HIGHWAY WORK PROPOSAL

Wisconsin Department of Transportation
06/2017 s.66.0901(7) Wis. Stats

Proposal Number: 026

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
Calumet	4580-11-60	N/A	Sherwood-Hilbert; Sth 55-Sth 32	STH 114

ADDENDUM REQUIRED

ATTACHED AT BACK

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 Date: May 14, 2019 Time (Local Time): 9:00 am	Firm Name, Address, City, State, Zip Code SAMPLE NOT FOR BIDDING PURPOSES
Contract Completion Time 25 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)	(Bidder Signature)
(Print or Type Name, Notary Public, State Wisconsin)	(Print or Type Bidder Name)
(Date Commission Expires)	(Bidder Title)

Notary Seal

For Department Use Only

Type of Work:
Base, HMA Pavement, Asphaltic Surface, Curb and Gutter, Pavement Marking

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:
https://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 PM local time on the Thursday before the letting. Check the department's web site after 5:00 PM 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 PM 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:
https://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, 4th floor, 4822 Madison Yards Way, 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:
https://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 4580-11-60, Sherwood – Hilbert, STH 55 – STH 32, STH 114, Calumet 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, 2019 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 (20181119)

2. Scope of Work.

The work under this contract shall consist of removing asphaltic surface milling, HMA pavement, base aggregate dense for shouldering, concrete curb and gutter, centerline and shoulder rumble strips, pavement marking 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.

The contractor must start on or before August 26, 2019.

Provide the time frame for construction of the project within the 2019 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

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

Northern Long-eared Bat *(Myotis septentrionalis)*

Northern Long-eared Bats (NLEB) have the potential to inhabit the project limits because they roost in trees. Roosts may not have been observed on this project, but conditions to support the species exist. The species and all active roosts are protected by the Federal Endangered Species Act. If an individual bat or active roost is encountered during construction operations, stop work and notify the engineer and the WisDOT Regional Environmental Coordinator (REC).

If additional construction activities beyond what was originally specified are required to complete the work, approval from the engineer, following coordination with WisDOT REC, is required prior to initiating these activities.

4. Traffic.

Maintain two-way counter directional traffic along STH 114 at all times during non-working hours. One lane may be closed with flagging operations during daylight working hours. At the end of each workday restore roadway to normal traffic patterns and do not leave a drop-off of 2 inches or greater between driving lanes, between driving lanes and shoulders, and between driving lanes and adjacent intersecting roadways or driveways.

Maintain access to side roads within the project limits.

Notify businesses and private residents at least 48 hours prior to restricting access for construction operations.

Do not allow the milled surface to remain exposed for a period greater than 72 hours unless adverse weather prevents placement of the asphalt surface layer. In the event of adverse weather, resume placement of the asphalt surface layer as soon as conditions permit.

Complete full depth asphaltic pavement replacement work on STH 114 in the Village of Hilbert between N. 12th St. and STH 32/57 within 48 hours of beginning pavement removal for each stage of work. Maintain a 12 foot travel width in both directions on STH 114 while the work is being completed.

Complete curb and gutter replacement work at the intersection of S. Harwood Rd. and STH 114 so that a minimum of 24 foot width is maintained on both S. Harwood Rd. and STH 114 at all times to allow for two-way traffic.

Portable Changeable Message Signs – Message Prior Approval

Portable Changeable Message Signs shall be operating seven days prior to start of construction.

After coordinating with department construction field staff, notify the Northeast Region Traffic Section at (920) 366-8033 (secondary contact number is (920) 360-3107) three business days prior to deploying or changing a message on a PCMS to obtain approval of the proposed message. The Northeast Region Traffic Unit will review the proposed message and either approve the message or make necessary changes.

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.

5. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 114 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 24, 2019 to 6:00 AM Tuesday, May 28,2019 for Memorial Day;
- From noon Wednesday, July 3, 2019 to 6:00 AM Monday, July 8, 2019 for Independence Day;
- From noon Friday, August 30 to 6:00 AM Tuesday, September 3, 2019 for Labor Day.

stp-107-005 (20181119)

6. Utilities.

This contract comes under the provision of Administrative Rule Trans 220.

stp-107-065 (20080501)

There are utility facilities within the construction limits of this project. 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 statutes. Take all required precautions when working within 18-inches of underground utilities. Use caution to maintain the integrity of underground utilities and maintain OSHA code clearances from overhead facilities at all times.

Additional detailed information regarding the location of utility facilities is available at the region WisDOT office during normal working hours.

ANR Pipeline Co has an underground 30" high pressure natural gas pipeline that crosses STH 114 at approximately Station 249+50. No conflicts are anticipated.

Coordinate with Matthew Hischke, (715) 460-4042, (715) 758-3345, matthew_hischke@transcanada.com during construction.

ATC Mgmt Inc has overhead electric transmission facilities that cross STH 114 at approximately Station 198+00. No conflicts are anticipated.

Coordinate with Doug Vosberg, (608) 877-7650, dvosberg@atcllc.com during construction.

Charter has underground and overhead communication facilities within the project limits. No conflicts are anticipated.

Coordinate with Vincent Albin, (920) 378-0444, (920) 831-9249, vince.albin@charter.com during construction.

Frontier Com has underground communication facilities within the project limits. No conflicts are anticipated.

Coordinate with Calvin Klade, (715) 573-2110, (715) 847-1525, calvin.klade@ftr.com during construction.

Guardian Pipeline has an underground 30" high pressure natural gas pipeline that crosses STH 114 at approximately 500 feet east of Elm Rd. No conflicts are anticipated.

Coordinate with Jason Bader, (920) 241-0190, Jason.bader@oneok.com during construction.

TDS Telecom has underground and overhead communication facilities within the project limits. No conflicts are anticipated.

Coordinate with Steve Jakubiec, (920) 562-7221, (920) 882-4166, steve.jakubiec@tdstelecom.com during construction.

Vlg of Hilbert has underground sanitary sewer facilities within the project limits. No conflicts are anticipated.

Coordinate with Charles Fochs, (920) 418-3272, (920) 853-3556, hilbertdpw@villageofhilbert.com during construction.

Vlg of Hilbert has underground water facilities within the project limits. No conflicts are anticipated.

Village of Hilbert will adjust water valve boxes to match new finished pavement elevation during construction. Notify the Village of Hilbert 3 working days in advance to have valve boxes adjusted. Coordinate with Charles Fochs, (920) 418-3272, (920) 853-3556, hilbertdpw@villageofhilbert.com during construction.

Vlg of Sherwood has underground sanitary sewer facilities within the project limits. No conflicts are anticipated.

Coordinate with Bruce Genskow, (920) 858-2591, sherwoodutility@tds.net during construction.

Vlg of Sherwood has underground water facilities within the project limits. No conflicts are anticipated.

Coordinate with Bruce Genskow, (920) 858-2591, sherwoodutility@tds.net during construction.

We Energies has underground and overhead electric facilities within the project limits. No conflicts are anticipated.

Coordinate with Kenneth Van Oss, (920) 380-3318, Kenneth.van-oss@we-energies.com during construction.

We Energies has underground gas facilities within the project limits. No conflicts are anticipated.

Coordinate with Janelle King, (920) 251-3483, janelle.king@we-energies.com during construction.

7. Construction Over or Adjacent to Navigable Waters.

The Killsnake River is classified as a state navigable waterway under standard spec 107.19.

stp-107-060 (20171130)

8. HMA Percent Within Limits (PWL) Test Strip Volumetrics, Item 460.0105.S; HMA Percent Within Limits (PWL) Test Strip Density Item 460.0110.S.

A Description

This special provision describes the Hot Mix Asphalt (HMA) density and volumetric testing tolerances required for an HMA test strip. An HMA test strip is required for contracts constructed under HMA Percent Within Limits (PWL) QMP. A density test strip is required for each pavement layer placed over a specific, uniform underlying material, unless specified otherwise in the plans. Each contract is restricted to a single mix design per mix type per layer (e.g., upper layer and lower layer may have different mix type specified or may have the same mix type with different mix designs). Each mix design requires a separate test strip. Density and volumetrics testing will be conducted on the same test strip whenever possible.

Perform work according to standard spec 460 and as follows.

B Materials

Use materials conforming to HMA Pavement Percent Within Limits (PWL) QMP special provision.

C Construction

C.1 Test Strip

Submit the test strip start time and date to the department in writing at least 5 calendar days in advance of construction of the test strip. If the contractor fails to begin paving within 2 hours of the submitted start time, the test strip is delayed and the department will assess the contractor $2,000 for each instance according to Section E of this document. Alterations to the start time and date must be submitted to the department in writing a minimum of 24 hours prior to the start time. The contractor will not be liable for changes in start time related to adverse weather days as defined by standard spec 101.3 or equipment breakdown verified by the department.

On the first day of production for a test strip, produce approximately 750 tons of HMA. (Note: adjust tonnage to accommodate natural break points in the project.) Locate test strips in a section of the roadway to allow a representative rolling pattern (i.e. not a ramp or shoulder, etc.).

C.1.1 Sampling and Testing Intervals

C.1.1.1 Volumetrics

Laboratory testing will be conducted from a split sample yielding three components, with portions designated for QC (quality control), QV (quality verification), and retained.

During production for the test strip, obtain sufficient HMA mixture for three-part split samples from trucks prior to departure from the plant. Collect three split samples during the production of test strip material. Perform sampling from the truck box and three-part splitting of HMA according to CMM 8-36. These three samples will be randomly selected by the engineer from each *third* of the test strip tonnage (T), excluding the first 50 tons:

Sample Number	Production Interval (tons)
1	50 to $\frac{T}{3}$
2	$\frac{T}{3}$ to $\frac{2T}{3}$
3	$\frac{2T}{3}$ to T

C.1.1.2 Density

Required field tests include contractor QC and department QV nuclear density gauge tests and pavement coring at ten individual locations (five in each half of the test strip length) according to Appendix A: *Test Methods and Sampling for HMA PWL QMP Projects*. Both QV and QC teams shall have two nuclear density gauges present for correlation at the time the test strip is constructed. QC and QV teams may wish to scan with additional gauges at the locations detailed in Appendix A, as only gauges used during the test strip correlation phase will be allowed.

C.1.2 Field Tests

C.1.2.1 Density

A gauge comparison according to CMM 8-15.7 shall be completed prior to the day of test strip construction. Daily standardization of gauges on reference blocks and a project reference site shall be performed according to CMM 8-15.8. A standard count shall be performed for each gauge on the material placed for the test strip, prior to any additional data collection. Nuclear gauge readings and pavement cores shall be used to determine nuclear gauge correlation according to Appendix A. The two to three readings for the five locations across the mat for each of two zones shall be provided to the engineer. The engineer will analyze the readings of each gauge relative to the densities of the cores taken at each location. The engineer will determine the average difference between the nuclear gauge density readings and the measured core densities to be used as a constant offset value. This offset will be used to adjust raw density readings of the specific gauge and shall appear on the density data sheet along with gauge and project identification. An offset is specific to the mix and layer; therefore, a separate value shall be determined for each layer of each mix placed over a differing underlying material for the contract. This constitutes correlation of that individual gauge for the given layer. Two gauges per team are not required to be onsite daily after completion of the test strip. Any data collected without a correlated gauge will not be accepted.

The contractor is responsible for coring the pavement from the footprint of the density tests and filling core holes according to Appendix A. Coring and filling of pavement core holes must be approved by the engineer. The QV team is responsible for the labeling and safe transport of the cores from the field to the QC laboratory. Testing of cores shall be conducted by the contractor and witnessed by department personnel. The contractor is responsible for drying the cores following testing. The department will take possession of cores following laboratory testing and will be responsible for any verification testing at the discretion of the engineer.

The target maximum density to be used in determining core density is the average of the three volumetric/mix Gmm values from the test strip multiplied by 62.24 lb/ft^3. In the event mix and density portions of the test strip procedure are separated, or if an additional density test strip is required, the mix portion must be conducted prior to density determination. The target maximum density to determine

core densities shall then be the Gmm four-test running average (or three-test average from a PWL volumetric-only test strip) from the end of the previous day's production multiplied by 62.24 lb/ft^3. If no PWL production volumetric test is to be taken in a density-only test strip, a non-random three-part split mix sample will be taken and tested for Gmm by the department representative. The department Gmm test results from this non-random test will be entered in the HMA PWL Test Strip Spreadsheet and must conform to the Acceptance Limits presented in C.2.1.

Exclusions such as shoulders and appurtenances shall be tested and reported according to CMM 8-15. However, all acceptance testing of shoulders and appurtenances will be conducted by the department, and average lot (daily) densities must conform to standard spec Table 460-3. No density incentive or disincentive will be applied to shoulders or appurtenances. However, unacceptable shoulder material will be handled according to standard spec 460.3.3.1 and CMM 8-15.11.

C.1.3 Laboratory Tests

C.1.3.1 Volumetrics

Obtain random samples according to C.1.1.1 and Appendix A. Perform tests the same day as taking the sample.

Theoretical maximum specific gravities of each mixture sample will be obtained according to AASHTO T 209. Bulk specific gravities of both gyratory compacted samples and field cores shall be determined according to AASHTO T 166. The bulk specific gravity values determined from field cores shall be used to calculate a correction factor (i.e., offset) for each QC and QV nuclear density gauge. The correction factor will be used throughout the remainder of the layer.

C.2 Acceptance

C.2.1 Volumetrics

Produce mix conforming to the following limits based on individual QC and QV test results (tolerances based on most recent JMF):

ITEM	ACCEPTANCE LIMITS
Percent passing given sieve:	
37.5-mm	+/- 8.0
25.0-mm	+/- 8.0
19.0-mm	+/- 7.5
12.5-mm	+/- 7.5
9.5-mm	+/- 7.5
2.36-mm	+/- 7.0
75-µm	+/- 3.0
Asphaltic content in percent[1]	- 0.5
Air Voids	-1.5 & +2.0
VMA in percent[2]	- 1.0
Maximum specific gravity	+/- 0.024

[1] Asphalt content more than -0.5% below the JMF will be referee tested by the department's AASHTO accredited laboratory and HTCP certified personnel using automated extraction according to WisDOT Modified ASTM D8159.

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

QV samples will be tested for Gmm, Gmb, and AC. Air voids and VMA will then be calculated using these test results.

Calculation of air voids shall use either the QC, QV, or retained split sample test results, as identified by conducting the paired t-test with the WisDOT PWL Test Strip Spreadsheet.

If QC and QV test results do not correlate as determined by the split sample comparison, the retained split sample will be tested by the department's AASHTO accredited laboratory and HTCP certified personnel as a referee test. Additional investigation shall be conducted to identify the source of the difference between QC and QV data. Referee data will be used to determine material conformance and pay.

C.2.2 Density

Compact all layers of test strip HMA mixture to the applicable density shown in the following table:

TABLE 460-3 MINIMUM REQUIRED DENSITY[1]

	MIXTURE TYPE	
LAYER	LT & MT	HT
LOWER	93.0[2]	93.0[3]
UPPER	93.0	93.0

[1] If any individual core density test result falls more than 3.0 percent below the minimum required target maximum density, the engineer will investigate the acceptability of that material per CMM 8-15.11.

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

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

Nuclear density gauges are acceptable for use on the project only if correlation is completed for that gauge during the time of the test strip and the department issues documentation of acceptance stating the correlation offset value specific to the gauge and mix design. The offset is not to be entered into any nuclear density gauge as it will be applied by the department-furnished Field Density Worksheet.

C.2.3 Test Strip Approval and Material Conformance

All applicable laboratory and field testing associated with a test strip shall be completed prior to any additional mainline placement of the mix. All test reports shall be submitted to the department upon completion, and approved before paving resumes. The department will notify the contractor within 24 hours from start of test strip regarding approval to proceed with paving, unless an alternate time frame is agreed upon in writing with the department. The 24-hour approval time includes only working days as defined in standard spec 101.3.

The department will evaluate material conformance and make pay adjustments based on the PWL value of air voids and density for the test strip. The QC core densities and QC and QV mix results will be used to determine the PWL values as calculated according to Appendix A.

The PWL values for air voids and density shall be calculated after determining core densities. An approved test strip is defined as the individual PWL values for air voids and density both being equal to or greater than 75, mixture volumetric properties conforming to the limits specified in C.2.1, and an acceptable gauge-to-core correlation. Further clarification on PWL test strip approval and appropriate post-test strip actions are shown in the following table:

PWL Test Strip Approval and Material Conformance Criteria

PWL Value for Air Voids and Density	Test Strip Approval	Material Conformance	Post-Test Strip Action
Both PWL ≥ 75	Approved[1]	Material paid for according to Section E.	Proceed with Production
50 ≤ Either PWL < 75	Not Approved	Material paid for according to Section E.	Consult BTS to determine need for additional test strip.
Either PWL < 50	Not Approved	Unacceptable material removed and replaced or paid for at 50% of the contract unit price according to Section E.	Construct additional Volumetrics or Density test strip as necessary.

[1] In addition to these PWL criteria, mixture volumetric properties must conform to the limits specified in C.2.1, split sample comparison must have a passing result and an acceptable gauge-to-core correlation must be completed.

A maximum of two test strips will be allowed to remain in place per pavement layer per contract. If material is removed, a new test strip shall replace the previous one at no additional cost to the department. If the contractor changes the mix design for a given mix type during a contract, no additional compensation will be paid by the department for the required additional test strip and the department will assess the contractor $2,000 for the additional test strip according to Section E of this special provision. For simultaneously conducted density and volumetric test strip components, the following must be achieved:

i. Passing/Resolution of Split Sample Comparison
ii. Volumetrics/mix PWL value ≥ 75
iii. Density PWL value ≥ 75
iv. Acceptable correlation

If not conducted simultaneously, the mix portion of a test strip must accomplish (i) & (ii), while density must accomplish (iii) & (iv). If any applicable criteria are not achieved for a given test strip, the engineer, with authorization from the department's Bureau of Technical Services, will direct an additional test strip (or alternate plan approved by the department) be conducted to prove the criteria can be met prior to additional paving of that mix. For a density-only test strip, determination of mix conformance will be according to main production, i.e., HMA Pavement Percent Within Limits (PWL) QMP special provision.

D Measurement

The department will measure HMA Percent Within Limits (PWL) Test Strip as each unit of work, acceptably completed as passing the required air void, VMA, asphalt content, gradation, and density correlation for a Test Strip. Material quantities shall be determined according to standard spec 450.4 and detailed here within.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH
460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH

These items are intended to compensate the contractor for the construction of the test strip for contracts paved under the HMA Pavement Percent Within Limits QMP article.

Payment for HMA Percent Within Limits (PWL) Test Strip Volumetrics is full compensation for volumetric sampling, splitting, and testing; for proper labeling, handling, and retention of split samples.

Payment for HMA Percent Within Limits (PWL) Test Strip Density is full compensation for collecting and measuring of pavement cores, acceptably filling core holes, providing of nuclear gauges and operator(s), and all other work associated with completion of a core-to-gauge correlation, as directed by the engineer.

Acceptable HMA mixture placed on the project as part of a volumetric or density test strip will be compensated by the appropriate HMA Pavement bid item with any applicable pay adjustments. If a test strip is delayed as defined in C.1 of this document, the department will assess the contractor $2,000 for each instance, under the HMA Delayed Test Strip administrative item. If an additional test strip is required because the initial test strip is not approved by the department or the mix design is changed by the contractor, the department will assess the contractor $2,000 for each additional test strip (i.e. $2,000 for each individual volumetrics or density test strip) under the HMA Additional Test Strip administrative item.

Pay adjustment will be calculated using 65 dollars per ton of HMA pavement. The department will pay for measured quantities of mix based on $65/ton multiplied by the following pay adjustment:

PAY ADJUSTMENT FOR HMA PAVEMENT AIR VOIDS & DENSITY

PERCENT WITHIN LIMITS (PWL)	*PAYMENT FACTOR, PF (percent of $65/ton)*
≥ 90 to 100	PF = ((PWL – 90) * 0.4) + 100
≥ 50 to < 90	(PWL * 0.5) + 55
<50	50%[1]

where, PF is calculated per air voids and density, denoted $PF_{air\ voids}$ & $PF_{density}$

[1] Material resulting in PWL value less than 50 shall be removed and replaced, unless the engineer allows for such material to remain in place. In the event the material remains in place, it will be paid at 50% of the contract unit price of HMA pavement.

For air voids, PWL values will be calculated using lower and upper specification limits of 2.0 and 4.3 percent, respectively. Lower specification limits for density will be according to Table 460-3 as modified herein. Pay adjustment will be determined for an acceptably completed test strip and will be computed as shown in the following equation:

Pay Adjustment = (PF-100)/100 x (WP) x (tonnage) x ($65/ton)*

*Note: If Pay Factor <50, the contract unit price will be used in lieu of $65/ton

The following weighted percentage (WP) values will be used for the corresponding parameter:

Parameter	WP
Air Voids	0.5
Density	0.5

Individual Pay Factors for each air voids ($PF_{air\ voids}$) and density ($PF_{density}$) will be determined. $PF_{air\ voids}$ will be multiplied by the total tonnage produced (i.e., from truck tickets), and $PF_{density}$ will be multiplied by the calculated tonnage used to pave the mainline only (i.e., traffic lane excluding shoulder) as determined according to Appendix A.

The department will pay incentive for air voids under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
460.2005	Incentive Density PWL HMA Pavement	DOL
460.2010	Incentive Air Voids HMA Pavement	DOL

The department will administer disincentives under the Disincentive Density HMA Pavement and the Disincentive Air Voids HMA Pavement administrative items.

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9. HMA Pavement Percent Within Limits (PWL) QMP.

A Description

This special provision describes percent within limits (PWL) pay determination, providing and maintaining a contractor Quality Control (QC) Program, department Quality Verification (QV) Program, required sampling and testing, dispute resolution, corrective action, pavement density, and payment for HMA pavements. Pay is determined by statistical analysis performed on contractor and department test results conducted according to the Quality Management Program (QMP) as specified in standard spec 460, except as modified below.

B Materials

Conform to the requirements of standard spec 450, 455, and 460 except where superseded by this special provision. The department will allow only one mix design for each HMA mixture type per layer required for the contract, unless approved by the engineer. The use of more than one mix design for each HMA pavement layer will require the contractor to construct a new test strip according to HMA Pavement Percent Within Limits (PWL) QMP Test Strip Volumetrics and HMA Pavement Percent Within Limits (PWL) QMP Test Strip Density articles at no additional cost to the department.

Replace standard spec 460.2.8.2.1.3.1 Contracts with 5000 Tons of Mixture or Greater with the following:

460.2.8.2.1.3.1 Contracts under Percent within Limits

(1) Furnish and maintain a laboratory at the plant site fully equipped for performing contractor QC testing. Have the laboratory on-site and operational before beginning mixture production.

(2) Obtain random samples and perform tests according to this special provision and further defined in Appendix A: *Test Methods & Sampling for HMA PWL QMP Projects*. Obtain HMA mixture samples from trucks at the plant. For the sublot in which a QV sample is collected, discard the QC sample and test a split of the QV sample.

(3) Perform sampling from the truck box and three-part splitting of HMA samples according to CMM 8-36. Sample size must be adequate to run the appropriate required tests in addition to one set of duplicate tests that may be required for dispute resolution (i.e., retained). This requires sample sizes which yield three splits for all random sampling per sublot. All QC samples shall provide the following: QC, QV, and Retained. The contractor shall take possession and test the QC portions. The department will observe the splitting and take possession of the samples intended for QV testing (i.e., QV portion from each sample) and the Retained portions. Additional sampling details are found in Appendix A. Label samples according to CMM 8-36. Additional handling instructions for retained samples are found in CMM 8-36.

(4) Use the test methods identified below to perform the following tests at a frequency greater than or equal to that indicated:

- Blended aggregate gradations according to AASHTO T 30
- Asphalt content (AC) in percent determined by ignition oven method according to AASHTO T 308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T 164 Method A or B, or automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1.
- Bulk specific gravity (Gmb) of the compacted mixture according to AASHTO T 166.
- Maximum specific gravity (Gmm) according to AASHTO T 209.
- Air voids (V_a) by calculation according to AASHTO T 269.
- Voids in Mineral Aggregate (VMA) by calculation according to AASHTO R35.

(5) Lot size shall consist of 3750 tons with sublots of 750 tons. Test each design mixture at a frequency of 1 test per 750 tons of mixture type produced and placed as part of the contract. Add a random sample for any fraction of 750 tons at the end of production for a specific mixture design. Partial lots with less than three sublot tests will be included into the previous lot for data analysis and pay adjustment. Volumetric lots will include all tonnage of mixture type under specified bid item unless otherwise specified in the plan.

(6) Conduct field tensile strength ratio tests according to AASHTO T283, without freeze-thaw conditioning cycles, on each qualifying mixture according to CMM 8-36.6.14. Test each full 50,000 ton production increment, or fraction of an increment, after the first 5,000 tons of production. Perform required increment testing in the first week of production of that increment. If field tensile strength ratio values are below the spec limit, notify the engineer. The engineer and contractor will jointly determine a corrective action.

Delete standard spec 460.2.8.2.1.5 and 460.2.8.2.1.6.

Replace standard spec 460.2.8.2.1.7 Corrective Action with the following:

460.2.8.2.1.7 Corrective Action

(1) Material must conform to the following action and acceptance limits based on individual QC and QV test results (tolerances relative to the JMF used on the PWL Test Strip):

ITEM	ACTION LIMITS	ACCEPTANCE LIMITS
Percent passing given sieve:		
37.5-mm	+/- 8.0	
25.0-mm	+/- 8.0	
19.0-mm	+/- 7.5	
12.5-mm	+/- 7.5	
9.5-mm	+/- 7.5	
2.36-mm	+/- 7.0	
75-µm	+/- 3.0	
AC in percent[1]	-0.3	-0.5
Va		- 1.5 & +2.0
VMA in percent[2]	- 0.5	-1.0

[1] The department will not adjust pay based on QC AC in percent test results; however corrective action will be applied to nonconforming material according to 460.2.8.2.1.7(3) as modified herein.
[2] VMA limits based on minimum requirement for mix design nominal maximum aggregate size in table 460-1.

(2) QV samples will be tested for Gmm, Gmb, and AC. Air voids and VMA will then be calculated using these test results.

(3) Notify the engineer if any individual test result falls outside the action limits, investigate the cause and take corrective action to return to within action limits. If two consecutive test results fall outside the action limits, stop production. Production may not resume until approved by the engineer. Additional QV samples may be collected upon resuming production, at the discretion of the engineer.

(4) For any additional tests outside the random number testing conducted for volumetrics, the data collected will not be entered into PWL calculations. Additional QV tests must meet acceptance limits or be subject to production stop and/or remove and replace.

(5) Remove and replace unacceptable material at no additional expense to the department. Unacceptable material is defined as any individual QC or QV tests results outside the acceptance limits or a PWL value < 50. The engineer may allow such material to remain in place with a price reduction. The department will pay for such HMA Pavement allowed to remain in place at 50 percent of the contract unit price.

Replace standard spec 460.2.8.3.1.2 Personnel Requirements with the following:

460.2.8.3.1.2 Personnel Requirements

(1) The department will provide at least one HTCP-certified Transportation Materials Sampling (TMS) Technician, to observe QV sampling of HMA mixtures.

(2) Under departmental observation, a contractor TMS technician shall collect and split samples.

(3) A department HTCP-certified Hot Mix Asphalt, Technician I, Production Tester (HMA-IPT) technician will ensure that all sampling is performed correctly and conduct testing, analyze test results, and report resulting data.

(4) The department will make an organizational chart available to the contractor before mixture production begins. The organizational chart will include names, telephone numbers, and current certifications of all QV testing personnel. The department will update the chart with appropriate changes, as they become effective.

Replace standard spec 460.2.8.3.1.4 Department Verification Testing Requirements with the following:

460.2.8.3.1.4 Department Verification Testing Requirements

(1) HTCP-certified department personnel will obtain QV random samples by directly supervising HTCP-certified contractor personnel sampling from trucks at the plant. Sample size must be adequate to run the appropriate required tests in addition to one set of duplicate tests that may be required for dispute resolution (i.e., retained). This requires sample sizes which yield three splits for all random sampling per sublot. All QV samples shall furnish the following: QC, QV, and Retained. The department will observe the splitting and take possession of the samples intended for QV testing (i.e., QV portion from each sample) and the Retained portions. The department will take possession of retained samples accumulated to date each day QV samples are collected. The department will retain samples until surpassing the analysis window of up to 5 lots, as defined in 460.2.8.3.1.7(2) of this special provision. Additional sampling details are found in Appendix A.

(2) The department will verify product quality using the test methods specified here in 460.2.8.3.1.4(3). The department will identify test methods before construction starts and use only those methods during production of that material unless the engineer and contractor mutually agree otherwise.

(3) The department will perform all testing conforming to the following standards:

- Bulk specific gravity (Gmb) of the compacted mixture according to AASHTO T 166.
- Maximum specific gravity (Gmm) according to AASHTO T 209.
- Air voids (Va) by calculation according to AASHTO T 269.
- Voids in Mineral Aggregate (VMA) by calculation according to AASHTO R 35.
- Asphalt Content (AC) in percent determined by ignition oven method according to AASHTO T 308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T 164 Method A or B, or automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1.

(4) The department will randomly test each design mixture at the minimum frequency of one test for each lot.

Delete standard spec 460.2.8.3.1.6.

Replace standard spec 460.2.8.3.1.7 Dispute Resolution with the following:

460.2.8.3.1.7 Data Analysis for Volumetrics

(1) Analysis of test data for pay determination will be contingent upon QC and QV test results. Statistical analysis will be conducted on Gmm and Gmb test results for calculation of Va. If either Gmm or Gmb analysis results in non-comparable data as described in 460.2.8.3.1.7(2), subsequent testing will be performed for both parameters as detailed in the following paragraph.

(2) The engineer, upon completion of the first 3 lots, will compare the variances (F-test) and the means (t-test) of the QV test results with the QC test results. Additional comparisons incorporating the first 3 lots of data will be performed following completion of the 4th and 5th lots (i.e., lots 1-3, 1-4, and 1-5). A rolling window of 5 lots will be used to conduct F & t comparison for the remainder of the contract (i.e., lots 2-6, then lots 3-7, etc.), reporting comparison results for each individual lot. Analysis will use a set alpha value of 0.025. If the F- and t-tests report comparable data, the QC and QV data sets are determined to be statistically similar and QC data will be used to calculate the Va used in PWL and pay adjustment calculations. If the F- and t-tests result in non-comparable data, proceed to the *dispute resolution* steps found below. Note: if both QC and QV Va PWL result in a pay adjustment of 102% or greater, dispute resolution testing will not be conducted. Dispute resolution via further investigation is as follows:

[1] The Retained portion of the split from the most recent lot in the analysis window (specifically the sublot identifying that variances or means do not compare) will be referee tested by the bureau's AASHTO accredited laboratory and certified personnel. If the non-comparison occurs following Lot 3, 4, or 5, all previous lots are subject to referee testing. Referee test results will replace the QV data of the sublot(s).

[2] Statistical analysis will be conducted with referee test results replacing QV results.

i. If the F- and t-tests indicate variances and means compare, no further testing is required for the lot and QC data will be used for PWL and pay factor/adjustment calculations.

ii. If the F- and t-tests indicate non-comparable variances or means, the Retained portion of the random QC sample will be tested by the department's regional lab for the remaining 4 sublots of the lot which the F- and t- tests indicate non-comparable datasets. The department's regional lab and the referee test results will be used for PWL and pay factor/adjustment calculations. Upon the second instance of non-comparable variance or means and for every instance thereafter, the department will assess a pay reduction for the additional testing of the remaining 4 sublots at $2,000/lot under the HMA Regional Lab Testing administrative item.

[3] The contractor may choose to dispute the regional test results on a lot basis. In this event, the retained portion of each sublot will be referee tested by the department's AASHTO accredited laboratory and certified personnel. The referee Gmm and Gmb test results will supersede the regional lab results for the disputed lot.

i. If referee testing results in an increased calculated pay factor, the department will pay for the cost of the additional referee testing.

ii. If referee testing of a disputed lot results in an equal or lower calculated pay factor, the department will assess a pay reduction for the additional referee testing at $2,000/lot under the Referee Testing administrative item.

(3) The department will notify the contractor of the referee test results within 3 working days after receipt of the samples by the department's AASHTO accredited laboratory. The intent is to provide referee test results within 7 calendar days from completion of the lot.

(4) The department will determine mixture conformance and acceptability by analyzing referee test results, reviewing mixture data, and inspecting the completed pavement according to the standard spec, this special provision, and accompanying Appendix A.

(5) Unacceptable material (i.e., resulting in a PWL value less than 50 or individual QC or QV test results not meeting the Acceptance Requirements of 460.2.8.2.1.7 as modified herein) will be referee tested by the bureau's AASHTO accredited laboratory and certified personnel. Such material may be subject to remove and replace, at the discretion of the engineer. If the engineer allows the material to remain in place, it will be paid at 50% of the HMA Pavement contract unit price. Replacement or pay adjustment will be conducted on a sublot basis. If an entire PWL sublot is removed and replaced, the test results of the newly placed material will replace the original data for the sublot. Any remove and replace shall be performed at no additional cost to the department. Testing of replaced material must include a minimum of one QV result. [Note: If the removed and replaced material does not result in replacement of original QV data, an additional QV test will be conducted and under such circumstances will be entered into the HMA PWL Production spreadsheet for data analysis and pay determination.] The quantity of material paid at 50% the contract unit price will be deducted from PWL pay adjustments, along with accompanying data of this material.

Delete standard spec 460.2.8.3.1.8 Corrective Action.

C Construction

Replace standard spec 460.3.3.2 Pavement Density Determination with the following:

460.3.3.2 Pavement Density Determination

(1) The engineer will determine the target maximum density using department procedures described in CMM 8-15. The engineer will determine density as soon as practicable after compaction and before placement of subsequent layers or before opening to traffic.

(2) Do not re-roll compacted mixtures with deficient density test results. Do not operate continuously below the specified minimum density. Stop production, identify the source of the problem, and make corrections to produce work meeting the specification requirements.

(3) A lot is defined as 7500 lane feet with sublots of 1500 lane feet (excluding shoulder, even if paved integrally) and placed within a single layer for each location and target maximum density category indicated in table 460-3. The contractor is required to complete three tests randomly per sublot and the department will randomly conduct one QV test per sublot. A partial quantity less than 750 lane feet will be

included with the previous sublot. Partial lots with less than three sublots will be included in the previous lot for data analysis/acceptance and pay, by the engineer. If density lots/sublots are determined prior to construction of the test strip, any random locations within the test strip shall be omitted. Exclusions such as shoulders and appurtenances shall be tested and recorded according to CMM 8-15. However, all acceptance testing of shoulders and appurtenances will be conducted by the department, and average lot (daily) densities must conform to standard spec Table 460-3. No density incentive or disincentive will be applied to shoulders or appurtenances. Offsets will not be applied to nuclear density gauge readings for shoulders or appurtenances. Unacceptable shoulder material will be handled according to standard spec 460.3.3.1 and CMM 8-15.11.

(4) The three QC locations per sublot represent the outside, middle, and inside of the paving lane. The QC density testing procedures are detailed in Appendix A.

(5) QV nuclear testing will consist of one randomly selected location per sublot. The QV density testing procedures will be the same as the QC procedure at each testing location and are also detailed in Appendix A.

(6) An HTCP-certified nuclear density technician (NUCDENSITYTEC-I) shall identify random locations and perform the testing for both the contractor and department. The responsible certified technician shall ensure that sample location and testing is performed correctly, analyze test results, and provide density results to the contractor weekly, or at the completion of each lot.

(7) For any additional tests outside the random number testing conducted for density, the data collected will not be entered into PWL calculations. However, additional QV testing must meet the tolerances for material conformance as specified in the standard specification and this special provision. If additional density data identifies unacceptable material, proceed as specified in CMM 8-15.11.

Replace standard spec 460.3.3.3 Waiving Density Testing with Acceptance of Density Data with the following:

460.3.3.3 Analysis of Density Data

(1) Analysis of test data for pay determination will be contingent upon test results from both the contractor (QC) and the department (QV).

(2) As random density locations are paved, the data will be recorded in the HMA PWL Production Spreadsheet for analysis in chronological order. The engineer, upon completion of the analysis lot, will compare the variances (F-test) and the means (t-test) of the QV test results with the QC test results. Analysis will use a set alpha value of 0.025.

i. If the F- and t-tests indicate variances and means compare, the QC and QV data sets are determined to be statistically similar and QC data will be used for PWL and pay adjustment calculations.
ii. If the F- and t-tests indicate variances or means do not compare, the QV data will be used for subsequent calculations.

(3) The department will determine mixture density conformance and acceptability by analyzing test results, reviewing mixture data, and inspecting the completed pavement according to standard spec, this special provision, and accompanying Appendix A.

(4) Density resulting in a PWL value less than 50 or not meeting the requirements of 460.3.3.1 (any individual density test result falling more than 3.0 percent below the minimum required target maximum density as specified in standard spec Table 460-3) is unacceptable and may be subject to remove and replace at no additional cost to the department, at the discretion of the engineer.

i. Replacement may be conducted on a sublot basis. If an entire PWL sublot is removed and replaced, the test results of the newly placed material will replace the original data for the sublot.
ii. Testing of replaced material must include a minimum of one QV result. [Note: If the removed and replaced material does not result in replacement of original QV data, an additional QV test must be conducted and under such circumstances will be entered into the data analysis and pay determination.]
iii. If the engineer allows such material to remain in place, it will be paid for at 50% of the HMA Pavement contract unit price. The extent of unacceptable material will be addressed as specified in CMM 8-15.11. The quantity of material paid at 50% the contract unit price will be deducted from PWL pay adjustments, along with accompanying data of this material.

D Measurement

The department will measure the HMA Pavement bid items, acceptably completed by the ton, as specified in standard spec 450.4 and as follows in standard spec 460.5 as modified in this special provision.

E Payment

Replace standard spec 460.5.2 HMA Pavement with the following:

460.5.2 HMA Pavement

460.5.2.1 General

(1) Payment for HMA Pavement Type LT, MT, and HT mixes is full compensation for providing HMA mixture designs; for preparing foundation; for furnishing, preparing, hauling, mixing, placing, and compacting mixture; for HMA PWL QMP testing and aggregate source testing; for warm mix asphalt additives or processes; for stabilizer, hydrated lime and liquid antistripping agent, if required; and for all materials including asphaltic materials.

(2) If provided for in the plan quantities, the department will pay for a leveling layer, placed to correct irregularities in an existing paved surface before overlaying, under the pertinent paving bid item. Absent a plan quantity, the department will pay for a leveling layer as extra work.

460.5.2.2 Calculation of Pay Adjustment for HMA Pavement using PWL

(1) Pay adjustments will be calculated using 65 dollars per ton of HMA pavement. The HMA PWL Production Spreadsheet, including data, will be made available to the contractor by the department as soon as practicable upon completion of each lot. The department will pay for measured quantities of mix based on this price multiplied by the following pay adjustment calculated according to the HMA PWL Production Spreadsheet:

PAY FACTOR FOR HMA PAVEMENT AIR VOIDS & DENSITY

PERCENT WITHIN LIMITS (PWL)	*PAYMENT FACTOR, PF (percent of $65/ton)*
≥ 90 to 100	PF = ((PWL – 90) * 0.4) + 100
≥ 50 to < 90	(PWL * 0.5) + 55
<50	50%[1]

where PF is calculated per air voids and density, denoted $PF_{air\ voids}$ & $PF_{density}$

[1] Any material resulting in PWL value less than 50 shall be removed and replaced unless the engineer allows such material to remain in place. In the event the material remains in place, it will be paid at 50% of the contract unit price of HMA pavement.

For air voids, PWL values will be calculated using lower and upper specification limits of 2.0 and 4.3 percent, respectively. Lower specification limits for density shall be according to standard spec Table 460-3. Pay adjustment will be determined on a lot basis and will be computed as shown in the following equation.

Pay Adjustment = (PF-100)/100 x (WP) x (tonnage) x ($65/ton)*

*Note: If Pay Factor <50, the contract unit price will be used in lieu of $65/ton

The following weighted percentage (WP) values will be used for the corresponding parameter:

Parameter	WP
Air Voids	0.5
Density	0.5

Individual Pay Factors for each air voids ($PF_{air\ voids}$) and density ($PF_{density}$) will be determined. $PF_{air\ voids}$ will be multiplied by the total tonnage placed (i.e., from truck tickets), and $PF_{density}$ will be multiplied by the calculated tonnage used to pave the mainline only (i.e., travel lane excluding shoulder) as determined according to Appendix A.

The department will pay incentive for air voids and density under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
460.2005	Incentive Density PWL HMA Pavement	DOL
460.2010	Incentive Air Voids HMA Pavement	DOL

The department will administer disincentives under the Disincentive Density HMA Pavement and the Disincentive Air Voids HMA Pavement administrative items.

The department will administer a disincentive under the Disincentive HMA Binder Content administrative item for each individual QV test result indicating asphalt binder content below the Action Limit in 460.2.8.2.1.7 presented herein. The department will adjust pay per sublot of mix at 65 dollars per ton of HMA pavement multiplied by the following pay adjustment calculated according to the HMA PWL Production Spreadsheet:

AC Binder Relative to JMF	Pay Adjustment / Sublot
-0.4% to -0.5%	75%
More than -0.5%	50%[1]

[1] Any material resulting in an asphalt binder content more than 0.5% below the JMF AC content shall be removed and replaced unless the engineer allows such material to remain in place. In the event the material remains in place, it will be paid at 50% of the contract unit price of HMA pavement. Such material will be referee tested by the department's AASHTO accredited laboratory and HTCP certified personnel using automated extraction according to automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1.

Note: PWL value determination is further detailed in the *Calculations* worksheet of the HMA PWL Production spreadsheet.

stp-460-050 (20181119)

10. Appendix A.

Test Methods & Sampling for HMA PWL QMP Projects.

The following procedures are included with the HMA Pavement Percent Within Limits (PWL) Quality Management Program (QMP) special provision:

- WisDOT Procedure for Nuclear Gauge/Core Correlation – Test Strip
- WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production
- Sampling for WisDOT HMA PWL QMP
- Calculation of PWL Mainline Tonnage Example

WisDOT Procedure for Nuclear Gauge/Core Correlation – Test Strip

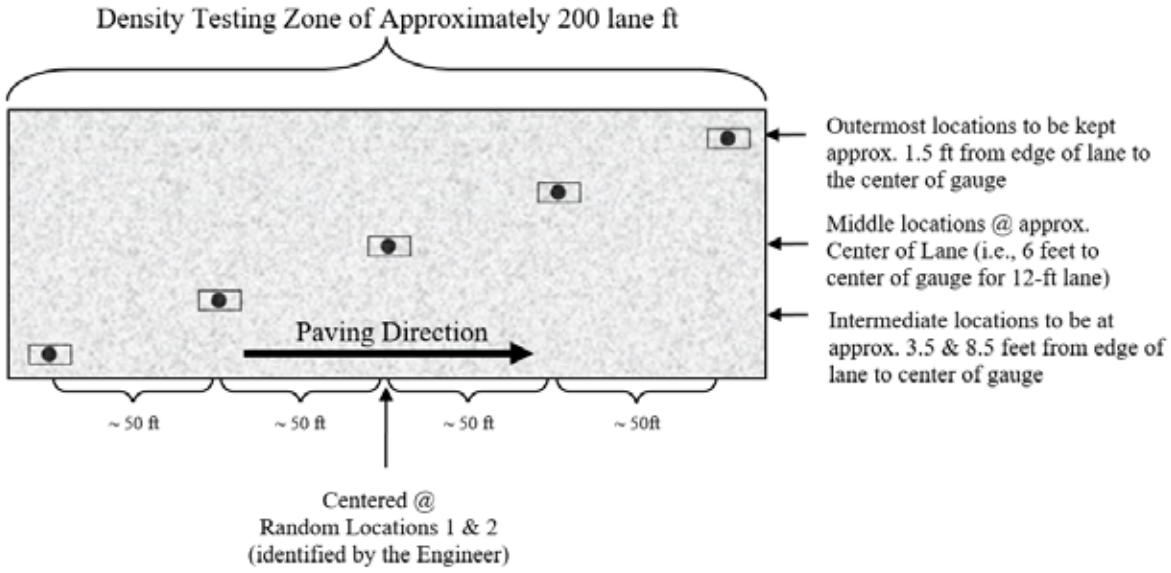


Figure 1: Nuclear/Core Correlation Location Layout

The engineer will identify two zones in which gauge/core correlation is to be performed. These two zones will be randomly selected within each *half* of the test strip length. (Note: Density zones shall not overlap and must have a minimum of 100 feet between the two zones; therefore, random numbers may be shifted (evenly) in order to meet these criteria.) Each zone shall consist of five locations across the mat as identified in Figure 1. The following shall be determined at each of the five locations within both zones:

- two one-minute nuclear density gauge readings for QC team*
- two one-minute nuclear density gauge readings for QV team*
- pavement core sample

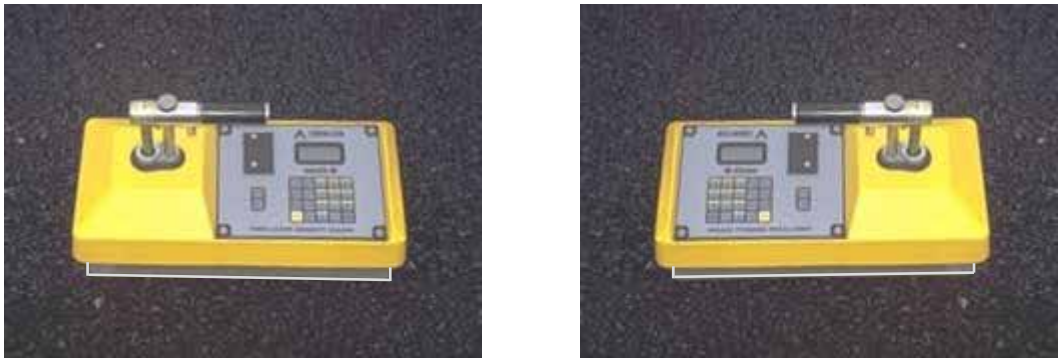
*If the two readings exceed 1.0 pcf of one another, a third reading is conducted in the same orientation as the first reading. In this event, all three readings are averaged, the individual test reading of the three which falls farthest from the average value is discarded, and the average of the remaining two values is used to represent the location for the gauge.

The zones are supposed to be undisclosed to the contractor/roller operators. The engineer will not lay out density/core test sites until rolling is completed and the cold/finish roller is beyond the entirety of the zone. Sites are staggered across the 12-foot travel lane, and do not include shoulders. The outermost locations should be 1.5-feet from the center of the gauge to the edge of lane. [NOTE: This staggered layout is only applicable to the test strip. All mainline density locations after test strip should have a longitudinal- as well as transverse-random number to determine location as detailed in the *WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production* section of this document.]

Individual locations are represented by the  symbol as seen in Figure 1 above. The symbol is two-part, comprised of the nuclear test locations and the location for coring the pavement, as distinguished here:

The nuclear site is the same for QC and QV readings for the test strip, i.e., the QC and QV teams are to take nuclear density gauge readings in the same footprint. Each of the QC and QV teams are to take a

minimum of two one-minute readings per nuclear site, with the gauge rotated 180 degrees between readings, as seen here:



(a) (b)

Figure 2: Nuclear gauge orientation for (a) 1st one-minute reading and (b) 2nd one-minute reading

Photos should be taken of each of the 10 core/gauge locations of the test strip. This should include gauge readings (pcf) and a labelled core within the gauge footprint. If a third reading is needed, all three readings should be recorded and documented. Only raw readings in pcf should be written on the pavement during the test strip, with a corresponding gauge ID/SN (generalized as QC-1 through QV-2 in the following Figure) in the following format:

Figure 3: Layout of raw gauge readings as recorded on pavement

Each core will then be taken from the center of the gauge footprint, and will be used to correlate each gauge with laboratory-measured bulk specific gravities of the pavement cores. One core in good condition must be obtained from each of the 10 locations. If a core is damaged at the time of extracting from the pavement, a replacement core should be taken immediately adjacent to the damaged core, i.e., from the same footprint. If a core is damaged during transport, it should be recorded as damaged and excluded from the correlation. Coring after traffic is on the pavement should be avoided. The contractor is responsible for coring of the pavement. Coring and filling of core holes must be approved by the engineer. The QV team is responsible for the labeling and safe transport of the cores from the field to the QC laboratory. Core density testing will be conducted by the contractor and witnessed by department personnel. The contractor is responsible for drying the cores following testing. The department will take possession of cores following initial testing and is responsible for any verification testing.

Each core 150 mm (6 inches) in diameter will be taken at locations as identified in Figure 1. Each random core will be full thickness of the layer being placed. The contractor is responsible for thoroughly drying cores obtained from the mat according to ASTM D 7227 prior to using specimens for in-place density determination according to AASHTO T 166.

Cores must be taken before the pavement is open to traffic. Cores are cut under department/project staff observation. Relabel each core immediately after extruding or ensure that labels applied to pavement prior to cutting remain legible. The layer interface should also be marked immediately following extrusion. Cores should be cut at this interface, using a wet saw, to allow for density measurement of only the most recently placed layer. Cores should be protected from excessive temperatures such as direct sunlight. Also, there should be department custody (both in transport and storage) for the cores until they are tested, whether that be immediately after the test strip or subsequent day if agreed upon between department and contractor. Use of concrete cylinder molds works well to transport cores. Cores should be

placed upside down (flat surface to bottom of cylinder mold) in the molds, one core per mold, cylinder molds stored upright, and ideally transported in a cooler. Avoid any stacking of pavement cores.

Fill all core holes with non-shrink rapid-hardening grout, mortar or concrete, or with HMA. When using grout, mortar or concrete, remove all water from the core holes prior to filling. Mix the mortar or concrete in a separate container prior to placement in the hole. If HMA is used, fill all core holes with hot-mix matching the same day's production mix type at same day compaction temperature +/- 20 F. The core holes shall be dry and coated with tack before filling, filled with a top layer no thicker than 2.25 inches, lower layers not to exceed 4 inches, and compacted with a Marshall hammer or similar tamping device using approximately 50 blows per layer. The finished surface shall be flush with the pavement surface. Any deviation in the surface of the filled core holes greater than 1/4 inch at the time of final inspection will require removal of the fill material to the depth of the layer thickness and replacement.

WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production

For nuclear density testing of the pavement beyond the test strip, QC tests will be completed at three locations per sublot, with a sublot defined as 1500 lane feet. The three locations will represent the outside, middle, and inside of the paving lane (i.e., the lane width will be divided into thirds as shown by the dashed longitudinal lines in Figure 3 and random numbers will be used to identify the specific transverse location within each third according to CMM 8-15). Longitudinal locations within each sublot shall be determined with 3 independent random numbers. The PWL Density measurements do not include the shoulder and other appurtenances. Such areas are tested by the department and are not eligible for density incentive or disincentive. Each location will be measured with two one-minute gauge readings oriented 180 degrees from one another, in the same footprint as detailed in Figure 2 above. Each location requires a minimum of two readings per gauge. The density gauge orientation for the first test will be with the source rod towards the direction of paving. QV nuclear testing will consist of one randomly selected location per sublot. The QV is also comprised of two one-minute readings oriented 180 degrees from one another. For both QC and QV test locations, if the two readings exceed 1.0 pcf of one another, a third reading is conducted in the same orientation as the first reading. In this event, all three readings are averaged, the individual test reading of the three which falls farthest from the average value is discarded, and the average of the remaining two values is used to represent the location for the gauge. The sublot density testing layout is depicted in Figure 4, with QC test locations shown as solid lines and QV as dashed.

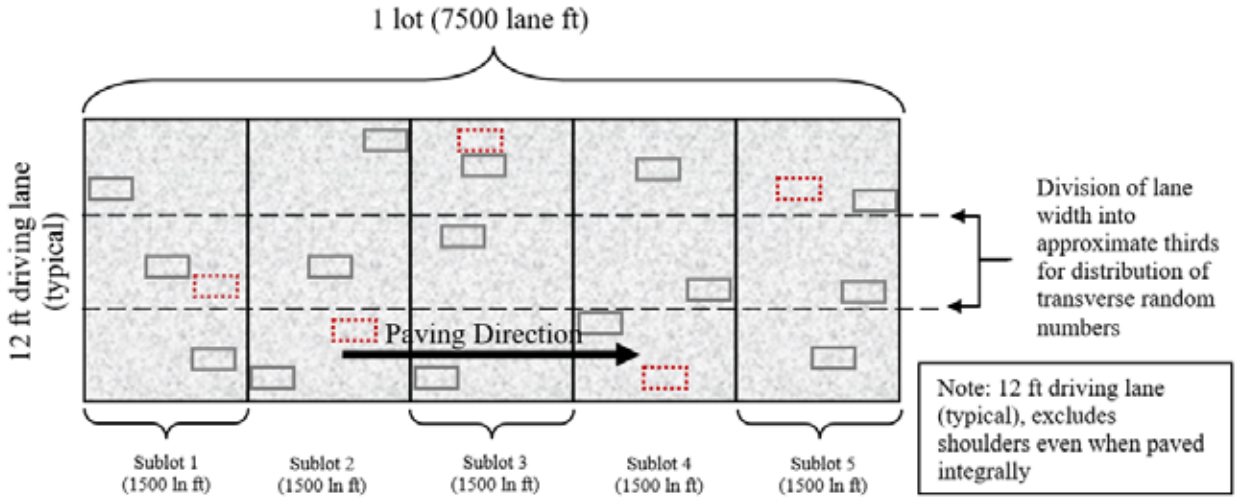


Figure 4: Locations of main lane HMA density testing (QC=solid lines, QV=dashed)

QC and QV nuclear density gauge readings will be statistically analyzed according to Section 460.3.3.3 of the HMA PWL QMP SPV. (Note: For density data, if F- and t-tests compare, QC data will be used for the

subsequent calculations of PWL value and pay determination. However, if an F- or t-test does not compare, the QV data will be used in subsequent calculations.)

Sampling for WisDOT HMA PWL QMP Production

Sampling of HMA mix for QC, QV and Retained samples shall conform to CMM 8-36 except as modified here.

Delete CMM 8-36.4 Sampling Hot Mix Asphalt and replace with the following to update sublot tonnages:

Sampling Hot Mix Asphalt

At the beginning of the contract, the contractor determines the anticipated tonnage to be produced. The frequency of sampling is 1 per 750 tons (sublot) for QC and Retained Samples and 1 per 3750 tons (lot or 5 sublots) for QV as defined by the HMA PWL QMP SPV. A test sample is obtained randomly from each sublot. Each random sample shall be collected at the plant according to CMM 8-36.4.1 and 8-36.4.2. The contractor must submit the random numbers for all mix sampling to the department before production begins.

Example 1

Expected production for a contract is 12,400 tons. The number of required samples is determined based on this expected production (per HMA PWL QMP SPV) and is determined by the random sample calculation.

Sample 1 – from 50 to 750 tons
Sample 2 – from 751 to 1500 tons
Sample 3 – from 1501 to 2250 tons
Sample 4 – from 2251 to 3000 tons
Sample X – ……
Sample 16 – from 11,251 to 12,000 tons
Sample 17 – from 12,001 to 12,400 tons

The approximate location of each sample within the prescribed sublots is determined by selecting random numbers using ASTM Method D-3665 or by using a calculator or computerized spreadsheet that has a random number generator. The random numbers selected are used in determining when a sample is to be taken and will be multiplied by the sublot tonnage. This number will then be added to the final tonnage of the previous sublot to yield the approximate cumulative tonnage of when each sample is to be taken.

To allow for plant start-up variability, the procedure calls for the first random sample to be taken at 50 tons or greater per production day (not intended to be taken in the first two truckloads). Random samples calculated for 0-50 ton should be taken in the next truck (51-75 ton).

This procedure is to be used for any number of samples per contract.

If the production is less than the final randomly generated sample tonnage, then the random sample is to be collected from the remaining portion of that sublot of production. If the randomly generated sample is calculated to be within the first 0-50 tons of the subsequent day of production, it should be taken in the next truck. Add a random sample for any fraction of 750 tons at the end of the contract. Lot size will consist of 3750 tons with sublots of 750 tons. Partial lots with less than three sublot tests will be included into the previous lot, by the engineer.

It's intended that the plant operator not be advised ahead of time when samples are to be taken. If the plant operator is involved in recording a Pb (%AC) to match up with the mix sample tonnage, then notification need not be earlier than 60 minutes before the mix sample being taken.

If belt samples are used during troubleshooting, the blended aggregate will be obtained when the mixture production tonnage reaches approximately the sample tonnage. For plants with storage silos, this could be up to 60 minutes in advance of the mixture sample that's taken when the required tonnage is shipped from the plant.

QC, QV and retained samples shall be collected for all test strip and production mixture testing using a three-part splitting procedure according to CMM 8-36.5.2.

Calculation of PWL Mainline Tonnage Example

A mill and overlay project in being constructed with a 12-foot travel lane and an integrally paved 3-foot shoulder. The layer thickness is 2 inches for the full width of paving. Calculate the tonnage in each sublot eligible for density incentive or disincentive.

Solution:

$$\frac{1500\ ft\ \times\ 12\ ft}{9\ sf/sy}\ \times\ \frac{2\ in\ \times 112\ lb/sy/in}{2000\ lb/ton}\ =\ 224\ tons$$

stp-460-055 (20181119)

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

A Description

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

B (Vacant)

C Construction

C.1 Equipment

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

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

C.2 Reheating Joints

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

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

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

D Measurement

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

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT

460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF

Payment is full compensation for all the work required under this bid item.

stp-460-015 (20140630)

12. Survey Monument Coordination

The contractor is to notify the Northeast Regional Survey Coordinator, Cormac McInnis 920-492-5638, at least 30 days before the beginning of construction activities. The Regional Survey Coordinator will then make the arrangements to have the Public Land Survey Monument and Landmark Reference Monuments tied out.

After the majority of construction is complete (before restoration) the contractor is again to notify the Survey Coordinator that the site is ready for the replacement of the monuments. The Survey Coordinator will then make arrangements to have the Public Land Survey Monument and Landmark Reference Monuments reset.

ner-621-010 (20171213)

13. Temporary Portable Rumble Strips, Item 643.0310.S.

A Description

This special provision describes providing, relocating, maintaining, and removing temporary portable rumble strips.

B Materials

Furnish RoadQuake2 or Roadquake2F temporary portable rumble strips, by Plastic Safety Systems. Do not use alternate products or methods without preapproval by the Bureau of Traffic Operations.

C Construction

C.1 Placement

Provide rumble strips where the plans show or the engineer directs as follows:

1. Before placing rumble strips, clean the roadway of sand and other materials that may cause slippage.
2. Place one end of the rumble strips 6 inches from the roadway centerline. Extend the strips perpendicular to the direction of travel. Ensure strips lay flat on the roadway surface.
3. Only one series of rumble strips, placed before the first work zone, is required per direction of travel for multiple work zones spaced 1 mile or less apart. Work zones spaced greater than 1 mile apart require a separate series of rumble strips.

C.2 Maintenance

Maintain rumble strips as follows:

1. If rumble strips slide, become out of alignment, or are no longer in the wheel path of approaching vehicles during the work period, thoroughly clean both sides of the rumble strips and reset on a clean roadway.
2. Repair or replace damaged rumble strips immediately.

D Measurement

The department will measure temporary portable rumble strips as a single lump sum unit of work, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.0310.S	Temporary Portable Rumble Strips	LS

Payment is full compensation for providing, relocating, maintaining or replacing, and removing temporary portable rumble strips.

stp-643-020 (20161130)

14. Traffic Control.

Perform this work conforming to standard spec 643, and as the plans show, or as the engineer approves, except as follows.

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

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

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

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

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

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

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

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

Do not park or store any vehicle, piece of equipment, or construction materials on the right-of-way, unless otherwise specified in the traffic control article or without approval of the engineer.

All construction vehicles and equipment entering or leaving live traffic lanes shall yield to through traffic.

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

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

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

ner-643-065 (20171213)

15. Pavement Marking and Centerline Rumble Strip/Type 2 Rumble Strip.

Before installing Centerline Rumble Strips place centerline Temporary Marking Line (Epoxy) 4-Inch. Before installing Type 2 Rumble Strips place edgelines Temporary Marking Line (Epoxy) 4-Inch. Except where removed with the rumble application, do not remove the centerline/edgeline Temporary Marking Line (Epoxy) 4-Inch. After the Centerline Rumble Strips or Type 2 Rumble Strips have been installed, place permanent centerline/edgeline Marking Line (Epoxy) 4-Inch.

ner-646-001 (20180205)

16. Milling and Removing Temporary Joint, Item SPV.0090.01.

A Description

This special provision describes the milling and removing of the upper layer HMA wedge joint and any other temporary longitudinal or transverse joints, including sweeping and cleaning of the affected area before the abutting pavement placement.

B (Vacant)

C Construction

Immediately before the placement of the adjoining lane, mill any temporary wedge joint to a true line with a face perpendicular to the surface of the existing asphaltic surface pavement.

Immediately before the construction of paving operations, mill any temporary transverse joint to a true line with a face perpendicular to the surface of the existing asphaltic surface pavement.

The contractor becomes the owner of the removed asphaltic pavement and is responsible for the disposal as specified for disposing of materials under standard spec 204.3.1.3.

D Measurement

The department will measure Milling and Removing Temporary Joint in length by the linear foot for all wedge joints, acceptably removed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.01	Milling and Removing Temporary Joint	LF

Payment is full compensation for milling, removing, sweeping, cleaning, and disposing of materials.

ner-465-005 (20181328)

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:

107.17.1 General

Replace paragraph seven with the following effective with the December 2018 letting:

(7) Have a professional engineer registered in the state of Wisconsin sign and seal the shop drawings. At least 30 calendar days before starting falsework, form, or shoring construction; submit a PDF file of shop drawings to the railroad's chief engineering officer and to the engineer. The engineer and the railroad may review the shop drawings. If the engineer or the railroad finds the shop drawings unsatisfactory, the contractor shall make the required changes. A satisfactory shop drawing review does not relieve the contractor of responsibility and liability for the structural integrity and proper functioning of the falsework, forms, or shoring.

109.1.1 General

Replace the entire text with the following effective with the January 2019 letting:

(1) The engineer will use the US standard system to measure all work completed under the contract. The engineer will determine quantities of materials the contractor furnishes and work the contractor performs using measurement methods and computations conforming to standard engineering practice, modified to meet department requirements. The engineer will document these measurements using department procedures.

(2) The engineer will measure the work as the contract measurement subsection for individual items specifies. The department will measure the actual quantities of work the contractor acceptably completes and make final payment based on those actual measured quantities except as follows:

1. If the measurement subsection for a bid item specifically restricts the quantity measured for payment or allows for use of conversion factors.
2. If the engineer executes a contract change order modifying the method of measurement for specific bid items, the engineer will measure the quantities of applicable bid items for payment using the change order methods.
3. If the engineer, under 105.3.1(2), approves a contractor-requested plan dimension change between US standard and SI metric dimensions, the engineer will measure whichever of the following is less:
    - Actual quantities constructed.
    - Quantities derived from the original plan dimensions.
4. For substitutions made under 106.2.3 between US standard and SI metric products, the engineer will measure the actual quantities of the substitute products using the original contract measuring system.

205.5.2 Excavation

Replace the entire text with the following effective with the April 2019 letting:

205.5.2.1 General

(1) Payment for the Excavation bid items under this section is full compensation for work specified for those excavation classes under 205 with no separate contract bid items; for hauling; and for constructing and removing temporary drainage installations as specified under 205.3.3.

(2) Payment also includes removing walls, foundations, etc. with no separate contract bid items; for disposal of resulting material; and for backfilling basements or openings resulting from removing walls, foundations, etc.

205.5.2.2 Associated Work

(1) The department will pay separately for removing concrete structures under the 203 and 204 bid items.

(2) The department will pay separately for granular backfill the contract or engineer requires under the Backfill Granular bid items.

(3) The department will pay separately for erosion control, fertilizing, and seeding of material disposal sites as specified for material disposal sites in 628.5.1.

(4) If the contract does not include the Excavation Rock bid item, the department will pay 5 times the contract bid price of the Excavation Common bid item to remove boulders having volumes of one cubic yard or more. The department will pay for these boulder removals under the Removing Large Boulders administrative item.

205.5.2.3 Excavation Below Subgrade

205.5.2.3.1 General

(1) The department will only pay for engineer-approved EBS to correct problems beyond the contractor's control.

205.5.2.3.2 Quantity Overruns

(1) The department will provide additional compensation for EBS quantity overruns if the following conditions are met:

- The quantity of engineer-approved EBS, calculated exclusive of work covered under 205.5.2.3.3 or 301.5, exceeds the total contract EBS quantity the earthwork summary sheet shows by more than 25 percent.
- The material exceeding that 25 percent threshold cannot be disposed of within the project right-of-way.

(2) The department will pay 2 times the contract unit price, up to $25,000, for the quantity of EBS meeting the above conditions. After exceeding $25,000 per contract, the department will pay for additional EBS as determined under 109.4.

205.5.2.3.3 Subgrade Correction

(1) Work performed under 105.3 to correct unacceptable work is the contractor's responsibility. For EBS work performed where the engineer did not approve the subgrade for subsequent operations, the department will pay for EBS at the contract price under the pertinent excavation and backfill bid items, or absent those bid items as extra work. For EBS work performed where the engineer approved the underlying layers for subsequent operations, the department will pay for EBS as follows:

1. Up to a maximum of $25,000 per contract, the department will pay as follows:
   1.1 For excavation: 3 times the contract unit price for the Excavation Common bid item under the EBS Post Grading administrative item.
   1.2 For backfill with the materials the engineer directs: at the contract unit price for the bid items of each material used to fill the excavation.
   1.3 For excavation or backfill without contract bid items: as extra work.
2. After exceeding $25,000 per contract, the department will pay for additional EBS in engineer-approved areas as determined under 109.4.

305.2.1 General

Replace paragraph two with the following effective with the December 2018 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. The department will allow virgin aggregate above reclaimed asphalt, reprocessed material, or blended materials in shoulder areas adjacent to concrete pavement.

420.3.2.1 General

Replace paragraph one with the following effective with the December 2018 letting:

(1) Use self-propelled grinding machines with depth, grade, and slope controls designed for grinding and texturing concrete. Equip grinding machines with diamond blades and a vacuuming system capable of removing liquid and solid residue from the ground surface. Shroud the machine to prevent discharging loosened material into adjacent work areas or live traffic lanes. Provide the specified effective wheelbase, defined as the center of the front to center of the rear main support wheels.

420.3.2.2 Continuous Grinding

Replace paragraph one with the following effective with the December 2018 letting:

(1) Under the Continuous Diamond Grinding Concrete Pavement bid item, ensure that the grinding machine, including the grinding head, weighs 35,000 pounds or more, will grind a strip at least 4 feet wide, and has an effective wheel base of 25 feet or more. For pavements with a design speed less than 40 miles per hour and areas difficult to access, the contractor may use equipment with an effective wheel base of 12 feet or more.

450.3.2.8 Jointing

Replace paragraphs three through five with the following effective with the December 2018 letting:

(3) Construct notched wedge longitudinal joints for mainline paving if the pavement thickness conforms to the minimums specified in 460.3.2, unless the engineer directs or allows an alternate joint. Construct the wedge using a slope no steeper than 3:1. Extend the wedge 12 inches beyond the normal lane width, or as the engineer directs. Ensure that the wedge for all layers directly overlaps and slopes in the same direction.

(4) Locate the joint at the pavement centerline for 2-lane roadways, or at lane lines if the roadway has more than 2 lanes. Construct a vertical notch 1/2-inch to 3/4-inch high on the centerline or lane line at the top of each wedge. Place a 1/2-inch to 3/4-inch notch at the outside bottom edge of the wedge after compacting each layer. Align the finished longitudinal joint line of the upper layer with the centerline or lane line.

(5) Construct the wedge for each layer using an engineer-approved strike-off device that will provide a uniform slope and will not restrict the main screed. Shape and compact the wedge with a weighted steel side roller wheel the same width as the wedge. Apply a tack coat to the wedge surface and both notches before placing the adjacent lane.

455.2.4.3 Emulsified Asphalts

Replace paragraph two with the following effective with the December 2018 letting:

(2) The bill of lading for emulsified asphalts shall indicate the asphalt content of the original emulsion and dilution rate of the additional water added to the original emulsion. If undiluted samples are not available, test the diluted material and modify AASHTO M140, M208, or M316 to reflect properties resulting from dilution of the asphalt.

460.2.8.3.1.4 Department Verification Testing Requirements

Replace paragraph three with the following effective with the December 2018 letting:

(3) The department will perform testing conforming to the following standards:

Bulk specific gravity (G_{mb}) of the compacted mixture according to AASHTO T166.

Maximum specific gravity (G_{mm}) according to AASHTO T209.

Air voids (V_a) by calculation according to AASHTO T269.

VMA by calculation according to AASHTO R35.

Asphalt content by ignition oven according to AASHTO T308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T-164, or Asphalt Analyzer™ according to manufacturer recommendations.

460.2.8.3.1.6 Acceptable Verification Parameters

Replace paragraph one with the following effective with the December 2018 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.
- Asphalt content is within minus 0.3 percent of the JMF.

460.2.8.3.1.7 Dispute Resolution

Replace paragraph one with the following effective with the December 2018 letting:

(1) When QV test results do not meet the specified limits for 100 percent pay, the bureau's AASHTO accredited laboratory and certified personnel will referee test the retained portion of the QV sample and the retained portion of the required forward and backward QC retained samples according to CMM 8-36.

460.5.2.1 General

Replace paragraphs five and six with the following effective with the December 2018 letting:

(5) The department will reduce pay for nonconforming QMP HMA mixtures as specified in 460.2.8.2.1.7, starting from the stop point to the point when the running average of 4 is back inside the warning limits. The engineer will determine the quantity of material subject to pay reduction based on the testing data and an inspection of the completed pavement. The department will reduce pay as follows:

PAYMENT FOR MIXTURE[1] [2] [3]

ITEM	PRODUCED WITHIN WARNING BANDS	PRODUCED OUTSIDE JMF LIMITS
Gradation	90%	75%
Asphalt Content[4]	___	___
Air Voids	70%	50%
VMA	90%	75%

[1] For projects or plants where the total production of each mixture design requires less than 4 tests refer to CMM 8-36.

[2] Payment is in percent of the contract unit price for the HMA Pavement bid item. The department will reduce pay based on the nonconforming property with lowest percent pay. If the quantity of material subject to pay adjustment based on the running average of 4 is also subject to pay adjustment resulting from dispute resolution in accordance with 460.2.8.3.1.7, the department will apply the single pay adjustment resulting in the lowest percent pay.

[3] In addition to any pay adjustment listed in the table above, the department will adjust pay for nonconforming binder under the Nonconforming QMP Asphaltic Material administrative item. The department will deduct 25 percent of the contract unit price of the HMA Pavement bid item per ton of pavement placed with nonconforming PG binder the engineer allows to remain in place.

[4] The department will not adjust pay based on a running average of 4 asphalt content tests; however, corrective action will be applied to nonconforming material according to 460.2.8.2.1.7.

(6) If during a QV dispute resolution investigation the department discovers unacceptable mixture defined by one or more of the following:

- Va greater than 5.0 or less than 1.5.
- VMA more than 1.0 below the minimum allowed in table 460-1.
- AC more than 0.5 % below the JMF target.

Remove and replace the material, or if the engineer allows the mixture to remain in place, the department will pay for the quantity of affected material at 50 percent of the contract price.

501.3.8.2.1 General

Replace paragraph two with the following effective with the April 2019 letting:

(2) If the concrete temperature at the point of placement exceeds 90 F, do not place concrete under the following structure and concrete barrier bid items:

Concrete Masonry Bridges	Concrete Masonry Retaining Walls
Concrete Masonry Bridges HES	Concrete Masonry Retaining Walls HES
Concrete Masonry Culverts	Concrete Masonry Endwalls
Concrete Masonry Culverts HES	Concrete Masonry Overlay Decks
Concrete Barrier Single-Faced 32-Inch	Concrete Barrier (type)
Concrete Barrier Double-Faced 32-Inch	Concrete Barrier Fixed Object Protection (type)
Concrete Barrier Transition Section 32-Inch	Concrete Barrier Transition (type)

506.3.2 Shop Drawings

Replace paragraph four with the following effective with the December 2018 letting:

(4) Ensure that the fabricator submits a PDF file of shop drawings for railroad structures to the railroad company's chief engineering officer upon contract completion.

603.3.1.1 General

Replace paragraph three with the following effective with the April 2019 letting:

(3) Cast permanent barrier and transitions in place. Use construction methods conforming to 502 and conform to the hot weather placement requirements of 501.3.8.2. Use forms or engineer-approved slip form methods for barrier. Use forms for transitions. Construct barrier on horizontal curves as a series of 12-foot or shorter chords.

646.3.1.2 Liquid Marking

Replace paragraph five with the following effective with the January 2019 letting:

(5) Apply liquid marking and glass beads across the line at or exceeding the following:

LIQUID MARKING	PAVEMENT TYPE	THICKNESS (mils)	BEAD APPLICATION (pounds per gallon)
Paint	all	16	8
Epoxy	SMA, seal coats, and polymer overlays	25	25
Epoxy	all other	20	22.5
Wet Reflective Epoxy	all	20	18

646.3.2.3.2 Wet Reflective Epoxy

Replace paragraph five with the following effective with the January 2019 letting:

(1) Apply wet reflective epoxy binder in a grooved slot. and provide a double drop bead system as follows:

- First: wet reflective/recoverable elements at the application rate specified for the product chosen from the department's APL.
- Second: glass beads at the application rate specified in 646.3.1.2(5).

650.3.1 General

Replace the entire text with the following effective with the December 2018 letting:

(1) Department and contractor responsibilities for construction staking are specified in 105.6. Conform to 105.6 and the additional requirements specified here in 650.3 for the individual contractor-staking bid items the contract includes.

(2) Protect and preserve known property and survey marks and land monuments as specified in 107.11.3. The contract may require related work under the 621 bid items.

(3) Obtain or calculate benchmark data, grades, and alignment from plan information. The engineer will furnish data for the horizontal and vertical control points, control point ties, horizontal alignments, profiles, and elevations. Reestablish, set additional, and maintain the horizontal and vertical control points and control point ties, as needed for bid items.

(4) Check horizontal and vertical information including but not limited to alignments, locations, elevations, and dimensions, that either the plans show or the engineer provides, for compatibility with existing field conditions. Conduct similar compatibility checks and accuracy checks of horizontal and vertical positions either the department or the contractor establishes in the field.

(5) Perform survey work using conventional methods, or AMG methods capable of achieving the lines and grades the plans show for the work in question. Establish additional benchmarks and control points as necessary to support the method of operation.

650.3.1.1 Staking

(1) Furnish, set, reference, and maintain stakes and markings necessary to establish the alignment, location, benchmarks, elevations, and continuous profile-grades for road and structure work as needed for bid items. Supervise and coordinate construction staking.

(2) Maintain neat, orderly, and complete survey notes, drawings, and computations used in establishing the lines and grades. Make the survey notes and computations available to the engineer within 24 hours, upon request, as the work progresses.

(3) Furnish surveying equipment, stakes, flags, pins, lath, whiskers, and other materials necessary to perform this work, subject to the engineer’s approval.

650.3.1.2 Automated Machine Guidance

650.3.1.2.1 General

(1) The contractor may substitute AMG for conventional staking on all or part of the work under the individual staking bid items. Coordinate with the engineer throughout the course of construction to ensure that work performed using AMG conforms to the contract tolerances and that the methods employed conform to the contractor's AMG work plan and accepted industry standards. Revert to conventional staking methods for all or part of the work at any point during construction if AMG is producing unacceptable results.

650.3.1.2.2 AMG Work Plan

(1) Submit a comprehensive written AMG work plan for department review at least 5 business days before the preconstruction conference. In that plan discuss how AMG technology will be integrated into other technologies employed on the project. List the staking bid items that will have work performed using AMG and, for each bid item listed, include the following:

1. Designate which portions of the contract will be done using AMG and which portions will be done using conventional staking.
2. Designate a single staff person as the primary contact for AMG technology issues.
3. List and map the primary and secondary control points required under 105.6.2 enveloping the site.
4. Describe the contractor's quality control procedures. Include the frequency and type of checks performed to ensure that the work conforms to the contract plans.

(2) The engineer will review the plan to determine if it conforms to the contract. Do not perform AMG work until the engineer approves the governing portion of the AMG workplan. Perform the work as the contractor's AMG work plan provides. Update the plan as necessary.

650.3.1.2.3 Geometric and Surface Information

650.3.1.2.3.1 Department Responsibilities

(1) At any time after the contract is awarded the contractor may request the contractor data packet. The department will provide the packet within 5 business days of receiving the contractor's request.

650.3.1.2.3.2 Contractor Responsibilities

(1) Develop and maintain a contractor construction model for areas of the project employing AMG. Confirm that the resulting model agrees with the contract plans.

(2) If the engineer requests, provide the construction model to the department in LandXML or other engineer-approved format.

650.3.1.2.4 Managing and Updating Information

(1) Notify the department of any errors or discrepancies in department-provided information. The department will determine what revisions may be required. The department will revise the contract plans, if necessary, to address errors or discrepancies that the contractor identifies. The department will provide the best available information related to those contract plan revisions.

(2) Revise the construction model as required to support construction operations and to reflect any contract plan revisions the department makes. Perform checks to confirm that the revised construction model agrees with the contract plan revisions. If the engineer requests, provide construction model updates to the engineer. The department will pay for costs incurred to incorporate contract plan revisions as extra work.

650.3.1.2.5 Construction Checks

(1) Check the work against the plan elevation at randomly selected points on cross-sections located at stations evenly divisible by 100 at the frequency the engineer approved as a part of the AMG work plan. Submit the results of these random checks to the engineer daily. Notify the engineer immediately if a check exceeds the tolerances specified in 650.3.1.2.6 below.

(2) Check the work at additional points as the engineer directs. The department may conduct periodic independent checks.

650.3.1.2.6 Construction Tolerances

(1) Ensure that the finished work vertically matches existing or other completed features. Ensure that the work conforms to revised plan elevations as follows:

- Subgrade : +/- 0.10 feet.
- Base : within the tolerance specified in 301.3.4.1(2).

650.3.3 Subgrade

Retitle and replace the entire text with the following effective with the December 2018 letting:

650.3.3 Subgrade Staking

(1) Set construction stakes or marks at intervals of 100 feet, or more frequently, for rural sections and at intervals of 50 feet, or more frequently, for urban sections. Include additional stakes at each cross-section as necessary to match the plan cross-section, achieve the required accuracy, and to support construction operations. Also set and maintain stakes as necessary to establish the horizontal and vertical positions of intersecting road radii, auxiliary lanes, horizontal and vertical curves, and curve transitions. Locate stakes to within 0.25 feet horizontally and establish the grade elevation to within 0.03 feet vertically.

Errata

520.3.3 Laying Pipe

Correct errata by replacing "sections" with "joints" to clarify the intent that the last 3 joints need ties.

(5) Provide joint ties on the upstream and downstream ends of circular and horizontal elliptical concrete culvert and concrete cattle pass installations. Tie the next 3 pipe joints or, if using apron endwalls, the endwall joint and the last 2 pipe joints. Ties are not required on culverts with masonry endwalls unless the plans show otherwise.

608.3.3 Laying Pipe

Correct errata by replacing "sections" with "joints" to clarify the intent that the last 3 joints need ties.

(5) Provide joint ties on concrete storm sewer system infall and outfall pipes. Tie the last 3 pipe joints or, if using apron endwalls, the endwall joint and the next 2 pipe joints. Ties are not required on installations with masonry endwalls unless the plans show otherwise.

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.

NOTE: CRCS Prime Contractor payment is currently not automated and will need to be manually loaded into the Civil Rights Compliance System. Copies of prime contractor payments received (check or ACH) will have to be forwarded to paul.ndon@dot.wi.gov within 5 days of payment receipt to be logged manually.

***Additionally, for information on Subcontractor Sublet assignments, Subcontractor Payments and Payment Tracking, please refer to the CRCS Payment and Sublets manual at:

https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payments-sublets-manual.pdf

Effective January 2019 Letting ASP 9

ADDITIONAL SPECIAL PROVISION 9
Electronic Certified Payroll or Labor Data Submittal

(1) Use the department's Civil Rights Compliance System (CRCS) to electronically submit certified payroll reports for contracts with federal funds and labor data for contracts with state funds only. Details are available online through the department's highway construction contractor information (HCCI) site on the Labor, Wages, and EEO Information page at:

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

(2) Ensure that all tiers of subcontractors, including all trucking firms, either submit their weekly certified payroll reports (contracts with federal funds) or labor data (contracts with state funds only) electronically through CRCS. These payrolls or labor data are due within seven calendar days following the close of the payroll period. Every firm providing physical labor towards completing the project is a subcontractor under this special provision.

(3) Upon receipt of contract execution, promptly make all affected firms aware of the requirements under this special provision and arrange for them to receive CRCS training as they are about to begin their submittals. 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 for information required under this special provision. All costs for conforming to this special provision are incidental to the contract.

(5) Firms wishing to export payroll/labor data from their computer system into CRCS should have their payroll coordinator contact Paul Ndon at paul.ndon@dot.wi.gov. Not every contractor's payroll system is capable of producing export files. For details, see Section 4.8 CPR Auto Submit (Data Mapping) on pages 49-50; 66-71 of the CRCS Payroll Manual at:

https://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.

https://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:

https://wisconsindot.gov/hcciDocs/contracting-info/ws4567.doc

Proposal ID: 20190514026 **Project(s):** 4580-11-60

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	204.0110 Removing Asphaltic Surface	1,648.000 SY	_____.____	_____.____
0004	204.0115 Removing Asphaltic Surface Butt Joints	112.000 SY	_____.____	_____.____
0006	204.0120 Removing Asphaltic Surface Milling	121,390.000 SY	_____.____	_____.____
0008	204.0150 Removing Curb & Gutter	75.000 LF	_____.____	_____.____
0010	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 4580-11-60	LS	LUMP SUM	_____.____
0012	213.0100 Finishing Roadway (project) 01. 4580-11-60	1.000 EACH	_____.____	_____.____
0014	305.0110 Base Aggregate Dense 3/4-Inch	2,003.000 TON	_____.____	_____.____
0016	305.0500 Shaping Shoulders	618.000 STA	_____.____	_____.____
0018	416.0610 Drilled Tie Bars	12.000 EACH	_____.____	_____.____
0020	455.0605 Tack Coat	8,520.000 GAL	_____.____	_____.____
0022	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	2.000 EACH	_____.____	_____.____
0024	460.0110.S HMA Percent Within Limits (PWL) Test Strip Density	2.000 EACH	_____.____	_____.____
0026	460.2005 Incentive Density PWL HMA Pavement	9,858.000 DOL	1.00000	9,858.00
0028	460.2010 Incentive Air Voids HMA Pavement	14,938.000 DOL	1.00000	14,938.00
0030	460.4110.S Reheating HMA Pavement Longitudinal Joints	33,605.000 LF	_____.____	_____.____

Proposal ID: 20190514026 **Project(s):** 4580-11-60

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
0032	460.5224 HMA Pavement 4 LT 58-28 S	14,938.000 TON	_____.____	_____.____
0034	465.0105 Asphaltic Surface	320.000 TON	_____.____	_____.____
0036	465.0110 Asphaltic Surface Patching	56.000 TON	_____.____	_____.____
0038	465.0315 Asphaltic Flumes	11.000 SY	_____.____	_____.____
0040	465.0425 Asphaltic Shoulder Rumble Strips 2-Lane Rural	43,656.000 LF	_____.____	_____.____
0042	465.0475 Asphalt Centerline Rumble Strips 2-Lane Rural	28,740.000 LF	_____.____	_____.____
0044	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	75.000 LF	_____.____	_____.____
0046	614.0400 Adjusting Steel Plate Beam Guard	1,425.000 LF	_____.____	_____.____
0048	614.0950 Replacing Guardrail Posts and Blocks	49.000 EACH	_____.____	_____.____
0050	614.0951 Replacing Guardrail Rail and Hardware	50.000 LF	_____.____	_____.____
0052	618.0100 Maintenance And Repair of Haul Roads (project) 01. 4580-11-60	1.000 EACH	_____.____	_____.____
0054	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0056	624.0100 Water	30.000 MGAL	_____.____	_____.____
0058	625.0100 Topsoil	24.000 SY	_____.____	_____.____
0060	625.0500 Salvaged Topsoil	60.000 SY	_____.____	_____.____
0062	628.1905 Mobilizations Erosion Control	2.000 EACH	_____.____	_____.____

Proposal ID: 20190514026 **Project(s):** 4580-11-60

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	628.1910 Mobilizations Emergency Erosion Control	1.000 EACH	_____.____	_____.____
0066	628.2004 Erosion Mat Class I Type B	83.000 SY	_____.____	_____.____
0068	628.7015 Inlet Protection Type C	5.000 EACH	_____.____	_____.____
0070	629.0210 Fertilizer Type B	0.100 CWT	_____.____	_____.____
0072	630.0130 Seeding Mixture No. 30	2.000 LB	_____.____	_____.____
0074	630.0200 Seeding Temporary	1.000 LB	_____.____	_____.____
0076	642.5001 Field Office Type B	1.000 EACH	_____.____	_____.____
0078	643.0300 Traffic Control Drums	780.000 DAY	_____.____	_____.____
0080	643.0310.S Temporary Portable Rumble Strips	 LS	LUMP SUM	_____.____
0082	643.0420 Traffic Control Barricades Type III	34.000 DAY	_____.____	_____.____
0084	643.0705 Traffic Control Warning Lights Type A	68.000 DAY	_____.____	_____.____
0086	643.0715 Traffic Control Warning Lights Type C	22.000 DAY	_____.____	_____.____
0088	643.0900 Traffic Control Signs	3,892.000 DAY	_____.____	_____.____
0090	643.1050 Traffic Control Signs PCMS	14.000 DAY	_____.____	_____.____
0092	643.1070 Traffic Control Cones 42-Inch	320.000 DAY	_____.____	_____.____
0094	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0096	646.1020 Marking Line Epoxy 4-Inch	89,420.000 LF	_____.____	_____.____

Proposal ID: 20190514026 **Project(s):** 4580-11-60

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
0098	646.3020 Marking Line Epoxy 8-Inch	285.000 LF	_____._____	_____._____
0100	646.4520 Marking Line Same Day Epoxy 4-Inch	2,610.000 LF	_____._____	_____._____
0102	646.6120 Marking Stop Line Epoxy 18-Inch	27.000 LF	_____._____	_____._____
0104	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	773.000 LF	_____._____	_____._____
0106	649.0105 Temporary Marking Line Paint 4-Inch	22,003.000 LF	_____._____	_____._____
0108	649.0120 Temporary Marking Line Epoxy 4-Inch	24,410.000 LF	_____._____	_____._____
0110	650.8000 Construction Staking Resurfacing Reference	33,605.000 LF	_____._____	_____._____
0112	650.9910 Construction Staking Supplemental Control (project) 01. 4580-11-60	LS	LUMP SUM	_____._____
0114	690.0150 Sawing Asphalt	2,899.000 LF	_____._____	_____._____
0116	690.0250 Sawing Concrete	2,838.000 LF	_____._____	_____._____
0118	740.0440 Incentive IRI Ride	67,211.000 DOL	1.00000	67,211.00
0120	SPV.0090 Special Special 01. Milling and Removing Temporary Joint	31,490.000 LF	_____._____	_____._____

Section: 0001 **Total:** _____._____

Total Bid: _____._____

PLEASE ATTACH SCHEDULE OF ITEMS HERE

Wisconsin Department of Transportation

Division of Transportation Systems Development
Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

May 1, 2019

NOTICE TO ALL CONTRACTORS:

Proposal #26: 4580-11-60
Sherwood - Hilbert
STH 55 – STH 32
STH 114
Calumet County

Letting of May 14, 2019

This is Addendum No. 01, which provides for the following:

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress
4	Traffic

Added Special Provisions	
Article No.	Description
17	Foundation Backfill, Item SPV.0035.02

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
305.0110	Base Aggregate Dense 3/4-Inch	TON	2,003	92	2,095
455.0605	Tack Coat	GAL	8,520	110	8,630
465.0105	Asphaltic Surface	TON	320	533	853
624.0100	Water	MGAL	30	12	42
643.0300	Traffic Control Drums	DAY	780	140	920
643.0420	Traffic Control Barricades Type III	DAY	34	423	457
643.0705	Traffic Control Warning Lights Type A	DAY	68	594	662
643.0900	Traffic Control Signs	DAY	3,892	1,535	5,427
643.1050	Traffic Control Signs PCMS	DAY	14	14	28
690.0150	Sawing Asphalt	LF	2,899	140	3,039
690.0250	Sawing Concrete	LF	2,838	280	3,118

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0100	Removing Pavement	SY	0	1,056	1,056
205.0100	Excavation Common	CY	0	1,953	1,953
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	0	739	739
643.0920	Traffic Control Covering Signs Type II	EACH	0	5	5
SPV.0035.01	Foundation Backfill	CY	0	2,263	2,263

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
24	Miscellaneous Quantities (revised to show additional base aggregate quantities associated with the added frost heave repair work)
25	Miscellaneous Quantities (revised to show additional asphalt quantities associated with the added frost heave repair work)
30	Miscellaneous Quantities (revised to show additional traffic control quantities associated with the added frost heave repair work)
32	Miscellaneous Quantities (revised to show additional saw cut quantities associated with the added frost heave repair work)

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
11A	Construction Detail: Frost Heave Repair (sheet was added to state the locations and show the work to be done at the frost heave repair areas)
20A	Detour Signing Detail (sheet added to show the details of the detour needed for the added work)
20B	Detour Signing Detail (sheet added to show the details of the detour needed for the added work)
23A	Miscellaneous Quantities (sheet added to show the additional quantities associated with the added frost heave repair work)
30A	Miscellaneous Quantities (sheet added to show the additional quantities associated with the added detour)
30B	Miscellaneous Quantities (sheet added to show the additional quantities associated with the added detour)
30C	Miscellaneous Quantities (sheet added to show the additional quantities associated with the added detour)
61A	SDD Barricades and Signs for Mainline Closures
61B	SDD Barricades and Signs for Various Closures
61C	SDD Detour Signing for Mainline Closures
61D	SDD Barricades and Signs for Sideroad Closures

Other

Revise the contract time for completion from 25 working days to 30 workings days (an increase of 5 working days)

The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 01

4580-11-60

May 1, 2019

Special Provisions

3. Prosecution and Progress

Add the following paragraph after paragraph four:

At the beginning of the frost heave repair operations, close STH 114 to through traffic for a maximum of 7 working days. Furthermore, the 7 working day closure may only include one weekend consisting of two weekend days. Do not reopen until completing the following work: Frost heave repairs and asphalt patching.

4. Traffic

Replace paragraph one with the following:

Detour STH 114 traffic using County B and STH 32/57. Maintain cross traffic at all other side roads at all times during the various construction operations. Do not reopen until completing the following work: All work necessary for the frost heave repairs including patching with asphaltic surface.

Except when STH 114 is detoured, maintain two-way counter directional traffic along STH 114 at all times during non-working hours. One lane may be closed with flagging operations during daylight working hours. At the end of each workday restore roadway to normal traffic patterns and do not leave a drop-off of 2 inches or greater between driving lanes, between driving lanes and shoulders, and between driving lanes and adjacent intersecting roadways or driveways.

17. Foundation Backfill, Item SPV.0035.01.

A Description

This special provision describes providing foundation backfill that conforms to Standard Spec 520.

B Materials

Furnish Foundation Backfill in accordance to 520.2.5.2.

C Construction

Place foundation backfill in layers no more than 8 inches thick after compaction to the top of the subgrade. Mechanically compact the entire length of each layer to the same degree as the material abutting the trench.

D Measurement

The department will measure Foundation Backfill by the Cubic Yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.01	Foundation Backfill	CY

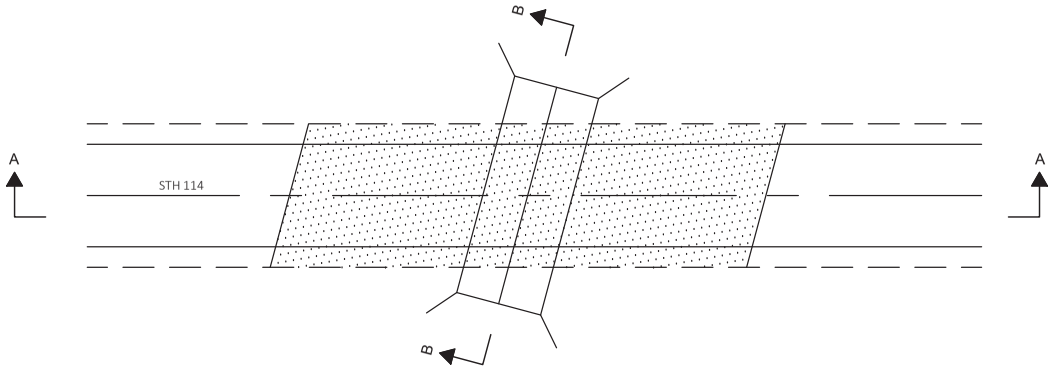
Payment is full compensation for placing, shaping and compacting.

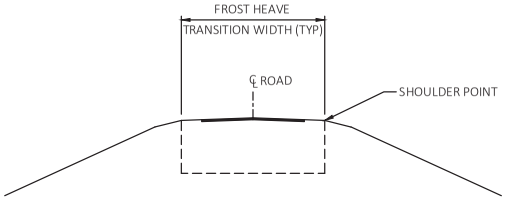
ner-520-025 (20190409)

Schedule of Items
Attached, dated May 1, 2019, are the revised Schedule of Items Pages 1 - 5.

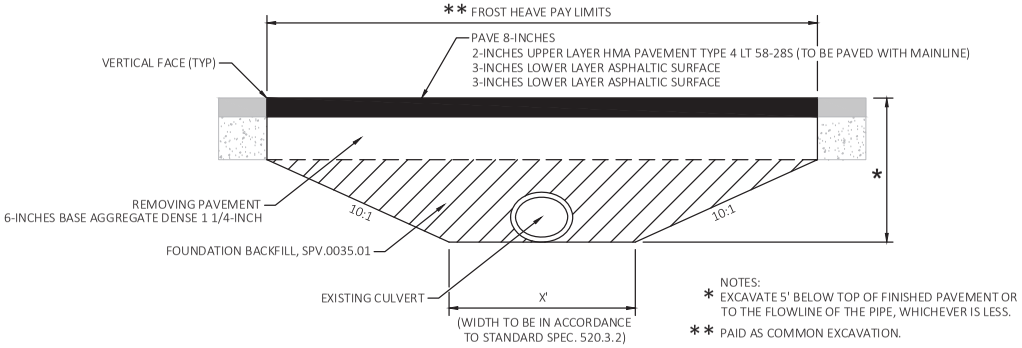
Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 24, 25, 30, and 32
Added: 11A, 20A, 20B, 23A, 30A, 30B, 30C, 61A, 61B, 61C, and 61D

END OF ADDENDUM





SECTION B-B



NOTES:
* EXCAVATE 5' BELOW TOP OF FINISHED PAVEMENT OR TO THE FLOWLINE OF THE PIPE, WHICHEVER IS LESS.
** PAID AS COMMON EXCAVATION.

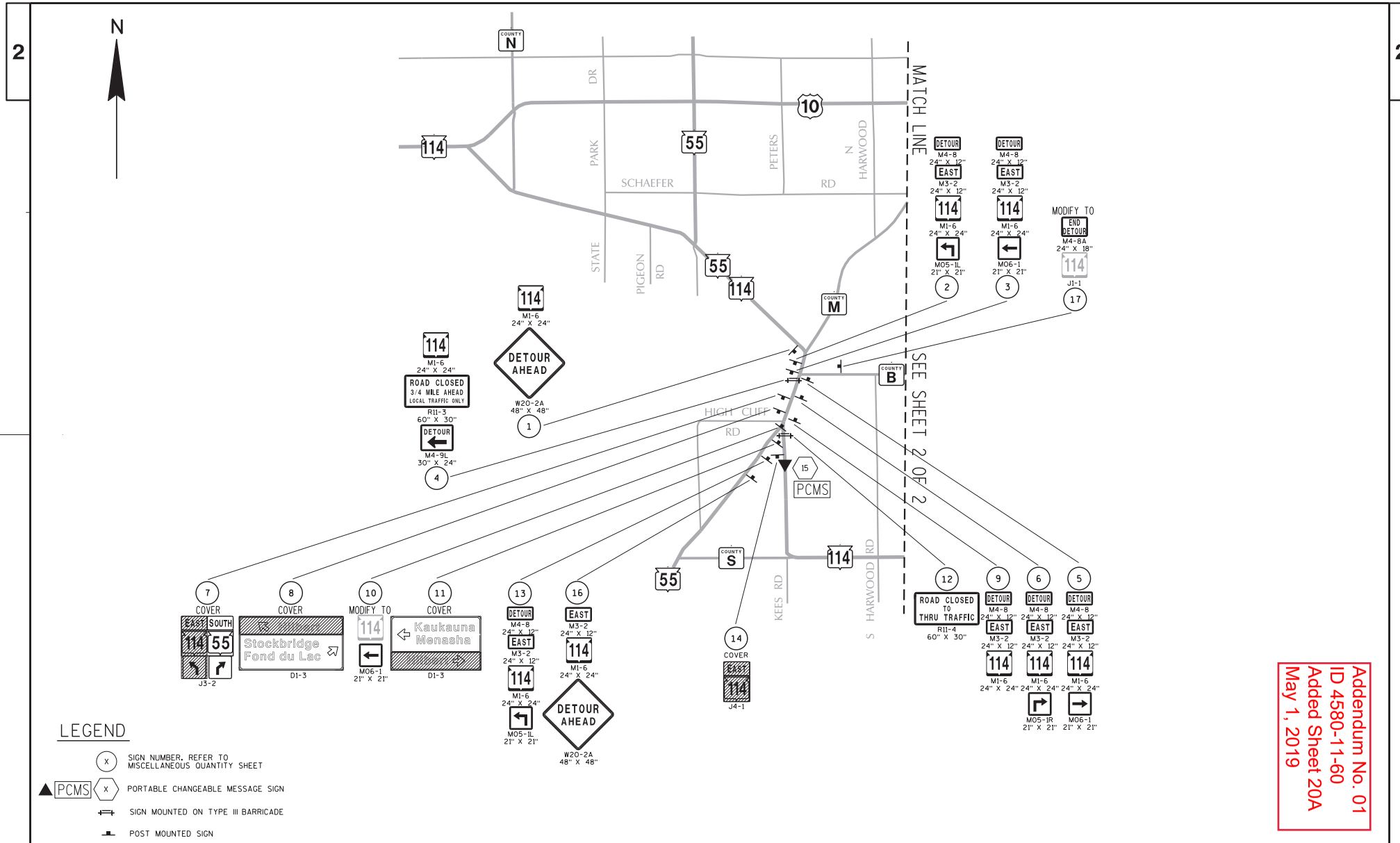
SECTION AA

LONGITUDINAL DETAIL FOR CULVERT PIPE FROST HEAVE REPAIR AREA

STATIONS: 116+72, 124+07, 138+90, 145+74, 192+97, 222+10, 250+27

Addendum No. 01
ID 4580-11-60
Added Sheet 11A
May 1, 2019

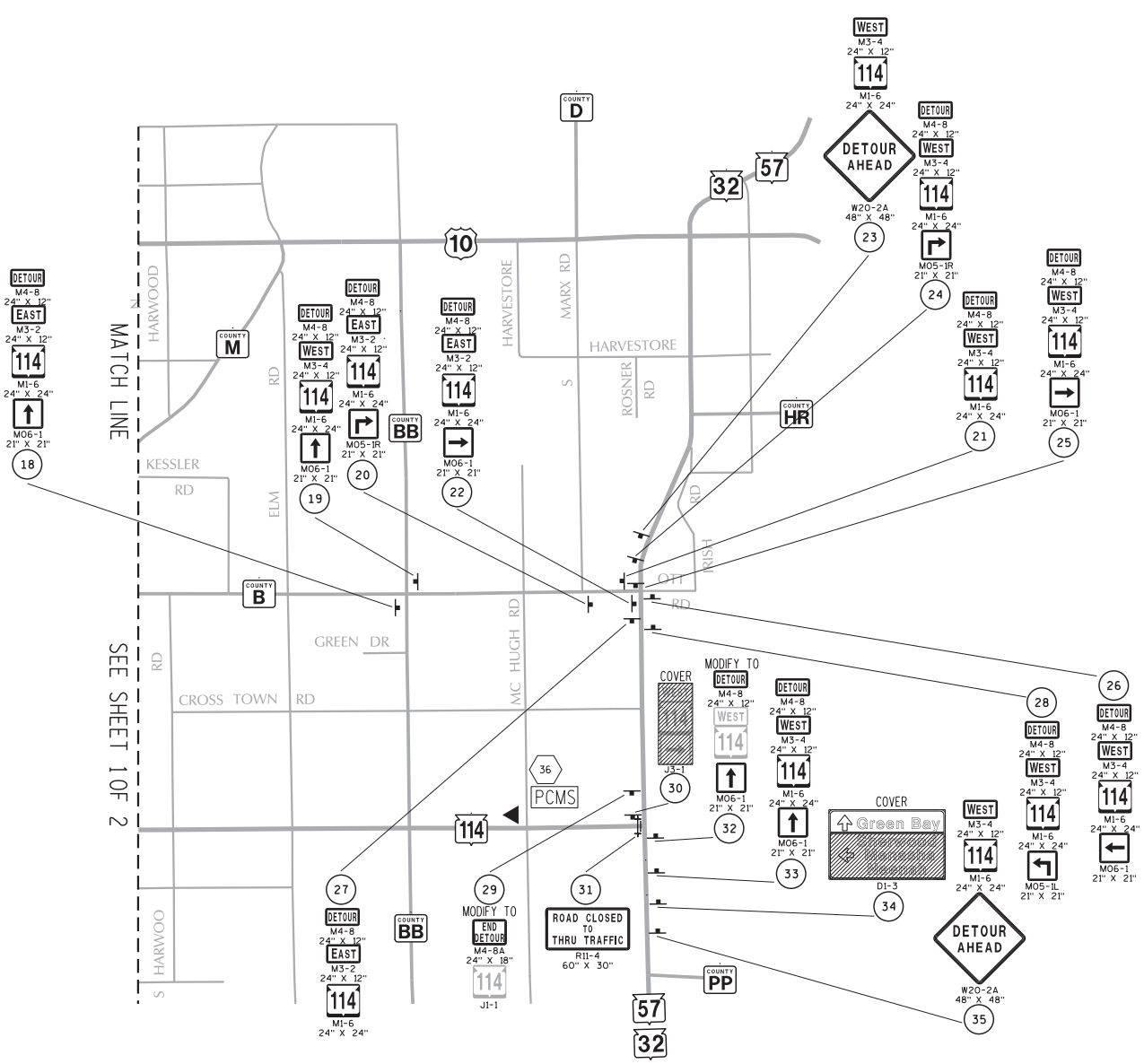
PROJECT NO: 4580-11-60	HWY: STH 114	COUNTY: CALUMET	CONSTRUCTION DETAIL: FROST HEAVE REPAIR	SHEET 11A	E



Addendum No. 01
ID 4580-11-60
Added Sheet 20A
May 1, 2019

PROJECT NO: 4580-11-60	HWY: STH 114	COUNTY: CALUMET	DETOUR SIGNING DETAIL	SHEET 20A	E

FILE NAME : N:\spo\traffic\A Work Zone\Detours\Calumet County\STH 114\Sherwood - Hilbert\027001_dt.dgn PLOT DATE : 23-APR-2019 10:15 PLOT BY : dotjlf PLOT NAME : STH114 STH55DETOURB PLOT SCALE : 5000:1



LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲ PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

Addendum No. 01
ID 4580-11-60
Added Sheet 20B
May 1, 2019

PROJECT NO: 4580-11-60	HWY: STH 114	COUNTY: CALUMET	DETOUR SIGNING DETAIL	SHEET 20B	E

FILE NAME : N:\spo\traffic\A Work Zone\Detours\Calumet County\STH 114\Sherwood - Hilbert\027002_dt.dgn PLOT DATE : 23-APR-2019 10:15 PLOT BY : dotjlf PLOT NAME : ST114 STH55DETOURAPLOT SCALE : 5000:1

WISDOT/CADDS SHEET 42

FROST HEAVE REPAIR SUMMARY

CATEGORY	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	205.0100 EXCAVATION COMMON CY	305.0110 BASE AGGREGATE DENSE 3/4-INCH*** TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	455.0605 TACK COAT	465.0105 ASPHALTIC SURFACE** TON	624.0010 WATER MGAL	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	SPV.0035.01 SPECIAL (01.) FOUNDATION BACKFILL CY	REMARKS
0010	116+72	STH 114	185	383	16	128	19	93	2.1	20	40	478	EXISTING 36-INCH RCCP
	124+07	STH 114	110	168	10	78	12	56	1	20	40	164	EXISTING 24-INCH RCCP
	138+90	STH 114	140	248	12	99	15	71	2	20	40	277	EXISTING 24-INCH RCCP
	145+74	STH 114	192	397	17	133	20	97	2	20	40	496	EXISTING 34" x 53" RCCEP
	192+97	STH 114	185	365	16	129	19	93	2	20	40	443	EXISTING 38" x 60" RCCEP
	222+10	STH 114	107	160	10	76	11	54	1	20	40	153	EXISTING 24-INCH RCCP
	250+27	STH 114	137	232	12	96	14	69	2	20	40	252	EXISTING 30-INCH RCCP
		PROJECT TOTALS	**1056**	**1953**	**93***	**739**	**111***	**532***	**12***	**140***	**280***	**2263**	

*NOTE: FOR INFORMATIONAL PURPOSES ONLY; ADDITIONAL QUANTITY SHOWN ELSEWHERE
**NOTE: DOES NOT INCLUDE UPPER LAYER WHICH IS INLCUDED IN THE MAINLINE PAVEMENT
***NOTE: TOP 3-INCHES OF THE UNPAVED SHOULDER WITHIN THE FROST HEAVE REPAIR LIMITS

Addendum No. 01
ID 4580-11-60
Added Sheet 23A
May 1, 2019

SHOULDER WORK SUMMARY

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH* TON	305.0500 SHAPING SHOULDERS STA	624.0100 WATER MGAL	REMARKS
0010	7+66	-	76+94	RT	STH 114	225	69	3.2	
	77+93	-	80+07	RT	STH 114	7	2	0.2	
	81+35	-	129+95	RT	STH 114	157	49	2.3	
	131+30	-	183+06	RT	STH 114	168	52	2.4	
	184+39	-	235+94	RT	STH 114	167	52	2.4	
	237+25	-	288+58	RT	STH 114	166	51	2.4	
	289+89	-	328+49	RT	STH 114	125	39	1.9	
	6+12	-	75+69	LT	STH 114	225	70	3.3	
	83+81	-	130+15	LT	STH 114	150	46	2.3	
	131+50	-	157+18	LT	STH 114	83	26	1.3	
	157+42	-	183+24	LT	STH 114	84	26	1.3	
	184+54	-	236+14	LT	STH 114	167	52	2.4	
	237+43	-	288+73	LT	STH 114	166	51	2.4	
	290+11	-	324+47	LT	STH 114	111	34	1.7	
	116+72	-	250+27	RT & LT	STH 114	93	-	12.2	SEE FROST HEAVE REPAIR SUMMARY FOR DETAILS
					PROJECT TOTALS	**2095**	**618**	**42**	

*BASE AGGREGATE QUANTITY BASED ON NEEDING 1-INCH OF GRAVEL AT A 5-FOOT WIDTH FOR THE LENGTH OF THE EXISTING GRAVEL SHOULDER.

Addendum No. 01
ID 4580-11-60
Revised Sheet 24
May 1, 2019

HMA SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	440.4410 INCENTIVE IRI RIDE DOL	455.0605 TACK COAT GAL	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	REMARKS
0010	6+12	-	342+18	STH 114	LT & RT	67211	-	-	-	-	-	2-IN UPPER LAYER MAINLINE
	6+12	-	74+12	STH 114	LT & RT	-	1648	6800	2895	-	-	2-INCHES UPPER LAYER MAINLINE
	74+12	-	83+97	STH 114	LT & RT	-	286	985	499	-	-	2-INCHES UPPER LAYER MAINLINE
	83+97	-	328+33	STH 114	LT & RT	-	5800	24436	10196	-	-	2-INCHES UPPER LAYER MAINLINE
	328+33	-	338+83	STH 114	LT & RT	-	324	1050	556	-	-	2-IN UPPER LAYER MAINLINE, INCLUDES UPPER LAYER OF FULL DEPTH REPLACEMENT AREA
	338+83	-	342+18	STH 114	LT & RT	-	104	335	178	-	-	2-IN UPPER LAYER MAINLINE, INCLUDES UPPER LAYER OF FULL DEPTH REPLACEMENT AREA
	14+35	-	14+90	KEES RD.	LT & RT	-	21	-	37	-	-	KESS RD. SOUTH, UPPER LAYER
	24+06	-	24+98	ERTL RD.	LT & RT	-	30	-	52	-	-	ERTL RD. SOUTH, UPPER LAYER
	34+18	-	34+80	HARWOOD RD.	LT & RT	-	29	-	49	-	-	HARWOOD RD. SOUTH, UPPER LAYER
	35+18	-	35+80	HARWOOD RD.	LT & RT	-	26	-	45	-	-	HARWOOD RD. NORTH, UPPER LAYER
	34+18	-	35+80	HARWOOD RD.	LT & RT	-	-	-	-	-	6	HMA FOR PATCHING CURB AND GUTTER REPLACEMENT
	45+12	-	45+48	KRUEGER LN.	LT & RT	-	9	-	16	-	-	KRUEGER LN. NORTH, UPPER LAYER
	54+17	-	54+80	ELM RD.	LT & RT	-	29	-	49	-	-	ELM RD. SOUTH, UPPER LAYER
	55+19	-	55+82	ELM RD.	LT & RT	-	28	-	48	-	-	ELM RD. NORTH, UPPER LAYER
	64+17	-	64+78	CTH BB	LT & RT	-	31	-	53	-	-	CTH BB SOUTH, UPPER LAYER
	65+24	-	65+77	CTH BB	LT & RT	-	32	-	55	-	-	CTH BB NORTH, UPPER LAYER
	74+19	-	74+80	MCHUGH RD.	LT & RT	-	24		42	-		MCHUGH RD. SOUTH, UPPER LAYER
	75+20	-	75+83	MCHUGH RD.	LT & RT	-	28	-	48	-	-	MCHUGH RD. NORTH, UPPER LAYER
	85+26	-	85+87	12TH ST.	LT & RT	-	50	-	86	-	-	12TH ST. NORTH, UPPER LAYER
	94+59	-	94+80	11TH ST.	LT & RT	-	-	-	-	-	-	11TH ST. SOUTH, UPPER LAYER
	104+57	-	104+80	10TH ST.	LT & RT	-	-	-	-	-	-	10TH ST. SOUTH, UPPER LAYER
	114+55	-	114+80	9TH ST.	LT & RT	-	9	-	16	-	-	9TH ST. SOUTH, UPPER LAYER
	115+20	-	115+49	9TH ST.	LT & RT	-	9	-	16	-	-	9TH ST. NORTH, UPPER LAYER
	328+07	-	339+38	STH 114	10' RT	-	-	-	-	102	-	3 1/2-INCH LOWER LAYER FULL DEPTH REPLACEMENT
	328+07	-	339+35	STH 114	10' LT	-	-	-	-	102	-	3 1/2-INCH LOWER LAYER FULL DEPTH REPLACEMENT
	339+38	-	342+18	STH 114	10' RT	-	-	-	-	59	-	2 TO 4-INCH LOWER LAYER FULL DEPTH REPLACEMENT
	339+35	-	342+18	STH 114	10' LT	-	-	-	-	58	-	2 TO 4-INCH LOWER LAYER FULL DEPTH REPLACEMENT
	116+72	-	250+27	STH 114	LT & RT	-	111	-	-	532	-	SEE FROST HEAVE REPAIR SUMMARY FOR DETAILS
				UNDISTRIBUTED	LT & RT	-	-	-	-	-	50	TO BE USED TO MAKE MINOR PAVEMENT REPAIRS
				PROJECT TOTALS		**67211**	**8630**	**33605**	**14938**	**853**	**56**	

PWL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT* DOL	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT DOL	REMARKS
0010	6+12	-	342+18	STH 114	LT & RT	1	1	9858	14938	
				STH 114	LT & RT	1	1	-	-	UNDISTRIBUTED
				PROJECT TOTALS		**2**	**2**	**9858**	**14938**	

*NOTE: INCENTIVE DENSITY PWL HMA PAVEMENT APPLIES TO THE 2 12-FT DRIVING LANES ONLY

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ID 4580-11-60
Revised Sheet 25
May 1, 2019

Addendum No. 01
ID 4580-11-60
Revised Sheet 30
May 1, 2019

TRAFFIC CONTROL ITEMS CONTINUED

ALL ITEMS CATEGORY 0010

SIGN NO.	LOCATION	SIGN CODE	SIZE WXH	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.0300 DRUMS DAY	643.0310.S TEMPORARY PORTABLE RUMBLE STRIPS LS	643.0420 BARRICADES TYPE III DAY	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C DAY	643.0900 SIGNS DAY	643.1050 SIGNS PCMS DAY	643.1070 CONES 42-INCH DAY	REMARKS
	FULL DEPTH REPLACEMENT IN VILLAGE OF HILBERT - STAGE 1	W1-4L	36"X36"	1.00	2.00	-	-	-	-	-	2	-	-	SEE TRAFFIC CONTROL - FULL DEPTH REMOVAL DETAIL STAGE 1
	"	W01-6	48"X24"	1.00	2.00	-	-	-	-	-	2	-	-	"
	"	R4-7	24"X30"	9.00	2.00	-	-	-	-	-	18	-	-	"
	"	R11-2L	48"X30"	8.00	2.00	-	-	-	-	-	16	-	-	"
	"	R5-1	30"X30"	4.00	2.00	-	-	-	-	-	8	-	-	"
	"			91.00	2.00	182	-	-	-	-	-	-	-	"
	"			9.00	2.00	-	-	18	-	-	-	-	-	"
	"			18.00	2.00	-	-	-	36	-	-	-	-	"
	"			8.00	2.00	-	-	-	-	16	-	-	-	"
	"			54.00	2.00	-	-	-	-	-	-	-	108	"
	FULL DEPTH REPLACEMENT IN VILLAGE OF HILBERT - STAGE 2	W1-4R	36"X36"	2.00	2.00	-	-	-	-	-	4	-	-	SEE TRAFFIC CONTROL - FULL DEPTH REMOVAL DETAIL STAGE 2
	"	R4-7	24"X30"	9.00	2.00	-	-	-	-	-	18	-	-	"
	"	R11-2L	48"X30"	8.00	2.00	-	-	-	-	-	16	-	-	"
	"	R5-1	30"X30"	4.00	2.00	-	-	-	-	-	8	-	-	"
	"			77.00	2.00	154	-	-	-	-	-	-	-	"
	"			8.00	2.00	-	-	16	-	-	-	-	-	"
	"			16.00	2.00	-	-	-	32	-	-	-	-	"
	"			3.00	2.00	-	-	-	-	6	-	-	-	"
	"			56.00	2.00	-	-	-	-	-	-	-	112	"
	BEAM GUARD REPAIR AND ADJUSTMENTS	W21-5	48"X48"	6.00	2.00	-	-	-	-	-	12	-	-	
	"			82.00	2.00	164	-	-	-	-	-	-	-	"
	DETOUR				9.00	-	-	27	54	-	783	14	-	SEE TRAFFIC CONTROL DETOUR SUMMARY FOR DETAILS
	DRUMS FOR PCMS BOARDS			20.00	7.00	140	-	-	-	-	-	-	-	5 DRUMS FOR EACH PCMS BOARD
	STH 114 MAINLINE CLOSURE LIMITS					-	-	18	36	-	-	-	-	SEE SDD 15C02 - 07A, DETAIL A
	STH 114 MAINLINE CLOSURE AT FROST HEAVE REPAIR AFTER LAST LOCAL ACCESS POINT	W20-3A, W20-3C, W20-3D, R11-2	VARIES	10.00	9.00	-	-	54	180	-	90	-	-	SEE SDD 15C02 - 07A, DETAIL C AND 15C02 - 07B, DETAIL D & E
	STH 114 SIDEROAD CLOSURES: KEES RD, ERTL RD, HARWOOD RD, AND 11TH ST	W20-3A, W20-3D, R11-4	VARIES	24.00	9.00	-	-	144	144	-	216	-	-	SEE SDD 15C3 - 5, DETAIL 4
	STH 114 SIDEROAD CLOSURES: ELM RD, CTH BB, MCHUGH RD, 10TH ST, AND 9TH ST	W20-1A, R11-4	VARIES	20.00	9.00	-	-	180	180	-	180	-	-	SEE SDD 15C3 - 5, DETAIL 3
	FROST HEAVE REPAIRS	W08-7	48" x 48"	14.00	9.00	-	-	-	-	-	126	-	-	2 "LOOSE GRAVEL" SIGNS AT EACH REPAIR BEFORE ASPHALTIC SURFACE IS APPLIED (1 EACH DIRECTION)
	FROST HEAVE REPAIRS	W08-1	48" x 48"	14.00	10.00	-	-	-	-	-	140	-	-	2 "BUMP" SIGNS AT EACH REPAIR BEFORE UPPER PAVEMENT LAYER IS APPLIED (1 EACH DIRECTION)
	UNDISTRIBUTED			10.00	10.00	100	-	-	-	-	-	-	100	"
	PAGE SUBTOTAL					**740**	**0**	**457**	**662**	**22**	**1639**	**14**	**320**	
	PROJECT TOTALS					**920**	**1**	**457**	**662**	**22**	**5427**	**28**	**320**	

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Added Sheet 30A
May 1, 2019

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 9 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 55/STH 114, N. OF CTH B, PLACE 1500' N. OF CTH B INTERSECTION	M 1-6	24"X24"	1	9	9						114
	"	W 20-2A	48"X48"	1	9	9						
2	STH 55/STH 114, N. OF CTH B, PLACE 750' N. OF CTH B INTERSECTION	M 4-8	24"X12"	1	9	9						
	"	M 3-2	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 5-1L	21"X21"	1	9	9						
3	STH 55/STH 114, N. OF CTH B, PLACE 100' N. OF CTH B INTERSECTION	M 4-8	24"X12"	1	9	9						
	"	M 3-2	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 6-1	21"X21"	1	9	9						LEFT
4	STH 55/STH 114, AT CTH B, PLACE ON RIGHT SHOULDER AT CTH B INTERSECTION	M 1-6	24"X24"	1	9	9	9	18				114
	"	R 11-3	60"X30"	1	9	9						3/4 MILE AHEAD
	"	M 4-9L	30"X24"	1	9	9						
5	STH 55/STH 114, S. OF CTH B, PLACE 100' S. OF CTH B INTERSECTION	M 4-8	24"X12"	1	9	9						
	"	M 3-2	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 6-1	21"X21"	1	9	9						RIGHT
6	STH 55/STH 114, S. OF CTH B, PLACE 750' S. OF CTH B INTERSECTION	M 4-8	24"X12"	1	9	9						
	"	M 3-2	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 5-1R	21"X21"	1	9	9						
7	STH 55/STH 114, S. OF CTH B, COVER EXISTING J3-2 SIGN AS SHOWN									1	1	COVER "EAST 114 ADV TILT LT"
8	STH 55/STH 114, S. OF CTH B, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "HILBERT"
9	STH 55/STH 114, S. OF CTH B, PLACE RIGHT OF EXISTING J4-2 SIGN	M 4-8	24"X12"	1	9	9						
	"	M 3-2	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
10	STH 55, AT STH 114, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	9	9						LEFT
11	STH 55, S. OF STH 114, COVER EXISTING D1-3 SIGN AS SHOWN											
12	STH 114, AT STH 55, PLACE ON RIGHT SHOULDER	R 11-4	60"X30"	1	9	9	9	18				
13	STH 55, S. OF STH 114, PLACE 750' S. OF STH 114 INTERSECTION	M 4-8	24"X12"	1	9	9						
	"	M 3-2	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 5-1L	21"X21"	1	9	9						
14	STH 114, S. OF STH 55, COVER EXISTING J4-1 SIGN AS SHOWN			1	9	9						
15	STH 114, S. OF STH 55, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE 7 DAYS IN ADVANCE OF CLOSURE
16	STH 55, S. OF STH 114, PLACE 1500' S. OF STH 114 INTERSECTION	M 3-2	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	W 20-2A	48"X48"	1	9	9						
17	CTH B, E. OF STH 55/STH 114, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	9	9						
18	CTH B, W. OF CTH BB, PLACE 150' W. OF CTH BB INTERSECTION	M 4-8	24"X12"	1	9	9						
	"	M 3-2	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 6-1	21"X21"	1	9	9						AHEAD
	PAGE SUBTOTALS			40		351	18	36	7		2	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

Addendum No. 01
ID 4580-11-60
Added Sheet 30B
May 1, 2019

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 9 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
19	CTH B, E. OF CTH BB, PLACE 150' E. OF CTH BB INTERSECTION	M 4-8	24"X12"	1	9	9						
	"	M 3-4	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 6-1	21"X21"	1	9	9						AHEAD
20	CTH B, W. OF STH 32/57, PLACE 750' W. OF STH 32/57 INTERSECTION	M 4-8	24"X12"	1	9	9						
	"	M 3-2	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 5-1R	21"X21"	1	9	9						
21	CTH B, W. OF STH 32/57, PLACE RIGHT OF EXISTING M1-51A SIGN	M 4-8	24"X12"	1	9	9						
	"	M 3-4	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
22	CTH B, AT STH 32/57, PLACE RIGHT OF EXISTING J13-2 SIGN	M 4-8	24"X12"	1	9	9						
	"	M 3-4	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 6-1	21"X21"	1	9	9						RIGHT
23	STH 32/57, N. OF CTH B, PLACE 1500' N. OF CTH B INTERSECTION	M 3-4	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	W 20-2A	48"X48"	1	9	9						
24	STH 32/57, N. OF CTH B, PLACE 750' N. OF CTH B INTERSECTION	M 4-8	24"X12"	1	9	9						
	"	M 3-4	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 5-1R	21"X21"	1	9	9						
25	STH 32/57, AT CTH B, PLACE RIGHT OF EXISTING J13-1 SIGN	M 4-8	24"X12"	1	9	9						
	"	M 3-4	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 6-1	21"X21"	1	9	9						RIGHT
26	STH 32/57, AT CTH B, PLACE RIGHT OF EXISTING J13-1 SIGN	M 4-8	24"X12"	1	9	9						
	"	M 3-4	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 6-1	21"X21"	1	9	9						LEFT
27	STH 32/57, S. OF CTH B, PLACE RIGHT OF EXISTING J4-2 SIGN	M 4-8	24"X12"	1	9	9						
	"	M 3-2	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
28	STH 32/57, S. OF CTH B, PLACE 750' S. OF CTH B INTERSECTION	M 4-8	24"X12"	1	9	9						
	"	M 3-4	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 5-1L	21"X21"	1	9	9						
29	STH 32/57, N. OF STH 114, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	9	9						
	PAGE SUBTOTALS			38		342	0	0	0		0	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 9 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
30	STH 32/57, AT STH 114, COVER ENTIRE J3-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
31	STH 114, AT STH 32/57, PLACE ON RIGHT SHOULDER IN NW QUADRANT	R 11-4	60"X30"	1	9	9	9	18				
32	STH 32/57, AT STH 114, MODIFY EXISTING J3-1 SIGN AS SHOWN	M 4-8	24"X12"	1	9	9						
	"	MO 6-1	21"X21"	1	9	9						AHEAD
33	STH 32/57, S. OF STH 114, PLACE 750' S. OF STH 114 INTERSECTION	M 4-8	24"X12"	1	9	9						
	"	M 3-4	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	MO 6-1	21"X21"	1	9	9						AHEAD
34	STH 32/57, S. OF STH 114, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "SHERWOOD-MENASHA-NEENAH"
35		M 3-4	24"X12"	1	9	9						
	"	M 1-6	24"X24"	1	9	9						114
	"	W 20-2A	48"X48"	1	9	9						
36	STH 114, W. OF STH 32/57, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF FULL CLOSURE
	PAGE SUBTOTALS			11		90	9	18	7		2	
	DETOUR TOTALS			**89**		**783***	**27***	**54***	**14***		**5**	

*NOTE: FOR INFORMATIONAL PURPOSES ONLY; ADDITIONAL QUANTITIES SHOWN ELSEWHERE

Addendum No. 01
ID 4580-11-60
Added Sheet 30C
May 1, 2019

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

CONSTRUCTION STAKING SUMMARY

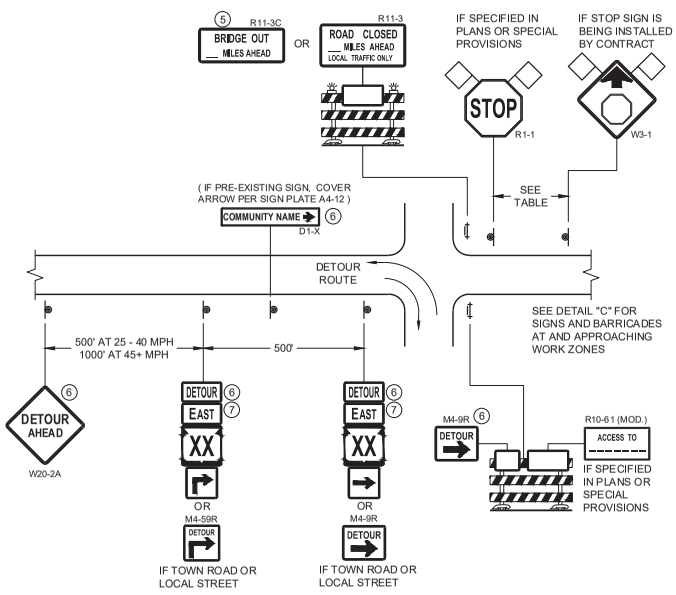
CATEGORY	STATION	TO	STATION	LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL LS
0010	6+12	-	342+18	STH 114	33605	1
				PROJECT TOTALS	**33605**	**1**

SAW CUT SUMMARY

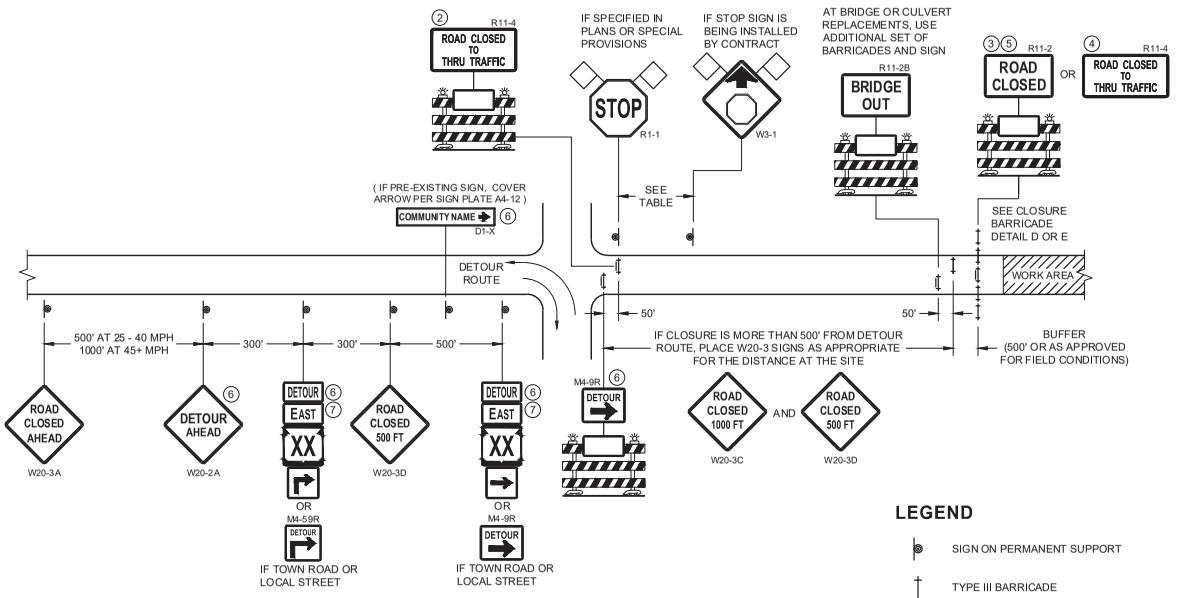
CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	6+12	-	6+12	LT & RT	STH 114	41	-	BEGIN PROJECT
	14+35	-	14+90	LT & RT	KEES RD. SOUTH	32	-	
	24+06	-	24+98	LT & RT	ERTL RD. SOUTH	33	-	
	35+18	-	35+80	LT & RT	HARWOOD RD. SOUTH	28	-	
	34+18	-	34+80	LT & RT	HARWOOD RD. NORTH	28	-	
	45+12	-	45+48	LT & RT	KRUEGER LN. NORTH	24	-	
	55+19	-	55+82	LT & RT	ELM RD. SOUTH	29	-	
	54+17	-	54+80	LT & RT	ELM RD. NORTH	28	-	
	65+24	-	65+77	LT & RT	CTH BB SOUTH	28	-	
	64+17	-	64+78	LT & RT	CTH BB NORTH	30	-	
	75+20	-	75+83	LT & RT	MCHUGH RD. SOUTH	25	-	
	74+19	-	74+80	LT & RT	MCHUGH RD. NORTH	28	-	
	85+26	-	85+87	LT & RT	12TH ST. NORTH	35	-	
	94+59	-	94+80	LT & RT	11TH ST. SOUTH	-	-	
	104+57	-	104+80	LT & RT	10TH ST. SOUTH	-	-	
	115+20	-	115+49	LT & RT	9TH ST SOUTH	36	-	
	114+55	-	114+80	LT & RT	9TH ST NORTH	34	-	
				LT & RT	HARWOOD RD.	87	18	CURB AND GUTTER SAW CUT TOTALS, LOCATIONS BROKEN OUT IN CURB AND GUTTER REMOVAL SUMMARY
	328+07	-	339+38	STH 114 10' RT	STH 114	1135	1131	FULL DEPTH / SHOULDER REPLACEMENT
	328+07	-	339+35	STH 114 10' LT	STH 114	1132	1128	FULL DEPTH / SHOULDER REPLACEMENT
	339+38	-	342+18	STH 114 10' RT	STH 114	23	279	FULL DEPTH / SHOULDER REPLACEMENT
	339+35	-	342+18	STH 114 10' LT	STH 114	16	282	FULL DEPTH / SHOULDER REPLACEMENT
	342+18	-	342+18	LT & RT	STH 114	47	-	END PROJECT
	116+72	-	250+27	LT & RT	STH 114	140	280	SAWING FOR FROST HEAVE REPAIRS; SEE FROST HEAVE REPAIR SUMMARY FOR DETAILS
					PROJECT TOTALS	**3039**	**3118**	

NOTE: IF A VERTICAL FACE CAN BE OBTAINED WITHOUT A SAW CUT, SAW CUT CAN BE OMITTED

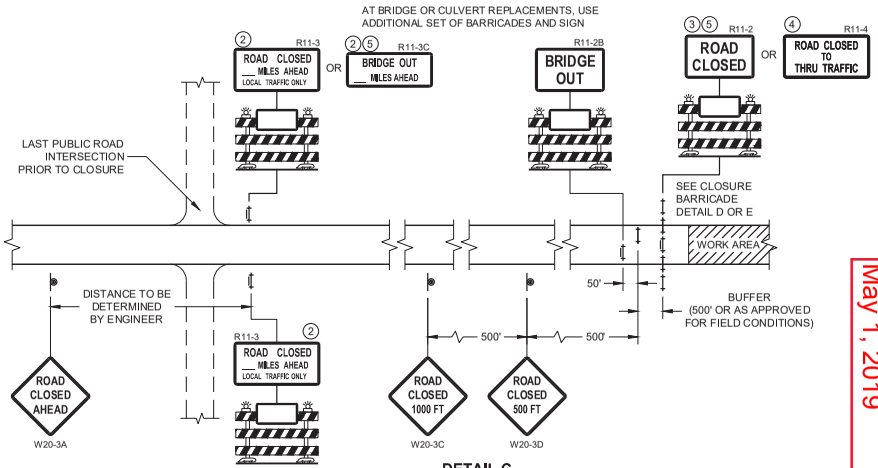
Addendum No. 01
ID 4580-11-60
Revised Sheet 32
May 1, 2019



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

Addendum No. 01
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Added Sheet 61A
May 1, 2019

SEE SDD 15C2-SHEET "b" FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

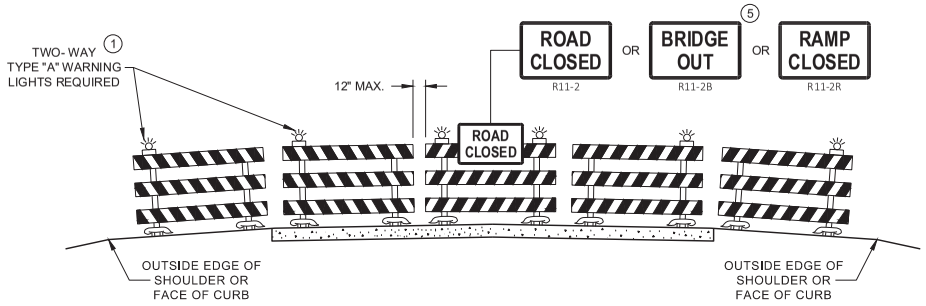
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

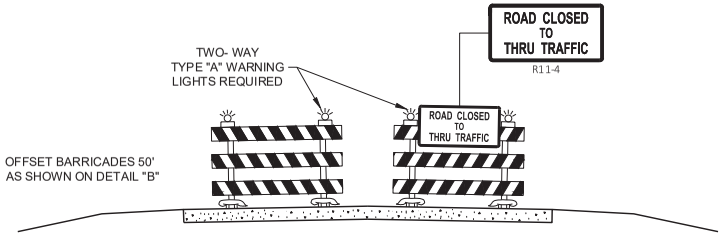
APPROVED
November 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6

SDD 15C02 - 07a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLBLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 15" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDIANAL DIRECTIONS AND ARROWS AS APPROPRIATE.

Addendum No. 01
ID 4580-11-60
Added Sheet 61B
May 1, 2019

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

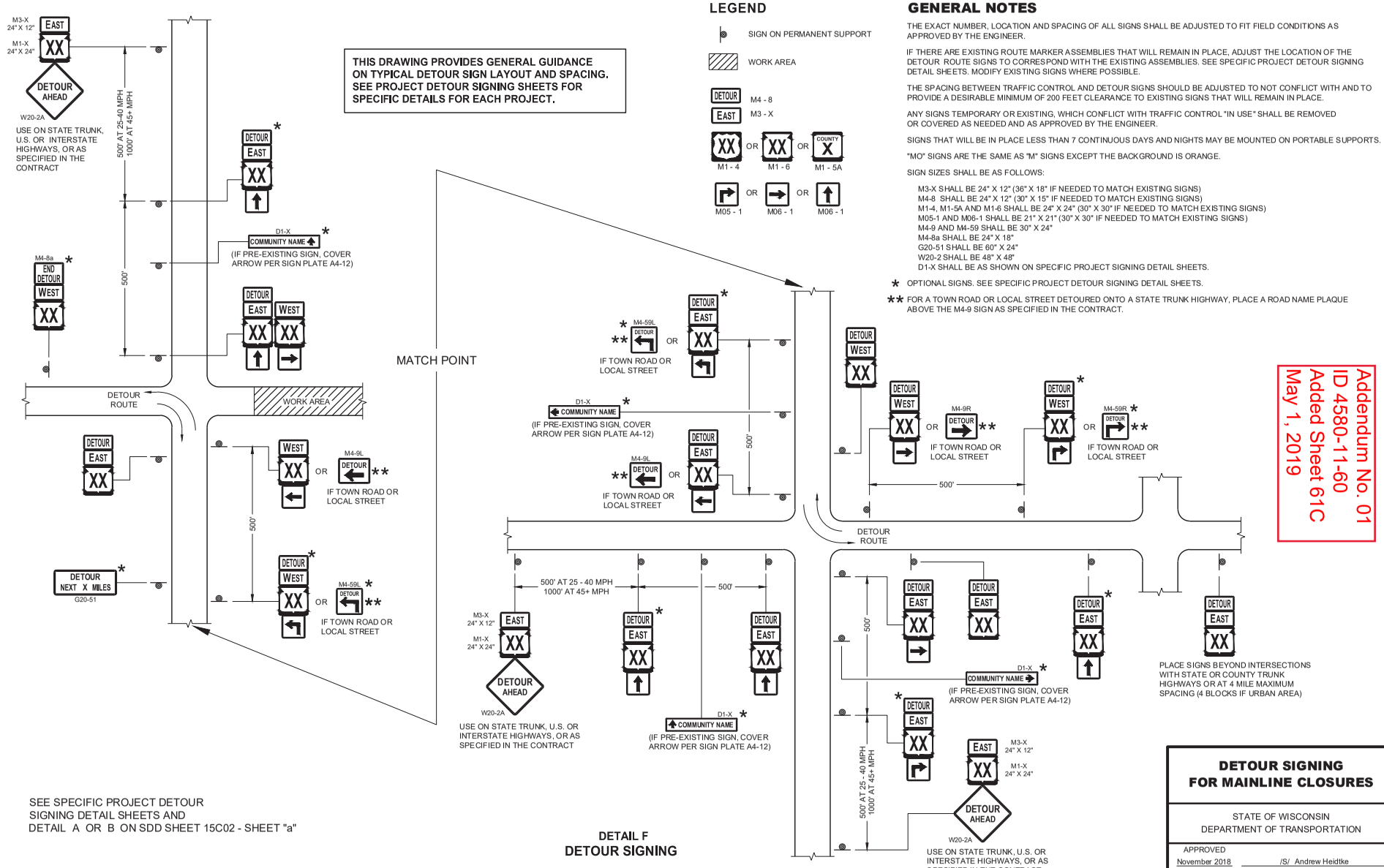
FHWA

6

6

SDD 15C02 - 07b

SDD 15C02 - 07b



Addendum No. 01
ID 4580-11-60
Added Sheet 61C
May 1, 2019

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

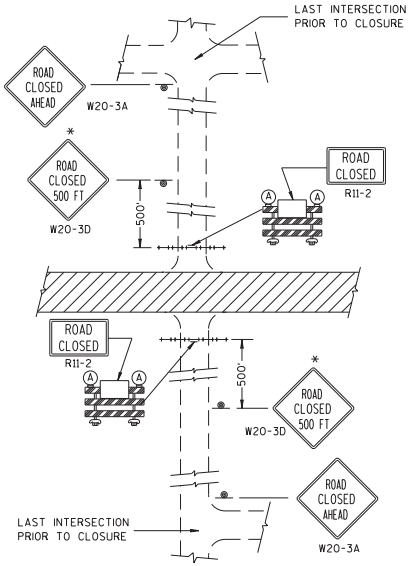
FHWA

6

SDD 15C02 - 07c

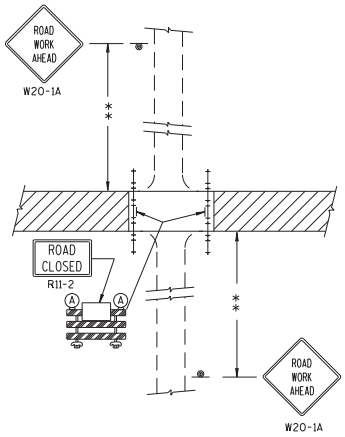
6

SDD 15C02 - 07c



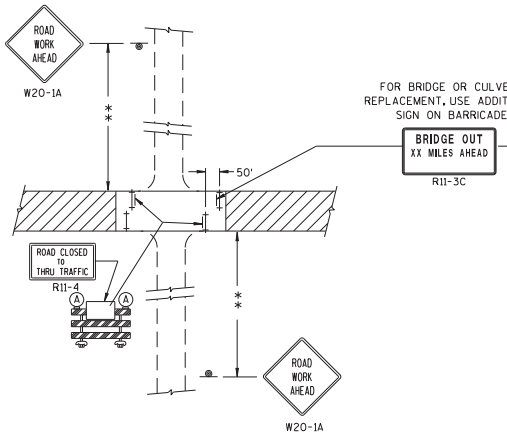
DETAIL 1

(NO ACCESS TO PROJECT)



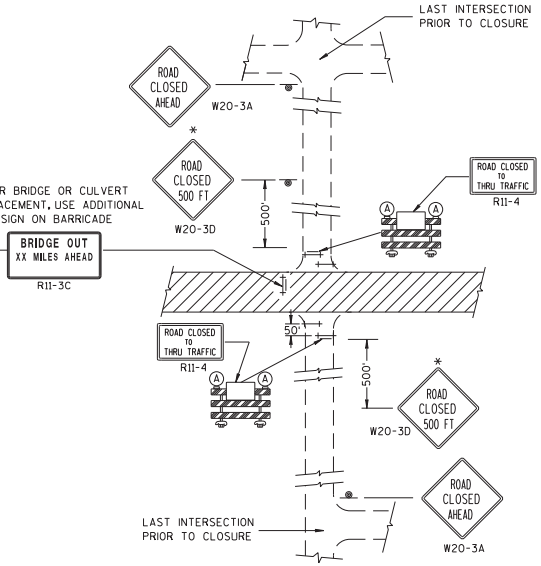
DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR,
LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

Addendum No. 01
ID 4580-11-60
Added Sheet 61D
May 1, 2019

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENGINEER

FHWA

6

S.D.D. 15 C 3-5

Proposal ID: 20190514026 Project(s): 4580-11-60

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	204.0110 Removing Asphaltic Surface	1,648.000 SY	_____._____	_____._____
0004	204.0115 Removing Asphaltic Surface Butt Joints	112.000 SY	_____._____	_____._____
0006	204.0120 Removing Asphaltic Surface Milling	121,390.000 SY	_____._____	_____._____
0008	204.0150 Removing Curb & Gutter	75.000 LF	_____._____	_____._____
0010	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 4580-11-60	LS	LUMP SUM	_____._____
0012	213.0100 Finishing Roadway (project) 01. 4580-11-60	1.000 EACH	_____._____	_____._____
0014	305.0110 Base Aggregate Dense 3/4-Inch	2,095.000 TON	_____._____	_____._____
0016	305.0500 Shaping Shoulders	618.000 STA	_____._____	_____._____
0018	416.0610 Drilled Tie Bars	12.000 EACH	_____._____	_____._____
0020	455.0605 Tack Coat	8,630.000 GAL	_____._____	_____._____
0022	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	2.000 EACH	_____._____	_____._____
0024	460.0110.S HMA Percent Within Limits (PWL) Test Strip Density	2.000 EACH	_____._____	_____._____
0026	460.2005 Incentive Density PWL HMA Pavement	9,858.000 DOL	1.00000	9,858.00
0028	460.2010 Incentive Air Voids HMA Pavement	14,938.000 DOL	1.00000	14,938.00
0030	460.4110.S Reheating HMA Pavement Longitudinal Joints	33,605.000 LF	_____._____	_____._____

Proposal ID: 20190514026 Project(s): 4580-11-60

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
0032	460.5224 HMA Pavement 4 LT 58-28 S	14,938.000 TON	_____.____	_____.____
0034	465.0105 Asphaltic Surface	853.000 TON	_____.____	_____.____
0036	465.0110 Asphaltic Surface Patching	56.000 TON	_____.____	_____.____
0038	465.0315 Asphaltic Flumes	11.000 SY	_____.____	_____.____
0040	465.0425 Asphaltic Shoulder Rumble Strips 2-Lane Rural	43,656.000 LF	_____.____	_____.____
0042	465.0475 Asphalt Centerline Rumble Strips 2-Lane Rural	28,740.000 LF	_____.____	_____.____
0044	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	75.000 LF	_____.____	_____.____
0046	614.0400 Adjusting Steel Plate Beam Guard	1,425.000 LF	_____.____	_____.____
0048	614.0950 Replacing Guardrail Posts and Blocks	49.000 EACH	_____.____	_____.____
0050	614.0951 Replacing Guardrail Rail and Hardware	50.000 LF	_____.____	_____.____
0052	618.0100 Maintenance And Repair of Haul Roads (project) 01. 4580-11-60	1.000 EACH	_____.____	_____.____
0054	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0056	624.0100 Water	42.000 MGAL	_____.____	_____.____
0058	625.0100 Topsoil	24.000 SY	_____.____	_____.____
0060	625.0500 Salvaged Topsoil	60.000 SY	_____.____	_____.____
0062	628.1905 Mobilizations Erosion Control	2.000 EACH	_____.____	_____.____

Proposal ID: 20190514026 Project(s): 4580-11-60

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	628.1910 Mobilizations Emergency Erosion Control	1.000 EACH	_____.____	_____.____
0066	628.2004 Erosion Mat Class I Type B	83.000 SY	_____.____	_____.____
0068	628.7015 Inlet Protection Type C	5.000 EACH	_____.____	_____.____
0070	629.0210 Fertilizer Type B	0.100 CWT	_____.____	_____.____
0072	630.0130 Seeding Mixture No. 30	2.000 LB	_____.____	_____.____
0074	630.0200 Seeding Temporary	1.000 LB	_____.____	_____.____
0076	642.5001 Field Office Type B	1.000 EACH	_____.____	_____.____
0078	643.0300 Traffic Control Drums	920.000 DAY	_____.____	_____.____
0080	643.0310.S Temporary Portable Rumble Strips	 LS	LUMP SUM	_____.____
0082	643.0420 Traffic Control Barricades Type III	457.000 DAY	_____.____	_____.____
0084	643.0705 Traffic Control Warning Lights Type A	662.000 DAY	_____.____	_____.____
0086	643.0715 Traffic Control Warning Lights Type C	22.000 DAY	_____.____	_____.____
0088	643.0900 Traffic Control Signs	5,427.000 DAY	_____.____	_____.____
0090	643.1050 Traffic Control Signs PCMS	28.000 DAY	_____.____	_____.____
0092	643.1070 Traffic Control Cones 42-Inch	320.000 DAY	_____.____	_____.____
0094	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0096	646.1020 Marking Line Epoxy 4-Inch	89,420.000 LF	_____.____	_____.____

Proposal ID: 20190514026 Project(s): 4580-11-60

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
0098	646.3020 Marking Line Epoxy 8-Inch	285.000 LF	_____.____	_____.____
0100	646.4520 Marking Line Same Day Epoxy 4-Inch	2,610.000 LF	_____.____	_____.____
0102	646.6120 Marking Stop Line Epoxy 18-Inch	27.000 LF	_____.____	_____.____
0104	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	773.000 LF	_____.____	_____.____
0106	649.0105 Temporary Marking Line Paint 4-Inch	22,003.000 LF	_____.____	_____.____
0108	649.0120 Temporary Marking Line Epoxy 4-Inch	24,410.000 LF	_____.____	_____.____
0110	650.8000 Construction Staking Resurfacing Reference	33,605.000 LF	_____.____	_____.____
0112	650.9910 Construction Staking Supplemental Control (project) 01. 4580-11-60	LS	LUMP SUM	_____.____
0114	690.0150 Sawing Asphalt	3,039.000 LF	_____.____	_____.____
0116	690.0250 Sawing Concrete	3,118.000 LF	_____.____	_____.____
0118	740.0440 Incentive IRI Ride	67,211.000 DOL	1.00000	67,211.00
0120	SPV.0090 Special Special 01. Milling and Removing Temporary Joint	31,490.000 LF	_____.____	_____.____
0122	204.0100 Removing Pavement	1,056.000 SY	_____.____	_____.____
0124	205.0100 Excavation Common	1,953.000 CY	_____.____	_____.____
0126	305.0120 Base Aggregate Dense 1 1/4-Inch	739.000 TON	_____.____	_____.____
0128	643.0920 Traffic Control Covering Signs Type II	5.000 EACH	_____.____	_____.____

Proposal ID: 20190514026 Project(s): 4580-11-60

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
0130	SPV.0035 Special 01. Foundation Backfill	2,263.000 CY	_____._____	_____._____
	Section: 0001		Total:	_____._____
			Total Bid:	_____._____

Wisconsin Department of Transportation

May 6, 2019

Division of Transportation Systems Development
Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

NOTICE TO ALL CONTRACTORS:

Proposal #26: 4580-11-60
Sherwood - Hilbert
STH 55 – STH 32
STH 114
Calumet County

Letting of May 14, 2019

This is Addendum No. 02, which provides for the following:

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2	-1	1
460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2	-1	1

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
25	Miscellaneous Quantities (revised to eliminate undistributed quantities for test strip bid items)

Schedule of Items
Attached, dated May 6, 2019, are the revised Schedule of Items Page 1.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 25

The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

END OF ADDENDUM

Addendum No. 02
ID 4580-11-60
Revised Sheet 25
May 6. 2019

HMA SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	440.4410 INCENTIVE IRI RIDE DOL	455.0605 TACK COAT GAL	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	REMARKS
0010	6+12	-	342+18	STH 114	LT & RT	67211	-	-	-	-	-	2-IN UPPER LAYER MAINLINE
	6+12	-	74+12	STH 114	LT & RT	-	1648	6800	2895	-	-	2-INCHES UPPER LAYER MAINLINE
	74+12	-	83+97	STH 114	LT & RT	-	286	985	499	-	-	2-INCHES UPPER LAYER MAINLINE
	83+97	-	328+33	STH 114	LT & RT	-	5800	24436	10196	-	-	2-INCHES UPPER LAYER MAINLINE
	328+33	-	338+83	STH 114	LT & RT	-	324	1050	556	-	-	2-IN UPPER LAYER MAINLINE, INCLUDES UPPER LAYER OF FULL DEPTH REPLACEMENT AREA
	338+83	-	342+18	STH 114	LT & RT	-	104	335	178	-	-	2-IN UPPER LAYER MAINLINE, INCLUDES UPPER LAYER OF FULL DEPTH REPLACEMENT AREA
	14+35	-	14+90	KEES RD.	LT & RT	-	21	-	37	-	-	KESS RD. SOUTH, UPPER LAYER
	24+06	-	24+98	ERTL RD.	LT & RT	-	30	-	52	-	-	ERTL RD. SOUTH, UPPER LAYER
	34+18	-	34+80	HARWOOD RD.	LT & RT	-	29	-	49	-	-	HARWOOD RD. SOUTH, UPPER LAYER
	35+18	-	35+80	HARWOOD RD.	LT & RT	-	26	-	45	-	-	HARWOOD RD. NORTH, UPPER LAYER
	34+18	-	35+80	HARWOOD RD.	LT & RT	-	-	-	-	-	6	HMA FOR PATCHING CURB AND GUTTER REPLACEMENT
	45+12	-	45+48	KRUEGER LN.	LT & RT	-	9	-	16	-	-	KRUEGER LN. NORTH, UPPER LAYER
	54+17	-	54+80	ELM RD.	LT & RT	-	29	-	49	-	-	ELM RD. SOUTH, UPPER LAYER
	55+19	-	55+82	ELM RD.	LT & RT	-	28	-	48	-	-	ELM RD. NORTH, UPPER LAYER
	64+17	-	64+78	CTH BB	LT & RT	-	31	-	53	-	-	CTH BB SOUTH, UPPER LAYER
	65+24	-	65+77	CTH BB	LT & RT	-	32	-	55	-	-	CTH BB NORTH, UPPER LAYER
	74+19	-	74+80	MCHUGH RD.	LT & RT	-	24		42	-		MCHUGH RD. SOUTH, UPPER LAYER
	75+20	-	75+83	MCHUGH RD.	LT & RT	-	28	-	48	-	-	MCHUGH RD. NORTH, UPPER LAYER
	85+26	-	85+87	12TH ST.	LT & RT	-	50	-	86	-	-	12TH ST. NORTH, UPPER LAYER
	94+59	-	94+80	11TH ST.	LT & RT	-	-	-	-	-	-	11TH ST. SOUTH, UPPER LAYER
	104+57	-	104+80	10TH ST.	LT & RT	-	-	-	-	-	-	10TH ST. SOUTH, UPPER LAYER
	114+55	-	114+80	9TH ST.	LT & RT	-	9	-	16	-	-	9TH ST. SOUTH, UPPER LAYER
	115+20	-	115+49	9TH ST.	LT & RT	-	9	-	16	-	-	9TH ST. NORTH, UPPER LAYER
	328+07	-	339+38	STH 114	10' RT	-	-	-	-	102	-	3 1/2-INCH LOWER LAYER FULL DEPTH REPLACEMENT
	328+07	-	339+35	STH 114	10' LT	-	-	-	-	102	-	3 1/2-INCH LOWER LAYER FULL DEPTH REPLACEMENT
	339+38	-	342+18	STH 114	10' RT	-	-	-	-	59	-	2 TO 4-INCH LOWER LAYER FULL DEPTH REPLACEMENT
	339+35	-	342+18	STH 114	10' LT	-	-	-	-	58	-	2 TO 4-INCH LOWER LAYER FULL DEPTH REPLACEMENT
	116+72	-	250+27	STH 114	LT & RT	-	111	-	-	532	-	SEE FROST HEAVE REPAIR SUMMARY FOR DETAILS
				UNDISTRIBUTED	LT & RT	-	-	-	-	-	50	TO BE USED TO MAKE MINOR PAVEMENT REPAIRS
				PROJECT TOTALS		**67211**	**8630**	**33605**	**14938**	**853**	**56**	

PWL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT* DOL	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT DOL	REMARKS
0010	6+12	-	342+18	STH 114	LT & RT	1	1	9858	14938	
				PROJECT TOTALS		**1**	**1**	**9858**	**14938**	

*NOTE: INCENTIVE DENSITY PWL HMA PAVEMENT APPLIES TO THE 2 12-FT DRIVING LANES ONLY

PROJECT NO: 4580-11-60	HWY: STH 114	COUNTY: CALUMET	MISCELLANEOUS QUANTITIES	SHEET: 25	E

Proposal ID: 20190514026 Project(s): 4580-11-60

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	204.0110 Removing Asphaltic Surface	1,648.000 SY	_____._____	_____._____
0004	204.0115 Removing Asphaltic Surface Butt Joints	112.000 SY	_____._____	_____._____
0006	204.0120 Removing Asphaltic Surface Milling	121,390.000 SY	_____._____	_____._____
0008	204.0150 Removing Curb & Gutter	75.000 LF	_____._____	_____._____
0010	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 4580-11-60	LS	LUMP SUM	_____._____
0012	213.0100 Finishing Roadway (project) 01. 4580-11-60	1.000 EACH	_____._____	_____._____
0014	305.0110 Base Aggregate Dense 3/4-Inch	2,095.000 TON	_____._____	_____._____
0016	305.0500 Shaping Shoulders	618.000 STA	_____._____	_____._____
0018	416.0610 Drilled Tie Bars	12.000 EACH	_____._____	_____._____
0020	455.0605 Tack Coat	8,630.000 GAL	_____._____	_____._____
0022	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	1.000 EACH	_____._____	_____._____
0024	460.0110.S HMA Percent Within Limits (PWL) Test Strip Density	1.000 EACH	_____._____	_____._____
0026	460.2005 Incentive Density PWL HMA Pavement	9,858.000 DOL	1.00000	9,858.00
0028	460.2010 Incentive Air Voids HMA Pavement	14,938.000 DOL	1.00000	14,938.00
0030	460.4110.S Reheating HMA Pavement Longitudinal Joints	33,605.000 LF	_____._____	_____._____

Wisconsin Department of Transportation

Division of Transportation Systems Development
Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

May 7, 2019

NOTICE TO ALL CONTRACTORS:

Proposal #26: 4580-11-60
Sherwood - Hilbert
STH 55 – STH 32
STH 114
Calumet County

Letting of May 14, 2019

This is Addendum No. 03, which provides for the following:

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
SPV.0035.01	Foundation Backfill	CY	2,263	-1,131	1,132

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
23A	Miscellaneous Quantities (sheet revised to show the correction in estimated quantity for foundation backfill)

Schedule of Items
Attached, dated May 7, 2019, are the revised Schedule of Items Page 5.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 23A.

The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

END OF ADDENDUM

3

3

FROST HEAVE REPAIR SUMMARY

CATEGORY	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	205.0100 EXCAVATION COMMON CY	305.0110 BASE AGGREGATE DENSE 3/4-INCH*** TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	455.0605 TACK COAT	465.0105 ASPHALTIC SURFACE** TON	624.0010 WATER MGAL	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	SPV.0035.01 SPECIAL (01.) FOUNDATION BACKFILL CY	REMARKS
0010	116+72	STH 114	185	383	16	128	19	93	2.1	20	40	239	EXISTING 36-INCH RCCP
	124+07	STH 114	110	168	10	78	12	56	1	20	40	82	EXISTING 24-INCH RCCP
	138+90	STH 114	140	248	12	99	15	71	2	20	40	139	EXISTING 24-INCH RCCP
	145+74	STH 114	192	397	17	133	20	97	2	20	40	248	EXISTING 34" x 53" RCCEP
	192+97	STH 114	185	365	16	129	19	93	2	20	40	221	EXISTING 38" x 60" RCCEP
	222+10	STH 114	107	160	10	76	11	54	1	20	40	77	EXISTING 24-INCH RCCP
	250+27	STH 114	137	232	12	96	14	69	2	20	40	126	EXISTING 30-INCH RCCP
	PROJECT TOTALS		**1056**	**1953**	**93***	**739**	**111***	**532***	**12***	**140***	**280***	**1132**	

*NOTE: FOR INFORMATIONAL PURPOSES ONLY; ADDITIONAL QUANTITY SHOWN ELSEWHERE
**NOTE: DOES NOT INCLUDE UPPER LAYER WHICH IS INLCUDED IN THE MAINLINE PAVEMENT
***NOTE: TOP 3-INCHES OF THE UNPAVED SHOULDER WITHIN THE FROST HEAVE REPAIR LIMITS

Addendum No. 03
ID 4580-11-60
Revised Sheet 23A
May 7, 2019

Proposal ID: 20190514026 Project(s): 4580-11-60

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
0130	SPV.0035	1,132.000		
	Special 01. Foundation Backfill	CY	_____._____	_____._____
	Section: 0001		Total:	_____._____
			Total Bid:	_____._____