

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

Proposal Number:

**12**

| <u>COUNTY</u> | <u>STATE PROJECT ID</u> | <u>FEDERAL PROJECT ID</u> | <u>PROJECT DESCRIPTION</u>          | <u>HIGHWAY</u> |
|---------------|-------------------------|---------------------------|-------------------------------------|----------------|
| Bayfield      | 1180-04-60              |                           | Ino - Ashland<br>CTH E - USH 63     | USH 2          |
| Bayfield      | 1560-02-60              |                           | Drummond - USH 2<br>STH 118 - USH 2 | USH 63         |

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                                                           | <b>Attach Proposal Guaranty on back of this PAGE.</b> |
| Bid Submittal Due<br><br>Date: June 11, 2013<br>Time (Local Time): 9:00 AM                                                                               |                                                       |
| Contract Completion Time<br><br>Twenty-Seven (27) Working Days                                                                                           |                                                       |
| Assigned Disadvantaged Business Enterprise Goal<br><br>0%                                                                                                |                                                       |
|                                                                                                                                                          |                                                       |
| Firm Name, Address, City, State, Zip Code<br><br><b>SAMPLE</b><br><b>NOT FOR BIDDING PURPOSES</b><br><br>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><br>Removing asphaltic surface milling, HMA Pavement, beam guard replacement with energy absorbing terminals, base aggregate dense shoulders, pavement marking, signing and post replacement. | Date Guaranty Returned |
| Notice of Award Dated                                                                                                                                                                                         |                        |

**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.

## 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](http://www.bidx.com) web site or by contacting:

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

- (5) The department will address equipment and process failures, if the bidder can demonstrate that those failures were beyond their control.
- (6) Contractors are responsible for checking on the issuance of addenda and for obtaining the addenda. Notice of issuance of addenda is posted on the department's web site at <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

DT1303 1/2006

Wisconsin Department of Transportation

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

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

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

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

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

## PRINCIPAL

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

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

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

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

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

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

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

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

## 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

DT1305 8/2003

Wisconsin Department of Transportation

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

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

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

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

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

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



**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.

| <b>Name of Subcontractor</b> | <b>Class of Work</b> | <b>Estimated Value</b> |
|------------------------------|----------------------|------------------------|
| _____                        | _____                | _____                  |
| _____                        | _____                | _____                  |
| _____                        | _____                | _____                  |
| _____                        | _____                | _____                  |
| _____                        | _____                | _____                  |
| _____                        | _____                | _____                  |
| _____                        | _____                | _____                  |



**DECEMBER 2000**

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

Instructions for Certification

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

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

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

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

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

## Special Provisions

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## **SPECIAL PROVISIONS**

### **1. General.**

Perform the work under this construction contract for Project 1180-04-60, Ino-Ashland, CTH E to USH 63, USH 2, and for Project 1560-02-60, Drummond-USH 2, STH 118-USH 2, USH 63, both located in Bayfield 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 asphaltic surface milling, HMA pavement type E-10 special, HMA pavement type E-3 special, beam guard replacement with energy absorbing terminals, base aggregate dense shoulders, centerline rumble strip, pavement safety edge, pavement marking, signing and post replacement 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 time frame for construction of the project within the 2013 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

To revise the time frame, submit a written request to the engineer at least two weeks before the beginning of the intended time frame. 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.

*Delete standard spec 105.5.1(5) and replace with the following:*

Employ a competent superintendent capable of reading and understanding the contract and experienced in the type of work being performed. The superintendent shall be the authorized agent of the contractor and shall have full authority to execute the engineer's directions or instructions without delay. The superintendent shall coordinate all contractor operations related to the project including operations of both the prime contractor and/or any subcontractors and shall function as the single point of contact between the engineer and the contractor on all issues including issues involving both the prime contractor and/or any subcontractors. The superintendent shall be designated at the preconstruction meeting. Notify the engineer in writing a minimum of 24 hours before replacing or changing the superintendent. The superintendent shall be on the project and accessible to the engineer and all project employees of both the prime contractor and any subcontractors during all hours of each work day.

Do not commence work under this contract until the required traffic control devices and markings are in place and the engineer approves the installations.

Do not remove existing signs until permanent signs are ready for installation.

New beamguard and energy absorbing terminals shall be installed the same Saturday through Sunday calendar week that the existing beamguard is removed. Beamguard shall be in place over the weekend.

*Supplement standard spec 108.11 as follows:*

Work on beam guard and energy absorbing terminals (EATs) shall be done in between the placement of the lower layer of pavement and the surface layer on USH 63 and between the milling operation and the placement of the surface layer on USH 2. The contractor shall place traffic control barrels along the highway while grading work is being done or in the absence of beam guard and EATs. Grading must be complete prior to placement of upper layer of pavement.

The contractor is allowed five calendar days, Monday through Friday, to complete the work of removing existing beam guard and components and erecting new beam guard and EATs. If the contractor fails to complete the work necessary within the given time period, the department will assess the contractor \$1,000.00 in interim liquidated damages for each location and for each calendar day the work remains incomplete. An entire calendar day will be charged for any period of time within a calendar day that the bridge parapets remain unprotected beyond 12:01 AM.

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

- Severe weather as specified in standard spec 108.10.2.2.
- Labor disputes that are not industry wide.
- 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.

**Project 1180-04-60**

Limit the time between milling and placing the HMA pavement to 72 hours. Coordinate construction activities so that traffic does not travel on the milled asphaltic surface during any periods of time covered by the holiday work restrictions.

**Project 1560-02-60**

Limit the time between milling and placing the HMA pavement to 72 hours. Coordinate construction activities so that traffic does not travel on the milled asphaltic surface during any periods of time covered by the holiday work restrictions.

**4. Holiday Work Restrictions.**

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying USH 2 or USH 63 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)

**5. Utilities.**

This contract comes under the provision of Administrative Rule Trans 220.

107-065 (20080501)

The following utilities have facilities along USH 2 and USH 63; however, no adjustments or conflicts are anticipated:

**Bayfield Electric Cooperative** has various overhead and underground electrical lines adjacent to the right-of ways. Underground electrical crossing exists at Station 1008+95, junction of USH 2 and Kinney Road, and along USH 63 at approximately Station 31+22.

**Chequamegon Communications Cooperative** maintains various underground and overhead telecom facilities in the area located adjacent to the right-of-ways.

**Project 1180-04-60**

Crossings exist along USH 2 at the following locations:

- Perpendicular crossings at Station 882+44 approximately 101 feet west of CTH E.
- Station 823+35 approximately 11 feet west of CTH E; Station 824+03 at the intersection of CTH E; Crossing from NW to SE at Station 829+04.
- Crossing from NE to SW at Station 829+41.
- Perpendicular crossings at Station 837+83 and 848+73.
- Two parallel crossings from SW to NE at the intersection of CTH G at Station 863+58 and 864+18.
- Perpendicular crossings at Station 875+62 and 942+00.
- Crossing at end of Nordin Rd from Station 942+00 o/s 38' LT to Station 942+86 o/s 23' LT.
- Perpendicular crossings at Station 977+19, 1002+92, 1025+77, 1037+13, 1047+30, 1070+85, 1088+38, 1130+19, 1131+08, 1131+99, 1140+40 and 1140+63.

**Project 1560-02-60**

Crossings exist along USH 63 at the following locations:

- Two diagonal crossings parallel to each other originating in the north ditch of CTH F and then crossing from the SW side of USH 63 to the NE side at Station 5+75 and 5+92.
- Perpendicular crossings at Station 6+16, 7+68, 31+43, one crossing at the intersection of USH 63 and Strohmeyer Lane at Station 107+85.
- Single crossings at Station 108+25, 108+97, 109+38.

**6. Public Convenience and Safety - Lane Closure Notification.**

*Supplement standard spec 107.8 with the following:*

At least 14 days prior to the preconstruction meeting submit to the engineer for approval a schedule of closures necessary for completion of the contract. Identify general information including the construction activity requiring a closure, location of closure, type of closure, duration of closure, and times of closure.

All closures must be in accordance to the contract unless approved by the engineer. Submit any changes to the traffic control plan or other traffic related requirements of the contract to the engineer for approval at a minimum of 14 calendar days prior to the closure.

Review the closure schedule with the engineer at the preconstruction meeting. Within five days after the meeting, the engineer will accept the contractor's initial schedule or request additional information. Provide additional information requested by the engineer within five days after the request. Provide the engineer with an updated closure schedule whenever changes are necessary.

Provide the engineer a detailed closure schedule weekly, by noon on Wednesday, that covers planned closures for the following two weeks. Include detailed information on the construction activity, location, type, duration, and time of closures. Verify with the engineer that the closure is approved in the Wisconsin Lane Closure System prior to implementing the closure. Immediately notify the engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work.

Provide the minimum advance notification to the engineer for the following closures:

|                            |                  |
|----------------------------|------------------|
| Shoulder closures          | 3 business days  |
| Ramp closures              | 3 business days  |
| Lane closures              | 3 business days  |
| Local street closings      | 7 calendar days  |
| System ramp closures       | 14 calendar days |
| Full freeway closures      | 14 calendar days |
| Construction stage changes | 14 calendar days |
| Detours                    | 14 calendar days |

Non-compliance with the above requirements may result in non-approval of a closure. No time extensions as described in standard spec 108.10 will be granted for non-approval of a closure. The department will not assume damages accrued due to non-approval of a closure, including but not limited to mobilization costs, traffic control costs, and other damages for delays to the contract.

## **7. Removing Asphaltic Surface Butt Joints.**

This special provision describes Removing Asphaltic Surface Butt Joints in accordance to the pertinent requirements of standard spec 204 and as hereinafter provided.

At the project ends and side roads: If butt joints are not milled transversely across the pavement, saw cuts will be required; the department will consider this work incidental to bid item 204.0115 Removing Asphaltic Surface Butt Joint.

## **8. Prepare Foundation For Asphaltic Paving.**

*Delete standard spec 211.3.5.3 and replace with the following:*

Completely remove unstable patches of asphaltic materials used to fill localized pits, depressions, badly spalled, or disintegrated areas of the old pavement. Remove loose material with incipient spalling within or contiguous to such areas.

Remove all surplus crack and joint sealing material from the surface of the pavement and all joint material, including fillers and sealers, from joints and cracks to a minimum depth of 1 inch below the surface of the surface milled pavement.

Prior to placement of the HMA pavement and or leveling/wedging layers, refill these areas of removal to the surface of the milled surface. Payment for refilling these areas is paid for under bid item 465.0110 Asphaltic Surface Patching.

Place a leveling/wedge course at locations ahead of the paving operation as required by the engineer. Payment for leveling/wedging layers is paid for under bid item 465.0105 Asphaltic Surface.

## **9. 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:

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

- <sup>[1]</sup> 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.
- <sup>[2]</sup> For 3-inch material, obtain samples at load-out.
- <sup>[3]</sup> 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 subplot 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:

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

<sup>[1]</sup> 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)

**10. Salvaged Asphaltic Pavement Base.**

Providing contractor-owned material obtained from bid item Removing Asphaltic Surface Milling is incidental to this bid item.

**11. 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 subplot 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:

| <b>Segments with a Posted Speed Limit of 55 MPH or Greater</b> |                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Category</b>                                                | <b>Description</b>                                                                                                                                                                                                                                                                     |
| 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.                                                                   |

| <b>Segments with Any Portion Having a Posted Speed Limit Less Than 55 MPH</b> |                                                                                               |
|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| <b>Category</b>                                                               | <b>Description</b>                                                                            |
| 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<br>(in/mile) | Pay Reduction <sup>[1]</sup><br>(dollars) |
|--------------------------------------|-------------------------------------------|
| > 175                                | (Length in Feet) x (IRI – 175)            |

<sup>[1]</sup> 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:<br>Mill and replace the full lane width of the riding surface excluding the paved shoulder.<br>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:<br>Mill and replace the full lane width of the riding surface excluding the paved shoulder.<br>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:<br>Continuous diamond grinding of the full lane width of the riding surface including adjustment of the paved shoulders<br>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:

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

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

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

<sup>[1]</sup> 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.

<sup>[2]</sup> 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)

## **12. QMP HMA Pavement Nuclear Density.**

### **A Description**

*Replace standard spec 460.3.3.2 (1) and standard spec 460.3.3.2 (4) with the following:*

- (1) This special provision describes density testing of in-place HMA pavement with the use of nuclear density gauges. Conform to standard spec 460 as modified in this special provision.
- (2) Provide and maintain a quality control program defined as all activities and documentation of the following:
  1. Selection of test sites.
  2. Testing.
  3. Necessary adjustments in the process.
  4. Process control inspection.

- (3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes required procedures. Obtain the CMM from the department's web site at:

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

- (4) The department's Materials Reporting System (MRS) software allows contractors to submit data to the department electronically, estimate pay adjustments, and print selected reports. Qualified personnel may obtain MRS software from the department's web site at:

<http://www.atwoodsystems.com/mrs>

## **B Materials**

### **B.1 Personnel**

- (1) Perform HMA pavement density (QC, QV) testing using a HTCP certified nuclear technician I, or a nuclear assistant certified technician (ACT-NUC) working under a certified technician.
- (2) If an ACT is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

### **B.2 Testing**

- (1) Conform to ASTM D2950 and CMM 8.15 for density testing and gauge monitoring methods. Perform nuclear gauge measurements using gamma radiation in the backscatter position. Perform each test for 4 minutes of nuclear gauge count time.

### **B.3 Equipment**

#### **B.3.1 General**

- (1) Furnish nuclear gauges from the department's approved product list at  
<http://www.dot.wisconsin.gov/business/engrserv/approvedprod.htm>.
- (2) Have the gauge calibrated by the manufacturer or an approved calibration service within 12 months of its use on the project. Retain a copy of the manufacturer's calibration certificate with the gauge.
- (3) Prior to each construction season, and following any calibration of the gauge, the contractor must perform calibration verification for each gauge using the reference blocks located in the department's central office materials laboratory. To obtain information or schedule a time to perform calibration verification, contact the department's Radiation Safety Officer at:

Materials Management Section  
3502 Kinsman Blvd.  
Madison, Wisconsin 53704  
Telephone: (608) 243-5998

### **B.3.2 Correlation of Nuclear Gauges**

#### **B.3.2.1 Correlation of QC and QV Nuclear Gauges**

- (1) Select a representative section of the compacted pavement prior to or on the first day of paving for the correlation process. The section does not have to be the same mix design.
- (2) Correlate the 2 or more gauges used for density measurement (QC, QV). The QC and QV gauge operators will perform the correlation on 5 test sites jointly located. Record each density measurement of each test site for the QC, QV and back up gauges.
- (3) Calculate the average of the difference in density of the 5 test sites between the QC and QV gauges. Locate an additional 5 test sites if the average difference exceeds  $1.0 \text{ lb/ft}^3$ . Measure and record the density on the 5 additional test sites for each gauge.
- (4) Calculate the average of the difference in density of the 10 test sites between the QC and QV gauges. Replace one or both gauges if the average difference of the 10 tests exceeds  $1.0 \text{ lb/ft}^3$  and repeat correlation process from B.3.2.1 (2).
- (5) Furnish one of the QC gauges passing the allowable correlation tolerances to perform density testing on the project.

#### **B.3.2.2 Correlation Monitoring**

- (1) After performing the gauge correlation specified in B.3.2.1, establish a project reference site approved by the department. Clearly mark a flat surface of concrete or asphalt or other material that will not be disturbed during the duration of the project. Perform correlation monitoring of the QC, QV, and all back-up gauges at the project reference site.
- (2) Conduct an initial 10 density tests with each gauge on the project reference site and calculate the average value for each gauge to establish the gauge's reference value. Use the gauge's reference value as a control to monitor the calibration of the gauge for the duration of the project.
- (3) Check each gauge on the project reference site a minimum of one test per day if paving on the project. Calculate the difference between the gauge's daily test result and its reference value. Investigate if a daily test result is not within  $1.5 \text{ lb/ft}^3$  of its reference value. Conduct 5 additional tests at the reference site once the cause of deviation is corrected. Calculate and record the average of the 5 additional tests. Remove the gauge from the project if the 5-test average is not within  $1.5 \text{ lb/ft}^3$  of its reference value established in B.3.2.2(2).
- (4) Maintain the reference site test data for each gauge at an agreed location.

## **B.4 Quality Control Testing and Documentation**

### **B.4.1 Lot and Sublot Requirements**

#### **B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances**

- (1) A lot consists of the tonnage placed each day for each layer and target density specified in standard spec 460.3.3.1. A lot may include partial sublots.
- (2) Divide the roadway into sublots. A sublot is 1500 lane feet for each layer and target density.
- (3) A sublot may include HMA placed on more than one day of paving. Test sublots at the pre-determined random locations regardless of when the HMA is placed. No additional testing is required for partial sublots at the beginning or end of a day's paving.
- (4) If a resulting partial quantity at the end of the project is less than 750 lane feet, include that partial quantity with the last full sublot of the lane. If a resulting partial quantity at the end of the project is 750 lane feet or more, create a separate sublot for that partial quantity.
- (5) Randomly select test locations for each sublot as specified in CMM 8.15 prior to paving and provide a copy to the engineer. Locate and mark QC density test sites when performing the tests. Perform density tests prior to opening the roadway to traffic.
- (6) Use Table 1 to determine the number of tests required at each station, depending on the width of the lane being tested. When more than one test is required at a station, offset the tests 10 feet longitudinally from one another to form a diagonal testing row across the lane.

| <b>Lane Width</b>         | <b>No. of Tests</b> | <b>Transverse Location</b>   |
|---------------------------|---------------------|------------------------------|
| 5 ft or less              | 1                   | Random                       |
| Greater than 5 ft to 9 ft | 2                   | Random within 2 equal widths |
| Greater than 9 ft         | 3                   | Random within 3 equal widths |

**Table 1**

#### **B.4.1.2 Side Roads, Crossovers, Turn Lanes, Ramps, and Roundabouts**

- (1) A lot represents a combination of the total daily tonnage for each layer and target density.
- (2) Each side road, crossover, turn lane, ramp, and roundabout must contain at least one sublot for each layer.
- (3) If a side road, crossover, turn lane, or ramp is 1500 feet or longer, determine sublots and random test locations as specified in B.4.1.1.

- (4) If a side road, crossover, turn lane, or ramp is less than 1500 feet long, determine sublots using a maximum of 750 tons per subplot and perform the number of random tests as specified in Table 2.

| <b>Side Roads, Turn Lanes, Crossovers, Ramps,<br/>Roundabouts: Sublot/Layer tonnage</b> | <b>Minimum Number<br/>of Tests Required</b> |
|-----------------------------------------------------------------------------------------|---------------------------------------------|
| 25 to 100 tons                                                                          | 1                                           |
| 101 to 250 tons                                                                         | 3                                           |
| 251 to 500 tons                                                                         | 5                                           |
| 501 to 750 tons                                                                         | 7                                           |

**Table 2**

## **B.4.2 Pavement Density Determination**

### **B.4.2.1 Mainline Traffic Lanes and Appurtenances**

- (1) Calculate the average subplot densities using the individual test results in each subplot.
- (2) If all subplot averages are no more than one percent below the target density, calculate the daily lot density by averaging the results of each random QC test taken on that day's material.
- (3) If any subplot average is more than one percent below the target density, do not include the individual test results from that subplot when computing the lot average density and remove that subplot's tonnage from the daily quantity for incentive. The tonnage from any such subplot is subject to disincentive pay according to standard spec 460.5.2.2.

### **B.4.2.2 Mainline Shoulders**

#### **B.4.2.2.1 Width Greater Than 5 Feet**

- (1) Determine the pavement density as specified in B.4.2.1.

#### **B.4.2.2.2 Width of 5 Feet or Less**

- (1) If all subplot test results are no more than 3.0 percent below the minimum target density, calculate the daily lot density by averaging all individual test results for the day.
- (2) If a subplot test result is more than 3.0 percent below the target density, the engineer may require the unacceptable material to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine the limits of the unacceptable material according to B.4.3.

### **B.4.2.3 Side Roads, Crossovers, Turn Lanes, Ramps, and Roundabouts**

- (1) Determine the pavement density as specified in B.4.2.1.

### **B.4.2.4 Documentation**

- (1) Document QC density test data as specified in CMM 8.15. Provide the engineer with the data for each lot within 24 hours of completing the QC testing for the lot.

### **B.4.3 Corrective Action**

- (1) Notify the engineer immediately when an individual test is more than 3.0 percent below the specified minimum in standard spec 460.3.3.1. Investigate and determine the cause of the unacceptable test result.
- (2) The engineer may require unacceptable material specified in B.4.3(1) to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine limits of the unacceptable area by measuring density of the layer at 50-foot increments both ahead and behind the point of unacceptable density and at the same offset as the original test site. Continue testing at 50-foot increments until a point of acceptable density is found as specified in standard spec 460.5.2.2(1). Removal and replacement of material may be required if extended testing is in a previously accepted subplot. Testing in a previously accepted subplot will not be used to recalculate a new lot density.
- (3) Compute unacceptable pavement area using the product of the longitudinal limits of the unacceptable density and the full subplot width within the traffic lanes or shoulders.
- (4) Retesting and acceptance of replaced pavement will be according to standard spec 105.3.
- (5) Tests indicating density more than 3.0 percent below the specified minimum, and further tests taken to determine the limits of unacceptable area, are excluded from the computations of the subplot and lot densities.
- (6) If 2 consecutive subplot averages within the same paving pass and same target density are more than one percent below the specified target density, notify the engineer and take necessary corrective action. Document the locations of such sublots and the corrective action that was taken.

## **B.5 Department Testing**

### **B.5.1 Verification Testing**

- (1) The department will have a HTCP certified technician, or ACT working under a certified technician, perform verification testing. The department will test randomly at locations independent of the contractor's QC work. The department will perform verification testing at a minimum frequency of 10 percent of the sublots and a minimum of one subplot per mix design. The sublots selected will be within the active work zone. The contractor will supply the necessary traffic control for the department's testing activities.
- (2) The QV tester will test each selected subplot using the same testing requirements and frequencies as the QC tester.
- (3) If the verification subplot average is not more than one percent below the specified minimum target density, use the QC tests for acceptance.

- (4) If the verification subplot average is more than one percent below the specified target density, compare the QC and QV subplot averages. If the QV subplot average is within 1.0 lb/ft<sup>3</sup> of the QC subplot average, use the QC tests for acceptance.
- (5) If the first QV/QC subplot average comparison shows a difference of more than 1.0 lb/ft<sup>3</sup> each tester will perform an additional set of tests within that subplot. Combine the additional tests with the original set of tests to compute a new subplot average for each tester. If the new QV and QC subplot averages compare to within 1.0 lb/ft<sup>3</sup>, use the original QC tests for acceptance.
- (6) If the QV and QC subplot averages differ by more than 1.0 lb/ft<sup>3</sup> after a second set of tests, resolve the difference with dispute resolution specified in B.6. The engineer will notify the contractor immediately when density deficiencies or testing precision exceeding the allowable differences are observed.

### **B.5.2 Independent Assurance Testing**

- (1) Independent assurance is unbiased testing the department performs to evaluate the department's verification and the contractor's QC sampling and testing including personnel qualifications, procedures, and equipment. The department will perform the independent assurance review according to the department's independent assurance program.

### **B.6 Dispute Resolution**

- (1) The testers may perform investigation in the work zone by analyzing the testing, calculation, and documentation procedures. The testers may perform gauge correlation according to B.3.2.1.
- (2) The testers may use correlation monitoring according to B.3.2.2 to determine if one of the gauges is out of tolerance. If a gauge is found to be out of tolerance with its reference value, remove the gauge from the project and use the other gauge's test results for acceptance.
- (3) If the testing discrepancy cannot be identified, the contractor may elect to accept the QV subplot density test results or retesting of the subplot in dispute within 48 hours of paving. Traffic control costs will be split between the department and the contractor.
- (4) If investigation finds that both gauges are in error, the contractor and engineer will reach a decision on resolution through mutual agreement.

### **B.7 Acceptance**

- (1) The department will not accept QMP HMA Pavement Nuclear Density if a non-correlated gauge is used for contractor QC tests.

### **C (Vacant)**

**D (Vacant)**

**E Payment**

**E.1 QMP Testing**

- (1) Costs for all sampling, testing, and documentation required under this special provision are incidental to the work. If the contractor fails to perform the work required under this special provision, the department may reduce the contractor's pay. The department will administer pay reduction under the Non-performance of QMP administrative item.

**E.2 Disincentive for HMA Pavement Density**

- (1) The department will administer density disincentives according to standard spec 460.5.2.2.

**E.3 Incentive for HMA Pavement Density**

- (1) Delete standard spec 460.5.2.3.
- (2) If the lot density is greater than the minimum specified in standard spec table 460-3 and all individual air voids test results for that mixture are within +1.0 percent or -0.5 percent of the design target in standard spec table 460-2, the department will adjust pay for that lot as follows:

| <b>Percent Lot Density Above Minimum</b> | <b>Pay Adjustment Per Ton</b> |
|------------------------------------------|-------------------------------|
| From -0.4 to 1.0 inclusive               | \$0                           |
| From 1.1 to 1.8 inclusive                | \$0.40                        |
| More than 1.8                            | \$0.80                        |

- (3) The department will adjust pay under the Incentive Density HMA Pavement bid item. Adjustment under this item is not limited, either up or down, to the bid amount shown on the schedule of items.
- (4) If a traffic lane meets the requirements for disincentive, the department will not pay incentive on the integrally paved shoulder.
- (5) Submit density results to the department electronically using the MRS software. The department will validate all contractor data before determining pay adjustments.  
460-020 (20100709)

**13. Asphalt Center Line Rumble Strip 2-Lane Rural, Item 465.0475.S.**

**A Description**

This special provision describes milling asphalt center line rumbles on 2-lane rural roadways.

**B (Vacant)**

**C Construction**

Conform to standard spec 465 and the plan details.

#### **D Measurement**

The department will measure Asphalt Center Line Rumble Strip 2-Lane Rural by the linear foot acceptably completed, measured as the length the center line of the traveled way, from the center of the first groove in a segment to the center of the last groove in that segment. A segment is a series of grooves including 50-foot and shorter gaps. Gaps greater than 50 feet define a new segment.

#### **E Payment**

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

| ITEM NUMBER | DESCRIPTION                                   | UNIT |
|-------------|-----------------------------------------------|------|
| 465.0475.S  | Asphalt Center Line Rumble Strip 2-Lane Rural | LF   |

Payment for Asphalt Center Line Rumble Strip 2-Lane Rural is full compensation for milling; for sweeping or vacuuming; and for disposing of all waste materials.

465-010 (20120615)

### **14. Pavement Safety Edge.**

#### **A Description**

This special provision describes providing a sloped safety edge at the locations the plans show for pavements and pavement overlays placed adjacent to aggregate shoulders. Conform to details within the plan.

Department is conducting research on the safety edge. Cooperate with research activities as requested.

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

#### **C Construction**

##### **C.1 General**

Construct the safety edge monolithically with the pavement extending beyond the edge of pavement. Prepare the foundation material underlying the extended safety edge as the engineer directs. Place the finished shoulder material to the top of the safety edge conforming standard spec 305.3.3.

##### **C.2 Equipment**

For HMA pavement and overlays use a paver with an engineer-approved safety edge system capable of constructing the specified edge cross section compacted conforming to standard spec 450.3.2.6. Do not use a single plate strike off. Before paving, provide documentation that the proposed system met these specifications on other projects or construct a test section. The engineer may allow a conforming test section to be incorporated into the work.

For concrete pavement and overlays use slip-form paver modified to form the required edge.

The engineer may allow hand placement for short sections where machine placement is not practicable. The engineer may also allow full depth sawing to remove formed edges integrally placed with pavement where the plans do not show safety edge.

The engineer may eliminate safety edge work from the contract if at any point the contractor fails to construct conforming work.

#### **D Measurement**

The department will include the tonnage of material acceptably placed in the edge in the tonnage for the associated HMA pavement or overlay bid items.

The department will include the plan-view area of material acceptably placed in the edge in the yardage of the associated concrete pavement bid items.

#### **E Payment**

Payment for providing safety edge as well as full depth sawing to remove integrally placed edge is incidental to the associated pavement or overlay bid items.

The department will make no compensation under standard spec 109.5 if the safety edge work is eliminated due to the contractor's failure to produce conforming work.

### **15. Salvaged Rail, Item 614.0920.**

Perform this work in accordance to the pertinent requirement of standard spec 614 and as hereinafter provided.

Salvaged materials will become the property of Bayfield County.

Completely disassemble the existing guardrail. Carefully remove all salvageable posts, blocks, guardrail and hardware (brackets, reflectors, nuts, washers, bolts, etc.) in a manner that will preclude any damage (cutting or destructive measures are not allowed). The salvaged material shall be delivered to the project field office where they can be retrieved by Bayfield County forces. Salvaged materials shall be stored as follows:

- Posts – Banded and neatly stacked on pallets
- Blocks – banded and neatly stacked on pallet
- Beams – banded and neatly stacked on pallets
- Hardware - in 5 gallon pails or burlap sacks

Upon completion of the removal and storage of salvageable materials, contact the Bayfield County Highway Commissioner at (715) 373-6115. Bayfield County will inspect the materials and has the right to reject any damaged or otherwise unacceptable materials. Any rejected materials shall be disposed of by the contractor.

Remove and dispose of all other materials from the right-of-way.

## **16. Removing Signs Type II.**

This work shall be in accordance to the pertinent requirements of section 638 of the standard specifications and as provided here.

Type II aluminum signs are the department's property. Return aluminum signs to the Northwest Region sign shop palletized for handling with a forklift. Northwest Spooner Sign Shop Coordinator Vicki Riepl shall be notified at (715) 635-4962 at least three business days prior to delivery to coordinate shipment to be delivered to the Northwest Region Spooner Sign Shop at:

Junction 253 and 63  
Greenvalley Rd.  
Spooner WI, 54801

## **17. Locating No-Passing Zones, Item 648.0100.**

For this project, the spotting sight distance in areas with a 55 mph posted speed limit is 0.21 miles (1108 feet).  
648-005 (20060512)

## **18. HMA Pavement Type E-3 Special, Item SPV.0195.01.**

### **A Description**

Perform this work in accordance to standard spec 460 and as hereinafter provided.

### **B Materials**

*Supplement standard spec 460.2 as follows:*

Under the HMA Pavement Type E-3 Special bid item, furnish asphaltic mixture meeting requirements specified for HMA Pavement type E-3 as specified in Table 460-2 with an AC PG 64-34P for the lower layer 19.0 mm mix and the 12.5 mm upper layer mix. For each HMA mixture type used under the contract, the minimum effective AC (Pbe) for the asphaltic mixture design submitted under standard spec 460.2.7 shall be equal to or greater than 4.5% for the 19.0 mm mixture and 4.7 for the 12.5mm mixture. The voids filled with binder (VFB or VFA) mixture requirements shall be 65-78%. The % minimum VMA as specified in Table 460-1 shall be increased to 14.0 % for a 19.0 mm mixture and increased to 15.0% for a 12.5 mm mixture.

### **C Construction**

*Supplement standard spec 460.2.8.2.1.4.2 as follows:*

Plot and maintain the additional control charts daily as follows:

- Pbe as calculated for mix design
- Dust/ Pbe
- VFA

**D Measurement**

The department will measure the HMA Pavement Type E-3 Special by the ton, acceptably completed.

**E Payment**

*Delete standard spec 460.5.2.1 subparagraphs (2) and (5):*

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

| ITEM NUMBER | DESCRIPTION                   | UNIT |
|-------------|-------------------------------|------|
| SPV.0195.01 | HMA Pavement Type E-3 Special | Ton  |

Payment is full compensation for providing HMA mixture designs; for providing the asphaltic mixture including asphaltic material; for preparing foundation; for furnishing, hauling, placing, and compacting the mixture; for QMP testing and aggregate source testing.

**19. HMA Pavement Type E-10 Special, Item SPV.0195.02.****A Description**

Perform this work in accordance to standard spec 460 and as hereinafter provided.

**B Materials**

*Supplement standard spec 460.2 as follows:*

Under the HMA Pavement Type E-10 Special bid item, furnish asphaltic mixture meeting requirements specified for HMA Pavement type E-10 as specified in Table 460-2 with an AC PG 64-34P for the upper 12.5 mm mix. The minimum effective AC (Pbe) for the asphaltic mixture design submitted under standard spec 460.2.7 shall be equal to or greater than 4.7% for the 12.5 mm mixture. The voids filled with binder (VFB or VFA) mixture requirements shall be 65-78%. The % minimum VMA as specified in Table 460-1 shall be increased to 15.0% for a 12.5 mm mixture.

**C Construction**

*Supplement standard spec 460.2.8.2.1.4.2 as follows:*

Plot and maintain the additional control charts daily as follows:

- Pbe as calculated for mix design
- Dust/Pbe
- VFA

**D Measurement**

The department will measure the HMA Pavement Type E-10 Special by the ton, acceptably completed.

**E Payment**

*Delete standard spec 460.5.2.1 subparagraphs (2) and (5):*

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

| ITEM NUMBER | DESCRIPTION                    | UNIT |
|-------------|--------------------------------|------|
| SPV.0195.02 | HMA Pavement Type E-10 Special | Ton  |

Payment is full compensation for providing HMA mixture designs; for providing the asphaltic mixture including asphaltic material; for preparing foundation; for furnishing, hauling, placing, and compacting the mixture; for QMP testing and aggregate source testing; and for furnishing all materials.

**ADDITIONAL SPECIAL PROVISION 4**

**Payment to First-Tier Subcontractors**

Within 10 calendar days of receiving a progress payment for work completed by a subcontractor, pay the subcontractor for that work. The prime contractor may withhold payment to a subcontractor if, within 10 calendar days of receipt of that progress payment, the prime contractor provides written notification to the subcontractor and the department documenting the reasons for withholding payment.

The prime contractor may also withhold retainage from payments due subcontractors. Reduce the total amount retained from all first-tier subcontractors to no more than the department retains within 10 calendar days of the department releasing retainage.

**Payment to Lower-Tier Subcontractors**

Ensure that subcontracting agreements at all tiers provide prompt payment and release of retainage rights to lower-tier subcontractors that parallel those granted first-tier subcontractors in this provision.

**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.
- 

**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 C150, 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 <sup>[1]</sup> |
| Sampling fresh concrete .....                                       | AASHTO R60                |
| Making and curing concrete compressive strength test specimens..... | AASHTO T23                |
| Compressive strength of molded concrete cylinders .....             | AASHTO T22                |

<sup>[1]</sup> 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.

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**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.

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**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.

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**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.

### **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.

### **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.

### **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,<br>RED PINE, WHITE PINE, JACK<br>PINE, PONDEROSA PINE |        | OAK     |         |
|----------------------------------|----------------|-----------------------------------------------|---------------------------------------------------------------------------------|--------|---------|---------|
| MAXIMUM SLOPE OF GRAIN           |                |                                               | 1 in 15                                                                         |        | 1 in 12 |         |
| NOMINAL WIDTH OF FACE            |                |                                               | 6"                                                                              | 8"     | 6"      | 8"      |
| SHAKES,<br>CHECKS, AND<br>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<br>FACE | MIDDLE 1/3 OF LENGTH                          | 1 3/8"                                                                          | 1 5/8" | 2 1/8"  | 2 3/8"  |
|                                  |                | END <sup>[1]</sup>                            | 2 3/4"                                                                          | 3 1/4" | 4 1/4"  | 4 3/4"  |
|                                  |                | SUM IN MIDDLE 1/2 OF<br>LENGTH <sup>[2]</sup> | 11"                                                                             | 13"    | 17"     | 19      |
|                                  | WIDE<br>FACE   | EDGE KNOT N MIDDLE<br>1/3 OF LENGTH           | 1 3/8"                                                                          | 1 5/8" |         |         |
|                                  |                | EDGE KNOT AT END <sup>[1]</sup>               | 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<br>LENGTH                | 5 1/2"                                                                          | 7 1/2" | 9"      | 11 1/2" |

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

<sup>[2]</sup> 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 AWWA 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.

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**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.

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**Errata**

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

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**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>

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**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).

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**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.

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**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

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**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 <sup>[1]</sup>  |
| Sieve analysis of fine and coarse aggregate  | AASHTO T27 <sup>[1]</sup>  |
| Aggregate moisture                           | AASHTO T255 <sup>[1]</sup> |
| Sampling freshly mixed concrete              | AASHTO R60                 |
| Air content of fresh concrete                | AASHTO T152 <sup>[2]</sup> |
| Concrete slump                               | AASHTO T119 <sup>[2]</sup> |
| Concrete temperature                         | ASTM C1064                 |
| Concrete compressive strength                | AASHTO T22                 |
| Making and curing concrete cylinders         | AASHTO T23                 |
| Standard moist curing for concrete cylinders | AASHTO M201                |

<sup>[1]</sup> As modified in CMM 8-60.

<sup>[2]</sup> As modified in CMM 8-70.

**ADDITIONAL SPECIAL PROVISION 7**

- A. Reporting 1<sup>st</sup> Tier and DBE Payments During Construction
1. Comply with reporting requirements specified in the department's Civil Rights Compliance, Contractor's User Manual, Sublets and Payments.
  2. Report payments to all DBE firms within 10 calendar days of receipt of a progress payment by the department or a contractor for work performed, materials furnished, or materials stockpiled by a DBE firm. Report the payment as specified in A(1) for all work satisfactorily performed and for all materials furnished or stockpiled.
  3. Report payments to all first tier subcontractor relationships within 10 calendar days of receipt of a progress payment by the department for work performed. Report the payment as specified in A(1) for all work satisfactorily performed.
  4. All tiers shall report payments as necessary to comply with the DBE payment requirement as specified in A(2).
  5. Require all first tier relationships, DBE firms and all other tier relationships necessary to comply with the DBE payment requirement in receipt of a progress payment by contractor to acknowledge receipt of payment as specified in A(1), (2), (3) and (4).
  6. All agreements made by a contractor shall include the provisions in A(1), (2), (3), (4) and (5), and shall be binding on all first tier subcontractor relationships and all contractors and subcontractors utilizing DBE firms on the project.
- B. Costs for conforming to this special provision are incidental to the contract.



**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
- II. Payroll Requirements
- III. Postings at the Site of the Work
- IV. Affidavits
- V. Wage Rate Redistribution
- VI. Additional Classifications

**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 contracts.

While the wage rates shown are the minimum rates required by the contract to be paid during its life, this is not a representation that labor can be obtained at these rates. It is the responsibility of bidders to inform themselves as to the local labor conditions and prospective changes or adjustments of wage rates. No increase in the contract price 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  
BAYFIELD COUNTY**

Compiled by the State of Wisconsin - Department of Workforce Development  
for the Department of Transportation  
Pursuant to s. 103.50, Stats.  
Issued on May 1, 2013

**CLASSIFICATION:** Contractors are required to call the Department of Workforce Development if there are any questions regarding 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.

| <u>TRADE OR OCCUPATION</u>                                   | <u>HOURLY<br/>BASIC RATE<br/>OF PAY</u> | <u>HOURLY<br/>FRINGE<br/>BENEFITS</u> | <u>TOTAL</u> |
|--------------------------------------------------------------|-----------------------------------------|---------------------------------------|--------------|
|                                                              | \$                                      | \$                                    | \$           |
| Bricklayer, Blocklayer or Stonemason                         | 35.58                                   | 19.20                                 | 54.78        |
| Carpenter                                                    | 27.60                                   | 14.90                                 | 42.50        |
| Future Increase(s): Add \$.55/hr on 5/1/2013.                |                                         |                                       |              |
| Cement Finisher                                              | 30.95                                   | 13.45                                 | 44.40        |
| Electrician                                                  | 31.54                                   | 20.33                                 | 51.87        |
| Fence Erector                                                | 28.00                                   | 4.50                                  | 32.50        |
| Ironworker                                                   | 30.90                                   | 21.18                                 | 52.08        |
| Line Constructor (Electrical)                                | 31.29                                   | 15.34                                 | 46.63        |
| Painter                                                      | 28.00                                   | 13.48                                 | 41.48        |
| Pavement Marking Operator                                    | 27.90                                   | 14.74                                 | 42.64        |
| Piledriver                                                   | 30.66                                   | 15.31                                 | 45.97        |
| Roofer or Waterproofing                                      | 29.70                                   | 16.45                                 | 46.15        |
| Teledata Technician or Installer                             | 21.26                                   | 14.31                                 | 35.57        |
| Tuckpointer, Caulker or Cleaner                              | 30.76                                   | 15.10                                 | 45.86        |
| Underwater Diver (Except on Great Lakes)                     | 37.45                                   | 19.45                                 | 56.90        |
| Heavy Equipment Operator - ELECTRICAL LINE CONSTRUCTION ONLY | 33.35                                   | 14.21                                 | 47.56        |
| Light Equipment Operator - ELECTRICAL LINE CONSTRUCTION ONLY | 35.50                                   | 13.75                                 | 49.25        |
| Heavy Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY       | 25.94                                   | 13.57                                 | 39.51        |
| Light Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY       | 24.08                                   | 12.96                                 | 37.04        |
| Groundman - ELECTRICAL LINE CONSTRUCTION ONLY                | 21.75                                   | 11.90                                 | 33.65        |

| <u>TRADE OR OCCUPATION</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <u>HOURLY<br/>BASIC RATE<br/>OF PAY</u> | <u>HOURLY<br/>FRINGE<br/>BENEFITS</u> | <u>TOTAL</u> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------------|--------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | \$                                      | \$                                    | \$           |
| <b>TRUCK DRIVERS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                         |                                       |              |
| Single Axle or Two Axle                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 33.22                                   | 18.90                                 | 52.12        |
| Three or More Axle                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 23.31                                   | 17.13                                 | 40.44        |
| Future Increase(s): Add \$1.85/hr on 6/1/2013.<br>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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 27.77                                   | 19.90                                 | 47.67        |
| Future Increase(s): 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 night work premium. See DOT's website for details about the applicability of this night work premium at: <a href="http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm">http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm</a> .                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                         |                                       |              |
| Pavement Marking Vehicle                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 23.84                                   | 14.86                                 | 38.70        |
| Shadow or Pilot Vehicle                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 33.22                                   | 18.90                                 | 52.12        |
| Truck Mechanic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 22.50                                   | 16.19                                 | 38.69        |
| <b>LABORERS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                         |                                       |              |
| General Laborer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 28.07                                   | 13.90                                 | 41.97        |
| Future Increase(s): Add \$1.70/hr on 6/1/2013; Add \$1.60/hr on 6/1/2014.<br>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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 18.00                                   | 8.61                                  | 26.61        |
| Landscaper                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 28.07                                   | 13.90                                 | 41.97        |
| Future Increase(s): Add \$1.70/hr on 6/1/13; Add \$1.60/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).                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                         |                                       |              |
| Flagperson or Traffic Control Person                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 24.70                                   | 13.90                                 | 38.60        |
| Future Increase(s): Add \$1.70/hr on 6/1/2013; Add \$1.60/hr on 6/1/2014.<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 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                         |                                       |              |
| Fiber Optic Laborer (Outside, Other Than Concrete Encased)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 17.81                                   | 12.22                                 | 30.03        |
| Railroad Track Laborer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 16.50                                   | 7.27                                  | 23.77        |

| <u>TRADE OR OCCUPATION</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <u>HOURLY<br/>BASIC RATE<br/>OF PAY</u> | <u>HOURLY<br/>FRINGE<br/>BENEFITS</u> | <u>TOTAL</u> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------------|--------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | \$                                      | \$                                    | \$           |
| <b>HEAVY EQUIPMENT OPERATORS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |                                       |              |
| 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).<br>Future Increase(s): 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 night work premium.<br>See DOT's website for details about the applicability of this night work premium at:<br><a href="http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm">http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm</a> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 35.22                                   | 19.90                                 | 55.12        |
| Backhoe (Track Type) Having a Mfr.'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.<br>Future Increase(s): 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 night work premium.<br>See DOT's website for details about the applicability of this night work premium at:<br><a href="http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm">http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm</a> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 34.72                                   | 19.90                                 | 54.62        |
| 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 Mfr.'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 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 6/1/13; Add \$1.75/hr on 6/1/14. | 34.22                                   | 19.90                                 | 54.12        |

| <b><u>TRADE OR OCCUPATION</u></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b><u>HOURLY<br/>BASIC RATE<br/>OF PAY</u></b> | <b><u>HOURLY<br/>FRINGE<br/>BENEFITS</u></b> | <b><u>TOTAL</u></b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|----------------------------------------------|---------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b><u>\$</u></b>                               | <b><u>\$</u></b>                             | <b><u>\$</u></b>    |
| 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 night work premium. See DOT's website for details about the applicability of this night work premium at: <a href="http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm">http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm</a> .                                                                                                                                                                                                                                                                                                          |                                                |                                              |                     |
| 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 Sawyer (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. | 33.96                                          | 19.90                                        | 53.86               |
| Future Increase(s): 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 night work premium. See DOT's website for details about the applicability of this night work premium at: <a href="http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm">http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm</a> .                                                                                                                                                                                                                                    |                                                |                                              |                     |
| 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; Oilier; 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.                                                                                                                                                                                | 33.67                                          | 19.90                                        | 53.57               |
| Future Increase(s): 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 night work premium. See DOT's website for details about the applicability of this night work premium at: <a href="http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm">http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm</a> .                                                                                                                                                                                                                                    |                                                |                                              |                     |
| Fiber Optic Cable Equipment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 25.74                                          | 10.66                                        | 36.40               |
| Work Performed on the Great Lakes Including Diver; Wet Tender or Hydraulic Dredge Engineer.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 37.45                                          | 19.45                                        | 56.90               |
| Work Performed on the Great Lakes Including 70 Ton & Over Tug Operator; Assistant Hydraulic Dredge Engineer; Crane or Backhoe Operator; Hydraulic Dredge Leverman or Diver's Tender; Mechanic or Welder.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 37.45                                          | 19.45                                        | 56.90               |
| Work Performed on the Great Lakes Including Deck Equipment Operator or Machineryman (Maintains Cranes Over 50 Tons or Backhoes 115,000 Lbs. or More); Tug, Launch or Loader, Dozer or Like Equipment When Operated on a Barge, Breakwater Wall, Slip, Dock or Scow, Deck Machinery.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 27.75                                          | 19.15                                        | 46.90               |
| Work Performed on the Great Lakes Including Deck Equipment Operator, Machineryman or Fireman (Operates 4 Units or More or Maintains Cranes 50 Tons or Under or Backhoes 115,000 Lbs. or Under); Deck Hand, Deck Engineer or Assistant Tug Operator; Off Road Trucks-Great Lakes ONLY.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 27.75                                          | 19.15                                        | 46.90               |

## SCHEDULE OF ITEMS

CONTRACT:  
20130611012PROJECT(S):  
1180-04-60  
1560-02-60FEDERAL ID(S):  
N/A  
N/A

CONTRACTOR : \_\_\_\_\_

| LINE<br>NO | ITEM<br>DESCRIPTION | APPROX.<br>QUANTITY<br>AND UNITS | UNIT PRICE |     | BID AMOUNT |     |
|------------|---------------------|----------------------------------|------------|-----|------------|-----|
|            |                     |                                  | DOLLARS    | CTS | DOLLARS    | CTS |

## SECTION 0001 CONTRACT ITEMS

|      |                                                                                    |                   |      |  |   |  |
|------|------------------------------------------------------------------------------------|-------------------|------|--|---|--|
| 0010 | 204.0110 REMOVING<br>ASPHALTIC SURFACE                                             | 1,000.000<br>SY   | .    |  | . |  |
| 0020 | 204.0115 REMOVING<br>ASPHALTIC SURFACE BUTT<br>JOINTS                              | 1,675.000<br>SY   | .    |  | . |  |
| 0030 | 204.0120 REMOVING<br>ASPHALTIC SURFACE<br>MILLING                                  | 172,060.000<br>SY | .    |  | . |  |
| 0040 | 211.0100 PREPARE<br>FOUNDATION FOR ASPHALTIC<br>PAVING (PROJECT) 01.<br>1180-04-60 | LUMP              | LUMP |  | . |  |
| 0050 | 211.0100 PREPARE<br>FOUNDATION FOR ASPHALTIC<br>PAVING (PROJECT) 02.<br>1560-02-60 | LUMP              | LUMP |  | . |  |
| 0060 | 213.0100 FINISHING<br>ROADWAY (PROJECT) 01.<br>1180-04-60                          | 1.000<br>EACH     | .    |  | . |  |
| 0070 | 213.0100 FINISHING<br>ROADWAY (PROJECT) 02.<br>1560-02-60                          | 1.000<br>EACH     | .    |  | . |  |
| 0080 | 305.0110 BASE AGGREGATE<br>DENSE 3/4-INCH                                          | 11,400.000<br>TON | .    |  | . |  |
| 0090 | 305.0500 SHAPING<br>SHOULDERS                                                      | 922.000<br>STA    | .    |  | . |  |

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## SCHEDULE OF ITEMS

REVISED:

CONTRACT:  
20130611012PROJECT(S):  
1180-04-60  
1560-02-60FEDERAL ID(S):  
N/A  
N/A

CONTRACTOR : \_\_\_\_\_

| LINE<br>NO | ITEM<br>DESCRIPTION                                            | APPROX.<br>QUANTITY<br>AND UNITS | UNIT PRICE |     | BID AMOUNT |     |
|------------|----------------------------------------------------------------|----------------------------------|------------|-----|------------|-----|
|            |                                                                |                                  | DOLLARS    | CTS | DOLLARS    | CTS |
| 0100       | 306.0110 SALVAGED<br>ASPHALTIC PAVEMENT BASE                   | 210.000<br>TON                   | .          |     | .          |     |
| 0110       | 440.4410.S INCENTIVE IRI<br>RIDE                               | 35,050.000<br>DOL                | 1.000000   |     | 35050.00   |     |
| 0120       | 455.0605 TACK COAT                                             | 4,690.000<br>GAL                 | .          |     | .          |     |
| 0130       | 460.2000 INCENTIVE<br>DENSITY HMA PAVEMENT                     | 16,030.000<br>DOL                | 1.000000   |     | 16030.00   |     |
| 0140       | 465.0105 ASPHALTIC<br>SURFACE                                  | 850.000<br>TON                   | .          |     | .          |     |
| 0150       | 465.0110 ASPHALTIC<br>SURFACE PATCHING                         | 300.000<br>TON                   | .          |     | .          |     |
| 0160       | 465.0120 ASPHALTIC<br>SURFACE DRIVEWAYS AND<br>FIELD ENTRANCES | 127.000<br>TON                   | .          |     | .          |     |
| 0170       | 465.0450 ASPHALTIC<br>INTERSECTION RUMBLE<br>STRIP             | 78.000<br>SY                     | .          |     | .          |     |
| 0180       | 465.0475.S ASPHALT<br>CENTER LINE RUMBLE STRIP<br>2-LANE RURAL | 45,978.000<br>LF                 | .          |     | .          |     |
| 0190       | 614.0010 BARRIER SYSTEM<br>GRADING SHAPING<br>FINISHING        | 8.000<br>EACH                    | .          |     | .          |     |
| 0200       | 614.0920 SALVAGED RAIL                                         | 2,332.000<br>LF                  | .          |     | .          |     |

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## SCHEDULE OF ITEMS

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1560-02-60FEDERAL ID(S):  
N/A  
N/A

CONTRACTOR : \_\_\_\_\_

| LINE<br>NO | ITEM<br>DESCRIPTION                                                             | APPROX.<br>QUANTITY<br>AND UNITS | UNIT PRICE |     | BID AMOUNT |     |
|------------|---------------------------------------------------------------------------------|----------------------------------|------------|-----|------------|-----|
|            |                                                                                 |                                  | DOLLARS    | CTS | DOLLARS    | CTS |
| 0210       | 614.2300 MGS GUARDRAIL 3                                                        | 1,562.500                        |            |     |            |     |
|            |                                                                                 | LF                               | .          |     | .          |     |
| 0220       | 614.2330 MGS GUARDRAIL 3                                                        | 375.000                          |            |     |            |     |
|            | K                                                                               | LF                               | .          |     | .          |     |
| 0230       | 614.2500 MGS THRIE BEAM<br>TRANSITION                                           | 84.000                           |            |     |            |     |
|            |                                                                                 | LF                               | .          |     | .          |     |
| 0240       | 614.2610 MGS GUARDRAIL<br>TERMINAL EAT                                          | 12.000                           |            |     |            |     |
|            |                                                                                 | EACH                             | .          |     | .          |     |
| 0250       | 618.0100 MAINTENANCE AND<br>REPAIR OF HAUL ROADS<br>(PROJECT) 01.<br>1180-04-60 | 1.000                            |            |     |            |     |
|            |                                                                                 | EACH                             | .          |     | .          |     |
| 0260       | 618.0100 MAINTENANCE AND<br>REPAIR OF HAUL ROADS<br>(PROJECT) 02.<br>1560-02-60 | 1.000                            |            |     |            |     |
|            |                                                                                 | EACH                             | .          |     | .          |     |
| 0270       | 619.1000 MOBILIZATION                                                           | 1.000                            |            |     |            |     |
|            |                                                                                 | EACH                             | .          |     | .          |     |
| 0280       | 628.1504 SILT FENCE                                                             | 940.000                          |            |     |            |     |
|            |                                                                                 | LF                               | .          |     | .          |     |
| 0290       | 628.1520 SILT FENCE<br>MAINTENANCE                                              | 940.000                          |            |     |            |     |
|            |                                                                                 | LF                               | .          |     | .          |     |
| 0300       | 634.0616 POSTS WOOD<br>4X6-INCH X 16-FT                                         | 176.000                          |            |     |            |     |
|            |                                                                                 | EACH                             | .          |     | .          |     |

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## SCHEDULE OF ITEMS

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1560-02-60FEDERAL ID(S):  
N/A  
N/A

CONTRACTOR : \_\_\_\_\_

| LINE<br>NO | ITEM<br>DESCRIPTION                                                                     | APPROX.<br>QUANTITY<br>AND UNITS | UNIT PRICE |     | BID AMOUNT |     |
|------------|-----------------------------------------------------------------------------------------|----------------------------------|------------|-----|------------|-----|
|            |                                                                                         |                                  | DOLLARS    | CTS | DOLLARS    | CTS |
| 0310       | 637.0202 SIGNS<br>REFLECTIVE TYPE II                                                    | 1,375.030<br>SF                  | .          |     | .          |     |
| 0320       | 638.2602 REMOVING SIGNS<br>TYPE II                                                      | 240.000<br>EACH                  | .          |     | .          |     |
| 0330       | 638.3000 REMOVING SMALL<br>SIGN SUPPORTS                                                | 172.000<br>EACH                  | .          |     | .          |     |
| 0340       | 642.5001 FIELD OFFICE<br>TYPE B                                                         | 1.000<br>EACH                    | .          |     | .          |     |
| 0350       | 643.0200 TRAFFIC CONTROL<br>SURVEILLANCE AND<br>MAINTENANCE (PROJECT) 01.<br>1180-04-60 | 30.000<br>DAY                    | .          |     | .          |     |
| 0360       | 643.0200 TRAFFIC CONTROL<br>SURVEILLANCE AND<br>MAINTENANCE (PROJECT) 02.<br>1560-02-60 | 22.000<br>DAY                    | .          |     | .          |     |
| 0370       | 643.0300 TRAFFIC CONTROL<br>DRUMS                                                       | 6,660.000<br>DAY                 | .          |     | .          |     |
| 0380       | 643.0900 TRAFFIC CONTROL<br>SIGNS                                                       | 954.000<br>DAY                   | .          |     | .          |     |
| 0390       | 646.0106 PAVEMENT<br>MARKING EPOXY 4-INCH                                               | 93,078.000<br>LF                 | .          |     | .          |     |
| 0400       | 646.0126 PAVEMENT<br>MARKING EPOXY 8-INCH                                               | 1,390.000<br>LF                  | .          |     | .          |     |

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1180-04-60  
1560-02-60FEDERAL ID(S):  
N/A  
N/A

CONTRACTOR : \_\_\_\_\_

| LINE<br>NO | ITEM<br>DESCRIPTION                                                                  | APPROX.<br>QUANTITY<br>AND UNITS | UNIT PRICE |     | BID AMOUNT |     |
|------------|--------------------------------------------------------------------------------------|----------------------------------|------------|-----|------------|-----|
|            |                                                                                      |                                  | DOLLARS    | CTS | DOLLARS    | CTS |
| 0410       | 646.0406 PAVEMENT<br>MARKING SAME DAY EPOXY<br>4-INCH                                | 60,778.000<br>LF                 | .          |     | .          |     |
| 0420       | 647.0566 PAVEMENT<br>MARKING STOP LINE EPOXY<br>18-INCH                              | 40.000<br>LF                     | .          |     | .          |     |
| 0430       | 648.0100 LOCATING<br>NO-PASSING ZONES                                                | 8.700<br>MI                      | .          |     | .          |     |
| 0440       | 649.0200 TEMPORARY<br>PAVEMENT MARKING<br>REFLECTIVE PAINT 4-INCH                    | 68,943.000<br>LF                 | .          |     | .          |     |
| 0450       | 650.8000 CONSTRUCTION<br>STAKING RESURFACING<br>REFERENCE                            | 46,109.000<br>LF                 | .          |     | .          |     |
| 0460       | 650.9910 CONSTRUCTION<br>STAKING SUPPLEMENTAL<br>CONTROL (PROJECT) 01.<br>1180-04-60 | LUMP                             | LUMP       |     | .          |     |
| 0470       | 650.9910 CONSTRUCTION<br>STAKING SUPPLEMENTAL<br>CONTROL (PROJECT) 02.<br>1560-02-60 | LUMP                             | LUMP       |     | .          |     |
| 0480       | 690.0150 SAWING ASPHALT                                                              | 3,018.000<br>LF                  | .          |     | .          |     |
| 0490       | SPV.0195 SPECIAL 01.<br>HMA PAVEMENT TYPE E-3<br>SPECIAL                             | 10,505.000<br>TON                | .          |     | .          |     |
| 0500       | SPV.0195 SPECIAL 02.<br>HMA PAVEMENT TYPE E-10<br>SPECIAL                            | 14,530.000<br>TON                | .          |     | .          |     |
|            | SECTION 0001 TOTAL                                                                   |                                  |            |     | .          |     |
|            | TOTAL BID                                                                            |                                  |            |     | .          |     |



**PLEASE ATTACH SCHEDULE OF ITEMS HERE**