HIGHWAY WORK PROPOSAL

Proposal Number: Ø 1

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

COUNTY	STATE PROJECT ID	FEDERAL PROJECT ID	PROJECT DESCRIPTION	HIGHWAY
Rock	1003-10-73		Illinois State Line - Madison Hart Road Bridge B-53-0312	IH 39
Rock	3621-00-76		Hart Road, Town of Turtle CTH S to CTH X	Local Street

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, $ 100,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Due Date: January 12, 2016 Time (Local Time): 9:00 AM	Firm Name, Address, City, State, Zip Code **SAMPLE** **NOT FOR BIDDING PURPOSES**
Contract Completion Time September 30, 2016	
Assigned Disadvantaged Business Enterprise Goal 0%	This contract is exempt from federal oversight.

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

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

Subscribed and sworn to before me this date _____

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

(Bidder Signature)

(Print or Type Bidder Name)

(Bidder Title)

For Department Use Only

Type of Work Grading, embankment, base aggregate dense, HMA pavement, culvert pipe, finishing, removing old bridge, Structure B-53-0312, and traffic control.	
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 Express web site.
2. Use Expedite™ software to enter a unit price for every item in the schedule of items.
3. Submit the bid according to the requirements of Expedite™ software and the Bid Express™ web site. Do not submit a bid on a printout with accompanying diskette or CD ROM or a paper bid. If the bidder does submit a bid on a printout with accompanying diskette or a paper bid in addition to the internet submittal, the department will disregard the internet bid.
4. Submit the bid before the hour and date the Notice to Contractors designates.
5. Do not sign, notarize, and return the bidding proposal described in 102.2 of the standard specifications.

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

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

(1) Download the latest schedule of items from the Wisconsin pages of the Bid Express™ web site reflecting the latest addenda posted on the department's web site at:

http://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

Use Expedite ™ software to prepare and print the schedule of items. Provide a valid amount for all price fields. Follow instructions and review the help screens provided on the Bid Express™ web site to assure that the schedule of items is prepared properly.

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

Bidder

Name

BN00

Proposals: 1, 12, 14, & 22

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

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

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

1. The check code printed on the bottom of the printout of the Expedite™ generated schedule of items is not the same on each page.
2. The check code printed on the printout of the Expedite™ generated schedule of items is not the same as the check code for that proposal provided on the diskette or CD ROM.
3. The diskette or CD ROM is not submitted at the time and place the department designates.

C Waiver of Electronic Submittal

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

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

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

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

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

PROPOSAL BID BOND

Wisconsin Department of Transportation

DT1303 1/2006

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

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

(Signature of Attorney-in-Fact)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

Wisconsin Department of Transportation

DT1305 8/2003

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

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

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

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

(Signature of Authorized Contractor Representative) (Date)

March 2010

LIST OF SUBCONTRACTORS

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

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

Name of Subcontractor	Class of Work	Estimated Value

DECEMBER 2000

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

Instructions for Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Special Provisions

Table of Contents

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1003-10-73, Illinois State Line – Madison, Hart Road Bridge B-53-0312, IH 39 and Project 3621-00-76, Hart Road, Town of Turtle, CTH S to CTH X, Local Street, both projects located in Rock County, Wisconsin as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 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 grading, embankment, base aggregate dense, HMA pavement, culvert pipe, finishing, removing old bridge, Structure B-53-0312 over IH 39, restoration, traffic 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 ten calendar days before the approved start date.

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

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

IH 39/90 is an oversize-overweight (OSOW) route. Maintain access for all OSOW movements during all stages of construction.

Where new HMA pavement matches existing pavement, do not remove the existing asphalt pavement within 300 feet of the match point until the new base aggregate dense left to be placed is within 300 feet of the match point.

Migratory Birds
Swallow and other migratory birds' nests have not been observed on or under the existing bridge, but conditions to support nesting exist. 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.

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

Northern Long-eared Bat (Myotis septentrionalis)
Northern Long-eared Bats (NLEB) have the potential to inhabit the project limits because they roost in trees and structures (bridges, culverts, buildings). Roosts may not have been observed on this project, but conditions to support the species exist. The species and all active roosts are protected by the Federal Endangered Species Act.

In order to avoid adverse impacts upon the NLEBs, no vegetation clearing and grubbing within the identified clearing and grubbing limits will be allowed from June 1 to July 31, both dates inclusive.

If the required clearing and removal is not completed by May 31, the department will suspend all clearing and associated work directly impacted by clearing. The department will issue a notice to proceed with clearing and associated work directly impacted by clearing after consulting with the United States Fish and Wildlife Service (USFWS).

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

Notify the Project Leader 14 days in advance of any work on box culverts or bridges between April 1 and September 30 to allow time for department to complete the Bat Presence Structure Inspection Form.

If bats or evidence of bats are not found during the inspection, construction may proceed.

If bats or evidence of bats are found during the inspection, construction activities affecting the structure's roosting potential must stop until the WisDOT Regional Environmental Coordinator completes consultation with the Wisconsin Department of Natural Resources (WDNR) and/or United States Fish and Wildlife Service (USFWS).

Hart Road

Construction activities summarized below are relevant only to the roadway reconstruction of Hart Road and include work covered under both Projects (1003-10-73 and 3621-00-76). Staging that is specific to the work along and over IH 39/90 is described separately under IH 39/90 and B-53-312. Special coordination for items such as earthwork, embankment, base aggregate, and pavement will need to be sequenced accordingly with the bridge work. Construction operations along Hart Road and adjoining side roads will be performed during the daytime.

Pre-Stage Work and Mobilization

- Mobilization, installation of traffic control devices, and installation of erosion control.

Preliminary Roadway Work

- Removal of miscellaneous roadway items.
- Roadway excavation and grading*.
- Culvert pipe installation.
- Begin placement of base aggregate.
- Place curb and gutter at intersection radii.
- Place salvaged topsoil, begin restoration, install additional erosion control.

* Once the existing asphalt pavement is removed from Hart Road, the contractor must continue operations until full gravel lanes are provided, even if there is no direct construction access across the bridge.

Final Roadway Work

- Complete placement of base aggregate and finish grading when the approach slabs placed under Project 1003-10-73 have cured.
- HMA paving, rumble strips, and shouldering work.
- Final restoration, landscaping, and roadway finishing.

Finishing Work

- Complete roadway finishing.
- Install permanent signing and pavement markings.
- Remove traffic control devices.

IH 39/90 and B-53-312

Construction activities summarized below are relevant only to the bridge replacement over IH 39/90 and improvements necessary to provide traffic staging along IH 39/90.

Stage 1 Construction

- Mill existing rumble strips and place HMA pavement along northbound and southbound outside shoulders. Place temporary pavement markings for subsequent staging. This work shall be completed at night.

Stage 2 Construction

- The northbound lanes will be widened into the median for future traffic staging. Remove existing pavement markings and place temporary pavement marking along northbound. This work shall be completed at night.

Stage 3 Construction

- Place pavement markings for the northbound lanes. Place northbound and southbound concrete barrier temporary precast along the median shoulders. Remove bullnose and beam guard system in the median. Remove the existing deck and parapets over both the northbound and southbound inside lanes and median. This work shall be completed at night.

Stage 4 Construction

- Place temporary pavement marking along the northbound and southbound median shoulders. Remove the existing deck and parapets over both the northbound and southbound outside lanes. This work shall be completed at night.

Stage 5 Construction

- Remove the existing concrete girders of span 2 and span 3 over the northbound and southbound lanes. This work shall be completed at night.

Stage 6 Construction

- Remove the existing median pier and footing and install temporary shoring. The work can be completed during the day or night, although equipment and material delivery to and from the work zone along IH 39/90 will be limited to night only.

Stage 7 Construction

- Remove the existing deck, parapets, and girders over span 1 and span 4, the outside piers, footings, and the abutments. Place HMA pavement for shoulder repair. Place concrete barrier temporary precast along northbound and southbound outside shoulders. This work shall be completed at night.

Stage 8 Construction

- Construct new median pier and abutments. Remove temporary shoring. The work can be completed during the day or night, although equipment and material delivery to and from the work zone along IH 39/90 will be limited to night only.

Stage 9 Construction

- Install concrete girders over the northbound and southbound lanes. This work shall be completed at night.

Stage 10 Construction

- Form deck over both the northbound and southbound inside lanes and median. This work shall be completed at night.

Stage 11 Construction

- Form deck over both the northbound and southbound outside lanes. This work shall be completed at night.

Stage 12 Construction

- Place steel and pour concrete bridge deck over both the northbound and southbound lanes. This work can be completed during the day.

Stage 13 Construction

- Remove deck forms and falsework over both the northbound and southbound inside lanes and median. Form parapets over the inside lanes and median. This work shall be completed at night.

Stage 14 Construction

- Remove deck forms and falsework over both the northbound and southbound outside lanes. Form parapets over the outside lanes. Pour parapets for the entire structure. Remove parapet forms. This work shall be completed at night.

Stage 15 Construction

- Form and pour structural approach slabs and concrete bridge approaches, install bullnose terminals, grade median, install fence and access gates, and slope paving at the abutments. The work can be completed during the day or night, although equipment and material delivery to and from the work zone along IH 39/90 shall be limited to night only.
- Concrete staining abutments and superstructure over the outside lanes (Stage 15A) and concrete staining pier and superstructure over the inside lanes and median (Stage 15B). Remove concrete barrier temporary precast. This work shall be completed at night.
- Finishing items including final pavement marking and removal of traffic control along IH 39/90.

Contractor Coordination

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

Hold progress meetings once per week. The meeting shall include the engineer and at least one member of the IH 39 Corridor Management Team. The contractor's superintendent or designated representative and subcontractor's representatives for ongoing subcontract work or subcontractor work expected to begin within the next two weeks are to attend and provide a written schedule of the next week(s)' operations. Include begin and end dates or specific prime and subcontractor work operations including lane closures and traffic switches. Invite utilities, local officials and public works officials, and Rock County Sheriff representatives to attend the progress meetings. Agenda items at the meeting will include review of the contractor's schedule and subcontractor's schedule, utility conflicts and relocation schedule, evaluation of progress and pay items, and making revisions, if necessary. Plans and specifications for upcoming work will be reviewed to prevent potential problems or conflicts between contractors.

Work Restrictions
Do not close traffic lanes on IH 39/90 outside of allowed time periods specified in the Traffic article of these special provisions. Assessments per the Lane Rental Fee Assessment article will be charged for lane closures outside the allowed time periods.

Do not install or remove bridge deck falsework over live lanes of traffic. See the Traffic article of these special provisions for the allowed lane closure time periods.

Fifteen minute rolling closures will be allowed for Project 1003-10-73 during Stage 5 and Stage 9 on IH 39/90 during the times specified in the Traffic article of these special provisions.

4. Traffic.

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

Accomplish the construction sequence, including the associated traffic control as detailed in the Traffic Control plan sheets and as described herein.

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

Construction traffic shall not exit the work zone between traffic control drums set for a lane closure.

IH 39/90 shall remain open to through traffic at all times for the duration of the project except where noted below and in the Prosecution and Progress article of these special provisions.

Hart Road shall be closed to through traffic for the duration of the project.

Maintain traffic on IH 39 roadways as shown on the plans and described below:

Traffic operations during all stages
Maintain two lanes of traffic in each direction at all times on IH 39/90 **.
Maintain traffic on ramps at all times.
Maintain a minimum lane width of 12-feet on IH 39/90 (16-foot minimum clear width when restricted to one lane).
** *Lane closures allowed as specified herein.*

Traffic restrictions during Stage 1
Nighttime lane closures are required. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 2
Nighttime lane closures are required. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 3
Nighttime lane closures are required. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 4
Nighttime lanes closures are required. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 5
Nighttime lane closures are required. Rolling closures of IH 39/90 northbound and southbound will be allowed for a maximum of 15 minutes. All vehicle backups shall be allowed to clear the project area prior to setting up the next rolling closure. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 6
Nighttime lane closures are required for delivery and removal of equipment and materials to and from the work zone. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 7
Nighttime lane closures are required. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 8
Nighttime lane closures are required for delivery and removal of equipment and materials to and from the work zone. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 9
Nighttime lane closures are required. Rolling closures of IH 39/90 northbound and southbound will be allowed for a maximum of 15 minutes. All vehicle backups shall be allowed to clear the project area prior to setting up the next rolling closure. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 10
Nighttime lane closures are required. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 11
Nighttime lane closures are required. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 12
Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound.

Traffic restrictions during Stage 13
Nighttime lane closures are required. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 14
Nighttime lane closures are required. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Traffic restrictions during Stage 15
Nighttime lane closures are required for delivery and removal of equipment and materials to and from the work zone and for construction activities associated with Stage 15A and Stage 15B. One lane of traffic shall be maintained on IH 39/90 northbound and southbound for nighttime operations. Two lanes of traffic shall be maintained on IH 39/90 northbound and southbound during daytime operations.

Use drums, barricades, and arrow boards to direct vehicular traffic in the work zone and to protect and delineate hazards such as open excavations and abrupt drop-offs.

Place roadway signing and roadway temporary pavement marking as detailed in the plans and in conformance to the Manual on Uniform Traffic Control Devices (MUTCD), latest edition. Traffic control shall be completely in place before traffic is switched, or as directed by the engineer.

Any traffic control device that is hit or moved out of place shall be replaced in the proper location within one hour of the engineer notifying the contractor of the problem.

Do not deliver or store materials and equipment within open travel lanes or open side roads during any stage of construction. Conduct operations in a manner that will cause the least interference to traffic.

At the end of each nighttime working operation, provide a foreslope (6:1 or flatter) behind the traffic control drums at the existing edge of pavement after excavation and prior to paving.

Coordinate with the State Patrol through Jeff Gustafson of the Wisconsin Department of Transportation Madison Office at (608) 516-6400 or jeffrey.gustafson@dot.wi.gov.

Definitions
The following definitions apply to this contract:

IH 39/90 Night Time Work Hours

DAY OF THE WEEK	PERMITTED LANE CLOSURE TIMES
Monday – Thursday	12:00 AM - 5:00 AM; 9:00 PM - 11:59 PM
Friday	12:00 AM - 5:00 AM; 10:00 PM - 11:59 PM
Saturday	12:00 AM - 7:00 AM; 9:00 PM - 11:59 PM
Sunday	12:00 AM - 7:00 AM; 10:00 PM - 11:59 PM

DAY OF THE WEEK	FULL CLOSURE/ROLLING CLOSURE TIMES
Monday – Thursday	12:00 AM - 5:00 AM; 11:00 PM - 11:59 PM
Friday	12:00 AM - 5:00 AM
Saturday – Sunday	12:00 AM - 5:00 AM; 11:00 PM - 11:59 PM

The times listed above include setup and breakdown of any equipment and traffic control devices

Lane and Shoulder Closures
Shoulder closures on this project are allowed with the exception of southbound IH 39/90 on Sundays from 12:00 PM – 7:00 PM and both northbound and southbound on Fridays from 4:00 PM – 6:00 PM.

Lane closures are required where discussed above under the stages of construction.

Request approval from the engineer for all lane closures according to the Wisconsin Lane Closure System Advanced Notification section in this article of the special provisions. Include justification for the lane closure and the anticipated duration in the request. A

request does not constitute approval. Terminate single lane closures according to the times previously established in this article. Failure to obtain approval or reopen closed lanes at the required time shall be subject to assessments per the Lane Rental Fee Assessment article of these special provisions.

Shoulders may be closed if required by the work operation, but the right and left shoulder may not be closed in the same area at the same time, nor a right or left shoulder concurrently with an opposite side lane closure.

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

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

Rolling Closures

During Stage 5, arrange for two nights of rolling closures and, during Stage 9, arrange for four nights of rolling lane closures. The rolling closures will be allowed a maximum of 15 minutes. This will involve stopping freeway traffic for a brief period and then allowing it to proceed behind a line of state patrol cars that will coordinate the procession with the construction crew at the site. The time for these stoppages shall be according to the permitted full closure/rolling closure times listed in the table in this article with the exception of holiday work restrictions.

Contractor operations shall not require state patrol cars to stop IH 39/90 traffic for more than the time described above. The department will allow this procedure for no more than the time specified above. The necessary flag persons, advanced signing, and law enforcement personnel are required to be on site prior to and during this operation. Make arrangements for implementing the rolling closures on IH 39/90 through Jeff Gustafson at the Southwest Region Madison Office at (608) 516-6400, with the Southwest Region Office of the Wisconsin State Patrol and the Rock County Sheriff's department at least 10 days prior to any stoppage.

Failure to reopen the roadway at the required times shall be subject to assessments per the Lane Rental Fee Assessment article of these special provisions.

Place Traffic Control Signs Portable Changeable Message for all lane and roadway closures as on the plans at least seven days prior to the lane or roadway closure.

Local Traffic Access to Project

Maintain local traffic access during the construction Hart Road. Stage construction activities as required to maintain local traffic access.

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

- Number of Lanes: One lane
- Lane Width: Minimum of 11 foot width

Property Access

Maintain access to properties along the project for local residents, businesses, and emergency vehicles. Access must be maintained at all times at the intersections of Hart Road and Suburban Drive, Hart Road and Lathers Road, and Hart Road and Clinic Road in order to serve the adjacent residential neighborhoods. Access must be maintained at all times along Hart Road from Butterfly Road to IH 43 to allow Town of Turtle Fire Department access within their district situated south of IH 43. Access to all driveways and parking lots where alternative access is not available shall remain open at all times, except when it is absolutely necessary to close them. Construction shall be staged to maintain driveway access. Keep business entrances open by partial driveway construction or by closing only one access at a time for properties with multiple driveways. Construct temporary commercial entrances including a crushed aggregate surface within 24 hours of removal.

Inform all adjacent property owners two working days prior to closing their access(es). Maintaining property access as described above is considered incidental to the Traffic Control Surveillance and Maintenance (Project 1003-10-73) and Traffic Control Surveillance and Maintenance (Project 3621-00-76) bid items.

Advance Notification

Notify the organizations below 48 hours in advance of the start of work, closures of existing roads, and prior to traffic control changes. Notifications must be given by 4:00 PM on Thursday for such work to be done on the following Monday.

Town of Turtle Police Department
William Brewer
(608) 676-4998

Town of Turtle Fire Department
Ron Splan
(608) 289-8093

City of Beloit
Brian Becker
(608) 757-5012

Clear Zone Working Restrictions (IH 39/90)

Do not leave any slopes steeper than 3:1 within the clear zone or any drop offs at the edge of the traveled way greater than 2 inches which are not protected by temporary precast barrier. The clear zone for IH 39/90 is 34 feet.

Do not perform heavy equipment work in the median or adjacent to the shoulder at any time unless protected by concrete barrier in both directions except during night work with allowed lane closures.

Store materials or park equipment a minimum of 34-feet from the edge of the IH 39/90 traveled way. Equipment may be parked in the median if it is protected by concrete barrier.

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

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

Wisconsin Lane Closure System Advanced Notification
Provide the following minimum advance notification to the engineer for incorporation in the Wisconsin Lane Closure System (LCS).

CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

Closure type with height, weight, or width restrictions (available width, all lanes in one direction ≤16')	MINIMUM NOTIFICATION
Lane and shoulder closures	14 calendar days
Full roadway closures	14 calendar days
System and service ramp closures	14 calendar days
Full system and service ramp closures	14 calendar days
Detours	14 calendar days

Closure type without height, weight, or width restrictions (available width, all lanes in one direction >16')	MINIMUM NOTIFICATION
Lane and shoulder closures	3 business days
System and service ramp closures	3 business days
Modifying all closure types	3 business days

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

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

For all freeway closures, a maximum of one lane or one shoulder may be closed at any one time at a specific location.

Coordinate with the State Patrol through Jeff Gustafson of the Wisconsin Department of Transportation Madison Office at (608) 516-6400 or jeffrey.gustafson@dot.wi.gov.

Portable Intelligent Transportation System
The department will supply and operate an intelligent transportation system during the construction of this project. The ITS system will consist of portable video surveillance system and portable changeable message signs. These portable units will be parked inside and outside the construction limits to help assist law enforcement and the department with monitoring traffic conditions during the construction activities.

The department will coordinate the placement of these devices with the contractor. Accommodate the placement of these devices within the project. The general accommodations include an area to park the devices out of the clear zone but still visible to traffic and access to and from the devices. Contact the Southwest Region Traffic Section, Graham Heitz at (608) 246-5362 for specific details regarding the intelligent transportation system.

Protection of Bridge Pier Columns
Bridge pier columns are to remain protected at all times throughout construction.

Construction Access
Restrict work on IH 39/90 within closed shoulders or lanes as allowed by the plans or engineer. Provide and utilize temporary deceleration and acceleration lanes to/from the work zones. Construction of the temporary lanes shall be incidental to other items of work. All construction access is subject to approval of the engineer.

Construction traffic cannot travel counter-directional adjacent to IH 39/90 traffic except behind temporary concrete barrier.

General Access
U-Turns at existing maintenance crossovers or temporary crossovers between IH 39/90 northbound and southbound shall be allowed when lane closures are in place for inside northbound and southbound passing lanes.

Construction operations affecting the traveling public's safety on IH 39/90 will not be allowed during snow and ice conditions, or any other adverse weather conditions, unless approved by the engineer.

Delivery of equipment to IH 39/90 requiring the use of a semi-tractor and trailer shall only occur during those hours identified as nighttime work periods.

5. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying IH 39/90 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 Tuesday, July 5, 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 comes under the provision of Administrative Rule Trans 220.
107-065 (20080501)

There are underground and overhead facilities located within the project limits. Locations of existing utilities are as shown on the construction plans. There are utility adjustments required for the construction project noted below. Coordinate construction activities with a call to Diggers Hotline or by directly calling the utilities which have facilities in the area as required per statutes. Use caution to ensure the integrity of underground facilities.

Alliant Energy Electric has underground and overhead electric facilities within the project limits at the following locations:

There is an overhead electric line located along the south side of Hart Road from Station 82+00'HR' to 151+75'HR', crossing both IH 39/90 and Lathers Road. The overhead electric along the south side of Hart Road comes to a tee at Station 151+75'HR' where it crosses Hart Road to the north and also continues south along the east side of Lathers Road. The overhead electric line also has services that cross Hart Road at Station 84+55'HR'; Station 92+75'HR'; Station 106+00'HR'; and Station 125+75'HR'. The overhead electric line on Lathers Road is located on the east side of Lathers Road from Station 35+00'LA' to Station 53+25'LA' where it crosses Lathers Road and continues north on the west side of Lathers Road.

New overhead electric will be placed along the south side of Hart Road from Station 82+41'HR' to Station 152+92'HR' and along the east side of Lathers Road from Station 38+10'LA' to Station 53+30'LA'. New poles will be placed along Hart Road and Lathers Road at locations identified below:

Station ('HR')	Offset
84+63	44' RT
86+81	43' RT
88+78	43.5' RT
90+75	43' RT
92+72	43' RT
94+84	44.5' RT
96+95	44.5' RT
99+17	44' RT
101+37	44' RT
103+62	43.5' RT
105+85	43.5' RT
108+07	45' RT
109+91	43' RT
111+85	40.75' RT
111+92	40' LT
114+20	70' RT
116+55	99' RT
118+86	128' RT
121+37	129' RT
123+32	115' RT
124+79	108' LT
125+27	99' RT
126+92	92' LT
127+22	84' RT
129+02	75' LT
129+19	67' RT
131+16	75' LT
131+16	51' RT
133+10	49' RT
135+03	45' RT
137+00	46' RT
138+87	44' RT
140+72	46' RT
142+90	46' RT
145+08	46' RT
147+27	46' RT
147+29	43' LT
149+57	62' RT
152+92	78' RT

Station ('LA')	Offset
39+98	43' RT
41+77	53' RT
43+87	52' RT
45+61	51' RT
47+32	51' RT
51+10	45' RT

There are underground electrical services that cross Hart Road at Station 101+10'HR' and Station 103+45 which will be replaced with a buried crossing at Station 103+62'HR'. Minimum depths of 42" for the crossing under Hart Road and 30" depth beyond the roadway to the north of Hart Road.

Utility adjustments are anticipated to begin in late fall 2015 and will take three months to complete. Final relocation will be completed prior to the start of construction in March 2016.

The field contact is:

Jason Hogan
Suite 1000
4902 N. Biltmore Ln.
Madison, WI 53718
(608) 458-4871
jasonhogan@alliantenergy.com

Alliant Energy Gas has underground gas facilities within the project limits at the following locations:

There is a 12-inch steel gas main along the south side of Hart Road from Station 82+00'HR' to 150+90'HR' including a crossing in a steel casing under IH 39/90. New 12-inch steel gas main will be placed from the west side of CTH S to Station 132+00'HR' where it will tie into the existing facility. This 12-inch main will be located 10 feet south of the proposed right-of-way from Station 82+00'HR' to Station 93+00'HR', taper down to 5 feet south of the proposed right-of-way at Station 96+00'HR' and continue at 5 feet south of the right-of-way to Station 111+75'HR'. The relocated facilities will have a variable offset within the right-of-way from Station 111+75'HR' to Station 126+00'HR', and then continue easterly to Station 132+00'HR' at 12 feet within the proposed right-of-way. A 4-inch plastic gas main will also be placed from the west side of CTH S to Station 93+00'HR' and it will be located 5 feet south of the proposed right-of-way. WP&L is pursuing an easement between CTH S and IH 39/90 for the new main(s) and will shift into the right-of-way if unable to procure. 12-inch steel main will also tie into the existing main at Station 148+00'HR' and continue along the south side of Hart Road at a variable distance within the right-of-way to Station 150+50'HR' where it turns north, crosses Hart Road, and continues along the west side of Lathers Road to a proposed valve station near 51+00'LA'. A 10-inch steel gas main is located along the east

right-of-way for IH 39/90 and crosses Hart Road in a 16-inch steel casing at Station 121+30'HR'. This main will be moved east within the proposed right-of-way at a distance to be determined which will provide adequate lateral offset from bridge piling installation. A 4-inch steel gas main along the east side of Lathers Road will be replaced with a 6-inch steel main from Station 40+25'LA' to Station 48+50'LA' and will be located 10 feet within the right-of-way. The new 6-inch main will cross Lathers Road at Station 48+50'LA', continue northwesterly at 10 feet within the right-of-way to Station 150+50'HR', cross Hart Road, and continue north along to a proposed valve station at Station 51+00'LA'. There is a 2-inch gas service crossing Hart Road at Station 88+60'HR', and various other gas services crossing Hart Road at 92+75'HR', 102+55'HR', 104+25'HR', 105+85'HR', 124+75'HR', 126+75'HR', and Station 48+15'LA', all of which will be replaced in kind. Depths for all new gas mains will be approximately 30" - 36".

Utility adjustments are anticipated to begin in late fall 2015 and will take three months to complete. Final relocation will be completed prior to the start of construction in March 2016.

The field contact is:

Jason Hogan
Suite 1000
4902 N. Biltmore Ln.
Madison, WI 53718
(608) 458-4871
jasonhogan@alliantenergy.com

ANR Pipeline Company has underground gas facilities within the project limits at the following locations:

There are three parallel high pressure gas pipelines that cross Hart Road between Station 141+00'HR' and 142+00'HR'. These are cased crossings with above ground casing vents on the north and south sides of Hart Road.

Relocation of the pipelines is not required, however a total of 6 above ground vents will be moved 20 feet outward from the road.

ANR will need to be contacted in advance to have personnel on site to protect their facilities if Excavation Below Subgrade is required in the vicinity of their pipelines.

Utility adjustments will take two to three days to complete and are anticipated to begin and be completed in the fall of 2015.

The field contact is:

Lawrence Huber
W3925 Pipeline Ln
Eden, WI 53019
(920) 477-2235
lawrence_huber@transcanada.com

AT&T Wisconsin has underground and overhead facilities within the project limits at the following locations:

There is a buried fiber optic cable in the same trench as a 50 pair telephone cable, as well as a 600 pair telephone cable along the east side of CTH S and crossing Hart Road at the intersection of Hart Road and CTH S. Pot holing profiles indicate that the depths of these facilities should not conflict with the proposed construction but care should be taken while working in this area.

An aerial 50 pair telephone cable is located along the south side of Hart Road on WP&L power poles from Station 84+50'HR' to Station 112+00'HR' and a buried 50 pair telephone cable along the north side of Hart Road from Station 91+25'HR' to Station 92+75'HR'. The buried 50 pair at this location will be retired. The aerial 50 pair telephone cable will be removed by AT&T prior to construction and will be replaced by a new 25 pair buried cable beginning at a pedestal at Station 84+50'HR' on the south side of Hart Road, continuing to the north crossing Hart Road, and proceeding easterly along Hart Road at 1-foot within the proposed right-of-way to Station 103+50'HR'.

There is a buried 25 pair telephone cable along the north side of Hart Road from Station 126+00'HR' to 127+50'HR' and crosses beneath Hart Road at Station 127+50'HR' and continues along the south side of Hart Road to Station 151+75'HR' where it crosses Lathers Road. There is a service crossing Hart Road at Station 144+75'HR'. A buried 100 pair cable is located along the east side of Lathers Road from Station 35+50'LA' to Station 53+00'HR'. The buried 25 pair cable, service, and buried 100 pair cable at the locations described above will be retired. A new 25 pair buried cable will be placed along the north side of Hart Road, 1-foot within the proposed right-of-way beginning at a pedestal at Station 125+00'HR' where it continues easterly to Station 151+00'HR', crosses Lathers Road, and ends at a pedestal at Station 53+00'LA'. A new 100 pair buried cable will be placed along the east side of Lathers Road, 1-foot within the proposed right-of-way, beginning at a pedestal at Station 35+50'LA', crossing Hart Road, and ending at a pedestal at Station 53+00'LA'.

Relocations will begin in the fall of 2015 and is expected to take three to four weeks for completion. All utility relocations will be completed prior to construction beginning in March 2016. AT&T requires a five business day notification for any conflicts.

The field contact is:

Carol Anason
316 W. Washington Ave.
Madison, WI 53703
(608) 252-2385
Ca2624@att.com

Charter Communications has underground and overhead facilities within the project limits at the following locations:

There is an aerial Coax/Fibel along the south side of Hart Road on existing WP&L poles from Station 82+00'HR' to 151'+75'HR' crossing both IH 39/90 and Lathers Road. At Station 151+75'HR' the aerial coax/fiber continues to the north, crossing Hart Road, and to the south along the east side of Lathers Road on existing WP&L poles.

There is an abandoned buried fiber optic cable along the north side of Hart Road from Station 151+75'HR' to the end of the project.

Charter Communication facilities will be relocated in conjunction with WP&L at locations as noted above. Relocation will take three to four weeks and will begin when WP&L has new poles placed and secured. Relocation is anticipated to begin in the fall of 2015 and be completed prior to construction beginning in March 2016.

The field contact is:

Brandon Storm
2701 Daniels St.
Madison, WI 53718
(608) 274-3822
brandon.storm@charter.com

7. Lane Rental Fee Assessment.

A Description

This special provision describes Lane Rental Fee Assessment to enforce compliance of lane restrictions and discourage unnecessary closures.

A.1 General

The contract designates some lane closures to perform the work. No Lane Rental Fee Assessments will be charged for closing lanes during the designated working hours. If a lane is closed outside of the designated working hours, the contractor will be subject to Lane Rental Fee Assessments. If a lane is obstructed at any time due to contractor operations, it is considered a closure. The designated lane closure times are located in the Traffic article.

If the contractor closes lanes of traffic prior to or fails to open lanes of traffic by the specified times, then a reduction based upon 15-minute increments will be assessed to the contractor. The total reductions assessed to the contractor will be cumulative based on

15-minute increments and will be the summation of separate reductions for each traffic lane and each direction of traffic in violation.

The contractor shall submit the dates of the proposed lane, ramp, and roadway restrictions to the engineer as part of the progress schedule. The contractor will coordinate lane, ramp, and roadway closures with any concurrent operations on adjacent roadways within 3 miles of the project.

If other projects are in the vicinity of this project, the contractor shall coordinate lane closures to run concurrent with lane closures on adjacent projects when possible. When lane closures on adjacent projects extend into the limits of this project, Lane Rental Fee Assessments will only occur if the closure facilitates work under this contract.

A.2 Lane Rental Fee Assessment

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

$10,000 per hour per lane, broken into 15 minute increments

The total reduction from monies due to the contractor shall be the summation of the separate reductions for each work restriction violation.

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

Lane Rental Fee Assessments will be made based on the applicable rate for any and all closures whether work is being performed or not. The engineer, or designated representative, will be the sole authority in determining time period length for the Lane Rental Fee Assessment.

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

B (Vacant)

C (Vacant)

D Measurement

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

Lane Rental Fee Assessment will be in effect from the time of the Notice to Proceed until the department issues final acceptance.

E (Vacant)

8. Other Contracts.

Project 1003-10-77, IH 39 Temporary Widening (CTH S to STH 11) may be an advanced project anticipated to start May 2, 2016, with an anticipated completion date of September 1, 2016. The project begins 0.4 miles north of Hart Road and proceeds further to the north. Traffic control shall be coordinated between the projects for the staging of the structure replacement.

Project 1003-10-78, IH 39 Temporary Widening (Stateline Road to CTH S) may be an advanced project anticipated to start May 2, 2016, with an anticipated completion date of September 1, 2016. The project extends along IH 39/90 from 3.6 miles south of Hart Road to 0.4 miles north of Hart Road, with a 700-foot gap at Hart Road. Traffic control shall be coordinated between the projects for the staging of the structure replacement.

Project 5989-05-71, Inman Parkway Extension, City of Beloit has an anticipated start date of June 1, 2015 and an anticipated completion date in June 2016, and is located approximately ½ mile north of this project.

9. Contract Award and Execution.

Supplement standard spec 103 as follows:

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

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

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

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

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

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

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

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

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

Subcontractors

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

Permanent Material Suppliers

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

Quality Control (where applicable)

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

Organization Chart

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

Work Rules

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

Maintenance of Traffic

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

Construction

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

103.9.2.2 Cost Reduction Incentives and Submittals

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

Cost Reduction Incentives

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

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

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

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

Submittals

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

1. Review the project special provisions.

2. Categorize submittals into functional areas including but not limited to:
    - MSE Retaining Walls
    - Temporary Shoring
    - Falsework and Formwork
    - Girder Shop Drawings
    - Steel Transportation, Delivery, and Erection
    - Structure Demolition Plans

- Pile Hammers and High Capacity Piling
- Concrete/ Asphalt
- Materials
- ITS / Lighting
- Traffic Signals
- Sanitary Sewer and Water
- Permits

3. Develop a schedule for submittals.

103.9.2.3 Utility Coordination

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

1. At a minimum, the following key personnel will attend the Utility Coordination Meeting.
   - Department's Utility Coordinator
   - Contractor's Project Manager, Foreman, Supervisor
   - Designer Team's Utility Coordinator
   - Key Utility Company Representative(s)

2. At a minimum, the Utility Coordination Meeting will include a review of the following:
   - Summary of all required utility relocations on the project
   - Special provisions addressing utility work
   - Sharing of contact information
   - Scheduling of work for utility relocation(s) including critical milestones and staging for the work
   - Contractor's work schedule and anticipated conflicts with the utility's construction schedule.

103.9.2.4 Baseline CPM Scheduling

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

103.9.2.5 Work Force Opportunities

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

1. Review contractor hiring processes for general labor positions.

2. Review and listen to presentation provided by TrANS providers regarding the training program including details regarding how contractors can hire TrANS graduates.

3. Review TrANS graduate availability for working on project.

4. Meet one-on-one for at least two minutes with each TrANS graduate in attendance at the meeting.

10. Erosion Control.

Supplement standard spec 107.20 with the following:

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

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

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

11. Notice to Contractor – Construction Safety.

Description
This specification describes minimum occupational safety and health requirements for the prime contractor and their subcontractors performing work on this project. The fundamental objective of these requirements is to eliminate construction related injuries and incidents so that their associated impacts to workers and the public, budgets and schedules are avoided or minimized.

Definitions
Certified Crane Operator. To be certified a crane operator one must pass both written and practical tests offered by a nationally accredited testing organization, such as the National Commission for the Certification of Crane Operators (NCCCO) or the Operating Engineers Certification Program (OECP).

Competent Person. One who is capable of identifying existing and predictable hazards in the surroundings or working conditions which are unsanitary, hazardous, or dangerous to employees, and who has authorization to take prompt corrective measures to eliminate them.

Critical Lift. A critical lift applies to, but is not limited to the following: any crane lift or hoisting operation that exceeds 75 percent of the rated capacity of the crane, requires the use of more than one crane or hoisting device, involves barge-mounted cranes, where the center of gravity could change, lifts where existing outriggers cannot be fully extended due to site constraints, lifts involving multiple lift rigging assemblies or other non-routine/difficult rigging arrangements.

Project Safety Officer (PSO). The person or persons designated by the department to coordinate implementation of a construction safety management system, including risk assessment, training, evaluating effectiveness, corrective/preventive action, and management review.

Qualified Person. One who, by possession of a recognized degree, certificate, or professional standing, or who by extensive knowledge, training and experience, has successfully demonstrated his/her ability to solve or resolve problems relating to the subject matter, the work, or the project.

Safety Representative (SR). A person designated by the contractor to develop and implement the company's health and safety plan, assess job hazards, and identify and carry out corrective and preventive actions.

General Requirements

Notify the department immediately of any agency compliance inspections, including but not limited to the Occupational Safety and Health Administration (OSHA).

Report all project-related fatalities and OSHA-recordable injuries and illnesses that result in inpatient hospitalizations within 8 hours to the Project Safety Officer (PSO). Report all other project-related OSHA-recordable injuries and illnesses monthly to the PSO.

Safety Representative Requirements

Provide at least one Safety Representative (SR). Each SR shall perform inspections, safety observations and other safety-related duties on-site on a weekly basis, at a minimum. Provide an alternate SR in the event of illness or other unforeseen circumstances.

Each SR and alternate SR shall have training, knowledge and experience in construction safety and health, including but not limited to a current OSHA 10-hour Occupational Safety and Health Training Course in Construction Safety and Health. Provide evidence of SR certifications, qualifications and training to the PSO.

Each SR and alternate SR shall attend a 2-hour Construction Safety Awareness Training provided by the department at the beginning of the project and at least once every two years. The SR shall communicate and distribute materials provided in the 2-hour Construction Safety Awareness Training to their site workers prior to starting site construction activities.

Requirements for Construction Health and Safety Programs
In addition to implementing programs to meet the requirements of OSHA Construction Safety and Health standards, develop a written safety plan for the work to be performed. Note: General guidance is provided in Section 1-35.1.2 of the Construction and Materials Manual.

Traffic Control and Vehicle Collision Prevention/Risk Reduction
All vehicles and mobile equipment shall use high-intensity rotating, flashing, oscillating, or strobe lights according to Section 6G.02 of the Manual of Uniform Traffic Control Devices (FHWA, 2009).

Provide crash cushions or truck (or trailer)-mounted attenuators (TMAs) on shadow vehicles to protect workers, vehicles, and mobile equipment from vehicle collisions according to the Manual of Uniform Traffic Control Devices (FHWA, 2009, Section 6F.86). Coordinate with the engineer at least 72 hours before placing a TMA in service.

Personal Protective Equipment (PPE)
Minimum Requirement Personal Protective Equipment (PPE) to be worn in Construction Work Areas:

ASTM F2413-11 safety-toed boots rated for impact and puncture resistance (PR) shall be worn.

ANSI Z-87+ impact-resistant safety glasses with sideshields shall be worn. Requirements for faceshields, goggles, welding shades, etc. shall be determined by the SR.

ANSI Z-89.1 Class G or E hard hats where there is potential for impact or injury to the head.

Daytime Work: ANSI/ISEA 107-2004 Class 2 or 3 high visibility vests at all times and Type E pants for flaggers and other personnel working on the traffic side of concrete barriers (yellow/lime).

Nighttime Work: ANSI/ISEA 107-2004 Class 2 or 3 retro-reflective safety vests (yellow/lime) and Type E pants (Type 3 ensemble) and a hard-hat-mounted LED light ("miner's lamp").

Hearing protection shall be used, if the work site noise exceeds 90 decibels (dBA), as 8-hour average exposure measurements. [29 CFR 1926.52 and .101]

Walking and Working Surfaces
Keep all accessible work areas and passageways free from debris, obstructions and other slip, trip and fall hazards.

Excessive Driving Hours/Extended Work Shifts
Distribute a one-page handout to each truck driver accessing the work zone to increase their awareness of hazards related to extended work shifts. The department will make the handout available electronically.

Cranes and Hoists.
Ensure that all crane operators have been certified by the National Commission for the Certification of Crane Operators (NCCCO) or by the Operating Engineer Certification Program (OECP) if they will be operating a 10-Ton or greater capacity crane or if they are involved in critical lifts.

Provide critical lift plans to the department at least 72 hours prior to a critical lift. The contractor is responsible for all submittals, assumptions, calculations, and conclusions. Have a professional engineer, registered in the state of Wisconsin and knowledgeable of the specific site conditions and requirements, verify the adequacy of the design. Submit one copy of each design, signed and sealed by the same professional engineer verifying the design, to the engineer.

Crane operators shall safely terminate hoisting operations in the event of wind conditions that exceed the original equipment manufacturer's specifications for safe operation.

Documentation and Records
Maintain documents and records and ensure that they are readily available upon request. At a minimum this includes:

a. Written Safety Plan for Work Activities to be Performed.
b. Names of Safety Representatives and copies of their OSHA 10-Hour Occupational Safety and Health Training Course in Construction Safety and Health training cards.
c. Names of Competent Persons and Qualified Persons (if required by OSHA for the work performed).
d. Reports of inspections of the job sites, materials, and equipment [29 CFR 1926.20(b)(2)].
e. Documentation that the SR has communicated and distributed materials from the Construction Safety Awareness Training to their site workers. At a minimum this will include a dated sign-in sheet with the names and signatures of the workers trained. The department will provide a sign-in sheet template electronically.
f. Project site OSHA 300 Log (no worker names)[29 CFR 1904.29].
g. Project site OSHA 301 Incident Report (no worker names) [29 CFR 1904.29]
h. Hazard Communication Program [29 CFR 1926.59].
    i. Hazardous Chemical Inventory.
    ii. Location of Safety Data Sheets (SDSs).
    iii. Hazard Warning Symbols.
    iv. Information and training requirements.
i. Exposure Monitoring results (if monitoring is required under a specific OSHA standard-no worker names).
j. Crane operator certifications (if applicable).

k. Fall Protection Plan (if applicable) [29 CFR 1926.500-.503 and 1926.104].
l. Confined Space Entry Procedures (if applicable). [29 CFR 1926.1200-.1213].
m. Lockout/Tagout Procedures (if applicable). [29 CFR 1926.417 and .702].
n. Respiratory Protection Program (if applicable) [29 CFR 1926.103 and 1910.134(c)]
o. Emergency Action Plan [29 CFR 1926.35].
    v. Emergency escape procedures and emergency escape route assignments.
    vi. Procedures to be followed by employees who remain to operate critical equipment before they evacuate.
    vii. Procedures to account for all employees after emergency evacuation has been completed.
    viii. Rescue and medical duties for those employees who are to perform them;
        · First Aid and Medical Treatment Procedures [29 CFR 1926.50].
        · Equipment and Supplies.
        · Names of persons certified in first aid.
        · Location of the nearest medical facility.
    ix. The preferred means of reporting fires and other emergencies.
    x. Prime contractor's alarm system.
    xi. Names or regular job titles of persons who can be contacted for further information or explanation of duties under the plan.
p. Fire Protection Program (if applicable) [29 CFR 1926.150].
q. Fire Prevention Plan and Hot Work Permit procedures (if applicable) [29CFR 1926.352].

12. Notice to Contractor – Airport Operating Restrictions – Site Specific.

The Federal Aviation Administration (FAA) has height restrictions surrounding select airports. The department has obtained Temporary Determination of No Hazard to Air Navigation for all temporary structure (i.e. crane) erections associated with bridge construction at the following location. A copy of the determination can be obtained through the engineer.

Project ID	Structure	Location	Latitude	Longitude	Heights	Issue Date	Expiration Date	Aeronautical Study No.
1003-10-73	Crane (Temporary for B-53-312)	Hart Road Overpass	42-32-47.8 N NAD 83	88-58-29.8 W	160 feet AGL 986 feet AMSL	07/22/2015	01/22/2017	2015-AGL-10084-OE

The FAA has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77. The aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation. Based on the evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, the contractor is encouraged to install and maintain it according to FAA Advisory Circular 70/7460-1 K Change 2.

Notify the manager of Southern Wisconsin Regional Airport (JVL) at (608) 757-5768 at least 3 business days prior to any temporary structure being erected and again when the temporary structure is removed from the site.

Any failure or malfunction that lasts more than 30 minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Any height exceeding above ground level (AGL) or above mean sea level (AMSL) as indicated above will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

The determination expires unless extended, revised or terminated by the issuing FAA office. If an extension is needed, the contractor must request an extension to the effective period of the determination. The request must be E-filed least 15 days prior to the expiration date. After re-evaluation of current operations in the area of the structure to determine that no significant aeronautical changes have occurred, the determination may be eligible for one extension of the effective period.

For questions on extensions to the effective period of the determinations, contact the FAA office at (847) 294-7575 and reference the Aeronautical Study Number.

Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.

Determinations include temporary construction equipment such as cranes, derricks, and other equipment, which may be used during actual construction. Equipment shall not exceed the overall heights as indicated in the determination. The contractor must request separate notice to the FAA if equipment has a height greater than the determination.

The contractor must copy the engineer on any correspondence with the FAA.

A determination concerns the effect of temporary structures on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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

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

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

Detail on existing or new project plan sheets that show:

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

Written summary of proposed traffic control change including:

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

The request will be reviewed, and if warranted, concurred with designated I-39/90 Corridor Management Team (CMT) staff, the engineer, and WisDOT Central Office Field Construction Coordinator (if warranted). If the request is approved, it will be forwarded to FHWA for review and processing a minimum of 7 calendar days in advance of the contractor's anticipated implementation.

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

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

14. Notice to Contractor, New or Revised Temporary Construction Access to I-39/90.

Traffic control and staging plans/details contained within the project plans shall be followed by the contractor. The contractor's use of any construction access point(s) to I-39/90 which is/are not shown in the plans is prohibited without the prior written approval from FHWA and the department. To obtain written approval for temporary access to I-39/90 during construction, the contractor shall provide the following:

Details on existing or new project plan sheets that show:

- The location, dimensions, grades, and slopes for any new/revised temporary construction access point(s) to I-39/90.
- Traffic control measures that are required to manage this access change.
- Traffic control measures that are required to secure/close any new/revised construction access points when not in use.
- Erosion control measures required to manage this change, including the location(s) of any tracking pad(s).

Written summary of proposed temporary construction access change including:

- Timeframe to construct, duration in place, and time to remove.
- Cost of proposed temporary access including grading, traffic control, erosion control, and all other items and incidentals to implement and remove the access.
- Benefits in implementing the change (i.e., cost or time savings, ease of construction, increased safety to workers, and the motoring public).
- Signed Construction Permit if temporary access traverses private property.

The above information shall be provided to the engineer a minimum of 14 calendar days prior to the contractor's anticipated implementation of the new/revised temporary construction access to I-39/90. The request will be reviewed, and if warranted, concurred with designated I-39/90 CMT Traffic and Project staff, the engineer, and WisDOT Central Office Field Construction Coordinator (if warranted). If these parties concur with the request, it will be forwarded to FHWA for review and processing a minimum of 7 calendar days in advance of the contractor's anticipated implementation.

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

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

In the event of an emergency situation the above review process, including the extent of information required to be submitted and approval timeframes, can be modified if agreed upon by all parties.

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

James Gondek, License Number AII-108099, inspected Structure B-53-45 for asbestos on December 5, 2005. No regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is available from: Stephen P. Marshall, WisDOT I-39/90 Project Manager, (608) 246-5350.

According to NR447 and DHS159 , ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 4/11), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days prior to beginning any construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form to Stephen P. Marshall, WisDOT I-39/90 Project Manager, 2101 Wright St., Madison, WI 53704, (608) 246-5350 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-53-45, Hart Road over I-39
- Site Address: 0.7M E JCT CTH S
- Ownership Information: WisDOT Southwest Region, 2101 Wright Street, Madison, WI 53704
- Contact: Stephen P. Marshall, WisDOT I-39/90 Project Manager.
- Phone: (608) 246-5350
- Age: 56 years old. This structure was constructed in 1959.
- Area: 7157 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 according 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)

16. Archaeological Significant Sites.

Pierce Group (RO-0138/BRO-0111) is an uncatalogued burial site located approximately between Stations 82+00'HR' and 83+50'HR' on the north side of Hart Road within the construction limits.

Provide notice to the Bureau of Technical Services – Environmental Process and Document Section (BTS-EPDS) at least two weeks before commencement of any ground disturbing activities along the north side of Hart Road between stations 82+00'HR' and 83+50'HR'. BTS-EPDS will ensure an archaeologist is present to monitor all project-related ground-disturbing activities within the boundaries of the burial site(s). An archaeologist qualified to excavate human burial sites (per Wisconsin Statute 157.70(1)(i) and Wisconsin Administrative Code HS 2.04(6)(a)) shall oversee the monitoring activities. BTS-EPDS can be contacted through the following representatives:

Jim Becker: (608) 261-0137
Lynn Cloud: (608) 266-0099

The archaeologist will submit three copies of monitoring report to BTS-Cultural Resources as soon as ground disturbing activities have concluded. The department will forward two copies will be forwarded to SHPO.

If human bone is discovered during construction, work activities in the area shall immediately cease and the qualified archaeologist will contact the Wisconsin Historical Society at (800) 342-7834 or (608) 264-6507 for compliance with Wisconsin Statute 157.70 regarding the protection of human burial sites.

Do not use the area within the limits of the Pierce Group for borrow or waste disposal. Do not use the site area not currently capped by asphalt/concrete for the staging of personnel, equipment and/or supplies.

17. Project Communication Enhancement Effort.

Use this Project Communication Enhancement Effort (PCEE) tools on this contract. Coordinate with the department to modify the various published tools as necessary to meet the particular project needs and determine how to implement those tools under the contract. Ensure the full participation of the contractor and its principal subcontractors throughout the term of the contract.

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

http://wisconsindot.gov/rdwy/admin/pcee-user-manual.doc

18. Coordination with Businesses and Residents.

The contractor shall arrange and conduct a meeting between the contractor, the department, affected residents, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations. Hold the first meeting at least one week prior to the start of work under this contract and hold two meetings per month thereafter. The contractor shall arrange for a suitable location for the meeting(s) that provides reasonable accommodation for public involvement. The department will prepare and coordinate publication of the meeting notices and mailings for the meeting(s). The contractor shall schedule the meeting(s) with at least 2 weeks prior notice to the engineer to allow for these notifications.
108-060 (20141107)

19. Clearing and Grubbing, Items 201.0105, 201.0120, 201.0205, and 201.0220.

Supplement standard spec 201.3 with the following:

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

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

- Green ash (F. pennsylvanica) is found throughout the state, but is most common in southern Wisconsin. It may form pure stands or grow in association with black ash, red maple, swamp white oak, and elm. It grows as an associate in upland hardwood stands, but is most common in and around stream banks, floodplains, and swamps.
- Black ash (F. nigra) is distributed over the entire state but is most frequently found in northern Wisconsin. It is most common in swamps, but is also found in other wet forest types.

- Blue ash (F. quadrangulata) is a threatened species that is currently found only at a few sites in Waukesha County. The species is at the edge of its range in Wisconsin, but is common in states farther south. The species is not of commercial importance. Blue ash twigs are 4-sided.
- White ash (F. americana) tends to occur primarily in upland forests, often with Acer saccharum.
- Includes all horticultural cultivars of these species.

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

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

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

Follow and obey the following DATCP order:

ATCP 21.17 Emerald Ash Borer, Import Controls and Quarantine

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

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

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

b) Move any regulated item under sub. (2) out of an emerald ash borer regulated area that is identified in 7CFR 301.53-3 and located in this state.

Note: the United States Department of Agriculture-Animal and Plant Health Inspection Service (USDA-APHIS) periodically updates the list of regulated areas in 7CFR 301.53-3. Subsection (1) applies to new regulated areas as those areas are identified in the CFR.

2. Regulated items.

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

a) The emerald ash borer, Agrilus planipennis Fairmaire in any living stage.

b) Ash trees.

c) Ash limbs, branches, and roots.

d) Ash logs, slabs or untreated lumber with bark attached.

e) Cut firewood of all non-coniferous species.

f) Ash chips and ash bark fragments (both composted and uncomposted) larger than one inch in diameter.

g) Any other item or substance that may be designated as a regulated item if a DATCP pest control official determines that it presents a risk of spreading emerald ash borer and notifies the person in possession of the item or substance that it is subject to the restrictions of the regulations.

Regulatory Considerations

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

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

Chipped ash trees

1) May be left on site if used as landscape mulch within the project limits. If used as mulch on site, chips may not be applied at a depth greater than standard mulch applications as this will impede germination of seeded areas.

2) May be buried on site within the right-of-way according to standard spec 201.3 (14).

3) May be buried on adjacent properties to projects within the quarantined zone with prior approval of the engineer according to standard spec 201.3 (15).

4) May be trucked to a licensed landfill within the quarantined zone with the engineer's approval according to standard spec 201.3 (15).

5) A large oak tree exists near Station 111+87'HR', RT. The owner for the residence at 3302 East Hart Road, Beloit, WI 53511 shall keep the logs from this tree. The logs shall be cut into 10 to 20-foot lengths, or as agreed upon with the property owner. The logs shall be left in a location agreed upon with the property owner.

20. Debris Containment B-53-45, Item 203.0225.S.001.

A Description

This special provision describes providing a containment system to prevent debris from structure removal, reconstruction, or other construction operations from falling onto facilities located under the structure. Using this containment system does not relieve the contractor of requirements under standard spec 107.17 and standard spec 107.19 or requirements under a U.S. Army Corps of Engineers Section 404 Permit.

B (Vacant)

C Construction

Prior to starting work, submit a debris containment plan to the engineer for review. Incorporate engineer-requested modifications. Do not start work over I-39 until the engineer approves the debris containment plan.

Maintain adequate protection throughout construction for people and property within the potential fall zone. Ensure that a containment system capable of protecting underlying facilities from falling construction debris is in place before beginning deck repair, parapet removal, or other operations that may generate debris.

At least 15 working days before conducting potential debris generating operations, contact the following owners or lessees:

1. Wayne Chase, SW Region Construction Supervisor - 608) 884-1224

D Measurement

The department will measure Debris Containment B-53-45 as a single lump sum unit of work for each structure, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
203.0225.S.001	Debris Containment B-53-45	LS

Payment is full compensation for furnishing, installing, maintaining, and removing a debris containment system.

203-010 (20080902)

21. Roadway Excavation.

Add the following to standard spec 205.5.2(1):

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

Identify on the earth flow diagram, all excavation material within the project; material shrinkage and swell factors; acceptable on-site material available for use as embankment within the project; anticipated off-site material that will be required for use as embankment within the project (if applicable); and anticipated material to be disposed of off-site (if applicable). It is the sole responsibility of the contractor to prepare their individual investigation and testing program to establish material shrinkage and swell factors.

22. Borrow.

Replace standard spec 208.1(1) with the following:

This section describes constructing embankments and other portions of the work consistent with the earthwork summary and defines the contract requirements for embankment material if required by the plans or if the contractor elects to utilize off-site material to complete the roadway embankments.

Delete standard spec 208.2.2(2).

Add the following to standard spec 208.3:

The contractor shall be responsible for complying with all permit requirements in obtaining embankment materials.

Replace standard spec 208.4 with the following:

The department will not measure embankment material from its source.

Replace standard spec 208.5 with the following:

The department will not pay directly for work specified under this section. This work is incidental to the Roadway Embankment bid item.

23. Base Aggregate Dense 3/4-Inch, Item 305.0110.

Add the following to standard spec 301.2.4.3:

Furnish aggregate classified as crushed stone, from a department-approved quarry, for ¾-inch base when used in the top 3 inches of the unpaved portion of the shoulder or for unpaved driveways and field entrances.

24. Base Aggregate Dense 1¼-Inch, Item 305.0120.

Revise standard spec 305.2.2.1 as follows:

Use 1 ¼-Inch base aggregate that conforms to the following gradation requirements.

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

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

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

25. 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 specification 301, standard specification 305, and standard specification 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 9,000 tons or less of material as shown in the schedule of items under that bid item.

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

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

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

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

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

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

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

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

B Materials

B.1 Quality Control Plan

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

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

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

B.2 Personnel

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

Required Certification Level:	Sampling or Testing Roles:
Aggregate Technician IPP 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)

26. HMA Pavement Modification.

A Description

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

Replace Table 460-2 under 460.2.7 with the following:

Mixture type	E - 0.3	E - 1	E - 3	E - 10	E - 30	E - 30x	SMA
ESALs x 10^6 (20 yr design life)	< 0.3	0.3 - < 1	1 - < 3	3 - < 10	10 - < 30	>= 30	
LA Wear (AASHTO T96)							
100 revolutions (max % loss)	13	13	13	13	13	13	13
500 revolutions (max % loss)	40	40	40	40	40	40	40
Soundness (AASHTO T104) (sodium sulfate, max % loss)	9.0	9.0	9.0	9.0	9.0	9.0	9.0
Freeze/Thaw (AASHTO T103) (specified counties, max % loss)	12	12	12	12	12	12	12
Fractured Faces (ASTM 5821) (one face/2 face, % by count)	60 / __	65 / __	75 / 60	85 / 80	98 / 90	100/100	100/90
Flat and Elongated (ASTM D4791) (max %, by weight)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	20 (3:1 ratio)
Fine Aggregate Angularity (AASHTO T304, method A, min)	40	40	43	45	45	45	45
Sand Equivalency (AASHTO T176, min)	40	40	40	45	45	50	50
Gyratory Compaction							
Gyrations for Nini	6	7	7	8	8	9	8
Gyrations for Ndes	40	60	75	100	100	125	65
Gyrations for Nmax	60	75	115	160	160	205	160
Air Voids, $\%V_a$ ($\%G_{mm}$ N_{des})	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)
% G_{mm} N_{ini}	<= 91.5[1]	<= 90.5[1]	<= 89.0[1]	<= 89.0	<= 89.0	<= 89.0	___
% G_{mm} N_{max}	<= 98.0	<= 98.0	<= 98.0	<= 98.0	<= 98.0	<= 98.0	___
Dust to Binder Ratio[2] (% passing 0.075/P_{be})	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	1.2 - 2.0

Mixture type	E - 0.3	E - 1	E - 3	E - 10	E - 30	E - 30x	SMA
Voids filled with Binder (VFB or VFA, %)	70 - 80 [4] [5]	65 - 78[4]	65 - 75[4]	65 - 75[3] [4]	65 - 75[3] [4]	65 - 75[3] [4]	70 - 80
Tensile Strength Ratio (TSR) (ASTM 4867)							
no antistripping additive	0.70	0.70	0.70	0.70	0.70	0.70	0.70
with antistripping additive	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Draindown at Production Temperature (%)	___	___	___	___	___	___	0.30

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

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

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

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

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

27. QMP HMA Pavement Nuclear Density.

A Description

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

(1) This special provision describes density testing of in-place HMA pavement with the use of nuclear density gauges. Conform to standard specification 460 as modified in this special provision.

(2) Provide and maintain a quality control program defined as all activities and documentation of the following:

1. Selection of test sites.
2. Testing.
3. Necessary adjustments in the process.
4. Process control inspection.

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

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

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

http://www.atwoodsystems.com/mrs

B Materials

B.1 Personnel

(1) Perform HMA pavement density (QC, QV) testing using a HTCP certified nuclear technician I, or a nuclear assistant certified technician (ACT-NUC) working under a certified technician.

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

B.2 Testing

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

B.3 Equipment

B.3.1 General

(1) Furnish nuclear gauges from the department's approved product list at http://www.dot.wisconsin.gov/business/engrserv/approvedprod.htm.

(2) Have the gauge calibrated by the manufacturer or an approved calibration service within 12 months of its use on the project. Retain a copy of the manufacturer's calibration certificate with the gauge.

(3) Prior to each construction season, and following any calibration of the gauge, the contractor must perform calibration verification for each gauge using the reference blocks located in the department's central office materials laboratory. To obtain information or schedule a time to perform calibration verification, contact the department's Radiation Safety Officer at:

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

B.3.2 Correlation of Nuclear Gauges

B.3.2.1 Correlation of QC and QV Nuclear Gauges

(1) Select a representative section of the compacted pavement prior to or on the first day of paving for the correlation process. The section does not have to be the same mix design.

(2) Correlate the 2 or more gauges used for density measurement (QC, QV). The QC and QV gauge operators will perform the correlation on 5 test sites jointly located. Record each density measurement of each test site for the QC, QV and back up gauges.

(3) Calculate the average of the difference in density of the 5 test sites between the QC and QV gauges. Locate an additional 5 test sites if the average difference exceeds 1.0 lb/ft^3. Measure and record the density on the 5 additional test sites for each gauge.

(4) Calculate the average of the difference in density of the 10 test sites between the QC and QV gauges. Replace one or both gauges if the average difference of the 10 tests exceeds 1.0 lb/ft^3 and repeat correlation process from B.3.2.1 (2).

(5) Furnish one of the QC gauges passing the allowable correlation tolerances to perform density testing on the project.

B.3.2.2 Correlation Monitoring

(1) After performing the gauge correlation specified in B.3.2.1, establish a project reference site approved by the department. Clearly mark a flat surface of concrete or asphalt or other material that will not be disturbed during the duration of the project. Perform correlation monitoring of the QC, QV, and all back-up gauges at the project reference site.

(2) Conduct an initial 10 density tests with each gauge on the project reference site and calculate the average value for each gauge to establish the gauge's reference value. Use the gauge's reference value as a control to monitor the calibration of the gauge for the duration of the project.

(3) Check each gauge on the project reference site a minimum of one test per day if paving on the project. Calculate the difference between the gauge's daily test result and its reference value. Investigate if a daily test result is not within 1.5 lb/ft^3 of its reference value. Conduct 5 additional tests at the reference site once the cause of deviation is corrected. Calculate and record the average of the 5 additional tests. Remove the gauge from the project if the 5-test average is not within 1.5 lb/ft^3 of its reference value established in B.3.2.2(2).

(4) Maintain the reference site test data for each gauge at an agreed location.

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

(1) A lot consists of the tonnage placed each day for each layer and target density specified in standard spec 460.3.3.1. A lot may include partial sublots.

(2) Divide the roadway into sublots. A sublot is 1,500 lane feet for each layer and target density.

(3) A sublot may include HMA placed on more than one day of paving. Test sublots at the pre-determined random locations regardless of when the HMA is placed. No additional testing is required for partial sublots at the beginning or end of a day's paving.

(4) If a resulting partial quantity at the end of the project is less than 750 lane feet, include that partial quantity with the last full sublot of the lane. If a resulting partial quantity at the end of the project is 750 lane feet or more, create a separate sublot for that partial quantity.

(5) Randomly select test locations for each sublot as specified in CMM 8.15 prior to paving and provide a copy to the engineer. Locate and mark QC density test sites when performing the tests. Perform density tests prior to opening the roadway to traffic.

(6) Use Table 1 to determine the number of tests required at each station, depending on the width of the lane being tested. When more than one test is required at a station, offset the tests 10 feet longitudinally from one another to form a diagonal testing row across the lane.

Table 1

Lane Width	No. of Tests	Transverse Location
5 ft or less	1	Random
Greater than 5 ft to 9 ft	2	Random within 2 equal widths
Greater than 9 ft	3	Random within 3 equal widths

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

(1) A lot represents a combination of the total daily tonnage for each layer and target density.

(2) Each side road, crossover, turn lane, ramp, and roundabout must contain at least one sublot for each layer.

(3) If a side road, crossover, turn lane, or ramp is 1,500 feet or longer, determine sublots and random test locations as specified in B.4.1.1.

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

Table 2

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

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

(1) Calculate the average sublot densities using the individual test results in each sublot.

(2) If all sublot averages are no more than one percent below the target density, calculate the daily lot density by averaging the results of each random QC test taken on that day's material.

(3) If any sublot average is more than one percent below the target density, do not include the individual test results from that sublot when computing the lot average density and remove that sublot's tonnage from the daily quantity for incentive. The tonnage from any such sublot is subject to disincentive pay according to standard spec 460.5.2.2.

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

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

B.4.2.2.2 Width of 5 Feet or Less

(1) If all sublot test results are no more than 3.0 percent below the minimum target density, calculate the daily lot density by averaging all individual test results for the day.

(2) If a sublot test result is more than 3.0 percent below the target density, the engineer may require the unacceptable material to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine the limits of the unacceptable material according to B.4.3.

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

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

B.4.2.4 Documentation

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

B.4.3 Corrective Action

(1) Notify the engineer immediately when an individual test is more than 3.0 percent below the specified minimum in standard spec 460.3.3.1. Investigate and determine the cause of the unacceptable test result.

(2) The engineer may require unacceptable material specified in B.4.3(1) to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine limits of the unacceptable area by measuring density of the layer at 50-foot increments both ahead and behind the point of unacceptable density and at the same offset as the original test site. Continue testing at 50-foot increments until a point of acceptable density is found as specified in standard spec 460.5.2.2(1). Removal and replacement of material may be required if

extended testing is in a previously accepted sublot. Testing in a previously accepted sublot will not be used to recalculate a new lot density.

(3) Compute unacceptable pavement area using the product of the longitudinal limits of the unacceptable density and the full sublot width within the traffic lanes or shoulders.

(4) Retesting and acceptance of replaced pavement will be according to standard spec 105.3.

(5) Tests indicating density more than 3.0 percent below the specified minimum, and further tests taken to determine the limits of unacceptable area, are excluded from the computations of the sublot and lot densities.

(6) If two consecutive sublot averages within the same paving pass and same target density are more than one percent below the specified target density, notify the engineer and take necessary corrective action. Document the locations of such sublots and the corrective action that was taken.

B.5 Department Testing

B.5.1 Verification Testing

(1) The department will have a HTCP certified technician, or ACT working under a certified technician, perform verification testing. The department will test randomly at locations independent of the contractor's QC work. The department will perform verification testing at a minimum frequency of 10 percent of the sublots and a minimum of one sublot per mix design. The sublots selected will be within the active work zone. The contractor will supply the necessary traffic control for the department's testing activities.

(2) The QV tester will test each selected sublot using the same testing requirements and frequencies as the QC tester.

(3) If the verification sublot average is not more than one percent below the specified minimum target density, use the QC tests for acceptance.

(4) If the verification sublot average is more than one percent below the specified target density, compare the QC and QV sublot averages. If the QV sublot average is within 1.0 lb/ft^3 of the QC sublot average, use the QC tests for acceptance.

(5) If the first QV/QC sublot average comparison shows a difference of more than 1.0 lb/ft^3 each tester will perform an additional set of tests within that sublot. Combine the additional tests with the original set of tests to compute a new sublot average for each tester. If the new QV and QC sublot averages compare to within 1.0 lb/ft^3, use the original QC tests for acceptance.

(6) If the QV and QC sublot averages differ by more than 1.0 lb/ft^3 after a second set of tests, resolve the difference with dispute resolution specified in B.6. The engineer will notify the contractor immediately when density deficiencies or testing precision exceeding the allowable differences are observed.

B.5.2 Independent Assurance Testing

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

B.6 Dispute Resolution

(1) The testers may perform investigation in the work zone by analyzing the testing, calculation, and documentation procedures. The testers may perform gauge correlation according to B.3.2.1.

(2) The testers may use correlation monitoring according to B.3.2.2 to determine if one of the gauges is out of tolerance. If a gauge is found to be out of tolerance with its reference value, remove the gauge from the project and use the other gauge's test results for acceptance.

(3) If the testing discrepancy cannot be identified, the contractor may elect to accept the QV sublot density test results or retesting of the sublot in dispute within 48 hours of paving. Traffic control costs will be split between the department and the contractor.

(4) If investigation finds that both gauges are in error, the contractor and engineer will reach a decision on resolution through mutual agreement.

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

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

E.3 Incentive for HMA Pavement Density

(1) Delete standard spec 460.5.2.3.

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

Percent Lot Density Above Minimum	Pay Adjustment Per Ton
From -0.4 to 1.0 inclusive	$0
From 1.1 to 1.8 inclusive	$0.40
More than 1.8	$0.80

(3) The department will adjust pay under the Incentive Density HMA Pavement bid item. Adjustment under this item is not limited, either up or down, to the bid amount shown on the schedule of items.

(4) If a traffic lane meets the requirements for disincentive, the department will not pay incentive on the integrally paved shoulder.

(5) Submit density results to the department electronically using the MRS software. The department will validate all contractor data before determining pay adjustments.

460-020 (20100709)

28. Reheating HMA Pavement Longitudinal Joints, Item 460.4110.S.

A Description

This special provision describes reheating the abutting edge of the previously compacted layer in the adjacent lane while paving hot mix asphalt pavements.

B (Vacant)

C Construction

C.1 Equipment

Provide a self-contained heating unit that heats by convection only. Do not use forced air to enhance the flame. Provide a fireproof barrier between the flame and the heater's fuel source. The heater must produce a uniform distribution of heat within the heat box. Provide automatic controls to regulate the heater output and shutoff the heater when the paver stops or the heater control system loses power.

Mount the heater on the paver inside the paver's automatic leveling device.

C.2 Reheating Joints

Evenly reheat at least an 8 inch (200 mm) wide strip of the previously compacted layer in the adjacent lane as follows:

- Reheat the joint to within 60 degrees F (15 degrees C) of the mix temperature at the paver auger. Joint temperature is to be measured immediately behind the heater.

The engineer may allow the required joint reheat temperatures to be cooler than specified to adjust for weather, wind, and other field conditions. Coordinate the heater output and paver speed to achieve the required joint reheat temperature without visible smoke emission.

D Measurement

The department will measure Reheating HMA Pavement Longitudinal Joints by the linear foot, acceptably completed, as measured along each joint for each layer of asphalt placed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF

Payment is full compensation for reheating the abutting edge of the previously compacted layer in the adjacent lane while paving hot mix asphalt pavements.

29. Concrete Pavements.

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

Replace standard spec 501.2.5.4.1with the following:

501.2.5.4.1 General

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

(2) Use virgin aggregates only.

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

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

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

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

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

(1) The department will ensure that Los Angeles wear testing conforms to AASHTO T 96, soundness testing conforms to AASHTO T 104 using 5 cycles in sodium sulfate solution on aggregate retained on the No. 4 sieve, and freeze-thaw soundness testing conforms to AASHTO T 103. The percent wear must not exceed 40, the weighted soundness loss must not exceed 9 percent, and the weighted freeze-thaw average loss must not exceed 12 percent.

30. Bar Steel Reinforcement HS Stainless Structures, Item 505.0800.S.

A Description

This special provision describes furnishing and placing stainless steel reinforcing bars and associated stainless steel couplers.

Conform to standard spec 505 as modified in this special provision.

B Materials

B.1 General

Furnish stainless steel reinforcing bars conforming to ASTM A955 and to one of the following Unified Numbering System (UNS) designations; S31653, S31803, S32205, or S23304. Supply grade 60 bars, all of the same UNS designation. Conform to the chemical composition specified for the given UNS designation in ASTM A276 Table 1.

Supply bars that are free of dirt, mill scale, oil, and debris by pickling to a bright or uniform light finish. The department may reject bars displaying rust/oxidation, questionable blemishes, or lack of a bright or uniform pickled surface.

Furnish chairs or continuous supports made of stainless steel or recycled plastic to support high-strength stainless bar steel reinforcement subject to the plastic chair restriction stated in standard spec 505.3.4(1).

Furnish couplers made from one of the UNS alloys allowed for bar steel.

Furnish tie wire made from one of the UNS alloys allowed for bar steel or from an engineer-approved plastic or nonmetallic material. Ensure that stainless steel tie wire is dead soft annealed.

B.2 Fabrication

Before fabrication, supply test results from an independent testing agency certifying that the reinforcement meets the requirements of Annex A1 of ASTM A955.

Bend bars conforming to standard spec 505.3.2 and according to ASTM A955. Bend and cut bars using equipment thoroughly cleaned or otherwise modified to prevent contamination from carbon steel or other contaminants. Use tools dedicated solely to working with stainless steel.

B.3. Control of Material

Identify reinforcement bars delivered to the project site with tags bearing the identification symbols used in the plans. Include the UNS designation, heat treat condition, heat number, grade corresponding to minimum yield strength level, and sufficient documentation to track each bar bundle to a mill test report.

Provide samples for department testing and acceptance according to CMM 8-50 Exhibit 1 requirements for concrete masonry reinforcement for uncoated bar steel.

Provide mill test reports for the project that do the following:

- Verify that sampling and testing procedure and test results conform to ASTM A955, ASTM A276, Table 1, and these contract requirements.
- Include a chemical analysis with the UNS designation, heat lot identification, and the source of the metal.
- Include tensile strength, yield strength, and elongation tests results conforming to ASTM A955 for each size furnished.
- Certify that the bars have been pickled to a bright or uniform light finish.

C Construction

C.1 General

Ship, handle, store, and place the stainless steel reinforcing as follows:

- Separate from regular reinforcement during shipping. Pad points of contact with steel chains or banding, or secure with non-metallic straps.
- Store on wooden cribbing separated from regular reinforcement. Cover with tarpaulins if stored outside.
- Handle with non-metallic slings.

- Do not flame cut or weld. Protect from contamination when cutting, grinding, or welding other steel products above or near the stainless steel during construction.
- Place on plastic of stainless steel bar chairs.
- Tie with stainless steel wire or an engineer-approved plastic or nonmetallic material.

Do not tie stainless steel reinforcing bars to, or allow contact with, uncoated reinforcing bars or galvanized steel. Maintain at least 1-inch clearance between stainless steel bars or dowels and uncoated or galvanized steel. Where 1-inch clearance is not possible, sleeve bars with a continuous polyethylene or nylon tube at least 1/8-inch thick extending at least 1-inch in each direction and bind with nylon or polypropylene cable ties. Stainless steel bars can be in direct contact with undamaged epoxy-coated bars.

Cut flush with the top flange or remove uncoated fasteners, anchors, lifting loops, or other protrusions into a bridge deck before casting the deck on prestressed concrete beams.

D Measurement

The department will measure Bar Steel Reinforcement HS Stainless Structures by the pound acceptably completed, computed from the nominal weights of corresponding sizes for carbon steel deformed bars in AASHTO M31 regardless of the stainless steel alloy provided. The department will not measure extra material used if the contractor alters the reinforcement layout or the weight the devices used to support or fasten the steel in position.

The department will measure the Bar Couplers Stainless bid items as each individual coupler, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB

Payment for Bar Steel Reinforcement HS Stainless Structures is full compensation for furnishing and placing stainless steel reinforcing bars, including supports.

31. Concrete Staining B-53-312, Item 517.1010.S.001.

A Description

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

B Materials

B.1 Mortar

Use mortar for sack rubbing the concrete surfaces as given in standard spec 502.3.7.5 or use one of the following products:

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

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

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

B.2 Concrete Stain

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

Tri-Sheen Concrete Surfacer, Smooth by TK Products
Tri-Sheen Acrylic by TK Products
TK-1450 Natural Look Urethane Anti-Graffiti Primers by TK Products
Safe-Cure and Seal EPX by Chem Masters
H&C Concrete Stain Solid Color Water Based by Sherwin-Williams

C Construction

C.1 General

Furnish, prepare, apply, cure, and store all materials according to the product manufacturer's specifications for the type and condition of application required.

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

C.2 Preparation of Concrete Surfaces

Provide a sack rubbed finish according to standard spec 502.3.7.5, using mortar as indicated above on concrete surfaces with open voids or honeycombing.

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

C.3 Staining Concrete Surfaces
Apply the concrete stain according to the manufacturer's recommendations.

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

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

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

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

C.5 Surfaces to be Coated.
Apply concrete stain to the surfaces according to the plan.

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

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

ITEM NUMBER	DESCRIPTION	UNIT
517.1010.S.001	Concrete Staining B-53-312	SF

Payment is full compensation for furnishing and applying the two coat system; for preparing the concrete surface; and for preparing the sample panels.
517-110 (20140630)

32. Driven Piles.

Replace standard spec 550.2.1 (3) with the following:

For steel pipe sections and steel pile shells for cast-in-place concrete piles, use ASTM A 252 grade 3 steel or an engineer-approved alternate.

33. Fence Temporary, Item 616.0600.S.

A Description
This special provision describes furnishing, erecting, and removing temporary fencing at the locations shown on the plans and as directed by the engineer.

B (Vacant)

C Construction
Construct fence to the minimum strength and height required to contain livestock as approved by the engineer.

D Measurement
The department will measure Fence Temporary in place by the linear foot from end posts, center to center, along the ground line.

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

ITEM NUMBER	DESCRIPTION	UNIT
616.0600.S	Fence Temporary	LF

Payment is full compensation for furnishing all materials, erecting posts and fence; and for removing and disposing of fencing.
616-025 (20101008)

34. Fence Safety, Item 616.0700.S.

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

B Materials
Furnish notched conventional metal “T” or “U” shaped fence posts.

Furnish fence fabric meeting the following requirements:

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

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

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

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

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

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

ITEM NUMBER	DESCRIPTION	UNIT
616.0700.S	Fence Safety	LF

Payment is full compensation for furnishing and installing fence and posts; maintaining the fence and posts in satisfactory condition; and for removing and disposing of fence and posts at project completion.
616-030 (20070510)

35. Nighttime Work Lighting-Stationary.

A Description
Provide portable lighting as necessary to complete nighttime work. Nighttime operations consist of work specifically scheduled to occur after sunset and before sunrise.

B (Vacant)

C Construction

C.1 General

This provision shall apply when providing, maintaining, moving, and removing portable light towers and equipment-mounted lighting fixtures for nighttime stationary work operations, for the duration of nighttime work on the contract.

At least 14 days prior to the nighttime work, furnish a lighting plan to the engineer for review and acceptance. Address the following in the plan:

1. Layout, including location of portable lighting – lateral placement, height, and spacing. Clearly show on the layout the location of all lights necessary for every aspect of work to be done at night.

2. Specifications, brochures, and technical data of all lighting equipment to be used.

3. The details on how the luminaires will be attached.

4. Electrical power source information.

5. Details on the louvers, shields, or methods to be employed to reduce glare.

6. Lighting calculations. Provide illumination with average to minimum uniformity ratio of 5:1 or less throughout the work area.

7. Detail information on any other auxiliary equipment.

C.2 Portable Lighting

Provide portable lighting that is sturdy and free standing and does not require any guy wires, braces, or any other attachments. Furnish portable lighting capable of being moved as necessary to keep up with the construction project. Position the portable lighting and trailers to minimize the risk of being impacted by traffic on the roadway or by construction traffic or equipment. Provide lightning protection for the portable lighting. Portable lighting shall withstand up to 60 mph wind velocity.

If portable generators are used as a power source, furnish adequate power to operate all required lighting equipment without any interruption during the nighttime work. Provide wiring that is weatherproof and installed according to local, state, federal (NECA and OSHA) requirements. Equip all power sources with a ground-fault circuit interrupter to prevent electrical shock.

C.3 Light Level and Uniformity

Position (spacing and mounting height) the luminaires to provide illumination with an average to minimum uniformity ratio of 5:1 or less throughout the work area.

Illuminate the area as necessary to incorporate construction vehicles, equipment, and personnel activities.

C.4 Glare Control
Design, install, and operate all lighting supplied under these specifications to minimize or avoid glare that interferes with all traffic on the roadway or that causes annoyance or discomfort for properties adjoining the roadway. Locate, aim, and adjust the luminaires to provide the adequate level of illumination and the specified uniformity in the work area without the creation of objectionable glare.

Provide louvers, shields, or visors, as needed, to reduce any objectionable levels of glare. As a minimum, ensure the following requirements are met to avoid objectionable glare on the roadways open to traffic in either direction or for adjoining properties:

1. Aim tower-mounted luminaires, either parallel or perpendicular to the roadway, so as to minimize light aimed toward approaching traffic.

2. Aim all luminaires such that the center of beam axis is no greater than 60 degrees above vertical (straight down).

If lighting does not meet above-mentioned criteria, adjust the lighting within 24 hours.

C.5 Continuous Operation
Provide and have available sufficient fuel, spare lamps, generators, and qualified personnel to ensure that the lights will operate continuously during nighttime operation. In the event of any failure of the lighting system, discontinue the operation until the adequate level of illumination is restored. Move and remove lighting as necessary.

D (Vacant)

E Payment
Costs for furnishing a lighting plan, and for providing, maintaining, moving, and removing portable lighting, tower mounted lighting, and equipment-mounted lighting required under this special provision are incidental to the contract.
643-010 (20100709)

36. Traffic Control Signs, Item 643.0900.

Add the following to standard spec 643.2.9.1(5):

Provide associated advanced signing, including portable traffic control signing, according to the MUTCD. Mount all portable traffic control sign at a minimum height of 5 feet, measured from the bottom of the sign, above the edge of pavement.

37. Removing Pavement Marking.

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

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

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

38. Locating No-Passing Zones, Item 648.0100.

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

39. Roadway Embankment, Item SPV.0035.001.

Conform to standard spec 207 unless modified by this special provision.

A Description
Replace standard spec 207.1(1) with the following:

This section describes placing, in embankments and in miscellaneous backfills, material obtained under the bid items in the roadway and drainage excavation, or excavation for structure sections; and material obtained under Borrow as specified in standard specification 208 and modified under these special provisions.

B Materials
Conform to standard spec 207.2.

C Construction
Conform to standard spec 207.3.

D Measurement
Replace standard spec 207.4(1) with the following:

The department will measure Roadway Embankment by the cubic yard, acceptably completed, in its final location using the method of average end areas, with no correction for curvature or settlement, except as follows:

1. The engineer and contractor mutually agree to an alternative volume calculation method;

2. The method of average end areas is not feasible.

If it is not possible to compute volumes of the various classes of roadway and drainage embankment by the method of average end areas due to erratic location of isolated deposits, the department may compute the volumes by alternative methods involving three-dimensional measurements.

The department will not measure embankment material beyond the limits of the required slopes as shown on the plans.

E Payment
Replace standard spec 207.5(1) with the following:

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.001	Roadway Embankment	CY

Payment is full compensation for forming, compacting, shaping, sloping, trimming, finishing, and maintaining the embankments.

The department will pay for erosion control, fertilizing, and seeding of borrow sites and associated areas separately as specified for borrow sites and material disposal sites in standard spec 628.5.1.

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

Replace standard spec 108.4 with the following:

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

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

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

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

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

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

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

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

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

Department's Preliminary Construction Schedule
The department's schedule for the contract work, developed during design, and provided to the contractor for informational purposes only.

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

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

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

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

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

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

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

108.4.4 Department's Preliminary Construction Schedule
The department's Preliminary Construction Schedule was developed during the design phase of the contract. Its purpose was to illustrate work areas per Stage/Phase of construction. Durations and resource availability are department estimates only. Contractor is solely responsible for its use of means and methods and as such is fully responsible for determining durations based on own estimate of production and available resources. The suggested use of the department's Preliminary Construction Schedule is ease of identification of work availability during each Stage/Phase and the logical relationship between the Stages/Phases. The Preliminary Construction Schedule reflects one possible approach to completing the work, consistent with the traffic phasing requirements and the interim/final completion date(s) contained in the contract. The logic contained in the Preliminary Construction Schedule is not intended to alter or supplement contract requirements for the phasing of the work, but to reflect those requirements. Any reliance on the department's Preliminary Construction Schedule is at the sole risk of the contractor.

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

The contractor shall submit to the department initial and monthly update schedules, each consistent in all respects with the time and order of work requirements of the contract. The project work shall be executed in the sequence indicated on the current accepted schedule. Schedules shall show the order in which the contractor proposes to carry out the work with

logical links between activities, and calculations made using the critical path method to determine the controlling operation or operations. The contractor is responsible for assuring that each schedule shows a coordinated plan for complete performance of the work. Schedule the Work in the manner required to achieve the completion date and intermediate milestone dates specified in the Prosecution and Progress Special Provision.

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

108.4.6 Submittals

108.4.6.1 Initial Work Plan Schedule

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

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

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

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

4. Provide summary activities for the balance of the project beyond the first 90 calendar days of the project. Summary activities may have durations greater than 28 calendar days (20 business days).

5. Submit three copies of the IWP Schedule, including the P6 native data file (XER) and an electronic file (PDF) on three separate CD-ROM's. Submit the P6 native data file (XER) and an electronic file (PDF) to the following DOT email boxes; DOTDTSDSWMEGASCHEDULERS@dot.wi.gov and I39project@dot.wi.gov.

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

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

108.4.6.2 Baseline CPM Progress Schedule

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

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

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

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

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

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

    1.5 With the exception of the Project Start Milestone and Project Completion Milestone, all activities must have predecessors and successors. Predecessors and successors shall not be linked to the same activity with different relationship types. The start of an activity shall have a Start-to-Start or Finish-to-Start relationship with preceding activities. The completion of an activity shall have a Finish-to-Start or Finish- to-Finish relationship with succeeding activities. Do not use Start-to-Finish relationships. Do not use Finish-to-Start relationships with a lag or overlap unless the engineer accepts requested exceptions. Include and discuss

request for exceptions in the schedule narrative provided with each schedule submittal.

1.6 Schedule activities shall include the following:

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

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

1.8 Develop an anticipated cash-flow curve for the project, based on the Baseline CPM schedule by assigning cost values to selective work tasks within the CPM schedule that total the value of the contract.

1.9 Provide budgeted quantities consistent with the bid quantities on selective construction tasks within the CPM schedule. The engineer will provide a summarized list of 30 generalized quantity items that will be identified and applied by the contractor using the P6 software application.

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

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

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

3.2 Use of constraints.

3.3 Use of calendars.

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

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

4. Submit three copies of the Baseline CPM schedule including the P6 native data file (XER) and an electronic file (PDF) on three separate CD-ROM's. Submit the P6 native data file (XER) and an electronic file (PDF) to the following dot email boxes; DOTDTSDSWMEGASCHEDULERS@dot.wi.gov and I39project@dot.wi.gov.

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

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

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

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

108.4.6.3 Monthly CPM Schedule Updates

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

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

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

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

4. Submit three copies of each CPM Schedule update, including the P6 native data file (XER) and an electronic file (PDF) on three separate CD-ROM's. Submit the P6 native data file (XER) and an electronic file (PDF) to the following dot email boxes; DOTDTSDSWMEGASCHEDULERS@dot.wi.gov and I39project@dot.wi.gov

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

108.4.6.4 Three-Week Look-Ahead Schedules

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

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

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

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

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

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

108.4.6.5 Weekly Production Data

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

1. Provide data on the following items by the units specified:

    1.1 Underground Facilities – LF per week

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

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

    1.4 Roadway Excavation – CY per week

    1.5 Roadway Embankment – CY per week

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

    1.7 Finishing Items – SY per week

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

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

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

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

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

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

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

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

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

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

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

108.4.9 Documentation Required for Time Extension Requests
To request a time extension to an intermediate milestone date or the contract completion date associated with changes to the work, provide a narrative detailing the work added or deleted and the other activities affected, based on the latest accepted CPM Monthly

Update. For added work, submit a proposed fragnet of activities to be added or revised in the CPM schedule, indicating how the fragnet is to be tied to the CPM schedule.

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

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

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

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

108.4.10 Measurement for CPM Progress Schedule

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

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

108.4.11 Payment for CPM Progress Schedule

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

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

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

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

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

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

41. Landmark Reference Monuments Special, Item SPV.0060.004.

A Description

This special provision describes preserving the location and constructing new reference monuments for existing Public Land Survey System (PLSS) section corner monuments within the proposed construction limits.

B Materials

The department can furnish aluminum monument caps if necessary. Otherwise, all materials for the monumentation and witness ties will be the responsibility of the contractor to provide. All monuments shall be Type A as shown in Standard Detail Drawing “Landmark Reference Monuments and Covers”.

C Construction

Complete the work according to the pertinent requirements of standard spec 621.3 and as follows:

Obtain existing tie sheets from the Rock County Surveyor. Locate and verify existing PLSS monuments and ties. Furnish, and install if necessary, temporary and/or permanent ties. Provide a temporary tie sheet to the department and the Rock County Surveyor, for use by the public during the construction phase of the project and before the final monumentation is complete.

Perpetuate and/or reset all PLSS monuments and witnesses under the direction of a State of Wisconsin Licensed Professional Land Surveyor. Prepare the temporary and final PLSS monument records according to the Wisconsin Administrative Code Chapter AE-7. Prepare and file new monument records with the Rock County Surveyor according to AE-7 and provide a copy of the same to the WisDOT SW Region-Madison Survey Coordinator. This work shall be overseen and completed by a State of Wisconsin Licensed Professional Land Surveyor.

The approximate locations of the section corners that will likely be disturbed due to the proposed construction are listed in the table below:

Landmark Reference Monuments

Station	Offset	Township	Range	Section Corner
151+33.08'HR'	4.10' RT	01N	13E	SEC 16 CENTER

Notify the Rock County Surveyor and the WisDOT/SW Region-Madison Survey Coordinator five working days prior to construction operations that may disturb existing monuments, with pertinent questions or for department provided monument caps.

D Measurement

The department will measure Landmark Reference Monuments Special by each unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.004	Landmark Reference Monuments Special	Each

Payment is full compensation for furnishing a Professional Land Surveyor; obtaining existing PLSS monument record tie sheet(s); preparing, providing and filing temporary/final PLSS monument record tie sheet(s) from a Professional Land Surveyor; all survey work related to the perpetuation process; the furnishing and placing of all PLSS survey monuments; the furnishing and placement of any necessary witness ties; the removal of the existing monument(s) if necessary; excavating for the placement of the new monument(s) if necessary.

42. Traffic Control Gawk Screen Furnished, Item SPV.0090.200; Traffic Control Gawk Screen Installed, Item SPV.0090.201.

A Description

This special provision describes furnishing and installing traffic control gawk screen on concrete barrier as a traffic control device and removal upon completion of the project.

B Materials

Furnish rectangular shaped screen for temporary mounting on top of concrete barrier.

Furnish a polymer, polyethylene, or UV protected thermoplastic, or similar lightweight product that will not shatter when impacted and is proven crashworthy.

Submit shop drawings a minimum of two weeks prior to the proposed use of Traffic Control Gawk Screen.

Requirements:

- 24-inches in height;
- The same length as the concrete barrier on which it will be mounted, without splicing, except account for longitudinal overhang between the concrete barrier as shown in the plans;
- Mounted with two poles, at the spacing shown in the plan, attached to the mounting plate with the mounting plate drilled into the top of the concrete barrier;
- Secured with a chain and pin, or other approved method, to the mounting pole;
- Capable of being securely connected to the adjacent screen section using polyethylene brackets, or similar approved fasteners, made of non-metallic materials;
- Capable of expanding without buckling;
- Capable of contracting without creating gaps in the screening and while remaining securely fastened to the adjacent screen;
- Gray in color and opaque;
- Has finished faces on both sides of the screen;
- Capable of remaining in place from traffic gusts, wind gusts, and other outdoor elements that may move or displace the screen.

Furnish and install mounting pipe and hardware according to manufacturer's/ suppliers directions.

Installations and removals of the gawk screen to/from its supports on the jobsite shall not require any tools.

C Construction

Furnish and deliver traffic control screen to worksites within the project. Install the screen according to manufacturer's recommendations at contract-identified locations or as the engineer directs. Fasten screen sections together.

Provide surveillance and maintenance as specified in standard spec 643.3.2. Repair or replace any portion of the screen that is damaged as directed by the engineer at no additional cost. Replace any screen sections that buckle, deform, shrink, or have any other material or installation failure, as determined by the engineer, at no additional cost.

Remove screen when no longer needed at the installation site, during winter when directed by the engineer, and upon project completion. In permanent concrete barrier, concrete parapet, and department owned temporary concrete barrier, remove mounting hardware to below the concrete surface. Encapsulate all exposed metal and fill all holes left by anchorage methods with an epoxy from the department's approved products list. Fill holes as the screen is removed.

D Measurement

The department will measure Traffic Control Gawk Screen Furnished by the linear foot, acceptably delivered to the project site.

The department will measure Traffic Control Gawk Screen Installed by the linear foot, acceptably completed, along the base of the screen for each contract-identified or engineer-directed initial installation. The department will also measure subsequent contract-identified or engineer-directed reinstallations. The department will not measure installations made solely to accommodate the contractor's means and methods or to accommodate winter shutdowns or winter work not in the plans. Moving the screen from one barrier to another, removing and reinstalling the screen on the same barrier, or moving to storage and then moving to a barrier are included in the initial installation and will not be measured separately for payment.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.200	Traffic Control Gawk Screen Furnished	LF
SPV.0090.201	Traffic Control Gawk Screen Installed	LF

Payment for Traffic Control Gawk Screen Furnished is full compensation for furnishing traffic control screen, mounting posts, and mounting and fastening hardware; initial delivery; and storage until installation.

Payment for Traffic Control Gawk Screen Installed is full compensation for each installation; moving/trucking to another worksite within the project, unloading, and reinstalling; screen surveillance, maintenance, repair, and replacement; removing; disposal; and concrete barrier repair due to screen installation and after screen removal.

43. Fence Chain Link Polymer-Coated 6-Ft., Item SPV.0090.700.

A Description

This special provision describes furnishing and installing a new polymer-coated fence system on structures according to the pertinent plan details, as directed by the engineer and as hereinafter provided. The color of all components in this fence system shall be the same and shall be as specified on the plans.

B Materials

All materials for this fence system shall be new stock, free from defects impairing strength, durability, and appearance. Fabric shall be produced by methods recognized as good commercial practice. Wire used in the manufacture of the fabric shall be capable of being woven into fabric without the polymer-coating cracking or peeling. Pipes used in framework shall be straight, true to section and free of defects. All burrs at the ends of pipes shall be removed before galvanizing. The polymer-coating shall be a dense impervious covering, applied without voids, tears or cuts that reveal the substrate. Excessive roughness, bubbles, blisters and flaking in the polymer-coating will be a basis for rejection.

B.1 Fabric
Provide steel chain link fence fabric that conforms to the requirements of ASTM F668, Class 2b, a polymer-coating fused and adhered to wire that is zinc-coated. Provide fabric woven from 9-gage wire using plan specified mesh size, diamond pattern, with both the top and bottom selvages knuckled. The minimum breaking strength of the wire shall be 1290 lbs. The color of polymer-coating shall conform to the requirements of ASTM F934.

B.2 Framework
Provide steel rails, posts and post sleeves conforming to the requirements of ASTM F1083, Standard Weight Pipe (Schedule 40) of the size (O.D.) and weight as shown on the plans. The minimum yield strength shall be 30,000 psi and the minimum tensile strength shall be 48,000 psi. These components shall be zinc-coated inside and outside by the hot-dip process as stated in ASTM F1083. Provide polymer-coating over zinc-coating that conforms to ASTM F1043. The color of polymer-coating shall conform to the requirements of ASTM F934, and match the color of the other fence components. Weld base plate to posts or post sleeves and complete any additional welding of components before galvanizing.

B.3 Fittings
Provide end post caps, line post caps, top rail sleeves, rail ends, line rail clamps, brace bands, tension bands, tension bars, and tie wires that are steel and conform to the requirements of ASTM F626. Tie wires shall be round and 9-gage wire. These components (excluding tie wires) shall be zinc-coated by the hot-dip process as stated in ASTM F626. Provide polymer-coating over zinc-coating on components (excluding tie wires) that conforms to the requirements of ASTM F626. For tie wires, provide polymer-coating on wire that is zinc-coated using the same procedure as used for the wires in the fence fabric. End post caps and line post caps shall fit tightly over posts to prevent moisture intrusion. Supply dome style caps for end posts and loop type caps for line posts. The color of polymer-coating shall conform to the requirements of ASTM F934, and match the color of the other fence components.

B.4 Bolts
All bolts are to be supplied with lock washers and nuts. Use galvanized steel bolts, nuts and washers per plan details.

B.5 Tests
B.5.1 Fabric and Tie Wire

Breaking Strength:	ASTM A370
<u>Zinc-Coating Requirements</u>	
Weight of Zinc-Coating:	ASTM A90
<u>Polymer-Coating Requirements</u>	
Thickness of Polymer-Coating:	ASTM F668
Adhesion:	ASTM F668
Accelerated Aging Test:	ASTM F668, D1499
Mandrel Bend Test:	ASTM F668

B5.2 Framework

Tensile and Yield Strength:	ASTM E8
Zinc-Coating Requirements	
Weight of Zinc-Coating:	ASTM A90
Polymer-Coating Requirements	
Thickness of Polymer-Coating:	ASTM E376
Adhesion:	ASTM F1043
Accelerated Aging Test:	ASTM F1043, D1499

B.5.3 Fittings

Zinc-Coating Requirements		
Weight of Zinc-Coating:	ASTM A90	
Polymer-Coating Requirements		
Thickness of Polymer-Coating:	ASTM F626	
Adhesion:	ASTM F1043	(same test as for framework)
Accelerated Aging Test:	ASTM F1043, D1499	(same test as for framework)

B.6 Submittals

In addition to the engineer, send submittals listed in this section to the name below for informational purposes:

David Nelson
WisDOT (Bureau of Structures)
4802 Sheboygan Ave. (Room 601)
PO Box 7916
Madison, WI 53707

B.6.1 Shop Drawings

Submit shop drawings showing the details of fence construction. Show the fence height, post spacing, rail location, and all dimensions necessary for the construction of the chain link fence. Label the end posts, line posts, rails, post sleeves, top rail sleeves, bolts and fittings. State the polymer-coating type used on the fabric, framework and fittings and the Class of coating used on the fabric. State the color of polymer-coating to be used on the fence components. For the fabric, state the wire gage, mesh size, and type of selvages used. For the framework, state the size (O.D.) and unit weight for the posts and rails. For the fittings, state the size for top rail sleeves, brace bands, tension bands, tension bars, line rail clamps, size and type of bolts, and the tie wire gage. State the material type used for fabric, framework, and fittings. Also give the breaking strength for the fabric wire and the tensile and yield strength properties for the framework.

B.6.2 Specification Compliance

Submit certification of compliance with material specifications. Provide material certification and test documentation for fabric, framework, fittings and hardware that shows that all materials meet or exceed the specifications of this contract and the tests in **B.5**. This document shall provide the name, address and phone number of the manufacturer, and the name of a contact person.

C Construction

C.1 Delivery, Storage and Handling

Deliver material to the site in an undamaged condition. Upon receipt at the job site, all materials shall be thoroughly inspected to ensure that no damage occurred during shipping or handling and condition of materials is in conformance with these specifications. If polymer-coating is damaged, contractor shall repair or replace components as necessary to the approval of the engineer at no additional cost to the Owner. Carefully store material off the ground to ensure proper ventilation and drainage and to provide protection against damage caused by ground moisture. Handle all polymer-coated material with care.

C.2 Touch-up and Repair

For minor damage caused by shipping, handling or installation to polymer-coated surfaces, touch-up the finish in conformance with the manufacturer's recommendations. Provide touch-up coating such that repairs are not visible from a distance of 6-feet. If damage is beyond repair, the fencing component shall be replaced at no additional cost to the Owner. The contractor shall provide the engineer with a copy of the manufacturer's recommended repair procedure and materials before repairing damaged coatings.

C.3 General

Install the chain link fence according to ASTM F567 and the manufacturer's instructions. The contractor shall provide staff that is thoroughly familiar with the type of construction involved and materials and techniques specified. Chain link fabric shall be installed on the side of the posts indicated on the plans. Fabric shall be attached to the end posts with tension bars and tension bands. It shall be attached to rails, and posts without tension bands, with tie wires. The fabric shall be installed and pulled taut to provide a smooth and uniform appearance free from sag, without permanently distorting the fabric diamond or reducing the fabric height. Install top rail to pass through line post caps and form a continuous brace between end posts. Minimum length of top rail between splices shall be 20-feet. Splice top rail at joints with sleeves for a rigid connection. Locate splices near ¼ point of post spacing. Heads of bolts shall be on the side of the fence adjacent to pedestrian traffic.

D Measurement

The department will measure Fence Chain Link Polymer-Coated 6-Ft. 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.0090.700	Fence Chain Link Polymer-Coated 6-Ft.	LF

Payment is full compensation for fabricating, galvanizing and polymer-coating all fence components, and transporting to jobsite; for erecting components to create a polymer-coated fence system, including any touch-up and repairs.

44. Survey Project 1003-10-73, Item SPV.0105.001; Survey Project 3621-00-76, Item SPV.0105.002.

A Description

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

Add the following to standard spec 105.6.1:

Horizontal and vertical control points, provided by the department, are generally at 1-mile intervals for horizontal control and at 1/2-mile intervals for vertical control. Control points will be provided in a hard copy and ASCII electronic format.

Replace standard spec 105.6.2 with the following:

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

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

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

Delete standard spec 650.1.

B (Vacant)

C Construction

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

D Measurement

The department will measure Survey Project 1003-10-73 and Survey Project 3621-00-76 as a single lump sum unit of work, acceptably completed for each project.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.001	Survey Project 1003-10-73	LS
SPV.0105.002	Survey Project 3621-00-76	LS

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

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

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

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

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

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

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

II. PAYROLL REQUIREMENTS

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

III. POSTINGS AT THE SITE OF THE WORK

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

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

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

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

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

IV. WAGE RATE REDISTRIBUTION

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

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

V. ADDITIONAL CLASSIFICATIONS

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

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

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

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

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

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

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

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

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

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

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

ANNUAL PREVAILING WAGE RATE DETERMINATION
FOR ALL STATE HIGHWAY PROJECTS
ROCK COUNTY

Compiled by the State of Wisconsin - Department of Workforce Development
for the Department of Transportation
Pursuant to s. 103.50, Stats.
Issued on May 1, 2015

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

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

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

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

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

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	$	$	$
Bricklayer, Blocklayer or Stonemason	32.14	17.99	50.13
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	35.18	16.78	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	33.93	22.77	56.70
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	4.79	28.52
Ironworker	36.29	31.83	68.12
Future Increase(s): Add $2.10/hr on 6/1/15; Add $2.30/hr on 6/1/16			
Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sundaty, New Year's Day,Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day.			
Line Constructor (Electrical)	39.50	19.15	58.65
Painter	26.65	13.10	39.75
Pavement Marking Operator	29.22	24.68	53.90
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	39.20	14.67	53.87
Teledata Technician or Installer	22.25	12.33	34.58
Tuckpointer, Caulker or Cleaner	23.60	7.10	30.70
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	15.43	47.03
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	12.97	34.72
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	17.13	40.29
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	22.05	17.61	39.66
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)	18.33	13.65	31.98
Railroad Track Laborer	14.50	3.93	18.43
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).	37.72	21.15	58.87
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.			
Backhoe (Track Type) Having a Mfgr.'s Rated Capacity of 130,000 Lbs. or Over; Caisson Rig; Crane, Tower Crane, Portable Tower, Pedestal Tower or Derrick, With Boom, Leads &/or Jib Lengths Measuring 175 Ft or Under; Crane, Tower Crane, Portable Tower, Pedestal Tower or Derrick, With or Without Attachments, With a Lifting Capacity of 100 Tons or Under, Self-Erecting Tower Crane With A Lifting Capacity Of 4,000 Lbs., & Under; Dredge (NOT Performing Work on the Great Lakes); Licensed Boat Pilot (NOT Performing Work on the Great Lakes); Pile Driver.	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 Mfgr.'s Rated Capacity of Under 130,000 Lbs., Backhoe (Mini, 15,000 Lbs. & Under); Bituminous (Asphalt) Plant & Paver, Screed; Boatmen (NOT Performing Work on the Great Lakes); Boring Machine (Directional, Horizontal or Vertical); Bridge (Bidwell) Paver; Bulldozer or Endloader; Concrete Batch Plant, Batch Hopper; Concrete Breaker (Large, Auto, VIbratory/Sonic, Manual or Remote); Concrete Bump Cutter, Grinder, Planing or Grooving Machine; Concrete Conveyor System; Concrete Laser/Screed; Concrete Paver (Slipform); Concrete Pump, Concrete Conveyor (Rotec or Bidwell Type); Concrete Slipform Placer Curb & Gutter Machine; Concrete Spreader & Distributor; Crane (Carry Deck, Mini) or Truck Mounted Hydraulic Crane (10 Tons or Under); Crane WIth a Lifting Capacity of 25 Tons or Under; Forestry Equipment, Timbco, Tree Shear, Tub	36.72	21.15	57.87

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	$	$	$
Grinder, Processor; Gradall (Cruz-Aire Type); Grader or Motor Patrol; Grout Pump; Hydro-Blaster (10,000 PSI or Over); Loading Machine (Conveyor); Material or Stack Hoist; Mechanic or Welder; Milling Machine; Post Hole Digger or Driver; Roller (Over 5 Ton); Scraper (Self Propelled or Tractor Drawn) 5 cu yds or More Capacity; Shoulder Widener; Sideboom; Skid Rig; Stabilizing or Concrete Mixer (Self-Propelled or 14S or Over); Straddle Carrier or Travel Lift; Tractor (Scraper, Dozer, Pusher, Loader); Tractor or Truck Mounted Hydraulic Backhoe; Trencher (Wheel Type or Chain Type); Tube Finisher; Tugger (NOT Performing Work on the Great Lakes); Winches & A- Frames. Future Increase(s): Add $1.25/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 Sawer (Multiple Blade); Launch (NOT Performing Work on the Great Lakes); Lift Slab Machine; Mechanical Float; Mulcher; Power Subgrader; Robotic Tool Carrier (With or Without Attachments); Roller (Rubber Tire, 5 Ton or Under); Self Propelled Chip Spreader; Shouldering Machine; Skid Steer Loader (With or WIthout Attachments); Telehandler; Tining or Curing Machine. 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:	PROJECT(S):	FEDERAL ID(S):
20160112001	1003-10-73	N/A
	3621-00-76	N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
	SECTION 0001 Contract Items					
0010	201.0105 Clearing	9.000 STA		.		.
0020	201.0120 Clearing	539.000 ID		.		.
0030	201.0205 Grubbing	9.000 STA		.		.
0040	201.0220 Grubbing	659.000 ID		.		.
0050	203.0100 Removing Small Pipe Culverts	34.000 EACH		.		.
0060	203.0200 Removing Old Structure (station) 001. 119+03.74'HR'	LUMP	LUMP			.
0070	203.0225.S Debris Containment (structure) 001. B-53-45	LUMP	LUMP			.
0080	204.0100 Removing Pavement	5,984.000 SY		.		.
0090	204.0120 Removing Asphaltic Surface Milling	2,755.000 SY		.		.
0100	204.0150 Removing Curb & Gutter	345.000 LF		.		.

SCHEDULE OF ITEMS REVISED:

CONTRACT:	PROJECT(S):	FEDERAL ID(S):
20160112001	1003-10-73	N/A
	3621-00-76	N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0110	204.0155 Removing Concrete Sidewalk	24.000 SY		.		.
0120	204.0157 Removing Concrete Barrier	221.000 LF		.		.
0130	204.0165 Removing Guardrail	1,909.000 LF		.		.
0140	204.0170 Removing Fence	2,051.000 LF		.		.
0150	204.0180 Removing Delineators and Markers	4.000 EACH		.		.
0160	204.0220 Removing Inlets	1.000 EACH		.		.
0170	204.0245 Removing Storm Sewer (size) 001. 12-Inch	40.000 LF		.		.
0180	205.0100 Excavation Common	55,633.000 CY		.		.
0190	206.1000 Excavation for Structures Bridges (structure) 001. B-53-312	LUMP	LUMP			.
0200	210.0100 Backfill Structure	400.000 CY		.		.

SCHEDULE OF ITEMS REVISED:

CONTRACT:	PROJECT(S):	FEDERAL ID(S):
20160112001	1003-10-73	N/A
	3621-00-76	N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0210	213.0100 Finishing Roadway (project) 001. 1003-10-73	1.000 EACH		.		.
0220	213.0100 Finishing Roadway (project) 002. 3621-00-76	1.000 EACH		.		.
0230	305.0110 Base Aggregate Dense 3/4-Inch	1,869.000 TON		.		.
0240	305.0120 Base Aggregate Dense 1 1/4-Inch	38,572.000 TON		.		.
0250	305.0125 Base Aggregate Dense 1 1/4-Inch	170.000 CY		.		.
0260	305.0130 Base Aggregate Dense 3-Inch	29,890.000 TON		.		.
0270	415.0070 Concrete Pavement 7-Inch	32.000 SY		.		.
0280	415.0410 Concrete Pavement Approach Slab	80.000 SY		.		.
0290	416.1010 Concrete Surface Drains	9.000 CY		.		.
0300	455.0105 Asphaltic Material PG58-28	628.000 TON		.		.
0310	455.0120 Asphaltic Material PG64-28	57.000 TON		.		.

SCHEDULE OF ITEMS REVISED:

CONTRACT:	PROJECT(S):	FEDERAL ID(S):
20160112001	1003-10-73	N/A
	3621-00-76	N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0320	455.0605 Tack Coat	1,367.000 GAL		.		.
0330	460.1103 HMA Pavement Type E-3	11,437.000 TON		.		.
0340	460.1110 HMA Pavement Type E-10	1,038.000 TON		.		.
0350	460.2000 Incentive Density HMA Pavement	9,980.000 DOL	1.00000		9980.00	
0360	460.4110.S Reheating HMA Pavement Longitudinal Joints	21,784.000 LF		.		.
0370	465.0120 Asphaltic Surface Driveways and Field Entrances	60.000 TON		.		.
0380	465.0315 Asphaltic Flumes	100.000 SY		.		.
0390	465.0425 Asphaltic Shoulder Rumble Strips 2-Lane Rural	14,098.000 LF		.		.
0400	465.0475 Asphalt Center Line Rumble Strips 2-Lane Rural	7,928.000 LF		.		.
0410	502.0100 Concrete Masonry Bridges	836.000 CY		.		.
0420	502.3200 Protective Surface Treatment	1,313.000 SY		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0430	502.3210 Pigmented Surface Sealer	275.000 SY		.		.
0440	503.0146 Prestressed Girder Type I 45W-Inch	1,866.000 LF		.		.
0450	504.0900 Concrete Masonry Endwalls	12.000 CY		.		.
0460	505.0400 Bar Steel Reinforcement HS Structures	12,750.000 LB		.		.
0470	505.0600 Bar Steel Reinforcement HS Coated Structures	129,690.000 LB		.		.
0480	505.0800.S Bar Steel Reinforcement HS Stainless Structures	1,330.000 LB		.		.
0490	506.2605 Bearing Pads Elastomeric Non-Laminated	32.000 EACH		.		.
0500	506.4000 Steel Diaphragms (structure) 001. B-53-312	28.000 EACH		.		.
0510	511.1200 Temporary Shoring (structure) 001. B-53-312	1,804.000 SF		.		.
0520	516.0500 Rubberized Membrane Waterproofing	28.000 SY		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0530	517.1010.S Concrete Staining (structure) 001. B-53-312	11,433.000 SF		.		.
0540	520.0118 Culvert Pipe Class III 18-Inch	192.000 LF		.		.
0550	520.0124 Culvert Pipe Class III 24-Inch	32.000 LF		.		.
0560	520.0136 Culvert Pipe Class Ill 36-Inch	72.000 LF		.		.
0570	520.1018 Apron Endwalls for Culvert Pipe 18-Inch	12.000 EACH		.		.
0580	520.1024 Apron Endwalls for Culvert Pipe 24-Inch	2.000 EACH		.		.
0590	520.1036 Apron Endwalls for Culvert Pipe 36-Inch	4.000 EACH		.		.
0600	521.0336 Apron Endwalls for Culvert Pipe Sloped Cross Drains Steel 36-Inch 4 to 1	4.000 EACH		.		.
0610	521.1012 Apron Endwalls for Culvert Pipe Steel 12-Inch	2.000 EACH		.		.
0620	522.0142 Culvert Pipe Reinforced Concrete Class III 42-Inch	330.000 LF		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0630	522.0315 Culvert Pipe Reinforced Concrete Class IV 15-Inch	34.000 LF		.		.
0640	522.0318 Culvert Pipe Reinforced Concrete Class IV 18-Inch	567.000 LF		.		.
0650	522.0324 Culvert Pipe Reinforced Concrete Class IV 24-Inch	302.000 LF		.		.
0660	522.0330 Culvert Pipe Reinforced Concrete Class IV 30-Inch	286.000 LF		.		.
0670	522.0336 Culvert Pipe Reinforced Concrete Class IV 36-Inch	348.000 LF		.		.
0680	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	2.000 EACH		.		.
0690	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	10.000 EACH		.		.
0700	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	12.000 EACH		.		.
0710	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	6.000 EACH		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0720	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	4.000 EACH		.		.
0730	522.1042 Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	4.000 EACH		.		.
0740	523.0143 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 43x68-Inch	252.000 LF		.		.
0750	523.0429 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	236.000 LF		.		.
0760	523.0529 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	6.000 EACH		.		.
0770	550.0010 Pre-Boring Unconsolidated Materials	600.000 LF		.		.
0780	550.2126 Piling CIP Concrete 12 3/4 X 0. 375-Inch	3,260.000 LF		.		.
0790	601.0411 Concrete Curb & Gutter 30-Inch Type D	336.000 LF		.		.
0800	601.0415 Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	73.000 LF		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0810	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	625.000 LF		.		.
0820	602.0410 Concrete Sidewalk 5-Inch	365.000 SF		.		.
0830	602.0505 Curb Ramp Detectable Warning Field Yellow	16.000 SF		.		.
0840	603.8000 Concrete Barrier Temporary Precast Delivered	4,960.000 LF		.		.
0850	603.8125 Concrete Barrier Temporary Precast Installed	7,340.000 LF		.		.
0860	604.0500 Slope Paving Crushed Aggregate	446.000 SY		.		.
0870	606.0200 Riprap Medium	175.000 CY		.		.
0880	611.0430 Reconstructing Inlets	2.000 EACH		.		.
0890	611.0654 Inlet Covers Type V	2.000 EACH		.		.
0900	611.3220 Inlets 2x2-FT	2.000 EACH		.		.
0910	611.9710 Salvaged Inlet Covers	1.000 EACH		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0920	612.0212 Pipe Underdrain Unperforated 12-Inch	137.000 LF		.		.
0930	612.0406 Pipe Underdrain Wrapped 6-Inch	282.000 LF		.		.
0940	612.0700 Drain Tile Exploration	100.000 LF		.		.
0950	614.0150 Anchor Assemblies for Steel Plate Beam Guard	4.000 EACH		.		.
0960	614.0220 Steel Thrie Beam Bullnose Terminal	2.000 EACH		.		.
0970	614.0230 Steel Thrie Beam	150.000 LF		.		.
0980	614.0905 Crash Cushions Temporary	4.000 EACH		.		.
0990	614.2300 MGS Guardrail 3	150.000 LF		.		.
1000	614.2500 MGS Thrie Beam Transition	157.600 LF		.		.
1010	614.2610 MGS Guardrail Terminal EAT	4.000 EACH		.		.
1020	616.0206 Fence Chain Link 6-FT	429.000 LF		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1030	616.0329 Gates Chain Link (width) 001. 3. 5-Ft	2.000 EACH		.		.
1040	616.0600.S Fence Temporary	100.000 LF		.		.
1050	616.0700.S Fence Safety	270.000 LF		.		.
1060	618.0100 Maintenance And Repair of Haul Roads (project) 001. 1003-10-73	1.000 EACH		.		.
1070	618.0100 Maintenance And Repair of Haul Roads (project) 002. 3621-00-76	1.000 EACH		.		.
1080	619.1000 Mobilization	1.000 EACH		.		.
1090	624.0100 Water	510.000 MGAL		.		.
1100	625.0500 Salvaged Topsoil	112,120.000 SY		.		.
1110	627.0200 Mulching	48,500.000 SY		.		.
1120	628.1504 Silt Fence	17,328.000 LF		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1130	628.1520 Silt Fence Maintenance	17,328.000 LF		.		.
1140	628.1905 Mobilizations Erosion Control	16.000 EACH		.		.
1150	628.1910 Mobilizations Emergency Erosion Control	10.000 EACH		.		.
1160	628.2004 Erosion Mat Class I Type B	78,900.000 SY		.		.
1170	628.6510 Soil Stabilizer Type B	20.850 ACRE		.		.
1180	628.7005 Inlet Protection Type A	4.000 EACH		.		.
1190	628.7010 Inlet Protection Type B	3.000 EACH		.		.
1200	628.7015 Inlet Protection Type C	4.000 EACH		.		.
1210	628.7504 Temporary Ditch Checks	1,380.000 LF		.		.
1220	628.7555 Culvert Pipe Checks	190.000 EACH		.		.
1230	628.7560 Tracking Pads	2.000 EACH		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1240	629.0205 Fertilizer Type A	80.000 CWT		.		.
1250	630.0110 Seeding Mixture No. 10	766.000 LB		.		.
1260	630.0130 Seeding Mixture No. 30	1,350.000 LB		.		.
1270	630.0200 Seeding Temporary	3,417.000 LB		.		.
1280	633.5200 Markers Culvert End	32.000 EACH		.		.
1290	634.0612 Posts Wood 4x6-Inch X 12-FT	1.000 EACH		.		.
1300	634.0614 Posts Wood 4x6-Inch X 14-FT	5.000 EACH		.		.
1310	634.0616 Posts Wood 4x6-Inch X 16-FT	24.000 EACH		.		.
1320	634.0618 Posts Wood 4x6-Inch X 18-FT	5.000 EACH		.		.
1330	634.0620 Posts Wood 4x6-Inch X 20-FT	5.000 EACH		.		.
1340	634.0622 Posts Wood 4x6-Inch X 22-FT	8.000 EACH		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1350	634.0816 Posts Tubular Steel 2x2-Inch X 16-FT	9.000 EACH		.		.
1360	634.0818 Posts Tubular Steel 2x2-Inch X 18-FT	19.000 EACH		.		.
1370	637.2210 Signs Type II Reflective H	409.260 SF		.		.
1380	637.2215 Signs Type II Reflective H Folding	215.000 SF		.		.
1390	637.2230 Signs Type II Reflective F	67.250 SF		.		.
1400	638.2102 Moving Signs Type II	12.000 EACH		.		.
1410	638.2602 Removing Signs Type II	27.000 EACH		.		.
1420	638.3000 Removing Small Sign Supports	21.000 EACH		.		.
1430	638.4000 Moving Small Sign Supports	5.000 EACH		.		.
1440	642.5201 Field Office Type C	1.000 EACH		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1450	643.0200 Traffic Control Surveillance and Maintenance (project) 001. 1003-10-73	180.000 DAY		.		.
1460	643.0200 Traffic Control Surveillance and Maintenance (project) 002. 3621-00-76	187.000 DAY		.		.
1470	643.0300 Traffic Control Drums	57,943.000 DAY		.		.
1480	643.0420 Traffic Control Barricades Type III	9,648.000 DAY		.		.
1490	643.0705 Traffic Control Warning Lights Type A	13,592.000 DAY		.		.
1500	643.0715 Traffic Control Warning Lights Type C	6,996.000 DAY		.		.
1510	643.0800 Traffic Control Arrow Boards	604.000 DAY		.		.
1520	643.0900 Traffic Control Signs	14,590.000 DAY		.		.
1530	643.0910 Traffic Control Covering Signs Type I	5.000 EACH		.		.
1540	643.0920 Traffic Control Covering Signs Type II	10.000 EACH		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1550	643.1000 Traffic Control Signs Fixed Message	98.000 SF		.		.
1560	643.1050 Traffic Control Signs PCMS	1,267.000 DAY		.		.
1570	645.0120 Geotextile Fabric Type HR	478.000 SY		.		.
1580	646.0106 Pavement Marking Epoxy 4-Inch	44,542.000 LF		.		.
1590	646.0126 Pavement Marking Epoxy 8-Inch	1,472.000 LF		.		.
1600	646.0600 Removing Pavement Markings	16,863.000 LF		.		.
1610	647.0566 Pavement Marking Stop Line Epoxy 18-Inch	42.000 LF		.		.
1620	647.0726 Pavement Marking Diagonal Epoxy 12-Inch	40.000 LF		.		.
1630	648.0100 Locating No-Passing Zones	2.130 MI		.		.
1640	649.0100 Temporary Pavement Marking 4-Inch	12,723.000 LF		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1650	649.0400 Temporary Pavement Marking Removable Tape 4-Inch	7,418.000 LF		.		.
1660	652.0125 Conduit Rigid Metallic 2-Inch	48.000 LF		.		.
1670	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	1,116.000 LF		.		.
1680	653.0140 Pull Boxes Steel 24x42-Inch	4.000 EACH		.		.
1690	653.0222 Junction Boxes 18x12x6-Inch	4.000 EACH		.		.
1700	690.0150 Sawing Asphalt	453.000 LF		.		.
1710	690.0250 Sawing Concrete	51.000 LF		.		.
1720	715.0415 Incentive Strength Concrete Pavement	500.000 DOL	1.00000		500.00	
1730	715.0502 Incentive Strength Concrete Structures	5,016.000 DOL	1.00000		5016.00	
1740	SPV.0035 Special 001. Roadway Embankment	127,113.000 CY		.		.

CONTRACT: 20160112001
PROJECT(S): 1003-10-73, 3621-00-76
FEDERAL ID(S): N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1750	SPV.0060 Special 001. Baseline CPM Progress Schedule	1.000 EACH		.		.
1760	SPV.0060 Special 002. CPM Progress Schedule Updates and Accepted Revisions	6.000 EACH		.		.
1770	SPV.0060 Special 004. Landmark Reference Monuments Special	1.000 EACH		.		.
1780	SPV.0090 Special 200. Traffic Control Gawk Screen Furnished	1,200.000 LF		.		.
1790	SPV.0090 Special 201. Traffic Control Gawk Screen Installed	1,200.000 LF		.		.
1800	SPV.0090 Special 700. Fence Chain Link Polymer-Coated 6-Ft	547.000 LF		.		.
1810	SPV.0105 Special 001. Survey Project 1003-10-73	LUMP	LUMP			.
1820	SPV.0105 Special 002. Survey Project 3621-00-76	LUMP	LUMP			.
	SECTION 0001 TOTAL					.
	TOTAL BID					.

PLEASE ATTACH SCHEDULE OF ITEMS HERE