

HIGHWAY WORK PROPOSAL

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

Proposal Number:

29

COUNTY	STATE PROJECT ID	FEDERAL PROJECT ID	PROJECT DESCRIPTION	HIGHWAY
Chippewa	8919-03-72		Chippewa Falls - Cadott Road Lake Wissota Bridge B-09-0280	CTH X

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: December 8, 2015 Time (Local Time): 9:00 AM	Firm Name, Address, City, State, Zip Code <div style="text-align: center; font-size: 2em; font-weight: bold;">SAMPLE</div> <div style="text-align: center; font-weight: bold;">NOT FOR BIDDING PURPOSES</div>
Contract Completion Time November 25, 2016	
Assigned Disadvantaged Business Enterprise Goal <div style="text-align: right; font-size: 1.5em;">0 %</div>	
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	
B-09-0280, grading, common excavation, base aggregate, asphaltic surface temporary, heavy riprap.	
Notice of Award Dated	Date Guaranty Returned

**PLEASE ATTACH
PROPOSAL GUARANTY HERE**

Effective with November 2007 Letting

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective with August 2015 Letting

BID PREPARATION

Preparing the Proposal Schedule of Items

A General

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

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

The contractor is responsible for reviewing this web site for general notices as well as information regarding proposals in each letting. The department will also post special notices of all addenda to each proposal through this web site no later than 4:00 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://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>

or by calling the department at (608) 266-1631. Addenda can ONLY be obtained from the departments web site listed above or by picking up the addenda at the Bureau of Highway Construction, Room 601, 4802 Sheboygan Avenue, Madison, WI, during regular business hours.

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

B Submitting Electronic Bids

B.1 On the Internet

- (1) Do the following before submitting the bid:
 1. Have a properly executed annual bid bond on file with the department.
 2. Have a digital ID on file with and enabled by Info Tech Inc. Using this digital ID will constitute the bidder's signature for proper execution of the bidding proposal.
- (2) In lieu of preparing, delivering, and submitting the proposal as specified in 102.6 and 102.9 of the standard specifications, submit the proposal on the internet as follows:
 1. Download the latest schedule of items reflecting all addenda from the Bid ExpressTM web site.
 2. Use ExpediteTM software to enter a unit price for every item in the schedule of items.
 3. Submit the bid according to the requirements of ExpediteTM software and the Bid ExpressTM 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 ExpressTM web site reflecting the latest addenda posted on the department's web site at:
<http://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>
Use ExpediteTM 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 ExpressTM web site to assure that the schedule of items is prepared properly.
- (2) Staple an 8 1/2 by 11 inch printout of the ExpediteTM 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 ExpediteTM 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 ExpediteTM 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 ExpediteTM generated schedule of items is not the same on each page.
 2. The check code printed on the printout of the ExpediteTM generated schedule of items is not the same as the check code for that proposal provided on the diskette or CD ROM.
 3. The diskette or CD ROM is not submitted at the time and place the department designates.

C Waiver of Electronic Submittal

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

PROPOSAL BID BOND

DT1303 1/2006

Wisconsin Department of Transportation

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

(Signature of Attorney-in-Fact)

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

DT1305 8/2003

Wisconsin Department of Transportation

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

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

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

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

(Signature of Authorized Contractor Representative)

(Date)

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.

[illegible]

DECEMBER 2000

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

Instructions for Certification

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

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

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

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

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

Special Provisions

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 8919-03-72, Chippewa Falls – Cadott Road, Lake Wissota Bridge B-09-0280, CTH X, Chippewa 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, 2016 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 (20150630)

2. Scope of Work.

The work under this contract shall consist of B-09-0280, grading, common excavation, base aggregate, asphaltic surface temporary, heavy riprap, traffic control, erosion control and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

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

Provide the start date to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Upon approval, the engineer will issue the notice to proceed within 10 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.

Fish Spawning

There shall be no instream disturbance of Paint Creek and Lake Wissota as a result of construction activity under or for this contract, from April 15 to June 1 both dates inclusive, in order to avoid adverse impacts upon the spawning of warm water fishery.

Any change to this limitation will require submitting a written request by the contractor to the engineer, subsequent review and concurrence by the Department of Natural Resources in the request, and final approval by the engineer. The approval will include all conditions to the request as mutually agreed upon by WisDOT and DNR.

Migratory Birds

Swallow and other migratory birds' nests have been observed on or under the existing bridge. All active nests (when eggs or young are present) of migratory birds are protected under the federal Migratory Bird Treaty Act.

The nesting season for swallows and other birds is usually between May 1 and August 30. Either prevent active nests from becoming established, or apply for a depredation permit from the US Fish and Wildlife Service for work that may disturb or destroy active nests. The need for a permit may be avoided by removing the existing bridge structure prior to nest occupation by birds, or clearing nests from all structures before the nests become active in early spring. As a last resort, prevent birds from nesting by installing a suitable netting device on the remaining structure prior to nesting activity. Include the cost for preventing nesting in the cost of Removing Old Structure Over Waterway.

Coordinate with the Lake Wissota Improvement Protection Association, LWIPA regarding construction information listed at the Kiosks at located at The View and Lafayette boat landings. Information including waterway closure times during construction activities like beam setting should be included. Contact LWIPA Board Member Ralph Bellore at (715) 579-3317.

4. Traffic.

Stage 1A:

CTH X will be closed to through traffic from the beginning of the project through Station 158+00. Traffic will be detoured utilizing CTH J, STH 29 and CTH X. Work after Station 158+00 will be contained to the eastbound shoulder to place temporary asphalt. Bi-directional traffic will be maintained on the mainline of CTH X from Station 158+00 through the end of the project. This is to maintain access for The View patrons.

Stage 1B:

CTH X will be closed to through traffic from the beginning of the project through Station 158+00. Traffic will be detoured utilizing CTH J, STH 29 and CTH X. Work after Station 158+00 will be contained to the westbound lane. Bi-directional traffic will be maintained on the east side of the project from Station 158+00 through the end of the project. This is to maintain access for The View patrons.

Stage 1C:

Traffic will utilize CTH X mainline. Guardrail, curb and gutter and finishing items will be constructed.

Repair, restoration, or replacement of damaged and/or disturbed traffic control devices shall begin within one hour from the time the contractor or his representative is aware of the damage or is notified. This work is incidental to standard spec 643.0100 Traffic Control Project.

Boat traffic must be maintained throughout construction. Intermittent closures are anticipated during operations that would be hazardous to the public such as beam setting.

5. **Holiday Work Restrictions.**

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

- From noon Friday, May 27, 2016 to 6:00 AM Tuesday, May 31, 2016 for Memorial Day;
- From noon Friday, July 1, 2016 to 6:00 AM Wednesday, July 6, 2016 for Independence Day;
- From noon Friday, September 2, 2016 to 6:00 AM Tuesday, September 6, 2016 for Labor Day.

107-005 (20050502)

6. **Utilities.**

This contract does not come under the provision of Administrative Rule Trans 220.

107-065 (20080501)

Xcel Energy has an **overhead distribution line** located on the south side of CTH X. Conflicts are anticipated with this facility. Xcel Energy will de-energize the existing line and remove from service, prior to construction. The existing poles will be removed in stages just prior to final slope grading and riprap placement. Xcel Energy will install culverts just north of the proposed maintenance path at the location of their new poles. This work will be done during construction (prior to the fill stage). Xcel Energy will return at a later date and install the new poles. Ongoing coordination throughout construction is required. Contact Catherine Van Gordon-Duex at (715) 737-4040, 14 working days prior to construction.

Xcel Energy has a **gas** line hanging on the north side of the existing structure. Xcel Energy proposes to cut gas supply prior to construction and will relocate their line to the south side of CTH X where it will hang on the south side of the new structure. Xcel Energy will provide and install conduit for gas main. At the completion of the project or prior to the winter months whichever comes first, Xcel Energy will reconnect the gas supply to feed Lafayette residents during the winter months. Contact Scott Seaholm at (715) 737-2584, 14 working days prior to construction. **No work by Xcel Energy will be authorized until Xcel Energy obtains proper approvals and permits from Chippewa County.**

AT&T has overhead telephone facilities located on the north side of CTH X. AT&T has facilities with less than 1 foot of clearance from proposed piling. Conflicts are anticipated with this facility throughout construction. AT&T's facilities will be permanently removed from service. AT&T will remove the poles and line that span Lake Wissota by Friday July 1, 2016. All remaining poles will be removed prior to beam guard placement. Contact Rick Podolak at (715) 839-5565, 14 working days prior to the start of construction to discuss schedule.

Wisconsin Central, LTD has overhead facilities located on the north side of CTH X. Some poles will receive a small amount of fill, however, conflicts are not anticipated.

7. Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.

The department has obtained a U.S. Army Corps of Engineers Section 404 permit. Comply with the requirements of the permit in addition to requirements of the special provisions. A copy of the permit is available from the regional office by contacting Chris Ehlert, P.E., KL Engineering at (715) 231-1600.
107-054 (20080901)

8. Construction Over or Adjacent to Navigable Waters.

Supplement standard spec 107.19 with the following:

Lake Wissota is classified as a navigable waterway.
107-060 (20040415)

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

John Roelke, License Number AII -119523, inspected Structure B-09-0008 for asbestos on July 24, 2007. No regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is available from: Chris Ehlert, P.E., KL Engineering, 392 Red Cedar Street, Suite 5, Menomonie, WI 54751.

In accordance to NR447 and DHS159, ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 4/11), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days prior to beginning any construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form to Chris Ehlert, P.E., KL Engineering, 392 Red Cedar Street, Suite 5, Menomonie, WI 54751 and DOT BTS-ESS attn: Hazardous Materials Specialist PO Box 7965, Madison, WI 53707-7965. In addition, comply with all local or municipal asbestos requirements.

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

- Site Name: Structure B-09-0008, CTH X over Lake Wissota
- Site Address: Sec 11, T28N, R8W
- Ownership Information:
- Chippewa County Highway Department
- 801 E. Grand Avenue
- Chippewa Falls, WI 54729
- Contact: Chris Ehlert
- Phone: (715) 231-1600
- Age: 60 years old. This structure was constructed in 1955.
- Area: 6426 SF of deck

Insert the following paragraph in Section 6.g.:

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

107-125 (20120615)

10. 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 at least one week prior to the start of work under this contract and hold two meetings per month thereafter.

11. Railroad Insurance and Coordination.

A Description

Comply with standard spec 107.17 for all work affecting Wisconsin Central Ltd property and any existing tracks.

A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3. Insurance is filed in the name of Wisconsin Central Ltd and Its Parents.

Requirements of the standard specifications are changed as follows:¹

Before the state issues its notice to proceed to the contractor or contractors (collectively, the contractor) awarded the contract for construction involving the project described in this situation (the project), the state shall require the contractor to provide certain insurance coverage to protect the railroad (as defined in this section) from loss for property and liability

exposures relating to the construction activities on the PROJECT. The manner and process in which this will be accomplished is as detailed below.

TYPE OF INSURANCE	MINIMUM LIMITS REQUIRED
Commercial general liability insurance; shall be endorsed to include blanket contractual liability coverage; shall cover bodily injury and property damage, personal and advertising injury, and fire legal liability. There shall be no endorsements limiting coverage for the work to be performed pursuant to this stipulation	\$5,000,000 combined single limits per occurrence with an annual aggregate limit of not less than \$10,000,000.
Worker's compensation and employer's liability coverage.	Workers' compensation limits: Statutory limits. Employers' liability limits: Bodily injury by accident \$100,000 each accident, Bodily injury by disease \$500,000 each accident \$100,000 each employee
Commercials automobile liability insurance; shall cover all owned, non-owned, and hired vehicles used by the CONTRACTOR in carrying out the contract, and shall include coverage for bodily	\$1,000,000 combined single limit per occurrence.
Railroad Protective Liability Insurance, issued on a standard ISO form 00 35 10 93 or its equivalent and endorsed to include the Pollution Exclusion Amendment (ISO form CG 28 31 10 93) and the Limited Seepage and Pollution Endorsement. No endorsements restricting FELA coverage may be added.	\$5,000,000 per occurrence \$10,000,000 in the aggregate

¹ As used in this section "STATE" and "COMPANY" have the meanings assigned to them in the Stipulation to which this Exhibit is attached, "FELA" means the Federal Employment Liability Act, and "this Stipulation" means the Stipulation to which this Exhibit is attached.

² The CONTRACTOR may satisfy the requirements for insurance types 1, 2 and 3 through primary insurance coverage or through excess/umbrella policies.

1. The policies for insurance types 1, 2, and 3 may not contain an exclusion for punitive damages.
2. The commercial general liability policy shall include an endorsement that removes any restrictions on coverage regarding work being performed within 50 feet of a railroad or railroad property and an endorsement that removes any exclusions related to explosion, collapse or underground hazard.

3. The CONTRACTOR must waive its right of recovery against the RAILROAD for all claims and suits against the RAILROAD. In addition, the CONTRACTOR's insurers, through the terms of the policy or policy endorsement, must waive their right of subrogation against the RAILROAD for all claims and suits. The certificates of insurance must reflect the waiver of subrogation endorsement. The CONTRACTOR also must waive its right of recovery, and its insurers must also waive their right of subrogation, against the RAILROAD for loss of the CONTRACTOR's owned or leased property or property under the CONTRACTOR's care, custody or control.
4. The CONTRACTOR's insurance policies, except for excess liability/umbrella policies, through policy endorsement, must include wording to the effect that such policies are primary and non-contributing with respect to any insurance carried by the RAILROAD. The certificates of insurance must reflect that such wording is included in the evidenced policies.
5. The policies for insurance types 1 and 3, above must include a severability of interest endorsement. The RAILROAD must be named as an additional insured with respect to work performed under this project. Severability of interest and naming the RAILROAD as additional insured must be indicated on the certificates of insurance.
6. The CONTRACTOR shall provide the original Railroad Protective Liability policy to the RAILROAD prior to performing and work on the PROJECT.
7. The CONTRACTOR shall only obtain coverage from insurance companies licensed to do business in the State of Wisconsin that have an AM Best rating of A- and Class VII or better.
8. The CONTRACTOR is not allowed to self-insure.
9. Prior to performing any work on the PROJECT, the CONTRACTOR shall provide the RAILROAD acceptable certificate of insurance, including original signatures of the authorized representatives evidencing the required coverages, endorsements, and amendments and referencing the RAILROAD's contract audit/folder number (if available), as evidence that required coverages for insurance types 1, 2 and 3 are in force.
10. The policies for insurance types 1, 2 and 3 must contain a provision that obligates the insurer to notify the RAILROAD at least 60 calendar days before a cancellation, non-renewal, substitution or material change in coverage and such provisions must be reflected on the insurance certificates.
11. The CONTRACTOR shall send the required insurance documentation to the RAILROAD at the following address:
Jackie Macewicz
1625 Depot Street
Stevens Point, WI 54481

12. Acceptance by the RAILROAD of a certificate of insurance that does not comply with this section shall not operate as a waiver of the CONTRACTOR's obligation to provide the insurance required by this section.
13. If the RAILROAD notifies the STATE that the CONTRACTOR does not have the required insurance, the STATE's engineer shall immediately suspend work on the PROJECT until the matter is resolved.
14. The requirements for insurance types 1, 2 and 3 shall apply with equal force whether the CONTRACTOR or a subcontractor, or any directly or indirectly employed by either, performs work on the PROJECT. If any portion of the PROJECT work is subcontracted, the CONTRACTOR must require the subcontractor to provide and maintain insurance coverage for insurance types 1, 2 and 3 that meet the requirements of this section, except that the minimum limits required for the subcontractor's commercial general liability policy shall be \$2,000,000 per occurrence and \$4,000,000 in the aggregate.
15. The fact that the CONTRACTOR obtains insurance as required by this section shall not release or diminish the CONTRACTOR's liability. Damages recoverable by the RAILROAD will not be limited by the required insurance coverages.
16. Upon request from the RAILROAD, the CONTRACTOR will provide a certified duplicate original of any requested policy.
17. For purpose of this section references to the RAILROAD mean COMPANY, Burlington Northern Santa Fe Corporation, and the subsidiaries, successors, assigns, and affiliates of each.

Notify evidence of the required coverage, and duration to Jackie Macewicz, Manager Public Works, 1625 Depot St., Stevens Point, WI, 54481; TELEPHONE (715) 345-2503; FAX (715) 345-2507; email jackie.macewicz@cn.ca. Include the following information on the insurance document:

Project 8919-03-72
Route Name CTH X, Chippewa County
Crossing ID Parallels CTH X near 917 721L
Railroad Subdivision Minneapolis Sub
Railroad Milepost approximately MP 346.27

A.2 Work by Railroad

The railroad will perform the work described in this section, except for work described in other special provisions and will be accomplished without cost to the contractor. None

A.3 Names and addresses of Railroad Representatives for Consultation and Coordination

Contact Jackie Macewicz, Manager Public Works, 1625 Depot St., Stevens Point, WI, 54481; TELEPHONE (715) 345-2503; FAX (715) 345-2507; email jackie.macewicz@cn.ca for consultation on railroad requirements during construction.

Contact Mary Ellen Carmody, Audit Officer, Administration Service Center, 700 Pershing Street, Pontiac, MI 48340; TELEPHONE (248) 452-4705; FAX (248) 452-4972; email maryellen.carmody@cn.ca for flagging arrangements. Advise Ms. Carmody that the flagging services are to be billed at the rate for a public highway project.

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

A.4 Temporary Grade Crossing

If a temporary grade crossing is desired, submit a written request to the railroad representative named in A.3 several weeks prior to the time needed. Approval is subject to the discretion of the railroad. The department has made no arrangements for a temporary grade crossing.

A.5 Train Operation

Approximately four through freight trains operate daily through the construction site. Through freight trains operate at up to 40 mph.

B Railroad Flagging

Arrange with the railroad for the flagging of trains and safety of railroad operations if clearances specified in standard spec 107.17.1 are not maintained during construction operations. The following conditions may also warrant flagging:

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

Projects with concurrent activity may require more than one flagger.

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

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

C Flagging by Railroad– Railroad Does Not Pay Flagging Costs

C.1 General

Replace paragraph (3) of standard spec 107.17.1 with the following:

Comply with the railroad's rules and regulations regarding operations on railroad right-of-way. If the railroad's chief engineering officer requires, arrange with the railroad to obtain the services of qualified railroad employees to protect railroad traffic through the work area. Bear the cost of these services and make payment directly to the railroad. Notify the appropriate railroad representative as listed in section A.3 above, in writing, at least ten business days before starting work near a track. Provide the specific time planned to start the operations.

Extended Duration Work or Longer Work Day (to be used when requiring a flagger for longer periods of time, 4-weeks or more, or working longer than an 8-hour work day, or as defined in section B.1.)

Work that requires railroad flaggers to occupy the work zone for longer duration or longer than the normal work day will require 40 day written notice to the railroad.

C.2 Rates – Canadian National (WCL, SSMBRCo, DM&IR, DWP)

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

\$1,000 daily rate (including wages, labor surcharges, meals, lodging, vehicle and mileage expenses) for a minimum 8-hour flagging day at the job site;

\$1,200 daily rate (including wages, labor surcharges, meals, lodging, vehicle and mileage expenses) for a minimum 8-hour flagging day at the job site on Saturdays, Sundays or holidays;

\$150 per hour overtime rate for all time worked before or after the 8 hour flagging day.

The flagger is required to set flags each day in advance of the contractor commencing work that will require flagging. The flagger must also remove the flags each day after the completion of work that required flagging. Any time worked before or after the minimum eight-hour flagging day to set or remove flags will be billed at the overtime rate. The

contractor is responsible for knowing the requirements of the railroad for arranging and terminating flagging services and for the associated costs of those services.

C.3 Reimbursement Provisions

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

C.4 Excluded Conditions

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

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

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

C.5 Payment for Flagging

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

D Rail Security Awareness and Contractor Orientation

All employees of contractors who work on CN properties are required to have minimum CN Safety and Security Awareness training. Contractors are required to register with www.contractororientation.com and complete the basic safety and security tests. Contractor Orientation provides the basic safety, security and PPE requirements for CN. You may find more information on registering with contractor orientation on the contractor orientation website. Once you register, follow the CN links and you will be required to take the course labeled [CN Contractor Security / Safety Course](#).

- a. Contractor employees have been exempted from undergoing the background check portion of the process, but must take and pass the required Safety and Security Awareness exam portion.

- b. Exception: CN has exempted from this training those it classifies as “Delivery Persons”. Delivery Persons include contractors such as UPS, FedEx, trucking companies, etc. who merely access the property to supply materials or equipment.

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

E Canadian National On Track Safety Rules and Procedures Training

All employees of contractors whose duties include and who are engaged in the inspection, construction, maintenance, or repair of railroad track, bridges, roadway, signal and communication systems, roadway facilities, or roadway machinery that will work foul of, or have the potential to foul a live track are considered Roadway Workers under CN's interpretation of FRA regulations and CN Policy. These employees are required to be trained in CN on Track Safety rules and procedures. They must take and pass the required examinations. This training can be provided by CN Rules Department personnel, or as otherwise directed by CN Rules Department. This training must be repeated at least once each calendar year.

- a. Exception: CN has exempted from this training those it classifies as “Delivery Persons”. Delivery Persons include contractors such as UPS, FedEx, trucking companies, etc. who merely access the property to supply materials or equipment.
- b. Contractor employees who will operate on-track machinery or those who will provide protection for other contractor employees must also be trained in US Operating Rules pertaining to their duties. They must take and pass the required examination. This training is good for a period of two years.
- c. “Potential to foul a live track” is considered, at a minimum, to be working within 25 feet of the track, or as otherwise to be determined by CN Design and Construction Department.

Costs associated with Canadian National On Track Safety Rules and Procedures Training are incidental to other items in the contract. Contact CN's rules trainer, Anna Rivera at:

RR Safety - AMR, LLC
PO Box 903
Beaver Dam, WI 53916
(920) 517-1677
rrsafetytraining@yahoo.com

Railroad Fiber Optic Lines**CN/Wisconsin Central Ltd Fiber Optic Lines**

Call "Diggers Hotline" and additionally contact CN's Mary Ellen Carmody at (734) 783-4533 ten working days to request a cable locate before any work is performed. The railroad will determine if fiber optic or other type of cable is buried in the general work location. If present, contact the owner of the fiber optic or cable line to determine its exact location.

12. Erosion Control Structures.

Within seven calendar days after the commencement of work on the bridge superstructure, place all permanent erosion control devices, including riprap, erosion mat, ditch checks, seed, fertilizer, mulch, soil stabilizer, or any other item required by the contract or deemed necessary by the engineer. These devices shall be in place in the area under the bridge and on both sides of the roadway, from the waterway to a point 100-feet behind the backwall of the abutment. Within said limits, place these devices to a height equivalent to the calculated water elevation resulting from a storm that occurs on the average of once every two years (Q2) as shown on the plan, or as directed by the engineer. Prior to initial construction operations, place turbidity barriers, silt screens, and other temporary erosion control measures as shown on the plans, and remove them after the permanent erosion control devices are in place unless directed otherwise by the engineer.

In the event that construction activity does not disturb the existing ground below the Q2 elevation, the above timing requirements for permanent erosion control shall be waived.
107-070 (20030820)

13. Navigational Aids.

Place waterway navigational aids around the waterway construction area during construction. Install danger buoys, navigational buoys and/or boats prohibited buoys during construction. Adequately mark all equipment with signs and lights so they are visible to all recreationalists during all hours of the day. Navigational Aids are incidental to the items 643.0100 Traffic Control (project).

14. Monitoring of Railroad Structure.

Instrumentation for vibration and movement monitoring shall be installed on railroad property including bridge abutments and piers, prior to commencement of activities creating vibration. The contractor shall obtain permission and coordinate access from the railroad before placing vibration or movement monitors on railroad property. Pre-construction data should be collected and included in the Pre-Construction Condition Survey.

During piling driving operations, the existing railroad structure substructure units will need to be monitored for movement. If movement is recorded, all pile driving operations must cease immediately and the engineer must be notified and methods to reduce vibration shall be proposed by the contractor for approval of the engineer.

Monitoring is incidental to the item SPV.0105.02 Vibration Monitoring.

The existing CTH X structure, embankment and ditch line were monitored for freight train vibration during the week of July 27, 2015 – July 31, 2015. This location typically saw two trains per day and the maximum peak particle velocity ranged from 0.05 to 0.18 inches per second. The existing railroad structure was not monitored for vibration. This report is for information only. A copy of this report can be obtained from Fred Anderson, Chippewa County Highway Department, at (715) 738-2610. No similarity or correlation to conditions encountered during the performance of work under this contract is warranted or implied.

15. Fill.

The proposed slope shall be constructed as shown in the plan cross sections and must be field verified. Slope verification is incidental to the Item 311.0110 Breaker Run.

All pier piling and all abutment piling on the existing embankment width shall be installed prior to placement of the new embankment fill (breaker run and or select borrow) along the south side of CTH X.

Concrete rubble is acceptable for use as fill material in front of the abutments in place of breaker run as long as it is free of any steel or rebar, and it is buried and completely covered by natural stone heavy riprap. See plan details.

16. HMA Pavement/Asphaltic Surface/Guardrail Mow Strip.

Placement of pavement or other permanent surface features must not occur until four weeks have passed since final fill placement.

17. Clearing and Grubbing.

All clearing and grubbing shall be done at the start of Stage 1 for utility needs.

18. Piling.

The permanent sheet piling required for this project shall be installed prior to any pile driving activities. Pier and abutment piles closest to the railroad shall be installed first. Installation of the piling will occur from the north to the south. All pier piling and all abutment piling on the existing embankment width shall be installed prior to placement of the new embankment fill along the south side of CTH X.

19. Driven Piles Using Pile Driving Analyzer.

Where indicated in the structure plans, replace standard spec. 550.3.6 with the following:

550.3.6 Driving Resistance

- (1) Drive piles to the depths necessary to obtain the required driving resistance per the driving resistance determination method called for in the plans.
- (2) Driving resistance will be developed by the engineer from Pile Driving Analyzer (PDA) testing performed on the designated piles at each substructure unit as shown on the plans. The driving criteria will be given as blows per foot with hammer stroke and minimum penetration of the pile or as directed by the engineer.

The PDA test piles at each substructure unit are designated on the plans and will be monitored using a PDA. Pile installation for these test piles will be controlled by the PDA testing and the engineer per the Pile Driving Analyzer (PDA) Testing and Restrike Special Provision within this contract.

For the PDA driving resistance determination method, pile restrikes will be required per the PDA Testing and Restrike Special Provision, or as directed by the engineer. Accommodate a time delay in the pile driving sequence as defined in the PDA Testing Special Provision to allow the engineer time to develop the production pile driving criteria.

- (3) If the required driving resistance is not met at the minimum tip elevation, driving shall continue until it is achieved. If the required driving resistance is achieved above the minimum tip elevation, driving shall continue until both the minimum tip elevation and required driving resistance criteria are met. If practical pile refusal is encountered prior to the minimum tip elevation, the engineer will determine if driving can be halted.

Where indicated in the structure plans, delete standard spec. 550.3.7.

20. Removing Old Structure Over Waterway Station 150+00, Item 203.0500.S.01.

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

Remove the existing pier to an elevation at or below 885 until the integrity of the existing pier is stable and of sound concrete.

The debris piles, as shown on the elevation view of the structure plans, are required to be removed. This work is incidental to this item.

Blasting with the use of explosives is prohibited in the removal of any portion of the existing bridge or for the removal of debris.

Add the following to standard spec 203:

203.3.6 Removals Over Waterways and Wetlands

203.3.6.1 Removing Old Structure Over Waterway

- (1) Remove the existing Structure B-09-0280 over the Paint Creek/Lake Wissota conforming to the contractor's approved structure removal and clean-up plan. Remove all reinforcing steel, all concrete, and all other debris that falls into the waterway or wetland. Remove large pieces of the structure within 36 hours. The contractor may leave limited amounts of small concrete pieces scattered over the waterway floor or wetland only if the engineer allows.
- (2) Submit a structure removal and clean-up plan as part of the erosion control implementation plan required under standard spec 107.20. Do not start work under the structure removal and clean-up plan without the department's written approval of the plan. Include the following information in the structure removal and clean-up plan:
 1. Methods and schedule to remove the structure.
 2. Methods to control potentially harmful environmental impacts.
 3. Methods for removing piers and abutments. If blasting in water, include restrictions that regulatory agencies and the contract require.
 4. Methods for cleaning the waterway or wetlands.
- (3) If stockpiling spoil material, place it on an upland site an adequate distance from the waterway, wetland, or any open water created by excavation. Install silt fence between the spoil pile and the waterway, wetland, or excavation site.

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

ITEM NUMBER	DESCRIPTION	UNIT
203.0500.S.01	Removing Old Structure Over Waterway Station 150+00	LS

21. Granular Backfill, Item 209.0100.

This work shall be in accordance to the requirements of standard spec 209, except as hereinafter amended.

Granular Backfill must contain less than 50 percent by weight passing the No. 40 sieve.

22. Breaker Run, Item 311.0110.

This work shall be in accordance to the requirements of standard spec 311, except as hereinafter amended.

Breaker Run must contain less than 10 percent by weight passing the No. 200 sieve for the portion of the material passing the No. 4 sieve.

23. QMP Base Aggregate.

A Description

A.1 General

- (1) This special provision describes contractor quality control (QC) sampling and testing for base aggregates, documenting those test results, and documenting related production and placement process changes. This special provision also describes department quality verification (QV), independent assurance (IA), and dispute resolution.
- (2) Conform to standard spec 301, standard spec 305, and standard spec 310 as modified here in this special provision. Apply this special provision to material placed under all of the Base Aggregate Dense and Base Aggregate Open Graded bid items, except do not apply this special provision to material classified as reclaimed asphaltic pavement placed under the Base Aggregate Dense bid items.
- (3) Do not apply this special provision to material placed under the Aggregate Detours, Salvaged Asphaltic Pavement Base, Breaker Run, Select Crushed, Pit Run, Subbase, or Riprap bid items.
- (4) Provide and maintain a quality control program, defined as all activities related to and documentation of the following:
 1. Production and placement control and inspection.
 2. Material sampling and testing.
- (5) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes required sampling and testing procedures. The contractor may obtain the CMM from the department's web site at:
<http://roadwaystandards.dot.wi.gov/standards/cmm/index.htm>

A.2 Contractor Testing for Small Quantities

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

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

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

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

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

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

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

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

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

B Materials

B.1 Quality Control Plan

- (1) Submit a comprehensive written quality control plan to the engineer at or before the pre-construction meeting. Do not place base before the engineer reviews and comments on the plan. Construct the project as that plan provides.
- (2) Do not change the quality control plan without the engineer's review. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in each of the contractor's laboratories as changes are adopted. Ensure that the plan provides the following elements:
 1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
 2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication means that will be used, and action time frames.
 3. A list of source and processing locations, section and quarter descriptions, for all aggregate materials requiring QC testing.

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

B.2 Personnel

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

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 Blvd.
Madison, WI 53704
Telephone: (608) 246-5388

<http://www.dot.state.wi.us/business/engrserv/lab-qualification.htm>

B.4 Quality Control Documentation

B.4.1 General

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

B.4.2 Records

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

B.4.3 Control Charts

- (1) Plot gradation and fracture on the appropriate control chart as soon as test results are available. Format control charts according to CMM 8.30. Include the project number on base placement control charts. Maintain separate control charts for each base aggregate size, source or classification, and type.
- (2) Provide control charts to the engineer within 6 hours after obtaining a sample. For 3-inch base, extend this 6-hour limit to 24 hours. Post or distribute charts using a method mutually agreeable to the engineer and contractor. Update control charts daily to include the following:
 1. Contractor individual QC tests.
 2. Department QV tests.
 3. Department IA tests.
 4. Four-point running average of the QC tests.
- (3) Except as specified under B.8.2.1 for nonconforming QV tests, include only QC tests in the running average. The contractor may plot process control or informational tests on control charts, but do not include these tests, conforming QV tests, or IA tests in the running average.

B.5 Contractor Testing

- (1) Test gradation, fracture, liquid limit and plasticity index during placement for each base aggregate size, source or classification, and type.
- (2) Test gradation once per 3000 tons of material placed. Determine random sample locations and provide those sample locations to the engineer. Obtain samples after the material has been bladed, mixed, and shaped but before compacting; except collect 3-inch samples from the stockpile at load-out. Do not sample from material used to maintain local traffic or from areas of temporary base that will not have an overlying pavement. On days when placing only material used to maintain local traffic or only temporary base that will not have an overlying pavement, no placement testing is required.
- (3) Split each contractor QC sample and identify it according to CMM 8.30. Retain the split for 7 calendar days in a dry, protected location. If requested for department comparison testing, deliver the split to the engineer within one business day.
- (4) The engineer may require additional sampling and testing to evaluate suspect material or the technician's sampling and testing procedures.

- (5) Test fracture for each gradation test until the fracture running average is above the lower warning limit. Subsequently, the contractor may reduce the frequency to one test per 10 gradation tests if the fracture running average remains above the warning limit.
- (6) Test the liquid limit and plasticity index for the first gradation test. Subsequently, test the liquid limit and plasticity index a minimum of once per 10 gradation tests.

B.6 Test Methods

B.6.1 Gradation

- (1) Test gradation using a washed analysis conforming to the following as modified in CMM 8.60:
 Gradation..... AASHTO T 27
 Material finer than the No. 200 sieve..... AASHTO T 11
- (2) For 3-inch base, if 3 consecutive running average points for the percent passing the No. 200 sieve are 8.5 percent or less, the contractor may use an unwashed analysis. Wash at least one sample out of 10. If a single running average for the percent passing the No. 200 sieve exceeds 8.5 percent, resume washed analyses until 3 consecutive running average points are again 8.5 percent passing or less.
- (3) Maintain a separate control chart for each sieve size specified in standard spec 305 or standard spec 310 for each base aggregate size, source or classification, and type. Set control and warning limits based on the standard specification gradation limits as follows:
 1. Control limits are at the upper and lower specification limits.
 2. There are no upper warning limits for sieves allowing 100 percent passing and no lower control limits for sieves allowing 0 percent passing.
 3. Dense graded warning limits, except for the No. 200 sieve, are 2 percent within the upper and lower control limits. Warning limits for the No. 200 sieve are set 0.5 percent within the upper and lower control limits.
 4. Open graded warning limits for the 1-inch, 3/8-inch, and No. 4 sieves are 2 percent within the upper and lower control limits. Upper warning limits for the No. 10, No. 40, and No. 200 sieves are 1 percent inside the upper control limit.

B.6.2 Fracture

- (1) Test fracture conforming to CMM 8.60. The engineer will waive fractured particle testing on quarried stone.
- (2) Maintain a separate fracture control chart for each base aggregate size, source or classification, and type. Set the lower control limit at the contract specification limit, either specified in another special provision or in table 301-2 of standard spec 301.2.4.5. Set the lower warning limit 2 percent above the lower control limit. There are no upper limits.

B.6.3 Liquid Limit and Plasticity

- (1) Test the liquid limit and plasticity according to AASHTO T 89 and T 90.
- (2) Ensure the material conforms to the limits specified in standard spec table 301-2.

B.7 Corrective Action

B.7.1 General

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

B.7.2 Placement Corrective Action

- (1) Do not blend additional material on the roadbed to correct gradation problems.
- (2) Notify the engineer whenever the running average exceeds a warning limit. When 2 consecutive running averages exceed a warning limit, the engineer and contractor will discuss appropriate corrective action. Perform the engineer's recommended corrective action and increase the testing frequency as follows:
 1. For gradation, increase the QC testing frequency to at least one randomly sampled test per 1000 tons placed.
 2. For fracture, increase the QC testing frequency to at least one test per gradation test.
- (3) If corrective action improves the property in question such that the running average after 4 additional tests is within the warning limits, the contractor may return to the testing frequency specified in B.5.3. If corrective action does not improve the property in question such that the running average after 4 additional individual tests is still in the warning band, repeat the steps outlined above starting with engineer notification.
- (4) If the running average exceeds a control limit, material starting from the first running average exceeding the control limit and ending at the first subsequent running average inside the control limit is nonconforming and subject to pay reduction.
- (5) For individual test results significantly outside the control limits, notify the engineer, stop placing base, and suspend other activities that may affect the area in question. The engineer and contractor will jointly review data, data reduction, and data analysis; evaluate sampling and testing procedures; and perform additional testing as required to determine the extent of potentially unacceptable material. The engineer may direct the contractor to remove and replace that material. Individual test results are significantly outside the control limits if meeting one or more of the following criteria:
 1. A gradation control limit for the No. 200 sieve is exceeded by more than 3.0 percent.
 2. A gradation control limit for any sieve, except the No. 200, is exceeded by more than 5.0 percent.
 3. The fracture control limit is exceeded by more than 10.0 percent.

B.8 Department Testing

B.8.1 General

- (1) The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project, and provide test results to the contractor within 2 business days after the department obtains the sample.

B.8.2 Verification Testing

B.8.2.1 General

- (1) The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in B.2 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.
- (2) The department will conduct QV tests of each base aggregate size, source or classification, and type during placement conforming to the following:
 1. One non-random test on the first day of placement.
 2. At least one random test per 30,000 tons, or fraction of 30,000 tons, placed.
- (3) The department will sample randomly, at locations independent of the contractor's QC work, collecting one sample at each QV location. The department will collect QV samples after the material has been bladed, mixed, and shaped but before compacting; except, for 3-inch aggregates, the department will collect samples from the stockpile at load-out. The department will split each sample, test half for QV, and retain half.
- (4) The department will conduct QV tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.
- (5) The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to the specification, the department will take no further action. If QV test results are nonconforming, add the QV to the QC test results as if it were an additional QC test.

B.8.3 Independent Assurance

- (1) Independence assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:

1. Split sample testing.
 2. Proficiency sample testing.
 3. Witnessing sampling and testing.
 4. Test equipment calibration checks.
 5. Reviewing required worksheets and control charts.
 6. Requesting that testing personnel perform additional sampling and testing.
- (2) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in B.9.

B.9 Dispute Resolution

- (1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor may review the data, examine data reduction and analysis methods, evaluate sampling and testing procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.
- (2) Production test results, and results from other process control testing, may be considered when resolving a dispute.
- (3) If the project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

C (Vacant)

D (Vacant)

E Payment

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

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

301-010 (20100709)

24. PCMS Cellular Communications, Item SPV.0045.01.

A Description

This special provision describes cellular communications requirements for use with PCMS. Cellular communication allows the department to control PCMS during incidents or other emergencies through Trans Suite software. The department will notify contractor of message changes.

B Materials

Provide a cellular modem and antenna that enables the department to communicate and control PCMS conforming to standard spec 643.2.7.

B.1 Cellular Modem and Antenna

Furnish an EV-DO Cellular modem registered to a 3G or 4G Cellular carrier. The cellular modem must include 1 or more external antennas, 1 or more 10/100 Ethernet ports, and 1 or more db9 Serial RS-232 interfaces. The device must be able to handle -30° C to +75° C and powered by a 12VDC power supply. The cellular modem must have a built-in secure router with NAT, port forwarding and IP pass-through capabilities.

Provide management IP and passwords for the cellular modem to the department.

Access includes IP address, serial port setting, and password(s). Antenna cable shall be continuous without splices. Mount the antenna at the highest practical location on the PCMS.

C Construction

Conform to standard spec 643.3.7. Install cellular modem in a lockable, weatherproof compartment in the PCMS trailer.

A minimum of 14 days prior to deployment, demonstrate to the department that the cellular modem is capable of communications with Trans Suite software.

If remote communications are interrupted or temporarily unavailable, contractor will be notified by the department to change the message.

D Measurement

The department will measure PCMS Cellular Communications by the day acceptably completed, measured as the number of calendar days each cellular modem for PCMS is available for exclusive use under the contract. The department will deduct one day for each calendar day the sign communications are required but out of service for more than 2 hours.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0045.01	PCMS Cellular Communications	DAY

Payment is full compensation for providing, operating and maintaining a cellular modem and antenna, and for making message changes if cellular communications are interrupted or temporarily unavailable.

25. Pile Driving Analyzer, Item SPV.0060.01.

A Description

These items consist of providing means to perform Pile Driving Analyzer (PDA) load testing by the engineer, as outlined in the contract plans and this special provision. This Dynamic Pile Load Testing is being done to set pile resistance criteria. Production piles will be driven in accordance to pile resistance criteria produced by the engineer after PDA testing at each substructure unit.

The piles and pile driving will be paid for under the appropriate special provision for piles and pile driving contained within this contract. This applies to both piles installed using the PDA criteria and for production piles installed using the criteria developed by the engineer from the PDA installations.

Data collected during the testing described herein will form the basis for the final driving criteria to be applied to production piles in the substructure unit under consideration.

B (Vacant)

C Construction

C1 Test Locations

The engineer will perform dynamic pile load testing at the pile locations identified on the plans. These locations are referred to simply as 'PDA Test Piles' throughout the remainder of this specification. Piles noted as PDA Test Piles are a functional load-carrying part of the completed foundation unit and not solely used for testing. Perform PDA at three piles per pier location as indicated in the plans. Two piles per pier location should receive PDA in stage 1, and one pile per pier location should receive PDA in stage 2.

C2 Driving Sequence

The engineer will perform PDA testing on the first piles installed in the substructure. PDA Test Piles shall be located as shown on the footing plan. No other piles in the substructure unit shall be used for PDA testing unless agreed to by the engineer. Do not drive any other piles in the unit until all required testing has been completed and accepted by the engineer and the final driving criteria for that substructure unit has been determined and issued to the contractor in writing.

C3 Pile Driving

Drive PDA Test Piles to penetration depths and/or penetration resistances as directed by the engineer. Drive PDA Test Piles using the accepted production driving equipment.

C4 Scheduling

Provide a written schedule to the engineer showing all required PDA Test Piles activities for the following week. Submit this schedule a minimum of two working days prior to the first day included in the schedule. Schedule the work so that PDA testing activities of any kind - installation tests, or restrike tests - will occur at no more than two locations at any given time. Schedule a minimum of one complete working day after PDA testing, (which includes restrike testing, see section C6) is complete at a substructure unit for the engineer to provide final driving criteria for that location. If testing is complete at multiple substructure units, final driving criteria will be provided at the maximum rate of one substructure unit per one working day and in the order specified by the contractor in the testing schedule.

C5 Installation Testing

The engineer will take dynamic measurements following procedures set forth in ASTM D-4945 during the driving of piles designated as PDA Test Piles.

Prior to placement in the leads, make each designated PDA Test Pile available for pre-drilling the required instrument attachment holes. Support PDA Test Piles on blocking, and roll or re-position PDA Test Piles as required to facilitate the predrilling of attachment holes. The engineer will furnish the equipment, materials, and labor necessary for drilling holes in the piles. Allow a minimum of one hour per pile for this operation. Furnish vehicle access to the substructure unit to allow for PDA testing.

Attach and remove the instruments to and from the pile following the engineer's instructions. Take precautions and exercise care to ensure that gauges and sensors are not damaged during installation or pile movement. Check and reinstall gauges and sensors during pile driving operations at the direction of the engineer. The engineer has the option to access a pile in the leads prior to and during driving operations to ensure that the gauges and sensors have been properly installed. Make available to the engineer a safety line attached to the pile leads for the engineer's use. Provide the engineer with sufficient time to inspect, attach, and remove gauges and sensors on the pile, if it is necessary.

It is estimated that approximately one hour per pile will be needed for both instrument attachment and removal for a total of 2 hours per installation. Continuous PDA monitoring may require multiple installations of PDA testing equipment depending on the supplied pile length. If multiple pile lengths are used to produce the final installed pile, multiple PDA equipment installations will be required.

Furnish electric power for the dynamic test equipment. The power supply at the outlet shall be 10-amp, 115-volt, 55- to 60-cycle, alternating current (AC) only. Field generators used as the power source shall be equipped with functioning meters for monitoring voltage and frequency levels.

Pile-driving criteria for each substructure unit shall be determined from dynamic pile tests conducted on the total length of each pile noted for PDA Testing in the plans. Driving on these piles shall continue until the required driving resistance is achieved for 30 consecutive hammer blows. Mark penetration per 10 consecutive hammer blows as directed by the engineer. The engineer will utilize the dynamic test data to establish the following pile driving criteria: (1) a minimum driven length below cutoff level, and (2) a maximum penetration rate per 10 hammer blows for 30 consecutive blows. Drive all remaining piles in that unit in accordance to the established criteria. The engineer may alter driving criteria as necessary to assure development of adequate pile capacity. In any pile where pile capacity or integrity is suspect, the engineer may order PDA testing.

With the PDA testing equipment attached, drive the pile as directed by the engineer.

D Measurement

The department will measure Pile Driving Analyzer as a unit, in which one unit includes all PDA-related effort on one pile during the initial driving, 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.0060.01	Pile Driving Analyzer	Each

Payment for Pile Driving Analyzer is full compensation for facilitating the initial dynamic pile load test on a given pile, including the possible multiple sensor installations.

F Delays and Standby Time

The department will assess a penalty if the contractor is not ready when the department/engineer is requested to perform the PDA tests on piles, and the department is unable to begin PDA testing on the same working day as scheduled, due to contractor delay. The penalty will be \$1500/day for all working days that PDA Testing is scheduled on the project site, but no PDA testing is completed due to the contractor not being ready to perform the scheduled monitoring/driving.

26. Piling CIP Concrete Delivered and Driven 30 x 0.625-Inch, Item SPV.0090.01.

A Description

This special provision describes Piling CIP Concrete Delivered and Driven 30 x 0.625-Inch. Conform to standard spec 550.1 except as here in after modified in this special provision.

B Materials

Furnish Piling CIP Concrete Delivered and Driven that is according to the pertinent requirements of standard spec 550.2.2.

C Construction

Construct Piling CIP Concrete Delivered and Driven 30 x 0.625-Inch in accordance to standard spec 550.3. Piling to be driving open ended as stated in the structure plan.

D Measurement

The department will measure Piling CIP Concrete Delivered and Driven 30 x 0.625-Inch by the linear foot, acceptably completed, measured as the length of piling driven and left in place below the cutoff elevation.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.01	Piling CIP Concrete Delivered and Driven 30 x 0.625-Inch	LF

Payment is full compensation for providing piles; for driving and delivering piles; for cutting off piles; for re-driving heaved up piles; for painting; and for excavation material within the footing perimeter heaved up by pile driving operations. Concrete and reinforcement will be paid separately under standard spec 502.0100 Concrete Masonry Bridges and 505.0605 Bar Steel Reinforcement HS Coated Bridges, respectively.

27. Concrete Curb and Gutter Cure and Seal Treatment, Item SPV.0090.02.**A Description**

This work includes treating all newly constructed concrete curb and gutter with a surface cure and seal treatment as shown on plans, and as hereinafter provided.

B Materials

Materials shall conform to a clear treating material listed on the current approved WISDOT product list for "Cure and Seal Compounds for Non-Trafficked Surfaces on Structural Masonry".

C Construction

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

D Measurement

The department will measure Concrete Curb and Gutter Cure and Seal Treatment by the linear foot, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.02	Concrete Curb and Gutter Cure and Seal Treatment	LF

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

28. Settlement Monitoring, Item SPV.0105.01.

A Description

A.1 General

This special provision describes installing settlement plates and collecting data for the purpose of monitoring ground movement during filling, excavation, subgrade preparation and pile driving operations.

A.2 Submittals

Submit the following specific information for information only, at least 30 days prior to installation:

- Drawing that indicates the locations of control points and benchmarks associated with surveys for monitoring settlement.
- Description of methods for installing and protecting all markers.
- Schedule of marker installation related to significant activities or milestones in the overall project.
- Plans for markers to be installed at contractor's option.

A.3 Quality Assurance

A.3.1 General

Notify the engineer at least 24 hours prior to all plate installation operations so that the engineer may monitor the installation work.

A.3.2 Control Points

Survey for monitoring settlement shall be referenced to the same control points and benchmarks established for setting out the work. Control points shall be tied to benchmarks and other monuments outside of the zone of ground movements that might result from underground excavations.

B Materials

Furnish $\frac{3}{4}$ -inch steel threaded rod (5-foot sections) mounted on 24-inch x 24-inch base plate.

C Construction

C.1 On-site Geotechnical Engineer

An on-site geotechnical engineer is required to monitor, collect, review, interpret data regarding settlement during all filling, excavation, subgrade preparation and pile driving operations.

C.4 Pre-Construction and Post-Construction Condition Surveys (PCCS's)

Conduct a PCCS of the surrounding area within 200 feet of potentially vibration producing activities which includes, but is not limited to the existing railroad track, the existing railroad bridge, the existing road, the existing highway bridge, and the ground surface. PCCS's shall

include visually inspecting and recording all ground surface and structure conditions. Photographs and videotape shall be used to assist in documentation.

The PCCS shall include a topographic survey of the project limits, including the ground surface below the water to be impacted by the project. The survey shall provide elevations to a minimum of accuracy of 1/10 tenth of a foot above surface water levels and 1 foot below water surface levels.

Submit a written report to the engineer for each PCCS, detailing the visual and photographic investigation of the structures and topography. This report shall include copies of the photographs, videotape and topographic surveys and discuss any discrepancies and findings.

At a minimum, PCCS's shall be conducted prior to the start of construction activities and upon completion of construction activities.

C.5 Control Plan

A settlement control plan is to be created by the contractor and presented to the engineer a minimum of 30 days prior to any construction. The control plan shall discuss the following items:

1. Summary of the PCCS with established vibration limits.
2. A description of the proposed equipment
3. A description and understanding of the soil profile impacted by the construction upon the completion of driving pile for each abutment and pier.
4. A settlement monitoring procedure including:
 - a. Methods to taking settlement readings
 - b. Proposed times for taking settlement readings.
 - c. Locations of each settlement plate to be monitored.
 - d. Anticipated settlement time frame.
 - e. Monitoring duration for baseline and daily settlement monitoring.
 - f. Mitigation plan to reduce potentially excessive settlement to acceptable limits.
5. A description of when and how reports will be generated.
6. Obtain the engineer's acceptance seven calendar days before any filling operations.

C.6 Settlement Monitoring

Elevations of the existing and proposed embankment must be monitored for settlement throughout the construction process. The embankment must be monitored by a grid spacing of 50 foot intervals (grid node) for all areas within 100 feet of activities described in the Wisconsin Administrative Code Department of Safety and Professional Services SPS 307.43. Survey targets are also required to monitor the settlement of structures. A minimum of 4 high contrast survey targets are to be installed on the railroad structure, and a minimum of 1 high contrast survey target is to be installed on each pier or abutment of each bridge. The x, y and z coordinates of each grid node and survey target is to be recorded. During demolition and pile driving operations the grid nodes and survey targets are to be monitored

on a daily basis. A report describing the location of the grid nodes and survey targets is to be created and submitted to the engineer during the following times:

1. Prior to any work being performed (baseline readings).
2. At the end of each day for demolition and pile driving operations.
3. Upon the completion of diving pile for each abutment.
4. Upon the completion of the bridge demolition.
5. Upon the completion of backfilling the embankment.

A maximum value for ground accelerations are limited to 0.07 g for granular fill and 0.1 g for breaker run, for the CTH X roadway embankment slope only. Any damage to other existing structures is the responsibility of the contractor.

The railroad structure has a parameter of ¼ inch displacement. Any displacements greater than ¼ inch will require pile driving operations to cease until the railroad can be contacted to determine if the displacement warrants track adjustments.

Note: If construction and monitoring are planned over winter months, the settlement plates shall be set below frost penetration depths.

D Measurement

The department will measure Settlement Monitoring as a 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.0105.01	Settlement Monitoring	LS

Payment is full compensation for providing submittals, furnishing all materials; for installing all settlement plates; for monitoring all existing and proposed elements for movement; for furnishing all survey required to monitor and all other incidentals necessary to complete the required work.

29. Vibration Monitoring, Item SPV.0105.02.

A Description

This special provision describes vibration monitoring for pile driving and other vibration-inducing activities associated with Structure B-09-0280 in accordance to the Wisconsin Administrative Code Department of Safety and Professional Services SPS 307.43.

B (Vacant)

C Construction

C.1 Equipment

Monitor the following operations with a seismograph meeting the requirements of Wisconsin Administrative Code Department of Safety and Professional Services SPS 307.43:

- Bridge pile driving or bridge demolition.
- Sheet pile installation and removal.
- Asphalt compaction.
- Pavement breaking.
- All compaction activities utilizing large vibratory rollers.
- Any other activities that may cause vibration damage to adjacent structures or utilities.

C.2 Pile Driving Plan Submittal

Not less than two weeks prior to commencing pile driving operations, or at any time there is a change pile driving methods, submit a Pile Driving Plan to the engineer for review. The pile-driving plan shall contain full details of the steel pile driving operations and the methods employed to control and monitor vibration levels. The pile-driving plan shall contain the following minimum information:

- Listing and description of equipment and tools used.
- Description of proposed pile driving methods and operations.
- Discussion of methods employed to control and monitor vibration levels.

The pile driving plan submittal is for quality control and record keeping purposes. Review of this plan by the engineer shall not relieve the contractor of responsibility for the accuracy and adequacy of the plan when implemented in the field.

C.3 Safety

The engineer will, at all times, have the authority to prohibit or halt the pile driving operations if it is apparent that through the methods being employed, the safety and convenience of the traveling public is being jeopardized or that vibration levels are excessive or above allowable levels.

C.4 Pre-Construction and Post-Construction Condition Surveys (PCCS's)

Conduct a PCCS of the surrounding area within 200 feet of potentially vibration producing activities which includes, but is not limited to the existing railroad track, the existing railroad bridge, the existing road, the existing highway bridge, and the ground surface. PCCS's shall include visually inspecting and recording all ground surface and structure conditions. Photographs, videotape, and vibration data may be used to assist in documentation.

The PCCS shall include a topographic survey of the project limits, including the ground surface below the water to be impacted by the project. The survey shall provide elevations to a minimum of accuracy of 1/10 tenth of a foot above surface water levels and 1 foot below water surface levels.

Submit a written report to the engineer for each PCCS, detailing the visual and photographic investigation of the structures and topography. This report shall include copies of the photographs, videotape and topographic surveys and discuss any discrepancies and findings.

At a minimum, PCCS's shall be conducted prior to the start of construction activities and upon completion of construction activities.

C.5 Monitoring Plan

A vibration control plan is to be created by the contractor and presented to the engineer a minimum of 30 days prior to any construction. The control plan shall discuss the following items:

1. Summary of the PCCS with established vibration limits.
2. A description of the proposed equipment (vibration monitors, survey equipment, etc.)
3. Vibration monitoring procedure including:
 - a. A phase-by-phase work schedule.
 - b. Monitoring duration for baseline and daily vibration monitoring.
 - c. Proposed locations for vibration monitors for each phase of work.
 - d. An alert system and contingency plan if vibration limits are exceeded.
4. A description of when and how reports will be generated.
5. Obtain the engineer's acceptance seven calendar days before any vibration inducing activity of the project.

C.6 Vibration Monitoring

Vibration monitoring shall comply with COMM 7.63, Instrumentation and COMM 7.64, Control of Adverse Effects.

Vibration monitoring shall be performed by a qualified vibration specialist, subject to the engineer's approval. The qualified vibration specialist shall provide credentials based on industry standards. The vibration specialist shall monitor vibration levels in accordance to SPS 307.64(4) of the Wisconsin Administrative Code Department of Safety and Professional Services and interpret the seismograph records to ensure that the seismograph data shall be effectively utilized in the control of pile driving operations with respect to the existing structures and utilities.

SPS 307.64(4)-2 of the Wisconsin Administrative Code Department of Safety and Professional Services states that the maximum allowable limit on ground vibration for structures not listed in Chapter SPS 307.64(4)-1 shall be established after consulting with the owner of the structure or utility. In no case shall these vibration limits exceed the following criteria:

<u>Structure Type</u>	<u>Maximum Peak Particle Velocity (Inches Per Second)</u>
Reinforced Concrete Structures, Unoccupied	4.0
Steel Structures, Unoccupied	4.0
Buried Utilities	2.0
Wells and Aquifers	2.0
Green Concrete (Less Than 7 Days)	1.0

Given the potential susceptibility of the embankment to liquefaction, ground vibration must be limited to 0.3 PPV at a distance of 25 feet from all activities described in the Wisconsin Administrative Code Department of Safety and Professional Services SPS 307.43, and as outlined in the Recommended Vibration Criteria for Embankment Protection Table below.

Recommended Vibration Criteria For Embankment Protection

Material	Peak Acceleration	Equivalent PPV* (in/sec)		
		15 Hz	40 Hz	60 Hz
Granular Fill	< 0.07 g	< 0.30	< 0.10	< 0.08
Breaker Run	< 0.1 g	< 0.40	< 0.15	< 0.10

*PPV – Peak Particle Velocity

A maximum value for ground accelerations are limited to 0.07 g for granular fill and 0.1 g for breaker run, for the CTH X roadway embankment slope only. Any damage to other existing structures is the responsibility of the contractor.

During all construction activities that have the potential to cause vibrations, a minimum of two vibration monitors must be used at all times. A trigger/alarm system must be established as described in the control plan. All vibration monitors must be equipped with a cellular modem to allow for immediate notification to the construction team.

Along with reporting vibration levels, the following information must be included in all submittals:

1. Identification of vibration monitoring instrument used.
2. Description of contractor's equipment.
3. Name of qualified observer and interpreter.
4. Distance and direction of recording station from vibration-causing area.
5. Type of ground at recording station and material on which the instrument is sitting.
6. Peak particle velocity and principal frequency in each component.
7. A dated and signed copy of records of seismograph readings.
8. If the maximum allowable vibration levels are exceeded, the contractor will halt further vibration-causing work until he documents the operational changes to be used to reduce the next vibration levels to below the acceptable levels.
9. A comparison of measured seismograph readings to maximum allowable readings identified in SPS 307.43 of the Wisconsin Administrative Code Department of Safety and Professional Services or as specified in this Special Provision.

If the recorded vibration data exceeds the allowable levels established in SPS 307.43 of the Wisconsin Administrative Code Department of Safety and Professional Services or as specified in this Special Provision, the contractor will immediately halt all work creating the excessive vibrations until such time that the contractor changes means and methods of operations and can show that acceptable vibration levels will be maintained. If a change of means and methods of operations does not reduce vibrations to an acceptable level and a new piling design or type is deemed necessary, the contractor may propose a solution in accordance with standard spec 104.2.

D Measurement

The department will measure Vibration Monitoring as a lump sum unit of work, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.02	Vibration Monitoring	LS

Payment is full compensation for conducting condition surveys; for an approved vibration monitoring plan, vibration control monitoring and documentation; for adjusting means and methods of pile driving operations; and for repair of any damage resulting from pile driving operations and for furnishing all equipment needed to perform pile driving vibration monitoring.

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:

550.5.2 Piling

Add the following as paragraph three effective with the December 2015 letting:

- (3) The department will not entertain a change order request for a differing site condition under 104.2.2.2 or for a quantity change under 104.2.2.4.3 for the Piling bid items. Instead the department will adjust pay under the Piling Quantity Variation administrative item if the total driven length of each size is less than 85 percent of, or more than 115 percent of the contract quantity as follows:
- | Percent of Contract Length Driven | Pay Adjustment |
|-----------------------------------|--|
| < 85 | (85% contract length - driven length) x 20% unit price |
| > 115 | (driven length - 115% contract length) x 5% unit price |

643.2.1 General

Replace paragraph two with the following effective with the December 2015 letting:

- (2) Use reflective sheeting from the department's approved products list on barricades, drums, and flexible tubular marker posts.

Errata

Make the following corrections to the standard specifications:

641.2.9 Overhead Sign Supports

Correct errata adding back accidentally deleted paragraphs one through three.

- (1) Provide commercially fabricated overhead sign supports conforming to AASHTO design and fabrication standards for structural supports for highway signs, luminaires, and traffic signals. Use a design life of 50 years with a wind importance factor of 1.00. Design to withstand a 3 second gust wind speed of 90 mph. Do not use the methods of appendix C of those AASHTO standards.
- (2) Design structures, listed as applicable structure types in the AASHTO standards, to the fatigue category criteria as follows:
 1. Structures carrying variable message signs:
 - Category I criteria for structures over all roadway types.
 2. Structures carrying type II or III signs:
 - Category I criteria for structures used over highways and free flow ramps.
 - Category II criteria for structures with arms greater than 30 feet used over local roads and city streets.
 - Category III criteria for structures with arms 30 feet or less used over local roads and city streets.
- (3) Use the posted speed limit of the roadway beneath the structure for truck-induced gusts.
- (4) Submit shop drawings identified by structure number, design computations, and material specifications, to the engineer before erecting sign supports. Provide tightening procedures for mast arm or luminaire arm to pole shaft connections on the shop drawings. Have a professional engineer registered in the state of Wisconsin sign, seal, and date the shop drawings and certify that the design conforms to AASHTO standards and the contract.
- (5) Provide steel pole shafts and mast arms zinc coated according to ASTM A123. Provide tapered pole and arm shafts with a minimum taper of 0.14 inch per foot for single-member vertical and single-member horizontal structure components. Provide bolts and other hardware conforming to 641.2.2.

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://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/default.aspx>

(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://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payroll-manual.pdf>

Effective August 2015 letting

BUY AMERICA PROVISION

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

<http://wisconsindot.gov/rdwy/cmm/cm-02-28.pdf>

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://wisconsindot.gov/rdwy/worksheets/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
- II. Payroll Requirements
- III. Postings at the Site of the Work
- IV. Affidavits
- V. Wage Rate Redistribution
- VI. Additional Classifications

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

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

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

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

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

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

II. PAYROLL REQUIREMENTS

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

III. POSTINGS AT THE SITE OF THE WORK

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

- a. "NOTICE TO EMPLOYEES," which provides information required to be posted by the provisions of Section 103.50 of the Wisconsin Statutes.
- b. A copy of the State of Wisconsin Minimum Wages Rates. (Four pages.)
- c. A copy of the contractor's Equal Employment Opportunity Policy.
- d. On any project involving federal aid, in addition to the furnished postings, the contractor shall post a copy of the "Davis-Bacon Act, Minimum Wage Rates". (Three pages.)

IV. WAGE RATE REDISTRIBUTION

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

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

V. ADDITIONAL CLASSIFICATIONS

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

1. The affected employer(s) must make a written request to WisDOT Central Office to utilize the unlisted classification on this project.
2. The request must indicate the scope of the work to be performed by the unlisted classification and must indicate the proposed wage/fringe benefit package that the unlisted classification is to receive.
3. The work to be performed by the unlisted classification must not be performed by a classification that is included in the applicable prevailing wage rate determination.
4. The unlisted classification must be commonly employed in the area where the project is located.
5. The proposed wage/fringe benefit package must bear a reasonable relationship to those set forth in the applicable prevailing wage rate determination.
6. The request should be made prior to the actual performance of the work by the unlisted classification.
7. DWD must approve the use of the unlisted classification and the proposed wage/fringe benefit package. USDOL also must approve the use of the unlisted classification and the proposed wage/fringe benefit package on federal aid projects.
8. WisDOT and DWD may amend the proposed wage/fringe benefit package, as deemed necessary, and may set forth specific employment ratios and scope of work requirements in the approval document.

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

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

**ANNUAL PREVAILING WAGE RATE DETERMINATION
FOR ALL STATE HIGHWAY PROJECTS
CHIPPEWA 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, 2015

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

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

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

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

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

<u>TRADE OR OCCUPATION</u>	<u>HOURLY BASIC RATE OF PAY</u>	<u>HOURLY FRINGE BENEFITS</u>	<u>TOTAL</u>
	\$	\$	\$
Bricklayer, Blocklayer or Stonemason	30.42	18.04	48.46
Carpenter	32.72	16.00	48.72
Future Increase(s): Add \$1.42/hr on 6/1/2015; Add \$1.42/hr on 6/1/2016. 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.			
Cement Finisher	33.95	18.01	51.96
Future Increase(s): 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	30.59	18.37	48.96
Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day.			
Fence Erector	23.73	19.09	42.82
Ironworker	34.65	22.85	57.50
Future Increase(s): Add \$1.50/hr on 5/1/2015. 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 and Christmas Day.			
Line Constructor (Electrical)	39.50	16.81	56.31
Painter	26.65	16.09	42.74
Pavement Marking Operator	28.97	17.70	46.67
Piledriver	33.24	16.00	49.24
Future Increase(s): Add \$1.44/hr on 6/1/2015; Add \$1.44/hr on 6/1/2016. 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.			

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	\$	\$	\$
Roofer or Waterproofer	23.70	10.87	34.57
Teledata Technician or Installer	22.00	0.86	22.86
Tuckpointer, Caulker or Cleaner	34.49	13.96	48.45
Underwater Diver (Except on Great Lakes)	35.40	15.90	51.30
Heavy Equipment Operator - ELECTRICAL LINE CONSTRUCTION ONLY	35.55	15.57	51.12
Light Equipment Operator -ELECTRICAL LINE CONSTRUCTION ONLY	31.60	14.98	46.58
Heavy Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	27.65	13.44	41.09
Light Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	25.68	12.83	38.51
Groundman - ELECTRICAL LINE CONSTRUCTION ONLY	21.75	11.63	33.38

TRUCK DRIVERS

Single Axle or Two Axle	25.18	18.31	43.49
Future Increase(s): Add \$1.15/hr on 6/1/2015. Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day.			
Three or More Axle	25.28	18.31	43.59
Future Increase(s): Add \$1.15/hr on 6/1/2015. 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	30.27	21.15	51.42
Future Increase(s): 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 .			
Pavement Marking Vehicle	23.16	17.90	41.06
Shadow or Pilot Vehicle	24.37	17.77	42.14
Truck Mechanic	24.52	17.77	42.29

LABORERS

General Laborer	30.13	15.14	45.27
Future Increase(s): Add \$1.05/hr eff. 06/01/2015; Add \$1.00/hr eff. 06/01/2016; Add \$1.00/hr eff. 06/01/2017 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	15.59	0.00	15.59
Landscaper	30.13	15.14	45.27
Future Increase(s): Add \$1.05/hr eff. 06/01/2015; Add \$1.00/hr eff. 06/01/2016; Add \$1.00/hr eff. 06/01/2017 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 \$1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination			

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	\$	\$	\$
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	26.76	15.14	41.90
Future Increase(s): Add \$1.05/hr eff. 06/01/2015; Add \$1.00/hr eff. 06/01/2016; Add \$1.00/hr eff. 06/01/2017			
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 \$1.25/hr when the Wisconsin Department of Transportation or responsible governing agency requires that work be performed at night under artificial illumination with traffic control and the work is completed after sunset and before sunrise.			
Fiber Optic Laborer (Outside, Other Than Concrete Encased)	17.00	0.00	17.00
Railroad Track Laborer	15.00	4.95	19.95

HEAVY EQUIPMENT OPERATORS

Crane, Tower Crane, Pedestal Tower or Derrick, With Boom, Leads &/or Jib Lengths Measuring 176 Ft or Over; Crane, Tower Crane, Pedestal Tower or Derrick, With or Without Attachments, With a Lifting Capacity of Over 100 Tons, Self-Erecting Tower Crane With a Lifting Capacity Of Over 4,000 Lbs., Crane With Boom Dollies; Traveling Crane (Bridge Type).	52.90	20.19	73.09
Backhoe (Track Type) Having a Mfr.'s Rated Capacity of 130,000 Lbs. or Over; Caisson Rig; Crane, Tower Crane, Portable Tower, Pedestal Tower or Derrick, With Boom, Leads &/or Jib Lengths Measuring 175 Ft or Under; Crane, Tower Crane, Portable Tower, Pedestal Tower or Derrick, With or Without Attachments, With a Lifting Capacity of 100 Tons or Under, Self-Erecting Tower Crane With A Lifting Capacity Of 4,000 Lbs., & Under; Dredge (NOT Performing Work on the Great Lakes); Licensed Boat Pilot (NOT Performing Work on the Great Lakes); Pile Driver.	37.22	21.15	58.37
Future Increase(s): 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 Track, Rotary or Percussion Drilling Machine &/or Hammers, Blaster; Asphalt Heater, Planer & Scarifier; Asphalt Milling Machine; Asphalt Screed; Automatic Subgrader (Concrete); Backhoe (Track Type) Having a Mfr.'s Rated Capacity of Under 130,000 Lbs., Backhoe (Mini, 15,000 Lbs. & Under); Bituminous (Asphalt) Plant & Paver, Screed; Boatmen (NOT Performing Work on the Great Lakes); Boring Machine (Directional, Horizontal or Vertical); Bridge (Bidwell) Paver; Bulldozer or Endloader; Concrete Batch Plant, Batch Hopper; Concrete Breaker (Large, Auto, Vibratory/Sonic, Manual or Remote); Concrete Bump Cutter, Grinder, Planing or Grooving Machine; Concrete Conveyor System; Concrete Laser/Screed; Concrete Paver (Slipform); Concrete Pump, Concrete Conveyor (Rotec or Bidwell Type); Concrete Slipform Placer Curb & Gutter Machine; Concrete Spreader & Distributor; Crane (Carry Deck, Mini) or Truck Mounted Hydraulic Crane (10 Tons or Under); Crane With a Lifting Capacity of 25 Tons or Under; Forestry Equipment, Timbco, Tree Shear, Tub Grinder, Processor; Gradall (Cruz-Aire Type); Grader or Motor Patrol; Grout Pump; Hydro-Blaster (10,000 PSI or Over); Loading Machine (Conveyor); Material or Stack Hoist; Mechanic or Welder; Milling Machine; Post Hole Digger or Driver; Roller (Over 5 Ton); Scraper (Self Propelled or Tractor Drawn) 5 cu yds or More Capacity; Shoulder Widener; Sideboom; Skid Rig;	36.72	21.15	57.87

<u>TRADE OR OCCUPATION</u>	<u>HOURLY BASIC RATE OF PAY</u>	<u>HOURLY FRINGE BENEFITS</u>	<u>TOTAL</u>
	\$	\$	\$
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 \$1.25/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 .			
Belting, Burlap, Texturing Machine; Broom or Sweeper; Compactor (Self-Propelled or Tractor Mounted, Towed & Light Equipment); Concrete Finishing Machine (Road Type); Environmental Burner; Farm or Industrial Type Tractor; Fireman (Asphalt Plant, Pile Driver & Derrick NOT Performing Work on the Great Lakes); Forklift; Greaser; Hoist (Tugger, Automatic); Jeep Digger; Joint Sawyer (Multiple Blade); Launch (NOT Performing Work on the Great Lakes); Lift Slab Machine; Mechanical Float; Mulcher; Power Subgrader; Robotic Tool Carrier (With or Without Attachments); Roller (Rubber Tire, 5 Ton or Under); Self Propelled Chip Spreader; Shouldering Machine; Skid Steer Loader (With or Without Attachments); Telehandler; Tining or Curing Machine. Future Increase(s): 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 .	36.46	21.15	57.61
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. Future Increase(s): 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 .	36.17	21.15	57.32
Fiber Optic Cable Equipment.	28.89	17.95	46.84

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20151208029PROJECT(S):
8919-03-72FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS

SECTION 0001 Contract Items

0010	201.0105 Clearing	10.000 STA	.	.	.	.
0020	201.0205 Grubbing	10.000 STA	.	.	.	.
0030	203.0500.S Removing Old Structure Over Waterway (station) 01. 150+00	LUMP	LUMP	.	.	.
0040	204.0100 Removing Pavement	4,935.000 SY	.	.	.	.
0050	204.0110 Removing Asphaltic Surface	1,600.000 SY	.	.	.	.
0060	204.0150 Removing Curb & Gutter	12.000 LF	.	.	.	.
0070	205.0100 Excavation Common **p**	3,030.000 CY	.	.	.	.
0080	206.1000 Excavation for Structures Bridges (structure) 01. B-9-280	LUMP	LUMP	.	.	.
0090	209.0100 Backfill Granular	12,610.000 CY	.	.	.	.
0100	210.0100 Backfill Structure	544.000 CY

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
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CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0110	213.0100 Finishing Roadway (project) 01. 8919-03-72	1.000 EACH	.		.	
0120	305.0110 Base Aggregate Dense 3/4-Inch	270.000 TON	.		.	
0130	311.0110 Breaker Run	60,456.000 TON	.		.	
0140	455.0605 Tack Coat	95.000 GAL	.		.	
0150	465.0125 Asphaltic Surface Temporary	315.000 TON	.		.	
0160	502.0100 Concrete Masonry Bridges	960.000 CY	.		.	
0170	502.3200 Protective Surface Treatment	2,134.000 SY	.		.	
0180	503.0146 Prestressed Girder Type I 45W-Inch	1,844.000 LF	.		.	
0190	505.0405 Bar Steel Reinforcement HS Bridges	8,920.000 LB	.		.	
0200	505.0605 Bar Steel Reinforcement HS Coated Bridges	159,220.000 LB	.		.	
0210	506.2605 Bearing Pads Elastomeric Non-Laminated	48.000 EACH	.		.	

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CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0220	506.4000 Steel Diaphragms (structure) 01. B-9-280	28.000 EACH	.		.	
0230	512.0500 Piling Steel Sheet Permanent Delivered	750.000 SF	.		.	
0240	512.0600 Piling Steel Sheet Permanent Driven	750.000 SF	.		.	
0250	513.7020 Railing Steel Type C4 (structure) 01. B-9-280	LUMP	LUMP		.	
0260	516.0500 Rubberized Membrane Waterproofing	32.000 SY	.		.	
0270	550.1100 Piling Steel HP 10-Inch X 42 Lb	1,920.000 LF	.		.	
0280	601.0407 Concrete Curb & Gutter 18-Inch Type D	250.000 LF	.		.	
0290	601.0411 Concrete Curb & Gutter 30-Inch Type D	365.000 LF	.		.	
0300	601.0553 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	12.000 LF	.		.	
0310	602.0405 Concrete Sidewalk 4-Inch	3,238.000 SF	.		.	
0320	602.0415 Concrete Sidewalk 6-Inch	203.000 SF	.		.	

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CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0330	602.0505 Curb Ramp Detectable Warning Field Yellow	48.000 SF	.		.	
0340	603.8000 Concrete Barrier Temporary Precast Delivered	675.000 LF	.		.	
0350	603.8125 Concrete Barrier Temporary Precast Installed	675.000 LF	.		.	
0360	606.0300 Riprap Heavy	6,456.000 CY	.		.	
0370	612.0206 Pipe Underdrain Unperforated 6-Inch	80.000 LF	.		.	
0380	612.0406 Pipe Underdrain Wrapped 6-Inch	158.000 LF	.		.	
0390	614.0150 Anchor Assemblies for Steel Plate Beam Guard	4.000 EACH	.		.	
0400	614.0700 Sand Barrels Arrays	1.000 EACH	.		.	
0410	619.1000 Mobilization	1.000 EACH	.		.	
0420	625.0100 Topsoil	5,860.000 SY	.		.	
0430	627.0200 Mulching	6,705.000 SY	.		.	

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REVISED:

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CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0440	628.1504 Silt Fence	1,300.000	.		.	
		LF				
0450	628.1520 Silt Fence Maintenance	1,300.000	.		.	
		LF				
0460	628.1550 Silt Screen	1,690.000	.		.	
		LF				
0470	628.1905 Mobilizations Erosion Control	3.000	.		.	
		EACH				
0480	628.1910 Mobilizations Emergency Erosion Control	3.000	.		.	
		EACH				
0490	628.2004 Erosion Mat Class I Type B	2,785.000	.		.	
		SY				
0500	629.0205 Fertilizer Type A	4.200	.		.	
		CWT				
0510	630.0120 Seeding Mixture No. 20	180.000	.		.	
		LB				
0520	630.0200 Seeding Temporary	180.000	.		.	
		LB				
0530	642.5001 Field Office Type B	1.000	.		.	
		EACH				
0540	643.0100 Traffic Control (project) 01. 8919-03-72	1.000	.		.	
		EACH				

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CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0550	643.0300 Traffic Control Drums	16,954.000 DAY	.		.	
0560	643.0420 Traffic Control Barricades Type III	2,890.000 DAY	.		.	
0570	643.0500 Traffic Control Flexible Tubular Marker Posts	45.000 EACH	.		.	
0580	643.0600 Traffic Control Flexible Tubular Marker Bases	45.000 EACH	.		.	
0590	643.0705 Traffic Control Warning Lights Type A	5,780.000 DAY	.		.	
0600	643.0715 Traffic Control Warning Lights Type C	6,470.000 DAY	.		.	
0610	643.0900 Traffic Control Signs	2,990.000 DAY	.		.	
0620	643.1050 Traffic Control Signs PCMS	374.000 DAY	.		.	
0630	643.2000 Traffic Control Detour (project) 01. 8919-03-72	1.000 EACH	.		.	
0640	643.3000 Traffic Control Detour Signs	17,170.000 DAY	.		.	
0650	645.0120 Geotextile Fabric Type HR	2,875.000 SY	.		.	

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CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0660	646.0600 Removing Pavement Markings	200.000 LF	.		.	
0670	649.0400 Temporary Pavement Marking Removable Tape 4-Inch	3,400.000 LF	.		.	
0680	650.4500 Construction Staking Subgrade	1,850.000 LF	.		.	
0690	650.5500 Construction Staking Curb Gutter and Curb & Gutter	615.000 LF	.		.	
0700	650.6500 Construction Staking Structure Layout (structure) 01. B-9-280	LUMP	LUMP		.	
0710	650.9910 Construction Staking Supplemental Control (project) 01. 8919-03-72	LUMP	LUMP		.	
0720	650.9920 Construction Staking Slope Stakes	1,850.000 LF	.		.	
0730	690.0150 Sawing Asphalt	170.000 LF	.		.	
0740	690.0250 Sawing Concrete	18.000 LF	.		.	
0750	715.0502 Incentive Strength Concrete Structures	5,766.000 DOL	1.00000		5766.00	

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REVISED:

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N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0760	SPV.0045 Special 01. PCMS Cellular Communications	187.000 DAY	.		.	
0770	SPV.0060 Special 01. Pile Driving Analyzer	6.000 EACH	.		.	
0780	SPV.0090 Special 01. Piling CIP Concrete Delivered And Driven 30 X 0.625 Inch	1,020.000 LF	.		.	
0790	SPV.0090 Special 02. Concrete Curb And Gutter Cure and Seal Treatment	627.000 LF	.		.	
0800	SPV.0105 Special 01. Settlement Monitoring	LUMP	LUMP		.	
0810	SPV.0105 Special 02. Vibration Monitoring	LUMP	LUMP		.	
	SECTION 0001 TOTAL				.	
	TOTAL BID				.	

PLEASE ATTACH SCHEDULE OF ITEMS HERE