HIGHWAY WORK PROPOSAL

Proposal Number: 1 Ø

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	5200-03-61		C La Crosse, Cameron Ave & Cass St Mississippi Rvr B-32-202 & B-32-300	USH 14

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

Proposal Guaranty Required, $ 75,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Due Date: November 14, 2017 Time (Local Time): 9:00 AM	Firm Name, Address, City, State, Zip Code **SAMPLE** **NOT FOR BIDDING PURPOSES**
Contract Completion Time Forty (40) 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 Bridge cleaning, structure spot cleaning and painting, concrete masonry bridges, 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 5200-03-61, C LaCrosse, Cameron Ave & Cass St, Mississippi RVR B-32-202 & B-32-300, USH 14, 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, 2017 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 (20161130)

2. Scope of Work.

The work under this contract shall consist of bridge cleaning, structure spot cleaning and painting, concrete masonry bridges, 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 2018 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.

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

The nesting season for swallows and other birds is usually between May 1 and August 30. Either prevent active nests from becoming established, or apply for a depredation permit from the US Fish and Wildlife Service for work that may disturb or destroy active nests. The need for a permit may be avoided by removing the existing bridge structure prior to nest occupation by birds, or clearing nests from all structures before the nests become active in early spring. As a last resort, prevent birds from nesting by installing a suitable netting device on the remaining structure prior to nesting activity. Include the cost for preventing nesting in the cost of Bridge Cleaning Structure B-32-202 and Bridge Cleaning Structure B-32-300.

4. 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	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 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
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.
stp-108-057 (20161130)

Lane closures on Cameron Avenue are not allowed between the hours of 6:00 AM and 9:00 AM. Lane closures on Cass Street are not allowed between the hours of 3:00 PM and 6:00 PM.

All traffic control shall be removed from the structures during holiday work restrictions.

5. Holiday Work Restrictions.

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

- From noon Friday, May 25, 2018 to 6:00 AM Tuesday, May 29, 2018, for Memorial Day;
- From 6:00 AM Wednesday, July 4, 2018 to 6:00 AM Sunday, July 7, 2018, for Riverfest.
- From noon Friday, August 31, 2018 to 6:00 AM Tuesday, September 4, 2018, for Labor Day.

All traffic control shall be removed from the structures during holiday work restrictions.

6. Utilities.

This contract does not come under the provisions of Wisconsin Administrative Code Chapter Trans 220.

Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities for the underground facilities in the area, as required per state statutes. Use caution to maintain the integrity of utilities. Coordinate with the engineer to adjust plans as needed to avoid any unanticipated utility conflicts.

The following utility owners have facilities within the project area; however, no adjustments are anticipated:

CenturyLink – Communication Line
City of La Crosse – Sewer
La Crosse Water Utility – water
Xcel Energy – Electricity-Transmission
Xcel Energy – Gas/Petroleum

7. Archaeological Site Protection.

Archaeologically significant sites exist within the project area at the following locations:

1. 47LC800/BLC-0130 (North Line Mound Group)

Do not use this site for borrow, waste disposal, or for the staging of personnel, equipment and/or supplies. If ground disturbance becomes necessary, provide two weeks' notice to the Bureau of Technical Services, Environmental Services Section (ESS) before doing any work

in the areas of these sites. ESS will provide a qualified archaeologist to be on site at all times when work occurs near these areas.

The contact at ESS is Lynn Cloud, (608) 266-0099.

If a potentially significant archaeological feature or material is discovered during construction operations, the qualified archeologist will promptly coordinate with the WIDOT engineer and with ESS to determine an appropriate course of action.
(SWR 107.01-10162014)

8. Construction Over or Adjacent to Navigable Waters.

Add the following to standard spec 107.19:

The Mississippi River is classified as a navigable waterway.
stp-107-060 (20150630)

9. Notice to Contractor, Verification of Asbestos Inspection, No Asbestos Found.

John Roelke (TRC Solutions), License Number All-119523, inspected Structure B-32-202 and B-32-300 for asbestos on February 18, 2016. No regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is available from: Todd Waldo at (608) 785-9462.
stp-107-127 (20120615)

10. Concrete Staining B-32-202, Item 517.1010.S.01.

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

B Materials
B.1 Mortar
Use mortar for sack rubbing the concrete surfaces as given in standard spec 502.3.7.5 or use one of the following products:

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

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

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

B.2 Concrete Stain

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

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

C Construction

C.1 General

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

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

C.2 Preparation of Concrete Surfaces

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

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

C.3 Staining Concrete Surfaces

Apply the concrete stain according to the manufacturer's recommendations.

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

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

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

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

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

D Measurement
The department will measure Concrete Staining B-32-202 in area by the square foot of surface, acceptably prepared and stained.

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

ITEM NUMBER	DESCRIPTION	UNIT
517.1010.S.01	Concrete Staining B-32-202	SF

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

11. Removing Rivets, Item SPV.0060.01.

A Description
This special provision describes removing rivets as required to perform repair work on the existing structure according to the pertinent plan details, as directed by the engineer, and as hereinafter provided.

B Materials
Submit to the engineer for approval the proposed method for rivet removal. Rivet removal will not be permitted until the removal method has been approved and demonstrated successfully in the judgment of the engineer. In the event the engineer determines rivet removal work is resulting in damage to the existing steel, the contractor shall cease rivet removal operations until a new method has been demonstrated and approved by the engineer.

C Construction
Rivets to be removed shall have their heads removed with a rivet-buster, by non-flame cutting, air-arc gouging, or grinding and the shank driven, drilled, cored, or jacked out as required.

The following specifications shall apply where air-arc gouging methods are to be used:

1. All air-arc equipment operators shall be certified welders. Air-arc gouging procedures shall be performed according to AWS D1.5 C-3.2.6. In the presence of the engineer, each operator shall demonstrate the ability to remove the heads from four (4) button head ASTM F-1852 bolts mounted in a vertically oriented 12" x 12"x ½" thick plate without visibly damaging the plate, or raising the temperature of the plate to a temperature of greater than 150 degrees Fahrenheit. Operators which have not operated the air-arc equipment for 30 calendar days or more shall be required to re-demonstrate their ability as outlined above.

2. 50% of all rivets scheduled for removal shall be circled and crossed on the rivet head to remain using a 150 degree Fahrenheit "Tempilstik" heat sensitive chalk before air-arc gouging of the opposite rivet head. These rivets shall be submitted to the engineer for review. Air-Arc operators who submit rivets with melted chalk shall be subject to recertification or expulsion from the worksite at the discretion of the engineer.

3. The engineer reserves the right to request recertification of any Air-Arc operator at any time.

Minimize damage to connected components and existing paint coatings. Shield adjacent members/plates with flame resistant tarpaulins to prevent sparks or molten metal from damaging painted surfaces. Care shall be taken not to enlarge rivet holes. Unless otherwise noted, all bolts shall be the same diameter as the rivets being replaced. If the bolts will not fit the existing rivet holes, the holes shall be carefully reamed to 1/16-inch in diameter greater than the bolt diameter to accommodate the bolts.

All nicks, burrs, and foreign substances that might interfere with seating of the bolt head and nut washers shall be removed prior to installing bolts. Light grinding may be ordered by the engineer.

At locations where surrounding material or paint coatings have been damaged as a result of the contractor's operations, the surrounding material or coatings shall be repaired at contractor's expense to the satisfaction of the engineer. When reaming of more than 1/16-inch in diameter greater than the original bolt diameter shown on the plans and installing an oversize bolt is required for the repair, the reaming, furnishing and installing of oversized bolts shall be at the contractor's expense.

Install bolts in vacated rivet holes as soon as is practicable.

Where additional plates prohibit removing only one rivet at a time and replacing it with a new high strength bolt, the contractor shall temporarily occupy vacated rivet holes with drift pins as indicated in the plans.

Dispose of removed material according to pertinent provisions of standard spec 203. Existing paint may contain lead.

D Measurement
The department will measure Removing Rivets as each individual rivet acceptably removed.

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	Removing Rivets	EACH

Payment is full compensation for submitting the proposed method for rivet removal, removing rivets; disposing of rivet material; and reaming holes as required for new high strength bolts.

12. Removing Corroded Shims, Item SPV.0060.02.

A Description
This special provision describes removing corroded portions of shims on the existing structure according to the pertinent plan details, as directed by the engineer, and as hereinafter provided.

B Materials
Submit to the engineer for approval the proposed method for removing the corroded portions of shims. Removal of shims will not be permitted until the removal method has been approved and demonstrated successfully in the judgment of the engineer. In the event the engineer determines removal work is resulting in damage to the existing steel, the contractor shall cease shim removal operations until a new method has been demonstrated and approved by the engineer.

C Construction
Corroded shims shall be removed by non-flame cutting, air-arc gouging, or grinding.

The following specifications shall apply where air-arc gouging methods are to be used:

1. All air-arc equipment operators shall be certified welders. Air-arc gouging procedures shall be performed according to AWS D1.5 C-3.2.6. In the presence of the engineer, each operator shall demonstrate the ability to remove a 6” length of ¼” plate bolted to a larger ½” thick backing plate mounted in a vertical orientation without visibly damaging the ½” backing plate, or raising the temperature of the backing plate to a temperature of greater than 150 degrees Fahrenheit. Operators which have not operated the air-arc equipment for 30 calendar days or more shall be required to re-demonstrate their ability as outlined above.

2. When used to remove a shim, the gouging line shall be slightly above the line of removal indicated in the plans, and the top of the shim shall be ground down to the line of removal after removing the corroded portion of the shim in order to create a smooth surface.

3. The engineer reserves the right to request recertification of any Air-Arc operator at any time.

The method employed by the contractor shall minimize damage to main structural members, gusset plates, and paint coatings. Shield adjacent members/plates with flame resistant tarpaulins to prevent sparks or molten metal from damaging painted surfaces.

All nicks, burrs, and jagged edges shall be ground smooth after removing the corroded portion of the shim.

At locations where surrounding material or paint coating has been damaged as a result of the contractor's operations, the surrounding material or coating shall be repaired at contractor's expense to the satisfaction of the engineer.

Dispose of removed material according to pertinent provisions of standard spec 203. Existing paint may contain lead.

D Measurement
The department will measure Removing Corroded Shims as each individual shim, acceptably removed.

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.0060.02	Removing Corroded Shims	EACH

Payment is full compensation for submitting the proposed method for shim removal; removing the corroded shims; and disposing of removed material.

13. Batten Plate Access Holes, Item SPV.0060.03.

A Description
This special provision describes cutting 9" diameter holes in select batten plates on the lower chord of the existing truss structure in order to provide inspection access according to the pertinent plan details, as directed by the engineer, and as hereinafter provided.

B (Vacant)

C Construction
Core access holes with an annular-type cutter/hole-saw of 9” outside diameter attached to a magnetic drill, or by cutting with a reciprocating saw tool (jig-saw) equipped with metal cutting blade after drilling smaller holes inside the perimeter of the larger 9” diameter hole as required for blade insertion and to allow for a nearly circular shaped cut-out.

Flame cutting of the access holes is not allowed.

All nicks, burrs, and jagged edges shall be ground smooth after the hole is created and the steel slug is removed.

Dispose of removed material according to pertinent provisions of standard spec 203. Existing paint may contain lead.

D Measurement
The department will measure Batten Plate Access Holes as each individual hole, acceptably created.

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.0060.03	Batten Plate Access Holes	EACH

Payment is full compensation for coring/cutting holes & grinding cut edges smooth; and disposing of removed material.

14. Waterline Tube Brace Repair, Item SPV.0060.04.

A Description
This special provision describes removing and replacing deteriorated tube braces for the service waterline attached to the bridge structure. Work and material shall be according to standard spec 506, the plans, as directed by the engineer, and as hereinafter provided.

B Materials
Steel tubing shall conform to ASTM A500 Grade A or B. Shop painting with zinc-rich primer shall be according to standard spec 517. Blast clean steel tubing as specified in standard spec 506.3.31.2 before priming.

C Construction
Remove existing deteriorated waterline tube braces where directed by the engineer by cutting. Any remaining welds on attached components shall be ground smooth prior to installing new tube brace sections. Dispose of removed material according to pertinent provisions of standard spec 203. Existing paint may contain lead.

Install new replacement tube braces as detailed in the plans and according to standard spec 506.3. All material shall be painted with a three coat zinc-rich epoxy system per WisDOT standard spec 517, epoxy system. New tube brace sections shall arrive to the job site shop painted with zinc-rich primer and the finish coats shall be applied in the field under "Structure Spot Cleaning and Painting B-32-300" item, after field welding and touch-up cleaning and priming has been completed.

D Measurement
The department will measure Waterline Tube Brace Repair as each individual brace, acceptably replaced.

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.0060.04	Waterline Tube Brace Repair	EACH

Payment is full compensation for removing the existing deteriorated tube braces and grinding any remaining welds smooth; disposing of removed material; and providing and installing the new tube braces.

15. Bridge Cleaning Structure B-32-202, Item SPV.0105.01; Bridge Cleaning Structure B-32-300, Item SPV.0105.02.

A Description
Remove all accumulated foreign material from the entire bridge (including the tied arch and overhead truss) and pressure wash the areas previously covered by or in contact with foreign material according to the plans and hereinafter provided.

B (Vacant)

C Construction
Remove accumulated foreign material using hand tools or other methods approved by the engineer. Collect the foreign material and dispose of according to applicable solid waste disposal regulations. Do not allow the foreign material to fall or be disposed of in the water or on the land below the bridge. Upon completion, pressure wash just the areas previously covered or in contact with the foreign material.

Pressure wash using fresh water free of sediments and salt contaminants at a maximum water pressure of 2500 psi. Reduce water pressure if damage occurs to existing paint system. Use scrub brushes as necessary to remove tightly adhered material during pressure washing.

NOTE: Foreign material contains but is not limited to sand, gravel, organic matter, bird nests, animal excreta, and litter. Foreign material removal may require special worker protection.

D Measurement
The department will measure Bridge Cleaning B-32-202 and Bridge Cleaning B-32-300, completed according to the contract and accepted, as a single complete lump sum unit of work.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.01	Bridge Cleaning Structure B-32-202	LS
SPV.0105.02	Bridge Cleaning Structure B-32-300	LS

Payment is full compensation for removing and disposing of foreign material; access equipment; pressure washing; and for furnishing all materials.

16. Structure Spot Cleaning and Painting Structure B-32-202, Item SPV.0105.03; Structure Spot Cleaning and Painting Structure B-32-300, Item SPV.0105.04.

A Description
This special provision describes cleaning and painting steel surfaces exhibiting active corrosion (rust) at spot locations on the bridge.

Areas to be cleaned and painted are shown on the plans and described below.

B Materials
Furnish a three coat paint system from the department's approved products list for "Structure Overcoating Cleaning and Priming". Furnish a final coat matching color number 25240 (blue) for exterior surfaces and 20152 (white) for interior of box girders and tied-arch. Colors are according to Federal Standard Number 595B, as printed in 1989.

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

C Construction
C.1 Surface Preparation
Prepare steel surfaces described below according to SSPC-SP3 Power Tool Cleaning.

Steel surfaces to be cleaned and painted:

1. Rusted surfaces greater than 1" diameter (size of a quarter) and greater than 6" linearly along edges that fall within the limits shown on the plans;
2. Rusted surfaces are defined as surface rust, rust blisters, and rust undercutting as defined in SSPC-VIS 2 Standard Method of Evaluating Degree of Rusting on Painted Steel Surfaces.

FOR INFORMATION PURPOSES ONLY (B-32-202)		
LOCATION	SF	DESCRIPTION
SPANS 1 through 4	400	SP3 Power Tool Clean and paint spot areas on the interior of the trapezoidal tub girders.
SPAN 5	3000	SP3 Power Tool Clean and paint spot steel areas on the entire span including but not limited to interior and exterior of the arch and tie girder, floor beams, stringer, cable hangers, and cross braces.
SPANS 6 through 11	700	SP3 Power Tool Clean and paint spot areas on the interior of the trapezoidal tub girders.
PIER 2 RAILING	26	SP3 Power Tool Clean and paint entire pier 2 staircase railing
TOTAL	4126	

FOR INFORMATION PURPOSES ONLY (B-32-300)		
SPAN	SF	DESCRIPTION
1 through 6	700	SP3 Power Tool Clean and paint spot areas on all steel surfaces within each span.
7 through 9	7000	SP3 Power Tool Clean and paint spot areas on all steel surfaces below the deck/sidewalk and above to deck to a height of 10'.
10 through 14	600	SP3 Power Tool Clean and paint spot areas on all steel surfaces within each span.
15	200	SP3 Power Tool Clean and paint spot areas on all steel surfaces within each span.
16 through 18	600	SP3 Power Tool Clean and paint spot areas on all steel surfaces within each span.
TOTAL	9100	

Prime the same day, or re-clean before application, all metal surfaces receiving a SP3 cleaning.

C.2 Containment and Collection

Use power tools with vacuum shrouds attached to a High Efficiency Particulate Abatement (HEPA-VAC) vacuum cleaner to collect the spent material from the surface preparation of steel surfaces. Consider and treat all spent materials as hazardous waste because it may contain lead.

Store all waste material collected by this operation at a secure location on or near the bridge site. 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.

C.3 Painting

Apply three coats of an approved coating system from the department's approved products list to the surfaces as described in part C.1. 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 either 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 Spot Cleaning and Painting Structure B-32-202 and Structure Spot Cleaning and Painting Structure B-32-300 completed according to the contract and accepted, as a single complete lump sum unit of work.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.03	Structure Spot Cleaning and Painting Structure B-32-202	LS
SPV.0105.04	Structure Spot Cleaning and Painting Structure B-32-300	LS

Payment is full compensation for preparing and cleaning the designated surfaces; for collecting, labeling, and storing spent materials in appropriate containers; for furnishing and applying the paint.

17. Strip Seal Gland Replacement B-32-300, Item SPV.0105.05.

A Description

This special provision describes removing deteriorated strip seal glands at expansion joints, and furnishing and installing new strip seal glands as shown on the plans, and as hereinafter provided.

B Materials

The minimum thickness of the polychloroprene (neoprene) strip seal shall be 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, min.	2000 psi	ASTM D412
Elongation @ Break, min	250%	ASTM D412
Hardness, Type A, Durometer	60 ± 5 pts.	ASTM D2240
Compression Set, 70 hours @212°F, max.	35%	D395 Method B Modified
Ozone Resistance, after 70 hrs. at 100°F under 20% Strain with 100 pphm ozone	No Cracks	ASTM D1149 Method A
Mass Change in Oil 3 after 70 hr. @212°F Mass Change, max.	45%	ASTMD471

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

The manufacturer and model number shall match the existing strip seals to be replaced as follows:

Manufacturer	Model Number (Size)	Joint Location
Watson Bowman Acme	SE-400 (4-inch)	Pier 5
Watson Bowman Acme	SE-500 (5-inch)	Pier 9

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

Manufacturer's certifications for adhesive shall attest that the materials meet the specification requirements.

C Construction

Remove accumulated foreign material from the joint surface prior to removing existing strip seal glands under the "Bridge Cleaning Structure B-32-300" item.

After a joint's surface has been cleaned and allowed to dry out, remove the existing strip seal gland. Cut the existing gland down the center and remove/cut-out as much of the existing neoprene between the joint as possible to aid in removing the portions of the neoprene embedded in the steel retainer channels. Remove the remaining portions of neoprene embedded in the steel channels, using steel picks and tire spoons as required. Dispose of all removed waste material according to applicable solid waste disposal regulations.

After the steel channels are empty and free of the existing neoprene, clean the steel channel's interior section that comes in contact with the neoprene extrusions using wire brushes or by sand blasting in order to remove all debris and old adhesive. Use a compressed air wand to remove any abrasive material that has accumulated in the steel channels after blasting. If

cleaning is done by blasting, spent abrasive material shall be collected and prevented from falling into the water or onto the land below, and be disposed of according to applicable solid waste disposal regulations. Cleaning of the steel channels shall be done just prior to new gland installation. The joint must be dry during new gland installation, therefore, do not clean the joint if precipitation is imminent.

Install the new elastomeric strip seal glands with tools recommended by the manufacturer, and with a lubricant adhesive conforming to the requirements of ASTM D4070. Adhesive shall arrive to job-site in factory sealed containers and shall have been produced less than one (1) year prior to the installation date.

D Measurement

The department will measure Strip Seal Gland Replacement B-32-300 as a single lump sum unit for the 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
SPV.0105.05	Strip Seal Gland Replacement B-32-300	LS

Payment is full compensation for removing and disposing of existing strip seal glands; cleaning steel retainer channels; and furnishing and installing the new strip seal glands including adhesive.

18. Wind Anchor Repair, Item SPV.0105.06.

A Description

This special provision describes removing and replacing the wind anchor for span 7 at Pier 6 of the existing structure as shown in the plans, and as hereinafter provided.

B Materials

B.1 General

Furnish structural steel and non-laminated elastomeric bearing pad material according to standard spec 506.

Furnish Teflon/TFE/tetrafluoroethylene shim material according to standard spec 506.2.8.3 (6).

Furnish a non-shrink grout from the department's Approved List.

Blast clean fabricated structural steel components as specified in standard spec 506.3.31.3 before zinc coating.

Zinc Coat the complete assembly, including bolts, nuts, and washers, but excluding anchor bolt nuts. Zinc coat bolts, nuts, and washers according to ASTM A153, class C. Zinc coat the remainder of the assembly according to ASTM A123.

After zinc coating, shop apply a wash primer to the fabricated components and the coating system in a color similar to number 25240 (blue) of Federal Standard Number 595B.

B.2 Submittals
The contractor shall submit to the engineer for approval their proposed method for straightening the existing anchor bolts. Straightening of existing anchor bolts will not be permitted until the method has been approved by the engineer. In the event that the engineer determines that the contractor's method is resulting in damage to the existing bolts, the contractor shall cease straightening operations until a new method has been demonstrated and approved by the engineer. See C.2 for anchor bolt straightening requirements.

C Construction
Construction shall be according to standard spec 506.3, in addition to the following.

C.1 Removal of Existing Wind Anchor
Prior to removing existing wind anchor, install temporary bracing as detailed in the plans.

Remove existing wind anchor as detailed in the plans by cutting into pieces as required to free the components from their current seized state. Take care to prevent damage to existing anchor bolts to be preserved and reused. Heat may be applied to the existing anchor bolt nuts, and portions of the anchor bolts above the nuts- to help aid in nut removal. Heating to remove nuts shall not exceed 400 F. Monitor temperature using temperature-indicating crayons, liquids, or bimetal thermometers to ensure limit is not exceeded.

Dispose of removed material according to pertinent provisions of standard spec 203. Existing paint may contain lead.

C.2 Straightening of Existing Anchor Bolts
Prior to beginning straightening operations, remove existing paint on the anchor bolts under the "Structure Spot Cleaning and Painting Structure B-32-300" item.

Straighten existing anchor bolts to a completely vertical orientation in order to allow the new wind anchor assembly to be installed. Heat shall be used to lower the yield strength of the anchor bolts during straightening operations and allow for easier bending. Heat each bolt to maximum of 1000 F and maintain temperature (within 100 F) during entire straightening operation for each individual bolt. Monitor temperature using temperature-indicating crayons, liquids, or bimetal thermometers to ensure limit is not exceeded and temperature is maintained during the operation. Apply heat uniformly to only the bent portion of bolts using propane, propylene (propene/MAP), or other engineer-approved gas flame. Each bolt may only be heated, and subsequently allowed to cool, once. Heat and straighten only one bolt at time. Allow bolt to cool slowly to the ambient temperature in the open air.

Utilize bolt bending hickeys, jacks, clamps, backing plates, and other tools approved by the engineer to straighten bolts. Straightening methods used shall allow for precision straightening of the anchor bolts to completely vertical orientation over their entire length,

and must prevent the existing bolt threads from being damaged. Under no circumstances shall bolts be banged with hammers to aid in straightening.

Immediately after bolt has been straightened and allowed to cool to ambient temperature, each bolt shall be inspected for cracks prior to straightening the next bolt. Clean the areas to be tested/inspected of all paint, oil, grease, and other contaminants that impede the inspection process. Use Magnetic Particle Testing (MT) performed by a certified Level II Technician according to SNT-TC-1A. Follow the procedures and techniques for dry powder magnetic particle examination using the yoke method, ASTM E709, Practices for Magnetic Particle Examination. Contract with an independent certified ASNT Level II Technician to complete MT. If cracks are detected, contact the engineer and cease bolt straightening operations until engineer directs otherwise.

After all bolts have been straightened and inspected, clean and paint the portions of the anchor bolts below the new nuts, masking off the upper portions of the threads as required, prior to installing the new wind anchor. Cleaning and painting shall be included under the "Structure Spot Cleaning and Painting B-32-300" item.

D Measurement

The department will measure Wind Anchor Repair as a single complete lump sum unit of work.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.06	Wind Anchor Repair	LS

Payment is full compensation for furnishing, installing, removing, and disposing of the temporary bracing; removing and disposing of existing wind anchor; straightening and testing existing anchor bolts for cracks; and for furnishing and installing the new wind anchor.

19. Historical Railing Repairs, Item SPV.0105.07.

A Description

This special provision describes removing and replacing deteriorated portions of the sidewalk railings attached to the bridge structure. Work and material shall be according to standard spec 506, the plans, and as hereinafter provided.

B Materials

Steel tubing shall conform to ASTM A500 Grade A or B. Steel channel material shall conform to ASTM A36. Shop painting with zinc-rich primer shall be according to standard spec 517. Blast clean fabricated steel components as specified in standard spec 506.3.31.2 before priming.

Replacement rail posts have been previously fabricated and painted. Posts are currently stored by the La Crosse County Highway Department. Contact Tim Hammes at (608) 792-1216 to coordinate procurement of the replacement post to be used on the project. Salvage existing stainless steel anchor bolts, nuts, and washers.

C Construction

Remove existing deteriorated rail post and bottom rail standard spec according to the plan details. Dispose of removed material according to pertinent provisions of standard spec 203. Existing paint may contain lead.

Install new replacement railing components as detailed in the plans and according to standard spec 506.3. New bottom rail section shall be painted with a three coat zinc-rich epoxy system per standard spec 517, epoxy system. New bottom rail section shall arrive to the job site shop painted with zinc-rich primer and the finish coats shall be applied in the field under "Structure Spot Cleaning and Painting Structure B-32-300" item after field welding and touch-up cleaning and priming has been completed. Touch-up paint replacement rail post and the rest of railing components as directed by the engineer after installation under "Structure Spot Cleaning and Painting Structure B-32-300" item.

D Measurement

The department will measure Historic Railing Repairs as a single complete lump sum unit of work.

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.0105.07	Historic Railing Repairs	LS

Payment is full compensation for removing the existing deteriorated railing components; disposing of removed material; providing and installing the new bottom rail; obtaining and installing the new rail post; providing bearing pad for post; and for salvaging anchor bolts, nuts, and washers.

20. Compression Seal Expansion Device B-32-300, Item SPV.0105.08.

A Description

This special provision describes removing deteriorated compression seal expansion devices at expansion joints, and furnishing and installing new compression seal expansion devices as shown on the plans, and as hereinafter provided. Replacement expansion joint devices shall be comprised of a sealing assembly made up of two horizontal joints made of silicone-coated, pre-compressed foam, pre-assembled in parallel adjacent to a heavy-duty extruded aluminum spline. The spline shall act as a receptor for attaching a surface-mounted cover plate.

B Materials

Furnish EMSEAL – SJS System expansion devices, appropriately sized based on manufacturer's recommendations for the joint openings indicated in the plans. Also furnish all supplementary materials for proper installation per manufacturer's recommendations (e.g. solvent, epoxy adhesive, silicone, aluminum cover plates, cover plate fasteners, etc.).

Aluminum used for cover plates and central spline shall be 6061-T6 alloy meeting ASTM B221-95a. Top surface of aluminum cover plates shall be shot-blasted to produce a slip resistant surface.

Submit typical expansion joint shop drawings indicating pertinent dimensions, general construction, expansion joint opening dimensions and product information.

Alternate compression seal expansion devices/manufactures may be submitted for consideration provided their product can accommodate the joint widths and movements shown in the plans, and they have a central, factory pre-assembled, aluminum spline that acts as a receptor for attaching a surface-mounted cover plate. Submittal of alternates must be made three weeks prior to bid opening to allow proper evaluation time. Approval or denial of submitted alternates is at the department's discretion.

C Construction

Remove the existing elastomeric compression seals and any shim plates currently wedged into the joint. Dispose of all removed material according to applicable solid waste disposal regulations.

Grind existing sidewalk concrete surfaces to extents shown in the plans over the length of the aluminum cover plates to allow cover plates to remain flat during structure expansion/contraction movements.

After grinding the concrete surfaces, prepare the vertical concrete surfaces of the joint per manufacturer's recommendations.

Install the new compression seal expansion devices per the manufacturer's written instructions.

D Measurement

The department will measure Compression Seal Expansion Device B-32-300 as a single lump sum unit for the 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
SPV.0105.08	Compression Seal Expansion Device B-32-300	LS

Payment is full compensation for removing and disposing of existing compression seals; grinding the existing concrete surfaces; and furnishing and installing the new compression seal expansion devices including cover plates.

21. Mortar Surface Repair, Item SPV.0165.01.

A Description

This special provision describes mortar surface repairs to vertical and overhead concrete surfaces as described in the plans. Work shall be according to standard spec 509, except as modified herein.

B Materials

Replace standard spec 509.2(3) as follows:

Furnish a prepackaged, pre-blended, non-shrink, freeze-thaw resistant, portland cement based repair mortar specifically listed by the manufacturer as suitable for use in both overhead and vertical repair patch applications. Mortar may either be of the trowel-applied type or flowable, pressure-grouted type.

Example products include, but are not limited to, the following:

Mortar Surface Repair Product	Manufacturer
- Civil/Structural VO	Dayton Superior Corp.
- Perma Patch™ VO	Dayton Superior Corp.
- Certi-Vex® Patch VO	Vexcon Chemicals, Inc.
- EucoRepair V100	The Euclid Chemical Company
- SikaRepair® 224	Sika Corp.
- SikaRepair® SHB	Sika Corp.
- SikaTop® 123 Plus	Sika Corp.
- RepCon® V/O	SpecChem LLC
- Speccrete® SHB-200AP	Specco Industries

The 28-day compressive strength of the repair mortar shall be 4,000 psi minimum.

Submit manufacturer's product data and installation instructions for each material and product used to the engineer. Do not start mortar surface repair work without the engineer's written approval of the product/s proposed for use. Include manufacturer's Material Safety Data Sheets.

C Construction

Supplement standard spec 509.3.7(2) as follows:

The engineer shall be notified of concrete removal that exceeds 6 inch depth, one fourth the cross section of a structural member, more than half the vertical column reinforcement is exposed in a cross section, more than 6 consecutive reinforcement bars are exposed in any direction within 1.5 inch of a bearing area or other structural concern.

Exposed reinforcement bars shall be cleaned of concrete and corrosion using mechanically powered wire brushes or blast cleaning. After cleaning, all exposed reinforcement shall be carefully evaluated to determine if replacement or additional reinforcement bars are required. Reinforcing bars that have been cut or have lost 25 percent or more of their original cross sectional area shall be supplemented by new in kind reinforcement bars. New bars shall be lapped a minimum of 32 bar diameters to existing bars. A mechanical bar splicer shall be used when it is not feasible to provide the minimum bar lap. No welding of bars shall be performed. Intersecting reinforcement bars shall be tightly secured to each other using 0.006 inch or heavier gauge tie wire, and shall be adequately supported to minimize movement during mortar placement. Additional bar steel is incidental to the bid item for "Mortar Surface Repair."

All repair areas shall be inspected by the engineer prior to placement of mortar.

Repair mortar shall be mixed and installed according to the manufacturer's written instructions. Prepare all repair surfaces as directed by the manufacturer. Place mortar such that all members are restored as close as practicable to their original dimensions. The application of mortar shall be done in a manner that does not result in cold joints, laminations, sandy areas, voids, sags or separations.

Curing of repairs shall be done concurrently with repair mortar application. Curing compound shall be according to standard spec 502.3.8 or as directed by the manufacturer's written instructions.

Provide all appropriate access equipment and operators to the engineer to inspect repaired areas. Twenty eight days after placement of repair mortar, the repairs shall be examined for conformance with the original dimensions, cracks, voids and delaminations. Sounding for delaminations shall be done with a hammer or by other methods determined by the engineer.

Repaired areas that are found to not be in conformance with original dimensions, to have surface cracks greater than 0.01 inches in width, map cracking with a crack spacing in any direction of 18 inches or less, voids or delaminations shall be removed and replaced at no additional cost to the department.

D Measurement

The department will measure Mortar Surface Repair by the square foot, acceptably completed, measured as the exposed surface area, following removal, as delineated by the saw cuts.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0165.01	Mortar Surface Repair	SF

Payment is full compensation for removing and disposing of deteriorated concrete, cleaning reinforcing steel, providing supplemental reinforcing steel (when required), preparing repair surfaces, forming, furnishing, hauling, placing, curing, and protecting all materials.

ADDITIONAL SPECIAL PROVISION 4

Payment to First-Tier Subcontractors

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

109.1.1.2 Bid Items Designated as Pay Plan Quantity

Replace the entire text with the following effective with the June 2017 letting:

109.1.1.2.1 General

(1) If the schedule of items designates a bid item with a **P** in the item description, the department will use the plan quantity, the approximate quantity the schedule of items shows, for payment unless one or both of the following occurs:

- Scope changes regardless of the magnitude of the revised work.
- Errors and omissions that affect the plan quantity.

109.1.1.2.2 Scope Changes

(1) For engineer-directed quantity increases, the engineer will issue a contract change order for extra work, establish the cost of the added work as specified in 109.4, and measure the revised work. For engineer-directed quantity decreases, the engineer will issue a contract change order to adjust the plan quantity under the designated bid item.

109.1.1.2.3 Errors and Omissions

(1) The engineer may issue a change order under 105.4(5) to adjust the plan quantity for an error or omission and may revise the contract unit price as specified in 109.4.

305.2.1 General

Replace paragraph two with the following effective with the June 2017 letting:

(2) Where the contract specifies or allows 1 1/4-inch base, do not place reclaimed asphalt, reprocessed material, or blended materials below virgin aggregate materials unless the contract specifies or the engineer allows in writing.

310.2 Materials

Replace paragraph three with the following effective with the June 2017 letting:

(3) Do not place reclaimed asphalt, reprocessed material, or blended materials below open-graded base unless the contract specifies or the engineer allows in writing.

320.3.1.1 Consolidating, Finishing, and Curing

Replace paragraph two with the following effective with the June 2017 letting:

(2) Cure concrete base as specified for concrete pavement in 415.3.12. Use wax-based curing compound conforming to 501.2.9.

390.3.2 Concrete Patching

Replace paragraph two with the following effective with the June 2017 letting:

(2) Cure exposed patches as specified for concrete pavement in 415.3.12. Use wax-based curing compound conforming to 501.2.9. Protect as specified for concrete pavement in 415.3.14. Open to traffic as specified for concrete base in 320.3.

390.3.4 Special High Early Strength Concrete Patching

Replace the entire text with the following effective with the June 2017 letting:

(1) Construct as specified for special high early strength repairs under 416.3.8 except as follows:

- The contractor may delay removal for up to 14 calendar days after cutting the existing pavement.
- Open to traffic as specified for concrete base in 320.3.

(2) Cure exposed patches as specified for concrete pavement in 415.3.12. Use wax-based curing compound conforming to 501.2.9. Do not apply excess curing compound that could cause slippery pavement under traffic.

440.3.5.2 Corrective Actions for Localized Roughness

Replace paragraph two with the following effective with the September 2016 letting:

(2) The engineer will not direct corrective action or assess a pay reduction for an area of localized roughness without physically riding that work. The engineer will not direct corrective action on bridges without authorization from the department's bureau of structures.

450.3.1.1.4 Recording Truck Loads

Replace the entire text with the following effective with the December 2016 letting:

(1) If not using automatic batch recording, install a digital recorder as part of the platform truck or storage silo scales. Ensure that the recorder can produce a printed digital record of at least the gross or net weights of delivery trucks. Provide gross, tare, net weights, load count, and the cumulative tonnage; the date, time, ticket number, WisDOT project ID, and mix 250 number; and the mix type including the traffic, binder, and mix designation codes specified in 460.3.1. Ensure that scales cannot be manually manipulated during the printing process. Provide an interlock to prevent printing until the scales come to rest. Size the scales and recorder to accurately weigh the heaviest loaded trucks or tractor-trailers hauling asphaltic mixture. Ensure that recorded weights are accurate to within 0.1 percent of the nominal capacity of the scale.

(2) Ensure that tickets identify additives not included in the mix design submittal. Indicate on the ticket if the mixture will be placed under a cold weather paving plan and identify the warm mix additive and dosage rate required under 450.3.2.1.2.2.

455.3.2.1 General

Replace paragraph one with the following effective with the December 2016 letting:

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

460.2.1 General

Replace the entire text with the following effective with the December 2016 letting:

(1) Furnish a homogeneous mixture of coarse aggregate, fine aggregate, mineral filler if required, SMA stabilizer if required, recycled material if used, warm mix asphalt additive or process if used, and asphaltic material. Design mixtures conforming to table 460-1 and table 460-2 to 4.0% air voids to establish the aggregate structure.

(2) Determine the target JMF asphalt binder content for production from the mix design data corresponding to 3.0% air voids (97% Gmm) target at the design the number of gyrations (Ndes). Add liquid asphalt to achieve the required air voids at Ndes.

(3) For SMA, determine the target JMF asphalt binder content for production from the mix design data corresponding to 4.0% air voids (96% Gmm) target at Ndes.

460.2.8.2.1.5 Control Limits

Replace paragraph one with the following effective with the December 2016 letting:

(1) Conform to the following control limits for the JMF and warning limits based on a running average of the last 4 data points:

ITEM	JMF LIMITS	WARNING LIMITS
Percent passing given sieve:		
37.5-mm	+/- 6.0	+/- 4.5
25.0-mm	+/- 6.0	+/- 4.5
19.0-mm	+/- 5.5	+/- 4.0
12.5-mm	+/- 5.5	+/- 4.0
9.5-mm	+/- 5.5	+/- 4.0
2.36-mm	+/- 5.0	+/- 4.0
75-µm	+/- 2.0	+/- 1.5
Asphaltic content in percent	- 0.3	- 0.2
Air voids in percent[1]	+1.3/-1.0	+1.0/-0.7
VMA in percent[2]	- 0.5	- 0.2

[1] For SMA, JMF limits are +/-1.3 and warning limits are +/-1.0.

[2] VMA limits based on minimum requirement for mix design nominal maximum aggregate size in table 460-1.

460.2.8.2.1.6 Job Mix Formula Adjustment

Replace paragraph one with the following effective with the December 2016 letting:

(1) The contractor may request adjustment of the JMF according to CMM 8-36.6.13.1. Have an HMA technician certified at a level appropriate for process control and troubleshooting or mix design submit a written JMF adjustment request. Ensure that the resulting JMF is within specified master gradation bands. The department will have a certified Hot Mix Asphalt, Mix Design, Report Submittals technician review the proposed adjustment and, if acceptable, issue a revised JMF.

460.2.8.3.1.6 Acceptable Verification Parameters

Replace paragraph one with the following effective with the December 2016 letting:

(1) The engineer will provide test results to the contractor within 2 mixture-production days after obtaining the sample. The quality of the product is acceptably verified if it meets the following limits:

- Va is within a range of 2.0 to 4.3 percent. For SMA, Va is within a range of 2.7 to 5.3 percent.
- VMA is within minus 0.5 of the minimum requirement for the mix design nominal maximum aggregate size.

460.3.3.1 Minimum Required Density

Replace paragraph one with the following effective with the December 2016 letting:

(1) Compact all layers of HMA mixture to the density table 460-3 shows for the applicable mixture, location, and layer.

TABLE 460-3 MINIMUM REQUIRED DENSITY[1]

LOCATION	LAYER	PERCENT OF TARGET MAXIMUM DENSITY		
		MIXTURE TYPE		
		LT and MT	HT	SMA[5]
TRAFFIC LANES[2]	LOWER	93.0[3]	93.0[4]	___
	UPPER	93.0	93.0	___
SIDE ROADS, CROSSOVERS, TURN LANES, & RAMPS	LOWER	93.0[3]	93.0[4]	___
	UPPER	93.0	93.0	___
SHOULDERS & APPURTENANCES	LOWER	91.0	91.0	___
	UPPER	92.0	92.0	___

[1] The table values are for average lot density. If any individual density test result falls more than 3.0 percent below the minimum required target maximum density, the engineer may investigate the acceptability of that material.

[2] Includes parking lanes as determined by the engineer.

[3] Minimum reduced by 2.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

[4] Minimum reduced by 1.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

[5] The minimum required densities for SMA mixtures are determined according to CMM 8-15.

460.5.2.1 General

Replace paragraph six with the following effective with the December 2016 letting:

(6) If during a QV dispute resolution investigation the department discovers mixture with 1.5 > Va > 5.0 or VMA more than 1.0 below the minimum allowed in table 460-1, and the engineer allows that mixture to remain in place, the department will pay for the quantity of affected material at 50 percent of the contract price.

460.5.2.3 Incentive for HMA Pavement Density

Replace paragraph one with the following effective with the December 2016 letting:

(1) If the lot density is greater than the minimum specified in table 460-3 and all individual air voids test results for that mixture placed during the same day are within 2.5 - 4.0 percent, the department will adjust pay for that lot as follows:

INCENTIVE PAY ADJUSTMENT FOR HMA PAVEMENT DENSITY[1]

PERCENT LOT DENSITY ABOVE SPECIFIED MINIMUM	PAY ADJUSTMENT PER TON[2]
From -0.4 to 1.0 inclusive	$0
From 1.1 to 1.8 inclusive	$0.40
More than 1.8	$0.80

[1] SMA pavements are not eligible for density incentive.

[2] The department will prorate the pay adjustment for a partial lot.

501.2.6 Fly Ash

Replace the entire subsection with the following effective with the December 2016 letting:

501.2.6.1 General

(1) Fly ash is defined as a finely divided residue resulting from the combustion of coal in a base loaded electric generating plant, transported from the boiler by flue gases, and later collected, generally by precipitators. Use fly ash in concrete manufactured by facilities and processes known to provide satisfactory material.

(2) Test fly ash using a recognized laboratory, as defined in 501.2.2(1), starting at least 30 days before its proposed use, and continuing at ASTM-required frequencies as the work progresses. The manufacturer shall test the chemical and physical properties listed in tables 1 and 2 of ASTM C618 at the frequencies and by the test methods prescribed in ASTM C311.

(3) Use only one source of fly ash for a bid item of work under the contract, unless the engineer directs or allows otherwise in writing.

(4) Prequalify any proposed fly ash source as follows: The contractor shall obtain a copy of the certified report of tests or analysis made by a qualified independent laboratory, recognized by the department under 501.2.2, showing full and complete compliance with the above specification from the fly ash manufacturer and furnish it to the engineer. Provide this report to the engineer at least 14 calendar days before using the fly ash.

(5) The manufacturer shall retain test records for at least 5 years after completing the work, and provide these records upon request.

501.2.6.2 Class C Ash

(1) Conform to ASTM C618 class C except limit the loss on ignition to a maximum of 2 percent.

501.2.6.3 Class F Ash

(2) Furnish a class F fly ash from a source listed on the department's approved product list, and conform to ASTM C618 class F except limit the loss on ignition to a maximum of 2 percent.

502.3.7.8 Floors

Replace paragraph sixteen with the following effective with the September 2016 letting:

(16) The finished bridge floor shall conform to the surface test specified in 415.3.10. The engineer will not direct corrective grinding without authorization from the department’s bureau of structures.

503.3.2.1.1 Tolerances

Increase the "length of beam" max tolerance for prestressed concrete I-type girders from 3/4" to 1 1/2" effective with the December 2016 letting:

PRESTRESSED CONCRETE I-TYPE GIRDERS

Length of beam..... +/- 1/8" per 10', up to a max of +/- 1 1/2"

Errata

Make the following corrections to the standard specifications:

104.2.2.5 Change Orders for Eliminated Work

Correct errata by changing "eliminated bid items" to "eliminated work."

104.2.2.5 Change Orders for Eliminated Work

(1) The department has the right to partially eliminate or completely eliminate work the project engineer finds to be unnecessary for the project. If the project engineer partially eliminates or completely eliminates work, the project engineer will issue a contract change order for a fair and equitable amount as specified in 109.5.

105.4 Coordination of the Contract Documents

Correct errata to change "apparent error or omission" to just "error or omission."

(5) Neither the contractor nor the department may take advantage of an error or omission in the contract. Notify the engineer immediately as specified in 104.3 upon discovering an error or omission. The engineer will offer an interpretation and make the necessary corrections.

105.13.4 Content of Claim

Correct errata to change references to the "Blue Book" rates to reference "EquipmentWatch" rates.

(1) Include the following 5 items in the claim.

1. A concise description of the claim.
2. A clear contractual basis for the claim. This should include reference to 104.2 on revisions to the contract and as appropriate, specific reference to contract language regarding the bid items in question.
3. Other facts the contractor relies on to support the claim.
4. A concise statement of the circumstances surrounding the claim and reasons why the department should pay the claim. Explain how the claimed work is a change to the contract work.
5. A complete breakdown of the costs used to compile the claim. Include copies of all EquipmentWatch equipment rental rate sheets used, with the applicable number highlighted.

108.13 Terminating the Contract for Convenience of the Department

Correct errata by changing "eliminated bid items" to "eliminated work."

(4) If the department orders termination of the contract for convenience, the department will pay for all completed work as of that date at the contract price. The department will pay for partially completed work at agreed prices or by force account methods specified in 109.4.5 provided, however, that payment does not exceed the contract price for the bid item under which the work was performed. The department will pay for work eliminated by the termination only to the extent provided under 109.5. The department will pay for new work, if any, at agreed prices or paid for by force account methods specified in 109.4.5.

109.2 Scope of Payment

Correct errata to clarify that work under the contract is included in payment unless specifically excluded.

(2) The department will pay for the quantity of work acceptably completed and measured for payment as the measurement subsection for each bid item specifies. Within the contract provide means to furnish and install the work complete and in-place. Payment is full compensation for everything required to perform the work under the contract including, but not limited to, the work elements listed in the payment subsection. Payment also includes all of the following not specifically excluded in that payment subsection:

1. Furnishing and installing all materials as well as furnishing the labor, tools, supplies, equipment, and incidentals necessary to perform the work.
2. All losses or damages, except as specified in 107.14, arising from one or more of the following:
   - The nature of the work.
   - The action of the elements.
   - Unforeseen difficulties encountered during prosecution of the work.
3. All insurance costs, expenses, and risks connected with the prosecution of the work.
4. All expenses incurred because of an engineer-ordered suspension, except as specified in 104.2.2.3.
5. All infringements of patents, trademarks, or copyrights.
6. All other expenses incurred to complete and protect the work under the contract.

109.4.5.5.1 General

Correct errata to change references to the "Blue Book" rates to reference "EquipmentWatch" rates.

(2) The department will pay for use of contractor-owned equipment the engineer approves for force account work at published rates. The department will pay the contractor expense rates, as modified in 109.4.5.5, given in EquipmentWatch Cost Recovery (formerly Rental Rate Blue Book) . Base all rates on revisions effective on January 1 for all equipment used in that calendar year.

http://equipmentwatch.com/estimator/

109.4.5.5.2 Hourly Equipment Expense Rates (Without Operators)

Correct errata to change references to the "Blue Book" rates to reference "EquipmentWatch" rates.

(1) The contractor shall determine, and the department will confirm, hourly equipment expense rates as follows:

HEER = [RAF x ARA x (R/176)] + HOC

Where:

HEER = Hourly equipment expense rate.
RAF = EquipmentWatch regional adjustment factor.
ARA = EquipmentWatch age rate adjustment factor.
R = Current EquipmentWatch monthly rate.
HOC = EquipmentWatch estimated hourly operating cost.

(2) The EquipmentWatch hourly operating cost represents all costs of equipment operation, including fuel and oil, lubrication, field repairs, tires, expendable parts, and supplies.

109.4.5.5.3 Hourly Equipment Stand-By Rate

Correct errata to change references to the "Blue Book" rates to reference "EquipmentWatch" rates.

(1) For equipment that is in operational condition and is standing-by with the engineer's approval, the contractor shall determine, and the department will confirm, the hourly stand-by rate as follows:

HSBR = RAF x ARA x (R/176) x (1/2)

Where:

HSBR = Hourly stand-by rate.

RAF = EquipmentWatch regional adjustment factor.

ARA = EquipmentWatch age rate adjustment factor.

R = Current EquipmentWatch monthly rate.

(2) The department will limit payment for stand-by to 10 hours or less per day up to 40 hours per week. The department will not pay the contractor for equipment that is inoperable due to breakdown. The department will not pay for idle equipment if the contractor suspends work or if the contractor is maintaining or repairing the equipment.

109.4.5.5.4 Hourly Outside-Rented Equipment Rate

Correct errata to change references to the "Blue Book" rates to reference "EquipmentWatch" rates.

(1) If the contractor rents or leases equipment from a third party for force account work, the contractor shall determine, and the department will confirm, the hourly outside-rented equipment rate as follows:

HORER = HRI + HOC

Where:

HORER = Hourly outside-rented equipment rate

HRI = Hourly rental invoice costs prorated for the actual number of hours that rented equipment is operated solely on force account work

HOC = EquipmentWatch hourly operating cost.

109.5 Eliminated Work

Correct errata by changing "eliminated bid items" to "eliminated work."

109.5 Eliminated Work

(1) If the department partially eliminates or completely eliminates work as specified in 104.2.2.5, the department will pay contractor costs incurred due to that elimination. The department will pay a fair and equitable amount covering all costs incurred as of the date the work was deleted. Immediately submit a certified statement covering all money expended for the eliminated work.

(2) The department will execute a contract change order for the following costs related to eliminated work:

1. Preparation expenses defined as follows:
   - If preparation for the eliminated work has no value to other contract work, the department will reimburse the contractor in full for that preparation.
   - If preparation for the eliminated work is distributed over other contract work, the department will prorate reimbursement based on the value of the eliminated work compared to the total value of associated contract work.
2. All restocking and cancellation charges.
3. A markup for applicable overhead and other indirect costs paid as 7 percent of the contract price of the work actually eliminated.

(3) If the department partially eliminates or completely eliminates work, the department may pay for, and take ownership of, materials or supplies the contractor has already purchased.

201.3 Construction

Correct errata by changing the link from 201.3(14) to 201.3(15).

(16) Dispose of clearing and grubbing debris before proceeding with grading operations. If the contractor intends to burn debris but cannot secure burning permits on schedule, do not delay removing clearing debris from areas affected by other operations. While waiting to secure burning permits, pile clearing and grubbing debris beyond the limits affected by other work. Do not leave elm debris beyond the limits specified in 201.3(15).

204.3.2.2.1 General

Correct errata by removing the reference to 490 which was deleted effective with the 2017 spec.

(1) Under the Removing Pavement bid item, remove concrete pavements, concrete alleys, concrete driveways, or rigid base including all surfaces or other pavements superimposed on them.

440.1 Description

Correct errata to replace "150 feet of the points of curvature" with " entry and exit curves".

(2) Profile the final mainline riding surfaces greater than 1500 feet in continuous length. Include bridges, bridge approaches, and railroad crossings in the calculation of IRI. Exclude roundabouts and pavements within their entry and exit curves from the calculation of IRI.

460.2.8.2.1.3.1 Contracts with 5000 Tons of Mixture or Greater

Correct 460.2.8.2.1.3.1 (6) to change the reference from ASTM D4867 to AASHTO T283.

(6) Also conduct field tensile strength ratio tests according to AASHTO T283 on mixtures requiring an antistripping additive. Test each full 50,000 ton production increment, or fraction of an increment, after the first 5000 tons of production. Perform required increment testing in the first week of production of that increment. If field tensile strength ratio values are either below the spec limit or less than the mixture design JMF percentage value by 20 or more, notify the engineer. The engineer and contractor will jointly determine a corrective action.

506.2.8.3 Expansion Bearing Assemblies

Correct errata to update ASTMs and change the specified melting point from 622 +/- 3 to 621 +/- 18 F.

(6) Use PTFE materials that are virgin polytetrafluoroethylene fluorocarbon resin, unfilled conforming to ASTM D4894. The finished materials shall exhibit the following physical properties:

REQUIREMENT	TEST METHOD	UNFILLED VALUE
Hardness at 78 F	ASTM D2240 Shore "D"	50-65
Tensile strength, psi	ASTM D1708	2800 Min.
Elongation, percent	ASTM D1708	200 Min.
Specific gravity	ASTM D792	2.16 +/- 0.03
Melting point	ASTM D4591	621 +/- 18 F

514.3.2 Adjusting Floor Drains

Correct errata by clarifying priming and painting requirements for adjusted floor drains.

(1) If the plans show or contract specifies, provide new drain frames and inserts. Fabricate, blast clean, and apply a shop coat of primer. Touch up areas of damaged primer after installation with a department-approved organic zinc-rich primer.

657.2.2.1.1 General

Correct errata by eliminating the reference to department provided arms in the last sentence.

(1) Furnish shop drawings as specified in 506.3.2, except submit 5 copies with the materials list. Ensure the drawings contain sufficient detail to allow satisfactory review and show the outside diameters of the pole at the butt, top, and splice locations the plans show. Show the width, depth, length, and thickness of all material, and list pertinent ASTM specification designations and metal alloy designations together with the tensile strength of metallic members. Provide tightening procedures for arm-to-pole connections on the shop drawings.

657.2.2.1.4 Poles Designed Under Legacy Standards

Correct errata by deleting the entire subsection to eliminate redundant language.

657.2.2.2 Trombone Arms

Correct errata by changing the reference from 657.2.2.1.3 to 657.2.2.1.2.

(1) Design aluminum trombone arms as specified in 657.2.2.1.2 based on the completed maximum loading configuration the plans show. Furnish shop drawings conforming to 657.2.2.1.1 that show the width, depth, length, and thickness of all members. Also list the ASTM alloy designation and strength of each aluminum member on the shop drawings.

715.3.1.2.2 Lots by Lane-Feet

Correct errata ride spec reference from "the special provisions" to "440.3.4.2."

(1) The contractor may designate slip-formed pavement lots and sublots conforming to the following:

- Lots and sublots are one paving pass wide and may include one or more travel lanes, integrally placed shoulders, integrally placed ancillary concrete, and pavement gaps regardless of mix design and placement method.
- Sublots are 1000 feet long for single-lane and 500 feet long for two-lane paving. Align sublot limits with ride segment limits defined in 440.3.4.2. Adjust terminal sublot lengths to match the project length or, for staged construction, the stage length. Ensure that sublot limits match for adjacent paving passes. Pavement gaps do not affect the location of sublot limits.
- Create lots by grouping 4 to 8 adjacent sublots matching lots created for adjacent paving passes.

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-S
Electronic Labor Data Submittal for State-Funded Projects

(1) Use the department's Civil Rights Compliance System (CRCS) to submit labor data electronically either via payroll submission (prevailing wage information does not need to be included) or submit data electronically via an Excel spreadsheet to the Prime contractor who will forward it to the Regional Labor Compliance Specialist for this project. Labor data needed is employee head count, hours of labor, Sex/Gender, Race, Job Classification, Journey Worker or Apprentice, and employee demographics (city and county of residence for employees). 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 labor data electronically through CRCS or to you via an Excel spread sheet. This labor data is due to the Regional Labor Compliance Specialist within seven calendar days of the end of the month. 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 or provide to them an Excel spreadsheet as they are about to submit their data. The department will provide training either in a classroom setting at one of our regional offices or by telephone. Contact Paul Ndon at (414) 438-4584 to schedule the training.

(4) The department will reject all paper submittals of 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 contact Paul Ndon. 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

Non-discrimination Provisions

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. Non-discrimination: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. Information and Reports: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Federal Highway Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

a. Withholding payments to the contractor under the contract until the contractor complies; and/or
b. Cancelling, terminating, or suspending a contract, in whole or in part.

6. Incorporation of Provisions: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

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/hcciDocs/contracting-info/ws4567.doc

March 2017

NOTICE TO BIDDERS
WAGE RATE DECISION

The wage rate decision of the Department of Labor which has been incorporated in these advertised specifications is incomplete in that the classifications may be omitted from the Department of Labor's decision.

Since the bidder is responsible, independently, for ascertaining area practice with respect to the necessity, or lack of necessity, for the use of these classifications in the prosecution of the work contemplated by this project, no inference may be drawn from the omission of these classifications concerning prevailing area practices relative to their use. Further, this omission will not, per se, be construed as establishing any governmental liability for increased labor cost if it is subsequently determined that such classifications are required.

There may be omissions and/or errors in the federal wage rates. The bidder is responsible for evaluating and determining the correct applicable rate.

If a project includes multiple types of construction (highway, bridge over navigable water, sanitary sewer and water main, building) and there is not a separate wage determination for this type of work included in the proposal, use the wage determination that is in the proposal.

Proposal ID: 20171114010 Project(s): 5200-03-61

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	213.0100 Finishing Roadway (project) 01. 5200-03-61	1.000 EACH	_____.____	_____.____
0004	305.0115 Base Aggregate Dense 3/4-Inch	1.000 CY	_____.____	_____.____
0006	502.0100 Concrete Masonry Bridges	5.000 CY	_____.____	_____.____
0008	502.4205 Adhesive Anchors No. 5 Bar	74.000 EACH	_____.____	_____.____
0010	505.0600 Bar Steel Reinforcement HS Coated Structures	550.000 LB	_____.____	_____.____
0012	506.0105 Structural Steel Carbon	630.000 LB	_____.____	_____.____
0014	509.1500 Concrete Surface Repair	266.000 SF	_____.____	_____.____
0016	514.2625 Downspout 6-Inch	10.000 LF	_____.____	_____.____
0018	517.1010.S Concrete Staining (structure) 01. B-32-202	234.000 SF	_____.____	_____.____
0020	606.0500 Grouted Riprap Light	3.000 CY	_____.____	_____.____
0022	616.0405 Fence Chain Link Salvaged 5-FT	50.000 LF	_____.____	_____.____
0024	618.0100 Maintenance And Repair of Haul Roads (project) 01. 5200-03-61	1.000 EACH	_____.____	_____.____
0026	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0028	642.5001 Field Office Type B	1.000 EACH	_____.____	_____.____
0030	643.0100 Traffic Control (project) 01. 5200-03-61	1.000 EACH	_____.____	_____.____
0032	643.0300 Traffic Control Drums	15,640.000 DAY	_____.____	_____.____

Proposal ID: 20171114010 Project(s): 5200-03-61

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	643.0410 Traffic Control Barricades Type II	170.000 DAY	_____.____	_____.____
0036	643.0420 Traffic Control Barricades Type III	2,040.000 DAY	_____.____	_____.____
0038	643.0705 Traffic Control Warning Lights Type A	2,380.000 DAY	_____.____	_____.____
0040	643.0715 Traffic Control Warning Lights Type C	1,020.000 DAY	_____.____	_____.____
0042	643.0900 Traffic Control Signs	4,420.000 DAY	_____.____	_____.____
0044	643.0920 Traffic Control Covering Signs Type II	520.000 EACH	_____.____	_____.____
0046	643.1050 Traffic Control Signs PCMS	14.000 DAY	_____.____	_____.____
0048	SPV.0060 Special 01. Removing Rivets	96.000 EACH	_____.____	_____.____
0050	SPV.0060 Special 02. Removing Corroded Shims	3.000 EACH	_____.____	_____.____
0052	SPV.0060 Special 03. Batten Plate Access Holes	32.000 EACH	_____.____	_____.____
0054	SPV.0060 Special 04. Waterline Tube Brace Repair	5.000 EACH	_____.____	_____.____
0056	SPV.0105 Special 01. Bridge Cleaning Structure B-32-202	LS	LUMP SUM	_____.____
0058	SPV.0105 Special 02. Bridge Cleaning Structure B-32-300	LS	LUMP SUM	_____.____
0060	SPV.0105 Special 03. Structure Spot Cleaning and Painting Structure B-32-202	LS	LUMP SUM	_____.____
0062	SPV.0105 Special 04. Structure Spot Cleaning and Painting Structure B-32-300	LS	LUMP SUM	_____.____

Proposal ID: 20171114010 Project(s): 5200-03-61

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0064	SPV.0105 Special 05. Strip Seal Gland Replacement B-32-300	LS	LUMP SUM	_____.____
0066	SPV.0105 Special 06. Wind Anchor Repair	LS	LUMP SUM	_____.____
0068	SPV.0105 Special 07. Historical Railing Repairs	LS	LUMP SUM	_____.____
0070	SPV.0105 Special 08. Compression Seal Expansion Device B-32-300	LS	LUMP SUM	_____.____
0072	SPV.0165 Special 01. Mortar Surface Repair	111.000 SF	_____.____	_____.____

Section: 0001 Total: _____.____

Total Bid: _____.____

PLEASE ATTACH SCHEDULE OF ITEMS HERE