HIGHWAY WORK PROPOSAL

Proposal Number: Ø 6

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

COUNTY	STATE PROJECT ID	FEDERAL PROJECT ID	PROJECT DESCRIPTION	HIGHWAY
Rock	1706-00-72		Dubuque – Janesville W Court Street Intersection	STH 11
Rock	5569-00-73		Evansville – Janesville IH 39 to STH 11	USH 14

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 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Due Date: March 10, 2015 Time (Local Time): 9:00 AM	Firm Name, Address, City, State, Zip Code **SAMPLE** **NOT FOR BIDDING PURPOSES**
Contract Completion Time October 9, 2015	
Assigned Disadvantaged Business Enterprise Goal 0%	This contract is exempt from federal oversight.

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

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

Subscribed and sworn to before me this date _____

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

(Bidder Signature)

(Print or Type Bidder Name)

(Bidder Title)

For Department Use Only

Type of Work Milling, grading, base aggregate dense, concrete curb and gutter, concrete pavement, concrete pavement repair, HMA pavement, culvert pipe, storm sewer, beam guard, permanent signing, pavement marking, signing, and traffic signals.	
Notice of Award Dated	Date Guaranty Returned

PLEASE ATTACH
PROPOSAL GUARANTY HERE

Effective with November 2007 Letting

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective with August 2007 Letting

BID PREPARATION

Preparing the Proposal Schedule of Items

A General

(1) Obtain bidding proposals as specified in section 102 of the standard specifications prior to 11:45 AM of the last business day preceding the letting. Submit bidding proposals using one of the following methods:

1. Electronic bid on the internet.
2. Electronic bid on a printout with accompanying diskette or CD ROM.
3. Paper bid under a waiver of the electronic submittal requirements.

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

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

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

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

(5) The department will address equipment and process failures, if the bidder can demonstrate that those failures were beyond their control.

(6) Contractors are responsible for checking on the issuance of addenda and for obtaining the addenda. Notice of issuance of addenda is posted on the department's web site at http://www.dot.wisconsin.gov/business/engrserv/bid-letting-information.htm or by calling the department at (608) 266-1631. Addenda can ONLY be obtained from the departments web site listed above or by picking up the addenda at the Bureau of Highway Construction, Room 601, 4802 Sheboygan Avenue, Madison, WI, during regular business hours.

B Submitting Electronic Bids

B.1 On the Internet

(1) Do the following before submitting the bid:

1. Have a properly executed annual bid bond on file with the department.
2. Have a digital ID on file with and enabled by Info Tech Inc. Using this digital ID will constitute the bidder's signature for proper execution of the bidding proposal.

(2) In lieu of preparing, delivering, and submitting the proposal as specified in 102.6 and 102.9 of the standard specifications, submit the proposal on the internet as follows:

1. Download the latest schedule of items reflecting all addenda from the Bid Express™ web site.
2. Use Expedite™ software to enter a unit price for every item in the schedule of items.
3. Submit the bid according to the requirements of Expedite™ software and the Bid Express™ web site. Do not submit a bid on a printout with accompanying diskette or CD ROM or a paper bid. If the bidder does submit a bid on a printout with accompanying diskette or a paper bid in addition to the internet submittal, the department will disregard the internet bid.
4. Submit the bid before the hour and date the Notice to Contractors designates.
5. Do not sign, notarize, and return the bidding proposal described in 102.2 of the standard specifications.

(3) The department will not consider the bid accepted until the hour and date the Notice to Contractors designates.

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

(1) Download the latest schedule of items from the Wisconsin pages of the Bid Express™ web site reflecting the latest addenda posted on the department's web site at **http://www.dot.wisconsin.gov/business/engrserv/bid-letting-information.htm**. Use Expedite ™ software to prepare and print the schedule of items. Provide a valid amount for all price fields. Follow instructions and review the help screens provided on the Bid Express™ web site to assure that the schedule of items is prepared properly.

(2) Staple an 8 1/2 by 11 inch printout of the Expedite™ generated schedule of items to the other proposal documents submitted to the department as a part of the bidder's sealed bid. As a separate submittal not in the sealed bid envelop but due at the same time and place as the sealed bid, also provide the Expedite™ generated schedule of items on a 3 1/2 inch computer diskette or CD ROM. Label each diskette or CD ROM with the bidder's name, the 4 character department-assigned bidder identification code from the top of the bidding proposal, and a list of the proposal numbers included on that diskette or CD ROM as indicated in the following example:

Bidder Name

BN00

Proposals: 1, 12, 14, & 22

(3) If bidding on more than one proposal in the letting, the bidder may include all proposals for that letting on one diskette or CD ROM. Include only submitted proposals with no incomplete or other files on the diskette or CD ROM.

(4) The bidder-submitted printout of the Expedite™ generated schedule of items is the governing contract document and must conform to the requirements of section 102 of the standard specifications. If a printout needs to be altered, cross out the printed information with ink or typewriter and enter the new information and initial it in ink. If there is a discrepancy between the printout and the diskette or CD ROM, the department will analyze the bid using the printout information.

(5) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:

1. The check code printed on the bottom of the printout of the Expedite™ generated schedule of items is not the same on each page.
2. The check code printed on the printout of the Expedite™ generated schedule of items is not the same as the check code for that proposal provided on the diskette or CD ROM.

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

C Waiver of Electronic Submittal

(1) The bidder may request a waiver of the electronic submittal requirements. Submit a written request for a waiver in lieu of bids submitted on the internet or on a printout with accompanying diskette or CD ROM. Use the waiver that was included with the paper bid document sent to the bidder or type up a waiver on the bidder's letterhead. The department will waive the electronic submittal requirements for a bidding entity (individual, partnership, joint venture, corporation, or limited liability company) for up to 4 individual proposals in a calendar year. The department may allow additional waivers for equipment malfunctions.

(2) Submit a schedule of items on paper conforming to section 102 of the standard specifications. The department charges the bidder a $75 administrative fee per proposal, payable at the time and place the department designates for receiving bids, to cover the costs of data entry. The department will accept a check or money order payable to: "Wisconsin, Dept. of Transportation."

(3) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:

1. The bidder fails to provide the written request for waiver of the electronic submittal requirements.
2. The bidder fails to pay the $75 administrative fee before the time the department designates for the opening of bids unless the bidder requests on the waiver that they be billed for the $75.
3. The bidder exceeds 4 waivers of electronic submittal requirements within a calendar year.

(4) In addition to the reasons specified in section 102 of the standard specifications, the department may refuse to issue bidding proposals for future contracts to a bidding entity that owes the department administrative fees for a waiver of electronic submittal requirements.

PROPOSAL BID BOND

Wisconsin Department of Transportation

DT1303 1/2006

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

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

(Signature of Attorney-in-Fact)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

Wisconsin Department of Transportation

DT1305 8/2003

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)

March 2010

LIST OF SUBCONTRACTORS

Section 66.0901(7), Wisconsin Statutes, provides that as a part of the proposal, the bidder also shall submit a list of the subcontractors the bidder proposes to contract with and the class of work to be performed by each. In order to qualify for inclusion in the bidder's list a subcontractor shall first submit a bid in writing, to the general contractor at least 48 hours prior to the time of the bid closing. The list may not be added to or altered without the written consent of the municipality. A proposal of a bidder is not invalid if any subcontractor and the class of work to be performed by the subcontractor has been omitted from a proposal; the omission shall be considered inadvertent or the bidder will perform the work personally.

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

Name of Subcontractor	Class of Work	Estimated Value

DECEMBER 2000

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

Instructions for Certification

1. By signing and submitting this proposal, the prospective contractor is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective contractor shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective contractor to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department determined to enter into this transaction. If it is later determined that the contractor knowingly rendered an erroneous certification in addition to other remedies available to the Federal Government the department may terminate this transaction for cause or default.

4. The prospective contractor shall provide immediate written notice to the department to whom this proposal is submitted if at any time the prospective contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective contractor agrees by submitting this proposal that, should this contract be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department entering into this transaction.

7. The prospective contractor further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," which is included as an addendum to PR-1273 - "Required Contract Provisions Federal Aid Construction Contracts," without

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

8. The contractor may rely upon a certification of a prospective subcontractor/materials supplier that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A contractor may decide the method and frequency by which it determines the eligibility of its principals. Each contractor may, but is not required to, check the Disapproval List (telephone # 608/266/1631).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a contractor in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department may terminate this transaction for cause or default.

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

(1) The prospective contractor certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offense enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the prospective contractor is unable to certify to any of the statements in this certification, such prospective contractor shall attach an explanation to this proposal.

Special Provisions

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Projects 5569-00-73, Evansville – Janesville, IH 39 to STH 11, USH 14, Rock 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, 2015 Edition, as published by the department, and these special provisions.

Perform the work under this construction contract for Project 1706-00-72, Dubuque – Janesville, STH 11, Janesville, 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, 2015 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 (20140630)

2. Scope of Work.

Project 5569-0073
The work under this contract shall consist of milling, grading, base aggregate, concrete pavement, concrete pavement repair, HMA pavement, culvert pipe, storm sewer, beam guard, permanent signing, pavement marking, traffic signals and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

Project 1706-00-72
The work under this contract shall consist of grading, concrete pavement, HMA pavement, base aggregate dense, concrete curb and gutter, pavement marking, signing, 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.

Project 5569-00-73

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

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

The contractor is advised that there may be multiple mobilizations for such items as erosion control, traffic control, detours, signing items, temporary pavement markings and other incidental items related to the staging. The department will make no additional payment for said mobilizations.

Conform the schedule of operations to the construction staging as shown in the traffic control plans and as described herein unless modifications to the schedule are approved in writing by the engineer.

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

USH 14 Mill and Overlay

- Stage 1 – Mill and overlay inside lanes and shoulders in four-lane segment.
- Stage 2 – Mill and overlay outside lanes and shoulders in four-lane segment.
- Stage 3 – Mill and overlay two lane segment.

USH 14 and Old Humes Road and Harmony Town Hall Road Intersections

- Stage 1 – Construct right turn lane extension and widening.

USH 14 and Milwaukee Street (CTH A) Intersection

- Stage 1 – Construct USH 14 eastbound and westbound right turn lane extensions and USH 14 westbound guardrail.
- Stage 2 – Construct USH 14 eastbound and westbound left turn lane extensions and USH 14 eastbound guardrail.

USH 14 Shoulder Widening

- Stage 1 – Construct shoulder widening.

USH 14 Guardrail Installation at B-53-0007

- Stage 1 – Construct shoulder work and install guard rail on USH 14 eastbound.
- Stage 2 – Construct shoulder work and install guard rail on USH 14 westbound.

USH 14 and Ruger Avenue Intersection

- Stage 1 – Construct USH 14 eastbound right turn lane extension and west side of intersection.
- Stage 2 – Construct USH 14 westbound right turn lane extension and east side of intersection.

USH 14 and STH 11 Intersection

- Stage 1 – Construct STH 11 additional left turn lane.
- Stage 2 – Construct USH 14 eastbound right turn lane, and island and guardrail. Construct USH 14 westbound shoulder work and install guardrail.
- Stage 3 – Construct USH 14 median.

Do not switch traffic over to the next construction stage until all signing, pavement marking, reflectors, tubular marker posts, and traffic control drums for the stage are in place, temporary signals for the stage are in place and operational, and conflicting pavement markings and signs are removed as shown in the traffic control and temporary signal plans and as directed by the engineer. Allowable exceptions to this specification are crossover and intersection areas where traffic control cannot be placed until the switch is made.

Contractor Coordination

The prime contractor shall have a superintendent or designated representative on the job site during all controlling work operations, including periods limited to only subcontractor work operations, to serve as a primary contact person and to coordinate all work operations.

Hold progress meetings once a week. The contractor's superintendent or designated representative and subcontractor's representatives for ongoing subcontract work or subcontractor work expected to begin within the next two weeks are to attend and provide a written schedule of the next week(s)' operations. Include begin and end dates of specific prime and subcontractor work operations including lane closures and traffic switches. Invite utilities, City of Janesville, City of Janesville Transit, City of Janesville School District, City of Milton School District, Town of Harmony and Rock County Sheriff representatives to attend the progress meetings. Agenda items at the meeting will include review of the contractor's schedule and subcontractors' schedule, utility conflicts and relocation schedule, evaluation of progress and pay items, and making revisions if necessary. Plans and specifications for upcoming work will be reviewed to prevent potential problems or conflicts between contractors.

Based on the progress meeting, if the engineer requests a new revised schedule, submit it within seven calendar days. Failure to submit a new schedule within seven days shall result in the engineer holding pay requests until received.

USH 14 is the known alternate routes for IH 39/90. Develop a contingency plan in the event that an incident occurs on IH 39/90 that requires the use of USH 14 as the alternate route. Coordinate this plan with the engineer.

Work Restrictions
Do not close the right turn lanes of the USH 14 and Old Humes Road and USH 14 and Harmony Town Hall Road at the same time.

Concrete pavement repair, asphaltic surface patching and milling and overlaying operation within the two-lane segment of USH 14 shall take place on one half of the roadway at a time using flagging operations suitable for moving operations. The total work area measured from flagger to flagger shall not extend beyond 3500 feet measured flagger to flagger. The flagger controlled work zone may not extend through any intersection during operations. Any concrete pavement repair or asphaltic surface patching areas that are removed must be replaced and opened to two-way traffic by the end of the work day. During flagging operations do not delay one direction of traffic for more than 5 minutes.

Paving operations shall be completed a maximum of two days after any milling operations are completed.

Interim and Final Completion of Work
Once construction activities begin for the USH 14 mill and overlay between Wright Road and Wuthering Hills Drive, all work including all pavement and pavement marking, must be completed within 25 calendar days.

If the contractor fails to complete all work for the USH 14 mill and overlay between Wright Road and Wuthering Hills Drive within 25 calendar days, the department will assess the contractor $1,000 in interim liquidated damages for each calendar day that this work remains incomplete beyond 25 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

Once construction activities begin at the intersections of USH 14 and Old Humes Road and USH 14 and Harmony Town Hall Road, all work including all pavement, pavement marking, signing and all approaches, must be completed within 12 calendar days.

If the contractor fails to complete all work at the intersections of USH 14 and Old Humes Road and USH 14 and Harmony Town Hall Road within 12 calendar days, the department will assess the contractor $1,000 in interim liquidated damages for each calendar day that this work remains incomplete beyond 12 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

Once construction activities begin at the intersection of USH 14 and Milwaukee Street (CTH A), all work including all pavement, curb, pavement marking, signing, traffic signal items, beam guard south of the USH 14 and Milwaukee Street (CTH A) intersection and all approaches, must be completed within 30 calendar days.

If the contractor fails to complete all work at the intersection of USH 14 and Milwaukee Street (CTH A) within 30 calendar days, the department will assess the contractor $1,000 in interim liquidated damages for each calendar day that this work remains incomplete beyond 30 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

Once construction activities begin at the intersection of USH 14 and Ruger Avenue, all work including all pavement, curb and gutter, pavement marking, signing, USH 14 shoulder widening, the beam guard installation at B-53-0007 and all approaches, must be completed within 35 calendar days.

If the contractor fails to complete all work at the intersection of USH 14 and Ruger Avenue within 35 calendar days, the department will assess the contractor $1,000 in interim liquidated damages for each calendar day this work remains incomplete beyond 35 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

Once construction activities begin at the intersection of USH 14 and STH 11, all work including all pavement, curb and gutter, pavement marking, signing, traffic signal items, beam guard, and all approaches, must be completed within 50 calendar days.

If the contractor fails to complete all work at the intersection of USH 14 and STH 11 within 50 calendar days, the department will assess the contractor $1,000 in interim liquidated damages for each calendar day this work remains incomplete beyond 50 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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 1706-00-72

Complete construction operations on project 1706-00-72 to the stage necessary to reopen it to through traffic prior to 12:01 AM, Saturday, May 30, 2015.

If the contractor fails to complete the work necessary to reopen project ID 1706-00-72 to through traffic prior to 12:01 AM, Saturday, May 30, 2015, the department will assess the contractor $660 in interim liquidated damages for each calendar day that the roadway remains closed after 12:01 AM, Saturday, May 30, 2015. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Work Restrictions
Do not begin or continue any work that closes traffic lanes outside the allowed time periods specified in the Traffic article in these special provisions.

Peak travel times are Monday – Friday 6:00 AM – 9:00 AM and 3:00 PM – 5:30 PM.

During peak travel times, no work requiring encroachment on the traveled lanes will be allowed.

The engineer reserves the right to order the opening of a closed lane at any time if the traffic congestion is determined by the department to be unacceptable.

Do not store equipment or materials within the wetland areas shown on the plans.

Construction Staging plans are developed based on similar construction activities. Changes to the staging will be permitted by the approval of the engineer.

Stage 1 will consist of constructing HMA paved shoulders to westbound STH 11. Work will also consist of base aggregate shoulders and restoration.

Stage 2 will consist of reconstructing the median island and island nose of the southwest quadrant island. Relocation of the overhead stop sign will also take place in this stage.

4. Traffic.

Project 5569-00-73
General
The following is a general overview of the traffic control and staging required throughout all stages of the project. The staging requirements are described further in the "Prosecution and Progress" article in these special provisions.

Accomplish the construction sequence, including the associated traffic control as detailed in the Construction Staging section of the plans, and as described in this Traffic article.

Submit a detailed traffic control plan to the engineer for approval if different than the traffic control plan provided in the plan set. Submit this plan ten days prior to the pre-construction conference.

Submit all traffic control change requests to the engineer at least three working days prior to an actual traffic control change. A request does not constitute approval.

USH 14 will remain open to through traffic at all times for the duration of this project except where noted below and in the Prosecution and Progress article of these special provisions.

Traffic operations during all stages

- Maintain one lane of traffic in each direction at all times on USH 14**.
- Maintain one lane of traffic in each direction for all sideroads.
- Maintain left turn bays at intersections as shown on the plans**.
- Maintain mainline traffic on USH 14 on a paved concrete or hot mix asphalt surface at all times.
- Maintain a minimum lane width of 11-feet on USH 14 and a minimum lane width of 10-feet on all other roads.

  *** Lane closures allowed as specified in the Lane Closures section.*

Maintain one lane in each direction on USH 14 outside of flagger controlled zones.
Use flagging operations suitable for moving operations to construct concrete pavement repair, asphalt patching, milling asphalt pavement, and paving asphalt pavement.
Flagger controlled zone shall not extend beyond 3500 feet in length.

Coordinate and stage all construction activities within the areas of local traffic routes, as required to maintain a traveled way conforming to all above requirements.

Use drums and barricades to direct local vehicular and pedestrian traffic in the work zone and to protect and delineate hazards such as open excavations, abrupt drop-offs, and exposed manholes, inlets, hydrants, etc. The use of such devices shall be incidental to the operation which creates the hazard.

Place roadway signing and roadway temporary pavement marking as detailed on the plans and in conformance to the Manual on Uniform Traffic Control Devices (MUTCD), latest edition. Traffic control shall be completely in place by the end of the working day of a traffic switch.

Do not deliver or store materials and equipment within open travel lanes or open side roads during any stage of construction.

Conduct operations in a manner that will cause the least interference to traffic and pedestrian movements. Maintain vehicle and pedestrian access at all times to buildings within the limits of construction. Access to residential parcels may be restricted for up to one calendar day in order to construct concrete pavement repair in front of residential access points. Notify property owners at least two working days prior to closing their access point. Maintaining property access is incidental to the Traffic Control (project) bid item.

Obtain approval from the engineer for the location of any ingress or egress access points for construction vehicles during peak travel periods.

Request approval from the engineer for all lane closures at least three working days in advance. Include justification for the lane closure and the anticipated duration in the request. A request does not constitute approval. Failure to obtain approval or reopen closed

lanes at the required time shall be subject to penalties specified under the article "Prosecution and Progress".

Shoulders may be closed if required by the work operation, but the right and left shoulder may not be closed in the same area at the same time.

All lane closures shall be removed when work is not in progress.

Provide arrow boards for use during all single lane closures in accordance to the MUTCD. Arrow boards for single lane closures will be paid for under the item Traffic Control Arrow Boards for each day with a single lane closure where an arrow board is in use.

Place Traffic Control Signs Portable Changeable Message for all lane closures as shown on the plans at least seven days prior to the lane closure. Obtain approval from the department for all messages for the Traffic Control Signs Portable Changeable Message. The engineer shall contact Jeff Gustafson at the Southwest Region Madison Office, (608) 516-6400. All lane closures are subject to the approval of the Region traffic engineer.

Local Traffic Access to Project
Maintain local traffic access to during the construction of USH 14. Stage construction activities as required to maintain local traffic access.

Construct and maintain a local traffic access route on any section of roadway that will carry only local traffic conforming to the following criteria:

- Number of Lanes: One lane in each direction
- Lane Width: Minimum of 10 foot width OR one lane roadway with flagging
- Driving Surface: Acceptable driving surfaces include asphaltic surface temporary, HMA pavement, aggregate, concrete pavement.

Pedestrian Access
Maintain access to the Spring Brook trail and crossing at all times except under direction of the engineer. Maintaining access is considered incidental to the contract.

Maintain pedestrian crosswalks at all times crossing USH 14, as shown on the traffic control plans, unless otherwise directed by the engineer. Temporary crosswalks shall meet requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and shall consist of temporary asphaltic surface, any grade of concrete, skid resistant steel plating, or alternative material as approved by the engineer. Gravel or base course material is not acceptable. Maintain ADA accessible pedestrian walkways that are free from mud, sand, and construction debris.

Property Access
Maintain access to properties along the project for local residents, businesses, and emergency vehicles. Access to all driveways and parking lots where alternative access is not available shall remain open at all times, except when it is absolutely necessary to close

them for underground construction. Concrete curb and gutter, concrete driveway, and concrete sidewalk construction shall be staged to maintain driveway access. Keep business entrances open by partial driveway construction or by closing only one access at a time for properties with multiple driveways. Construct temporary commercial entrances including a crushed aggregate surface within 24 hours of removal. Combine temporary commercial entrances wherever practical to minimize the number of access locations.

Inform all adjacent property owners two working days prior to closing their access(es). Maintaining property access as described above is considered incidental to the Traffic Control (Project) bid item.

Advance Notification
Notify the City of Janesville Police Department, Fire Department and Director of Public Works, Town of Harmony, Rock County Sheriff's Department and Highway Commissioner, Wisconsin State Patrol, Janesville Post Office, and Janesville Gazette 48 hours in advance of the start of work, closures of existing streets, and prior to traffic control changes. Notifications must be given by 4:00 PM on Thursday for any such work to be done on the following Monday.

Notify City of Janesville School District, Janesville Transit, City of Milton School District and Riteway Bus Company two weeks prior to construction. Also notify them one week prior to traffic switches and lane closures.

The department has the authority to disallow any requested closures or width restrictions.
Advance notification as described above is considered incidental to the Traffic Control (Project) bid item.

Clear Zone Working Restrictions
Do not leave any slopes steeper than 3:1 within the clear zone or any drop offs at the edge of the traveled way greater than 2 inches which are not protected by temporary precast barrier. The clear zone for USH 14 is 24 feet.

Store materials or park equipment a minimum of 24 feet from the edge of the USH 14 traveled way. Equipment may be parked in the median if it is protected by concrete barrier. Protecting equipment is considered incidental to the contract.

If the contractor is unsure whether an individual work operation will meet the safety requirements for working within the clear zone, review the proposed work operation with the engineer before proceeding with the work.

Portable Changeable Message Signs – Message Prior Approval
After coordinating with department construction field staff, notify Jeff Gustafson at the Southwest Region Madison Office, (608) 516-6400, three weeks prior to deploying or changing a message on a PCMS to obtain approval of the proposed message. The department will review the proposed message and either approve the message or make necessary changes.

Wisconsin Lane Closure System Advanced Notification
Provide the following minimum advance notification to the engineer for incorporation into the Wisconsin Lane Closure System.

Requested Closure or Restriction	Calendar or Business Days
Project Start	14 calendar days
Lane closures (without width restriction)	3 business days
Lane closures (with width restriction)	14 calendar days
Construction stage changes	14 calendar days
Full Freeway closures	14 calendar days
Detours	14 calendar days
Local Street (side road) openings/closings	7 calendar days
Intersection cross-traffic closures	14 calendar days

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

The department has the authority to disallow any requested closures or width restrictions.

Coordinate with the engineer prior to any traffic detour to allow at least ten working days for the review of the detour route marker signing. The engineer shall contact the Southwest Region Madison Office Traffic Management Coordinator, Jeff Gustafson, (608) 516-6400.

Protection of Structures
Bridge pier columns and sign bridge bases are to remain protected at all times throughout construction.

Project 1706-00-72
A General
Keep STH 11, W. Court Street and Westward Lane, open to through traffic at all times throughout the project. Maintain a minimum lane width of 12’ in each direction at all times.

Encroachment into the traveled lanes is required and will be allowed only during off-peak times. The contractor will employ competent and properly equipped flag persons to direct movement through the work zone.

Peak travel times are Monday – Friday 6:00 AM – 9:00 AM and 3:00 PM – 5:30 PM.

No work, equipment, materials or traffic control devices will be allowed to encroach on the traveled lanes during peak hours or when the contractor is not working.

The contractor will provide to the engineer a flagging plan a minimum of 7 days prior to flagging operations. During flagging operations, traffic in any direction may be stopped for a maximum of 5 minutes.

All lane closures are subject to the approval of the Region traffic engineer.

Notify the engineer if there are any changes in the schedule, early completions, or cancellations for scheduled work.

No drop-offs of over 6" or slopes steeper than 3:1 will be allowed unless active construction is taking place.

Do not park or store equipment, vehicles, or construction materials within the clear zone of any roadway carrying traffic during non-working hours except at locations and periods of time approved by the engineer. At such locations, the material and equipment involved shall not constitute a hazard to the traveling public.

Supplement standard spec 107.8 as follows:

Equip all contractors' vehicles and equipment operating in or near live traffic lanes with at least one hazard identification beacon (flashing amber light). The flashing amber light shall be activated when vehicles or equipment are operated on the roadway, parked in close proximity to the roadway, and when entering or exiting live lanes of traffic. The flashing amber light shall be mounted approximately midway between the transverse extremities of the vehicles or machinery and at the highest practicable point that provides visibility from all directions. The light shall be of the flashing strobe or revolving type meeting the following minimum requirements:

Flashing Strobe Type Light	Revolving Type Light
360-degree lens	360-degree lens
60 to 90 flashes per minute	45 to 90 flashes
5-inch minimum height	4-5/8 inch minimum height
3-3/4 inch minimum diameter	3-3/4 inch minimum diameter

The light shall be equipped with bulbs of 50 candlepower minimum. Mounting shall be either magnetic or permanent. No compensation for furnishing and installing the flashing amber light to contractor owned construction equipment or vehicles will be provided for in the contract.

The traffic requirements are subject to change at the direction of the engineer in the event of an emergency.

B Traffic Control Devices

Prior to any work being performed, place appropriate traffic control signing, devices and temporary and permanent pavement marking as detailed on the plans, in the Standard Detail Drawings and in conformance with the Manual of Uniform Traffic Control Devices (MUTCD). Do not proceed with any operation until all traffic control devices for such work are in the proper location, as approved by the engineer.

Place Traffic Control Signs Fixed Message at the beginning of the project for STH 11, W. Court Street and Westward Lane.

Do not proceed with any operation until all traffic control devices for such work are in the proper location.

Place drums for lane or shoulder closures one-foot minimum from edge of live traffic lane except as shown on the plans. Drums placed adjacent to the work areas shall be pulled back from the traveled lane when work is not in progress.

Have available at all times sufficient experienced personnel to promptly install, remove and reinstall the required traffic control devices to properly route traffic for work operations.

Do not disturb, remove or obliterate any permanent traffic control signs, advisory signs, shoulder delineators or beam guard in place along the traveled roadways not shown on the plans without the approval of the engineer.

Wisconsin Lane Closure System Advance Notification
Provide the following minimum advance notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS). Advance notification is not required for closures and/restrictions on "ON" and "OFF" ramps from and to local streets.

New lane closures*	14 calendar days
Full roadway closures	14 calendar days
New system and service ramp restrictions*	14 calendar days
System and service Ramp closures	14 calendar days
Project start	14 calendar days
Construction stage changes	14 calendar days
Detours	14 calendar days
Lane closures**	3 business days
System and Service Ramp closures**	3 business days
Extending all closure types	3 business days

* With height, weight, or width restrictions (available width, all lanes in one direction ≤16')
** Without height, weight, or width restrictions (available width, all lanes in one direction >16')

Discuss LCS completion dates at weekly project meetings in order to manage closures nearing their completion date prior to the completion date. Enter changes in the schedule or completion date into LCS after the weekly project update meetings. For unexpected closure extension required due to weather, equipment malfunction, or other emergency situation, contact the regional work zone engineer in the region where the work will occur for additional guidance.

Enter the range of the project duration and utilize overrides when the closure is not in place for long term projects with sporadic restricted nighttime or daytime closures. Enter a note into LCS explaining that this approach is being utilized, so if a load needs to get through, permitting can double check to determine whether the closure is in place.

5. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying USH 14 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, April 3, 2015 to 6:00 AM Monday, April 6, 2015 for Easter;
- From noon Friday, May 22, 2015 to 6:00 AM Tuesday, May 26, 2015 for Memorial Day;
- From noon Thursday, July 2, 2015 to 6:00 AM Monday, July 6, 2015 for Independence Day;
- From noon Friday, September 4, 2015 to 6:00 AM Tuesday, September 8, 2015 for Labor Day.

107-005 (20050502)

6. Utilities.

Project 5569-00-73
This contract comes under the provision of Administrative Rule Trans 220.
107-065 (20080501)

There are underground and overhead utility facilities located within the project limits. There are known utility adjustments required for the construction project as noted below. Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities that have facilities in the area as required per statutes. Use caution to insure the integrity of underground facilities and maintain code clearance from overhead facilities at all times. Adjustments in the location of certain described items may be necessary, as directed by the engineer, when it becomes evident that a utility conflict could occur.

Alliant Energy – Electric.
Alliant Energy-Electric has overhead and underground electric facilities within the project limits.

- Station 469+50 HEA to Station 470+25 HEA: The existing overhead electric line will be removed. A new underground electric line will be bored at approximately Station 469+50 HEA. This work is anticipated to be completed prior to construction.

- The existing underground electric service in the northwest quadrant of the USH 14 and STH 11 intersection will be moved to the new control cabinet location after the control cabinet is in place. It is anticipated that this work will require two working days to complete.

Alliant Energy-Electric plans on adjusting the existing facilities during construction after the new control cabinet is installed at the locations described above. Coordination with Alliant Energy-Electric will be required for the completion of this work.

The field contact is Jason Hogan, 4902 N Biltmore Ln, Madison, WI 53718, (608) 458-4871, mobile: (608) 395-7395, email: jasonhogan@alliantenergy.com.

Alliant Energy – Gas.
Alliant Energy-Gas has underground gas facilities within the project limits, but there are no anticipated conflicts with this project.

The field contact is Jason Hogan, 4902 N Biltmore Ln, Madison, WI 53718, (608) 458-4871, mobile: (608) 395-7395, email: jasonhogan@alliantenergy.com.

American Transmission Company (ATC).
ATC has overhead facilities within the project limits, but there are no anticipated conflicts with this project.

The field contact is Tony Marciniak, PO Box 47, Waukesha, WI 53187-0047, (262) 506-6814, e-mail: amarciniak@atcllc.com

ANR Pipeline Company.
ANR Pipeline Company has underground gas facilities within the project limits, but there are no anticipated conflicts with this project.

The field contact is Eric Wille, 6827 Consolidated School Road, Janesville, WI 53545, mobile: (920) 375-0485, e-mail: Eric_Wille@TransCanada.com.

AT&T Wisconsin.
AT&T Wisconsin has underground telephone and fiber optic facilities within the project limits, but there are no anticipated conflicts with this project.

The field contact is Carol Anason, 316 W Washington Ave, Madison, WI 53703, (608) 252-2385, mobile: (920) 475-2799, e-mail: ca2624@att.com.

Charter Communications.
Charter Communications has underground facilities within the project limits.

- Station 14+40 RUA: The existing underground fiber optic line will be lowered during construction. It is anticipated that this work will require 3 working days to complete.

- Station 16+13 RUA: The existing underground fiber optic line will be lowered. This work is anticipated to be completed prior to construction.

Charter Communications plans on adjusting the existing facilities during construction at the locations described above. Coordination with Charter Communications will be required for the completion of this work.

The field contact is Randy Steurer, 1348 Plainfield Avenue, Janesville, WI 53545, (608) 373-7544, mobile: (608) 209-3194, e-mail: rsteurer@chartercom.com.

City of Janesville – Water.
City of Janesville has underground water facilities within the project limits, but there are no anticipated conflicts with this project.

The field contact is Craig Thiesenhusen, 123 E Delavan Drive, Janesville, WI 53546, (608) 373-3471, mobile: (608) 289-0525, e-mail: thiesenhusenc@ci.janesville.wi.us.

Windstream (Mcleod/KDL)
Windstream has underground facilities within the project limits.

- Station 437+50 HEA to Station 441+13 HEA: The existing underground fiber optic line will be lowered. This work is anticipated to be completed by April 5, 2015.

The field contact is Jim Kostuch, 13935 Bishops Drive, Brookfield, WI 53005, (262) 792-7938, e-mail: james.kostuch@windstream.com.

Wisconsin Independent Network.
Wisconsin Independent Network has underground fiber optic facilities within the project limits, but there are no anticipated conflicts with this project.

The field contact is Jim Birkenheier, W207S8222 Hillendale Drive, Muskego, WI 53150, (715) 832-6041, mobile: (715) 838-4007, e-mail: jbirkenheier@wins.net.

WisDOT Signals.
WisDOT has existing traffic signals and new traffic signal will be installed within the project limits.

Modifications to the existing facilities and the plans for the new facilities are included in this project. See project plans for details.

Project 1706-00-72
This project comes under the provisions of Administrative Rule Trans 220.

There are underground and overhead utility facilities located within the project limits. Coordinate construction activities the area as required per statutes. Use caution to ensure

the integrity of underground facilities and maintain code clearances from overhead facilities at all times.

The following utility companies have facilities within the project; however; no adjustments are anticipated:

Alliant Energy – Gas
Alliant Energy - Electric
Charter - Communications
McLeod USA Telecommunication - Communications

7. Other Contracts.

Project 5569-00-72 (USH 14, USH 51 to Wright Road) has an anticipated construction start date of April 2015 and is anticipated to have a completion date of September 2015 and is located adjacent to this project. The work on Project 5569-00-72 will occur concurrently with work under this contract and will need to be coordinated.

8. Contract Award and Execution.

Supplement standard spec 103 as follows:

103.9 Mobilization Workshops
103.9.1 Workshop Schedule
After contract award, attend the following workshops. Each workshop is described below and will include but not be limited to the topics outlined below.

Workshop	**Timeframe**
Initial Work Plan (IWP)	Prior to Notice to Proceed (NTP)
Cost Reduction Incentive and Submittals	Prior to preconstruction meeting
Utility Coordination	Prior to preconstruction meeting
Baseline CPM Progress Schedule	After NTP and submittal of Baseline CPM Progress Schedule
Work Force Opportunities	Day of preconstruction meeting

The workshop dates will be scheduled by the engineer after contract award. The engineer may modify the original workshop schedule to ensure attendance by the necessary department and contractor personnel. Workshops may be scheduled earlier than specified if agreed to by all parties. Workshops may be deleted and/or combined depending on the complexity and requirements of the project.

103.9.2 Workshops
103.9.2.1 Initial Work Plan
103.9.2.1.1 General
The Initial Work Plan workshop will provide a forum to discuss and answer questions relative to the proposal, bid schedule, and other questions in the Project Questionnaire described in standard spec 103.9.2.1.2. The Initial Work Plan Workshop will include:

- Contractor responses to the attached Project Questionnaire.
- Department presentation of the use of CPM scheduling on the project.
- Contractor presentation of the conceptual work plan for the project.
- Department and contractor discussion of the level of detail and features in the Initial Work Plan Schedule and the Baseline CPM Progress Schedule.

103.9.2.1.2 Project Questionnaire
Provide the following information in the order shown below. This information will constitute the "Project Questionnaire."

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

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

Construction Engineering
- Provide/attach a copy of your Construction Project Manager's resume indicating the manager's experience in similar major construction projects. The resume shall include similar projects with references. (Note: references are only for verification of work scope performed).
- Provide (if applicable) your third-party construction engineering firms.
- Provide plan for Construction surveying.

Subcontractors

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

Permanent Material Suppliers

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

Quality Control (where applicable)

- Provide the name of your Construction Quality Control firm and qualifications indicating the firms' experience in similar major construction projects. The resume shall include similar projects with references. (Note: references are only for verification of work scope performed).
- Provide/attach a copy of your Construction Quality Control Manager's resume indicating the manager's experience in similar major construction projects. The resume shall include similar projects with references. (Note: references are only for verification of work scope performed).
- List the major elements and/or Table of Contents of your Construction Quality Management Program.
- Provide the name of your Independent Quality Control Testing firm (Construction Quality Control Lab) and qualifications indicating the firm's experience in similar major construction projects. The resume shall include similar projects with references. (Note: references are only for verification of work scope performed).

Organization Chart

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

Work Rules

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

Maintenance of Traffic

- Provide the name of your Traffic Control Manager and qualifications indicating the firm's experience in similar major construction projects. The resume shall include similar projects with references. (Note: references are only for verification of work scope performed).
- Attach a copy of your Preliminary Schedule indicating your approach to achieving the substantial completion schedule.
- Include an outline of your approach to the maintenance of traffic and how you shall stage the construction to meet the substantial completion schedule including planned locations for local street and freeway access into and out of the work zones for each stage of construction.

Construction

- Provide the approach (resources, equipment, suppliers, number of crews, and where required ground support systems) for the following activities:
    - Retaining wall construction by type of work
    - Bridge demolition
    - Roadway structural section
    - Roadway excavation
    - Underground construction
    - Office and yard facilities

103.9.2.2 Cost Reduction Incentives and Submittals

The Cost Reduction Incentive (CRI) and Submittals workshop will have two primary topics outlined below:

Cost Reduction Incentives

Identify value enhancing opportunities and consider modifications to the plans and specifications that will reduce either the total cost, time of construction or traffic congestion, without impairing, in any manner, the essential functions or characteristics of the project, including, but not limited to, service life, economy of operation, ease of maintenance, benefits to the traveling public, desired appearance, or design and safety standards.

Submit recommendations resulting from the workshop for approval by the engineer as cost reduction incentive proposals in conformance with the provisions in standard spec 104.10 "Cost Reduction Incentive."

The department and the contractor may be able to complete the CRI Concept process, as specified in standard spec 104.10.2, during the CRI workshop.

Submit CRIs after the CRI workshops that were not introduced at the CRI workshop.

Submittals

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

- Review the project special provisions.
- Categorize submittals into functional areas including but not limited to:
- MSE Retaining Walls
- Temporary Shoring
- Falsework and Formwork
- Girder Shop Drawings
- Steel Transportation, Delivery, and Erection
- Structure Demolition Plans
- Pile Hammers and High Capacity Piling

- Concrete/ Asphalt
- Materials
- ITS / Lighting
- Traffic Signals
- Sanitary Sewer and Water
- Permits
- Develop a schedule for submittals.

103.9.2.3 Utility Coordination
The Utility Coordination Workshop will define the scope and schedule of utility relocation work and the respective roles and responsibilities of the project team.

- At a minimum, the following key personnel will attend the Utility Coordination Meeting:
    - Department's Utility Coordinator
    - Contractor's Project Manager, Foreman, Supervisor
    - Designer Team's Utility Coordinator
    - Key Utility Company Representative(s)
- At a minimum, the Utility Coordination Meeting will include a review of the following:
    - Summary of all required utility relocations on the project
    - Special provisions addressing utility work
    - Sharing of contact information
    - Scheduling of work for utility relocation(s) including critical milestones and staging for the work
    - Contractor's work schedule and anticipated conflicts with the utility's construction schedule.

103.9.2.4 Baseline CPM Scheduling
At the Baseline CPM Scheduling workshop, provide a presentation of the Baseline CPM Schedule. In the presentation, include a discussion of the construction staging and sequencing of the work, understanding of traffic phasing, and application of labor and equipment resources to the work. Address comments raised in the engineer's review.

103.9.2.5 Work Force Opportunities
The Work Force Opportunities workshop will provide a venue for contractors to have meaningful dialogue with TrANS providers regarding the hiring of TrANS graduates. For the prime contractor and the subcontractors, provide staff with hiring authority to participate in a job-matching session during this workshop. The workshop will take place on the same day and in the same location as the pre-construction meeting. The workshop participants will at a minimum:

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

9. Public Convenience and Safety.

Revise standard spec 107.8(6) as follows:

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

10. Erosion Control.

Supplement standard spec 107.20 as follows:

Perform construction operations in a timely and diligent manner, continuing all construction operations methodically from the initial topsoil stripping operation through the subsequent grading and finishing to minimize the period of exposure to erosion.

Immediately re-topsoil graded areas, as designated by the engineer, after grading is completed within those areas. Seed, fertilize, and mulch or erosion mat all topsoiled areas within five working days after placement of topsoil.

Unless otherwise directed by the engineer at the end of each day, drive a tracked vehicle up and down all untracked or newly graded slopes to reduce the erosive potential of the slopes. The tracks shall be roughly perpendicular to the direction of stormwater runoff flow down the slopes. Upslope tracking is incidental to the cost of grading.

Delete the last sentence of standard spec 107.20(7) and replace it with the following:

Provide the permanent erosion control measures immediately after performing grading operations, unless temporary erosion control measures are specified or authorized by the engineer.

11. Project Communication Enhancement Effort.

Use this Project Communication Enhancement Effort (PCEE) tools on this contract. Coordinate with the department to modify the various published tools as necessary to meet the particular project needs and determine how to implement those tools under the

contract. Ensure the full participation of the contractor and its principal subcontractors throughout the term of the contract.

Forms and associated guidance are published in the PCEE Manual available at the department's Highway Construction Contract Information (HCCI) web site at:

http://roadwaystandards.dot.wi.gov/standards/admin/pcee-user-manual.doc

12. Maintaining Drainage.

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

Use existing inlets, existing storm sewer, temporary inlets, temporary storm sewer pipe, and bypass drainage to maintain existing subsurface drainage.

If dewatering or pumping is required, the pumped water shall be filtered through a media such as washed stone or allowed to settle in a sediment basin constructed as detailed in the plans prior to release into a live stream. The discharge shall be dissipated as to not scour any surface area. This operation is incidental to the task requiring dewatering, including, but not limited to; pipe, inlet and manhole removal; pipe, inlet and manhole installation; and temporary pipe and inlet installation and removal.

13. Notice to Contractor, Revisions to Traffic Control Plans.

The traffic control and staging plans/details contained within the project plans have been developed from an FHWA approved Transportation Management Plan (TMP). In accordance to TMP requirements, the DEPARTMENT shall revise the TMP during construction if conditions warrant. This specification shall be followed to obtain concurrence for implementation of any proposed changes to construction phasing/staging that will affect the traffic patterns depicted in the plans.

Submit traffic control revision(s) to the engineer a minimum of 21 calendar days prior to the anticipated implementation of the proposed change(s). Include the following:

Detail on existing or new project plan sheets that show:

- The revised traffic pattern, widths, grades, temporary pavement, signs, traffic control devices, pavement marking, flaggers, time of day, width restrictions, and any other details required to convey a new or revised traffic control design.
- Erosion control measures required, including the location(s) of any tracking pad(s).

Written summary of proposed traffic control change including:

- Benefits to implementing the change (i.e., cost or time savings, ease of construction, increased safety to workers, and the motoring public).
- Timeframe to construct, duration in place, and time to remove.

The request will be reviewed, and if warranted, concurred with designated I-39/90 Corridor Management Team (CMT) staff, the engineer, and WisDOT Central Office Field Construction Coordinator (if warranted). If the request is approved, it will be forwarded to FHWA for review and processing a minimum of seven calendar days in advance of the contractor's anticipated implementation.

The engineer will correspond with the following FHWA and department staff to obtain concurrence:

- Johnny Gerbitz, FHWA, Johnny.Gerbitz@dot.gov
- Rich Cannon, I-39 CMT Traffic, Richard.Cannon@dot.wi.gov
- Jeff Gustafson, I-39 CMT Traffic, Jeffrey.Gustafson@dot.wi.gov

14. Electrical Work By Others.

Under project 5569-00-73, the Wisconsin Department of Transportation Southwest Region - Madison Electrical Unit will perform the following work for all WisDOT owned traffic signal systems:

- Submit application, authorization and payment for electrical service installation
- Verify the location of all concrete bases
- Provide all permanent traffic signal programming
- Furnish and install monotube poles, arms and anchor bolts
- Furnish emergency vehicle preemption equipment and cabinet programming

Contact information for the Wisconsin Department of Transportation Southwest Region - Madison Electrical Unit: Dena Dramm / 2101 Wright Street, Madison, WI, (608) 246-5360.

State Furnished Monotube Equipment: The department will arrange for delivery of state furnished monotube equipment directly to the project site (USH 14 and STH 11 intersection). Provide personnel and equipment to unload, transport and store all equipment at a suitable location to be directed by the engineer. Do not store materials within the clear zone of either roadway or environmentally sensitive areas. Protect materials from damage during storage. Restore areas disturbed by handling and storage of monotube equipment as directed by the engineer. All materials and labor for unloading, transporting, storage and site restoration shall be considered incidental to the "Install State Furnished Monotube" equipment bid items.

15. Coordination with Businesses.

The contractor shall arrange and conduct a meeting between the contractor, the department, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations. Hold the first meeting prior to the start of work under this contract and hold two meetings per month thereafter.
108-060 (20030820)

16. Clearing and Grubbing, Items 201.0105 and 201.0205.

Supplement standard spec 201.3 with the following:

The emerald ash borer (EAB) has resulted in a quarantine of ash trees (*Fraxinus, sp*) by the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP) and the Wisconsin Department of Natural Resources (DNR).

Ash trees species attacked by emerald ash borer include the following:

- Green ash (F. pennsylvanica) is found throughout the state, but is most common in southern Wisconsin. It may form pure stands or grow in association with black ash, red maple, swamp white oak, and elm. It grows as an associate in upland hardwood stands, but is most common in and around stream banks, floodplains, and swamps.
- Black ash (F. nigra) is distributed over the entire state but is most frequently found in northern Wisconsin. It is most common in swamps, but is also found in other wet forest types.
- Blue ash (F. quadrangulata) is a threatened species that is currently found only at a few sites in Waukesha County. The species is at the edge of its range in Wisconsin, but is common in states farther south. The species is not of commercial importance. Blue ash twigs are 4-sided.
- White ash (F. americana) tends to occur primarily in upland forests, often with Acer saccharum.
- Includes all horticultural cultivars of these species.

(Note: blue ash twigs are 4-sided. All other Wisconsin ash trees have round stems.)

Mountain ash (Sorbus Americana and S. decora) is not a true ash and is not susceptible to EAB infestation.

The contractor shall be responsible for hiring a certified arborist to identify all ash trees that will be cleared and grubbed for the project. In addition, prior to scheduled clearing and grubbing activities, the arborist shall mark all ash trees with flagging tied around the trunk perimeter (florescent lime is suggested as it isn't identified with other project activities).

Follow and obey the following DATCP order:

ATCP 21.17 Emerald Ash Borer, Import Controls and Quarantine

1. Importing or moving regulated items from infested areas; prohibition.

Except as provided in sub. (3), no person may do any of the following:

- Import a regulated item under sub. (2) into this state if that item originates from an emerald ash borer regulated area identified in 7CFR 301.53-3.

· Move any regulated item under sub. (2) out of an emerald ash borer regulated area that is identified in 7CFR 301.53-3 and located in this state.
Note: the United States Department of Agriculture-Animal and Plant Health Inspection Service (USDA-APHIS) periodically updates the list of regulated areas in 7CFR 301.53-3. Subsection (1) applies to new regulated areas as those areas are identified in the CFR.

2. Regulated items.

The following are regulated items for purposes of sub. (2):

a) The emerald ash borer, Agrilus planipennis Fairmaire in any living stage.
b) Ash trees.
c) Ash limbs, branches, and roots.
d) Ash logs, slabs or untreated lumber with bark attached.
e) Cut firewood of all non-coniferous species.
f) Ash chips and ash bark fragments (both composted and uncomposted) larger than one inch in diameter.
g) Any other item or substance that may be designated as a regulated item if a DATCP pest control official determines that it presents a risk of spreading emerald ash borer and notifies the person in possession of the item or substance that it is subject to the restrictions of the regulations.

Regulatory Considerations
The quarantine means that ash wood products may not be transported out of the quarantined area.

Clearing and grubbing includes all ash trees that are to be removed from within the project footprint. If ash trees are identified within clearing and grubbing limits of the project, the following measures are required for disposal:

Chipped ash trees

1) May be left on site if used as landscape mulch within the project limits. If used as mulch on site, chips may not be applied at a depth greater than standard mulch applications as this will impede germination of seeded areas.
2) May be buried on site within the right-of-way in accordance to standard spec 201.3 (14).
3) May be buried on adjacent properties to projects within the quarantined zone with prior approval of the engineer in accordance to standard spec 201.3 (15).
4) May be trucked to a licensed landfill within the quarantined zone with the engineer's approval in accordance to standard spec 201.3 (15).

17. Removing Inlet Covers, Item 204.9060.S.001.

A Description
This special provision describes removing inlet covers in accordance to the pertinent provisions of standard spec 204 and as hereinafter provided.

B (Vacant)

C (Vacant)

D Measurement
The department will measure Removing Inlet Covers as each individual unit, acceptably completed.

E Payment
Supplement standard spec 204.5 to include the following:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.001	Removing Inlet Covers	Each
204-025 (20041005)		

18. Select Borrow.

Conform to the requirements of standard spec 208 and as hereinafter provided.

Material
Furnish and use material that consists of granular material meeting the following requirements: The material shall contain maximum of 15% by weight passing the No. 200 sieve.
208-005 (20031103)

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

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

(4) Provide and maintain a quality control program, defined as all activities related to and documentation of the following:

1. Production and placement control and inspection.
2. Material sampling and testing.

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

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

A.2 Contractor Testing for Small Quantities

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

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

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

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

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

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

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

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

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

B Materials

B.1 Quality Control Plan

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

(2) Do not change the quality control plan without the engineer's review. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in each of the contractor's laboratories as changes are adopted. Ensure that the plan provides the following elements:

1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication means that will be used, and action time frames.
3. A list of source and processing locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
4. Test results for wear, sodium sulfate soundness, freeze/thaw soundness, and plasticity index of all aggregates requiring QC testing. Obtain this information from the region materials unit or from the engineer.
5. Descriptions of stockpiling and hauling methods.
6. Locations of the QC laboratory, retained sample storage, and where control charts and other documentation is posted.
7. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.

B.2 Personnel

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

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

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

(2) A certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

B.3 Laboratory

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

Materials Management Section
3502 Kinsman Boulevard
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 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)

20. Base Aggregate Dense 3/4 –Inch, Item 305.0110.

Revise standard spec 301.2.4.3 as follows:

Furnish aggregate classified as crushed stone for 3/4-inch base when used in the top 3 inches of the unpaved portion of the shoulder or for unpaved driveways and field entrances.

21. Base Aggregate Dense 1 1/4-Inch, Item 305.0120.

Revise standard spec 305.2.2.1 as follows:

Use 1 1/4-Inch base aggregate that conforms to the following gradation requirements.

SIEVE	PERCENT PASSING BY WEIGHT
1 1/4 inch	95 - 100
1 inch	---
3/4 inch	70 - 90
3/8 inch	45 - 75
No. 4	30 - 60
No. 10	20 - 40
No. 40	7 - 25
No. 200	2 - 12 [1], [2]

[1] Limited to a maximum of 8.0 percent for base placed between old and new pavement.

[2] 3 - 10 percent passing when base is ³ 50% crushed gravel

22. Rout and Seal, Item 415.6000.S.

A Description

This special provision describes routing, cleaning, drying, and sealing the longitudinal edge of pavement joints in new asphaltic pavement shoulders immediately adjacent to the edge of the concrete mainline pavement. The work shall conform to the plan details and as hereinafter provided.

B Materials

Furnish material that conforms to the requirements of the Specifications for Joint Sealants, Hot-Poured, for Concrete and Asphalt Pavements, ASTM Designation: D 6690, Type II, modified to require that the bond strength test be run at -20 degrees F. (The unmodified ASTM D 6690, Type II allows this test to be run at either 0 degrees F or -20 degrees F.)

Deliver each lot or batch of sealing compound to the jobsite in the manufacturer's original sealed container. Mark each container with the manufacturer's name, batch or lot number, and the safe heating temperature. Present the manufacturer's certification stating that the compound meets the requirements of this specification. Prior to applying the sealant, furnish to the engineer a certificate of compliance and a copy of the manufacturer's recommendations on heating and applying the sealant.

C Construction

C.1 Equipment

Heat the sealing compound to the pouring temperature recommended by the manufacturer in an approved kettle or tank, constructed as a double boiler, with the space between the inner and outer shells filled with oil or other satisfactory heat transfer medium. If and when using the heating kettle on concrete or asphaltic pavement, properly insulate the heating kettle to ensure heat is not radiated to the pavement surface.

Make rout cuts in a single pass. Two-pass cutting will not be allowed. Use a self-propelled mechanical router capable of routing the bituminous pavement to provide a 1.0:1.0 depth to width ratio of all routed cracks. The router blade or blades shall be of such size and configuration to cut the desired joint reservoir in one pass. No spacers between blades shall be allowed unless the contractor can demonstrate to the engineer that the desired reservoir and rout cut can be obtained with them. Either wet or dry routing will be permitted provided the above conditions are met. Use a pressure distributor for applying sealing material through a hand-operated wand or nozzle according to sealant manufacturer's instructions.

C.2 Methods

Conduct the operation so that the routing, cleaning, and sealing are continuous operations. Traffic shall not be allowed to knead together or damage the routed joints. Rerout, if necessary, routed joints not sealed before traffic is allowed on the pavement when routing and sealing operations resume at no additional cost to the department. Do not perform rout cutting, cleaning, and sealing, within 48 hours of the placement of the shoulder's surface course.

Rout the longitudinal joint to a minimum width of ¾-inches and a minimum depth of ¾-inches. Use a power vacuum or equivalent to immediately remove any routing slurry, dirt, or deleterious matter adhering to the joint walls or remaining in the joint cavity, or both. Prior to sealing, dry the cleaned joints either by air-drying or by using a high capacity torch. Immediately prior to sealing, blow out the dried crack with a blast of compressed air, 80-psi minimum. Continue cleaning until the joint is dry, and until all dirt, dust, or deleterious matter is removed from the joint and adjacent pavement to the satisfaction of the engineer. If the air compressor produces dirt or other residue in the joint cavity, the contractor shall be required to clean the joint again.

If cleaning operations could cause damage to, or interfere with, traffic in adjacent lanes, or both, provide protective screening that is subject to the approval of the engineer to the cleaning operation.

Following cleaning, dry the routed joints and warm them with a hot air lance. Take care not to burn the pavement surface. Under no circumstances shall more than two minutes elapse between the time the hot air lance is used and the sealant is placed.

Provide positive temperature control and mechanical agitation. Do not heat the sealant to more than 20 degrees F below the safe heating temperature. The safe heating temperature can be obtained from the manufacturer's shipping container. Provide a direct connecting pressure type extruding device with nozzles shaped for insertion into the joint. Immediately remove sealant spilled on the surface of the pavement.

Seal the joints when the sealant material is at the pouring temperature recommended by the manufacturer. Fill the joint such that after cooling, the sealant is flush with the adjacent pavement surface. Do not overfill the joint; the engineer may allow a very slight overband. Sand shall not be spread on the sealed joints to allow for opening to traffic. Before opening to traffic, the sealant shall be tack free.

D Measurement

The department will measure Rout and Seal in length by the linear foot, completed according to the contract and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
415.6000.S	Rout and Seal	LF

Payment is full compensation for rout cutting; cleaning the joint; furnishing and installing all materials, including sealant.
415-100 (20140630)

23. Concrete Pavement.

This special provision describes specialized material requirements for aggregates used in Concrete Pavements. Conform to standard specs 415 and 501, as modified in this special provision. Conform to standard spec 715 for QMP Concrete Pavement and Structures.

Replace standard spec 501.2.5.4.1with the following:

501.2.5.4.1 General

(1) Use clean, hard, durable crushed gravel or crushed limestone free of an excess of thin or elongated pieces, frozen lumps, vegetation, deleterious substances, or adherent coatings considered injurious.

(2) Use virgin aggregates only.

Replace the first paragraph of standard spec 501.2.5.4.2 with the following:

(1) The amount of deleterious substances must not exceed the following percentages:

DELETERIOUS SUBSTANCE	PERCENT BY WEIGHT
Shale	1.0
Coal	1.0
Clay lumps	0.3
Soft fragments	5.0
Any combination of above	5.0
Thin or elongated pieces based on a 3:1 ratio	15.0
Materials passing the No. 200 sieve	1.5
Chert[1]	2.0

[1] Material classified lithologically as chert and having a bulk specific gravity (saturated surface-dry basis) of less than 2.45. Determine the percentage of chert by dividing the weight of chert in the sample retained on a 3/8-inch sieve by the weight of the total sample.

Replace the first paragraph of standard spec 501.2.5.4.3 with the following:

(1) The department will ensure that Los Angeles wear testing conforms to AASHTO T 96, soundness testing conforms to AASHTO T 104 using 5 cycles in sodium sulfate solution on aggregate retained on the No. 4 sieve, and freeze-thaw soundness testing conforms to AASHTO T 103. The percent wear must not exceed 40, the weighted

soundness loss must not exceed 9 percent, and the weighted freeze-thaw average loss must not exceed 12 percent.

24. Concrete Pavement Continuous Diamond Grinding, Item 420.1000.S.

A Description

(1) This special provision describes continuous diamond grinding of concrete pavement.

B (Vacant)

C Construction

C.1 General

(1) Diamond grind the existing concrete pavement to provide a uniform surface that is reasonably plane, free of excessively large scarification marks, and has the grade and cross slope the plans show or the engineer specifies. Do not damage the remaining pavement. Do not grind deeper than 3/4 inch from the top of the original surface.

(2) Complete full-depth and partial-depth concrete repairs, slab stabilization, dowel bar retrofit, and other pavement repair operations before grinding. Begin and end grinding at lines perpendicular to the pavement centerline at the project limits. Do not overlap adjacent grinding passes by more than 1-inch. Do not leave un-ground surface area between passes.

(3) Grind joint or crack faults so there is no more than a 1/16-inch differential between the adjacent sides of the joints and cracks. Grind warped and curled slabs as required to provide an acceptable ride. Provide smooth transitions from the edge of the mainline to shoulders, adjacent lanes, and ramps leaving no more than a 3/16-inch ridge at transitions. Grind adjacent pavement and paved shoulders as necessary to feather in a smooth transition and maintain drainage. Do not grind approach slabs unless necessary to provide a smooth transition.

(4) Provide lateral drainage by maintaining a constant cross slope between grinding extremities in each lane including feathered areas of the shoulder. Ensure that the finished cross slope conforms to the plans and has no depressions or slope misalignment greater than 1/4-inch in 12 feet when measured perpendicular to the centerline with a 12-foot straightedge

(5) Do not diamond grind over valves, manholes, or other fixtures. Provide a smooth taper from the diamond ground surface to the top of the fixture.

C.2 Equipment

(1) Use self-propelled grinding machines with electronic depth, grade, and slope controls designed for grinding and texturing pavement. Equip grinding machines with diamond blades and a vacuuming system capable of removing liquid and solid residue from the pavement surface. Shroud the machine to prevent discharging loosened material into adjacent work areas or live traffic lanes.

(2) Ensure that the machine, including the grinding head, weighs 35,000 pounds or more, will grind a strip at least 4 feet wide, and has an effective wheel base of 25 feet or more. Do not use equipment that causes raveling, aggregate fractures, joint deflection, or other damage to material remaining in place.

(3) Maintain equipment in proper working order. Ensure that the match and depth control wheels are round. Stop grinding and immediately replace out-of-round wheels.

C.3 Final Surface Finish

(1) Produce a pavement surface that is true in grade and uniform in appearance. Provide a longitudinal line-type texture with corrugations parallel to the outside pavement edge.

(2) Select the number of diamond blades per foot that will provide the proper surface finish for the aggregate type. Determine the proper sequence of operations and number of passes required to meet the specifications.

(3) Ensure that ridges are 1/8-inch +/- 1/16-inch higher than the bottom of the grooves and uniformly spaced as follows:

	Limestone	**Gravel**
Width between grooves	0.090 to 0.110 inch	0.080 to 0.095 inch

(4) Ensure that a minimum of 95 percent of any 4-foot by 100-foot section of pavement surface is textured. Remove unbroken fins as the engineer directs.

C.4 Residue Disposal

(1) Remove solid and liquid grinding residues from the roadway by vacuuming. Leave the roadway in a clean, damp condition immediately behind the grinding machine. Remove residue immediately in areas of cross traffic. Do not allow residue and water to flow or blow across lanes used by public traffic or to enter any storm sewer, stream, lake, reservoir, marsh, or wetland. Dispose of residue and water at an acceptable material disposal site located off the project limits and as shown in the Erosion Control Implementation Plan (ECIP).

C.5 Smoothness Requirements

(1) Measure IRI for the pavement the contract designates for grinding both before and after grinding. Conform to the QMP Ride special provision as contained elsewhere in the contract except as follows:

- Submit smoothness assurance reports to the engineer before and after grinding for IRI and before and after correcting areas of longitudinal surface deviation.

- Straight edging is required to identify depressions or slope misalignment as specified in C.1(4).

- No quality control plan is required. The contractor need only provide the name and certifications for the profiler operator and identify segment locations of each profile run.

- The profiler and operator need only be on site when before-grinding and after-grinding profiles are run; and when conducting corrective grinding operations.

- Do not apply localized roughness requirements to surfaces the contract designates for continuous diamond grinding or the transitions to existing pavement that is not ground under the contract. Instead ensure that the finished ground surface does not include longitudinal surface deviations exceeding 0.3-inch in 25 feet as determined using ProVal's straightedge simulation analysis.

- Low areas due to subsidence or other localized causes are excluded from the smoothness requirements. The engineer will review each low area and may direct the contractor to perform corrective grinding as required to reduce the final IRI for that segment.

(2) In addition to the categories defined in the contract QMP Ride special provision, the department will categorize each diamond ground standard or partial segment of concrete pavement as follows:

Segments with a Posted Speed Limit of 55 MPH or Greater	
Category	**Description**
RCDG V	Rural concrete pavement surfaces the contract designates for continuous diamond grinding.
Segments with Any Portion Having a Posted Speed Limit Less Than 55 MPH	
Category	**Description**
UCDG V	Urban concrete pavement surfaces the contract designates for continuous diamond grinding.

(3) If an individual segment IRI exceeds the corrective grinding limits of 65 in/mile for RCDG V or 115 in/mile for UCDG V, perform corrective grinding on that segment. Re-profile corrected segments to verify the final IRI. Ensure that each segment has an IRI after corrective grinding as follows:

- For segments with a before-grinding IRI less than or equal to 200 inches/mile, provide a final segment IRI that does not exceed 65 in/mile for RCDG V or 115 in/mile for UCDG V.

- For segments with a before-grinding IRI greater than 200 inches/mile, provide a final segment IRI that does not exceed 65 in/mile for RCDG V, 115 in/mile for UCDG V, or 35 percent of the before-grinding IRI whichever is greater.

(4) Submit a revised ProVAL smoothness assurance report after corrective grinding for corrected segments to validate the final segment IRI.

(5) If after performing corrective grinding, a segment contains a bump exceeding 0.3-inch in 25 feet or has a final segment IRI greater than specified, that segment is subject to the engineer's right to adjust pay for non-conforming work under standard spec 105.3.

D Measurement

(1) The department will measure Concrete Pavement Continuous Diamond Grinding by the square yard, acceptably completed, measured as the final textured surface area regardless of the number of passes required to achieve acceptable results. The department will include minor areas of un-ground pavement within the ground area.

(2) If conditions require a feather pass into the shoulder, adjacent lanes, or ramps, the department will also measure an area 2 feet wide times the length of the feather pass or an additional 20 square yards whichever is greater.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
420.1000.S	Concrete Pavement Continuous Diamond Grinding	SY

(1) Payment for Concrete Pavement Continuous Diamond Grinding is full compensation for grinding to improve pavement ride including measuring IRI before and after grinding; for feathering in adjacent pavement; for removing unbroken fins; and for hauling and off-site disposal of grinding residue.

(2) The department will adjust pay for smoothness of each 500-foot long segment nominally one wheel path wide using equation as follows:

Category RCDG V - Rural Diamond Ground Concrete Pavement	
IRI in/mile	**Incentive $ per 500-foot section**
< 45	$125
≥ 45 to < 55	$687.5 - (12.5 x IRI)
≥ 55 to <65	$0
≥ 65	Corrective action
Category UCDG V - Urban Diamond Ground Concrete Pavement	
IRI in/mile	**Incentive $ per 500-foot section**
< 50	$125
≥ 50 to < 75	$375 - (5 x IRI)
≥ 75 to <115	$0
≥ 115	Corrective action

420-010(20110930)

25. HMA Pavement.

A Description

This special provision describes specialized material requirements for HMA Pavements. Conform to standard spec 460, as modified in this special provision.

Replace Table 460-2 under 460.2.7 with the following:

Mixture type	**E - 1**	**E - 3**	**E - 10**	**E - 30**	**E - 30x**	**SMA**
ESALs x 10^6 (20 yr design life)	0.3 - < 1	1 - < 3	3 - < 10	10 - < 30	>= 30	
LA Wear (AASHTO T96) 100 revolutions (max % loss) 500 revolutions (max % loss)	 13 40	 13 40	 13 40	 13 40	 13 40	 13 40
Soundness (AASHTO T104) (sodium sulfate, max % loss)	9.0	9.0	9.0	9.0	9.0	9.0
Freeze/Thaw (AASHTO T103) (specified counties, max % loss)	12	12	12	12	12	12
Fractured Faces (ASTM 5821) (one face/2 face, % by count)	65 /	75 / 60	85 / 80	98 / 90	100/100	100/90
Flat and Elongated (ASTM D4791) (max %, by weight)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	20 (3:1 ratio)
Fine Aggregate Angularity (AASHTO T304, method A, min)	40	43	45	45	45	45
Sand Equivalency (AASHTO T176, min)	40	40	45	45	50	50
Gyratory Compaction Gyrations for Nini Gyrations for Ndes Gyrations for Nmax	7 60 75	7 75 115	8 100 160	8 100 160	9 125 205	8 65 160
Air Voids, $\%V_a$ ($\%G_{mm}$ N_{des})	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)
% G_{mm} N_{ini}	<= 90.5*[1]*	<= 89.0*[1]*	<= 89.0	<= 89.0	<= 89.0	
% G_{mm} N_{max}	<= 98.0	<= 98.0	<= 98.0	<= 98.0	<= 98.0	
Dust to Binder Ratio*[2]* (% passing 0.075/P_{be})	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	1.2 - 2.0
Voids filled with Binder (VFB or VFA, %)	65 - 78*[4]*	65 - 75*[4]*	65 - 75*[3] [4]*	65 - 75*[3] [4]*	65 - 75*[3] [4]*	70 - 80
Tensile Strength Ratio (TSR) (ASTM 4867) no antistripping additive with antistripping additive	 0.70 0.75	 0.70 0.75	 0.70 0.75	 0.70 0.75	 0.70 0.75	 0.70 0.75
Draindown at Production Temperature (%)						0.30

[1] The percent maximum density at initial compaction is only a guideline.

[2] For a gradation that passes below the boundaries of the caution zone (ref. AASHTO MP3), the dust to binder ratio limits are 0.6 - 1.6.

[3] For 9.5mm nominal maximum size mixtures, the specified VFB range is 73 - 76%.

[4] For 37.5mm nominal maximum size mixes, the specified VFB lower limit is 67%.

[5] For 25.0mm nominal maximum size mixes, the specified VFB lower limit is 67%.

26. Fence Safety, Item 616.0700.S.

A Description

This special provision describes furnishing and installing a plastic fence at locations shown on the plans and as hereinafter provided.

B Materials

Furnish notched conventional metal "T" or "U" shaped fence posts.

Furnish fence fabric meeting the following requirements.

Color:	International orange (UV stabilized)
Roll Height:	4 feet
Mesh Opening:	1 inch min to 3 inch max
Resin/Construction:	High density polyethylene mesh
Service Temperature:	-60° F to 200° (ASTM D648)
Tensile Yield:	Avg. 2000 lb per 4 ft. width (ASTM D638)
Ultimate Tensile Strength:	Avg. 3000 lb per 4 ft. width (ASTM D638)
Elongation at Break (%):	Greater than 100% (ASTM D638)
Chemical Resistance:	Inert to most chemicals and acids

C Construction

Drive posts into the ground 12 to 18 inches. Space posts at 7 feet.

Use a minimum of three wire ties to secure the fence at each post. Weave tension wire through the top row of strands to provide a top stringer that prevents sagging.

Overlap two rolls at a post and secure with wire ties.

D Measurement

The department will measure Fence Safety by the linear foot along the base of the fence, center-to-center of posts, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
616.0700.S	Fence Safety	LF

Payment is full compensation for furnishing and installing fence and posts; maintaining the fence and posts in satisfactory condition; and for removing and disposing of fence and posts at project completion.

616-030 (20070510)

27. Permanent Signing.

Do not remove any permanent signs such as stop, yield, stop ahead, yield ahead, folding stop signs, speed limit, signal ahead, do not enter or wrong way signs until the new permanent signs are installed. If any of these signs need to be removed due to construction activities, place a temporary sign at the location or as directed by the engineer until the permanent sign is installed. These signs shall be incidental to the item "Traffic Control (Project)."

28. Traffic Control.

Perform this work in accordance to the requirements of standard spec 643, and as shown on the plans or as approved by the engineer, except as hereinafter modified.

Submit to engineer for approval a detailed traffic control plan for any changes to the proposed traffic control detail as shown on the plans. Submit this plan ten days prior to the preconstruction conference.

Provide 24 hours-a-day availability of equipment and forces to expeditiously restore lights, signs, or other traffic control devices that are damaged or disturbed. The cost to maintain and restore the above items shall be considered incidental to the item as bid and no additional payment will be made therefore.

Supply the name and telephone number of a local contact person for traffic control repair before starting work.

Have available at all times sufficient experienced personnel to promptly install, remove and reinstall the required traffic control devices to route traffic during the construction operations.

The turning of traffic control devices when not in use to obscure the message will not be allowed under this contract.

Obtain prior approval from the engineer for the location of egress and ingress for construction vehicles to prosecute the work.

Cover existing signs which conflict with traffic control as directed by the engineer.

Conduct operations in such a manner that causes the least interference and inconvenience to the free flow of vehicles on the roadways. This includes the following:

a. Do not park or store any vehicle, piece of equipment, or construction materials on the right-of-way without approval of the engineer.
b. All construction vehicles and equipment entering or leaving live traffic lanes shall yield to through traffic.

c. Equip all vehicles and equipment entering or leaving the live traffic lanes with a hazard identification beam (flashing yellow signal) capable of being visible on a sunny day when viewed without the sun directly on or behind the device from a distance of 1000 feet. Activate the beam when merging into or exiting a live traffic lane.

Do not disturb, remove or obliterate any traffic control signs, advisory signs, shoulder delineators or beam guard in place along the traveled roadways without the approval of the engineer. Immediately repair or replace any damage done to the above during the construction operations at contractor expense.

The traffic requirements are subject to change at the direction of the engineer in the event of an emergency.

29. Traffic Control Signs, Item 643.0900.

A Description
This special provision describes mounting height requirements and sign support requirements. Conform to standard spec 643, as modified in this special provision.

Supplement standard spec 643.2.9.1(5) as follows:

Provide associated advanced signing, including portable traffic control signing, in accordance to the MUTCD. Mount all portable traffic control sign at a minimum height of 5 feet, measured from the bottom of the sign, above the edge of pavement. Use signs and supports conforming to NCHRP 350 test level 3 or MASH crashworthiness criteria.

30. Removing Pavement Marking.

Perform this work in accordance to standard spec 646.3.4 and as hereinafter provided.

Pavement markings required to be removed on permanent concrete pavement (pavement that will remain at the completion of the contract) shall be removed by a water blasting or hydroblasting method. Grinding or sand blasting the markings off the pavement will not be allowed.

Pavement markings required to be removed on non-permanent concrete pavement shall be removed by grinding or sand blasting methods, unless otherwise directed by the engineer.

Pavement markings required to be removed on all hot mix asphalt pavements shall be removed by grinding or sand blasting methods.

31. 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)

32. General Requirements of Electrical Work.

Amend standard spec 651.2, Materials, of the Standard Specifications by adding the following paragraphs:

(7) The approved products list is located at:
http://www.dot.wisconsin.gov/business/engrserv/electric/index.htm

33. Baseline CPM Progress Schedule, Item SPV.0060.001; CPM Progress Schedule Updates and Accepted Revisions, Item SPV.0060.002.

Replace standard spec 108.4 with the following:

108.4 Critical Path Method Progress Schedule
108.4.1 Software
Use the latest version of Oracle (Primavera) Project Manager (P6) version 7.0 or newer to prepare the Initial Work Plan Schedule, Baseline CPM Progress Schedule, and all Monthly CPM Updates.

108.4.2 Personnel
Designate a Project Scheduler who will be responsible for scheduling the Work and submit for department approval a professional resume describing a minimum of three years of developing and managing specific CPM scheduling on major (interstate) highway reconstruction projects or projects of similar size and complexity. This includes recent experience using Oracle P6 software.

108.4.3 Definitions
The department defines terms used in standard spec 108.4 as follows:

Activity
A task, event or other project element on the schedule, during the course of the project that contributes to completing the project. Activities have a description, scheduled (or actual) start and finish dates, duration and one or more logic ties.

Critical Path
The longest continuous path of activities through the project that has the least amount of total float. In general, a delay on the critical path will extend the scheduled completion date.

Critical Path Method (CPM)
A network based planning technique using activity durations and the relationships between activities to mathematically calculate a schedule for the entire project.

Construction Activity
Construction activities are discrete work activities performed by the contractor, subcontractors, utilities, or third parties within the project limits.

CPM Progress Schedule
A Critical Path Method (CPM) Progress Schedule is a network of logically related activities. The CPM schedule calculates when activities can be performed and establishes the critical or longest continuous path or paths of activities through the project.

Data Date
The earliest work period after the date through which a schedule is current. Everything occurring earlier than the data date is "as-built" and everything on or after the data date is "as-planned."

Float
Float, as used herein, is the total float of an activity; i.e., it is the amount of time between the date when an activity can start (the early start), and the date when an activity must start (the late start). In cases where the total float of an activity has a different value when calculated based on the finish dates, the lower (more critical) value will govern.

Forecast Completion Date
The completion date(s) predicted by the latest accepted CPM Update, which may be earlier or later than the contract completion date(s), depending on progress.

Fragnet
A group of logically-related activities, typically inserted into an existing CPM schedule to model a portion of the project, such as the work associated with a change order or delay impact.

Initial Work Plan Schedule
The Initial Work Plan (IWP) Schedule is a time-scaled CPM schedule showing detailed activities for the first 90 calendar days of work and summary level activities for the remainder of the project.

Intermediate Milestone Date
A contractually required date for the completion of a portion of the work, so that a subsequent portion of the work or stage of traffic phasing may proceed.

Master Program Schedule
The department’s schedule for the overall I-39/90 Corridor Management Program, including intermediate milestone dates contract completion dates and codes.

Work Breakdown Structure (WBS)
A framework for organizing the activities that makes up a project by breaking the project into successively greater detail by level. A WBS organizes the project work. It does not address the sequencing and scheduling of project activities.

108.4.4 (Vacant)

108.4.5 Contractor's Scheduling Responsibilities

The CPM Schedule shall be a tool capable of forward planning and monitoring the project. The schedule will further be used as a communication tool between the contractor and the department. It will be used to illustrate the plan, develop what-if scenarios, and analyze impacts. The accuracy and completeness of the CPM Schedule will benefit both the contractor and the department. The CPM schedule is the contractor's committed plan to complete all work within the completion deadlines.

The contractor shall submit to the department initial and monthly update schedules, each consistent in all respects with the time and order of work requirements of the contract. The project work shall be executed in the sequence indicated on the current accepted schedule. Schedules shall show the order in which the contractor proposes to carry out the work with logical links between activities, and calculations made using the critical path method to determine the controlling operation or operations. The contractor is responsible for assuring that each schedule shows a coordinated plan for complete performance of the work. Schedule the Work in the manner required to achieve the completion date and intermediate milestone dates specified in the Prosecution and Progress special provision.

Contactor project management personnel shall actively participate in the schedule development, the monthly updating of progress, and all schedule revisions throughout the entire duration of the contract. Subcontractors and suppliers working on the project shall also contribute in developing and maintaining an accurate schedule.

108.4.6 Submittals

108.4.6.1 Initial Work Plan Schedule

Submit an Initial Work Plan (IWP) Schedule consisting of the following:

1. Provide a detailed plan of activities to be performed during the first 90 calendar days of the contract. Provide construction activities with durations not greater than 28 calendar days (20 business days), unless the engineer accepts requested exceptions.

2. Provide activities as necessary to depict administrative work, including submittals, reviews, procurements, inspections, and all else necessary to complete the work as described in the contract documents. Activities other than construction activities may have durations greater than 28 calendar days (20 business days).

3. Provide activities as necessary to depict third-party work related to the contract.

4. Provide summary activities for the balance of the project. Summary activities may have durations greater than 28 calendar days (20 business days).

5. Submit three copies of the IWP Schedule, including the P6 native data file (XER) and an electronic file (PDF) on three separate CD-ROM's.

6. Following department receipt of the IWP Schedule, allow ten business days for department review and return of comments. Within five business days of receiving the IWP Schedule, the department will schedule a workshop for the contractor to present the IWP Schedule and to answer questions raised during the department's review. Provide formal responses to the comments and resubmit the IWP Schedule as necessary. A notice to proceed will not be issued until the engineer accepts the IWP Schedule. The department will use the IWP Schedule to monitor the progress of the work until the Baseline CPM Progress Schedule is accepted.

7. Submit an updated version of the IWP Schedule on a bi-monthly basis (every other week) until the engineer accepts the Baseline CPM Progress Schedule. With each update, include actual start dates, completion percentages, and remaining durations for activities started but not completed. Include actual finish dates for completed activities.

108.4.6.2 Baseline CPM Progress Schedule

Within ten business days of receiving an approved IWP Schedule, as required in the contract, submit a Baseline CPM Progress Schedule and written narrative consisting of the following:

1. Develop the Baseline CPM schedule. The Baseline CPM is the contractor's committed plan to complete the Work within the time frames required to achieve the contract completion date and intermediate milestone dates. The department will use the schedule to monitor the progress of the work. Include the following:

1.1 Provide a detailed plan of activities to be performed during the entire contract duration, including all administrative and construction activities required to complete the work as described in the contract documents. Provide construction activities with durations not greater than 28 calendar days (20 business days), unless the engineer accepts requested exceptions.

1.2 Provide activities as necessary to depict administrative work, including submittals, reviews, procurements, inspections, and all else necessary to complete the work as described in the contract documents. Activities other than construction activities may have durations greater than 28 calendar days (20 business days).

1.3 Provide activities as necessary to depict third-party work related to the contract. Third-party work activities may include but is not limited to Railroads, Utilities, Real Estate and local government agencies.

1.4 Make allowance for specified work restrictions, non-working days, time constraints, calendars, and potential or approved weather delays; reflect involvement and reviews by the department; and coordination efforts with adjacent contractors, utility owners, and other third parties.

1.5 With the exception of the Project Start Milestone and Project Completion Milestone, all activities must have predecessors and successors. The start of an activity shall have a Start-to-Start or Finish-to-Start relationship with preceding activities. The completion of an activity shall have a Finish-to-Start or Finish- to-Finish relationship with succeeding activities. Do not use Start-to-Finish relationships. Do not use Finish-to-Start relationships with a lag unless the engineer accepts requested exceptions. Include and discuss request for exceptions in the schedule narrative provided with each schedule submittal.

1.6 Schedule activities shall include the following:

a. A clear and legible description. The use of abbreviations shall be limited. Descriptions shall include an action verb describing the work performed, a basic description of the materials used, and, where applicable, a general location of the work.
b. Codes for Contract ID / WisDOT Project ID, Responsibility, Stage, and Area. The department may provide additional codes for use within department reporting.
c. Activities shall carry a single Responsibility assignment.

1.7 Schedule all intermediate milestones in the proper sequence and input as either a "Start on or After" or "Finish on or Before" date. Do not use other constraint types, within the software, without prior approval by the engineer. Provide predecessors and successors for each intermediate milestone as necessary to model each Stage of the Work. Unless the engineer accepts a requested exception, the schedule shall encompass all the time in the contract period between the starting date and the specified completion date.

1.8 Using the bid quantities and unit prices, develop an anticipated cash-flow curve for the project, based on the Baseline CPM.

2. Provide three hard copies (11" x 17") of the CPM schedule depicting the CPM network. Organize the logic diagram by grouping related activities, based on the activity codes in the CPM.

3. Provide a written narrative with the Baseline CPM explaining the planned sequence of work, as-planned critical path, critical activities for achieving intermediate milestone dates, traffic phasing, and planned labor and equipment resources. Use the narrative to further explain:

3.1 The basis for activity durations in terms of production rates for each major type of work (number of shifts per day and number of hours per shift), and equipment usage and limitations.

3.2 Use of constraints.

3.3 Use of calendars.

3.4 Estimated number of adverse weather days on a monthly-basis.

3.5 Scheduling of permit and environmental constraints, and coordination of the schedule with other contractors, utilities, and public entities.

4. Submit three copies of the Baseline CPM schedule including the P6 native data file (XER) and an electronic file (PDF) on three separate CD-ROM's.

Within ten business days of receiving the Baseline CPM schedule, the department will schedule a workshop, review the submittal, and return review comments.

Within five business days after the Baseline CPM scheduling workshop, the department will either accept the contractor's Baseline CPM schedule or provide additional comments. Within five business days, address the department's comments and resubmit a revised Baseline CPM, including formal responses to the department's review comments. If the engineer requests justifications for activity durations provide information that may include estimated labor, equipment, unit quantities, and production rates used to determine the activity duration.

The engineer will accept the Baseline CPM based solely on whether the schedule is complete as specified in this section and meets the requirements of the contract. The engineer's acceptance of the schedule does not modify the contract and does not relieve the contractor from meeting the contract requirements.

The department will not consider requests for contract time extensions as specified in 108.10 or additional compensation for delay specified in standard spec 109.4.7 until the department accepts the Baseline CPM schedule.

108.4.6.3 Monthly CPM Schedule Updates

Submit CPM Schedule updates on a monthly basis after acceptance of the Baseline CPM Schedule. With each CPM Schedule update, include the following:

1. Actual start dates, completion percentages, and remaining durations for activities started but not completed, and actual finish dates for completed activities, through the final acceptance of the project.

2. Additional activities as necessary to depict additions to the contract by changes and logic revisions as necessary to reflect changes in the contractor's plan for prosecuting the work.

3. Include a narrative report that includes a brief description of monthly progress, changes to the critical path from the previous update, sources of potential delay, work planned for the next 30 calendar days, and all changes to the CPM Schedule. Changes to the CPM Schedule include the addition or deletion of activities, changes to activity descriptions, original durations, relationships, overlap (lag/lead), constraints, calendars, or previously recorded actual dates. Justify changes to the CPM Schedule in the

narrative by describing associated changes in the planned methods or manner of performing the work or changes in the work itself.

4. Submit three copies of each CPM Schedule update, including the P6 native data file (XER) and an electronic file (PDF) on three separate CD-ROM's.

5. Within ten business days of receiving each CPM Schedule update, the engineer will provide formal review comments and schedule a meeting, if necessary, to address comments raised in the department's review. Address the department's comments and resubmit a revised CPM Schedule update within five business days after the department's request.

108.4.6.4 Three-Week Look-Ahead Schedules

Submit Three-Week Look-Ahead Schedules on a weekly basis after NTP. The schedule shall be prepared by computer. Provide three hard copies (11" x 17") to the engineer. With each Three-Week Look-Ahead include:

1. Activities underway and as-built dates for the past week.

2. Actual as-built dates for completed activities through final acceptance of the project.

3. Planned work for the upcoming three-week period.

4. The activities of the Three-Week Look-Ahead schedule shall include the activities underway and critical RFIs and submittals, based on the CPM schedule. The Three-Week Look-Ahead may also include details on other activities not individually represented in the CPM schedule.

5. On a weekly basis, the department and the contractor shall agree on the as-built dates depicted in the Three-Week Look-Ahead schedule or document any disagreements. Use the as-built dates from the Three-Week Look- Ahead schedules for the month when updating the CPM schedule.

108.4.6.5 Weekly Production Data

Provide estimated and actual weekly production curves for items of work on a weekly basis for applicable items of work as requested by the department including but not limited to the following:

1. Provide data on the following items by the units specified:
   1.1 Underground Facilities – LF per week

   1.2 Retaining Walls – SF per week
   - MSE Walls
   - Other Wall Types

1.3 Bridge Construction

- Foundation Pile – EACH per week
- Foundation/Substructure Concrete – CY per week
- Structural Steel Girders – EACH per week
- Prestressed Concrete Girders – EACH per week
- Deck Formwork – SF per week

1.4 Roadway Excavation – CY per week

1.5 Roadway Embankment – CY per week

1.6 Roadway Structural Section

- Grading/Subgrade Preparation – SY per week
- Base Material Placement – TON per week
- Base Material Subgrade Preparation – SY per week
- Asphaltic Base – TON per week
- Asphaltic and HMA Pavements – TON per week
- Concrete Pavement – SY per week
- Concrete Pavement – CY per week

1.7 Finishing Items – SY per week

Note: Base material shall include all breaker run, base aggregate, subbase items or other base items included in the contract. Provide production information for each individual base material item.

2. For each item, indicate the actual daily production for the past week and the anticipated weekly production for the next week. Also include cumulative production curves showing the production information for each item to date.

3. Submit the data in an electronic spreadsheet format at the same time the Three-Week Look-Ahead is submitted. On a weekly basis, the department and the contractor shall agree on the production data or document any disagreements

108.4.7 Progress Review Meetings

After completing the weekly submittal of the Three-Week Look-Ahead Schedules and production data, attend a weekly progress review meeting to review the submittals with the department. At the meeting, address comments as necessary, and document agreement or disagreement with the department.

After submitting the monthly update and receiving the engineer's comments, attend a job-site meeting, as scheduled by the engineer, to review the progress of the schedule. At that meeting, address comments as necessary, and document agreement or disagreement with the department. The monthly meeting will be coordinated to take place on the same day and immediately before or after a weekly meeting, whenever possible.

108.4.8 CPM Progress Schedule Revisions

A CPM Progress Schedule Revision may be submitted, prior to the next CPM Monthly Update, if necessary due to changes in the Work or project conditions as authorized by the engineer. Prepare the CPM Revision in the same format as required for CPM Monthly Updates, including justification for changes to the schedule. The process for comment and acceptance of a CPM Revision will be the same as for CPM Monthly Updates. If the CPM Revision is accepted, prepare the next monthly update based on the revised CPM. If the CPM Revision is rejected, prepare the next monthly update based on the previous month's update.

The engineer will monitor the progress of the work and may request revisions to the CPM schedule. Revise the schedule as requested by the engineer, and submit a CPM Progress Schedule Revision within ten business days of the request. The process for comment and acceptance of a CPM Revision will be the same as for CPM Monthly Updates. The engineer may request that the contractor revise the CPM schedule for one or more of the following reasons:

1. The forecast completion date is scheduled to occur more than 14 calendar days after the contract completion date.

2. An intermediate milestone is scheduled to occur more than 14 calendar days after the date required by the contract.

3. The engineer determines that the progress of the work differs significantly from the current schedule.

4. A contract change order requires the addition, deletion, or revision of activities that causes a change in the contractor's work sequence or the method and manner of performing the work.

108.4.9 Documentation Required for Time Extension Requests

To request a time extension to an intermediate milestone date or the contract completion date associated with changes to the work, provide a narrative detailing the work added or deleted and the other activities affected, based on the latest accepted CPM Monthly Update. For added work, submit a proposed fragnet of activities to be added or revised in the CPM schedule, indicating how the fragnet is to be tied to the CPM schedule.

To request a time extension to an intermediate milestone date or the contract completion date associated with delays to the work, provide a narrative detailing the affected activities and the cause of the delay, based on the latest accepted CPM Monthly Update. Requests for time extensions due to delays shall meet the following criteria:

1. For requests to extend the contract completion date, include a detailed description of how the delay, or additional work, affected the project's critical path, based on the latest accepted CPM Monthly Update.

2. For requests to extend an intermediate milestone date, include a description of how the delay, or additional work, affected the controlling (longest) path to the milestone, based on the latest accepted CPM Monthly Update.

3. The department and the contractor agree that the float is not for the exclusive use or financial benefit of either party. Either party has the full use of the float on a first come basis until it is depleted.

108.4.10 Measurement for CPM Progress Schedule

The department will measure Baseline CPM Progress Schedule for each required submittal acceptably completed.

The department will measure CPM Progress Schedule Updates and Accepted Revisions for each required submittal, acceptably completed.

108.4.11 Payment for CPM Progress Schedule

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.001	Baseline CPM Progress Schedule	Each
SPV.0060.002	CPM Progress Schedule Updates and Accepted Revisions	Each

Payment is full compensation for furnishing all work required under these bid items. The department will pay the contract unit price for the Baseline CPM Progress Schedule after the department accepts the schedule. Thereafter, the department will pay the contract unit price for each monthly CPM Progress Schedule update acceptably completed. The department will pay the contract unit price for CPM Revisions, if the department accepts the revision. The department will not pay for proposed revisions that are not accepted.

Failure to provide satisfactory schedule submittals within the times specified will result in liquidated damages being assessed and may result in the department managing to the contractor's latest accepted schedule until such time as the contractor submits an updated or revised schedule.

If the contractor does not provide satisfactory progress schedule submittals, updates and revisions, within the time specified by these specifications, the department will assess liquidated damages. The department will deduct the amount of $500 per calendar day due to the contractor for every calendar day that the submission of the Initial Work Plan Schedule, Baseline CPM Progress Schedule, Revised CPM Progress Schedule, and the Monthly Progress Schedule is delinquent.

If the Initial Work Plan Schedule, Baseline CPM Progress Schedule, Revised CPM Progress Schedule, and the Monthly Progress Schedule update submittals are not received by the department within 10 business days after the submittal time specified, the department will only make progress payments for the value of materials, as specified in standard spec 109.6.3.2.1, until the schedule is submitted.

34. Salvage Inlet, Item SPV.0060.003.

A Description
This special provision describes excavating and removing existing inlets, and transporting, cleaning and reinstalling at new locations shown on the plans or as directed by the engineer.

B Materials
Use existing materials.

C Construction
If existing inlets are designated for salvage and use in the new work, remove them from the existing location, clean, handle, transport to, and install at the new location without damaging the inlet. Replace any material damaged by the contractor at no expense to the department.

Construct inlets at the new location as specified in standard spec 611.

D Measurement
The department will measure Salvage Inlet as each individual unit, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.003	Salvage Inlet	Each

Payment is full compensation for excavating and removing inlets from the existing location; for cleaning, transporting and installing, including masonry, connections and other fittings; and for backfilling.

35. Inlet Covers Type H Modified, Item SPV.0060.004.

A Description
This work shall be in accordance to the pertinent requirements of standard spec 611 and conform to the construction detail shown in the plans. A curb plate shall be placed in the inlet cover instead of the curb box.

B Materials
Use materials as described in the construction detail shown in the plans and as described in standard spec 611.

C Construction
Perform work in accordance to standard spec 611.

D Measurement
The department will measure Inlet Covers Type H Modified by each individual unit, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.004	Inlet Covers Type H Modified	Each

Payment is full compensation for removing and salvaging the existing covers; and for providing new covers, including frames, grates or lids, and all other required materials and for installing and adjusting each cover. Old covers remain the municipality's property.

36. Salvage and Reinstall Type 2 Pole, Item SPV.0060.005.

A Description
This special provision describes salvaging and reinstalling an existing Type 2 pole with trombone arm holding an existing flashing beacon and stop sign. This special provision also describes removing the existing pole assembly, disconnecting wire, storing unit until it is installed on a new base, making all reconnections, and for all testing.

B Materials
Hardware
Furnish galvanized steel nuts and bolts conforming to ASTM A307 except where designated as high strength (HS), conform to ASTM A325.

C Construction
Disconnect all cables and wiring that are mounted on or in the poles, and remove the pole from the existing concrete base. Salvage and store the pole, trombone arm, signs, and other equipment attached to the pole for reinstallation on a new concrete base. The contractor shall verify that the mounting holes match the anchor rods prior to constructing the new base. Reinstall the pole on a new concrete base.

The contractor may request a meeting with the engineer to assess the condition of the pole and beacon system prior to beginning any work. Any damage or improper operation not noted at the meeting, or prior to the contractor starting work on the removal, will be assumed to be the fault of the contractor. The contractor shall repair or replace the camera pole and/or lowering system at no additional cost to the department.

D Measurement
The department will measure Salvage and Reinstall Type 2 Pole by each individual unit, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.005	Salvage and Reinstall Type 2 Pole	Each

Payment is full compensation for removing and disassembling the existing unit as needed; for disconnecting wire; for safely storing the existing pole; for reassembly on a new base; for providing all electrical connections and grounding; and for all testing. Base is paid for separately.

37. Install Cellular Modem, Item SPV.0060.400.

A Description

This special provision describes installing a wireless cellular modem and antenna and providing all necessary associated wiring.

B Materials

The department will furnish the wireless cellular modem and antenna. Provide all necessary cables between the wireless modem and device to be connected to it.

C Construction

Drill a hole in the new or existing cabinet to install the wireless modem antenna cable through. Mount the antenna on top of the cabinet and seal the hole with purpose-made waterproof sealing device such as a grommet or gasket.

Install the wireless modem in a new or existing field cabinet. Connect it to the antenna and to devices as shown on the plans, or as directed by the engineer.

D Measurement

The department will measure Install Cellular Modem by each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.400	Install Cellular Modem	Each

Payment is full compensation for installation of the cellular modem assembly including antenna, furnishing and installing all necessary hardware, making all necessary hardware, making all necessary connections, testing the cellular modem, and making the cellular modem fully operational.

38. Remove Existing Cabinet, Item SPV.0060.450; Remove Street Light, Item SPV.0060.451.

A Description

This special provision describes removing and salvaging existing lighting equipment

B (Vacant)

C Construction

Contact the Wisconsin Department of Transportation Southwest Region – Madison Electrical Unit (Dena Dramm, 2101 Wright Street, Madison, WI, (608) 246-5360) at least seven days prior to removing any street lights or cabinets. Arrange a meeting to document the existing condition of all street lighting materials that will be affected by construction activities. WisDOT will provide the following information:

- Identify all items to be salvaged or disposed.
- Identify existing feed-point locations and circuit breaks.

When removing existing street lights and cabinets, carefully remove and stockpile all equipment at a location approved by the engineer. Place all equipment on blocks so as not to be in direct contact with the ground. Protect luminaires from moisture. Make all equipment available for pick up and salvage. Properly dispose of any equipment that is not salvaged. Replace any equipment damaged in the removal process with equipment that is of greater or equal quality than the damaged piece.

This item includes removing and abandoning electrical service meter pedestals.

D Measurement

The department will measure Remove Existing Cabinet and Remove Street Light and as each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.450	Remove Existing Cabinet	Each
SPV.0060.451	Remove Street Light	Each

Payment is full compensation for removals, salvage, delivery, stockpile and/or disposal as required above.

39. Removing HMA Pavement Notched Wedge Longitudinal Joint Milling, Item SPV.0090.001.

A Description

This special provision describes removing the notched wedge longitudinal joint prior to paving the adjacent lane in order to create a vertical longitudinal joint.

B (Vacant)

C Construction
Remove the notched wedge longitudinal joint constructed according to standard spec 450.3.2.8 prior to paving the adjacent lane. Provide a uniform milled surface that is reasonably plane, free of excessively large scarification marks, and has the grade and transverse slope the plans show or the engineer directs. Do not damage the remaining pavement.

Use a self-propelled milling machine with depth, grade, and slope controls. Shroud the drum to prevent discharging loosened material onto adjacent work areas or live traffic lanes. Provide an engineer-approved dust control system.

Maintain one lane of the roadway for traffic at all times during working hours. Do not windrow or store material on the roadway. Clear the roadway of all materials and equipment during non-working hours.

D Measurement
The department will measure Removing HMA Pavement Notched Wedge Longitudinal Joint Milling by the linear foot, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.001	Removing HMA Pavement Notched Wedge Longitudinal Joint Milling	LF

Payment is full compensation for removing HMA pavement; and for hauling and disposal of materials.

40. Survey Project 5569-00-73, Item SPV.0105.001.

A Description
Perform work according to standard spec 105.6 and 650.

Standard specs 105.6 and 650 are modified to define the requirements for construction staking for this contract.

Add the following to standard spec 105.6.1:

Horizontal and vertical control points, provided by the department, are generally at __-mile intervals for horizontal control and at __ intervals for vertical control. Control points will be provided in a hard copy and ASCII electronic format.

Replace standard spec 105.6.2 with the following:

The department will not perform any construction staking for this contract. The contractor shall perform all survey required to layout and construct the work under this contract, subject to engineer's approval.

The survey includes establishing horizontal and vertical position for all aspects of construction including but not limited to storm sewer, subgrade, base, curb, gutter, curb and gutter, pipe culverts, structure layout, pavement, barriers (temporary and permanent), electrical installations, supplemental control, slope stakes, ponds, ITS, FTMS, ramp gates, parking lots, utilities, landscaping elements, irrigation system layout, installation of community sensitive design elements, traffic control items, fencing, etc.

The department may choose to perform quality assurance survey during construction. This quality assurance survey does not relieve the contractor of the responsibility for furnishing all survey work required under this contract.

Delete standard spec 650.1.

B (Vacant)

C Construction
Survey required under this item shall be in accordance to all pertinent requirements of standard spec 650 and shall include all other miscellaneous survey required to layout and construct all work under this contract.

D Measurement
The department will measure Survey Project 5569-00-73 as a single lump sum unit of work, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.001	Survey Project 5569-00-73	LS

Payment is full compensation for performing all survey work required to layout and construct all work under this contract.

41. Concrete Pavement Joint Layout, Item SPV.0105.002.

A Description
This special provision describes designing the joint layout and staking the location of all joints on the project, including mainline, ramps and intersections (traditional and roundabouts) to accommodate the concrete paving operation.

B (Vacant)

C Construction
Design the joint layout and stake the location of all joints on the project, including mainline, ramps and intersections (traditional and roundabouts), to accommodate the concrete paving operation. Plan and set all points necessary to establish the horizontal position of the transverse and longitudinal joints in the concrete pavement in accordance to the plans, the American Concrete Pavement Association Intersection Joint Layout Guidelines, and as directed by the engineer. Establish the joint layout in a manner to best-fit field conditions, construction staging, the plan, and as directed by the engineer.

D Measurement
The department will measure Concrete Pavement Joint Layout, completed in accordance to the contract and accepted, as a single complete lump sum unit of work.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.002	Concrete Pavement Joint Layout	LS

Payment is full compensation for designing the joint layout on the mainline, ramps and all traditional and roundabout intersections; for completing all surveying work necessary to locate all transverse and longitudinal joints; and for making adjustments to match field conditions and construction staging.

42. Install State Furnished Emergency Vehicle Preemption Equipment USH 14 and STH 11, Item SPV.0105.450.

A Description
This special provision describes installing a state furnished Emergency Vehicle Preemption (EVP) System at the location shown on the plans and as provided hereinafter.

B Materials
Provide polycarbonate traffic signal face mounting brackets, reducing bushings, lock rings, pinnacles (cap), pole grommets (or chase nipple), and any incidental items necessary for installation not furnished by the department.

Card rack and discriminator equipment will be installed and supplied by the department.

C Construction
Mount detectors and confirmation lights on the monotube arms and signal poles as shown on the plans.

Mount the EVP receiver and confirmation light just above the traffic signal head when mounting on a signal pole and as shown on plans when mounting to a monotube arm. Install the cable from the traffic signal control cabinet to the EVP receiver. Include a 6 foot

loop of cable in the pull box nearest the mounting pole. Allow three days for scheduling of test for final acceptance. The department will supply, install, and terminate the card rack and discriminator equipment in the cabinet.

D Measurement

The department will measure Install State Furnished Emergency Vehicle Preemption Equipment USH 14 and STH 11 as a single lump sum unit of work, completed in accordance to the contract and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.450	Install State Furnished Emergency Vehicle Preemption Equipment USH 14 and STH 11	LS

Payment is full compensation for furnishing and installing all EVP detector equipment and cable; furnishing and installing the mounting hardware and any miscellaneous items necessary to complete the entire system at the specified intersection; and for coordination with the department for delivery and installation of department furnished components.

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 "just cause" for withholding payment.

The prime contractor may also withhold routine retainage from payments due subcontractors.

Payment to Lower-Tier Subcontractors

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

Release of Routine Retainage

After granting substantial completion the department may reduce the routine retainage withheld from the prime contractor to 75 percent of the original total amount retained.

When the Department sends the semi-final estimate the department may reduce the routine retainage withheld from the prime contractor to 10 percent of the original total amount retained.

Within 30 calendar days of receiving the semi-final estimate from the department, submit written certification that subcontractors at all tiers are paid in full for acceptably completed work and that no routine retainage is being withheld. The department will pay the prime contractor in full and reduce the routine retainage withheld from the prime contractor to zero when the department approves the final estimate.

This special provision does not limit the right of the department, prime contractor, or subcontractors at any tier to withhold payment for work not acceptably completed or work subject to an unresolved contract dispute.

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

Make the following revisions to the standard specifications:

450.3.2.1 General

Replace the entire text with the following effective with the January 2015 letting:

(1) Do not place asphaltic mixture when the air temperature approximately 3 feet above grade, in shade, and away from artificial heat sources is less than 36 F for upper layers or 32 F for lower layers unless the engineer allows in writing. The contractor should place HMA pavement for projects on or north of STH 29 between May 1 and October 15 inclusive and for projects south of STH 29 between April 15 and November 1 inclusive. Notify the engineer at least one business day before paving.

(2) Unless the contract specifies otherwise, conform to the following:

- Keep the road open to all traffic during construction.
- Prepare the existing foundation for treatment as specified in 211.
- Incorporate loose roadbed aggregate as a part of preparing the foundation, in shoulder construction, or dispose of as the engineer approves.

(3) Place asphaltic mixture only on a prepared, firm, and compacted base, foundation layer, or existing pavement substantially surface-dry and free of loose and foreign material. Do not place over frozen subgrade or base, or where the roadbed is unstable.

450.5 Payment

Replace the entire text with the following effective with the January 2015 letting:

(1) All costs of furnishing, maintaining, and operating the truck scale or other weighing equipment and furnishing the weigh tickets are incidental to the contract.

(2) Nonconforming material allowed to remain in place is subject to price adjustment under 105.3.2.

(3) Full-depth sawing to remove integrally placed safety edge where not required is incidental to the contract.

(4) The contractor is responsible for pavement performance. If because of an excusable compensable delay under 108.10.3, the engineer directs the contractor to pave when the temperature is less than 36 F for the upper layer or less than 32 F for lower layers, the department:

- Will relieve the contractor of responsibility for damage and defects the engineer attributes to cold weather paving.
- Will not assess disincentives for density or ride.

455.3.2.1 General

Replace paragraphs one and two with the following effective with the January 2015 letting:

(1) Apply tack coat only when the air temperature is 32 F or more unless the engineer approves otherwise in writing. Before applying tack coat ensure that the surface is dry and reasonably free of loose dirt, dust, or other foreign matter. Do not apply if weather or surface conditions are unfavorable or before impending rains.

(2) Use tack material of the type and grade the contract specifies. The contractor may, with the engineer's approval, dilute tack material as allowed under 455.2.4. Provide calculations using the asphalt content as-received from the supplier and subsequent contractor dilutions to show that as-placed material has 50 percent or more residual asphalt content. Apply at 0.050 to 0.070 gallons per square yard, after dilution, unless the contract designates otherwise. The engineer may adjust the application rate based on surface conditions. Limit application each day to the area the contractor expects to pave during that day.

460.2.2.3 Aggregate Gradation Master Range

Replace paragraph one with the following effective with the December 2014 letting:

(1) Ensure that the aggregate blend, including recycled material and mineral filler, conforms to the gradation requirements in table 460-1. The values listed are design limits; production values may exceed those limits.

TABLE 460-1 AGGREGATE GRADATION MASTER RANGE AND VMA REQUIREMENTS

SIEVE	PERCENTS PASSING DESIGNATED SIEVES						
	NOMINAL SIZE						
	37.5 mm	25.0 mm	19.0 mm	12.5 mm	9.5 mm	SMA 12.5 mm	SMA 9.5 mm
50.0-mm	100						
37.5-mm	90 –100	100					
25.0-mm	90 max	90 -100	100				
19.0-mm	___	90 max	90 -100	100		100	
12.5-mm	___	___	90 max	90 -100	100	90 - 97	100
9.5-mm	___	___	___	90 max	90 -100	58 - 72	90 - 100
4.75-mm	___	___	___	___	90 max	25 - 35	35 - 45
2.36-mm	15 – 41	19 - 45	23 - 49	28 - 58	20 - 65	15 - 25	18 - 28
75-µm	0 – 6.0	1.0 - 7.0	2.0 - 8.0	2.0 - 10.0	2.0 - 10.0	8.0 - 12.0	10.0 - 14.0
% MINIMUM VMA	11.0	12.0	13.0	14.0[1]	15.0[2]	16.0	17.0

[1] 14.5 for E-0.3 and E-3 mixes.

[2] 15.5 for E-0.3 and E-3 mixes.

460.3.4 Cold Weather Paving

Add a new subsection as follows effective with the January 2015 letting:

460.3.4 Cold Weather Paving

460.3.4.1 Cold Weather Paving Plan

(1) Submit a written cold weather paving plan to the engineer at the preconstruction meeting. In that plan outline material, operational, and equipment changes for paving when the air temperature approximately 3 feet above grade, in shade, and away from artificial heat sources is less than 40 F. Include the following:

- Use a department-accepted HMA mix design that incorporates a warm mix additive from the department's approved products list. Do not use a foaming process.
- Use additional rollers.

(2) Engineer written acceptance is required for the cold weather paving plan. Engineer acceptance of the plan does not relieve the contractor of responsibility for pavement performance except as specified in 450.5(4).

460.3.4.2 Cold Weather Paving Operations

(1) Do not place asphaltic mixture when the air temperature approximately 3 feet above grade, in shade, and away from artificial heat sources is less than 40 F unless a valid engineer-accepted cold weather paving plan is in effect.

(2) If the national weather service forecast for the construction area predicts ambient air temperature less than 40 F at the projected time of paving within the next 24 hours, confirm or submit revisions to a previously engineer-accepted cold weather paving plan for engineer validation. Upon validation of the plan, the engineer will allow paving for the next day. Once in effect, pave conforming to the engineer-accepted cold weather paving plan for the balance of that work day or shift regardless of the temperature at the time of paving.

460.4 Measurement

Add paragraph two as follows effective with the January 2015 letting:

(2) The department will measure HMA Cold Weather Paving by the ton of HMA mixture for pavement placed conforming to an engineer-accepted cold weather paving plan.

460.5.1 General

Revise paragraph one as follows effective with the January 2015 letting:

(1) The department will pay for measured quantities at the contract unit price under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
460.1100	HMA Pavement Type E-0.3	TON
460.1101	HMA Pavement Type E-1	TON
460.1103	HMA Pavement Type E-3	TON
460.1110	HMA Pavement Type E-10	TON
460.1130	HMA Pavement Type E-30	TON
460.1132	HMA Pavement Type E-30X	TON
460.1700	HMA Pavement Type SMA	TON
460.2000	Incentive Density HMA Pavement	DOL
460.4000	HMA Cold Weather Paving	TON

460.5.2.2 Disincentive for HMA Pavement Density

Revise paragraph two as follows effective with the January 2015 letting:

(2) The department will not assess density disincentives for pavement placed in cold weather because of a department-caused delay as specified in 450.5(4).

460.5.2.4 Cold Weather Paving

Add a new subsection as follows effective with the January 2015 letting:

460.5.2.4 Cold Weather Paving

(1) Payment for HMA Cold Weather Paving is full compensation for additional materials and equipment specified for cold weather paving under 460.3.4 including costs for preparing, administering, and following the contractor's cold weather paving plan.

(2) If HMA pavement is placed under 460.3.4 and the HMA Cold Weather Paving bid item is not in the contract, the department will pay for the additional costs specified in 460.5.2.4(1) as extra work. The department will pay separately for HMA pavement under the appropriate HMA Pavement bid items.

465.2 Materials

Replace paragraph two with the following effective with the December 2014 letting:

(2) Under the other section 465 bid items, the contractor need not submit a mix design. Furnish aggregates mixed with a type AC asphaltic material, except under the Asphaltic Curb bid item furnish PG58-28 asphaltic material. Use coarse and fine mineral aggregates uniformly coated and mixed with the asphaltic material in an engineer-approved mixing plant. The contractor may include reclaimed asphaltic pavement materials in the mixture.

Bid Items Added

Add the following new bid item effective with the January 2015 letting:

ITEM NUMBER	DESCRIPTION	UNIT
460.4000	HMA Cold Weather Paving	TON

Errata

Make the following corrections to the standard specifications:

501.3.2.4.4 Water Reducer

Correct errata by deleting the reference to footnote 6 for grade D concrete.

(1) Add a water reducing admixture conforming to 501.2.3. Determine the specific type and rate of use based on the atmospheric conditions, the desired properties of the finished concrete and the manufacturer's recommended rate of use. The actual rate of use shall at least equal the manufacturer's recommended rate, and both the type and rate used require the engineer's approval before use.

ADDITIONAL SPECIAL PROVISION 7

A. Reporting 1st Tier and DBE Payments During Construction

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

B. Costs for conforming to this special provision are incidental to the contract.

ADDITIONAL SPECIAL PROVISION 9
Electronic Certified Payroll Submittal

(1) Use the department's Civil Rights Compliance System (CRCS) to submit certified payrolls electronically. Details are available online through the department's highway construction contractor information (HCCI) site on the Labor, Wages, and EEO Information page at: http://www.dot.wi.gov/business/civilrights/laborwages/index.htm

(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://www.dot.wi.gov/business/civilrights/laborwages/docs/crc-payroll-manual.pdf

DECEMBER 2013

BUY AMERICA PROVISION

All steel and iron materials permanently incorporated in this project shall be domestic products and all manufacturing and coating processes for these materials from smelting forward in the manufacturing process must have occurred within the United States. Coating includes epoxy coating, galvanizing, painting and any other coating that protects or enhances the value of a material subject to the requirements of Buy America. The exemption of this requirement is the minimal use of foreign materials if the total cost of such material permanently incorporated in the product does not exceed one-tenth of one percent (1/10 of 1%) of the total contract cost or $2,500.00, whichever is greater. For purposes of this paragraph, the cost is that shown to be the value of the subject products as they are delivered to the project. The contractor shall take actions and provide documentation conforming to CMM 2-28.5 to ensure compliance with this “Buy America” provision.

http://roadwaystandards.dot.wi.gov/standards/cmm/cm-02-28.pdf#cm2-28.5

Upon completion of the project certify to the engineer, in writing using department form WS4567, that all steel, iron, and coating processes for steel or iron incorporated into the contract work conform to these "Buy America" provisions. Attach a list of exemptions and their associated costs to the certification form. Department form WS4567 is available at:

http://roadwaystandards.dot.wi.gov/standards/forms/ws4567.doc

Effective with September 2004 Letting

WISCONSIN DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS AND TRANSPORTATION FACILITIES

SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS

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

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

While the wage rates shown are the minimum rates required by the contract to be paid during its life, this in not a representation that labor can be obtained at these rates. It is the responsibility of bidders to inform themselves as to the local labor conditions and prospective changes or adjustments of wage rates. No increase in the contract price shall be allowed or authorized on account of the payment of wage rates in excess of those listed herein.

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

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

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

II. PAYROLL REQUIREMENTS

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

III. POSTINGS AT THE SITE OF THE WORK

In addition to the required postings furnished by the Department, the contractor shall post the following in at least one conspicuous place at the site of work:

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

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

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

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

IV. WAGE RATE REDISTRIBUTION

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

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

V. ADDITIONAL CLASSIFICATIONS

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

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

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

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

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

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

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

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

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

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

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

ANNUAL PREVAILING WAGE RATE DETERMINATION
FOR ALL STATE HIGHWAY PROJECTS
ROCK 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, 2014

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

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

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

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

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

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	$	$	$
Bricklayer, Blocklayer or Stonemason	32.06	17.30	49.36
Carpenter	30.48	16.00	46.48
Cement Finisher	33.51	16.13	49.64
Future Increase(s): Add $1.87 on 6/1/14; Add $1.87 on 6/1/15; Add $1.75 on 6/1/16. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.40/hr when the Wisconsin Department of Transportation or responsible governing agency requires that work be performed at night under artificial illumination with traffic control and the work is completed after sunset and before sunrise.			
Electrician	43.47	8.66	52.13
Fence Erector	24.72	0.00	24.72
Ironworker	31.25	19.46	50.71
Line Constructor (Electrical)	38.42	12.68	51.10
Painter	21.87	11.37	33.24
Pavement Marking Operator	30.00	0.00	30.00
Piledriver	30.98	16.00	46.98
Roofer or Waterproofer	38.35	0.14	38.49
Teledata Technician or Installer	21.89	12.37	34.26
Tuckpointer, Caulker or Cleaner	35.25	13.18	48.43
Underwater Diver (Except on Great Lakes)	34.48	15.90	50.38
Heavy Equipment Operator - ELECTRICAL LINE CONSTRUCTION ONLY	34.43	15.24	49.67
Light Equipment Operator -ELECTRICAL LINE CONSTRUCTION ONLY	35.50	15.89	51.39
Heavy Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	26.78	13.63	40.41
Light Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	24.86	12.97	37.83
Groundman - ELECTRICAL LINE CONSTRUCTION ONLY	21.75	12.70	34.45

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	$	$	$
TRUCK DRIVERS			
Single Axle or Two Axle	34.22	19.90	54.12
Three or More Axle	24.52	17.77	42.29
Future Increase(s): Add $1.30/hr on 6/1/2014. 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	29.27	20.40	49.67
Future Increase(s): Add $1.75/hr on 6/1/14); Add $1.25/hr on 6/1/15); Add $1.30/hr on 6/1/16); Add $1.25/hr on 6/ 1/ 17. 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 $1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:/ / www.dot.wi.gov/ business/ civilrights/ laborwages/ pwc. htm.			
Pavement Marking Vehicle	23.31	17.13	40.44
Shadow or Pilot Vehicle	34.22	19.90	54.12
Truck Mechanic	23.31	17.13	40.44
LABORERS			
General Laborer	29.04	14.63	43.67
Future Increase(s): Add $1.60/hr on 6/1/2014. Premium Pay: Add $.10/hr for topman, air tool operator, vibrator or tamper operator (mechanical hand operated), chain saw operator and demolition burning torch laborer; Add $.15/hr for bituminous worker (raker and luteman), formsetter (curb, sidewalk and pavement) and strike off man; Add $.20/hr for blaster and powderman; Add $.25/hr for bottomman; Add $.35/hr for line and grade specialist; Add $.45/hr for pipelayer. DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			
Asbestos Abatement Worker	24.36	14.81	39.17
Landscaper	29.32	14.63	43.95
Future Increase(s): Add $1.60/hr on 6/1/14. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			
Flagperson or Traffic Control Person	23.50	15.10	38.60
Fiber Optic Laborer (Outside, Other Than Concrete Encased)	18.31	12.67	30.98
Railroad Track Laborer	22.75	0.00	22.75
HEAVY EQUIPMENT OPERATORS			
Crane, Tower Crane, Pedestal Tower or Derrick, With Boom, Leads &/or Jib Lengths Measuring 176 Ft or Over; Crane, Tower Crane, Pedestal Tower or Derrick, With or Without Attachments, With a Lifting Capacity of Over 100	36.72	20.40	57.12

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY $	HOURLY FRINGE BENEFITS $	TOTAL $
Tons, Self-Erecting Tower Crane With a Lifting Capacity Of Over 4,000 Lbs., Crane With Boom Dollies; Traveling Crane (Bridge Type). Future Increase(s): Add $1.75/hr on 6/1/2014); Add $1.25/hr on 6/1/2015); Add $1.30/hr on 6/1/2016); Add $1.25/hr on 6/ 1/ 2017. 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 $1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:/ / www.dot.wi.gov/ business/ civilrights/ laborwages/ pwc. htm.			
Backhoe (Track Type) Having a Mfgr.'s Rated Capacity of 130,000 Lbs. or Over; Caisson Rig; Crane, Tower Crane, Portable Tower, Pedestal Tower or Derrick, With Boom, Leads &/or Jib Lengths Measuring 175 Ft or Under; Crane, Tower Crane, Portable Tower, Pedestal Tower or Derrick, With or Without Attachments, With a Lifting Capacity of 100 Tons or Under, Self-Erecting Tower Crane With A Lifting Capacity Of 4,000 Lbs., & Under; Dredge (NOT Performing Work on the Great Lakes); Licensed Boat Pilot (NOT Performing Work on the Great Lakes); Pile Driver. Future Increase(s): Add $1.75/hr on 6/1/2014); Add $1.25/hr on 6/1/2015); Add $1.30/hr on 6/1/2016); Add $1.25/hr on 6/ 1/ 2017. 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 $1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:/ / www.dot.wi.gov/ business/ civilrights/ laborwages/ pwc. htm.	36.22	20.40	56.62
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 Mfgr.'s Rated Capacity of Under 130,000 Lbs., Backhoe (Mini, 15,000 Lbs. & Under); Bituminous (Asphalt) Plant & Paver, Screed; Boatmen (NOT Performing Work on the Great Lakes); Boring Machine (Directional, Horizontal or Vertical); Bridge (Bidwell) Paver; Bulldozer or Endloader; Concrete Batch Plant, Batch Hopper; Concrete Breaker (Large, Auto, VIbratory/Sonic, Manual or Remote); Concrete Bump Cutter, Grinder, Planing or Grooving Machine; Concrete Conveyor System; Concrete Laser/Screed; Concrete Paver (Slipform); Concrete Pump, Concrete Conveyor (Rotec or Bidwell Type); Concrete Slipform Placer Curb & Gutter Machine; Concrete Spreader & Distributor; Crane (Carry Deck, Mini) or Truck Mounted Hydraulic Crane (10 Tons or Under); Crane WIth a Lifting Capacity of 25 Tons or Under; Forestry Equipment, Timbco, Tree Shear, Tub Grinder, Processor; Gradall (Cruz-Aire Type); Grader or Motor Patrol; Grout Pump; Hydro-Blaster (10,000 PSI or Over); Loading Machine (Conveyor); Material or Stack Hoist; Mechanic or Welder; Milling Machine; Post Hole Digger or Driver; Roller (Over 5 Ton); Scraper (Self Propelled or Tractor 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. Future Increase(s): Add $1.75/hr on 6/1/2014); Add $1.25/hr on 6/1/2015); Add $1.30/hr on 6/1/2016); Add $1.25/hr on 6/ 1/ 2017. 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 $1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:/ / www.dot.wi.gov/ business/ civilrights/ laborwages/ pwc. htm.	35.72	20.40	56.12

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	$	$	$
Belting, Burlap, Texturing Machine; Broom or Sweeper; Compactor (Self-Propelled or Tractor Mounted, Towed & Light Equipment); Concrete Finishing Machine (Road Type); Environmental Burner; Farm or Industrial Type Tractor; Fireman (Asphalt Plant, Pile Driver & Derrick NOT Performing Work on the Great Lakes); Forklift; Greaser; Hoist (Tugger, Automatic); Jeep Digger; Joint Sawer (Multiple Blade); Launch (NOT Performing Work on the Great Lakes); Lift Slab Machine; Mechanical Float; Mulcher; Power Subgrader; Robotic Tool Carrier (With or Without Attachments); Roller (Rubber Tire, 5 Ton or Under); Self Propelled Chip Spreader; Shouldering Machine; Skid Steer Loader (With or WIthout Attachments); Telehandler; Tining or Curing Machine.	35.46	20.40	55.86
Future Increase(s): Add $1.75/hr on 6/1/2014); Add $1.25/hr on 6/1/2015); Add $1.30/hr on 6/1/2016); Add $1.25/hr on 6/ 1/ 2017. 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 $1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:/ / www.dot.wi.gov/ business/ civilrights/ laborwages/ pwc. htm.			
Air Compressor (&/or 400 CFM or Over); Air, Electric or Hydraulic Jacking System; Augers (Vertical & Horizontal); Automatic Belt Conveyor & Surge Bin; Boiler (Temporary Heat); Concrete Proportioning Plant; Crusher, Screening or Wash Plant; Generator (&/or 150 KW or Over); Heaters (Mechanical); High Pressure Utility Locating Machine (Daylighting Machine); Mudjack; Oiler; Prestress Machine; Pug Mill; Pump (3 Inch or Over) or Well Points; Rock, Stone Breaker; Screed (Milling Machine); Stump Chipper; Tank Car Heaters; Vibratory Hammer or Extractor, Power Pack.	35.17	20.40	55.57
Future Increase(s): Add $1.75/hr on 6/1/2014); Add $1.25/hr on 6/1/2015); Add $1.30/hr on 6/1/2016); Add $1.25/hr on 6/ 1/ 2017. 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 $1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:/ / www.dot.wi.gov/ business/ civilrights/ laborwages/ pwc. htm.			
Fiber Optic Cable Equipment.	26.69	16.65	43.34

SCHEDULE OF ITEMS REVISED:

CONTRACT:	PROJECT(S):	FEDERAL ID(S):
20150310006	1706-00-72	N/A
	5569-00-73	N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
	SECTION 0001 Contract Items					
0010	201.0105 Clearing	2.000 STA		.		.
0020	201.0205 Grubbing	2.000 STA		.		.
0030	204.0100 Removing Pavement	700.000 SY		.		.
0040	204.0110 Removing Asphaltic Surface	825.000 SY		.		.
0050	204.0115 Removing Asphaltic Surface Butt Joints	600.000 SY		.		.
0060	204.0120 Removing Asphaltic Surface Milling	13,000.000 SY		.		.
0070	204.0130 Removing Curb	855.000 LF		.		.
0080	204.0150 Removing Curb & Gutter	356.000 LF		.		.
0090	204.0165 Removing Guardrail	290.000 LF		.		.
0100	204.0195 Removing Concrete Bases	6.000 EACH		.		.

CONTRACT: 20150310006
PROJECT(S): 1706-00-72, 5569-00-73
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0110	204.9060.S Removing (item description) 001. Inlet Covers	2.000 EACH		.		.
0120	205.0100 Excavation Common	8,587.000 CY		.		.
0130	208.0100 Borrow	1,122.000 CY		.		.
0140	208.1100 Select Borrow	2,012.000 CY		.		.
0150	211.0100 Prepare Foundation for Asphaltic Paving (project) 001. 5569-00-73	LUMP	LUMP			.
0160	211.0400 Prepare Foundation for Asphaltic Shoulders	7.000 STA		.		.
0170	213.0100 Finishing Roadway (project) 001. 5569-00-73	1.000 EACH		.		.
0180	213.0100 Finishing Roadway (project) 002. 1706-00-72	1.000 EACH		.		.
0190	305.0110 Base Aggregate Dense 3/4-Inch	1,820.000 TON		.		.
0200	305.0120 Base Aggregate Dense 1 1/4-Inch	8,405.000 TON		.		.

CONTRACT: 20150310006
PROJECT(S): 1706-00-72, 5569-00-73
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0210	305.0130 Base Aggregate Dense 3-Inch	5,000.000 TON		.		.
0220	312.0110 Select Crushed Material	580.000 TON		.		.
0230	405.0100 Coloring Concrete Red	12.000 CY		.		.
0240	415.0080 Concrete Pavement 8-Inch	52.000 SY		.		.
0250	415.0090 Concrete Pavement 9-Inch	1,320.000 SY		.		.
0260	415.0210 Concrete Pavement Gaps	5.000 EACH		.		.
0270	415.6000.S Rout and Seal	1,175.000 LF		.		.
0280	416.0610 Drilled Tie Bars	2,250.000 EACH		.		.
0290	416.0620 Drilled Dowel Bars	7,500.000 EACH		.		.
0300	416.1010 Concrete Surface Drains	5.000 CY		.		.
0310	416.1715 Concrete Pavement Repair SHES	3,000.000 SY		.		.

CONTRACT: 20150310006
PROJECT(S): 1706-00-72, 5569-00-73
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS		UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0320	416.1725 Concrete Pavement Replacement SHES	1,010.000	SY	.		.	
0330	420.1000.S Concrete Pavement Continuous Diamond Grinding	4,010.000	SY	.		.	
0340	455.0105 Asphaltic Material PG58-28	275.000	TON	.		.	
0350	455.0120 Asphaltic Material PG64-28	34.000	TON	.		.	
0360	455.0605 Tack Coat	2,012.000	GAL	.		.	
0370	460.1100 HMA Pavement Type E-0.3	415.000	TON	.		.	
0380	460.1103 HMA Pavement Type E-3	1,357.000	TON	.		.	
0390	460.1110 HMA Pavement Type E-10	3,400.000	TON	.		.	
0400	460.2000 Incentive Density HMA Pavement	3,410.000	DOL	1.00000		3410.00	
0410	465.0105 Asphaltic Surface	110.000	TON	.		.	
0420	465.0315 Asphaltic Flumes	50.000	SY	.		.	

CONTRACT: 20150310006
PROJECT(S): 1706-00-72, 5569-00-73
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0430	520.8000 Concrete Collars for Pipe	4.000 EACH		.		.
0440	521.0124 Culvert Pipe Corrugated Steel 24-Inch	64.000 LF		.		.
0450	521.1024 Apron Endwalls for Culvert Pipe Steel 24-Inch	2.000 EACH		.		.
0460	601.0120 Concrete Curb Type J	900.000 LF		.		.
0470	601.0551 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	590.000 LF		.		.
0480	601.0553 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	436.000 LF		.		.
0490	602.0405 Concrete Sidewalk 4-Inch	285.000 SF		.		.
0500	602.0410 Concrete Sidewalk 5-Inch	215.000 SF		.		.
0510	610.0119 Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	7.000 LF		.		.
0520	611.9710 Salvaged Inlet Covers	1.000 EACH		.		.

CONTRACT: 20150310006
PROJECT(S): 1706-00-72, 5569-00-73
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0530	612.0506 Pipe Underdrain Wrapped and Plowed 6-Inch	275.000 LF		.		.
0540	614.0115 Anchorages for Steel Plate Beam Guard Type 2	1.000 EACH		.		.
0550	614.0305 Steel Plate Beam Guard Class A	37.500 LF		.		.
0560	614.0345 Steel Plate Beam Guard Short Radius	31.250 LF		.		.
0570	614.0370 Steel Plate Beam Guard Energy Absorbing Terminal	1.000 EACH		.		.
0580	614.2300 MGS Guardrail 3	1,550.000 LF		.		.
0590	614.2500 MGS Thrie Beam Transition	160.000 LF		.		.
0600	614.2610 MGS Guardrail Terminal EAT	9.000 EACH		.		.
0610	614.2620 MGS Guardrail Terminal Type 2	1.000 EACH		.		.
0620	616.0700.S Fence Safety	1,000.000 LF		.		.

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PROJECT(S): 1706-00-72, 5569-00-73
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0630	618.0100 Maintenance And Repair of Haul Roads (project) 001. 5569-00-73	1.000 EACH		.		.
0640	618.0100 Maintenance And Repair of Haul Roads (project) 002. 1706-00-72	1.000 EACH		.		.
0650	619.1000 Mobilization	1.000 EACH		.		.
0660	620.0300 Concrete Median Sloped Nose	220.000 SF		.		.
0670	624.0100 Water	480.000 MGAL		.		.
0680	625.0100 Topsoil	1,325.000 SY		.		.
0690	625.0500 Salvaged Topsoil	8,940.000 SY		.		.
0700	627.0200 Mulching	4,050.000 SY		.		.
0710	628.1504 Silt Fence	935.000 LF		.		.
0720	628.1520 Silt Fence Maintenance	595.000 LF		.		.

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PROJECT(S): 1706-00-72, 5569-00-73
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0730	628.1905 Mobilizations Erosion Control	10.000 EACH		.		.
0740	628.1910 Mobilizations Emergency Erosion Control	10.000 EACH		.		.
0750	628.2004 Erosion Mat Class I Type B	6,920.000 SY		.		.
0760	628.6510 Soil Stabilizer Type B	2.000 ACRE		.		.
0770	628.7005 Inlet Protection Type A	2.000 EACH		.		.
0780	628.7010 Inlet Protection Type B	4.000 EACH		.		.
0790	628.7020 Inlet Protection Type D	2.000 EACH		.		.
0800	628.7504 Temporary Ditch Checks	220.000 LF		.		.
0810	628.7555 Culvert Pipe Checks	25.000 EACH		.		.
0820	629.0205 Fertilizer Type A	10.840 CWT		.		.
0830	630.0120 Seeding Mixture No. 20	193.000 LB		.		.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0840	630.0140 Seeding Mixture No. 40	95.000 LB		.		.
0850	630.0200 Seeding Temporary	375.000 LB		.		.
0860	633.5200 Markers Culvert End	2.000 EACH		.		.
0870	634.0614 Posts Wood 4x6-Inch X 14-FT	25.000 EACH		.		.
0880	634.0616 Posts Wood 4x6-Inch X 16-FT	1.000 EACH		.		.
0890	637.2210 Signs Type II Reflective H	120.750 SF		.		.
0900	637.2215 Signs Type II Reflective H Folding	52.220 SF		.		.
0910	637.2230 Signs Type II Reflective F	79.000 SF		.		.
0920	638.2102 Moving Signs Type II	28.000 EACH		.		.
0930	638.2602 Removing Signs Type II	19.000 EACH		.		.
0940	638.3000 Removing Small Sign Supports	20.000 EACH		.		.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0950	638.4000 Moving Small Sign Supports	29.000 EACH		.		.
0960	642.5201 Field Office Type C	1.000 EACH		.		.
0970	643.0100 Traffic Control (project) 001. 5569-00-73	1.000 EACH		.		.
0980	643.0100 Traffic Control (project) 002. 1706-00-72	1.000 EACH		.		.
0990	643.0300 Traffic Control Drums	24,785.000 DAY		.		.
1000	643.0420 Traffic Control Barricades Type III	764.000 DAY		.		.
1010	643.0705 Traffic Control Warning Lights Type A	1,428.000 DAY		.		.
1020	643.0715 Traffic Control Warning Lights Type C	1,000.000 DAY		.		.
1030	643.0800 Traffic Control Arrow Boards	60.000 DAY		.		.
1040	643.0900 Traffic Control Signs	3,627.000 DAY		.		.
1050	643.1000 Traffic Control Signs Fixed Message	126.000 SF		.		.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1060	643.1050 Traffic Control Signs PCMS	700.000 DAY		.		.
1070	646.0106 Pavement Marking Epoxy 4-Inch	86,350.000 LF		.		.
1080	646.0126 Pavement Marking Epoxy 8-Inch	5,350.000 LF		.		.
1090	646.0600 Removing Pavement Markings	12,500.000 LF		.		.
1100	647.0166 Pavement Marking Arrows Epoxy Type 2	5.000 EACH		.		.
1110	647.0356 Pavement Marking Words Epoxy	3.000 EACH		.		.
1120	647.0456 Pavement Marking Curb Epoxy	3,280.000 LF		.		.
1130	647.0566 Pavement Marking Stop Line Epoxy 18-Inch	330.000 LF		.		.
1140	647.0606 Pavement Marking Island Nose Epoxy	4.000 EACH		.		.
1150	647.0726 Pavement Marking Diagonal Epoxy 12-Inch	1,530.000 LF		.		.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1160	647.0766 Pavement Marking Crosswalk Epoxy 6-Inch	315.000 LF		.		.
1170	647.0856 Pavement Marking Concrete Corrugated Median Epoxy	80.000 SF		.		.
1180	648.0100 Locating No-Passing Zones	3.620 MI		.		.
1190	649.0400 Temporary Pavement Marking Removable Tape 4-Inch	11,650.000 LF		.		.
1200	649.0801 Temporary Pavement Marking Removable Tape 8-Inch	950.000 LF		.		.
1210	650.4500 Construction Staking Subgrade	770.000 LF		.		.
1220	650.5000 Construction Staking Base	705.000 LF		.		.
1230	650.5500 Construction Staking Curb Gutter and Curb & Gutter	66.000 LF		.		.
1240	650.7000 Construction Staking Concrete Pavement	65.000 LF		.		.
1250	650.9910 Construction Staking Supplemental Control (project) 01. 1706-00-72	LUMP	LUMP			.

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PROJECT(S): 1706-00-72, 5569-00-73
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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1260	652.0220 Conduit Rigid Nonmetallic Schedule 40 1 1/2-Inch	606.000 LF		.		.
1270	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	1,568.000 LF		.		.
1280	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	464.000 LF		.		.
1290	652.0615 Conduit Special 3-Inch	796.000 LF		.		.
1300	652.0800 Conduit Loop Detector	1,201.000 LF		.		.
1310	652.0900 Loop Detector Slots	80.000 LF		.		.
1320	653.0135 Pull Boxes Steel 24x36-Inch	11.000 EACH		.		.
1330	653.0140 Pull Boxes Steel 24x42-Inch	10.000 EACH		.		.
1340	653.0905 Removing Pull Boxes	12.000 EACH		.		.
1350	654.0101 Concrete Bases Type 1	5.000 EACH		.		.
1360	654.0102 Concrete Bases Type 2	5.000 EACH		.		.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1370	654.0113 Concrete Bases Type 13	2.000 EACH		.		.
1380	654.0217 Concrete Control Cabinet Bases Type 9 Special	1.000 EACH		.		.
1390	655.0230 Cable Traffic Signal 5-14 AWG	1,875.000 LF		.		.
1400	655.0240 Cable Traffic Signal 7-14 AWG	707.000 LF		.		.
1410	655.0250 Cable Traffic Signal 9-14 AWG	104.000 LF		.		.
1420	655.0305 Cable Type UF 2-12 AWG Grounded	642.000 LF		.		.
1430	655.0515 Electrical Wire Traffic Signals 10 AWG	1,363.000 LF		.		.
1440	655.0610 Electrical Wire Lighting 12 AWG	966.000 LF		.		.
1450	655.0700 Loop Detector Lead In Cable	6,357.000 LF		.		.
1460	655.0800 Loop Detector Wire	5,274.000 LF		.		.
1470	655.0900 Traffic Signal EVP Detector Cable	947.000 LF		.		.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1480	657.0100 Pedestal Bases	5.000 EACH		.		.
1490	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	4.000 EACH		.		.
1500	657.0310 Poles Type 3	4.000 EACH		.		.
1510	657.0420 Traffic Signal Standards Aluminum 13-FT	1.000 EACH		.		.
1520	657.0425 Traffic Signal Standards Aluminum 15-FT	4.000 EACH		.		.
1530	657.0614 Luminaire Arms Single Member 4-Inch Clamp 8-FT	6.000 EACH		.		.
1540	657.1355 Install Poles Type 12	1.000 EACH		.		.
1550	657.1360 Install Poles Type 13	1.000 EACH		.		.
1560	657.1540 Install Monotube Arms 40-FT	2.000 EACH		.		.
1570	657.1808 Install Luminaire Arms Steel 8-FT	1.000 EACH		.		.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1580	658.0110 Traffic Signal Face 3-12 Inch Vertical	8.000 EACH		.		.
1590	658.0115 Traffic Signal Face 4-12 Inch Vertical	4.000 EACH		.		.
1600	658.0120 Traffic Signal Face 5-12 Inch Vertical	2.000 EACH		.		.
1610	658.0215 Backplates Signal Face 3 Section 12-Inch	8.000 EACH		.		.
1620	658.0220 Backplates Signal Face 4 Section 12-Inch	4.000 EACH		.		.
1630	658.0225 Backplates Signal Face 5 Section 12-Inch	2.000 EACH		.		.
1640	658.0600 Led Modules 12-Inch Red Ball	11.000 EACH		.		.
1650	658.0605 Led Modules 12-Inch Yellow Ball	11.000 EACH		.		.
1660	658.0610 Led Modules 12-Inch Green Ball	11.000 EACH		.		.
1670	658.0615 Led Modules 12-Inch Red Arrow	3.000 EACH		.		.
1680	658.0620 Led Modules 12-Inch Yellow Arrow	8.000 EACH		.		.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1690	658.0625 Led Modules 12-Inch Green Arrow	6.000 EACH		.		.
1700	658.5069 Signal Mounting Hardware (location) 001. Ush 14 & Sth 11	LUMP	LUMP			.
1710	659.0802 Plaques Sequence Identification	2.000 EACH		.		.
1720	659.1125 Luminaires Utility LED C	7.000 EACH		.		.
1730	690.0150 Sawing Asphalt	7,955.000 LF		.		.
1740	690.0250 Sawing Concrete	14,417.000 LF		.		.
1750	715.0415 Incentive Strength Concrete Pavement	500.000 DOL	1.00000		500.00	
1760	SPV.0060 Special 001. Baseline Cpm Progress Schedule	1.000 EACH		.		.
1770	SPV.0060 Special 002. Cpm Progress Schedule Updates And Accepted Revisions	1.000 EACH		.		.
1780	SPV.0060 Special 003. Salvage Inlet	1.000 EACH		.		.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1790	SPV.0060 Special 004. Inlet Cover Type H Modified	2.000 EACH		.		.
1800	SPV.0060 Special 005. Salvage And Reinstall Type 2 Pole	1.000 EACH		.		.
1810	SPV.0060 Special 400. Install Cellular Modem	1.000 EACH		.		.
1820	SPV.0060 Special 450. Remove Existing Cabinet	1.000 EACH		.		.
1830	SPV.0060 Special 451. Remove Street Light	4.000 EACH		.		.
1840	SPV.0090 Special 001. Removing Hma Pavement Notched Wedge Longitudinal Joint Milling	3,450.000 LF		.		.
1850	SPV.0105 Special 001. Survey Project 5569-00-73	LUMP	LUMP			.
1860	SPV.0105 Special 002. Concrete Pavement Joint Layout	LUMP	LUMP			.
1870	SPV.0105 Special 450. Install State Furnished Emergency Veh Preemption Equipment Ush 14 & Sth 11	LUMP	LUMP			.
	SECTION 0001 TOTAL					.
	TOTAL BID					.

PLEASE ATTACH SCHEDULE OF ITEMS HERE