HIGHWAY WORK PROPOSAL

Proposal Number: Ø 6

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

COUNTY	STATE PROJECT ID	FEDERAL PROJECT ID	PROJECT DESCRIPTION	HIGHWAY
La Crosse	1641-06-61		La Crosse - Westby N. Marion Rd to Garner Pl	USH 14
La Crosse	1641-06-62		La Crosse - Westby Structure B-32-0082	USH 14
La Crosse	5163-07-60		Genoa - La Crosse La Crosse Co Line to Garner Pl	STH 35

This proposal, submitted by the undersigned bidder to the Wisconsin Department of Transportation, is in accordance with the advertised request for proposals. The bidder is to furnish and deliver all materials, and to perform all work for the improvement of the designated project in the time specified, in accordance with the appended Proposal Requirements and Conditions.

Proposal Guaranty Required, $ 75,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Due Date: February 9, 2016 Time (Local Time): 9:00 AM	Firm Name, Address, City, State, Zip Code **SAMPLE** **NOT FOR BIDDING PURPOSES**
Contract Completion Time Thirty (30) Working Days	
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 Concrete joint repair, concrete slab replacement, asphaltic milling, HMA pavement, signing, pavement marking, guardrail replacement, bridge deck milling and polyester polymer overlay, bearing replacement, pedestrian railing replacement, 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

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1641-06-61, La Crosse - Westby, N. Marion Rd to Garner Pl, located on USH 14, La Crosse County, Wisconsin; Project 1641-06-62, La Crosse - Westby, Structure B-32-0082, located on USH 14, La Crosse County, Wisconsin; and Project 5163-07-60, Genoa - La Crosse, La Crosse County Line to Garner Pl, STH 35, La Crosse 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 concrete joint repair, concrete slab repair and replacement, asphaltic milling, HMA pavement, signing, pavement marking, guardrail replacement, concrete bridge deck milling, polyester polymer overlay, superficial concrete repair of bridge deck, new bearings, cleaning and painting, pedestrian railing replacement, 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 time frame for construction of the project within the 2016 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

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

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.

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).

Work requiring lane closures on STH 35 and USH 14/61 shall not begin until the Portable Changeable Message Signs have been installed, programmed, and operating for a minimum of one week.

The contractor shall arrange at least one pre-pour meeting to discuss concrete placement. Discuss the pavement removal schedule, concrete placement schedule, personnel roles and responsibilities, testing and quality control, and how test results will be communicated. Schedule the initial meeting prior to removing any pavement.

Concrete Joint Repair shall be performed in a manner that does not remove, disturb, or damage any Concrete Pavement Repair SHES or Concrete Pavement Replacement SHES. Concrete Pavement Replacement SHES shall be performed in a manner that does not remove, disturb, or damage any Concrete Joint Repair. Over-sawing into the finished Concrete Joint Repair will not be allowed. Any blocking or plating necessary to traverse open patches shall be the responsibility of the contractor; no additional payment will be made.

Complete each stage entirely prior to beginning a new stage. Stages shall not be combined, unless approved by the engineer. Traffic shall not be directed onto the two way left turn lane prior to repairing the two way left turn lane gutter and replacing the two way left turn lane asphalt pavement. Any pavement removed in the two way left turn lane must be repaved during the same night.

Stage 1 runs from approximately Station 188+10'A' to Station 245+75'A'. The following lanes will be closed for construction: southbound STH 35, left turn lane from southbound STH 35 to eastbound USH 14, and southbound STH 35 from westbound USH 14. Traffic will run bi-directional on northbound STH 35 with northbound traffic being allowed to run on the white diagonal painted area. The emergency vehicle bypass shall also be

constructed during this stage along with replacing the overhead signs at Station 203+84'A'.

Stage 2 runs from approximately Station 211+30'A' to Station 245+75'A'. The following lanes will be closed for construction: northbound STH 35. Traffic will run bi-directional on southbound STH 35.

Stage 3 runs from approximately Station 190+00'A' to Station 211+30'A' and 6+00'C' to 14+30'C'. The following lanes will be closed for construction: northbound STH 35 to eastbound USH 14 right turn lane, left lane of northbound STH 35 from approximately Station 200+00'A' to 211+30'A', and westbound USH 14 ramp. Replacing the overhead sign at Station 15+78'C' may also be completed during this stage.

Stage 4 runs from approximately Station 191+85'A' to 197+35'A'. The northbound STH 35 lane will be closed for construction while traffic runs on the white diagonal painted area.

Stage 5 runs from approximately Station 54+15'B' to Station 70+25'B'. The westbound USH 14 lanes will be closed for construction while traffic runs bi-directional on the eastbound USH 14 lanes. Replacing the overhead sign at Station 15+78'C' may also be completed during this stage if not completed during Stage 3.

Stage 6 runs from approximately Station 67+00'B' to Station 70+50'B'. The eastbound USH 14 lanes will be closed for construction while traffic runs bi-directional on the westbound USH 14 lanes.

All work on the Stages 1-6 described above that require lane closures and bi-directional traffic shall be performed at night defined under these provisions as follows:

7:00 PM Saturday, Sunday, Monday, Tuesday, Wednesday, and Thursday nights to 6:00 AM the following day; 9:00 PM Friday to 6:00 AM Saturday.

No restrictions of traffic within the work area of Stages 1-6 shall occur outside of these hours. All required traffic control items shall be in place prior to commencing work each night and removed prior to re-opening the roadway to normal traffic patterns. Traffic control items for Stages 1-6 shall not be in place outside of the work hours described above.

All asphaltic milling and paving operations run from approximately Station 100+00'A' to Station 185+84'A'. At least one lane of traffic shall remain open at all times during this work with a flagging operation for traffic control. This work may occur within the duration of Stages 1-6. Construct asphaltic rumble strips within seven days after completing mainline paving, unless the engineer directs or allows otherwise, but before permanent epoxy centerline markings are applied. All asphaltic milling and paving work that requires lane closures or flagging operations shall not be permitted Monday through Friday 6:00 AM to 9:00 AM or 3:00 PM to 7:00 PM, unless the engineer directs or allows

otherwise. Nighttime asphaltic milling and paving operations that require lane closures or flagging operations shall not be permitted, unless the engineer directs or allows otherwise.

The contractor shall maintain access to all properties along the project and to all sideroads. If construction operations require the temporary closure of driveways, notify property owners of closures. Property owners shall receive a minimum of 48 hours advance notice. The maximum length of closure for private entrances shall be eight hours.

4. Lane Rental Fee Assessment.

A General

The contract designates some lane closures to perform the work. The contractor will not incur a Lane Rental Fee Assessment for closing lanes during the allowable lane closure times. The contractor will incur a Lane Rental Fee Assessment for each lane closure outside of the allowable lane closure times. If a lane is obstructed at any time due to contractor operations, it is considered a closure. The purpose of lane rental is to enforce compliance of lane restrictions and discourage unnecessary closures.

The allowable lane closure times are shown in the Prosecution and Progress article.

Submit the dates of the proposed lane, ramp, and roadway restrictions to the engineer as part of the progress schedule. 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, 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.1 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:
$1,000 per lane per hour broken into 15 minute increments

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)

5. Traffic.

Wisconsin Lane Closure System Advance Notification
Provide the following advance notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS).

TABLE 108-1 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

Discuss LCS completion dates and provide changes in the schedule to the engineer at weekly project meetings in order to manage closures nearing their completion date.
108-057 (20150630)

Notify the engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work. Failure to provide advance notification may result in non-compensable delays to the contractor. No time extensions will be granted for these delays.

Coordinate all arrangements for handling traffic with the engineer before work is started on a new stage of construction that will change the traffic pattern existing at the time. Ensure that all traffic control devices are in place and approved by the engineer before beginning each stage.

The contractor is required to give a minimum of five days notice to all emergency agencies prior to changing any traffic movements.

Maintain access to all side roads, businesses and private properties at all times. Additional intermediate construction staging or staging gaps, not shown on the plans, may be necessary to maintain continuous access to all properties. If the contractor coordinates the closure of any access to a business or private property with the owner(s), provide written documentation of coordination with the owner(s) to the engineer 48 hours prior to any closures.

The contractor shall arrange at least one traffic control meeting to discuss the arrangements for handling traffic prior to beginning a new work operation that will change the existing traffic pattern. Discuss the operation including personnel roles and responsibilities to ensure all traffic control devices are in place and approved by the engineer.

Conduct construction and hauling operations in such a manner that minimizes the interference of the flow of vehicles on STH 35 and USH 14/61. This includes the following:

- Do not park or store any equipment, vehicles, or construction materials within the right-of-way of STH 35 and USH 14/61 traveled roadways.

- No vehicle or piece of equipment will be permitted to directly cross live traffic lanes.

- Equip all vehicles and machines used to transport materials or supplies to the work site which are operated on the traveled roadway, with hazard identification beam (flashing yellow signal) 5-1/2 inch minimum diameter. The beam shall be visible from 360 degrees and shall be in operation when the vehicle is within the roadway or shoulder area.

- Have available at all times, sufficient experienced personnel to promptly install, remove, and reinstall the required traffic control devices to route traffic according to the plans, these special provisions, and as directed by the engineer.

- Construction vehicles shall move with traffic.

- Immediately clean up all debris falling onto the roadway.

If traffic delays become longer than 15 minutes, coordinate with the engineer to limit or alter construction operations to prevent undue inconvenience to the traveling public as specified under standard spec 108.5.

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

6. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 35 or USH 14 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday periods:

1. From noon Friday, May 27, 2016 to 6:00 AM Tuesday, May 31, 2016 for Memorial Day;
2. From noon Friday, July 1, 2016 to 6:00 AM Tuesday, July 5, 2016 for Independence Day;
3. From noon Friday, September 2, 2016 to 6:00 AM Tuesday, September 6, 2016 for Labor Day.

Work operations will be allowed on any closed portion of the project as long as it does not impede or interrupt free flow of traffic on STH 35 and USH 14.
107-005 (20050502)

7. Utilities.

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

The following utilities have facilities within the project's limits; however, no adjustments are anticipated:

- **Century Link** (communication line)
- Charter Communication (communication line)
- **City of La Crosse** (sewer and water)
- Coon Valley Telecommunications, Inc. (communication line)
- Mediacom LLC Wisconsin (communication line)
- **Xcel Energy** (electric and gas)
- **Xcel Energy** (electricity transmission) – A high voltage transmission line is present in the project area. Xcel Energy requires a working clearance of 15 feet between the electrical conductors and cranes and booms (digging equipment); and a physical proximity clearance of 10 feet between the electrical conductors and workers be maintained at all times. In addition, any construction near the transmission line shall comply with all OSHA Safety Clearances. If required clearances cannot be maintained, contractor must arrange for a line outage by calling Xcel Energy's Wisconsin Transmission Line Construction Department Supervisor (Charlie Dienger at (651) 955-1089). At least four weeks' advance notice must be provided in order to schedule a line outage. Be advised that line outages may not be available due to weather or system operating conditions.

8. Railroad Insurance and Coordination Burlington Northern Santa Fe Railroad (BNSF).

A Description

Comply with standard spec 107.17 for all work affecting BNSF Railroad Company property and any existing tracks. The railroad will provide 10 days of flagging at its expense.

A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3. Requirements of the standard specifications are changed as follows:[1]

Before the STATE issues its notice to proceed to the contractor or contractors (collectively, the CONTRACTOR) awarded the contract for construction involving the project described in this Stipulation (the PROJECT), the STATE shall require the CONTRACTOR to provide certain insurance coverage to protect the RAILROAD (as defined in this section) from loss for property and liability exposures relating to the construction activities on the PROJECT. The manner and process in which this will be accomplished is as detailed below.

TYPE OF INSURANCE	MINIMUM LIMITS REQUIRED[2]
1. Commercial general liability insurance; shall be endorsed to include blanket contractual liability coverage; shall cover bodily injury and property damage, personal and advertising injury, and fire legal liability. There shall be no endorsements limiting coverage for the work to be performed pursuant to this Stipulation.	$5,000,000 combined single limits per occurrence with an annual aggregate limit of not less than $10,000,000.
2. Workers' compensation and employer's liability coverage.	Workers' compensation limits: statutory limits. Employers' liability limits: Bodily injury by accident $100,000 each accident Bodily injury by disease $500,000 each accident $100,000 each employee
3. Commercial automobile liability insurance; shall cover all owned, non-owned, and hired vehicles used by the CONTRACTOR in carrying out the contract, and shall include coverage for bodily injury and property damage.	$1,000,000 combined single limit per occurrence.
4. Railroad Protective Liability Insurance, issued on a standard ISO form 00 35 10 93 or its equivalent and endorsed to include the Pollution Exclusion Amendment (ISO form CG 28 31 10 93) and the Limited Seepage and Pollution Endorsement. No endorsements restricting FELA coverage may be added.	$5,000,000 per occurrence $10,000,000 in the aggregate

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

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

4. The policies for insurance types 1, 2 and 3 must not contain an exclusion for punitive damages.

5. The commercial general liability policy shall include an endorsement that removes any restrictions on coverage regarding work being performed within 50 feet of a railroad or railroad property and an endorsement that removes any exclusion related to explosion, collapse or underground hazard.

6. The CONTRACTOR must waive its right of recovery against the RAILROAD for all claims and suits against the RAILROAD. In addition, the CONTRACTOR's insurers, through the terms of the policy or policy endorsement, must waive their right of subrogation against the RAILROAD for all claims and suits. The certificates of insurance must reflect the waiver of subrogation endorsement. The CONTRACTOR also must waive its right of recovery, and its insurers must also waive their right of subrogation, against the RAILROAD for loss of the CONTRACTOR's owned or leased property or property under the CONTRACTOR's care, custody or control.

7. The CONTRACTOR's insurance policies, except for excess liability/umbrella policies, through policy endorsement, must include wording to the effect that such policies are primary and non-contributing with respect to any insurance carried by the RAILROAD. The certificates of insurance must reflect that such wording is included in the evidenced policies.

8. The policies for insurance types 1 and 3, above, must include a severability of interest endorsement and the RAILROAD must be named as an additional insured with respect to work performed under this Stipulation. Severability of interest and naming the RAILROAD as additional insured must be indicated on the certificates of insurance.

9. The CONTRACTOR shall provide the original Railroad Protective Liability policy to the RAILROAD prior to performing any work on the PROJECT.

10. The CONTRACTOR shall only obtain coverage from insurance companies licensed to do business in the State of Wisconsin that have an A.M. Best rating of A- and Class VII or better.

11. The CONTRACTOR is not allowed to self-insure.

12. Prior to performing any work on the PROJECT, the CONTRACTOR shall provide the RAILROAD acceptable certificates of insurance, including original signatures of the authorized representatives evidencing the required coverages, endorsements, and amendments and referencing the RAILROAD's contract audit/folder number (if available), as evidence that required coverages for insurance types 1, 2 and 3 are in force.

13. The policies for insurance types 1, 2 and 3 must contain a provision that obligates the insurer to notify the RAILROAD at least 60 calendar days before a cancellation, non-renewal, substitution or material change in coverage, and such provision must be reflected on the insurance certificates.

14. The CONTRACTOR shall send the required insurance documentation to the RAILROAD at the following address:

    BNSF Risk Management
    2500 Lou Menk Drive AOB-1
    Fort Worth, TX 76131-2828

15. Acceptance by the RAILROAD of a certificate of insurance that does not comply with this section shall not operate as a waiver of the CONTRACTOR's obligation to provide the insurance required by this section.

16. If the RAILROAD notifies the STATE that the CONTRACTOR does not have the required insurance, the STATE's engineer shall immediately suspend work on the PROJECT until the matter is resolved.

17. The requirements for insurance types 1, 2, and 3 shall apply with equal force whether the CONTRACTOR or a subcontractor, or anyone directly or indirectly employed by either, performs work on the PROJECT. If any portion of the PROJECT work is subcontracted, the CONTRACTOR must require the subcontractor to provide and maintain insurance coverages for insurance types 1, 2, and 3 that meet the requirements of this section, except that the minimum limits required for the subcontractor's commercial general liability policy shall be $2,000,000 per occurrence and $4,000,000 in the aggregate.

18. The fact that the CONTRACTOR obtains insurance as required by this section shall not release or diminish the CONTRACTOR's liability. Damages recoverable by the RAILROAD will not be limited by the required insurance coverages.

19. Upon request from the RAILROAD, the CONTRACTOR will provide a certified duplicate original of any requested policy.

20. For purposes of this section references to the RAILROAD mean the COMPANY, Burlington Northern Santa Fe Corporation, and the subsidiaries, successors, assigns and affiliates of each.

Notify evidence of the required coverage, and duration to , BNSF Railroad Company, P.O. Box 12010 - BN, Hemet, CA 92546-8010, FAX (909) 766-2299.

Include the following information on the insurance document:

Project 1641-06-32
Route Name USH 14
Crossing ID 079882S
Railroad Subdivision Aurora
Railroad Milepost 293.87

A.2 Work by Railroad

The railroad will have no work to perform, except for work described in other special provisions and will be accomplished without cost to the contractor.

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

Contact Calvin Nutt, Manager of Public Projects, 80 - 44th Avenue NE, Minneapolis, MN 55421; TELEPHONE (763)782-3495; FAX (763) 782-3061; email Calvin.nutt@BNSF.com for consultation on railroad requirements during construction.

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

A.4 Temporary Grade Crossing

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

A.5 Train Operation

Approximately 50 through freight trains operate daily through the construction site. Through freight trains operate at up to 35 mph.

A.6 Temporary Clearances During Construction

Replace subparagraphs (3) 4.1 and (3) 4.2 of standard spec 107.17.1 with the following:

Provide 15 feet 0 inches (4.572 m) plus 1.5 inches (38 mm) per degree of track curvature, measured horizontally from the track center line.

Provide 21 feet 0 inches (6.401 m) plus compensation for super-elevated track, measured vertically above the top of the highest rails.

B Railroad Flagging

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

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

Projects with concurrent activity may require more than one flagger.

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

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

C Flagging – Railroad Pays Flagging Costs

C.1 General

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

Comply with the railroad's rules and regulations regarding operations on railroad right-of-way. If the railroad's chief engineering officer requires, arrange with the railroad to obtain the services of qualified railroad employees to protect railroad traffic through the work area. Notify the railroad's chief engineering officer in writing at least five business days before starting work near a track. Provide the specific time planned to start the operations. The railroad will bear the cost for flagging, including at private crossings, except that the contractor shall pay the railroad directly for the excluded condition.

C.2 Excluded Condition

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

Additional flagging requirements imposed by the railroad beyond the flagging requirements provided in subsection B above due to violations by the contractor.

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

D Rail Security Awareness and Contractor Orientation

Prior to entry on railroad right-of-way, the contractor shall arrange for on-line security awareness and contractor orientation training and testing, and be registered through "e-RAILSAFE" for all contractor and subcontractor employees working on railroad right-of-way. See e-railsafe.com "Information". The security awareness and contractor orientation training is shown under the railroad's name. The department has secured right of entry to railroad property; neither the contractor nor subcontractors or their employees will be required to sign a right-of-entry form. The security awareness and contractor orientation certification is valid for 2015 year(s) and must be renewed for projects that will carry over beyond the 2015 year period. Contractor and subcontractor employees shall wear the identification badge issued by e-RAILSAFE when on railroad right-of-way. Costs associated with training and registration are incidental to other items in the contract.

9. Erosion Control Structures.

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

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

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

James Gondek, License Number AII-108099, and Nathan Braun, License Number AII-206950, inspected Structure B-32-0082 for asbestos on June 6 and October 23 of 2014. No regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is available from: Timothy Maedke, Project Manager, (608) 789-6317.

In accordance with NR447 and DHS159, ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 4/11), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days prior to beginning any construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form to Timothy Maedke, Project Manager, (608) 789-6317, 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-32-0082, USH 14 over BNSF Railroad and Pammel Creek
- Site Address: S22; T15N; R07W; City of La Crosse
- Ownership Information: WisDOT SW Region, 3550 Mormon Coulee Rd, La Crosse, WI 54601
- Contact: Timothy Maedke, Project Manager
- Phone: (608) 789-6317
- Age: 35 years old. This structure was constructed in 1981.
- Area: 36,023 SF of deck

Insert the following paragraph in Section 6.g.:

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

107-125 (20120615)

11. Debris Containment B-32-0082, Item 203.0225.S.01.

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 US Army Corps of Engineers Section 404 Permit.

Replace subparagraphs (3) 4.1 and (3) 4.2 of standard spec 107.17.1 with the following:

Provide 15 feet 0 inches (4.572 m) plus 1.5 inches (38 mm) per degree of track curvature, measured horizontally from the track center line.

Provide 21 feet 0 inches (6.401 m) plus compensation for super-elevated track, measured vertically above the top of the highest rails.

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 BNSF Railway 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:

21. Calvin Nutt, Manager of Public Projects, 88 – 44th Avenue NE, Minneapolis, MN 55421; phone: (763)782-3495 email: Calvin.nutt@bnsf.com

D Measurement

The department will measure Debris Containment B-32-0082 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.01	Debris Containment B-32-0082	LS

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

12. QMP Base Aggregate.

A Description

A.1 General

(1) This special provision describes contractor quality control (QC) sampling and testing for base aggregates, documenting those test results, and documenting related production and placement process changes. This special provision also describes

department quality verification (QV), independent assurance (IA), and dispute resolution.

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

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

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

(5) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes required sampling and testing procedures. The contractor may obtain the CMM from the department's web site at: http://roadwaystandards.dot.wi.gov/standards/cmm/index.htm

A.2 Contractor Testing for Small Quantities

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

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

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

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

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

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

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

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

B Materials

B.1 Quality Control Plan

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

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

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

B.2 Personnel

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

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

13. Concrete Pavement Replacement SHES, Item 416.1725.

Revise standard spec 416.5.1(8) to eliminate the upper threshold for pavement replacement. Individual repairs at least one lane wide and greater than 15 feet will be considered and paid for as Concrete Pavement Replacement SHES.

14. 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 mainline 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. Measure joint temperature 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 all the work required under this bid item.
460-015 (20140630)

15. Removing Bearings, B-32-0082, Item 506.7050.S.01.

A Description
This special provision describes raising the girders and removing the existing bearings, as shown on the plans and as hereinafter provided.

B (Vacant)

C Construction
Raise the structure's girders and remove the existing bearings as shown in the plans.

Obtain prior approval from the engineer for the method of jacking the girders and of supporting them as required.

D Measurement
The department will measure Removing Bearings, B-32-0082, by the unit for each bearing removed.

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

ITEM NUMBER	DESCRIPTION	UNIT
506.7050.S.01	Removing Bearings, B-32-0082	Each

Payment is full compensation for raising the bridge girders; and for removing the old bearings. Cost of furnishing and installing the bearings will be paid for under separate bid items.
506-035 (20130615)

16. Structure Overcoating Cleaning and Priming B-32-0082, Item 517.3000.S.01.

A Description
This special provision describes cleaning and painting with two or three coats of paint the metal surfaces as hereinafter provided.

A.1 Areas to be Cleaned and Painted

Structure B-32-0082

1. Two Coat Area: 9934 SF with SP 1 cleaning.
2. Three Coat Area:
   0 SF with SP 2 cleaning.
   1227 SF with SP 3 cleaning:
   - Straddle bent beam and steel surfaces for 5' on either side of straddle bent
   - Exterior girders, exterior web and top and bottom flanges for entire length of girders;
   - Other isolated steel surfaces exhibiting active corrosion.

   1127 SF with SP 11 cleaning:
   - At abutments, all girder lines and steel surfaces 5' from girder ends.

   2354 SF total three-coat area.

B (Vacant)

C Construction

C.1 Surface Preparation

Prior to overcoating or power tool cleaning, solvent clean all surfaces to be coated according to SSPC-SP1. A SSPC-SP 3 or 11 power Tool Cleaning according to Steel Structures Painting Council Specification 3 or 11 will be required on all metal surfaces to be painted with a three-coat system. Prime the same day, or re-clean before application, all metal surfaces receiving a No. 3 or 11 cleaning.

Remove all abrasive or paint residue from steel surfaces with a High Efficiency Particulate Abatement (HEPA-VAC) vacuum cleaner equipped with a brush-type cleaning tool, or by double blowing. If the double blowing method is used, vacuum the exposed top surfaces of all structural steel, including flanges, longitudinal stiffeners, splices, plates, and hangers, after the double blowing operations are completed. The air line used for blowing the steel clean shall have an inline water trap and the air shall be free of oil and water as it leaves the air line.

Take care to protect freshly coated surfaces from subsequent cleaning operations. Thoroughly wire brush damaged primed surfaces with a non-rusting tool. Clean and re-prime the brushed surfaces within the time recommended by the manufacturer.

C.2 Painting

Paint by applying two or three coats of an approved coating system as specified herein to the surfaces as described in A.1 from the department's approved products list.

C.3 Coating Application

Apply paint in a neat, workmanlike manner. The resultant paint film shall be smooth and uniform without skips or areas of excessive paint. Apply coating according to the manufacturer's recommendations.

Prior to applying the prime coat, coat with primer all edges, rivet and bolt heads, nuts and washers by using a brush, roller, or spray application.

Dry Film Thickness per coat shall be a minimum of 3-mil. The dry film thickness shall be determined by use of a magnetic film thickness gage. The gage shall be calibrated for dry film thickness measurement according to SSPC-PA 2.

During surface preparation and coating application, the ambient and steel temperature shall be between 39 and 100 degrees F. The steel temperature shall be at least 5 degrees F above the dew point temperature, and the relative humidity shall not exceed 85%.

D Measurement
The department will measure Structure Overcoating Cleaning and Priming B-32-0082, completed according to the contract and accepted, as a single complete unit of work.

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

ITEM NUMBER	DESCRIPTION	UNIT
517.3000.S.01	Structure Overcoating Cleaning and Priming B-32-0082	LS

Payment is full compensation for preparing and cleaning the designated surfaces; and for furnishing and applying the paint.
517-036 (20080501)

17. Containment and Collection of Waste Materials B-32-0082, Item 517.4000.S.01.

A Description
This special provision describes furnishing and erecting tarpaulins to contain, collect and store the spent material from surface preparation of steel surfaces, collecting such spent material, and labeling and storing the spent material in waste containers according to the contract and as hereinafter provided.

B Materials
Provide 5-gallon lidded plastic containers for containing the spent material.

C Construction
Erect tarpaulins or other materials to collect all of the spent material from power tool cleaning. Consider and treat all spent material as hazardous waste because it contains lead.

Collect and store all waste material collected by this operation at the bridge site for disposal. Collect and store all waste materials at the end of each workday or more often if needed. Store materials in 5-gallon lidded plastic containers.

Label each container with the date the first waste was placed in the container and the words "Hazardous Waste – EPA Waste Code D008." Lock and secure all containers at the end of each workday. Keep the containers covered at all times except to add or remove waste material. Store the containers in an accessible and secured area, not located in a storm water runoff course, flood plain or exposed to standing water.

Collect the spent debris by vacuuming, shoveling, sweeping, or by channeling it directly to disposal containers. The enclosure shall be thoroughly cleaned at the end of each work day.

D Measurement

The department will measure Containment and Collection of Waste Materials (Structure), completed according to the contract and accepted, as a single complete unit of work for each structure designated in the contract.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
517.4000.S.01	Containment and Collection of Waste Materials B-32-0082	LS

Payment is full compensation for designing, erecting, operating, maintaining and disassembling the containment devices; collecting, labeling and storing spent materials in appropriate containers.

517-037 (20080902)

18. Guardrail.

Standard spec 614.2.5 is revised to exclude the use of wood posts and offset blocks, except for locations where energy absorbing terminals (EAT's) are required.

Supplement standard spec 614.3 with the following:

Areas originally protected by guardrail shall not be left unprotected for more than 72 hours. Set posts, install rail, and complete the guardrail installations according to the details provided in the plans within 72 hours from the time the existing guardrail is removed.

19. Pavement Marking Epoxy 4-Inch, Item 646.0106.

Revise standard spec 646 as follows:

Supplement standard spec 646.3.1.2 with the following:

Apply permanent centerline markings to the upper layer of new asphaltic pavement or surfacing within seven days after completing mainline paving but not before rumble strips have been installed, but before scheduled work suspension, unless the engineer directs or allows otherwise.

20. Locating No-Passing Zones, Item 648.0100.

For this project, the spotting sight distance in areas with a 55 mph posted speed limit is 0.26 miles (1373 feet).
648-005 (20060512)

21. Polyester Polymer Concrete Overlay with Milling and Test Patch, Item SPV.0035.01.

A Description

This special provision describes furnishing and applying a polyester polymer concrete overlay with a high molecular weight methacrylate (HMWM) resin prime coat, to the limits shown on the plans. Minimum thickness of finished overlay thickness to be as shown on plans.

Provisions in standard spec 509 for concrete masonry overlays will apply unless otherwise specified herein.

B Materials

The polyester polymer concrete system shall consist of a polyester resin binder and aggregate, and a compatible primer.

B.1 Primer

The primer shall be a HMWM resin that is low viscosity, wax free, low odor, and shall meet the following requirements:

Property	Requirements	Test Method
Viscosity [A B]	≤ 25 cps	ASTM D 2196 – Brookfield RVT
Specific Gravity [A B]	>0.90	ASTM D 1475
Flash Point [B]	≥ 180°F	ASTM D 3278
Tack-free Time [A]	≤ 400 minutes	California Test Method 551
Vapor Pressure [A B]	≤ .04 in Hg	ASTM D 323
Volatile Content [B]	< 30%	ASTM D 2369
PCC Saturated Surface Dry Bond Strength [C]	≥ 500 psi (24hrs)	California Test Method 551

[A] Value based on specimens or samples cured or aged and tested at 77°F
[B] Test performed prior to adding the initiator
[C] Value based on specimens or samples stored at 70±1ºF

The initiator for the methacrylate shall consist of a metal drier and peroxide. These materials must be stored separately and in a manner which will not allow the materials to contact each other if spilled or if the packaging leaks.

B.2 Resin

The resin shall be an unsaturated isophthalic polyester-styrene co-polymer with the following properties:

Property	Requirements	Test Method
Viscosity [A B]	75-200 cps	ASTM D 2196 – Brookfield RVT
Specific Gravity [A B]	1.05-1.10	ASTM D 1475
Absorption	≤ 1% (24 hr)	ASTM D 570
Tensile Elongation	35 – 80% (7 days)	ASTM D 638
Tensile Strength	≥ 2,500 psi (7 days)	ASTM D 638
Styrene Content [B]	40-50% by weight	ASTM D2369
Silane Coupler	> 1% by weight of resin	
PCC Saturated Surface Dry Bond Strength [C]	≥500 psi (24 hrs)	California Test Method 551
Permeability to Chloride ion	≤ 100 coulombs (28 days)	AASHTO T 277

[A] Values are based on specimens or samples cured or aged and tested at 77°F

[B] Test performed prior to adding initiator

[C] Values are based on specimens or samples cured or aged and tested at 70ºF

The silane coupler shall be an organsilane ester, gammamethacryloxypropyltrimethoxysilane. The promoter/hardener shall be compatible with methyl ethyl ketone peroxide and cumene hydroperoxide initiators.

B.3 Aggregates

For mixing with the polyester polymer resin, furnish natural or synthetic aggregates that have a proven record of performance in applications of this type. Furnish aggregates that are non-polishing; clean; free of surface moisture; fractured or angular in shape; and free from silt, clay, asphalt, or other organic materials. The fine aggregate shall be natural sand. The coarse aggregate shall meet the either of the following gradation requirements:

Sieve Size	% Passing by Weight	% Passing by Weight
½ in	100	100
3/8 in	100	83-100
No. 4	62-85	65-82
No. 8	45-67	45-64
No. 16	29-50	27-48
No. 30	16-36	12-30
No. 50	5-20	6-17
No. 100	0-7	0-7
No. 200	0-3	0-3

The coarse aggregate shall have a Moh's hardness of 7.0 or greater. The percent wear shall not exceed 50%, and the weighted soundness loss shall not exceed 12% per ASTM C131and C88, respectively.

Aggregates shall have an absorption not to exceed 1% and the moisture content shall not exceed one half of the aggregate absorption. Aggregates retained on the No. 8 sieve shall have a maximum of 45% crushed particles. 100% of the aggregate retained on No.16 will have at least 1 fractured face and at least 80% will have at least 2 fractured faces of material as measured by ASTM 5821.

The finishing sand aggregate shall be commercial quality dry blast sand with an average absorption of no more than 1%. 95% of the sand shall pass the No. 8 sieve and at least 95% shall be retained on the No. 20 sieve.

B.4 Required Properties of Overlay System

The required properties of the overlay system are listed in the table below:

Property	Requirements[A]	Test Method
Minimum Compressive Strength	2,000 psi (8 hrs) 5,000 psi (24 hrs)	ASTM C 579 Method B, Modified [B]
Set Time	30-120 minutes	ASTM C 266
Minimum Pull-off Strength	500 psi (24 hrs)	ACI 503R, Appendix A

[A] Based on samples cured or aged and tested at 75°F

[B] Plastic inserts that will provide 2-in by 2-in cubes shall be placed in the oversized brass molds.

B.5 Approval of Bridge Deck Polymer Overlay System

A minimum of 15 working days prior to the pre-construction meeting, submit to the engineer for approval the product data sheets and specifications from the manufacturer, product history/reference projects report, an overlay placement plan, and a certified materials report from an independent testing laboratory. The engineer may request samples of the primer, resin, and/or aggregate prior to application for the purpose of acceptance testing by the department.

The product history/reference projects report shall consist of a minimum of 5 bridge/roadway locations where the proposed overlay system has been applied in Wisconsin or in locations with similar climate. Include contact names for the facility owner, current phone number and e-mail address, and a brief project description. These projects must have been open to traffic for at least 1 year.

Product data sheets and specifications from the manufacture consists of literature from the manufacturer showing general instructions, application recommendations/methods, product properties, and any other applicable information.

C Construction

C.1 General

C.1.1 Pre-Installation Conference

Conduct a pre-installation conference with the manufacturer's representative prior to construction to establish procedures for maintaining optimum working conditions and coordination of work.

Furnish the engineer with a copy of the recommended procedures, the manufacturer's instructions, and the polyester polymer overlay mix design including the recommended initiator percentages for the expected application temperature.

A manufacturer's representative familiar with the overlay system installation procedures shall be present at all times during surface preparation and overlay placement to provide quality assurance that the work is being performed properly.

C.1.2 Material Storage and Safety Plan

Store resin materials in their original containers in a dry area. Store and handle materials according to the manufacturer's recommendations. Store all aggregates in a dry environment and protect aggregates from contaminants on the job site.

Safety Plan: Prior to arrival of the product on the job site, provide a product shipping, storage, and use safety plan to detail how the product will be delivered and stored on site in a manner that will not allow the constituent components to come in contact with each other in the event of a spill or container leakage. This plan must also include a description of the safety training workers applying the product have received regarding the product's use, and list any and all safety precautions which must be taken during application of the product.

C.1.3 Trial Batches

Mix one or more trial batches of polyester polymer concrete for various percentages of resin binder according to the manufacturer's recommendations. The materials, methods, and equipment used in the trial batch(es) shall be the same as those intended for use in the overlay. If at any time different materials, methods, or equipment are to be used, new trial batch(es) will be required. Dispose of all materials used in the trial batch(es).

C.1.4 Trial Overlay

Place trial overlay(s) on a properly prepared concrete base to determine the initial set time and to demonstrate the effectiveness of the surface preparation, mixing, placing, and finishing equipment and techniques. Each trial overlay shall be the width and thickness of the proposed placement on the bridge and at least 6 ft long. The trial overlay(s) shall be tined in the same manner as the deck overlay. Construct trial overlay(s) in similar weather conditions as those expected during the construction of the deck overlay and at a similar time of day unless directed otherwise by the engineer. Use the same equipment, including deck preparation equipment, as that which will be used for the deck overlay.

Prepared surface of the trial overlay(s) concrete base shall have a surface profile meeting CSP 5-7 and shall pass a tensile bond test per ACI 503R, as described in section C.2. 24 hours after trial overlay placement, perform a tensile bond strength test per ACI 503R at three locations on the trial overlay selected by the engineer, as described in section C.3.3. A passing test is tensile bond strength is greater than or equal to 250 psi or a failure into the substrate where more than 50% of the core area has failed deeper than ¼ in. All tests shall be conducted in the presence of the engineer.

The number of trial applications required shall be as many as necessary to demonstrate the contractor's ability to construct an acceptable overlay and competency to perform the work to the satisfaction of the engineer. If, after two trial applications, the engineer is not satisfied with the trial placements, hold another pre-installation conference, as described in Section C1.1. Do not proceed with deck overlay work prior to receiving the engineer's approval of the trial overlay(s).

Remove and dispose of all materials used in the trial overlay(s), including the concrete base, if necessary.

C.2 Deck Surface Preparation

Clean the entire surface of the bridge deck, sidewalk, and paving blocks receiving the polyester polymer concrete overlay using a suitable mechanical scarifyer. Accomplish this in a way that prevents hooking or tearing the reinforcing steel and that removes any existing polymer overlay as well as at least the minimum thickness of concrete from the deck surface shown on plans, but not more than the maximum depth approved by the engineer.

As specified on the plans, use polyester polymer concrete or Portland cement based patch mix to fill in deck repair areas for Preparation Deck Type 1, Preparation Deck Type 2, and Full Depth Deck Repair as defined by Section 509.3.4 and 509.3.8 respectively. Patching materials with magnesium phosphate shall not be used when the bridge is receiving a polyester polymer concrete overlay. Polyester polymer concrete shall not be used in full depth deck repair areas with a plan area larger than 10 ft by 10 ft or when the total amount of patching in a given span exceeds 10% of the deck area. All existing asphalt, magnesium phosphate, and epoxy patches, and any unsound concrete patches must be fully removed to sound concrete as part of the deck preparation process.

If polyester polymer concrete material is used to fill in deck repair areas, place patches after surface is prepared via shot blasting and cleaning as described below. Prime patch area as described in Section C.3.1 of this specification and place polyester polymer concrete material in patch areas a minimum of 1 hour before placing remainder of overlay or per the manufacturer's recommendation for placing deck patches of polyester polymer concrete, as approved by the engineer. If a Portland cement based patch mixed is to be used for deck repairs, the overlay cannot be placed until patches have cured for 28 days.

Determine an acceptable shotblasting machine operation (size of shot, flow of shot, forward speed, and/or number of passes) that provides a surface a profile meeting CSP 5-7 according to the International Concrete Repair Institute Technical Guideline No. 03732. Test the tensile bond strength according to ACI 503R, Appendix A of the ACI *Manual of Concrete Practice*. The surface preparation will be considered acceptable if the tensile bond strength is greater than or equal to 250 psi or if there is a failure into the substrate where more than 50% of the core area has failed deeper than ¼ in. Continue adjustment of the shotblasting machine and necessary testing until the surface is acceptable to the engineer or a passing test result is obtained.

Prepare the entire deck (or portion of the deck to be overlaid in one placement when staged construction is being employed) using the final accepted adjustments to the shotblasting machine as determined above. Blasting shall remove all dirt, oil, asphalt, rubber, curing compound, paint, carbonation, grease, slurry, membranes, striping, rust, weak surface mortar, laitance, and other foreign or potentially detrimental materials. Thoroughly blast clean with hand-held equipment any areas inaccessible by the shotblasting equipment. Do not perform surface preparation more than 24 hours prior to the application of the primer. Blasted surface shall not be exposed to vehicular or pedestrian traffic other than that required for overlay placement.

Prepare the vertical or nearly vertical concrete surfaces adjacent to the deck a minimum of 2 in above the overlay according to SSPC-SP 13 by sand blasting, using wire wheels, or other approved method.

Just prior to overlay placement, clean all dust, debris, and concrete fines from the deck surface including vertical faces of curbs and barrier walls up to a height of 2 in above the overlay with compressed air. The air stream must be free of oil and moisture. Any grease, oil, or other foreign matter that rests on or has absorbed into the concrete shall be removed completely.

An acceptably prepared surface will meet the criteria for a surface profile of CSP 5-7 according to the International Concrete Repair Institute Technical Guideline No. 03732. Test the tensile bond strength of the prepared concrete substrate per ACI 503R at 4 locations per span, or once every 2000 ft^2, whichever is greater, as determined by the engineer. A passing test will have a tensile strength greater than 250 psi, or a failure into the substrate where more than 50% of the core area has failed deeper than ¼ in. Patch the holes in the deck created by the pull off tests using polyester polymer concrete as described above for deck repair areas. All tests shall be conducted in the presence of the engineer.

Protect drains, expansion joints, access hatches, or other appurtenances on the deck from damage by the shot and sand blasting operations and from material adhering and entering. Tape or form all construction joints to provide a clean straight edge.

The engineer may consider alternate surface preparation methods per the overlay system manufacturer's recommendations. The engineer must approve the final surface profile and deck cleanliness prior to the contractor placing the polyester polymer overlay.

C.3 Application of the Overlay System

Apply the overlay system in accordance with the manufacturer's instructions.

Do not apply the overlay system if any of the following is true:

- Ambient air temperature is below or expected to drop below 50°F, or the manufacturer's recommended temperature, within 8 hours.
- Deck surface temperature is below 50°F or above 100°F.
- Moisture content in the deck exceeds 4.5% when measured by an electronic moisture meter or shows visible moisture after 2 hours when measured in accordance with ASTM D4263.
- Rain is forecasted within 12 hours of completion or it has rained within the last 24 hours.
- Materials component temperatures are below 50°F or above 100°F.
- Concrete age is less than 28 days, unless approved by the engineer.
- Gel time is 10 minutes or less at predicted high air temperature for the day.
- The relative humidity is greater than 85%.
- Surface temperature is less than 5°F above the dew point or expected to drop to less than 5°F above the dew point during the application.

C.3.1 Application of the Primer

Apply primer to the deck surface within 5 minutes of mixing at approximately 1 gallon per 100 square feet or the rate specified by the manufacturer. Use a squeegee, roller, broom, low pressure sprayer, etc. to distribute the material uniformly and to completely cover the area receiving the overlay. Remove excess buildup and re-prime any areas that appear dry from absorbing material. Wait a minimum of 15 minutes or as recommended by the manufacturer before placement of the overlay. If the primed surface becomes contaminated, clean and re-prime it.

C.3.2 Application of the Overlay

Perform the handling and mixing of the polymer resin and hardening agent in a safe manner to achieve the desired results according to the manufacturer's instructions.

The polyester concrete shall be placed within 15-120 minutes after the primer has been applied, or per the manufacturer's recommendation.

The polyester concrete shall contain approximately 12% polyester resin by weight of dry aggregate; the exact percentage will be determined by the engineer during placement to enable proper finishing and texturing of the overlay surface.

The amount of initiator used in polyester concrete shall be sufficient to produce an initial set time between 30 – 90 minutes, or per manufacturer's recommendation, during placement, as determined using an initial-setting time Gillmore needle per ASTM C266.

If initial set does not occur within 30 – 90 minutes, the material must be removed and replaced at no additional cost.

Place the polyester polymer concrete before gelling or within 15 minutes of adding the initiator, whichever comes first, or within a more restrictive range if recommended by the manufacturer. Discard any polyester polymer concrete not placed within this time limit at no additional cost.

Consolidate and finish to the required grade and cross-section per section 509 of the standard specification. Taper at drains and expansion joints as specified by the manufacturer or as indicated on the plans. Terminating edges of the overlay may require application and finishing by hand trowel. Finishing and texturing equipment shall be fitted with vibrators and tines or other means of consolidating and texturing the polyester concrete to a compaction no less than 97% or as recommended by the manufacturer. A vibratory screed may be used for placement lengths less than 300 ft. A roller type screed is not allowed. If a vibratory screed is used, the surface shall be tested in accordance with section 415.3.10 of the standard specification.

If the overlay is placed with a paving machine which incorporates tines, apply the finishing sand immediately after texturing. Otherwise, apply the finishing sand immediately before texturing or as directed by the manufacturer. The finishing sand must be applied before gelling occurs.

The finish sand shall be applied by either mechanical or hand dispersion immediately after strike-off, before gelling occurs. Apply at approximately 15 to 20 lbs per 100 ft^2 or until saturation as determined by the engineer.

Texture the overlay surface by transverse grooving as soon as the condition of the polyester polymer concrete will permit. Use a steel tined tool or a finned float with a single row of fins. Grooves shall be approximately $^3/_{16}$ in wide at ¾ -1 in on center with a depth of approximately $^1/_8$ in. Do not tine within 1 ft of gutters. Tining may be performed manually provided that the finish obtained is satisfactory to the engineer.

The completed polyester polymer concrete overlay surface shall be free of any smooth or "glassy" areas. Any such surface defects shall be repaired by the contractor to the satisfaction of the engineer at no additional cost.

Allow material to fully cure to a firm, hard surface before allowing traffic on the bridge. Cure times will vary depending on product and ambient temperature; refer to manufacturer's recommendation. Before opening to traffic, a properly calibrated Schmidt hammer must register a value not less than 25. The overlay shall be protected from moisture while it cures.

Prior to opening to traffic, clean expansion joints and joint seals of all debris and polymer. All working deck joints shall be extended through the overlay and sealed according to plan details. If required by the engineer, a minimum of 3 days following opening to traffic, remove loosened aggregates from the deck, expansion joints, and approach pavement.

If the overlay is not completed within the work period (including if staged construction is used), the polyester polymer overlay edges shall be tapered unless directed otherwise by the engineer. Taper the transverse edges (perpendicular to the direction of traffic) at a 20:1 (horizontal to vertical) slope. Provide the transverse edge with a ½ in lip at the top of the taper so a feather edge is not required for the completion pour. Taper the longitudinal edges (parallel to the direction of traffic) at a 4:1 (horizontal to vertical) slope. Tapering is not necessary if there is less than a ¾ in height difference in the elevation of the overlay section and the adjacent pavement. Prime the tapered portion and the vertical faces of butt joints of the previously placed overlay before placing the next portion of the overlay.

C.3.3 Acceptance Testing

Between 24 and 48 hours after overlay placement, conduct two tensile bond tests per pour as specified in ACI 503R in the presence of the engineer and at locations specified by the engineer. Drill cores through the overlay and into the existing concrete a minimum of ¼ in but no more than ½ in. A passing test will have a tensile strength greater than 250 psi, or a failure into the substrate where more than 50% of the core area has failed deeper than ¼ in. Immediately patch test core holes by blowing out with oil- and moisture-free compressed air and filling with polyester polymer concrete per manufacturer's instructions.

D Measurement

The department will measure Polyester Polymer Concrete Overlay and Test Patch in volume by the cubic yard acceptably completed. The department will not measure wasted material or material used for trial batches and overlays.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.01	Polyester Polymer Concrete Overlay with Milling and Test Patch	CY

Payment for Polyester Polymer Concrete Overlay with Milling and Test Patch is full compensation for preparing the surface including milling of existing deck; for tensile bond testing; providing, hauling, placing, finishing, curing, and protecting the overlay; for cleanup; for sweeping/vacuuming and disposing of excess and waste materials; for materials needed for and construction, removal, and disposal of trial overlay(s) and trial batch(es); and for the presences of the manufacturer's representative on the site.

If Portland cement concrete is used for patching, the department will pay for concrete under the bid item Concrete Masonry Bridges.

22. Traffic Control Cones, Item SPV.0045.01.

A Description

Provide, erect, maintain, move and remove traffic control cones at the locations shown on the plans and as directed by the engineer, and according to standard spec 643.

B Materials

Provide nonmetallic reflectorized traffic control cones fabricated to a 42-inch height and able to accept type C or type A warning lights. All cones must conform to the crashworthiness criteria of NCHRP Report 350, test level 3. If the engineer requests, furnish a letter from the manufacturer or distributor certifying that the cones conform to those crashworthiness criteria.

Provide reflective sheeting on all cones. The reflective sheeting material must conform to all the following:

- Designed specifically for use on reboundable traffic control devices.
- Conform to standard spec 637.2.2.2 for type H reflective sheeting.
- Received a good or better rating in 1-year NTPEP tests for shrinkage, cracking, blistering, colorfastness, reflectivity, adhesion, flexibility, and impact resistance.

Weight each cone with sand bags, or other engineer-approved material, to keep the cone in its intended location. Do not fasten together, or alter otherwise, 2-piece cones to perform in a way the manufacturer did not intend.

C (Vacant)

D Measurement

The department will measure Traffic Control Cones by the day, 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.0045.01	Traffic Control Cones	Day

Payment is full compensation for providing, erecting, maintaining, moving and removing, traffic control cones.

23. Galvanic Anodes, Item SPV.0060.01.

A Description

This special provision describes furnishing all labor, materials, and equipment necessary to properly install embedded galvanic anodes in concrete.

B Materials

Furnish pre-manufactured galvanic anodes designed for cathodic protection when embedded in concrete and tied to steel reinforcing. The core of the anode shall consist of a minimum of 1.3 ounces of electrolytic high grade zinc in compliance with ASTM B418 cast around a pair of steel tie wires and encased in a highly alkaline cementitious shell with a pH of 14. The anodes shall have one side that is less than 1½-inches in height.

Submit the product information to the engineer for approval. Supply a certification of compliance to the engineer before starting work. Deliver, store, and handle all materials according to the manufacturer's instructions.

Use one of the qualified galvanic anode products and manufacturers given below. An equivalent system may be used with the written approval of the engineer.

Product Name	**Manufacturer/Supplier**	**Telephone Number**
Galvashield	Vector Corrosion Technologies	(319) 364-5355
Sentinel	Euclid Chemical Company	(800) 321-7628
Emaco CP Intact	BASF Building Systems	(262) 227-4045

C Construction

C.1 Concrete Repair

Repair the concrete and prepare the exposed reinforcing steel according to standard spec 509. Use Portland cement based repair concrete materials with suitable electrical conductivity.

C.2 Galvanic Anode Installation

Install embedded galvanic anodes according to manufacturer's recommendations, as shown on the plans, and as listed in this specification.

C.2.2 Install galvanic anodes to existing reinforcement along the perimeter of the repair at spacing as specified on the plans. In no case shall the distance between anodes exceed 24 inches.

C.2.3 Provide 3/4-inch clearance between anodes and substrate to allow repair material to encase anode.

C.2.4 Secure the galvanic anodes as close as possible to the patch edge using the anode tie wires. Tighten the tie wires to allow little or no free movement.

If the anode is to be tied onto a single bar, or if less than 1½-inch of concrete cover is expected, place anode beneath the uncoated bar and secure to reinforcing steel.

If 1½-inch concrete cover will exist over the anode, the anode may be placed at the intersection between two bars and secured to each bar.

C.3 Electrical Continuity
Confirm electrical connection between anode tie wire and uncoated reinforcing steel with a multi-meter. The maximum DC resistance shall be 1 Ohm. Confirm electrical continuity of the exposed uncoated reinforcing steel within the repair area. Steel reinforcement shall be considered continuous when the DC resistance is 1 Ohm or less. If necessary, establish the electrical continuity with uncoated steel tie wire.

C.4 Inspection
The engineer will verify proper installation of the galvanic anodes prior to placement of the concrete.

D Measurement
The department will measure Embedded Galvanic Anodes as each individual anode, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Galvanic Anodes	Each

Payment is full compensation for furnishing and for properly installing; and for establishing and checking electrical continuity.

Concrete repair work will be paid for separately.

24. FRP Drain Pipe, Item SPV.0060.02.

A Description
This special provision describes furnishing and installing FRP drain pipes to replace existing drain pipes. Work shall be according to details shown on the plans, the pertinent requirements of the standard specifications, and as hereinafter provided.

B (Vacant)

C Construction
All fabrication shall be according to section 506. Galvanize all tubing, hangers, connections, and support bars according to ASTM A123. Hot-dip galvanize all hanger rods, nuts, bolts, and washers according to ASTM A153.

D Measurement
The department will measure FRP Drain Pipe as each individual drain pipe assembly, 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.0060.02	FRP Drain Pipe	Each

Payment is full compensation for removal of existing pipe, brackets and hardware; furnishing material for fabricating; galvanizing materials; installing the system.

25. Strip Seal Gland Replacement, Item SPV.0060.03.

A Description

This special provision describes removing and replacing the strip seal gland according to standard spec 502, as shown on the plans, and as hereinafter provided.

B Materials

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

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

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

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

*expansion device strip seal gland size shall match existing.

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

Furnish manufacturer's certification for adhesive attesting the materials meet the specification requirements.

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

D Measurement
The department will measure Strip Seal Gland Replacement at each individual strip seal gland replacement, 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.0060.03	Strip Seal Gland Replacement	Each

Payment is full compensation for removing existing strip seal, furnishing and replacing the new strip seal gland, and for furnishing and performing all cleaning.

26. Special Concrete Joint Repair, Item SPV.0090.01.

A Description
This special provision describes the removal of any loose or spalled concrete and asphaltic patching material within the longitudinal and transverse concrete joint, cleaning the longitudinal and transverse concrete joints and cracks, and filling with special high early strength concrete as shown on the plans, and as hereinafter provided.

B Materials
Furnish concrete conforming to the requirements specified for air-entrained special high early strength concrete in standard spec 416. Provide QMP for class II ancillary concrete as specified in standard spec 716.

C Construction
Use a concrete cutting wheel that is capable of removing any loose or spalled concrete and asphaltic patching, at least 6" and up to 8" in width, in one or two passes of the machine.

Remove all loose or unstable material in a manner that precludes damage to the remaining pavement. Water-blasting will not be allowed. Sweep existing surfaces to remove dust, dirt, or other objectionable material from all affected areas.

Any damage to the in-place concrete pavement by the contractor's operations shall be repaired prior to final acceptance as directed by the engineer and at no expense to the department.

Prevent the discharge of any loosened material into adjacent properties, work areas, inlets, or live traffic lanes using shrouds, barriers, or other engineer-approved methods.

Minimize dust dispersion during all operations associated with this bid item. Application of water or other dust control material requires the approval of the engineer.

Store removed material on the roadway only in conjunction with a continuous removal and pick-up operation. During non-working hours, clear the roadway of all materials and equipment. The roadway shall be cleared of all materials and equipment at the end of each work day prior to opening to traffic.

The removed material shall become the property of the contractor and be disposed of according to standard spec 203.3.4.

Clean the joint with compressed air immediately prior to patching. Ensure the joint bottom and sides are clean and dry. Deposit concrete to require as little rehandling as possible, place and consolidate by hand, and strike off and finish flush with adjoining surfaces. Epoxy coated reinforcement bar no. 4 shall be fully embedded in the concrete as shown in the plan details.

Cure exposed patches as specified for concrete pavement in standard spec 415.3.12 except the contractor may use PAM or linseed oil based curing compound conforming to standard spec 415.2.4 or may use wax based curing compound conforming to standard spec 501.2.9. Do not apply excess curing compound that could cause slippery pavement under traffic.

D Measurement

The department will measure Concrete Joint Repair by the linear foot, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.01	Special Concrete Joint Repair	LF

Payment is full compensation for removing and disposing of all loose or spalled concrete and asphaltic patching material; for cleaning joints and cracks; and for furnishing special high-early strength concrete used in patching.

27. Concrete Curb and Gutter 30-Inch Type A SHES, Item SPV.0090.02.

A Description

This special provision describes constructing concrete curb and gutter according to the requirements of standard spec 601, at locations approved by the engineer, and as hereinafter provided.

B Materials
Provide concrete that conforms to the requirements for special high early strength concrete according to standard spec 416.

C Construction
Perform this work at locations directed by the engineer according to the requirements of standard spec 416 for special high early strength concrete repair and replacement.

Modify standard spec 601.3.4 (5) to require that contraction joints be sawed.

Saw the joints to a minimum depth of one-third (D/3) of the depth of the curb and gutter at the flag line.

D Measurement
The department will measure Concrete Curb and Gutter 30-Inch Type A SHES in length by the linear feet, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.02	Concrete Curb and Gutter 30-Inch Type A SHES	LF

Payment is full compensation for furnishing all foundation excavation and preparation; all special construction required at driveway and alley entrances or curb ramps; providing all materials, including concrete, expansion joints, and reinforcement tie bars unless specified otherwise; placing, finishing, protecting, and curing; sawing joints; disposing of surplus excavation material, and for restoring the work site.

The department will adjust pay for crack repairs on concrete built under standard spec 601 as specified in standard spec 416.5.2 for ancillary concrete.

28. Removing HMA Pavement Notched Wedge Longitudinal Joint Milling, Item SPV.0090.03.

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

B (Vacant)

C Construction
Remove the notched wedge longitudinal joint constructed according to standard spec 450.3.2.8 prior to paving the adjacent lane. Provide a uniform milled surface that is reasonably plane, free of excessively large scarification marks, and has the grade and

transverse slope the plans show or the engineer directs. Do not damage the remaining pavement.

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

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

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

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.03	Removing HMA Pavement Notched Wedge Longitudinal Joint Milling	LF

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

29. Concrete Curb, Item SPV.0090.04.

A Description
This special provision describes constructing concrete curb according to the requirements of standard spec 601, at locations approved by the engineer, and as hereinafter provided.

B Materials
Furnish materials that are according to the pertinent requirements of standard spec 601.

C Construction
Conform to the requirements of standard spec 601.

D Measurement
The department will measure Concrete Curb in length by the linear feet, 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.0090.04	Concrete Curb	LF

Payment is full compensation for concrete curb bid items under this section conforming to the requirements of standard spec 601.

30. Sawing Pavement Deck Preparation Areas, Item SPV.0090.05.

A Description
This special provision describes sawing the boundaries of the existing concrete on the bridge deck that has been sounded and marked for deck preparation. These boundaries will be at least 2-inches and not greater than 6-inches outside of the unsound or disintegrated areas of concrete, as directed or marked by the engineer in the field.

B (Vacant)

C Construction
Make the saw cuts, a minimum of 1-inch in depth, at the locations marked.

Use a diamond blade for sawing that will allow the concrete to be sawed dry. Upon completion of the daily sawing, remove the dust deposits from the deck.

D Measurement
The department will measure Sawing Pavement Deck Preparation Areas by the linear foot, acceptably completed.

The department will not measure for payment over-cuts, cuts made beyond the limits marked in the field.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.05	Sawing Pavement Deck Preparation Areas	LF

Payment is full compensation for making all saw cuts; and for disposal of debris.

31. Cleaning Concrete, Item SPV.0180.01.

A Description
This special provision describes cleaning the areas of structures including wing walls and mask walls on B-32-82. This work shall be according to the plans, as directed by the engineer, and as hereinafter provided.

B (Vacant)

C Construction
C.1 Blast Cleaning Operation
Blast clean the outside face of the wing walls and mask walls and any other areas as directed by the engineer according to SSPC SP-13 and ASTMD4259 for an abrasive blast

cleaning to a surface roughness and finish as directed by the engineer. Before abrasive blast cleaning operations are to being, prepare a representative trial area and have a method of blast cleaning approved by the engineer.

C.2 Water Cleaning Operation

After abrasive blast cleaning operations are completed, clean the prepared surfaces with water according to ASTM D4258. With this water cleaning, remove all dust and loose material from all surfaces which were blasted clean. Remove all loose concrete, dirt, dust or blast material that remains, as directed by the engineer. Provide an adequate drying time of at least 24 hours to all surfaces before coating with the pigmented surface sealer.

D Measurement

The department will measure Cleaning Concrete by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.01	Cleaning Concrete	SY

Payment is full compensation for abrasive blast cleaning; for water cleaning; for furnishing all additional cleanup of the concrete surface; and for disposal of debris.

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
LA CROSSE 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	30.28	18.18	48.46
Carpenter	32.72	16.00	48.72
Future Increase(s): Add $1.42/hr on 6/1/2015; Add $1.42/hr on 6/1/2016. Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day.			
Cement Finisher	33.95	18.01	51.96
Future Increase(s): Add $1.87 on 6/1/15; Add $1.75 on 6/1/16. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.40/hr when the Wisconsin Department of Transportation or responsible governing agency requires that work be performed at night under artificial illumination with traffic control and the work is completed after sunset and before sunrise.			
Electrician	30.59	18.37	48.96
Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sunday, New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day.			
Fence Erector	18.50	5.34	23.84
Ironworker	31.50	20.01	51.51
Line Constructor (Electrical)	39.50	19.92	59.42
Painter	26.65	16.09	42.74
Pavement Marking Operator	26.04	20.63	46.67
Piledriver	30.11	26.51	56.62
Future Increase(s): Add $1.50/hr on 6/1/2015; Add $1.60/hr on 6/1/2016. Premium Pay: Add $.65/hr for Piledriver Loftsman; Add $.75/hr for Sheet Piling Loftsman. 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.			
Roofer or Waterproofer	18.40	11.44	29.84
Teledata Technician or Installer	22.25	12.24	34.49

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	$	$	$
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	14.98	46.58
Heavy Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	27.65	13.44	41.09
Light Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	25.68	12.83	38.51
Groundman - ELECTRICAL LINE CONSTRUCTION ONLY	21.75	11.63	33.38
TRUCK DRIVERS			
Single Axle or Two Axle	25.18	18.31	43.49
Future Increase(s): Add $1.15/hr on 6/1/2015. Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day.			
Three or More Axle	25.28	18.31	43.59
Future Increase(s): Add $1.15/hr on 6/1/2015. Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day.			
Articulated, Euclid, Dumptor, Off Road Material Hauler	30.27	21.15	51.42
Future Increase(s): Add $1.25/hr on 6/1/2015; Add $1.30/hr on 6/1/2016; Add $1.25/hr on 6/1/2017. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add $1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:/ / www.dot.wi.gov/ business/ civilrights/ laborwages/ pwc. htm.			
Pavement Marking Vehicle	23.16	20.01	43.17
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	24.58	14.61	39.19
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 conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	$	$	$
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	3.52	18.02
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 Grinder, Processor; Gradall (Cruz-Aire Type); Grader or Motor Patrol; Grout Pump; Hydro-Blaster (10,000 PSI or Over); Loading Machine (Conveyor);	36.72	21.15	57.87

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	$	$	$
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.	36.46	21.15	57.61
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 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.	36.17	21.15	57.32
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.			
Fiber Optic Cable Equipment.	28.89	17.95	46.84

SCHEDULE OF ITEMS REVISED:

CONTRACT:	PROJECT(S):	FEDERAL ID(S):
20160209006	1641-06-61	N/A
	1641-06-62	N/A
	5163-07-60	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 Roadway Items					
0010	203.0200 Removing Old Structure (station) 01. 233+49'A'	LUMP	LUMP			.
0020	203.0225.S Debris Containment (structure) 01. B-32-0082	LUMP	LUMP			.
0030	204.0100 Removing Pavement	16.000 SY		.		.
0040	204.0110 Removing Asphaltic Surface	3,282.000 SY		.		.
0050	204.0115 Removing Asphaltic Surface Butt Joints	54.000 SY		.		.
0060	204.0120 Removing Asphaltic Surface Milling	29,315.000 SY		.		.
0070	204.0130 Removing Curb	266.000 LF		.		.
0080	204.0150 Removing Curb & Gutter	534.000 LF		.		.
0090	204.0165 Removing Guardrail	2,057.000 LF		.		.

CONTRACT: 20160209006

PROJECT(S): 1641-06-61, 1641-06-62, 5163-07-60

FEDERAL ID(S): N/A, N/A, N/A

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0100	205.0100 Excavation Common	40.000 CY		.		.
0110	213.0100 Finishing Roadway (project) 01. 1641-06-61	1.000 EACH		.		.
0120	213.0100 Finishing Roadway (project) 02. 1641-06-62	1.000 EACH		.		.
0130	213.0100 Finishing Roadway (project) 03. 5163-07-60	1.000 EACH		.		.
0140	305.0120 Base Aggregate Dense 1 1/4-Inch	30.000 TON		.		.
0150	416.0610 Drilled Tie Bars	1,852.000 EACH		.		.
0160	416.0620 Drilled Dowel Bars	1,250.000 EACH		.		.
0170	416.1715 Concrete Pavement Repair SHES	198.000 SY		.		.
0180	416.1725 Concrete Pavement Replacement SHES	4,779.000 SY		.		.
0190	440.4410 Incentive IRI Ride	6,342.000 DOL	1.00000		6342.00	

CONTRACT: 20160209006

PROJECT(S): 1641-06-61, 1641-06-62, 5163-07-60

FEDERAL ID(S): N/A, 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
0200	455.0105 Asphaltic Material PG58-28	182.000 TON		.		.
0210	455.0605 Tack Coat	2,269.000 GAL		.		.
0220	460.1103 HMA Pavement Type E-3	3,284.000 TON		.		.
0230	460.2000 Incentive Density HMA Pavement	2,120.000 DOL	1.00000		2120.00	
0240	460.4110.S Reheating HMA Pavement Longitudinal Joints	9,300.000 LF		.		.
0250	465.0105 Asphaltic Surface	344.000 TON		.		.
0260	465.0475 Asphalt Center Line Rumble Strips 2-Lane Rural	5,093.000 LF		.		.
0270	502.0100 Concrete Masonry Bridges	1.000 CY		.		.
0280	502.3210 Pigmented Surface Sealer	320.000 SY		.		.
0290	502.5005 Masonry Anchors Type L No. 5 Bars	17.000 EACH		.		.

CONTRACT: 20160209006
PROJECT(S): 1641-06-61, 1641-06-62, 5163-07-60
FEDERAL ID(S): N/A, 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
0300	502.6102 Masonry Anchors Type S 1/2-Inch	40.000 EACH		.		.
0310	505.0600 Bar Steel Reinforcement HS Coated Structures	30.000 LB		.		.
0320	506.6000 Bearing Assemblies Expansion (structure) 01. B-32-0082	14.000 EACH		.		.
0330	506.7050.S Removing Bearings (structure) 01. B-32-0082	14.000 EACH		.		.
0340	509.0301 Preparation Decks Type 1	126.000 SY		.		.
0350	509.0302 Preparation Decks Type 2	63.000 SY		.		.
0360	509.1500 Concrete Surface Repair	227.000 SF		.		.
0370	509.2000 Full-Depth Deck Repair	5.000 SY		.		.
0380	517.3000.S Structure Overcoating Cleaning and Priming (structure) 01. B-32-0082	LUMP	LUMP			.

CONTRACT: 20160209006
PROJECT(S): 1641-06-61, 1641-06-62, 5163-07-60
FEDERAL ID(S): N/A, 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
0390	517.4000.S Containment and Collection of Waste Materials (structure) 01. B-32-0082	LUMP	LUMP			.
0400	611.0627 Inlet Covers Type HM	4.000 EACH		.		.
0410	611.8115 Adjusting Inlet Covers	1.000 EACH		.		.
0420	614.0395 Guardrail Mow Strip Concrete	356.000 SY		.		.
0430	614.2300 MGS Guardrail 3	1,559.000 LF		.		.
0440	614.2500 MGS Thrie Beam Transition	158.000 LF		.		.
0450	614.2610 MGS Guardrail Terminal EAT	4.000 EACH		.		.
0460	616.0210 Fence Chain Link 10-FT	609.000 LF		.		.
0470	618.0100 Maintenance And Repair of Haul Roads (project) 01. 5163-07-60	1.000 EACH		.		.
0480	619.1000 Mobilization	1.000 EACH		.		.

CONTRACT: 20160209006

PROJECT(S): 1641-06-61, 1641-06-62, 5163-07-60

FEDERAL ID(S): N/A, 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
0490	620.0300 Concrete Median Sloped Nose	60.000 SF		.		.
0500	625.0100 Topsoil	160.000 SY		.		.
0510	627.0200 Mulching	160.000 SY		.		.
0520	628.1905 Mobilizations Erosion Control	2.000 EACH		.		.
0530	628.1910 Mobilizations Emergency Erosion Control	2.000 EACH		.		.
0540	628.7015 Inlet Protection Type C	68.000 EACH		.		.
0550	628.7570 Rock Bags	22.000 EACH		.		.
0560	629.0210 Fertilizer Type B	0.130 CWT		.		.
0570	630.0130 Seeding Mixture No. 30	3.000 LB		.		.
0580	637.1220 Signs Type I Reflective SH	90.000 SF		.		.

CONTRACT: 20160209006

PROJECT(S): 1641-06-61, 1641-06-62, 5163-07-60

FEDERAL ID(S): N/A, 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
0590	638.2601 Removing Signs Type I	3.000 EACH		.		.
0600	642.5001 Field Office Type B	1.000 EACH		.		.
0610	643.0100 Traffic Control (project) 01. 1641-06-61	1.000 EACH		.		.
0620	643.0100 Traffic Control (project) 02. 5163-07-60	1.000 EACH		.		.
0630	643.0300 Traffic Control Drums	2,818.000 DAY		.		.
0640	643.0420 Traffic Control Barricades Type III	439.000 DAY		.		.
0650	643.0705 Traffic Control Warning Lights Type A	666.000 DAY		.		.
0660	643.0715 Traffic Control Warning Lights Type C	626.000 DAY		.		.
0670	643.0800 Traffic Control Arrow Boards	35.000 DAY		.		.
0680	643.0900 Traffic Control Signs	1,248.000 DAY		.		.

CONTRACT: 20160209006

PROJECT(S): 1641-06-61, 1641-06-62, 5163-07-60

FEDERAL ID(S): N/A, 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
0690	643.1050 Traffic Control Signs PCMS	120.000 DAY		.		.
0700	646.0106 Pavement Marking Epoxy 4-Inch	79,833.000 LF		.		.
0710	646.0126 Pavement Marking Epoxy 8-Inch	5,526.000 LF		.		.
0720	647.0166 Pavement Marking Arrows Epoxy Type 2	25.000 EACH		.		.
0730	647.0456 Pavement Marking Curb Epoxy	248.000 LF		.		.
0740	647.0566 Pavement Marking Stop Line Epoxy 18-Inch	14.000 LF		.		.
0750	647.0606 Pavement Marking Island Nose Epoxy	3.000 EACH		.		.
0760	647.0726 Pavement Marking Diagonal Epoxy 12-Inch	887.000 LF		.		.
0770	647.0776 Pavement Marking Crosswalk Epoxy 12-Inch	70.000 LF		.		.
0780	647.0796 Pavement Marking Crosswalk Epoxy 24-Inch	50.000 LF		.		.

CONTRACT: 20160209006

PROJECT(S): 1641-06-61, 1641-06-62, 5163-07-60

FEDERAL ID(S): N/A, 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
0790	647.0856 Pavement Marking Concrete Corrugated Median Epoxy	2,829.000 SF		.		.
0800	648.0100 Locating No-Passing Zones	1.480 MI		.		.
0810	649.0402 Temporary Pavement Marking Paint 4-Inch	17,748.000 LF		.		.
0820	652.0210 Conduit Rigid Nonmetallic Schedule 40 1-Inch	400.000 LF		.		.
0830	652.0335 Conduit Rigid Nonmetallic Schedule 80 3-Inch	420.000 LF		.		.
0840	653.0140 Pull Boxes Steel 24x42-Inch	3.000 EACH		.		.
0850	654.0220 Concrete Control Cabinet Bases Type 10	1.000 EACH		.		.
0860	655.0700 Loop Detector Lead In Cable	1,150.000 LF		.		.
0870	655.0800 Loop Detector Wire	1,250.000 LF		.		.
0880	690.0250 Sawing Concrete	13,468.000 LF		.		.

CONTRACT: 20160209006

PROJECT(S): 1641-06-61, 1641-06-62, 5163-07-60

FEDERAL ID(S): N/A, 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
0890	SPV.0035 Special 01. Polyester Polymer Concrete Overlay with Milling and Test Patch	125.000 CY		.		.
0900	SPV.0045 Special 01. Traffic Control Cones	2,123.000 DAY		.		.
0910	SPV.0060 Special 01. Galvanic Anodes	172.000 EACH		.		.
0920	SPV.0060 Special 02. FRP Drain Pipe	2.000 EACH		.		.
0930	SPV.0060 Special 03. Strip Seal Gland Replacement	2.000 EACH		.		.
0940	SPV.0090 Special 01. Special Concrete Joint Repair	7,772.000 LF		.		.
0950	SPV.0090 Special 02. Concrete Curb & Gutter 30-Inch Type A SHES	726.000 LF		.		.
0960	SPV.0090 Special 03. Removing HMA Pavement Notched Wedge Longitudinal Joint Milling	9,300.000 LF		.		.
0970	SPV.0090 Special 04. Concrete curb	282.000 LF		.		.

CONTRACT: 20160209006

PROJECT(S): 1641-06-61, 1641-06-62, 5163-07-60

FEDERAL ID(S): N/A, 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
0980	SPV.0090 Special 05. Sawing Pavement Deck Preparation Areas	830.000 LF		.		.
0990	SPV.0180 Special 01. Cleaning Concrete	320.000 SY		.		.
	SECTION 0001 TOTAL					.
	TOTAL BID					.

PLEASE ATTACH SCHEDULE OF ITEMS HERE