**HIGHWAY WORK PROPOSAL**

Proposal Number: 3 4

Wisconsin Department of Transportation
DT1502 10/2010 s.66.29(7) Wis. Stats.

| COUNTY | STATE PROJECT ID | FEDERAL PROJECT ID | PROJECT DESCRIPTION | HIGHWAY |
|---|---|---|---|---|
| Jackson | 7540-03-70 | | City of Black River Falls, Water Street<br>IH 94 - STH 54 Eastbound | USH 12 |
| Jackson | 7550-03-72 | | City of Black River Falls, Main Street<br>11th Street - USH 12 | STH 54 |

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, $ 75,000.00<br>Payable to: Wisconsin Department of Transportation | Attach Proposal Guaranty on back of this PAGE. |
| Bid Submittal Due<br>Date: April 9, 2013<br>Time (Local Time): 9:00 AM | Firm Name, Address, City, State, Zip Code<br>**SAMPLE**<br>**NOT FOR BIDDING PURPOSES** |
| Contract Completion Time<br>August 30, 2013 | |
| Assigned Disadvantaged Business Enterprise Goal<br>0 % | This contract is exempt from federal oversight. |

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

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

Subscribed and sworn to before me this date _____

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

**Notary Seal**

(Bidder Signature)

(Print or Type Bidder Name)

(Bidder Title)

**For Department Use Only**

| | |
|---|---|
| Type of Work<br>Removing concrete surface partial depth, concrete pavement repair, HMA pavement, deck overlay B-27-73, rehab. B-27-56, pavement marking. | |
| 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 2007 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 http://www.dot.wisconsin.gov/business/engrserv/bid-letting-information.htm. 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 P.M. local time on the Thursday before the letting. Check the department's web site after 5:00 P.M. 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 P.M. 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 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 http://www.dot.wisconsin.gov/business/engrserv/bid-letting-information.htm 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, Room 601, 4802 Sheboygan Avenue, Madison, WI, during regular business hours.

### 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 **http://www.dot.wisconsin.gov/business/engrserv/bid-letting-information.htm**. 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

Wisconsin Department of Transportation

DT1303 1/2006

| 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)

**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**

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

(Signature of Attorney-in-Fact)

**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

Wisconsin Department of Transportation

DT1305 8/2003

| |
|---|
| Time Period Valid (From/To) |
| Name of Surety |
| Name of Contractor |
| Certificate Holder<br>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)

**FEBRUARY 1999**

## LIST OF SUBCONTRACTORS

Section 66.29(7), Wisconsin Statutes, provides that a bidder, as a part of his proposal, shall submit a list of the subcontractors he proposes to contract with and the class of work to be performed by each, provided that to qualify for such listing each subcontractor must first submit his bid in writing to the general contractor at least 48 hours prior to the time of bid closing. It further provides that a proposal of a bidder shall not be invalid if any subcontractor, and the class of work to be performed by such subcontractor, has been omitted from a proposal.

No subcontract, whether listed herein or later proposed, may be entered into without the written consent of the Engineer as provided in Subsection 108.1 of the Standard Specifications.

| Name of Subcontractor | Class of Work | Estimated Value |
|---|---|---|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

**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

## Table of Contents

**SPECIAL PROVISIONS**

## 1. General.

Perform the work under this construction contract for Project 7540-03-70, City of Black River Falls, Water Street, IH 94 to STH 54 Eastbound, USH 12, Jackson County, Wisconsin and 7550-03-72, City of Black River Falls, Main Street, 11th Street to USH 12, STH 54, Jackson 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, 2013 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 (20120615)

## 2. Scope of Work.

The work under this contract shall consist of removing concrete surface partial depth, concrete pavement repair, HMA pavement, base aggregate, deck overlay Structure B-27-73, box culvert rehabilitation B-27-56, temporary precast concrete barrier, permanent signs, pavement marking and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.
104-005 (20090901)

## 3. 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.

The contractor shall arrange and conduct a project schedule meeting including the contractor, the department, local officials, and business owners to discuss the project schedule of operations including vehicular and pedestrian access during construction. Hold the meeting a minimum of 1 week prior to the start of work under this contract.

No work will be allowed on USH 12 or STH 54 (11th Street to 8th Street) during the closure and detour of STH 54 Westbound, except traffic control work needed for the detour of STH 54 Westbound.

Perform all contract work required at the intersections of USH 12 and STH 54 located near each end of the Black River bridge during off-peak traffic periods. Do not perform work at these intersections between the hours of 7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM. Complete this work under flagging operation allowing traffic on milled surface or binder on a limited basis.

Begin paving operations within 48 hours of the start of surface milling operations at limited locations where the milled surface must be open to traffic.

No roadway resurfacing work will be allowed on USH 12 or STH 54 during the Jackson County Fair; Wednesday, July 31, 2013 to Sunday, August 4, 2013.

No roadway resurfacing work will be allowed on USH 12 or STH 54 during the Karner Blue Butterfly Festival; Saturday, July 20, 2013.

Two weeks prior to the start of construction, provide notice to the engineer and the City of Black River Falls to allow time for public notice of parking restrictions during the project.

Comply with spring seasonal weight limitations on local roads. Designated detour routes and haul roads on local roads shall not be utilized until after such weight limitations have been removed.

Complete both leveling and upper layers of HMA pavement and permanent centerline pavement markings on STH 54 from 8th Street to USH 12 prior to reopening STH 54 Westbound to traffic within 21 consecutive calendar days beginning on the contract start date.

*Supplement standard spec 108.11 as follows:*

If the contractor fails to complete the work required to reopen STH 54 Westbound from 8th Street to USH 12, Water Street within 21 consecutive calendar days beginning on the contract start date, the department will assess the contractor $2,700 in interim liquidated damages for each calendar day the roadway remains closed beyond 21 consecutive calendar days. An entire calendar day will be charged for any period of time within a calendar day the road remains closed beyond 12:01 AM.

Complete all contract work for Project 7550-03-72, STH 54 from 11th Street to USH 12 prior to 12:01 AM July 12, 2013.

*Supplement standard spec 108.11 as follows:*

If the contractor fails to complete all contract work for Project 7550-03-72, STH 54 from 11th Street to USH 12 prior to 12:01 AM July 12, 2013, the department will assess the contractor $1,000 in interim liquidated damages for each calendar day the work remains incomplete after 12:01 AM July 12, 2013. An entire calendar day will be charged for any period of time within a calendar day that the work remains incomplete beyond 12:01 AM.

The department will not grant time extensions to the interim completion dates specified above for the following:

1. Severe weather as specified in standard spec 108.10.2.2.
2. Labor disputes that are not industry wide.
3. Delays in material deliveries.

If contract time expires prior to completing all work specified in the contract, additional liquidated damages will be affixed in accordance to standard spec 108.11.

## 4. Traffic.

Utilize staged construction to perform the work as follows:

**Project 7550-03-72, STH 54**
**Stage 1A - 8th Street to USH 12**
Stage 1A Traffic - STH 54 westbound closed from 8th Street to USH 12 and detoured via USH 12, CTH A, and 8th Street. STH 54 eastbound on existing eastbound lanes.

Stage 1A Work - Resurface STH 54 westbound lanes from 8th Street to USH 12.

**Stage 1B - 8th Street to USH 12**
Stage 1B Traffic - STH 54 westbound closed from 8th Street to USH 12 and detoured via USH 12, CTH A, and 8th Street. STH 54 eastbound on resurfaced westbound lanes from Stage 1A.

Stage 1B Work - Resurface STH 54 eastbound lanes from 8th Street to USH 12.

**Stage 2A and B - 11th Street to 8th Street**
Stage 2A and B Traffic - STH 54 westbound and eastbound on half of roadway at a time under two-way traffic except at corners near 10th and Main Streets and 10th and Pierce Streets.

Stage 2A and B Work - Resurface STH 54 westbound and eastbound lanes from 11th Street to 8th Street.

**Project 7540-03-70, USH 12**
**Structure B-27-73 Bridge Deck Overlay**
Traffic - USH 12 westbound and eastbound on half of structure at a time under two-way traffic.

Work - Overlay the deck and repair joints on Structure B-27-73.

**Structure B-27-56 Box Culvert Rehabilitation**
Traffic - USH 12 westbound and eastbound on half of structure at a time under two-way traffic. Two-way traffic on westbound half for first stage as shown in the plans.

Work - Replace the top concrete slab on Structure B-27-56.

**East of B-27-73 Bridge**
Traffic - USH 12 westbound and eastbound single lane closures and intermittent flagging operations.

Work - Resurface USH 12 westbound and eastbound lanes.

**Main Street to Adams Street**
Traffic - USH 12 westbound and eastbound on half of roadway at a time under two-way traffic and intermittent flagging operations.

Work - Resurface USH 12 westbound and eastbound lanes.

**Adams Street to IH 94**
Traffic - USH 12 westbound and eastbound single lane closures.

Work - Resurface USH 12 westbound and eastbound lanes.

Keep USH 12 and STH 54 open to traffic with a minimum of one lane open in each direction except provide a closure and detour of STH 54 Westbound from 8th Street to USH 12, Water St. for a maximum of 21 consecutive calendar days. STH 54 Westbound traffic will be detoured via USH 12, CTH A, and 8th Street as shown in the plans. The detour route shall be in place before STH 54 Westbound is closed to traffic.

Maintain access to private entrances at all times for local residents, businesses, and emergency vehicles. Intermittent access may be required to the private entrance near the northeast corner of the Black River bridge, B-27-73 (Station 4+15, RT).

Keep side streets open to traffic at all times.

Use flagging operations on a limited basis as allowed by the engineer.

Obtain approval from the engineer for all arrangements for handling traffic before starting any work.

Provide the engineer with a schedule of lane closures for the following week by noon on Thursday of the previous week. In addition, provide the following minimum advance notification to the engineer for incorporation into the Wisconsin Lane Closure System:

| | |
|---|---|
| Lane Closures | 3 business days |
| Local Street openings/closings | 7 calendar days |
| Project Start | 14 calendar days |
| Construction stage changes | 14 calendar days |
| Detours | 14 calendar days |

Notify the engineer and the department's Statewide Traffic Operations Center, (414) 227-2142, if there are any changes in the schedule, early completions, or cancellations of scheduled work.

Notify the City of Black River Falls Police and Fire Departments, Jackson County Sheriff's Department, and Wisconsin State Patrol 48 hours in advance of road closures.

## 5. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying USH 12 or STH 54 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday periods:

- From noon Friday, May 24, 2013 to 6:00 AM Tuesday, May 28, 2013 for Memorial Day;
- From noon Wednesday, July 3, 2013 to 6:00 AM Friday, July 5, 2013 for Independence Day;
- From noon Friday, August 30, 2013 to 6:00 AM Tuesday, September 3, 2013 for Labor Day.

107-005 (20050502)

## 6. Utilities.

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

There are known minor utility adjustments required for the construction of this project. The contractor shall coordinate his construction activities by calling Digger's Hotline and/or a direct call to the utilities known to have facilities in the area as required by state statutes. The contractor shall use caution to ensure the integrity of underground facilities at all times.

Prospective bidders are cautioned that the arrangements set forth in this Article represent the utility companies' best estimate of their plans to relocate and/or adjust conflicting facilities. Frequently, the utility companies encounter problems that prevent them from meeting their anticipated schedules. Bidders are advised to contact each utility company listed in the plans, prior to preparing their bids, to obtain current information on the status of any utility relocation work stated herein.

Some of the utility work described below is dependent on initial grade, intersection, or other staking to determine if utility relocations are required. When utility adjustments become necessary during construction, the utility owner will make the required adjustments in coordination with the contractor's construction operation. The contractor shall notify the affected utilities 30 days prior to the start of construction to coordinate the adjustments with the contractor. During construction, contact owners at least three days prior to beginning work in a specific area to best coordinate any relocations / protections necessary. Any utility conflicts not listed below shall be resolved during construction.

**7540-03-70**

**City of Black River Falls, Electric;** electrical conduits are in the parapet wall for street lights located on the bridge. If the street lights need to be de-energized for construction, coordination is required with the city, and the WisDOT construction engineer. If the traffic signals need to be temporarily deactivated, coordination with the city and the WisDOT engineer is required. Other small conduits attached to the bridge for traffic signals and Holiday decorations are in need of minor repair. An electrical junction box in the northwesterly corner of the bridge may need to be temporarily detached from the bridge during construction. The city will work with the contractor regarding any repairs that may be necessary during construction. No conflicts anticipated, coordination required. Kent Fisher, (715) 284-9463 Ext 222.

**CenturyLink** has underground facilities located within construction limits of project 7540-03-70. These facilities include five manholes and a conduit package attached to the bridge Structure B-27-73. CenturyLink will not relocate these facilities. Contractor shall make every effort to protect conduits and associated hangers attached to bridge during construction. Manholes are to be covered at all times to prevent debris from falling into them. CenturyLink will work with the contractor during construction to adjust the height of the manhole rings/collars to match final elevations. No conflicts anticipated, coordination required. Donna Smothers, (715) 284-4375.

**We Energies** has a 4" diameter, sixty (60) psi gas main attached to Structure B-27-73. It is located primarily under the northerly sidewalk, and goes through both the northwesterly and southeasterly abutments. This facility will remain energized during construction operations. Contractor shall protect this facility and associated hangars during construction. Contact We Energies at least 3 days before commencing any construction activity near this facility. No conflicts anticipated, coordination required. Bill Garski, (715) 421-7259.

**CenturyLink** has underground facilities located within construction limits of project 7550-03-72. These facilities include 5 manholes and various conduits in the project area. CenturyLink will not relocate these facilities. Manholes are to be covered at all times to prevent debris from falling into them. CenturyLink will work with the contractor during construction to adjust the height of the manhole rings/collars to match final elevations. No conflicts anticipated, coordination required. Donna Smothers, (715) 284-4375.

## 7. Work By Others.

City of Black River Falls will complete any necessary adjustments to the timing of the existing traffic signals within the project limits to accommodate traffic during construction. Coordinate the scheduling of this work with the engineer at least 24 hours in advance of need for signal timing adjustments.

## 8. Notice to Contractor, Notification of Demolition and/or Renovation No Asbestos Found.

John Roelke, License Number AII-119523, inspected Structures B-27-56 and B-27-73 for asbestos on April 20, 2010. No regulated Asbestos Containing Material (RACM) was found on these structures. A copy of the inspection reports are available from: Troy Stapelmann, WisDOT Northwest Region at (715) 836-3911.

In accordance with 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 prior to beginning any construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form to Troy Stapelmann, 718 West Clairemont Avenue, Eau Claire, WI 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:

- Site Name: Structure B-27-56, USH 12 over Town Creek.
  Structure B-27-73, USH 12 over Black River.
- Site Address: USH 12 City of Black River Falls (B-27-56)
  USH 12 City of Black River Falls (B-27-73)
- Ownership Information: City of Black River Falls, 101 South 2nd Street, Black River Falls, WI, 54615.
- Contact: Troy Stapelmann
- Phone: 715-836-3911
- Age: 44 years old (B-27-56). This structure was constructed in 1969.
  33 years old (B-27-73). This structure was constructed in 1980.
- Area: 1,839 SF of deck (B-27-56)
  37,105 SF of deck (B-27-73)

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 in accordance to standard spec 107.24. Keep material wet until it is abated or until it is determined to be non-asbestos containing material.

107-125 (20120615)

## 9. Public Convenience and Safety.

*Revise standard spec 107.8(6) as follows:*

Check for and comply with local ordinances governing the hours of operation of construction equipment. Do not operate motorized construction equipment from 9:00 PM until the following 7:00 AM, unless prior written approval is obtained from the engineer.
107-001 (20060512)

## 10. Removing Old Structure Over Waterway Station 18+76.00, Item 203.0500.S.03.

Conform to standard spec 203 as modified in this special provision.

*Add the following to standard spec 203:*

**203.3.6 Removals Over Waterways and Wetlands**

**203.3.6.1 Removing Old Structure Over Waterway**

(1) Remove the existing Structure B-27-56 over the Town Creek conforming to the contractor's approved structure removal and clean-up plan. Remove all reinforcing steel, all concrete, and all other debris that falls into the waterway or wetland. Remove large pieces of the structure within 36 hours. The contractor may leave limited amounts of small concrete pieces scattered over the waterway floor or wetland only if the engineer allows.

(2) Submit a structure removal and clean-up plan as part of the erosion control implementation plan required under standard spec 107.20. Do not start work under the structure removal and clean-up plan without the department's written approval of the plan. Include the following information in the structure removal and clean-up plan:

1. Methods and schedule to remove the structure.
2. Methods to control potentially harmful environmental impacts.
3. Methods for removing piers and abutments. If blasting in water, include restrictions that regulatory agencies and the contract require.
4. Methods for cleaning the waterway or wetlands.

(3) If stockpiling spoil material, place it on an upland site an adequate distance from the waterway, wetland, or any open water created by excavation. Install silt fence between the spoil pile and the waterway, wetland, or excavation site.

*Add the following Removing Old Structure bid item to standard spec 203.5.1:*

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| 203.0500.S.03 | Removing Old Structure Over Waterway Station 18+76.00 | LS |

203-015 (20090105)

## 11. Removing Concrete Surface Partial Depth, Item 204.0109.S.

**A Description**

This special provision describes removing a portion of the concrete surfaces as shown on the plans according to standard spec 204, and as hereinafter provided.

**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.

The removed pavement shall become the property of the contractor. Properly dispose of it according to 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.
204-041 (20080902)

## 12. Temporary Shoring, Item 206.6000.S.

**A Description**
This special provision describes designing and providing temporary shoring at locations the plans show.

**B Materials**
**B.1 Shoring Design**
Provide a shoring design for each location where the plan requires temporary shoring. Have a professional engineer, registered in the State of Wisconsin and knowledgeable of the specific site conditions and requirements, verify the adequacy of the design. Submit one copy 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.

**C Construction**
Provide temporary shoring at each required location conforming to the design developed for that location.

Remove the shoring when it is no longer needed unless the engineer allows it to remain in place. Backfill the space that is excavated but not occupied by the new permanent construction conforming to standard spec 206.3.13.

**D Measurement**
The department will measure Temporary Shoring by the square foot acceptably completed at locations the plans show, measured as the area of exposed face in the plane of the shoring from the ground line in front of the shoring to a maximum of one foot above the retained grade. Shoring used for staged construction in multiple configurations without removal and reinstallation will be measured once based on the configuration with the largest area of exposed face.

**E Payment**
The department will pay for measured quantities at the contract unit price under the following bid item.

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| 206.6000.S | Temporary Shoring | SF |

Payment is full compensation for designing and providing shoring; for providing a signed and sealed copy of the design; and for backfilling and removing the shoring.

The department will not pay for temporary shoring, installed for contractor convenience, that is not required in the plans.
206-005 (20110615)

## 13. QMP Base Aggregate.

### A Description

### A.1 General

(1) This special provision describes contractor quality control (QC) sampling and testing for base aggregates, documenting those test results, and documenting related production and placement process changes. This special provision also describes department quality verification (QV), independent assurance (IA), and dispute resolution.

(2) Conform to standard spec 301, standard spec 305, and standard spec 310 as modified here in this special provision. Apply this special provision to material placed under all of the Base Aggregate Dense and Base Aggregate Open Graded bid items, except do not apply this special provision to material classified as reclaimed asphaltic pavement placed under the Base Aggregate Dense bid items.

(3) Do not apply this special provision to material placed under the Aggregate Detours, Salvaged Asphaltic Pavement Base, Breaker Run, Select Crushed, Pit Run, Subbase, or Riprap bid items.

(4) Provide and maintain a quality control program, defined as all activities related to and documentation of the following:
1. Production and placement control and inspection.
2. Material sampling and testing.

(5) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes required sampling and testing procedures. The contractor may obtain the CMM from the department's web site at:

http://roadwaystandards.dot.wi.gov/standards/cmm/index.htm

### A.2 Contractor Testing for Small Quantities

(1) The department defines a small quantity, for each individual Base Aggregate bid item, as a plan quantity of 9000 tons or less of material as shown in the schedule of items under that bid item.

(2) The requirements under this special provision apply equally to a small quantity for an individual bid item except as follows:

1. The contractor need not submit a full quality control plan but shall provide an organizational chart to the engineer including names, telephone numbers, and current certifications of all persons involved in the quality control program for material under affected bid items.
2. Divide the aggregate into uniformly sized sublots for testing as follows:

| Plan Quantity | Minimum Required Testing |
|---|---|
| ≤ 1500 tons | One test from production, load-out, or placement at the contractor's option[1] |
| > 1500 tons and ≤ 6000 tons | Two tests of the same type, either from production, load-out, or placement at the contractor's option[1] |
| > 6000 tons and ≤ 9000 tons | Three placement tests[2] [3] |

[1] If using production tests for acceptance, submit test results to the engineer for review prior to incorporating the material into the work. Production test results are valid for a period of 3 years.

[2] For 3-inch material, obtain samples at load-out.

[3] If the actual quantity overruns 9000 tons, create overrun sublots to test at a rate of one additional placement test for each 3000 tons, or fraction of 3000 tons, of overrun.

3. No control charts are required. Submit aggregate load-out and placement test results to the engineer within one business day of obtaining the sample. Assure that all properties are within the limits specified for each test.
4. Department verification testing is optional for quantities of 6000 tons or less.

(3) Material represented by a sublot with any property outside the specification limits is nonconforming. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

## B Materials

### B.1 Quality Control Plan

(1) Submit a comprehensive written quality control plan to the engineer at or before the pre-construction meeting. Do not place base before the engineer reviews and comments on the plan. Construct the project as that plan provides.

(2) 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 each of the contractor's laboratories 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 means that will be used, and action time frames.

3. A list of source and processing locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
4. Test results for wear, sodium sulfate soundness, freeze/thaw soundness, and plasticity index of all aggregates requiring QC testing. Obtain this information from the region materials unit or from the engineer.
5. Descriptions of stockpiling and hauling methods.
6. Locations of the QC laboratory, retained sample storage, and where control charts and other documentation is posted.
7. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.

## B.2 Personnel

(1) Have personnel certified under the department's highway technician certification program (HTCP) perform sampling, testing, and documentation as follows:

| Required Certification Level: | Sampling or Testing Roles: |
|---|---|
| Aggregate Technician IPP<br>Aggregate Sampling Technician<br>Aggregate Assistant Certified Technician (ACT-AGG) | Aggregate Sampling[1] |
| Aggregate Technician IPP<br>Aggregate Assistant Certified Technician (ACT-AGG) | Aggregate Gradation Testing, Aggregate Fractured Particle Testing, Aggregate Liquid Limit and Plasticity Index Testing |

[1] Plant personnel under the direct observation of an aggregate technician certified at level one or higher may operate equipment to obtain samples.

(2) 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.

## B.3 Laboratory

(1) Perform QC testing at a department-qualified laboratory. Obtain information on the Wisconsin laboratory qualification program from:

Materials Management Section
3502 Kinsman Blvd.
Madison, WI 53704
Telephone: (608) 246-5388
http://www.dot.state.wi.us/business/engrserv/lab-qualification.htm

## B.4 Quality Control Documentation

### B.4.1 General

(1) Submit base aggregate placement documentation to the engineer within 10 business days after completing base placement. Ensure that the submittal is complete, neatly organized, and includes applicable project records and control charts.

### B.4.2 Records

(1) Document all placement observations, inspection records, and control adjustments daily in a permanent field record. Also include all test results in the project records. Provide test results to the engineer within 6 hours after obtaining a sample. For 3-inch base, extend this 6-hour limit to 24 hours. Post or distribute tabulated results using a method mutually agreeable to the engineer and contractor.

### B.4.3 Control Charts

(1) Plot gradation and fracture on the appropriate control chart as soon as test results are available. Format control charts according to CMM 8.30. Include the project number on base placement control charts. Maintain separate control charts for each base aggregate size, source or classification, and type.

(2) Provide control charts to the engineer within 6 hours after obtaining a sample. For 3-inch base, extend this 6-hour limit to 24 hours. Post or distribute charts using a method mutually agreeable to the engineer and contractor. Update control charts daily to include the following:

1. Contractor individual QC tests.
2. Department QV tests.
3. Department IA tests.
4. Four-point running average of the QC tests.

(3) Except as specified under B.8.2.1 for nonconforming QV tests, include only QC tests in the running average. The contractor may plot process control or informational tests on control charts, but do not include these tests, conforming QV tests, or IA tests in the running average.

## B.5 Contractor Testing

(1) Test gradation, fracture, liquid limit and plasticity index during placement for each base aggregate size, source or classification, and type.

(2) Test gradation once per 3000 tons of material placed. Determine random sample locations and provide those sample locations to the engineer. Obtain samples after the material has been bladed, mixed, and shaped but before compacting; except collect 3-inch samples from the stockpile at load-out. Do not sample from material used to maintain local traffic or from areas of temporary base that will not have an overlying pavement. On days when placing only material used to maintain local traffic or only temporary base that will not have an overlying pavement, no placement testing is required.

(3) Split each 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.

(4) The engineer may require additional sampling and testing to evaluate suspect material or the technician's sampling and testing procedures.

(5) Test fracture for each gradation test until the fracture running average is above the lower warning limit. Subsequently, the contractor may reduce the frequency to one test per 10 gradation tests if the fracture running average remains above the warning limit.

(6) Test the liquid limit and plasticity index for the first gradation test. Subsequently, test the liquid limit and plasticity index a minimum of once per 10 gradation tests.

## B.6 Test Methods

### B.6.1 Gradation

(1) Test gradation using a washed analysis conforming to the following as modified in CMM 8.60:

Gradation..... AASHTO T 27
Material finer than the No. 200 sieve..... AASHTO T 11

(2) For 3-inch base, if 3 consecutive running average points for the percent passing the No. 200 sieve are 8.5 percent or less, the contractor may use an unwashed analysis. Wash at least one sample out of 10. If a single running average for the percent passing the No. 200 sieve exceeds 8.5 percent, resume washed analyses until 3 consecutive running average points are again 8.5 percent passing or less.

(3) Maintain a separate control chart for each sieve size specified in standard spec 305 or standard spec 310 for each base aggregate size, source or classification, and type. Set control and warning limits based on the standard specification gradation limits as follows:

1. Control limits are at the upper and lower specification limits.
2. There are no upper warning limits for sieves allowing 100 percent passing and no lower control limits for sieves allowing 0 percent passing.
3. Dense graded warning limits, except for the No. 200 sieve, are 2 percent within the upper and lower control limits. Warning limits for the No. 200 sieve are set 0.5 percent within the upper and lower control limits.
4. Open graded warning limits for the 1-inch, 3/8-inch, and No. 4 sieves are 2 percent within the upper and lower control limits. Upper warning limits for the No. 10, No. 40, and No. 200 sieves are 1 percent inside the upper control limit.

### B.6.2 Fracture

(1) Test fracture conforming to CMM 8.60. The engineer will waive fractured particle testing on quarried stone.

(2) Maintain a separate fracture control chart for each base aggregate size, source or classification, and type. Set the lower control limit at the contract specification limit, either specified in another special provision or in table 301-2 of standard spec

301.2.4.5. Set the lower warning limit 2 percent above the lower control limit. There are no upper limits.

### B.6.3 Liquid Limit and Plasticity

(1) Test the liquid limit and plasticity according to AASHTO T 89 and T 90.

(2) Ensure the material conforms to the limits specified in standard spec table 301-2.

## B.7 Corrective Action

### B.7.1 General

(1) Consider corrective action when the running average trends toward a warning limit. Take corrective action if an individual test exceeds the contract specification limit. Document all corrective actions both in the project records and on the appropriate control chart.

### B.7.2 Placement Corrective Action

(1) Do not blend additional material on the roadbed to correct gradation problems.

(2) Notify the engineer whenever the running average exceeds a warning limit. When 2 consecutive running averages exceed a warning limit, the engineer and contractor will discuss appropriate corrective action. Perform the engineer's recommended corrective action and increase the testing frequency as follows:

1. For gradation, increase the QC testing frequency to at least one randomly sampled test per 1000 tons placed.
2. For fracture, increase the QC testing frequency to at least one test per gradation test.

(3) If corrective action improves the property in question such that the running average after 4 additional tests is within the warning limits, the contractor may return to the testing frequency specified in B.5.3. If corrective action does not improve the property in question such that the running average after 4 additional individual tests is still in the warning band, repeat the steps outlined above starting with engineer notification.

(4) If the running average exceeds a control limit, material starting from the first running average exceeding the control limit and ending at the first subsequent running average inside the control limit is nonconforming and subject to pay reduction.

(5) For individual test results significantly outside the control limits, notify the engineer, stop placing base, and suspend other activities that may affect the area in question. The engineer and contractor will jointly review data, data reduction, and data analysis; evaluate sampling and testing procedures; and perform additional testing as required to determine the extent of potentially unacceptable material. The engineer may direct the contractor to remove and replace that material. Individual test results are significantly outside the control limits if meeting one or more of the following criteria:

1. A gradation control limit for the No. 200 sieve is exceeded by more than 3.0 percent.
2. A gradation control limit for any sieve, except the No. 200, is exceeded by more than 5.0 percent.
3. The fracture control limit is exceeded by more than 10.0 percent.

## B.8 Department Testing

### B.8.1 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.

### B.8.2 Verification Testing

#### B.8.2.1 General

(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 B.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 of each base aggregate size, source or classification, and type during placement conforming to the following:
1. One non-random test on the first day of placement.
2. At least one random test per 30,000 tons, or fraction of 30,000 tons, placed.

(3) The department will sample randomly, at locations independent of the contractor's QC work, collecting one sample at each QV location. The department will collect QV samples after the material has been bladed, mixed, and shaped but before compacting; except, for 3-inch aggregates, the department will collect samples from the stockpile at load-out. The department will split each sample, test half for QV, and retain half.

(4) 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.

(5) The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to the specification, the department will take no further action. If QV test results are nonconforming, add the QV to the QC test results as if it were an additional QC test.

### B.8.3 Independent Assurance

(1) Independence 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. Reviewing required worksheets and control charts.
6. 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 B.9.

**B.9 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 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 the project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming 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 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 (Vacant)**

**D (Vacant)**

**E Payment**

(1) Costs for all sampling, testing, and documentation required under this special provision are incidental to this 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.

(2) For material represented by a running average exceeding a control limit, the department will reduce pay by 10 percent of the contract price for the affected Base Aggregate bid items listed in subsection A. The department will administer pay reduction under the Nonconforming QMP Base Aggregate Gradation or Nonconforming QMP Base Aggregate Fracture Administrative items. The department will determine the quantity of nonconforming material as specified in B.7.2.

301-010 (20100709)

## 14. QMP Ride; Incentive IRI Ride, Item 440.4410.S.

### A Description

(1) This special provision describes profiling pavements with a non-contact profiler, locating areas of localized roughness, and determining the International Roughness Index (IRI) for each wheel path segment.

(2) Profile the final riding surface of all mainline pavements, bridges, approaches, and railroad crossings. Roundabouts, and pavements within 150 feet of the points of curvature of roundabout intersections, are excluded from the testing requirements of this provision.

(3) Pavements that are excluded from localized roughness according to C.5.2(1), bridges, and roundabout intersections are subject to engineer-directed straightedging according to the standard specifications. All other surfaces being tested under this provision are exempt from straightedging requirements.

### B (Vacant)

### C Construction

#### C.1 Quality Control Plan

(1) Submit a written quality control plan to the engineer at or before the pre-construction conference. 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 all quality control personnel.
2. The process by which quality control information and corrective action efforts will be disseminated to the appropriate persons. Include a list of recipients, the communication means that will be used, and action time frames.
3. The methods and timing used for monitoring and/or testing ride quality throughout the paving process.
4. The evaluation process that will be used to make improvements to the construction operations if poor ride quality is found during the process control testing.
5. The methods that will be used to ensure a smooth pavement transition when matching into existing surfaces such as bridges, bridge approaches, or railroad crossings.
6. The segment locations of each profile run used for acceptance testing.
7. The approximate timing of acceptance testing in relation to the paving operations.

## C.2 Personnel

(1) Have a profiler operator, certified under the department's highway technician certification program (HTCP), operate the equipment, collect the required data, and document the results using the methods taught in the HTCP profiling course.

## C.3 Equipment

(1) Furnish a profile-measuring device capable of measuring IRI from the list of department-approved devices published on the department's web site:

http://roadwaystandards.dot.wi.gov/standards/qmp/index.htm

(2) Unless the engineer and contractor mutually agree otherwise, arrange to have a calibrated profiler available when paving the final riding surface. Calibrate the profiler according to the manufacturer's recommendations. Provide the engineer with a copy of the most recent calibration results, signed by the certified profiler operator.

(3) Perform daily calibration verification of the profiler using test methods according to the manufacturer's recommendations. Notify the engineer prior to performing the calibration verification. If the engineer requests, arrange to have the engineer observe the calibration verification and operation. Maintain records of the calibration verification activities, and provide the records to the engineer upon request.

## C.4 Testing

### C.4.1 Run and Reduction Parameters

(1) Enter the equipment-specific department-approved filter settings and parameters listed on the department's ride web site.

### C.4.2 Contractor Testing

(1) Operate profilers within the manufacturer's recommended speed tolerances. Perform all profile runs in the direction of travel. Measure the longitudinal profile of each wheel track of each lane. The wheel tracks are 6.0 feet apart and centered in the traveled way of the lane.

(2) Coordinate with the engineer to schedule profile runs for acceptance. The department may require testing to accommodate staged construction or if corrective action may be required.

(3) Measure the profiles of each standard or partial segment. Define primary segments starting at a project terminus and running contiguously along the mainline to the other project terminus. Field-locate the beginning and ending points for each profile run. When applicable, align segment limits with the sublot limits used for testing under the QMP Concrete Pavement specification. Define segments one wheel path wide and distinguished by length as follows:

1. Standard segments are 500 feet long.
2. Partial segments are less than 500 feet long.

(4) Treat partial segments as independent segments.

(5) The department will categorize each standard or partial segment as follows:

| Segments with a Posted Speed Limit of 55 MPH or Greater | |
|---|---|
| **Category** | **Description** |
| HMA I | Asphalt pavement with multiple opportunities to achieve a smooth ride. The following operations performed under this contract are considered as opportunities: a layer of HMA, a leveling or wedging layer of HMA, and diamond grinding or milling of the underlying pavement surface. |
| HMA II | Asphalt pavement with a single opportunity to achieve a smooth ride. |
| HMA III | Asphalt pavement segments containing any portion of a bridge, bridge approach, railroad crossing, or intersection. An intersection is defined as the area within the points of curvature of the intersection radii. |
| PCC II | Concrete pavement including all gaps. |
| PCC III | Concrete pavement segments containing any portion of a bridge, bridge approach, railroad crossing, or intersection. An intersection is defined as the area within the points of curvature of the intersection radii. |

| Segments with Any Portion Having a Posted Speed Limit Less Than 55 MPH | |
|---|---|
| **Category** | **Description** |
| HMA IV | Asphalt pavement including intersections, bridges, approaches, and railroad crossings. |
| PCC IV | Concrete pavement including gaps, intersections, bridges, approaches, and railroad crossings. |

### C.4.3 Verification Testing

(1) The department may conduct verification testing (QV) to validate the quality of the product. A certified HTCP profiler technician will perform the QV testing. The department will provide the contractor with a listing of the names and telephone numbers of all verification personnel for the project.

(2) The department will notify the contractor before testing so the contractor can observe the QV testing. Verification testing will be performed independent of the contractor's QC work using separate equipment from the contractor's QC tests. The department will provide test results to the contractor within 1 business day after the department completes the testing.

(3) 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 testing procedures and equipment. Both parties will document all investigative work.

(4) If the contractor does not respond to an engineer request to resolve a testing discrepancy, the engineer may suspend production until action is taken. Resolve disputes as specified in C.6.

### C.4.4 Documenting Profile Runs

(1) Compute the IRI for each segment and analyze areas of localized roughness using the ProVAL software. Within 5 business days after completing a final acceptance profile run, submit a copy of the ProVAL smoothness assurance report showing the IRI for each segment and the areas of localized roughness exceeding an IRI of 175 in/mile. The ProVAL software and department-specified inputs are available on the department's web site:

http://roadwaystandards.dot.wi.gov/standards/qmp/index.htm

(2) As part of the profiler software outputs and ProVAL reports, document the areas of localized roughness and the locations of individual features including construction joints, structure limits, design features, utility fixtures, and other features that might affect the department's evaluation of ride quality. Field-locate the areas of localized roughness prior to the engineer's assessment for corrective actions.

(3) Within 5 business days after completing profiling of the pavement covered under this special provision, unless the engineer and contractor mutually agree to a different timeline, submit the electronic ProVAL project file containing the .ERD files for each profiler acceptance run. Submit profile data using the department's Materials Reporting System (MRS) software available on the department's web site:

http://www.atwoodsystems.com/mrs

## C.5 Corrective Actions

### C.5.1 General

(1) Correct the ride as the engineer directs. The department will independently assess whether a repair will help or hurt the long-term pavement performance and/or public perception of the ride before deciding on corrective action.

### C.5.2 Corrective Actions for Localized Roughness

(1) Apply localized roughness requirements to all pavements, including HMA III, PCC III, HMA IV, and PCC IV; except localized roughness requirements will not be applied to pavements within 25 feet of the following surfaces if they are not constructed under this contract: bridges, bridge approaches, or railroad crossings. The department may direct the contractor to make corrections to the pavement within the 25-foot exclusionary zones and will compensate the contractor for the extra work.

(2) The engineer will review each individual wheel track for areas of localized roughness. The engineer will assess areas of localized roughness that exceed an IRI of 175 in/mile and do one of the following for each location:

1. Direct the contractor to correct the area to minimize the effect on the ride.
2. Leave the area of localized roughness in place with no pay reduction.

3. Except for HMA IV and PCC IV segments, assess a pay reduction as follows for each location in each wheel path:

| Localized Roughness IRI (in/mile) | Pay Reduction[1] (dollars) |
|---|---|
| > 175 | (Length in Feet) x (IRI – 175) |

[1] A maximum $250 pay reduction may be assessed for locations of localized roughness that are less than or equal to 25 feet long. Locations longer than 25 feet may be assessed a maximum pay reduction of $10 per foot.

(3) The engineer will not direct corrective action or assess a pay reduction for an area of localized roughness without independent identification of that area as determined by physically riding the pavement. For corrections, use only techniques the engineer approves.

(4) Re-profile corrected areas to verify that the IRI is less than 140 in/mile after correction. Submit a revised ProVAL smoothness assurance report for the corrected areas to validate the results.

### C.5.3 Corrective Actions for Excessive IRI

(1) If an individual segment IRI exceeds 140 in/mile for HMA I, HMA II, and PCC II pavements after correction for localized roughness, the engineer may require the contractor to correct that segment. Correct the segment final surface as follows:

HMA I: Correct to an IRI of 60 in/mile using whichever of the following methods the engineer directs:
Mill and replace the full lane width of the riding surface excluding the paved shoulder.
Correct the full lane width using techniques approved by the engineer.

HMA II: Correct to an IRI of 85 in/mile using whichever of the following methods the engineer directs:
Mill and replace the full lane width of the riding surface excluding the paved shoulder.
Correct the full lane width using techniques approved by the engineer.

PCC II: Correct to an IRI of 85 in/mile using whichever of the following methods the engineer directs:
Continuous diamond grinding of the full lane width of the riding surface including adjustment of the paved shoulders
Correct the full lane width using techniques approved by the engineer.

(2) Re-profile corrected segments to verify that the final IRI meets the above correction limits and there are no areas of localized roughness. Submit a revised ProVAL smoothness assurance report for the corrected areas to validate the results. Segments

failing these criteria after correction are subject to the engineer's right to adjust pay for non-conforming work under standard spec 105.3.

### C.6 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 testing procedures, and perform additional testing.

(2) If the project personnel cannot resolve a dispute and the dispute affects payment or could result in incorporating nonconforming pavement, the department will use third party testing to resolve the dispute. The department's Quality Assurance Unit, or a mutually agreed on independent testing company, 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 tester. The department may use third party tests to evaluate the quality of questionable pavement and determine the appropriate payment.

## D Measurement

(1) The department will measure Incentive IRI Ride by the dollar, adjusted as specified in E.2.

## E Payment

### E.1 Payment for Profiling

(1) Costs for furnishing and operating the profiler, documenting profile results, and correcting the final pavement surface are incidental to the contract.

### E.2 Pay Adjustment

(1) The department will pay incentive for ride under the following bid item:

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| 440.4410.S | Incentive IRI Ride | DOL |

(2) Incentive payment is not limited, either up or down, to the amount the schedule of items shows.

(3) The department will administer disincentives for ride under the Disincentive IRI Ride administrative item.

(4) The department will not assess disincentive on HMA III or PCC III segments. Incentive pay for HMA III and PCC III segments will be according to the requirements for the category of the adjoining segments.

(5) The department will adjust pay for each segment based on the initial IRI for that segment before any corrective action is taken. The department will base disincentives on the IRI after correction for pavement meeting the following conditions:

| | |
|---|---|
| All Pavement: | The corrective work is performed in a contiguous, full lane width section 500 feet long, or a length as agreed with the engineer. |
| HMA Pavements: | The corrective work is a mill and inlay or full depth replacement and the inlay or replacement layer thickness conforms to standard spec 460.3.2. |
| Concrete Pavements: | The corrective work is a full depth replacement and conforms to standard spec 415. |

(6) The department will adjust pay for 500-foot long standard segments nominally one wheel path wide using equation "QMP 1.03" as follows:

| **HMA I** | |
|---|---|
| **Initial IRI (inches/mile)** | **Pay Adjustment[1] (dollars per standard segment)** |
| < 30 | 250 |
| ≥ 30 to <35 | 1750 – (50 x IRI) |
| ≥ 35 to < 60 | 0 |
| ≥ 60 to < 75 | 1000 – (50/3 x IRI) |
| ≥ 75 | -250 |

| **HMA II and PCC II** | |
|---|---|
| **Initial IRI (inches/mile)** | **Pay Adjustment[1] [2] (dollars per standard segment)** |
| < 50 | 250 |
| ≥ 50 to < 55 | 2750 – (50 x IRI) |
| ≥ 55 to < 85 | 0 |
| ≥ 85 to < 100 | (4250/3) – (50/3 x IRI) |
| ≥ 100 | -250 |

| **HMA IV and PCC IV** | |
|---|---|
| **Initial IRI (inches/mile)** | **Pay Adjustment[1] [2] (dollars per standard segment)** |
| < 50 | 250 |
| ≥ 50 to < 75 | 750 – (10 x IRI) |
| ≥ 75 | 0 |

[1] If the engineer directs placing upper layer asphaltic mixtures between October 15 and May 1 for department convenience as specified in standard spec 450.3.2.1(5), the department will not adjust pay for ride on pavement the department orders the contractor to place when the temperature, as defined in standard spec 450.3.2.1(2), is less than 36 F.

[2] If the engineer directs placing concrete pavement for department convenience, the department will not adjust pay for ride on pavement the department orders the contractor to place when the air temperature falls below 35 F.

(7) The department will prorate the pay adjustment for partial segments based on their length.

440-010 (20100709)

## 15. Expansion Device, B-27-73.

**A Description**

This special provision describes furnishing and installing an expansion device in accordance to standard spec 502, as shown on the plans, and as hereinafter provided.

**B Materials**

The minimum thickness of the polychloroprene strip seal shall be ¼-inch for non-reinforced elastomeric glands and 1/8-inch for reinforced glands. Furnish the strip seal gland in lengths suitable for a continuous one-piece installation at each individual expansion joint location. Provide preformed polychloroprene strip seals that conform to the requirements ASTM D3542, and have the following physical properties:

| Property Requirements | Value | Test Method |
|---|---|---|
| Tensile Strength, min. | 2000 psi | ASTM D412 |
| Elongation @ Break, min | 250% | ASTM D412 |
| Hardness, Type A, Durometer | 60 ± 5 pts. | ASTM D2240 |
| Compression Set, 70 hours @212˚F, max. | 35% | D395 Method B Modified |
| Ozone Resistance, after 70 hrs. at 100˚F under 20% Strain with 100 pphm ozone | No Cracks | ASTM D1149 Method A |
| Mass Change in Oil 3 after 70 hr. 212˚F Mass Change, max. | 45% | ASTM D471 |

Install the elastomeric strip seal gland with tools recommended by the manufacturer, and with a lubricant adhesive conforming to the requirements of ASTM D4070.

The manufacturer and model number shall be one of the following approved strip seal expansion device products:

| | Model Number Strip Seal Gland Size* | | |
|---|---|---|---|
| **Manufacturer** | **4-Inch** | **5-Inch** | **6-Inch** |
| D.S. Brown | SSA2-A2R-400 | SSA2-A2R-XTRA | SSA2-A2R-XTRA |
| R.J. Watson | RJA-RJ400 | RJA-RJ500 | RJA-RJ600 |
| Watson Bowman Acme | A-SE400 | A-SE500 | A-SE800 |
| Commercial Fabricators | A-AS400 | ----- | ----- |

*Expansion device strip seal gland size requirement of 4”, 5”, and 6” shall be as shown on the plans.

Furnish manufacturer’s certification for production of polychloroprene represented showing test results for the cured material supplied, and certifying that it meets all specified requirements.

The steel extrusion or retainer shall conform to ASTM designation A 709 grade 36 steel. After fabrication, steel shall be galvanized conforming to the requirements ASTM A123.

Manufacturer's certifications for adhesive and steel shall attest that the materials meet the specification requirements.
502-020 (20110615)

## 16. Pigmented Protective Surface Treatment, Item 502.3210.S.

### A Description

This special provision describes providing a pigmented protective surface treatment to the inside faces and tops of the concrete parapets.

### B Materials

Furnish a commercial protective surface treatment selected from the department's approved products list and of the color the plans show.

### C Construction

Apply protective surface treatment to the inside faces and top of concrete parapets after completion of the required curing period. Apply as soon as practicable after completing the structure, before opening to traffic, and before suspending work for the winter.

Ensure that the concrete is clean and dry and that application equipment is clean and functioning properly. Air blast immediately before applying the surface treatment to remove all dust or loose particles. Follow the surface treatment manufacturer's recommendations, but ensure that the concrete is surface-dry for a minimum of one day before application.

### D Measurement

The department will measure Pigmented Protective Surface Treatment 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 |
|---|---|---|
| 502.3210.S | Pigmented Protective Surface Treatment | SY |

Payment is full compensation for providing the treatment; including surface preparation and cleaning.
502-050 (20080902)

## 17. Cleaning Parapets, Item 509.9050.S.

### A Description
Clean the inside faces and top surface of the concrete parapet according to the plans, as directed by the engineer, and as hereinafter provided.

### B (Vacant)

### C Construction
#### C.1 Blast Cleaning Operation
Blast clean the inside face and top surface of the concrete parapet according to SSPC SP-13 and ASTM D4259 for an abrasive blast cleaning to a surface roughness and finish as directed by the engineer. Before abrasive blast cleaning operations are to begin for the entire bridge parapet, prepare a representative trial area on the parapet concrete surface, and have the method of blast cleaning approved by the engineer.

#### C.2 Water Cleaning Operation
After abrasive blast cleaning operations are completed, clean the prepared parapet surface with water according to ASTM D4258. Remove with this water cleaning all dust and loose material from the parapet inside face and top that is to be coated with protective surface treatment. Provide an adequate drying time of the parapet inside the face and top surface of at least 24 hours before coating with the surface treatment. Remove all loose concrete, dirt, dust, or blast material that remains on the bridge deck, as directed by the engineer.

### D Measurement
The department will measure Cleaning Parapets in length by the linear foot of parapet, acceptably cleaned.

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| 509.9050.S | Cleaning Parapets | LF |

Payment is full compensation for abrasive blast cleaning; for water cleaning; and for furnishing all additional clean up of the concrete surface and surrounding bridge deck area.
509-050 (20100709)

## 18. Preparation and Coating of Top Flanges B-27-73, Item 517.0900.S.02.

### A Description
This special provision describes thoroughly cleaning and coating the top surface and edges of the top flanges, removing loose paint, rust, mill scale, dirt, oil, grease, or other foreign substances until the specified finish is obtained.

**B (Vacant)**

**C Construction**

In accordance with SSPC SP-10, blast clean to a near white finish the top surface and edges of the top flanges that have no paint on them, and paint them with one coat of an approved zinc rich primer. No collection of blast waste material is required.

In accordance to SSPC SP-2 or SP-3, clean all areas of rust and loose paint on the top surface and edges of the top flanges, which have paint on them, by wire brushing, grinding or other mechanical means. Wash the top surface and edges of the top flanges and give them one coat of an approved zinc-rich primer.

Where plans call for the cleaning of other painted structural steel including hanger assemblies, bearings, field splices, and connections, clean areas of loose paint and rust by wire brushing, grinding, or other mechanical means as necessary and in accordance to SSPC SP-2, SP-3, or SP-11. Sound paint need not be removed with the exception of an area 12-inches on either side of hanger assembly centerlines. Clean this area to base metal in accordance to SSPC SP-10, or SP-11.

In accordance to SSPC SP-2, or SP-3, thoroughly clean by wire brushing, grinding or other mechanical means as necessary the surface area of exposed steel members that are to be imbedded in the new concrete, and wash and give one coat of an approved zinc rich primer to these areas.

Furnish and erect tarpaulins or other materials to collect all of the spent paint containing material resulting from blasting or hand and power tool cleaning and coating. Minimize dust during all clean-up activities. Collect and store waste material at the end of each work day or more often if needed. Store waste materials in the hazardous waste containers provided. Lock and secure all waste containers at the end of each work day. Cover the container(s) at all times except when adding or removing waste material. Store the containers in an accessible and secured area, not located in a storm water runoff course, flood plain or exposed to standing water. Transportation and disposal of such waste material will be the responsibility of the department.

Damage to existing painted surfaces as a result of construction operations, shall be restored to the approval of the engineer at the contractor's expense.

**D Measurement**

The department will measure Preparation and Coating of Top Flanges (Structure), completed in accordance to the contract and accepted, as a single complete unit of work for the structure.

**E Payment**

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| 517.0900.S.02 | Preparation and Coating of Top Flanges B-27-73 | LS |

Payment is full compensation for preparing and cleaning the designated surfaces; and for furnishing and applying the coating.
517-010 (20100709)

## 19. Concrete Staining B-27-56, Item 517.1010.S.01.

**A Description**
Furnish and apply a two coat concrete stain to the exposed concrete surfaces of the structure, as detailed in the plans and as hereinafter provided.

**B Materials**
**B.1 Mortar**
Use mortar for sack rubbing the concrete surfaces as given in standard spec 502.3.7.5 or use one of the following products:

| | |
|---|---|
| Preblended, Packaged Type II Cement: | Tri-Mix by TK Products |
| | Thoroseal Pearl Gray by Thoro Products |

The mortar shall contain one of the following acrylic bonding admixtures mixed and applied in accordance to manufacturer's recommendations:

| | |
|---|---|
| Acrylic Bonding Admixture: | TK-225 by TK Products |
| | Achro 60 by Thoro Products |
| | Achro Set by Master Builders |

**B.2 Concrete Stain**
Use concrete stain manufactured for use on exterior concrete surfaces, consisting of a base coat and a pigmented sealer finish coat. Use the following products, or equal as approved by the department, as part of the two coat finish system:

Tri-Sheen Concrete Surfacer, Smooth by TK Products
Tri-Sheen Acrylic by TK Products
TK-1450 Natural Look Urethane Anti-Graffiti Primers by TK Products
Safe-Cure & Seal EPX by Chem Masters
H + C Shield Plus by Sherwin-Williams

**C Construction**
**C.1 General**
Furnish, prepare, apply, cure, and store all materials in accordance to the product manufacturer's specifications for the type and condition of application required.

Match or exceed the stain manufacturer's minimum recommended curing time of the concrete or 28 days, whichever is greater, prior to staining.

**C.2 Preparation of Concrete Surfaces**
Provide a sack rubbed finish in accordance to standard spec 502.3.7.5, using mortar as indicated above on concrete surfaces with open voids or honeycombing.

Following the sack rubbing, clean all concrete surfaces that are to be coated to ensure that the surface is free of all laitance, dirt, dust, grease, efflorescence, and any foreign material and that the surface will accept the coating material according to product requirements. As a minimum, clean the surface using a 3000-psi water blast. Hold the nozzle of the water blaster approximately 6 inches from the concrete surface and move it continuously in a sweeping motion. Give special attention to smooth concrete surfaces to produce an acceptable surface texture. Correct any surface problems resulting from the surface preparation methods. Grit blasting of the concrete surface is not allowed.

**C.3 Staining Concrete Surfaces**
Apply the concrete stain in accordance to the manufacturer's recommendations.

Apply the concrete stain when the temperature of the concrete surface is 45º F or higher, or as given by the manufacturer.

The color of the stain shall be as given on the plan. Tint the base coat to match the finish coat; the two coats shall be compatible with each other.

Do not begin staining the structure until earthwork operations are completed to a point where this work can begin without receiving damage. Where this work is adjacent to exposed soil or pavement areas, provide temporary covering protection from overspray or splatter.

**C.4 Test Areas**
Prior to applying stain to the structure, apply the stain to sample panels measuring a minimum of 48-inches x 48-inches and constructed to demonstrate workmanship in the use of the form liner specified on the structure if applicable. Match or exceed the stain manufacturer's minimum recommended curing time of the concrete or 28 days, whichever is greater, prior to staining. Prepare the concrete surfaces of the sample panels and apply stain using the same materials and in the same manner as proposed for the structure, including staining of the joints between the stones produced by the form liner if applicable. Do not apply stain to the structure until the department approves the test panels.

**C.5 Surfaces to be Coated.**
Apply concrete stain to the surfaces in accordance to the plan.

**D Measurement**
The department will measure Concrete Staining (Structure) in area by the square foot of surface, acceptably prepared and stained.

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| 517.1010.S.01 | Concrete Staining B-27-56 | SF |

Payment is full compensation for furnishing and applying the two coat system; for preparing the concrete surface; and for preparing the sample panels.
517-110 (20100709)

## 20. Cover Plates Temporary, Item 611.8120.S.

**A Description**
This special provision describes furnishing, installing and removing a steel plate 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 units, acceptably completed in place.

**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.
611-006 (20030820)

## 21. Removing Signs Type II.

Complete this work in accordance to the pertinent requirements of standard spec 638 and as hereinafter provided.

Type II signs are the property of the department. Separate all department signs removed and not identified for reuse, plywood from aluminum signs, and palletize the signs for shipping and handling with a forklift.

Notify the Eau Claire Sign Shop Coordinator Steven Allard at (715) 577-1259 at least three business days prior to delivery to coordinate shipment. Deliver the signs to the Eau Claire Sign Shop at 5009 Hwy 53 S, Eau Claire, WI.

## 22. Cleaning Concrete Joints and Cracks, Item SPV.0090.01.

**A Description**

This special provision describes cleaning concrete joints and cracks in the existing concrete pavement and concrete gutter pan after Removing Concrete Surface Partial Depth is completed, in accordance to the plan details, the standard specifications, and as hereinafter provided.

**B (Vacant)**

**C Construction**

Remove all existing materials in the joints and cracks, including fillers, sealers, and asphalt to a depth of 3 inches below the milled concrete surface. Blow out all joints and cracks with pressurized air after removing the existing materials. Remove loose material from and blow out all joints and cracks with pressurized air that have not been previously repaired as directed by the engineer.

Prior to placement of the HMA pavement leveling layer, refill cleaned joints and cracks to the surface of the ground or milled concrete surface. Payment for refilling these areas is paid for under bid item 465.0110 Asphaltic Surface Patching.

The existing materials removed from the joints and cracks become the property of the contractor; properly dispose of it in accordance to standard spec 204.

**D Measurement**

The department will measure Cleaning Concrete Joints and Cracks 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.0090.01 | Cleaning Concrete Joints and Cracks | LF |

Payment is full compensation for removing and disposing of existing materials in the joints and cracks; and for cleaning joints and cracks.

## 23. Curb Head Repair Special, Item SPV.0090.02.

### A Description

This special provision describes repairing concrete curb head at the locations listed in the plan and includes removal of deteriorated concrete, furnishing, placing, and curing concrete to the original curb head grade and shape as required.

### B Materials

Furnish concrete conforming to grade C, C-FA, C-S, C-IS, C-IP, D, or E as specified in standard spec 501; except as follows:

1. The contractor may increase slump of grade E concrete to 3 inches.
2. The contractor may use ready-mixed concrete.

Furnish a neat cement bonding grout. Mix the neat cement in a water-cement ratio approximately equal to 5 gallons of water per 94 pounds of cement.

### C Construction

Remove and dispose of portions of deteriorated concrete curb head and form new curb faces, top, and back.

Use construction methods conforming to standard spec 204 and standard spec 501 and the following:

1. Make a ½-inch deep saw cut at the limits or repair before removing the deteriorated concrete.
2. Remove concrete to sound concrete as the engineer directs.
3. Clean the surface against which placing the new concrete to remove all loose particles and dust, and keep continuously wet for 2 hours before placing new concrete. Immediately before placing concrete, coat the surface of old concrete with neat cement as specified above.
4. Place the concrete, consolidate, and strike off to the required alignment for curb faces, tops, and backs.

### D Measurement

The department will measure Curb Head Repair Special 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.0090.02 | Curb Head Repair Special | LF |

Payment is full compensation for removing and disposing of deteriorated concrete; for forming; for furnishing, placing, and curing concrete; and for disposing of waste material.

## 24. Prepare Foundation for Asphaltic Paving Special 7540-03-70, Item SPV.0105.01; 7550-03-72, Item SPV.0105.04.

**A Description**
This special provision describes preparing the pavement foundation in accordance to standard spec 211, and as hereinafter provided.

**B (Vacant)**

**C Construction**
*Delete standard spec 211.3.5.4 and replace with the following:*

After Removing Concrete Surface Partial Depth is completed, remove unstable patches of asphaltic materials used to fill localized pits, depressions, badly spalled, or disintegrated areas of the existing pavement. Remove loose concrete or concrete with incipient spalling within or contiguous to such areas. With pressurized air, blow out such areas to ensure removal of debris.

Prior to placement of the HMA pavement leveling layer, refill these areas of removal, as described above, to the surface of the ground or milled concrete surface. Payment for refilling these areas is paid for under bid item 465.0110 Asphaltic Surface Patching.

**D Measurement**
The department will measure Prepare Foundation for Asphaltic Paving Special (Project) in accordance to standard spec 211.4.

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| SPV.0105.01 | Prepare Foundation for Asphaltic Paving Special 7540-03-70 | LS |
| SPV.0105.04 | Prepare Foundation for Asphaltic Paving Special 7550-03-72 | LS |

Payment is full compensation for Prepare Foundation for Asphaltic Paving in accordance to standard spec 211.5 including removal of temporary asphalt wedges and ramps.

## 25. Remove and Reset Tubular Railing Special B-27-73, Item SPV.0105.02.

**A Description**
In the location of parapet removal and repair, disconnect the tubular railing from rail posts and remove the rail posts from the existing bridge parapet, store them, and then reset them when the parapet repair is complete, in accordance to the plans, the pertinent requirements of the standard specifications, and as hereinafter provided.

**B (Vacant)**

**C Construction**
Remove the rail posts, taking care not to damage them. Store the rail posts in an area away from construction activities to preclude damage to them.

In the event that damage does occur to any item that is designated for re-use in the new work, repair or replace the damaged item at no expense to the department.

**D Measurement**
The department will measure Remove and Reset Tubular Railing Special B-27-73 as a single complete lump sum unit of work, 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.0105.02 | Remove and Reset Tubular Railing Special B-27-73 | LS |

Payment is full compensation for disconnecting tubular railing from rail posts; removing the rail posts; properly storing the rail posts; resetting the rail posts; and for reconnecting the tubular railing.

## 26. Milling and Removing Temporary Joint 7540-03-70, Item SPV.0105.03; 7550-03-72, Item SPV.0105.05.

**A Description**
This special provision describes the milling and removing of the upper layer HMA wedge joint and any other temporary longitudinal or transverse joints, including sweeping and cleaning of the affected area prior to the abutting pavement placement.

**B (Vacant)**

**C Construction**
Immediately prior to the placement of the adjoining lane, mill any temporary wedge joint to a true line with a face perpendicular to the surface of the existing asphaltic surface pavement.

Immediately prior to continuation of paving operations, mill any temporary transverse joint to a true line with a face perpendicular to the surface of the existing asphaltic surface pavement.

The contractor becomes the owner of the removed asphaltic pavement and is responsible for the disposal as specified for disposing of materials under standard spec 204.3.1.3.

**D Measurement**
The department will measure Milling and Removing Temporary Joint (Project) as a single lump sum unit of work for all wedge joints, acceptably 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.0105.03 | Milling and Removing Temporary Joint 7540-03-70 | LS |
| SPV.0105.05 | Milling and Removing Temporary Joint 7550-03-72 | LS |

Payment is full compensation for milling, removing, sweeping, cleaning, and disposing of materials.

## 27. Concrete Sidewalk Cure and Seal Treatment, Item SPV.0165.01.

**A Description**
This work includes treating all newly constructed concrete sidewalk with a surface cure and seal treatment as shown on plans, and as hereinafter provided.

**B Materials**
The treating material shall conform to ASTM C1315, ASTM C309, and AASHTO M148 specifications and be produced by a manufacturer on the approved list.

**C Construction**
Application rates for the treating material shall be in accordance to the manufacturer's specifications.

**D Measurement**
The department will measure Concrete Sidewalk Cure and Seal Treatment 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.0165.01 | Concrete Sidewalk Cure and Seal Treatment | SF |

Payment is full compensation for furnishing and applying Concrete Sidewalk Cure and Seal Treatment.

## 28. Concrete Pavement Repair Non Doweled Special, Item SPV.0180.01, Concrete Pavement Replacement Non Doweled Special, Item SPV.0180.02.

### A Description

This special provision describes construction of Concrete Pavement Repair Non Doweled Special and Concrete Pavement Replacement Repair Non Doweled Special accordance with standard spec 415, standard spec 416, and standard spec 710. QMP for these items shall be combined and covered under section 716 of the standard specifications, as shown on the plans, and hereinafter provided. Concrete Pavement Repair Non Doweled Special and Concrete Pavement Replacement Repair Non Doweled Special will be overlaid with HMA.

### B Materials

#### B.1 Concrete Mixtures

*Supplement standard spec 716.2 with the following:*

Concrete mix design shall be the responsibility of the contractor. Provide the concrete mix designs necessary to accommodate the contractors operations and contractor scheduling according to the traffic provisions and prosecution and progress provisions included in the plan.

Chloride based accelerators shall be allowed in any concrete mixes that are specifically designed to meet opening strength within six hours or less within the time of placement to accommodate lane restrictions as specified in the contract.

QC slump testing is not required for any concrete mixture that has been approved and has at least 700 lbs of cement per cubic yard.

Random 28-day compressive strength cylinders are not required.

Any chemical admixture(s) to be used, other than air-entraining agents or water reducers from the department's approved list, must be approved in advance by the engineer. The water-cement ratio of the concrete mixture shall not exceed 0.40.

### C Construction

#### C.1 General

Restrict lane operations as specified in the Traffic Section and the Prosecution and Progress Section. Perform work to cause the least possible inconvenience to traffic.

Prepare the base as specified in standard spec 211 using engineer-approved hand methods. Place the repair to the thickness of the contiguous pavement. In lieu of replacing base that was damaged or removed, the contractor will be allowed to place concrete to fill this area at no additional cost to the department.

**C.2 Concrete Repair**
*Supplement standard spec 416.3.7 and standard spec 416.3.8.2 with the following:*

Deposit concrete to require as little re-handling as possible, place and consolidate by hand with an immersion type vibrator, and strike off and finish flush with adjoining surfaces. Any finished surface within the repair that is 0.5 inches higher than the adjoining pavement shall be ground to match elevation. Any individual repair that, within its defined boundaries, has any finished surface that is 0.5 inch lower than the adjoining pavement shall be paid at 50% of the bid price within the individual repair. Repair areas greater than 15 feet in length shall meet the Surface Testing and Correction parameters as defined in 415.3.10.

Unless the plans show or the engineer directs otherwise, the department will not require ties to the existing adjoining pavement within repairs that are fifteen feet or less in length.

Construct, cure, and protect as specified for concrete pavement repairs in Section 416.

**C.3 Concrete Replacement**
Placement of Concrete Pavement Replacement Non Doweled Special shall fall under standard spec 415.3.6 through 415.3.14.

**C.4 Opening to Traffic**
Concrete Pavement Repair Non Doweled Special and Concrete Pavement Replacement Repair Non Doweled Special must attain a minimum compressive strength of 2500 psi before they can be opened to traffic. The opening strength shall be determined by Maturity Methods standard spec 502.3.10.1.3.3 or other engineer approved methods. If cylinders are used, the compressive strength shall be measured by testing concrete cylinders cured in the field on top of the slab, under the curing blanket. At least two cylinders shall be tested in determining the attained strength of concrete repairs for the purpose of opening the pavement to traffic. The average of test results for the two cylinders shall be used to determine compliance, except that neither cylinder may be less than 10 percent below the required strength.

If opening is not controlled by maturity methods or cylinders, cores may be substituted.

**C.5 Details**
Details for the construction of these two items shall fall under SDD 13C9-8a,8b,8c Concrete Pavement Repair and Replacement and plan details.

**D Measurement**
The department will measure Concrete Pavement Repair Non Doweled Special and Concrete Pavement Replacement Non Repair Doweled Special by the square yard, acceptably completed.

**E Payment**

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| SPV.0180.01 | Concrete Pavement Repair Non Doweled Special | SY |
| SPV.0180.02 | Concrete Pavement Replacement Non Doweled Special | SY |

Payment is full compensation for removing old pavement and disposing of removed materials, for preparing the base; for providing the concrete, placing, curing and protecting concrete, and a finishing saw cut on HMA shoulder.

The department will pay separately for the following bid items Sawing Concrete, Drilled Tie Bars and Asphaltic Surface Patching into the existing shoulder.

## ADDITIONAL SPECIAL PROVISION 4

Payment to all Subcontractors. Within 10 calendar days of receipt by a contractor of a progress payment for work performed, materials furnished, or materials stockpiled by a subcontractor, the contractor shall pay that subcontractor for all work satisfactorily performed and for all materials furnished or stockpiled.

The contractor agrees further to release retainage amounts to each subcontractor within 10 calendar days after the subcontractor's work is satisfactorily completed. In addition, whenever the Department reduces the contract retainage amount, within 10 calendar days of receipt by a contractor of a retainage payment, the contractor must reduce the total amount retained from subcontractors to no more than remains retained by the Department.

The contractor shall pay the subcontractor within the time frames described above unless the contractor complies with both of the following within 10 calendar days of receiving the Department's progress payment:

1) The contractor notifies the subcontractor in writing that the work is not satisfactorily completed.
2) The contractor requests approval from the Department to delay payment because the subcontractor has not satisfactorily completed the work.

The contractor's request for approval should include the written notification to the subcontractor and shall provide sufficient documentation of good cause to assist the engineer in making a timely decision. If the engineer does not grant approval, the contractor shall pay the subcontractor within 10 calendar days of the Department's decision.

All subcontracting agreements made by a contractor shall include the above provisions and shall be binding on all contractors and subcontractors.

The contractor certifies compliance with the requirements of this Additional Special Provision by signing the contract. This clause applies to both DBE and non-DBE subcontractors.

# ADDITIONAL SPECIAL PROVISION 6
# ASP 6 - Modifications to the standard specifications

*Make the following revisions to the 2013 edition of the standard specifications:*

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**106.3.4.3.1 General**

*Replace paragraph two with the following effective with the November 2012 letting:*

(2) Required sampling and testing methodologies and documentation are specified in CMM chapter 8.

(3) If disputed, approval of materials and components, as well as acceptance of the work incorporating those materials or components, is subject to review under the QMP dispute resolution process.

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**107.17.3 Railroad Insurance Requirements**

*Replace the entire text with the following effective with the August 2012 letting:*

(1) If required by the special provisions, provide or arrange for a subcontractor to provide railroad protective liability insurance in addition to the types and limits of insurance required in 107.26. Keep railroad protective liability insurance coverage in force until completing all work, under or incidental to the contract, on the railroad right of way or premises of the railroad and until the department has accepted the work as specified in 105.11.2.4.

(2) Provide railroad protective liability insurance coverage written as specified in 23 CFR part 646 subpart A. Provide a separate policy for each railroad owning tracks on the project. Ensure that the railroad protective liability insurance policies provide the following minimum limits of coverage:

1. Coverage A, bodily injury liability and property damage liability; $2 million per occurrence.
2. Coverage B, physical damage to property liability; $2 million per occurrence.
3. An annual aggregate amount of $6 million that shall apply separately to each policy renewal or extension.

(3) Obtain coverage from insurance companies licensed to do business in Wisconsin that have an A.M. Best rating of A- or better. The cost of providing the required insurance coverage and limits is incidental to the contract. The department will make no additional or special payment for providing insurance.

(4) Submit the following to each railroad owning tracks on the project as evidence of that railroad's respective coverage:

1. A certificate of insurance for the types and limits of insurance specified in 107.26.
2. The railroad protective liability insurance policy or other acceptable documentation to the railroad company.

(5) Submit the following to the region as evidence of the required coverage:

1. A copy of the letter to the railroad company transmitting the submittal documents specified in 107.17.3(4).
2. A certificate of insurance for the required railroad protective liability coverages.

(6) Do not begin work on the right of way or premises of the railroad company until the region receives the submittals specified in 107.17.3(5) and notification from the railroad company that the contractor has provided sufficient insurance information to begin work.

(7) Notify the railroad and the region immediately upon cancellation or initiating cancellation, whichever is earlier, or any material change in coverage. Cease operations within 50 feet of the railroad right of way immediately if insurance is cancelled or reduced. Do not resume operations until the required coverage is in force.

**460.2.8.3.1.4 Department Verification Testing Requirements**

*Replace paragraph four with the following effective with the December 2012 letting:*

(4) The department will randomly test each design mixture at the following minimum frequency:

| FOR TONNAGES TOTALING: | |
|---|---|
| Less than 501 tons | no tests required |
| From 501 to 5,000 tons | one test |
| More than 5,000 tons | add one test for each additional 5,000-ton increment |

**501.2.1 Portland Cement**

*Replace paragraph one with the following effective with the March 2013 letting:*

(1) Use cement conforming to ASTM specifications as follows:

- Type I portland cement; ASTM C150.
- Type II portland cement; ASTM C150.
- Type III portland cement; ASTM C50, for high early strength.
- Type IP portland-pozzolan cement; ASTM C595, except maximum loss on ignition is 2.0 percent.
- Type IS portland blast-furnace slag cement; ASTM C595.
- Type IL portland-limestone cement; ASTM C595, except maximum nominal limestone content is 10 percent with no individual test result exceeding 12.0 percent.

**501.2.5.5 Sampling and Testing**

*Replace the entire text with the following effective with the January 2013 letting:*

(1) Sample and test aggregates for concrete according to the following:

| | |
|---|---|
| Sampling aggregates | AASHTO T2 |
| Lightweight pieces in aggregate | AASHTO T113 |
| Material finer than No. 200 sieve | AASHTO T11 |
| Unit weight of aggregate | AASHTO T19 |
| Organic impurities in sands | AASHTO T21 |
| Sieve analysis of aggregates | AASHTO T27 |
| Effect of organic impurities in fine aggregate | AASHTO T71 |
| Los Angeles abrasion of coarse aggregate | AASHTO T96 |
| Freeze-thaw soundness of coarse aggregate | AASHTO T103 |
| Sodium sulfate soundness of aggregates | AASHTO T104 |
| Specific gravity and absorption of fine aggregate | AASHTO T84 |
| Specific gravity and absorption of coarse aggregate | AASHTO T85 |
| Flat & elongated pieces based on a 3:1 ratio | ASTM D4791[1] |
| Sampling fresh concrete | AASHTO R60 |
| Making and curing concrete compressive strength test specimens | AASHTO T23 |
| Compressive strength of molded concrete cylinders | AASHTO T22 |

[1] As modified in CMM 8-60.

**501.2.6 Fly Ash**

*Replace paragraph three with the following effective with the March 2013 letting:*

(3) Test fly ash using a recognized laboratory, as defined in 501.2.2(1), starting at least 30 days before its proposed use, and continuing at ASTM-required frequencies as the work progresses. The manufacturer shall test the chemical and physical properties listed in tables 1 and 2 of ASTM C618 at the frequencies and by the test methods prescribed in ASTM C311.

**501.3.1.1.1 Air-Entrained Concrete**

*Replace paragraph one with the following effective with the March 2013 letting:*

(1) Prepare air-entrained concrete with type I, IL, II, IS, or IP portland cement and sufficient air-entraining admixture to produce concrete with the air content specified in 501.3.2.4.

**503.2.2 Concrete**

*Replace paragraph five with the following effective with the March 2013 letting:*

(5) Furnish prestressed concrete members cast from air-entrained concrete, except I-type girders may use non-air-entrained concrete. Use type I, IL, IS, , IP, II, or III portland cement. The contractor may replace up to 30 percent of type I, IL, II, or III portland cement with an equal weight of fly ash, slag, or a combination of fly ash and slag, except for prestressed box girders and slabs, the contractor shall replace 20-30 percent of the cement with fly ash, slag, or a combination of fly ash and slag. Ensure that fly ash conforms to 501.2.6 and slag conforms to 501.2.7. Use only one source and replacement rate for work under a single bid item. Use a department-approved air-entraining admixture conforming to 501.2.2 for air-entrained concrete. Use only size No. 1 coarse aggregate conforming to 501.2.5.4.

**506.3.22 Shop Inspection**

*Replace paragraph one with the following effective with the July 2010 letting:*

(1) The engineer or an independent inspection agency under department contract may inspect all structural steel and miscellaneous metals furnished. The department will provide the contractor with monthly consultant inspection invoices and identify any quality deficiencies at the fabrication facility.

**506.5 Payment**

*Add paragraph nine as follows effective with the June 2010 letting:*

(9) The department will limit costs for inspections conducted under 506.3.2 to $0.05 per pound of material and deduct costs in excess of that amount from payment due the contractor. The department will determine costs for in-house inspections based on hourly rates for department staff plus overhead and use invoiced costs for contracted-out inspections. The department will administer deductions for the contractor's share of the total inspection cost under the Excess Costs For Fabrication Shop Inspection administrative item.

**507.2.2.1 General**

*Replace paragraph four with the following effective with the December 2012 letting:*

(4) Ensure that there are no unsound knots or knot holes. Also ensure that there are no tight knots of a diameter exceeding one-quarter of the greater dimension at the point where they occur. Measure a knot by taking its diameter at right angles to the length of the timber. Ensure that the sum of sizes of all knots in any one-foot length does not exceed 2 times the size of the largest allowed single knot. The engineer will treat cluster knots as if they were a single knot. A cluster knot is 2 or more knots grouped together, with the fibers of the wood deflected around the entire unit.

**512.3.1 Driving and Cutting Off**

*Replace the entire text with the following effective with the December 2012 letting:*

**512.3.1.1 General**

(1) Coordinate driving operations to prevent damage or displacement of concrete in substructure units or damage to adjacent facilities due to vibrations.

(2) Drive sheeting with a variation of 1/4 inch or less per foot from the vertical or from the batter the plans show. Ensure that the sheetpiles are within 6 inches of the plan position after driving. Do not damage sheetpiles attempting to correct for misalignment.

(3) Remove and replace, or otherwise correct, sheetpiles the engineer deems unacceptable under 105.3. Submit details of planned corrections to the engineer for review and approval before initiating any corrective actions.

(4) Drive sheetpiles to or beyond the required tip elevation the plans show.

**512.3.1.2 Driving System**

(1) Furnish a sheetpile driving system capable of driving the sheetpiles to the required minimum tip elevation the plans show.

(2) The engineer may order the contractor to remove a pile driving system component from service if it causes insufficient energy transfer or damages the sheetpiles. Do not return a component to service until the engineer determines that it has been satisfactorily repaired or adjusted.

(3) Drive sheetpiles with diesel, air, steam, gravity, hydraulic, or vibratory hammers.

**512.3.1.3 Cut-Offs**

(1) Cut off sheetpiles at the elevations the plans show or as the engineer directs. Pile cut-offs become the property of the contractor. Dispose of cut-offs not incorporated into the work.

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**518.2.1 General**

*Replace paragraph one with the following effective with the March 2013 letting:*

(1) Furnish portland cement and water as specified in 501.2. Unless the engineer allows an alternate, use either type I, IL, IS, , or IP portland cement.

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**526.3.3 Temporary Structures**

*Replace paragraphs two through four with the following effective with the January 2013 letting:*

(2) Inspect temporary structures conforming to the National Bridge Inspection Standards (NBIS) and the department's structure inspection manual before opening to traffic. Perform additional inspections, as the department's structure inspection manual requires, based on structure type and time in service. Submit inspection reports on department form DT2007 to the engineer and electronic copies to the department's bureau of structures maintenance section. Ensure that a department-certified active team leader, listed online in the department's highway structures information system (HSIS), performs the inspections.

(3) Maintain temporary structures and approaches in place until no longer needed. Unless the engineer directs otherwise, completely remove and dispose of as specified in 203.3.4. Contractor-furnished materials remain the contractor's property upon removal.

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**614.2.5 Wood Posts and Offset Blocks**

*Retitle and replace the entire text with the following effective with the July 2012 letting:*

**614.2.5 Posts and Offset Blocks**

**614.2.5.1 Wood Posts and Offset Blocks**

(1) Furnish sawed posts and offset blocks of one of the following species:

| | | | | |
|---|---|---|---|---|
| Douglas fir | Southern pine | Ponderosa pine | Jack pine | White pine |
| Red pine | Western hemlock | Western larch | Hem-fir | Oak |

(2) Ensure that posts are the size the plans show and conform to the nominal and minimum dimensions tabulated in 507.2.2.3. The contractor does not have to surface the posts. Provide posts of the net length the plans show after setting and cut off.

(3) Use stress graded posts rated at 1200 psi $f_b$ or higher. Determine the stress grade rating for douglas fir, western larch, and southern pine as specified in 507.2.2.4.

(4) For hem-fir, hemlock, red pine, white pine, jack pine, ponderosa pine, and oak conform to the following:

**TABLE 614-1 PROPERTIES FOR WOOD POSTS AND BLOCKS**

| SPECIES | | | WESTERN HEMLOCK, HEM-FIR, RED PINE, WHITE PINE, JACK PINE, PONDEROSA PINE | | OAK | |
|---|---|---|---|---|---|---|
| MAXIMUM SLOPE OF GRAIN | | | 1 in 15 | | 1 in 12 | |
| NOMINAL WIDTH OF FACE | | | 6" | 8" | 6" | 8" |
| SHAKES, CHECKS, AND SPLITS | | GREEN | 1" | 1 3/8" | 2 3/8" | 3 1/8" |
| | | SEASONED | 1 1/2" | 2" | 2 5/8" | 3 1/2" |
| MAXIMUM WANE | | | 1" | 1 3/8" | 1 1/8" | 1 5/8" |
| MAXIMUM ALLOWABLE KNOTS | NARROW FACE | MIDDLE 1/3 OF LENGTH | 1 3/8" | 1 5/8" | 2 1/8" | 2 3/8" |
| | | END[1] | 2 3/4" | 3 1/4" | 4 1/4" | 4 3/4" |
| | | SUM IN MIDDLE 1/2 OF LENGTH[2] | 11" | 13" | 17" | 19 |
| | WIDE FACE | EDGE KNOT N MIDDLE 1/3 OF LENGTH | 1 3/8" | 1 5/8" | | |
| | | EDGE KNOT AT END[1] | 2 3/4" 7 | 3 1/4" | | |
| | | CENTERLINE | 1 3/8" | 1 7/8" | 2 1/4" | 2 7/8" |
| | | SUM IN MIDDLE 1/2 OF LENGTH | 5 1/2" | 7 1/2" | 9" | 11 1/2" |

[1] But do not exceed the maximum allowable knot on the centerline of the wide face of the same piece.

[2] But do not exceed 4 times the maximum allowable knot on the centerline of the wide face of the same piece.

(5) Pressure treat posts and offset blocks as specified in 507.2.2.6. Use one of the oil-soluble preservatives or chromated copper arsenate conforming to 507.2.3. Use the same material for offset blocks and posts and treat material used in each continuous installation with the same type of preservative.

**614.2.5.2 Steel Posts**

(1) Furnish steel posts conforming to AASHTO M270 Grade 36 and galvanized according to AASTHO M111.

**614.2.5.3 Plastic Offset Blocks**

(1) Furnish plastic offset blocks from the department's approved products list.

---

**614.3.1 General**

*Replace the entire text with the following effective with the July 2012 letting:*

(1) Paint the ends of cut-off galvanized posts, rail, bolts, cut or drilled surfaces of galvanized components, and areas of damaged zinc coating with 2 coats of zinc dust/zinc oxide paint. Clean the damaged and adjacent areas thoroughly before applying paint.

(2) Apply 2 coats of wood preservative to cut surfaces of wood components. Use the same preservative originally used to treat that component or use a 2-percent solution of copper naphthenate conforming to AWPA Standard P8 or P36.

---

**614.3.2.1 Installing Posts**

*Replace paragraph four with the following effective with the July 2012 letting:*

(4) Cut post tops to the finished elevation the plans show.

**628.2.13 Rock Bags**

*Replace paragraph one with the following effective with the November 2012 letting:*

(1) Furnish rock bags made of a porous, ultraviolet resistant, high-density polyethylene or geotextile fabric that will retain 70% of its original strength after 500 hours of exposure according to ASTM D4355 and a minimum in-place filled size of 18-inches long by 12-inches wide by 6-inches high. Ensure that the fabric conforms to the following:

| TEST REQUIREMENT | METHOD | VALUE |
|---|---|---|
| Minimum Tensile | ASTM D4632 | |
| Machine direction | | 70 lb minimum |
| Cross direction | | 40 lb minimum |
| Elongation | ASTM D4632 | |
| Machine direction | | 20% minimum |
| Cross direction | | 10 % min |
| Puncture | ASTM 4833 | 65 lbs minimum |
| Minimum Apparent Opening | | 0.0234 inches (No. 30 sieve) |
| Maximum Apparent Opening | | 0.0787 inches (No. 10 sieve) |

**639.2.1 General**

*Replace paragraph two with the following effective with the March 2013 letting:*

(2) For grout use fine aggregate conforming to 501.2.5.3 and type I, IL, IS, or IP portland cement.

**649.3.1 General**

*Replace paragraphs three and four with the following effective with the March 2013 letting:*

(3) For pavements open to all traffic, apply centerline and no-passing barrier line markings as follows:

- On intermediate pavement layers, including milled surfaces, on the same day the pavement is placed or milled.
- On the upper layer of pavement, on the same day the pavement is placed unless the contractor applies permanent marking on the same day the pavement is placed.

If weather conditions preclude same-day application, apply as soon as weather allows. Do not resume next-day construction operations until these markings are completed unless the engineer allows otherwise.

(4) If required to apply no passing zone temporary pavement marking, reference the beginning and end of all existing no-passing barrier lines. Apply temporary no-passing barrier lines at those existing locations. If the contract contains the Locating No-Passing Zones bid item, relocate the no-passing zones as specified in section 648 for permanent marking.

**701.4.2 Verification Testing**

*Replace paragraph two with the following effective with the December 2012 letting:*

(2) The department will sample randomly at locations independent of the contractor's QC tests and use separate equipment and laboratories. The department will conduct a minimum of one verification test for each 5 contractor QC tests unless specific QMP provisions specify otherwise.

**715.2.3.1 Pavements**

*Replace paragraph two with the following effective with the March 2013 letting:*

(2) Provide a minimum cement content of 565 pounds per cubic yard, except if using type I, IL, or III portland cement in a mix where the geologic composition of the coarse aggregate is primarily igneous or metamorphic materials, provide a minimum cement content of 660 pounds per cubic yard.

**715.3.1.3 Department Verification Testing**

*Replace paragraph one with the following effective with the December 2012 letting:*

(1) The department will perform verification testing as specified in 701.4.2 except as follows:

- Air content, slump, and temperature: a minimum of 1 verification test per lot.
- Compressive strength: a minimum of 1 verification test per lot.

## Errata

*Make the following corrections to the 2013 edition of the standard specifications:*

**102.12 Public Opening of Proposals**

*Correct 102.12(1) errata by changing htm to shtm in the web link.*

(1) The department will publicly open proposals at the time and place indicated in the notice to contractors. The department will post the total bid for each proposal on the Bid Express web site beginning at 9:30 AM except as specified in 102.8. If a proposal has no total bid shown, the department will not post the bid. After verification for accuracy under 103.1, the department will post bid totals on the department's HCCI web site.

http://roadwaystandards.dot.wi.gov/hcci/bid-letting/index.shtm

**107.22 Contractor's Responsibility for Utility Facilities, Property, and Services**

*Correct errata by eliminating references to the department. Costs are determined by statute.*

(3) If the contractor damages or interrupts service, the contractor shall notify the utility promptly. Coordinate and cooperate with the utility in the repair of the facility. Determine who is responsible for repair costs according to Wisconsin statutes 66.0831 and 182.0175(2).

**204.3.2.2 Removing Items**

*Correct errata by changing the reference from 490.3.2 to 490.3.*

(5) Under the Removing Asphaltic Surface Milling bid item, remove and dispose of existing asphaltic pavement or surfacing by milling at the location and to the depth the plans show. Mill the asphaltic pavement or surfacing as specified for milling salvaged asphaltic pavement in 490.3.

**501.2.9 Concrete Curing Materials.**

*Correct errata by changing AASHTO M171 to ASTM C171.*

(4) Furnish polyethylene-coated burlap conforming to ASTM C171 for white burlap-polyethylene sheets.

**506.2.6.5.2 Pad Construction**

*Correct errata by changing ASTM A570 to ASTM A1011.*

(4) For the internal steel plates use rolled mild steel conforming to ASTM A36, or ASTM A1011 grade

**512.3.3 Painting**

*Correct errata by changing 511.3.5 to 550.3.11.3.*

(1) Paint permanent steel sheet piling as specified for painting steel piling in 550.3.11.3.

**513.2.2.8 Toggle Bolts**

*Correct errata by changing ASTM A570 to ASTM A1011.*

(1) Use toggle bolts made of steel, conforming to the plans. Make the assembly from the material specified below:

Toggle bolt and pin ..... Cold finished steel heat-treated Brinell 311-363 ASTM A354.

Toggle washer ..... Hot rolled steel ASTM A1011. Manufacturer's standard washer.

Spacer nut ..... Grade 1213, ASTM A108. Cold finished steel heat-treated ASTM A325.

**660.2.1 General**

*Correct errata by changing section 511 to 550.*

(1) Furnish materials conforming to the following:

Concrete ..... section 501

Concrete bridges ..... section 502

Luminaires ..... section 659

Steel piling ..... section 550

Steel reinforcement ..... section 505

**660.3.2.3 Pile Type Foundations**

*Correct errata by changing section 511 to 550.*

(1) Drive piles as specified in for steel piling in section 550.

**701.3 Contractor Testing**

*Correct errata by updating AASHTO T141 to AASHTO R60 and changing AASHTO T309 to ASTM C1064.*

(1) Perform contract required QC tests for samples randomly located according to CMM 8-30. Also perform other tests as necessary to control production and construction processes, and additional testing enumerated in the contractor's quality control plan or that the engineer directs. Use test methods as follows:

**TABLE 701-2 TESTING STANDARDS**

| TEST | TEST STANDARD |
|---|---|
| Washed P 200 analysis | AASHTO T11[1] |
| Sieve analysis of fine and coarse aggregate | AASHTO T27[1] |
| Aggregate moisture | AASHTO T255[1] |
| Sampling freshly mixed concrete | AASHTO R60 |
| Air content of fresh concrete | AASHTO T152[2] |
| Concrete slump | AASHTO T119[2] |
| Concrete temperature | ASTM C1064 |
| Concrete compressive strength | AASHTO T22 |
| Making and curing concrete cylinders | AASHTO T23 |
| Standard moist curing for concrete cylinders | AASHTO M201 |

[1] As modified in CMM 8-60.

[2] As modified in CMM 8-70.

# ADDITIONAL SPECIAL PROVISION 7

A. Reporting 1st 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.

# ADDITIONAL SPECIAL PROVISION 9
# Electronic Certified Payroll Submittal

(1) Use the department's Civil Rights Compliance System (CRCS) to submit certified payrolls electronically. Details are available online through the department's highway construction contractor information (HCCI) site on the Labor, Wages, and EEO Information page at: http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm

(2) Ensure that all tiers of subcontractors, as well as all trucking firms, submit their weekly certified payrolls electronically through CRCS. These payrolls 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 payrolls. The department will provide training either in a classroom setting at one of our regional offices or by telephone. Contact Tess Mulrooney at 608-267-4489 to schedule the training.

(4) The department will reject all paper submittals of forms DT-1816 and DT-1929 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 data from their computer system into CRCS should have their payroll coordinator send several sample electronic files to Tess two months before a payroll needs to be submitted. Not every contractor's payroll system is capable of producing export files. For details, see pages 17-22 of the CRCS System Background Information manual available online on the Labor, Wages, and EEO Information page at: http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/crc-basic-info.pdf

**Effective with September 2004 Letting**

# WISCONSIN DEPARTMENT OF TRANSPORTATION
# DIVISION OF HIGHWAYS AND TRANSPORTATION FACILITIES

## SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS



## I. WAGE RATES, HOURS OF LABOR AND PAYMENT OF WAGES

The schedule of "Minimum Wage Rates" attached hereto and made a part hereof furnishes the prevailing wage rates that have been determined pursuant to Section 103.50 of the Wisconsin Statutes. These wage rates are the minimum required to be paid to the various laborers, workers, mechanics and truck drivers employed by contractors and subcontractors on the construction work embraced by the contract and subject to prevailing hours and wages under Section 103.50, Stats. If necessary to employ laborers, workers, mechanics or truck drivers whose classification is not listed on the schedule, they shall be paid at rates conformable to those listed for similar classifications. Apprentices shall be paid at rates not less than those prescribed in their state indenture contacts.

While the wage rates shown are the minimum rates required by the contract to be paid during its life, this in 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 shall be allowed or authorized on account of the payment of wage rates in excess of those listed herein.

Pursuant to Section 103.50 of the Wisconsin Statutes, the prevailing hours of labor have been determined to be up to 10 hours per day and 40 hours per calendar week Monday through Friday. If any laborer, worker, mechanic or truck driver is permitted or required to work more than the prevailing number of hours per day or per calendar week on this contract, they shall be paid for all hours in excess of the prevailing hours at a rate of at least one and one-half (1 1/2) times their hourly rate of pay. All work on Saturday, Sunday and the following holidays is to be paid at time and a half: (1) January 1, (2) the last Monday in May, (3) July 4, (4) the first Monday in September, (5) the fourth Thursday in November, (6) December 25, (7) the day before if January 1, July 4 or December 25 falls on a Saturday and (8) the day following if January 1, July 4 or December 25 falls on a Sunday.

All laborers, workers, mechanics and truck drivers shall be paid unconditionally not less often than once a week. Persons who own and operate their own trucks must receive the prevailing truck driver rate for the applicable type of truck (i.e. 2 axle, 3 or more axle, articulated, eculid or dumptor) he or she operates, plus an agreed upon amount for the use of his or her truck. Every owner-operator MUST be paid separately for their driving and for the use of their truck.

For those projects subject to the requirements of the Davis-Bacon Act, the Secretary of Labor will also have determined "Minimum Wage Rates" for work to be performed under the contract. These rates are, for all or most of the labor, worker, mechanic or truck driver classifications, identical to those established under Section 103.50 of the Wisconsin Statutes. In the event the rates are not identical, the higher of the two rates will govern.

## II. PAYROLL REQUIREMENTS

All contractors and subcontractors must submit weekly Certified Payrolls and Compliance Statement verifying that all laborers, workers, mechanics and truck drivers working on the project have been paid the prevailing wage rates for all work performed under the contract required by Section 103.50 of the Wisconsin Statutes.

## 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 place at the site of work:

a. "NOTICE TO EMPLOYEES," which provides information required to be posted by the provisions of Section 103.50 of the Wisconsin Statutes.

b. A copy of the State of Wisconsin Minimum Wages Rates. (Four pages.)

c. A copy of the contractor's Equal Employment Opportunity Policy.

d. On any project involving federal aid, in addition to the furnished postings, the contractor shall post a copy of the "Davis-Bacon Act, Minimum Wage Rates". (Three pages.)

## IV. WAGE RATE REDISTRIBUTION

The amount specified as the hourly basic rate of pay and the amount(s) specified as the fringe benefit contribution(s), for all classes of laborers, workers, mechanics or truck drivers may be redistributed, when necessary, to conform to those specified in any applicable collective bargaining agreement, provided that both parties to such agreement

request and receive the approval for any such redistribution from both the Department of Transportation and the Department of Workforce Development prior to the implementation of such redistribution.

## V. ADDITIONAL CLASSIFICATIONS

Any unlisted laborer or mechanic classification that is needed to perform work on this project, and is not included within the scope of any of the classifications listed in the application prevailing wage rate determination, may be added after award only if all of the following criteria have been met:

1. The affected employer(s) must make a written request to WisDOT Central Office to utilize the unlisted classification on this project.

2. The request must indicate the scope of the work to be performed by the unlisted classification and must indicate the proposed wage/fringe benefit package that the unlisted classification is to receive.

3. The work to be performed by the unlisted classification must not be performed by a classification that is included in the applicable prevailing wage rate determination.

4. The unlisted classification must be commonly employed in the area where the project is located.

5. The proposed wage/fringe benefit package must bear a reasonable relationship to those set forth in the applicable prevailing wage rate determination.

6. The request should be made prior to the actual performance of the work by the unlisted classification.

7. DWD must approve the use of the unlisted classification and the proposed wage/fringe benefit package. USDOL also must approve the use of the unlisted classification and the proposed wage/fringe benefit package on federal aid projects.

8. WisDOT and DWD may amend the proposed wage/fringe benefit package, as deemed necessary, and may set forth specific employment ratios and scope of work requirements in the approval document.

The approved wage/fringe benefit package shall be paid to all laborers, workers, mechanics or truck drivers performing work within the scope of that performed by the unlisted classification, from the first day on which such work is performed. In the event that work is performed by the unlisted classification prior to approval, the wage/fringe benefit package to be paid for such work must be in conformance with the wage/fringe

benefit package approved for such work. Under this arrangement a retroactive adjustment in wages and/or fringe benefits may be required to be made to the affected laborers, workers, mechanics or truck drivers by the affected employer(s).

**ANNUAL PREVAILING WAGE RATE DETERMINATION**
**FOR ALL STATE HIGHWAY PROJECTS**
**JACKSON COUNTY**

Compiled by the State of Wisconsin - Department of Workforce Development
for the Department of Transportation
Pursuant to s. 103.50, Stats.
Issued on April 1, 2012

**CLASSIFICATION:** Contractors are required to call the Department of Workforce Development if there are any questions reqarding the proper trade or classification to be used for any worker on a public works project.

**OVERTIME:** Time and one-half must be paid for all hours worked over 10 hours per day and 40 hours per calendar week and for all hours worked on Saturday, Sunday and the following six (6) holidays: January 1; the last Monday in May; July 4; the 1st Monday in September; the 4th Thursday in November; December 25; the day before if January 1, July 4 or December 25 falls on a Saturday; the day following if January 1, July 4 or December 25 falls on a Sunday.

**FUTURE INCREASE:** If indicated for a specific trade or occupation, the full amount of such increase MUST be added to the "TOTAL" indicated for such trade or occupation on the date(s) such increase(s) becomes effective.

**PREMIUM PAY:** If indicated for a specific trade or occupation, the full amount of such pay MUST be added to the "HOURLY BASIC RATE OF PAY" indicated for such trade or occupation, whenever such pay is applicable.

**SUBJOURNEY:** Wage rates may be available for some of the classifications indicated below. Any employer that desires to use any subjourney classification on a project MUST request the applicable wage rate from the Department of Workforce Development PRIOR to the date such classification is used on such project. Form ERD-10880 is available for this purpose and can be obtained by writing to the Department of Workforce Development, Equal Rights Division, P.O. Box 8928, Madison, WI 53708.

| TRADE OR OCCUPATION | HOURLY BASIC RATE OF PAY | HOURLY FRINGE BENEFITS | TOTAL |
|---|---|---|---|
| | $ | $ | $ |
| Bricklayer, Blocklayer or Stonemason | 32.66 | 15.92 | 48.58 |
| Carpenter | 29.06 | 15.16 | 44.22 |
| Cement Finisher | 29.91 | 16.45 | 46.36 |
| Future Increase(s): Add $1.86 on 6/1/12; Add $1.87 on 6/1/13; Add $1.87 on 6/1/14; Add $1.87 on 6/1/15; Add $1.75 on 6/ 1/ 16. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.40/hr when the Wisconsin Department of Transportation or responsible governing agency requires that work be performed at night under artificial illumination with traffic control and the work is completed after sunset and before sunrise. | | | |
| Electrician | 27.40 | 16.54 | 43.94 |
| Future Increase(s): Add $.50/hr. on 06/04/2012 Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sunday, New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. | | | |
| Fence Erector | 35.62 | 0.00 | 35.62 |
| Ironworker | 30.90 | 19.11 | 50.01 |
| Line Constructor (Electrical) | 35.97 | 18.08 | 54.05 |
| Painter | 21.87 | 11.32 | 33.19 |
| Pavement Marking Operator | 26.65 | 14.38 | 41.03 |
| Piledriver | 28.11 | 23.37 | 51.48 |
| Roofer or Waterproofer | 16.00 | 3.34 | 19.34 |
| Teledata Technician or Installer | 21.26 | 11.97 | 33.23 |
| Tuckpointer, Caulker or Cleaner | 23.96 | 12.88 | 36.84 |
| Underwater Diver (Except on Great Lakes) | 36.20 | 18.81 | 55.01 |
| Heavy Equipment Operator - ELECTRICAL LINE CONSTRUCTION ONLY | 33.87 | 16.10 | 49.97 |
| Light Equipment Operator -ELECTRICAL LINE CONSTRUCTION ONLY | 28.78 | 16.21 | 44.99 |

| TRADE OR OCCUPATION | HOURLY BASIC RATE OF PAY | HOURLY FRINGE BENEFITS | TOTAL |
|---|---|---|---|
| | $ | $ | $ |
| Heavy Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY | 25.18 | 13.07 | 38.25 |
| Light Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY | 23.38 | 12.48 | 35.86 |
| Groundman - ELECTRICAL LINE CONSTRUCTION ONLY | 21.30 | 10.97 | 32.27 |
| **TRUCK DRIVERS** | | | |
| Single Axle or Two Axle | 22.35 | 16.19 | 38.54 |
| Future Increase(s): Add $1.75/hr on 6/1/2012; Add $1.85/hr on 6/1/2013. Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. | | | |
| Three or More Axle | 22.50 | 16.19 | 38.69 |
| Future Increase(s): Add $1.75/hr on 6/1/2012; Add $1.85/hr on 6/1/2013. Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. | | | |
| Articulated, Euclid, Dumptor, Off Road Material Hauler | 26.77 | 18.90 | 45.67 |
| Future Increase(s): Add $2/hr on 6/1/12; Add $2/hr on 6/1/13; Add $1.75/hr on 6/1/14. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period). | | | |
| Pavement Marking Vehicle | 23.84 | 14.77 | 38.61 |
| Shadow or Pilot Vehicle | 24.76 | 15.35 | 40.11 |
| Truck Mechanic | 24.91 | 15.35 | 40.26 |
| **LABORERS** | | | |
| General Laborer | 26.92 | 13.45 | 40.37 |
| Future Increase(s): Add $1.60/hr on 6/1/2012: Add $1.70/hr on 6/1/2013; Add $1.60/hr on 6/1/2014. Premium Pay: Add $.10/hr for topman, air tool operator, vibrator or tamper operator (mechanical hand operated), chain saw operator and demolition burning torch laborer; Add $.15/hr for bituminous worker (raker and luteman), formsetter (curb, sidewalk and pavement) and strike off man; Add $.20/hr for blaster and powderman; Add $.25/hr for bottomman; Add $.35/hr for line and grade specialist; Add $.45/hr for pipelayer. DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period). | | | |
| Asbestos Abatement Worker | 28.46 | 10.73 | 39.19 |
| Landscaper | 26.92 | 13.45 | 40.37 |
| Future Increase(s): Add $1.60/hr on 6/1/12; Add $1.70/hr on 6/1/13; Add $1.60/hr on 6/1/14. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period). | | | |
| Flagperson or Traffic Control Person | 23.55 | 13.45 | 37.00 |
| Future Increase(s): Add $1.60/hr on 6/1/2012; Add $1.70/hr on 6/1/2013; Add $1.60/hr on 6/1/2014. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.25/hr when the Wisconsin | | | |

| TRADE OR OCCUPATION | HOURLY BASIC RATE OF PAY $ | HOURLY FRINGE BENEFITS $ | TOTAL $ |
|---|---|---|---|
| Department of Transportation or responsible governing agency requires that work be performed at night under artificial illumination with traffic control and the work is completed after sunset and before sunrise. | | | |
| Fiber Optic Laborer (Outside, Other Than Concrete Encased) | 15.00 | 0.92 | 15.92 |
| Railroad Track Laborer | 23.96 | 12.88 | 36.84 |
| **HEAVY EQUIPMENT OPERATORS** | | | |
| Crane, Tower Crane, Pedestal Tower or Derrick, With Boom, Leads &/or Jib Lengths Measuring 176 Ft or Over; Crane, Tower Crane, Pedestal Tower or Derrick, With or Without Attachments, With a Lifting Capacity of Over 100 Tons, Self-Erecting Tower Crane With a Lifting Capacity Of Over 4,000 Lbs., Crane With Boom Dollies; Traveling Crane (Bridge Type). | 34.22 | 18.90 | 53.12 |
| Future Increase(s): Add $2/hr on 6/1/12; Add $2/hr on 6/1/13; Add $1.75/hr on 6/1/14. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period). | | | |
| Backhoe (Track Type) Having a Mfgr.'s Rated Capacity of 130,000 Lbs. or Over; Caisson Rig; Crane, Tower Crane, Portable Tower, Pedestal Tower or Derrick, With Boom, Leads &/or Jib Lengths Measuring 175 Ft or Under; Crane, Tower Crane, Portable Tower, Pedestal Tower or Derrick, With or Without Attachments, With a Lifting Capacity of 100 Tons or Under, Self-Erecting Tower Crane With A Lifting Capacity Of 4,000 Lbs., & Under; Dredge (NOT Performing Work on the Great Lakes); Licensed Boat Pilot (NOT Performing Work on the Great Lakes); Pile Driver. | 33.72 | 18.90 | 52.62 |
| Future Increase(s): Add $2/hr on 6/1/12; Add $2/hr on 6/1/13; Add $1.75/hr on 6/1/14. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period). | | | |
| Air Track, Rotary or Percussion Drilling Machine &/or Hammers, Blaster; Asphalt Heater, Planer & Scarifier; Asphalt Milling Machine; Asphalt Screed; Automatic Subgrader (Concrete); Backhoe (Track Type) Having a Mfgr.'s Rated Capacity of Under 130,000 Lbs., Backhoe (Mini, 15,000 Lbs. & Under); Bituminous (Asphalt) Plant & Paver, Screed; Boatmen (NOT Performing Work on the Great Lakes); Boring Machine (Directional, Horizontal or Vertical); Bridge (Bidwell) Paver; Bulldozer or Endloader; Concrete Batch Plant, Batch Hopper; Concrete Breaker (Large, Auto, VIbratory/Sonic, Manual or Remote); Concrete Bump Cutter, Grinder, Planing or Grooving Machine; Concrete Conveyor System; Concrete Laser/Screed; Concrete Paver (Slipform); Concrete Pump, Concrete Conveyor (Rotec or Bidwell Type); Concrete Slipform Placer Curb & Gutter Machine; Concrete Spreader & Distributor; Crane (Carry Deck, Mini) or Truck Mounted Hydraulic Crane (10 Tons or Under); Crane WIth a Lifting Capacity of 25 Tons or Under; Forestry Equipment, Timbco, Tree Shear, Tub Grinder, Processor; Gradall (Cruz-Aire Type); Grader or Motor Patrol; Grout Pump; Hydro-Blaster (10,000 PSI or Over); Loading Machine (Conveyor); Material or Stack Hoist; Mechanic or Welder; Milling Machine; Post Hole Digger or Driver; Roller (Over 5 Ton); Scraper (Self Propelled or Tractor | 33.22 | 18.90 | 52.12 |

| TRADE OR OCCUPATION | HOURLY BASIC RATE OF PAY | HOURLY FRINGE BENEFITS | TOTAL |
|---|---|---|---|
| | $ | $ | $ |
| Drawn) 5 cu yds or More Capacity; Shoulder Widener; Sideboom; Skid Rig; Stabilizing or Concrete Mixer (Self-Propelled or 14S or Over); Straddle Carrier or Travel Lift; Tractor (Scraper, Dozer, Pusher, Loader); Tractor or Truck Mounted Hydraulic Backhoe; Trencher (Wheel Type or Chain Type); Tube Finisher; Tugger (NOT Performing Work on the Great Lakes); Winches & A- Frames.<br>Future Increase(s): Add $2/hr on 6/1/12; Add $2/hr on 6/1/13; Add $1.75/hr on 6/1/14.<br>Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period). | | | |
| Belting, Burlap, Texturing Machine; Broom or Sweeper; Compactor (Self-Propelled or Tractor Mounted, Towed & Light Equipment); Concrete Finishing Machine (Road Type); Environmental Burner; Farm or Industrial Type Tractor; Fireman (Asphalt Plant, Pile Driver & Derrick NOT Performing Work on the Great Lakes); Forklift; Greaser; Hoist (Tugger, Automatic); Jeep Digger; Joint Sawer (Multiple Blade); Launch (NOT Performing Work on the Great Lakes); Lift Slab Machine; Mechanical Float; Mulcher; Power Subgrader; Robotic Tool Carrier (With or Without Attachments); Roller (Rubber Tire, 5 Ton or Under); Self Propelled Chip Spreader; Shouldering Machine; Skid Steer Loader (With or WIthout Attachments); Telehandler; Tining or Curing Machine.<br>Future Increase(s): Add $2/hr on 6/1/12; Add $2/hr on 6/1/13; Add $1.75/hr on 6/1/14.<br>Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period). | 32.96 | 18.90 | 51.86 |
| Air Compressor (&/or 400 CFM or Over); Air, Electric or Hydraulic Jacking System; Augers (Vertical & Horizontal); Automatic Belt Conveyor & Surge Bin; Boiler (Temporary Heat); Concrete Proportioning Plant; Crusher, Screening or Wash Plant; Generator (&/or 150 KW or Over); Heaters (Mechanical); High Pressure Utility Locating Machine (Daylighting Machine); Mudjack; Oiler; Prestress Machine; Pug Mill; Pump (3 Inch or Over) or Well Points; Rock, Stone Breaker; Screed (Milling Machine); Stump Chipper; Tank Car Heaters; Vibratory Hammer or Extractor, Power Pack.<br>Future Increase(s): Add $2/hr on 6/1/12; Add $2/hr on 6/1/13; Add $1.75/hr on 6/1/14.<br>Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period). | 33.22 | 18.90 | 52.12 |
| Fiber Optic Cable Equipment. | 26.00 | 0.44 | 26.44 |

SCHEDULE OF ITEMS REVISED:

CONTRACT: 20130409034 PROJECT(S): 7540-03-70, 7550-03-72 FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

| LINE NO | ITEM DESCRIPTION | APPROX. QUANTITY AND UNITS | UNIT PRICE DOLLARS | UNIT PRICE CTS | BID AMOUNT DOLLARS | BID AMOUNT CTS |
|---|---|---|---|---|---|---|
| | SECTION 0001 CONTRACT ITEMS | | | | | |
| 0010 | 203.0500.S REMOVING OLD STRUCTURE OVER WATERWAY (STATION) 03. 18+76.00 | LUMP | LUMP | | | . |
| 0020 | 204.0100 REMOVING PAVEMENT | 2,035.000 SY | | . | | . |
| 0030 | 204.0105 REMOVING PAVEMENT BUTT JOINTS | 1,978.000 SY | | . | | . |
| 0040 | 204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH | 495,536.000 SF | | . | | . |
| 0050 | 204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS | 224.000 SY | | . | | . |
| 0060 | 204.0155 REMOVING CONCRETE SIDEWALK | 92.000 SY | | . | | . |
| 0070 | 206.1000 EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 03. B-27-56 | LUMP | LUMP | | | . |
| 0080 | 206.6000.S TEMPORARY SHORING | 275.000 SF | | . | | . |
| 0090 | 209.0100 BACKFILL GRANULAR | 390.000 CY | | . | | . |

CONTRACT: 20130409034
PROJECT(S): 7540-03-70, 7550-03-72
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

| LINE NO | ITEM DESCRIPTION | APPROX. QUANTITY AND UNITS | UNIT PRICE DOLLARS | UNIT PRICE CTS | BID AMOUNT DOLLARS | BID AMOUNT CTS |
|---|---|---|---|---|---|---|
| 0100 | 210.0100 BACKFILL STRUCTURE | 360.000 CY | | . | | . |
| 0110 | 213.0100 FINISHING ROADWAY (PROJECT) 01. 7540-03-70 | 1.000 EACH | | . | | . |
| 0120 | 213.0100 FINISHING ROADWAY (PROJECT) 02. 7550-03-72 | 1.000 EACH | | . | | . |
| 0130 | 305.0110 BASE AGGREGATE DENSE 3/4-INCH | 352.000 TON | | . | | . |
| 0140 | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH | 115.000 TON | | . | | . |
| 0150 | 320.0155 CONCRETE BASE 9-INCH | 350.000 SY | | . | | . |
| 0160 | 416.0620 DRILLED DOWEL BARS | 64.000 EACH | | . | | . |
| 0170 | 440.4410.S INCENTIVE IRI RIDE | 11,320.000 DOL | 1.00000 | | 11320.00 | |
| 0180 | 455.0145 ASPHALTIC MATERIAL PG64-34P | 556.000 TON | | . | | . |
| 0190 | 455.0605 TACK COAT | 3,013.000 GAL | | . | | . |
| 0200 | 460.1110 HMA PAVEMENT TYPE E-10 | 9,269.000 TON | | . | | . |

CONTRACT: 20130409034
PROJECT(S): 7540-03-70, 7550-03-72
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

| LINE NO | ITEM DESCRIPTION | APPROX. QUANTITY AND UNITS | UNIT PRICE DOLLARS | UNIT PRICE CTS | BID AMOUNT DOLLARS | BID AMOUNT CTS |
|---|---|---|---|---|---|---|
| 0210 | 460.2000 INCENTIVE DENSITY HMA PAVEMENT | 5,845.160 DOL | 1.00000 | | 5845.16 | |
| 0220 | 465.0110 ASPHALTIC SURFACE PATCHING | 355.000 TON | . | | . | |
| 0230 | 465.0125 ASPHALTIC SURFACE TEMPORARY | 80.000 TON | . | | . | |
| 0240 | 502.3100 EXPANSION DEVICE (STRUCTURE) 02. B-27-73 | LUMP | LUMP | | . | |
| 0250 | 502.3200 PROTECTIVE SURFACE TREATMENT | 3,312.000 SY | . | | . | |
| 0260 | 502.3210.S PIGMENTED PROTECTIVE SURFACE TREATMENT | 1,235.000 SY | . | | . | |
| 0270 | 504.0100 CONCRETE MASONRY CULVERTS | 115.000 CY | . | | . | |
| 0280 | 505.0410 BAR STEEL REINFORCEMENT HS CULVERTS | 10,855.000 LB | . | | . | |
| 0290 | 505.0605 BAR STEEL REINFORCEMENT HS COATED BRIDGES | 4,365.000 LB | . | | . | |
| 0300 | 505.0610 BAR STEEL REINFORCEMENT HS COATED CULVERTS | 5,450.000 LB | . | | . | |
| 0310 | 505.0904 BAR COUPLERS NO. 4 | 8.000 EACH | . | | . | |

CONTRACT: 20130409034
PROJECT(S): 7540-03-70, 7550-03-72
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

| LINE NO | ITEM DESCRIPTION | APPROX. QUANTITY AND UNITS | UNIT PRICE DOLLARS | UNIT PRICE CTS | BID AMOUNT DOLLARS | BID AMOUNT CTS |
|---|---|---|---|---|---|---|
| 0320 | 505.0906 BAR COUPLERS NO. 6 | 24.000 EACH | | . | | . |
| 0330 | 509.0301 PREPARATION DECKS TYPE 1 | 34.000 SY | | . | | . |
| 0340 | 509.0302 PREPARATION DECKS TYPE 2 | 4.000 SY | | . | | . |
| 0350 | 509.0500 CLEANING DECKS | 3,210.000 SY | | . | | . |
| 0360 | 509.1000 JOINT REPAIR | 59.000 SY | | . | | . |
| 0370 | 509.1500 CONCRETE SURFACE REPAIR | 250.000 SF | | . | | . |
| 0380 | 509.2500 CONCRETE MASONRY OVERLAY DECKS | 225.000 CY | | . | | . |
| 0390 | 509.9050.S CLEANING PARAPETS | 1,180.000 LF | | . | | . |
| 0400 | 514.0900 ADJUSTING FLOOR DRAINS | 4.000 EACH | | . | | . |
| 0410 | 516.0500 RUBBERIZED MEMBRANE WATERPROOFING | 42.000 SY | | . | | . |

CONTRACT: 20130409034
PROJECT(S): 7540-03-70, 7550-03-72
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

| LINE NO | ITEM DESCRIPTION | APPROX. QUANTITY AND UNITS | UNIT PRICE DOLLARS | UNIT PRICE CTS | BID AMOUNT DOLLARS | BID AMOUNT CTS |
|---|---|---|---|---|---|---|
| 0420 | 517.0900.S PREPARATION AND COATING OF TOP FLANGES (STRUCTURE) 02. B-27-73 | LUMP | LUMP | | | . |
| 0430 | 517.1010.S CONCRETE STAINING (STRUCTURE) 01. B-27-56 | 1,425.000 SF | | . | | . |
| 0440 | 602.0410 CONCRETE SIDEWALK 5-INCH | 576.000 SF | | . | | . |
| 0450 | 602.0415 CONCRETE SIDEWALK 6-INCH | 747.000 SF | | . | | . |
| 0460 | 603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED | 1,100.000 LF | | . | | . |
| 0470 | 603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED | 2,200.000 LF | | . | | . |
| 0480 | 611.8110 ADJUSTING MANHOLE COVERS | 62.000 EACH | | . | | . |
| 0490 | 611.8120.S COVER PLATES TEMPORARY | 3.000 EACH | | . | | . |
| 0500 | 614.0905 CRASH CUSHIONS TEMPORARY | 1.000 EACH | | . | | . |
| 0510 | 618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01.7540-03-70 | 1.000 EACH | | . | | . |

CONTRACT: 20130409034
PROJECT(S): 7540-03-70, 7550-03-72
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

| LINE NO | ITEM DESCRIPTION | APPROX. QUANTITY AND UNITS | UNIT PRICE DOLLARS | UNIT PRICE CTS | BID AMOUNT DOLLARS | BID AMOUNT CTS |
|---|---|---|---|---|---|---|
| 0520 | 618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 02.7550-03-72 | 1.000 EACH | | . | | . |
| 0530 | 619.1000 MOBILIZATION | 1.000 EACH | | . | | . |
| 0540 | 628.1905 MOBILIZATIONS EROSION CONTROL | 8.000 EACH | | . | | . |
| 0550 | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL | 2.000 EACH | | . | | . |
| 0560 | 628.5505 POLYETHYLENE SHEETING | 56.000 SY | | . | | . |
| 0570 | 628.6005 TURBIDITY BARRIERS | 30.000 SY | | . | | . |
| 0580 | 628.7015 INLET PROTECTION TYPE C | 90.000 EACH | | . | | . |
| 0590 | 634.0616 POSTS WOOD 4X6-INCH X 16-FT | 69.000 EACH | | . | | . |
| 0600 | 637.0202 SIGNS REFLECTIVE TYPE II | 1,042.620 SF | | . | | . |
| 0610 | 637.0402 SIGNS REFLECTIVE FOLDING TYPE II | 7.460 SF | | . | | . |

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|---|---|---|---|---|---|---|
| 0620 | 638.2602 REMOVING SIGNS TYPE II | 203.000 EACH | | . | | . |
| 0630 | 638.3000 REMOVING SMALL SIGN SUPPORTS | 60.000 EACH | | . | | . |
| 0640 | 642.5201 FIELD OFFICE TYPE C | 1.000 EACH | | . | | . |
| 0650 | 643.0100 TRAFFIC CONTROL (PROJECT) 01.7540-03-70 | 1.000 EACH | | . | | . |
| 0660 | 643.0100 TRAFFIC CONTROL (PROJECT) 02.7550-03-72 | 1.000 EACH | | . | | . |
| 0670 | 643.0300 TRAFFIC CONTROL DRUMS | 10,703.000 DAY | | . | | . |
| 0680 | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III | 1,288.000 DAY | | . | | . |
| 0690 | 643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS | 35.000 EACH | | . | | . |
| 0700 | 643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES | 35.000 EACH | | . | | . |
| 0710 | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C | 1,190.000 DAY | | . | | . |
| 0720 | 643.0800 TRAFFIC CONTROL ARROW BOARDS | 56.000 DAY | | . | | . |

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|---|---|---|---|---|---|---|
| 0730 | 643.0900 TRAFFIC CONTROL SIGNS | 5,579.000 DAY | | . | | . |
| 0740 | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II | 1.000 EACH | | . | | . |
| 0750 | 643.2000 TRAFFIC CONTROL DETOUR (PROJECT) 02. 7550-03-72 | 1.000 EACH | | . | | . |
| 0760 | 643.3000 TRAFFIC CONTROL DETOUR SIGNS | 1,428.000 DAY | | . | | . |
| 0770 | 646.0106 PAVEMENT MARKING EPOXY 4-INCH | 25,145.000 LF | | . | | . |
| 0780 | 646.0126 PAVEMENT MARKING EPOXY 8-INCH | 1,105.000 LF | | . | | . |
| 0790 | 646.0600 REMOVING PAVEMENT MARKINGS | 6,100.000 LF | | . | | . |
| 0800 | 647.0166 PAVEMENT MARKING ARROWS EPOXY TYPE 2 | 25.000 EACH | | . | | . |
| 0810 | 647.0176 PAVEMENT MARKING ARROWS EPOXY TYPE 3 | 14.000 EACH | | . | | . |
| 0820 | 647.0256 PAVEMENT MARKING SYMBOLS EPOXY | 2.000 EACH | | . | | . |
| 0830 | 647.0456 PAVEMENT MARKING CURB EPOXY | 95.000 LF | | . | | . |

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CONTRACTOR :_____

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|---|---|---|---|---|---|---|
| 0840 | 647.0556 PAVEMENT MARKING STOP LINE EPOXY 12-INCH | 438.000 LF | | . | | . |
| 0850 | 647.0656 PAVEMENT MARKING PARKING STALL EPOXY | 2,276.000 LF | | . | | . |
| 0860 | 647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH | 218.000 LF | | . | | . |
| 0870 | 647.0776 PAVEMENT MARKING CROSSWALK EPOXY 12-INCH | 4,877.000 LF | | . | | . |
| 0880 | 649.0100 TEMPORARY PAVEMENT MARKING 4-INCH | 25,700.000 LF | | . | | . |
| 0890 | 649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH | 25,700.000 LF | | . | | . |
| 0900 | 650.6500 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 03. B-27-56 | LUMP | LUMP | | | . |
| 0910 | 650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE | 11,974.000 LF | | . | | . |
| 0920 | 650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 7540-03-70 | LUMP | LUMP | | | . |
| 0930 | 650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 02. 7550-03-72 | LUMP | LUMP | | | . |

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|---|---|---|---|---|---|---|
| 0940 | 690.0250 SAWING CONCRETE | 10,990.000 LF | | . | | . |
| 0950 | 715.0502 INCENTIVE STRENGTH CONCRETE STRUCTURES | 690.000 DOL | 1.00000 | | 690.00 | |
| 0960 | SPV.0090 SPECIAL 01. CLEANING CONCRETE JOINTS AND CRACKS | 11,285.000 LF | | . | | . |
| 0970 | SPV.0090 SPECIAL 02. CURB HEAD REPAIR SPECIAL | 30.000 LF | | . | | . |
| 0980 | SPV.0105 SPECIAL 01. PREPARE FOUNDATION FOR ASPHALTIC PAVING SPECIAL 7540-03-70 | LUMP | LUMP | | | . |
| 0990 | SPV.0105 SPECIAL 02. REMOVE AND RESET TUBULAR RAILING SPECIAL B-27-0073 | LUMP | LUMP | | | . |
| 1000 | SPV.0105 SPECIAL 03. MILLING AND REMOVING TEMPORARY JOINT 7540-03-70 | LUMP | LUMP | | | . |
| 1010 | SPV.0105 SPECIAL 04. PREPARE FOUNDATION FOR ASPHALTIC PAVING SPECIAL 7550-03-72 | LUMP | LUMP | | | . |
| 1020 | SPV.0105 SPECIAL 05. MILLING AND REMOVING TEMPORARY JOINT 7550-03-72 | LUMP | LUMP | | | . |

SCHEDULE OF ITEMS REVISED:

| CONTRACT: | PROJECT(S): | FEDERAL ID(S): |
|---|---|---|
| 20130409034 | 7540-03-70 | N/A |
| | 7550-03-72 | N/A |

CONTRACTOR :_____

| LINE NO | ITEM DESCRIPTION | APPROX. QUANTITY AND UNITS | UNIT PRICE DOLLARS | UNIT PRICE CTS | BID AMOUNT DOLLARS | BID AMOUNT CTS |
|---|---|---|---|---|---|---|
| 1030 | SPV.0165 SPECIAL 01. CONCRETE SIDEWALK CURE AND SEAL TREATMENT | 1,323.000 SF | | . | | . |
| 1040 | SPV.0180 SPECIAL 01. CONCRETE PAVEMENT REPAIR NON-DOWELED SPECIAL | 1,850.000 SY | | . | | . |
| 1050 | SPV.0180 SPECIAL 02. CONCRETE PAVEMENT REPLACEMENT NON-DOWELED SPECIAL | 70.000 SY | | . | | . |
| | SECTION 0001 TOTAL | | | | | . |
| | TOTAL BID | | | | | . |

# PLEASE ATTACH SCHEDULE OF ITEMS HERE