Intersections (location) 3101. CTH W & Highland Rd	LS	LUMP SUM	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0830	661.0200 Temporary Traffic Signals for Intersections (location) 3102. CTH C & CTH W	LS	LUMP SUM	_____.
0832	661.0300 Generators	2.000 DAY	_____.	_____.
0834	662.1028.S Ramp Closure Gates 28-FT	1.000 EACH	_____.	_____.
0836	662.1032.S Ramp Closure Gates 32-FT	1.000 EACH	_____.	_____.
0838	662.1037.S Ramp Closure Gates 37-FT	1.000 EACH	_____.	_____.
0840	662.1040.S Ramp Closure Gates 40-FT	4.000 EACH	_____.	_____.
0842	670.0100 Field System Integrator 2001. In FTMS	LS	LUMP SUM	_____.
0844	670.0100 Field System Integrator 3101. In Signals	LS	LUMP SUM	_____.
0846	670.0200 ITS Documentation 2001. In FTMS	LS	LUMP SUM	_____.
0848	670.0200 ITS Documentation 3101. In Signals	LS	LUMP SUM	_____.
0850	671.0132 Conduit HDPE 3-Duct 2-Inch	29,435.000 LF	_____.	_____.
0852	671.0232 Conduit HDPE Directional Bore 3-Duct 2-Inch	380.000 LF	_____.	_____.
0854	673.0105 Communication Vault Type 1	28.000 EACH	_____.	_____.
0856	673.0200 Tracer Wire Marker Posts	6.000 EACH	_____.	_____.
0858	673.0225.S Install Pole Mounted Cabinet	5.000 EACH	_____.	_____.
0860	674.0200 Cable Microwave Detector	7,830.000 LF	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0862	674.0300 Remove Cable	3,610.000 LF	_____.	_____.
0864	675.0300 Install Mounted Controller Microwave Detector Assembly	28.000 EACH	_____.	_____.
0866	677.0150 Install Camera Pole 50-FT	3.000 EACH	_____.	_____.
0868	677.0200 Install Camera Assembly	3.000 EACH	_____.	_____.
0870	678.0006 Install Fiber Optic Cable Outdoor Plant 6-CT	3,188.000 LF	_____.	_____.
0872	678.0072 Install Fiber Optic Cable Outdoor Plant 72-CT	31,515.000 LF	_____.	_____.
0874	678.0100.S Install Overhead Freeway DMS Full Matrix	1.000 EACH	_____.	_____.
0876	678.0200 Fiber Optic Splice Enclosure	1.000 EACH	_____.	_____.
0878	678.0300 Fiber Optic Splice	306.000 EACH	_____.	_____.
0880	678.0400 Fiber Optic Termination	36.000 EACH	_____.	_____.
0882	678.0500 Communication System Testing 2001. In FTMS	LS	LUMP SUM	_____.
0884	678.0500 Communication System Testing 3101. In Signals	LS	LUMP SUM	_____.
0886	678.0600 Install Ethernet Switches	9.000 EACH	_____.	_____.
0888	690.0150 Sawing Asphalt	26,254.000 LF	_____.	_____.
0890	690.0250 Sawing Concrete	53,572.000 LF	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0892	715.0502 Incentive Strength Concrete Structures	20,000.000 DOL	1.00000	20,000.00
0894	715.0603 Incentive Strength Concrete Barrier	8,510.000 DOL	1.00000	8,510.00
0896	715.0715 Incentive Flexural Strength Concrete Pavement	134,450.000 DOL	1.00000	134,450.00
0898	740.0440 Incentive IRI Ride	181,280.000 DOL	1.00000	181,280.00
0900	801.0117 Railroad Flagging Reimbursement	55,000.000 DOL	1.00000	55,000.00
0902	999.2000.S Installing and Maintaining Bird Deterrent System (Station) 0001. Station 206+90PR	1.000 EACH	_____	_____
0904	999.2000.S Installing and Maintaining Bird Deterrent System (Station) 0002. Station 41+52FS	1.000 EACH	_____	_____
0906	999.2000.S Installing and Maintaining Bird Deterrent System (Station) 0003. Station 20+00HL	1.000 EACH	_____	_____
0908	999.2000.S Installing and Maintaining Bird Deterrent System (Station) 0004. Station 1686+50RT	1.000 EACH	_____	_____
0910	999.2000.S Installing and Maintaining Bird Deterrent System (Station) 0005. Station 1686+50LT	1.000 EACH	_____	_____
0912	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	8,400.000 HRS	5.00000	42,000.00
0914	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	17,280.000 HRS	5.00000	86,400.00
0916	SPV.0030 Special 0001. Fertilizer Type B Special	8.000 CWT	_____	_____
0918	SPV.0035 Special 0001. Roadway Embankment	488,665.000 CY	_____	_____



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0920	SPV.0035 Special 4000. High Performance Concrete (HPC) Masonry Structures	3,350.000 CY	_____.	_____.
0922	SPV.0045 Special 1001. Truck Entering Warning System	3,000.000 DAY	_____.	_____.
0924	SPV.0045 Special 1002. Combination Work Zone Digital Speed Limit - Speed Feedback Sign Trailer	3,000.000 DAY	_____.	_____.
0926	SPV.0060 Special 0002. Temporary Sediment Traps	20.000 EACH	_____.	_____.
0928	SPV.0060 Special 0003. Sand Bags	500.000 EACH	_____.	_____.
0930	SPV.0060 Special 0005. Concrete Barrier Transition Type M1	4.000 EACH	_____.	_____.
0932	SPV.0060 Special 0006. Concrete Barrier Transition Type M2	1.000 EACH	_____.	_____.
0934	SPV.0060 Special 0007. Concrete Barrier Transition Type M3	1.000 EACH	_____.	_____.
0936	SPV.0060 Special 0008. Marking Contrast Epoxy Special Marking Arrow	2.000 EACH	_____.	_____.
0938	SPV.0060 Special 0011. Maintain & Salvage Traffic Control Signs Left In Place	278.000 EACH	_____.	_____.
0940	SPV.0060 Special 0012. Demolition and Debris Removal Parcel 41	1.000 EACH	_____.	_____.
0942	SPV.0060 Special 0160. Mobilizations Emergency Pavement Repair	10.000 EACH	_____.	_____.
0944	SPV.0060 Special 0601. Baseline CPM Progress Schedule	1.000 EACH	_____.	_____.





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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0946	SPV.0060 Special 0602. Monthly CPM Progress Schedule Updates	24.000 EACH	_____.	_____.
0948	SPV.0060 Special 0910. Traffic Control Close-Open Freeway Entrance Ramp	10.000 EACH	_____.	_____.
0950	SPV.0060 Special 0918. Traffic Control Full Freeway Closure	6.000 EACH	_____.	_____.
0952	SPV.0060 Special 0950. Temporary Access Gates	2.000 EACH	_____.	_____.
0954	SPV.0060 Special 0960. Temporary Concrete Barrier Gate 24-Ft	4.000 EACH	_____.	_____.
0956	SPV.0060 Special 0965. Install State Furnished Signs	2.000 EACH	_____.	_____.
0958	SPV.0060 Special 1000. Survey Project 1229-04-76	1.000 EACH	_____.	_____.
0960	SPV.0060 Special 1001. Removing Electrical Service Meter Breaker Pedestal Lighting	3.000 EACH	_____.	_____.
0962	SPV.0060 Special 1002. Maintenance of Lighting System	1.000 EACH	_____.	_____.
0964	SPV.0060 Special 1003. Lighting System Integrator	1.000 EACH	_____.	_____.
0966	SPV.0060 Special 2000. Removing Electrical Service Meter Breaker Pedestal	4.000 EACH	_____.	_____.
0968	SPV.0060 Special 2001. Removing Controller Cabinet	7.000 EACH	_____.	_____.
0970	SPV.0060 Special 2002. Removing Controller Cabinet Base	7.000 EACH	_____.	_____.
0972	SPV.0060 Special 2008. Remove Pole	3.000 EACH	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0974	SPV.0060 Special 2013. Ground Rod	15.000 EACH	_____.	_____.
0976	SPV.0060 Special 2015. Refocus Vehicle Detector Assembly	34.000 EACH	_____.	_____.
0978	SPV.0060 Special 2016. Install Ethernet Radio	2.000 EACH	_____.	_____.
0980	SPV.0060 Special 2020. Install Terminal Server	3.000 EACH	_____.	_____.
0982	SPV.0060 Special 2021. Install State Furnished Pole	3.000 EACH	_____.	_____.
0984	SPV.0060 Special 2022. Remove Tar Sign Assembly	1.000 EACH	_____.	_____.
0986	SPV.0060 Special 2023. Install Cellular Model	4.000 EACH	_____.	_____.
0988	SPV.0060 Special 2024. Loop Detector Protection	6.000 EACH	_____.	_____.
0990	SPV.0060 Special 3001. Install Poles Type 9	1.000 EACH	_____.	_____.
0992	SPV.0060 Special 3002. Install Poles Type 10	2.000 EACH	_____.	_____.
0994	SPV.0060 Special 3008. Install Monotube Arms 20-Ft	2.000 EACH	_____.	_____.
0996	SPV.0060 Special 3009. Install Monotube Arms 25-Ft	1.000 EACH	_____.	_____.
0998	SPV.0060 Special 3019. Install Luminaire Arms Steel 15-Ft	3.000 EACH	_____.	_____.
1000	SPV.0060 Special 3020. Detector Loop Modification	2.000 EACH	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1002	SPV.0060 Special 3151. Trnspt & Install State Furn Muni Traf Signal Cabinet CTH W & Highland Rd	1.000 EACH	_____.	_____.
1004	SPV.0060 Special 3152. Trnsp & Install State Furn Traffic Signal Cabinet IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1006	SPV.0060 Special 3153. Trnsp Traf Signal & Intersection Lighting Mat IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1008	SPV.0060 Special 3154. Trnsprt & Install S-F FO Cable Pigtail 8-Ct IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1010	SPV.0060 Special 3155. Trnsprt & Install S-F FO Cable Pigtail 8-Ct IH 43 NB Ramps & STH 60	1.000 EACH	_____.	_____.
1012	SPV.0060 Special 3156. Trnsprt & Install S-F FO Cable Pigtail 8-Ct IH 43 SB Ramps & STH 60	1.000 EACH	_____.	_____.
1014	SPV.0060 Special 3157. Transport & Install S-F Radar Detection System IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1016	SPV.0060 Special 3158. Multi Sensor Detection System CTH C & CTH W	1.000 EACH	_____.	_____.
1018	SPV.0060 Special 3159. Temp Non-Intrusive Vehicle Det Sys for Intersections, CTH W & Highland Rd	1.000 EACH	_____.	_____.
1020	SPV.0060 Special 3160. Temp Non-Intrusive Vehicle Det Sys for Intersection CTH C & CTH W	1.000 EACH	_____.	_____.
1022	SPV.0060 Special 3161. Covering Traffic Signal Equipment CTH W & Highland Rd	1.000 EACH	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1024	SPV.0060 Special 3162. Covering Traffic Signal Equipment CTH C & CTH W	1.000 EACH	_____.	_____.
1026	SPV.0060 Special 3163. Trnspt & Install State Furn EVP Heads w/Conf Lights CTH W & Highland Rd	1.000 EACH	_____.	_____.
1028	SPV.0060 Special 3164. Trnspt & Install State Furn EVP Heads w/Conf Lights CTH C & CTH W	1.000 EACH	_____.	_____.
1030	SPV.0060 Special 3165. Trnspt & Install State Furn EVP Heads w/Conf Lights IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1032	SPV.0060 Special 4000. Case Pile Wave Analysis Program (CAPWAP) Evaluation	4.000 EACH	_____.	_____.
1034	SPV.0060 Special 4001. Pile Dynamic Analyzer (PDA) Restrikes	8.000 EACH	_____.	_____.
1036	SPV.0060 Special 4002. Pile Dynamic Analyzer (PDA) Testing	8.000 EACH	_____.	_____.
1038	SPV.0060 Special 4003. Temporary Bridge Widening (B-45-0024)	1.000 EACH	_____.	_____.
1040	SPV.0060 Special 5000. Adjusting Sanitary Manhole	1.000 EACH	_____.	_____.
1042	SPV.0060 Special 8015. Pipe Connection to Existing Structure	13.000 EACH	_____.	_____.
1044	SPV.0060 Special 8018. Removing Bulkhead	65.000 EACH	_____.	_____.
1046	SPV.0060 Special 8020. Fastening Sewer Access Covers	7.000 EACH	_____.	_____.
1048	SPV.0060 Special 8501. Storm Sewer Structure 173	1.000 EACH	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1050	SPV.0075 Special 0601. Pavement Cleanup Project 1229-04-76	500.000 HRS	_____.	_____.
1052	SPV.0085 Special 0001. No-Mow Fescue Seed Mix	287.000 LB	_____.	_____.
1054	SPV.0085 Special 0002. Seed Mix Special	33.000 LB	_____.	_____.
1056	SPV.0085 Special 0003. Seeding Mixture No. 30 Special	7,916.000 LB	_____.	_____.
1058	SPV.0090 Special 0002. Concrete Barrier Type S42 Special	14,032.000 LF	_____.	_____.
1060	SPV.0090 Special 0003. Concrete Barrier Type S56 Special	2,328.000 LF	_____.	_____.
1062	SPV.0090 Special 0004. Concrete Barrier Transition Type Parapet to V42	194.000 LF	_____.	_____.
1064	SPV.0090 Special 0005. Fence Chain Link Polymer Coated 4-Ft Road Barrier	180.000 LF	_____.	_____.
1066	SPV.0090 Special 0301. Heavy Duty Silt Fence	41,554.000 LF	_____.	_____.
1068	SPV.0090 Special 0910. Glare Screen Temporary	64,050.000 LF	_____.	_____.
1070	SPV.0090 Special 2001. Outdoor Rated Network Cable	390.000 LF	_____.	_____.
1072	SPV.0090 Special 4000. Fence Chain Link Polymer Coated 4-Ft	857.000 LF	_____.	_____.
1074	SPV.0090 Special 4001. Fence Chain Link Polymer Coated 6-Ft	246.000 LF	_____.	_____.
1076	SPV.0090 Special 8001. SSPRC Special 36 Inch	199.000 LF	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1078	SPV.0090 Special 8031. Precast Trench Drain	552.000 LF	_____.	_____.
1080	SPV.0090 Special 8036. Temporary Precast Trench Dain	2,957.000 LF	_____.	_____.
1082	SPV.0135 Special 0001. Field Office Special	27.000 MON	_____.	_____.
1084	SPV.0165 Special 4000. Longitudinal Grooving Bridge Deck	42,796.000 SF	_____.	_____.
1086	SPV.0165 Special 4004. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-18	840.000 SF	_____.	_____.
1088	SPV.0165 Special 4006. Wall Concrete Panel Mechanically Stabilized Earth R-45-14	16,790.000 SF	_____.	_____.
1090	SPV.0165 Special 4007. Wall Concrete Panel Mechanically Stabilized Earth R-45-15	4,953.000 SF	_____.	_____.
1092	SPV.0165 Special 4008. Wall Concrete Panel Mechanically Stabilized Earth R-45-16	30,520.000 SF	_____.	_____.
1094	SPV.0165 Special 4009. Wall Concrete Panel Mechanically Stabilized Earth R-45-17	31,919.000 SF	_____.	_____.
1096	SPV.0165 Special 4010. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-17	1,897.000 SF	_____.	_____.
1098	SPV.0165 Special 4011. Wall Concrete Panel Mechanically Stabilized Earth R-45-18	14,367.000 SF	_____.	_____.
1100	SPV.0165 Special 4012. Wall Concrete Panel Mechanically Stabilized Earth R-45-19	11,535.000 SF	_____.	_____.
1102	SPV.0165 Special 4013. Wall Concrete Panel Mechanically Stabilized Earth R-45-23	13,993.000 SF	_____.	_____.



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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1104	SPV.0165 Special 4014. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-23	713.000 SF	_____.	_____.
1106	SPV.0165 Special 4015. Wall Concrete Panel Mechanically Stabilized Earth R-45-26	3,744.000 SF	_____.	_____.
1108	SPV.0165 Special 4016. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-26	653.000 SF	_____.	_____.
1110	SPV.0165 Special 4017. Wall Concrete Panel Mechanically Stabilized Earth R-45-36	3,566.000 SF	_____.	_____.
1112	SPV.0165 Special 4018. Wall Concrete Panel Mechanically Stabilized Earth R-45-37	3,295.000 SF	_____.	_____.
1114	SPV.0180 Special 0001. Topsoil Special	629,353.000 SY	_____.	_____.
1116	SPV.0180 Special 0003. Concrete Pavement 8-Inch Special	41,754.000 SY	_____.	_____.
1118	SPV.0180 Special 0004. Concrete Pavement 10 1/2-Inch Special	406,324.000 SY	_____.	_____.
1120	SPV.0180 Special 0102. Compost	1,320.000 SY	_____.	_____.
1122	SPV.0180 Special 0106. Asphaltic Surface Binder	446.000 SY	_____.	_____.
1124	SPV.0195 Special 0001. HMA Longitudinal Joint Repair	5,000.000 TON	_____.	_____.
1126	SPV.0195 Special 0002. HMA Transverse Joint Repair	1,000.000 TON	_____.	_____.
1128	SPV.0195 Special 4000. Excavation, Hauling, and Disposal of Creosote Contaminated Soil	2,080.000 TON	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1130	SPV.0200 Special 8001. Manholes 4-Ft Diameter Special	100.000 VF	_____.	_____.
	<b>Section: 0001</b>		<b>Total:</b>	_____.
			<b>Total Bid:</b>	_____.



**PLEASE ATTACH ADDENDA HERE**





## Wisconsin Department of Transportation

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November 3, 2021

**Division of Transportation Systems  
Development**

Bureau of Project Development  
4822 Madison Yards Way, 4<sup>th</sup> Floor South  
Madison, WI 53705

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

### **NOTICE TO ALL CONTRACTORS:**

#### **ASP-6 Addendum #01**

#### **Letting of November 9, 2021**

Attached is a copy of the revised ASP-6. This ASP-6 replaces ASP-6 in all proposals in the November 9, 2021 Letting.

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

Sincerely,

*Mike Coleman*

Proposal Development Specialist  
Proposal Management Section

**Additional Special Provision 6****ASP 6 - Modifications to the standard specifications**

*Make the following revisions to the standard specifications:*

**415.3.16 Tolerance in Pavement Thickness**

*Replace the entire text with the following effective with the November 2021 letting:*

**415.3.16.1 General**

- (1) Construct the plan thickness or thicker. The department will accept pavement thickness based on the results of department-performed acceptance testing conforming to:

Magnetic Pulse Induction .....	CMM 870: ASTM E3209 WTM
Probing.....	CMM 870: WTP C-002
Preplacement Measurement .....	CMM 870: WTP C-003

**415.3.16.2 Pavement Units****415.3.16.2.1 Basic Units**

- (1) Basic unit is defined as a slip formed, single lane, with a minimum lane width of 10 feet, measured, from the pavement edge to the adjacent longitudinal joint; from one longitudinal joint to the next; or between pavement edges if there is no longitudinal joint.

**415.3.16.2.2 Special Units**

- (2) Establish special units for areas of fillets, intersections, gaps, gores, shoulders, ramps, pavement lanes less than 10 feet wide and other areas not included in basic units.

**415.3.16.3 Test Plate Locations**

- (1) Place department-furnished test plates. Within 5 business days after paving, enter the sequential number and associated position data into MRS available at:

<http://www.atwoodsystems.com/>

- (2) Contractor will maintain plate location markings for 10 business days after paving.

**415.3.16.4 Acceptance Testing****415.3.16.4.1 Basic Units****415.3.16.4.1.2 Magnetic Pulse Induction**

- (1) The department will measure thickness within 10 business days of paving. Upon completion of the project thickness testing, the department will provide the test results to the contractor within 5 business days.
- (2) Department will establish a project reference plate at the start of each paving stage. Project reference plate will be measured before each day of testing. Department will notify the contractor of project reference plate locations before testing.
- (3) If the random plate test result falls within 80 to 50 percent pay range specified in 415.5.2, the department will measure the second plate in that unit. The department will notify the contractor immediately if the average of the 6 readings falls within the 80 to 50 percent pay range.
- (4) If an individual random plate test result is more than 1 inch thinner than contract plan thickness, the pavement is unacceptable. Department will determine limits of unacceptable pavement by performing the following:
- The engineer will test each consecutive plate stationed ahead and behind until the thickness test result is plan thickness or greater.
  - The engineer will direct the contractor to core the hardened concrete to determine the extent of the unacceptable area. In each direction, the contractor shall take cores at points approximately 20 feet from the furthest out of specification plate towards the plate that is plan thickness of greater. Once a core is within 80 to 100 percent pay range, the coring is complete and the limits of unacceptable pavement extend from the stationing between the core test results of 80 to 100 percent payment, inclusive of all unacceptable core and plate test results.
  - The contractor shall perform coring according to AASHTO T24. The department will evaluate the results according to AASHTO T148
  - The contractor shall fill core holes with concrete or mortar.

**415.3.16.4.2 Special Units****415.3.16.4.2.1 Magnetic Pulse Induction**

- (1) The department will measure thickness within 10 business days of paving. Upon completion of the project thickness testing, the department will provide the test results to the contractor within 5 business days.
- (2) Department will establish a project reference plate at the start of each paving stage. Project reference plate will be measured before each day of testing. Department will notify the contractor of project reference plate locations before testing.
- (3) If the random plate test result falls within 80 to 50 percent pay range specified in 415.5.2, the department will measure the second plate in that unit. The department will notify the contractor immediately if the average of the 6 readings falls within the 80 to 50 percent pay range.
- (4) If an individual random plate test result is more than 1 inch thinner than contract plan thickness, the department will measure the second plate in that unit. If both plates are required to be measured, then all six thickness measurements will be averaged for that unit. If the average of the six measurements is more than 1 inch thinner than contract plan thickness, the pavement is unacceptable.

**415.3.16.4.2.2 Probing**

- (1) The department will measure slip form special units during concrete placement. Upon completion of the project thickness testing, the department will provide the test results to the contractor within 5 business days.
- (2) Department will probe 2 random locations within the special unit. The average of the two readings will be the reported measurement for the special unit.

**415.3.16.4.2.3 Preplacement Measurement**

- (1) The department will measure non-slip form special units before concrete placement.
- (2) Thickness corrections will be made to a conforming thickness by reshaping the base aggregate before the pavement is placed.

**415.5.2 Adjusting Pay for Thickness**

Replace the entire text with the following effective with the November 2021 letting:

- (1) The department will adjust pay for pavement thickness under the Nonconforming Thickness Concrete Pavement administrative item as follows:

FOR PAVEMENT THINNER THAN PLAN THICKNESS BY:	PERCENT OF THE CONTRACT UNIT PRICE
> 1/4 inch but <= 1/2 inch	80
> 1/2 inch but <= 3/4 inch	60
> 3/4 inch but <= 1 inch	50

- (2) When pavement of unacceptable final thickness is determined, as specified in 415.3.16.4, the department will direct the contractor to either:
  1. Remove and replace unacceptable concrete pavement to the nearest joint with new concrete pavement of conforming thickness. The department will pay once for the area at the full contract price.
  2. If the unacceptable pavement is less than 100 LF, the department may allow the concrete to remain in place without payment for the unacceptable area.

**460.2.6 Recovered Asphaltic Binders**

Replace paragraph two with the following effective with the November 2021 letting:

- (2) The contractor may replace virgin binder with recovered binder up to the maximum percentage allowed under 460.2.5 without further testing. When the design percent asphalt binder replaced exceeds the allowable limits in 460.2.5, the contractor must:
  - Document adjustments made to the mix design in the mix design submittal.
  - Submit test results that indicate the mixture's asphaltic binder meets or exceeds the upper and lower temperature grade requirements the bid item designates.
    - If only one recycled asphaltic material source is used, furnish one of the following:
      - Test results from extracted and recovered binder from the resultant mixture.
      - Blending charts that indicate the resultant mixture's high and low temperature PG as an interpolation of the percent binder replaced between the virgin binder's and the recycled asphaltic material source binder's high and low temperature PG.
    - If two or more recycled asphaltic material sources are used, furnish test results from extracted and

recovered binder from the resultant mixture.

**501.2.6 Water**

*Retitle with the following effective with the November 2021 letting:*

**501.2.6 Mixing Water**

**501.2.6.2 Requirements**

*Replace paragraph two with the following effective with the November 2021 letting:*

(2) Water from other sources must comply with the following:

Acidity, maximum of 0.1N NaOH to neutralize 200 mL of water; CMM 870: WTP C-001.....	2 mL
Alkalinity, maximum of 0.1N HCL to neutralize 200 mL of water; CMM 870: WTP C-001.....	15 mL
Maximum sulphate (SO <sub>4</sub> ); CMM 870: WTP C-001.....	0.05 percent
Maximum chloride; CMM 870: WTP C-001.....	0.10 percent
Maximum total solids; CMM 870: WTP C-001	
Organic.....	0.04 percent
Inorganic.....	0.15 percent

**501.3.2.4.2 Air Entrainment**

*Replace paragraph two with the following effective with the November 2021 letting:*

(2) Test fresh concrete air content according to AASHTO T152 or AASHTO TP118 at the contract-required frequency and as the engineer directs. Test concrete placed by pumping or belting at the point of discharge from the pump line or belt.

**501.3.7.1 Slump**

*Replace paragraph one with the following effective with the November 2021 letting:*

- (1) Use a 1-inch to 4-inch slump for concrete used in structures or placed in forms, except as follows:
- Do not exceed a slump of 2 inches for grade E concrete.
  - Increase slump as specified in 502.3.5.3 for concrete placed underwater.
  - If BTS approves a concrete mixture using a superplasticizer, the contractor may increase slump for that mixture to a maximum of 9 inches without exceeding the maximum mix water allowed for that grade.

**531.5 Payment**

*Replace paragraph two with the following effective with the November 2021 letting:*

(2) Payment for Concrete Masonry Ancillary Structures Type NS is full compensation for providing concrete for non-standard sign structure foundations; and for anchor rod assemblies. The department will pay separately for excavating and backfilling drilled shafts under the Drilling Shafts bid items.

*Replace paragraph five with the following effective with the November 2021 letting:*

(5) Payment for the Foundation bid items is full compensation for providing concrete foundations; for anchor rod assemblies; for reinforcing steel; and for embedded conduit and electrical components. The department will pay separately for excavating and backfilling drilled shafts under the Drilling Shafts bid items.

**642.2.2.1 General**

*Replace paragraph one with the following effective with the November 2021 letting:*

(1) Provide each field office with two rooms, separated by an interior door with a padlock. Ensure that each room has a separate exterior door and its own air conditioner. Locate the office where a quality internet connection can be achieved. Ensure quality cell phone reception is achievable inside the field office.

**701.3.1 General**

*Replace table 701-1 with the following effective with the November 2021 letting:*

**TABLE 701-1 TESTING AND CERTIFICATION STANDARDS**

TEST	TEST STANDARD	MINIMUM REQUIRED CERTIFICATION (any one of the certifications listed for each test)
Random Sampling	CMM 830.9.2	Transportation Materials Sampling Technician (TMS) TMS Assistant Certified Technician (ACT-TMS) Aggregate Technician I (AGGTEC-I) AGGTEC-I Assistant Certified Technician (ACT-AGG) PCC Technician I (PCCTEC-I) PCCTEC-I Assistant Certified Technician (ACT-PCC) Grading Technician I (GRADINGTEC-I) Grading Assistant Certified Technician (ACT-GRADING)
Sampling Aggregates	AASHTO T2 <sup>[1]</sup> <sup>[4]</sup>	TMS, ACT-TMS, AGGTEC-1, ACT-AGG
Percent passing the No. 200 sieve	AASHTO T11 <sup>[1]</sup>	AGGTEC-I, ACT-AGG
Fine & coarse aggregate gradation	AASHTO T27 <sup>[1]</sup>	
Aggregate moisture content	AASHTO T255 <sup>[1]</sup>	
Fractured faces	ASTM D5821 <sup>[1]</sup>	
Liquid limit	AASHTO T89	
Plasticity index	AASHTO T90 <sup>[3]</sup>	Aggregate Testing for Transportation Systems (ATTS) GRADINGTEC-I, or ACT-GRADING
Sampling freshly mixed concrete	AASHTO R60	PCCTEC-1 ACT-PCC
Air content of fresh concrete	AASHTO T152 <sup>[2]</sup> AASHTO TP118 <sup>[5]</sup>	
Air void system of fresh concrete	AASHTO TP118 <sup>[5]</sup>	
Concrete slump	AASHTO T119 <sup>[2]</sup>	
Concrete temperature	ASTM C1064	
Making and curing concrete specimens	AASHTO T23	
Moist curing for concrete specimens	AASHTO M201	
Concrete compressive strength	AASHTO T22	
Concrete flexural strength	AASHTO T97	
Concrete surface resistivity <sup>[2]</sup>	AASHTO T358	
Voids in aggregate	AASHTO T19	Concrete Strength Tester (CST) CST Assistant Certified Technician (ACT-CST)
Profiling	—	PCCTEC-II PROFILER

<sup>[1]</sup> As modified in CMM 860.

<sup>[2]</sup> As modified in CMM 870.

<sup>[3]</sup> A plasticity check, if required under individual QMP specifications, may be performed by an AGGTEC-I in addition to the certifications listed for liquid limit and plasticity index tests.

<sup>[4]</sup> Plant personnel may operate equipment to obtain samples under the direct observation of a TMS or higher.

<sup>[5]</sup> Consolidate by rodding.

## 710.2 Small Quantities

*Replace the entire text with the following effective with the November 2021 letting:*

- (1) The department defines small quantities as follows:
  - As specified in 715.1.1.2 for class I concrete.
  - Less than 50 cubic yards of class II ancillary concrete placed under a single bid item.
- (2) For contracts with only small quantities of material subject to testing, modify the requirements of 710 as follows:
  1. The contractor may submit an abbreviated quality control plan as allowed in 701.1.2.3.
  2. Provide one of the following for aggregate process control:
    - Documented previous testing dated within 120 calendar days. Provide gradation test results to the engineer before placing material.
    - Non-random start-up gradation testing.

## 710.4 Concrete Mixes

*Replace paragraph two with the following effective with the November 2021 letting:*

- (2) At least 7 business days before producing concrete, document that materials conform to 501 unless the engineer allows or individual QMP specifications provide otherwise. Include the following:

1. For mixes: quantities per cubic yard expressed as SSD weights and net water, water to cementitious material ratio, air content, and SAM number.
2. For cementitious materials and admixtures: type, brand, and source.
3. For aggregates: absorption, SSD bulk specific gravity, wear, soundness, freeze thaw test results if required, and air correction factor. Also include aggregate production records dated within 2 years if using those results in the design. Submit component aggregate gradations, aggregate proportions, and target combined blended aggregate gradations using the following:
  - DT2220 for combined aggregate gradations.
  - DT2221 for optimized aggregate gradations.
4. For optimized concrete mixtures:
  - Complete the worksheets within DT2221 according to the directions.
  - Ensure the optimized aggregate gradations and the optimized mix design conform to WisDOT specifications and pass the built-in tests within DT2221.
  - Verify slip-form mixture workability according to AASHTO TP137 and conformance to specifications through required trial batching.
  - Submit the completed DT2221 to the engineer electronically. Include the trial batch test results with the mix design submittal.

Replace paragraph four with the following effective with the November 2021 letting:

- (4) Prepare and submit modifications to a concrete mix to the engineer for approval 3 business days before using that modified mix. Modifications requiring the engineer's approval include changes in:
  1. Source of any material. For paving and barrier mixes, a source change for fly ash of the same class does not constitute a mix design change.
  2. Quantities of cementitious materials.
  3. Addition or deletion of admixtures. Minor admixture dosage adjustments required to maintain air content or slump do not require engineer review or approval.

### 710.5.5 Strength

Replace paragraph one with the following effective with the November 2021 letting:

- (1) Cast all 6" x 12" cylinders or all 6" x 6" x 21" beams in a set from the same sample. Do not cast more than one set of specimens from a single truckload of concrete. Mark each specimen to identify the lot and subplot or location on the project it represents.

### 710.5.6 Aggregate Testing

Retitle and replace the entire text with the following effective with the November 2021 letting:

#### 710.5.6 Aggregate Testing During Concrete Production

##### 710.5.6.1 General

- (1) The department will accept gradation based on the results of department-performed acceptance testing.
- (2) The department and contractor will obtain samples using the same method. When belt sampling, contractor personnel shall obtain samples for the department under the direct observation of the department personnel. Contractor will define sampling method in the QMP or abbreviated QMP.

##### 710.5.6.2 Contractor Control Charts

###### 710.5.6.2.1 General

- (1) Test aggregate gradations during concrete production except as allowed for small quantities under 710.2. Required contractor testing will be performed using non-random samples.
- (2) Sample aggregates from either the conveyor belt or from the working face of the stockpiles.
- (3) Sample aggregates within 2 business days before placement for each mix design. Include this gradation on the control charts.
- (4) Report gradation test results and provide control charts to the engineer within 1 business day of obtaining the sample. Submit results to the engineer and electronically into MRS as specified in 701.1.2.7.
- (5) Conduct aggregate testing at the minimum frequency shown based on the anticipated daily cumulative plant production for each mix design. The contractor's concrete production tests can be used for the same mix design on multiple contracts.

**TABLE 710-1 CONTRACTOR GRADATION TESTING FREQUENCY - CLASS I**



DAILY PLANT PRODUCTION RATE FOR WisDOT WORK	MINIMUM FREQUENCY
Gradation Report Before Placement	
1000 cubic yards or less	one test per day
more than 1000 cubic yards	two tests per day

**TABLE 710-2 CONTRACTOR GRADATION TESTING FREQUENCY - CLASS II**

MINIMUM FREQUENCY
Gradation Report Before Placement
One test per calendar week of production

**710.5.6.2.2 Optimized Aggregate Gradation Control Charts**

- (1) Determine the complete gradation using a washed analysis for both fine and coarse aggregates. Report results for the following:
  - 1 1/2", 1", 3/4", 1/2", 3/8", #4, #8, #16, #30, #50, #100, and #200 sieves.
  - Sum of volumetric percentages retained on No. 8, No. 16, and No. 30 sieves.
  - Sum of volumetric percentages retained on No. 30, No. 50, No. 100, and No. 200 sieves.
- (2) Calculate blended aggregate gradations using the mix design batch percentages for the component aggregates. Ensure the blended aggregate gradation conforms to the volumetric percent retained of the optimized aggregate gradation limits specified in table 501-4.
- (3) Throughout the contract, construct a 4-point running average of the volumetric percent retained for each sieve to determine if the blended aggregate gradation is within the tarantula curve limits specified in table 501-4.

**710.5.6.2.3 Combined Aggregate Gradation Control Charts**

- (1) Determine the complete gradation using a washed analysis for both fine and coarse aggregates. Report results for the 1 1/2", 1", 3/4", 1/2", 3/8", #4, #8, #16, #30, #50, #100, and #200 sieves.
- (2) Calculate blended aggregate gradations using the mix design batch percentages for the component aggregates. Ensure the blended aggregate gradation conforms to the percent passing by weight requirements of the combined aggregate gradation limits specified in table 501-4.
- (3) Throughout the contract, construct a 4-point running average of the percent passing by weight for each sieve to determine if the blended aggregate gradation is within the combined aggregate gradation limits specified in table 501-4.

**710.5.6.3 Department Acceptance Testing**

- (1) Department testing frequency is based on the quantity of each mix design placed under each individual WisDOT contract.
- (2) The department will split each sample, test for acceptance, and retain the remainder for a minimum of 10 calendar days.
- (3) The department will obtain the sample and deliver to regional testing lab in the same day. Department will report gradation test results to the contractor within 1 business day of being delivered to the lab. Department and contractor can agree to an alternative test result reporting timeframe; alternative timeframe is required to be documented in the QMP.
- (4) Additional samples may be taken at the engineer's discretion due to change in condition.

**TABLE 710-3 DEPARTMENT GRADATION TESTING FREQUENCY**

CONCRETE CLASSIFICATION	MINIMUM DEPARTMENT FREQUENCY
Class I: Pavement	1 test per placement day for first 5 days of placement. If all samples are passing, reduced frequency is applied.
	Reduced frequency: 1 test per calendar week of placement
Class I: Structures	1 test per 250 CY placed <ul style="list-style-type: none"> <li>- Minimum of 1 test per substructure</li> <li>- Minimum of 1 test per superstructure</li> </ul>

Class I: Cast-in-Place Barrier	1 test per 500 CY placed
Class II	No minimum testing

### 710.5.7 Corrective Action

*Replace the entire text with the following effective with the November 2021 letting:*

#### 710.5.7.1 Optimized Aggregate Gradations

- (1) If the contractor's 4-point running average or a department test result of the volumetric percent retained exceeds the tarantula curve limits by less than or equal to 1.0 percent on a single sieve size, do the following:
  1. Notify the other party immediately.
  2. Perform corrective action documented in the QC plan or as the engineer approves.
  3. Document and provide corrective action results to the engineer as soon as they are available.
  4. Department will conduct two tests within the next business day after corrective action is complete.
  5. If blended aggregate gradations are within the tarantula curve limits by the second department test:
    - Continue with concrete production.
    - Contractor will include a break in the 4-point running average.
    - For Class I: Pavements, department will discontinue reduced frequency testing and will test at a frequency of 1 test per placement day. Once 5 consecutive samples are passing at the 1 test per placement day frequency, the reduced frequency testing will be reapplied.
  6. If blended aggregate gradations are not within the tarantula curve limits by the second department test:
    - Provide a new mix design with an increased cementitious content.
    - If the mix design already has a cementitious content of 565 or more pounds per cubic yard, provide a new mix design.
    - If the contract requires optimized aggregate gradations under 501.2.7.4.2.1(2), stop concrete production and submit a new mix design.
- (2) If the contractor's 4-point running average or a department test result of the volumetric percent retained exceeds the tarantula curve limits by more than 1.0 percent on one or more sieves, stop concrete production and submit a new mix design.
- (3) Department and contractor will sample and test aggregate of the new mix design at the frequency defined in 710.5.6.1.

#### 710.5.7.2 Combined Aggregate Gradations

- (1) If the contractor's 4-point running average or a department test result of the percent passing by weight exceeds the combined aggregate gradation limits by less than or equal to 1.0 percent on a single sieve size, do the following:
  1. Notify the other party immediately.
  2. Perform corrective action documented in the QC plan or as the engineer approves.
  3. Document and provide corrective action results to the engineer as soon as they are available.
  4. Department will conduct two tests within the next business day after corrective action is complete.
  5. If blended aggregate gradations are within the combined aggregate gradation limits by the second department test:
    - Continue with concrete production.
    - Contractor will include a break in the 4-point running average.
    - For Class I: Pavements, department will discontinue reduced frequency testing and will test at a frequency of 1 test per placement day. Once 5 consecutive samples are passing at the 1 test per placement day frequency, the reduced frequency testing will be reapplied.
  6. If blended aggregate gradations are not within the combined aggregate gradation limits by the second department test, stop concrete production and submit a new mix design.
- (2) If the contractor's 4-point running average or a department test result of the percent passing by weight exceeds the combined aggregate gradation limits by more than 1.0 percent on one or more sieves, stop concrete production and submit a new mix design.
- (3) Department and contractor will sample and test aggregate of the new mix design at the frequency defined in 710.5.6.1.

**715.3.1.1 General**

*Replace paragraphs three and four with the following effective with the November 2021 letting:*

- (3) Cast a set of 3 additional 6"x12" cylinders and test the concrete surface resistivity according to AASHTO T358. Perform this testing at least once per lot if total contract quantities are greater than or equal to the following:
  - 20,000 square yards for pavements.
  - 5,000 linear feet for barriers.
  - 500 cubic yards for structure concrete.

Submit the resistivity to the nearest tenth into MRS for information only. Resistivity testing is not required for the following:

- Lot with less than 3 sublots.
- Concrete items classified as ancillary.
- Concrete placed under the following bid items:
  - Concrete Pavement Approach Slab
  - Concrete Masonry Culverts
  - Concrete Masonry Retaining Walls
- (4) Test the air void system at least once per lot and enter the SAM number in MRS for information only. SAM testing is not required for the following:
  - For lots with less than 3 sublots.
  - High early strength (HES) concrete.
  - Special high early strength (SHES) concrete.
  - Concrete placed under the following bid items:
    - Concrete Pavement Approach Slab
    - Concrete Masonry Culverts
    - Concrete Masonry Retaining Walls
    - Steel Grid Floor Concrete Filled
    - Crash Cushions Permanent
    - Crash Cushions Permanent Low Maintenance
    - Crash Cushions Temporary

**715.3.1.2.3 Lots by Cubic Yard**

*Replace the entire text with the following effective with the November 2021 letting:*

- (1) Define standard lots and sublots conforming to the following:

**TABLE 715-1 CLASS I - LOT AND SUBLot SIZES**

CONCRETE CLASSIFICATION	LOT SIZE	SUBLot SIZE	NUMBER OF SUBLots PER LOT
Class I: Pavement	1250 cubic yards	250 cubic yards	5
Class I: Structures	250 cubic yards	50 cubic yards	5
Class I: Cast-in-Place Barrier	500 cubic yards	100 cubic yards	5

- (2) The contractor may include sublots less than or equal to 25 percent of the standard volume in the previous subplot. For partial sublots exceeding 25 percent of the standard volume, notify the engineer who will direct additional testing to represent that partial subplot.
- (3) An undersized lot is eligible for incentive payment under 715.5 if the lot has 3 or more sublots for that lot.

**715.3.2 Strength Evaluation**

*Replace the entire text with the following effective with the November 2021 letting:*

**715.3.2.1 General**

- (1) The department will make pay adjustments for strength on a lot-by-lot basis using the compressive strength of contractor QC cylinders or the flexural strength of contractor QC beams.

- 
- (2) Randomly select 2 QC specimens to test at 28 days for percent within limits (PWL). Compare the strengths of the 2 randomly selected QC specimens and determine the 28-day subplot average strength as follows:
- If the lower strength divided by the higher strength is 0.9 or more, average the 2 QC specimens.
  - If the lower strength divided by the higher strength is less than 0.9, break one additional specimen and average the 2 higher strength specimens.

### **715.3.2.2 Removal and Replacement**

#### **715.3.2.2.1 Pavement**

- (1) If a subplot strength is less than 2500 psi in compressive strength or 500 psi in flexural strength, the department may direct the contractor to core that subplot to determine its structural adequacy and whether to direct removal.
- (2) If the engineer directs coring, obtain three cores from the subplot in question. Have an HTCP-certified PCC technician I perform or observe core sampling according to AASHTO T24.
- (3) Have an independent consultant test cores according to AASHTO T24.
- (4) The department will assess concrete for removal and replacement based on a subplot-by-subplot analysis of core strength. Perform coring and testing, fill core holes with an engineer-approved non-shrink grout or concrete, and provide traffic control during coring.
- (5) The subplot pavement is conforming if the compressive strengths of all cores from the subplot are 2500 psi or greater.
- (6) The subplot pavement is nonconforming if the compressive strengths of any core from the subplot is less than 2500 psi. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

#### **715.3.2.2.2 Structures and Cast-in-Place Barrier**

- (1) The department will evaluate the subplot for possible removal and replacement if the 28-day subplot average compressive strength is lower than  $f'c$  minus 500 psi. The value of  $f'c$  is the design stress the plans show. The department may assess further strength price reductions or require removal and replacement only after coring the subplot.
- (2) The engineer may initially evaluate the subplot strength using a non-destructive method. Based on the results of non-destructive testing, the department may accept the subplot at the previously determined pay for the lot, or direct the contractor to core the subplot.
- (3) If the engineer directs coring, obtain three cores from the subplot in question. Have an HTCP-certified PCC technician I perform or observe core sampling according to AASHTO T24. Determine core locations, subject to the engineer's approval, that do not interfere with structural steel.
- (4) Have an independent consultant test cores according to AASHTO T24.
- (5) The department will assess concrete for removal and replacement based on a subplot-by-subplot analysis of core strength. Perform coring and testing, fill core holes with an engineer-approved non-shrink grout or concrete, and provide traffic control during coring.
- (6) If the 3-core average is greater than or equal to 85 percent of  $f'c$ , and no individual core is less than 75 percent of  $f'c$ , the engineer will accept the subplot at the previously determined pay for the lot. If the 3-core average is less than 85 percent of  $f'c$ , or an individual core is less than 75 percent of  $f'c$ , the engineer may require the contractor to remove and replace the subplot. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

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### **715.3.3 Aggregate**

*Replace the entire text with the following effective with the November 2021 letting:*

#### **715.3.3.1 General**

- (1) Except as allowed for small quantities in 710.2, test aggregate conforming to 710.5.6.

#### **715.3.3.2 Structures**

- (1) In addition to the aggregate testing required under 710.5.6, determine the fine and coarse aggregate moisture content for each sample.
- (2) Calculate target batch weights for each mix when production of that mix begins. Whenever the moisture content of the fine or coarse aggregate changes by more than 0.5 percent, adjust the batch weights to maintain the design w/cm ratio.

**715.5 Payment**

*Replace the entire text with the following effective with the November 2021 letting:*

**715.5.1 General**

- (1) The department will pay incentive for compressive strength under the following bid items:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
715.0502	Incentive Strength Concrete Structures	DOL
715.0603	Incentive Strength Concrete Barrier	DOL
715.0715	Incentive Flexural Strength Concrete Pavement	DOL
715.0720	Incentive Compressive Strength Concrete Pavement	DOL

- (2) Incentive payment may be more or less than the amount the schedule of items shows.
- (3) The department will administer disincentives for strength under the Disincentive Strength Concrete Structures, Disincentive Strength Concrete Barrier, Disincentive Flexural Strength Concrete Pavement, and Disincentive Compressive Strength Concrete Pavement, administrative items.
- (4) The pay factor that is calculated from the equations in 715.5.2(2) and 715.5.3(2) will be applied to the unit costs listed below:
- Pavement: \$45 per SY.
  - Structure: \$635 per CY.
  - Cast-in-place barrier: \$75 per LF.
- (5) 28-day strength average for a lot is the average of the individual subplot strengths within the given lot.
- (6) The department will not pay a strength incentive for concrete that is nonconforming in another specified property, for ancillary concrete accepted based on tests of class I concrete, or for high early strength concrete unless placed in pavement gaps as allowed under 715.3.1.2.2.
- (7) Submit test results to the department electronically using MRS software. The department will validate contractor data before determining pay adjustments.
- (8) All coring and testing costs under 715.3.2.2 including filling core holes and providing traffic control during coring are incidental to the contract.

**715.5.2 Compressive Strength**

- (1) The department will measure PWL relative to strength lower specification limits as follows:
- Compressive strength of 3700 psi for pavements.
  - Compressive strength of 4000 psi for structures and cast-in-place barrier.

- (2) The department will adjust pay for each lot using equation "Comp2022" as follows:

Percent within Limits (PWL)	Pay Factor (%)
>= 90 to 100	$(1/5 \times \text{PWL}) + 82$
>= 85 to < 90	100
>= 50 to < 85	$(5/7 \times \text{PWL}) + (275/7)$
< 50	50 <sup>[1]</sup>

<sup>[1]</sup> Any material resulting in a lot PWL value less than 50 will be evaluated according to 715.3.2. In the event the material remains in place, it will be paid at 50 percent of the contract unit price of the concrete bid item.

- (3) The department will not pay incentive if the lot standard deviation is greater than the following:
- 400 psi for pavement.
  - 350 psi for structure and cast-in-place barrier
- (4) For lots with less than 3 sublots, there is no incentive but the department will reduce pay by 50 percent of the contract unit price for sublots with an average compressive strength below the following:
- 3700 psi for pavements.
  - 4000 psi for structures and cast-in-place barrier.

**715.5.3 Flexural Strength**

- (1) The department will measure PWL relative to strength lower specification limits as follows:
- Flexural strength of 650 psi for pavements.

- (2) The department will adjust pay for each lot using equation "Flex2022" as follows:

Percent within Limits (PWL)	Pay Factor (%)
>= 90 to 100	$(2/5 \times \text{PWL}) + 64$
>= 85 to < 90	100

>= 50 to < 85  
< 50

$(5/7 \times \text{PWL}) + (275/7)$   
 $50^{[1]}$

<sup>[1]</sup> Material resulting in a lot PWL value less than 50 will be evaluated according to 715.3.2. In the event the material remains in place, it will be paid at 50 percent of the contract unit price of the concrete bid item.

- (3) The department will not pay incentive if the lot standard deviation is greater than 60 psi.
  - (4) For lots with less than 3 sublots, there is no incentive but the department will reduce pay by 50 percent of the contract unit price for sublots with an average flexural strength below 650 psi.
-

## ERRATA

**460.2.2.3 Aggregate Gradation Master Range****Correct errata by adding US Standard equivalent sieve sizes.**

- (1) Ensure that the aggregate blend, including recycled material and mineral filler, conforms to the gradation requirements in table 460-1. The values listed are design limits; production values may exceed those limits.

**TABLE 460-1 AGGREGATE GRADATION MASTER RANGE AND VMA REQUIREMENTS**

SIEVE	PERCENT PASSING DESIGNATED SIEVES							
	NOMINAL SIZE							
	No. 1 (37.5 mm) (1 1/2 inch)	No. 2 (25.0 mm) (1 inch)	No.3 (19.0 mm) (3/4 inch)	No. 4 (12.5 mm) (1/2 inch)	No. 5 (9.5 mm) (3/8 inch)	No. 6 (4.75 mm) (3/16 inch)	SMA No. 4 (12.5 mm) (1/2 inch)	SMA No. 5 (9.5 mm) (3/8 inch)
50.0-mm (2-inch)	100							
37.5-mm (1 1/2-inch)	90 - 100	100						
25.0-mm (1-inch)	90 max	90 - 100	100					
19.0-mm (3/4-inch)	—	90 max	90 - 100	100			100	
12.5-mm (1/2-inch)	—	—	90 max	90 - 100	100		90 - 97	100
9.5-mm (3/8-inch)	—	—	—	90 max	90 - 100	100	58 - 80	90 - 100
4.75-mm (No. 4)	—	—	—	—	90 max	90 - 100	25 - 35	35 - 45
2.36-mm (No. 8)	15 - 41	19 - 45	23 - 49	28 - 58	32 - 67	90 max	15 - 25	18 - 28
1.18-mm (No. 16)	—	—	—	—	—	30 - 55	—	—
0.60-mm (No. 30)	—	—	—	—	—	—	18 max	18 max
0.075-mm (No. 200)	0 - 6.0	1.0 - 7.0	2.0 - 8.0	2.0 - 10.0	2.0 - 10.0	6.0 - 13.0	8.0 - 11.0	8.0 - 12.0
% VMA	11.0 min	12.0 min	13.0 min	14.0 min <sup>[1]</sup>	15.0 min <sup>[2]</sup>	16.0 - 17.5	16.0 min	17.0 min

<sup>[1]</sup> 14.5 for LT and MT mixes.

<sup>[2]</sup> 15.5 for LT and MT mixes.

**715.5.1 General**Correct the bid item number for Incentive Compressive Strength Concrete Pavement.

- (1) The department will pay incentive for compressive strength under the following bid items:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
715.0502	Incentive Strength Concrete Structures	DOL
715.0603	Incentive Strength Concrete Barrier	DOL
715.0715	Incentive Flexural Strength Concrete Pavement	DOL
715.0720	Incentive Compressive Strength Concrete Pavement	DOL







## Wisconsin Department of Transportation

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October 6, 2021

**Division of Transportation Systems  
Development**

Bureau of Project Development  
4822 Madison Yards Way, 4<sup>th</sup> Floor South  
Madison, WI 53705

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

### **NOTICE TO ALL CONTRACTORS:**

**Proposal #09: 1229-04-76, WISC 2022007  
I-43 North South Freeway  
Highland Road to STH 60  
IH 43  
Ozaukee County**

### **Letting of November 9, 2021**

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

Change the Contract Completion Time from May 31, 2024 to July 31, 2024.

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

Sincerely,

*Mike Coleman*

Proposal Development Specialist  
Proposal Management Section

END OF ADDENDUM





# Wisconsin Department of Transportation

November 1, 2021

## Division of Transportation Systems Development

Bureau of Project Development  
4822 Madison Yards Way, 4<sup>th</sup> Floor South  
Madison, WI 53705

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

### NOTICE TO ALL CONTRACTORS:

**Proposal #09: 1229-04-76, WISC 2022007**  
**I-43 North South Freeway**  
**Highland Rd to STH 60**  
**IH 43**  
**Ozaukee County**

### Letting of November 9, 2021

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

#### Special Provisions:

Revised Special Provisions	
Article No.	Description
5	Prosecution and Progress.
8	Holiday and Special Event Restrictions
9	Utilities
19	Railroad Insurance and Coordination - Union Pacific Railroad Company
21	Hauling Restrictions
81	Backfill Slurry
121	High Performance Concrete (HPC) Masonry Structures, Item SPV.0035.4000
183	Field Office Special, Item SPV.0135.0001

Deleted Special Provisions	
Article No.	Description
32	Material and Equipment Staging
75	QMP Base Aggregate Dense 1 ¼-Inch Compaction, Item 371.2000.S

#### Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0291.S	Abandoning Sewer	CY	100	34	134
204.9090.S.0002	Removing Draintile	LF	20,000	-18,000	2,000
205.0100	Excavation Common	CY	426,025	3,293	429,318

209.0200.S	Backfill Controlled Low Strength	CY	1,524	613	2,137
495.1000.S	Cold Patch	Ton	1,000	-900	100
520.8000	Concrete Collars for Pipe	Each	313	-4	309
522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	441	-78	363
522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	Each	28	-1	27
608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	1,115	4	1,119
608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	2,555	96	2,651
608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	4,586	42	4,628
608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	549	26	575
608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	1,450	32	1,482
608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	6,479	3	6,482
611.0642	Inlet Covers Type MS	Each	354	-4	350
611.3902	Inlets Median 2 Grate	Each	177	-2	175
611.8120.S	Cover Plates Temporary	Each	43	-3	40
633.5200	Markers Culvert End	Each	205	-1	204
643.0900	Traffic Control Signs	Day	189,439	1,784	191,223
643.0920	Traffic Control Covering Signs Type II	Each	25	1,533	1,558
SPV.0035.0001	Roadway Embankment	CY	488,665	-575	488,090

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0245.0006	Removing Storm Sewer 30-Inch	LF	0	56	56
524.0618	Apron Endwalls for Culvert Pipe Salvaged 18-Inch	Each	0	1	1

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
371.2000.S	QMP Base Aggregate 1 1/4-Inch Compaction	EA	195	-195	0

**Plan Sheets:**

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
12	Typical Finished Sections (Inside dropdown moved to Stage 1B)
13	Typical Finished Sections (Inside dropdown moved from Stage 1A, temp barrier locations shown)
16	Typical Finished Sections (Added tie bar locations)
41	Construction Details (Revised notes and inset detail, added detail for approach slab concrete barrier)
93	Removal Plan – Legend (Update to General Notes)
486	Temporary Drainage Plan Stages 1 & 2 (Moved temporary inlets)
492	Temporary Drainage Plan Stage 3 (Removed temporary inlet)
493	Temporary Drainage Plan Stage 3 (Removed temporary inlet)

529	Proposed Drainage Staging Plan – IH 43 (Revised staging of median outfall)
538	Proposed Drainage Plan (Added new note)
572	Proposed Drainage Plan (Revised invert elevations of median outfall)
1099	Miscellaneous Quantities: Changed station of Removing Inlet
1102	Miscellaneous Quantities: Added Backfill Controlled Low Strength for large pipe crossing at Highland Interchange, added note about difference between Abandoning Sewer and Backfill Controlled Low Strength
1104	Miscellaneous Quantities (Updated 'Removing Drain Tile' and 'Cold Patch' items)
1105	Miscellaneous Quantities (Updated 'Earthwork Summary' table)
1108	Miscellaneous Quantities (Removed 371.2000.S Table)
1112	Miscellaneous Quantities: Changed offset of Concrete Collar for Pipe, removed three Cover Plates Temporary
1113	Miscellaneous Quantities: Changed station of two culvert extensions
1114	Miscellaneous Quantities: Changed station of two temporary inlets, deleted two temporary inlets
1115	Miscellaneous Quantities: Changed totals of three bid items
1116	Miscellaneous Quantities: Changed station of two culvert extensions, added storm sewer replacement at temporary inlet insertions on existing pipes
1117	Miscellaneous Quantities: Changed station of two temporary inlets, deleted two temporary inlets, added storm sewer replacement at temporary inlet insertions on existing pipes
1118	Miscellaneous Quantities: Added storm sewer replacement at temporary inlet insertions on existing pipes, changed totals of eight bid items
1119	Miscellaneous Quantities: Added 18" salvaged apron endwalls
1125	Drainage Quantities: Lowered Inlet 694 and Endwall 695, changed stage of Inlets 692 & 693, changed offset of endwall 695, added note about salvaged apron endwall 695
1133	Drainage Quantities: Lowered Inlet 694 and Endwall 695, changed stage of Inlets 692 & 693, changed offset of endwall 695
1141	Drainage Quantities: Lowered Inlet 694 and Endwall 695, changed stage of Inlets 692 & 693, changed offset of endwall 695
1147	Drainage Quantities: Lowered pipe from 694, changed stages of pipes from 692 & 693
1153	Drainage Quantities: Lowered pipe from 694, changed stages of pipes from 692 & 693, changed length of pipe from 694
1155	Drainage Quantities: Changed total of one bid item
1196	Miscellaneous Quantities (Added * to indicate additional quantities are shown elsewhere)
1197	Miscellaneous Quantities (Updated 'Detour Plan' table)
1957	General Layout S-45-0225 (Delete sign area note)
1991	Earthwork Data (Removed duplicate station range of data due to the addition of south temp crossover – new sheet 2002A below)
1992	Earthwork Data (Removed duplicate station range of data due to the addition of south temp crossover – new sheet 2002A below)

<b>Added Plan Sheets</b>	
Plan Sheet	Plan Sheet Title (brief description)
45A	Construction Details (Underdrain Detail)
52A	Construction Details (Trench Drain Detail)
1045A	Detour – IH 43 NB – Highland Rd Bridge Work (New detour route for use in full freeway closure)
1045B	Detour – IH 43 SB – Highland Rd Bridge Work (New detour route for use in full freeway closure)
1045C	Detour – IH 43 NB – Falls Rd Bridge Work (New detour route for use in full freeway closure)
1045D	Detour – IH 43 SB – Falls Rd Bridge Work (New detour route for use in full freeway closure)
1045E	Detour – IH 43 NB – CTH C Bridge Work (New detour route for use in full freeway closure)
1045F	Detour – IH 43 SB – CTH C Bridge Work (New detour route for use in full freeway closure)
1100A	Miscellaneous Quantities (Storm sewer pipe removals for temporary inlets)

2002A	Earthwork Data (Added data for south temp crossover)
2002B	Earthwork Data (Added data for north temp crossover)

**ASP 5 has adjusted the BFI. The updated ASP 5 is being added to this addendum.**

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

Sincerely,

*Mike Coleman*

Proposal Development Specialist  
Proposal Management Section

**ADDENDUM NO. 02**

**1229-04-76**

**November 1, 2021**

**Special Provisions**

**5. Prosecution and Progress**

*Delete the entire 4<sup>th</sup> paragraph, which begins with "Furnish a written...."*

*Add the following section after the section titled **Rolling Closure**:*

**Local Street Closure Restrictions**

**Definitions**

The following definitions apply to this contract for local street work restrictions:

**Peak Hours**

6:00 AM – 9:00 PM	Monday, Tuesday, Wednesday, Thursday, Friday
11:00 AM – 8:00 PM	Saturday
1:00 PM – 5:00 PM	Sunday

**Off Peak Hours (Night Time Closure Hours)**

9:00 PM – 6:00 AM	Monday PM to Tuesday AM, Tuesday PM to Wednesday AM, Wednesday PM to Thursday AM, Thursday PM to Friday AM)
9:00 PM – 11:00 AM	Friday PM to Saturday AM
8:00 PM – 1:00 AM	Saturday PM to Sunday AM
5:00 PM – 6:00 AM	Sunday PM to Monday AM

*Replace paragraph 10 under section titled **Closure Restrictions** with the following:*

To minimize the total number of full freeway closures for girder erection, and bridge demolition, the contractor is allowed extended full freeway closures between 11:00 PM and 4:30 AM Sunday through Thursday nights and between 11:00 PM and 6:00 AM for Friday and Saturday nights. A full freeway closure is defined as one direction of the freeway. Closing both directions of the freeway constitutes using two full freeway closures. A total of twelve extended full freeway closures are allowed. Bridge superstructure demolition activities will require a full freeway closure in both directions. These closures are to be utilized only for bridge demolition, girder erection, and drainage system construction for the following locations:

- Highland Road bridge demolition and construction.
- Falls Road bridge demolition and construction.
- CTH C bridge demolition and construction.
- Culvert pipe removal and construction at Stations 1645+75, 1762+38, and 1762+75

*Replace the section titled **Interim Completion of Work August 19, 2022** with the following:*

**Interim Completion of Work September 16, 2022**

Open all lanes of Highland Road to traffic by September 16, 2022.

If the contractor fails to open all lanes of Highland Road to traffic by September 16, 2022, the department will assess the contractor \$4,000 in interim liquidated damages per day for each calendar day after 12:01 AM on September 17, 2022 that Highland Road is not open to all lanes of traffic. An

entire calendar day will be charged for any period of time within a calendar day that Highland Road is not open to all lanes of traffic beyond 12:01 AM.

## 8. Holiday and Special Event Restrictions.

*Add the following as the last bullet under the first paragraph:*

From noon Wednesday, July 3, 2024 to 6:00 AM Monday, July 8, 2024 for Independence Day

## 9. Utilities.

*Add the following paragraph under the section **Highland Road Interchange** prior to the paragraph beginning with "Spectrum has existing...":*

**Ozaukee County Signals** has existing traffic signal facilities located at the intersection of Highland Road and Port Washington Road. Construct, reconstruct, relocate, remove, discontinue and leave in place portions of traffic signal facilities as shown in the plans and bid items.

*Add the following paragraph under the section **Pioneer Road Interchange (CTH C)** prior to the paragraph beginning with "Spectrum has existing...":*

**Ozaukee County Signals** has existing traffic signal facilities located at the intersection of Pioneer Road and Port Washington Road. Construct, reconstruct, relocate, remove, discontinue and leave in place portions of traffic signal facilities as shown in the plans and bid items.

## 19. Railroad Insurance and Coordination – Union Pacific Railroad Company.

*Replace entire section titled **A.4 Work by Railroad** with the following:*

### **A.4 Work by Railroad**

The railroad will perform the work described in this section, except for work described in other special provisions, and will be accomplished without cost to the contractor.

Install construction crossing

Replace the first paragraph of section A.5 Temporary Grade Crossing with following:

The department has made arrangements for temporary grade crossings to be installed by the railroad at locations deemed appropriate for both contractor needs and railroad requirements. Contact the railroad representative named in A.3 in writing, a minimum of four (4) weeks prior to March 31, 2022 to have the crossing installed by that date. The railroad flagger will unlock the railroad lock at the start of each day that the contractor needs to use the crossing. The railroad flagger will lock the gate at the end of each day, or any time that the flagger leaves the job site when the contractor no longer needs flagging services.

## 21. Hauling Restrictions.

*Replace the second paragraph with the following:*

The department will review the submittal and provide a letter identifying any areas of concern along the route within five business days of its receipt. The department will subsequently survey the existing condition of



that haul route to establish a baseline for assessing damage that the contractor's hauling operations might cause.

**32. DELETED.**

**75. DELETED.**

**81. Backfill Slurry.**

*Replace paragraph two with the following:*

Use fine aggregate according to standard spec 501.2.5.3, number 1, and coarse aggregates conforming to standard spec 501.2.5.4.1 number 1 and number 2, and water conforming to standard spec 501.2.4 in the backfill slurry mix. Provide a combined aggregate gradation for the backfill slurry mix conforming to standard spec 715.2.2. Weigh aggregates at a batch plant suitable for batching concrete masonry. Mix and deliver to the project site using a truck mixer. Add enough water to enable the mixture to flow readily. Submit a mix design for the engineers review prior to placement. Backfill Slurry is considered a class III concrete mix and the department will accept the mix by certification and will follow the QMP process per standard spec 716. Mix acceptance and testing in the field is not required.

**121. High Performance Concrete (HPC) Masonry Structures, Item SPV.0035.4000.**

*Replace entire article language with the following:*

**A Description**

This special provision describes specialized material and construction requirements for high-performance concrete used in bridge structures. Conform to standard spec 501, 502 and 509, as modified in this special provision.

**B Materials**

**B.1 Coarse Aggregates**

*Replace 501.2.7.3.1(2) with the following:*

- (1) Use clean, hard, durable crushed limestone with 100 percent fractured surfaces and free of excess flat and elongated pieces, lightweight particles, frozen lumps, vegetation, deleterious substances or adherent coatings considered injurious.
- (2) Use virgin aggregates only.

**B.2 Deleterious Substances**

*Replace 501.2.7.2.2 and 501.2.7.3.3 paragraph one with the following:*

- (1) The quantity of deleterious substances must not exceed the following percentages:

DELETERIOUS SUBSTANCE .....	PERCENT BY WEIGHT
Shale.....	1.0
Coal .....	1.0
Clay lumps .....	0.3
Soft fragments.....	5.0

Any combination of above .....	5.0
Flat or elongated pieces based on a 3:1 ratio <sup>(1)</sup> .....	15.0
Materials passing the No. 200 sieve .....	1.5
Chert <sup>(2)</sup> .....	1.0
Lightweight pieces <sup>(3)</sup> in concrete not for prestressed concrete members.....	5.0
Lightweight pieces <sup>(3)</sup> in concrete for pre-stressed concrete members .....	2.0

<sup>(1)</sup> As modified in CMM 860

<sup>(2)</sup> Material classified lithologically as chert and having a bulk specific gravity (saturated surface-dry basis) of less than 2.45. Determine the percentage of chert by dividing the weight of chert in the sample retained on a 3/8-inch sieve by the weight of the total sample.

<sup>(3)</sup> Material having a saturated surface-dry bulk specific gravity of less than 2.45, tested according AASHTO T113. Determine the percentage of lightweight pieces by dividing the weight of the lightweight pieces in the sample retained on a 3/8-inch sieve by the weight of the total sample.

### **B.3 Physical Properties**

*Replace standard spec 501.2.7.3.2.1 (1) and (2) with the following:*

- <sup>(1)</sup> The department will ensure that Los Angeles wear testing conforms to AASHTO T 96, soundness testing conforms to AASHTO T 104 using 5 cycles in sodium sulfate solution on aggregate retained on the No. 4 sieve, and freeze-thaw soundness testing conforms to AASHTO T 103. The percent wear must not exceed 30, the weighted soundness loss must not exceed 6 percent, and the weighted freeze-thaw average loss must not exceed 15 percent.

### **B.4 Concrete Curing Materials**

*Replace standard spec 501.2.8 with the following:*

- <sup>(1)</sup> Furnish burlap conforming to AASHTO M 182, class 1, 2, 3 or 4.

## **C Construction**

### **C.1 Extended Delivery Time**

*Delete standard spec 501.3.2.4.3.3.*

### **C.2 Ready-Mixed Concrete**

*Replace standard spec 501.3.5.1 with the following:*

Use central-mixed concrete for all work performed under this special provision. Central-mixed concrete is mixed in a stationary mixer and transported to the point of delivery with or without mechanical agitation in the transporting vehicle.

### **C.3 Delivery**

*Replace standard spec 501.3.5.2 (3) with the following:*

- <sup>(3)</sup> Deliver and discharge all concrete within one hour beginning when adding water to the cement, or when adding cement to the aggregates. A decrease in air temperature below 60 F or the use of department-approved retarders does not increase the discharge time.

### **C.4 Slump**

*Replace standard spec 501.3.7.1 with the following:*

- <sup>(1)</sup> Use a 2-inch to 4-inch slump  
<sup>(2)</sup> Perform the slump tests for concrete according to AASHTO T119.

## **C.5 Hot Weather Concreting**

*Replace standard spec 501.3.8.2.1 (1) and (2) with the following:*

- (1) The contractor is responsible for the quality of concrete placed in hot weather. Take the following steps to ensure the quality of the concrete placed. Submit a written temperature control plan at or before the pre-pour meeting. In that plan, outline the actions to control concrete temperature if the concrete temperature at the point of placement exceeds 80 F. Do not place concrete without the engineer's written acceptance of that temperature control plan. Perform the work as outlined in the temperature control plan.
- (2) If the concrete temperature at the point of placement exceeds 80 F, do not place concrete for items covered in this special provision.

## **C.6 Bridge Decks**

*Replace standard spec 501.3.8.2.2 with the following:*

- (1) Do not place concrete for bridge decks when the air temperature is above 80 F.
- (2) For concrete placed in bridge decks, submit a written evaporation control plan at each pre-pour meeting. In that plan, outline the actions to maintain concrete surface evaporation at or below 0.15 pounds per square foot per hour. Do not place concrete for bridge decks without the engineer's written acceptance of that evaporation control plan. If the engineer accepts an evaporation control plan calling for ice, the department will pay \$0.75 per pound for that ice. Perform the work as outlined in the evaporation control plan.
- (3) If predicting a concrete surface moisture evaporation rate exceeding 0.15 pounds per square foot per hour, do not place concrete for bridge decks.
- (4) Provide evaporation rate predictions to the engineer 24 hours before each bridge deck pour.
- (5) Compute the evaporation rate from the predicted ambient conditions at the time and place of the pour using the nomograph, or computerized equivalent, specified in [CMM 525](#), figure 1 or using a computerized equivalent. Use weather information from the nearest national weather service station. The engineer will use this information to determine if the pour will proceed as scheduled.
- (6) At least 8 hours before each pour, the engineer will inform the contractor in writing whether or not to proceed with the pour as scheduled. If the actual computed evaporation rate during the pour exceeds 0.15 pounds per square foot per hour, at the engineer's discretion, the contractor may be allowed to implement immediate corrective action and complete the pour. If the engineer allows the placement to continue, the department will pay \$0.75 per pound for the quantity of ice required to maintain the concrete surface evaporation at or below 0.15 pounds per square foot per hour. If ice is not available the department will pay for any actions, beyond those described in the contractor's evaporation plan, required to complete the pour as the engineer directs.

## **C.7 Detailed Plans**

*Replace standard spec 502.3.2.1 with the following:*

- (1) As specified in 105.2, submit four copies of detailed plans and computations for falsework, signed and sealed by a Professional Engineer registered in the State of Wisconsin, three weeks before erection of falsework for review and acceptance. Acceptance of the detailed plans and computations will in no way relieve the contractor of the responsibility of providing a safe and stable structure and obtaining satisfactory results.

## **C.8 Superstructures**

*Delete standard spec 502.3.5.4 (6).*

## **C.9 Floors**

*Replace standard spec 502.3.7.8 (5) with the following:*

- (5) Set the rails or tracks that the finish machine rides on, to the required elevation; and ensure they adjust to allow for settlement under load. Support the rails or tracks outside the limits of the finished riding surface. Do not support rails or tracks on the tops of girders, or within the finished riding surface, without the engineer's written permission.

*For bridges that include Longitudinal Grooving Bridge Deck, delete paragraph thirteen, fourteen, and fifteen. For bridges that include Polymer Overlay, follow the requirements of paragraphs thirteen, fourteen, and fifteen.*

*Add the following to standard spec 502.3.7.8:*

- (19) Do not place bridge deck concrete more than 10 feet ahead of the finishing machine. If there is a delay of more than 10 minutes during the placement of a bridge deck, cover all concrete (unfinished and finished) with wet burlap to protect the concrete from evaporation until placement operations resume.
- (20) Keep hand finishing, except for the edge of deck, to a minimum. Equip the finishing machine with a pan behind the screed. Apply micro texture using a broom or turf drag following the use of a 10-foot straight edge. Only finish by hand as necessary to close up finished concrete. Begin wet curing the deck within a timeframe acceptable to the engineer following the micro texture.
- (21) For bridge decks with a design speed of 40 mph or greater, provide longitudinal grooving
- (22) Provide lighting as necessary to safely perform the required work and facilitate inspection during nighttime hours. Ensure that lighting does not interfere with or impede traffic on open roadways and does not cause glare, shine or directly face the eyes of oncoming drivers. After initial setup, drive through and observe the lighted work area from each direction on the main roadway. Adjust lighting alignment if lighting causes glare, shine or directly faces the eyes of oncoming drivers.

### **C.10 General**

*Replace standard spec 502.3.8.1 (1) with the following:*

- (1) Maintain adequate moisture throughout the concrete mass to support hydration for at least 14 days.

### **C.11 General**

*Replace standard spec 502.3.8.2.1 with the following:*

- (1) Wet-cure the concrete for bridge decks, structural approach slabs, sidewalks on bridges and raised medians on bridges for 14 days by use of a soaker hose system, or other engineer-approved methods. Cover the finished surface of bridge decks and overlays with one layer of wetted burlap or wetted cotton mats within 10 minutes after the finishing machine has passed. Apply the burlap/cotton gently to minimize marking of the fresh concrete. Keep the first layer of burlap/cotton continuously wet until the bridge deck or overlay is sufficiently hard to apply a second layer of wetted burlap/cotton. Immediately after applying the second layer of burlap/cotton, continue to keep the deck wet until placing and activating the soaker hose system. Throughout the remainder of the curing period, keep the burlap/cotton continuously wet with soaker hoses hooked up to a continuous water source. Inspect the burlap/cotton twice daily to ensure the entire surface is moist. If necessary, alter the soaker hose system as needed to ensure the entire surface is covered and stays moist. After 48 hours from the time of completion of the bridge deck or overlay pour, the soaker hose system and burlap/cotton may be covered with polyethylene sheeting. Provide a continuous flow of water through the soaker hose system for the entire curing period.
- (2) Do not uncover any portion of the deck during the first 7 days of the curing period except as allowed by the engineer.
- (3) Set up and test the fogging system before each bridge deck, structural approach slab, bridge mounted sidewalk or bridge mounted raised median pour. Keep the fogging system set up and operational during the pour.

### **C.12 Decks**

*Delete standard spec 502.3.8.2.3.*

### **C.13 Parapets**

*Replace standard spec 502.3.8.2.4 with the following:*

- (1) Cure the inside and outside concrete faces and tops of railings or parapets by covering with wetted burlap within a timeframe acceptable to the engineer after form removal and surface finish application. Keep the burlap thoroughly wet for at least 7 days; or by covering for the same period with thoroughly wet polyethylene-coated burlap conforming to 501.2.8.
- (2) Secure coverings along all edges to prevent moisture loss.

#### **C.14 Bridge Decks**

*Replace standard spec 502.3.9.6 (1) 2. with the following:*

- (2) Protect the underside of the deck, including the girders, for bridge deck and overlay pours by housing and heating when the national weather service forecast predicts temperatures to fall below 32° F during the cold weather protection period. Maintain a minimum temperature of 40° F in the enclosed area under the deck for the entire 14-day curing period.

#### **C.15 Strength Evaluation Structures and Cast-in-Place Barrier**

*Replace standard spec 715.3.2.2.2 (1) and (5) with the following:*

- (1) The department will evaluate the subplot for possible removal and replacement if the 28-day subplot average compressive strength is lower than  $f'c$  minus 250 psi. The value of  $f'c$  is the design stress the plans show. The department may assess further strength price reductions or require removal and replacement only after coring the subplot.
- (5) If the 3 core average is greater than or equal to 90 percent of the  $f'c$ , and no individual core is than less than 80 percent of the  $f'c$ , the engineer will accept the subplot at the previously determined pay for the lot. If the 3-core average is less than 90 percent of the  $f'c$ , or an individual core is less than 80 percent of the  $f'c$ , the engineer may require contractor to remove and replace the subplot or assess a price reduction of \$35 per cubic yard or more.

#### **C.16 Sampling and Testing**

*Supplement standard spec 710.5 with the following:*

##### **710.5.8 Chloride Penetration Resistance**

- (1) For each new or changed mix design, measure chloride penetration resistance according to AASHTO T 277 (Rapid Chloride Permeability Test) at a frequency of 1 test per 3 months (quarterly) of production.
- (2) Strip permeability samples for AASHTO T 277 testing of their molds and wet cure to an age of 7 days in a standard moist room or water tank. After 7 days, submerge the samples in water heated to 100 F until an age of 28 days. Upon completion of the curing process, obtain one sample from each cylinder and test according to AASHTO T 277.
- (3) Ensure that the initial accepted mix designs meet the chloride penetration resistance limit of 1500 coulombs based on the AASHTO T 277 Rapid Chloride Permeability test. Chloride resistance testing conducted quarterly using AASHTO T 277 Rapid Chloride Permeability Test during production will not be used for acceptance of previously accepted mixes and concrete masonry mixed and placed according to the contract requirements. For quarterly chloride resistance test results exceeding 1500 coulombs, the department may require adjustment of the concrete mix going forward to improve the chloride penetration resistance.

#### **C.17 Structures**

*Replace standard spec 715.2.2.2 (1) with the following:*

- (1A) Develop and test each mix to be used for HPC Masonry Structures. Produce a laboratory trial mix for each mix, as well as a trial mix from each plant used to supply the project. Test all mixes at a department-qualified laboratory.
- (1B) The laboratory trial mix data must include the results of the following tests:
  1. AASHTO T 119 Slump of Hydraulic Cement Concrete.
  2. AASHTO T 121 Mass per Cubic Foot, Yield

3. AASHTO T 152 Air Content.
4. AASHTO T 22 Compressive Strength.
5. AASHTO T 277 Rapid Determination of the Chloride Permeability of Concrete, using the modified curing procedure according to 710.5.7 (2) in this special provision.
6. AASHTO T 309 Temperature.
7. Water Cement Ratio.

<sup>(1C)</sup> The 28-day compressive strength must be at least 4000 psi. The 28-day results of the permeability test must be at most 1500 coulombs.

*Replace standard spec 715.2.2.2 (2) with the following:*

- <sup>(2)</sup> Provide a cementitious content within a range of 470 to 540 pounds per cubic yard. For all superstructure and substructure concrete, unless the engineer approves otherwise in writing, conform to one of the following:
  1. Use class C fly ash, class F fly ash, or grade 100 or 120 slag as a partial replacement for portland cement. For binary mixes use fly ash within a range of 15 to 30 percent or slag within a range of 20 to 30 percent. For ternary mixes use fly ash plus slag in combination within a range of 15 to 30 percent. Percentages are stated as percent by weight of the total cementitious material in the mix.
  2. Use a type IP, IS, or IT blended cement.

**D (Vacant)**

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.4000	HPC Masonry Structures	CY

*Payment for HPC Masonry Structures will follow standard spec 502.5.2 and as follows:*

- <sup>(5)</sup> Lighting for nighttime bridge deck placement is included in payment.

**183. Field Office Special, Item SPV.0135.0001.**

*Replace entire section titled B Materials with the following:*

**B Materials**

Obtain engineer approval before providing an existing office building, or an existing building converted to office-type use. Ensure that the building meets all applicable health, fire, and building codes and standards. Provide first aid kits, fire extinguishers, and all other supplies required to meet all applicable health, fire, and building codes and standards. The field office must be located within 1 mile of the project limits.

Provide; maintain in clean good working condition; and stock lavatory with sanitary supplies, including a sufficient supply of soap; hand sanitizer; toilet paper; and paper towels. The on-site sanitary facilities must meet Federal, State, and local health department requirements at all times.

Equip these facilities with suitable natural and-artificial lighting. Also provide adequate heating and air conditioning equipment and fuel necessary to maintain a temperature range from 68 F to 80 F during the hours occupied.

Equip:

- Doors and windows with locks.
- Exterior doors with dead bolt locks.
- Windows with exterior screens to allow adequate ventilation.

Provide approximately 7,000 square feet of interior useable floor space, including shared spaces, such as plan review areas, conference rooms, storage areas, meeting areas, hallways, and restrooms.

Meeting Area: Obtain engineer's approval of a suitably sized, open meeting area, including tables and folding chairs, to accommodate regularly scheduled meetings of 40 people, minimum 1000 sf. Include a 50-inch minimum wall mounted tv/monitor with appropriate cables to connect to a computer display, a 4' x 8' white board with dry erase markers and erasers, and phone jack with phone service. Provide one new speakerphone with a minimum of four wireless microphones.

Reception Area: Provide an area for reception

Break Room: Provide a kitchenette / break area, 200 sf minimum.

Storage Room: 1,000 sf minimum with a door and two lock/key sets.

Work Station Cubicles: 28 work stations cubicles, each work station cubicle 64 sf minimum with dividers between each work station. Each work station requires a desk, shelf, 4-drawer file cabinet and two 110V electrical outlets.

Within footprint, there should be 6 private rooms with a minimum of 100 sf each, additionally equipped with a four-shelf bookcase, separate temperature control, a large lockable metal storage cabinet, a 4' x 3' whiteboard with dry-erase markers, and two 110V electrical outlets. Supply the interior doors to these rooms with locks and key sets, independent of the main access key security.

Provide one ergonomically correct office chair in working condition, with, at a minimum, the following features for each of the work station cubicles and private rooms. The office chair requires the following:

- Five-legged base with casters
- High backrest
- Seat adjustable from 15 inches to 22 inches from the floor with a "seamless waterfall, rounded front edge

For all work stations and private rooms, provide unlimited high-speed internet service for exclusive department use via cable or DSL connection with a modem/router and capable of supporting cloud enabled file sharing, voice over internet protocol (VoIP), video conferencing, and web-based applications.

Ensure that system meets the following:

- Includes a wireless network for the field office.
- Can accommodate IPsec based VPN products.
- Has a broadband bandwidth range with minimum connection speed of 100 Mbps + 1/2 Mbps per user download and 20 Mbps upload. Coordinate network setup at the leased office with the WisDOT network team.
- Include a hard wire connection for internet meeting the minimum connection speed to each workstation.

Provide and install into the field office two telephone exchanges with local and long-distance service or VoIP phone network. The voice exchanges are to be configured so that the incoming calls for any voice exchange utilize an open exchange. The telephones and the communication services are for the sole use of the department staff.

Provide two new Windows 10 compliant, high-capacity color printer/photocopier/scanners capable of

printing and copying up to 11" x 17" paper, with the ability to perform duplexing, sorting, stapling, and multiple sheet auto feeding, with a built-in scanner with the capability to scan black and white and color up to 11" x 17" at a minimum of 1200dpi, and with a direct or field office wireless network connection, as approved by the engineer.

Provide and maintain an adequate supply of bottled drinking water. Provide two refrigerators with a minimum 18 cubic foot capacity, including a freezer. Provide two microwave ovens with a minimum 1.1 cubic foot capacity, a minimum of 1000 watts, and a removable glass turntable.

Maintain the field office equipment and provide supplies for the photocopiers as requested by the engineer.

Provide for the professional cleaning of the field office during regular business hours once per week.

Provide carpet runners at all entrances. Clean weekly and replace as necessary or as directed by the engineer.

Provide clearly marked recycling and waste receptacles within the field office, and separate recycling and waste dumpsters near the field office. Cover outdoor containers to keep out rain, and snow. Provide regularly scheduled recycling and waste pick-up.

Include an adjacent, no-fee, lighted parking lot large enough to accommodate the needs of the field office at peak usage, as approved by the engineer. Maintain the parking lot and egress, including snow removal.

Replace the third paragraph of **Section C Construction** with the following:

The field office shall remain available for the department until the engineer approves its closure. These field facilities are for the sole use of the department and upon contract completion remain the contractor's property.

### **Schedule of Items**

Attached, dated November 1, 2021, are the revised Schedule of Items Pages 1 - 40.

### **Plan Sheets**

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

#### Revised Sheets:

12, 13, 16, 41, 93, 486, 492, 493, 529, 538, 572, 1099, 1102, 1104, 1105, 1108, 1112-1119, 1125, 1133, 1141, 1147, 1153, 1155, 1196, 1197, 1957, 1991, 1992

#### New sheets:

45A, 52A, 1045A, 1045B, 1045C, 1045D, 1045E, 1045F, 1100A, 2002A, 2002B

END OF ADDENDUM



## ADDITIONAL SPECIAL PROVISIONS 5 FUEL COST ADJUSTMENT

### A Description

Fuel Cost Adjustments will be applied to partial and final payments for work items categorized in Section B as a payment to the contractor or a credit to the department. ASP-5 shall not apply to any force account work.

### B Categories of Work Items

The following items and Fuel Usage Factors shall be used to determine Fuel Cost Adjustments:

(1) Earthwork.		Unit	Gal. Fuel Per Unit
205.0100	Excavation Common	CY	0.23
205.0200	Excavation Rock	CY	0.39
205.0400	Excavation Marsh	CY	0.29
208.0100	Borrow	CY	0.23
208.1100	Select Borrow	CY	0.23
209.1100	Backfill Granular Grade 1	CY	0.23
209.1500	Backfill Granular Grade 1	Ton	0.115
209.2100	Backfill Granular Grade 2	CY	0.23
209.2500	Backfill Granular Grade 2	Ton	0.115
350.0102	Subbase	CY	0.28
350.0104	Subbase	Ton	0.14
350.0115	Subbase 6-Inch	SY	0.05
350.0120	Subbase 7-Inch	SY	0.05
350.0125	Subbase 8-Inch	SY	0.06
350.0130	Subbase 9-Inch	SY	0.07
350.0135	Subbase 10-Inch	SY	0.08
350.0140	Subbase 11-Inch	SY	0.09
350.0145	Subbase 12-Inch	SY	0.09

### C Fuel Index

A Current Fuel Index (CFI) in dollars per gallon will be established by the Department of Transportation for each month. The CFI will be the price of No. 2 fuel oil, as reported in U.S. Oil Week, using the first issue dated that month. The CFI will be the average of prices quoted for Green Bay, Madison, Milwaukee and Minneapolis.

The base Fuel Index (BFI) for this contract is \$2.70 per gallon.

### D Computing the Fuel Cost Adjustment

The engineer will compute the ratio CFI/BFI each month. If the ratio falls between 0.85 and 1.15, inclusive, no fuel adjustment will be made for that month. If the ratio is less than 0.85 a credit to the department will be computed. If the ratio is greater than 1.15 additional payment to the contractor will be computed. Credit or additional payment will be computed as follows:

- (1) The engineer will estimate the quantity of work done in that month under each of the contract items categorized in Section B.
- (2) The engineer will compute the gallons of fuel used in that month for each of the contract items categorized in Section B by applying the unit fuel usage factors shown in Section B.
- (3) The engineer will summarize the total gallons (Q) of fuel used in that month for the items categorized in Section B.
- (4) The engineer will determine the Fuel Cost Adjustment credit or payment from the following formula:

$$FA = \frac{CFI}{BFI} - 1 \times Q \times BFI$$

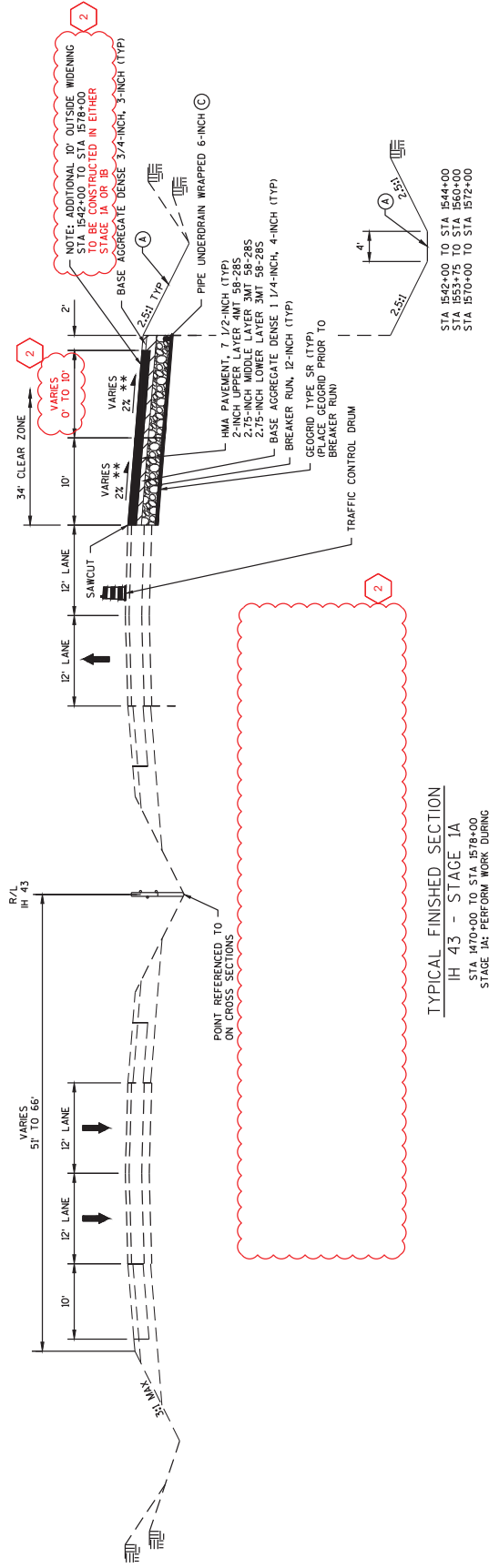
(plus is payment to contractor; minus is credit to the department)

Where	FA	=	Fuel Cost Adjustment (plus or minus)
	CFI	=	Current Fuel Index
	BFI	=	Base Fuel Index
	Q	=	Monthly total gallons of fuel

### E Payment

A Fuel Cost Adjustment credit to the department will be deducted as a dollar amount each month from any sums due to the contractor. A Fuel Cost Adjustment payment to the contractor will be made as a dollar amount each month.

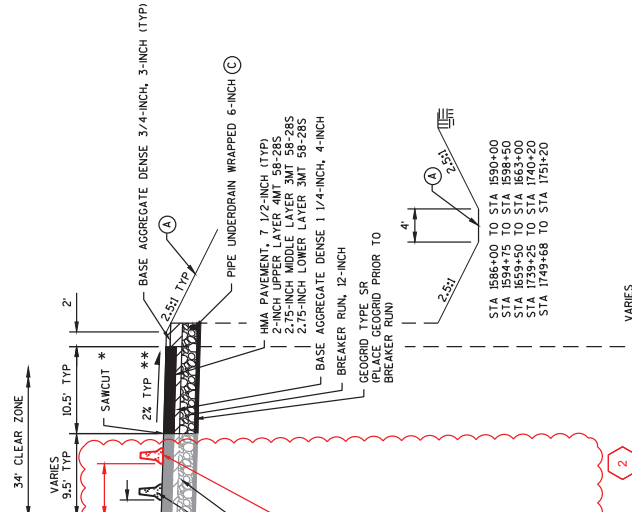
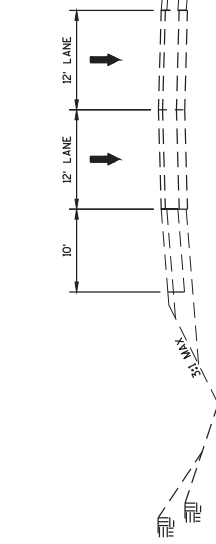
Upon completion of the work under the contract, any difference between the estimated quantities and the final quantities will be determined. An average CFI, calculated by averaging the CFI for all months that fuel cost adjustment was applied, will be applied to the quantity differences. The average CFI shall be applied in accordance with the procedure set forth in Section D.



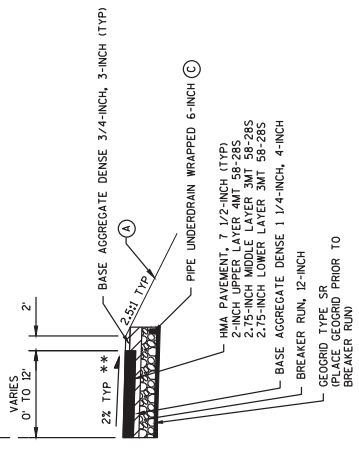
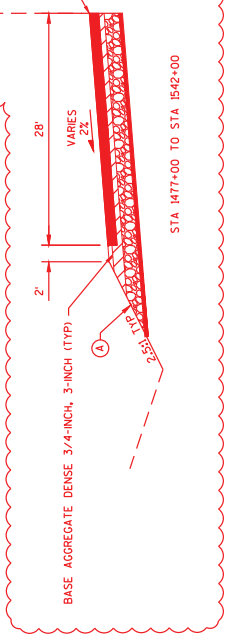
- NOTES:
- (A) TOPSOIL, SPECIAL, SEEDING NO. 30 SPECIAL, FERTILIZER TYPE B, AND EROSION MAT
  - (C) INSTALL APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EVERY 250' AND AT PROFILE LOW POINTS. REMOVAL IN SUBSEQUENT STAGES CONSIDERED INCIDENTAL TO EXCAVATION COMMON BID ITEM.

\*\* MATCH CROSS SLOPE OF ADJACENT TRAVEL LANE.

R/L  
IH 43



POINT REFERENCED TO  
ON CROSS SECTIONS



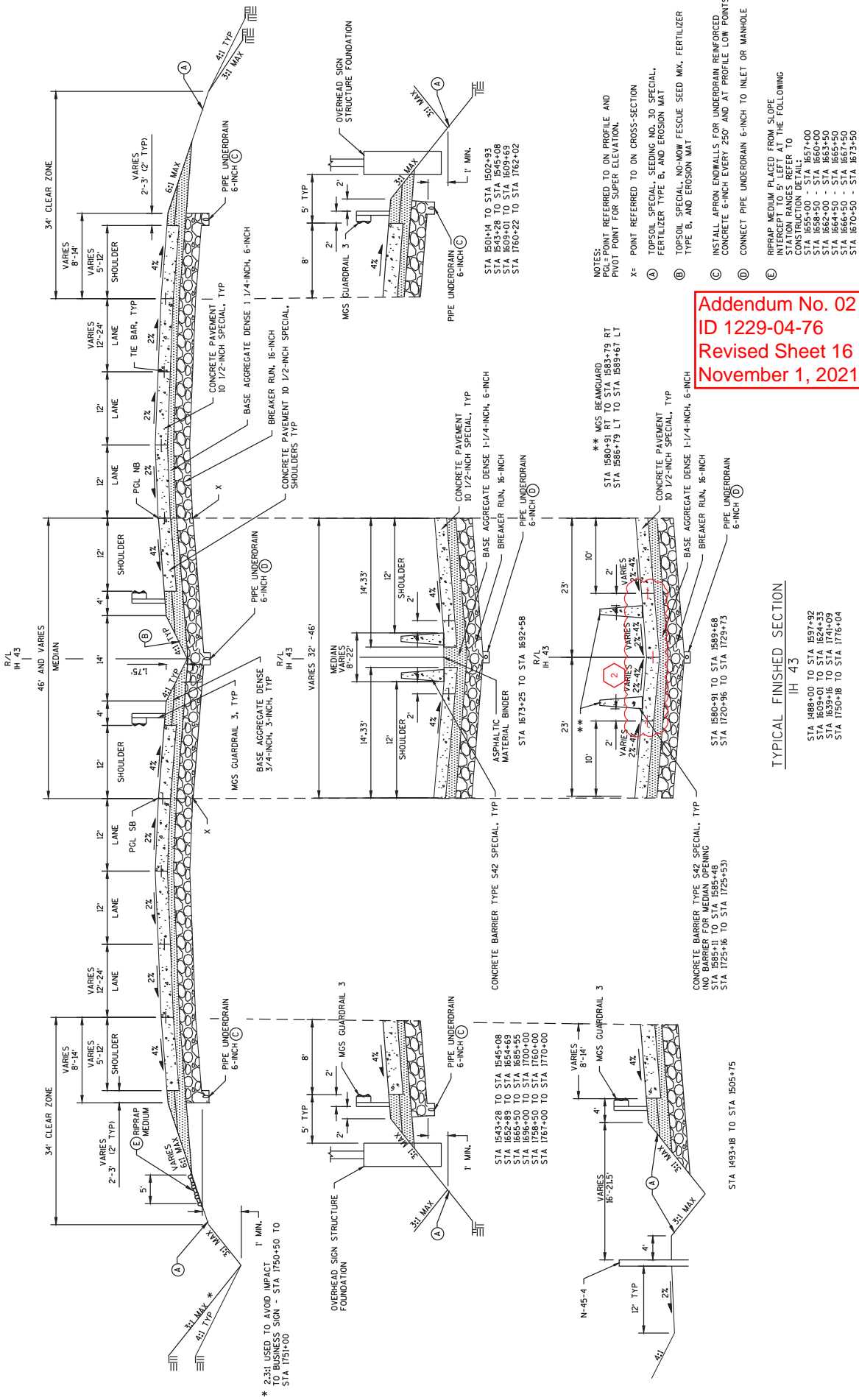
Addendum No. 02  
ID 1229-04-76  
Revised Sheet 13  
November 1, 2021

TYPICAL FINISHED SECTION  
IH 43 - STAGE IB  
STA 1477+00 TO STA 1542+00  
STAGE IB: PERFORM WORK AFTER  
PLACING CONCRETE BARRIER  
TEMPORARY PRECAST

NOTES:  
STA 1608+45 TO STA 1624+52  
STA 1665+12 TO STA 1771+07

- \* SAWCUT ASPHALT 0.5' FROM EDGE OF PAVEMENT PLACED IN PREVIOUS CONTRACT FOR CLEAN PAVING JOINT.
- \*\* MATCH CROSS SLOPE OF ADJACENT TRAVEL LANE.
- (A) TOPSOIL SPECIAL, SEEDING NO. 30 SPECIAL FERTILIZER TYPE B, AND EROSION MAT
- (C) INSTALL APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EVERY 250' AND AT PROFILE LOW POINTS. REMOVAL IN SUBSEQUENT STAGES CONSIDERED INCIDENTAL TO EXCAVATION COMMON BID ITEM.

PROJECT NO: 1229-04-76	COUNTY: OZAUKEE	TYPICAL FINISHED SECTIONS	SHEET 13
HWY: IH 43	FLYBY: NICHOLAS DAMRO, PE	PLOT DATE: 10/25/2021 12:12 PM	PLOT SCALE: 1:15
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**Addendum No. 02**  
**ID 1229-04-76**  
**Revised Sheet 16**  
**November 1, 2021**

- NOTES:  
 PCL-POINT REFERRED TO ON PROFILE AND  
 PLOT FOR SUPER ELEVATION.  
 X= POINT REFERRED TO ON CROSS-SECTION
- (A) TOPSOIL SPECIAL, SEEDS NS, 30 SPECIAL, FERTILIZER, TYPE B, AND EROSION MAT
  - (B) TOPSOIL SPECIAL, NO-MOW FESCUE SEED MX, FERTILIZER TYPE B, AND EROSION MAT
  - (C) INSTALL APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EVERY 250' AND AT PROFILE LOW POINTS.
  - (D) CONNECT PIPE UNDERDRAIN 6-INCH TO INLET OR MANHOLE
  - (E) RIPRAP MEDIUM PLACED FROM SLOPE RECESSED 6-INCH FROM THE FOLLOWING STATION RANGES REFER TO CONSTRUCTION DETAIL:  
 STA 1655+00 - STA 1657+00  
 STA 1662+00 - STA 1665+00  
 STA 1664+50 - STA 1665+50  
 STA 1666+50 - STA 1667+50  
 STA 1670+50 - STA 1673+50

**TYPICAL FINISHED SECTION**  
 IH 43

- STA 1488+00 TO STA 1597+92
- STA 1609+01 TO STA 1624+33
- STA 1659+16 TO STA 1741+09
- STA 1750+18 TO STA 1776+04

**GENERAL NOTES**

- WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
- EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OF 1/2" MINIMUM.
- WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1", USE TYPE A.
- PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
- EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
- MONOLITHIC FOOTING OR DOWELED FOOTING 2'-#8 X 8" @ 2'-0".
- STAGGER LAPSPINS OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
- 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 901.
- WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL THROUGH SLIP FORM TO NEXT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.
- COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS, WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.

14-NO ABNORMAL VERTICAL STEEL IS NEEDED--

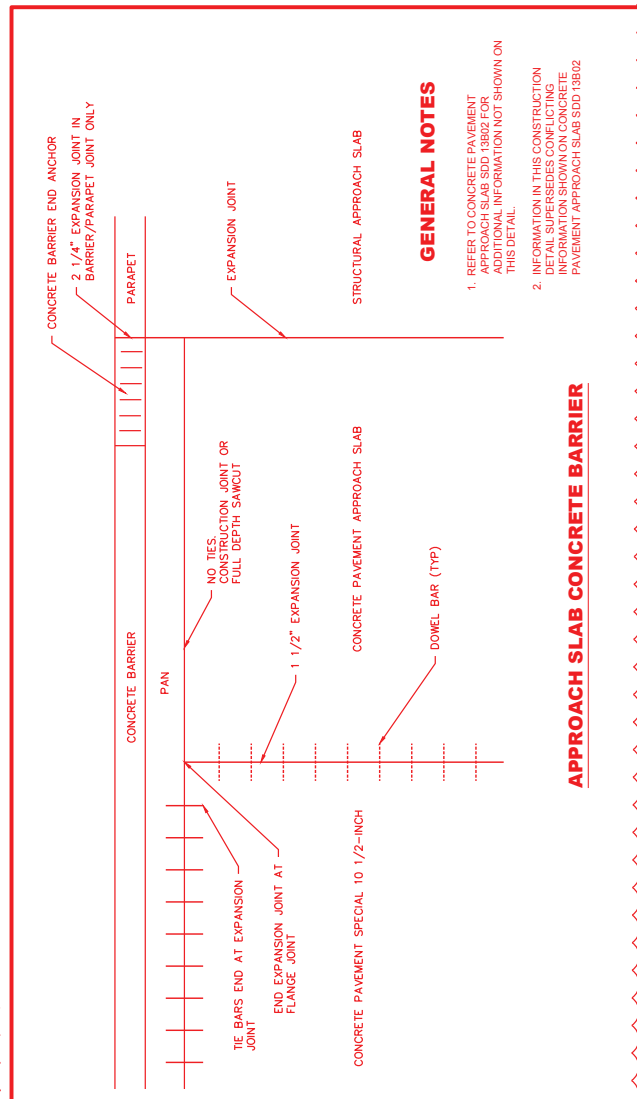
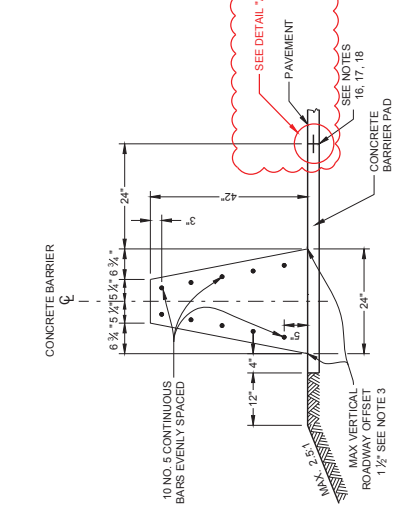
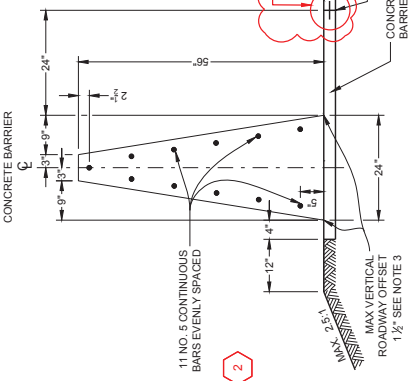
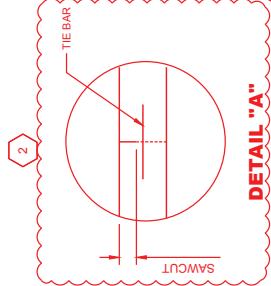
15- FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. THESE ANCHORS INCIDENTAL TO CROSS.

16- CONCRETE PAD UNDER GBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR IS INCIDENTAL TO CONCRETE SHOULDER AND SAWED 1/3 DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAD IS EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER AND CONCRETE PAD FORTH SHALL BE SAME. CONCRETE PAVEMENT BID ITEM IN CONTRACT WHEN ADJACENT TO CONCRETE PAVEMENT.

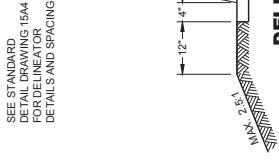
17- CONSTRUCTION JOINTS MAY BE ELIMINATED WHEN CONCRETE SHOULDER IS LESS THAN 10"

18- SEE SDD 10C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.

19- PROVIDE A 1" DEEP CONTRACTION JOINT IN BARRIER PAD AND BARRIER. JOINT IS TO MATCH ADJACENT CONCRETE JOINTS. NO DOWEL BARS ARE REQUIRED FOR BARRIER PAD. IF ADJACENT TO ASPHALT, CONTRACTION JOINT IS REQUIRED EVERY 15'.

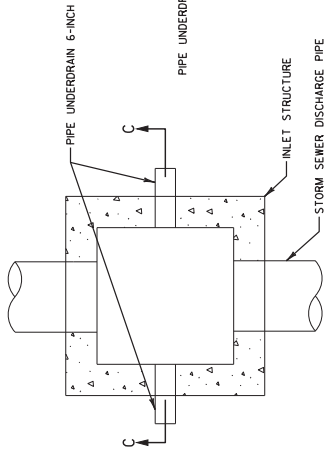


Addendum No. 02  
 ID 1229-04-76  
 Revised Sheet 41  
 November 1, 2021

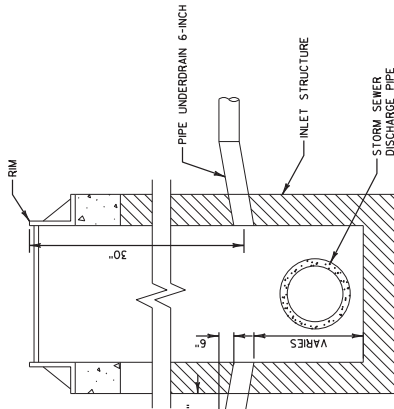


NOTES

- 1. CONNECTIONS TO INLETS OR MANHOLES IN MEDIAN SHALL USE PIPE UNDERDRAIN 6-INCH.
- 2. PROVIDE TWO 6" DIA. OPENINGS FOR UNDERDRAIN PIPE A MINIMUM OF 30" BELOW THE RIM ELEVATION.
- 3. SEE TYPICAL SECTIONS FOR PIPE UNDERDRAIN LOCATIONS.
- 4. CONNECTION TO INLET OR MANHOLE IS INCIDENTAL TO THE PIPE UNDERDRAIN 6-INCH BID ITEM.



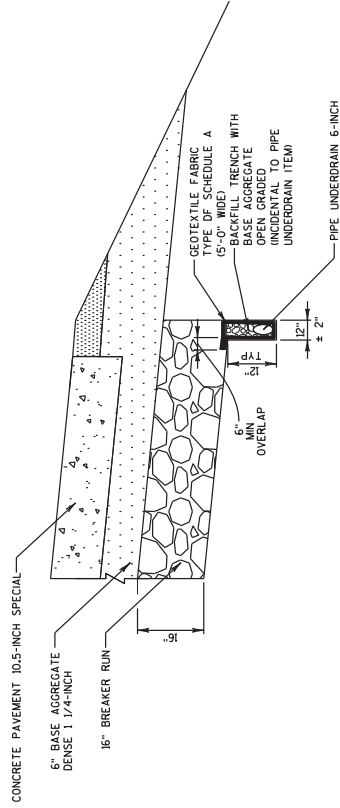
PLAN VIEW



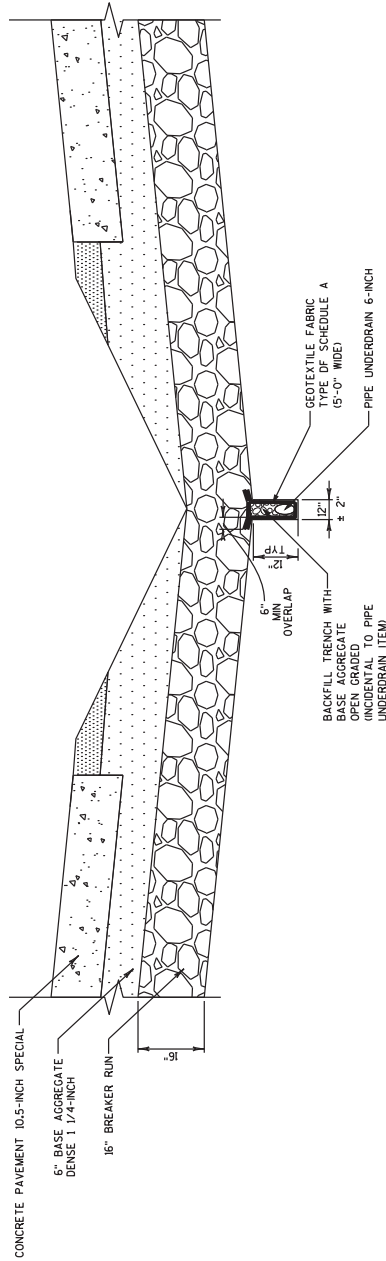
SECTION C-C

UNDERDRAIN OUTFALL AT INLET

OUTSIDE SHOULDER UNDERDRAIN TRENCH DETAIL



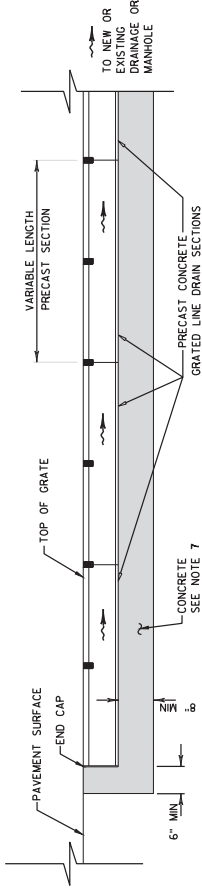
Addendum No. 02  
ID 1229-04-76  
New Sheet 45A  
November 1, 2021



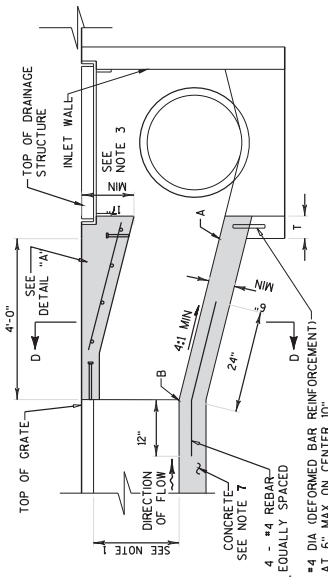
MEDIAN UNDERDRAIN TRENCH DETAIL

NOTES:

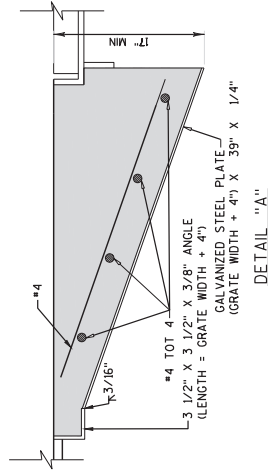
1. PROVIDE A 15-INCH DIAMETER DRAIN OR EQUIVALENT.
2. SUBMIT SHOP DRAWINGS FOR PRECAST TRENCH DRAIN SECTIONS SHOWING ALL OUTLET CONNECTIONS AND GRADES.
3. CONTRACTOR TO FIELD VERIFY MINIMUM DEPTH TO AVOID CONFLICT WITH INLET TOP, SPECIFICATIONS AND DETAILS.
4. PRECAST TRENCH DRAINS SHALL BE IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS AND DETAILS.
5. PROVIDE A 1/4"-1/2" EXPANSION JOINT WITH AN EMULSIFIED JOINT FILLER BETWEEN CONCRETE PAVEMENT AND TRENCH DRAIN ENCASEMENT.
6. CONTRACTOR TO FIELD VERIFY MINIMUM DEPTH TO AVOID CONFLICT WITH CASTINGS, RINGS OR STRUCTURE DECK.
7. CONCRETE GRADE SHALL MATCH ABUTTING MAINLINE CONCRETE PAVEMENT, UNLESS OTHERWISE APPROVED BY THE ENGINEER.



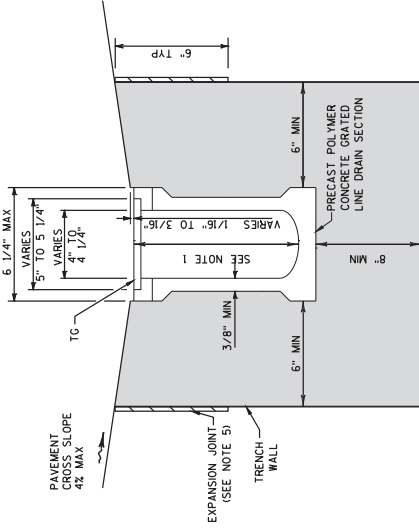
SECTION A-A  
SEE NOTE 1



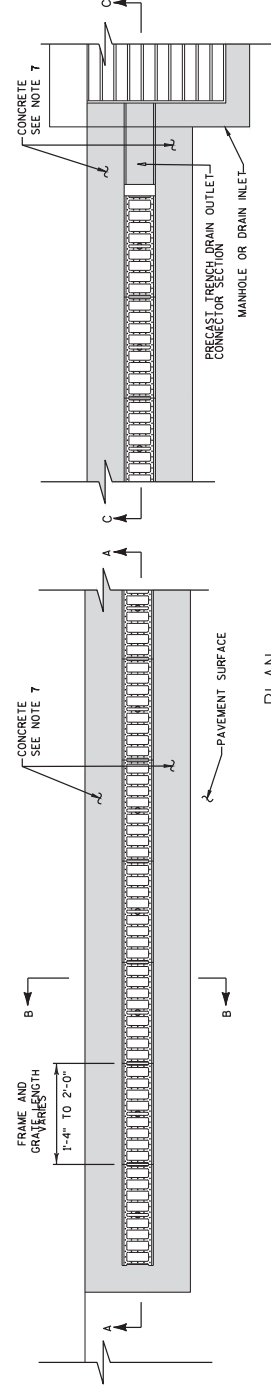
SECTION C-C  
CAST IN PLACE OUTLET CONNECTION



DETAIL 'A-A'



SECTION B-B  
PRECAST GRATED LINE DRAIN WITH NON-INTEGRAL FRAME



PLAN




PRECAST TRENCH DRAIN DETAIL

Addendum No. 02  
ID 1229-04-76  
New Sheet 52A  
November 1, 2021



Addendum No. 02  
 ID 1229-04-76  
 Revised Sheet 93  
 November 1, 2021

REMOVAL LEGEND

- XXXXXX SAWING PAVEMENT
- ||||| REMOVING CURB & GUTTER
-  REMOVING CONCRETE PAVEMENT
- |- REMOVING FENCE
- REMOVING CABLE BARRIER
- REMOVING GUARDRAIL
- · · · · CLEARING AND GRUBBING
- × CLEARING AND GRUBBING
- RM 2 - REMOVING STORM SEWER STAGE 2
- RM 3 - REMOVING STORM SEWER STAGE 3
- RM 4 - REMOVING STORM SEWER STAGE 4
- AB 2 - ABANDONING STORM SEWER STAGE 2
- AB 3 - ABANDONING STORM SEWER STAGE 3
- AB 4 - ABANDONING STORM SEWER STAGE 4
-  REMOVING INLETS
-  REMOVING DELINEATORS AND MARKERS

GENERAL NOTES

- 1) ALL ITEMS ASSOCIATED WITH LIGHTING REMOVALS ARE SHOWN IN LIGHTING PLAN.
- 2) ALL ITEMS ASSOCIATED WITH SIGN REMOVALS ARE SHOWN IN THE SIGN PLAN.
- 3) ALL ITEMS ASSOCIATED WITH TRAFFIC SIGNALS ARE SHOWN IN THE TRAFFIC SIGNAL PLAN.
- 4) ALL ITEMS ASSOCIATED WITH SIGN REMOVALS ARE SHOWN IN THE SIGN PLAN.
- 5) CLEARING AND GRUBBING SHALL BE PAID FOR EITHER BY THE STATION OR INCH DIAMETER (I.D.)
- 6) ABANDONING PIPE WITHIN THE FOOTPRINT OF THE PROPOSED ROADWAY (OUTSIDE SHOULDER) WILL BE DONE WITH BACKFILL CONTROLLED LOW STRENGTH.
- 7) ABANDONING PIPES OUTSIDE THE FOOTPRINT OF THE PROPOSED ROADWAY WILL BE DONE WITH ABANDONING SEWER.

PROJECT NO: 1229-04-76

HWY: IH43

COUNTY: OZAUKEE

REMOVAL PLAN - LEGEND

SHEET

93

E  
 WISSOT/CADD SHEET 42

FILE NAME: C:\CADD\B\PW\INTE\_W\W00A\G\GREATLAKES\00256250\021220\_RM\_MLDWG

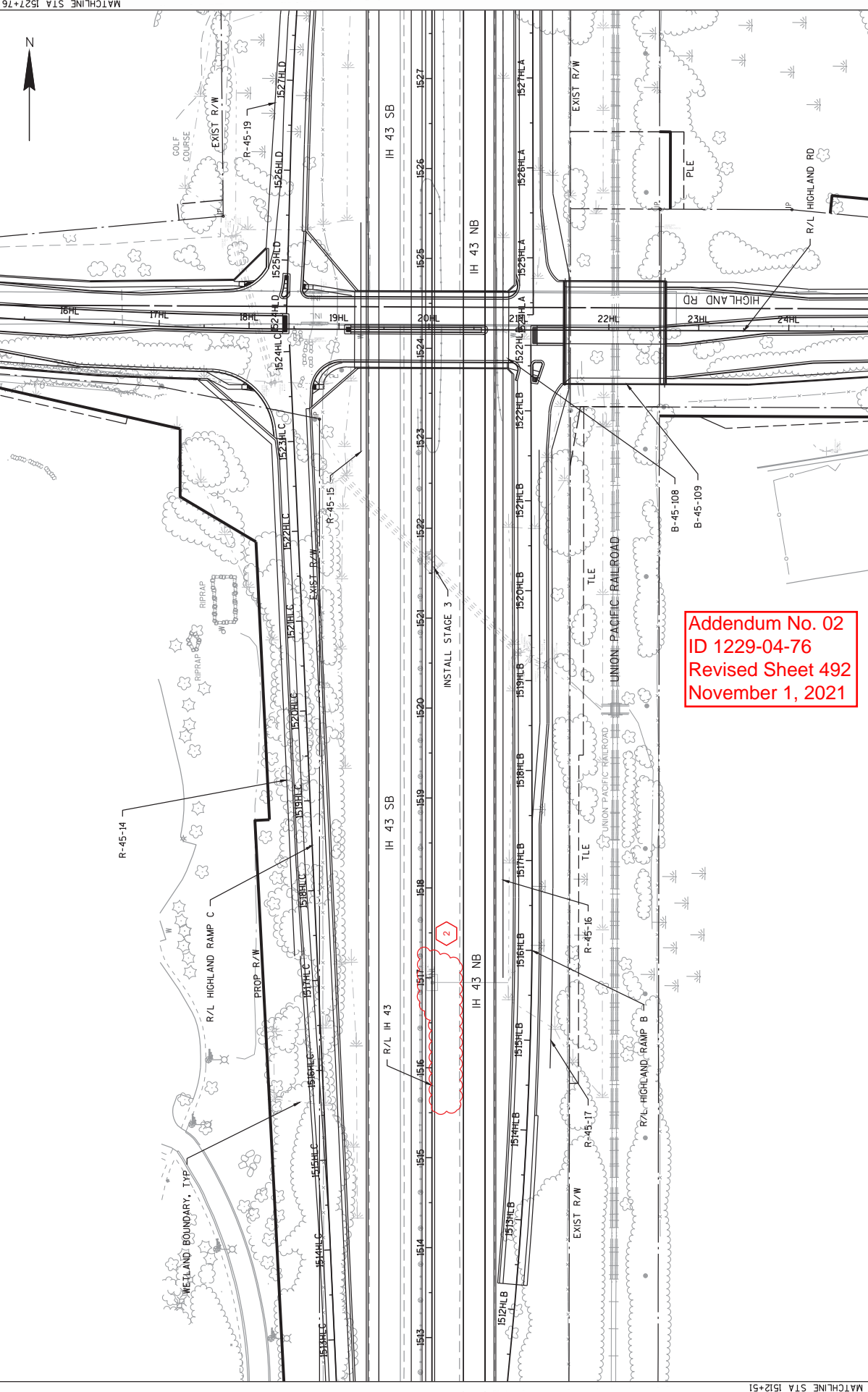
LAYOUT NAME: RM-LEGEND

PLOT DATE: 10/22/2021 7:56 AM

PLOT BY: WALTER A. WOLAKII

PLOT SCALE: 1 IN=100 FT





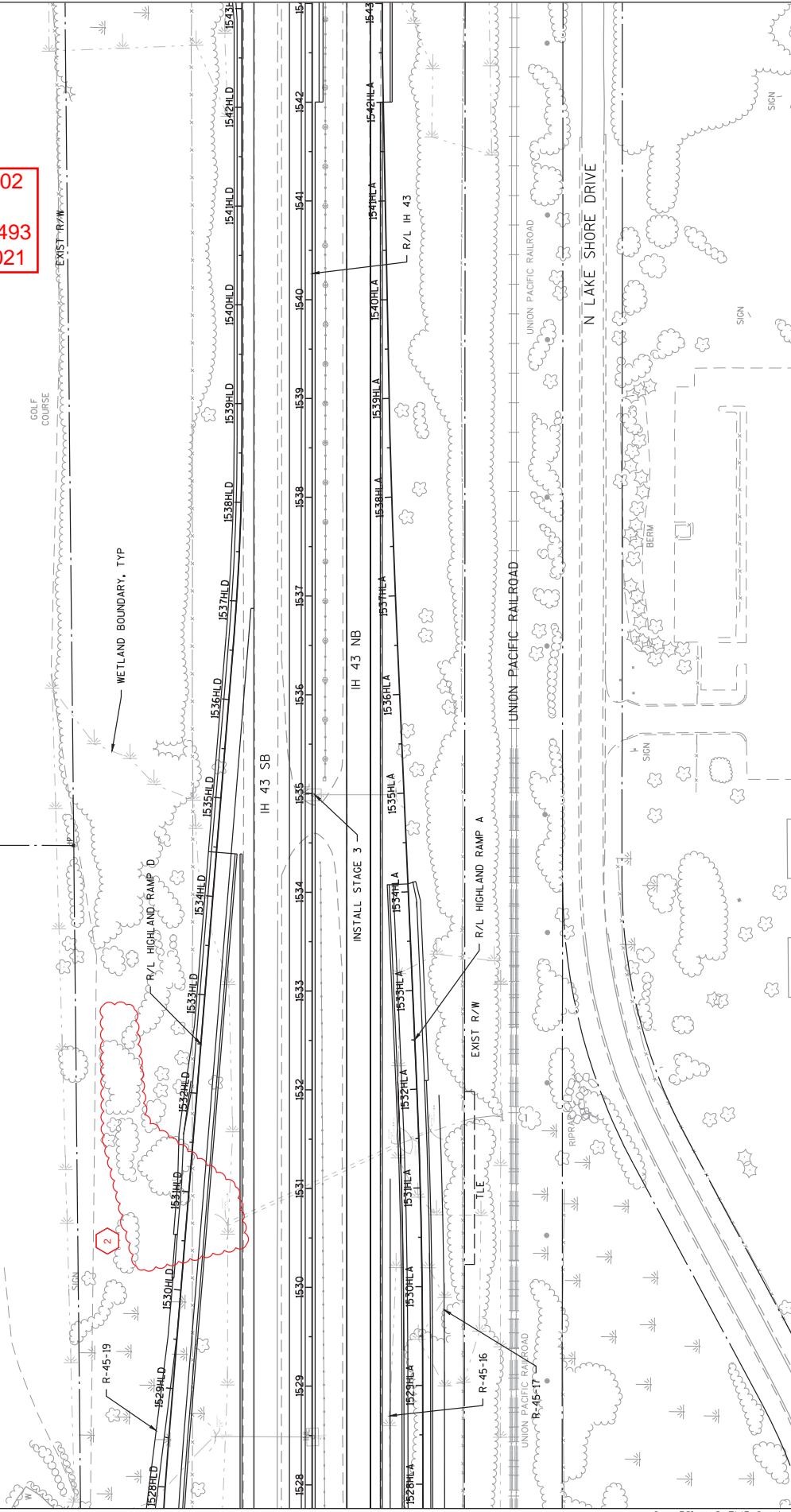
Addendum No. 02  
 ID 1229-04-76  
 Revised Sheet 492  
 November 1, 2021

MATCHLINE STA 1527+76

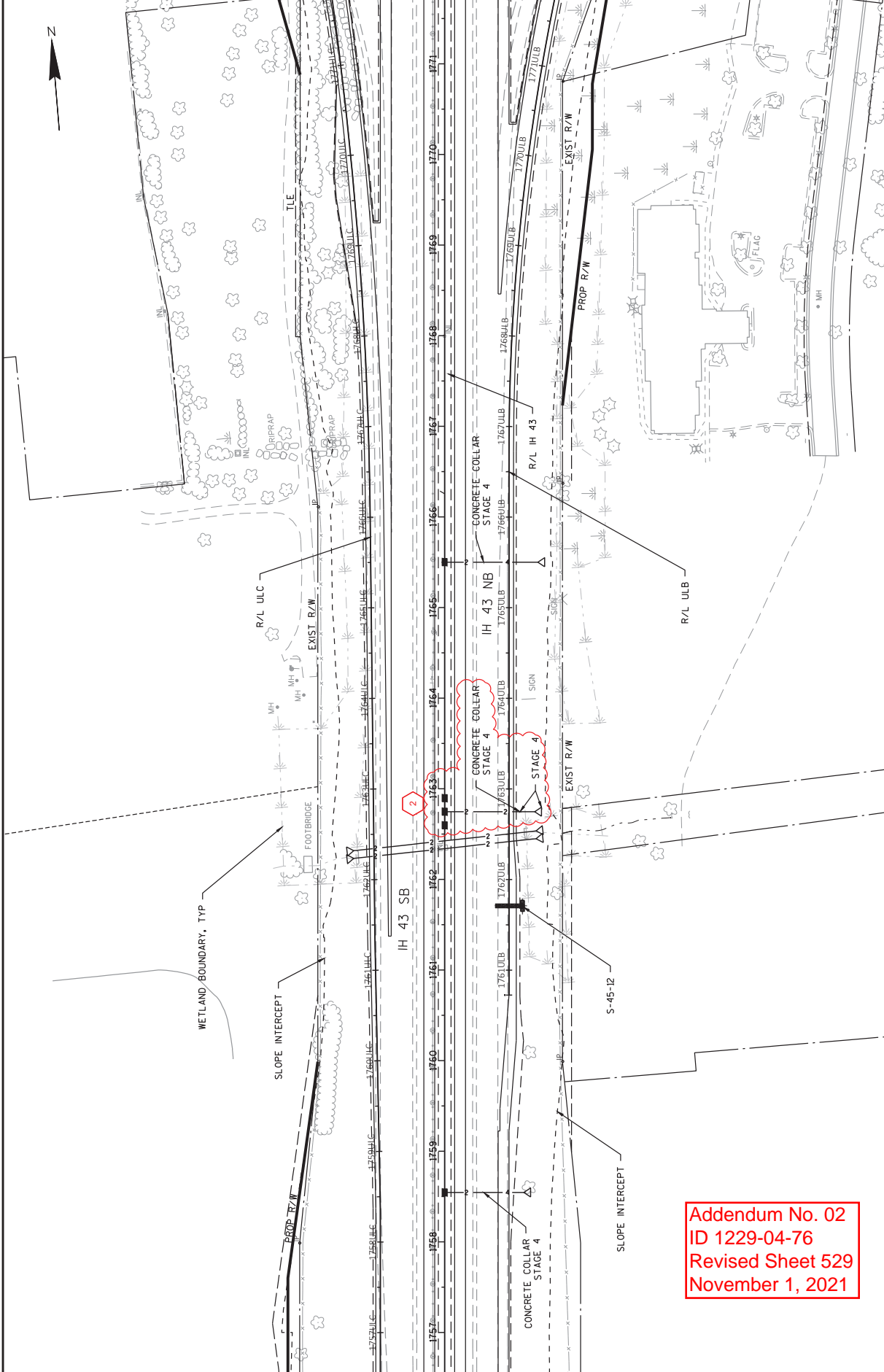


PROJECT NO: 1229-04-76	COUNTY: OZAUKEE	TEMPORARY DRAINAGE PLAN STAGE 3	SHEET 492
HWY: IH 43	PLOT DATE: 10/26/2021 12:35 PM	PLOT BY: KARIMULLAH HABBIBUR	PLOT NAME: WIS007/CADD/S SHEET 42
FILE NAME: C:\CADD\B\PW\WHITE_KARIMULLAH HABBIBUR\GREATLAKES\0256250\02250B_S_ML.DWG	LAYOUT NAME: SSPROP-ML (4)	PLOT SCALE: 1 IN=100 FT	MATCHLINE STA 1512+51

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 493  
November 1, 2021



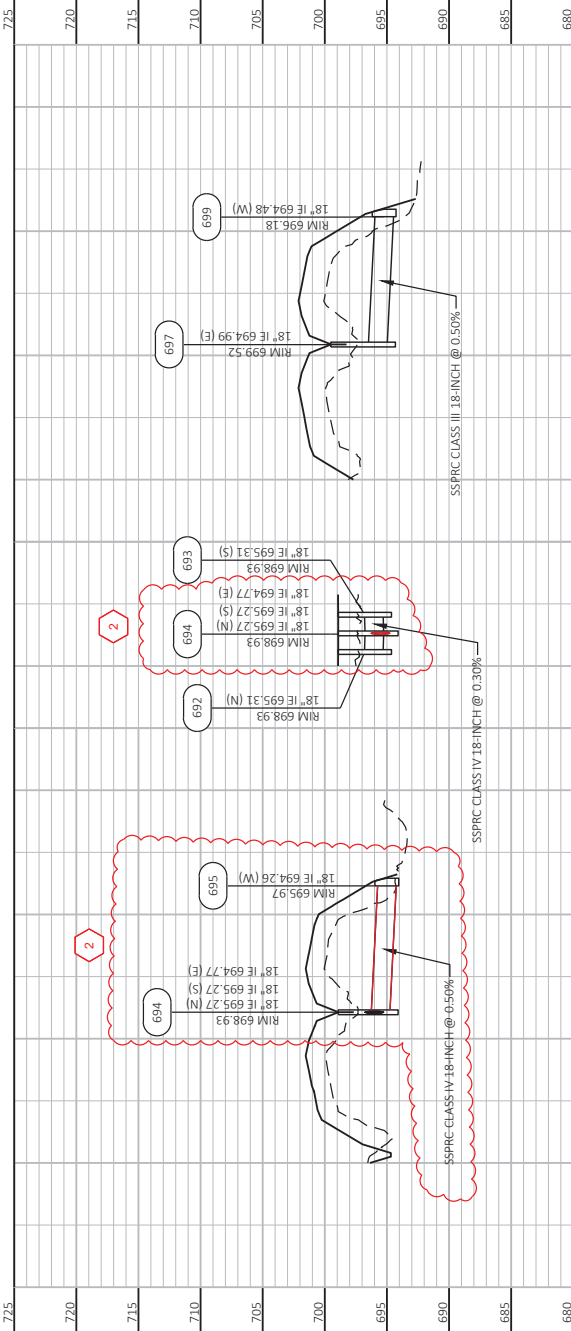
PROJECT NO: 1229-04-76	HWY: IH43	COUNTY: OZAUKEE	TEMPORARY DRAINAGE PLAN STAGE 3	SHEET 493	E
FILE NAME: C:\CADD\B\PW\WHITE_KARIMULLAH\HABIBUR\GREATLAKES\DO256250\DO2560B_S_ML.DWG	LAYOUT NAME: SSPROP-ML-15	PLOT DATE: 10/26/2021 12:35 PM	PLOT BY: KARIMULLAH HABIBUR	PLOT SCALE: 1 IN=100 FT	WSS007\CADD\SS SHEET 42



**Addendum No. 02**  
**ID 1229-04-76**  
**Revised Sheet 529**  
**November 1, 2021**

PROJECT NO: 1229-04-76	COUNTY: OZAUKEE	PROPOSED DRAINAGE STAGING PLAN - IH 43	SHEET 529
FILE NAME: C:\CADD\B\PROJECTS\KARIMULLAH\HABIBUR\GREATLAKES\DO256250\022500_SS_MLDWG	DATE: 10/26/2021 12:28 PM	PLOT BY: KARIMULLAH HABIBUR	PLOT SCALE: 1 IN=100 FT
HWY: IH 43			
LAYOUT NAME: SSPROP-ML_120			





Addendum No. 02  
 ID 1229-04-76  
 Revised Sheet 572  
 November 1, 2021



STH 161 (WAUWATOSA ROAD)

Addendum No. 02  
ID 1229-04-76  
New Sheet 1045A  
November 1, 2021

FALLS ROAD

LAKEFIELD ROAD

CTH W  
(PORT WASHINGTON ROAD)

I-43

CTH C (PIONEER ROAD)

HIGHLAND ROAD

STH 167/MEQUON RD

CTH W  
(PORT WASHINGTON ROAD)

I-43

**LEGEND**

- TRAFFIC CONTROL SIGN
- XXXXXXXX - ROAD/RAMP CLOSURE
- DETAOUR TRAFFIC FLOW DIRECTION
- DETAOUR ROUTE

**NOTES:**

- SEE STANDARD DETAIL DRAWINGS FOR SIGN SPACING.
- COVER SIGNS WHEN NOT IN USE.
- PLACE TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH STANDARD DETAIL DRAWING: "TRAFFIC CONTROL-TWO LANE FULL FREEWAY CLOSURE".
- ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH DETAOUR SIGNS SHALL BE COVERED BY THE CONTRACTOR

7	14	15	16	17	18	19	20





STH 181 (WAUWATOSA ROAD)

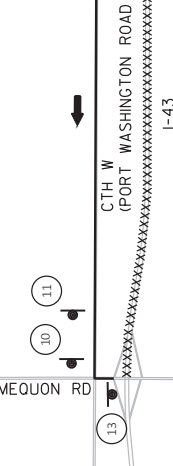
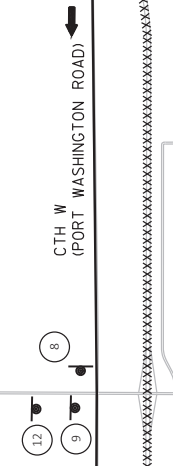
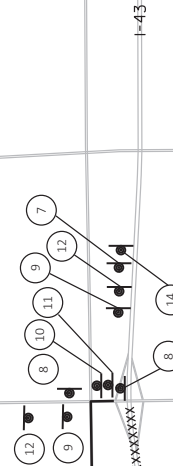
Addendum No. 02  
ID 1229-04-76  
New Sheet 1045B  
November 1, 2021

FALLS ROAD

LAKEFIELD ROAD

CTH C (PIONEER ROAD)

HIGHLAND ROAD



**LEGEND**

- TRAFFIC CONTROL SIGN
- XXXXXXX - ROAD/RAMP CLOSURE
- DETOUR TRAFFIC FLOW DIRECTION
- DETOUR ROUTE

**NOTES:**

1. SEE STANDARD DETAIL DRAWINGS FOR SIGN SPACING.
2. COVER SIGNS WHEN NOT IN USE.
3. PLACE TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH STANDARD DETAIL DRAWING: "TRAFFIC CONTROL-TWO LANE FULL FREEWAY CLOSURE".
4. ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH DETOUR SIGNS SHALL BE COVERED BY THE CONTRACTOR

7								
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Addendum No. 02  
ID 1229-04-76  
New Sheet 1045C  
November 1, 2021

STH 181 (WAUWATOSA ROAD)

STH 60 (WASHINGTON STREET)

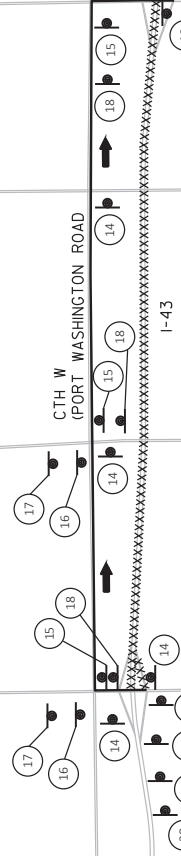
FALLS ROAD

LAKEFIELD ROAD

CTH C (PIONEER ROAD)

HIGHLAND ROAD

CTH W  
(PORT WASHINGTON ROAD)  
I-43



**LEGEND**

- TRAFFIC CONTROL SIGN
- XXXXXXX - ROAD/RAMP CLOSURE
- DETOUR TRAFFIC FLOW DIRECTION
- DETOUR ROUTE

**NOTES:**

- SEE STANDARD DETAIL DRAWINGS FOR SIGN SPACING.
- COVER SIGNS WHEN NOT IN USE.
- PLACE TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH STANDARD DETAIL DRAWING: "TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE".
- ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH DETOUR SIGNS SHALL BE COVERED BY THE CONTRACTOR

7		MA-B 24'X12"		MA-1 24'X24"		MA-1 24'X24"		MO-1 21'X11"
14		MA-B 24'X12"		MA-1 24'X24"		MA-1 24'X24"		MO-1 21'X11"
15		MA-B 24'X12"		MA-1 24'X24"		MA-1 24'X24"		MO-1 21'X11"
16		MA-B 24'X12"		MA-1 24'X24"		MA-1 24'X24"		MO-1 21'X11"
17		MA-B 24'X12"		MA-1 24'X24"		MA-1 24'X24"		MO-1 21'X11"
18		MA-B 24'X12"		MA-1 24'X24"		MA-1 24'X24"		MO-1 21'X11"
19		MA-B 24'X12"		MA-1 24'X24"		MA-1 24'X24"		MO-1 21'X11"
20		MA-B 24'X12"		MA-1 24'X24"		MA-1 24'X24"		MO-1 21'X11"



Addendum No. 02  
ID 1229-04-76  
New Sheet 1045D  
November 1, 2021

STH 181 (WAUWATOSA ROAD)

STH 60 (WASHINGTON STREET)

FALLS ROAD

LAKEFIELD ROAD

CTH C (PIONEER ROAD)

HIGHLAND ROAD

CTH W (PORT WASHINGTON ROAD)

CTH W (PORT WASHINGTON ROAD)

I-43

DETOUR - IH 43 SB - FALLS RD BRIDGE WORK

COUNTY: OZAUKEE

HWY: IH-43

PROJECT NO: 1229-04-76

FILE NAME: C:\CADD\BYP\WHITE\_KARIMULAH\HARRIS\GREATLAKES\DO256250\07021-DT.DWG

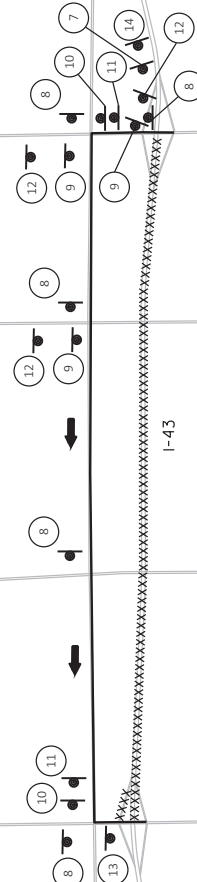
**LEGEND**

- TRAFFIC CONTROL SIGN
- XXXXXXXX - ROAD/RAMP CLOSURE
- DETOUR TRAFFIC FLOW DIRECTION
- DETOUR ROUTE

**NOTES:**

- SEE STANDARD DETAIL DRAWINGS FOR SIGN SPACING.
- COVER SIGNS WHEN NOT IN USE.
- PLACE TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH STANDARD DETAIL DRAWING: "TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE".
- ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH DETOUR SIGNS SHALL BE COVERED BY THE CONTRACTOR.

7		DETOUR	M4B	24'X12"		SOUTH	M3E3	24'X12"		43		ME1	24'X24"		ME1	24'X24"
8		DETOUR	M4B	24'X12"		SOUTH	M3E3	24'X12"		43		ME1	24'X24"		ME1	24'X24"
9		DETOUR	M4B	24'X12"		SOUTH	M3E3	24'X12"		43		ME1	24'X24"		ME1	24'X24"
10		DETOUR	M4B	24'X12"		SOUTH	M3E3	24'X12"		43		ME1	24'X24"		ME1	24'X24"
11		DETOUR	M4B	24'X12"		SOUTH	M3E3	24'X12"		43		ME1	24'X24"		ME1	24'X24"
12		DETOUR	M4B	24'X12"		SOUTH	M3E3	24'X12"		43		ME1	24'X24"		ME1	24'X24"
13		END DETOUR	M4B	24'X12"		SOUTH	M3E3	24'X12"		43		ME1	24'X24"		ME1	24'X24"
14		DETOUR	M4B	24'X12"		SOUTH	M3E3	24'X12"		43		ME1	24'X24"		ME1	24'X24"







Addendum No. 02  
ID 1229-04-76  
New Sheet 1045F  
November 1, 2021

STH 181 (WAUWATOSA ROAD)

STH 60 (WASHINGTON STREET)

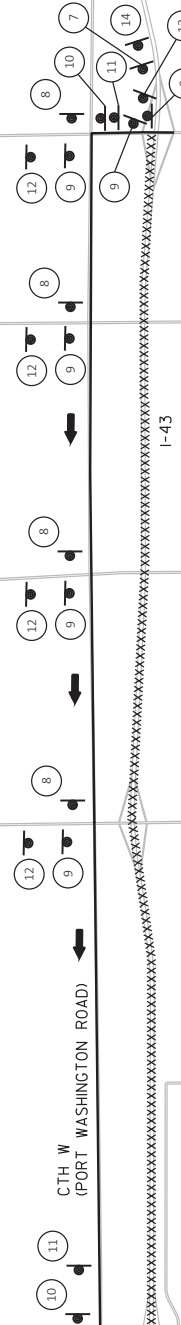
FALLS ROAD

LAKEFIELD ROAD

CTH C (PIONEER ROAD)

HIGHLAND ROAD

STH 167  
(MEQUON RD)



**LEGEND**

- TRAFFIC CONTROL SIGN
- XXXXXXX - ROAD/RAMP CLOSURE
- DETOUR TRAFFIC FLOW DIRECTION
- DETOUR ROUTE

**NOTES:**

- SEE STANDARD DETAIL DRAWINGS FOR SIGN SPACING.
- COVER SIGNS WHEN NOT IN USE.
- PLACE TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH STANDARD DETAIL DRAWING "TRAFFIC CONTROL-TWO LANE FULL FREEWAY CLOSURE".
- ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH DETOUR SIGNS SHALL BE COVERED BY THE CONTRACTOR

- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14

REMOVING INLETS

STAGE	ROADWAY	STATION	OFFSET	INLETS EACH
2	IH 43	1558+99	0' RT	1
		1566+99	0' RT	1
		1572+99	0' LT	1
		1581+99	0' RT	1
		1586+99	0' RT	1
		1596+06	1' LT	1
		1598+05	0' RT	1
		1603+98	0' RT	1
		1611+99	0' LT	1
		1624+59	0' RT	1
		1643+98	1' RT	1
		1647+98	0' RT	1
		1652+98	0' RT	1
		1677+98	2' RT	1
		1685+83	31' RT	1
		1695+01	0' RT	1
		1698+98	1' LT	1
		1714+99	1' RT	1
		1734+00	0' RT	1
		1762+35	2' RT	1
1766+00	1' RT	1		

HIGHLAND ROAD

11HL+68	21' LT	1
18HL+71	6' LT	1
18HL+72	43' LT	1
18HL+78	42' LT	1
18HL+78	6' LT	1
9HL+85	29' LT	1
42FS+63	12' LT	1
42FS+63	13' RT	1
<b>SUBTOTAL</b>		<b>29</b>

REMOVING INLETS

STAGE	ROADWAY	STATION	OFFSET	INLETS EACH
3	IH 43	1528+48	0' RT	1
		1558+98	4' LT	1
		1567+01	5' LT	1
		1573+01	4' LT	1
		1582+02	8' LT	1
		1586+99	9' LT	1
		1596+06	5' LT	1
		1598+05	3' LT	1
		1604+00	5' LT	1
		1612+01	6' LT	1
		1624+58	6' LT	1
		1628+55	4' LT	1
		1643+98	10' LT	1
		1647+98	12' LT	1
		1652+98	10' LT	1
		1658+88	3' LT	1
		1663+54	4' LT	1
		1671+14	6' LT	1
		1677+98	4' LT	1
		1685+81	67' LT	1
1695+01	19' LT	1		
1698+99	11' LT	1		
1705+09	0' RT	1		
1714+99	2' LT	1		
1718+46	0' LT	1		
1733+99	1' LT	1		
1747+54	4' LT	1		
1762+75	1' LT	1		
1767+99	6' LT	1		
1776+08	1' LT	1		
262PR+05	21' RT	1		
262PR+06	20' LT	1		
<b>SUBTOTAL</b>		<b>32</b>		

CTH C

2	1762+75	
<b>SUBTOTAL</b>		<b>2</b>

REMOVING INLETS

STAGE	ROADWAY	STATION	OFFSET	INLETS EACH
4	IH 43	1483+00	1' RT	1
		1488+99	0' RT	1
		1507+99	0' LT	1
		1516+95	0' RT	1
		1534+99	0' RT	1
		1550+99	0' LT	1
		1551+14	41' RT	1
		1559+15	44' RT	1
		1572+76	43' RT	1
		1586+99	44' RT	1
		1603+83	43' RT	1
		1611+84	44' RT	1
		1624+63	44' RT	1
		1628+47	1' RT	1
		1628+53	41' RT	1
		1634+07	0' RT	1
		1634+08	41' RT	1
		1635+97	42' RT	1
		1635+97	0' LT	1
		1643+98	42' RT	1
1647+98	44' RT	1		
1658+99	43' RT	1		
1659+01	0' RT	1		
1663+44	0' LT	1		
1663+47	43' RT	1		
1671+02	0' LT	1		
1671+14	45' RT	1		
1695+00	43' RT	1		
1714+99	42' RT	1		
1718+30	42' RT	1		
1734+15	42' RT	1		
1736+25	41' RT	1		
1736+35	1' RT	1		
1747+67	1' RT	1		
1747+69	41' RT	1		
1762+40	42' RT	1		
1767+99	44' RT	1		
1775+98	41' RT	1		
1775+99	0' LT	1		
<b>SUBTOTAL</b>		<b>39</b>		

TOTAL

<b>TOTAL</b>		<b>100</b>
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Addendum No. 02  
 ID 1229-04-76  
 Revised Sheet 1099  
 November 1, 2021

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

SHEET: 1099

PROJECT NO: 1229-04-76

HWY: IH 43

COUNTY: OZAUKEE

MISCELLANEOUS QUANTITIES

PLOT BY: BRAUN C. ADAMS

PLOT NAME: 102291\_ls\_MQ1

PLOT DATE: 10/25/2021 2:37:56 PM

ESTIMATE OF QUANTITIES: 102291\_ls\_MQ1.apr

E

Addendum No. 02  
ID 1229-04-76  
New Sheet 1100A  
November 1, 2021

STORM SEWER PIPE REMOVALS FOR TEMPORARY INLETS

204.0245.0002\* 204.0245.0003\* 204.0245.0004\* 204.0245.0006 204.0245.0005\*

STAGE	ROADWAY	STATION	OFFSET	REMOVING 15-INCH STORM SEWER		REMOVING 18-INCH STORM SEWER		REMOVING 24-INCH STORM SEWER		REMOVING 30-INCH STORM SEWER		REMOVING 36-INCH STORM SEWER		
				LF	RT	LF	RT	LF	RT	LF	RT	LF	RT	
3	IH 43	1488+99	0' RT	2	---	---	---	---	---	---	---	---	---	
		1507+96	0' LT	---	2	---	---	---	---	---	---	---	---	
		1521+56	0' RT	---	---	---	---	---	---	---	---	---	8	
		1534+99	0' RT	2	---	---	---	---	---	---	---	---	---	
		1550+99	0' RT	---	2	---	---	---	---	---	---	---	---	
		1558+99	0' RT	---	2	---	---	---	---	---	---	---	---	
		1572+99	0' RT	---	---	---	---	---	---	8	---	---	---	
		1603+99	0' RT	---	2	---	---	---	---	---	---	---	---	
		1611+99	0' RT	---	2	---	---	---	---	---	---	---	---	
		1624+59	0' RT	---	---	---	---	---	---	---	---	---	8	
		1628+47	0' RT	---	---	---	---	---	---	---	---	---	8	
		1634+07	0' RT	---	---	---	8	---	---	---	---	---	---	
		1635+97	0' RT	---	2	---	---	---	---	---	---	---	---	
		1643+97	0' RT	---	---	---	8	---	---	---	---	---	---	
		1647+98	0' RT	---	2	---	---	---	---	---	---	---	---	
		1659+01	0' RT	---	---	---	8	---	---	---	---	---	---	
		1663+45	0' RT	---	---	---	8	---	---	---	---	---	---	
		1671+02	0' RT	---	---	---	8	---	---	---	---	---	---	
		1695+01	0' RT	---	2	---	---	---	---	---	---	---	---	
		1714+99	0' RT	---	2	---	---	---	---	---	---	---	---	
		1718+44	0' RT	---	8	---	---	---	---	---	---	---	---	
		1733+99	0' RT	---	2	---	---	---	---	---	---	---	---	
		1736+34	0' RT	---	---	---	8	---	---	---	---	---	---	
		1747+69	0' RT	---	---	---	8	---	---	---	---	---	---	
		1762+75	1' LT	---	2	---	---	---	---	---	---	---	---	
		1767+99	0' RT	---	---	---	2	---	---	---	---	---	---	
		1776+00	93' LT	---	---	---	8	---	---	---	---	---	---	
				4	32	48	24	24	24	24	24	24	24	
SUBTOTALS					4	144	88	56	72	72	72	72	72	72
TOTALS					4	144	88	56	72	72	72	72	72	72

STORM SEWER PIPE REMOVALS FOR TEMPORARY INLETS

204.0245.0002\* 204.0245.0003\* 204.0245.0004\* 204.0245.0006 204.0245.0005\*

STAGE	ROADWAY	STATION	OFFSET	REMOVING 15-INCH STORM SEWER		REMOVING 18-INCH STORM SEWER		REMOVING 24-INCH STORM SEWER		REMOVING 30-INCH STORM SEWER		REMOVING 36-INCH STORM SEWER		
				LF	RT	LF	RT	LF	RT	LF	RT			
2	IH 43	1474+93	1' RT	---	---	---	---	---	---	---	---	---	8	
		1551+14	41' RT	---	8	---	---	---	---	---	---	---	---	
		1559+15	44' RT	---	---	---	---	---	---	---	---	---	---	
		1572+76	43' RT	---	---	---	---	---	---	---	---	---	---	
		1573+01	4' LT	---	---	---	---	---	---	---	---	---	---	
		1586+99	9' LT	---	---	---	---	---	---	---	---	---	8	
		1586+99	44' RT	---	---	---	---	---	---	---	---	---	8	
		1603+93	43' RT	---	8	---	---	---	---	---	---	---	---	
		1611+84	44' RT	---	---	---	---	---	---	---	---	---	---	
		1624+58	6' LT	---	---	---	---	---	---	---	---	---	8	
		1624+53	44' RT	---	---	---	---	---	---	---	---	---	8	
		1628+53	41' RT	---	---	---	---	---	---	---	---	---	8	
		1634+08	41' RT	---	---	---	8	---	---	---	---	---	---	
		1635+97	42' RT	---	8	---	---	---	---	---	---	---	---	
		1643+98	10' LT	---	---	---	8	---	---	---	---	---	---	
		1643+98	42' RT	---	---	---	8	---	---	---	---	---	---	
		1647+98	44' RT	---	8	---	---	---	---	---	---	---	---	
		1658+99	43' RT	---	8	---	---	---	---	---	---	---	---	
		1663+47	43' RT	---	---	---	8	---	---	---	---	---	---	
		1671+14	45' RT	---	8	---	---	---	---	---	---	---	---	
		1695+00	43' RT	---	8	---	---	---	---	---	---	---	---	
		1714+99	42' RT	---	8	---	---	---	---	---	---	---	---	
		1718+30	42' RT	---	8	---	---	---	---	---	---	---	---	
		1718+46	0' LT	---	---	---	---	---	---	---	---	---	---	
		1734+15	42' RT	---	8	---	---	---	---	---	---	---	---	
		1736+25	41' RT	---	---	---	8	---	---	---	---	---	---	
		1747+69	41' RT	---	---	---	8	---	---	---	---	---	---	
		1767+99	44' RT	---	8	---	---	---	---	---	---	---	---	
		1775+98	41' RT	---	---	---	8	---	---	---	---	---	---	
				---	112	40	32	48	48	48	48	48	48	
SUBTOTALS					112	40	32	48	48	48	48	48	48	48

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

SHEET: 1100A

E

MISCELLANEOUS QUANTITIES

PROJECT NO: 1229-04-76

HWY: IH 43

COUNTY: OZAUKEE

Plot Name: 022591\_ss\_MG3

Plot Date: 10/25/2021 4:01:12 PM Plot Scale: 1:1 Plot By: BRAY C. ADAMS

ABANDONING SEWER / BACKFILL CONTROLLED LOW STRENGTH

STAGE	ROADWAY	STATION	OFFSET	TO	STATION	OFFSET	PPE D	SEWER	BACKFILL
4	IH 43						INCH	CY	CY
		1488+99	0' RT	-	1488+99	49' RT	18	--	3
		1507+98	0' LT	-	1507+98	49' RT	18	--	3
		1516+94	0' RT	-	1516+94	51' RT	18	--	3
		1521+04	49' RT	-	1522+54	102' LT	36	--	56
		1521+11	49' RT	-	1522+58	98' LT	36	--	54
		1530+54	163' LT	-	1530+63	86' LT	36	--	20
		1530+63	86' LT	-	1531+44	87' RT	36	8	42
		1534+98	0' RT	-	1534+98	50' RT	15	--	2
		1544+71	108' LT	-	1544+71	89' RT	30	6	30
		1544+75	108' LT	-	1544+76	90' RT	30	6	30
		1550+99	0' LT	-	1551+15	47' RT	18	--	3
		1558+99	0' RT	-	1559+16	47' RT	18	--	3
		1572+52	89' RT	-	1573+38	97' LT	30	8	29
		1572+56	91' RT	-	1573+42	95' LT	30	8	29
		1586+98	83' LT	-	1586+98	87' RT	36	8	38
		1597+06	92' LT	-	1597+03	90' RT	36	9	38
		1597+11	91' LT	-	1597+08	90' RT	36	9	38
		1603+98	0' RT	-	1603+81	49' RT	18	--	3
		1611+98	1' RT	-	1611+82	47' RT	18	--	3
		1624+47	103' LT	-	1624+69	106' RT	36	17	38
		1628+35	84' LT	-	1628+59	93' RT	36	8	39
		1635+97	0' LT	-	1635+97	49' RT	18	--	3
		1643+97	88' LT	-	1643+97	95' RT	24	--	21
		1645+70	85' LT	-	1645+70	90' RT	36	--	46
		1645+75	85' LT	-	1645+75	90' RT	36	--	46
		1647+98	0' RT	-	1647+97	53' RT	18	--	3
		1659+04	106' LT	-	1658+96	84' RT	24	5	17
		1663+38	108' LT	-	1663+48	85' RT	24	5	17
		1670+98	111' LT	-	1671+04	84' RT	24	5	17
		1695+01	0' RT	-	1694+99	49' RT	18	--	3
		1714+98	1' RT	-	1714+99	47' RT	18	--	3
		1718+78	90' LT	-	1718+12	89' RT	18	2	10
		1733+99	0' RT	-	1734+17	47' RT	18	--	3
		1736+46	91' LT	-	1736+15	89' RT	30	6	27
		1736+51	90' LT	-	1736+20	89' RT	30	6	27
		1747+66	104' LT	-	1747+67	94' RT	30	10	26
		1747+71	105' LT	-	1747+72	94' RT	30	10	27
		1767+99	1' RT	-	1767+98	54' RT	18	--	3
		1775+99	86' LT	-	1775+99	95' RT	24	--	21
TOTALS									824

NOTES: ABANDONING PIPES WITHIN THE FOOTPRINT OF THE PROPOSED ROADWAY WILL BE DONE WITH BACKFILL CONTROLLED LOW STRENGTH. ABANDONING PIPES OUTSIDE THE FOOTPRINT OF THE PROPOSED ROADWAY WILL BE DONE WITH ABANDONING SEWER.

2

BACKFILL CONTROLLED LOW STRENGTH

STAGE	ROADWAY	STRUCTURE TO	STRUCTURE	PIPE	LENGTH	BACKFILL
2	IH 43	171 & 172	173	2 - 36"	65	CONTROLLED
		173	175	1 - 60"	458	LOW STRENGTH
						CY
SUBTOTAL						
						512
						39
						89*
						384
SUBTOTAL						
						58
						58
SUBTOTAL						
						43
						43
SUBTOTAL						
						613
TOTAL						

NOTES: BACKFILL CONTROLLED LOW STRENGTH IN THIS TABLE IS FOR PIPE TRENCH AND STRUCTURE BACKFILL. PER DETAIL ON PAGE 58. \* ESTIMATED QUANTITY AT CONTRACTOR-DESIGNED STRUCTURE

2

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1102  
November 1, 2021

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

SHEET: 1102

MISCELLANEOUS QUANTITIES

PROJECT NO: 1229-04-76

HWY: IH 43

COUNTY: OZAUKEE

ESTIMATE OF QUANTITIES

Plot Name: 022591\_ss\_M05 Plot Scale: 1:1  
 Plot By: BRAY C. ADAMS Plot Date: 10/25/2021 2:37:56 PM  
 North End Mainline Sheets Pan 03



**REMOVING DRAINTILE / UNDERDRAIN**

204.9090.S.0002	204.9090.S.0002	REMOVING DRAINTILE	LF	2,000
		REMOVING UNDERDRAIN	LF	2,000
<b>PROJECT 1229-04-76 TOTAL</b>				<b>65,000</b>

2

**REMOVING RIPRAP**

204.9035.S.0001	REMOVING RIPRAP	CY	81
1733+00	OFFSET LOCATION	LT	IH 43
<b>PROJECT 1229-04-76 TOTAL</b>			<b>81</b>

NOTE:  
ASSUME 1.5' DEPTH

**TEMPORARY EMERGENCY PULLOUTS**

205.3000.S	TEMPORARY EMERGENCY PULLOUTS	EACH	4
STAGE 1	STATION	OFFSET LOCATION	EACH
	1492+00	RT IH 43 NB	1
	1575+50	RT IH 43 NB	1
	1693+00	RT IH 43 NB	1
	1750+50	RT IH 43 NB	1
<b>STAGE 1 SUBTOTAL</b>			<b>4</b>
<b>STAGE 2</b>			
	1724+00	LT IH 43 SB	1
<b>STAGE 2 SUBTOTAL</b>			<b>1</b>
<b>STAGE 3</b>			
	1724+00	LT IH 43 NB	1
	1724+00	LT IH 43 SB	1
<b>STAGE 3 SUBTOTAL</b>			<b>2</b>
<b>PROJECT 1229-04-76 TOTAL</b>			<b>7</b>

**FINISHING ROADWAY**

213.0100.0001	FINISHING ROADWAY	EACH	1
	PROJECT ID		1229-04-76
<b>PROJECT 1229-04-76 TOTAL</b>			<b>1</b>

**EMERGENCY PAVEMENT REPAIR ITEMS**

LOCATION	SY	TON	TON	TON	LF	TON	TON	TON
PROJECT WIDE	15,000	700	400	700	5,000	5,000	5,000	1,000
<b>PROJECT 1229-04-76 TOTALS</b>								
	15,000	700	400	700	5,000	5,000	5,000	1,000

\*NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

2

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1104  
November 1, 2021

PROJECT NO: 1229-04-76

HWY: IH 43

COUNTY: OZAUKEE

MISCELLANEOUS QUANTITIES

SHEET: 1104

E

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1105  
November 1, 2021

EARTHWORK SUMMARY

Division	From/To Station	Location	Excavation Common (CY)	205.0100 Excavation Common (CY)	SPV 0035.0001 Roadway Embankment (CY) (3) (4)	310.0110 * Breaker Run (Ton) (2)
Stage 1	1470+00 TO 1784+50	IH 43 NB TEMP WIDENING	Cut (1) 33,232	EBS Excavation (2) 0	Fill (3) 2,767	(2) 0
Stage 1 Subtotals			33,232	0	2,767	0
Stage 2	1470+27 TO 1536+94	IH 43 SOUTH TEMP CROSSOVER	1,550	0	319	0
	1542+00 TO 1660+00	IH 43 NB	1,308	0	1,538	0
	1575+00 TO 1715+00	IH 43 NB	1,778	4,405	33,605	7,828
	1660+00 TO 1715+00	IH 43 NB	2,096	0	18,387	0
	1715+00 TO 1785+04	IH 43 NB	7,553	0	19,972	0
	779+04 TO 798+02	IH 43 NORTH TEMP CROSSOVER	1,955	0	471	0
	9+24 TO 33+00	HIGHLAND ROAD	2,873	3,895	48,385	7,010
	35+25 TO 45+38	FALLS ROAD	919	0	6,566	0
	1524+95 TO 1539+50	RAMP HLA	1,572	5,116	13,769	9,209
	1510+43 TO 1521+28	RAMP HLB	309	7,048	9,904	12,686
	1505+76 TO 1523+03	RAMP HLC	400	4,140	25,050	7,453
	1525+33 TO 1536+94	RAMP HLD	4,989	4,145	18,817	7,461
		UNDISTRIBUTED	0	3,951	0	7,111
Stage 2 Subtotals			27,302	32,689	178,781	58,658
Stage 3	1481+00 TO 1660+00	IH 43 SB	35,530	1,093	15,934	1,967
	1575+00 TO 1660+00	IH 43 SB	15,930	14,776	48,904	26,597
	1660+00 TO 1715+00	IH 43 SB	14,438	6,731	30,868	12,116
	1715+00 TO 1785+04	IH 43 SB	41,265	0	4,859	0
	253+53 TO 271+45	CTHC	2,459	0	10,851	0
	1611+55 TO 1633+22	RAMP PRC	6,355	0	27,224	0
	1633+36 TO 1645+94	RAMP PRD	1,701	0	28,745	0
	1781+37 TO 1778+59	RAMP ULC	2,597	0	4,322	0
		UNDISTRIBUTED	0	11,852	0	21,333
Stage 3 Subtotals			120,285	34,451	171,408	62,013
Stage 4	1481+00 TO 1575+00	IH 43 NB	37,824	3,904	17,804	7,027
	1575+00 TO 1660+00	IH 43 NB	17,991	8,412	38,810	15,142
	1660+00 TO 1715+00	IH 43 NB	19,219	0	25,290	0
	1715+00 TO 1785+04	IH 43 NB	49,327	1,469	7,181	2,644
	43+40 TO 46+50	LAKEFIELD ROAD	1,515	0	14	0
	1633+53 TO 1650+09	RAMP PRA	2,078	0	24,235	0
	1611+6+71 TO 1632+74	RAMP PRB	4,977	0	17,446	0
	1785+45 TO 1778+07	RAMP ULB	2,458	0	4,353	0
		SOUTH CROSSOVER	4,750	0	0	0
		NORTH CROSSOVER	3,980	0	0	0
		NB OFF at HIGHLAND	1,860	0	0	0
		SB ON at HIGHLAND	2,030	0	0	0
		SB OFF at HIGHLAND	1,430	0	0	0
		SB ON at CTH C	2,145	0	0	0
		SB OFF at CTH C	1,430	0	0	0
		SB ON at STH 60	2,145	0	0	0
		NB OFF at STH 60	1,825	0	0	0
		IH 43 NB	2,660	0	0	0
		SPEED ENFORCEMENT PAD	40	0	0	0
		UNDISTRIBUTED	0	7,901	0	14,222
Stage 4 Subtotals			159,684	21,686	135,133	39,035
Grand Totals		Total Excavation Common	340,482	88,836	488,090	159,905
			429,318			

NOTES:

- 1) Cut Volume Includes Concrete and Asphaltic Surface Material.
- 2) EBS Excavation to be backfilled with Breaker Run. All EBS material is assumed to be wasted offsite.
- 3) Roadway Embankment = Uexpanded Fill
- 4) All existing pavements shall be removed per modified standard spec 205.3.2.5. Embankment volume is based on the existing surface and does not account for removal of existing concrete and asphaltic pavements.
- 5) The storm sewer and culvert excavation is not included in this table and should be considered additional waste and is considered incidental to the storm sewer and culvert items.

\* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLAN

ALL ITEMS CATEGORY 1000  
UNLES OTHERWISE NOTED

PROJECT NO: 1229-04-76

COUNTY: OZAUKEE

HWY: IH 43

Estimate of Quantities

Plot By: JOHNATHAN D. OLSON  
Plot Name: 022594\_MG1  
Plot Scale: 1:1

MISCELLANEOUS QUANTITIES

SHEET: 1105

E

CONCRETE PAVEMENT

STATION	TO	STATION	OFFSET	LOCATION	CONCRETE PAVEMENT 8-INCH SPECIAL SY	SPV.0180.0003 CONCRETE PAVEMENT 10 1/2-INCH SPECIAL SY	SPV.0180.0004 CONCRETE PAVEMENT 10 1/2-INCH SPECIAL SY
<b>STAGE 2</b>							
1525HLA+55	-	1539HLA+50		HIGHLAND RD RAMP A	4,429	--	--
1510HLB+45	-	1521HLB+56		HIGHLAND RD RAMP B	4,355	--	--
1505HLC+76	-	1522HLC+81		HIGHLAND RD RAMP C	6,351	--	--
1526HLD+04	-	1536HLD+94		HIGHLAND RD RAMP D	3,711	--	--
1488+00	-	1523+50	RT	IH 43	--	9,467	
1523+50	-	1632+00	RT	IH 43	--	26,269	
1632+00	-	1685+64	RT	IH 43	--	12,284	
1687+19	-	1739+00	RT	IH 43	--	12,538	
1739+00	-	1785+00	RT	IH 43	--	12,102	
<b>STAGE 2 SUBTOTAL</b>					<b>18,846</b>	<b>72,660</b>	

<b>STAGE 3</b>							
1488+00	-	1523+50	LT	IH 43	--	24,024	
1523+50	-	1632+00	LT	IH 43	--	74,275	
1581+01	-	1585+11	MED	IH 43	--	963	
1632+00	-	1685+64	LT	IH 43	--	37,352	
1687+19	-	1739+00	LT	IH 43	--	34,635	
1721+06	-	1729+63	MED	IH 43	--	1,136	
1739+00	-	1785+00	LT	IH 43	--	32,174	
1609PRC+85	-	1633PRC+22	MED	CTH C RAMP C	5,728	--	
1633PRD+36	-	1646PRD+60	MED	CTH C RAMP D	3,006	--	
1769JULC+23	-	1778JULC+59	MED	STH 60 RAMP C	3,291	--	
<b>STAGE 3 SUBTOTAL</b>					<b>12,025</b>	<b>204,559</b>	

<b>STAGE 4</b>							
1488+00	-	1523+50	RT	IH 43	--	14,966	
1523+50	-	1616+03	RT	IH 43	--	40,831	
1616+03	-	1632+00	RT	IH 43	--	6,993	
1632+00	-	1650+09	RT	IH 43	--	8,091	
1650+09	-	1685+66	RT	IH 43	--	14,722	
1677+50	-	1685+54	RT	IH 43	--	2,394	
1687+19	-	1691+00	RT	IH 43	--	1,170	
1687+21	-	1739+00	RT	IH 43	--	21,026	
1739+00	-	1785+00	RT	IH 43	--	18,912	
1619PRB+21	-	1632PRB+75	MED	CTH C RAMP B	4,250	--	
1634PRA+53	-	1650PRA+09	MED	CTH C RAMP A	3,973	--	
1768LULB+94	-	1778LULB+07	MED	STH 60 RAMP B	2,660	--	
<b>STAGE 4 SUBTOTAL</b>					<b>10,883</b>	<b>129,105</b>	
<b>PROJECT 1229-04-76 TOTAL</b>					<b>41,754</b>	<b>406,324</b>	

371.2000.S  
OMP BASE  
AGGREGATE DENSE  
1 1/4-INCH  
COMPACTION  
ELIMINATED

2

CONCRETE PAVEMENT APPROACH SLAB

STATION	TO	STATION	OFFSET	LOCATION	CONCRETE PAVEMENT APPROACH SLAB SY
<b>STAGE 1</b>					
19HL+04	-	19HL+19		HIGHLAND RD	170
22HL+63	-	22HL+78		HIGHLAND RD	240
<b>STAGE 1 SUBTOTAL</b>					<b>410</b>
<b>STAGE 2</b>					
259PR+71	-	259PR+86		CTH C/PIONEER RD	80
261PR+95	-	262PR+10		CTH C/PIONEER RD	77
39FS+98	-	40FS+13		FALLS RD	87
42FS+80	-	42FS+95		FALLS RD	87
<b>STAGE 2 SUBTOTAL</b>					<b>331</b>
<b>STAGE 3</b>					
1685+63	-	1685+78	LT	LAKEFIELD RD	101
1687+05	-	1687+20	LT	LAKEFIELD RD	101
<b>STAGE 3 SUBTOTAL</b>					<b>202</b>
<b>STAGE 4</b>					
1658+65	-	1685+80	RT	LAKEFIELD RD	100
1687+07	-	1687+22	RT	LAKEFIELD RD	101
<b>STAGE 4 SUBTOTAL</b>					<b>201</b>
<b>PROJECT 1229-04-76 TOTAL</b>					<b>1,144</b>

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1108  
November 1, 2021

PROJECT NO: 1229-04-76

HWY: IH 43

COUNTY: OZAUKEE

LOT DATE: 11/12/2021 7:56:39 AM

MISCELLANEOUS QUANTITIES

LOT NAME: 022594\_M08

PLOT SCALE: 1:1

SHEET: 1108

E

ALL ITEMS CATEGORY 1000  
UNLESS OTHERWISE NOTED

COVER PLATES TEMPORARY

STAGE	ROADWAY	STATION	OFFSET	TEMPORARY	EACH
2	IH 43	1545+01	0' RT	0' RT	1
		1548+04	0' RT	0' RT	1
		1550+90	0' RT	0' RT	1
		1555+04	0' RT	0' RT	1
		1558+85	0' RT	0' RT	1
		1572+84	0' RT	0' RT	1
		1604+09	0' RT	0' RT	1
		1626+81	0' RT	0' RT	1
		1640+54	0' RT	0' RT	1
		1645+95	0' RT	0' RT	1
		1653+54	0' RT	0' RT	1
		1658+92	0' RT	0' RT	1
		1663+52	0' RT	0' RT	1
		1671+12	0' RT	0' RT	1
		1704+99	0' RT	0' RT	1
		1708+04	0' RT	0' RT	1
		1711+54	0' RT	0' RT	1
		1715+09	0' RT	0' RT	1
		1718+63	0' RT	0' RT	1
		1720+54	0' RT	0' RT	1
		1730+09	0' RT	0' RT	1
		1733+60	0' RT	0' RT	1
		1736+53	0' RT	0' RT	1
		1736+68	0' RT	0' RT	1
		1736+83	0' RT	0' RT	1
		1740+54	0' RT	0' RT	1
		1744+04	0' RT	0' RT	1
		1749+54	0' RT	0' RT	1
		1752+53	0' RT	0' RT	1
		1755+52	0' RT	0' RT	1
		1758+54	0' RT	0' RT	1
		1765+50	0' LT	0' LT	1
		1771+99	0' RT	0' RT	1
		1776+14	0' RT	0' RT	1
		1777+15	0' RT	0' RT	1
		1778+50	0' RT	0' RT	1
		1778+87	0' RT	0' RT	1
TOTAL					37

Addendum No. 02  
 ID 1229-04-76  
 Revised Sheet 1112  
 November 1, 2021

CONCRETE COLLARS FOR PIPE

STAGE	ROADWAY	STATION	OFFSET	CONCRETE COLLARS FOR PIPE	EACH
4	IH 43	1531+25	0' RT	0' RT	1
		1531+42	81' RT	81' RT	1
		1531+52	87' RT	87' RT	1
		1532+29	0' RT	0' RT	1
		1534+06	79' RT	79' RT	1
		1544+97	36' RT	36' RT	1
		1545+05	38' RT	38' RT	1
		1548+04	43' RT	43' RT	1
		1550+90	43' RT	43' RT	1
		1555+04	43' RT	43' RT	1
		1558+85	43' RT	43' RT	1
		1572+56	42' RT	42' RT	1
		1572+64	43' RT	43' RT	1
		1586+87	42' RT	42' RT	1
		1596+85	43' RT	43' RT	1
		1596+93	43' RT	43' RT	1
		1604+09	43' RT	43' RT	1
		1626+82	43' RT	43' RT	1
		1635+04	43' RT	43' RT	1
		1640+54	43' RT	43' RT	1
		1645+89	43' RT	43' RT	1
		1645+97	43' RT	43' RT	1
		1653+62	43' RT	43' RT	1
		1655+54	43' RT	43' RT	1
		1658+91	43' RT	43' RT	1
		1663+55	43' RT	43' RT	1
		1671+13	43' RT	43' RT	1
		1704+99	43' RT	43' RT	1
		1708+04	43' RT	43' RT	1
		1711+54	43' RT	43' RT	1
		1715+09	43' RT	43' RT	1
		1718+41	43' RT	43' RT	1
		1718+48	43' RT	43' RT	1
		1720+54	43' RT	43' RT	1
		1730+09	43' RT	43' RT	1
		1733+90	43' RT	43' RT	1
		1736+08	43' RT	43' RT	1
		1736+16	43' RT	43' RT	1
		1736+68	43' RT	43' RT	1
		1740+54	43' RT	43' RT	1
		1744+04	43' RT	43' RT	1
		1747+51	43' RT	43' RT	1
		1747+57	43' RT	43' RT	1
		1749+54	43' RT	43' RT	1
		1752+53	43' RT	43' RT	1
		1759+52	43' RT	43' RT	1
		1759+54	43' RT	43' RT	1
		1762+75	83' RT	83' RT	1
		1765+50	43' RT	43' RT	1
		1771+99	43' RT	43' RT	1
		1776+14	43' RT	43' RT	1
		1777+04	46' RT	46' RT	1
SUBTOTAL					62
TOTAL					102

CONCRETE COLLARS FOR PIPE

STAGE	ROADWAY	STATION	OFFSET	CONCRETE COLLARS FOR PIPE	EACH
3	IH 43	1510+45	69' LT	69' LT	1
		1513+60	0' LT	0' LT	1
		1518+02	83' LT	83' LT	1
		1518+03	0' RT	0' RT	1
		1520+64	93' LT	93' LT	1
		1520+71	92' LT	92' LT	1
		1522+97	0' RT	0' RT	1
		1525+54	0' RT	0' RT	1
		1525+54	0' RT	0' RT	1
		1527+54	0' RT	0' RT	1
		1529+24	0' RT	0' RT	1
		1530+83	105' LT	105' LT	1
		1530+92	104' LT	104' LT	1
		1531+17	0' RT	0' RT	1
		1531+25	0' RT	0' RT	1
		1532+29	0' RT	0' RT	1
		1544+93	0' RT	0' RT	1
		1545+01	0' RT	0' RT	1
		1572+75	0' RT	0' RT	1
		1572+84	0' RT	0' RT	1
		1586+87	1' LT	1' LT	1
		1586+86	0' RT	0' RT	1
		1586+93	0' LT	0' LT	1
		1626+81	0' RT	0' RT	1
		1635+04	0' RT	0' RT	1
		1645+87	0' RT	0' RT	1
		1645+95	0' RT	0' RT	1
		1653+81	0' LT	0' LT	1
		1663+52	0' RT	0' RT	1
		1671+12	0' RT	0' RT	1
		1718+56	0' RT	0' RT	1
		1718+63	0' RT	0' RT	1
		1736+15	0' RT	0' RT	1
		1736+23	0' RT	0' RT	1
		1747+51	0' LT	0' LT	1
		1747+57	0' LT	0' LT	1
		1771+99	0' RT	0' RT	1
		1776+14	0' RT	0' RT	1
		1781+25	76' LT	76' LT	1
		1781+32	77' LT	77' LT	1
SUBTOTAL					40
4	IH 43	1513+63	76' RT	76' RT	1
		1518+03	0' RT	0' RT	1
		1520+33	71' RT	71' RT	1
		1520+40	71' RT	71' RT	1
		1520+46	0' RT	0' RT	1
		1520+54	0' RT	0' RT	1
		1522+97	0' RT	0' RT	1
		1525+54	70' LT	70' LT	1
		1527+54	0' RT	0' RT	1
		1529+24	0' RT	0' RT	1

\* ADDITIONAL QUANTITIES FOUND ELSEWHERE

PROJECT NO: 1229-04-76

HWY: IH 43

COUNTY: OZAUKEE

MISCELLANEOUS QUANTITIES

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

SHEET: 1112

E

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1113  
November 1, 2021

TEMPORARY DRAINAGE

STAGE	ROADWAY	STATION	OFFSET	STRUCTURE RM ELEVATION	STRUCTURE INVERT ELEVATION	CONCRETE COLLARS FOR PIPE	520 8000' PIPE EACH	SPV.0660.8015 PIPE CONNECTION TO EXISTING STRUCTURE	522.0118' 18-INCH LF	522.0124' 24-INCH LF	522.0130' 30-INCH LF	522.0136' 36-INCH LF	522.1018' AEW FOR CPRC 18-INCH EACH	522.1024' AEW FOR CPRC 24-INCH EACH	522.1030' AEW FOR CPRC 30-INCH EACH	522.1036' AEW FOR CPRC 36-INCH EACH	522.1048' AEW FOR CPRC 48-INCH EACH	
1	IH 43	1544+72	85'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1544+77	85'RT	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
		1551+27	79'RT	-	-	-	1	-	-	-	-	-	1	-	-	-	-	
		1559+27	79'RT	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
		1572+54	86'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1572+58	88'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1586+98	76'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1597+04	80'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1597+09	80'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1603+68	89'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1611+69	85'RT	-	-	-	1	-	-	-	-	-	1	-	-	-	-	
		1634+07	77'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1635+97	77'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1658+97	79'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1663+49	81'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1671+05	79'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1714+99	85'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1718+15	81'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1734+31	81'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1736+16	84'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1736+43	84'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1762+46	86'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1762+49	86'RT	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
		1775+99	92'RT	-	-	-	24	-	-	-	-	-	7	6	6	3	2	
SUBTOTALS																		
2	IH 43	1474+93	1'RT	672.86	668.28	-	-	-	-	-	-	-	-	-	-	-	-	
		1476+75	0'RT	670.10	670.10	-	-	-	-	-	-	-	-	-	-	-	-	
		1480+53	0'LT	-	-	2	-	-	-	-	-	-	-	-	-	-	-	
		1483+00	1'RT	677.80	671.81	-	-	-	-	-	-	-	-	-	-	-	-	
		1551+14	41'RT	680.72	677.07	2	-	-	-	-	-	-	-	-	-	-	-	
		1568+98	4'LT	673.29	670.93	1	-	-	-	-	-	-	-	-	-	-	-	
		1559+15	44'RT	675.52	670.79	2	-	-	-	-	-	-	-	-	-	-	-	
		1567+01	5'LT	668.85	666.30	1	-	-	-	-	-	-	-	-	-	-	-	
		1572+76	43'RT	664.86	664.86	2	-	-	-	-	-	-	-	-	-	-	-	
		1573+01	4'LT	665.16	661.99	2	-	-	-	-	-	-	-	-	-	-	-	
		1582+02	8'LT	686.40	682.81	1	-	-	-	-	-	-	-	-	-	-	-	
		1586+99	9'LT	687.11	681.44	2	-	-	-	-	-	-	-	-	-	-	-	
		1586+99	44'RT	671.57	681.66	2	-	-	-	-	-	-	-	-	-	-	-	
		1596+06	5'LT	685.09	683.22	1	-	-	-	-	-	-	-	-	-	-	-	
		1598+06	3'LT	685.39	684.49	1	-	-	-	-	-	-	-	-	-	-	-	
		1603+83	43'RT	689.36	683.96	2	-	-	-	-	-	-	-	-	-	-	-	
		1604+00	5'LT	687.09	684.32	1	-	-	-	-	-	-	-	-	-	-	-	
		1611+84	44'RT	674.22	687.23	2	-	-	-	-	-	-	-	-	-	-	-	
		1612+01	6'LT	671.27	687.29	1	-	-	-	-	-	-	-	-	-	-	-	
		1624+58	6'LT	671.21	685.57	2	-	-	-	-	-	-	-	-	-	-	-	
		1624+63	44'RT	673.22	685.62	2	-	-	-	-	-	-	-	-	-	-	-	
		1628+53	41'RT	672.95	685.91	2	-	-	-	-	-	-	-	-	-	-	-	
		1628+55	4'LT	670.06	685.84	1	-	-	-	-	-	-	-	-	-	-	-	
		1634+08	41'RT	673.08	686.01	2	-	-	-	-	-	-	-	-	-	-	-	
		1635+97	42'RT	673.07	686.24	2	-	-	-	-	-	-	-	-	-	-	-	

\* ADDITIONAL QUANTITIES FOUND ELSEWHERE

PROJECT NO: 1229-04-76

HWY: IH 43

COUNTY: OZAUKEE

MISCELLANEOUS QUANTITIES

SHEET: 1113

E

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

PLOT DATE: 10/25/2021 2:37:56 PM

PLOT NAME: 102591\_ss\_M08

PLOT BY: BRAY C. ADAMS

PLOT SCALE: 1:1

Addendum No. 02  
 ID 1229-04-76  
 Revised Sheet 1114  
 November 1, 2021

TEMPORARY DRAINAGE

STAGE	ROADWAY	STATION	OFFSET	STRUCTURE ELEVATION	RM INVERT	STRUCTURE ELEVATION	CONCRETE COLLARS FOR PIPE	520 8000' PIPE EACH	SPV 0660.8015 PIPE CONNECTING TO EXISTING STRUCTURE	522.0118' 18-INCH LF	522.0124' 24-INCH LF	522.0130' 30-INCH LF	522.0136' 36-INCH LF	522.1018' AEW FOR CPRC 18-INCH EACH	522.1024' AEW FOR CPRC 24-INCH EACH	522.1030' AEW FOR CPRC 30-INCH EACH	522.1036' AEW FOR CPRC 36-INCH EACH	522.1048' AEW FOR CPRC 48-INCH EACH	
2		1643+98	10' LT	665.10		665.10	2												
		1643+98	42' RT	676.74		668.44	2												
		1647+98	44' RT	677.23		668.43	2												
		1647+98	12' LT	671.51		668.69	1												
		1652+98	10' LT	670.88		667.60	1												
		1658+88	3' LT	671.26		666.32	1												
		1658+99	43' RT	673.51		666.47	2												
		1663+47	43' RT	673.63		667.62	2												
		1663+54	4' LT	670.83		667.31	1												
		1671+14	45' RT	674.40		668.88	2												
		1671+14	6' LT	672.28		668.52	1												
		1677+98	4' LT	679.85		675.67	1												
		1695+00	43' RT	696.08		681.80	2												
		1695+01	19' LT	688.16		683.83	1												
		1698+99	11' LT	686.34		679.81	1												
		1714+99	2' LT	699.49		696.70	1												
		1714+99	42' RT	702.01		695.35	2												
		1718+30	42' RT	705.46		698.62	2												
		1718+46	0' LT	703.64		698.82	2												
		1733+99	1' LT	703.60		701.19	1												
		1734+15	42' RT	706.20		701.03	2												
		1736+25	41' RT	706.37		698.42	2												
		1741+44	41' RT	708.44		700.36	2												
		1747+66	41' RT	707.65		700.30	2												
		1762+26	11' LT	697.67		692.77	2												
		1762+76	1' LT	697.68		694.78	2												
		1762+76	42' RT	699.92		694.58	2												
		1767+99	6' LT	697.13		693.50	1												
		1767+99	44' RT	700.06		692.22	2												
		1775+98	41' RT	700.08		693.95	2												
		1776+08	1' LT	696.84		693.57	1												
		1783+92	5' LT	697.51		694.48	2												
		1784+99	1' RT	--		--	2												
		1785+49	6' LT	699.60		694.44	2												
		1790+44	6' LT	700.31		694.87	2												
		1791+00	2' RT	--		--	2												
		1792+00	0' LT	697.17		693.81	2												
							73												
SUBTOTALS																			
3	IH 43			683.33		677.83	1												
				684.84		679.47	1												
				677.15		669.57	2												
				682.24		679.00	1												
				679.32		675.85	1												
				675.41		670.89	1												
				668.52		662.12	2												
				104' LT		--	10												
				102' LT		--	10												
				89' LT		--	10												
				89' LT		--	10												

\* ADDITIONAL QUANTITIES FOUND ELSEWHERE

PROJECT NO: 1229-04-76 COUNTY: OZAUKEE HWY: IH 43 SHEET: 1114 E

MISCELLANEOUS QUANTITIES ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED PLOT NAME: 022991\_ss\_M09 PLOT SCALE: 1:1

SPV 0660.8015 PIPE CONNECTING TO EXISTING STRUCTURE 520 8000' CONCRETE COLLARS FOR PIPE 522.0118' 18-INCH LF 522.0124' 24-INCH LF 522.0130' 30-INCH LF 522.0136' 36-INCH LF 522.1018' AEW FOR CPRC 18-INCH EACH 522.1024' AEW FOR CPRC 24-INCH EACH 522.1030' AEW FOR CPRC 30-INCH EACH 522.1036' AEW FOR CPRC 36-INCH EACH 522.1048' AEW FOR CPRC 48-INCH EACH

Drawn by: Jay PWC/Chad Laska/Comments/Mikwaukee Projects/62577 - 76850 - 1+45 NSU\_Roadway & Drainage/PSE/1229-04-76 - North End Mainline/Sheets/Pan/03 Estimate of Quantities/022991\_ss\_M09.ppt

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1115  
November 1, 2021

TEMPORARY DRAINAGE

STAGE	ROADWAY	STATION	OFFSET	STRUCTURE RM ELEVATION	STRUCTURE INVERT ELEVATION	CONCRETE COLLARS FOR PIPE EACH	520.8000' PIPE TO EXISTING STRUCTURE EACH	522.0118' CPRC CLASS III 18-INCH LF	522.0124' CPRC CLASS III 24-INCH LF	522.0130' CPRC CLASS III 30-INCH LF	522.0136' CPRC CLASS III 36-INCH LF	522.1018' AEW FOR CPRC 18-INCH EACH	522.1030' AEW FOR CPRC 30-INCH EACH	522.1036' AEW FOR CPRC 36-INCH EACH	522.1048' AEW FOR CPRC 48-INCH EACH
3		1603+99	0' RT	669.27	664.29	1	--	--	--	--	--	--	--	--	--
		1611+99	0' RT	673.88	667.28	1	--	--	--	--	--	--	--	--	--
		1624+59	0' RT	674.34	665.59	2	--	--	--	--	--	--	--	--	--
		1628+47	0' RT	672.54	665.82	2	--	--	--	--	--	--	--	--	--
		1634+07	0' RT	671.91	668.02	2	--	--	--	--	--	--	--	--	--
		1635+97	0' RT	672.75	666.39	1	--	--	--	--	--	--	--	--	--
		1643+97	0' RT	676.02	667.56	1	--	--	--	--	--	--	--	--	--
		1647+98	0' RT	677.01	668.65	1	--	--	--	--	--	--	--	--	--
		1659+01	0' RT	672.83	668.29	2	--	--	--	--	--	--	--	--	--
		1663+45	0' RT	672.88	667.17	2	--	--	--	--	--	--	--	--	--
		1671+02	0' RT	675.22	668.49	2	--	--	--	--	--	--	--	--	--
		1695+01	0' RT	696.40	683.73	1	--	--	--	--	--	--	--	--	--
		1714+99	0' RT	701.02	696.56	1	--	--	--	--	--	--	--	--	--
		1718+44	0' RT	704.60	698.82	2	--	--	--	--	--	--	--	--	--
		1718+81	97' LT	--	--	1	12	1	--	--	--	--	--	--	--
		1733+99	0' RT	704.95	701.16	1	--	--	--	--	--	--	--	--	--
		1736+34	0' RT	704.58	703.37	2	--	--	--	--	--	--	--	--	--
		1736+48	98' LT	--	--	1	12	1	--	--	--	--	--	--	--
		1736+53	98' LT	--	--	1	12	1	--	--	--	--	--	--	--
		1747+67	132' LT	--	--	1	17	1	--	--	--	--	--	--	--
		1747+79	132' LT	707.75	700.78	2	--	--	--	--	--	--	--	--	--
		1747+92	132' LT	--	--	1	17	1	--	--	--	--	--	--	--
		1767+99	0' RT	700.34	693.47	1	--	--	--	--	--	--	--	--	--
		1775+99	0' RT	698.06	693.54	2	--	--	--	--	--	--	--	--	--
		1776+00	93' LT	--	--	1	14	1	14	1	8	2	2	5	2
		SUBTOTALS				50	13	12	14	116	20	8	14	2	2
		TOTALS				147	13	12	14	116	20	8	14	5	2

\* ADDITIONAL QUANTITIES FOUND ELSEWHERE

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

PROJECT NO: 1229-04-76 COUNTY: OZAUKEE HWY: IH 43 SHEET: 1115 E

av:\work\1115 - 201 PWS\1115 - Lakes\Documents\Milwaukee Projects\1229-04-76 - North End Mainline\Sheets\Pan03 Estimate of Quantities\022901\_ss\_MQ10.plt PLOT DATE: 10/25/2021 2:37:56 PM PLOT NAME: 022901\_ss\_MQ10 PLOT SCALE: 1:1









FASTENING SEWER ACCESS COVERS

STAGE	ROADWAY	STATION	OFFSET	EACH
3	IH 43	1522+97	17 LT	1
		1523+62	17 LT	1
		1524+79	17 LT	1
		1632+04	20 LT	1
		1635+04	20 LT	1
		1688+00	14 LT	1
		1688+25	17 LT	1
TOTAL				7

SPECIAL STRUCTURE

SPV.0060.8501	
STORM SEWER	
STRUCTURE 173	
EACH	1
TOTAL	1

FOR LOCATION SEE STORM SEWER STRUCTURES TABLE

PRECAST TRENCH DRAIN

STAGE	ROADWAY	UPSTREAM END	OFFSET	CONNECT TO STORM SEWER STRUCTURE	PRECAST TRENCH DRAIN LF	NOTES
3	IH 43	1535+91	69' RT	132A	196	
SUBTOTAL					196	
4	IH 43	1511+84	61' RT	144A	175	
		1508+49	69' LT	250A	181	3.8' BEND AT STA 1513+05, 69.0' RT
SUBTOTAL					356	
TOTAL					552	

TEMPORARY PRECAST TRENCH DRAIN

STAGE	ROADWAY	UPSTREAM END	OFFSET	PRECAST TRENCH DRAIN LF	204.9090.S.0005 REMOVING TEMPORARY PRECAST TRENCH DRAIN LF
2	IH 43	1477+48	34' RT	585	585
		1480+53	0' RT	377	377
		1481+03	0' RT	50	50
		1481+69	33' LT	224	224
		1789+14	23' LT	265	265
		1788+38	8' RT	206	206
		1796+03	35' LT	540	540
		1798+03	35' RT	700	700
TOTALS					2,957

APRON ENDWALLS SALVAGED

524.0618				
APRON ENDWALLS FOR CULVERT PIPE SALVAGED				
18-INCH EACH				
STAGE	ROADWAY	STATION	OFFSET	PROPOSED ENDWALL 695
4	IH 43	1762+75	83' RT	1
TOTAL				1

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1119  
November 1, 2021

APRON ENDWALLS

STRUCTURE	STAGE	LOCATION	STATION	OFF-SET**	RIM ELEVATION	INVERT*** ELEVATION	DEPTH**** FT	AW FOR CPIC 15-INCH EACH	AW FOR CPIC 18-INCH EACH	AW FOR CPIC 24-INCH EACH	AW FOR CPIC 30-INCH EACH	AW FOR CPIC 36-INCH EACH	AW FOR CPIC 42-INCH EACH	AW FOR CPIC 48-INCH EACH	AW FOR CPIC 52.2629 29x45-INCH EACH	AW FOR CPIC 52.2634 34x53-INCH EACH	AW FOR CPIC 52.2638 38x60-INCH EACH	633.5200* MARKERS COVERT END EACH
651	2	43-RL	1740+54.35	0.00' RT	705.99	703.01	3.19											
653	4	43-RL	1740+54.35	84.84' RT		704.29												
655	2	43-RL	1744+04.35	0.00' RT	707.41	704.85	2.77											
657	4	43-RL	1744+04.35	81.33' RT		706.15												
659	3	43-RL	1747+50.84	100.63' LT	704.44													
661	4	43-RL	1747+51.19	97.41' RT	703.50													
663	3	43-RL	1747+56.79	100.56' LT	704.44													
665	4	43-RL	1747+57.74	97.36' RT	703.50													
669	2	43-RL	1749+54.35	0.00' RT	706.95	704.11	3.05											
671	4	43-RL	1749+54.35	83.26' RT		705.40												
673	2	43-RL	1752+52.58	0.00' RT	704.68	703.17	2.72											
675	4	43-RL	1752+52.58	85.40' RT		703.45												
677	2	43-RL	1755+51.96	0.00' RT	702.49	700.11	2.58											
679	4	43-RL	1755+51.96	85.26' RT		701.39												
681	2	43-RL	1758+54.35	0.00' RT	700.33	698.04	2.50											
683	4	43-RL	1758+54.35	87.39' RT		699.31												
685	3	43-RL	1762+23.04	100.25' LT	697.62													
687	4	43-RL	1762+44.81	100.89' RT	696.38													
689	3	43-RL	1762+31.59	100.27' LT	697.62													
691	4	43-RL	1762+53.35	100.76' RT	696.38													
692	3	43-RL	1762+59.58	0.00' RT	698.93	695.31	3.83											
693	3	43-RL	1762+49.58	0.00' RT	698.93	695.31	3.83											
694	2	43-RL	1762+74.58	0.00' RT	698.93	694.77	4.37											
695	4	43-RL	1762+74.58	101.76' RT	695.97													
697	2	43-RL	1765+50.00	0.00' LT	695.52	694.99	4.74											
699	4	43-RL	1765+50.00	102.85' RT		696.18												
701	3	UIC	1772+07.29	31.95' LT	696.52	695.51	3.26											
702	3	UIC	1772+01.56	4.85' LT	702.28	693.98	7.40											
703	2	43-RL	1771+98.98	0.00' RT	699.63	692.19	7.77											
705	4	UUB	1772+11.19	32.38' RT		693.36												
707	3	43-RL	1776+14.35	78.00' LT		697.91												
709	2	43-RL	1776+14.35	0.00' RT	697.96	694.14	4.16											
711	4	43-RL	1776+14.35	87.57' RT		697.02												
713	4	UUB	1776+93.32	75.69' LT		693.83												
715	4	UUB	1776+93.32	37.85' RT		693.25												
721	2	43-RL	1778+67.35	0.00' RT	695.94	693.13	3.02											
723	4	43-RL	1778+50.29	0.00' RT	696.24	693.02	3.43											
725	2	43-RL	1777+15.00	0.00' RT	697.20	692.61	4.79											
727	4	43-RL	1776+91.94	96.48' RT		694.02												
731	3	43-RL	1781+24.80	84.38' LT		696.82												
734	3	43-RL	1781+31.62	85.35' LT		696.82												
801	2	HL-RL	10480.27	29.25' RT	686.16	683.53	3.82											
803	2	HL-RL	10479.00	40.64' LT	687.95	682.50	4.70											
805	2	HL-RL	19+12.37	35.00' LT	705.53	700.78	3.93											
807	2	HL-RL	19+12.61	35.00' RT	705.53	700.78	3.94											
809	2	HL-RL	19+12.46	4.02' RT	706.11	700.67	4.63											
811	2	HL-RL	19+12.52	3.98' LT	706.17	699.88	5.54											
813	2	HL-RL	16+50.00	35.01' LT	695.42	690.27	4.34											
815	2	HL-RL	16+50.00	47.49' RT	695.16	690.49	3.86											
817	2	HL-RL	16+50.12	9.31' RT	695.90	690.30	4.78											
819	2	HL-RL	16+50.00	16.01' LT	695.76	689.42	5.59											
821	2	HL-RL	13+99.97	36.65' LT	689.17	684.44	3.92											
823	2	HL-RL	13+99.98	33.60' RT	689.21	684.50	3.90											
825	2	HL-RL	14+00.03	2.60' RT	689.79	684.44	4.54											
827	2	HL-RL	14+00.05	15.54' LT	689.55	683.60	5.20											

APRON ENDWALL 695 SALVAGED FROM TEMPORARY LOCATION 83.3' RT

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Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1125  
November 1, 2021

\* ADDITIONAL QUANTITIES FOUND ELSEWHERE  
\*\* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE  
\*\*\* FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE  
\*\*\*\* DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6 INCH ADJUSTMENT RING HEIGHT

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1133  
November 1, 2021

STORM SEWER STRUCTURES

STRUCTURE	STAGE	LOCATION	STATION	OFFSET**	RIM ELEVATION	INVERT***	DEPTH****	MANHOLE COVERS TYPE J	611.0530	MANHOLE COVERS TYPE I/SPECIAL	611.0535*	INLET COVERS TYPE B	611.0606	INLET COVERS TYPE C	611.0612	INLET COVERS TYPE H	611.0624	INLET COVERS TYPE H-S	611.0639	INLET COVERS TYPE MS	611.0642*	
				FT			FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
651	2	43-RL	1740+54.35	0.00 RT	705.99	703.01	3.19															2
653	4	43-RL	1740+54.35	84.84 RT																		
655	2	43-RL	1744+04.35	0.00 RT	707.41	704.29	2.77															2
657	4	43-RL	1744+04.35	81.33 RT																		
659	3	43-RL	1747+50.84	100.63 LT																		
661	4	43-RL	1747+51.19	97.41 RT																		
663	3	43-RL	1747+56.79	100.56 LT																		
665	4	43-RL	1747+57.24	97.36 RT																		
669	2	43-RL	1749+54.35	0.00 RT	706.95	704.11	3.05															2
671	4	43-RL	1749+54.35	83.26 RT																		
673	2	43-RL	1752+52.58	0.00 RT	704.68	702.17	2.72															2
675	4	43-RL	1752+52.58	85.40 RT																		
677	2	43-RL	1755+51.96	0.00 RT	702.49	700.11	2.58															2
679	4	43-RL	1755+51.96	85.26 RT																		
681	2	43-RL	1758+54.35	0.00 RT	700.33	698.04	2.50															2
683	4	43-RL	1758+54.35	87.39 RT																		
685	3	43-RL	1762+23.04	100.25 LT																		
687	4	43-RL	1762+44.81	100.89 RT																		
689	3	43-RL	1762+31.59	100.27 LT																		
691	4	43-RL	1762+53.35	100.76 RT																		
692	3	43-RL	1762+59.58	0.00 RT	698.93	695.31	3.83															2
693	3	43-RL	1762+89.58	0.00 RT	698.93	695.31	3.83															2
694	2	43-RL	1762+74.58	0.00 RT	698.93	694.77	4.37															2
695	4	43-RL	1762+74.58	101.26 RT																		2
697	2	43-RL	1765+50.00	0.05 LT	695.52	694.99	4.74															2
699	4	43-RL	1765+50.00	102.85 RT																		
701	3	ULC	1772+47.29	31.95 LT	695.51	695.18	3.26															2
702	3	ULC	1772+01.56	4.85 LT	702.28	693.98	7.40			1												2
703	2	43-RL	1771+98.98	0.00 RT	699.63	692.19	7.77															2
705	4	ULB	1772+11.19	32.38 RT																		
707	3	43-RL	1776+14.35	78.00 LT																		
709	2	43-RL	1776+14.35	0.00 RT	697.96	694.14	4.16															2
711	4	43-RL	1776+14.35	87.57 RT																		
713	4	ULB	1775+93.32	75.69 LT																		
715	4	ULB	1775+93.32	37.85 RT																		
721	2	43-RL	1778+87.35	0.00 RT	695.94	693.13	3.02															2
723	2	43-RL	1778+50.29	0.00 RT	696.24	693.02	3.43															2
725	2	43-RL	1777+15.00	0.00 RT	697.20	692.61	4.79															2
727	4	43-RL	1776+91.94	96.48 RT																		
731	3	43-RL	1781+24.80	84.38 LT																		
734	3	43-RL	1781+31.62	85.35 LT																		
801	2	HL-RL	10+802.27	29.25 RT	688.16	683.53	3.82															1
803	2	HL-RL	10+790.00	40.64 LT	687.95	682.50	4.70															1
805	2	HL-RL	19+12.37	35.00 LT	705.53	700.78	3.93															1
807	2	HL-RL	19+12.61	35.00 RT	705.53	700.78	3.94															1
809	2	HL-RL	19+12.46	4.02 RT	706.11	700.67	4.63															1
811	2	HL-RL	19+12.52	3.98 LT	706.17	699.88	5.54															1
813	2	HL-RL	16+500.81	35.01 LT	695.42	690.27	4.34															1
815	2	HL-RL	16+500.00	47.49 RT	695.16	690.49	3.86															1
817	2	HL-RL	16+501.12	9.31 RT	695.90	690.30	4.78															1
819	2	HL-RL	16+500.00	16.01 LT	695.76	689.42	5.59															1
821	2	HL-RL	13+99.97	36.65 LT	689.17	684.44	3.92															1
823	2	HL-RL	13+98.98	33.60 RT	689.21	684.50	3.90															1
825	2	HL-RL	14+00.03	2.60 RT	689.79	684.44	4.54															1
827	2	HL-RL	14+00.05	15.54 LT	689.55	683.60	5.20															1

\*\* ADDITIONAL QUANTITIES FOUND ELSEWHERE  
 \*\*\* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE  
 \*\*\*\* FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE  
 \*\*\*\*\* DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6 INCH ADJUSTMENT RING HEIGHT





Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1153  
November 1, 2021

STORM SEWER PIPES

LOCATION	STAGE	FROM	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	608.0315 SSPRC CLASS III 18" ICH	608.0318* SSPRC CLASS III 18" ICH	608.0324* SSPRC CLASS III 24" ICH	608.0330* SSPRC CLASS III 30" ICH	608.0336* SSPRC CLASS III 36" ICH	608.0412 SSPRC CLASS IV 12" ICH	608.0415 SSPRC CLASS IV 15" ICH	608.0418* SSPRC CLASS IV 18" ICH	608.0424 SSPRC CLASS IV 24" ICH	608.0430 SSPRC CLASS IV 30" ICH	608.0436 SSPRC CLASS IV 36" ICH	608.0448 SSPRC CLASS IV 48" ICH	608.0536 SSPRC CLASS V 36" ICH	608.0560 SSPRC CLASS V 60" ICH	608.2434 SSPRC CLASS HE-IV 36" ICH	5PV0290.8001 SSPRC SPECIAL 36" ICH
43-RL	4	563	565	688.16	688.11	0.50%	10															
43-RL	3	465	455	688	687.71	0.50%	68															
43-RL	3	571	577	692.77	692.52	0.50%	47															
43-RL	4	573	575	692.63	692.58	0.50%	12															
43-RL	3	575	577	692.58	692.54	0.50%	8															
43-RL	3	577	578	692.03	690.54	0.50%	300															
43-RL	3	578	581	690.54	689.04	0.50%	300															
43-RL	3	579	581	693.81	693.56	0.50%																
43-RL	3	580	581	693.64	693.56	0.50%	17															
43-RL	3	581	582	689.04	687.91	0.50%	225															
43-RL	3	582	583	687.91	687.53	0.50%	76															
43-RL	3	585	587	686.92	686.49	0.50%	85															
43-RL	3	588	590	686.50	686.45	0.30%	15															
43-RL	3	589	590	686.50	686.45	0.30%	15															
43-RL	3	590	591	686.45	686.04	0.50%	82															
43-RL	2/4	593	595	688.06	687.63	0.50%	87															
43-RL	2/4	597	599	691.02	690.58	0.50%	88															
43-RL	2/4	601	603	694.48	694.04	0.50%	89															
43-RL	2/4	605	607	696.99	696.53	0.50%	93															
43-RL	2/3/4	611	613	702.25	700.60	0.51%																
43-RL	3	615	617	702.25	701.45	0.50%	88															
43-RL	2/4	617	619	701.45	700.60	0.50%	95															
43-RL	2/4	621	623	703.50	703.06	0.50%	89															
43-RL	2/4	631	633	704.60	704.18	0.50%	84															
43-RL	2/4	635	637	702.44	702.01	0.50%	86															
43-RL	2/3/4	639	641	701.98	701.10	0.52%																
43-RL	2/3/4	643	645	701.98	701.10	0.52%																
43-RL	2	646	648	701.85	701.81	0.47%	15															
43-RL	2	647	649	701.86	701.81	0.50%	15															
43-RL	2/4	648	649	701.26	700.81	0.50%	91															
43-RL	2/4	651	653	703.03	702.59	0.50%	85															
43-RL	2/4	655	657	704.85	704.44	0.50%	81															
43-RL	2/3/4	659	661	702.19	701.25	0.47%																
43-RL	2/3/4	663	665	702.19	701.25	0.47%																
43-RL	2/4	669	671	704.11	703.69	0.50%	83															
43-RL	2/4	673	675	702.17	701.74	0.50%	85															
43-RL	2/4	677	679	700.11	699.68	0.50%	85															
43-RL	2/4	681	683	698.04	697.60	0.50%	87															
43-RL	2/3/4	685	687	694.00	692.75	0.62%																
43-RL	2/3/4	689	691	694.00	692.75	0.62%																
43-RL	3	692	694	695.31	695.27	0.30%	15															
43-RL	3	693	694	695.31	695.27	0.30%	15															
43-RL	2/4	694	695	694.77	694.26	0.50%	103															
43-RL	2/4	697	699	694.99	694.48	0.50%	103															
ULC	3	701	702	695.51	694.98	1.00%	53															
ULC	3	702	703	693.98	692.19	1.35%	133															
43-RL	2/4	703	705	692.19	690.03	1.35%	160															
43-RL	3	707	709	694.58	694.14	0.57%	78															
43-RL	2/4	709	711	694.14	693.64	0.57%	88															
ULB	4	713	715	690.50	689.92	0.51%	114															
43-RL	2	721	723	693.13	693.02	0.30%	37															
43-RL	2	723	725	693.02	692.61	0.30%	155															
43-RL	2/4	725	727	692.61	692.32	0.30%	99															
43-RL	3	731	EX31	692.40	692.35	0.66%	8															
43-RL	3	734	EX31	692.40	692.35	0.66%	8															



STORM SEWER PIPES

LOCATION	STAGE	FROM	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	608.0315 SSPRC CLASS III 18" ICH U	608.0318* SSPRC CLASS III 18" ICH U	608.0324* SSPRC CLASS III 24" ICH U	608.0330* SSPRC CLASS III 30" ICH U	608.0336* SSPRC CLASS III 36" ICH U	608.0412 SSPRC CLASS IV 12" ICH U	608.0415 SSPRC CLASS IV 15" ICH U	608.0418* SSPRC CLASS IV 18" ICH U	608.0424 SSPRC CLASS IV 24" ICH U	608.0430 SSPRC CLASS IV 30" ICH U	608.0436 SSPRC CLASS IV 36" ICH U	608.0448 SSPRC CLASS IV 48" ICH U	608.0536 SSPRC CLASS V 36" ICH U	608.0580 SSPRC CLASS V 60" ICH U	608.2434 SSPRC CLASS HE IV 36" ICH U	SPV0290.8001 SSPRC SPECIAL 36" ICH U
RA	3	933	935	678.30	677.80	0.52%																
PRA	3	939	941	674.38	673.86	0.77%																
PRA	4	943	945	673.98	672.00	0.77%			39													
PRA	4	943	945	672.00	669.74	0.77%			257													
PRA	4	945	947	669.74	669.47	0.77%			292													
LD	4	951	953	671.70	670.45	1.92%			36													
LD	4	955	957	671.70	670.45	1.95%																
LD	4	959	961	673.70	673.45	0.78%																
LD	4	961	965	672.95	672.61	1.00%			32													
LD	4	963	965	673.36	673.11	0.78%			33													
LD	4	965	967	672.11	671.16	1.50%			63													
LD	4	969	971	673.32	673.00	0.53%																
LD	4	973	975	673.32	673.00	0.54%																
FS	3	981	983	703.75	702.56	0.90%																
FS	4	985	987	702.34	701.94	0.37%																
FS	2	989	991	718.62	716.00	6.21%																
FS	2	993	995	717.49	715.28	6.39%																
43-RL	2	T1001	T1003	669.50	669.67	0.50%																
43-RL	2	T1003	T1004	673.87	673.83	0.50%			9													
43-RL	2	T1004	T1005	669.67	669.11				EMST													
43-RL	2	T1005	T1007	669.11	668.70	0.14%			EMST													
43-RL	2	T1011	T1013	673.89	673.52				84													
43-RL	2	T1013	T1015	673.52	673.27	0.36%																
TOTALS							1115	2338	4498	467	1376	392	48	48	2750	787	286	16	916	458	386	159

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Addendum No. 02  
 ID 1229-04-76  
 Revised Sheet 1155  
 November 1, 2021

**TRAFFIC CONTROL CONT.**

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643.0920 \*

3

STAGE	DURATION	STAGE TYPE I	EACH	NUMBER OF CYCLES	SIGN NUMBER	SIGN TYPE II	COVERING SIGN TYPE	NUMBER OF SIGNS	OF SIGNS	NUMBER OF SIGNS	TRAFFIC CONTROL MESSAGE	SF	EACH**	DAY	DAY	643.1055.S TRUCK OR TRAILER-MOUNTED ATTENUATOR	643.1050 TRAFFIC CONTROL SIGNS PCMS	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE	643.4100.S TRAFFIC CONTROL INTERIM LANE CLOSURE	
																				TRAFFIC CONTROL COVERING SIGN TYPE
1	172		1	1																
1	172		1	1																
1	172		1	1																
1	172		1	1																
1A	5		1	1																
1B	145		1	1																
1C	20		1	1																
1D	5		1	1																
1A	21		1	1																
1B	45		1	1																
1B-NIGHT	10		1	1																
2	185		1	1																
2B-WINTER SHUTDOWN	95		1	1																
3A	130		1	1																
3B	35		1	1																
4A	60		1	1																
4B	40		1	1																
4C	30		1	1																
1-2	260		1	1																
2-4	280		1	1																
2A	45		1	1																
3A	130		1	1																
3B	35		1	1																
3B-4A	95		1	1																
5	8		1	1																
UNDISTRIBUTED			10	1	10	10	25	1	25	1	25	1,867	2	1150***	200	200	34	1,452	200	200
PROJECT 1229-04-76 TOTAL			11	1	11	11	25	1	25	1	25	1,867	34	1,452	200	200	34	1,452	200	200

\*ADDITIONAL QUANTITIES SHOWN ELSEWHERE  
 \*\*FOR INFORMATION ONLY  
 \*\*\*COORDINATE WITH CONSTRUCTION ENGINEER FOR LOCATION AND USE

Addendum No. 02  
 ID 1229-04-76  
 Revised Sheet 1196  
 November 1, 2021

ALL ITEMS CATEGORY 1000  
 UNLESS OTHERWISE NOTED

SHEET: 1196

E

PROJECT NO: 1229-04-76 COUNTY: OZAUKEE MISCELLANEOUS QUANTITIES PLOT NAME: 022904\_MG31  
 PLOT BY: J. JOHANNATHAN D. OLSON  
 PLOT DATE: 10/29/2021 12:00:09 PM  
 Estimate of Quantities\_MG

3

**DETOUR PLAN**

STAGE DURATION	LOCATIONS	EACH**	DAY	CYCLES	SIGNS	EACH
30	STH 60 SB ON RAMP AND NB OFF RAMP	84	2520	-	-	-
270	CTH C/PIONEER RD	115	31050	-	-	-
115	HIGHLAND RD NB RAMP	44	5060	-	-	-
155	HIGHLAND RD SB RAMP	44	6820	-	-	-
110	CTH C/PIONEER RD NB RAMP	72	7920	-	-	-
165	CTH C/PIONEER RD SB RAMP	65	10725	3	65	195
4	IH 43 NB - HIGHLAND RD BRIDGE WORK	71	284	3	71	213
4	IH 43 SB - HIGHLAND RD BRIDGE WORK	63	252	3	63	189
4	IH 43 NB - FALLS RD BRIDGE WORK	75	300	3	75	225
4	IH 43 SB - FALLS RD BRIDGE WORK	71	284	3	71	213
4	IH 43 NB - CTH C BRIDGE WORK	79	316	3	79	237
4	IH 43 SB - CTH C BRIDGE WORK	87	348	3	87	261
<b>PROJECT 1229-04-76 TOTAL</b>					<b>65,879</b>	<b>1,533</b>

**GEOTEXTILE TYPE SAS**

645.0140  
GEOTEXTILE  
TYPE SAS

LOCATION	SY
HIGHLAND RAMP A	5546
HIGHLAND RAMP B	5794
HIGHLAND RAMP C	4507
HIGHLAND RAMP D	3403
HIGHLAND ROAD	900
<b>Project Total</b>	<b>20150</b>

NOTE:

1. OTHER GEOTEXTILE TYPES SHOWN ELSEWHERE IN THE MISCELLANEOUS QUANTITY TABLES WITH THEIR INTENDED USE.

**GEOGRID**

645.0220  
GEOGRID  
TYPE SR

STAGE 1	STA	STA	LOCATION	SY
1470+00	-	1623+65	IH 43	25,565
1477+00	-	1542+00	IH 43	25,202
1624+85	-	1641+00	IH 43	2,728
1640+95	-	1679+45	IH 43	5,462
1687+00	-	1770+20	IH 43	12,592
1770+40	-	1784+50	IH 43	1,970
<b>STAGE 1 SUBTOTAL</b>				<b>73,519</b>

STAGE 2	STA	STA	LOCATION	SY
1464+00	-	1480+00	IH 43	2,499
1538+30	-	1548+00	IH 43	1,748
1542+00	-	1552+00	IH 43	3,877
1677+48	-	1694+00	IH 43	5,732
1751+00	-	1786+15	IH 43	3,129
<b>STAGE 2 SUBTOTAL</b>				<b>16,985</b>

STAGE 3	STA	STA	LOCATION	SY
1498+00	-	1508+30	IH 43	2,280
1536+55	-	1549+50	IH 43	2,488
1601+00	-	1611+75	IH 43	2,628
1649+75	-	1661+00	IH 43	2,750
1763+00	-	1773+50	IH 43	2,235
<b>STAGE 3 SUBTOTAL</b>				<b>12,381</b>
<b>PROJECT 1229-04-76 TOTAL</b>				<b>102,885</b>

**GEOTEXTILE TYPE R**

645.0130  
GEOTEXTILE  
TYPE R

LOCATION	SY
UNDISTRIBUTED	600
<b>PROJECT 1229-04-76 TOTAL</b>	<b>600</b>

NOTE:

- TYPE R USED BENEATH STONE DITCH CHECK ITEM.
- OTHER GEOTEXTILE TYPES SHOWN ELSEWHERE IN THE MISCELLANEOUS QUANTITY TABLES WITH THEIR INTENDED USE.

**GEOTEXTILE TYPE DF SCHEDULE A**

645.0111\*  
GEOTEXTILE  
TYPE DF  
SCHEDULE A

LOCATION	SY
HIGHLAND RAMP A	2776
HIGHLAND RAMP B	3009
HIGHLAND RAMP C	1081
HIGHLAND RAMP D	1145
HIGHLAND ROAD	2914
<b>Project Total</b>	<b>10925</b>

NOTE:

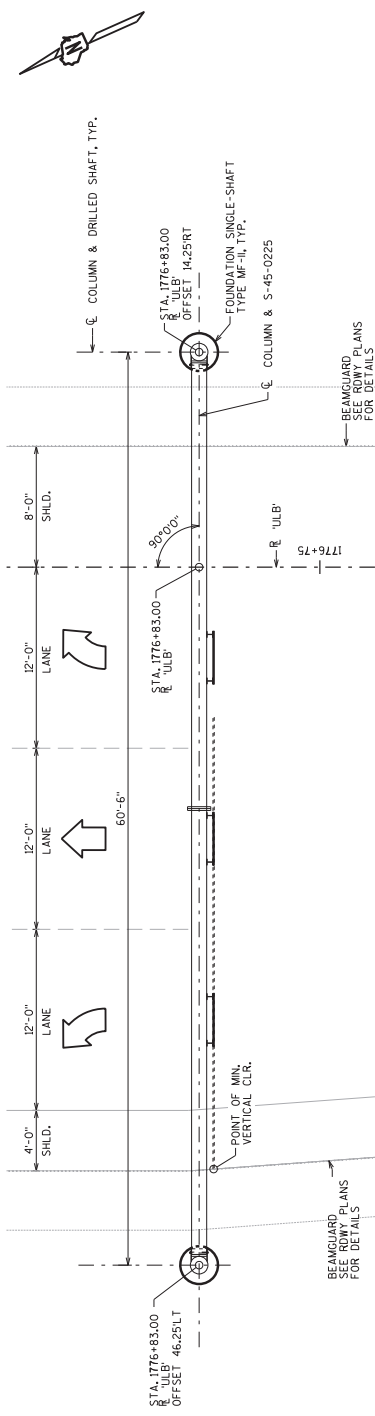
ITEM USED TO REDUCE EBS QUANTITY, WHERE APPROVED BY FIELD ENGINEER

**Addendum No. 02**  
**ID 1229-04-76**  
**Revised Sheet 1197**  
**November 1, 2021**

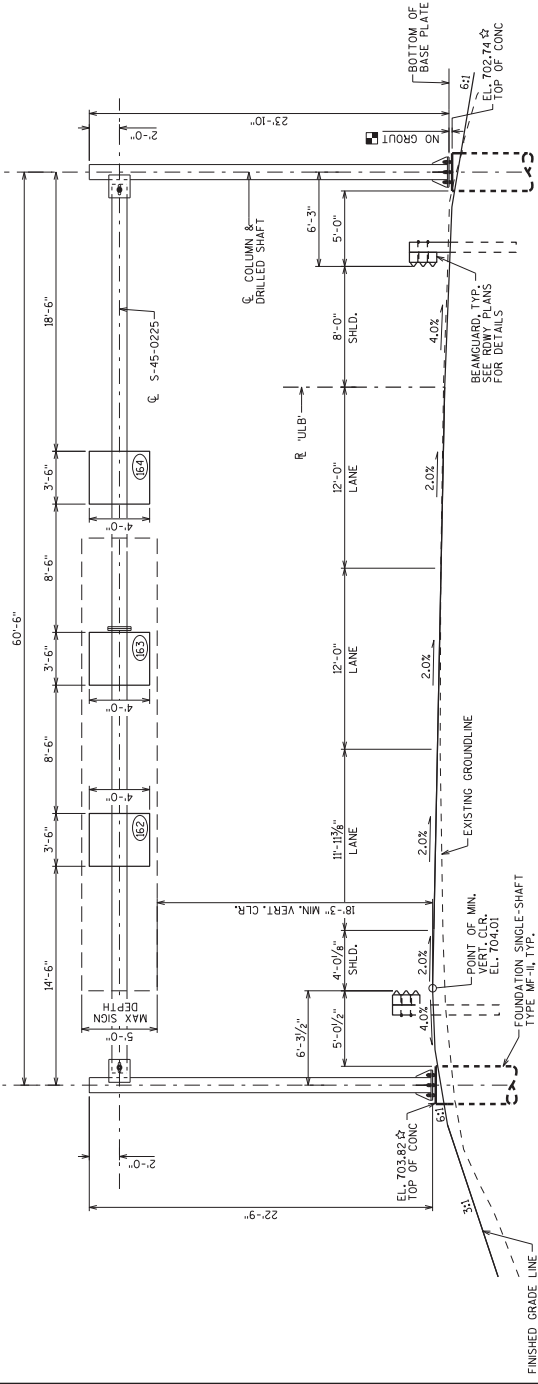
ALL ITEMS CATEGORY 1000  
UNLESS OTHERWISE NOTED

STATE PROJECT NUMBER  
1229-04-76

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1957  
November 1, 2021



PLAN



ELEVATION

STA. 1776+83.00  
IH 43 NB EXIT TO STH 60  
LOOKING UPSTATION AT FRONT OF SIGN

NOTES

POINT OF MIN. VERTICAL CLEARANCE  
STA. 1776+82.04@ E. 'ULB'  
EL. 704.61

LEGEND

- ☆ ELEVATIONS GIVEN ALONG  $\epsilon$  S-45-0225
- (S) SIGN NUMBERS (PERMANENT SIGNING PLAN)
- STANDOFF DIMENSION IS ASSUMED TO BE DIMENSION TO FACE OF SIGN. SEE FOUNDATION SHEET AND SHOP DRAWINGS FOR MORE INFORMATION.

NO.	DATE	DELETE SIGN AREA	NOTE	SCL

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION	BY
STRUCTURE S-45-0225	

GENERAL LAYOUT S-45-0225	SHEET 2
1957	

10/25/21  
DMP

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1991  
November 1, 2021

PROJECT 1229-04-76

IH 43 - 1542+00 TO 1575+00 (STAGE 2)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol. (CY)			Cumulative Vol. (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
1480+50.000	148050.000	50.00	0	0	0	0	0	0	0	0	0	0
1481+00.000	148100.000	50.00	0	0	0	0	0	0	0	0	0	0
1481+50.000	148150.000	50.00	0	0	0	0	0	0	0	0	0	0
1482+00.000	148200.000	50.00	0	0	0	0	0	0	0	0	0	0
1482+50.000	148250.000	50.00	0	0	0	0	0	0	0	0	0	0
1483+00.000	148300.000	50.00	0	0	0	0	0	0	0	0	0	0
1483+50.000	148350.000	50.00	0	0	0	0	0	0	0	0	0	0
1484+00.000	148400.000	50.00	0	0	0	0	0	0	0	0	0	0
1484+50.000	148450.000	50.00	0	0	0	0	0	0	0	0	0	0
1485+00.000	148500.000	50.00	0	0	0	0	0	0	0	0	0	0
1485+50.000	148550.000	50.00	0	0	0	0	0	0	0	0	0	0
1486+00.000	148600.000	50.00	0	0	0	0	0	0	0	0	0	0
1486+50.000	148650.000	50.00	0	0	0	0	0	0	0	0	0	0
1487+00.000	148700.000	50.00	0	0	0	0	0	0	0	0	0	0
1487+50.000	148750.000	50.00	0	0	0	0	0	0	0	0	0	0
1488+00.000	148800.000	0.00	0	0	0	0	0	0	0	0	0	0
1542+00.000	154250.00	0.00	45	0	0	0	0	0	0	0	0	0
1542+50.000	154250.00	0.00	48	0	0	0	0	0	0	0	0	0
1543+00.000	154300.00	50.00	49	0	0	0	0	0	0	0	0	90
1543+50.000	154350.00	50.00	45	0	0	0	88	0	0	0	0	178
1544+00.000	154400.00	50.00	43	0	0	0	82	0	0	0	0	259
1544+50.000	154450.00	50.00	44	0	0	0	80	0	0	0	0	340
1544+93.261	154493.26	43.26	39	0	0	0	67	0	0	0	0	407
1545+00.000	154500.00	6.74	41	0	0	0	10	0	0	0	0	417
1545+50.000	154550.00	50.00	35	0	0	0	70	0	0	0	0	487
1546+00.000	154600.00	50.00	28	0	0	0	58	0	0	0	0	545
1546+07.529	154607.53	7.53	29	0	0	0	8	0	0	0	0	553
1546+32.529	154632.53	25.00	25	0	0	0	25	0	0	0	0	579
1546+50.000	154650.00	17.47	24	0	0	0	16	0	0	0	0	594
1546+57.529	154657.53	7.53	23	0	0	0	7	0	0	0	0	601
1547+00.000	154700.00	42.47	24	0	0	0	37	0	0	0	0	638
1547+50.000	154750.00	50.00	16	0	0	0	37	0	0	0	0	676
1548+00.000	154800.00	50.00	14	0	0	0	28	0	0	0	0	704
1548+50.000	154850.00	50.00	13	1	0	0	26	1	0	0	0	729
1549+00.000	154900.00	50.00	12	1	0	0	23	1	0	0	0	753
1549+50.000	154950.00	50.00	14	0	0	0	24	1	0	0	0	774
1550+00.000	155000.00	50.00	11	3	0	0	24	3	0	0	0	794
1550+50.000	155050.00	50.00	11	4	0	0	20	6	0	0	0	809
1551+00.000	155100.00	50.00	10	4	0	0	19	8	0	0	0	820
1551+50.000	155150.00	50.00	9	9	0	0	17	13	0	0	0	824
1552+00.000	155200.00	50.00	24	0	0	0	30	8	0	0	0	846
1552+50.000	155250.00	50.00	22	0	0	0	43	0	0	0	0	889
1553+00.000	155300.00	50.00	20	0	0	0	39	0	0	0	0	928
1553+50.000	155350.00	50.00	18	3	0	0	35	3	0	0	0	960
1554+00.000	155400.00	50.00	14	3	0	0	30	5	0	0	0	985
1554+50.000	155450.00	50.00	13	5	0	0	25	8	0	0	0	1002
1555+00.000	155500.00	50.00	11	3	0	0	23	8	0	0	0	1017
1555+50.000	155550.00	50.00	11	7	0	0	20	10	0	0	0	1028

2

2

2

PROJECT NO: 1229-04-76

HWY: IH 43

COUNTY: OZAUKEE

EARTHWORK DATA

Plot Name: 08010\_LEW20

Plot Date: 10/22/2021 2:22:45 PM

Plot By: BRIAN C. ADAMS

SHEET: 1991

E

PROJECT 1229-04-76

IH 43 - I542+00 TO I575+00 (STAGE 2)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
1556+00.00	155600.00	50.00	9	8	0	18	14	0	1120	88	0	1032
1556+50.00	155650.00	50.00	8	8	0	16	14	0	1137	102	0	1034
1557+00.00	155700.00	50.00	8	5	0	15	12	0	1152	114	0	1037
1557+50.00	155750.00	50.00	8	7	0	15	11	0	1166	126	0	1041
1558+00.00	155800.00	50.00	6	9	0	13	15	0	1179	141	0	1039
1558+50.00	155850.00	50.00	5	14	0	10	21	0	1189	162	0	1028
1559+00.00	155900.00	50.00	4	14	0	8	26	0	1197	188	0	1010
1559+50.00	155950.00	50.00	3	16	0	7	28	0	1204	216	0	988
1560+00.00	156000.00	50.00	3	16	0	5	29	0	1209	245	0	964
1560+50.00	156050.00	50.00	2	20	0	4	34	0	1213	279	0	934
1561+00.00	156100.00	50.00	1	22	0	3	39	0	1216	317	0	898
1561+50.00	156150.00	50.00	1	24	0	2	42	0	1217	359	0	858
1562+00.00	156200.00	50.00	0	25	0	1	45	0	1218	405	0	813
1562+50.00	156250.00	50.00	0	29	0	0	50	0	1218	455	0	763
1563+00.00	156300.00	50.00	0	26	0	0	51	0	1218	506	0	712
1563+50.00	156350.00	50.00	0	33	0	0	55	0	1218	561	0	657
1564+00.00	156400.00	50.00	0	33	0	0	62	0	1218	622	0	596
1564+50.00	156450.00	50.00	0	33	0	0	61	0	1218	684	0	534
1565+00.00	156500.00	50.00	0	31	0	0	59	0	1218	742	0	476
1565+50.00	156550.00	50.00	0	29	0	0	55	0	1218	797	0	421
1566+00.00	156600.00	50.00	0	29	0	0	54	0	1218	851	0	367
1566+50.00	156650.00	50.00	0	29	0	0	54	0	1218	905	0	313
1567+00.00	156700.00	50.00	0	31	0	0	55	0	1218	961	0	257
1567+50.00	156750.00	50.00	0	31	0	0	57	0	1218	1018	0	200
1568+00.00	156800.00	50.00	0	28	0	0	55	0	1218	1074	0	144
1568+50.00	156850.00	50.00	0	28	0	0	52	0	1218	1126	0	92
1569+00.00	156900.00	50.00	0	27	0	0	52	0	1218	1178	0	40
1569+50.00	156950.00	50.00	0	25	0	0	49	0	1218	1227	0	-9
1570+00.00	157000.00	50.00	0	25	0	0	46	0	1218	1273	0	-55
1570+50.00	157050.00	50.00	1	24	0	1	45	0	1220	1318	0	-98
1571+00.00	157100.00	50.00	2	19	0	2	39	0	1222	1357	0	-135
1571+50.00	157150.00	50.00	3	16	0	5	33	0	1227	1390	0	-163
1572+00.00	157200.00	50.00	5	10	0	8	25	0	1235	1415	0	-179
1572+50.00	157250.00	50.00	7	15	0	11	23	0	1246	1438	0	-191
1573+00.00	157300.00	50.00	7	17	0	12	29	0	1258	1467	0	-208
1573+50.00	157350.00	50.00	7	8	0	13	23	0	1271	1489	0	-218
1574+00.00	157400.00	50.00	8	6	0	14	13	0	1285	1502	0	-218
1574+50.00	157450.00	50.00	6	10	0	13	15	0	1298	1518	0	-220
1575+00.00	157500.00	50.00	5	11	0	10	20	0	1308	1538	0	-230
Column totals			1,308	1,538	0	1,308	1,538	0	1308	1538	0	-230

Addendum No. 02  
ID 1229-04-76  
Revised Sheet 1992  
November 1, 2021

PROJECT 1229-04-76  
 IH 43 - 1470+26.53 TO 1487+89.80 (STAGE 2 - SOUTH END TEMPORARY CROSSOVER)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
1470+26.532	147026.53	0.00	10	0	0	0	0	0	0	0	0	0
1470+50.000	147050.00	23.47	10	0	0	9	0	0	9	0	0	9
1471+00.000	147100.00	50.00	22	0	0	30	0	0	38	0	0	38
1471+50.000	147150.00	50.00	24	0	0	42	0	0	81	0	0	81
1472+00.000	147200.00	50.00	27	0	0	47	0	0	128	0	0	128
1472+50.000	147250.00	50.00	31	0	0	54	0	0	182	0	0	182
1473+00.000	147300.00	50.00	37	0	0	63	0	0	245	0	0	245
1473+50.000	147350.00	50.00	40	0	0	71	0	0	316	0	0	316
1474+00.000	147400.00	50.00	44	0	0	78	0	0	393	0	0	393
1474+50.000	147450.00	50.00	49	0	0	86	0	0	479	0	0	479
1475+00.000	147500.00	50.00	50	0	0	91	0	0	570	0	0	570
1475+50.000	147550.00	50.00	55	0	0	97	0	0	667	0	0	667
1476+00.000	147600.00	50.00	60	0	0	106	0	0	774	0	0	774
1476+50.000	147650.00	50.00	73	0	0	123	0	0	897	0	0	897
1477+00.000	147700.00	50.00	63	0	0	126	0	0	1023	0	0	1023
1477+50.000	147750.00	50.00	33	0	0	88	0	0	1111	0	0	1111
1478+00.000	147800.00	50.00	26	0	0	54	0	0	1165	0	0	1165
1478+50.000	147850.00	50.00	23	0	0	45	0	0	1210	0	0	1210
1479+00.000	147900.00	50.00	16	0	0	36	0	0	1247	0	0	1247
1479+50.000	147950.00	50.00	16	0	0	29	0	0	1276	0	0	1276
1480+00.000	148000.00	50.00	14	0	0	28	0	0	1303	0	0	1303
1480+50.000	148050.00	50.00	20	1	0	31	1	0	1335	1	0	1334
1481+00.000	148100.00	50.00	17	0	0	34	1	0	1368	2	0	1366
1481+50.000	148150.00	50.00	25	1	0	39	1	0	1407	3	0	1404
1482+00.000	148200.00	50.00	24	1	0	45	2	0	1452	5	0	1447
1482+50.000	148250.00	50.00	20	0	0	41	1	0	1493	6	0	1487
1483+00.000	148300.00	50.00	14	0	0	31	0	0	1524	6	0	1517
1483+50.000	148350.00	50.00	5	3	0	17	3	0	1541	9	0	1532
1484+00.000	148400.00	50.00	2	8	0	6	10	0	1547	19	0	1528
1484+50.000	148450.00	50.00	0	18	0	18	24	0	1549	44	0	1506
1485+00.000	148500.00	50.00	0	22	0	0	36	0	1550	80	0	1470
1485+50.000	148550.00	50.00	0	21	0	0	40	0	1550	120	0	1430
1486+00.000	148600.00	50.00	0	29	0	0	47	0	1550	166	0	1383
1486+50.000	148650.00	50.00	0	28	0	0	53	0	1550	219	0	1331
1487+00.000	148700.00	50.00	0	24	0	0	47	0	1550	267	0	1283
1487+50.000	148750.00	50.00	0	15	0	0	36	0	1550	303	0	1247
1487+89.800	148789.80	39.80	0	6	0	0	16	0	1550	319	0	1231
Column totals			1,550	319	0	0	0	0	0	0	0	1,231

Addendum No. 02  
 ID 1229-04-76  
 New Sheet 2002A  
 November 1, 2021

PROJECT 1229-04-76

IH 43 - 779+03.64 TO 798+02.12 (STAGE 2, NORTH END TEMPORARY CROSSOVER)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	EBS	Cut	Fill	EBS	
779+03.636	77903.64	0.00	5	0	0	0	0	0	0	0	0	0
779+50.000	77950.00	46.36	6	0	0	10	0	0	10	0	0	10
780+00.000	78000.00	50.00	8	0	0	13	0	0	23	0	0	23
780+50.000	78050.00	50.00	10	0	0	17	0	0	40	0	0	40
781+00.000	78100.00	50.00	25	0	0	33	0	0	73	0	0	73
781+50.000	78150.00	50.00	27	0	0	49	0	0	121	0	0	121
782+00.000	78200.00	50.00	26	0	0	49	0	0	171	0	0	171
782+50.000	78250.00	50.00	26	0	0	48	0	0	218	0	0	218
783+00.000	78300.00	50.00	18	0	0	40	0	0	258	0	0	258
783+50.000	78350.00	50.00	24	0	0	38	0	0	297	0	0	296
784+00.000	78400.00	50.00	41	0	0	60	0	0	356	0	0	356
784+50.000	78450.00	50.00	44	0	0	79	0	0	435	0	0	435
785+00.000	78500.00	50.00	40	3	0	78	6	0	514	6	0	508
785+50.000	78550.00	50.00	43	3	0	77	5	0	591	11	0	580
786+00.000	78600.00	50.00	38	5	0	75	9	0	666	20	0	646
786+50.000	78650.00	50.00	39	9	0	71	17	0	737	37	0	700
787+00.000	78700.00	50.00	32	19	0	66	36	0	804	72	0	731
787+50.000	78750.00	50.00	18	27	0	46	50	0	850	122	0	728
788+00.000	78800.00	50.00	9	28	0	24	53	0	874	175	0	700
788+50.000	78850.00	50.00	10	29	0	17	53	0	891	228	0	664
789+00.000	78900.00	50.00	13	41	0	21	77	0	912	304	0	608
789+50.000	78950.00	50.00	22	42	0	32	78	0	945	382	0	563
790+00.000	79000.00	50.00	35	26	0	53	48	0	998	430	0	567
790+50.000	79050.00	50.00	42	10	0	71	19	0	1069	450	0	620
791+00.000	79100.00	50.00	52	7	0	86	13	0	1156	463	0	693
791+50.000	79150.00	50.00	48	4	0	92	7	0	1248	469	0	779
792+00.000	79200.00	50.00	51	1	0	92	1	0	1340	470	0	869
792+50.000	79250.00	50.00	47	0	0	91	0	0	1430	470	0	960
793+00.000	79300.00	50.00	46	0	0	86	0	0	1516	471	0	1046
793+50.000	79350.00	50.00	42	0	0	81	0	0	1597	471	0	1127
794+00.000	79400.00	50.00	36	0	0	72	0	0	1669	471	0	1199
794+50.000	79450.00	50.00	32	0	0	63	0	0	1732	471	0	1261
795+00.000	79500.00	50.00	28	0	0	55	0	0	1787	471	0	1317
795+50.000	79550.00	50.00	23	0	0	47	0	0	1834	471	0	1364
796+00.000	79600.00	50.00	21	0	0	41	0	0	1875	471	0	1404
796+50.000	79650.00	50.00	11	0	0	29	0	0	1904	471	0	1434
797+00.000	79700.00	50.00	9	0	0	19	0	0	1923	471	0	1453
797+50.000	79750.00	50.00	8	0	0	16	0	0	1939	471	0	1469
798+00.000	79800.00	50.00	8	0	0	15	0	0	1954	471	0	1484
798+02.116	79802.12	2.12	8	0	0	1	0	0	1955	471	0	1484
Column totals			1,955	471	0	1,955	471	0	1,955	471	0	1,484

Addendum No. 02  
ID 1229-04-76  
New Sheet 2002B  
November 1, 2021





Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	201.0105 Clearing	363.000 STA	_____.	_____.
0004	201.0120 Clearing	390.000 ID	_____.	_____.
0006	201.0205 Grubbing	363.000 STA	_____.	_____.
0008	201.0220 Grubbing	390.000 ID	_____.	_____.
0010	203.0100 Removing Small Pipe Culverts	22.000 EACH	_____.	_____.
0012	203.0211.S Abatement of Asbestos Containing Material (structure) 4000. B-45-24	1.000 EACH	_____.	_____.
0014	203.0211.S Abatement of Asbestos Containing Material (structure) 4001. B-45-22	1.000 EACH	_____.	_____.
0016	203.0211.S Abatement of Asbestos Containing Material (structure) 4002. B-45-23	1.000 EACH	_____.	_____.
0018	203.0211.S Abatement of Asbestos Containing Material (structure) 4003. B-45-24	1.000 EACH	_____.	_____.
0020	203.0211.S Abatement of Asbestos Containing Material (structure) 4004. B-45-25	1.000 EACH	_____.	_____.
0022	203.0220 Removing Structure (structure) 4000. B-45-24	1.000 EACH	_____.	_____.
0024	203.0220 Removing Structure (structure) 4001. B-45-22	1.000 EACH	_____.	_____.
0026	203.0220 Removing Structure (structure) 4002. B-45-25	1.000 EACH	_____.	_____.
0028	203.0220 Removing Structure (structure) 4003. B-45-21	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0030	203.0220 Removing Structure (structure) 4004. B-45-24	1.000 EACH	_____.	_____.
0032	203.0220 Removing Structure (structure) 4005. B-45-23	1.000 EACH	_____.	_____.
0034	203.0220 Removing Structure (structure) 4006. B-45-28	1.000 EACH	_____.	_____.
0036	203.0330 Debris Containment (structure) 4001. B-45-21	1.000 EACH	_____.	_____.
0038	204.0100 Removing Concrete Pavement	174,860.000 SY	_____.	_____.
0040	204.0109.S Removing Concrete Surface Partial Depth	50,000.000 SF	_____.	_____.
0042	204.0150 Removing Curb & Gutter	2,655.000 LF	_____.	_____.
0044	204.0157 Removing Concrete Barrier	168.000 LF	_____.	_____.
0046	204.0165 Removing Guardrail	5,331.000 LF	_____.	_____.
0048	204.0170 Removing Fence	58,757.000 LF	_____.	_____.
0050	204.0180 Removing Delineators and Markers	319.000 EACH	_____.	_____.
0052	204.0190 Removing Surface Drains	2.000 EACH	_____.	_____.
0054	204.0195 Removing Concrete Bases	33.000 EACH	_____.	_____.
0056	204.0220 Removing Inlets	91.000 EACH	_____.	_____.
0058	204.0245 Removing Storm Sewer (size) 0001. 12-Inch	318.000 LF	_____.	_____.



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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0060	204.0245 Removing Storm Sewer (size) 0002. 15-Inch	308.000 LF	_____.	_____.
0062	204.0245 Removing Storm Sewer (size) 0003. 18-Inch	1,369.000 LF	_____.	_____.
0064	204.0245 Removing Storm Sewer (size) 0004. 24-Inch	115.000 LF	_____.	_____.
0066	204.0245 Removing Storm Sewer (size) 0005. 36-Inch	143.000 LF	_____.	_____.
0068	204.0260 Abandoning Inlets	28.000 EACH	_____.	_____.
0070	204.0265 Abandoning Wells	8.000 EACH	_____.	_____.
0072	204.0280 Sealing Pipes	65.000 EACH	_____.	_____.
0074	204.0291.S Abandoning Sewer	134.000 CY	_____.	_____.
0076	204.9035.S Removing (item description) 0001. Removing Riprap	81.000 CY	_____.	_____.
0078	204.9060.S Removing (item description) 0001. Removing Cable Barrier Terminal	35.000 EACH	_____.	_____.
0080	204.9060.S Removing (item description) 0002. Removing Apron Endwalls	44.000 EACH	_____.	_____.
0082	204.9060.S Removing (item description) 1001. Removing Lighting Units	8.000 EACH	_____.	_____.
0084	204.9060.S Removing (item description) 3101. Removing Traffic Signals CTH W & Highland Rd	1.000 EACH	_____.	_____.
0086	204.9060.S Removing (item description) 3102. Removing Traffic Signals Cth C & Cth W	1.000 EACH	_____.	_____.



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Proposal ID: 20211109009 Project(s): 1229-04-76

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Contract Items

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0088	204.9060.S Removing (item description) 3103. Removing Traffic Signals IH 43 NB Ramps & Cth C	1.000 EACH	_____.	_____.
0090	204.9060.S Removing (item description) 3104. Removing Loop Detector Wire & Lead in Cable CTH W & Highland Rd	1.000 EACH	_____.	_____.
0092	204.9060.S Removing (item description) 3105. Removing Loop Detector Wire and Lead- In Cable Cth C & Cth W	1.000 EACH	_____.	_____.
0094	204.9060.S Removing (item description) 3106. Removing Loop Detector Wire & Lead-In Cable IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
0096	204.9090.S Removing (item description) 0001. Removing Cable Barrier	30,972.000 LF	_____.	_____.
0098	204.9090.S Removing (item description) 0002. Removing Draintile	2,000.000 LF	_____.	_____.
0100	204.9090.S Removing (item description) 0003. Removing Underdrain	65,000.000 LF	_____.	_____.
0102	204.9090.S Removing (item description) 0005. Removing Temporary Precast Trench Drain	2,957.000 LF	_____.	_____.
0104	205.0100 Excavation Common	429,318.000 CY	_____.	_____.
0106	205.3000.S Temporary Emergency Pullouts	7.000 EACH	_____.	_____.
0108	206.1000 Excavation for Structures Bridges (structure) 0001. B-45-111	LS	LUMP SUM	_____.
0110	206.1000 Excavation for Structures Bridges (structure) 4001. B-45-105	LS	LUMP SUM	_____.



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Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0112	206.1000 Excavation for Structures Bridges (structure) 4002. B-45-107	LS	LUMP SUM	_____.
0114	206.1000 Excavation for Structures Bridges (structure) 4003. B-45-110	LS	LUMP SUM	_____.
0116	206.1000 Excavation for Structures Bridges (structure) 4004. B-45-108	LS	LUMP SUM	_____.
0118	206.2000 Excavation for Structures Culverts (structure) 4000. B-45-28	LS	LUMP SUM	_____.
0120	206.5000 Cofferdams (structure) 4000. B-45-28	LS	LUMP SUM	_____.
0122	209.0200.S Backfill Controlled Low Strength	2,137.000 CY	_____.	_____.
0124	210.1500 Backfill Structure Type A	3,594.000 TON	_____.	_____.
0126	210.2500 Backfill Structure Type B	22.000 TON	_____.	_____.
0128	213.0100 Finishing Roadway (project) 0001. 1229-04-76	1.000 EACH	_____.	_____.
0130	305.0110 Base Aggregate Dense 3/4-Inch	13,112.000 TON	_____.	_____.
0132	305.0120 Base Aggregate Dense 1 1/4-Inch	367,682.000 TON	_____.	_____.
0134	311.0110 Breaker Run	760,073.000 TON	_____.	_____.
0136	311.0115 Breaker Run	4.000 CY	_____.	_____.
0140	390.0203 Base Patching Asphaltic	15,000.000 SY	_____.	_____.
0142	415.0410 Concrete Pavement Approach Slab	1,144.000 SY	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0144	416.0170 Concrete Driveway 7-Inch	61.000 SY	_____.	_____.
0146	416.0620 Drilled Dowel Bars	114.000 EACH	_____.	_____.
0148	416.1010 Concrete Surface Drains	17.000 CY	_____.	_____.
0150	416.1110 Concrete Shoulder Rumble Strips	113,095.000 LF	_____.	_____.
0152	450.1100.S Asphaltic Mixture For Extreme Conditions	400.000 TON	_____.	_____.
0154	455.0605 Tack Coat	16,429.000 GAL	_____.	_____.
0156	460.2000 Incentive Density HMA Pavement	41,934.000 DOL	1.00000	41,934.00
0158	460.6223 HMA Pavement 3 MT 58-28 S	36,806.000 TON	_____.	_____.
0160	460.6224 HMA Pavement 4 MT 58-28 S	15,524.000 TON	_____.	_____.
0162	465.0120 Asphaltic Surface Driveways and Field Entrances	197.000 TON	_____.	_____.
0164	465.0125 Asphaltic Surface Temporary	13,367.000 TON	_____.	_____.
0166	465.0315 Asphaltic Flumes	156.000 SY	_____.	_____.
0168	495.1000.S Cold patch	100.000 TON	_____.	_____.
0170	501.1000.S Ice Hot Weather Concreting	69,343.000 LB	_____.	_____.
0172	502.0100 Concrete Masonry Bridges	1,294.000 CY	_____.	_____.
0174	502.3200 Protective Surface Treatment	8,520.000 SY	_____.	_____.



## Proposal Schedule of Items

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Contract Items

Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0176	502.3210 Pigmented Surface Sealer	2,254.000 SY	_____.	_____.
0178	503.0137 Prestressed Girder Type I 36W-Inch	4,197.000 LF	_____.	_____.
0180	503.0146 Prestressed Girder Type I 45W-Inch	4,160.000 LF	_____.	_____.
0182	504.0100 Concrete Masonry Culverts	6.000 CY	_____.	_____.
0184	504.0500 Concrete Masonry Retaining Walls	1,392.000 CY	_____.	_____.
0186	505.0400 Bar Steel Reinforcement HS Structures	69,655.000 LB	_____.	_____.
0188	505.0600 Bar Steel Reinforcement HS Coated Structures	848,410.000 LB	_____.	_____.
0190	505.0800.S Bar Steel Reinforcement HS Stainless Structures	8,760.000 LB	_____.	_____.
0192	506.2605 Bearing Pads Elastomeric Non-Laminated	174.000 EACH	_____.	_____.
0194	506.4000 Steel Diaphragms (structure) 0001. B-45-111	14.000 EACH	_____.	_____.
0196	506.4000 Steel Diaphragms (structure) 4000. B-45-105	28.000 EACH	_____.	_____.
0198	506.4000 Steel Diaphragms (structure) 4001. B-45-108	32.000 EACH	_____.	_____.
0200	506.4000 Steel Diaphragms (structure) 4002. B-45-107	32.000 EACH	_____.	_____.
0202	506.4000 Steel Diaphragms (structure) 4003. B-45-110	14.000 EACH	_____.	_____.



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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0204	506.4000 Steel Diaphragms (structure) 4004. B-45-109	36.000 EACH	_____.	_____.
0206	509.5100.S Polymer Overlay	1,142.000 SY	_____.	_____.
0208	511.1100 Temporary Shoring	15,775.000 SF	_____.	_____.
0210	511.1200 Temporary Shoring (structure) 4000. B-45-28	200.000 SF	_____.	_____.
0212	511.1200 Temporary Shoring (structure) 4001. R-45-23	1,070.000 SF	_____.	_____.
0214	511.1200 Temporary Shoring (structure) 4002. R-45-26	1,070.000 SF	_____.	_____.
0216	513.2001 Railing Pipe	4,171.000 LF	_____.	_____.
0218	513.4091 Railing Tubular Screening	948.000 LF	_____.	_____.
0220	516.0500 Rubberized Membrane Waterproofing	352.000 SY	_____.	_____.
0222	520.8000 Concrete Collars for Pipe	309.000 EACH	_____.	_____.
0224	522.0118 Culvert Pipe Reinforced Concrete Class III 18-Inch	61.000 LF	_____.	_____.
0226	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	715.000 LF	_____.	_____.
0228	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	235.000 LF	_____.	_____.
0230	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	363.000 LF	_____.	_____.





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Contract Items

Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0232	522.0142 Culvert Pipe Reinforced Concrete Class III 42-Inch	129.000 LF	_____.	_____.
0234	522.0415 Culvert Pipe Reinforced Concrete Class IV 15-Inch	77.000 LF	_____.	_____.
0236	522.0424 Culvert Pipe Reinforced Concrete Class IV 24-Inch	397.000 LF	_____.	_____.
0238	522.0430 Culvert Pipe Reinforced Concrete Class IV 30-Inch	418.000 LF	_____.	_____.
0240	522.0524 Culvert Pipe Reinforced Concrete Class V 24-Inch	240.000 LF	_____.	_____.
0242	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	11.000 EACH	_____.	_____.
0244	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	70.000 EACH	_____.	_____.
0246	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	46.000 EACH	_____.	_____.
0248	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	28.000 EACH	_____.	_____.
0250	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	27.000 EACH	_____.	_____.
0252	522.1042 Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	4.000 EACH	_____.	_____.
0254	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	4.000 EACH	_____.	_____.
0256	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0258	522.2338 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 38x60-Inch	404.000 LF	_____.	_____.
0260	522.2429 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	336.000 LF	_____.	_____.
0262	522.2434 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	339.000 LF	_____.	_____.
0264	522.2629 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	4.000 EACH	_____.	_____.
0266	522.2634 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	5.000 EACH	_____.	_____.
0268	522.2638 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 38x60-Inch	4.000 EACH	_____.	_____.
0270	531.1100 Concrete Masonry Ancillary Structures Type NS	39.000 CY	_____.	_____.
0272	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	5,000.000 LB	_____.	_____.
0274	531.2024 Drilling Shaft 24-Inch	240.000 LF	_____.	_____.
0276	531.2030 Drilling Shaft 30-Inch	26.000 LF	_____.	_____.
0278	531.2036 Drilling Shaft 36-Inch	296.000 LF	_____.	_____.
0280	531.4050 Foundation Camera Pole 50-FT	3.000 EACH	_____.	_____.



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Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0282	531.5220 Foundation Single-Shaft Type MF-II (structure) 1000. S-45-0225	2.000 EACH	_____.	_____.
0284	531.5310 Foundation Single-Shaft Type TC-I (structure) 1000. S-45-223	1.000 EACH	_____.	_____.
0286	531.6010 Foundation Two-Shaft Type FC-I (structure) 5000. S-45-008	1.000 EACH	_____.	_____.
0288	531.6010 Foundation Two-Shaft Type FC-I (structure) 6000. S-45-0009	1.000 EACH	_____.	_____.
0290	531.6010 Foundation Two-Shaft Type FC-I (structure) 7000. S-45-0010	1.000 EACH	_____.	_____.
0292	531.6010 Foundation Two-Shaft Type FC-I (structure) 8000. S-45-0011	1.000 EACH	_____.	_____.
0294	531.6010 Foundation Two-Shaft Type FC-I (structure) 9000. S-45-0012	1.000 EACH	_____.	_____.
0296	531.6120 Foundation Two-Shaft Type FF-II (structure) 1000. S-45-403	1.000 EACH	_____.	_____.
0298	532.5220 Monotube Full Span Type II (structure) 1001. S-45-0225	1.000 EACH	_____.	_____.
0300	532.5310 Truss Cantilever 2-Chord Type I (structure) 1001. S-45-223	1.000 EACH	_____.	_____.
0302	532.6010 Truss Cantilever 4-Chord Type I (structure) 5001. S-45-008	1.000 EACH	_____.	_____.
0304	532.6010 Truss Cantilever 4-Chord Type I (structure) 6001. S-45-0009	1.000 EACH	_____.	_____.
0306	532.6010 Truss Cantilever 4-Chord Type I (structure) 7001. S-45-0010	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0308	532.6010 Truss Cantilever 4-Chord Type I (structure) 8001. S-45-0011	1.000 EACH	_____.	_____.
0310	532.6010 Truss Cantilever 4-Chord Type I (structure) 9001. S-45-0012	1.000 EACH	_____.	_____.
0312	532.6120 Truss Full Span 4-Chord Type II (structure) 1001. S-45-403	1.000 EACH	_____.	_____.
0314	541.0300.S Noise Barriers Double-Sided Sound Absorptive (structure) 5000. N-45-004	56,910.000 SF	_____.	_____.
0316	550.0010 Pre-Boring Unconsolidated Materials	21.000 LF	_____.	_____.
0318	550.0500 Pile Points	52.000 EACH	_____.	_____.
0320	550.1120 Piling Steel HP 12-Inch X 53 Lb	3,780.000 LF	_____.	_____.
0322	550.2126 Piling CIP Concrete 12 3/4 X 0.375-Inch	13,380.000 LF	_____.	_____.
0324	550.2128 Piling CIP Concrete 12 3/4 X 0.50-Inch	2,600.000 LF	_____.	_____.
0326	601.0409 Concrete Curb & Gutter 30-Inch Type A	731.000 LF	_____.	_____.
0328	601.0411 Concrete Curb & Gutter 30-Inch Type D	11,604.000 LF	_____.	_____.
0330	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	200.000 LF	_____.	_____.
0332	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	277.000 LF	_____.	_____.
0334	601.0590 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	403.000 LF	_____.	_____.
0336	601.0600 Concrete Curb Pedestrian	24.000 LF	_____.	_____.



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0338	602.0410 Concrete Sidewalk 5-Inch	25,312.000 SF	_____.	_____.
0340	602.0415 Concrete Sidewalk 6-Inch	2,056.000 SF	_____.	_____.
0342	602.0505 Curb Ramp Detectable Warning Field Yellow	146.000 SF	_____.	_____.
0344	602.0605 Curb Ramp Detectable Warning Field Radial Yellow	107.000 SF	_____.	_____.
0346	603.1442 Concrete Barrier Type S42C	275.000 LF	_____.	_____.
0348	603.1456 Concrete Barrier Type S56C	98.000 LF	_____.	_____.
0350	603.3559 Concrete Barrier Transition Type S42 to S56	8.000 EACH	_____.	_____.
0352	603.3655 Concrete Barrier Transition Type V42 to S42	6.000 EACH	_____.	_____.
0354	603.8000 Concrete Barrier Temporary Precast Delivered	226,725.000 LF	_____.	_____.
0356	603.8125 Concrete Barrier Temporary Precast Installed	292,575.000 LF	_____.	_____.
0358	603.8500 Anchoring Concrete Barrier Temporary Precast	106,850.000 LF	_____.	_____.
0360	603.8505 Anchoring Concrete Barrier Temporary Precast on Bridge Decks	100.000 LF	_____.	_____.
0362	604.0400 Slope Paving Concrete	740.000 SY	_____.	_____.
0364	604.0500 Slope Paving Crushed Aggregate	939.000 SY	_____.	_____.
0366	606.0200 Riprap Medium	1,109.000 CY	_____.	_____.



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0368	606.0300 Riprap Heavy	6.000 CY	_____.	_____.
0370	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	1,119.000 LF	_____.	_____.
0372	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	2,651.000 LF	_____.	_____.
0374	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	4,628.000 LF	_____.	_____.
0376	608.0330 Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	575.000 LF	_____.	_____.
0378	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	1,482.000 LF	_____.	_____.
0380	608.0348 Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	24.000 LF	_____.	_____.
0382	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	392.000 LF	_____.	_____.
0384	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	48.000 LF	_____.	_____.
0386	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	6,482.000 LF	_____.	_____.
0388	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	2,750.000 LF	_____.	_____.
0390	608.0430 Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	767.000 LF	_____.	_____.
0392	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	287.000 LF	_____.	_____.



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0394	608.0448 Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	16.000 LF	_____.	_____.
0396	608.0512 Storm Sewer Pipe Reinforced Concrete Class V 12-Inch	2,000.000 LF	_____.	_____.
0398	608.0536 Storm Sewer Pipe Reinforced Concrete Class V 36-Inch	916.000 LF	_____.	_____.
0400	608.0560 Storm Sewer Pipe Reinforced Concrete Class V 60-Inch	458.000 LF	_____.	_____.
0402	608.2434 Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	386.000 LF	_____.	_____.
0404	611.0530 Manhole Covers Type J	6.000 EACH	_____.	_____.
0406	611.0535 Manhole Covers Type J-Special	46.000 EACH	_____.	_____.
0408	611.0606 Inlet Covers Type B	4.000 EACH	_____.	_____.
0410	611.0610 Inlet Covers Type BW	53.000 EACH	_____.	_____.
0412	611.0612 Inlet Covers Type C	10.000 EACH	_____.	_____.
0414	611.0624 Inlet Covers Type H	50.000 EACH	_____.	_____.
0416	611.0639 Inlet Covers Type H-S	8.000 EACH	_____.	_____.
0418	611.0642 Inlet Covers Type MS	350.000 EACH	_____.	_____.
0420	611.2004 Manholes 4-FT Diameter	11.000 EACH	_____.	_____.
0422	611.2005 Manholes 5-FT Diameter	37.000 EACH	_____.	_____.



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0424	611.2006 Manholes 6-FT Diameter	10.000 EACH	_____.	_____.
0426	611.2007 Manholes 7-FT Diameter	4.000 EACH	_____.	_____.
0428	611.2008 Manholes 8-FT Diameter	1.000 EACH	_____.	_____.
0430	611.3004 Inlets 4-FT Diameter	65.000 EACH	_____.	_____.
0432	611.3220 Inlets 2x2-FT	4.000 EACH	_____.	_____.
0434	611.3225 Inlets 2x2.5-FT	8.000 EACH	_____.	_____.
0436	611.3230 Inlets 2x3-FT	16.000 EACH	_____.	_____.
0438	611.3902 Inlets Median 2 Grate	175.000 EACH	_____.	_____.
0440	611.8120.S Cover Plates Temporary	40.000 EACH	_____.	_____.
0442	612.0106 Pipe Underdrain 6-Inch	100,628.000 LF	_____.	_____.
0444	612.0206 Pipe Underdrain Unperforated 6-Inch	8,031.000 LF	_____.	_____.
0446	612.0406 Pipe Underdrain Wrapped 6-Inch	40,101.000 LF	_____.	_____.
0448	612.0700 Drain Tile Exploration	2,000.000 LF	_____.	_____.
0450	612.0806 Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	421.000 EACH	_____.	_____.
0452	613.1100.S Cable Barrier Type 1	2,900.000 LF	_____.	_____.
0454	613.1200.S Cable Barrier End Terminal Type 1	5.000 EACH	_____.	_____.





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0456	614.0150 Anchor Assemblies for Steel Plate Beam Guard	12.000 EACH	_____.	_____.
0458	614.0395 Guardrail Mow Strip Concrete	187.000 SY	_____.	_____.
0460	614.0800 Crash Cushions Permanent	2.000 EACH	_____.	_____.
0462	614.0905 Crash Cushions Temporary	46.000 EACH	_____.	_____.
0464	614.2300 MGS Guardrail 3	58,586.000 LF	_____.	_____.
0466	614.2340 MGS Guardrail 3 L	850.000 LF	_____.	_____.
0468	614.2500 MGS Thrie Beam Transition	924.000 LF	_____.	_____.
0470	614.2610 MGS Guardrail Terminal EAT	30.000 EACH	_____.	_____.
0472	614.2620 MGS Guardrail Terminal Type 2	14.000 EACH	_____.	_____.
0474	616.0100 Fence Woven Wire (height) 0001. 5-Foot	54,882.000 LF	_____.	_____.
0476	616.0329 Gates Chain Link (width) 0001. 12-Foot	5.000 EACH	_____.	_____.
0478	616.0700.S Fence Safety	15,000.000 LF	_____.	_____.
0480	618.0100 Maintenance And Repair of Haul Roads (project) 0001. 1229-04-76	1.000 EACH	_____.	_____.
0482	619.1000 Mobilization	1.000 EACH	_____.	_____.
0484	620.0200 Concrete Median Blunt Nose	100.000 SF	_____.	_____.
0486	620.0300 Concrete Median Sloped Nose	1,973.000 SF	_____.	_____.



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0488	624.0100 Water	11,600.000 MGAL	_____.	_____.
0490	627.0200 Mulching	60,000.000 SY	_____.	_____.
0492	628.1104 Erosion Bales	1,000.000 EACH	_____.	_____.
0494	628.1504 Silt Fence	70,029.000 LF	_____.	_____.
0496	628.1520 Silt Fence Maintenance	70,029.000 LF	_____.	_____.
0498	628.1905 Mobilizations Erosion Control	4.000 EACH	_____.	_____.
0500	628.1910 Mobilizations Emergency Erosion Control	8.000 EACH	_____.	_____.
0502	628.2008 Erosion Mat Urban Class I Type B	10,973.000 SY	_____.	_____.
0504	628.2023 Erosion Mat Class II Type B	618,380.000 SY	_____.	_____.
0506	628.6510 Soil Stabilizer Type B	14.000 ACRE	_____.	_____.
0508	628.7005 Inlet Protection Type A	285.000 EACH	_____.	_____.
0510	628.7010 Inlet Protection Type B	66.000 EACH	_____.	_____.
0512	628.7015 Inlet Protection Type C	50.000 EACH	_____.	_____.
0514	628.7020 Inlet Protection Type D	9.000 EACH	_____.	_____.
0516	628.7504 Temporary Ditch Checks	12,034.000 LF	_____.	_____.
0518	628.7515.S Stone Ditch Checks	30.000 CY	_____.	_____.
0520	628.7555 Culvert Pipe Checks	312.000 EACH	_____.	_____.



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0522	628.7560 Tracking Pads	8.000 EACH	_____.	_____.
0524	628.7570 Rock Bags	500.000 EACH	_____.	_____.
0526	629.0210 Fertilizer Type B	389.000 CWT	_____.	_____.
0528	630.0120 Seeding Mixture No. 20	619.000 LB	_____.	_____.
0530	630.0200 Seeding Temporary	12,640.000 LB	_____.	_____.
0532	630.0500 Seed Water	3,820.000 MGAL	_____.	_____.
0534	631.1000 Sod Lawn	4,211.000 SY	_____.	_____.
0536	632.0201 Shrubs (species) (size) (root) 0001. Ninebark, CG, 1.5-Ft	350.000 EACH	_____.	_____.
0538	632.0201 Shrubs (species) (size) (root) 0002. Redosier Dogwood, CG, 1.5-Ft	350.000 EACH	_____.	_____.
0540	632.0201 Shrubs (species) (size) (root) 0003. Filbert, CG, 1.5-Ft	350.000 EACH	_____.	_____.
0542	632.9101 Landscape Planting Surveillance and Care Cycles	26.000 EACH	_____.	_____.
0544	633.0100 Delineator Posts Steel	268.000 EACH	_____.	_____.
0546	633.0500 Delineator Reflectors	268.000 EACH	_____.	_____.
0548	633.1000 Delineators Barrier Wall	118.000 EACH	_____.	_____.
0550	633.5200 Markers Culvert End	204.000 EACH	_____.	_____.
0552	634.0618 Posts Wood 4x6-Inch X 18-FT	195.000 EACH	_____.	_____.



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0554	634.0622 Posts Wood 4x6-Inch X 22-FT	106.000 EACH	_____.	_____.
0556	634.0814 Posts Tubular Steel 2x2-Inch X 14-FT	71.000 EACH	_____.	_____.
0558	634.0885 Posts Tubular Steel 2x2-Inch X 8.5-FT	6.000 EACH	_____.	_____.
0560	635.0200 Sign Supports Structural Steel HS	22,100.000 LB	_____.	_____.
0562	637.1220 Signs Type I Reflective SH	3,174.500 SF	_____.	_____.
0564	637.2210 Signs Type II Reflective H	3,378.720 SF	_____.	_____.
0566	637.2215 Signs Type II Reflective H Folding	185.660 SF	_____.	_____.
0568	637.2230 Signs Type II Reflective F	669.000 SF	_____.	_____.
0570	638.2101 Moving Signs Type I	3.000 EACH	_____.	_____.
0572	638.2102 Moving Signs Type II	1.000 EACH	_____.	_____.
0574	638.2601 Removing Signs Type I	21.000 EACH	_____.	_____.
0576	638.2602 Removing Signs Type II	247.000 EACH	_____.	_____.
0578	638.3000 Removing Small Sign Supports	279.000 EACH	_____.	_____.
0580	638.3100 Removing Structural Steel Sign Supports	42.000 EACH	_____.	_____.
0582	643.0300 Traffic Control Drums	184,193.000 DAY	_____.	_____.
0584	643.0420 Traffic Control Barricades Type III	35,395.000 DAY	_____.	_____.
0586	643.0705 Traffic Control Warning Lights Type A	70,789.000 DAY	_____.	_____.



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0588	643.0715 Traffic Control Warning Lights Type C	18,755.000 DAY	_____.	_____.
0590	643.0800 Traffic Control Arrow Boards	2,331.000 DAY	_____.	_____.
0592	643.0900 Traffic Control Signs	191,223.000 DAY	_____.	_____.
0594	643.0910 Traffic Control Covering Signs Type I	11.000 EACH	_____.	_____.
0596	643.0920 Traffic Control Covering Signs Type II	1,558.000 EACH	_____.	_____.
0598	643.1000 Traffic Control Signs Fixed Message	1,867.000 SF	_____.	_____.
0600	643.1050 Traffic Control Signs PCMS	1,438.000 DAY	_____.	_____.
0602	643.1055.S Truck or Trailer Mounted Attenuator	200.000 DAY	_____.	_____.
0604	643.1205.S Basic Traffic Queue Warning System	300.000 DAY	_____.	_____.
0606	643.4100.S Traffic Control Interim Lane Closure	200.000 EACH	_____.	_____.
0608	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0610	645.0111 Geotextile Type DF Schedule A	66,830.000 SY	_____.	_____.
0612	645.0120 Geotextile Type HR	1,550.000 SY	_____.	_____.
0614	645.0130 Geotextile Type R	600.000 SY	_____.	_____.
0616	645.0140 Geotextile Type SAS	20,150.000 SY	_____.	_____.
0618	645.0220 Geogrid Type SR	102,885.000 SY	_____.	_____.
0620	646.1020 Marking Line Epoxy 4-Inch	55,468.000 LF	_____.	_____.



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0622	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	101,740.000 LF	_____.	_____.
0624	646.1545 Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	12,725.000 LF	_____.	_____.
0626	646.1555 Marking Line Grooved Contrast Permanent Tape 4-Inch	26,859.000 LF	_____.	_____.
0628	646.3020 Marking Line Epoxy 8-Inch	7,114.000 LF	_____.	_____.
0630	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	16,368.000 LF	_____.	_____.
0632	646.5020 Marking Arrow Epoxy	79.000 EACH	_____.	_____.
0634	646.5120 Marking Word Epoxy	13.000 EACH	_____.	_____.
0636	646.5220 Marking Symbol Epoxy	24.000 EACH	_____.	_____.
0638	646.5320 Marking Railroad Crossings Epoxy	5.000 EACH	_____.	_____.
0640	646.6120 Marking Stop Line Epoxy 18-Inch	547.000 LF	_____.	_____.
0642	646.6220 Marking Yield Line Epoxy 18-Inch	57.000 EACH	_____.	_____.
0644	646.6464 Cold Weather Marking Epoxy 4-Inch	20,000.000 LF	_____.	_____.
0646	646.6468 Cold Weather Marking Epoxy 8-Inch	2,000.000 LF	_____.	_____.
0648	646.7120 Marking Diagonal Epoxy 12-Inch	321.000 LF	_____.	_____.
0650	646.7220 Marking Chevron Epoxy 24-Inch	1,032.000 LF	_____.	_____.



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0652	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	611.000 LF	_____.	_____.
0654	646.8120 Marking Curb Epoxy	412.000 LF	_____.	_____.
0656	646.8220 Marking Island Nose Epoxy	20.000 EACH	_____.	_____.
0658	646.9000 Marking Removal Line 4-Inch	41,525.000 LF	_____.	_____.
0660	646.9010 Marking Removal Line Water Blasting 4-Inch	4,994.000 LF	_____.	_____.
0662	646.9055 Marking Removal Line Grooved Contrast Permanent Tape 4-Inch	9,791.000 LF	_____.	_____.
0664	646.9100 Marking Removal Line 8-Inch	500.000 LF	_____.	_____.
0666	646.9155 Marking Removal Line Grooved Contrast Permanent Tape 8-Inch	2,338.000 LF	_____.	_____.
0668	646.9310 Marking Removal Special Marking Water Blasting	5.000 EACH	_____.	_____.
0670	649.0105 Temporary Marking Line Paint 4-Inch	5,085.000 LF	_____.	_____.
0672	649.0120 Temporary Marking Line Epoxy 4-Inch	459,311.000 LF	_____.	_____.
0674	649.0220 Temporary Marking Line Epoxy 8-Inch	6,650.000 LF	_____.	_____.
0676	649.0760 Temporary Marking Raised Pavement Marker Type I	10,956.000 EACH	_____.	_____.
0678	652.0125 Conduit Rigid Metallic 2-Inch	147.000 LF	_____.	_____.
0680	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	16,220.000 LF	_____.	_____.



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0682	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	3,062.000 LF	_____.	_____.
0684	652.0240 Conduit Rigid Nonmetallic Schedule 40 4-Inch	840.000 LF	_____.	_____.
0686	652.0605 Conduit Special 2-Inch	1,470.000 LF	_____.	_____.
0688	652.0615 Conduit Special 3-Inch	341.000 LF	_____.	_____.
0690	652.0700.S Install Conduit into Existing Item	2.000 EACH	_____.	_____.
0692	652.0800 Conduit Loop Detector	1,413.000 LF	_____.	_____.
0694	653.0135 Pull Boxes Steel 24x36-Inch	11.000 EACH	_____.	_____.
0696	653.0140 Pull Boxes Steel 24x42-Inch	60.000 EACH	_____.	_____.
0698	653.0220 Junction Boxes 18x6x6-Inch	4.000 EACH	_____.	_____.
0700	653.0222 Junction Boxes 18x12x6-Inch	2.000 EACH	_____.	_____.
0702	653.0905 Removing Pull Boxes	59.000 EACH	_____.	_____.
0704	654.0101 Concrete Bases Type 1	5.000 EACH	_____.	_____.
0706	654.0102 Concrete Bases Type 2	9.000 EACH	_____.	_____.
0708	654.0105 Concrete Bases Type 5	39.000 EACH	_____.	_____.
0710	654.0106 Concrete Bases Type 6	11.000 EACH	_____.	_____.
0712	654.0110 Concrete Bases Type 10	3.000 EACH	_____.	_____.





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0714	654.0217 Concrete Control Cabinet Bases Type 9 Special	1.000 EACH	_____.	_____.
0716	654.0230 Concrete Control Cabinet Bases Type L30	3.000 EACH	_____.	_____.
0718	655.0210 Cable Traffic Signal 3-14 AWG	2,810.000 LF	_____.	_____.
0720	655.0230 Cable Traffic Signal 5-14 AWG	594.000 LF	_____.	_____.
0722	655.0240 Cable Traffic Signal 7-14 AWG	3,231.000 LF	_____.	_____.
0724	655.0260 Cable Traffic Signal 12-14 AWG	1,406.000 LF	_____.	_____.
0726	655.0270 Cable Traffic Signal 15-14 AWG	156.000 LF	_____.	_____.
0728	655.0320 Cable Type UF 2-10 AWG Grounded	2,307.000 LF	_____.	_____.
0730	655.0510 Electrical Wire Traffic Signals 12 AWG	1,043.000 LF	_____.	_____.
0732	655.0515 Electrical Wire Traffic Signals 10 AWG	39,831.000 LF	_____.	_____.
0734	655.0610 Electrical Wire Lighting 12 AWG	5,313.000 LF	_____.	_____.
0736	655.0620 Electrical Wire Lighting 8 AWG	4,878.000 LF	_____.	_____.
0738	655.0625 Electrical Wire Lighting 6 AWG	15,539.000 LF	_____.	_____.
0740	655.0635 Electrical Wire Lighting 2 AWG	440.000 LF	_____.	_____.
0742	655.0700 Loop Detector Lead In Cable	6,654.000 LF	_____.	_____.
0744	655.0800 Loop Detector Wire	5,212.000 LF	_____.	_____.



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0746	655.0900 Traffic Signal EVP Detector Cable	2,810.000 LF	_____.	_____.
0748	656.0200 Electrical Service Meter Breaker Pedestal (location) 2001. SDS450058	LS	LUMP SUM	_____.
0750	656.0200 Electrical Service Meter Breaker Pedestal (location) 2002. CCTV450239	LS	LUMP SUM	_____.
0752	656.0200 Electrical Service Meter Breaker Pedestal (location) 2003. SDS450060	LS	LUMP SUM	_____.
0754	656.0200 Electrical Service Meter Breaker Pedestal (location) 2004. CCTV450240	LS	LUMP SUM	_____.
0756	656.0200 Electrical Service Meter Breaker Pedestal (location) 2005. DMS450038	LS	LUMP SUM	_____.
0758	656.0200 Electrical Service Meter Breaker Pedestal (location) 2006. CS450001	LS	LUMP SUM	_____.
0760	656.0200 Electrical Service Meter Breaker Pedestal (location) 2007. CCTV450141	LS	LUMP SUM	_____.
0762	656.0200 Electrical Service Meter Breaker Pedestal (location) 3101. CTH W & Highland Rd	LS	LUMP SUM	_____.
0764	656.0200 Electrical Service Meter Breaker Pedestal (location) 3102. IH 43 NB Ramps & CTH C	LS	LUMP SUM	_____.
0766	656.0400 Electrical Service Main Lugs Only Meter Pedestal (location) 1001. HL-45-HL	LS	LUMP SUM	_____.
0768	656.0400 Electrical Service Main Lugs Only Meter Pedestal (location) 1002. HL-40-PN	LS	LUMP SUM	_____.
0770	656.0400 Electrical Service Main Lugs Only Meter Pedestal (location) 1003. HL-40-UL	LS	LUMP SUM	_____.



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0772	656.0500 Electrical Service Breaker Disconnect Box (location) 2001. SDS450058	LS	LUMP SUM	_____.
0774	656.0500 Electrical Service Breaker Disconnect Box (location) 2002. CCTV450239	LS	LUMP SUM	_____.
0776	656.0500 Electrical Service Breaker Disconnect Box (location) 2003. SDS450060	LS	LUMP SUM	_____.
0778	656.0500 Electrical Service Breaker Disconnect Box (location) 2004. CCTV450240	LS	LUMP SUM	_____.
0780	656.0500 Electrical Service Breaker Disconnect Box (location) 2005. DMS450038	LS	LUMP SUM	_____.
0782	656.0500 Electrical Service Breaker Disconnect Box (location) 2006. CS450001	LS	LUMP SUM	_____.
0784	656.0500 Electrical Service Breaker Disconnect Box (location) 2007. CCTV450141	LS	LUMP SUM	_____.
0786	657.0100 Pedestal Bases	6.000 EACH	_____.	_____.
0788	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	49.000 EACH	_____.	_____.
0790	657.0305 Poles Type 2	3.000 EACH	_____.	_____.
0792	657.0310 Poles Type 3	6.000 EACH	_____.	_____.
0794	657.0322 Poles Type 5-Aluminum	32.000 EACH	_____.	_____.
0796	657.0327 Poles Type 6-Aluminum	8.000 EACH	_____.	_____.
0798	657.0420 Traffic Signal Standards Aluminum 13-FT	5.000 EACH	_____.	_____.
0800	657.0425 Traffic Signal Standards Aluminum 15-FT	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0802	657.0595 Trombone Arms 25-FT	4.000 EACH	_____.	_____.
0804	657.0609 Luminaire Arms Single Member 4-Inch Clamp 6-FT	8.000 EACH	_____.	_____.
0806	657.0610 Luminaire Arms Single Member 4 1/2- Inch Clamp 6-FT	33.000 EACH	_____.	_____.
0808	658.0173 Traffic Signal Face 3S 12-Inch	21.000 EACH	_____.	_____.
0810	658.0174 Traffic Signal Face 4S 12-Inch	7.000 EACH	_____.	_____.
0812	658.0175 Traffic Signal Face 5S 12-Inch	1.000 EACH	_____.	_____.
0814	658.0416 Pedestrian Signal Face 16-Inch	2.000 EACH	_____.	_____.
0816	658.0500 Pedestrian Push Buttons	2.000 EACH	_____.	_____.
0818	658.5069 Signal Mounting Hardware (location) 3101. CTH W & Highland Rd	LS	LUMP SUM	_____.
0820	658.5069 Signal Mounting Hardware (location) 3102. CTH C & CTH W	LS	LUMP SUM	_____.
0822	658.5069 Signal Mounting Hardware (location) 3103. Traffic Signal Mounting Hardware	LS	LUMP SUM	_____.
0824	659.1125 Luminaires Utility LED C	44.000 EACH	_____.	_____.
0826	659.2130 Lighting Control Cabinets 120/240 30- Inch	3.000 EACH	_____.	_____.
0828	661.0200 Temporary Traffic Signals for Intersections (location) 3101. CTH W & Highland Rd	LS	LUMP SUM	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0830	661.0200 Temporary Traffic Signals for Intersections (location) 3102. CTH C & CTH W	LS	LUMP SUM	_____.
0832	661.0300 Generators	2.000 DAY	_____.	_____.
0834	662.1028.S Ramp Closure Gates 28-FT	1.000 EACH	_____.	_____.
0836	662.1032.S Ramp Closure Gates 32-FT	1.000 EACH	_____.	_____.
0838	662.1037.S Ramp Closure Gates 37-FT	1.000 EACH	_____.	_____.
0840	662.1040.S Ramp Closure Gates 40-FT	4.000 EACH	_____.	_____.
0842	670.0100 Field System Integrator 2001. In FTMS	LS	LUMP SUM	_____.
0844	670.0100 Field System Integrator 3101. In Signals	LS	LUMP SUM	_____.
0846	670.0200 ITS Documentation 2001. In FTMS	LS	LUMP SUM	_____.
0848	670.0200 ITS Documentation 3101. In Signals	LS	LUMP SUM	_____.
0850	671.0132 Conduit HDPE 3-Duct 2-Inch	29,435.000 LF	_____.	_____.
0852	671.0232 Conduit HDPE Directional Bore 3-Duct 2-Inch	380.000 LF	_____.	_____.
0854	673.0105 Communication Vault Type 1	28.000 EACH	_____.	_____.
0856	673.0200 Tracer Wire Marker Posts	6.000 EACH	_____.	_____.
0858	673.0225.S Install Pole Mounted Cabinet	5.000 EACH	_____.	_____.
0860	674.0200 Cable Microwave Detector	7,830.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0862	674.0300 Remove Cable	3,610.000 LF	_____.	_____.
0864	675.0300 Install Mounted Controller Microwave Detector Assembly	28.000 EACH	_____.	_____.
0866	677.0150 Install Camera Pole 50-FT	3.000 EACH	_____.	_____.
0868	677.0200 Install Camera Assembly	3.000 EACH	_____.	_____.
0870	678.0006 Install Fiber Optic Cable Outdoor Plant 6-CT	3,188.000 LF	_____.	_____.
0872	678.0072 Install Fiber Optic Cable Outdoor Plant 72-CT	31,515.000 LF	_____.	_____.
0874	678.0100.S Install Overhead Freeway DMS Full Matrix	1.000 EACH	_____.	_____.
0876	678.0200 Fiber Optic Splice Enclosure	1.000 EACH	_____.	_____.
0878	678.0300 Fiber Optic Splice	306.000 EACH	_____.	_____.
0880	678.0400 Fiber Optic Termination	36.000 EACH	_____.	_____.
0882	678.0500 Communication System Testing 2001. In FTMS	LS	LUMP SUM	_____.
0884	678.0500 Communication System Testing 3101. In Signals	LS	LUMP SUM	_____.
0886	678.0600 Install Ethernet Switches	9.000 EACH	_____.	_____.
0888	690.0150 Sawing Asphalt	26,254.000 LF	_____.	_____.
0890	690.0250 Sawing Concrete	53,572.000 LF	_____.	_____.



## Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0892	715.0502 Incentive Strength Concrete Structures	20,000.000 DOL	1.00000	20,000.00
0894	715.0603 Incentive Strength Concrete Barrier	8,510.000 DOL	1.00000	8,510.00
0896	715.0715 Incentive Flexural Strength Concrete Pavement	134,450.000 DOL	1.00000	134,450.00
0898	740.0440 Incentive IRI Ride	181,280.000 DOL	1.00000	181,280.00
0900	801.0117 Railroad Flagging Reimbursement	55,000.000 DOL	1.00000	55,000.00
0902	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0001. Station 206+90PR	1.000 EACH	_____.	_____.
0904	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0002. Station 41+52FS	1.000 EACH	_____.	_____.
0906	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0003. Station 20+00HL	1.000 EACH	_____.	_____.
0908	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0004. Station 1686+50RT	1.000 EACH	_____.	_____.
0910	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0005. Station 1686+50LT	1.000 EACH	_____.	_____.
0912	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	8,400.000 HRS	5.00000	42,000.00
0914	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	17,280.000 HRS	5.00000	86,400.00
0916	SPV.0030 Special 0001. Fertilizer Type B Special	8.000 CWT	_____.	_____.
0918	SPV.0035 Special 0001. Roadway Embankment	488,090.000 CY	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0920	SPV.0035 Special 4000. High Performance Concrete (HPC) Masonry Structures	3,350.000 CY	_____.	_____.
0922	SPV.0045 Special 1001. Truck Entering Warning System	3,000.000 DAY	_____.	_____.
0924	SPV.0045 Special 1002. Combination Work Zone Digital Speed Limit - Speed Feedback Sign Trailer	3,000.000 DAY	_____.	_____.
0926	SPV.0060 Special 0002. Temporary Sediment Traps	20.000 EACH	_____.	_____.
0928	SPV.0060 Special 0003. Sand Bags	500.000 EACH	_____.	_____.
0930	SPV.0060 Special 0005. Concrete Barrier Transition Type M1	4.000 EACH	_____.	_____.
0932	SPV.0060 Special 0006. Concrete Barrier Transition Type M2	1.000 EACH	_____.	_____.
0934	SPV.0060 Special 0007. Concrete Barrier Transition Type M3	1.000 EACH	_____.	_____.
0936	SPV.0060 Special 0008. Marking Contrast Epoxy Special Marking Arrow	2.000 EACH	_____.	_____.
0938	SPV.0060 Special 0011. Maintain & Salvage Traffic Control Signs Left In Place	278.000 EACH	_____.	_____.
0940	SPV.0060 Special 0012. Demolition and Debris Removal Parcel 41	1.000 EACH	_____.	_____.
0942	SPV.0060 Special 0160. Mobilizations Emergency Pavement Repair	10.000 EACH	_____.	_____.
0944	SPV.0060 Special 0601. Baseline CPM Progress Schedule	1.000 EACH	_____.	_____.





Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0946	SPV.0060 Special 0602. Monthly CPM Progress Schedule Updates	24.000 EACH	_____.	_____.
0948	SPV.0060 Special 0910. Traffic Control Close-Open Freeway Entrance Ramp	10.000 EACH	_____.	_____.
0950	SPV.0060 Special 0918. Traffic Control Full Freeway Closure	6.000 EACH	_____.	_____.
0952	SPV.0060 Special 0950. Temporary Access Gates	2.000 EACH	_____.	_____.
0954	SPV.0060 Special 0960. Temporary Concrete Barrier Gate 24-Ft	4.000 EACH	_____.	_____.
0956	SPV.0060 Special 0965. Install State Furnished Signs	2.000 EACH	_____.	_____.
0958	SPV.0060 Special 1000. Survey Project 1229-04-76	1.000 EACH	_____.	_____.
0960	SPV.0060 Special 1001. Removing Electrical Service Meter Breaker Pedestal Lighting	3.000 EACH	_____.	_____.
0962	SPV.0060 Special 1002. Maintenance of Lighting System	1.000 EACH	_____.	_____.
0964	SPV.0060 Special 1003. Lighting System Integrator	1.000 EACH	_____.	_____.
0966	SPV.0060 Special 2000. Removing Electrical Service Meter Breaker Pedestal	4.000 EACH	_____.	_____.
0968	SPV.0060 Special 2001. Removing Controller Cabinet	7.000 EACH	_____.	_____.
0970	SPV.0060 Special 2002. Removing Controller Cabinet Base	7.000 EACH	_____.	_____.
0972	SPV.0060 Special 2008. Remove Pole	3.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0974	SPV.0060 Special 2013. Ground Rod	15.000 EACH	_____.	_____.
0976	SPV.0060 Special 2015. Refocus Vehicle Detector Assembly	34.000 EACH	_____.	_____.
0978	SPV.0060 Special 2016. Install Ethernet Radio	2.000 EACH	_____.	_____.
0980	SPV.0060 Special 2020. Install Terminal Server	3.000 EACH	_____.	_____.
0982	SPV.0060 Special 2021. Install State Furnished Pole	3.000 EACH	_____.	_____.
0984	SPV.0060 Special 2022. Remove Tar Sign Assembly	1.000 EACH	_____.	_____.
0986	SPV.0060 Special 2023. Install Cellular Model	4.000 EACH	_____.	_____.
0988	SPV.0060 Special 2024. Loop Detector Protection	6.000 EACH	_____.	_____.
0990	SPV.0060 Special 3001. Install Poles Type 9	1.000 EACH	_____.	_____.
0992	SPV.0060 Special 3002. Install Poles Type 10	2.000 EACH	_____.	_____.
0994	SPV.0060 Special 3008. Install Monotube Arms 20-Ft	2.000 EACH	_____.	_____.
0996	SPV.0060 Special 3009. Install Monotube Arms 25-Ft	1.000 EACH	_____.	_____.
0998	SPV.0060 Special 3019. Install Luminaire Arms Steel 15-Ft	3.000 EACH	_____.	_____.
1000	SPV.0060 Special 3020. Detector Loop Modification	2.000 EACH	_____.	_____.



## Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1002	SPV.0060 Special 3151. Trnspt & Install State Furn Muni Traf Signal Cabinet CTH W & Highland Rd	1.000 EACH	_____.	_____.
1004	SPV.0060 Special 3152. Trnsp & Install State Furn Traffic Signal Cabinet IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1006	SPV.0060 Special 3153. Trnsp Traf Signal & Intersection Lighting Mat IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1008	SPV.0060 Special 3154. Trnsprt & Install S-F FO Cable Pigtail 8-Ct IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1010	SPV.0060 Special 3155. Trnsprt & Install S-F FO Cable Pigtail 8-Ct IH 43 NB Ramps & STH 60	1.000 EACH	_____.	_____.
1012	SPV.0060 Special 3156. Trnsprt & Install S-F FO Cable Pigtail 8-Ct IH 43 SB Ramps & STH 60	1.000 EACH	_____.	_____.
1014	SPV.0060 Special 3157. Transport & Install S-F Radar Detection System IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1016	SPV.0060 Special 3158. Multi Sensor Detection System CTH C & CTH W	1.000 EACH	_____.	_____.
1018	SPV.0060 Special 3159. Temp Non-Intrusive Vehicle Det Sys for Intersections, CTH W & Highland Rd	1.000 EACH	_____.	_____.
1020	SPV.0060 Special 3160. Temp Non-Intrusive Vehicle Det Sys for Intersection CTH C & CTH W	1.000 EACH	_____.	_____.
1022	SPV.0060 Special 3161. Covering Traffic Signal Equipment CTH W & Highland Rd	1.000 EACH	_____.	_____.



## Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1024	SPV.0060 Special 3162. Covering Traffic Signal Equipment CTH C & CTH W	1.000 EACH	_____.	_____.
1026	SPV.0060 Special 3163. Trnspt & Install State Furn EVP Heads w/Conf Lights CTH W & Highland Rd	1.000 EACH	_____.	_____.
1028	SPV.0060 Special 3164. Trnspt & Install State Furn EVP Heads w/Conf Lights CTH C & CTH W	1.000 EACH	_____.	_____.
1030	SPV.0060 Special 3165. Trnspt & Install State Furn EVP Heads w/Conf Lights IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1032	SPV.0060 Special 4000. Case Pile Wave Analysis Program (CAPWAP) Evaluation	4.000 EACH	_____.	_____.
1034	SPV.0060 Special 4001. Pile Dynamic Analyzer (PDA) Restrikes	8.000 EACH	_____.	_____.
1036	SPV.0060 Special 4002. Pile Dynamic Analyzer (PDA) Testing	8.000 EACH	_____.	_____.
1038	SPV.0060 Special 4003. Temporary Bridge Widening (B-45-0024)	1.000 EACH	_____.	_____.
1040	SPV.0060 Special 5000. Adjusting Sanitary Manhole	1.000 EACH	_____.	_____.
1042	SPV.0060 Special 8015. Pipe Connection to Existing Structure	13.000 EACH	_____.	_____.
1044	SPV.0060 Special 8018. Removing Bulkhead	65.000 EACH	_____.	_____.
1046	SPV.0060 Special 8020. Fastening Sewer Access Covers	7.000 EACH	_____.	_____.
1048	SPV.0060 Special 8501. Storm Sewer Structure 173	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1050	SPV.0075 Special 0601. Pavement Cleanup Project 1229-04-76	500.000 HRS	_____.	_____.
1052	SPV.0085 Special 0001. No-Mow Fescue Seed Mix	287.000 LB	_____.	_____.
1054	SPV.0085 Special 0002. Seed Mix Special	33.000 LB	_____.	_____.
1056	SPV.0085 Special 0003. Seeding Mixture No. 30 Special	7,916.000 LB	_____.	_____.
1058	SPV.0090 Special 0002. Concrete Barrier Type S42 Special	14,032.000 LF	_____.	_____.
1060	SPV.0090 Special 0003. Concrete Barrier Type S56 Special	2,328.000 LF	_____.	_____.
1062	SPV.0090 Special 0004. Concrete Barrier Transition Type Parapet to V42	194.000 LF	_____.	_____.
1064	SPV.0090 Special 0005. Fence Chain Link Polymer Coated 4-Ft Road Barrier	180.000 LF	_____.	_____.
1066	SPV.0090 Special 0301. Heavy Duty Silt Fence	41,554.000 LF	_____.	_____.
1068	SPV.0090 Special 0910. Glare Screen Temporary	64,050.000 LF	_____.	_____.
1070	SPV.0090 Special 2001. Outdoor Rated Network Cable	390.000 LF	_____.	_____.
1072	SPV.0090 Special 4000. Fence Chain Link Polymer Coated 4-Ft	857.000 LF	_____.	_____.
1074	SPV.0090 Special 4001. Fence Chain Link Polymer Coated 6-Ft	246.000 LF	_____.	_____.
1076	SPV.0090 Special 8001. SSPRC Special 36 Inch	199.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1078	SPV.0090 Special 8031. Precast Trench Drain	552.000 LF	_____.	_____.
1080	SPV.0090 Special 8036. Temporary Precast Trench Dain	2,957.000 LF	_____.	_____.
1082	SPV.0135 Special 0001. Field Office Special	27.000 MON	_____.	_____.
1084	SPV.0165 Special 4000. Longitudinal Grooving Bridge Deck	42,796.000 SF	_____.	_____.
1086	SPV.0165 Special 4004. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-18	840.000 SF	_____.	_____.
1088	SPV.0165 Special 4006. Wall Concrete Panel Mechanically Stabilized Earth R-45-14	16,790.000 SF	_____.	_____.
1090	SPV.0165 Special 4007. Wall Concrete Panel Mechanically Stabilized Earth R-45-15	4,953.000 SF	_____.	_____.
1092	SPV.0165 Special 4008. Wall Concrete Panel Mechanically Stabilized Earth R-45-16	30,520.000 SF	_____.	_____.
1094	SPV.0165 Special 4009. Wall Concrete Panel Mechanically Stabilized Earth R-45-17	31,919.000 SF	_____.	_____.
1096	SPV.0165 Special 4010. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-17	1,897.000 SF	_____.	_____.
1098	SPV.0165 Special 4011. Wall Concrete Panel Mechanically Stabilized Earth R-45-18	14,367.000 SF	_____.	_____.
1100	SPV.0165 Special 4012. Wall Concrete Panel Mechanically Stabilized Earth R-45-19	11,535.000 SF	_____.	_____.
1102	SPV.0165 Special 4013. Wall Concrete Panel Mechanically Stabilized Earth R-45-23	13,993.000 SF	_____.	_____.



## Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1104	SPV.0165 Special 4014. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-23	713.000 SF	_____.	_____.
1106	SPV.0165 Special 4015. Wall Concrete Panel Mechanically Stabilized Earth R-45-26	3,744.000 SF	_____.	_____.
1108	SPV.0165 Special 4016. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-26	653.000 SF	_____.	_____.
1110	SPV.0165 Special 4017. Wall Concrete Panel Mechanically Stabilized Earth R-45-36	3,566.000 SF	_____.	_____.
1112	SPV.0165 Special 4018. Wall Concrete Panel Mechanically Stabilized Earth R-45-37	3,295.000 SF	_____.	_____.
1114	SPV.0180 Special 0001. Topsoil Special	629,353.000 SY	_____.	_____.
1116	SPV.0180 Special 0003. Concrete Pavement 8-Inch Special	41,754.000 SY	_____.	_____.
1118	SPV.0180 Special 0004. Concrete Pavement 10 1/2-Inch Special	406,324.000 SY	_____.	_____.
1120	SPV.0180 Special 0102. Compost	1,320.000 SY	_____.	_____.
1122	SPV.0180 Special 0106. Asphaltic Surface Binder	446.000 SY	_____.	_____.
1124	SPV.0195 Special 0001. HMA Longitudinal Joint Repair	5,000.000 TON	_____.	_____.
1126	SPV.0195 Special 0002. HMA Transverse Joint Repair	1,000.000 TON	_____.	_____.
1128	SPV.0195 Special 4000. Excavation, Hauling, and Disposal of Creosote Contaminated Soil	2,080.000 TON	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

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SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1130	SPV.0200 Special 8001. Manholes 4-Ft Diameter Special	100.000 VF	_____.	_____.
1132	204.0245 Removing Storm Sewer (size) 0006. 30- Inch	56.000 LF	_____.	_____.
1134	524.0618 Apron Endwalls for Culvert Pipe Salvaged 18-Inch	1.000 EACH	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.





# Wisconsin Department of Transportation

## Division of Transportation Systems Development

Bureau of Project Development  
4822 Madison Yards Way, 4<sup>th</sup> Floor South  
Madison, WI 53705

November 5, 2021

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

### NOTICE TO ALL CONTRACTORS:

**Proposal #09: 1229-04-76, WISC 2022007**  
**I-43 North South Freeway**  
**Highland Rd to STH 60**  
**IH 43**  
**Ozaukee County**

### Letting of November 09, 2021

This is Addendum No. 03, which provides for the following:

#### Special Provisions:

Revised Special Provisions	
Article No.	Description
189	Compost, Item SPV.0180.0102

Added Special Provisions	
Article No.	Description
195	Exposing Existing Infrastructure Paved Area, Item SPV.0060.0970
196	Exposing Existing Infrastructure Unpaved Area, Item SPV.0060.0975
197	Salvaged Rail and Guardrail End Treatments

Deleted Special Provisions	
Article No.	Description
55	Removing Concrete Surface Partial Depth, Item 204.0109.S

#### Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.9090.S.0005	Removing Temporary Precast Trench Drain	LF	2,957	-92	2,865
209.0200.S	Backfill Controlled Low Strength	CY	2,137	-700	1,437
520.8000	Concrete Collars for Pipe	EA	309	5	314
522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	715	-71	644

522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	363	-93	270
522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EA	11	1	12
522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EA	46	-2	44
522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EA	28	-2	26
522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EA	4	4	8
608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	575	-198	377
608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	48	180	228
608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	6,482	25	6507
608.0448	Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	LF	16	182	198
611.0612	Inlet Covers Type C	EA	10	1	11
611.2007	Manholes 7-FT Diameter	EA	4	1	5
643.1205.S	Basic Traffic Queue Warning System	DAY	300	1200	1500
SPV.0060.8015	Pipe Connection to Existing Structure	EA	13	3	16
SPV.0090.8036	Temporary Precast Trench Drain	LF	2,957	-92	2,865

<b>Added Bid Item Quantities</b>					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	0	88	88
522.0436	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	0	58	58
614.0920	Salvaged Rail	LF	0	5,331	5,331
614.0925	Salvaged Guardrail End Treatments	EA	0	7	7
SPV.0060.0970	Exposing Existing Infrastructure Paved Area	EA	0	10	10

<b>Deleted Bid Item Quantities</b>					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0109.S	Removing Concrete Surface Partial Depth	SF	50,000	-50,000	0
204.0165	Removing Guardrail	LF	5,331	-5,331	0

**Plan Sheets:**

<b>Revised Plan Sheets</b>	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
93	Removal Plan – Legend (Bid item change)
467	Temporary Drainage Plan Stages 1 & 2 (Revision for outfall of trench drain)
488	Temporary Drainage Plan Stages 1 & 2 (Revision for outfall of trench drain)
553	Proposed Drainage Plan – Added field inlet in median.
554	Proposed Drainage Plan – Revised profile view of upsized culverts.
1097	Miscellaneous Quantities (Deleted item)
1098	Miscellaneous Quantities (Deleted one item and added two items)
1104	Miscellaneous Quantities (Revised quantity)
1119	Miscellaneous Quantities (Revised quantities)

1123	Drainage Quantities – Revised apron endwalls.
1127	Drainage Quantities – Revised apron endwall totals.
1131	Drainage Quantities – Revised inlet covers.
1135	Drainage Quantities – Revised inlet cover totals.
1139	Drainage Quantities – Revised drainage structures.
1143	Drainage Quantities – Revised drainage structure totals.
1146	Drainage Quantities – Revised culvert pipes.
1149	Drainage Quantities – Revised culvert pipe totals.
1152	Drainage Quantities – Revised storm sewer pipes.
1155	Drainage Quantities – Revised storm sewer pipe totals.
1201	Miscellaneous Quantities (Revised quantity)
1204	Miscellaneous Quantities (Added two items)

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

Sincerely,

*Mike Coleman*

Proposal Development Specialist  
Proposal Management Section

**ADDENDUM NO. 03**

**1229-04-76**

**November 5, 2021**

**Special Provisions**

**55. DELETED**

**189. Compost, Item SPV.0180.0102**

*Replace entire section titled C Construction with the following:*

**C Construction**

**C.1 Placement**

Place 4-inches of compost on top of the riprap and fill the riprap voids with compost by lightly tamping to provide a stable planting medium, as shown on the plan, and overseed with seed mix and fertilizer as specified.

**195. Exposing Existing Infrastructure Paved Area, Item SPV.0060.0970.**

**A Description**

This work includes locating and exposing existing infrastructure in paved areas as directed by the engineer. The contractor shall be responsible for compliance with s.182.0175 (2), Stats., with respect to precautions to be taken to avoid and prevent damage to utility facilities. The location of existing utilities and infrastructure needed to complete the contract work shall be addressed independent of this provision. Conform to Wisconsin State Statute 182.0175 (2) and Wisconsin Administrative code Trans 220. The work includes exposing existing infrastructure, including utilities, under paved surfaces and providing both lateral and depth measurements for use in determining potential infrastructure conflict solutions, and backfilling.

**B Materials**

**B.1 Backfill Slurry**

Utilize backfill slurry as specified elsewhere in these special provisions.

**C Construction**

**C.1 General**

The location of existing utilities and infrastructure needed to complete the contract work shall be addressed independent of this provision. This item will only be used as determined by the department for unique locations as directed by the engineer. It does not remove the contractor's obligation to locate utilities as specified by Wisconsin Administrative code Trans 220 and Wisconsin State Statute 182.0175. The engineer will direct all exposing existing infrastructure in writing. Coordinate infrastructure exposures with the engineer and notify the infrastructure owner or their agents of this work two working days in advance so that they may be present when the work commences.

**C.2 Excavation**

Remove all paved surfaces at locations where the existing infrastructure is being exposed. Saw or remove concrete and asphaltic pavements to the nearest joint. Remove all pavement surfaces in such a way that all existing edges consist of a true line having a perpendicular edge with no unraveling. Maintain drainage at all times in accordance to standard spec 205.3.3. Take precautions, including temporary shoring, in order to prevent any undermining of the existing roadway. Perform work in accordance to all applicable laws, ordinances, rules, regulations, and OSHA standards.

Expose all infrastructure locations within a given location to a minimum depth of 18-inches below the bottom of each infrastructure. Excavate in a manner that protects the integrity of the infrastructure and prevents any damage to wrappings or protective coatings such as by any mechanical method or hand digging. Notify the infrastructure owner promptly if damage or interruption of service occurs. Repair all damage caused to such infrastructure resulting from negligence or carelessness at own expense.

Take all lateral and depth measurements in US feet and tenths thereof. Identify horizontal locations of each exposed infrastructure with a coordinate northing and easting referenced to the Wisconsin County Coordinate System (WCCS), Ozaukee County, NAD 83 (2007). Provide vertical elevations for each exposed infrastructure and reference to NAVD 88 (2007).

The infrastructure location shall remain exposed and available for visual inspection until the completion of all work in a given location. If the infrastructure shall remain exposed overnight or for prolonged periods of time, protect the location with traffic-rated steel plating, safety barriers, and all necessary traffic control devices that may be required under applicable standards or as directed by the engineer.

### **C.3 Backfilling**

Upon completion of the infrastructure exposure, restore the location in kind to its original condition. When exposed infrastructure locations fall within local streets or city right-of-way, use backfill slurry to fill the entire location to the subgrade elevation.

Restore concrete pavement and concrete base course to the depth found in the existing roadway. Replace all locations that fall within live lanes of any roadway or pedestrian traffic with a high early-strength concrete pavement mix design having a depth equivalent to the existing pavement structure unless directed otherwise by the engineer. Locations that are closed to through traffic may use an approved concrete pavement mix conforming to standard spec 501. If directed by the engineer, tie concrete pavement and/or dowel it to the existing pavement according to the standard detail drawing for concrete pavement. All locations requiring asphaltic pavement shall consist of HMA Pavement mix type determined by the engineer. Place the HMA pavement in lifts to a depth as directed by the engineer. Apply tack coat to composite pavement structures and between lifts. Alternate restoration methods may be used upon written approval from the engineer. Place base aggregate dense between the subgrade surface and the bottom of the pavement.

### **C.4 Documentation**

Provide documentation to the engineer and include the coordinates, elevations, and sketches of the infrastructure locations tied to known features in the plans. Reference each infrastructure to a proposed alignment with a station and offset. Where near a ramp, reference the ramp alignment. Document the size and/or diameter, composition, and a description of each infrastructure and the location of the elevation with respect to each infrastructure noted. Supply digital photographs of the uncovered infrastructure to the engineer in .jpeg format for future reference.

### **D Measurement**

The department will measure Exposing Existing Infrastructure Paved Area as a unit for each location. A location may have multiple infrastructures located within the same exposure area. An exposure area will include all infrastructures within 6 lateral feet of each other and payment will only be made for one unit regardless of the number of infrastructures exposed. If the distance from the existing ground elevation, located above the existing infrastructure, to a point 18 inches below the exposed infrastructure is between 0 and 6 feet, the department will measure each location as a single unit of work. If the distance from the existing ground elevation, located above the existing infrastructure, to a point 18 inches below the exposed infrastructure is greater than 6 feet and less than

12 feet, the department will pay for the item as two units of work.

### **E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0970	Exposing Existing Infrastructure Paved Area	Each

Payment is full compensation for mobilization; for furnishing all excavation; for disposing of all materials; for locating all infrastructure within each respective location; for providing documentation and photographs of infrastructure locations to the engineer; for furnishing all surveying associated with exposing existing infrastructure; for furnishing all maintenance of the location during construction; for furnishing all traffic control, safety barriers, and steel plating required; for temporary shoring; and for furnishing all finishing items including, but not limited to, base aggregate dense, backfill slurry, concrete pavement, HMA pavement, curb and gutter, and sidewalk located above the subgrade elevation

## **196. Exposing Existing Infrastructure Unpaved Area, Item SPV.0060.0975.**

### **A Description**

This work includes locating and exposing existing infrastructure in unpaved areas as directed by the engineer. The contractor shall be responsible for compliance with s.182.0175 (2), Stats., with respect to precautions to be taken to avoid and prevent damage to utility facilities. The location of existing utilities and infrastructure needed to complete the contract work shall be addressed independent of this provision. Conform to Wisconsin State Statute 182.0175 (2) and Wisconsin Administrative code Trans 220. The work includes exposing existing infrastructure, including utilities, under unpaved surfaces and providing both lateral and depth measurements for use in determining potential infrastructure conflict solutions, and backfilling.

### **B Materials**

#### **B.1 Backfill Slurry**

Utilize backfill slurry as specified elsewhere in these special provisions.

### **C Construction**

#### **C.1 General**

The location of existing utilities and infrastructure needed to complete the contract work shall be addressed independent of this provision. This item will only be used as determined by the department for unique locations as directed by the engineer. It does not remove the contractor's obligation to locate utilities as specified by Wisconsin Administrative code Trans 220 and Wisconsin State Statute 182.0175. The engineer will direct all exposing existing infrastructure in writing. Coordinate infrastructure exposures with the engineer and notify the infrastructure owner or their agents of this work two working days in advance so that they may be present when the work commences.

#### **C.2 Excavation**

Remove all unpaved surfaces at locations where the existing infrastructure is being exposed. Maintain drainage at all times in accordance to standard spec 205.3.3. Take precautions, including temporary shoring, in order to prevent any undermining of the existing roadway. Perform work in accordance to all applicable laws, ordinances, rules, regulations, and OSHA standards.

Expose all infrastructure locations within a given location to a minimum depth of 18-inches below the bottom of each infrastructure. Excavate in a manner that protects the

integrity of the infrastructure and prevents any damage to wrappings or protective coatings such as by any mechanical method or hand digging. Notify the infrastructure owner promptly if damage or interruption of service occurs. Repair all damage caused to such infrastructure resulting from negligence or carelessness at own expense. Take all lateral and depth measurements in US feet and tenths thereof. Identify horizontal locations of each exposed infrastructure with a coordinate northing and easting referenced to the Wisconsin County Coordinate System (WCCS), Ozaukee County, NAD 83 (2007). Provide vertical elevations for each exposed infrastructure and reference to NAVD 88 (2007). The infrastructure location shall remain exposed and available for visual inspection until the completion of all work in a given location. If the infrastructure shall remain exposed overnight or for prolonged periods of time, protect the location with traffic-rated steel plating, safety barriers, and all necessary traffic control devices that may be required under applicable standards or as directed by the engineer.

**C.3 Backfilling**

Upon completion of the infrastructure exposure, restore the location in kind to its original condition. Use backfill slurry, conforming to standard spec 501, to backfill the exposed infrastructure locations to the subgrade elevation except for areas located within local streets. In grassy areas, place 6-inches of topsoil, sod or seed and mulch, and fertilizer. Alternate restoration methods may be used upon written approval from the engineer.

**C.4 Documentation**

Provide documentation to the engineer and include the coordinates, elevations, and sketches of the infrastructure locations tied to known features in the plans. Reference each infrastructure to a proposed alignment with a station and offset. Where near a ramp, reference the ramp alignment. Document the size and/or diameter, composition, and a description of each infrastructure and the location of the elevation with respect to each infrastructure noted. Supply digital photographs of the uncovered infrastructure to the engineer in .jpeg format for future reference.

**D Measurement**

The department will measure Exposing Existing Infrastructure Unpaved Area as a unit for each location. A location may have multiple infrastructures located within the same exposure area. An exposure area will include all infrastructures within 6 lateral feet of each other, and payment will only be made for one unit regardless of the number of infrastructures exposed. If the distance from the existing ground elevation, located above the existing infrastructure, to a point 18 inches below the exposed infrastructure is between 0 and 6 feet, the department will measure each location as a single unit of work. If the distance from the existing ground elevation, located above the existing infrastructure, to a point 18 inches below the exposed infrastructure is greater than 6 feet and less than 12 feet, the department will pay for the item as two units of work.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.0975	Exposing Existing Infrastructure Unpaved Area	Each

Payment is full compensation for mobilization; for furnishing all excavation; for disposing of all materials; for locating all infrastructure within each respective location; for providing documentation and photographs of infrastructure locations to the engineer; for furnishing all surveying associated with exposing existing infrastructure; for furnishing all maintenance of the location during construction; for furnishing all traffic control, safety barriers, and steel plating required; or temporary shoring; for furnishing backfill slurry and backfilling the locate.

**197. Salvaged Rail and Guardrail End Treatments.**

Do not cut sections of guardrail. Give three days advance notice to engineer and contact person below before starting the Salvaged Rail and Salvaged Guardrail End Treatments work to coordinate pickup arrangements. Contact Kevin Peiffer, WisDOT SE Region Maintenance, at (414) 750-1408 and kevin.peiffer@dot.wi.gov.

**Schedule of Items**

Attached, dated November 5, 2021, are the revised Schedule of Items Pages 1 – 40.

**Plan Sheets**

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

Revised Sheets:

93, 467, 488, 553, 554, 1097, 1098, 1104, 1119, 1123, 1127, 1131, 1135, 1139, 1143, 1146, 1149, 1152, 1155, 1201, 1204

END OF ADDENDUM



REMOVAL LEGEND

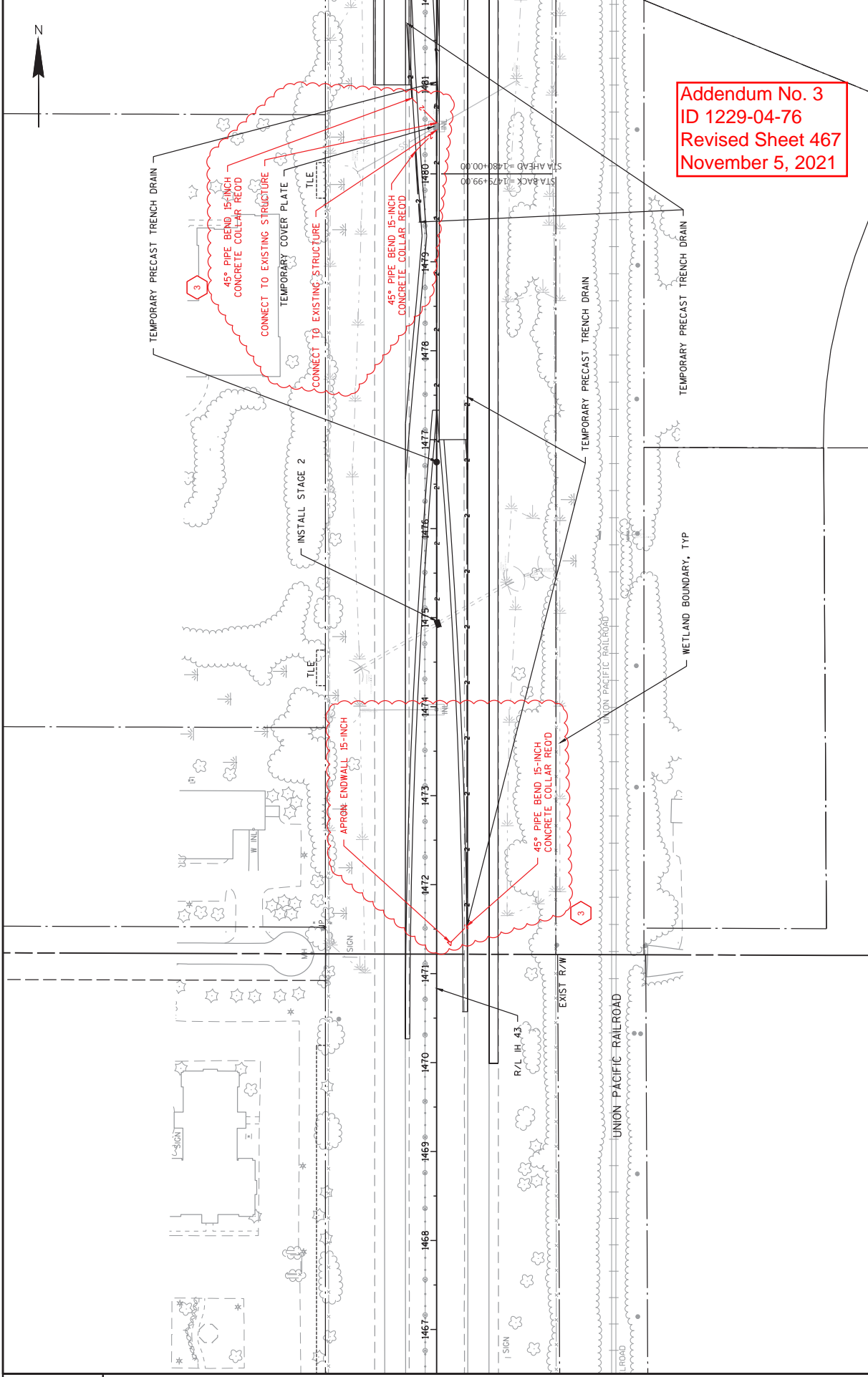
- XXXXXX SAWING PAVEMENT
- ||||| REMOVING CURB & GUTTER
- ▨ REMOVING CONCRETE PAVEMENT
- - - REMOVING FENCE
- REMOVING CABLE BARRIER
- SALVAGED RAIL (SEE NOTE B)
- · · · · CLEARING AND GRUBBING
- × CLEARING AND GRUBBING
- RM 2 - REMOVING STORM SEWER STAGE 2
- RM 3 - REMOVING STORM SEWER STAGE 3
- RM 4 - REMOVING STORM SEWER STAGE 4
- AB 2 - ABANDONING STORM SEWER STAGE 2
- AB 3 - ABANDONING STORM SEWER STAGE 3
- AB 4 - ABANDONING STORM SEWER STAGE 4
- REMOVING INLETS
- ▲ REMOVING DELINEATORS AND MARKERS

GENERAL NOTES

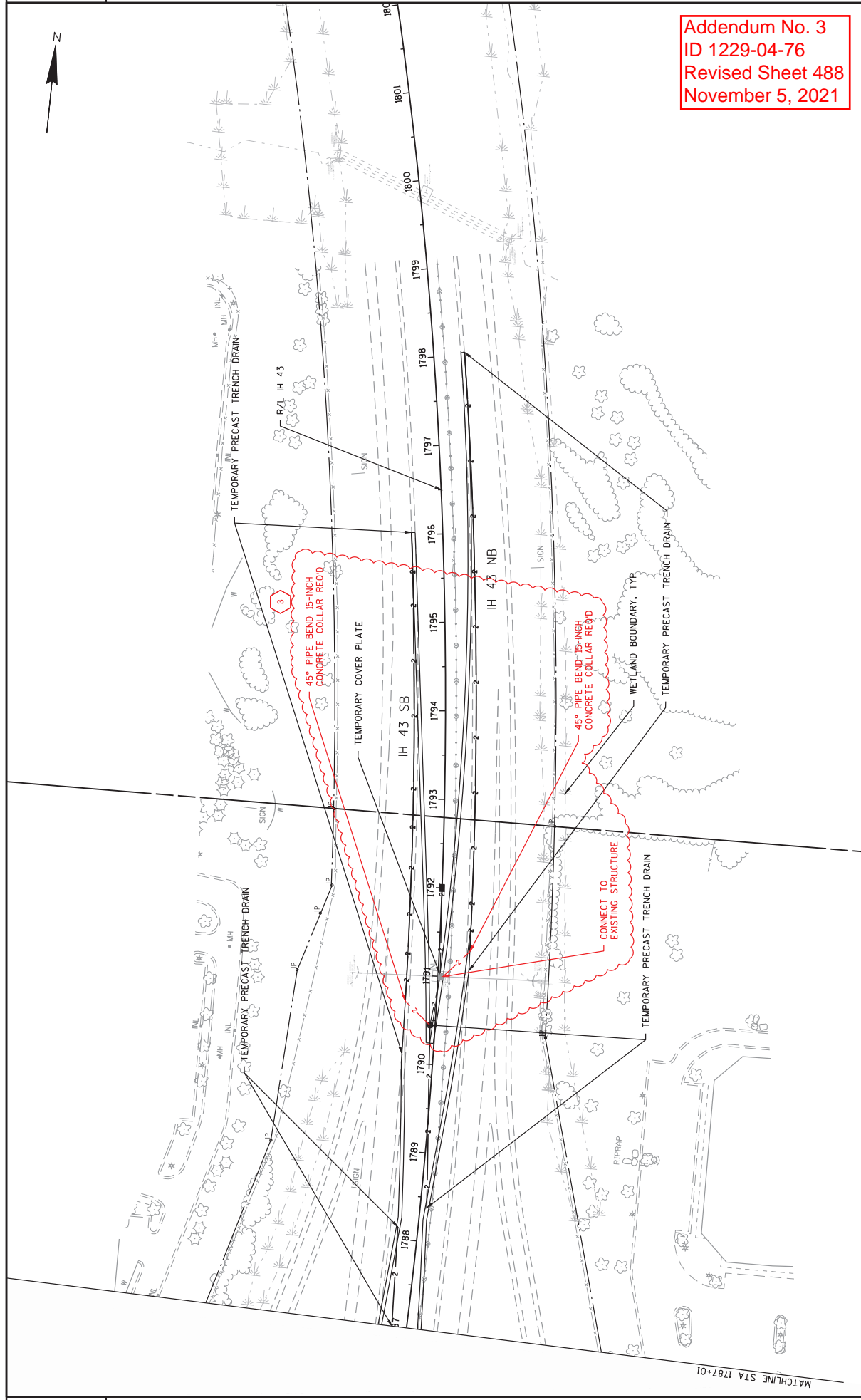
- 1) ALL ITEMS ASSOCIATED WITH LIGHTING REMOVALS ARE SHOWN IN LIGHTING PLAN.
- 2) ALL ITEMS ASSOCIATED WITH SIGN REMOVALS ARE SHOWN IN THE SIGN PLAN.
- 3) ALL ITEMS ASSOCIATED WITH TRAFFIC SIGNALS ARE SHOWN IN THE TRAFFIC SIGNAL PLAN.
- 4) ALL ITEMS ASSOCIATED WITH SIGN REMOVALS ARE SHOWN IN THE SIGN PLAN.
- 5) CLEARING AND GRUBBING SHALL BE PAID FOR EITHER BY THE STATION OR INCH DIAMETER (I.D.)
- 6) ABANDONING PIPE WITHIN THE FOOTPRINT OF THE PROPOSED ROADWAY (OUTSIDE SHOULDER TO OUTSIDE SHOULDER) WILL BE DONE WITH BACKFILL CONTROLLED LOW STRENGTH.
- 7) ABANDONING PIPES OUTSIDE THE FOOTPRINT OF THE PROPOSED ROADWAY WILL BE DONE WITH ABANDONING SEWER.
- 8) SEE MISCELLANEOUS QUANTITY TABLE FOR LOCATIONS OF SALVAGED GUARDRAIL END TREATMENTS. REFER TO SPECIAL PROVISIONS FOR CONTACT PERSON.

Addendum No. 2  
 ID 1229-04-76  
 Revised Sheet 93  
 November 1, 2021

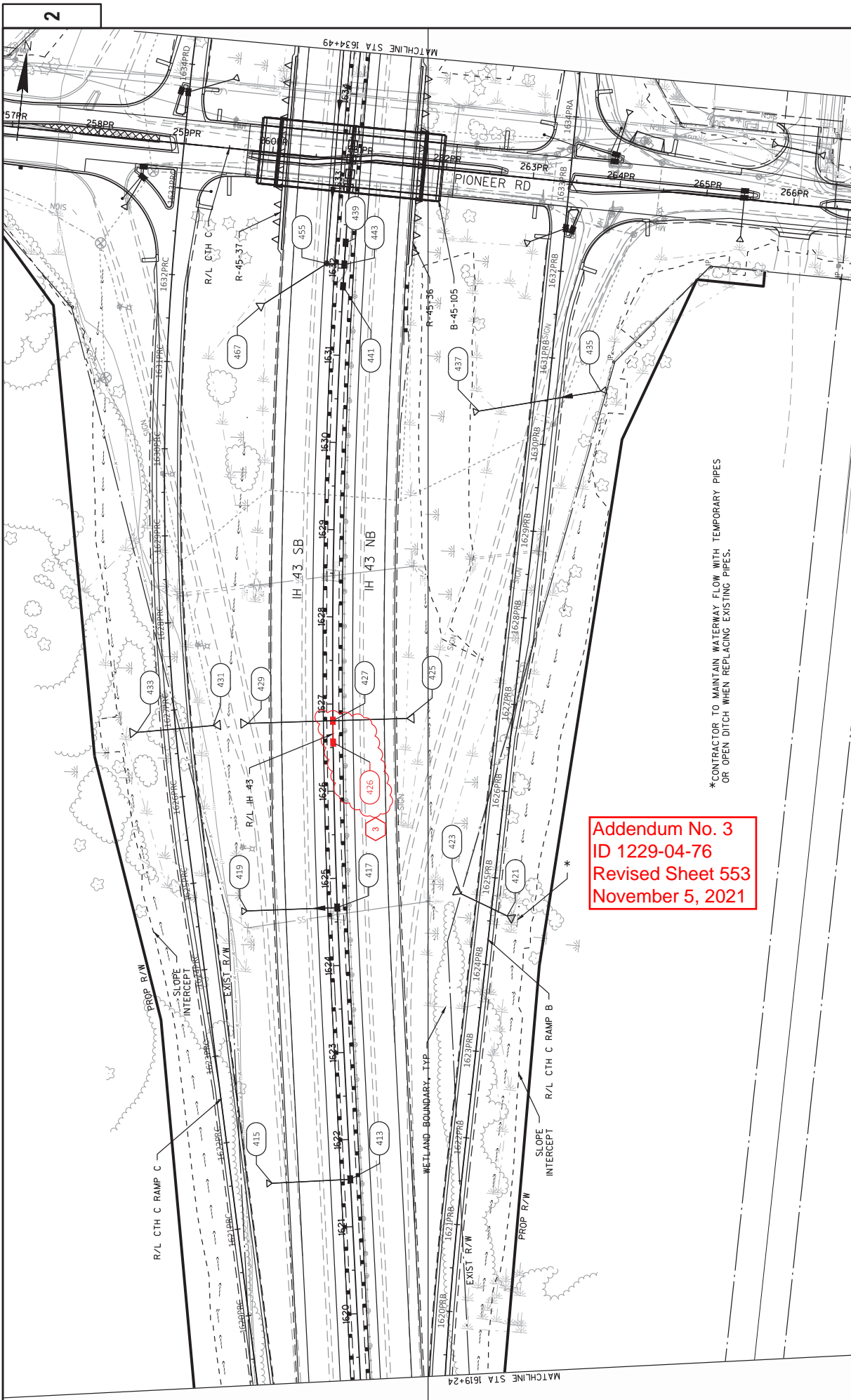
Addendum No. 3  
 ID 1229-04-76  
 Revised Sheet 93  
 November 5, 2021



PROJECT NO: 1229-04-76	COUNTY: OZAUKEE	TEMPORARY DRAINAGE PLAN STAGES 1 & 2	SHEET 467	E
FILE NAME: C:\CADD\B\PW\WHITE_W\W000\ANG\GREATLAKES\00256250\002500A_S5_MLDWG	FLYBY: WALTER A. WOLAKI	LOT NAME: WALTER A. WOLAKI	1 IN=100 FT	WIS007/CADD/S SHEET 42
LAYOUT NAME: SSPROP-ML- (1)	DATE: 11/4/2021 10:42 AM			
HWY: IH 43				



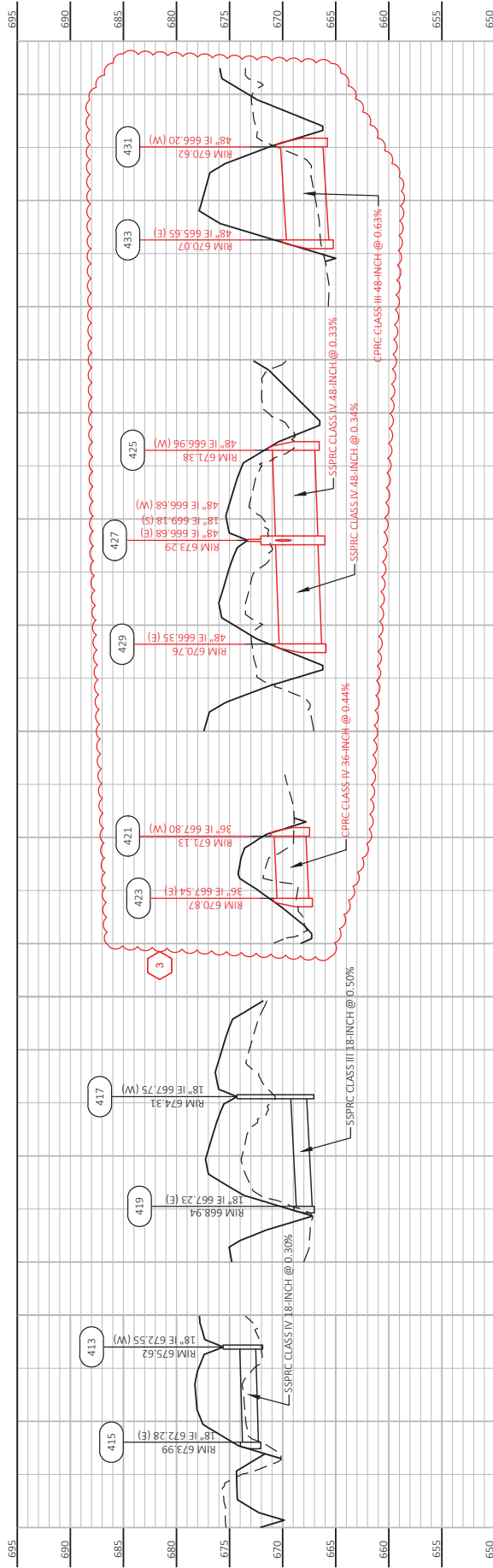
PROJECT NO: 1229-04-76	COUNTY: OZAUKEE	TEMPORARY DRAINAGE PLAN STAGES 1 & 2	SHEET 488	E
HWY: IH 43	DATE: 11/19/2021 10:43 AM	FLYBY: WALTER A. WOLAKI	1 IN=100 FT	WISDOT/CADDIS SHEET 42
FILE NAME: C:\CADD\B\PROJECTS\1229\04\122904_55_MLDWG				
LAYOUT NAME: SSPROP-ML- (22)				



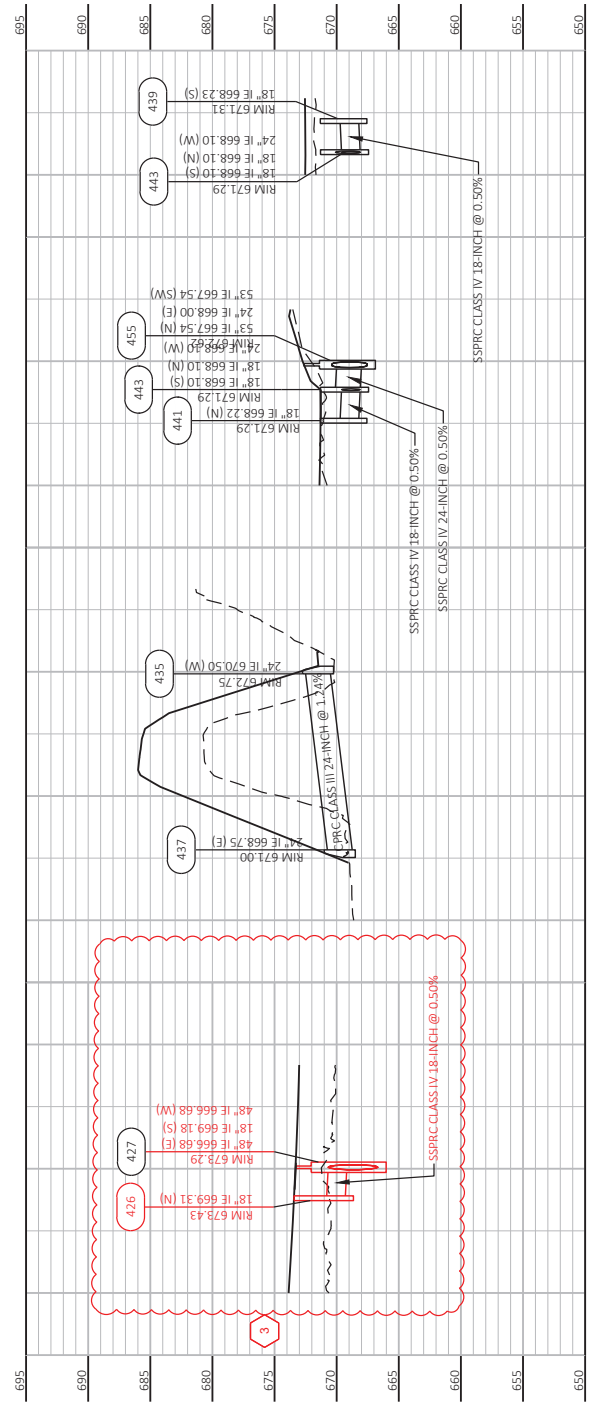
Addendum No. 3  
 ID 1229-04-76  
 Revised Sheet 553  
 November 5, 2021

\*CONTRACTOR TO MAINTAIN WATERWAY FLOW WITH TEMPORARY PIPES  
 OR OPEN DITCH WHEN REPLACING EXISTING PIPES.

2		E
MATCHLINE STA 1619+24	MATCHLINE STA 1634+49	SHEET 553
PROJECT NO: 1229-04-76	COUNTY: OZAUKEE	STORM SEWER
HWY: IH43	PLOT DATE: 11/3/2021 12:26 PM	PLOT NAME: WALTER A. WOLAK II
FILE NAME: C:\CADD\B\PW\H\H\B_W\W\OAK\GREATLAKES\00256250\022901_LS_ML.DWG	PLOT SCALE: 1"=100 FT	WISDOT/CADD/SHEET 43
LAYOUT NAME: SS-ML10		



**Addendum No. 3**  
**ID 1229-04-76**  
**Revised Sheet 554**  
**November 5, 2021**



Addendum No. 3  
ID 1229-04-76  
Revised Sheet 1097  
November 5, 2021

3

REMOVING FENCE

STA	TO	STA	OFFSET	LOCATION	REMOVING FENCE LF
14HL+83	-	18HL+02	RT	HIGHLAND RD	334
22HL+88	-	24HL+74	RT	HIGHLAND RD	186
44LD+70	-	45LD+30	LT	FALLS RD	56
44LD+70	-	45LD+30	RT	FALLS RD	56
1488+00	-	1632+50	LT	IH 43	14541
1488+00	-	1632+50	RT	IH 43	14649
1634+00	-	1686+00	LT	IH 43	5307
1634+00	-	1686+00	RT	IH 43	5265
1686+80	-	1739+50	LT	IH 43	5346
1686+80	-	1739+50	RT	IH 43	5360
1739+65	-	1788+00	LT	IH 43	3671
1739+65	-	1788+00	RT	IH 43	3786
PROJECT 1229-04-76 TOTAL					58,757

REMOVING CURB AND GUTTER

STATION	OFFSET	LOCATION	REMOVING CURB AND GUTTER LF		
9HL+50	RT	HIGHLAND RD	142		
9HL+50	LT	HIGHLAND RD	284		
11HL+00	RT	HIGHLAND RD	43		
11HL+40	RT	HIGHLAND RD	45		
29HL+00	RT	HIGHLAND RD	56		
29HL+50	RT	HIGHLAND RD	45		
STAGE 1 SUBTOTAL			615		
STAGE 3					
253PR+39	-	257PR+33	LT	CTH C	394
253PR+39	-	257PR+70	MED	CTH C	865
253PR+41	-	257PR+45	RT	CTH C	403
1632PRC+85	-	1633PRC+20		CTH C RAMP C	137
1633PRD+32	-	1633PRD+63		CTH C RAMP D	108
1632PRB+61	-	1632PRB+87		CTH C RAMP B	64
1633PRA+23	-	1633PRA+38		CTH C RAMP A	69
STAGE 3 SUBTOTAL			2040		
PROJECT 1229-04-76 TOTAL			2,655		

REMOVING CONCRETE BARRIER

STATION	OFFSET	LOCATION	REMOVING CONCRETE BARRIER LF		
1524+10	-	1524+85	LT	IH 43	79
STAGE 3 SUBTOTAL			79		
STAGE 4					
1524+10	-	1524+85	RT	IH 43	89
STAGE 4 SUBTOTAL			89		
PROJECT 1229-04-76 TOTAL			168		

REMOVING PAVEMENT

STATION TO	STATION/OFFSET	LOCATION	SY	204.0100 REMOVING CONCRETE PAVEMENT	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH	SF ELIMINATED
STAGE 3						
1481+00	-	1488+00	LT	IH 43		1,870
1488+00	-	1685+95	LT	IH 43		51,870
1615+65	-	1632+75	LT	CTH C RAMP C		2,930
1634+70	-	1647+00	LT	CTH C RAMP D		1,890
1686+75	-	1785+04	LT	IH 43		25,580
1755+25	-	1778+50	LT	STH 60 RAMP C		4,230
STAGE 3 SUBTOTAL						88,370
STAGE 4/2						
1481+00	-	1488+00	RT	IH 43		1,860
1488+00	-	1685+95	RT	IH 43		51,820
1620+00	-	1632+50	RT	CTH C RAMP B		2,080
1633+50	-	1651+00	RT	CTH C RAMP A		2,690
1686+75	-	1785+04	RT	IH 43		25,530
1764+65	-	1777+80	RT	STH 60 RAMP B		2,510
STAGE 4/2 SUBTOTAL						86,490
UNDISTRIBUTED						0
PROJECT 1229-04-76 TOTAL						174,860

ALL ITEMS CATEGORY 1000  
UNLESS OTHERWISE NOTED

**REMOVING DELINEATORS AND MARKERS**

204.0180  
REMOVING DELINEATORS AND MARKERS

STATION	LOCATION	EACH
1470+00 - 1524+00	IH 43 NB	20
1470+00 - 1524+00	IH 43 SB	20
1524+00 - 1633+00	IH 43 NB	62
1633+00 - 1686+50	IH 43 NB	43
1633+00 - 1686+50	IH 43 SB	37
1686+50 - 1739+50	IH 43 NB	15
1686+50 - 1739+50	IH 43 SB	15
1739+50 - 1785+00	IH 43 NB	27
1739+50 - 1785+00	IH 43 SB	30
UNDISTRIBUTED		50
PROJECT 1229-04-76 TOTAL		319

**REMOVING SURFACE DRAINS**

204.0190  
REMOVING SURFACE DRAINS

STATION	OFFSET	LOCATION	EACH
253+50	LT	CTH C	1
253+50	RT	CTH C	1
STAGE 3 SUBTOTAL			2
PROJECT 1229-04-76 TOTAL			2

Addendum No. 3  
ID 1229-04-76  
Revised Sheet 1098  
November 5, 2021

**REMOVING CABLE BARRIER**

204.9060 S.0001 204.9090 S.0001  
REMOVING CABLE BARRIER

STATION	OFFSET	LOCATION	EACH	LF
1470+00 - 1523+35	LT	IH 43	--	5335
1483+10 - 1483+65	LT	IH 43	2	--
1522+80 - 1525+90	MED	IH 43	2	--
1525+40 - 1534+35	RT	IH 43	2	895
1534+00 - 1535+75	RT	IH 43	2	--
1535+15 - 1611+20	RT	IH 43	--	7609
1553+45 - 1555+00	RT	IH 43	2	--
1572+50 - 1573+25	RT	IH 43	2	--
1591+50 - 1592+00	RT	IH 43	2	--
1611+00 - 1612+50	RT	IH 43	2	--
1612+10 - 1632+10	RT	IH 43	--	2000
1632+00 - 1632+25	RT	IH 43	1	--
1634+45 - 1655+52	RT	IH 43	--	2103
1634+50 - 1634+75	RT	IH 43	1	--
1644+75 - 1645+50	RT	IH 43	1	--
1655+25 - 1656+75	RT	IH 43	2	--
1656+45 - 1684+25	RT	IH 43	--	2784
1670+00 - 1671+00	RT	IH 43	2	--
1684+00 - 1684+50	RT	IH 43	1	--
1688+50 - 1689+00	RT	IH 43	1	--
1688+75 - 1738+45	LT	IH 43	--	4975
1704+75 - 1705+50	LT	IH 43	2	--
1738+25 - 1741+00	LT	IH 43	2	--
1740+65 - 1748+80	LT	IH 43	--	817
1748+50 - 1750+75	LT	IH 43	2	--
1749+60 - 1778+95	LT	IH 43	--	2935
1764+00 - 1765+00	LT	IH 43	2	--
1778+75 - 1779+00	LT	IH 43	1	--
1780+75 - 1781+00	RT	IH 43	1	--
1780+80 - 1796+00	RT	IH 43	--	1519
STAGE 2 SUBTOTAL			35	30972
PROJECT 1229-04-76 TOTAL			35	30,972

**SALVAGED GUARDRAIL**

STA	TO	STA	LOCATION	OFFSET	ELIMINATED	LF	EACH	END TREATMENTS
17HL+17	-	26HL+56	HIGHLAND RD	RT		544	--	
17HL+17	-	24HL+31	HIGHLAND RD	LT		317	--	
1522+84	-	1524+25	IH 43	MED		290	--	
1523+19	-	1524+02	IH 43	RT		84	1	
1524+64	-	1525+88	IH 43	MED		257	--	
1524+82	-	1525+69	IH 43	LT		87	1	
1631+82	-	1634+63	IH 43	MED		575	--	
1678+90	-	1685+85	IH 43	LT		692	1	
1679+45	-	1685+85	IH 43	RT		644	1	
1683+93	-	1685+85	IH 43	MED		247	1	
1687+00	-	1689+05	IH 43	MED		259	1	
1687+00	-	1691+10	IH 43	LT		405	1	
1738+31	-	1739+45	IH 43	MED		234	--	
1740+75	-	1740+85	IH 43	MED		226	--	
1778+75	-	1781+05	IH 43	MED		470	--	
PROJECT 1229-04-76 TOTAL						5,351	7	

**ABANDONING WELLS**

204.0265  
ABANDONING WELLS

STA	LOCATION	OFFSET	EACH
1523+11	IH 43	106' LT	1
1525+63	IH 43	122' RT	1
1526+05	IH 43	171' LT	1
1632+76	IH 43	73' LT	1
1633+74	IH 43	73' RT	1
1684+03	IH 43	62' RT	1
1684+05	IH 43	64' LT	1
1688+18	IH 43	63' RT	1
PROJECT 1229-04-76 TOTAL			8

**REMOVING DRAINTILE / UNDERDRAIN**

204.9090.S.0002	204.9090.S.0002	REMOVING DRAINTILE	LF	2,000
204.9090.S.0002	204.9090.S.0002	REMOVING UNDERDRAIN	LF	65,000
<b>PROJECT 1229-04-76 TOTAL</b>				<b>67,000</b>

2

**REMOVING RIPRAP**

204.9035.S.0001	204.9035.S.0001	REMOVING RIPRAP	CY	81
<b>PROJECT 1229-04-76 TOTAL</b>				<b>81</b>

NOTE:  
ASSUME 1.5' DEPTH

3

209.0200.S*	209.0200.S*	BACKFILL CONTROLLED LOW STRENGTH	CY	0
<b>PROJECT 1229-04-76 TOTALS</b>				<b>0</b>

\*NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

**TEMPORARY EMERGENCY PULLOUTS**

205.3000.S	205.3000.S	TEMPORARY EMERGENCY PULLOUTS	EACH	4
1492+00	RT	IH 43 NB	1	
1575+50	RT	IH 43 NB	1	
1693+00	RT	IH 43 NB	1	
1750+50	RT	IH 43 NB	1	
<b>STAGE 1 SUBTOTAL</b>				<b>4</b>
<b>STAGE 2</b>				
1724+00	LT	IH 43 SB	1	
<b>STAGE 2 SUBTOTAL</b>				<b>1</b>
<b>STAGE 3</b>				
1724+00	LT	IH 43 NB	1	
1724+00	LT	IH 43 SB	1	
<b>STAGE 3 SUBTOTAL</b>				<b>2</b>
<b>PROJECT 1229-04-76 TOTAL</b>				<b>7</b>

**FINISHING ROADWAY**

213.0100.0001	213.0100.0001	FINISHING ROADWAY	PROJECT ID	1229-04-76
<b>PROJECT 1229-04-76 TOTAL</b>				<b>1</b>

Addendum No. 2  
ID 1229-04-76  
Revised Sheet 1104  
November 1, 2021

Addendum No. 3  
ID 1229-04-76  
Revised Sheet 1104  
November 5, 2021

**EMERGENCY PAVEMENT REPAIR ITEMS**

390.0203	390.0203	BASE PATCHING ASPHALTIC	SY	15,000	400	700	700	100	5,000	10	5,000	1,000
305.0120*	305.0120*	BASE AGGREGATE DENSE 1 1/4-INCH	TON	800	400	700	700	100	5,000	10	5,000	1,000
450.1100.S	450.1100.S	ASPHALTIC MIXTURE FOR EXTREME CONDITIONS	TON	400	400	700	700	100	5,000	10	5,000	1,000
465.0125*	465.0125*	ASPHALTIC SURFACE TEMPORARY	TON	700	400	700	700	100	5,000	10	5,000	1,000
495.1000.S	495.1000.S	COLD PATCH	TON	700	400	700	700	100	5,000	10	5,000	1,000
690.0250*	690.0250*	SAWING CONCRETE	LF	5,000	400	700	700	100	5,000	10	5,000	1,000
SPV.0060.0160	SPV.0060.0160	MOBILIZATIONS EMERGENCY PAVEMENT REPAIR	EACH	10	400	700	700	100	5,000	10	5,000	1,000
SPV.0195.0001	SPV.0195.0001	HMA LONGITUDINAL JOINT REPAIR	TON	5,000	400	700	700	100	5,000	10	5,000	1,000
SPV.0195.0002	SPV.0195.0002	HMA TRANSVERSE JOINT REPAIR	TON	1,000	400	700	700	100	5,000	10	5,000	1,000
<b>PROJECT 1229-04-76 TOTALS</b>				<b>15,000</b>	<b>400</b>	<b>700</b>	<b>700</b>	<b>100</b>	<b>5,000</b>	<b>10</b>	<b>5,000</b>	<b>1,000</b>

2

NOTE:  
STAGE INDICATES WHEN PULLOUTS ARE CONSTRUCTED.  
PULLOUTS USED IN SUBSEQUENT STAGES.

PROJECT NO: 1229-04-76

HWY: IH 43

COUNTY: OZAUKEE

MISCELLANEOUS QUANTITIES

SHEET: 1104

ALL ITEMS CATEGORY 1000  
UNLESS OTHERWISE NOTED



**FASTENING SEWER ACCESS COVERS**

STAGE	ROADWAY	STATION	OFFSET	EACH
3	IH 43	1522+97	17 LT	1
		1523+62	17 LT	1
		1524+79	17 LT	1
		1632+04	20' LT	1
		1635+04	20' LT	1
		1688+00	14' LT	1
		1696+25	17 LT	1
<b>TOTAL</b>				<b>7</b>

**SPECIAL STRUCTURE**

STAGE	ROADWAY	STATION	OFFSET	EACH
				1

FOR LOCATION SEE STORM SEWER STRUCTURES TABLE

**APRON ENDWALLS SALVAGED**

524.0618  
APRON ENDWALLS  
FOR CULVERT PIPE  
SALVAGED  
18-INCH  
EACH

STAGE	ROADWAY	STATION	OFFSET	EACH	NOTES
4	IH 43	1762+75	83 RT	1	PROPOSED ENDWALL 695
<b>TOTAL</b>				<b>1</b>	

**PRECAST TRENCH DRAIN**

STAGE	ROADWAY	UPSTREAM END	OFFSET	DOWNSTREAM END	STRUCTURE	LF	NOTES
3	IH 43	1535+91	69' RT	132A	CONNECT TO PRECAST STORM SEWER TRENCH DRAIN	196	
<b>SUBTOTAL</b>						<b>196</b>	
4	IH 43	1511+84	61' RT	144A		175	
		1508+49	69' LT	250A	3.8° BEND AT STA 1513+05, 69.0' RT	181	
<b>SUBTOTAL</b>						<b>356</b>	
<b>TOTAL</b>						<b>552</b>	

**TEMPORARY PRECAST TRENCH DRAIN**

STAGE	ROADWAY	UPSTREAM END	OFFSET	DOWNSTREAM END	STRUCTURE	LF	NOTES
2	IH 43	1477+48	34' RT	595	SPV.0090.8036 TEMPORARY PRECAST TRENCH DRAIN	595	
		1479+45	19' LT	80	204.9090.S.0005 TEMPORARY REMOVING PRECAST TRENCH DRAIN	80	
		1480+53	0' RT	377		377	
		1481+03	0' RT	50		50	
		1481+69	33' LT	84		84	
		1788+14	23 LT	265		265	
		1788+36	8 RT	206		206	
		1796+03	35 RT	530		530	
		1798+03	35 RT	678		678	
<b>TOTALS</b>						<b>2,865</b>	<b>2,865</b>

\* ADDITIONAL QUANTITIES FOUND ELSEWHERE

Addendum No. 2  
ID 1229-04-76  
Revised Sheet 1119  
November 1, 2021

Addendum No. 3  
ID 1229-04-76  
Revised Sheet 1119  
November 5, 2021

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED

SHEET: 1119

MISCELLANEOUS QUANTITIES

COUNTY: OZAUKEE

HWY: IH 43

PROJECT NO: 1229-04-76

Plot Name: 022591\_ss\_MQ14

Plot Date: 11/4/2021 11:25:43 AM

Plot By: BRAY C. ADAMS

Plot Scale: 1:1

Estimate of Quantities 022591\_ss\_MQ14



APRON ENDWALLS

STRUCTURE	STAGE	LOCATION	STATION	OFFSET**	RIM ELEVATION	INVERT*** ELEVATION	DEPTH*** FT	522.1015 15-INCH AEW FOR CPIC	522.1018* 18-INCH AEW FOR CPIC	522.1024* 24-INCH AEW FOR CPIC	522.1030* 30-INCH AEW FOR CPIC	522.1036* 36-INCH AEW FOR CPIC	522.1048* 48-INCH AEW FOR CPIC	522.1060 60-INCH AEW FOR CPIC	522.2629 29x45-INCH AEW FOR CPIC	522.2634 34x53-INCH AEW FOR CPIC	522.2638 38x60-INCH AEW FOR CPIC	633.5200* MARKERS COVERT END	
943	4	PRA	1638+99.98	2.72 RT	678.89	672.00	5.90												
945	4	PRA	1641+92.48	2.73 RT	676.80	669.74	6.06												
947	4	PRA	1642+12.57	32.65 RT	671.72	671.72			1										1
951	4	LD	43+65.79	30.76 LT	675.58	675.58							1						1
953	4	LD	43+64.21	34.16 RT	674.32	674.32								1					1
955	4	LD	43+73.76	30.24 LT	675.58	675.58													1
957	4	LD	43+72.07	33.91 RT	674.32	674.32													1
959	4	LD	44+72.18	17.00 LT	677.29	673.70	2.75												1
961	4	LD	44+40.08	17.00 RT	677.38	677.95	3.64												1
963	4	LD	44+72.18	17.00 RT	677.29	673.36	3.09												1
965	4	LD	44+35.65	17.00 RT	677.38	672.11	4.52												1
967	4	LD	43+85.67	50.06 RT	673.41	673.41				1									1
969	4	LD	46+28.31	25.44 LT	676.11	676.11					1								1
971	4	LD	46+26.74	30.99 RT	675.79	675.79						1							1
973	4	LD	46+34.36	28.66 LT	676.11	676.11							1						1
975	4	LD	46+32.99	30.14 RT	675.79	675.79								1					1
981	3	F5	40+52.77	58.71 LT	706.00	706.00				1									1
983	3	F5	40+51.91	73.16 RT	704.81	704.81					1								1
985	4	F5	42+53.17	45.98 LT	704.59	704.59						1							1
987	4	F5	42+54.98	62.14 RT	704.19	704.19							1						1
989	2	F5	43+85.66	41.45 LT	720.06	720.06													1
991	2	F5	44+26.66	31.61 LT	717.44	717.44													1
993	2	F5	44+11.50	34.19 RT	718.93	718.93													1
995	2	F5	44+45.84	30.67 RT	715.72	715.72													1
T1001	2	43-RL	1530+39.87	71.13 RT	678.89	669.90	9.08												1
T1003	2	43-RL	1520+97.64	74.83 RT	678.97	673.87	3.94												1
T1004	2	43-RL	1520+89.88	71.16 RT	679.69	669.67	9.11												1
T1005	2	43-RL	1524+88.27	97.66 LT	689.64	669.11	19.63												1
T1007	2	43-RL	1525+95.52	53.84 LT	672.03	672.03													1
T1011	2	43-RL	1531+88.33	73.83 RT	684.50	673.89	9.71												1
T1013	2	43-RL	1530+88.50	76.19 LT	681.11	673.52	6.68												1
T1015	2	43-RL	1530+55.63	30.87 LT	676.60	676.60													1
TOTALS								11	62	37	12	22	4	6	1	5	4		168

3

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Addendum No. 3  
 ID 1229-04-76  
 Revised Sheet 1127  
 November 5, 2021

\* ADDITIONAL QUANTITIES FOUND ELSEWHERE  
 \*\* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE  
 \*\*\* FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE  
 \*\*\*\* DEPTH = RIM ELEV. - TOP OF STRUCTURE BASE ELEV. - COVER HEIGHT - 6 INCH ADJUSTMENT RING HEIGHT

Addendum No. 3  
ID 1229-04-76  
Revised Sheet 1131  
November 5, 2021

STORM SEWER STRUCTURES

STRUCTURE	STAGE	LOCATION	STATION	OFFSET**	RIM ELEVATION	DEPTH***	INVERT ELEVATION	611.0530 MANHOLE COVERS TYPE J EACH	611.0535* TYPE J/SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0610 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0689 INLET COVERS TYPE H-S EACH	611.0642* INLET COVERS TYPE MS EACH
413	3	43-RL	1621+54.35	0.00 RT	675.62	3.27	672.35							2
415	3	43-RL	1621+54.35	89.72 LT	673.99		673.99							2
417	3	43-RL	1624+66.40	0.00 RT	674.31	6.77	667.54							
419	3	43-RL	1624+66.39	103.33 LT	668.94		668.94							
421	4	PRB	1624+58.17	18.64 RT	667.80		667.80							
423	4	PRB	1624+77.60	36.53 LT	667.54		667.54							
425	4	43-RL	1626+82.67	84.81 RT	666.96	4.33	666.96							2
426	2	43-RL	1626+55.77	0.00 RT	673.43	6.69	666.31							
427	2	43-RL	1626+80.77	0.01 RT	673.29	6.66	666.68							
429	3	43-RL	1626+78.64	97.42 LT	666.35	5.79	666.35							
431	3	PRC	1626+78.28	43.34 RT	666.20		666.20							3
433	3	PRC	1626+78.15	44.25 LT	665.05		665.05							
435	4	PRB	1630+68.01	59.54 RT	672.75		672.75							
437	4	PRB	1630+30.25	76.94 LT	671.00		671.00							2
439	3	43-RL	1632+29.35	0.00 RT	671.31	3.29	668.23							2
441	3	43-RL	1631+79.35	0.00 RT	671.29	3.28	668.22							2
443	3	43-RL	1632+04.35	0.00 LT	671.29	3.44	668.10							2
445	3	43-RL	1635+04.37	91.01 LT	671.41		671.41							
447	4	43-RL	1635+04.56	80.29 RT	671.12		671.12							2
449	2	43-RL	1637+04.35	0.00 RT	673.23	3.70	669.73							2
451	2	43-RL	1635+04.35	0.00 RT	672.34	3.96	668.63							2
453	3	43-RL	1635+04.35	20.00 LT	673.62	4.35	668.44		1					
455	3	43-RL	1632+04.35	20.00 LT	672.62	4.26	667.54		1					
467	3	43-RL	1631+54.88	88.84 LT	670.54		670.54							2
469	2	43-RL	1640+54.35	0.00 RT	674.77	3.67	671.31							
471	4	43-RL	1640+54.33	86.38 RT	672.76		672.76							2
473	3	43-RL	1644+05.83	0.08 LT	676.06	6.81	669.50							2
475	3	43-RL	1644+05.83	125.07 LT	671.38		671.38							
481	4	43-RL	1645+92.25	130.30 RT	671.38		671.38							
483	3	43-RL	1645+81.59	119.62 LT	670.59		670.59							
485	4	43-RL	1646+00.23	129.68 RT	671.39		671.39							
487	2	43-RL	1645+94.70	0.00 RT	676.76	9.45	667.64							2
489	3	43-RL	1645+89.60	119.42 LT	670.59		670.59							
501	3	43-RL	1652+04.35	0.00 RT	675.68	4.93	670.96							2
503	3	43-RL	1652+04.35	102.61 LT	672.16		672.16							
505	4	43-RL	1653+39.34	95.73 RT	673.65		673.65							
507	3	43-RL	1654+24.94	101.94 LT	671.35		671.35							2
509	2	43-RL	1655+54.35	0.00 RT	674.29	3.33	671.16							
511	4	43-RL	1655+54.35	95.37 RT	672.57		672.57							
513	4	43-RL	1658+88.49	90.00 RT	671.94		671.94							
515	2	43-RL	1658+89.33	0.02 RT	672.98	4.95	668.28							2
517	3	43-RL	1658+96.76	104.12 LT	668.88		668.88							
518	3	43-RL	1661+20.35	0.00 RT	672.56	2.88	669.88							2
519	3	43-RL	1661+50.35	0.00 RT	672.56	2.88	669.88							2
520	3	43-RL	1661+35.35	0.00 RT	672.55	2.92	669.84							2
521	3	43-RL	1661+35.35	89.27 LT	671.10		671.10							
523	4	43-RL	1663+57.10	90.00 RT	671.26		671.26							2
525	2	43-RL	1663+52.48	0.00 RT	672.90	5.49	667.67							
527	3	43-RL	1663+46.98	106.98 LT	668.32		668.32							2
531	3	43-RL	1667+04.35	0.00 RT	673.99	3.37	670.82							2
533	3	43-RL	1667+04.35	89.66 LT	672.08		672.08							
535	4	43-RL	1671+15.04	93.58 RT	672.48		672.48							
537	2	43-RL	1671+11.84	0.00 RT	675.24	5.73	669.76							2
539	3	43-RL	1671+08.55	96.31 LT	671.55		671.55							
541	2	43-RL	1674+04.35	10.94 RT	678.18	5.33	671.72							
543	2	43-RL	1674+04.35	0.00 RT	676.49	5.03	671.67							2

\* ADDITIONAL QUANTITIES FOUND ELSEWHERE  
 \*\* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE  
 \*\*\* FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE  
 \*\*\*\* DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6 INCH ADJUSTMENT RING HEIGHT

STORM SEWER STRUCTURES

STRUCTURE	STAGE	LOCATION	STATION	OFFSET**	RIM ELEVATION	INVERT***	DEPTH****	MANHOLE COVERS	TYPE J	611.0530	611.0535*	611.0606	611.0624	611.0624	611.0624	611.0624*	
							FT	TYPE J	TYPE J-SPECIAL	TYPE B	TYPE C	TYPE H	TYPE H-S	TYPE H-S	TYPE MS		
								EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
943	4	PRA	1638+99.98	2.72 RT	678.89	672.00	5.90		1								
945	4	PRA	1641+92.48	2.73 RT	676.80	669.74	6.06		1								
947	4	PRA	1642+12.57	32.65 RT	671.72	671.72											
951	4	LD	43+65.79	30.76 LT	675.58	675.58											
953	4	LD	43+64.21	34.16 RT	674.32	674.32											
955	4	LD	43+73.76	30.24 LT	675.58	675.58											
957	4	LD	43+72.07	33.91 RT	674.32	674.32											
959	4	LD	44+72.18	17.00 LT	677.29	673.70	2.75					1					
961	4	LD	44+40.08	17.00 LT	677.38	672.95	3.64					1					
963	4	LD	44+72.18	17.00 RT	677.29	673.36	3.09						1				
965	4	LD	44+39.65	17.00 RT	677.38	672.11	4.52					1					
967	4	LD	43+85.67	50.06 RT	673.41	673.41											
969	4	LD	46+28.31	29.44 LT	676.11	676.11											
971	4	LD	46+26.74	30.99 RT	675.79	675.79											
973	4	LD	46+34.36	28.66 LT	676.11	676.11											
975	4	LD	46+32.99	30.14 RT	675.79	675.79											
981	3	FS	40+52.77	58.71 LT	706.00	706.00											
983	3	FS	40+51.91	73.16 RT	704.81	704.81											
985	4	FS	42+53.17	45.98 LT	704.59	704.59											
987	4	FS	42+54.98	62.14 RT	704.19	704.19											
989	2	FS	43+85.66	41.45 LT	720.06	720.06											
991	2	FS	44+26.66	31.61 LT	717.44	717.44											
993	2	FS	44+11.50	34.19 RT	718.93	718.93											
995	2	FS	44+45.84	30.67 RT	716.72	716.72											
T1001	2	43-RL	1520+39.87	71.15 RT	679.89	669.60	9.08			1							
T1003	2	43-RL	1520+97.64	74.83 RT	678.97	673.87	3.94					1					
T1004	2	43-RL	1520+89.88	71.16 RT	679.69	669.67	9.11			1							
T1005	2	43-RL	1522+58.27	97.66 LT	689.64	669.11	19.63			1							
T1007	2	HLD	1525+29.52	53.84 LT	672.03	672.03											
T1011	2	43-RL	1531+38.33	73.83 RT	684.50	673.89	9.71					1					
T1013	2	43-RL	1530+68.50	76.19 LT	681.11	673.52	6.68					1					
T1015	2	HLD	1530+55.63	30.87 LT	676.60	676.60											
TOTALS										6	23	4	53	11	50	8	190

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Addendum No. 3  
 ID 1229-04-76  
 Revised Sheet 1135  
 November 5, 2021

\* ADDITIONAL QUANTITIES FOUND ELSEWHERE  
 \*\* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE  
 \*\*\* FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE  
 \*\*\*\* DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6 INCH ADJUSTMENT RING HEIGHT



Addendum No. 3  
 ID 1229-04-76  
 Revised Sheet 1143  
 November 5, 2021

**STORM SEWER STRUCTURES**

STRUCTURE	STAGE	LOCATION	STATION	OFFSET**	RIM ELEVATION	INVERT*** DEPTH****	DIAMETER	611.2004*	611.2005	611.2006	611.2007	611.3220	611.3225	611.3230	611.3902*	
								MANHOLES 4-FT	MANHOLES 5-FT	MANHOLES 6-FT	MANHOLES 7-FT	MANHOLES 8-FT	INLETS 4-FT	INLETS 2X2.5-FT	INLETS 2X3-FT	INLETS MEDIAN
						FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
943	4	PRA	1638+99.98	2.72 RT	678.89	672.00	5.90	1								
945	4	PRA	1641+92.48	2.73 RT	676.80	669.74	6.06	1								
947	4	PRA	1642+12.57	32.65 RT	671.72	675.58										
951	4	LD	43+65.79	30.76 LT	675.58											
953	4	LD	43+64.21	34.16 RT	674.32											
955	4	LD	43+75.76	30.24 LT	675.58											
957	4	LD	43+72.07	33.91 RT	674.32											
959	4	LD	44+72.18	17.00 LT	677.29	673.70	2.75	1								
961	4	LD	44+40.08	17.00 LT	677.38	672.95	3.64	1								
963	4	LD	44+72.18	17.00 RT	677.29	673.36	3.09	1								
965	4	LD	44+39.65	17.00 RT	677.38	672.11	4.52	1								
967	4	LD	43+85.67	50.06 RT	673.41											
969	4	LD	46+28.31	29.44 LT	676.11											
971	4	LD	46+26.74	30.99 RT	675.79											
973	4	LD	46+34.36	28.66 LT	676.11											
975	4	LD	46+32.99	30.14 RT	675.79											
981	3	F5	40+52.77	58.71 LT	706.00											
983	3	F5	40+51.91	73.16 RT	704.81											
985	4	F5	42+53.17	45.98 LT	704.59											
987	4	F5	42+54.98	62.14 RT	704.19											
989	2	F5	43+85.66	41.45 LT	720.06											
991	2	F5	44+26.66	31.61 LT	717.44											
993	2	F5	44+11.50	34.19 RT	718.93											
995	2	F5	44+45.84	30.67 RT	716.72											
T1001	2	43-RL	1520+39.87	71.13 RT	679.89	669.90	9.08	1								
T1003	2	43-RL	1520+97.64	74.83 RT	678.97	673.87	3.94	1								
T1004	2	43-RL	1520+89.88	71.16 RT	679.69	669.67	9.11	1								
T1005	2	43-RL	1522+58.27	97.66 LT	689.64	669.11	19.63	1								
T1007	2	HL0	1525+29.52	53.84 LT	672.03											
T1011	2	43-RL	1531+38.33	73.83 RT	684.50	673.89	9.71	1								
T1013	2	43-RL	1530+68.50	76.19 LT	681.11	673.52	6.68	1								
T1015	2	HL0	1530+55.63	30.87 LT	676.60											
TOTALS								8	37	10	1	65	4	8	16	95

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\* ADDITIONAL QUANTITIES FOUND ELSEWHERE  
 \*\* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE  
 \*\*\* FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE  
 \*\*\*\* DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6 INCH ADJUSTMENT RING HEIGHT

Addendum No. 3  
ID 1229-04-76  
Revised Sheet 1146  
November 5, 2021

CULVERT PIPES

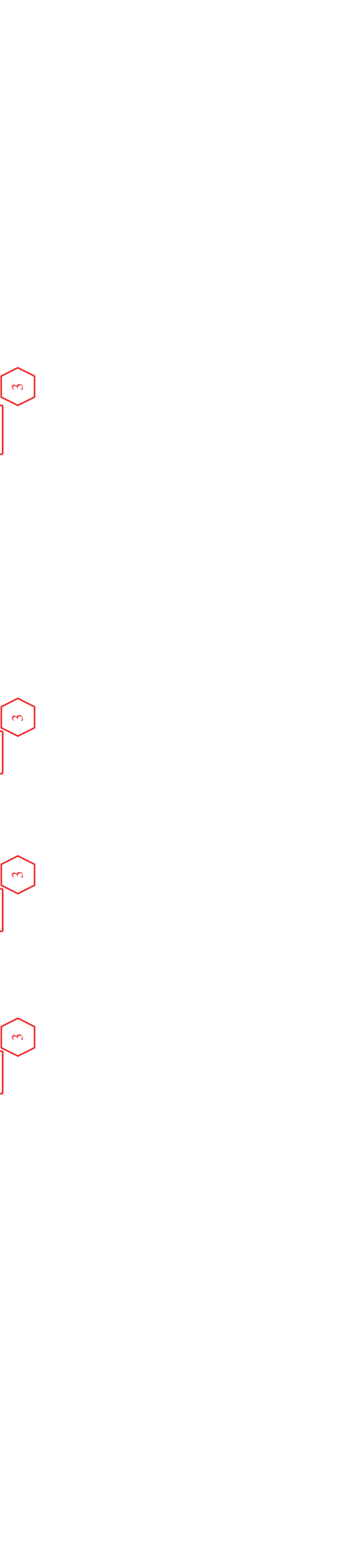
LOCATION	STAGE	FROM	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	522.0118* CPRC CLASS III 18-INCH LF	522.0124* CPRC CLASS III 24-INCH LF	522.0130* CPRC CLASS III 30-INCH LF	522.0136* CPRC CLASS III 36-INCH LF	522.0142 CPRC CLASS III 42-INCH LF	522.0148 CPRC CLASS III 48-INCH LF	522.0415 CPRC CLASS IV 15-INCH LF	522.0424 CPRC CLASS IV 24-INCH LF	522.0430 CPRC CLASS IV 30-INCH LF	522.0436 CPRC CLASS IV 36-INCH LF	522.0524 CPRC CLASS V 24-INCH LF	522.2338 CPRC CLASS HE-III 38X60-INCH LF	522.2429 CPRC CLASS HE-IV 29X45-INCH LF	522.2434 CPRC CLASS HE-IV 34X63-INCH LF	
43-RL	3	357	359	662.60	662.40	0.15%															
43-RL	3	371	373	665.10	664.62	0.50%															
43-RL	3	375	377	664.64	664.17	0.50%															170
43-RL	2/3/4	381	383	664.00	663.46	0.32%															169
43-RL	2/3/4	385	387	664.00	663.46	0.32%															
43-RL	3	388	390	664.22	664.17	0.30%															
43-RL	3	389	390	664.22	664.17	0.30%															
43-RL	3	390	391	664.17	663.85	0.38%															
43-RL	3	393	395	665.04	664.78	0.30%															
43-RL	2/4	397	399	665.43	664.94	0.50%															
43-RL	3	401	403	667.95	667.45	0.50%															
43-RL	3	405	407	669.55	669.00	0.50%															
43-RL	3	409	411	671.04	670.44	0.50%															
43-RL	3	415	415	672.55	672.28	0.30%															
43-RL	3	417	419	697.75	697.23	0.30%															
43-RL	4	421	423	687.80	687.54	0.46%															
43-RL	2/4	425	427	666.96	666.68	0.33%															
43-RL	2	426	427	669.31	669.18	0.30%															
43-RL	3	427	429	666.68	666.35	0.36%															
PRC	3	431	433	666.20	665.65	0.63%															
PRB	4	435	437	670.50	668.75	2.68%		142													
43-RL	3	439	443	668.23	668.10	0.30%															
43-RL	3	441	443	668.22	668.10	0.30%															
43-RL	3	443	455	668.10	668.00	0.30%															
43-RL	3	445	453	669.16	668.95	0.30%															
43-RL	2/4	447	451	668.87	668.63	0.30%															
43-RL	2	449	451	669.73	669.13	0.30%															
43-RL	3	451	453	668.63	668.57	0.30%															
43-RL	3	453	455	668.44	667.54	0.30%															
43-RL	3	455	467	667.54	667.29	0.30%															
43-RL	2/4	469	471	671.31	671.05	0.30%															
43-RL	3	473	475	669.50	669.13	0.30%															
43-RL	2/3/4	481	483	668.05	667.26	0.32%				250											
43-RL	2/4	485	487	668.06	667.64	0.32%															
43-RL	3	487	489	667.64	667.26	0.32%															
43-RL	3	501	503	670.96	670.45	0.50%															
43-RL	2/3/4	505	507	671.40	669.10	1.07%															
43-RL	2/4	509	511	671.16	670.86	0.31%															
43-RL	2/4	513	515	669.69	668.28	1.56%															
43-RL	3	515	517	668.28	666.63	1.58%															
43-RL	3	518	520	669.89	669.84	0.30%															
43-RL	3	519	520	669.89	669.84	0.30%															
43-RL	3	520	521	669.84	669.39	0.50%															
43-RL	2/4	523	525	669.01	667.67	1.49%															
43-RL	3	525	527	667.67	666.07	1.49%															
43-RL	3	531	533	670.82	670.37	0.50%															
43-RL	2/4	535	537	670.23	669.76	0.50%															
43-RL	3	537	539	669.77	669.30	0.48%															
43-RL	2	541	543	671.72	671.67	0.50%															
43-RL	3	543	545	671.67	671.61	0.50%															
43-RL	3	545	547	671.61	671.20	0.50%															
43-RL	2	549	551	674.87	674.84	0.50%															
43-RL	3	551	553	674.84	674.80	0.50%															
43-RL	3	553	555	674.80	674.40	0.50%															
43-RL	4	557	559	682.88	682.83	0.50%															
43-RL	3	559	561	682.83	682.49	0.50%															



Addendum No. 3  
 ID 1229-04-76  
 Revised Sheet 1149  
 November 5, 2021

**CULVERT PIPES**

LOCATION	STAGE	FROM	TO	INLET ELEVATION	DISCHARGE ELEVATION	PIPE SIZE	CLASS	LENGTH (LF)	START STATION	END STATION	LENGTH (LF)	START STATION	END STATION	LENGTH (LF)
PR	3	933	935	678.30	677.90	36-INCH	CPRC CLASS III	0.82%	522.0124*	522.0136*	522.0430	522.0436	522.0524	522.2429
PRA	3	939	941	674.28	673.98	36-INCH	CPRC CLASS III	0.77%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
PRA	4	941	943	673.98	672.00	36-INCH	CPRC CLASS III	0.77%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
PRA	4	943	945	672.00	669.74	36-INCH	CPRC CLASS III	0.77%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
PRA	4	945	947	669.74	669.47	36-INCH	CPRC CLASS III	0.77%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
LD	4	951	953	671.70	670.45	42-INCH	CPRC CLASS III	1.92%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
LD	4	955	957	671.70	670.45	42-INCH	CPRC CLASS III	1.95%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
LD	4	959	961	673.70	673.45	42-INCH	CPRC CLASS III	0.78%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
LD	4	961	965	672.95	672.61	42-INCH	CPRC CLASS III	1.00%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
LD	4	963	965	673.36	673.11	42-INCH	CPRC CLASS III	0.78%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
LD	4	965	967	673.11	671.16	42-INCH	CPRC CLASS III	1.59%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
LD	4	969	971	673.32	673.00	42-INCH	CPRC CLASS III	0.53%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
LD	4	973	975	673.32	673.00	42-INCH	CPRC CLASS III	0.54%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
FS	3	981	983	703.75	702.56	36-INCH	CPRC CLASS III	0.96%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
FS	4	985	987	702.34	701.94	36-INCH	CPRC CLASS III	0.57%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
FS	2	989	991	718.62	716.00	36-INCH	CPRC CLASS III	6.21%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
FS	2	993	995	717.49	715.28	36-INCH	CPRC CLASS III	6.39%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
43-HL	2	T1001	T1003	669.90	669.67	36-INCH	CPRC CLASS III	0.30%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
43-HL	2	T1003	T1004	673.87	673.83	36-INCH	CPRC CLASS III	0.30%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
43-HL	2	T1004	T1005	669.67	669.11	36-INCH	CPRC CLASS III	0.84%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
43-HL	2	T1005	T1007	669.11	668.70	36-INCH	CPRC CLASS III	0.64%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
43-HL	2	T1011	T1013	673.89	673.52	36-INCH	CPRC CLASS III	0.53%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
43-HL	2	T1013	T1015	673.52	673.27	36-INCH	CPRC CLASS III	0.36%	522.0142	522.0148	522.0430	522.0436	522.0524	522.2429
TOTALS														



\\NW01\h1\h1\sub\p\p\Drawings\1229-04-76 - North End Mainline\Sheets\Plan\03 Estimate of Quantities\022594\_ss\_d1.ppt

Addendum No. 3  
ID 1229-04-76  
Revised Sheet 1152  
November 5, 2021

STORM SEWER PIPES

LOCATION	STAGE	FROM	TO	ELEVATION	DISCHARGE	SLOPE	FT/FT	608.0315 SSPRC CLASS III 15-INCH	608.0318* SSPRC CLASS III 18-INCH	608.0324* SSPRC CLASS III 24-INCH	608.0330* SSPRC CLASS III 30-INCH	608.0336* SSPRC CLASS III 36-INCH	608.0412 SSPRC CLASS IV 12-INCH	608.0415 SSPRC CLASS IV 15-INCH	608.0418* SSPRC CLASS IV 18-INCH	608.0430 SSPRC CLASS IV 30-INCH	608.0436 SSPRC CLASS IV 36-INCH	608.0448 SSPRC CLASS IV 48-INCH	608.0536 SSPRC CLASS V 36-INCH	608.0560 SSPRC CLASS V 60-INCH	608.2434 SSPRC CLASS HE-IV 36-INCH	SPV0090.8001 LF	
43-RL	3	357	359	662.60	662.40	0.13%																	
43-RL	3	371	373	665.10	664.62	0.50%		97															
43-RL	3	375	377	664.64	664.17	0.50%																	
43-RL	2/3/4	381	383	664.00	663.46	0.32%																	
43-RL	2/3/4	385	387	664.00	663.46	0.32%																	
43-RL	3	388	390	664.22	664.17	0.30%																	
43-RL	3	389	390	664.22	664.17	0.30%																	
43-RL	3	390	391	664.17	663.85	0.38%																	
43-RL	3	393	395	665.04	664.78	0.30%																	
43-RL	2/4	397	399	665.43	664.94	0.50%		98															
43-RL	3	401	403	667.95	667.45	0.50%		100															
43-RL	3	405	407	669.50	669.00	0.50%		110															
43-RL	3	409	411	671.50	671.00	0.50%		120															
43-RL	3	413	415	673.50	673.00	0.50%		103															
43-RL	3	417	419	667.75	667.25	0.50%																	
43-RL	4	421	423	667.80	667.54	0.43%																	
43-RL	2/4	425	427	666.96	666.68	0.33%																	
43-RL	2	426	427	669.31	669.18	0.50%																	
43-RL	3	427	429	666.68	666.35	0.34%																	
PRC	3	431	433	666.20	665.65	0.63%																	
PRC	4	435	437	670.50	668.75	1.24%																	
43-RL	3	439	443	668.23	668.10	0.50%																	
43-RL	3	441	443	668.22	668.10	0.50%																	
43-RL	3	443	445	668.10	668.00	0.50%																	
43-RL	3	445	453	669.16	668.95	0.30%																	
43-RL	2/4	447	451	668.87	668.63	0.30%																	
43-RL	2	449	451	669.73	669.13	0.30%																	
43-RL	3	451	453	668.63	668.57	0.30%																	
43-RL	3	453	455	668.44	667.54	0.30%																	
43-RL	3	455	467	667.54	667.29	0.30%																	
43-RL	3	469	471	671.31	671.05	0.30%																	
43-RL	3	473	475	669.50	669.13	0.30%																	
43-RL	2/3/4	481	483	668.05	667.26	0.32%																	
43-RL	2/4	485	487	668.06	667.64	0.32%																	
43-RL	3	487	489	667.64	667.26	0.32%																	
43-RL	3	501	503	670.96	670.45	0.50%																	
43-RL	2/3/4	505	507	671.40	669.10	1.07%																	
43-RL	2/4	509	511	671.16	670.86	0.31%																	
43-RL	2/4	513	515	669.99	668.26	1.34%																	
43-RL	3	517	519	669.85	669.48	0.38%																	
43-RL	3	519	520	669.80	669.84	0.30%																	
43-RL	3	519	520	669.80	669.84	0.30%																	
43-RL	3	520	521	669.84	669.39	0.50%																	
43-RL	2/4	523	525	669.01	667.67	1.49%																	
43-RL	3	525	527	667.67	666.07	1.49%																	
43-RL	3	531	533	670.82	670.37	0.50%																	
43-RL	2/4	535	537	670.23	669.76	0.50%																	
43-RL	3	537	539	669.77	669.30	0.48%																	
43-RL	2	541	543	671.72	671.67	0.50%																	
43-RL	3	543	545	671.67	671.61	0.50%																	
43-RL	3	545	547	671.61	671.20	0.50%																	
43-RL	2	549	551	674.87	674.84	0.50%																	
43-RL	3	551	553	674.84	674.80	0.50%																	
43-RL	3	553	555	674.80	674.40	0.50%																	
43-RL	4	557	559	682.88	682.83	0.50%																	
43-RL	3	559	561	682.83	682.49	0.50%																	

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STORM SEWER PIPES

LOCATION	STAGE	FROM	TO	ELEVATION	DISCHARGE	SLOPE	FT/FT	608.0315 SSPRC CLASS III 15-INCH LF	608.0318* SSPRC CLASS III 18-INCH LF	608.0324* SSPRC CLASS III 24-INCH LF	608.0330* SSPRC CLASS III 30-INCH LF	608.0336* SSPRC CLASS III 36-INCH LF	608.0412 SSPRC CLASS IV 12-INCH LF	608.0415 SSPRC CLASS IV 15-INCH LF	608.0418* SSPRC CLASS IV 18-INCH LF	608.0424 SSPRC CLASS IV 24-INCH LF	608.0430 SSPRC CLASS IV 30-INCH LF	608.0436 SSPRC CLASS IV 36-INCH LF	608.0448 SSPRC CLASS IV 48-INCH LF	608.0536 SSPRC CLASS V 36-INCH LF	608.0560 SSPRC CLASS V 60-INCH LF	608.2434 SSPRC CLASS HE-IV 34X53-INCH LF	SPV0090.8001 36-INCH LF
PR	3	933	935	678.30	677.50	0.82%																	
PRA	3	939	941	674.28	673.98	0.77%	39																
PRA	4	941	943	673.98	672.00	0.77%	257																
PRA	4	943	945	672.00	669.74	0.77%	292																
PRA	4	945	947	669.74	669.47	0.77%	36																
LD	4	951	953	671.70	670.45	1.92%																	
LD	4	955	957	671.70	670.45	1.95%																	
LD	4	959	961	673.70	673.45	0.88%																	
LD	4	961	965	672.95	672.61	1.00%	32																
LD	4	963	965	673.36	673.11	0.88%	33																
LD	4	965	967	672.11	671.16	1.50%	63																
LD	4	969	971	673.32	673.00	0.53%																	
LD	4	973	975	673.32	673.00	0.48%																	
ES	4	983	985	703.36	703.56	0.90%																	
ES	4	985	987	703.36	701.94	0.37%																	
FS	2	989	991	718.62	715.00	6.21%																	
FS	2	993	995	717.49	715.28	6.38%																	
43-RU	2	T1001	T1003	669.90	669.67	0.50%																	
43-RU	2	T1003	T1004	673.87	673.83	0.50%																	
43-RU	2	T1004	T1005	669.67	669.11																		
43-RU	2	T1005	T1007	669.11	668.70	0.14%																	
43-RU	2	T1011	T1013	673.89	673.52																		
43-RU	2	T1013	T1015	673.52	673.27	0.30%																	
TOTALS				1115	2308	4498		2159	1376	392	48	2750	767	286	138	916	458	386	199				

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Addendum No. 2  
 ID 1229-04-76  
 Revised Sheet 1155  
 November 1, 2021

Addendum No. 3  
 ID 1229-04-76  
 Revised Sheet 1155  
 November 5, 2021

RAMP GATE

STATION	OFFSET	LOCATION	RAMP GATE	RAMP GATE	RAMP CLOSURE	RAMP CLOSURE	CONCRETE BASES	CONCRETE TYPE 5
28-FT	32-FT	37-FT	40-FT	EACH	EACH	EACH	EACH	EACH
1524HLA+79	28' RT	HIGHLAND RD RAMP A	--	--	1	1	1	1
1523HLC+66	29' RT	HIGHLAND RD RAMP C	--	--	1	1	1	1
1523HLC+68	55' LT	HIGHLAND RD RAMP C	--	--	1	1	1	1
263PR+95	67' LT	CTH C RAMP A	1	--	--	--	1	1
1632PRC+81	64' LT	CTH C RAMP C	--	1	--	--	1	1
1633PRA+76	34' LT	CTH C RAMP A	--	1	--	--	1	1
1632PRC+99	35' RT	CTH C RAMP C	--	1	--	--	1	1
PROJECT 1229-04-76 TOTAL			1	1	1	4	7	7

DELINEATORS

STATION TO	STATION	OFFSET	LOCATION	DELINEATOR POSTS	DELINEATOR REFLECTORS	DELINEATOR BARRIER	DELINEATOR WALL
1482+00	-	1497+00	RT/LT	I43	5	5	5
1497+00	-	1512+50	RT/LT	I43	11	11	4
1512+50	-	1528+00	RT/LT	I43	--	--	37
1528+00	-	1543+25	RT/LT	I43	20	20	18
1543+25	-	1558+50	RT/LT	I43	14	14	--
1558+50	-	1573+50	RT/LT	I43	7	7	--
1573+50	-	1589+00	RT/LT	I43	8	8	7
1589+00	-	1604+25	RT/LT	I43	12	12	1
1604+25	-	1619+50	RT/LT	I43	27	27	--
1619+50	-	1634+75	RT/LT	I43	15	15	6
1634+75	-	1650+00	RT/LT	I43	29	29	--
1650+00	-	1665+25	RT/LT	I43	17	17	--
1665+25	-	1680+50	RT/LT	I43	3	3	14
1680+50	-	1695+75	RT/LT	I43	2	2	23
1695+75	-	1711+00	RT/LT	I43	6	6	--
1711+00	-	1726+25	RT/LT	I43	8	8	5
1726+25	-	1741+50	RT/LT	I43	8	8	3
1741+50	-	1756+75	RT/LT	I43	13	13	--
1756+75	-	1772+00	RT/LT	I43	33	33	--
1772+00	-	1787+00	RT/LT	I43	29	29	--
1787+00	-	1801+00	RT/LT	I43	1	1	--
PROJECT 1229-04-76 TOTAL					268	268	118

BASIC TRAFFIC QUEUE WARNING SYSTEM

LOCATION	DAY
PROJECT 1229-04-76	1500
PROJECT 1229-04-76 TOTAL	1500

Addendum No. 3  
 ID 1229-04-76  
 Revised Sheet 1201  
 November 5, 2021

ALL ITEMS CATEGORY 1000  
 UNLESS OTHERWISE NOTED

**MAINTAIN AND SALVAGE TRAFFIC CONTROL SIGNS LEFT IN PLACE**

SPV.0060.0011	
MAINTAIN AND SALVAGE TRAFFIC CONTROL SIGNS LEFT IN PLACE	
LOCATION	EACH
HIGHLAND RD DETOUR	80
LAKEFIELD RD DETOUR	93
FALLS RD DETOUR	105
<b>PROJECT 1229-04-76 TOTAL</b>	
	<b>278</b>

**SANITARY SEWER ITEMS**

SPV.0060.5000					
ADJUSTING SANITARY MANHOLE					
CATEGORY	ROADWAY	STATION	OFFSET	EXISTING ELEVATION	PROPOSED ELEVATION DIFF
7030	HIGHLAND ROAD	10HL+47.0	7.9RT	688.65	689.33
MEQUON					
<b>PROJECT 1229-04-76 TOTAL</b>					<b>1</b>

**EXPOSING EXISTING UTILITIES**

SPV.0060.0970	
EXPOSING EXISTING INFRASTRUCTURE PAVED AREA	
LOCATION	EACH
UNDISTRIBUTED	10
<b>PROJECT 1229-04-76 TOTAL</b>	
	<b>10</b>

SPV.0060.0975	
EXPOSING EXISTING INFRASTRUCTURE UNPAVED AREA	
LOCATION	EACH
UNDISTRIBUTED	10
<b>PROJECT 1229-04-76 TOTAL</b>	
	<b>10</b>

**SURVEY PROJECT**

SPV.0060.1000	
SURVEY PROJECT 1229-04-76	
LOCATION	EACH
PROJECT 1229-04-76 TOTAL	1

**PAVEMENT CLEANUP PROJECT**

SPV.0075.0601	
PAVEMENT CLEANUP PROJECT 1229-04-76	
LOCATION	HR
PROJECT 1229-04-76 TOTAL	500

**FENCE CHAIN LINK**

SPV.0090.0005			
FENCE CHAIN LINK POLYMER COATED 4-FT ROAD BARRIER			
STATION	TO	STATION	OFFSET
18HL+63	-	19HL+18	LT
18HL+68	-	19HL+18	RT
20HL+87	-	20HL+97	LT
20HL+87	-	20HL+95	RT
<b>PROJECT 1229-04-76 TOTAL</b>			<b>180</b>

**FIELD OFFICE SPECIAL**

SPV.0135.0001	
FIELD OFFICE SPECIAL MONTH	
PROJECT 1229-04-76 TOTAL	27

**Addendum No. 3  
ID 1229-04-76  
Revised Sheet 1204  
November 5, 2021**

PROJECT NO: 1229-04-76

HWY: IH 43

COUNTY: OZAUKEE

MISCELLANEOUS QUANTITIES

SHEET: 1204

ALL ITEMS CATEGORY 1000 UNLESS OTHERWISE NOTED



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	201.0105 Clearing	363.000 STA	_____.	_____.
0004	201.0120 Clearing	390.000 ID	_____.	_____.
0006	201.0205 Grubbing	363.000 STA	_____.	_____.
0008	201.0220 Grubbing	390.000 ID	_____.	_____.
0010	203.0100 Removing Small Pipe Culverts	22.000 EACH	_____.	_____.
0012	203.0211.S Abatement of Asbestos Containing Material (structure) 4000. B-45-24	1.000 EACH	_____.	_____.
0014	203.0211.S Abatement of Asbestos Containing Material (structure) 4001. B-45-22	1.000 EACH	_____.	_____.
0016	203.0211.S Abatement of Asbestos Containing Material (structure) 4002. B-45-23	1.000 EACH	_____.	_____.
0018	203.0211.S Abatement of Asbestos Containing Material (structure) 4003. B-45-24	1.000 EACH	_____.	_____.
0020	203.0211.S Abatement of Asbestos Containing Material (structure) 4004. B-45-25	1.000 EACH	_____.	_____.
0022	203.0220 Removing Structure (structure) 4000. B-45-24	1.000 EACH	_____.	_____.
0024	203.0220 Removing Structure (structure) 4001. B-45-22	1.000 EACH	_____.	_____.
0026	203.0220 Removing Structure (structure) 4002. B-45-25	1.000 EACH	_____.	_____.
0028	203.0220 Removing Structure (structure) 4003. B-45-21	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0030	203.0220 Removing Structure (structure) 4004. B-45-24	1.000 EACH	_____.	_____.
0032	203.0220 Removing Structure (structure) 4005. B-45-23	1.000 EACH	_____.	_____.
0034	203.0220 Removing Structure (structure) 4006. B-45-28	1.000 EACH	_____.	_____.
0036	203.0330 Debris Containment (structure) 4001. B-45-21	1.000 EACH	_____.	_____.
0038	204.0100 Removing Concrete Pavement	174,860.000 SY	_____.	_____.
0042	204.0150 Removing Curb & Gutter	2,655.000 LF	_____.	_____.
0044	204.0157 Removing Concrete Barrier	168.000 LF	_____.	_____.
0048	204.0170 Removing Fence	58,757.000 LF	_____.	_____.
0050	204.0180 Removing Delineators and Markers	319.000 EACH	_____.	_____.
0052	204.0190 Removing Surface Drains	2.000 EACH	_____.	_____.
0054	204.0195 Removing Concrete Bases	33.000 EACH	_____.	_____.
0056	204.0220 Removing Inlets	91.000 EACH	_____.	_____.
0058	204.0245 Removing Storm Sewer (size) 0001. 12-Inch	318.000 LF	_____.	_____.
0060	204.0245 Removing Storm Sewer (size) 0002. 15-Inch	308.000 LF	_____.	_____.
0062	204.0245 Removing Storm Sewer (size) 0003. 18-Inch	1,369.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0064	204.0245 Removing Storm Sewer (size) 0004. 24-Inch	115.000 LF	_____.	_____.
0066	204.0245 Removing Storm Sewer (size) 0005. 36-Inch	143.000 LF	_____.	_____.
0068	204.0260 Abandoning Inlets	28.000 EACH	_____.	_____.
0070	204.0265 Abandoning Wells	8.000 EACH	_____.	_____.
0072	204.0280 Sealing Pipes	65.000 EACH	_____.	_____.
0074	204.0291.S Abandoning Sewer	134.000 CY	_____.	_____.
0076	204.9035.S Removing (item description) 0001. Removing Riprap	81.000 CY	_____.	_____.
0078	204.9060.S Removing (item description) 0001. Removing Cable Barrier Terminal	35.000 EACH	_____.	_____.
0080	204.9060.S Removing (item description) 0002. Removing Apron Endwalls	44.000 EACH	_____.	_____.
0082	204.9060.S Removing (item description) 1001. Removing Lighting Units	8.000 EACH	_____.	_____.
0084	204.9060.S Removing (item description) 3101. Removing Traffic Signals CTH W & Highland Rd	1.000 EACH	_____.	_____.
0086	204.9060.S Removing (item description) 3102. Removing Traffic Signals Cth C & Cth W	1.000 EACH	_____.	_____.
0088	204.9060.S Removing (item description) 3103. Removing Traffic Signals IH 43 NB Ramps & Cth C	1.000 EACH	_____.	_____.





Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0090	204.9060.S Removing (item description) 3104. Removing Loop Detector Wire & Lead in Cable CTH W & Highland Rd	1.000 EACH	_____.	_____.
0092	204.9060.S Removing (item description) 3105. Removing Loop Detector Wire and Lead- In Cable Cth C & Cth W	1.000 EACH	_____.	_____.
0094	204.9060.S Removing (item description) 3106. Removing Loop Detector Wire & Lead-In Cable IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
0096	204.9090.S Removing (item description) 0001. Removing Cable Barrier	30,972.000 LF	_____.	_____.
0098	204.9090.S Removing (item description) 0002. Removing Drain tile	2,000.000 LF	_____.	_____.
0100	204.9090.S Removing (item description) 0003. Removing Underdrain	65,000.000 LF	_____.	_____.
0102	204.9090.S Removing (item description) 0005. Removing Temporary Precast Trench Drain	2,865.000 LF	_____.	_____.
0104	205.0100 Excavation Common	429,318.000 CY	_____.	_____.
0106	205.3000.S Temporary Emergency Pullouts	7.000 EACH	_____.	_____.
0108	206.1000 Excavation for Structures Bridges (structure) 0001. B-45-111	LS	LUMP SUM	_____.
0110	206.1000 Excavation for Structures Bridges (structure) 4001. B-45-105	LS	LUMP SUM	_____.
0112	206.1000 Excavation for Structures Bridges (structure) 4002. B-45-107	LS	LUMP SUM	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

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SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0114	206.1000 Excavation for Structures Bridges (structure) 4003. B-45-110	LS	LUMP SUM	_____.
0116	206.1000 Excavation for Structures Bridges (structure) 4004. B-45-108	LS	LUMP SUM	_____.
0118	206.2000 Excavation for Structures Culverts (structure) 4000. B-45-28	LS	LUMP SUM	_____.
0120	206.5000 Cofferdams (structure) 4000. B-45-28	LS	LUMP SUM	_____.
0122	209.0200.S Backfill Controlled Low Strength	1,437.000 CY	_____.	_____.
0124	210.1500 Backfill Structure Type A	3,594.000 TON	_____.	_____.
0126	210.2500 Backfill Structure Type B	22.000 TON	_____.	_____.
0128	213.0100 Finishing Roadway (project) 0001. 1229-04-76	1.000 EACH	_____.	_____.
0130	305.0110 Base Aggregate Dense 3/4-Inch	13,112.000 TON	_____.	_____.
0132	305.0120 Base Aggregate Dense 1 1/4-Inch	367,682.000 TON	_____.	_____.
0134	311.0110 Breaker Run	760,073.000 TON	_____.	_____.
0136	311.0115 Breaker Run	4.000 CY	_____.	_____.
0140	390.0203 Base Patching Asphaltic	15,000.000 SY	_____.	_____.
0142	415.0410 Concrete Pavement Approach Slab	1,144.000 SY	_____.	_____.
0144	416.0170 Concrete Driveway 7-Inch	61.000 SY	_____.	_____.
0146	416.0620 Drilled Dowel Bars	114.000 EACH	_____.	_____.



## Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

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SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0148	416.1010 Concrete Surface Drains	17.000 CY	_____.	_____.
0150	416.1110 Concrete Shoulder Rumble Strips	113,095.000 LF	_____.	_____.
0152	450.1100.S Asphaltic Mixture For Extreme Conditions	400.000 TON	_____.	_____.
0154	455.0605 Tack Coat	16,429.000 GAL	_____.	_____.
0156	460.2000 Incentive Density HMA Pavement	41,934.000 DOL	1.00000	41,934.00
0158	460.6223 HMA Pavement 3 MT 58-28 S	36,806.000 TON	_____.	_____.
0160	460.6224 HMA Pavement 4 MT 58-28 S	15,524.000 TON	_____.	_____.
0162	465.0120 Asphaltic Surface Driveways and Field Entrances	197.000 TON	_____.	_____.
0164	465.0125 Asphaltic Surface Temporary	13,367.000 TON	_____.	_____.
0166	465.0315 Asphaltic Flumes	156.000 SY	_____.	_____.
0168	495.1000.S Cold patch	100.000 TON	_____.	_____.
0170	501.1000.S Ice Hot Weather Concreting	69,343.000 LB	_____.	_____.
0172	502.0100 Concrete Masonry Bridges	1,294.000 CY	_____.	_____.
0174	502.3200 Protective Surface Treatment	8,520.000 SY	_____.	_____.
0176	502.3210 Pigmented Surface Sealer	2,254.000 SY	_____.	_____.
0178	503.0137 Prestressed Girder Type I 36W-Inch	4,197.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0180	503.0146 Prestressed Girder Type I 45W-Inch	4,160.000 LF	_____.	_____.
0182	504.0100 Concrete Masonry Culverts	6.000 CY	_____.	_____.
0184	504.0500 Concrete Masonry Retaining Walls	1,392.000 CY	_____.	_____.
0186	505.0400 Bar Steel Reinforcement HS Structures	69,655.000 LB	_____.	_____.
0188	505.0600 Bar Steel Reinforcement HS Coated Structures	848,410.000 LB	_____.	_____.
0190	505.0800.S Bar Steel Reinforcement HS Stainless Structures	8,760.000 LB	_____.	_____.
0192	506.2605 Bearing Pads Elastomeric Non-Laminated	174.000 EACH	_____.	_____.
0194	506.4000 Steel Diaphragms (structure) 0001. B-45-111	14.000 EACH	_____.	_____.
0196	506.4000 Steel Diaphragms (structure) 4000. B-45-105	28.000 EACH	_____.	_____.
0198	506.4000 Steel Diaphragms (structure) 4001. B-45-108	32.000 EACH	_____.	_____.
0200	506.4000 Steel Diaphragms (structure) 4002. B-45-107	32.000 EACH	_____.	_____.
0202	506.4000 Steel Diaphragms (structure) 4003. B-45-110	14.000 EACH	_____.	_____.
0204	506.4000 Steel Diaphragms (structure) 4004. B-45-109	36.000 EACH	_____.	_____.
0206	509.5100.S Polymer Overlay	1,142.000 SY	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0208	511.1100 Temporary Shoring	15,775.000 SF	_____.	_____.
0210	511.1200 Temporary Shoring (structure) 4000. B-45-28	200.000 SF	_____.	_____.
0212	511.1200 Temporary Shoring (structure) 4001. R-45-23	1,070.000 SF	_____.	_____.
0214	511.1200 Temporary Shoring (structure) 4002. R-45-26	1,070.000 SF	_____.	_____.
0216	513.2001 Railing Pipe	4,171.000 LF	_____.	_____.
0218	513.4091 Railing Tubular Screening	948.000 LF	_____.	_____.
0220	516.0500 Rubberized Membrane Waterproofing	352.000 SY	_____.	_____.
0222	520.8000 Concrete Collars for Pipe	314.000 EACH	_____.	_____.
0224	522.0118 Culvert Pipe Reinforced Concrete Class III 18-Inch	61.000 LF	_____.	_____.
0226	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	644.000 LF	_____.	_____.
0228	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	235.000 LF	_____.	_____.
0230	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	270.000 LF	_____.	_____.
0232	522.0142 Culvert Pipe Reinforced Concrete Class III 42-Inch	129.000 LF	_____.	_____.
0234	522.0415 Culvert Pipe Reinforced Concrete Class IV 15-Inch	77.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0236	522.0424 Culvert Pipe Reinforced Concrete Class IV 24-Inch	397.000 LF	_____.	_____.
0238	522.0430 Culvert Pipe Reinforced Concrete Class IV 30-Inch	418.000 LF	_____.	_____.
0240	522.0524 Culvert Pipe Reinforced Concrete Class V 24-Inch	240.000 LF	_____.	_____.
0242	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	12.000 EACH	_____.	_____.
0244	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	70.000 EACH	_____.	_____.
0246	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	44.000 EACH	_____.	_____.
0248	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	26.000 EACH	_____.	_____.
0250	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	27.000 EACH	_____.	_____.
0252	522.1042 Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	4.000 EACH	_____.	_____.
0254	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	8.000 EACH	_____.	_____.
0256	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	1.000 EACH	_____.	_____.
0258	522.2338 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 38x60-Inch	404.000 LF	_____.	_____.
0260	522.2429 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	336.000 LF	_____.	_____.



## Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0262	522.2434 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	339.000 LF	_____.	_____.
0264	522.2629 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	4.000 EACH	_____.	_____.
0266	522.2634 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	5.000 EACH	_____.	_____.
0268	522.2638 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 38x60-Inch	4.000 EACH	_____.	_____.
0270	531.1100 Concrete Masonry Ancillary Structures Type NS	39.000 CY	_____.	_____.
0272	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	5,000.000 LB	_____.	_____.
0274	531.2024 Drilling Shaft 24-Inch	240.000 LF	_____.	_____.
0276	531.2030 Drilling Shaft 30-Inch	26.000 LF	_____.	_____.
0278	531.2036 Drilling Shaft 36-Inch	296.000 LF	_____.	_____.
0280	531.4050 Foundation Camera Pole 50-FT	3.000 EACH	_____.	_____.
0282	531.5220 Foundation Single-Shaft Type MF-II (structure) 1000. S-45-0225	2.000 EACH	_____.	_____.
0284	531.5310 Foundation Single-Shaft Type TC-I (structure) 1000. S-45-223	1.000 EACH	_____.	_____.
0286	531.6010 Foundation Two-Shaft Type FC-I (structure) 5000. S-45-008	1.000 EACH	_____.	_____.



## Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

Federal ID(s): WISC 2022007

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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0288	531.6010 Foundation Two-Shaft Type FC-I (structure) 6000. S-45-0009	1.000 EACH	_____.	_____.
0290	531.6010 Foundation Two-Shaft Type FC-I (structure) 7000. S-45-0010	1.000 EACH	_____.	_____.
0292	531.6010 Foundation Two-Shaft Type FC-I (structure) 8000. S-45-0011	1.000 EACH	_____.	_____.
0294	531.6010 Foundation Two-Shaft Type FC-I (structure) 9000. S-45-0012	1.000 EACH	_____.	_____.
0296	531.6120 Foundation Two-Shaft Type FF-II (structure) 1000. S-45-403	1.000 EACH	_____.	_____.
0298	532.5220 Monotube Full Span Type II (structure) 1001. S-45-0225	1.000 EACH	_____.	_____.
0300	532.5310 Truss Cantilever 2-Chord Type I (structure) 1001. S-45-223	1.000 EACH	_____.	_____.
0302	532.6010 Truss Cantilever 4-Chord Type I (structure) 5001. S-45-008	1.000 EACH	_____.	_____.
0304	532.6010 Truss Cantilever 4-Chord Type I (structure) 6001. S-45-0009	1.000 EACH	_____.	_____.
0306	532.6010 Truss Cantilever 4-Chord Type I (structure) 7001. S-45-0010	1.000 EACH	_____.	_____.
0308	532.6010 Truss Cantilever 4-Chord Type I (structure) 8001. S-45-0011	1.000 EACH	_____.	_____.
0310	532.6010 Truss Cantilever 4-Chord Type I (structure) 9001. S-45-0012	1.000 EACH	_____.	_____.
0312	532.6120 Truss Full Span 4-Chord Type II (structure) 1001. S-45-403	1.000 EACH	_____.	_____.





## Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0314	541.0300.S Noise Barriers Double-Sided Sound Absorptive (structure) 5000. N-45-004	56,910.000 SF	_____.	_____.
0316	550.0010 Pre-Boring Unconsolidated Materials	21.000 LF	_____.	_____.
0318	550.0500 Pile Points	52.000 EACH	_____.	_____.
0320	550.1120 Piling Steel HP 12-Inch X 53 Lb	3,780.000 LF	_____.	_____.
0322	550.2126 Piling CIP Concrete 12 3/4 X 0.375-Inch	13,380.000 LF	_____.	_____.
0324	550.2128 Piling CIP Concrete 12 3/4 X 0.50-Inch	2,600.000 LF	_____.	_____.
0326	601.0409 Concrete Curb & Gutter 30-Inch Type A	731.000 LF	_____.	_____.
0328	601.0411 Concrete Curb & Gutter 30-Inch Type D	11,604.000 LF	_____.	_____.
0330	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	200.000 LF	_____.	_____.
0332	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	277.000 LF	_____.	_____.
0334	601.0590 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	403.000 LF	_____.	_____.
0336	601.0600 Concrete Curb Pedestrian	24.000 LF	_____.	_____.
0338	602.0410 Concrete Sidewalk 5-Inch	25,312.000 SF	_____.	_____.
0340	602.0415 Concrete Sidewalk 6-Inch	2,056.000 SF	_____.	_____.
0342	602.0505 Curb Ramp Detectable Warning Field Yellow	146.000 SF	_____.	_____.



## Proposal Schedule of Items

Proposal ID: 20211109009 Project(s): 1229-04-76

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Contract Items

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0344	602.0605 Curb Ramp Detectable Warning Field Radial Yellow	107.000 SF	_____.	_____.
0346	603.1442 Concrete Barrier Type S42C	275.000 LF	_____.	_____.
0348	603.1456 Concrete Barrier Type S56C	98.000 LF	_____.	_____.
0350	603.3559 Concrete Barrier Transition Type S42 to S56	8.000 EACH	_____.	_____.
0352	603.3655 Concrete Barrier Transition Type V42 to S42	6.000 EACH	_____.	_____.
0354	603.8000 Concrete Barrier Temporary Precast Delivered	226,725.000 LF	_____.	_____.
0356	603.8125 Concrete Barrier Temporary Precast Installed	292,575.000 LF	_____.	_____.
0358	603.8500 Anchoring Concrete Barrier Temporary Precast	106,850.000 LF	_____.	_____.
0360	603.8505 Anchoring Concrete Barrier Temporary Precast on Bridge Decks	100.000 LF	_____.	_____.
0362	604.0400 Slope Paving Concrete	740.000 SY	_____.	_____.
0364	604.0500 Slope Paving Crushed Aggregate	939.000 SY	_____.	_____.
0366	606.0200 Riprap Medium	1,109.000 CY	_____.	_____.
0368	606.0300 Riprap Heavy	6.000 CY	_____.	_____.
0370	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	1,119.000 LF	_____.	_____.



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0372	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	2,651.000 LF	_____.	_____.
0374	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	4,628.000 LF	_____.	_____.
0376	608.0330 Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	377.000 LF	_____.	_____.
0378	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	1,482.000 LF	_____.	_____.
0380	608.0348 Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	24.000 LF	_____.	_____.
0382	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	392.000 LF	_____.	_____.
0384	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	228.000 LF	_____.	_____.
0386	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	6,507.000 LF	_____.	_____.
0388	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	2,750.000 LF	_____.	_____.
0390	608.0430 Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	767.000 LF	_____.	_____.
0392	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	287.000 LF	_____.	_____.
0394	608.0448 Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	198.000 LF	_____.	_____.
0396	608.0512 Storm Sewer Pipe Reinforced Concrete Class V 12-Inch	2,000.000 LF	_____.	_____.



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0398	608.0536 Storm Sewer Pipe Reinforced Concrete Class V 36-Inch	916.000 LF	_____.	_____.
0400	608.0560 Storm Sewer Pipe Reinforced Concrete Class V 60-Inch	458.000 LF	_____.	_____.
0402	608.2434 Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	386.000 LF	_____.	_____.
0404	611.0530 Manhole Covers Type J	6.000 EACH	_____.	_____.
0406	611.0535 Manhole Covers Type J-Special	46.000 EACH	_____.	_____.
0408	611.0606 Inlet Covers Type B	4.000 EACH	_____.	_____.
0410	611.0610 Inlet Covers Type BW	53.000 EACH	_____.	_____.
0412	611.0612 Inlet Covers Type C	11.000 EACH	_____.	_____.
0414	611.0624 Inlet Covers Type H	50.000 EACH	_____.	_____.
0416	611.0639 Inlet Covers Type H-S	8.000 EACH	_____.	_____.
0418	611.0642 Inlet Covers Type MS	350.000 EACH	_____.	_____.
0420	611.2004 Manholes 4-FT Diameter	11.000 EACH	_____.	_____.
0422	611.2005 Manholes 5-FT Diameter	37.000 EACH	_____.	_____.
0424	611.2006 Manholes 6-FT Diameter	10.000 EACH	_____.	_____.
0426	611.2007 Manholes 7-FT Diameter	5.000 EACH	_____.	_____.



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0428	611.2008 Manholes 8-FT Diameter	1.000 EACH	_____.	_____.
0430	611.3004 Inlets 4-FT Diameter	65.000 EACH	_____.	_____.
0432	611.3220 Inlets 2x2-FT	4.000 EACH	_____.	_____.
0434	611.3225 Inlets 2x2.5-FT	8.000 EACH	_____.	_____.
0436	611.3230 Inlets 2x3-FT	16.000 EACH	_____.	_____.
0438	611.3902 Inlets Median 2 Grate	175.000 EACH	_____.	_____.
0440	611.8120.S Cover Plates Temporary	40.000 EACH	_____.	_____.
0442	612.0106 Pipe Underdrain 6-Inch	100,628.000 LF	_____.	_____.
0444	612.0206 Pipe Underdrain Unperforated 6-Inch	8,031.000 LF	_____.	_____.
0446	612.0406 Pipe Underdrain Wrapped 6-Inch	40,101.000 LF	_____.	_____.
0448	612.0700 Drain Tile Exploration	2,000.000 LF	_____.	_____.
0450	612.0806 Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	421.000 EACH	_____.	_____.
0452	613.1100.S Cable Barrier Type 1	2,900.000 LF	_____.	_____.
0454	613.1200.S Cable Barrier End Terminal Type 1	5.000 EACH	_____.	_____.
0456	614.0150 Anchor Assemblies for Steel Plate Beam Guard	12.000 EACH	_____.	_____.
0458	614.0395 Guardrail Mow Strip Concrete	187.000 SY	_____.	_____.



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0460	614.0800 Crash Cushions Permanent	2.000 EACH	_____.	_____.
0462	614.0905 Crash Cushions Temporary	46.000 EACH	_____.	_____.
0464	614.2300 MGS Guardrail 3	58,586.000 LF	_____.	_____.
0466	614.2340 MGS Guardrail 3 L	850.000 LF	_____.	_____.
0468	614.2500 MGS Thrie Beam Transition	924.000 LF	_____.	_____.
0470	614.2610 MGS Guardrail Terminal EAT	30.000 EACH	_____.	_____.
0472	614.2620 MGS Guardrail Terminal Type 2	14.000 EACH	_____.	_____.
0474	616.0100 Fence Woven Wire (height) 0001. 5-Foot	54,882.000 LF	_____.	_____.
0476	616.0329 Gates Chain Link (width) 0001. 12-Foot	5.000 EACH	_____.	_____.
0478	616.0700.S Fence Safety	15,000.000 LF	_____.	_____.
0480	618.0100 Maintenance And Repair of Haul Roads (project) 0001. 1229-04-76	1.000 EACH	_____.	_____.
0482	619.1000 Mobilization	1.000 EACH	_____.	_____.
0484	620.0200 Concrete Median Blunt Nose	100.000 SF	_____.	_____.
0486	620.0300 Concrete Median Sloped Nose	1,973.000 SF	_____.	_____.
0488	624.0100 Water	11,600.000 MGAL	_____.	_____.
0490	627.0200 Mulching	60,000.000 SY	_____.	_____.



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0492	628.1104 Erosion Bales	1,000.000 EACH	_____.	_____.
0494	628.1504 Silt Fence	70,029.000 LF	_____.	_____.
0496	628.1520 Silt Fence Maintenance	70,029.000 LF	_____.	_____.
0498	628.1905 Mobilizations Erosion Control	4.000 EACH	_____.	_____.
0500	628.1910 Mobilizations Emergency Erosion Control	8.000 EACH	_____.	_____.
0502	628.2008 Erosion Mat Urban Class I Type B	10,973.000 SY	_____.	_____.
0504	628.2023 Erosion Mat Class II Type B	618,380.000 SY	_____.	_____.
0506	628.6510 Soil Stabilizer Type B	14.000 ACRE	_____.	_____.
0508	628.7005 Inlet Protection Type A	285.000 EACH	_____.	_____.
0510	628.7010 Inlet Protection Type B	66.000 EACH	_____.	_____.
0512	628.7015 Inlet Protection Type C	50.000 EACH	_____.	_____.
0514	628.7020 Inlet Protection Type D	9.000 EACH	_____.	_____.
0516	628.7504 Temporary Ditch Checks	12,034.000 LF	_____.	_____.
0518	628.7515.S Stone Ditch Checks	30.000 CY	_____.	_____.
0520	628.7555 Culvert Pipe Checks	312.000 EACH	_____.	_____.
0522	628.7560 Tracking Pads	8.000 EACH	_____.	_____.
0524	628.7570 Rock Bags	500.000 EACH	_____.	_____.



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0526	629.0210 Fertilizer Type B	389.000 CWT	_____.	_____.
0528	630.0120 Seeding Mixture No. 20	619.000 LB	_____.	_____.
0530	630.0200 Seeding Temporary	12,640.000 LB	_____.	_____.
0532	630.0500 Seed Water	3,820.000 MGAL	_____.	_____.
0534	631.1000 Sod Lawn	4,211.000 SY	_____.	_____.
0536	632.0201 Shrubs (species) (size) (root) 0001. Ninebark, CG, 1.5-Ft	350.000 EACH	_____.	_____.
0538	632.0201 Shrubs (species) (size) (root) 0002. Redosier Dogwood, CG, 1.5-Ft	350.000 EACH	_____.	_____.
0540	632.0201 Shrubs (species) (size) (root) 0003. Filbert, CG, 1.5-Ft	350.000 EACH	_____.	_____.
0542	632.9101 Landscape Planting Surveillance and Care Cycles	26.000 EACH	_____.	_____.
0544	633.0100 Delineator Posts Steel	268.000 EACH	_____.	_____.
0546	633.0500 Delineator Reflectors	268.000 EACH	_____.	_____.
0548	633.1000 Delineators Barrier Wall	118.000 EACH	_____.	_____.
0550	633.5200 Markers Culvert End	204.000 EACH	_____.	_____.
0552	634.0618 Posts Wood 4x6-Inch X 18-FT	195.000 EACH	_____.	_____.
0554	634.0622 Posts Wood 4x6-Inch X 22-FT	106.000 EACH	_____.	_____.
0556	634.0814 Posts Tubular Steel 2x2-Inch X 14-FT	71.000 EACH	_____.	_____.





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0558	634.0885 Posts Tubular Steel 2x2-Inch X 8.5-FT	6.000 EACH	_____.	_____.
0560	635.0200 Sign Supports Structural Steel HS	22,100.000 LB	_____.	_____.
0562	637.1220 Signs Type I Reflective SH	3,174.500 SF	_____.	_____.
0564	637.2210 Signs Type II Reflective H	3,378.720 SF	_____.	_____.
0566	637.2215 Signs Type II Reflective H Folding	185.660 SF	_____.	_____.
0568	637.2230 Signs Type II Reflective F	669.000 SF	_____.	_____.
0570	638.2101 Moving Signs Type I	3.000 EACH	_____.	_____.
0572	638.2102 Moving Signs Type II	1.000 EACH	_____.	_____.
0574	638.2601 Removing Signs Type I	21.000 EACH	_____.	_____.
0576	638.2602 Removing Signs Type II	247.000 EACH	_____.	_____.
0578	638.3000 Removing Small Sign Supports	279.000 EACH	_____.	_____.
0580	638.3100 Removing Structural Steel Sign Supports	42.000 EACH	_____.	_____.
0582	643.0300 Traffic Control Drums	184,193.000 DAY	_____.	_____.
0584	643.0420 Traffic Control Barricades Type III	35,395.000 DAY	_____.	_____.
0586	643.0705 Traffic Control Warning Lights Type A	70,789.000 DAY	_____.	_____.
0588	643.0715 Traffic Control Warning Lights Type C	18,755.000 DAY	_____.	_____.
0590	643.0800 Traffic Control Arrow Boards	2,331.000 DAY	_____.	_____.



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0592	643.0900 Traffic Control Signs	191,223.000 DAY	_____.	_____.
0594	643.0910 Traffic Control Covering Signs Type I	11.000 EACH	_____.	_____.
0596	643.0920 Traffic Control Covering Signs Type II	1,558.000 EACH	_____.	_____.
0598	643.1000 Traffic Control Signs Fixed Message	1,867.000 SF	_____.	_____.
0600	643.1050 Traffic Control Signs PCMS	1,438.000 DAY	_____.	_____.
0602	643.1055.S Truck or Trailer Mounted Attenuator	200.000 DAY	_____.	_____.
0604	643.1205.S Basic Traffic Queue Warning System	1,500.000 DAY	_____.	_____.
0606	643.4100.S Traffic Control Interim Lane Closure	200.000 EACH	_____.	_____.
0608	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0610	645.0111 Geotextile Type DF Schedule A	66,830.000 SY	_____.	_____.
0612	645.0120 Geotextile Type HR	1,550.000 SY	_____.	_____.
0614	645.0130 Geotextile Type R	600.000 SY	_____.	_____.
0616	645.0140 Geotextile Type SAS	20,150.000 SY	_____.	_____.
0618	645.0220 Geogrid Type SR	102,885.000 SY	_____.	_____.
0620	646.1020 Marking Line Epoxy 4-Inch	55,468.000 LF	_____.	_____.
0622	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	101,740.000 LF	_____.	_____.



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0624	646.1545 Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	12,725.000 LF	_____.	_____.
0626	646.1555 Marking Line Grooved Contrast Permanent Tape 4-Inch	26,859.000 LF	_____.	_____.
0628	646.3020 Marking Line Epoxy 8-Inch	7,114.000 LF	_____.	_____.
0630	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	16,368.000 LF	_____.	_____.
0632	646.5020 Marking Arrow Epoxy	79.000 EACH	_____.	_____.
0634	646.5120 Marking Word Epoxy	13.000 EACH	_____.	_____.
0636	646.5220 Marking Symbol Epoxy	24.000 EACH	_____.	_____.
0638	646.5320 Marking Railroad Crossings Epoxy	5.000 EACH	_____.	_____.
0640	646.6120 Marking Stop Line Epoxy 18-Inch	547.000 LF	_____.	_____.
0642	646.6220 Marking Yield Line Epoxy 18-Inch	57.000 EACH	_____.	_____.
0644	646.6464 Cold Weather Marking Epoxy 4-Inch	20,000.000 LF	_____.	_____.
0646	646.6468 Cold Weather Marking Epoxy 8-Inch	2,000.000 LF	_____.	_____.
0648	646.7120 Marking Diagonal Epoxy 12-Inch	321.000 LF	_____.	_____.
0650	646.7220 Marking Chevron Epoxy 24-Inch	1,032.000 LF	_____.	_____.
0652	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	611.000 LF	_____.	_____.
0654	646.8120 Marking Curb Epoxy	412.000 LF	_____.	_____.



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0656	646.8220 Marking Island Nose Epoxy	20.000 EACH	_____.	_____.
0658	646.9000 Marking Removal Line 4-Inch	41,525.000 LF	_____.	_____.
0660	646.9010 Marking Removal Line Water Blasting 4-Inch	4,994.000 LF	_____.	_____.
0662	646.9055 Marking Removal Line Grooved Contrast Permanent Tape 4-Inch	9,791.000 LF	_____.	_____.
0664	646.9100 Marking Removal Line 8-Inch	500.000 LF	_____.	_____.
0666	646.9155 Marking Removal Line Grooved Contrast Permanent Tape 8-Inch	2,338.000 LF	_____.	_____.
0668	646.9310 Marking Removal Special Marking Water Blasting	5.000 EACH	_____.	_____.
0670	649.0105 Temporary Marking Line Paint 4-Inch	5,085.000 LF	_____.	_____.
0672	649.0120 Temporary Marking Line Epoxy 4-Inch	459,311.000 LF	_____.	_____.
0674	649.0220 Temporary Marking Line Epoxy 8-Inch	6,650.000 LF	_____.	_____.
0676	649.0760 Temporary Marking Raised Pavement Marker Type I	10,956.000 EACH	_____.	_____.
0678	652.0125 Conduit Rigid Metallic 2-Inch	147.000 LF	_____.	_____.
0680	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	16,220.000 LF	_____.	_____.
0682	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	3,062.000 LF	_____.	_____.
0684	652.0240 Conduit Rigid Nonmetallic Schedule 40 4-Inch	840.000 LF	_____.	_____.



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0686	652.0605 Conduit Special 2-Inch	1,470.000 LF	_____.	_____.
0688	652.0615 Conduit Special 3-Inch	341.000 LF	_____.	_____.
0690	652.0700.S Install Conduit into Existing Item	2.000 EACH	_____.	_____.
0692	652.0800 Conduit Loop Detector	1,413.000 LF	_____.	_____.
0694	653.0135 Pull Boxes Steel 24x36-Inch	11.000 EACH	_____.	_____.
0696	653.0140 Pull Boxes Steel 24x42-Inch	60.000 EACH	_____.	_____.
0698	653.0220 Junction Boxes 18x6x6-Inch	4.000 EACH	_____.	_____.
0700	653.0222 Junction Boxes 18x12x6-Inch	2.000 EACH	_____.	_____.
0702	653.0905 Removing Pull Boxes	59.000 EACH	_____.	_____.
0704	654.0101 Concrete Bases Type 1	5.000 EACH	_____.	_____.
0706	654.0102 Concrete Bases Type 2	9.000 EACH	_____.	_____.
0708	654.0105 Concrete Bases Type 5	39.000 EACH	_____.	_____.
0710	654.0106 Concrete Bases Type 6	11.000 EACH	_____.	_____.
0712	654.0110 Concrete Bases Type 10	3.000 EACH	_____.	_____.
0714	654.0217 Concrete Control Cabinet Bases Type 9 Special	1.000 EACH	_____.	_____.
0716	654.0230 Concrete Control Cabinet Bases Type L30	3.000 EACH	_____.	_____.



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0718	655.0210 Cable Traffic Signal 3-14 AWG	2,810.000 LF	_____.	_____.
0720	655.0230 Cable Traffic Signal 5-14 AWG	594.000 LF	_____.	_____.
0722	655.0240 Cable Traffic Signal 7-14 AWG	3,231.000 LF	_____.	_____.
0724	655.0260 Cable Traffic Signal 12-14 AWG	1,406.000 LF	_____.	_____.
0726	655.0270 Cable Traffic Signal 15-14 AWG	156.000 LF	_____.	_____.
0728	655.0320 Cable Type UF 2-10 AWG Grounded	2,307.000 LF	_____.	_____.
0730	655.0510 Electrical Wire Traffic Signals 12 AWG	1,043.000 LF	_____.	_____.
0732	655.0515 Electrical Wire Traffic Signals 10 AWG	39,831.000 LF	_____.	_____.
0734	655.0610 Electrical Wire Lighting 12 AWG	5,313.000 LF	_____.	_____.
0736	655.0620 Electrical Wire Lighting 8 AWG	4,878.000 LF	_____.	_____.
0738	655.0625 Electrical Wire Lighting 6 AWG	15,539.000 LF	_____.	_____.
0740	655.0635 Electrical Wire Lighting 2 AWG	440.000 LF	_____.	_____.
0742	655.0700 Loop Detector Lead In Cable	6,654.000 LF	_____.	_____.
0744	655.0800 Loop Detector Wire	5,212.000 LF	_____.	_____.
0746	655.0900 Traffic Signal EVP Detector Cable	2,810.000 LF	_____.	_____.
0748	656.0200 Electrical Service Meter Breaker Pedestal (location) 2001. SDS450058	LS	LUMP SUM	_____.



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0750	656.0200 Electrical Service Meter Breaker Pedestal (location) 2002. CCTV450239	LS	LUMP SUM	_____.
0752	656.0200 Electrical Service Meter Breaker Pedestal (location) 2003. SDS450060	LS	LUMP SUM	_____.
0754	656.0200 Electrical Service Meter Breaker Pedestal (location) 2004. CCTV450240	LS	LUMP SUM	_____.
0756	656.0200 Electrical Service Meter Breaker Pedestal (location) 2005. DMS450038	LS	LUMP SUM	_____.
0758	656.0200 Electrical Service Meter Breaker Pedestal (location) 2006. CS450001	LS	LUMP SUM	_____.
0760	656.0200 Electrical Service Meter Breaker Pedestal (location) 2007. CCTV450141	LS	LUMP SUM	_____.
0762	656.0200 Electrical Service Meter Breaker Pedestal (location) 3101. CTH W & Highland Rd	LS	LUMP SUM	_____.
0764	656.0200 Electrical Service Meter Breaker Pedestal (location) 3102. IH 43 NB Ramps & CTH C	LS	LUMP SUM	_____.
0766	656.0400 Electrical Service Main Lugs Only Meter Pedestal (location) 1001. HL-45-HL	LS	LUMP SUM	_____.
0768	656.0400 Electrical Service Main Lugs Only Meter Pedestal (location) 1002. HL-40-PN	LS	LUMP SUM	_____.
0770	656.0400 Electrical Service Main Lugs Only Meter Pedestal (location) 1003. HL-40-UL	LS	LUMP SUM	_____.
0772	656.0500 Electrical Service Breaker Disconnect Box (location) 2001. SDS450058	LS	LUMP SUM	_____.
0774	656.0500 Electrical Service Breaker Disconnect Box (location) 2002. CCTV450239	LS	LUMP SUM	_____.



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0776	656.0500 Electrical Service Breaker Disconnect Box (location) 2003. SDS450060	LS	LUMP SUM	_____.
0778	656.0500 Electrical Service Breaker Disconnect Box (location) 2004. CCTV450240	LS	LUMP SUM	_____.
0780	656.0500 Electrical Service Breaker Disconnect Box (location) 2005. DMS450038	LS	LUMP SUM	_____.
0782	656.0500 Electrical Service Breaker Disconnect Box (location) 2006. CS450001	LS	LUMP SUM	_____.
0784	656.0500 Electrical Service Breaker Disconnect Box (location) 2007. CCTV450141	LS	LUMP SUM	_____.
0786	657.0100 Pedestal Bases	6.000 EACH	_____.	_____.
0788	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	49.000 EACH	_____.	_____.
0790	657.0305 Poles Type 2	3.000 EACH	_____.	_____.
0792	657.0310 Poles Type 3	6.000 EACH	_____.	_____.
0794	657.0322 Poles Type 5-Aluminum	32.000 EACH	_____.	_____.
0796	657.0327 Poles Type 6-Aluminum	8.000 EACH	_____.	_____.
0798	657.0420 Traffic Signal Standards Aluminum 13-FT	5.000 EACH	_____.	_____.
0800	657.0425 Traffic Signal Standards Aluminum 15-FT	1.000 EACH	_____.	_____.
0802	657.0595 Trombone Arms 25-FT	4.000 EACH	_____.	_____.
0804	657.0609 Luminaire Arms Single Member 4-Inch Clamp 6-FT	8.000 EACH	_____.	_____.





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0806	657.0610 Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	33.000 EACH	_____.	_____.
0808	658.0173 Traffic Signal Face 3S 12-Inch	21.000 EACH	_____.	_____.
0810	658.0174 Traffic Signal Face 4S 12-Inch	7.000 EACH	_____.	_____.
0812	658.0175 Traffic Signal Face 5S 12-Inch	1.000 EACH	_____.	_____.
0814	658.0416 Pedestrian Signal Face 16-Inch	2.000 EACH	_____.	_____.
0816	658.0500 Pedestrian Push Buttons	2.000 EACH	_____.	_____.
0818	658.5069 Signal Mounting Hardware (location) 3101. CTH W & Highland Rd	LS	LUMP SUM	_____.
0820	658.5069 Signal Mounting Hardware (location) 3102. CTH C & CTH W	LS	LUMP SUM	_____.
0822	658.5069 Signal Mounting Hardware (location) 3103. Traffic Signal Mounting Hardware	LS	LUMP SUM	_____.
0824	659.1125 Luminaires Utility LED C	44.000 EACH	_____.	_____.
0826	659.2130 Lighting Control Cabinets 120/240 30-Inch	3.000 EACH	_____.	_____.
0828	661.0200 Temporary Traffic Signals for Intersections (location) 3101. CTH W & Highland Rd	LS	LUMP SUM	_____.
0830	661.0200 Temporary Traffic Signals for Intersections (location) 3102. CTH C & CTH W	LS	LUMP SUM	_____.
0832	661.0300 Generators	2.000 DAY	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0834	662.1028.S Ramp Closure Gates 28-FT	1.000 EACH	_____.	_____.
0836	662.1032.S Ramp Closure Gates 32-FT	1.000 EACH	_____.	_____.
0838	662.1037.S Ramp Closure Gates 37-FT	1.000 EACH	_____.	_____.
0840	662.1040.S Ramp Closure Gates 40-FT	4.000 EACH	_____.	_____.
0842	670.0100 Field System Integrator 2001. In FTMS	LS	LUMP SUM	_____.
0844	670.0100 Field System Integrator 3101. In Signals	LS	LUMP SUM	_____.
0846	670.0200 ITS Documentation 2001. In FTMS	LS	LUMP SUM	_____.
0848	670.0200 ITS Documentation 3101. In Signals	LS	LUMP SUM	_____.
0850	671.0132 Conduit HDPE 3-Duct 2-Inch	29,435.000 LF	_____.	_____.
0852	671.0232 Conduit HDPE Directional Bore 3-Duct 2-Inch	380.000 LF	_____.	_____.
0854	673.0105 Communication Vault Type 1	28.000 EACH	_____.	_____.
0856	673.0200 Tracer Wire Marker Posts	6.000 EACH	_____.	_____.
0858	673.0225.S Install Pole Mounted Cabinet	5.000 EACH	_____.	_____.
0860	674.0200 Cable Microwave Detector	7,830.000 LF	_____.	_____.
0862	674.0300 Remove Cable	3,610.000 LF	_____.	_____.
0864	675.0300 Install Mounted Controller Microwave Detector Assembly	28.000 EACH	_____.	_____.



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0866	677.0150 Install Camera Pole 50-FT	3.000 EACH	_____.	_____.
0868	677.0200 Install Camera Assembly	3.000 EACH	_____.	_____.
0870	678.0006 Install Fiber Optic Cable Outdoor Plant 6-CT	3,188.000 LF	_____.	_____.
0872	678.0072 Install Fiber Optic Cable Outdoor Plant 72-CT	31,515.000 LF	_____.	_____.
0874	678.0100.S Install Overhead Freeway DMS Full Matrix	1.000 EACH	_____.	_____.
0876	678.0200 Fiber Optic Splice Enclosure	1.000 EACH	_____.	_____.
0878	678.0300 Fiber Optic Splice	306.000 EACH	_____.	_____.
0880	678.0400 Fiber Optic Termination	36.000 EACH	_____.	_____.
0882	678.0500 Communication System Testing 2001. In FTMS	LS	LUMP SUM	_____.
0884	678.0500 Communication System Testing 3101. In Signals	LS	LUMP SUM	_____.
0886	678.0600 Install Ethernet Switches	9.000 EACH	_____.	_____.
0888	690.0150 Sawing Asphalt	26,254.000 LF	_____.	_____.
0890	690.0250 Sawing Concrete	53,572.000 LF	_____.	_____.
0892	715.0502 Incentive Strength Concrete Structures	20,000.000 DOL	1.00000	20,000.00
0894	715.0603 Incentive Strength Concrete Barrier	8,510.000 DOL	1.00000	8,510.00



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0896	715.0715 Incentive Flexural Strength Concrete Pavement	134,450.000 DOL	1.00000	134,450.00
0898	740.0440 Incentive IRI Ride	181,280.000 DOL	1.00000	181,280.00
0900	801.0117 Railroad Flagging Reimbursement	55,000.000 DOL	1.00000	55,000.00
0902	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0001. Station 206+90PR	1.000 EACH	_____.	_____.
0904	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0002. Station 41+52FS	1.000 EACH	_____.	_____.
0906	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0003. Station 20+00HL	1.000 EACH	_____.	_____.
0908	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0004. Station 1686+50RT	1.000 EACH	_____.	_____.
0910	999.2000.S Installing and Maintaining Bird Deterrent System (station) 0005. Station 1686+50LT	1.000 EACH	_____.	_____.
0912	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	8,400.000 HRS	5.00000	42,000.00
0914	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	17,280.000 HRS	5.00000	86,400.00
0916	SPV.0030 Special 0001. Fertilizer Type B Special	8.000 CWT	_____.	_____.
0918	SPV.0035 Special 0001. Roadway Embankment	488,090.000 CY	_____.	_____.
0920	SPV.0035 Special 4000. High Performance Concrete (HPC) Masonry Structures	3,350.000 CY	_____.	_____.



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0922	SPV.0045 Special 1001. Truck Entering Warning System	3,000.000 DAY	_____.	_____.
0924	SPV.0045 Special 1002. Combination Work Zone Digital Speed Limit - Speed Feedback Sign Trailer	3,000.000 DAY	_____.	_____.
0926	SPV.0060 Special 0002. Temporary Sediment Traps	20.000 EACH	_____.	_____.
0928	SPV.0060 Special 0003. Sand Bags	500.000 EACH	_____.	_____.
0930	SPV.0060 Special 0005. Concrete Barrier Transition Type M1	4.000 EACH	_____.	_____.
0932	SPV.0060 Special 0006. Concrete Barrier Transition Type M2	1.000 EACH	_____.	_____.
0934	SPV.0060 Special 0007. Concrete Barrier Transition Type M3	1.000 EACH	_____.	_____.
0936	SPV.0060 Special 0008. Marking Contrast Epoxy Special Marking Arrow	2.000 EACH	_____.	_____.
0938	SPV.0060 Special 0011. Maintain & Salvage Traffic Control Signs Left In Place	278.000 EACH	_____.	_____.
0940	SPV.0060 Special 0012. Demolition and Debris Removal Parcel 41	1.000 EACH	_____.	_____.
0942	SPV.0060 Special 0160. Mobilizations Emergency Pavement Repair	10.000 EACH	_____.	_____.
0944	SPV.0060 Special 0601. Baseline CPM Progress Schedule	1.000 EACH	_____.	_____.
0946	SPV.0060 Special 0602. Monthly CPM Progress Schedule Updates	24.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0948	SPV.0060 Special 0910. Traffic Control Close-Open Freeway Entrance Ramp	10.000 EACH	_____.	_____.
0950	SPV.0060 Special 0918. Traffic Control Full Freeway Closure	6.000 EACH	_____.	_____.
0952	SPV.0060 Special 0950. Temporary Access Gates	2.000 EACH	_____.	_____.
0954	SPV.0060 Special 0960. Temporary Concrete Barrier Gate 24-Ft	4.000 EACH	_____.	_____.
0956	SPV.0060 Special 0965. Install State Furnished Signs	2.000 EACH	_____.	_____.
0958	SPV.0060 Special 1000. Survey Project 1229-04-76	1.000 EACH	_____.	_____.
0960	SPV.0060 Special 1001. Removing Electrical Service Meter Breaker Pedestal Lighting	3.000 EACH	_____.	_____.
0962	SPV.0060 Special 1002. Maintenance of Lighting System	1.000 EACH	_____.	_____.
0964	SPV.0060 Special 1003. Lighting System Integrator	1.000 EACH	_____.	_____.
0966	SPV.0060 Special 2000. Removing Electrical Service Meter Breaker Pedestal	4.000 EACH	_____.	_____.
0968	SPV.0060 Special 2001. Removing Controller Cabinet	7.000 EACH	_____.	_____.
0970	SPV.0060 Special 2002. Removing Controller Cabinet Base	7.000 EACH	_____.	_____.
0972	SPV.0060 Special 2008. Remove Pole	3.000 EACH	_____.	_____.
0974	SPV.0060 Special 2013. Ground Rod	15.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0976	SPV.0060 Special 2015. Refocus Vehicle Detector Assembly	34.000 EACH	_____.	_____.
0978	SPV.0060 Special 2016. Install Ethernet Radio	2.000 EACH	_____.	_____.
0980	SPV.0060 Special 2020. Install Terminal Server	3.000 EACH	_____.	_____.
0982	SPV.0060 Special 2021. Install State Furnished Pole	3.000 EACH	_____.	_____.
0984	SPV.0060 Special 2022. Remove Tar Sign Assembly	1.000 EACH	_____.	_____.
0986	SPV.0060 Special 2023. Install Cellular Model	4.000 EACH	_____.	_____.
0988	SPV.0060 Special 2024. Loop Detector Protection	6.000 EACH	_____.	_____.
0990	SPV.0060 Special 3001. Install Poles Type 9	1.000 EACH	_____.	_____.
0992	SPV.0060 Special 3002. Install Poles Type 10	2.000 EACH	_____.	_____.
0994	SPV.0060 Special 3008. Install Monotube Arms 20-Ft	2.000 EACH	_____.	_____.
0996	SPV.0060 Special 3009. Install Monotube Arms 25-Ft	1.000 EACH	_____.	_____.
0998	SPV.0060 Special 3019. Install Luminaire Arms Steel 15-Ft	3.000 EACH	_____.	_____.
1000	SPV.0060 Special 3020. Detector Loop Modification	2.000 EACH	_____.	_____.
1002	SPV.0060 Special 3151. Trnspt & Install State Furn Muni Traf Signal Cabinet CTH W & Highland Rd	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1004	SPV.0060 Special 3152. Trnsp & Install State Furn Traffic Signal Cabinet IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1006	SPV.0060 Special 3153. Trnsp Traf Signal & Intersection Lighting Mat IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1008	SPV.0060 Special 3154. Trnsprt & Install S-F FO Cable Pigtail 8-Ct IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1010	SPV.0060 Special 3155. Trnsprt & Install S-F FO Cable Pigtail 8-Ct IH 43 NB Ramps & STH 60	1.000 EACH	_____.	_____.
1012	SPV.0060 Special 3156. Trnsprt & Install S-F FO Cable Pigtail 8-Ct IH 43 SB Ramps & STH 60	1.000 EACH	_____.	_____.
1014	SPV.0060 Special 3157. Transport & Install S-F Radar Detection System IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1016	SPV.0060 Special 3158. Multi Sensor Detection System CTH C & CTH W	1.000 EACH	_____.	_____.
1018	SPV.0060 Special 3159. Temp Non-Intrusive Vehicle Det Sys for Intersections, CTH W & Highland Rd	1.000 EACH	_____.	_____.
1020	SPV.0060 Special 3160. Temp Non-Intrusive Vehicle Det Sys for Intersection CTH C & CTH W	1.000 EACH	_____.	_____.
1022	SPV.0060 Special 3161. Covering Traffic Signal Equipment CTH W & Highland Rd	1.000 EACH	_____.	_____.
1024	SPV.0060 Special 3162. Covering Traffic Signal Equipment CTH C & CTH W	1.000 EACH	_____.	_____.





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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1026	SPV.0060 Special 3163. Trnspt & Install State Furn EVP Heads w/Conf Lights CTH W & Highland Rd	1.000 EACH	_____.	_____.
1028	SPV.0060 Special 3164. Trnspt & Install State Furn EVP Heads w/Conf Lights CTH C & CTH W	1.000 EACH	_____.	_____.
1030	SPV.0060 Special 3165. Trnspt & Install State Furn EVP Heads w/Conf Lights IH 43 NB Ramps & CTH C	1.000 EACH	_____.	_____.
1032	SPV.0060 Special 4000. Case Pile Wave Analysis Program (CAPWAP) Evaluation	4.000 EACH	_____.	_____.
1034	SPV.0060 Special 4001. Pile Dynamic Analyzer (PDA) Restrikes	8.000 EACH	_____.	_____.
1036	SPV.0060 Special 4002. Pile Dynamic Analyzer (PDA) Testing	8.000 EACH	_____.	_____.
1038	SPV.0060 Special 4003. Temporary Bridge Widening (B-45-0024)	1.000 EACH	_____.	_____.
1040	SPV.0060 Special 5000. Adjusting Sanitary Manhole	1.000 EACH	_____.	_____.
1042	SPV.0060 Special 8015. Pipe Connection to Existing Structure	16.000 EACH	_____.	_____.
1044	SPV.0060 Special 8018. Removing Bulkhead	65.000 EACH	_____.	_____.
1046	SPV.0060 Special 8020. Fastening Sewer Access Covers	7.000 EACH	_____.	_____.
1048	SPV.0060 Special 8501. Storm Sewer Structure 173	1.000 EACH	_____.	_____.
1050	SPV.0075 Special 0601. Pavement Cleanup Project 1229-04-76	500.000 HRS	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1052	SPV.0085 Special 0001. No-Mow Fescue Seed Mix	287.000 LB	_____.	_____.
1054	SPV.0085 Special 0002. Seed Mix Special	33.000 LB	_____.	_____.
1056	SPV.0085 Special 0003. Seeding Mixture No. 30 Special	7,916.000 LB	_____.	_____.
1058	SPV.0090 Special 0002. Concrete Barrier Type S42 Special	14,032.000 LF	_____.	_____.
1060	SPV.0090 Special 0003. Concrete Barrier Type S56 Special	2,328.000 LF	_____.	_____.
1062	SPV.0090 Special 0004. Concrete Barrier Transition Type Parapet to V42	194.000 LF	_____.	_____.
1064	SPV.0090 Special 0005. Fence Chain Link Polymer Coated 4-Ft Road Barrier	180.000 LF	_____.	_____.
1066	SPV.0090 Special 0301. Heavy Duty Silt Fence	41,554.000 LF	_____.	_____.
1068	SPV.0090 Special 0910. Glare Screen Temporary	64,050.000 LF	_____.	_____.
1070	SPV.0090 Special 2001. Outdoor Rated Network Cable	390.000 LF	_____.	_____.
1072	SPV.0090 Special 4000. Fence Chain Link Polymer Coated 4-Ft	857.000 LF	_____.	_____.
1074	SPV.0090 Special 4001. Fence Chain Link Polymer Coated 6-Ft	246.000 LF	_____.	_____.
1076	SPV.0090 Special 8001. SSSRC Special 36 Inch	199.000 LF	_____.	_____.
1078	SPV.0090 Special 8031. Precast Trench Drain	552.000 LF	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
1080	SPV.0090 Special 8036. Temporary Precast Trench Dain	2,865.000 LF	_____.	_____.
1082	SPV.0135 Special 0001. Field Office Special	27.000 MON	_____.	_____.
1084	SPV.0165 Special 4000. Longitudinal Grooving Bridge Deck	42,796.000 SF	_____.	_____.
1086	SPV.0165 Special 4004. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-18	840.000 SF	_____.	_____.
1088	SPV.0165 Special 4006. Wall Concrete Panel Mechanically Stabilized Earth R-45-14	16,790.000 SF	_____.	_____.
1090	SPV.0165 Special 4007. Wall Concrete Panel Mechanically Stabilized Earth R-45-15	4,953.000 SF	_____.	_____.
1092	SPV.0165 Special 4008. Wall Concrete Panel Mechanically Stabilized Earth R-45-16	30,520.000 SF	_____.	_____.
1094	SPV.0165 Special 4009. Wall Concrete Panel Mechanically Stabilized Earth R-45-17	31,919.000 SF	_____.	_____.
1096	SPV.0165 Special 4010. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-17	1,897.000 SF	_____.	_____.
1098	SPV.0165 Special 4011. Wall Concrete Panel Mechanically Stabilized Earth R-45-18	14,367.000 SF	_____.	_____.
1100	SPV.0165 Special 4012. Wall Concrete Panel Mechanically Stabilized Earth R-45-19	11,535.000 SF	_____.	_____.
1102	SPV.0165 Special 4013. Wall Concrete Panel Mechanically Stabilized Earth R-45-23	13,993.000 SF	_____.	_____.
1104	SPV.0165 Special 4014. Temporary Wall Wire Faced Mechanically Stabilized Earth R-45-23	713.000 SF	_____.	_____.



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1106	SPV.0165 Special 4015. Wall Concrete Panel Mechanically Stabilized Earth R-45-26	3,744.000 SF	_____.	_____.
1108	SPV.0165 Special 4016. Temporary Wall Wire Faced Mechanically Stabilized Earth R- 45-26	653.000 SF	_____.	_____.
1110	SPV.0165 Special 4017. Wall Concrete Panel Mechanically Stabilized Earth R-45-36	3,566.000 SF	_____.	_____.
1112	SPV.0165 Special 4018. Wall Concrete Panel Mechanically Stabilized Earth R-45-37	3,295.000 SF	_____.	_____.
1114	SPV.0180 Special 0001. Topsoil Special	629,353.000 SY	_____.	_____.
1116	SPV.0180 Special 0003. Concrete Pavement 8-Inch Special	41,754.000 SY	_____.	_____.
1118	SPV.0180 Special 0004. Concrete Pavement 10 1/2-Inch Special	406,324.000 SY	_____.	_____.
1120	SPV.0180 Special 0102. Compost	1,320.000 SY	_____.	_____.
1122	SPV.0180 Special 0106. Asphaltic Surface Binder	446.000 SY	_____.	_____.
1124	SPV.0195 Special 0001. HMA Longitudinal Joint Repair	5,000.000 TON	_____.	_____.
1126	SPV.0195 Special 0002. HMA Transverse Joint Repair	1,000.000 TON	_____.	_____.
1128	SPV.0195 Special 4000. Excavation, Hauling, and Disposal of Creosote Contaminated Soil	2,080.000 TON	_____.	_____.
1130	SPV.0200 Special 8001. Manholes 4-Ft Diameter Special	100.000 VF	_____.	_____.



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1132	204.0245 Removing Storm Sewer (size) 0006. 30-Inch	56.000 LF	_____.	_____.
1134	524.0618 Apron Endwalls for Culvert Pipe Salvaged 18-Inch	1.000 EACH	_____.	_____.
1136	522.0148 Culvert Pipe Reinforced Concrete Class III 48-Inch	88.000 LF	_____.	_____.
1138	522.0436 Culvert Pipe Reinforced Concrete Class IV 36-Inch	58.000 LF	_____.	_____.
1140	614.0920 Salvaged Rail	5,331.000 LF	_____.	_____.
1142	614.0925 Salvaged Guardrail End Treatments	7.000 EACH	_____.	_____.
1144	SPV.0060 Special 0970. Exposing Existing Infrastructure Paved Area	10.000 EACH	_____.	_____.
1146	SPV.0060 Special 0975. Exposing Existing Infrastructure Unpaved Area	10.000 EACH	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

