HIGHWAY WORK PROPOSAL

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

Proposal Number: 024

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
Vilas	1009-46-60	N/A	Regionwide Bridge Maintenance; Locations On Stn Per Annual Plan	VAR HWY

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: November 12, 2019 Time (Local Time): 9:00 am	Firm Name, Address, City, State, Zip Code SAMPLE NOT FOR BIDDING PURPOSES
Contract Completion Time August 31, 2020	
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: Grading, Base, Asphalt Pavement, Bridge Deck Repair, Bridge Deck Overlay, Temporary Traffic Signals, Pavement Markings	
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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STSP'S Revised November 19, 2018

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1009-46-60, Region Wide Bridge Maintenance, Locations on STN Per Annual Plan, STH 70, STH 17/STH 70, USH 45/STH 32, Vilas 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, concrete approach slabs, concrete deck repair, concrete overlay, polymer overlay, asphaltic surface, temporary traffic signals, temporary concrete barrier, 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.

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

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

Complete Stage 3 work zone traffic control for Structure B-63-10 and Stage 4 work zone traffic control for Structure B-63-7 and Structure B-63-13 prior to 12:01 AM, Friday, July 3, 2020.

If the contractor fails to complete all Stage 3 work on Structure B-63-10, and Stage 4 work on Structure B-63-7 and Structure B-63-13, and remove traffic control prior to 12:01 AM, Friday, July 3, 2020, the department will assess the contractor $1,540 in interim liquidated damages for each calendar day that the traffic control remains in place after 12:01 AM, Friday, July 3, 2020. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

If contract time expires prior to completing all work specified in the contract, additional liquidated damages will be affixed according to standard spec 108.11.

Complete polymer overlay work traffic control, including associated traffic control, between Monday and Thursday of a given week.

4. Traffic Control.

Traffic Staging

B-63-7, STH 70:

Stage 1:

- Conduct lane closures with flagging operations.
- Pave shoulders within limits of traffic staging.

Stage 2:

- Close westbound lane and maintain eastbound and westbound traffic in eastbound lane using temporary signals.

- Complete deck repairs and concrete approach slabs in the westbound lane and shoulder.

- Switch traffic control to the westbound lane after specified cure time of the deck repairs and concrete approach slabs.

Stage 3:

- Close eastbound lane and maintain westbound and eastbound traffic in westbound lane using temporary signals.

- Complete deck repairs and concrete approach slabs in the eastbound lane and shoulder.

- Open all lanes to westbound and eastbound traffic after specified cure time of the deck repairs and concrete approach slabs.

Stage 4:

- Conduct lane closures with flagging operations.

- Mill and overlay asphalt lanes and shoulders within limits of traffic staging.

Stage 5:

- Conduct lane closures with drums and temporary signals.

- Place polymer overlay on westbound concrete.

Stage 6:

- Conduct lane closures with drums and temporary signals.

- Place polymer overlay on eastbound concrete. Install permanent pavement marking on approaches and structure.

B-63-8, STH 70:

Stage 1:

- Conduct lane closures with flagging operations.

- Pave shoulders within limits of traffic staging.

Stage 2:

- Close westbound lane and maintain eastbound and westbound traffic in eastbound lane using temporary signals.

- Complete deck repairs and concrete overlay in the westbound lane and shoulder.

- Switch traffic control to the westbound lane after specified cure time of the concrete overlay.

Stage 3:

- Close eastbound lane and maintain westbound and eastbound traffic in westbound lane using temporary signals.

- Complete deck repairs and concrete overlay in the westbound lane and shoulder.

- Open all lanes to westbound and eastbound traffic after specified cure time of the concrete overlay.

Stage 4:

- Conduct lane closures with flagging operations.
- Mill and overlay asphalt lanes and shoulders within limits of traffic staging.
- Install thermoplastic along both approach shoulders.

Stage 5:

- Conduct lane closures with drums and temporary signals.
- Place polymer overlay on westbound concrete.

Stage 6:

- Conduct lane closures with drums and temporary signals.
- Place polymer overlay on eastbound concrete. Install permanent pavement marking on approaches and structure.

B-63-10, STH 17/STH 70:

Stage 1:

- Close westbound lane and maintain eastbound and westbound traffic in eastbound lane using temporary signals.
- Complete deck repairs, concrete overlay, and beam guard replacement in the westbound lane and shoulder.
- Switch traffic control to the westbound lane after specified cure time of the concrete overlay.

Stage 2:

- Close eastbound lane and maintain westbound and eastbound traffic in westbound lane using temporary signals.
- Complete deck repairs, concrete overlay, and beam guard replacement in the eastbound lane and shoulder.
- Open all lanes to westbound and eastbound traffic after specified cure time of the concrete overlay.

Stage 3:

- Conduct lane closures with flagging operations.
- Mill and overlay asphalt lanes and shoulders within limits of traffic staging.

Stage 4:

- Conduct lane closures with drums and temporary signals.
- Place polymer overlay on westbound concrete.

Stage 5:

- Conduct lane closures with drums and temporary signals.
- Place polymer overlay on eastbound concrete. Install permanent pavement marking on approaches and structure.

B-63-13, STH 70:

Stage 1:

- Conduct lane closures with flagging operations.
- Pave shoulders within limits of traffic staging.

Stage 2:

- Close westbound lane and maintain eastbound and westbound traffic in eastbound lane using temporary signals.
- Complete deck repairs in the westbound lane and shoulder.
- Switch traffic control to the westbound lane after specified cure time of the deck repairs.

Stage 3:

- Close eastbound lane and maintain westbound and eastbound traffic in westbound lane using temporary signals.
- Complete deck repairs in the eastbound lane and shoulder.
- Open all lanes to westbound and eastbound traffic after specified cure time of the deck repairs.

Stage 4:

- Conduct lane closures with flagging operations.
- Patch asphalt lanes and shoulders as necessary within limits of traffic staging. Install permanent pavement marking on approaches and structure.

B-63-14, USH 45/STH 32:

Stage 1:

- Conduct lane closures with flagging operations.
- Pave shoulders within limits of traffic staging.

Stage 2:

- Close southbound lane and maintain northbound and southbound traffic in northbound lane using temporary signals.
- Complete deck repairs in the southbound lane and shoulder.
- Switch traffic control to the southbound lane after specified cure time of the deck repairs.

Stage 3:

- Close northbound lane and maintain southbound and northbound traffic in southbound lane using temporary signals.
- Complete deck repairs in the northbound lane and shoulder.
- Open all lanes to southbound and northbound traffic after specified cure time of the deck repairs.

Stage 4:

- Conduct lane closures with flagging operations.
- Patch asphalt lanes and shoulders as necessary within limits of traffic staging. Install permanent pavement marking on approaches and structure.

B-63-17, STH 70:

Stage 1:

- Close westbound lane and maintain eastbound and westbound traffic in eastbound lane using temporary signals.

- Complete deck repairs and concrete approach slabs in the westbound lane and shoulder.

- Switch traffic control to the westbound lane after specified cure time of the deck repairs and concrete approach slabs.

Stage 2:

- Close eastbound lane and maintain westbound and eastbound traffic in westbound lane using temporary signals.

- Complete deck repairs and concrete approach slabs in the eastbound lane and shoulder.

- Open all lanes to westbound and eastbound traffic after specified cure time of the deck repairs and concrete approach slabs.

Stage 3:

- Conduct lane closures with flagging operations.

- Mill and overlay asphalt lanes and shoulders within limits of traffic staging.

Stage 4:

- Conduct lane closures with drums and temporary signals.

- Place polymer overlay on westbound concrete.

Stage 5:

- Conduct lane closures with drums and temporary signals.

- Place polymer overlay on eastbound concrete. Install permanent pavement marking on approaches and structure.

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 less than 16 feet)	**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 feet or greater)	**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 70, STH 17/70, USH 45/STH 32 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 22, 2020 to 6:00 AM Tuesday, May 26, 2020 for Memorial Day;
- From noon Thursday, July 2, 2020 to 6:00 AM Monday, July 6, 2020 for Independence Day;
- From noon Friday, September 4, 2020 to 6:00 AM Tuesday, September 8, 2020 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. Additional detailed information regarding the location of discontinued, relocated, and/or removed utility facilities is available in the work plan provided by each utility company or on the permits issued to them. View these documents at the Regional Office during normal working hours.

The following utilities have facilities within the construction limits, however no conflicts are anticipated:

- **Frontier Communications** – underground and overhead communications
- **Charter Communications** – underground and overhead communications
- **Wisconsin Public Service Corporation** – underground and overhead electricity
- **Wisconsin Public Service Corporation** – underground gas
- **We Energies** – overhead electricity
- **We Energies** – underground gas

7. Coordination with Adjacent Projects.

Project 9080-14-74 is scheduled for construction in the summer of 2020. The project is located on STH 70 and includes pavement resurfacing, culvert replacements, and beam guard improvements from the intersection with USH 51 in Arbor Vitae and STH 155 in Saint Germain. Structure B-63-7 and B-63-13 fall within the project limits.

8. Environmental Protection.

During any operations that have the potential to discharge to waterways, wetlands, deck drains, or storm inlets, provide containment to prevent discharge to these locations. Containment at these locations is incidental to the operations requiring the protection.

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

Dan Barton, License Number All-248174, inspected Structures B-63-7, B-63-8, B-63-10, B-63-14, and B-63-17 for asbestos on March 15, 2018. No regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is available from: Dan Erva at (715) 365-5776.

According to NR447 and DHS159, ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 4/11), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days before beginning any

construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form to Dan Erva at (715) 365-5776 and DOT BTS-ESS attn: Hazardous Materials Specialist, PO Box 7965, Madison, WI 53707-7965. In addition, comply with all local or municipal asbestos requirements.

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

B-63-7, STH 70

- Site Name: B-63-0007, STH 70 over Saint Germain River
- Site Address: 0.8M E JCT CTH C, Town of Saint Germain, Vilas County
- Ownership Information: WisDOT Transportation NC Region, 510 Hansen Lake Road, Rhinelander, Wisconsin 54501
- Contact: Dan Erva
- Phone: (715) 365-5776
- Age: 51 years old. This structure was constructed in 1968.
- Area: 8,351 SF of deck

B-63-8, STH 70

- Site Name: B-63-0008, STH 70 over Catfish Lake
- Site Address: 2.4M E JCT USH TO S, Town of Washington, Vilas County
- Ownership Information: WisDOT Transportation NC Region, 510 Hansen Lake Road, Rhinelander, Wisconsin 54501
- Contact: Dan Erva
- Phone: (715) 365-5776
- Age: 41 years old. This structure was constructed in 1978.
- Area: 13,517 SF of deck

B-63-10, STH 17/STH 70

- Site Name: B-63-0010, STH 17/STH 70 over Mud Creek
- Site Address: 0.1M N JCT STH 70 TO W, Town of Lincoln, Vilas County
- Ownership Information: WisDOT Transportation NC Region, 510 Hansen Lake Road, Rhinelander, Wisconsin 54501
- Contact: Dan Erva
- Phone: (715) 365-5776
- Age: 38 years old. This structure was constructed in 1981.
- Area: 4,143 SF of deck

B-63-14, USH 45/STH 32

- Site Name: B-63-0014, USH 45/STH 32 over Wisconsin River
- Site Address: 0.9M N JCT CTH E, Town of Land O' Lakes
- Ownership Information: WisDOT Transportation NC Region, 510 Hansen Lake Road, Rhinelander, Wisconsin 54501
- Contact: Dan Erva
- Phone: (715) 365-5776
- Age: 27 years old. This structure was constructed in 1992.
- Area: 3,072 SF of deck

B-63-17, STH 70

- Site Name: B-63-0017, STH 70 over Wisconsin River
- Site Address: 6.6M E JCT CTH O, Town of Cloverland, Vilas County
- Ownership Information: WisDOT Transportation NC Region, 510 Hansen Lake Road, Rhinelander, Wisconsin 54501
- Contact: Dan Erva
- Phone: (715) 365-5776
- Age: 26 years old. This structure was constructed in 1993.
- Area: 12,252 SF of deck

Insert the following paragraph in Section 6.g.:

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

stp-107-125 (20120615)

10. Abatement of Asbestos Containing Material B-63-13, Item 203.0210.S.

A Description

This special provision describes abating asbestos containing material on structures.

B (Vacant)

C Construction

Dan Barton, License Number All-248174, inspected Structure B-63-13 for asbestos on March 15, 2018. Regulated Asbestos Containing Material (RACM) was found on this structure in the following locations and quantities: gray parapet caulk at the parapet joints contains Category II Non-friable ACM totaling 8 SF and white caulk at the wing wall joints contains Category II Non-friable ACM totaling 2 SF.

The RACM on this structure must be abated by a licensed abatement contractor. A copy of the inspection report is available from Dan Erva at (715) 365-5776. According to NR447 and DHS159, ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 4/11), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days before beginning any construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form and the abatement report to Dan Erva at (715) 365-5776 and DOT BTS-ESS attn: Hazardous Materials Specialist, PO Box 7965, Madison, WI 53707-7965. In addition, comply with all local or municipal asbestos requirements.

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

- Site Name: B-63-0013, STH 70 over Link Creek
- Site Address: 2.6M E JCT USH 51, Town of Arbor Vitae
- Ownership Information: WisDOT Transportation NC Region, 510 Hansen Lake Road, Rhinelander, Wisconsin 54501
- Contact: Dan Erva
- Phone: (715) 365-5776
- Age: 31 years old. This structure was constructed in 1988.
- Area: 9,508 SF of deck

Insert the following paragraph in Section 6.g.:

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

D Measurement

The department will measure Abatement of Asbestos Containing Material (Structure), completed in accordance to the contract and accepted, as a single complete lump sum unit of work.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
203.0210.S	Abatement of Asbestos Containing Material B-63-13	LS

Payment is full compensation for submitting necessary forms; removing all asbestos; and for properly disposing of all waste materials.

stp-203-005 (20120615)

11. Concrete Pavement Partial Depth Repair Edge Repair, Item 416.0756.S.

A Description

This special provision describes removing deteriorated concrete; furnishing, placing and curing concrete to the original slope and grade; and reestablishing cracks or joints at areas the plans show and as the engineer directs.

The item Concrete Pavement Partial Depth Repair Edge Repair consists of removing deteriorated concrete at the areas designated in the plans, furnishing, placing, and curing concrete to the original slope and grade.

A.1 General

In advance of the beginning of the rehabilitation operation, establish traffic control for rehabilitation surveys and marking of locations.

Any removal and replacement of existing asphaltic concrete pavement in conjunction with the concrete pavement operations shall be incidental work for which no direct payment will be made unless otherwise shown in the plan.

Perform the removal operation in a manner that precludes damage to the remaining pavement. Any damage to the in-place concrete pavement by the contractor's operations, shall be repaired before acceptance as the engineer directs.

Milling is generally completed with one pass of the milling machine. The nominal width of Joint Repair or Crack Repair shall not exceed 12 inches (305) mm). Any repair area required, beyond the nominal 12 inch (305 mm) width will be paid for as Surface Repair. The length of Full Depth Adjustment, along the transverse joint, from the nearest longitudinal joint, shall not be greater than 18 inches (458 mm).

If during removal operations it is determined that a full-lane width, full-depth repair is required, the contractor will receive partial payment for a measured quantity of the intended repair item, and the work shall be completed under the item of Concrete Pavement Repair, Item 416.0710. If after milling a transverse joint deteriorated concrete exists greater than 4 inches wide and 6 feet in length, the joint shall be converted to a full-depth Concrete Pavement Repair.

Do not place repair concrete when the ambient air temperature is below 50° F (10° C), except as permitted by the engineer. When the ambient air temperature is below 50° F (10° C) the engineer may require covering during the initial curing period.

Partial depth repair areas should be inspected for possible debonding, by chain dragging or other suitable procedure, before opening to public traffic. Debonded repairs must be removed and replaced.

Opening of pavement repairs to traffic will be controlled by cylinder tests, as set forth in standard spec 415.3.15.

Replace any area of the asphaltic shoulder damaged during the pavement removal operations under this item with a commercially produced asphaltic patching material to the elevation of the adjacent shoulder.

At no expense to the department, remove and replace any areas of failure that appear within one month of the original repair, or any subsequent repair, including traffic control. Failures include but may not be limited to loss of bonding to the in-place concrete, spalling, or crack apparent in the repair other than the desired crack in the newly constructed joint or reestablished crack.

A.2 Equipment

Use only concrete milling machines that are equipped with a device for stopping at preset depths to prevent damage to dowel bars. Additionally, shroud the equipment to prevent discharge of any loosened material into adjacent work areas or live traffic lanes.

Use air chippers or breakers for chipping the old concrete surface that have a total weight not exceeding 30 lb. (13.6 kg) and are equipped with flat, chisel-type points that have cutting edges not less than .75 inch (19 mm) or greater than 3 inches (76.2 mm) wide.

Use concrete mixing equipment that provides material of uniform consistency. Do not prepare site-mixed concrete more than ½ hour before placement. Do not prepare ready-mixed concrete more than 1 hour before placement.

Use mechanical vibrators that are capable of operating at frequencies sufficient to achieve thorough and uniform consolidation, but not less than 7000 impulses per minute. Have available at least one spare vibrator, in working order and of sufficient frequency, on the work site before concrete placement is started.

B Materials

All materials used in the work shall conform to the requirements specified for the class of material named.

B.1 Concrete

The replacement concrete shall comply with the standard specifications except as modified below. It shall be furnished, placed, and cured according to the provisions in the plans, specifications, and contract.

Use the following proportions, assuming a specific gravity of 2.65, for 1 cubic yard (cubic meter) of concrete:

850 lb. (505 kg) Portland Concrete	(Type 1 or Type III)
1338 lb. (794 kg) Fine Aggregate	(Per standard specifications except max P200=2.5%)
1338 lb. (794 kg) Coarse Aggregate	(See table below for gradation)

Coarse Aggregate Gradation

SIEVE SIZE	PERCENT PASSING (by weight)
3/8 (9.5 mm)	100
#4 (4.75 mm)	55-95
#50 (300 µm)	0-5
#200 (75 µm)	0-1.0

Maximum slump shall be 1 inch (25 mm).

Air Content shall be 6% ±1.5%

ASTM C494 Type A admixture shall be used, unless Type E is used.

ASTM C494 Type E admixture may be used, according to the manufacturer's recommendations, to achieve the required opening strength in the desired time period. Dosage will vary with ambient temperature and desired opening time.

The use of more than 50% of the maximum manufacturer's recommended dosage of Type E admixture will require the concrete to be sprayed with curing compound and covered with wet burlene.

B.2 Compression Relief Material

Provide compression relief material that is made of a rigid, compressible, non-absorbent material.

B.3 Bonding Agent

Use bonding grout that consists of equal portions of Portland cement and sand, mixed with sufficient water to form a slurry having the consistency of thick cream.

B.4 Concrete Curing Agent

Provide a concrete curing agent that is a resin of 100 percent poly-alpha-methylstyrene type curing compound meeting ASTM C309, Type 2, Class B specifications and conforming to all requirements according to the following table:

Properties	Minimum	Maximum
Total Solids, % by weight of compound	42	
Reflectance in 72 hours (ASTM E1347	65	
Loss of Water, kg/m2 in 24 hours (ASTM C156)		0.15
Loss of water, kg/m2 in 72 hours (ASTM C156)		0.40
Settling Test, ml/100 ml in 72 hours [1]		2
V.O.C. Content, g/L		350
Infrared Spectrum, Vehicle [2]	100% alpha-methylstyrene	

[1] Test Method on file at the department's Materials Testing Lab.

[2] The infrared scan for the dried vehicle from the curing compound shall match the infrared scan on file at the department's Materials Testing Lab.

Shelf life of the product shall be six months from date of manufacture. The product may be re-tested by the department's Materials Testing Lab and re-approved, if the physical and chemical properties have not changed, for an additional six months. However, the maximum shelf life shall not exceed one year from manufacture date.

C Construction

Remove the concrete by milling to the depths and dimensions as shown on the plan or as determined by the engineer, or both.

Milling may be accomplished either longitudinally or transversely to the joint, crack, or edge. The removal process must not damage dowel bars. In the event a dowel bar exhibits excessive corrosion, cut, or burn-off the bar.

The removal of the concrete surface in the designated repair areas shall have a minimum depth of 2 inches (50.8 mm) with all deteriorated concrete removed to a maximum depth of one-half the pavement thickness, or the top of the dowel bars. Using air chippers, remove all cracked or deteriorated concrete exposed after milling to sound concrete. Chipping at the milled surface of the crack or joint shall be a minimum 2 inches wide and shall be at a 1:1 slope.

When dowel bars are present, take precaution not to disturb unsound concrete below the tops of the dowels. If some of this unsound material is accidentally blown out during the cleaning process, fill in the voids with clean, dry sand.

Use air chippers only for final preparation of the repair area.

Storage of the removed material on the roadway will only be permitted in conjunction with a continuous removal and pick-up operation. During non-working hours, clear the roadway of all materials and equipment.

The removed pavement shall become the property of the contractor and disposed of as specified in standard spec 204.3.1.3.

Install pavement ties conforming to standard spec 416.3.6.

Sandblast all exposed surfaces within 24 hours before concrete placement. If it rains before concrete placement, sandblast the repair areas again. Additionally, clean the repair areas of loose material by air blasting before applying the bonding grout.

Coat exposed surfaces of dowel bars to prevent bonding between the bar and the repair concrete. Take precaution to prevent contamination of existing concrete in the repair area.

Place compression relief material to maintain the continuity of the existing crack or to reestablish the joint in a full-depth adjustment. Install compression relief material such that it remains in position and is tight to all edges during placement of the repair concrete. During concrete placement and vibrating, keep the compression relief material in contact with the bottom of the repair area. To ensure that cracks are reestablished in their original locations, scribe their locations on the adjoining pavement outside the removal area, before removal operations.

Reestablish cracks and joints to a 1/4 inch width, or to the existing crack or joint width, whichever is greater.

Immediately before placing the concrete, coat the repair surface with bonding grout. The surface shall be completely dry for at least one-half hour before coating with bonding grout. If the surface isn't completely dry, dry the surface using heat to remove all moisture from the repair surface. Mix the grout by mechanical means and thoroughly brush it over the prepared concrete surface to ensure that all parts receive an even coating. No excess grout shall be permitted to collect in pockets. Place grout within one and a half hours of mixing. If the grout whitens, sandblast, and re-grout.

Vibrate concrete as necessary to uniformly and thoroughly consolidate the entire mass of fresh concrete without causing segregation of the aggregates or the formation of localized areas of grout.

Concrete repairs shall not protrude beyond the original cross-section of the pavement by more than 3/8 inch (9.5 mm). The edges shall be formed or sawn full-depth.

Strike-off the surface of the repaired area flush with the adjacent concrete and finish the surface to a uniform texture, true to grade and cross section and free from porous areas. As a final finishing operation, float the concrete toward the edges of the repair.

While the concrete is still plastic, the repair shall be tested for trueness with a straightedge.

Reestablish cracks using compression relief material to or beyond the surface of the repair. Initially reestablish joints in plastic concrete by using a jointing tool. Establish tooled joints to a minimum depth of 2 inches. Tooled edges shall be provided, adjacent to all compression relief material, in fresh concrete. Complete the removal of excess compression relief material above the pavement surface without damage to the repair area. The method of removal will be reviewed and approved by the engineer before any removal.

Surface texturing, if required by the engineer, shall consist of a broomed finish in the long dimension direction of the repair.

Apply curing compound to the fresh concrete as soon as possible. Apply the compound uniformly, at a minimum rate of one gallon per 100 square feet (0.41 L/m^2).

Restore joints by sawing. Saw the joints in a single cut, to the width and depth the plans show, and conforming to standard spec 415.3.9.

Thoroughly clean the joint or crack after sawing to remove loose compressible material.

D Measurement

The department will measure Concrete Pavement Partial Depth Repair Edge Repair by the linear foot, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
416.0756.S	Concrete Pavement Partial Depth Repair Edge Repair	LF

If a Partial Depth Repair item is changed, by the engineer, to a full-depth repair, the contractor shall be paid at a measured quantity of 40 percent of the intended repair plus the full cost for Full Depth Repair.

Payment for Concrete Pavement Partial Depth Repair Edge Repair, is full compensation for removing the concrete; disposing of materials; furnishing and placing sand where required; furnishing and placing compression relief material where required; furnishing and placing preformed joint filler where required; placement and curing of the concrete; and for reestablishing cracks or joints.

stp-416-015 (20160607)

12. Sealing Cracks and Joints with Hot-Applied Sealant, Item 492.2010.S.

A Description

This special provision describes sealing primary crack and joints along their entire length of HMA and Portland cement concrete pavements, at locations the contract shows or as the engineer directs.

Primary cracks are defined as those cracks greater than or equal to 0.25 inches (6-mm) wide.

B Materials

B.1 Sealant Material

Use a sealant material meeting the requirements of ASTM D6690 Type IV: Joint and Crack Sealants, Hot Applied, for Asphalt and Concrete Pavements. Deliver the sealant in the manufacturer's original sealed container legibly marked with the following information:

- Manufacturer's name
- Trade name of sealant
- Manufacturer's batch or lot number
- ASTM D6690, Type IV
- Minimum application temperature
- Maximum (or safe) heating temperature

Before commencing work, provide the engineer with a certificate of compliance along with a copy of the manufacturer's recommendations pertaining to heating and application of the sealant.

B.2 Equipment

Equipment used in the performance of this work is subject to the engineer's approval.

- Air Compressor shall be portable and have a minimum rated capacity of 100 ft3 of air per minute at 90-psi pressure at the nozzle and have sufficient hose to maintain a continuing operation without interruption. The unit shall also be equipped with traps that will maintain the compressed air free of oil and water.
- High Pressure Air Lance or Hot Air Lance shall be designed specifically for use in cleaning highway pavement and to remove debris, dirt, and dust from the cracks.
- Hand tools shall consist of brooms, shovels, metal bars with chisel shaped ends, and any other tools that may be satisfactorily used to accomplish this work.
- Squeegees shall be of a flexible rubber type, in the shape of a "vee" (V), and capable of contacting materials up to 450º F without damage to it or materials.
- Pouring Pots shall be equipped with mobile carriage and have a flow control valve that allows all cracks to be filled to refusal so as to eliminate all voids or entrapped air and not leave unnecessary surplus crack sealer on pavement surfaces.
- Melting Kettle shall be constructed as a double lined boiler with space between the inner and outer shells filled with oil or other material for heat transfer. The material for transferring heat shall have a flash point of not less than 600º F. Positive temperature control and mechanical agitation will be provided. Direct heating shall not be used. When using, maintain the temperature of the sealing compound within the range specified by the manufacturer. The kettle shall be equipped with thermostatic controls calibrated between 200º F and 550º F.

C Construction

C.1 General

Before commencing work, complete all pavement repairs that are included in the contract and are adjacent to pavement cracks.

Furnish all equipment that is necessary for cleaning and sealing the pavement cracks. Use equipment meeting the description and performance requirements described herein and approved by the engineer.

Replace pavement markings that become covered or obliterated with the sealant. Place the centerline marking, including no-passing zones on the same day that existing marking are obliterated, if the road is open to all traffic and if the surface is capable of retaining markings. Re-mark lane lines and edge lines within a timely manner.

C.2 Crack Preparation

Prepare cracks for sealing on the same day that they are to be sealed.

Use a high-pressure air lance or hot air lance to thoroughly clean cracks to a minimum depth of 1/2 inch (13-mm) of dust, dirt, foreign material, sand, and any other extraneous materials immediately before sealing. Do not burn, scorch, or ignite the adjoining pavement when using a hot air lance.

Install suitable traps or devices on the compressed air equipment to prevent moisture and oil from contaminating the crack surfaces. Maintain these devices and ensure that they are functioning properly.

Protect the public from potentially objectionable and/or hazardous airborne debris.

C.3 Sealant Melting

Heat and melt the sealant in a melter specified in B.2 Equipment.

Do not apply direct heat to the sealant. If and when using the heating kettle on concrete or asphaltic pavement, properly insulate the heating kettle to ensure that heat is not radiated to the pavement surface.

Do not use sealant material heated beyond the safe heating temperature.

If the manufacturer's recommendations allow the sealant to be reheated or heated in excess of six hours, recharge the melter with fresh material amounting to at least 20 percent of the volume of the material remaining in the melter.

C.4 Sealing

Perform sealing when ambient air temperature is at or above 40º F (5º C).

Seal the crack by placing the applicator wand in or directly over the crack opening and carefully discharge the sealant. Strike-off the sealant flush with the pavement surface using a squeegee or using a sealing shoe pressed firmly against the pavement. Only a narrow thin film of material measuring from 1.0 inches to 3.0 inches (25 mm to 75 mm) wide is allowed on the pavement surface after sealing the crack.

A low pressure, light spray of water may be used to accelerate cooling of the sealant. Blotting the sealant with fine aggregate is not allowed. Remove and dispose of sealant in excess of the specified thin "film" dimensions or that has not bonded to both sides of the crack.

Do not allow traffic on the sealed cracks until the seal has cured so as not to track. Clean sealed cracks damaged from traffic with high pressure air and reseal them to meet the specified thin film amount.

The finished work shall produce a watertight crack sealed flush with the pavement surface.

D Measurement

The department will measure Sealing Cracks and Joints with Hot-Applied Sealant by the number of gallons of sealant used to properly seal cracks.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
492.2010.S	Sealing Cracks and Joints with Hot-Applied Sealant	GAL

Payment is full compensation for furnishing and placing the sealant; preparing the pavement surface; cleaning and resealing as required under C.4; and replacing pavement markings.

stp-492-005 (20140630)

13. Sawing Pavement Deck Preparation Areas, Item 509.0310.S.

A Description

This special provision describes sawing around deteriorated areas requiring deck repairs under the Preparation Decks bid items on decks receiving asphalt or polymer overlays and for deck repairs that will not receive an overlay.

B (Vacant)

C Construction

The department will sound and mark areas of deteriorated concrete that require deck preparation. The engineer may identify and mark additional areas as the work is being performed.

Wet cut a minimum of 1 inch deep and at least 2 inches outside of the marked areas. Bound each marked area by providing cuts aligned parallel and perpendicular to the deck centerline.

Remove sawing sludge after completing each area. Do not allow sludge or resulting residue to enter a live lane of traffic, storm sewer, stream, lake, reservoir, marsh, or wetland. Dispose of sludge at an acceptable material disposal site located off the project limits or, if the engineer allows, within the project limits.

D Measurement

The department will measure Sawing Pavement Deck Preparation Areas by the linear foot, acceptably completed, measured as the total linear feet of bounding cuts.

The department will not measure for payment over-cuts or cuts made beyond what is required to bound engineer-marked deterioration limits.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.0310.S	Sawing Pavement Deck Preparation Areas	LF

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

stp-509-070 (20180628)

14. Cleaning Decks to Reapply Concrete Masonry Overlay, Item 509.0505.S.

A Description

This special provision describes cleaning the entire bridge deck after the existing concrete masonry overlay is removed, prior to placing a new concrete masonry overlay.

B (Vacant)

C Construction

Blast-clean the entire surface of the deck, the vertical faces of curbs, sidewalks and parapets to the depth of the adjoining concrete overlay. Blast-clean all exposed existing reinforcing steel. Repair damage to existing epoxy-coated reinforcement remaining in place that is either uncovered by or damaged by the contractor's operations. Use engineer-approved patching or repair material compatible with the existing coating and inert in concrete.

Clean the surface on which the new concrete will be placed to remove all loose particles and dust by either brooming and water pressure using a high-pressure nozzle, or by water and air pressure. Use water for cleaning that conforms to specifications for water under standard spec 501.2.4.

D Measurement

The department will measure Cleaning Decks to Reapply Concrete Masonry Overlay by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.0505.S	Cleaning Decks to Reapply Concrete Masonry Overlay	SY

Payment for Cleaning Decks to Reapply Concrete Masonry Overlay is full compensation for cleaning the concrete surfaces.

stp-509-065 (20171130)

15. Concrete Masonry Deck Repair, Item 509.2100.S.

A Description

This special provision describes providing concrete masonry on the sawed deck preparation areas of the concrete bridge deck and in full depth deck, curb, and joint repair areas. Conform to standard spec 502 and standard spec 509.

B Materials

B.1 Neat Cement

Furnish a neat cement bonding grout. Mix the neat cement in a water-cement ratio approximately equal to 5 gallons of water per 94 pounds of cement.

B.2 Concrete

Furnish grade C, C-FA, C-S, C-IS, C-IP, C-IT, or E concrete conforming to standard spec 501 for deck preparation, full-depth deck repair, curb repair and joint repair areas except as follows:

1. The contractor may increase slump of grade E concrete to 3 inches.
2. The contractor may use ready-mixed concrete.

C Construction

C.1 Neat Cement

Immediately before placing the concrete deck patching, coat the prepared surfaces with a neat cement mixture. Ensure the prepared concrete surfaces are moist without any standing water before coating with the neat cement mixture. Brush the neat cement mixture over the prepared concrete surfaces to ensure that all parts receive an even coating, and do not allow excess neat cement to collect in pockets. Apply the neat cement at a rate that ensures the cement does not dry out before being covered with the new concrete.

C.2 Placing Concrete

Place concrete conforming to standard spec 509. As determined by the engineer, consolidate smaller areas by internal vibration, strike them off, and finish the areas with hand floats to produce plane surfaces that conform to the grade and elevation of the adjoining surfaces. Give all deck patching areas a final hand float finish.

C.3 Curing Concrete

Cure the concrete masonry deck patching conforming to standard spec 502.2.6(1).

D Measurement

The department will measure the Concrete Masonry Deck Repair bid item by the cubic yard, acceptably completed.

The department will measure concrete used in deck preparation areas and in full depth deck, curb, and joint repair as part of the Concrete Masonry Deck Repair bid item.

The department will not measure wasted concrete.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.2100.S	Concrete Masonry Deck Repair	CY

Payment is full compensation for furnishing, hauling, preparing, placing, finishing, curing, and protecting all materials.

stp-509-060 (20170615)

16. Polymer Overlay, Item 509.5100.S.

A Description

This special provision describes providing two layers of a two-component polymer overlay system to the bridge decks the plans show.

B Materials

B.1 General

Furnish materials specifically designed for use over concrete bridge decks. Furnish polymer liquid binders from the department’s approved product list.

B.2 Polymer Resin

Furnish a polymer resin base and hardener composed of two-component, 100 percent solids, 100 percent reactive, thermosetting compound with the following properties:

Property	Requirements	Test Method
Gel Time[1]	15 - 45 minutes @ 73° to 75° F	ASTM C881
Viscosity[1]	7 - 70 poises	ASTM D2393, Brookfield RVT, Spindle No. 3, 20 rpm
Shore D Hardness[2]	60-75	ASTM D2240
Absorption[2]	1% maximum at 24 hr	ASTM D570
Tensile Elongation[2]	30% - 70% @ 7 days	ASTM D638
Tensile Strength[2]	2000 to 5000 psi @ 7 days	ASTM D638
Chloride Permeability[2]	<100 coulombs @ 28 days	AASHTO T277

[1] Uncured, mixed polymer binder

[2] Cured, mixed polymer binder

Ensure that the polymer resin when mixed with aggregate has the following properties:

Property	Requirement[1]	Test Method
Minimum Compressive Strength	1,000 psi @ 8 hrs 5,000 psi @ 24 hrs	ASTM C579 Method B, Modified[2]
Thermal Compatibility	No Delaminations	ASTM C884
Minimum Pull-off Strength	250 psi @ 24 hrs	ASTM C1583

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

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

B.3 Aggregates

Furnish natural or synthetic aggregate that is non-polishing; clean; free of surface moisture; fractured or angular in shape; free from silt, clay, asphalt, or other organic materials; and conform to the following:

Aggregate Properties

Property	Requirement	Test Method
Moisture Content[1]	1/2 of the measured aggregate absorption, %	ASTM C566
Hardness	[3] 6.5	Mohs Scale
Fractured Faces	100% with at least 1 fractured face & 80% with at least 2 fractured faces of material retained on No.16	ASTM D5821
Absorption	≤1%	ASTM C128

[1] Sampled and tested by the department before placement.

Gradation

Sieve Size	% Passing by Weight
No. 4	100
No. 8	30 – 75
No. 16	0 – 5
No. 30	0 – 1

B.4 Approval of Bridge Deck Polymer Overlay System

A minimum of 20 working days before application, submit product data sheets and specifications from the manufacturer, and a certified report of test or analysis from an independent laboratory to the engineer for approval. The department will sample and test the aggregates for gradation and moisture content before placement. If requested, supply the department with samples of the polymer for the purpose of acceptance testing.

B.4.1 Product Data Sheets and Specifications

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

B.4.2 Certified Report of Test or Analysis

Conform to the following:

Polymer Binder: Submit a certified report of test or analysis from an independent laboratory dated less than 3 years before the date of the project letting showing the polymer binder meets the requirements of section B.2.

Aggregates: Submit a certified report of test or analysis from an independent laboratory dated less than 6 months before the date of the project letting showing the aggregates meet the requirements of section B.3.

C Construction

C.1 General

Ensure that the overlay system is 1/4 inch thick or thicker.

Conform to the following:

Field Review: Conduct a field review of the existing deck to identify any possible surface preparation and material compatibility issues.

Pre-Installation Meeting: Conduct a pre-installation meeting with the manufacturer's representative and the engineer before construction. Discuss the field review findings, verification testing of the surface preparation and establish procedures for maintaining optimum working conditions and coordination of work. Furnish the engineer a copy of the recommended procedures and apply the overlay system according to the manufacturer's instructions. Supply for the engineer's use for the duration of the project, a Concrete Surface Profile (CSP) chip set of 10 from the International Concrete Repair Institute (ICRI).

Manufacturer's Representative: An experienced manufacturer's representative familiar with the overlay system installation procedures shall be present at all times during surface preparation and overlay placement to provide quality assurance that the work is being performed properly. This requirement may be reduced at the engineer's discretion.

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

C.2 Deck Preparation

C.2.1 Deck Repair

Remove all asphaltic patches and unsound or disintegrated areas of the concrete decks as the plans show, or as the engineer directs. Work performed to repair the concrete deck will be paid for under other items. Ensure that products used for deck patching are compatible with the polymer overlay system.

NOTE: Some polymer systems require concrete patch material to be in place a minimum of 28-days before overlaying - contact polymer manufacturer before completing deck patching/repair.

C.2.2 Surface Preparation

Determine an acceptable shotblasting machine operation (size of shot, flow of shot, forward speed, and/or number of passes) that provides a surface profile meeting CSP 5 (medium-heavy shotblast) according to the ICRI Technical Guideline No. 310.2. If the engineer requires additional verification of the surface preparation, test the tensile bond strength according to ASTM C1593. The surface preparation will be considered acceptable if the tensile bond strength is greater than or equal to 250 psi or the failure area at a depth of 1/4 inches or more is greater than 50 percent of the test area. Continue adjustment of the shotblasting machine and necessary testing until the surface is acceptable to the engineer or a passing test result is obtained.

Prepare the entire deck using the final accepted adjustments to the shotblasting machine as determined above. Thoroughly blast clean with hand-held equipment any areas inaccessible by the shotblasting equipment. Do not perform surface preparation more than 24 hours before the application of the overlay system.

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

Before shot blasting, remove pavement markings within the treatment area using an approved mechanical or blasting method.

Prepare the vertical concrete surfaces adjacent to the deck a minimum of 2" above the overlay according to SSPC-SP 13 (free of contaminants, dust, and loose concrete) by sand blasting, using wire wheels, or other approved method.

Just before overlay placement, clean all dust, debris, and concrete fines from the prepared surfaces including the vertical surfaces with compressed air. When using compressed air, the air stream must be free of oil. Any grease, oil, or other foreign matter that rests on or has absorbed into the concrete shall be removed completely. If prepared surfaces (including the first layer of the polymer overlay) are exposed to rain or dew, lightly sandblast (brush/breeze blast) the exposed surfaces.

The engineer may consider alternate surface preparation methods per the overlay system manufacture's recommendations. The engineer will approve the final surface profile and deck cleanliness before the contractor placing the polymer overlay.

C.2.3 Transitional Area

If the plans show, create a transitional area approaching transverse expansion joints and ends of the deck using an approved mechanical or blasting method. Remove 1/4 inch to 5/16 inch of concrete adjacent to the joint or end of deck and taper a distance of 3 feet.

If the plans show, create a transitional area on the approach pavement. Prep and place the first lift 3 feet beyond the end of the deck the same width as the deck. Prep and place the second lift 6 feet beyond the end of the deck the same width as the deck.

C.3 Overlay Application

Perform the handling and mixing of the polymer resin and hardening agent in a safe manner to achieve the desired results according to the manufacturer's instructions. Do not apply the overlay system if any of the following exists:

1. Ambient air temperature is below 50 F or above 100 F.
2. Deck temperature is below 50 F.
3. Moisture content in the deck exceeds 4.5 percent when measured by an electronic moisture meter or shows visible moisture after 2 hours when measured according to ASTM D4263.
4. Rain is forecasted during the minimum curing periods listed under C.5.
5. Materials component temperatures below 65 F or above 99 F.
6. Concrete age is less than 28 days unless approved by the engineer.
7. The deck temperature exceeds 100 F.
8. If the gel time is 10 minutes or less at the predicted high air temperature for the day.

After the deck has been shotblasted or during the overlay curing period, only necessary surface preparation and overlay application equipment will be allowed on the deck. Provide appropriate protective measures to prevent contamination from equipment allowed on the deck during preparation and application operations. Begin overlay placement as soon as possible after surface preparation operations.

The polymer overlay shall consist of a two-course application of polymer and aggregate. Each of the two courses shall consist of a layer of polymer covered with a layer of aggregate in sufficient quantity to completely cover the polymer. Apply the polymer and aggregate according to the manufacturer's requirements. Apply the overlay using equipment designed for this purpose. The application machine shall feature positive displacement volumetric metering and be capable of storing and mixing the polymer resins at the proper mix ratio. Disperse the aggregate using a method that provides a uniform, consistent coverage of aggregate and minimizes aggregate rolling or bouncing into final position. First course applications that do not receive enough aggregate before the polymer gels shall be removed and replaced. A second course applied with insufficient aggregate may be left in place but will require additional applications before opening to traffic.

After completion of each course, cure the overlay according to the manufacturer's instructions. Follow the minimum cure times listed under C.5 or as prescribed by the manufacturer. Remove the excess aggregate from the surface treatment by sweeping, blowing, or vacuuming without tearing or damaging the surface; the material may be re-used if approved by the engineer and manufacturer. Apply all courses of the overlay system before opening the area to traffic. Do not allow equipment or traffic on the treated area until directed by the engineer.

After the first layer of coating has cured to the point where the aggregate cannot be pulled out, apply the second layer. Before applying the second layer, broom and blow off the first layer with compressed air to remove all loose excess aggregate.

Before opening to traffic, clean expansion joints and joint seals of all debris and polymer. A minimum of three days following opening to traffic, remove loosened aggregates from the deck, expansion joints, and approach pavement.

C.4 Application Rates

Apply the polymer overlay in two separate courses according to the manufacturer's instructions, but not less than the following rate of application.

Course	Minimum Polymer Rate[1] (GAL/100 SF)	Aggregate[2] (LBS/SY)
1	2.5	10+
2	5.0	14+

[1] The minimum total applications rate is 7.5 GAL/100 SF.

[2] Application of aggregate shall be of sufficient quantity to completely cover the polymer.

C.5 Minimum Curing Periods

As a minimum, cure the coating as follows:

	Average temperature of deck, polymer and aggregate components in degrees F							
Course	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-99
1	6 hrs.	5 hrs.	4 hrs.	3 hrs.	2.5 hrs	2 hrs	1.5 hrs.	1 hr.
2	8 hrs.	6.5 hrs.	6.5 hrs.	5 hrs.	4 hrs.	3 hrs.	3 hrs.	3 hrs.

If faster cure times are desired and achievable, submit to the engineer a certified test report from an independent laboratory showing the material is able to reach a compressive strength of 1000 psi as tested per ASTM C 579 Method B within the temperature ranges and cure times for which the product is proposed to be placed. Establish ambient air, material, and substrate temperatures from the manufacturer for field applications. Field applications will not be allowed below the documented temperatures.

C.6 Repair of Polymer Overlay

Repair all areas of unbonded, uncured, or damaged polymer overlay for no additional compensation. Submit repair procedures from the manufacturer to the engineer for approval. Absent a manufacturer's repair procedures and with the approval of the engineer, complete repairs according to the following: Saw cut the limits of the area to the top of the concrete; remove the overlay by scarifying, grinding, or other approved methods; shot blast or sand blast and air blast the concrete before placement of polymer overlay; and place the polymer overlay according to section C.3.

D Measurement

The department will measure Polymer Overlay by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.5100.S	Polymer Overlay	SY

Payment is full compensation for preparing the surface; for tensile bond testing; for creating the transitional area; for providing the overlay; for cleanup; and for sweeping/vacuuming and disposing of excess materials.

The department will pay separately for Concrete Deck Repair.

stp-509-030 (20170615)

17. Removing Concrete Masonry Deck Overlay B-63-8, Item 509.9005.S.

A Description

This special provision describes removing concrete bridge deck overlays by milling the entire bridge deck as the plans show.

Conform to standard spec 204 as modified in this special provision.

B (Vacant)

C Construction

C.1 Milling

Use a self-propelled milling machine that is specially designed and constructed for milling bridge decks. It shall mill without tearing or gouging the concrete masonry underlying the deck overlay. The machine shall consist of a cutting drum with carbide or diamond tip teeth. Space the teeth on the drum to mill a surface finish that is acceptable to the engineer.

Shroud the machine to prevent discharge of any loosened material into adjacent work areas or live traffic lanes. Equip the machine with electronic devices that provide accurate depth, grade and slope control, and an acceptable dust control system.

Perform milling in a manner that precludes damage to the bridge floor and results in a uniform textured finish that:

1. Is free of sharp protrusions;
2. Has uniform transverse grooves that measure up to 1/4 inch vertically and transversely; and
3. If applicable, is acceptable to the manufacturer of the sheet waterproof membrane.

Windrowing and storing of the removed milled concrete masonry on the bridge is only permitted in connection with the continuous removal and pick-up operation. During nonworking hours, clear the bridge of all materials and equipment.

D Measurement

The department will measure Removing Concrete Masonry Deck Overlay (Structure) in area by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.9005.S	Removing Concrete Masonry Deck Overlay B-63-8	SY

Payment is full compensation for removing the concrete masonry; and for properly disposing of all materials.

stp-509-005 (20171130)

18. Removing Polymer Overlay B-63-7, Item 509.9015.S.01; Removing Polymer Overlay B-63-17, Item 509.9015.S.02.

A Description

This special provision describes removing the polymer overlay. Perform work conforming to standard spec 204.

B (Vacant)

C Construction

Remove the overlay by scraping, grinding, milling, or other approved method without damaging the underlying concrete. Submit removal procedures to the engineer for approval before beginning. Do not

remove more than 1/4" of the existing concrete surface. Leave a uniform textured finish over the entire concrete surface.

D Measurement

The department will measure Removing Polymer Overlay by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.9015.S.01	Removing Polymer Overlay B-63-7	SY
509.9015.S.02	Removing Polymer Overlay B-63-17	SY

Payment for Removing Polymer Overlay is full compensation for removing the polymer; and for properly disposing of all materials.

stp-509-015 (20171130)

19. Sod Water, Item 631.0300.

Replace standard spec 631.3.5(1) with the following:

Under the Sod Water bid item, furnish and apply water to sodded or seeded areas.

Moisten sodded or seeded areas thoroughly after staking and cleanup.

Keep all sodded or seeded areas thoroughly moist by applying a minimum of 1 inch of water per week, minus applicable rainfall, for a minimum of 30 consecutive days. Do not leave un-watered for more than 3 days unless rainfall is sufficient, and the engineer determines it does not require watering. Apply water in a manner to preclude washing or erosion.

ncr-631-005 (20151215)

20. 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)

21. Temporary Traffic Signals for Bridges.

Add the following to standard spec 661.2.3:

Furnish and install vehicle detection equipment, including connections and accessories inside the contractor-supplied control cabinet, for traffic-actuated operation of the temporary traffic signal. Do not install the detectors in or on the pavement structure. The controller shall be a “volume-density” type controller, capable of programming the following values:

1. Minimum green time.
2. Maximum passage during green phase.
3. Minimum passage during green phase.
4. Start of reduction of passage from maximum to minimum during green phase.
5. Time to reduce passage from maximum to minimum during green phase.
6. Maximum green time.

Add the following to standard spec 661.3.3:

Review signals after programming to assure there are no conflicting movements. Once the temporary signal has been activated, review the timings during the peak hours and notify the department of any recommended timing changes to optimize the traffic signal, if needed.

22. Parapet Surface Preparation, Item SPV.0090.01.

A Description

This special provision describes removing loose concrete and cleaning the inside faces and top surface of the concrete parapet as the plans show and as the engineer directs.

B (Vacant)

C Construction

C.1 Surface Repairs

Locate and remove loose concrete from the inside face and top surface of the concrete parapet and prepare reinforcing steel conforming to standard spec 509.3.7 (2) 1. and 2. This item does not include any placement of concrete or patching material.

C.2 Blast Cleaning Operation

Blast clean the inside face and top surface of the concrete parapet according to SSPC SP-13 and ASTM D4259 for an abrasive blast cleaning to a surface roughness and finish as the engineer directs. Before abrasive blast cleaning operations are to begin for the entire bridge parapet, prepare a representative trial area on the parapet concrete surface, and have the method of blast cleaning approved by the engineer.

C.3 Water Cleaning Operation

After abrasive blast cleaning operations are completed, clean the prepared parapet surface with water according to ASTM D4258. Remove with this water cleaning all dust and loose material from the parapet inside face and top. Provide an adequate drying time of the parapet inside face and top surface of at least 24 hours. Remove all loose concrete, dirt, dust, or blast material that remains on the bridge deck, as the engineer directs.

D Measurement

The department will measure Parapet Surface Preparation in length by the linear foot of parapet, acceptably prepared.

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	Parapet Surface Preparation	LF

Payment is full compensation for providing the repair; for removing and disposing of deteriorated concrete; for cleaning reinforcing steel; for abrasive blast cleaning; for water cleaning; and for all additional cleanup of the concrete surface and surrounding bridge deck area. The department will pay separately for any placement of concrete or patching material.

23. Flashing Stainless Steel, Item SPV.0090.02.

A Description

This special provision describes furnishing and installing a flashing system on structures.

B Materials

All materials for this system shall be new stock, free from defects impairing strength, durability, and appearance.

Provide stainless steel flashing that conforms to the requirements of ASTM A240, Type 304, 2B mill finish, with a minimum 16-gauge thickness. Provide 410 stainless steel hex head concrete screws.

Provide silicone caulk at the top of the flashing for the entire length for a watertight seal between the concrete surface and the flashing system. Provide silicone caulk for full length of vertical joints.

C Construction

Complete any required concrete surface repairs before flashing system installation.

Install flashing on the side of the deck as indicated on the plans, with minimum sheet lengths of 10-feet and a ½ inch lap of adjacent sheets.

D Measurement

The department will measure Flashing Stainless Steel by the linear foot, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.02	Flashing Stainless Steel	LF

Payment is full compensation for fabricating, furnishing and installing the flashing system; and for furnishing and installing the caulk seal.

Required concrete surface repairs will be paid for separately.

24. Protective Thermoplastic Coating at Snowmobile Trail Crossings, Item SPV.0180.01.

A Description

This special provision describes furnishing and placing a three layer system of thermoplastic protective surface for HMA and concrete pavements at snowmobile crossings.

B Materials

Furnish the thermoplastic material listed below:

Product Trade Name: Cleanosol E4190-35
Supplier: PK Contracting
Telephone: (231) 839-4430

A minimum of 10 working days prior to applying the thermoplastic coating, submit certification to the engineer verifying the product trade name and supplier. The supplier shall provide technical literature to the contractor with advice on storing, mixing, and applying, clean up, and disposing of excess materials.

C Construction

Delineate the area to be coated using a string line across the full pavement width. Sweep the surface of the area to be coated to be free of all dust, dirt, and debris. The surface shall be completely dry. Place the thermoplastic coating in three layers, with the first and third layers placed perpendicular to highway traffic and the second layer placed longitudinally with highway traffic.

The handling and placement of the thermoplastic material shall follow the manufacturer's recommendations.

D Measurement

The department will measure Protective Thermoplastic Coating at Snowmobile Trail Crossings in area by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.01	Protective Thermoplastic Coating at Snowmobile Trail Crossing	SY

Payment is full compensation for furnishing and hauling all materials, including thermoplastic material, silica sand; preparing the surface; mixing and applying the thermoplastic material; and removing and disposing of all excess materials.

ncr-600-005 (20150430)

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:

104.10.2 Submittal and Review of a CRI Concept

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

(2) The department will review the CRI concept and, within 10 business days of the contractor's initial submittal, notify the contractor in writing whether the CRI concept has merit and whether the contractor should submit it as a CRI proposal. The contractor and the department can mutually agree to extend this 10-day review requirement. The department will notify the contractor if a professional engineer registered in the state of Wisconsin should seal the CRI proposal. If the department informs the contractor to submit the CRI proposal, the department will share in the cost for developing the CRI proposal as specified in 104.10.4.1(3).

107.14 Contractor's Responsibility for Work

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

(1) Within 107.14, the term "work" is redefined to mean "the work product that is completed in its final position and is incorporated in the project."

(2) The contractor shall maintain charge and care of the work until the engineer accepts the work as specified in 105.11. Protect the work against injury or damage caused by public traffic, the action of the elements, or from other causes, whether arising from the execution or non-execution of the work. Rebuild, repair, restore, and make good injuries or damages to work caused by the above at no additional cost to the department.

(3) The department will assume responsibility for the work as follows:

1. Costs the department assumes under 104.6.
2. Costs to repair bridge damage attributed to public traffic, if the engineer determines that damage was beyond the control of and without the fault of the contractor.

(4) The contractor shall not bear the expense for damage to the work caused by abnormal and unforeseeable occurrences beyond the control of, and without the fault or negligence of, the contractor. These abnormal and unforeseeable occurrences include but are not limited to the following:

1. Cataclysmic phenomena of nature.
2. Acts of the public enemy.
3. Acts of government authorities.

(5) Before suspending the work, take the necessary precautions to prevent damage to the project, prevent traffic accidents, and provide for normal drainage. Erect necessary temporary barrier, barricades, signs, or other facilities at no expense to the department except as specified in 104.6.

(6) The contractor is responsible for all damages to equipment and supplies regardless of the circumstances.

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 June 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	[1]

[1] Use the product specific bead application rate for wet reflective epoxy specified on the department's APL.

646.3.2.3.2 Wet Reflective Epoxy

Replace paragraph one with the following effective with the June 2019 letting:

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

1. Wet reflective/recoverable elements at the application rate specified in the department's APL.
2. Glass beads conforming to 646.2.2 at the application rate specified in the department’s APL.

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: 20191112024 **Project(s):** 1009-46-60

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	203.0210.S Abatement of Asbestos Containing Material (structure) 01. B-63-13	LS	LUMP SUM	_____.____
0004	204.0100 Removing Pavement	302.000 SY	_____.____	_____.____
0006	204.0110 Removing Asphaltic Surface	934.000 SY	_____.____	_____.____
0008	204.0120 Removing Asphaltic Surface Milling	7,345.000 SY	_____.____	_____.____
0010	208.0100 Borrow	136.000 CY	_____.____	_____.____
0012	213.0100 Finishing Roadway (project) 01. 1009-46-60	1.000 EACH	_____.____	_____.____
0014	305.0110 Base Aggregate Dense 3/4-Inch	310.000 TON	_____.____	_____.____
0016	305.0120 Base Aggregate Dense 1 1/4-Inch	12.000 TON	_____.____	_____.____
0018	415.0410 Concrete Pavement Approach Slab	292.000 SY	_____.____	_____.____
0020	416.0756.S Concrete Pavement Partial Depth Repair Edge Repair	240.000 LF	_____.____	_____.____
0022	455.0605 Tack Coat	648.000 GAL	_____.____	_____.____
0024	465.0105 Asphaltic Surface	1,042.000 TON	_____.____	_____.____
0026	465.0110 Asphaltic Surface Patching	198.000 TON	_____.____	_____.____
0028	492.2010.S Sealing Cracks and Joints with Hot-Applied Sealant	6.000 GAL	_____.____	_____.____
0030	502.0100 Concrete Masonry Bridges	80.000 CY	_____.____	_____.____
0032	502.3210 Pigmented Surface Sealer	360.000 SY	_____.____	_____.____

Proposal ID: 20191112024 **Project(s):** 1009-46-60

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
0034	502.4205 Adhesive Anchors No. 5 Bar	1,232.000 EACH	_____.____	_____.____
0036	505.0600 Bar Steel Reinforcement HS Coated Structures	8,640.000 LB	_____.____	_____.____
0038	509.0301 Preparation Decks Type 1	144.000 SY	_____.____	_____.____
0040	509.0302 Preparation Decks Type 2	47.000 SY	_____.____	_____.____
0042	509.0310.S Sawing Pavement Deck Preparation Areas	1,150.000 LF	_____.____	_____.____
0044	509.0500 Cleaning Decks	436.000 SY	_____.____	_____.____
0046	509.0505.S Cleaning Decks to Reapply Concrete Masonry Overlay	1,401.000 SY	_____.____	_____.____
0048	509.0600 Cleaning Approaches	348.000 SY	_____.____	_____.____
0050	509.1500 Concrete Surface Repair	425.000 SF	_____.____	_____.____
0052	509.2000 Full-Depth Deck Repair	28.000 SY	_____.____	_____.____
0054	509.2100.S Concrete Masonry Deck Repair	13.000 CY	_____.____	_____.____
0056	509.2500 Concrete Masonry Overlay Decks	106.000 CY	_____.____	_____.____
0058	509.2600 Concrete Masonry Overlay Approaches	18.000 CY	_____.____	_____.____
0060	509.5100.S Polymer Overlay	3,969.000 SY	_____.____	_____.____
0062	509.9005.S Removing Concrete Masonry Deck Overlay (structure) 01. B-63-8	1,401.000 SY	_____.____	_____.____

Proposal ID: 20191112024 **Project(s):** 1009-46-60

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	509.9015.S Removing Polymer Overlay (structure) 01. B-63-7	316.000 SY	_____.____	_____.____
0066	509.9015.S Removing Polymer Overlay (structure) 02. B-63-17	464.000 SY	_____.____	_____.____
0068	603.8000 Concrete Barrier Temporary Precast Delivered	2,325.000 LF	_____.____	_____.____
0070	603.8125 Concrete Barrier Temporary Precast Installed	4,650.000 LF	_____.____	_____.____
0072	611.0430 Reconstructing Inlets	2.000 EACH	_____.____	_____.____
0074	614.0150 Anchor Assemblies for Steel Plate Beam Guard	4.000 EACH	_____.____	_____.____
0076	614.0400 Adjusting Steel Plate Beam Guard	80.000 LF	_____.____	_____.____
0078	614.0950 Replacing Guardrail Posts and Blocks	36.000 EACH	_____.____	_____.____
0080	614.2300 MGS Guardrail 3	50.000 LF	_____.____	_____.____
0082	614.2500 MGS Thrie Beam Transition	157.600 LF	_____.____	_____.____
0084	614.2610 MGS Guardrail Terminal EAT	4.000 EACH	_____.____	_____.____
0086	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1009-46-60	1.000 EACH	_____.____	_____.____
0088	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0090	624.0100 Water	10.000 MGAL	_____.____	_____.____
0092	625.0100 Topsoil	540.000 SY	_____.____	_____.____

Proposal ID: 20191112024 **Project(s):** 1009-46-60

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
0094	627.0200 Mulching	725.000 SY	_____.____	_____.____
0096	628.1504 Silt Fence	840.000 LF	_____.____	_____.____
0098	628.1520 Silt Fence Maintenance	840.000 LF	_____.____	_____.____
0100	628.1905 Mobilizations Erosion Control	2.000 EACH	_____.____	_____.____
0102	628.1910 Mobilizations Emergency Erosion Control	2.000 EACH	_____.____	_____.____
0104	629.0210 Fertilizer Type B	0.500 CWT	_____.____	_____.____
0106	630.0120 Seeding Mixture No. 20	21.000 LB	_____.____	_____.____
0108	631.0300 Sod Water	16.000 MGAL	_____.____	_____.____
0110	643.0300 Traffic Control Drums	14,064.000 DAY	_____.____	_____.____
0112	643.0310.S Temporary Portable Rumble Strips	 LS	LUMP SUM	_____.____
0114	643.0420 Traffic Control Barricades Type III	779.000 DAY	_____.____	_____.____
0116	643.0705 Traffic Control Warning Lights Type A	940.000 DAY	_____.____	_____.____
0118	643.0715 Traffic Control Warning Lights Type C	5,640.000 DAY	_____.____	_____.____
0120	643.0900 Traffic Control Signs	9,867.000 DAY	_____.____	_____.____
0122	643.1070 Traffic Control Cones 42-Inch	833.000 DAY	_____.____	_____.____
0124	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0126	646.1020 Marking Line Epoxy 4-Inch	11,693.000 LF	_____.____	_____.____

Proposal ID: 20191112024 **Project(s):** 1009-46-60

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
0128	646.9000 Marking Removal Line 4-Inch	8,205.000 LF	_____.____	_____.____
0130	649.0150 Temporary Marking Line Removable Tape 4-Inch	24,748.000 LF	_____.____	_____.____
0132	649.0850 Temporary Marking Stop Line Removable Tape 18-Inch	144.000 LF	_____.____	_____.____
0134	650.4500 Construction Staking Subgrade	380.000 LF	_____.____	_____.____
0136	650.5000 Construction Staking Base	380.000 LF	_____.____	_____.____
0138	650.9910 Construction Staking Supplemental Control (project) 01. 1009-46-60	LS	LUMP SUM	_____.____
0140	650.9920 Construction Staking Slope Stakes	380.000 LF	_____.____	_____.____
0142	661.0100 Temporary Traffic Signals for Bridges (structure) 01. B-63-7	LS	LUMP SUM	_____.____
0144	661.0100 Temporary Traffic Signals for Bridges (structure) 02. B-63-8	LS	LUMP SUM	_____.____
0146	661.0100 Temporary Traffic Signals for Bridges (structure) 03. B-63-10	LS	LUMP SUM	_____.____
0148	661.0100 Temporary Traffic Signals for Bridges (structure) 04. B-63-13	LS	LUMP SUM	_____.____
0150	661.0100 Temporary Traffic Signals for Bridges (structure) 05. B-63-14	LS	LUMP SUM	_____.____
0152	661.0100 Temporary Traffic Signals for Bridges (structure) 06. B-63-17	LS	LUMP SUM	_____.____
0154	690.0150 Sawing Asphalt	337.000 LF	_____.____	_____.____

Proposal ID: 20191112024 **Project(s):** 1009-46-60

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
0156	715.0415 Incentive Strength Concrete Pavement	500.000 DOL	 1.00000	 500.00
0158	715.0502 Incentive Strength Concrete Structures	500.000 DOL	 1.00000	 500.00
0160	SPV.0090 Special 01. Parapet Surface Preparation	616.000 LF	 _____._____	 _____._____
0162	SPV.0090 Special 02. Flashing Stainless Steel	126.000 LF	 _____._____	 _____._____
0164	SPV.0180 Special 01. Protective Thermoplastic Coating at Snowmobile Trail Crossing	342.000 SY	 _____._____	 _____._____

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

October 23, 2019

NOTICE TO ALL CONTRACTORS:

Proposal #24: 1009-46-60
Region Wide Bridge Maintenance
Locations on STN Per Annual Plan
Var Hwy
Vilas County

Letting of November 12, 2019

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

Schedule of Items:

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0165	Removing Guardrail	LF	0	728	728

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
47	Miscellaneous Quantities (changes made to include Removing Guardrail bid item)

Schedule of Items
Attached, dated October 23, 2019, are the revised Schedule of Items Page 6.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 47

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

REMOVING GUARDRAIL

CATEGORY	STRUCTURE	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
0010	B-63-10	631+97 - 633+18	LT	122
		631+22 - 633+18	RT	198
		634+07 - 636+16	LT	210
		634+07 - 636+04	RT	198
			TOTAL	728

RECONSTRUCTING INLETS

CATEGORY	STRUCTURE	STATION	LOCATION	611.0430 RECONSTRUCTING INLETS EA
0010	B-63-8	129+74	LT	1
		129+74	RT	1
			TOTAL	2

RESTORATION ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	631.0300 SOD WATER MGAL
0010	631+36 - 633+26	LT	60	95	0.05	3	2.2
	631+36 - 633+26	RT	170	210	0.15	6	4.7
	633+99 - 635+89	LT	65	105	0.05	3	2.3
	633+99 - 635+89	RT	215	255	0.15	7	5.7
	UNDISTRIBUTED	---	30	60	0.10	2	1.0
		TOTALS	540	725	0.50	21	16.0

PAVEMENT MARKING

CATEGORY	STRUCTURE	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF
0010	B-63-7	1,134	503
	B-63-8	1,366	858
	B-63-10	1,156	906
	B-63-13	1,166	733
	B-63-14	894	894
	B-63-17	1,280	803
	SUB-TOTALS	6,996	4,697
	TOTALS	11,693	

MAINTENANCE AND REPAIR OF HAUL ROAD

CATEGORY	DESCRIPTION	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS EACH
0010	PROJECT 1009-46-60	1
	TOTALS	1

MOBILIZATION EROSION CONTROL

CATEGORY	DESCRIPTION	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EACH
0010	PROJECT 1009-46-60	2	2
	TOTALS	2	2

ROADWAY BARRIER ITEMS

CATEGORY	STRUCTURE	STATION - STATION	LOCATION	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.0950 REPLACING GUARDRAIL POSTS AND BLOCKS EA	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
0010	B-63-8	126+44.67 - 126+64.67	LT	20	9	--	---	---
		126+44.67 - 126+64.67	RT	20	9	--	---	---
		129+69.16 - 129+89.16	LT	20	9	--	---	---
		129+69.16 - 129+89.16	RT	20	9	--	---	---
0010	B-63-10	632+13.15 - 633+18.17	LT	---	---	12.5	39.40	1
		632+13.15 - 633+18.17	RT	---	---	12.5	39.40	1
		634+06.83 - 635+11.85	LT	---	---	12.5	39.40	1
		634+06.83 - 635+11.85	RT	---	---	12.5	39.40	1
		TOTALS		80	36	50.0	157.60	4

Addendum No. 01
ID 1009-46-60
Revised Sheet 47
October 23, 2019

SILT FENCE

CATEGORY	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	631+36 -633+26	LT & RT	387	387
	633+99 - 635+89	LT & RT	387	387
	UNDISTRIBUTED	-	66	66
		TOTALS	840	840

TEMPORARY PAVEMENT MARKING

CATEGORY	STRUCTURE	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF
0010	B-63-7	STAGE 2	750	2,390	24
		STAGE 3	515	900	---
		STAGE 5	---	988	---
		STAGE 6	---	900	---
0010	B-63-8	STAGE 2	940	2,560	24
		STAGE 3	670	1,160	---
		STAGE 5	---	1,160	---
		STAGE 6	---	1,160	---
0010	B-63-10	STAGE 1	725	730	24
		STAGE 2	455	730	---
		STAGE 4	---	715	---
		STAGE 5	---	715	---
0010	B-63-13	STAGE 2	855	2,390	24
		STAGE 3	580	990	---
0010	B-63-14	STAGE 2	720	720	24
		STAGE 3	445	720	---
0010	B-63-17	STAGE 1	915	2,505	24
		STAGE 2	635	1,105	---
		STAGE 4	---	1,105	---
		STAGE 5	---	1,105	---
		TOTALS	8,205	24,748	144

Proposal ID: 20191112024 Project(s): 1009-46-60

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
0156	715.0415 Incentive Strength Concrete Pavement	500.000 DOL	 1.00000	 500.00
0158	715.0502 Incentive Strength Concrete Structures	500.000 DOL	 1.00000	 500.00
0160	SPV.0090 Special 01. Parapet Surface Preparation	616.000 LF	 _____._____	 _____._____
0162	SPV.0090 Special 02. Flashing Stainless Steel	126.000 LF	 _____._____	 _____._____
0164	SPV.0180 Special 01. Protective Thermoplastic Coating at Snowmobile Trail Crossing	342.000 SY	 _____._____	 _____._____
0166	204.0165 Removing Guardrail	728.000 LF	 _____._____	 _____._____

Section: 0001 Total: _____._____

Total Bid: _____._____

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

November 4, 2019

NOTICE TO ALL CONTRACTORS:

Proposal #24: 1009-46-60
Region Wide Bridge Maintenance
Locations on STN Per Annual Plan
Various Highways
NC Region Wide

Letting of November 12, 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
204.0110	Removing Asphaltic Surface	SY	934	108	1042
465.0110	Asphaltic Surface Patching	Ton	198	14	212

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
46	Miscellaneous Quantities (Removing Asphaltic Surface and Asphaltic Surface Patching quantities revised)
49	Plan Sheet (Asphaltic Surface Patching added to sheet)
52	Plan Sheet (Asphaltic Surface Patching added to sheet)

Schedule of Items
Attached, dated November 4, 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: 46,49,52.

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

REMOVING PAVEMENT

CATEGORY	STRUCTURE	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
0010	B-63-7	53+83 - 54+03	DRIVING LANES	53	---	---	
		55+80 - 56+00	DRIVING LANES	53	---	---	
		53+88 - 54+03	SHOULDERS	---	33	---	
		55+80 - 55+95	SHOULDERS	---	33	---	
		52+00 - 53+88	DRIVING LANES / SHOULDERS	---	---	919	
		55+95 - 57+67	DRIVING LANES / SHOULDERS	---	---	841	
0010	B-63-8	124+75 - 126+58	DRIVING LANES / SHOULDERS	---	---	895	
		129+76 - 131+58	DRIVING LANES / SHOULDERS	---	---	890	
		126+53 - 126+58	DRIVING LANES / SHOULDERS	–	24	--	APPROACH TAPERS
		129+76 - 129+81	DRIVING LANES / SHOULDERS	–	24	--	APPROACH TAPERS
0010	B-63-10	631+36 - 633+10	DRIVING LANES / SHOULDERS	---	---	1,044	
		634+15 - 635+89	DRIVING LANES / SHOULDERS	---	---	1,044	
		633+05 - 633+10	DRIVING LANES / SHOULDERS	–	30	--	APPROACH TAPERS
		634+15 -634+19	DRIVING LANES / SHOULDERS	–	30	--	APPROACH TAPERS
0010	B-63-13	935+25 - 937+00	DRIVING LANES / SHOULDERS	---	214	---	
		939+33 - 941+08	DRIVING LANES / SHOULDERS	---	214	---	
0010	B-63-14	688+15 - 690+06	DRIVING LANES / SHOULDERS	---	220	---	
		690+71 - 692+62	DRIVING LANES / SHOULDERS	---	220	---	
0010	B-63-17	589+85 - 590+05	DRIVING LANES / SHOULDERS	98	---	---	
		592+65 - 592+85	DRIVING LANES / SHOULDERS	98	---	---	
		588+15 - 589+90	DRIVING LANES / SHOULDERS	---	---	856	
		592+80 - 594+55	DRIVING LANES / SHOULDERS	---	---	856	
			TOTALS	302	1,042	7,345	

ASPHALT PAVEMENT ITEMS

CATEGORY	STRUCTURE	STATION - STATION	LOCATION	THICKNESS	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	* 465.0110 ASPHALTIC SURFACE PATCHING TON
0010	B-63-7	52+00 - 52+84	LT SHOULDER	4	5	15	---
		57+35 - 57+67	LT SHOULDER	4	2	6	---
		52+00 - 52+73	RT SHOULDER	4	4	13	---
		56+98 - 57+67	RT SHOULDER	4	4	13	---
		53+83 - 53+88	DRIVING LANES	4	1	4	---
		55+95 - 56+00	DRIVING LANES	4	1	4	---
		52+00 - 53+88	DRIVING LANES / SHOULDERS	2	65	104	---
		55+95 - 57+67	DRIVING LANES / SHOULDERS	2	59	96	---
0010	B-63-8	124+75 - 125+84	LT SHOULDER	4	6	20	---
		124+75 - 125+03	RT SHOULDER	4	1	3	---
		124+75 - 126+58	DRIVING LANES / SHOULDERS	2	63	102	3
		129+76 - 131+58	DRIVING LANES / SHOULDERS	2	63	101	3
0010	B-63-10	631+36 - 633+10	DRIVING LANES / SHOULDERS	2	74	118	4
		634+15 - 635+89	DRIVING LANES / SHOULDERS	2	74	118	4
0010	B-63-13	935+25 - 936+31	LT SHOULDER	4	6	19	---
		940+45 - 941+08	LT SHOULDER	4	4	12	---
		935+25 - 935+82	RT SHOULDER	4	4	11	---
		939+96 - 941+08	RT SHOULDER	4	7	20	---
		935+25 - 937+00	DRIVING LANES / SHOULDERS	4	15	---	49
		939+33 - 941+08	DRIVING LANES / SHOULDERS	4	15	---	49
0010	B-63-14	691+67 - 692+62	LT SHOULDER	4	6	17	---
		688+15 - 689+14	RT SHOULDER	4	6	18	---
		691+41 - 692+62	RT SHOULDER	4	7	22	---
		688+15 - 690+06	DRIVING LANES / SHOULDERS	4	16	---	50
		690+71 - 692+62	DRIVING LANES / SHOULDERS	4	16	---	50
0010	B-63-17	589+85 - 589+90	DRIVING LANES / SHOULDERS	4	2	6	---
		592+80 - 592+85	DRIVING LANES / SHOULDERS	4	2	6	---
		588+15 - 589+90	DRIVING LANES / SHOULDERS	2	60	97	---
		592+80 - 594+55	DRIVING LANES / SHOULDERS	2	60	97	---
			TOTAL		648	1,042	212

NOTE: TACK COAT CALCULATED AT 0.07 GALLONS PER SQUARE YARD
* B-63-13 & 14 ASPHALTIC SURFACE PATCHING IS FOR SPOT REPAIR OF DAMAGED AREAS

EARTHWORK

CATEGORY	STATION - STATION	205.0100 EXCAVATION COMMON CY	FILL CY (1)	EXPANDED FILL CY (2) (1)	WASTE CY (1)	208.0100 BORROW CY
0010	631+36 - 633+13	0	46	60	-60	60
	634+11 - 635+89	0	58	76	-76	76
	TOTALS:	0	104	136	-136	136

(1) - NOT A BID ITEM - FOR INFORMATIONAL PURPOSES ONLY.
(2) - FILL EXPANSION 30%

BASE AGGREGATE ITEMS

CATEGORY	STATION - STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	COMMENTS
0010	631+36 - 633+13	135	6	4.2	1 1/4-INCH TO SUPPLEMENT B.A.D. UNDER NEW APPROACH SLAB
	634+11 - 635+89	175	6	5.4	1 1/4-INCH TO SUPPLEMENT B.A.D. UNDER NEW APPROACH SLAB
	TOTALS	310	12	10	

CONCRETE PAVEMENT

CATEGORY	STRUCTURE	STATION	LOCATION	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	416.0756.S CONCRETE PAVEMENT PARTIAL DEPTH REPAIR EDGE REPAIR LF
0010	B-63-7	53+88 - 54+03	DRIVING LANES / SHOULDERS	73	---
		55+80 - 55+95	DRIVING LANES / SHOULDERS	73	---
0010	B-63-13	937+00 - 937+16	DRIVING LANES / SHOULDERS	---	60
		939+17 - 939+33	DRIVING LANES / SHOULDERS	---	60
0010	B-63-14	688+15 - 690+06	DRIVING LANES / SHOULDERS	---	60
		690+71 - 692+62	DRIVING LANES / SHOULDERS	---	60
0010	B-63-17	589+90 - 590+05	DRIVING LANES / SHOULDERS	73	---
		592+65 - 592+80	DRIVING LANES / SHOULDERS	73	---
			TOTALS	292	240

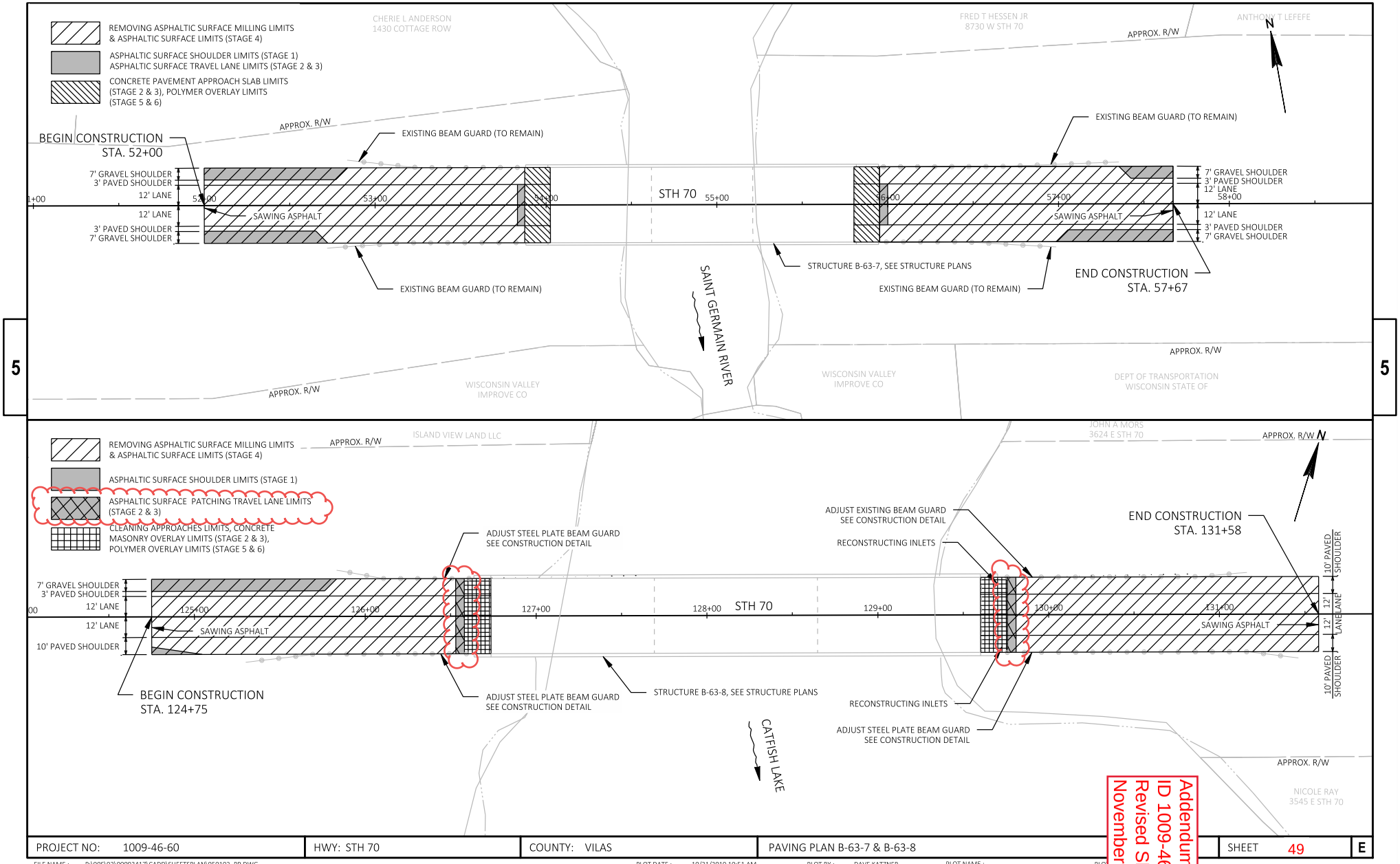
CONCRETE OVERLAY

CATEGORY	STRUCTURE	STATION	LOCATION	509.0600 CLEANING APPROACHES SY	509.2600 CONCRETE MASONRY OVERLAY APPROACHES CY
0010	B-63-7	53+88 - 54+03	DRIVING LANES / SHOULDERS	---	---
		55+80 - 55+95	DRIVING LANES / SHOULDERS	---	---
0010	B-63-8	126+58 - 126+74	DRIVING LANES / SHOULDERS	78	4
		129+60 - 129+76	DRIVING LANES / SHOULDERS	78	4
0010	B-63-10	633+10 - 633+26	DRIVING LANES / SHOULDERS	96	5
		633+99 - 634+15	DRIVING LANES / SHOULDERS	96	5
0010	B-63-13	935+25 - 937+00	DRIVING LANES / SHOULDERS	---	---
		939+33 - 941+08	DRIVING LANES / SHOULDERS	---	---
0010	B-63-14	688+15 - 690+06	DRIVING LANES / SHOULDERS	---	---
		690+71 - 692+62	DRIVING LANES / SHOULDERS	---	---
0010	B-63-17	589+90 - 590+05	DRIVING LANES / SHOULDERS	---	---
		592+65 - 592+80	DRIVING LANES / SHOULDERS	---	---
			TOTALS	348	18

Addendum No. 02
ID 1009-46-60
Revised Sheet 46
November 4, 2019

PROJECT NO: 1009-46-60	HWY: STH 70, STH 17/70, USH 45/STH 32	COUNTY: VILAS	MISCELLANEOUS QUANTITIES	SHEET 46	E

FILE NAME: P:\905\93\0009341\CADD\SHEETSOTHER\MQSHEET.DWG
LAYOUT NAME - 030201_mq (3)
PLOT DATE: 12/17/2018 8:08 AM
PLOT BY:
PLOT NAME:
WISDOT/CADDS SHEET 42



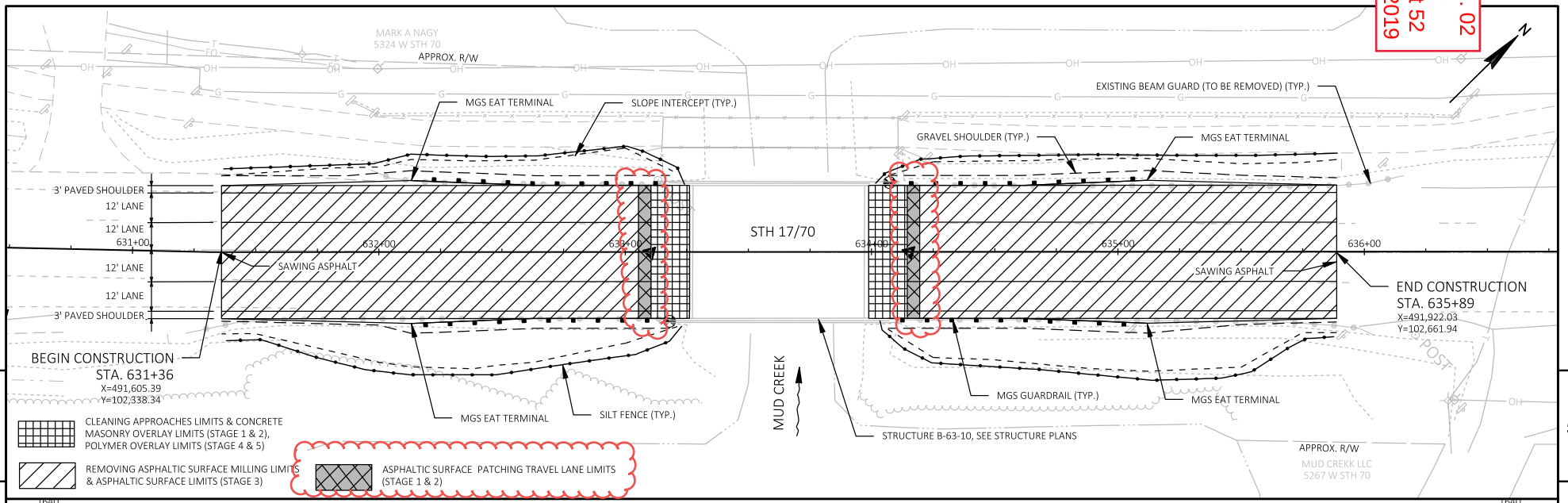
PROJECT NO: 1009-46-60	HWY: STH 70	COUNTY: VILAS	PAVING PLAN B-63-7 & B-63-8	SHEET 49	E

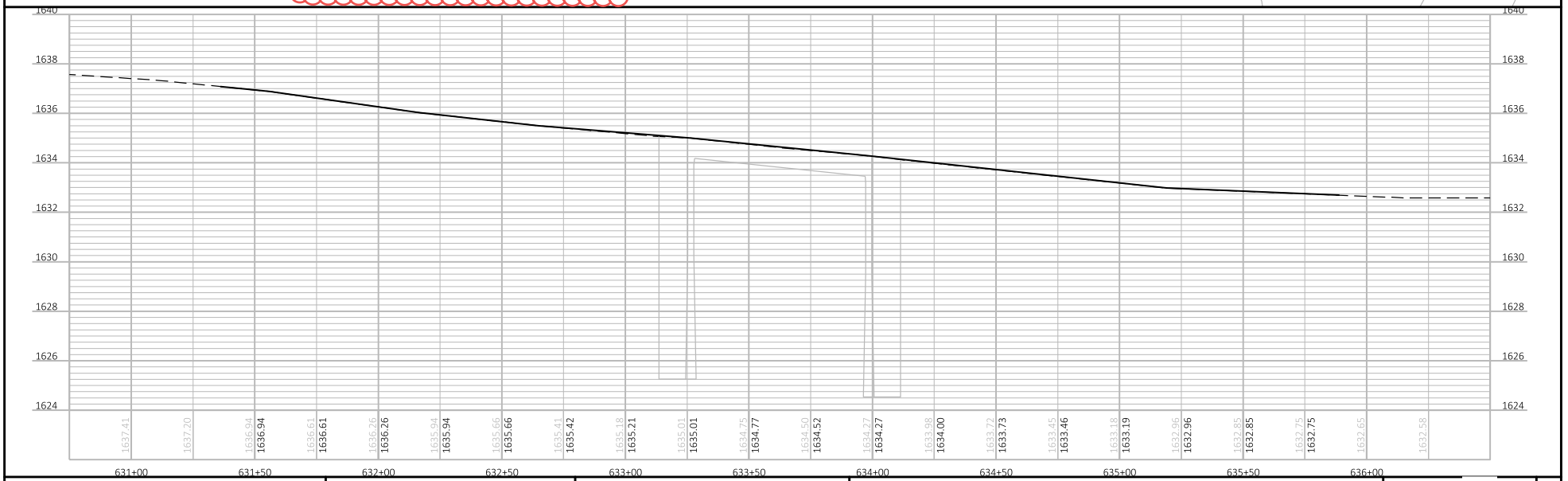
FILE NAME : P:\90S\93\00093417\CADD\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - B63-7_B63-8
PLOT DATE : 10/31/2019 10:51 AM
PLOT BY : DAVE KATZNER
PLOT NAME :

WISDOT/CADDS SHEET 44

Addendum No. 02
ID 1009-46-60
Revised Sheet 49
November 4, 2019

Addendum No. 02
ID 1009-46-60
Revised Sheet 52
November 4, 2019





PROJECT NO: 1009-46-60	HWY: USH 17/70	COUNTY: VILAS	PLAN AND PROFILE: B-63-10	SHEET 52	E

FILE NAME : P:\90S\93\00093417\CADD\DESIGN\ALIPROFS\93417 ALIPROF-B-63-10.DWG
LAYOUT NAME - 050101_pp - B63-10
PLOT DATE : 10/31/2019 11:11 AM
PLOT BY : DAVE KATZNER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

Proposal ID: 20191112024 Project(s): 1009-46-60

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	203.0210.S Abatement of Asbestos Containing Material (structure) 01. B-63-13	LS	LUMP SUM	_____.____
0004	204.0100 Removing Pavement	302.000 SY	_____.____	_____.____
0006	204.0110 Removing Asphaltic Surface	1,042.000 SY	_____.____	_____.____
0008	204.0120 Removing Asphaltic Surface Milling	7,345.000 SY	_____.____	_____.____
0010	208.0100 Borrow	136.000 CY	_____.____	_____.____
0012	213.0100 Finishing Roadway (project) 01. 1009-46-60	1.000 EACH	_____.____	_____.____
0014	305.0110 Base Aggregate Dense 3/4-Inch	310.000 TON	_____.____	_____.____
0016	305.0120 Base Aggregate Dense 1 1/4-Inch	12.000 TON	_____.____	_____.____
0018	415.0410 Concrete Pavement Approach Slab	292.000 SY	_____.____	_____.____
0020	416.0756.S Concrete Pavement Partial Depth Repair Edge Repair	240.000 LF	_____.____	_____.____
0022	455.0605 Tack Coat	648.000 GAL	_____.____	_____.____
0024	465.0105 Asphaltic Surface	1,042.000 TON	_____.____	_____.____
0026	465.0110 Asphaltic Surface Patching	212.000 TON	_____.____	_____.____
0028	492.2010.S Sealing Cracks and Joints with Hot-Applied Sealant	6.000 GAL	_____.____	_____.____
0030	502.0100 Concrete Masonry Bridges	80.000 CY	_____.____	_____.____
0032	502.3210 Pigmented Surface Sealer	360.000 SY	_____.____	_____.____

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

November 7, 2019

NOTICE TO ALL CONTRACTORS:

Proposal #24: 1009-46-60
Region Wide Bridge Maintenance
Locations on STN Per Annual Plan
Various Highways
NC Region Wide

Letting of November 12, 2019

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

Schedule of Items:

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
211.0400	Prepare Foundation for Asphaltic Shoulders	STA	0	22	22

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
47	Miscellaneous Quantities (added Prepare Foundation for Asphaltic Shoulders)

Schedule of Items
Attached, dated November 7, 2019, are the revised Schedule of Items Page 6.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 47.

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. 03
ID 1009-49-60
Revised Sheet 47
November 7, 2019

ROADWAY BARRIER ITEMS

CATEGORY	STRUCTURE	STATION - STATION	LOCATION	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.0950 REPLACING GUARDRAIL POSTS AND BLOCKS EA	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
0010	B-63-8	126+44.67 - 126+64.67	LT	20	9	---	---	---
		126+44.67 - 126+64.67	RT	20	9	---	---	---
		129+69.16 - 129+89.16	LT	20	9	---	---	---
		129+69.16 - 129+89.16	RT	20	9	---	---	---
0010	B-63-10	632+13.15 - 633+18.17	LT	---	---	12.5	39.40	1
		632+13.15 - 633+18.17	RT	---	---	12.5	39.40	1
		634+06.83 - 635+11.85	LT	---	---	12.5	39.40	1
		634+06.83 - 635+11.85	RT	---	---	12.5	39.40	1
		TOTALS		80	36	50.0	157.60	4

MAINTENANCE AND REPAIR OF HAUL ROAD

CATEGORY	DESCRIPTION	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS EACH
0010	PROJECT 1009-46-60	1
	TOTALS	1

SILT FENCE

CATEGORY	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	631+36 -633+26	LT & RT	387	387
	633+99 - 635+89	LT & RT	387	387
	UNDISTRIBUTED	-	66	66
		TOTALS	840	840

RECONSTRUCTING INLETS

CATEGORY	STRUCTURE	STATION	LOCATION	611.0430 RECONSTRUCTING INLETS EA
0010	B-63-8	129+74	LT	1
		129+74	RT	1
			TOTAL	2

PREPARE FOUNDATION

CATEGORY	STRUCTURE	STATION - STATION	LOCATION	211.0400 ASPHALTIC SHOULDERS STA
0010	B-63-7	52+00 - 52+84	LT SHOULDER	1
		57+35 - 57+67	LT SHOULDER	1
		52+00 - 52+73	RT SHOULDER	1
		56+98 - 57+67	RT SHOULDER	1
0010	B-63-8	124+75 - 125+84	LT SHOULDER	2
		124+75 - 125+03	RT SHOULDER	2
0010	B-63-10	631+36 - 633+10	DRIVING LANES / SHOULDERS	2
		634+15 - 635+89	DRIVING LANES / SHOULDERS	2
0010	B-63-13	935+25 - 936+31	LT SHOULDER	2
		940+45 - 941+08	LT SHOULDER	1
		935+25 - 935+82	RT SHOULDER	1
		939+96 - 941+08	RT SHOULDER	2
0010	B-63-14	691+67 - 692+62	LT SHOULDER	1
		688+15 - 689+14	RT SHOULDER	1
		691+41 - 692+62	RT SHOULDER	2
			TOTAL	22

MOBILIZATION EROSION CONTROL

CATEGORY	DESCRIPTION	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EACH
0010	PROJECT 1009-46-60	2	2
	TOTALS	2	2

REMOVING GUARDRAIL

CATEGORY	STRUCTURE	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
0010	B-63-10	631+97 - 633+18	LT	122
		631+22 - 633+18	RT	198
		634+07 - 636+16	LT	210
		634+07 - 636+04	RT	198
			TOTAL	728

PAVEMENT MARKING

CATEGORY	STRUCTURE	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF
0010	B-63-7	1,134	503
	B-63-8	1,366	858
	B-63-10	1,156	906
	B-63-13	1,166	733
	B-63-14	894	894
	B-63-17	1,280	803
	SUB-TOTALS	6,996	4,697
	TOTALS	11,693	

TEMPORARY PAVEMENT MARKING

CATEGORY	STRUCTURE	LOCATION	LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF
0010	B-63-7	STAGE 2	750		2,390	24
		STAGE 3	515		900	---
		STAGE 5	---		988	---
		STAGE 6	---		900	---
0010	B-63-8	STAGE 2	940		2,560	24
		STAGE 3	670		1,160	---
		STAGE 5	---		1,160	---
		STAGE 6	---		1,160	---
0010	B-63-10	STAGE 1	725		730	24
		STAGE 2	455		730	---
		STAGE 4	---		715	---
		STAGE 5	---		715	---
0010	B-63-13	STAGE 2	855		2,390	24
		STAGE 3	580		990	---
0010	B-63-14	STAGE 2	720		720	24
		STAGE 3	445		720	---
0010	B-63-17	STAGE 1	915		2,505	24
		STAGE 2	635		1,105	---
		STAGE 4	---		1,105	---
		STAGE 5	---		1,105	---
		TOTALS	8,205		24,748	144

RESTORATION ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	631.0300 SOD WATER MGAL
0010	631+36 - 633+26	LT	60	95	0.05	3	2.2
	631+36 - 633+26	RT	170	210	0.15	6	4.7
	633+99 - 635+89	LT	65	105	0.05	3	2.3
	633+99 - 635+89	RT	215	255	0.15	7	5.7
	UNDISTRIBUTED	---	30	60	0.10	2	1.0
		TOTALS	540	725	0.50	21	16.0

Proposal ID: 20191112024 Project(s): 1009-46-60

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
0156	715.0415 Incentive Strength Concrete Pavement	500.000 DOL	1.00000	500.00
0158	715.0502 Incentive Strength Concrete Structures	500.000 DOL	1.00000	500.00
0160	SPV.0090 Special 01. Parapet Surface Preparation	616.000 LF	_____.____	_____.____
0162	SPV.0090 Special 02. Flashing Stainless Steel	126.000 LF	_____.____	_____.____
0164	SPV.0180 Special 01. Protective Thermoplastic Coating at Snowmobile Trail Crossing	342.000 SY	_____.____	_____.____
0166	204.0165 Removing Guardrail	728.000 LF	_____.____	_____.____
0168	211.0400 Prepare Foundation for Asphaltic Shoulders	22.000 STA	_____.____	_____.____

Section: 0001 Total: _____.____

Total Bid: _____.____