

HIGHWAY WORK PROPOSAL

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

Proposal Number: **011**

<u>COUNTY</u>	<u>STATE PROJECT</u>	<u>FEDERAL</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>
Sheboygan	1440-13-72	N/A	Fond Du Lac - Plymouth; WCL - CTH P	STH 023

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: \$420,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: January 14, 2020 Time (Local Time): 9:00 am	Firm Name, Address, City, State, Zip Code
Contract Completion Time July 30, 2021	SAMPLE NOT FOR BIDDING PURPOSES
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

Type of Work:	For Department Use Only
Grading, Base, Concrete Pavement, Asphalt Pavement, Culvert Pipe, Curb and Gutter, Bridge Construction, Signs, Pavement Markings, Street Lighting, Frecing, Guardrail	
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 department's 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

DT1303 1/2006

Wisconsin Department of Transportation

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

DT1305 8/2003

Wisconsin Department of Transportation

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)

DECEMBER 2000

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

Instructions for Certification

1. By signing and submitting this proposal, the prospective contractor is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective contractor shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective contractor to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department determined to enter into this transaction. If it is later determined that the contractor knowingly rendered an erroneous certification in addition to other remedies available to the Federal Government the department may terminate this transaction for cause or default.
4. The prospective contractor shall provide immediate written notice to the department to whom this proposal is submitted if at any time the prospective contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective contractor agrees by submitting this proposal that, should this contract be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department entering into this transaction.
7. The prospective contractor further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," which is included as an addendum to PR-1273 - "Required Contract Provisions Federal Aid Construction Contracts," without

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

8. The contractor may rely upon a certification of a prospective subcontractor/materials supplier that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A contractor may decide the method and frequency by which it determines the eligibility of its principals. Each contractor may, but is not required to, check the Disapproval List (telephone # 608/266/1631).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a contractor in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department may terminate this transaction for cause or default.

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

- (1) The prospective contractor certifies to the best of its knowledge and belief, that it and its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offense enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the prospective contractor is unable to certify to any of the statements in this certification, such prospective contractor shall attach an explanation to this proposal.

Special Provisions

Table of Contents

Article	Description	Page #
1.	General.....	3
2.	Scope of Work.....	3
3.	Prosecution and Progress.....	3
4.	Traffic.....	5
5.	Holiday and Special Event Work Restrictions.....	8
6.	Utilities.....	8
7.	Other Contracts – Coordination with Projects 1440-13-76 and 1440-13-77.....	9
8.	Other Contracts – Coordination with Projects 1440-15-72 and 1440-15-73.....	9
9.	Work by Others.....	9
10.	Information to Bidders, WPDES General Construction Storm Water Discharge Permit.....	9
11.	Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.....	9
12.	Notice to Contractor – Design Surface Format in Contractor Data Packet.....	10
13.	Notice to Contractor – Vertical and Horizontal Control.....	10
14.	Notice to Contractor – Common Excavation.....	10
15.	Notice to Contractor – Removing Culvert Pipes.....	10
16.	Notice to Contractor – Culvert Pipe Reinforced Concrete.....	10
17.	Notice to Contractor – Temporary Haul Roads Crossing STH 23.....	10
18.	Environmental Protection, Amphibian or Reptile Species.....	10
19.	Environmental Protection, Non-Aquatic Invasive Species Plants.....	11
20.	Environmental Protection, By-Pass Pumping.....	11
21.	Environmental Protection, Dewatering.....	11
22.	Environmental Protection, Aquatic Exotic Species Control.....	12
23.	Construction Over or Adjacent to Navigable Waters.....	12
24.	Erosion Control.....	13
25.	Erosion Control Implementation Plan (ECIP).....	13
26.	Borrow Pit Archaeological Study.....	13
27.	Archaeological and Historical Findings.....	13
28.	Coordination with Businesses and Residents.....	13
29.	Removing Concrete Collar, Item 204.9060.S.....	13
30.	Excavation Common, Item 205.0100.....	14
31.	Prepare Foundation for Base Aggregate, Item 211.0500.....	14
32.	Concrete Pavement Joint Layout, Item 415.5110.S.....	14
33.	Culvert Pipe Backfill.....	15
34.	QMP HMA Pavement Nuclear Density.....	15
35.	Concrete Masonry Endwalls, Item 504.0900.....	18
36.	Bar Steel Reinforcement HS Stainless Structures, Item 505.0800.S.....	18
37.	Surface Drain Pipe Corrugated Metal Slotted, 18-Inch, Item 521.2005.S.....	20

38.	Survey Monument Coordination.	20
39.	Traffic Control.....	21
40.	Locating No-Passing Zones, Item 648.0100.....	21
41.	Optimized Aggregate Gradation Incentive, Item 715.0710.....	21
42.	Flexural Strength for Concrete Mix Design.....	24
43.	Seismograph, Item 999.1000.S.	24
44.	Foundation Backfill, Item SPV.0035.01.	25
45.	Vertical Impact Recovery Panel, Item SPV.0060.01; Vertical Impact Recovery Panel Base, Item SPV.0060.02.	26
46.	Maintain Permanent Barricades, Item SPV.0060.03.....	26
47.	Maintain Traffic Control Warning Lights Type A Left In Place, Item SPV.0060.04.....	27
48.	Connecting to Existing Storm Structure, Item SPV.0060.05.....	27
49.	Wood Gates Double Leaf 20-Foot, Item SPV.0060.06.....	28
50.	Re-Lap Guardrail, Item SPV.0090.01.....	29
51.	Removing Centerline Rumble Strips, Item SPV.0090.02.	29

STSP'S Revised June 18, 2019

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1440-13-72, Fond du Lac – Plymouth, WCL – CTH P, STH 23, Sheboygan 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, 2020 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 (20190618)

2. Scope of Work.

The work under this contract shall consist of grading, subgrade improvements, base course, culverts, Structure B-59-0315, PCC and HMA paving, curb and gutter, 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.

Construction Staging Overview

Follow the construction operations as outlined below.

Stage 1:

- Begin during 2020 construction season.
- Construction will occur on the proposed westbound lanes of STH 23.
- Complete excavation and pit run placement on westbound lanes of STH 23.
- Construct STH 23 Westbound intersections at Chickadee Road, Sunrise Road, Scenic View Road, CTH T North, Sugarbush Road, CTH A, Castle Rock Court, Ridge Road, and CTH S.
- Construct proposed medians at all locations except at CTH U, Sugarbush Road, CTH A, and CTH S.
- Construct STH 23 Westbound pavement and turn lanes from Station 747+00 'WB' to Station 1128+00 'WB'.
- Construct crossover from Station 1112+00 'WB' to Station 1130+00 'WB'.
- Construct temporary driveways and medians.
- Complete stage 1 during 2020 construction season. All proposed westbound STH 23 mainline concrete pavement, HMA shoulders, base aggregate shoulders, and the west HMA transition (STA 746 +00 'WB' – 755+00 'WB') shall be completed prior to October 28, 2020

Stage 2:

- Construction on the proposed eastbound lanes of STH 23.
- Construct STH 23 Eastbound intersections at CTH U, Spring Valley Drive, Scenic View Drive, Plank Road, Sugarbush Road, CTH T South, CTH A, Plank Road, Julie Court, Ridge Road, and CTH S.
- Construct proposed medians at all locations except at CTH U, Sugarbush Road, CTH A, and CTH S.
- Construct STH 23 Eastbound pavement and turn lanes from Station 745+60 'EB' to Station 1100+50 'EB'.
- Construct STH 23 Eastbound culvert replacements.
- Mill and overlay Eastbound STH 23 at locations shown in the plan.
- Remove existing crossover from Station 1119+50 'WB' to Station 1138+00 'WB'.
- Construct crossover from Station 746+00 'WB' to Station 758+00 'WB'.
- Construct structure and approaches at B-59-0315.

Stage 3:

- Open the outer U-Turns of the R-CUT intersections at the beginning of stage 3.
- Remove temporary driveways and medians.
- Complete remaining STH 23 median work. Place splitter islands in side road legs at CTH U, Sugarbush Road, CTH A, and CTH S.
- Remove crossover from Station 1112+00 'WB' to Station 1130+00 'WB'.

At pit run (subgrade improvement) locations, the subgrade has been overbuilt to approximately the bottom of the proposed base aggregate elevation under project 1440-13-76 to help preserve its integrity over the winter off season(s). Construct the common excavation for pit run (subgrade improvement), base aggregate, pavements, and roadway finishing items within the same construction season for any roadway location.

Northern Long-eared Bat (*Myotis septentrionalis*)

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

In accordance to the final 4(d) rule issued for the NLEB, the department has determined that the proposed activity may affect, but will not result in prohibited take of the NLEB. The activity involves tree removal but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree.

If additional trees need to be removed, no Clearing shall occur without prior approval from the engineer, following coordination with the Department REC. Additional tree removal beyond the area originally specified will require consultation with the United States Fish and Wildlife Service (USFWS) and may require a bat presence/absence survey. Notify the engineer if additional Clearing cannot be avoided to begin coordination with the Department REC. The department REC will initiate consultation with the USFWS and determine if a survey is necessary.

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

Fish Spawning

There shall be no instream disturbance of the Mullet River as a result of construction activity under or for this contract, from March 14 to June 16 both dates inclusive, in order to avoid adverse impacts upon the spawning of forage fish.

Any change to this limitation will require submitting a written request by the contractor to the engineer, subsequent review and concurrence by the Department of Natural Resources in the request, and final approval by the engineer. The approval will include all conditions to the request as mutually agreed upon by WisDOT and DNR).

4. Traffic.

Full access to side roads shall be maintained at all times except when necessary to complete construction at the side road or intersection. Do not close consecutive side roads at the same time. Minimize the duration during which side road access is closed by giving the work the constant attention necessary to promote the progress and completion of the work required to reopen each of those side roads.

Seven Hills Road, CTH W(South), Hinn Road, CTH W(North), Loehr Road, Log Tavern Road (North), Triple T (South), Pit Road, CTH TTT (North), and Hillview Road must remain open at all times with the exceptions as described in each stage below.

Maintain STH 23 traffic on paved surface at all times.

All intersections and side roads shall be open on paved surface during the winter of 2020-2021.

Prior to closing any side roads notify the police department, fire department, post office and emergency responders with 24 hour advanced notice.

Driveway access may be closed only for the minimum time required for construction. Prior to closing entrances, give 48-hour notice to residents and owners. Driveway access may be discontinued temporarily during removals, excavation, asphalt paving and base aggregate operations, but must be reopened on a minimum of a base aggregate surface by the end of each day.

STH 23 traffic detoured for four nighttime periods to construct the culverts at STA 572'WB'+65 and STA 654'WB'+66. Westbound STH 23 traffic detoured to southbound CTH U, to westbound CTH T, to southbound CTH K, to westbound CTH V, to northbound STH 151, to STH 23. Eastbound STH 23 traffic detoured to southbound STH 151, to eastbound CTH V, to northbound CTH K, to eastbound CTH T, to northbound CTH U, to STH 23.

Traffic Staging for Construction

Full access to side roads shall be maintained at all times except when necessary to complete construction at the side road or intersection. Do not close consecutive side roads at the same time.

Maintain STH 23 traffic on paved surface at all times.

All intersections and side roads shall be open on paved surface during the winter of 2020-2021.

Prior to closing any side roads notify the police department, fire department, post office and emergency responders with 24 hour advance notice.

Driveway access may be closed only for the minimum time required for construction. Prior to closing entrances, give 48-hour notice to residents and owners. Driveway access may be discontinued temporarily during removals, excavation, asphalt paving and base aggregate operations, but must be reopened on a minimum of a base aggregate surface by the end of each day.

Chickadee Road, CTH U, Sunrise Road, Spring Valley Dr, Scenic View Drive, CTH T North, Sugarbush Road, CTH T South, CTH A, Plank Rd, Castle Rock Court, Ridge Road, Julie Court, Ridge Road and CTH S must remain open at all times with exceptions as described below.

Stage 1:

Maintain STH 23 traffic to a single lane in each direction on the existing STH 23 lanes from Station 745+60 'WB' to Station 1137+51 'WB'.

Proposed westbound lanes are closed to traffic.

The Westbound legs of Scenic View Dr, CTH T North, Sugarbush Road, and CTH S are each allowed to be closed for a maximum 14 consecutive calendar days. The work necessary to open each leg to traffic includes placement of HMA pavement, aggregate shoulders, curb and gutter, signing, and pavement marking.

Maintain traffic at all times on the Westbound legs of Chickadee Road, Sunrise Road, Castle Rock Court, and CTH A, using flagging operation when necessary. Do not provide an unpaved surface for more than 10 consecutive calendar days. When the surface is unpaved, at a minimum, provide 6" base aggregate dense 1¼-inch.

Maintain full access across side road median crossings as shown in the traffic control plan. Maintain those medians on a paved surface at all times.

Stage 2:

Maintain STH 23 traffic to a single lane in each direction on the newly constructed westbound lanes from Station 745+60 'WB' to Station 1110+00 'WB'.

Proposed eastbound lanes are closed to traffic.

The Eastbound legs of CTH U, Spring Valley Drive, Scenic View Drive, CTH T South, Sugarbush Road, CTH A, Plank Road, Ridge Road, and CTH S are each allowed to be closed for a maximum of 14 consecutive calendar days. The work necessary to open each leg to traffic includes placement of HMA pavement, aggregate shoulders, curb and gutter, signing, and pavement marking.

Maintain traffic at all times on the Westbound leg of Julie Court, using flagging operation when necessary. Do not provide an unpaved surface for more than 10 consecutive calendar days. When the surface is unpaved, at a minimum, provide 6" base aggregate dense 1¼-inch.

Maintain full access across side road median crossings as shown in the traffic control plan. Maintain those medians on a paved surface at all times.

Complete permanent signing prior to opening traffic to stage 3.

Stage 3:

Maintain STH 23 traffic to a single lane in each direction.

The STH 23 inside lanes must be closed while working inside the median.

Open the outer U-Turns of the R-CUT intersections at the beginning of stage 3.

Complete splitter island work on the side road legs under flagging operations.

All STH 23 median openings must remain open at all times with the exceptions as described below for median work.

The medians at CTH U, Sugarbush Road, CTH A, and CTH S are each allowed to be closed for a maximum 14 consecutive calendar days. The work necessary to open each median to traffic includes placement of HMA pavement, aggregate shoulders, curb and gutter, signing, and pavement marking.

Wisconsin Lane Closure System OSOW

In the Wisconsin Lane Closure System (LCS) Advance Notification Table 108-1 below, available width is typically defined as the total width of the paved lane plus the paved shoulder for one direction of traffic. Since existing STH 23 has only 15 feet (12' lane + 3' paved shoulder) of available paved width in each direction, the Department allows 1 foot of the adjacent gravel shoulder to be included as part of the available width for this section of highway.

STH 23 is a designated Department Freight Network Route and Department Wind Tower Corridor. Maintain an available width no less than 16 feet (12' lane + 3' paved shoulder + 1' additional gravel or paved shoulder) at all times in each direction, except when HMA pavement is placed at STA 746'WB'+90 to STA 755'WB'90 as described below, or when approved by the engineer. If this minimum width is maintained for traffic, advanced notification according to the LCS is not required. Movement of standard Oversize/Overweight (OSOW) freight including wind tower base loads is scheduled to occur during this construction project. Wind tower loads that normally require 16 feet of available paved width are allowed by the Department OSOW permit to travel along this section of STH 23.

Where construction activities require widths less than the minimum required widths for STH 23 traffic as defined above and when approved by the engineer, reduce STH 23 to a single counter-directional lane via flagging operations during daytime hours only. Prior to reducing traffic to one lane, provide the minimum advanced notification according to the LCS Table 108-1 below. Notification to freight companies and the Department OSOW Permits Unit of such lane closures is provided through the LCS. Contact the Department Northeast Region Traffic Engineer, Rod Hamilton, at (920) 366-4747 with questions.

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.

Portable Changeable Message Signs - Message Prior Approval

After coordinating with department construction field staff, notify the Northeast Region Traffic Section at (920) 366-8033 (secondary contact number is (920) 360-3107) 3 business days before deploying or changing a message on a PCMS to obtain approval of the proposed message. The Northeast Region Traffic Unit will review the proposed message and either approve the message or make necessary changes.

PCMS boards shall be deployed on STH 23 7 days prior to the start of construction.

PCMS boards shall be deployed on STH 23 7 days prior to Spring startup.

PCMS boards shall be deployed on sideroad 7 days prior to a 14 consecutive calendar day closures.

Temporary Work Zone Clear Zone Working Restrictions.

The temporary work zone clear zone for this project is 10-feet from the edge of traveled way.

Do not perform work within the clear zone unless protected by concrete barrier temporary precast or a lane closure.

HMA paving Station 746'WB'+90 to Station 755'WB'+90

For placement of HMA pavement, from Station 746'WB'+90 to Station 755'WB'+90, maintain a minimum width of 12 feet during work operations.

Portable Changeable Message Signs - Message Prior Approval

After coordinating with department construction field staff, notify the Northeast Region Traffic Section at (920) 366-8033 (secondary contact number is (920) 360-3107) 3 business days before deploying or changing a message on a PCMS to obtain approval of the proposed message. The Northeast Region Traffic Unit will review the proposed message and either approve the message or make necessary changes.

PCMS boards shall be deployed on STH 23 7 days prior to the start of construction.

PCMS boards shall be deployed on STH 23 7 days prior to Spring startup.

PCMS boards shall be deployed on sideroad 7 days prior to a 14 consecutive calendar day closures.

Temporary Work Zone Clear Zone Working Restrictions.

The temporary work zone clear zone for this project is 10-feet from the edge of traveled way.

Do not perform work within the clear zone unless protected by concrete barrier temporary precast or a lane closure.

HMA paving Station 746'WB'+90 to Station 755'WB'+90

For placement of HMA pavement, from Station 746'WB'+90 to Station 755'WB'+90, maintain a minimum width of 12 feet during work operations.

5. Holiday and Special Event Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 23 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 Friday, July 3, 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;
- From 6:00 AM Monday, September 21, 2020 to 6:00 AM Monday, September 28, 2020 for Ryder Cup at Whistling Straits;
- From noon Friday, May 28, 2021 to 6:00 AM Tuesday, June 1, 2021 for Memorial Day;
- From noon Friday, July 2, 2021 to 6:00 AM Tuesday, July 6, 2021 for Independence Day.

6. Utilities.

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

stp-107-065 (20080501)

The following utility owners have relocated their facilities in 2015 to avoid conflicts with this contract; no further utility conflicts are anticipated:

- **ANR Pipeline Company**
- **Charter Spectrum Communications**
- **Frontier Communications of WI LLC**
- **Northern Moraine Utility Commission**
- **Plymouth Utilities**
- **We Energies**
- **West Shore Pipe Line Company**
- **Wisconsin Public Service Corporation**

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. These documents can be viewed at the Wisconsin Department of Transportation Region office during normal working hours.

7. Other Contracts – Coordination with Projects 1440-13-76 and 1440-13-77.

The department let STH 23 projects 1440-13-76 and 1440-13-77, West County Line to CTH P in Sheboygan County, in spring of 2019. Work under this project began in spring 2019 will continue into summer of 2020. The project includes grading along STH 23 and is within the project limits of this contract (1440-13-72). Ongoing construction activities under 1440-13-76 and 1440-13-77 may impact immediate work zone accessibility. Coordinate with 1440-13-76 and 1440-13-77 contractor, Relyco Construction, and the department on the timeframes of work zone availability. The 1440-13-76 and 1440-13-77 projects are anticipated to be complete by mid-August 2020. Coordinate traffic control, roadway and lane closures, trucking activities, and other work operations with the project as necessary.

Relyco Construction will continue to haul borrow across the STH 23 westbound add-lanes at two locations during the 2020 construction season. Quantities for pavement gaps at these two locations have been provided in the plans. These proposed pavement gaps are located at Stations 839+00 – 841+00 WB and at Stations 942+00 – 944+00 WB. To determine the schedule for paving these gaps, coordinate with Relyco Construction on their schedule for completion of the hauling borrow across these locations.

8. Other Contracts – Coordination with Projects 1440-15-72 and 1440-15-73.

The department plans to let STH 23 projects 1440-15-72 and 1440-15-73, Seven Hills Road to East County Line in Fond du Lac County, in March 2020. Work under these projects will begin in spring 2020 and includes grading, paving, structures, and culvert extensions along STH 23. Coordinate traffic control staging, work zone traffic control, detours, roadway and lane closures, trucking activities and other work items with these projects as necessary.

9. Work by Others

Wisconsin DOT will be providing and installing lighting control cabinets and terminating all electrical wiring in the lighting control cabinet at the following locations:

- STH 23 & CTH U
- STH 23 & CTH T
- STH 23 & CTH A
- STH 23 & CTH S
- STH 23 & Sugarbush

Contact Matt Talcott of the Department NE Region Traffic unit at (920) 492-5716 at least 5 business days in advance to make arrangements for the Department to provide and install lighting control cabinets and terminating all electrical wiring in the lighting control cabinets.

10. Information to Bidders, WPDES General Construction Storm Water Discharge Permit.

The department has obtained coverage through the Wisconsin Department of Natural Resources to discharge storm water associated with land disturbing construction activities of this contract under the Wisconsin Pollutant Discharge Elimination System General Construction Storm Water Discharge Permit (WPDES Permit No. WI-S066796-1). A certificate of permit coverage is available from the regional office by contacting Eric Danke, at (920) 492-5647. Post the permit in a conspicuous place at the construction site.

stp-107-056 (20180628)

11. Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.

The department has obtained a U.S. Army Corps of Engineers Section 404 permit. Comply with the requirements of the permit in addition to requirements of the special provisions. A copy of the permit is available from the regional office by contacting Eric Danke, at (920) 492-5647.

stp-107-054 (20080901)

12. Notice to Contractor – Design Surface Format in Contractor Data Packet.

Current Department practice uses longitudinal break lines representing proposed roadway features to define design surfaces. The design surfaces provided in the contractor data packet were developed with older design techniques and standards using transverse break lines representing roadway cross section patterns. Longitudinal break line data is not available in the contractor data packet. Additional effort may be required by the contractor when using surface data provided in the contractor data packet to create construction surface models for field use.

13. Notice to Contractor – Vertical and Horizontal Control.

The vertical and horizontal control provided in the contractor data packet prior to the bid letting will have data obtained in 2019. In anticipation of ground disturbance over the winter, 3 weeks prior to the start of construction in 2020 coordinate obtaining updated vertical and horizontal control with the Department survey staff by contacting Paul Brauer at (920) 366-1097.

In anticipation of ground disturbance over the winter, 3 weeks prior to start of construction in 2021 coordinate obtaining updated vertical and horizontal control with the Department survey staff by contacting Paul Brauer at (920) 366-1097.

14. Notice to Contractor – Common Excavation.

The existing surface shown on the plan, Station 745+60 - Station 1138+00, is approximate and the department will survey the actual surface prior to the start of excavation to calculate the payable quantity.

15. Notice to Contractor – Removing Culvert Pipes.

Contractor must provide positive drainage at all times when completing the permanent connections for culvert pipes. Any damage to the existing pipe that is to stay in place or newly constructed pipe or inlets will be fixed at the contractor's expense. Any cost associated with increased effort, including saw cuts, shall be included within the Removing Culvert Pipes items.

16. Notice to Contractor – Culvert Pipe Reinforced Concrete.

Installation of Culvert Pipes Reinforced Concrete items located under STH 23 may require increased care and effort over traditional installations. Culvert pipes will be connected to existing culvert pipes and/or inlet structures. Any cost associated with increased effort shall be included within the Culvert Pipe Reinforced Concrete items.

17. Notice to Contractor – Temporary Haul Roads Crossing STH 23.

Any construction equipment crossing STH 23 cannot impede STH 23 traffic flow. Control construction equipment crossing STH 23 with flaggers and appropriate signage. Maintain stopping sight distance for STH 23 traffic at all crossings. Determine stopping sight distance with engineer. All crossing locations must be approved by the engineer. Any flagging, signs, maintenance, or repair needed due to the construction equipment crossing STH 23 will be incidental to the contract and will be directed by the engineer.

18. Environmental Protection, Amphibian or Reptile Species

Blanding's Turtles are known to inhabit wetlands and waterways associated with the Upper Sheboygan River Basin. It is reasonable to assume that blanding's turtles may be present at or near the project site during construction. If project construction starts in the spring, protect the perimeter of the areas to be disturbed with properly trenched-in silt fence prior to May 1 to discourage turtles from entering the work area. Extend silt fence to include the Silt Fence Turn-Around Detail per the plan. If the construction area

cannot be silt-fenced by May 1, install the silt fence prior to construction activities. Also, survey the area behind the silt fence and remove all turtles confined within the project area prior to any site disturbance. Complete the survey and removal of turtles from construction areas periodically throughout the construction period. Any amphibians or reptiles that are found in the active work zone shall be removed and relocated outside the active work zone. If there is an amphibian or reptile mortality, please contact Jay Schiefelbein at (920) 360-3784.

19. Environmental Protection, Non-Aquatic Invasive Species Plants.

Supplement standard spec 107.18 with the following:

(8) Phragmites, an invasive species plant, is known to exist within the project limits and in areas that ground disturbance or excavation work is shown in the plans.

All soils containing plant or root fragments within the roadway construction limits that will be excavated or salvaged as part of the work within the contract shall be used as fill per standard spec 205.3.12, wasted on a tilled farm field that will continue to be tilled, or deposited at an engineer approved waste site. If used as fill per standard spec 205.3.12, the soils shall be buried under a minimum of 5 feet of fill not containing invasive plant or root fragments.

All waste sites are subject to review and approval by the department and shall be suitable for the waste of material containing invasive species to control their spread in compliance with NR 40. Waste sites suitable for invasive species would be areas that would prevent or control growth and spread of the plant by burying, mowing or other control practices. The contractor shall submit his method for managing phragmites infested soil on this project for approval as part of the Erosion Control Implementation Plan.

Known Phragmites locations include:

STH 23 median, west of Pioneer Road

Locations of phragmites infestation are shown in the plans but are to be verified by engineer in the field.

Prior to moving equipment out of the infested area clean soils, seeds, plant parts, or invertebrates from exterior surfaces. Use most effective method that is practical by the following methods: Brush, broom, or other hand tools; high pressure air; steam cleaning; or portable wash station that contains runoff from washing equipment. Do not clean equipment, vehicles or trailers in or near waterways as it may promote the spread of invasive species downstream.

20. Environmental Protection, By-Pass Pumping.

Add the following to standard spec 107.18:

If by-pass pumping is required, the means and methods proposed to be used during construction shall be submitted for approval as part of the Erosion Control Implementation Plan for each location it is required. The submittal shall include how the intake will be managed to not cause an increase in the background level turbidity during pumping; equipment pumping rate capabilities; discharge energy dissipation; and erosion controls. For by-pass pumping that will extend beyond one working day, the submittal should also include how the work zone will be managed and protected should the pump fail; be shut down due to unacceptable water quality; or storm water flows exceed the pumping rate of equipment. After setup of the approved by-pass pumping operation, the contractor shall demonstrate that the means and methods will pump the water at an acceptable water quality before starting work that necessitates the by-pass pumping. The cost of all work and materials associated with by-pass pumping is incidental to the bid items the work is associated with. Erosion control devices beyond the discharge energy dissipation point will be paid for at the contract unit prices for the items that are included in the plan.

ner-107-035 (20180212)

21. Environmental Protection, Dewatering.

Add the following to standard spec 107.18:

If dewatering is required, treat the water to remove suspended sediments by filtration, settlement or other appropriate best management practice before discharge. The means and methods proposed to be used during construction shall be submitted for approval as part of the Erosion Control Implementation Plan for

dewatering at each location it is required. The submittal shall also include the details of how the intake will be managed to not cause an increase in the background level turbidity before treatment and any additional erosion controls necessary to prevent sediments from reaching the project limits or wetlands and waterways. Guidance on dewatering can be found on the Wisconsin Department of Natural Resources website located in the Storm Water Construction Technical Standards, Dewatering Code #1061, "Dewatering". This document can be found at the WisDNR website:

http://dnr.wi.gov/topic/stormwater/standards/const_standards.html

The cost of all work and materials associated with water treatment and/or dewatering is incidental to the bid items the work is associated.

ner-107-040 (20180212)

22. Environmental Protection, Aquatic Exotic Species Control.

Exotic invasive organisms such as VHS, zebra mussels, purple loosestrife, and Eurasian water milfoil are becoming more prolific in Wisconsin and pose adverse effects to waters of the state. Wisconsin State Statutes 30.07, "Transportation of Aquatic Plants and Animals; Placement of Objects in Navigable Waters", details the state law that requires the removal of aquatic plants and zebra mussels each time equipment is put into state waters.

At construction sites that involve navigable water or wetlands, use the follow cleaning procedures to minimize the chance of exotic invasive species infestation. Use these procedures for all equipment that comes in contact with waters of the state and/or infested water or potentially infested water in other states.

Ensure that all equipment that has been in contact with waters of the state, or with infested or potentially infested waters, has been decontaminated for aquatic plant materials and zebra mussels before being used in other waters of the state. Before using equipment on this project, thoroughly disinfect all equipment that has come into contact with potentially infested waters. Guidelines from the Wisconsin Department of Natural Resources for disinfection are available at:

<http://dnr.wi.gov/topic/invasives/disinfection.html>

Use the following inspection and removal procedures:

1. Before leaving the contaminated site, wash machinery and ensure that the machinery is free of all soil and other substances that could possibly contain exotic invasive species;
2. Drain all water from boats, trailers, bilges, live wells, coolers, bait buckets, engine compartments, and any other area where water may be trapped;
3. Inspect boat hulls, propellers, trailers and other surfaces. Scrape off any attached mussels, remove any aquatic plant materials (fragments, stems, leaves, seeds, or roots), and dispose of removed mussels and plant materials in a garbage can before leaving the area or invested waters; and
4. Disinfect your boat, equipment and gear by either:
 - 4.1. Washing with ~212 F water (steam clean), or
 - 4.2. Drying thoroughly for five days after cleaning with soap and water and/or high pressure water, or
 - 4.3. Disinfecting with either 200 ppm (0.5 oz per gallon or 1 Tablespoon per gallon) Chlorine for 10-minute contact time or 1:100 solution (38 grams per gallon) of Virkon Aquatic for 20- to 30-minute contact time. Note: Virkon is not registered to kill zebra mussel veligers nor invertebrates like spiny water flea. Therefore, this disinfect should be used in conjunction with a hot water (>104° F) application.

Complete the inspection and removal procedure before equipment is brought to the project site and before the equipment leaves the project site.

stp-107-055 (20130615)

23. Construction Over or Adjacent to Navigable Waters.

The unnamed tributaries to the Mullet River are classified as state navigable waterways under standard spec 107.19.

stp-107-060 (20171130)

24. Erosion Control.

Add to standard spec 107.20 as follows:

Perform construction operations in a timely and diligent manner, continuing all construction operations methodically from the initial topsoil stripping operation through the subsequent grading and finishing to minimize the period of exposure to erosion.

Re-topsoil graded areas within 24 hours, or as designated by the engineer, after grading is completed within those areas. Seed, fertilize, and mulch or erosion mat all topsoiled areas within five working days after placement of topsoil.

25. Erosion Control Implementation Plan (ECIP).

Before submittal of the ECIP, arrange a pre-ECIP meeting with the department to go over proposed staging and environmental restrictions. Detail all temporary wetland impacts including acres of these impacts to ensure compliance with all environmental restrictions. Include plans for staging and detailed plans for placing temporary and permanent erosion control items to provide for winterization of the project. Detail all construction entrance locations and erosion control techniques to minimize sediment movement out of the project site.

26. Borrow Pit Archaeological Study

Give the department 30 days advance notice for locations of potential borrow pit and waste areas to be used on Project 1440-13-72. The department will perform archeological phase I surveys to the sites before any groundbreaking disturbances may be done. The department will contract with an approved archeologist to perform these studies for the phase I survey.

If further field investigation or research is required beyond the phase I survey and the contractor does not select a different site; the contractor is responsible to coordinate, perform, and fund the additional archeological work.

27. Archaeological and Historical Findings.

Add to standard spec 107.25(1) as follows:

These discoveries may result in potential delays to the contractor. The contractor shall stop construction in the area of the discovery to permit implementation of mitigation measures, including providing an opportunity for consulting tribes to perform tribal ceremonial activities.

28. Coordination with Businesses and Residents.

The contractor shall arrange and conduct a meeting between the contractor, the department, affected residents, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations. Hold the first meeting at least one week before the start of work under this contract and no further meetings will be required unless directed by the engineer. The contractor shall arrange for a suitable location for meetings that provides reasonable accommodation for public involvement. The department will prepare and coordinate publication of the meeting notices and mailings for meetings. The contractor shall coordinate the scheduling of the meeting with the engineer at least two weeks prior to the meeting to allow for these notifications.

stp-108-060 (20141107)

29. Removing Concrete Collar, Item 204.9060.S.

A Description

This special provision describes removing concrete collar conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Concrete Collar in each, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S	Removing Concrete Collar	EACH
stp-204-025 (20150630)		

30. Excavation Common, Item 205.0100.

Replace standard spec 205.4.1(1) with the following:

(1) The department will measure all classes of roadway and drainage excavation by the cubic yard acceptably completed as computed using 3-dimensional measurements except as follows:

1. The engineer and contractor mutually agree to an alternate volume calculation method.
2. The method of 3-dimensional measurement is not feasible.
3. Other methods are specified here in 205.4.1.

Replace standard spec 205.4.1(8) with the following:

(8) If the engineer and contractor mutually agree, the method of average end areas with no correction for curvature can be used for minor quantities.

31. Prepare Foundation for Base Aggregate, Item 211.0500.

Add to standard spec 211.5.1(2) as follows:

Payment for Prepare Foundation for Base Aggregate includes preparation of earth foundation for pit run.

32. Concrete Pavement Joint Layout, Item 415.5110.S.

A Description

This special provision describes providing a concrete pavement or concrete base joint layout design for intersections and marking the location of joints in the field

B (Vacant)

C Construction

Plan and locate all points necessary to establish the horizontal position of the transverse and longitudinal joints in the concrete to prevent uncontrolled cracking. Submit a joint layout design to the engineer at least 7 calendar days before paving each intersection. Do not lay out joints until the engineer has reviewed the joint layout design. Mark the location of concrete joints in the field. Follow the plan details for joints in concrete making adjustments as required to fit field conditions.

D Measurement

The department will measure Concrete Pavement Joint Layout as a single lump sum unit for all joint layout designs and marking, 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
415.5110.S	Concrete Pavement Joint Layout	LS

Payment is full compensation for providing the intersection joint layout designs and marking all joints in the field.

The department will adjust pay for crack repairs as specified in standard spec 415.5.3.

stp-415-020 (20170615)

33. Culvert Pipe Backfill.

For culvert pipes where depth from top of pipe to top of final pavement is 4.0-feet or less the entire backfill area will conform and be classified as standard spec 520.2.5.2 foundation backfill.

Remove standard spec 520.5.2(2) for culvert pipes described above. No extra pay items will be added for the substitution of foundation backfill for trench backfill.

ner-520-010 (20190719)

34. QMP HMA Pavement Nuclear Density.

A Description

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

- (1) This special provision describes density testing of in-place HMA pavement with the use of nuclear density gauges. Conform to standard spec 460 except as modified in this special provision.
- (2) Provide and maintain a quality control program defined as all activities and documentation of the following:
 1. Selection of test sites.
 2. Testing.
 3. Necessary adjustments in the process.
 4. Process control inspection.
- (3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes required procedures.

<http://wisconsindot.gov/rdwy/cmm/cm-08-00toc.pdf>

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

<http://www.atwoodsystems.com/>

B Materials

B.1 Personnel

- (1) Nuclear gauge owners and personnel using nuclear gauges shall comply with WisDOT requirements according to 460.3.3 and CMM 8-15.

B.2 Testing

- (1) Conform to ASTM D2950 and CMM 8.15 for density testing and gauge monitoring methods. Conform to CMM 8-15.10.4 for test duration and gauge placement.

B.3 Equipment

B.3.1 General

- (1) Furnish nuclear gauges according to CMM 8-15.2.
- (2) Furnish nuclear gauges from the department's approved product list at

<http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>

B.3.2 Comparison of Nuclear Gauges

B.3.2.1 Comparison of QC and QV Nuclear Gauges

- (1) Compare QC and QV nuclear gauges according to CMM 8-15.7.

B.3.2.2 Comparison Monitoring

- (1) Conduct reference site monitoring for both QC and QV gauges according to CMM 8-15.

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

- (1) Divide the pavement into lots and sublots for nuclear density testing according to CMM 8-15.10.2.
- (2) Determine required number of tests according to CMM 8-15.10.2.1.
- (3) Determine random testing locations according to CMM 8-15.10.3.

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

- (1) Divide the pavement into lots and sublots for nuclear density testing according to CMM 8-15.10.2.
- (2) Determine required number of tests according to CMM 8-15.10.2.2.
- (3) Determine random testing locations according to CMM 8-15.10.3.

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

- (1) Calculate the average sublot densities using the individual test results in each sublot.
- (2) If all sublot averages are no more than one percent below the target density, calculate the daily lot density by averaging the results of each random QC test taken on that day's material.
- (3) If any sublot average is more than one percent below the target density, do not include the individual test results from that sublot when computing the lot average density and remove that sublot's tonnage from the daily quantity for incentive. The tonnage from any such sublot is subject to disincentive pay as specified in standard spec 460.5.2.2.

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

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

B.4.2.2.2 Width of 5 Feet or Less

- (1) If all sublot test results are no more than 3.0 percent below the minimum target density, calculate the daily lot density by averaging all individual test results for the day.
- (2) If a sublot test result is more than 3.0 percent below the target density, the engineer may require the unacceptable material to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine the limits of the unacceptable material according to B.4.3.

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

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

B.4.2.4 Documentation

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

B.4.3 Corrective Action

- (1) Notify the engineer immediately when an individual test is more than 3.0 percent below the specified minimum in standard spec 460.3.3.1. Investigate and determine the cause of the unacceptable test result.
- (2) The engineer may require unacceptable material specified in B.4.3(1) to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine limits of the unacceptable area by measuring density of the layer at 50-foot increments both ahead and behind the point of unacceptable density and at the same offset as the original test site. Continue testing at 50-foot increments until a point of acceptable density is found as specified in standard spec 460.5.2.2(1). Removal and replacement of material may be required if extended testing is in a previously accepted sublot. Testing in a previously accepted sublot will not be used to recalculate a new lot density.

- (3) Compute unacceptable pavement area using the product of the longitudinal limits of the unacceptable density and the full sublot width within the traffic lanes or shoulders.
- (4) Retesting and acceptance of replaced pavement will be as specified in standard spec 105.3.
- (5) Tests indicating density more than 3.0 percent below the specified minimum, and further tests taken to determine the limits of unacceptable area, are excluded from the computations of the sublot and lot densities.
- (6) If 2 consecutive sublot averages within the same paving pass and same target density are more than one percent below the specified target density, notify the engineer and take necessary corrective action. Document the locations of such sublots and the corrective action that was taken.

B.5 Department Testing

B.5.1 Verification Testing

- (1) The department will have a HTCP certified technician, or ACT working under a certified technician, perform verification testing. The department will test randomly at locations independent of the contractor's QC work. The department will perform verification testing at a minimum frequency of 10 percent of the sublots and a minimum of one sublot per mix design. The sublots selected will be within the active work zone. The contractor will supply the necessary traffic control for the department's testing activities.
- (2) The QV tester will test each selected sublot using the same testing requirements and frequencies as the QC tester.
- (3) If the verification sublot average is not more than one percent below the specified minimum target density, use the QC tests for acceptance.
- (4) If the verification sublot average is more than one percent below the specified target density, compare the QC and QV sublot averages. If the QV sublot average is within 1.0 lb/ft³ of the QC sublot average, use the QC tests for acceptance.
- (5) If the first QV/QC sublot average comparison shows a difference of more than 1.0 lb/ft³ each tester will perform an additional set of tests within that sublot. Combine the additional tests with the original set of tests to compute a new sublot average for each tester. If the new QV and QC sublot averages compare to within 1.0 lb/ft³, use the original QC tests for acceptance.
- (6) If the QV and QC sublot averages differ by more than 1.0 lb/ft³ after a second set of tests, resolve the difference with dispute resolution specified in B.6. The engineer will notify the contractor immediately when density deficiencies or testing precision exceeding the allowable differences are observed.

B.5.2 Independent Assurance Testing

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

B.6 Dispute Resolution

- (1) The testers may perform investigation in the work zone by analyzing the testing, calculation, and documentation procedures. The testers may perform gauge comparison according to B.3.2.1.
- (2) The testers may use comparison monitoring according to B.3.2.2 to determine if one of the gauges is out of tolerance. If a gauge is found to be out of tolerance with its reference value, remove the gauge from the project and use the other gauge's test results for acceptance.
- (3) If the testing discrepancy cannot be identified, the contractor may elect to accept the QV sublot density test results or retesting of the sublot in dispute within 48 hours of paving. Traffic control costs will be split between the department and the contractor.
- (4) If investigation finds that both gauges are in error, the contractor and engineer will reach a decision on resolution through mutual agreement.

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

- (1) The department will administer density disincentives as specified in standard spec 460.5.2.2.

E.3 Incentive for HMA Pavement Density

- (1) The department will administer density incentives as specified in standard spec 460.5.2.3.
stp-460-020 (20181119)

35. Concrete Masonry Endwalls, Item 504.0900

Add the following to standard spec 504.3:

Concrete Masonry Endwalls shall be completed within 7 calendar days from the installation of each culvert pipe or box culvert location.

ner-504-005 (20180328)

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

A Description

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

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

B Materials

B.1 General

Furnish stainless steel reinforcing bars conforming to ASTM A955 and to one of the following Unified Numbering System (UNS) designations: S31653, S31803, S32205, or S32304. Supply grade 60 bars, all of the same UNS designation. Conform to the chemical composition specified for the given UNS designation in ASTM A276 table 1.

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

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

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

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

B.2 Fabrication

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

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

B.3 Control of Material

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

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

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

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

C Construction

C.1 General

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

1. Separate from regular reinforcement during shipping. Pad points of contact with steel chains or banding, or secure with non-metallic straps.
2. Store on wooden cribbing separated from regular reinforcement. Cover with tarpaulins if stored outside.
3. Handle with non-metallic slings.
4. Do not flame cut or weld. Protect from contamination when cutting, grinding, or welding other steel products above or near the stainless steel during construction.
5. Place on plastic or stainless steel bar chairs. If placing stainless steel chairs on steel beams, use chairs with plastic-coated feet.
6. Tie with stainless steel wire or an engineer-approved plastic or nonmetallic material.

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

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

C.2 Splices

Splice as the plans show. Provide stainless steel couplers conforming to the minimum capacity, certification, proof testing, and written approval requirements of standard spec 550.3.3.4. The contractor may substitute stainless steel couplers for lap splices the plans show if the engineer approves in writing.

If increasing or altering the number or type of bar splices the plans show, provide revised plan sheets to the engineer showing the reinforcement layout, type, length, and location of revised bar splices and revised bar lengths. Obtain engineer approval for the location of new lap splices or substitution of mechanical bar couplers before fabrication. Ensure that new lap splices are at least as long as those the plans show.

D Measurement

The department will measure Bar Steel Reinforcement HS Stainless Structures by the pound, acceptably completed, computed from the nominal weights of corresponding sizes for carbon steel deformed bars in AASHTO M31 regardless of stainless steel alloy provided. The department will not measure extra material used if the contractor alters the reinforcement layout as allowed under C.2, extra material for splices or couplers the plans do not show, or the weight of devices used to support or fasten the steel in position.

E Payment

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

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

Payment for Bar Steel Reinforcement HS Stainless Structures is full compensation for furnishing and placing stainless steel reinforcing bars, including supports. Where the plans specify bar couplers, the department will pay for the length of bars as detailed with no deduction or increase for installation of the coupler.

37. Surface Drain Pipe Corrugated Metal Slotted, 18-Inch, Item 521.2005.S.

A Description

This special provision describes furnishing and installing slotted corrugated metal pipe surface drain as the plans show.

Conform to standard spec 521 as modified in this special provision.

B Materials

Furnish backfill material that is grade A, A-FA, A-S, A-T, A-IS, A-IP, or A-IT concrete conforming to standard spec 501.2 as modified in standard spec 716. Provide QMP for class III ancillary concrete as specified in standard spec 716.

C Construction

Before backfilling, plug the upper end of the slotted drain as the plans show or as approved by the engineer.

Before backfill operations adjacent to the slotted area of the slotted corrugated metal pipe surface drain pipe, install timber blocks in the slots according to the plan details. Remove any material entering the pipe at no expense to the department.

Keep the timber blocks in place until final cleanup operations are completed; at which time, remove the timber blocks.

Exercise care to avoid damage to the slotted corrugated metal pipe surface drain pipe. If any section of pipe is damaged or is unsatisfactory as determined by the engineer, replace the drain pipe at no expense to the department.

D Measurement

The department will measure Surface Drain Pipe Corrugated Metal Slotted (size), completed according to the contract and accepted, in place by the linear foot.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
521.2005.S	Surface Drain Pipe Corrugated Metal Slotted 18-Inch	LF

Payment is full compensation for furnishing all materials; hauling and placing the pipe, including bands; making connections to existing inlets; furnishing concrete, end plug or cap; and for cleaning out and restoring site of work.

stp-521-005 (20150630)

38. Survey Monument Coordination.

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

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

ner-621-010 (20171213)

39. Traffic Control.

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

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

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

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

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

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

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

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

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

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

ner-643-065 (20190410)

40. Locating No-Passing Zones, Item 648.0100.

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

stp-648-005 (20060512)

41. Optimized Aggregate Gradation Incentive, Item 715.0710.

Description

This special provision describes optional contractor optimized aggregate gradation, optional optimized mixture designs, and associated additional requirements for class 1 concrete used in concrete pavements. Conform to standard specification part 7 and as follows:

Optimized Aggregate Gradation

Replace standard spec 715.2.2 with the following:

A Job Mix Formula (JMF) contains all of the following:

Proportions for each aggregate fraction conforming to table 1.

Individual gradations for each aggregate fraction.

Composite gradation of the combined aggregates including working ranges on each sieve in accordance with table 2.

Submit the target JMF and aggregate production gradation test results to the engineer for review ten business days before initial concrete placement.

TABLE 1 TARANTULA CURVE GRADATION BAND

SIEVE SIZES	PERCENT RETAINED
2 in.	0
1 1/2 in.	≤5
1 in.	≤16
3/4 in.	≤20
1/2 in.	4-20
3/8 in.	4-20
No. 4	4-20
No. 8 ^[1]	≤12
No. 16 ^[1]	≤12
No. 30 ^{[1] [2]}	4-20
No. 50 ^[2]	4-20
No. 100 ^[2]	≤10
No. 200 ^[2]	≤2.3

^[1] Minimum of 15% retained on the sum of the #8, #16, and #30 sieves.

^[2] Conform to 24-34% retained of fine sand on the #30-200 sieves.

TABLE 2 JMF WORKING RANGE

SIEVE SIZES	WORKING RANGE ^[1] (PERCENT)
2 in.	+/- 5
1 1/2 in.	+/- 5
1 in.	+/- 5
3/4 in.	+/- 5
1/2 in.	+/- 5
3/8 in.	+/- 5
No. 4	+/- 5
No. 8	+/- 4
No. 16	+/- 4
No. 30	+/- 4
No. 50	+/- 3
No. 100	+/- 2
No. 200	≤ 2.3

^[1] Working range limits of composite gradation based on moving average of 4 tests.

Replace standard spec 710.5.6 with the following:

Determine the complete gradation, including P200, using a washed analysis for both fine and coarse aggregates. Test each stockpile for each component aggregate once per 1,500 cubic yards during concrete production.

Take samples by one of the following sampling methods:

1. At the belt leading to the weigh hopper.
2. Working face of the stock piles at the concrete plant if approved by the engineer.

The department will take independent QV samples using the same sampling method the contractor uses for QC sampling. QV samples may be taken by the contractor's QC personnel if witnessed by the department's QV personnel. The department will split each QV sample and retain half for all dispute resolutions. If QV test results conform to the specification, the department will take no further action. If QV test results are nonconforming, add the QV to the QC test results as if it were an additional QC test.

If, during concrete production, the moving average of four for any sieve fall outside the allowable JMF working range do the following:

1. Notify the engineer of the test results within 1 business day from the time of sampling.
2. Make immediate adjustments to the JMF, within the limits specified in Table 3;
3. Review JMF adjustments with the engineer. Both the contractor and engineer will sign the adjusted JMF if the adjustments comply with Table 3.
4. If the moving average of four falls outside the adjusted allowable working range, stop production and provide a new mix design including JMF to the engineer.

TABLE 3 ALLOWABLE JMF ADJUSTMENTS

SIEVE SIZES	ALLOWABLE ADJUSTMENT (PERCENT)
>= No. 4	+/- 5
No. 8 – No. 30	+/- 4
No. 50	+/- 3
No. 100	+/- 2

Dispute Resolution

The department will resolve disputes as specified in standard spec 106.3.4.3.5 using QV split samples.

Sublot and Lot Size

A sublot consists of up to 1,500 cubic yards. A lot consists of two sublots.

Optimized Concrete Mixtures

The contractor may use a reduced cementitious content for concrete pavement placed if the contractor does the following:

1. Use an optimized aggregate gradation as defined in this special provision.
2. Conform to the additional testing requirements for flexural strength as specified in the contract special provisions.
3. Submit aggregate gradation result records no more than 2 years old when developing the mix design.
4. Determine the volume of voids in the optimized aggregates using ASTM C29.
5. Download and follow the instructions tab of the Optimized Gradation and Mix Design Spreadsheet located at:
<https://wisconsin.gov/Pages/doing-business/eng-consultants/cnslt-rsrcs/qmp/default.aspx>
6. Design an appropriate paste content based upon the Performance-based PCC Mix Design Guide located at:
<https://wisconsin.gov/Pages/doing-business/eng-consultants/cnslt-rsrcs/qmp/default.aspx>
7. Provide a minimum V_{paste}/V_{voids} of 1.25. (Paste/Void ratio equals the volume of paste divided by the volume of voids.)
8. Evaluate workability of trial batches by following section 6.8 of AASHTO Draft Performance Engineered Concrete Pavement Mixtures Specifications located at:
<https://wisconsin.gov/Pages/doing-business/eng-consultants/cnslt-rsrcs/qmp/default.aspx>
9. Submit trial batch workability results when submitting the mix design.
10. Submit the CP Tech center computer spreadsheet concrete mix design to the engineer for review at least 3 business days before producing concrete.
11. Provide a minimum cement content of 520 pounds per cubic yard, except if using type I, II, or III cement in a mix where the geologic composition of the coarse aggregate is primarily igneous or metamorphic materials, provide a minimum cement content of 660 pounds per cubic yard.
12. The contractor may use class C fly ash or grade 100 or 120 slag as a partial replacement for cement. For binary mixes use up to 30% fly ash or slag. For ternary mixes use up to 30% fly ash plus slag in combination. Replacement values are in percent by weight of the total cementitious material in the mix.
13. See CMM 8-70.2.2.3 for additional guidance.

Measurement

The department will measure Optimized Aggregate Gradation Incentive by the dollar, for each combined averaged lot of QC test results meeting Table 1.

Payment

The department will pay incentive of 3 percent of the contract unit price for concrete pavement under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
715.0710	Optimized Aggregate Gradation Incentive	DOL

stp-715-005 (20181119)

42. Flexural Strength for Concrete Mix Design.

This special provision describes optional testing requirements for flexural strength during the mix design process. Conform to standard spec part 7 as modified in this special provision.

Add the following to standard spec table 701-2:

TEST	TEST STANDARD
Flexural Strength of Concrete	AASHTO T97

Replace standard spec 715.2.3.1(1) with the following:

- (1) Provide both compressive and flexural strength information to demonstrate the strength of the proposed mix design. Use either laboratory strength data for new mixes or field strength data for established mixes as follows:
 1. Use at least 5 pairs of cylinders for compressive strength. Demonstrate that the 28-day compressive strength will equal or exceed the 85 percent within limits criterion specified in 715.5.2.
 2. Use at least 5 pairs of beams for flexural strength. Demonstrate that the 28-day flexural strength will equal or exceed 650 psi.

stp-715-010 (20170615)

43. Seismograph, Item 999.1000.S.

A Description

This special provision describes furnishing seismographs and employing trained operators to monitor construction-induced vibrations on buildings/structures, and submittal of all required documentation.

B Material

Use seismographs conforming to Wisconsin Department of Safety and Professional Services (SPS) 307.43, Wisconsin Administrative Code that are continuous data recorders supplied with all the accessories necessary for making vibration and noise monitoring observations.

C Construction

Conduct monitoring procedures conforming to SPS 307.44 and as follows: Take seismograph readings before construction activities to establish an ambient or background index.

During construction, place seismographs to monitor all vibration-inducing construction activities or as the engineer directs. At a minimum utilize one seismograph. If more than one major construction activity per day is taking place, multiple seismographs may be required. Place seismographs on a stable surface within 3 feet of the building/structure nearest to the construction operation. Provide data recorded for each vibration occurrence to the engineer which includes the following:

1. Identification of vibration monitoring instrument used.
2. Description of equipment used by the contractor.
3. Name of qualified observer and interpreter.
4. Distance and direction of recording station from the vibration area.
5. Type of ground at recording station and material on which the instrument is sitting.
6. Peak particle velocity and principal frequency in each component.
7. A dated and signed copy of records of seismograph readings.
8. A comparison of measured seismograph readings to maximum allowable readings identified in SPS 307.43 or as specified in this special provision.

If construction activities generate ground vibration in excess of the peak particle velocity limits as shown in SPS 307.44, stop the construction operation in progress and implement alternate construction methods to produce results within the allowable peak particle velocity limits.

D Measurement

The department will measure Seismograph as a single complete 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
999.1000.S	Seismograph	LS

Payment is full compensation for furnishing and operating seismographs, operators, and for producing documentation reports

stp-999-005 (20161130)

44. Foundation Backfill, Item SPV.0035.01.

A Description

This special provision describes providing foundation backfill that conforms to standard spec 520.

B Materials

Furnish Foundation Backfill in accordance to standard spec 520.2.5.2.

C Construction

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

D Measurement

The department will measure Foundation Backfill by the cubic yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.01	Foundation Backfill	CY

Payment is full compensation for placing, shaping and compacting.

ner-520-025 (20190409)

**45. Vertical Impact Recovery Panel, Item SPV.0060.01;
Vertical Impact Recovery Panel Base, Item SPV.0060.02.**

A Description

This special provision describes providing double-faced vertical impact recovery panels and surface mounted vertical impact recovery panel bases for traffic control stage construction conforming to the Manual of Uniform Traffic Control Devices (MUTCD), standard spec 643, and as follows.

B Materials

Furnish Vertical Impact Recovery Panels and flexible supporting posts that are made of non-metallic material, have a reactive spring so as to be resistant to direct low impact wheel hits, and have the capability of immediately restoring themselves to a vertical position when struck by a standard vehicle. The surface mounted Vertical Impact Recovery Panel Bases shall have a maximum size of 8 inches square and shall not be a hazard to vehicles.

Furnish Vertical Impact Recovery Panels that have alternating orange and white reflective stripes conforming to the MUTCD, and orange posts. The panels shall be two-sided panels to face both directions of traffic as indicated on the plans and shall have an overall height above the pavement of 36 inches. Reflective sheeting shall meet the requirements of standard spec 637.2.2.2 and shall be suitable for use on reboundable traffic control devices. The alternating orange and white stripes shall slope downward in the direction traffic is to flow.

C Construction

Attach the Vertical Impact Recovery Panels and supporting posts to the base conforming to the manufacturer's recommendations. Attach the surface-mounted bases to the pavement surface conforming to standard spec 643.3.2.

D Measurement

The department will measure Vertical Impact Recovery Panels and Vertical Impact Recovery Panel Bases in place by the unit for each unit, acceptably furnished and installed. Replacement of damaged posts and bases will be measured for payment for each post and base replaced. No payment will be made to replace bases inadequately secured to the pavement.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Vertical Impact Recovery Panels	EACH
SPV.0060.02	Vertical Impact Recovery Panel Bases	EACH

Payment for the Vertical Impact Recovery Panels and Bases is full compensation for furnishing, installing, and maintaining the panels and bases, and associated mounting hardware.

46. Maintain Permanent Barricades, Item SPV.0060.03

A Description

This special provision describes receiving existing permanent barricades which have been left in place under a previous contract. Assume ownership and responsibility of the permanent barricades upon the contract's Notice to Proceed.

Upon the contract notice to proceed for Project 1440-13-72, assume responsibility, maintain, and ultimately remove the permanent barricades.

The permanent barricades shall become the property of the contractor at the completion of the contract.

B (Vacant)

C Construction

Maintain and remove permanent barricades in accordance to standard spec 643.

D Measurement

The department will measure Maintain Permanent Barricades by each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.03	Maintain Permanent Barricades	EACH

Payment is full compensation for receiving, maintaining, and removing permanent barricades.

47. Maintain Traffic Control Warning Lights Type A Left In Place, Item SPV.0060.04

A Description

This special provision describes receiving existing traffic control warning lights type A which have been left in place under a previous contract. Assume ownership and responsibility of the traffic control lights type A upon the contract's Notice to Proceed.

Upon the contract notice to proceed for Project 1440-13-72, assume responsibility, maintain, and ultimately remove the Traffic Control Lights Type A Left In Place.

The traffic control warning lights type A shall become the property of the contractor at the completion of the contract.

B (Vacant)

C Construction

Maintain and remove traffic control warning lights type A in accordance to standard spec 643.

D Measurement

The department will measure Maintain Traffic Control Warning Lights Type A Left In Place by each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.04	Maintain Traffic Control Warning Lights Type A Left In Place	EACH

Payment is full compensation for receiving, maintaining, and removing traffic control warning lights type A left in place.

48. Connecting to Existing Storm Structure, Item SPV.0060.05.

A Description

This special provision describes constructing a new pipe connection to an existing storm inlet or manhole as shown on the plans and as hereinafter provided.

B Materials

B.1 Annular Space Mortar

Use materials conforming to the requirements for the class of material named and specified below:

Mortar standard spec 519.2.3

B.2 Patching Mortar/Concrete

Pre-packaged, polymer-modified, portland-cement, fast-setting, non-sag patching mortar or patching concrete intended for use in patching vertical concrete surfaces and requiring only the addition of water in the field.

C Construction

C.1 Connecting to Existing Inlet or Manhole

Make a hole in the existing inlet or manhole large enough to make pipe connection. Make connections between new pipe and existing inlet or manhole as described in standard spec 611.3.2 using annular space mortar to seal the connection.

C.2 Removing Pipe and Patching Opening

Where indicated, remove existing connection to inlet when no longer needed. Remove pipe and loose concrete and mortar. Form sides of concrete repair as required. Inside surface of repair shall be flush with inside wall of inlet. Mix, place, and cure patching mortar/concrete according to manufacturer's instructions to fill opening.

D Measurement

The department will measure Connecting to Existing Storm Structure as each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.05	Connecting to Existing Storm Structure	EACH

Payment is full compensation for furnishing and installing all mortar and patching materials, and for excavating, backfilling, disposing of surplus material, removing of portion of existing inlet or manhole, formwork for patching opening when no longer needed, and restoring the work site; except the department will pay for the pipe separately.

49. Wood Gates Double Leaf 20-Foot, Item SPV.0060.06

A Description

This special provision describes furnishing and erecting wood gates in accordance with the details shown on the plans, standard spec 507, and as follows.

B Materials

Provide structural lumber and timber conforming to standard spec 507.2.2. Treat structural lumber and timber by the pressure process conforming to standard spec 507.2.2.6, except that creosote-coal tar or pentachlorophenol shall not be used for treatment.

Provide bolts, nuts, and washers in accordance with ASTM Designation A325.

Provide bolt hooks that are zinc coated in accordance with ASTM Designation A325.

Provide all hardware and miscellaneous steel plates that are in accordance with ASTM A36M. Paint all miscellaneous steel plates with a catalyzed (two component) epoxy paint, black in color, over a zinc rich primer according to standard spec 517.2.

A gate lock is not required.

C Construction

Construct Wood Gates Double Leaf 20-Foot according to the details shown in the plans, with the exception of the gate lock.

D Measurement

The department will measure Wood Gates Double Leaf 20-Foot as each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.06	Wood Gates Double Leaf 20-Foot	EACH

Payment is full compensation for furnishing and installing all materials, including treated timbers, hardware, and steel plates.

50. Re-Lap Guardrail, Item SPV.0090.01

A Description

This special provision describes removing previously installed guardrail sections (W-beam, thrie beam, or thrie beam transition) and re-installing to orientate the lap connections to accommodate a change in traffic flow direction.

B Materials

Inspect all materials upon removal. Replace unserviceable posts, blocks, rail, and rail hardware with new as directed by the engineer according to standard spec 614.2.1.

C Construction

Remove guardrail sections and re-install with the correct lap direction for the appropriate traffic flow condition. Install guardrail according to standard spec 614.3.2.2.

D Measurement

The department will measure Re-Lap Guardrail by the linear foot in place, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.01	Re-Lap Guardrail	LF

Payment is full compensation for removing guardrail; re-installing guardrail with the correct lap direction; and replacement of unserviceable elements.

51. Removing Centerline Rumble Strips, Item SPV.0090.02.

A Description

This special provision describes removing centerline rumble strips by milling and filling with HMA 4-MT 58-28. Conform to standard spec 204, standard spec 460 and as follows.

B Materials

Use HMA 4-MT 58-28 S conforming to standard spec 460. Use Tack Coat conforming to standard spec 455.2.5.

QC testing and HMA density testing is waived regardless of tonnage. Acceptance will be by visual inspection unless defined by contract change order.

C Construction

Remove centerline rumble strips by asphaltic surface milling to a width of 2 feet and a depth of 1.75 inches.

Before filling the existing rumble strip depressions, clean the depressions by sweeping, flushing, or using a stream of compressed air; then, coat the depressions with tack coat. Fill in the depressions with HMA 4-MT 58-28 S. Overfill the rumble strips slightly and compact using a plate tamper or static roller so that the final compacted surface is flush with the existing pavement.

D Measurement

The department will measure Removing Centerline Rumble Strips by the linear foot.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.02	Removing Centerline Rumble Strips	LF

Payment is full compensation for all work under this item including removing centerline rumble strips by asphaltic surface milling, cleaning the milled depressions; furnishing and applying tack coat; and for furnishing and placing HMA 4-MT 58-28 S.

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:

104.3 Contractor Notification

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

104.3.1 General

- (1) Subsection 104.3 specifies the step-by-step communication process to be followed to expedite the resolution of potential contract revisions identified by the contractor. Both contractor actions and department responses are outlined. The contractor's non-compliance with the requirements of 104.3 may constitute a waiver of entitlement to a pay adjustment under 109.4 or a time extension under 108.10. The department and contractor can mutually agree to extend any time frame specified throughout 104.3.

104.3.2 Contractor Initial Oral Notification

- (1) If required by 104.2, or if the contractor believes that the department's action, the department's lack of action, or some other situation results in or necessitates a contract revision, the contractor must promptly provide oral notification to the project engineer. Upon notification, the project engineer will attempt to resolve the identified issue.

104.3.3 Contractor 5-Day Written Statement

- (1) If the project engineer has not responded or resolved the identified issue within 5 business days after receipt of initial notification, provide a contractor written statement to the project engineer in the following format:

Part 1 - Executive Summary (label page 1.1 through page 1.x)

Include a detailed, factual statement of the request for additional compensation and contract time. Include the date the issue was identified, the date initial notification was given to the project engineer, and the dates and specific locations of work involved.

Part 2 - Contractor's Basis of Entitlement (label page 2.1 through page 2.x)

Include references to relevant contract provisions and a narrative summarizing how the contract provisions support the request for a revision to the original contract.

Part 3 - Contractor's Request for Damages (label page 3.1 through page 3.x)

When requesting additional compensation, include an itemized list of costs with a narrative supporting the requested amount and explaining how the costs are tied to the requested contract revision.

When requesting additional contract time, include a copy of the schedule that was in effect when the issue occurred and a detailed narrative explaining how the issue impacted controlling items of work. Provide a time impact analysis utilizing base and updated schedules.

If the full extent of either compensation or time is not known at the date of submittal of the contractor 5-Day written statement, provide a brief statement as to why, and include estimated compensation and time.

Part 4 - Supporting Documentation (label page 4.1 through page 4.x)

Include copies of the following:

- A. Relevant excerpts from specifications, special provisions, plans, change orders, or other contract documents.
 - B. Communication on the issue, including: letters, e-mails, meeting minutes, etc.
 - C. Any other documentation to support or clarify the contractor's position, including: daily work records, cost summary sheets, weigh tickets, test results, sketches, etc.
- (2) With the submittal of the written statement, the contractor may also request a meeting with the region.

104.3.4 Region One-Day Written Acknowledgment

- (1) Within one business day after the contractor provides the 5-day written statement, the project engineer will provide a region one-day written acknowledgment to the contractor. The project engineer will continue to resolve the issue.

104.3.5 Region 5-Day Written Response

- (1) Within 5 business days after receiving the contractor 5-day written statement, the project engineer may request specific additional information to allow the project engineer to decide whether item 1 or 2 of 104.3.6(1) applies. The project engineer will state the information needed and date it is to be

received for further review. Submit additional information as an amendment to the contractor 5-day written statement.

104.3.6 Region Final Decision

- (1) Within 10 business days after receiving the contractor 5-day written statement or additional information requested in 104.3.5(1), whichever comes last, the region will consider all information and provide a region final decision in writing to the contractor with one or more of the following responses:
 1. The region will confirm that the contractor is entitled to a contract revision and a contract change order is necessary as specified in 104.2. The project engineer will give direction concerning the potential change.
 2. The region will deny that the contractor is entitled to a contract revision. The project engineer will provide a statement as to why the issue is not a change to the contract. At a minimum, the project engineer will respond to the contractor's issues and refer to the contract to show why the issues are not a change from the original contract.
 - (2) If the contractor does not agree with the region's decision the contractor may pursue the issue as a claim as specified in 105.13. Alternatively, if the contractor and department mutually agree, the department will get a third-party advisory opinion according to the department's dispute resolution procedures.
 - (3) If a third party reviews the issue, their recommendation is not binding on either party. The region has 10 business days after receipt of the third party's written recommendation to render a decision. If the department fails to respond in writing within those 10 business days or the contractor disagrees with the region's decision, the contractor may pursue the issue as a claim as specified in 105.13.
-

104.6.1.2.1 General

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

- (1) Conduct construction operations and provide facilities required to maintain the portion of the project open to the public in a condition that safely and adequately accommodates public traffic. Use barricades, signs, flaggers, and temporary barrier as specified in part VI, of the WMUTCD and ensure that the contractor's use of the right-of-way conforms to 107.9. Throughout the life of the contract, and as the engineer directs, conduct construction operations and provide facilities as follows:
 - Conduct flagging operations conforming to plan details and the department's flagging handbook.
 - Use drums, barricades, and temporary barrier to delineate and shield abrupt drop-offs and other hazards.
 - Furnish, erect, and maintain traffic control devices and facilities conforming to 643.
 - Furnish, erect, and maintain temporary pedestrian devices and facilities conforming to 644.
-

104.6.1.2.2 Flagging

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

- (3) Provide associated advanced warning signs that meet the retroreflective requirements of 637.2.2.2. Provide temporary portable rumble strips from the department's APL installed according to manufacturer's instructions and as specified in the flagging plan details. Provide guidance service through the worksite using pilot vehicles if required.

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

- (5) Flagging is incidental to the contract and includes costs for advance signing, temporary portable rumble strips, and pilot vehicle guidance service.

104.8 Rights in the Use of Materials Found on the Project

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

- (2) Do not excavate or remove material from within the right-of-way that is not within the vertical and horizontal excavation limits the plans show except as follows:
- If the contract does not identify potential source areas, obtain written authorization from the engineer to use those sources. Complete required environmental documentation and obtain necessary permits. The department will reduce pay by \$1.50 per cubic yard under the Material from Right-of-Way administrative item for material obtained from those areas.
 - If the contract identifies potential source areas that were evaluated and permitted in the original environmental document, do not begin excavating in those areas until the engineer allows in writing. Additional environmental documentation and environmental permits are not required. The department will not reduce pay for material obtained from those areas.

The department may suspend use of these sources if the contractor's operation affects the essential functions or characteristics of the project.

104.10.1 General

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

- (1) Subsection 104.10 specifies a 2-step process for contractors to follow in submitting a cost reduction incentive (CRI) for modifying the contract in order to reduce direct construction costs computed at contract bid prices. The initial submittal is referred to as a CRI concept and the second submittal is a CRI proposal. The contractor and the department will equally share all savings generated to the contract due to a CRI as specified in 104.10.4.2(1). The department encourages the contractor to submit CRI concepts for the following situations:
1. The contractor generates the original cost savings idea and formulates it into a concept.
 2. The department generates the original cost savings idea and obtains the contractor's assistance to formulate the idea into a concept.

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

- (5) The department will consider a CRI that changes but does not impair the essential functions or characteristics of the project. These functions or characteristics include, but are not limited to, appearance, service life, economy of operations, ease of maintenance, design, and safety of structures and pavements, construction phasing or procedures, or other contract requirements. The department will not consider a CRI that changes the following:
- Permanent pavement type.
 - Permanent structural cross section above the subgrade.
-

104.10.2 Submittal and Review of a CRI Concept

Replace paragraphs five and six with the following effective with the December 2019 letting:

- (5) The department may consider a CRI concept that addresses a potential change under 104.2.
- (6) The department will not implement a contractor-initiated CRI concept, or portion of that concept, without sharing the cost savings with the contractor as specified in 104.10.4.2.
- (7) The savings generated by the CRI must be sufficient to warrant its review and processing and offset the level of risk. The department will assess the risk of the CRI relative to departmental design policies and criteria for the project. The department may reject a CRI concept for the following reasons:
1. It requires excessive time or costs for the contractor to develop the CRI proposal.
 2. It requires excessive time or costs for review, evaluation, investigation, or implementation.
 3. It introduces an inappropriate level of risk.

104.10.4.2 Payment for the CRI Work

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

- (1) The department will pay for completed CRI work as specified for progress payments under 109.6. The department will pay for CRI's under the Cost Reduction Incentive administrative item. When all CRI costs are determined, the department will execute a contract change order that does the following:
 1. Adjusts the contract time, interim completion dates, or both.
 2. Pays the contractor for the unpaid balance of the CRI work.
 3. Pays the contractor 50 percent of the net savings resulting from the CRI, calculated as follows:

$$NS = CW - CRW - CC - DC$$

Where:

NS = Net Savings

CW = The cost of the work required by the original contract that is revised by the CRI. CW is computed at contract bid prices if applicable.

CRW = The cost of the revised work, computed at contract bid prices if applicable.

CC = The contractor's cost of developing the CRI proposal.

DC = The department's cost for investigating, evaluating, and implementing the CRI proposal.

105.13 Claims Process for Unresolved Changes

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

105.13.1 General

- (1) Before submitting a claim, the department and contractor can mutually agree to have the department get a third-party advisory opinion as specified in 104.3.6.
- (2) The department and contractor can mutually agree to extend any time frame specified throughout 105.13 and can mutually agree to utilize an alternative dispute resolution method at any point before the department renders its final decision.
- (3) The department and contractor share costs related to referral to a dispute review board (DRB) as prescribed in the department's dispute resolution procedures.

105.13.2 Notice of Claim

- (1) If the contractor has followed the procedures for revising the contract specified in 104.2 and provided the notification specified in 104.3, but still disagrees with the region, the contractor may pursue the issue as a claim. File a notice of claim with the project engineer concerning the disagreement within 14 calendar days of receiving the region's decision under 104.3.6(1).
- (2) The project engineer may deny the applicable portion of a claim if the contractor does not do the following:
 1. File the notice of claim within 14 calendar days as specified in 105.13.2(1).
 2. Give the project engineer sufficient access to keep a record of the actual labor, materials, and equipment used to perform the claimed work.

- (3) Upon filing the notice of claim, maintain records as specified for force account statements in 109.4.5. Unless the project engineer issues a suspension, continue to perform the disputed work. The department will continue to make progress payments to the contractor as specified in 109.6.

105.13.3 Submission of Claim

- (1) Submit the claim to the project engineer as promptly as possible following the submission of the Notice of Claim, but not later than the end of the time allowed under 109.7 for the contractor to respond in writing to the engineer-issued semi-final estimate. If the contractor does not submit the claim within that response time, the department will deny the claim.
- (2) The department will not accept the submission of a claim until the resolution process in 104.3 has been completed and the contractor makes no further requests to submit updated information that may affect the region's final decision.

105.13.4 Content of Claim

- (1) The final contractor written statement under 104.3.3 is considered the content of the claim. If the contractor makes a request to submit updated information that may affect the region’s final decision under 104.3.6, submit the updated information as an amendment to the contractor written statement and continue the resolution process in 104.3 before submitting a claim.
- (2) The department may refer the claimant of a false claim to the appropriate authority for criminal prosecution. Certify the claim using the following form:

The undersigned is duly authorized to certify this claim on behalf of (the contractor).

(The contractor) certifies that this claim is made in good faith, that the supporting data are accurate and complete to the best of (the contractor's) knowledge and belief, and that the amount requested accurately reflects the contract adjustment for which (the contractor) believes that the department is liable.

(THE CONTRACTOR)

By: _____

(Name and Title)

Date of Execution: _____

105.13.5 Department Final Decision

- (1) The department will have up to 28 calendar days, from the contractor's submission of the claim, to perform a final review of the claim and conduct all meetings. The department may request, in writing, that the contractor submit additional information related to the claim. Submit that additional information, or notify the department in writing to base its decision on the information previously submitted. Either the contractor or region may request a meeting to present their views. Before the meeting, both parties will agree upon written ground rules for the meeting.
- (2) Upon completion of the 28 calendar days for the department’s review and meetings, the department will have up to 21 calendar days to render a written decision. The department will consider written and oral submissions from the contractor and region, and may consider other relevant information in the project records.
- (3) The department will provide the following in its final decision:
 - 1. A concise description of the claim.
 - 2. A clear, contractual basis for its decision that includes a reference to 104.2 on revisions to the contract and as appropriate, specific reference to language regarding the bid items in question.
 - 3. Other facts the department relies on to support its decision.
 - 4. A concise statement of the circumstances surrounding the claim and reasons for its decision. If the department rejects the claim in whole or in part, the department will explain why the claimed work is not a change to the contract work.
 - 5. The amount of money or other relief, if any, the department will grant the contractor.
- (4) If the contractor disagrees with the department's final decision, the contractor may initiate a legal action pursuant to state statutes.

106.3.4.2.2 Freeze-Thaw Soundness

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

- (1) Perform freeze-thaw soundness testing according to AASHTO T103 as modified in CMM 8-60.2. Provide freeze/thaw soundness test results based on the fraction retained on the No. 4 sieve as follows:
 - 1. Using virgin crushed stone aggregates produced from limestone/dolomite sources in one or more of the following counties or from out of state:

Brown	Columbia	Crawford	Dane	Dodge
Fond du Lac	Grant	Green	Green Lake	Iowa
Jefferson	Lafayette	Marinette	Oconto	Outagamie
Rock	Shawano	Walworth	Winnebago	
 - 2. Using gravel aggregates produced from pit sources in one or more of the following counties or from out of state:

Dodge	Washington	Waukesha		
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208.5 Payment

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

- (3) The department will adjust pay for material obtained from within the project right-of-way limits but outside project excavation limits, furnished under 208.2.2, as specified in 104.8.

301.2.3 Sampling and Testing

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

- (1) Department and contractor testing shall conform to the following:

Sampling ^[1]	AASHTO T2
Percent passing the 200 sieve.....	AASHTO T11
Gradation ^[1]	AASHTO T27
Gradation of extracted aggregate.....	AASHTO T30
Moisture content ^[1]	AASHTO T255
Liquid limit.....	AASHTO T89
Plasticity index.....	AASHTO T90
Wear.....	AASHTO T96
Sodium sulfate soundness (R-4, 5 cycles).....	AASHTO T104
Freeze/thaw soundness ^[1]	AASHTO T103
Lightweight Pieces in Aggregate.....	AASHTO T113
Fracture.....	ASTM D5821 as modified in CMM 8-60
Moisture/density ^[1]	AASHTO T99 and AASHTO T180
In-place density ^[1]	AASHTO T191
Asphaltic material extraction.....	CMM 8-36 WisDOT Test Method 1560

^[1] As modified in CMM 8-60.

301.2.4.5 Aggregate Base Physical Properties

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

(1) Furnish aggregates conforming to the following:

TABLE 301-2 AGGREGATE BASE PHYSICAL PROPERTIES

PROPERTY	CRUSHED STONE	CRUSHED GRAVEL	CRUSHED CONCRETE	RECLAIMED ASPHALT	REPROCESSED MATERIAL	BLENDED MATERIAL
Gradation AASHTO T27						
dense	305.2.2.1	305.2.2.1	305.2.2.1	305.2.2.2	305.2.2.1	305.2.2.1 ^[1]
open-graded	310.2	310.2	<u>not allowed</u>	<u>not allowed</u>	<u>not allowed</u>	<u>not allowed</u>
Wear AASHTO T96 loss by weight	<=50%	<=50%	note ^[2]	—	note ^[2]	note ^[3]
Sodium sulfate soundness AASHTO T104 loss by weight						
dense	<=18%	<=18%	—	—	—	note ^[3]
open-graded	<=12%	<=12%	<u>not allowed</u>	<u>not allowed</u>	<u>not allowed</u>	<u>not allowed</u>
Freeze/thaw soundness AASHTO T103 ^[6] loss by weight						
dense	<=18%	<=18%	note ^[2]	—	—	note ^[3]
open-graded	<=18%	<=18%	<u>not allowed</u>	<u>not allowed</u>	<u>not allowed</u>	<u>not allowed</u>
Liquid limit AASHTO T89	<=25	<=25	<=25	—	—	note ^[3]
Plasticity AASHTO T90	<=6 ^[4]	<=6 ^[4]	<=6 ^[4]	—	—	note ^[3]
Fracture ASTM D5821 ^[6] min one face by count						
dense	58%	58%	58%	—	note ^[5]	note ^[3]
open-graded	90%	90%	<u>not allowed</u>	<u>not allowed</u>	<u>not allowed</u>	<u>not allowed</u>

^[1] The final aggregate blend must conform to the specified gradation.

^[2] No requirement for material taken from within the project limits. For material supplied from a source outside the project limits:

- LA wear maximum of 50 percent loss, by weight.
- Freeze thaw maximum of 42 percent loss, by weight.

^[3] Required as specified for the individual component materials defined in columns 2 - 6 of the table before blending.

^[4] For base placed between old and new pavements, use crushed stone, crushed gravel, or crushed concrete with a plasticity index of 3 or less.

^[5] >=75 percent by count of non-asphalt coated particles.

^[6] as modified in CMM 8-60.

450.2.2 Aggregate Sampling and Testing

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

- (1) The department and the contractor will sample and test according to the following methods, except as revised with the engineer's approval:
- | | |
|--|-------------|
| Sampling aggregates..... | AASHTO T2 |
| Material finer than No. 200 sieve | AASHTO T11 |
| Sieve analysis of aggregates..... | AASHTO T27 |
| Mechanical analysis of extracted aggregate..... | AASHTO T30 |
| Sieve analysis of mineral filler | AASHTO T37 |
| Los Angeles abrasion of coarse aggregate | AASHTO T96 |
| Freeze-thaw soundness of coarse aggregate ^[1] | AASHTO T103 |
| Sodium sulfate soundness of aggregates (R-4, 5 cycles)..... | AASHTO T104 |
| Extraction of bitumen..... | AASHTO T164 |

^[1] As modified in CMM 8-60.2.

450.3.2.6.3 Compaction Roller Pattern Determined by Growth Curve

Add 450.3.2.6.3 as a new subsection effective with the December 2019 letting:

450.3.2.6.3 Compaction Roller Pattern Determined by Growth Curve

- (1) When specified in 460.3.3.1, compact asphaltic mixture using the roller pattern established during construction of a control strip. Use 2 or more rollers per paver if placing more than 165 tons per hour.
- (2) On the first day of production, construct a control strip under the direct observation of department personnel. After compacting the control strip with a minimum of 3 passes, mark the gauge outline and take a one-minute wet density measurement using a nuclear density gauge in back scatter mode at a single location. Take a density measurement at the same location after each subsequent pass. Continue compacting and testing until the increase in density is less than 1 pcf for 3 consecutive passes. Submit the final roller pattern to the engineer in writing. Once the roller pattern is established do not change the pattern or decrease the number, type, or weight of rollers without the engineer's written approval.
- (3) After establishing the roller pattern, and under the direct observation of the engineer, cut at least one 4-inch diameter or larger core from the control strip density gauge outline. Prepare cores and determine density according to AASHTO T166. Dry cores after testing. Fill core holes and obtain engineer approval before opening to traffic. The department will maintain custody of cores throughout the entire sampling and testing process. The department will label cores, transport cores to testing facilities, witness testing, store dried cores, and provide subsequent verification testing.

450.3.2.8 Jointing

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

- (3) Construct notched wedge longitudinal joints for mainline paving of HMA layers 1.75 inches or greater. Extend the wedge beyond the normal lane width as the plans show or as the engineer directs.

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

- (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 or vibratory plate compactor the same width as the wedge. Apply a tack coat to the wedge surface and both notches before placing the adjacent lane.
- (6) Clean longitudinal and transverse joints coated with dust and, if necessary, paint with hot asphaltic material, a cutback, or emulsified asphalt to ensure a tightly bonded, sealed joint.

455.2.5 Tack Coat

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

- (1) Under the Tack Coat bid item, furnish type SS-1h, CSS-1h, QS-1h, CQS-1h, or modified emulsified asphalt with an "h" suffix, unless the contract specifies otherwise.

460.2.2.3 Aggregate Gradation Master Range

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

- (1) Ensure that the aggregate blend, including recycled material and mineral filler, conforms to the gradation requirements in table 460-1. The values listed are design limits; production values may exceed those limits.

TABLE 460-1 AGGREGATE GRADATION MASTER RANGE AND VMA REQUIREMENTS

SIEVE	PERCENT PASSING DESIGNATED SIEVES							
	NOMINAL SIZE							
	No. 1 (37.5 mm)	No. 2 (25.0 mm)	No.3 (19.0 mm)	No. 4 (12.5 mm)	No. 5 (9.5 mm)	No. 6 (4.75 mm)	SMA No. 4 (12.5 mm)	SMA No. 5 (9.5 mm)
50.0-mm	100							
37.5-mm	90 - 100	100						
25.0-mm	90 max	90 - 100	100					
19.0-mm	___	90 max	90 - 100	100			100	
12.5-mm	___	___	90 max	90 - 100	100		90 - 97	100
9.5-mm	___	___	___	90 max	90 - 100	100	58 - 80	90 - 100
4.75-mm	___	___	___	___	90 max	90 - 100	25 - 35	35 - 45
2.36-mm	15 - 41	19 - 45	23 - 49	28 - 58	32 - 67	90 max	15 - 25	18 - 28
1.18-mm	___	___	___	___	___	30 - 55	___	___
0.60-mm	___	___	___	___	___	___	18 max	18 max
0.075-mm	0 - 6.0	1.0 - 7.0	2.0 - 8.0	2.0 - 10.0	2.0 - 10.0	6.0 - 13.0	8.0 - 11.0	8.0 - 12.0
% VMA	11.0 min	12.0 min	13.0 min	14.0 min ^[1]	15.0 min ^[2]	16.0 - 17.5	16.0 min	17.0 min

^[1] 14.5 for LT and MT mixes.

^[2] 15.5 for LT and MT mixes.

460.2.7 HMA Mixture Design

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

- (1) For each HMA mixture type used under the contract, develop and submit an asphaltic mixture design according to CMM 8-66 and conforming to the requirements of table 460-1 and table 460-2. Ensure that SMA mixture designs adhere to AASHTO R 46 and AASHTO M 325 in addition to the required test procedures outlined in CMM 8-66 table 1 and CMM 8-66 table 2. Determine the specific gravity of fines or super fines used as a mineral filler or additional stabilizer in SMA designs according to AASHTO T 100. The values listed are design limits; production values may exceed those limits. The department will review mixture designs and report the results of that review to the designer according to CMM 8-66.

TABLE 460-2 MIXTURE REQUIREMENTS

Mixture type	LT	MT	HT	SMA
LA Wear (AASHTO T96)				
100 revolutions(max % loss)	13	13	13	13
500 revolutions(max % loss)	50	45	45	35
Soundness (AASHTO T104) (sodium sulfate, max % loss)	12	12	12	12
Freeze/Thaw (AASHTO T103 as modified in CMM 8-60.2) (specified counties, max % loss)	18	18	18	18
Fractured Faces (ASTM D5821 as modified in CMM 860) (one face/2 face, % by count)	65/___	75 / 60	98 / 90	100/90
Flat & Elongated (ASTM D4791) (max %, by weight)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	20 (3:1 ratio)
Fine Aggregate Angularity (AASHTO T304, method A, min)	40 ^[1]	43 ^[1]	45	45
Sand Equivalency (AASHTO T176, min)	40	40 ^[2]	45	50
Clay Lumps and Friable Particle in Aggregate (AASHTO T112)	<= 1%	<= 1%	<= 1%	<= 1%
Plasticity Index of Material Added to Mix Design as Mineral Filler (AASHTO T89/90)	<= 4	<= 4	<= 4	<= 4
Gyratory Compaction				
Gyrations for Nini	6	7	8	7
Gyrations for Ndes	40	75	100	65
Gyrations for Nmax	60	115	160	100
Air Voids, %Va (%Gmm Ndes)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.5 (95.5)
% Gmm Nini	<= 91.5 ^[3]	<= 89.0 ^[3]	<= 89.0	___
% Gmm Nmax	<= 98.0	<= 98.0	<= 98.0	<= 98.0
Dust to Binder Ratio ^[4] (% passing 0.075/Pbe)	0.6 - 1.2 ^[5]	0.6 - 1.2 ^[5]	0.6 - 1.2 ^[5]	1.2 - 2.0
Voids filled with Binder (VFB or VFA, %)	68 - 80 ^{[6] [8]}	65 - 75 ^{[6] [7] [9]}	65 - 75 ^{[6] [7] [9]}	70 - 80
Tensile Strength Ratio (TSR) (AASHTO T283) ^{[10] [11]}				
no antistripping additive	0.75 min	0.75 min	0.75 min	0.80 min
with antistripping additive	0.80 min	0.80 min	0.80 min	0.80 min
Draindown (AASHTO T305) (%)	___	___	___	<= 0.30
Minimum Effective Asphalt Content, Pbe (%)	___	___	___	5.5

^[1] For No 6 (4.75 mm) nominal maximum size mixes, the specified fine aggregate angularity is 43 for LT and 45 MT mixes.

^[2] For No 6 (4.75 mm) nominal maximum size mixes, the specified sand equivalency is 43 for MT mixes.

^[3] The percent maximum density at initial compaction is only a guideline.

^[4] For a gradation that passes below the boundaries of the caution zone (ref. AASHTO M323), the dust to binder ratio limits are 0.6 - 1.6.

^[5] For No 6 (4.75 mm) nominal maximum size mixes, the specified dust to binder ratio limits are 1.0 - 2.0 for LT mixes and 1.5 - 2.0 for MT and HT mixes.

^[6] For No. 6 (4.75mm) nominal maximum size mixes, the specified VFB is 67 - 79 percent for LT mixes and 66 - 77 percent for MT and HT mixes.

^[7] For No. 5 (9.5mm) and No. 4 (12.5 mm) nominal maximum size mixtures, the specified VFB range is 70 - 76 percent.

^[8] For No. 2 (25.0mm) nominal maximum size mixes, the specified VFB lower limit is 67 percent.

^[9] For No. 1 (37.5mm) nominal maximum size mixes, the specified VFB lower limit is 67 percent.

^[10] WisDOT eliminates freeze-thaw conditioning cycles from the TSR test procedure.

^[11] Run TSR at asphalt content corresponding to 3.0% air void regressed design, or 4.5% air void design for SMA, using distilled water for testing.

460.2.8.2.1.3.1 Contracts with 5000 Tons of Mixture or Greater

Replace paragraph four with the following effective with the December 2019 letting:

- (4) Use the test methods identified below, or other methods the engineer approves, to perform the following tests at the frequency indicated:

Blended aggregate gradations:

Drum plants:

- Field extraction by ignition oven according to AASHTO T308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1. Gradation of resulting aggregate sample determined according to AASHTO T30.
- Belt samples, optional for virgin mixtures, obtained from stopped belt or from the belt discharge using an engineer-approved sampling device and performed according to AASHTO T11 and T27.

Batch plants:

- Field extraction by ignition oven according to AASHTO T308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T-164 method A or B; or automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1. Gradation of resulting aggregate sample determined according to AASHTO T30.

Asphalt content (AC) in percent:

AC by ignition oven according to AASHTO T308 (CMM 8-36.6.3.6), by chemical extraction according to AASHTO T-164 method A or B; or by automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1. Gradation of resulting aggregate sample determined according to AASHTO T30.

Bulk specific gravity of the compacted mixture according to AASHTO T166.

Maximum specific gravity according to AASHTO T209.

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

VMA by calculation according to AASHTO R35.

460.2.8.2.1.4.2 Control Charts

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

- (1) Maintain standardized control charts at the laboratory. Record contractor test results on the charts the same day as testing. Record data on the standardized control charts as follows:
- Blended aggregate gradation tests in percent passing. Of the following, plot sieves required in table 460-1: 37.5-mm, 25.0-mm, 19.0-mm, 12.5-mm, 9.5-mm, 4.75-mm, 2.36-mm, 1.18-mm, 0.60-mm, and 0.075-mm.
 - Asphalt material content in percent.
 - Air voids in percent.
 - VMA in percent.
- (2) Plot both the individual test point and the running average of the last 4 data points on each chart. Show QC data in black with the running average in red. Draw the warning limits with a dashed green line and the JMF limits with a dashed red line. The contractor may use computer generated black-and-white printouts with a legend that clearly identifies the specified color-coded components.

460.2.8.2.1.5 Control Limits

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

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

ITEM	JMF LIMITS	WARNING LIMITS
Percent passing given sieve:		
37.5-mm	+/- 6.0	+/- 4.5
25.0-mm	+/- 6.0	+/- 4.5
19.0-mm	+/- 5.5	+/- 4.0
12.5-mm	+/- 5.5	+/- 4.0
9.5-mm	+/- 5.5	+/- 4.0
4.75-mm	+/- 5.0	+/- 4.0
2.36-mm	+/- 5.0	+/- 4.0
1.18-mm	+/- 4.0	+/- 3.0
0.60-mm	+/- 4.0	+/- 3.0
0.075-mm	+/- 2.0	+/- 1.5
Asphaltic content in percent	- 0.3	- 0.2
Air voids in percent ^[1]	+1.3/-1.0	+1.0/-0.7
VMA in percent ^[2]	- 0.5	- 0.2

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

^[2] VMA limits are based on requirements for each mix design nominal maximum aggregate size in table 460-1. For No. 6 (4.75mm) mixes, JMF limits are +/- 0.5 and warning limits are +/- 0.2.

460.3.2 Thickness

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

- (1) Provide the plan thickness for lower and upper layers limited as follows:

NOMINAL SIZE	MINIMUM LAYER THICKNESS (in inches)	MAX LOWER LAYER THICKNESS (in inches)	MAX UPPER LAYER THICKNESS (in inches)	MAX SINGLE LAYER THICKNESS ^[3] (in inches)
No. 1 (37.5 mm)	4.5	6	4.5	6
No. 2 (25.0 mm)	3.0	5	4	6
No. 3 (19.0 mm)	2.25	4	3	5
No. 4 (12.5 mm) ^[1]	1.75	3 ^[2]	2.5	4
No. 5 (9.5 mm) ^[1]	1.25	3 ^[2]	2	3
No. 6 (4.75 mm)	0.75	1.25	1.25	1.25

^[1] SMA mixtures use nominal size No. 4 (12.5 mm) or No. 5 (9.5 mm).

^[2] SMA mixtures with nominal sizes of No. 4 (12.5 mm) and No. 5 (9.5 mm) have no maximum lower layer thickness specified.

^[3] For use on cross-overs and shoulders.

- (2) Place leveling layers using No. 4 (12.5 mm), No. 5 (9.5 mm), or No. 6 (4.75 mm) mixtures. Leveling layers may be thinner than the minimum lower layer thickness for the mixture used.
- (3) Place wedging layers as the contract specifies or engineer directs. Wedging layers have no specified minimum or maximum thickness.

460.3.3.1 Minimum Required Density

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

- (1) Compact No. 6 mixtures in lower layers as specified in 450.3.2.6.2 and in upper layers as specified in 450.3.2.6.3. For other HMA mixtures, compact all layers to the density table 460-3 specifies.

TABLE 460-3 MINIMUM REQUIRED DENSITY^[1]

LOCATION	LAYER	PERCENT OF TARGET MAXIMUM DENSITY		
		MIXTURE TYPE		
		LT and MT	HT	SMA ^[5]
TRAFFIC LANES ^[2]	LOWER	93.0 ^[3]	93.0 ^[4]	—
	UPPER	93.0	93.0	93.0
SHOULDERS & APPURTENANCES	LOWER	91.0	91.0	—
	UPPER	92.0	92.0	92.0

^[1] The table values are for average lot density. If any individual density test result falls more than 3.0 percent below the minimum required target maximum density, the engineer will investigate the acceptability of that material according to CMM 8-15.11.

^[2] Includes side roads, crossovers, turn lanes, ramps, parking lanes, bike lanes, and park-and-ride lots as defined by the contract plans.

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

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

460.3.3.2 Pavement Density Determination

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

- (3) A lot is defined in CMM 8-15 and placed within a single layer for each location and target maximum density category indicated in table 460-3. The lot density is the average of all samples taken for that lot. The department determines the number of tests per lot according to CMM 8-15.

460.5.2.1 General

Replace paragraph six with the following effective with the December 2019 letting:

- (6) If during a QV dispute resolution investigation the department discovers unacceptable mixture defined by one or more of the following:
 - Va less than 2.5 or greater than 6.5 percent for SMA, or for other mixes, less than 1.5 or greater than 5.0 percent.
 - VMA more than 1.0 percent below the minimum or above the maximum specified 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.

501.2.5.5 Sampling and Testing

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

- (1) Sample and test aggregates for concrete according to the following:
 - Sampling aggregates^[1] AASHTO T2
 - Lightweight pieces in aggregate AASHTO T113
 - Material finer than No. 200 sieve^[1] AASHTO T11
 - Unit weight of aggregate AASHTO T19
 - Organic impurities in sands AASHTO T21
 - Sieve analysis of aggregates AASHTO T27
 - Effect of organic impurities in fine aggregate AASHTO T71
 - Los Angeles abrasion of coarse aggregate AASHTO T96
 - Alkali Silica Reactivity of Aggregates ASTM C1260
 - Alkali Silica Reactivity of Combinations of Cementitious Materials and Aggregates ASTM C1567
 - Freeze-thaw soundness of coarse aggregate^[1] AASHTO T103
 - Sodium sulfate soundness of coarse aggregates (R-4, 5 cycles) AASHTO T104
 - Specific gravity and absorption of fine aggregate AASHTO T84
 - Specific gravity and absorption of coarse aggregate^[1] AASHTO T85
 - Flat & elongated pieces based on a 3:1 ratio^[1] ASTM D4791
 - Sampling fresh concrete AASHTO R60
 - Making and curing concrete compressive strength test specimens AASHTO T23
 - Compressive strength of molded concrete cylinders AASHTO T22

^[1] As modified in CMM 8-60.

505.2.2 Bar Steel Reinforcement

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

- (1) Conform to AASHTO M31, type S or type W.

505.2.3 High-Strength Bar Steel Reinforcement

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

- (1) Conform to AASHTO M31, grade 60, type S or type W.

505.2.4.1 General

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

- (1) Conform to AASHTO M31, grade 60, type S or type W. Ensure that the coating is applied in a CRSI certified epoxy coating plant. Bend bars that require bending before coating, unless the fabricator can bend the bar without damaging the coating.

505.2.6.1 General

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

- (1) For dowel bars and straight tie bars, there is no requirement for bend tests. Ensure that the bars are the specified diameter and length the plans show.

505.2.6.2.2 Solid Dowel Bars

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

- (1) Furnish coated bars conforming to AASHTO M31 grade 40 or 60. Alternatively the contractor may furnish dowel bars conforming to AASHTO M227 grade 70-80. Coat in a plant certified by the Concrete Reinforcing Steel Institute with a thermosetting epoxy conforming to AASHTO M254, type B.

625.3.2 Processing Topsoil or Salvaged Topsoil

Delete paragraph four effective with the December 2019 letting.

701.3.1 General

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

- (1) Perform contract required QC tests for samples randomly located according to CMM 8-30. Use the test methods specified in table 701-1.

TABLE 701-1 TESTING AND CERTIFICATION STANDARDS

TEST	TEST STANDARD	MINIMUM REQUIRED CERTIFICATION (any one of the certifications listed for each test)
Random Sampling	CMM 8-30.9.2	Transportation Materials Sampling Technician (TMS) Aggregate Technician I (AGGTEC-I) AGGTEC-I Assistant Certified Technician (ACT-AGG) PCC Technician I (PCCTEC-I) PCCTEC-I Assistant Certified Technician (ACT-PCC) Grading Technician I (GRADINGTEC-I) Grading Assistant Certified Technician (ACT-GRADING)
Sampling Aggregates	AASHTO T2 ^{[1][4]}	TMS, AGGTEC-I, ACT-AGG
Percent passing the No. 200 sieve	AASHTO T11 ^[1]	AGGTEC-I, ACT-AGG
Fine and coarse aggregate gradation	AASHTO T27 ^[1]	
Aggregate moisture content	AASHTO T255 ^[1]	
Fractured faces	ASTM D5821 ^[1]	
Liquid limit	AASHTO T89	Aggregate Testing for Transportation Systems (ATTS) GRADINGTEC-I, or ACT-GRADING
Plasticity index	AASHTO T90 ^[3]	
Sampling freshly mixed concrete	AASHTO R60	PCCTEC-1 ACT-PCC
Air content of fresh concrete	AASHTO T152 ^[2]	
Air void system of fresh concrete	AASHTO TP118 ^[5]	
Concrete slump	AASHTO T119 ^[2]	
Concrete temperature	ASTM C1064	
Making and curing concrete cylinders	AASHTO T23	
Moist curing for concrete cylinders	AASHTO M201	
Concrete compressive strength	AASHTO T22	Concrete Strength Tester (CST) CST Assistant Certified Technician (ACT-CST)
Concrete flexural strength	AASHTO T97	
Profiling	—	PROFILER

^[1] As modified in CMM 8-60.

^[2] As modified in CMM 8-70.

^[3] A plasticity check, if required under individual QMP provisions, may be performed by an AGGTEC-I in addition to the certifications listed for liquid limit and plasticity index tests.

^[4] Plant personnel may operate equipment to obtain samples under the direct observation of a TMS or higher.

^[5] Consolidate tests by rodding only.

715.2.1 General

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

- (5) For new lab-qualified mixes, test the air void system of the proposed concrete mix. Include the SAM number as a part of the mix design submittal.

715.3.1.1 General

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

- (2) Test the air void system at least once per lot and enter the SAM number in the MRS for information only. SAM testing is not required for the following:
- For lots with less than 4 sublots.
 - High early strength (HES) concrete.
 - Special high early strength (SHES) concrete.
 - Concrete placed under the following bid items:
 - Concrete Pavement Approach Slab
 - Concrete Masonry Culverts
 - Concrete Masonry Retaining Walls
 - Steel Grid Floor Concrete Filled
 - Crash Cushions Permanent
 - Crash Cushions Permanent Low Maintenance
 - Crash Cushions Temporary

730.3.1 General

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

- (3) Stockpile tests^[1] can be used for multiple projects. If placement on a project does not begin within 120 calendar days after the date the stockpile sample was obtained, retest the stockpile before placement begins.

^[1] Replace the stockpile test with an in-place production test for concrete pavement recycled and processed on-site; test on the first day of production.

730.3.2 Contractor QC Testing

Replace paragraph four with the following effective with the December 2019 letting:

- (4) Submit test results to the engineer within one business day of obtaining the sample, except any aggregate classification with recycled asphalt may be submitted within two business days.

730.3.4.1 Contractor QC Testing

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

- (1) For small quantity contracts with ≤ 500 tons, submit 2 production tests or 1 stockpile test. Production tests are valid for 3 years from the date the production sample was obtained. Begin placement within 3 years of the date sampled.
- (2) For small quantity contracts with ≤ 6000 tons and ≥ 500 tons, do the following:
1. Conduct one QC stockpile test before placement.
 2. Submit 2 production tests or conduct 1 loadout test instead of placement tests. Production tests are valid for 3 years from the date the production sample was obtained; the first day of placement must be within 3 years of the date sampled.
 3. If the actual quantity placed is more than 6000 tons, on the next day of placement perform one additional random QC test for each 3000 tons of overrun, or fraction thereof.

740.3.2 Contractor QC Testing

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

- (3) Field-locate the beginning and ending points for each profile run. Measure the profiles of each standard and partial segment. Define primary segments starting at a project terminus and running contiguously along the mainline to the other project terminus. Define segments one wheel path wide and distinguished by length as follows:
1. Standard segments are 500 feet long.
 2. Partial segments are less than 500 feet long.

Errata

614.3.6 Thrie Beam Structure Approach Retro Fits

Correct errata by deleting the galvanization reference already required under 614.3.1.

- (2) Install posts and drill holes into existing thrie beam conforming to 614.3.2.
-

628.3.7 Mobilizations for Erosion Control

Correct errata by clarifying that mobilizations for erosion control include proceeding with the work.

- (1) Move personnel, equipment, and materials to the project site and promptly proceed with construction of erosion control items at the stages the contract indicates or the engineer directs.

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

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://wisconsin.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://wisconsin.gov/hcciDocs/contracting-info/ws4567.doc>



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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	108.4300 RBC Progress Schedule	1.000 EACH	_____.	_____.
0004	201.0105 Clearing	21.000 STA	_____.	_____.
0006	201.0205 Grubbing	21.000 STA	_____.	_____.
0008	203.0100 Removing Small Pipe Culverts	50.000 EACH	_____.	_____.
0010	203.0200 Removing Old Structure (station) 01. STA 848+78 60" CMCP	LS	LUMP SUM	_____.
0012	204.0110 Removing Asphaltic Surface	7,526.000 SY	_____.	_____.
0014	204.0115 Removing Asphaltic Surface Butt Joints	3,945.000 SY	_____.	_____.
0016	204.0120 Removing Asphaltic Surface Milling	21,121.000 SY	_____.	_____.
0018	204.0150 Removing Curb & Gutter	2,400.000 LF	_____.	_____.
0020	204.0157 Removing Concrete Barrier	930.000 LF	_____.	_____.
0022	204.0165 Removing Guardrail	1,173.000 LF	_____.	_____.
0024	204.0190 Removing Surface Drains	25.000 EACH	_____.	_____.
0026	204.0220 Removing Inlets	1.000 EACH	_____.	_____.
0028	204.0270 Abandoning Culvert Pipes	2.000 EACH	_____.	_____.
0030	204.9060.S Removing (item description) 01. Concrete Collars	22.000 EACH	_____.	_____.
0032	205.0100 Excavation Common	83,992.000 CY	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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	206.1000 Excavation for Structures Bridges (structure) 01. B-59-315	LS	LUMP SUM	_____.
0036	208.0100 Borrow	14,840.000 CY	_____.	_____.
0038	210.1500 Backfill Structure Type A	720.000 TON	_____.	_____.
0040	211.0500 Prepare Foundation for Base Aggregate	280.000 STA	_____.	_____.
0042	213.0100 Finishing Roadway (project) 01. 1440-13-72	1.000 EACH	_____.	_____.
0044	214.0100 Obliterating Old Road	4.000 STA	_____.	_____.
0046	305.0110 Base Aggregate Dense 3/4-Inch	20,324.000 TON	_____.	_____.
0048	305.0120 Base Aggregate Dense 1 1/4-Inch	175,970.000 TON	_____.	_____.
0050	313.0110 Pit Run	125,266.000 TON	_____.	_____.
0052	415.0090 Concrete Pavement 9-Inch	134,162.000 SY	_____.	_____.
0054	415.0210 Concrete Pavement Gaps	20.000 EACH	_____.	_____.
0056	415.0410 Concrete Pavement Approach Slab	160.000 SY	_____.	_____.
0058	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____.	_____.
0060	416.0620 Drilled Dowel Bars	24.000 EACH	_____.	_____.
0062	416.1010 Concrete Surface Drains	10.000 CY	_____.	_____.
0064	416.1110 Concrete Shoulder Rumble Strips	33,651.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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
0066	450.4000 HMA Cold Weather Paving	3,000.000 TON	_____	_____
0068	455.0605 Tack Coat	6,800.000 GAL	_____	_____
0070	460.2000 Incentive Density HMA Pavement	21,200.000 DOL	1.00000	21,200.00
0072	460.5223 HMA Pavement 3 LT 58-28 S	761.000 TON	_____	_____
0074	460.5224 HMA Pavement 4 LT 58-28 S	7,907.000 TON	_____	_____
0076	460.6223 HMA Pavement 3 MT 58-28 S	14,034.000 TON	_____	_____
0078	460.6224 HMA Pavement 4 MT 58-28 S	10,203.000 TON	_____	_____
0080	465.0105 Asphaltic Surface	817.000 TON	_____	_____
0082	465.0120 Asphaltic Surface Driveways and Field Entrances	78.000 TON	_____	_____
0084	465.0125 Asphaltic Surface Temporary	838.000 TON	_____	_____
0086	465.0315 Asphaltic Flumes	75.000 SY	_____	_____
0088	465.0400 Asphaltic Shoulder Rumble Strips	27,856.000 LF	_____	_____
0090	502.0100 Concrete Masonry Bridges	464.000 CY	_____	_____
0092	502.3200 Protective Surface Treatment	420.000 SY	_____	_____
0094	502.3210 Pigmented Surface Sealer	88.000 SY	_____	_____
0096	504.0900 Concrete Masonry Endwalls	3.600 CY	_____	_____



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0098	505.0400 Bar Steel Reinforcement HS Structures	6,700.000 LB	_____.	_____.
0100	505.0600 Bar Steel Reinforcement HS Coated Structures	61,430.000 LB	_____.	_____.
0102	505.0800.S Bar Steel Reinforcement HS Stainless Structures	390.000 LB	_____.	_____.
0104	511.1100 Temporary Shoring	2,472.000 SF	_____.	_____.
0106	516.0500 Rubberized Membrane Waterproofing	26.000 SY	_____.	_____.
0108	520.1012 Apron Endwalls for Culvert Pipe 12-Inch	2.000 EACH	_____.	_____.
0110	520.1024 Apron Endwalls for Culvert Pipe 24-Inch	12.000 EACH	_____.	_____.
0112	520.1030 Apron Endwalls for Culvert Pipe 30-Inch	2.000 EACH	_____.	_____.
0114	520.2024 Culvert Pipe Temporary 24-Inch	1,291.000 LF	_____.	_____.
0116	520.3324 Culvert Pipe Class III-A 24-Inch	592.000 LF	_____.	_____.
0118	520.3330 Culvert Pipe Class III-A 30-Inch	132.000 LF	_____.	_____.
0120	520.8000 Concrete Collars for Pipe	33.000 EACH	_____.	_____.
0122	521.2005.S Surface Drain Pipe Corrugated Metal Slotted (inch) 01. 18-Inch	240.000 LF	_____.	_____.
0124	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	1,774.000 LF	_____.	_____.
0126	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	130.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	92.000 LF	_____.	_____.
0130	522.0142 Culvert Pipe Reinforced Concrete Class III 42-Inch	456.000 LF	_____.	_____.
0132	522.0148 Culvert Pipe Reinforced Concrete Class III 48-Inch	166.000 LF	_____.	_____.
0134	522.0154 Culvert Pipe Reinforced Concrete Class III 54-Inch	172.000 LF	_____.	_____.
0136	522.0160 Culvert Pipe Reinforced Concrete Class III 60-Inch	90.000 LF	_____.	_____.
0138	522.0424 Culvert Pipe Reinforced Concrete Class IV 24-Inch	98.000 LF	_____.	_____.
0140	522.0430 Culvert Pipe Reinforced Concrete Class IV 30-Inch	381.000 LF	_____.	_____.
0142	522.0436 Culvert Pipe Reinforced Concrete Class IV 36-Inch	90.000 LF	_____.	_____.
0144	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	10.000 EACH	_____.	_____.
0146	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	3.000 EACH	_____.	_____.
0148	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	2.000 EACH	_____.	_____.
0150	522.1042 Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	2.000 EACH	_____.	_____.
0152	524.0630 Apron Endwalls for Culvert Pipe Salvaged 30-Inch	1.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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
0154	550.0500 Pile Points	20.000 EACH	_____.	_____.
0156	550.1100 Piling Steel HP 10-Inch X 42 Lb	560.000 LF	_____.	_____.
0158	601.0413 Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type G	360.000 LF	_____.	_____.
0160	601.0415 Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	385.000 LF	_____.	_____.
0162	601.0553 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	40.000 LF	_____.	_____.
0164	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	2,077.000 LF	_____.	_____.
0166	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	8,472.000 LF	_____.	_____.
0168	604.0600 Slope Paving Select Crushed Material	280.000 SY	_____.	_____.
0170	611.0430 Reconstructing Inlets	1.000 EACH	_____.	_____.
0172	611.0615 Inlet Covers Type F	10.000 EACH	_____.	_____.
0174	611.0642 Inlet Covers Type MS	2.000 EACH	_____.	_____.
0176	611.2044 Manholes 4x4-FT	3.000 EACH	_____.	_____.
0178	611.3253 Inlets 2.5x3-FT	7.000 EACH	_____.	_____.
0180	611.3902 Inlets Median 2 Grate	2.000 EACH	_____.	_____.
0182	612.0406 Pipe Underdrain Wrapped 6-Inch	182.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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
0184	614.0150 Anchor Assemblies for Steel Plate Beam Guard	4.000 EACH	_____.	_____.
0186	614.2300 MGS Guardrail 3	3,801.000 LF	_____.	_____.
0188	614.2350 MGS Guardrail Short Radius	60.000 LF	_____.	_____.
0190	614.2500 MGS Thrie Beam Transition	200.000 LF	_____.	_____.
0192	614.2610 MGS Guardrail Terminal EAT	10.000 EACH	_____.	_____.
0194	614.2620 MGS Guardrail Terminal Type 2	4.000 EACH	_____.	_____.
0196	614.2630 MGS Guardrail Short Radius Terminal	1.000 EACH	_____.	_____.
0198	616.0100 Fence Woven Wire (height) 01. 4-FT	70,115.000 LF	_____.	_____.
0200	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1440-13-72	1.000 EACH	_____.	_____.
0202	619.1000 Mobilization	1.000 EACH	_____.	_____.
0204	620.0300 Concrete Median Sloped Nose	605.000 SF	_____.	_____.
0206	624.0100 Water	1,949.000 MGAL	_____.	_____.
0208	625.0500 Salvaged Topsoil	160,252.000 SY	_____.	_____.
0210	627.0200 Mulching	129,337.000 SY	_____.	_____.
0212	628.1504 Silt Fence	6,302.000 LF	_____.	_____.
0214	628.1520 Silt Fence Maintenance	3,151.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0216	628.1905 Mobilizations Erosion Control	20.000 EACH	_____.	_____.
0218	628.1910 Mobilizations Emergency Erosion Control	6.000 EACH	_____.	_____.
0220	628.2004 Erosion Mat Class I Type B	73,819.000 SY	_____.	_____.
0222	628.2008 Erosion Mat Urban Class I Type B	5,496.000 SY	_____.	_____.
0224	628.7005 Inlet Protection Type A	36.000 EACH	_____.	_____.
0226	628.7015 Inlet Protection Type C	13.000 EACH	_____.	_____.
0228	628.7504 Temporary Ditch Checks	1,188.000 LF	_____.	_____.
0230	628.7555 Culvert Pipe Checks	300.000 EACH	_____.	_____.
0232	629.0210 Fertilizer Type B	81.000 CWT	_____.	_____.
0234	630.0130 Seeding Mixture No. 30	2,306.000 LB	_____.	_____.
0236	630.0200 Seeding Temporary	812.000 LB	_____.	_____.
0238	630.0500 Seed Water	337.000 MGAL	_____.	_____.
0240	633.0100 Delineator Posts Steel	246.000 EACH	_____.	_____.
0242	633.0500 Delineator Reflectors	246.000 EACH	_____.	_____.
0244	633.1100 Delineators Temporary	76.000 EACH	_____.	_____.
0246	633.5200 Markers Culvert End	32.000 EACH	_____.	_____.
0248	634.0412 Posts Wood 4x4-Inch X 12-FT	18.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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
0250	634.0616 Posts Wood 4x6-Inch X 16-FT	220.000 EACH	_____.	_____.
0252	634.0618 Posts Wood 4x6-Inch X 18-FT	125.000 EACH	_____.	_____.
0254	634.0620 Posts Wood 4x6-Inch X 20-FT	45.000 EACH	_____.	_____.
0256	634.0622 Posts Wood 4x6-Inch X 22-FT	36.000 EACH	_____.	_____.
0258	637.2210 Signs Type II Reflective H	5,025.660 SF	_____.	_____.
0260	637.2230 Signs Type II Reflective F	242.000 SF	_____.	_____.
0262	638.2102 Moving Signs Type II	20.000 EACH	_____.	_____.
0264	638.2602 Removing Signs Type II	131.000 EACH	_____.	_____.
0266	638.3000 Removing Small Sign Supports	173.000 EACH	_____.	_____.
0268	642.5201 Field Office Type C	1.000 EACH	_____.	_____.
0270	643.0300 Traffic Control Drums	196,344.000 DAY	_____.	_____.
0272	643.0420 Traffic Control Barricades Type III	32,104.000 DAY	_____.	_____.
0274	643.0705 Traffic Control Warning Lights Type A	63,737.000 DAY	_____.	_____.
0276	643.0715 Traffic Control Warning Lights Type C	5,346.000 DAY	_____.	_____.
0278	643.0800 Traffic Control Arrow Boards	200.000 DAY	_____.	_____.
0280	643.0900 Traffic Control Signs	19,895.000 DAY	_____.	_____.
0282	643.0920 Traffic Control Covering Signs Type II	28.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0284	643.1050 Traffic Control Signs PCMS	175.000 DAY	_____.	_____.
0286	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0288	645.0105 Geotextile Type C	290.000 SY	_____.	_____.
0290	645.0111 Geotextile Type DF Schedule A	130.000 SY	_____.	_____.
0292	645.0140 Geotextile Type SAS	116,842.000 SY	_____.	_____.
0294	645.0220 Geogrid Type SR	116,842.000 SY	_____.	_____.
0296	646.1020 Marking Line Epoxy 4-Inch	94,136.000 LF	_____.	_____.
0298	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	71,664.000 LF	_____.	_____.
0300	646.1555 Marking Line Grooved Contrast Permanent Tape 4-Inch	9,827.000 LF	_____.	_____.
0302	646.3020 Marking Line Epoxy 8-Inch	11,502.000 LF	_____.	_____.
0304	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	10,177.000 LF	_____.	_____.
0306	646.6220 Marking Yield Line Epoxy 18-Inch	42.000 EACH	_____.	_____.
0308	646.7120 Marking Diagonal Epoxy 12-Inch	664.000 LF	_____.	_____.
0310	646.7220 Marking Chevron Epoxy 24-Inch	1,750.000 LF	_____.	_____.
0312	646.8120 Marking Curb Epoxy	80.000 LF	_____.	_____.
0314	646.8220 Marking Island Nose Epoxy	8.000 EACH	_____.	_____.



Proposal Schedule of Items

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0316	646.9010 Marking Removal Line Water Blasting 4-Inch	44,312.000 LF	_____.	_____.
0318	648.0100 Locating No-Passing Zones	6.720 MI	_____.	_____.
0320	649.0120 Temporary Marking Line Epoxy 4-Inch	75,560.000 LF	_____.	_____.
0322	649.0150 Temporary Marking Line Removable Tape 4-Inch	400.000 LF	_____.	_____.
0324	650.4000 Construction Staking Storm Sewer	10.000 EACH	_____.	_____.
0326	650.4500 Construction Staking Subgrade	48,484.000 LF	_____.	_____.
0328	650.5500 Construction Staking Curb Gutter and Curb & Gutter	9,586.000 LF	_____.	_____.
0330	650.6000 Construction Staking Pipe Culverts	26.000 EACH	_____.	_____.
0332	650.6500 Construction Staking Structure Layout (structure) 01. B-59-0315	LS	LUMP SUM	_____.
0334	650.7000 Construction Staking Concrete Pavement	40,419.000 LF	_____.	_____.
0336	650.9910 Construction Staking Supplemental Control (project) 01. 1440-13-72	LS	LUMP SUM	_____.
0338	650.9920 Construction Staking Slope Stakes	48,484.000 LF	_____.	_____.
0340	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	9,220.000 LF	_____.	_____.
0342	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	100.000 LF	_____.	_____.
0344	652.0615 Conduit Special 3-Inch	2,265.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0346	653.0164 Pull Boxes Non-Conductive 24x42-Inch	54.000 EACH	_____.	_____.
0348	654.0105 Concrete Bases Type 5	30.000 EACH	_____.	_____.
0350	654.0220 Concrete Control Cabinet Bases Type 10	5.000 EACH	_____.	_____.
0352	655.0610 Electrical Wire Lighting 12 AWG	5,400.000 LF	_____.	_____.
0354	655.0615 Electrical Wire Lighting 10 AWG	46,755.000 LF	_____.	_____.
0356	656.0200 Electrical Service Meter Breaker Pedestal (location) 01. STH 23 and CTH U	LS	LUMP SUM	_____.
0358	656.0200 Electrical Service Meter Breaker Pedestal (location) 02. STH 23 and CTH T	LS	LUMP SUM	_____.
0360	656.0200 Electrical Service Meter Breaker Pedestal (location) 03. STH 23 and Sugarbush	LS	LUMP SUM	_____.
0362	656.0200 Electrical Service Meter Breaker Pedestal (location) 04. STH 23 and CTH A	LS	LUMP SUM	_____.
0364	656.0200 Electrical Service Meter Breaker Pedestal (location) 05. STH 23 and CTH S	LS	LUMP SUM	_____.
0366	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	30.000 EACH	_____.	_____.
0368	657.0322 Poles Type 5-Aluminum	30.000 EACH	_____.	_____.
0370	657.0710 Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	36.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0372	659.1115 Luminaires Utility LED A	36.000 EACH	_____.	_____.
0374	690.0150 Sawing Asphalt	23,921.000 LF	_____.	_____.
0376	690.0250 Sawing Concrete	26.000 LF	_____.	_____.
0378	715.0415 Incentive Strength Concrete Pavement	40,736.000 DOL	1.00000	40,736.00
0380	715.0502 Incentive Strength Concrete Structures	2,790.000 DOL	1.00000	2,790.00
0382	715.0710 Optimized Aggregate Gradation Incentive	97,767.000 DOL	1.00000	97,767.00
0384	740.0440 Incentive IRI Ride	61,200.000 DOL	1.00000	61,200.00
0386	999.1000.S Seismograph	LS	LUMP SUM	_____.
0388	SPV.0035 Special 01. Foundation Backfill	625.000 CY	_____.	_____.
0390	SPV.0060 Special 01. Vertical Impact Recovery Panels	30.000 EACH	_____.	_____.
0392	SPV.0060 Special 02. Vertical Impact Recovery Panel Bases	30.000 EACH	_____.	_____.
0394	SPV.0060 Special 03. Maintain Permanent Barricades	236.000 EACH	_____.	_____.
0396	SPV.0060 Special 04. Maintain Traffic Control Warning Lights Type A Left In Place	472.000 EACH	_____.	_____.
0398	SPV.0060 Special 05. Connecting to Existing Storm Structure	3.000 EACH	_____.	_____.
0400	SPV.0060 Special 06. Gates Wood Double Leaf 20-Foot	4.000 EACH	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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
0402	SPV.0090 Special 01. Re-Lap Guardrail	269.000 LF	_____.	_____.
0404	SPV.0090 Special 02. Removing Centerline Rumble Strips	29,971.000 LF	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

PLEASE ATTACH SCHEDULE OF ITEMS HERE



Wisconsin Department of Transportation

**Division of Transportation Systems
Development**

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

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

January 7, 2020

NOTICE TO ALL CONTRACTORS:

**Proposal #11: 1440-13-72
Fond Du Lac - Plymouth
WCL – CTH P
STH 23
Sheboygan County**

Letting of January 14, 2020

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
4	Traffic

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 01

1440-13-72

January 7, 2020

Special Provisions

4. Traffic

Delete paragraph two.

Delete paragraph seven.

END OF ADDENDUM



Wisconsin Department of Transportation

January 9, 2020

Division of Transportation Systems Development

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

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

NOTICE TO ALL CONTRACTORS:

Proposal #11: 1440-13-72
Fond Du Lac - Plymouth
WCL – CTH P
STH 23
Sheboygan County

Letting of January 14, 2020

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
455.0605	Tack Coat	GAL	6,800	-471	6,329
460.6224	HMA Pavement 4 MT 58-28 S	TON	10,203	-731	9,472

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
286	Miscellaneous Quantities - Revised tack coat and HMA pavement 4 MT 58-28 S quantity
287	Miscellaneous Quantities - Revised tack coat and HMA pavement 4 MT 58-28 S quantity
288	Miscellaneous Quantities - Revised tack coat and HMA pavement 4 MT 58-28 S quantity

Schedule of Items

Attached, dated January 9*, 2020, are the revised Schedule of Items Page 3.

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 286, 287, 288

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

END OF ADDENDUM

Addendum No. 02
ID 1440-13-72
Revised Sheet 286
January 9, 2020

ASPHALTIC CONCRETE PAVEMENT SUMMARY

STATION TO STATION	LOCATION	*455.0605		*460.5223		*460.5224		*460.6223		*460.6224		REMARKS
		TACK COAT	PAVEMENT	TACK COAT	PAVEMENT	TACK COAT	PAVEMENT	TACK COAT	PAVEMENT	TACK COAT	PAVEMENT	
		GAL	TON	GAL	TON	GAL	TON	GAL	TON	GAL	TON	
745' EB'+60 - 777' EB'+67	EB SHOULDERS	224	672									
746' WB'+85 - 755' WB'+90	WB 23 MAINLINE	121			438		260				260	
746' WB'+85 - 758' WB'+33.8	WEST END CROSSOVER	88			316		188				188	
750' WB'+90 - 1137' WB'+51	WB SHOULDERS		6,582									
760' EB'+00 - 768' EB'+00	CROSSOVER TIE-IN TO EXISTING	83			407		242				242	
777' EB'+69 - 778' EB'+19	EB 23 MAINLINE	7			17		14				14	MILLED SURFACE
781' EB'+19 - 788' EB'+17	CROSSOVER	61			237		141				141	
797' EB'+96 - 806' EB'+12	STH 23 EB CTH U RT TURN LANE	82			224		192				192	BACK TO 47+98 CTH U
803' WB'+66 - 810' WB'+97	WB STH 23 CTH U	65			258		153				153	SEGREGATED LEFT TURN LANE
802' EB'+50 - 809' EB'+30	EB 23 MAINLINE	112			208		179				179	MILLED SURFACE
810' EB'+51 - 815' EB'+50	EB STH 23 CTH U R CUT AND LOON	28			84		80				80	CTH U R-CUT
815' EB'+50 - 817' EB'+25	EB STH 23 CTH U R CUT AND LOON	47			167		113				113	
815' EB'+00 - 818' EB'+80	EB 23 MAINLINE	86			146		125				125	MILLED SURFACE
817' EB'+25 - 823' EB'+21	SUNRISE RD - CROSSOVER	68			256		163				163	
819' EB'+20 - 824' EB'+00	EB 23 MAINLINE	142			125		100				100	
834' EB'+95 - 840' EB'+00	CROSSOVER	22			66		56				56	
840' EB'+00 - 842' EB'+06	CROSSOVER	39			145		86				86	
855' EB'+43 - 858' EB'+70	EB STH 23 SPRING VALLEY RT TURN LANE	17			42		36				36	BACK TO 48+35 SPRING VALLEY DR
858' EB'+70 - 862' EB'+85	EB STH 23 SPRING VALLEY RT TURN LANE	47			176		102				102	
858' EB'+20 - 861' EB'+90	EB 23 MAINLINE	214			119		102				102	MILLED SURFACE
855' EB'+50 - 858' EB'+70	SPRING VALLEY DR - CROSSOVER	16			49		43				43	
858' EB'+70 - 862' EB'+93	SPRING VALLEY DR - CROSSOVER	59			210		136				136	
882' EB'+71 - 886' EB'+88	EB STH 23 SCENIC VIEW DR RT TURN LANE	50			140		131				131	BACK TO 48+92 SCENIC VIEW DR
886' EB'+88 - 890' EB'+10	EB STH 23 SCENIC VIEW DR RT TURN LANE	47			173		114				114	
881' EB'+55 - 886' EB'+88	SCENIC VIEW RD - CROSSOVER	50			169		145				145	
886' EB'+88 - 890' EB'+10	SCENIC VIEW RD - CROSSOVER	35			191		107				107	
890' EB'+81 - 891' EB'+50	EB 23 MAINLINE	70			7		6				6	MILLED SURFACE
901' WB'+57 - 907' WB'+93	WB STH 23 CTH T NORTH R CUT AND LOON	89			341		203				203	
900' EB'+50 - 904' EB'+63	EB 23 MAINLINE	149			120		103				103	MILLED SURFACE
908' EB'+71 - 913' EB'+50	EB STH 23 CTH T NORTH SEGREGATED LEFT/R CUT	33			96		90				90	
913' EB'+50 - 915' EB'+81	EB STH 23 CTH T NORTH SEGREGATED LEFT/R CUT	27			99		59				59	
913' EB'+72 - 918' EB'+83	EB 23 MAINLINE	157			225		194				194	MILLED SURFACE
927' EB'+45 - 929' EB'+98	CROSSOVER	12			53		32				32	
929' EB'+98 - 932' EB'+45	CROSSOVER	17			48		42				42	
932' EB'+45 - 934' EB'+45	CROSSOVER	32			117		69				69	
944' WB'+78 - 951' WB'+10	WB STH 23 SUGARBUSH R CUT AND LOON	88			339		202				202	
944' EB'+10 - 947' EB'+50	EB 23 MAINLINE	124			80		68				68	MILLED SURFACE
SUBTOTAL		2,611	0	7,254	5,888	4,076	4,076					

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

Addendum No. 02
ID 1440-13-72
Revised Sheet 287
January 9, 2020

ASPHALTIC CONCRETE PAVEMENT SUMMARY CONTINUED

1440-13-72

*455.0605 460.5223 *460.5224 *460.6223 *460.6224
HMA HMA HMA HMA HMA
PAVEMENT PAVEMENT PAVEMENT PAVEMENT PAVEMENT
3 LT 58-28 S 4 LT 58-28 S 3 MT 58-28 S 4 MT 58-28 S 4 MT 58-28 S
TON TON TON TON TON

STATION	TO	STATION	LOCATION	COAT	TON	TON	TON	TON	TON	REMARKS
948'	EB'+84	-	951' EB'+00	9	---	---	---	---	37	
951'	EB'+00	-	956' EB'+15	47	---	---	---	---	118	
950'	EB'+50	-	957' EB'+00	21	---	---	---	---	176	
963'	EB'+46	-	968' EB'+00	32	---	---	---	---	90	
967'	EB'+50	-	973' EB'+00	169	---	---	---	---	128	
968'	EB'+00	-	970' EB'+43	64	---	---	---	---	61	SEGREGATED LEFT TURN LANE
969'	WB'+88	-	976' WB'+95	170	---	---	---	---	143	SEGREGATED LEFT TURN LANE
964'	EB'+50	-	968' EB'+00	18	---	---	---	---	56	BACK TO 48+80 SUGARBUSH RD
968'	EB'+00	-	972' EB'+28	64	---	---	---	---	148	
980'	EB'+57	-	984' EB'+00	23	---	---	---	---	39	SEGREGATED LEFT TURN LANE
980'	EB'+93	-	984' EB'+00	15	---	---	---	---	66	BACK TO 48+75 CTH A
984'	EB'+00	-	987' EB'+20	41	---	---	---	---	90	SEGREGATED LEFT TURN LANE
984'	EB'+00	-	988' EB'+94	69	---	---	---	---	151	
983'	EB'+50	-	990' EB'+00	205	---	---	---	---	156	MILLED SURFACE
986'	WB'+52	-	993' WB'+12	61	---	---	---	---	139	SEGREGATED LEFT TURN LANE
993'	EB'+86	-	998' EB'+50	26	---	---	---	---	66	
998'	EB'+50	-	1000' EB'+20	45	---	---	---	---	96	
998'	EB'+00	-	1001' EB'+67	100	---	---	---	---	120	MILLED SURFACE
1008'	EB'+32	-	1011' EB'+50	16	---	---	---	---	42	
1011'	EB'+50	-	1015' EB'+89	51	---	---	---	---	113	MILLED SURFACE
1011'	EB'+00	-	1016' EB'+50	95	---	---	---	---	144	
1013'	EB'+94	-	1016' EB'+00	9	---	---	---	---	33	
1016'	EB'+00	-	1018' EB'+95	20	---	---	---	---	59	
1018'	EB'+95	-	1020' EB'+90	16	---	---	---	---	37	
1017'	WB'+94	-	1019' WB'+63	16	---	---	---	---	35	
1025'	EB'+58	-	1029' EB'+50	21	---	---	---	---	62	BACK TO 0+83 JULIE CT
1029'	EB'+50	-	1032' EB'+69	30	---	---	---	---	77	
1023'	EB'+82	-	1029' EB'+50	56	---	---	---	---	118	
1029'	EB'+50	-	1032' EB'+65	51	---	---	---	---	113	
1029'	EB'+00	-	1034' EB'+28	70	---	---	---	---	150	MILLED SURFACE
1035'	EB'+40	-	1037' EB'+01	49	---	---	---	---	52	
1038'	EB'+20	-	1039' EB'+00	27	---	---	---	---	29	
1052'	EB'+81	-	1055' EB'+50	13	---	---	---	---	38	BACK TO 48+33 RIDGE RD
1055'	EB'+50	-	1060' EB'+23	45	---	---	---	---	147	
1052'	EB'+60	-	1055' EB'+50	14	---	---	---	---	33	
1055'	EB'+50	-	1060' EB'+48	69	---	---	---	---	146	
1056'	EB'+20	-	1061' EB'+50	149	---	---	---	---	136	MILLED SURFACE
1072'	EB'+00	-	1075' EB'+50	93	---	---	---	---	71	MILLED SURFACE
SUBTOTAL				2,299	0	0	5,070	3,515		

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

Addendum No. 02
ID 1440-13-72
Revised Sheet 288
January 9, 2020

ASPHALTIC CONCRETE PAVEMENT SUMMARY CONTINUED

STATION		TO	STATION	LOCATION	TACK COAT	HMA PAVEMENT	HMA PAVEMENT	HMA PAVEMENT	HMA PAVEMENT	HMA PAVEMENT	HMA PAVEMENT	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
					GAL	3 LT 58-28 S	4 LT 58-28 S	3 MT 58-28 S	4 MT 58-28 S	4 MT 58-28 S	TON	TON
1072	'EB'+77	-	1079	'EB'+12	82	---	---	313	---	---	187	---
1079	'EB'+82	-	1084	'EB'+00	33	---	---	93	---	---	80	---
1084	'EB'+00	-	1086	'EB'+40	27	---	---	108	---	---	62	---
1085	'WB'+76	-	1092	'WB'+37	60	---	---	233	---	---	138	---
1080	'EB'+23	-	1084	'EB'+00	20	---	---	61	---	---	52	---
1084	'EB'+00	-	1088	'EB'+22	59	---	---	215	---	---	128	---
1083	'EB'+50	-	1089	'EB'+00	168	---	---	149	---	---	128	---
1093	'EB'+36	-	1098	'EB'+00	26	---	---	77	---	---	66	---
1098	'EB'+00	-	1099	'EB'+72	44	---	---	159	---	---	95	---
1097	'EB'+50	-	1100	'EB'+50	100	---	---	88	---	---	76	---
45	'CD'+89	-	49	'CD'+18	43	---	106	---	---	---	---	---
47	'U'+00	-	47	'U'+98	18	---	---	66	---	---	39	---
51	'SR'+41	-	54	'SR'+92	47	---	117	---	---	---	---	---
47	'SPV'+25	-	48	'SPV'+35	18	---	---	65	---	---	39	---
47	'SV'+65	-	48	'SV'+92	19	---	---	67	---	---	40	---
51	'SV'+83	-	52	'SV'+72	14	---	36	---	---	---	---	---
51	'TN'+82	-	53	'TN'+00	23	---	57	---	---	---	---	---
48	'TS'+47	-	49	'TS'+07	10	---	---	25	---	---	22	---
47	'SB'+99	-	48	'SB'+80	14	---	---	49	---	---	30	---
51	'SB'+77	-	52	'SB'+44	12	---	31	---	---	---	---	---
47	'A'+62	-	48	'A'+75	27	---	---	97	---	---	58	---
51	'A'+81	-	59	'A'+13	131	---	324	---	---	---	---	---
48	'PL'+00	-	48	'PL'+73	9	---	---	31	---	---	19	---
0	'JUL'+83	-	1	'JUL'+06	3	---	---	13	---	---	8	---
50	'CR'+75	-	51	'CR'+39	8	---	20	---	---	---	---	---
47	'RID'+25	-	48	'RID'+33	15	---	---	57	---	---	31	---
48	'S'+42	-	48	'S'+79	8	---	---	28	---	---	17	---
51	'S'+78	-	53	'S'+20	28	---	70	---	---	---	---	---
952	'WB'+65	-	---	---	---	---	---	---	---	---	---	28
911	'WB'+00	-	---	---	14	---	---	---	---	---	---	22
952	'WB'+65	-	---	---	9	---	---	---	---	---	---	13
1097	'WB'+11	-	---	---	10	---	---	---	---	---	---	15
SUBTOTAL					1,097	761	653	1,994	1,315	9,472	78	78
PROJECT TOTAL					6,329	761	7,907	14,034	1,315	9,472	78	78

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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
0066	450.4000 HMA Cold Weather Paving	3,000.000 TON	_____.	_____.
0068	455.0605 Tack Coat	6,329.000 GAL	_____.	_____.
0070	460.2000 Incentive Density HMA Pavement	21,200.000 DOL	1.00000	21,200.00
0072	460.5223 HMA Pavement 3 LT 58-28 S	761.000 TON	_____.	_____.
0074	460.5224 HMA Pavement 4 LT 58-28 S	7,907.000 TON	_____.	_____.
0076	460.6223 HMA Pavement 3 MT 58-28 S	14,034.000 TON	_____.	_____.
0078	460.6224 HMA Pavement 4 MT 58-28 S	9,472.000 TON	_____.	_____.
0080	465.0105 Asphaltic Surface	817.000 TON	_____.	_____.
0082	465.0120 Asphaltic Surface Driveways and Field Entrances	78.000 TON	_____.	_____.
0084	465.0125 Asphaltic Surface Temporary	838.000 TON	_____.	_____.
0086	465.0315 Asphaltic Flumes	75.000 SY	_____.	_____.
0088	465.0400 Asphaltic Shoulder Rumble Strips	27,856.000 LF	_____.	_____.
0090	502.0100 Concrete Masonry Bridges	464.000 CY	_____.	_____.
0092	502.3200 Protective Surface Treatment	420.000 SY	_____.	_____.
0094	502.3210 Pigmented Surface Sealer	88.000 SY	_____.	_____.
0096	504.0900 Concrete Masonry Endwalls	3.600 CY	_____.	_____.



Wisconsin Department of Transportation

Division of Transportation Systems Development

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

January 10, 2020

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

NOTICE TO ALL CONTRACTORS:

Proposal #11: 1440-13-72
Fond Du Lac - Plymouth
WCL – CTH P
STH 23
Sheboygan County

Letting of January 14, 2020

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
4	Traffic

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
205.0100	Common Excavation	CY	83,992	-4,537	79,455
208.0100	Borrow	CY	14,840	10,536	25,376
313.0110	Pit Run	TON	125,266	-3,585	121,681
645.0140	Geotextile Type SAS	SY	116,842	-4,551	112,291
645.0220	Geogrid Type SR	SY	116,842	-4,551	112,291

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
5	Typical Section – Revised typical section for west crossover tie-in from STA 746'WB'+78 to STA 755'WB'+90
61	Paving Details – Added point elevations at west crossover tie-in from STA 746'WB'+78 to STA 755'WB'+90
62	Paving Details – Added point elevations at west crossover tie-in from STA 746'WB'+78 to STA 755'WB'+90

280	Miscellaneous Quantities - Revised common excavation and borrow quantities
281	Miscellaneous Quantities - Revised pit run quantity
285	Miscellaneous Quantities - Revised pit run summary quantity
320	Miscellaneous Quantities - Revised geotextile type SAS and geogrid type SR quantities
529	Earthwork Data – Revised quantity from STA 745'EB'+00 to STA 776'EB'+00
530	Earthwork Data – Revised quantity from STA 745'EB'+00 to STA 776'EB'+00
531	Earthwork Data – Revised quantity from STA 745'EB'+00 to STA 776'EB'+00
532	Earthwork Data – Revised quantity from STA 745'EB'+00 to STA 776'EB'+00
533	Earthwork Data – Revised quantity from STA 745'EB'+00 to STA 776'EB'+00
534	Earthwork Data – Revised quantity from STA 745'EB'+00 to STA 776'EB'+00
535	Earthwork Data – Revised quantity from STA 745'EB'+00 to STA 776'EB'+00
536	Earthwork Data – Revised quantity from STA 745'EB'+00 to STA 776'EB'+00
540	Earthwork Data – Revised quantity from STA 745'WB'+00 to STA 776'WB'+00
541	Earthwork Data – Revised quantity from STA 745'WB'+00 to STA 776'WB'+00
542	Earthwork Data – Revised quantity from STA 745'WB'+00 to STA 776'WB'+00
543	Earthwork Data – Revised quantity from STA 745'WB'+00 to STA 776'WB'+00
544	Earthwork Data – Revised quantity from STA 745'WB'+00 to STA 776'WB'+00
545	Earthwork Data – Revised quantity from STA 745'WB'+00 to STA 776'WB'+00
546	Earthwork Data – Revised quantity from STA 745'WB'+00 to STA 776'WB'+00
547	Earthwork Data – Revised quantity from STA 745'WB'+00 to STA 776'WB'+00
573	Cross Sections – Revised crossover tie-in from STA 745'WB'+00 to STA 747'WB'+00
574	Cross Sections – Revised crossover tie-in from STA 748'WB'+00 to STA 751'WB'+00
575	Cross Sections – Revised crossover tie-in from STA 752'WB'+00 to STA 754'WB'+84
576	Cross Sections – Revised crossover tie-in from STA 755'WB'+00 to STA 758'WB'+00
577	Cross Sections – Revised crossover tie-in from STA 759'WB'+00 to STA 762'WB'+00
578	Cross Sections – Revised crossover tie-in from STA 762'WB'+73 to STA 764'WB'+00
579	Cross Sections – Revised crossover tie-in from STA 765'WB'+00 to STA 766'WB'+60
580	Cross Sections – Revised crossover tie-in from STA 766'WB'+81 to STA 767'WB'+30
581	Cross Sections – Revised crossover tie-in from STA 767'WB'+54 to STA 768'WB'+26
582	Cross Sections – Revised crossover tie-in from STA 769'WB'+00 to STA 771'WB'+03
583	Cross Sections – Revised crossover tie-in from STA 772'WB'+00 to STA 772'WB'+84
584	Cross Sections – Revised crossover tie-in from STA 773'WB'+00 to STA 774'WB'+00
585	Cross Sections – Revised crossover tie-in from STA 774'WB'+35 to STA 776'WB'+00

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 03

1440-13-72

January 10, 2020

Special Provisions

4. Traffic.

Replace both subsections titled HMA paving Station 746'WB'+90 to Station 755'WB'+90 with one occurrence of the following:

HMA paving Station 746'WB'+90 to Station 755'WB'+90

During placement of HMA pavement from Station 746'WB'+90 to Station 755'WB'+90, traffic in this section may be reduced to a single counter-directional lane via flagging operations during daytime hours only with minimum available width of 16 feet.

Schedule of Items

Attached, dated January 10, 2020, are the revised Schedule of Items Pages 1, 2, and 10.

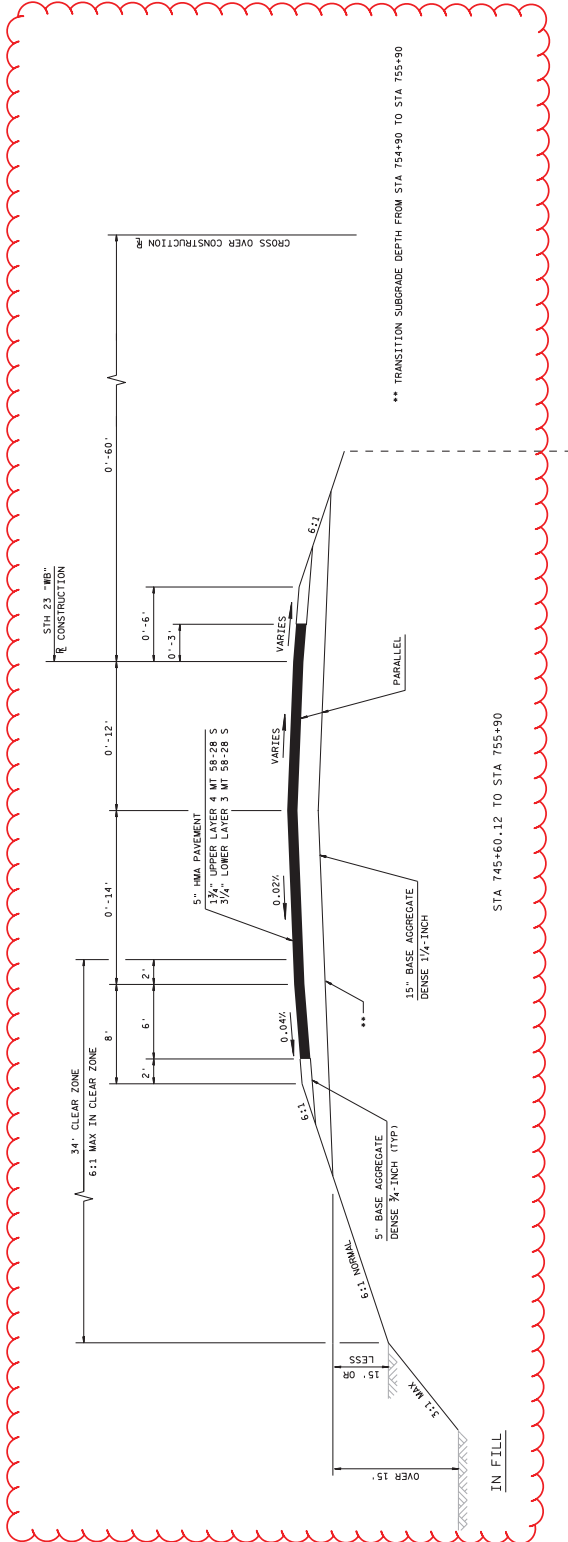
Plan Sheets

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

Revised: 5, 61, 62, 280, 281, 285, 320, 529, 530, 531, 532, 533, 534, 535, 536, 540, 541, 542, 543, 544, 545, 546, 547, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585

END OF ADDENDUM

Addendum No. 03
ID 1440-13-72
Revised Sheet 5
January 10, 2020

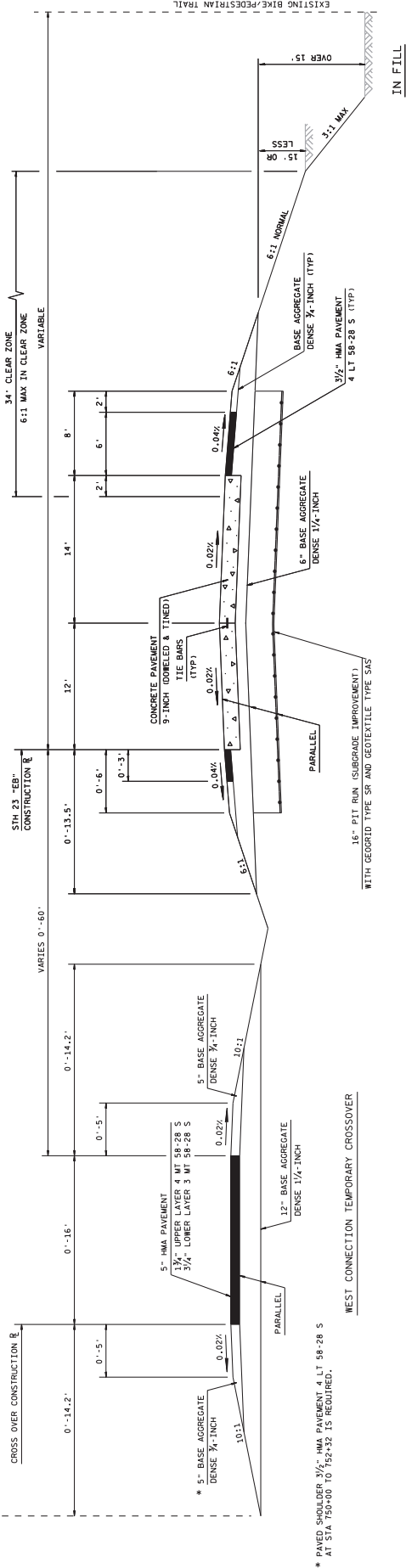


** TRANSITION SUBGRADE DEPTH FROM STA 754+90 TO STA 755+90

STA 745+60.12 TO STA 755+90

STA 23 "MB" CONSTRUCTION

CROSS OVER CONSTRUCTION



* PAVED SHOULDER 3/4\"/>

AT STA 750+00 TO 752+50 IS REQUIRED.

TYPICAL FINISHED CROSS SECTION FOR STA 23 WEST CROSS OVER CONNECTION

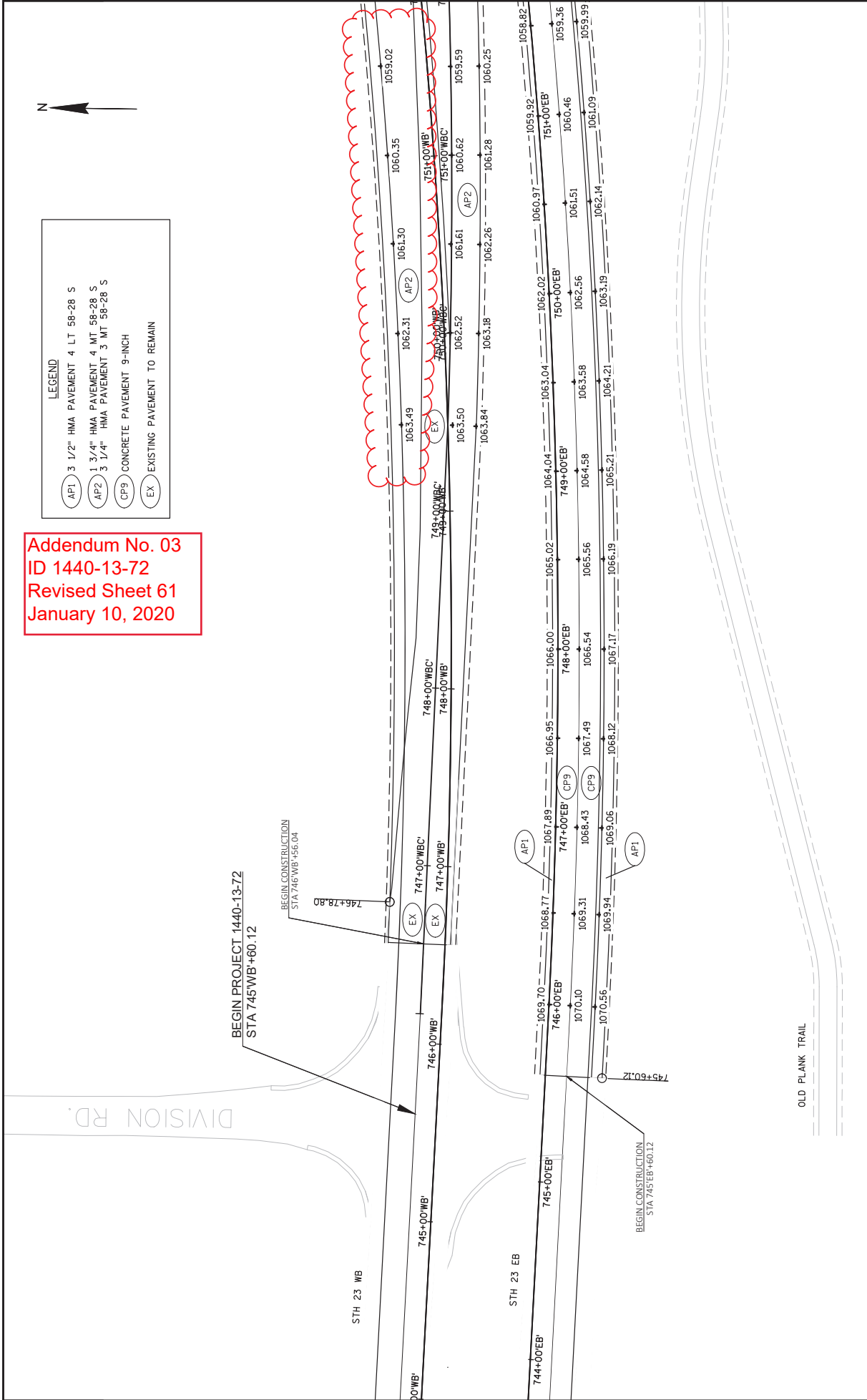
STA 745+60.12 TO STA 755+90
(SEE STA 23 WEST END CONNECTION CROSSOVER DETAIL)



LEGEND

- AP1 3 1/2" HMA PAVEMENT 4 LT 58-28 S
- AP2 1 3/4" HMA PAVEMENT 4 MT 58-28 S
- CP9 3 1/4" HMA PAVEMENT 3 MT 58-28 S
- CP9 CONCRETE PAVEMENT 9-INCH
- EX EXISTING PAVEMENT TO REMAIN

Addendum No. 03
 ID 1440-13-72
 Revised Sheet 61
 January 10, 2020

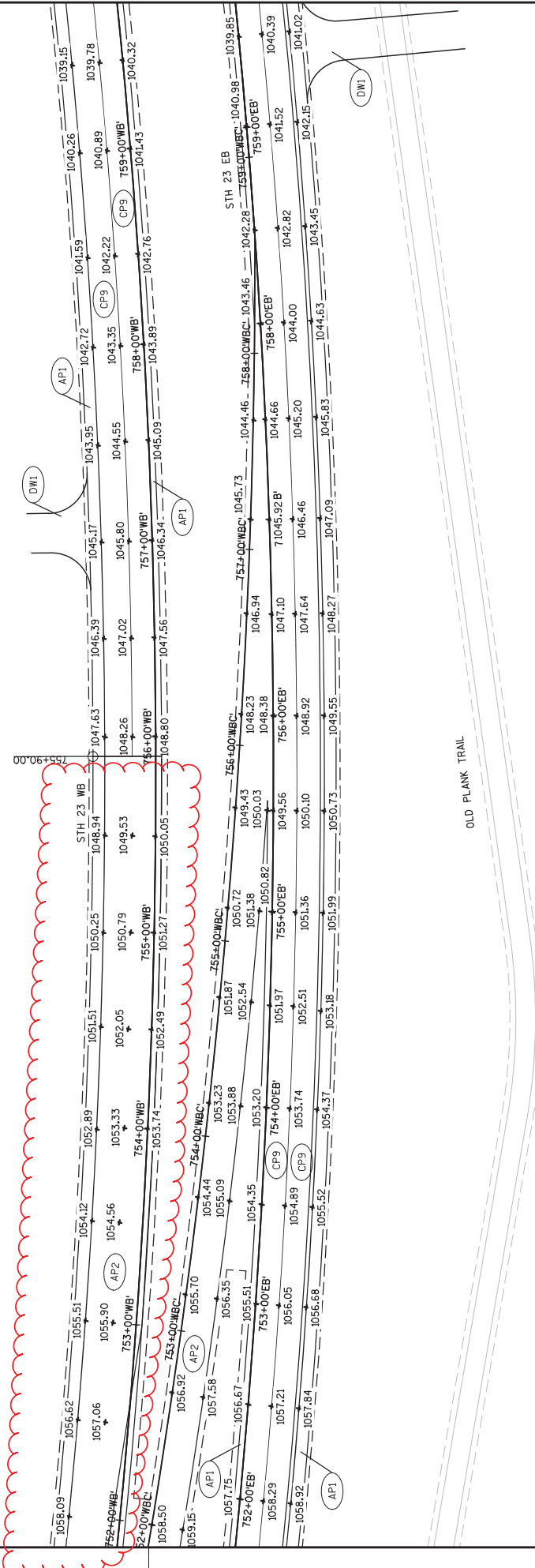


Addendum No. 03
ID 1440-13-72
Revised Sheet 62
January 10, 2020



LEGEND

- (API) 3 1/2" HMA PAVEMENT 4 LT 58-28 S
- (AP2) 1 3/4" HMA PAVEMENT 4 MT 58-28 S
- (CP9) 3 1/4" HMA PAVEMENT 3 MT 58-28 S
- (CP9) CONCRETE PAVEMENT 9-INCH
- (DWI) BASE AGGREGATE DENSE 3/4-INCH



Addendum No. 03
 ID 1440-13-72
 Revised Sheet 280
 January 10, 2020

DIVISION & LOCATION	FROM/TO STATION	205.0100		UNEXPANDED FILL	MASS ORDNATE +/- (14)	BORROW (15)	WASTE
		COMMON EXCAVATION (1)					
		CUT (2)	SUBGRADE IMPROVEMENT EXCAVATION (3)				
Division 1							
**S TH 23 WB Mainline 1	745+00-1037+00	7,656	24,773	43,952	58,457	-26,027	
**S TH 23 WB Mainline 2	1038+00-1127+81.64	1,640	0	379	372	-1,328	
Chickadee Rd	45+89 - 49+20.83	234	3	600	512	385	
Scenic View North	51+37.32 - 54+92.09	582	18	0	70	530	
CH T North	51+53.92 - 52+71.54	117	119	0	0	117	
CH T North	51+43.96 - 53+00	128	0	0	0	247	
Sugarbush Rd North	51+52.62 - 52+43.5	74	0	7	9	65	
CH A North	51+44.03 - 59+12.5	439	0	439	82	357	
Castle Rock Ct	50+75.33 - 51+39	0	0	5	7	-7	
*East Cross Over Construction Adj.	1116+09.45-1130+00	10	0	1,307	1,738	-1,728	
CH S North	51+32.41 - 53+19.64	56	0	29	38	17	
Division 1 Subtotal		10,995	24,913	46,078	61,284	-25,376	0
Division 2							
**S TH 23 EB Mainline 1	745+31.33 - 1037+04.22	20,173	6,152	9,374	12,468	13,857	
*West Cross Over Construction Adj.	749+50-758+50	247	0	950	1,284	1,044	
CH U	47+00 - 48+37.33	186	0	1	1	185	
Spring Valley Rd	46+45.41 - 48+54.49	172	0	2	2	170	
Scenic View South	47+13.61 - 48+91.65	192	0	2	3	190	
CH T South (Plank Rd)	48+41.6 - 49+17.28	153	0	4	6	148	
Sugarbush Rd South	47+99.34-49+17.86	280	0	28	26	246	
CH A South	47+45.46 - 48+79.80	436	0	15	20	416	
Plank Rd	48+00 + 49+15.74	335	0	335	2	333	
Julie Ct	00+74.33 - 01+06.36	42	0	3	4	38	
Culvert Replacement		1,224	0	1,224	0	-1,224	
Division 2 Subtotal		23,411	6,152	10,378	13,802	15,761	15,761
Division 3							
**S TH 23 EB Mainline 2	1038+04.74 - 1127+81.64	6,459	0	790	1,050	5,409	
Existing East Cross Over Removal	1127+81.64-1137+50	3,217	0	0	0	3,217	
Ridge Rd	47+25.46 - 48+54.60	838	0	0	0	838	
CH S South	48+42.21 - 49+34.06	575	0	59	78	497	
Division 3 Subtotal		11,090	0	849	1,129	9,961	9,961
Division 4							
East Cross Over Removal	1116+09.45 - 1130+00	2,894	0	0	0	2,894	
Division 4 Subtotal		2,894	0	0	0	2,894	2,894
Grand Total		48,390	31,064	57,305	76,215	3,240	28,616
	Total Common Exc		79,455				28,616

1) Common Excavation is the sum of the Cut and Subgrade Improvement Excavation columns. Item number 205.0100
 2) Existing Pavement Material is included in Cut.
 3) Subgrade Improvement Excavation to be backfilled with Pit Run. Quantity shown elsewhere in plan.
 4) Available Material = Cut+Subgrade Improvement Excavation
 5) Expanded Fill. Factor = 1.33
 6) Mass Ordinate = Available Material - Expanded Fill. The Mass Ordinate + or - Qty calculated for the Location/Division. Minus indicates a shortage of material within the Division.
 7) Borrow = Negative Mass Ordinate. Mass Ordinate = Available Material - Expanded Fill
 8) Earthwork adjustments made to STA 749+50 - STA 758+50 and STA 1116+09 - STA 1130+00 to include construction of cross overs
 9) Median earthwork is included in divisions 1.
 10) Quantities shown for STA 745+00 to STA 1137+50 TH 23 WB Mainline are based on the design surface of the previous grading project. The department will survey the finished surface constructed under the previous STA 23 contract (1440-13-76) prior to the start of excavation under this contract. That surface will become the original ground surface under this contract, which will be used to compute earthwork quantities.

Addendum No. 03
ID 1440-13-72
Revised Sheet 281
January 10, 2020

3

MAINLINE BASE AGGREGATE SUMMARY

1440-13-72		*305.0110		*313.0110		*624.0100	
PREPARE FOUNDATION FOR BASE AGGREGATE		BASE AGGREGATE		DENSE		PIT	
211.0500		3/4-INCH		1 1/4-INCH		RUN	
LOCATION	STA	TON	TON	TON	MGAL	TON	MGAL
STH 23 EB	32	---	---	2,580	---	---	---
STH 23 WB 763+00 - 768+00	5	486	6,513	---	69.99	---	---
STH 23 WB 387+00 - 841+00	4	---	---	7,762	---	---	WEST LIMITS - CHICKADEE DR
STH 23 WB 857+00 - 860+00	3	---	---	27,450	---	---	---
STH 23 WB 868+00 - 870+00	2	298	5,537	---	58.35	---	CHICKADEE DR - CTH U
STH 23 WB 878+00 - 882+00	4	189	3,544	---	37.32	---	CTH U - SUNRISE RD
STH 23 WB 886+00 - 893+00	7	522	8,811	---	93.33	---	SUNRISE RD - SPRING VALLEY DR
STH 23 WB 905+50 - 912+00	2	---	---	10,536	---	---	---
STH 23 WB 941+50 - 943+50	7	491	6,272	---	67.62	---	SPRING VALLEY DR - SCENIC VIEW DR
STH 23 WB 967+00 - 970+00	3	---	---	2,667	---	---	---
STH 23 WB 972+00 - 977+75	6	265	5,616	1,244	---	---	SCENIC VIEW DR - CTH T NORTH
STH 23 WB 989+00 - 999+50	11	---	---	4,878	---	---	---
STH 23 WB 999+50 - 1005+50	7	---	---	533	---	---	---
STH 23 WB 1005+50 - 1008+50	4	---	---	9,953	---	---	---
STH 23 WB 1008+50 - 1137+51	130	478	8,407	---	88.85	---	CTH T NORTH - CTH T SOUTH
CHICKADEE RD	5	---	---	2,852	---	---	---
CTH U	2	---	---	6,068	---	---	---
SUNRISE RD	4	---	---	---	---	---	---
SPRING VALLEY DR	2	311	3,963	---	42.74	---	CTH T SOUTH - SUGARBUSH RD
SCENIC VIEW DR	6	116	3,489	---	36.04	---	SUGARBUSH RD - CTH A
CTH T NORTH	2	---	---	8,721	---	---	---
CTH T SOUTH (PLANK RD)	2	378	6,591	---	69.68	---	CTH A - PLANK RD
SUGARBUSH RD	5	---	---	640	---	---	---
CTH A	12	---	---	622	---	---	---
PLANK RD	2	29	1,667	2,133	---	---	PLANK RD - RIDGE RD
CASTLE ROCK CT	2	46	3,784	---	38.30	---	RIDGE RD - W BRIDGE APPROACH
JULIE CT	2	336	12,016	---	123.51	---	E BRIDGE APPROACH - RIDGE RD
RIDGE RD	2	362	6,193	---	65.55	---	RIDGE RD - CTH P
CTH S	5	259	6,475	---	67.33	---	CTH P - TEMP CROSSOVER
PROJECT TOTAL	280	4,800	91,890	88,642	32.50	966.89	TEMP CROSSOVER - EAST LIMITS

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

PROJECT NUMBER: 1440-13-72

HWY: STH 23

COUNTY: SHEBOYGAN

MISCELLANEOUS QUANTITIES

SHEET 281

E

3

BASE AGGREGATE CULVERT REPLACEMENT SUMMARY

1440-13-72

*205.0100 SPV.0035.01 305.0110 305.0120 624.0100

STATION	LOCATION	CY	FOUNDATION	BASE AGGREGATE		WATER	REMARKS
				TON	DENSE		
772' EB'+56	- STH 23 EB	74	---	---	---	---	CULVERT PIPE REPLACEMENT
784' EB'+60	- STH 23 EB	214	109	325	6.08	---	CULVERT PIPE REPLACEMENT
809' EB'+50	- STH 23 EB	---	18	112	1.82	---	CULVERT PIPE REPLACEMENT
819' EB'+00	- STH 23 EB	364	214	89	1.50	---	CULVERT PIPE REPLACEMENT
848' EB'+78	- STH 23 EB	---	18	112	1.82	---	CULVERT PIPE REPLACEMENT
862' EB'+49	- STH 23 EB	---	140	716	11.98	---	CULVERT PIPE REPLACEMENT
888' EB'+16	- STH 23 EB	252	123	557	10.40	---	CULVERT PIPE REPLACEMENT
904' EB'+83	- STH 23 EB	---	81	520	8.41	---	CULVERT PIPE REPLACEMENT
913' EB'+52	- STH 23 EB	---	18	89	1.50	---	CULVERT PIPE REPLACEMENT
919' EB'+03	- STH 23 EB	---	18	112	1.82	---	CULVERT PIPE REPLACEMENT
928' EB'+72	- STH 23 EB	---	27	170	2.76	---	CULVERT PIPE REPLACEMENT
936' EB'+37	- STH 23 EB	---	18	112	1.82	---	CULVERT PIPE REPLACEMENT
1001' EB'+84	- STH 23 EB	---	31	195	3.16	---	CULVERT PIPE REPLACEMENT
1034' EB'+53	- STH 23 EB	---	125	800	12.95	---	CULVERT PIPE REPLACEMENT
1056' EB'+00	- STH 23 EB	---	27	138	2.31	---	CULVERT PIPE REPLACEMENT
SUBTOTALS		1,224	625	834	4,047	68.33	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

BASE AGGREGATE SUMMARY

1440-13-72

*305.0110 *305.0120 *313.0110 *624.0100

	BASE AGGREGATE		PIT	WATER
	TON	DENSE		
MAINLINE BASE AGGREGATE SUMMARY	4,800	91,890	88,642	966.89
MEDIAN BASE AGGREGATE SUMMARY	3,104	37,868	23,691	409.72
WESTBOUND SIDEROADS/RIGHT TURN LANE BASE AGGREGATE SUMMARY	3,542	13,252	0	167.94
EASTBOUND SIDEROADS/RIGHT TURN LANE BASE AGGREGATE SUMMARY	3,435	28,653	9,348	320.88
DRIVEWAY BASE AGGREGATE SUMMARY	1,534	---	---	15.34
BASE AGGREGATE CULVERT REPLACEMENT SUMMARY	834	4,047	---	68.33
CULVERT PIPE TEMPORARY	3,075	---	---	---
PROJECT TOTAL	20,324	175,710	121,681	1,949

*DETAILS SHOWN ELSEWHERE

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

Addendum No. 03
 ID 1440-13-72
 Revised Sheet 285
 January 10, 2020

COVERING SIGNS

1440-13-72
 643.0920
 TRAFFIC CONTROL COVERING SIGNS TYPE II

LOCATION	EACH	
UNDISTRIBUTED	28	
PROJECT TOTAL	28	

PERMANENT TRAFFIC CONTROL

1440-13-72
 SPV.0060.01
 VERTICAL IMPACT RECOVERY PANEL
 SPV.0060.02
 VERTICAL IMPACT RECOVERY PANEL BASE

LOCATION	EACH	
746' EB'+83 - 791' EB'+87	30	
PROJECT TOTAL	30	

TRAFFIC CONTROL ITEMS LEFT IN PLACE FROM 1440-13-76

1440-13-72
 SPV.0060.03
 MAINTAIN PERMANENT BARRICADES
 SPV.0060.04
 MAINTAIN TRAFFIC CONTROL WARNING LIGHTS
 TYPE A
 LEFT IN PLACE

LOCATION	EACH	
745'WB'+60 - 1137'WB'+51	236	
PROJECT TOTAL	236	

GEOTEXTILE SUMMARY

STATION	TO	STATION	LOCATION	SV	SV	645.0140	645.0220
				GEOTEXTILE TYPE SAS	GEGRID TYPE SR		
755'WB'+90	-	763'WB'+00	STH 23 WB	3,156	3,156		
755'EB'+90	-	777'EB'+67	STH 23 EB	9,703	9,703		
768'WB'+00	-	837'WB'+00	STH 23 WB	34,313	34,313		
841'WB'+00	-	868'WB'+00	STH 23 WB	13,171	13,171		
870'WB'+25	-	877'WB'+75	STH 23 WB	3,333	3,333		
882'WB'+25	-	885'WB'+75	STH 23 WB	1,556	1,556		
893'WB'+50	-	905'WB'+25	STH 23 WB	6,098	6,098		
907'WB'+75	-	909'WB'+25	STH 23 WB	667	667		
912'WB'+25	-	941'WB'+25	STH 23 WB	12,441	12,441		
943'WB'+75	-	950'WB'+00	STH 23 WB	3,565	3,565		
950'WB'+00	-	967'WB'+00	STH 23 WB	7,585	7,585		
970'WB'+24	-	988'WB'+75	STH 23 WB	10,902	10,902		
991'WB'+25	-	992'WB'+75	STH 23 WB	801	801		
999'WB'+75	-	1005'WB'+00	STH 23 WB	2,333	2,333		
1009'WB'+00	-	1015'WB'+00	STH 23 WB	2,667	2,667		
TOTALS				112,291	112,291		

Addendum No. 03
 ID 1440-13-72
 Revised Sheet 320
 January 10, 2020

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

PROJECT NUMBER: 1440-13-72

HWY: STH 23

COUNTY: SHEBOYGAN

MISCELLANEOUS QUANTITIES

SHEET 320

E

Addendum No. 03
 ID 1440-13-72
 Revised Sheet 529
 January 10, 2020

STH 23 EB Mainline 1

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate	Note 8
			Cut	Fill	Subgrade Improvement	Excavation	Excavation	Cut	Expanded Fill	Mass Ordinate		
			Note 1	Note 1	Note 1	Note 1	Note 1	Note 1	Note 1	Note 1	Note 1	Note 1
745+31.33(2)	74549.05	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0.00
745+61.07(2)	74578.79	29.74	8.85	110.50	0.00	5	61	0	0	5	81	-76.06
745+91.07(2)	74608.79	30.00	30.18	111.96	0.00	22	124	0	0	27	245	-218.77
746+00(2)	74617.72	8.93	25.94	112.33	0.00	9	37	0	0	36	295	-258.82
746+21.07(2)	74638.79	21.07	13.58	113.17	0.00	15	88	0	0	51	412	-360.40
746+36.07(2)	74653.79	15.00	11.36	113.88	0.00	7	63	0	0	58	496	-437.36
747+00(2)	74717.72	63.93	15.93	109.80	0.00	32	265	0	0	91	848	-757.28
748+00(2)	74817.72	100.00	33.66	102.82	0.00	92	394	0	0	182	1,371	-1,189.12
749+00(2)	74917.72	100.00	54.41	94.96	0.00	163	366	0	0	345	1,859	-1,513.16
750+00(2)	75017.72	100.00	69.04	89.41	0.00	229	341	0	0	574	2,313	-1,738.65
751+00(2)	75117.72	100.00	81.01	95.57	0.00	278	343	0	0	852	2,768	-1,916.38
752+00(2)	75217.72	100.00	59.76	106.26	0.00	261	374	0	0	1,113	3,265	-2,152.79
753+00(2)	75317.72	100.00	60.38	125.59	0.00	222	429	0	0	1,335	3,836	-2,501.34
754+00(2)	75417.72	100.00	52.87	142.35	0.00	210	496	0	0	1,545	4,496	-2,951.55
755+00(2)	75517.72	100.00	77.42	150.26	0.00	241	542	0	0	1,786	5,217	-3,430.96
756+00(2)	75617.72	100.00	70.10	151.08	0.00	273	558	0	0	2,059	5,959	-3,899.95
757+00(2)	75717.72	100.00	69.49	143.05	0.00	258	545	0	0	2,318	6,684	-4,365.88
758+00(2)	75817.72	100.00	44.08	126.45	0.00	210	499	0	0	2,528	7,347	-4,819.33
759+00(2)	75917.72	100.00	49.72	110.11	0.01	174	438	0	0	2,702	7,930	-5,228.24
760+00(2)	76017.72	100.00	132.32	0.38	53.50	337	205	99	99	3,039	8,202	-5,064.16
761+00(2)	76117.72	100.00	129.91	0.40	53.50	486	1	198	198	3,524	8,204	-4,382.31
762+00(2)	76217.72	100.00	128.46	0.40	54.52	478	1	200	200	4,003	8,206	-3,705.78
763+00(2)	76317.72	100.00	121.88	0.42	54.52	464	2	202	202	4,466	8,208	-3,042.29
764+00(2)	76417.72	100.00	109.36	0.00	0.00	428	1	101	101	4,895	8,209	-2,514.14
765+00(2)	76517.72	100.00	101.88	0.05	0.00	391	0	0	0	5,286	8,209	-2,123.07
766+00(2)	76617.72	100.00	87.97	0.05	0.00	352	0	0	0	5,637	8,209	-1,771.76
767+00(2)	76717.72	100.00	72.87	0.00	0.00	298	0	0	0	5,935	8,210	-1,474.04
768+00(2)	76817.72	100.00	62.52	0.00	0.00	251	0	0	0	6,186	8,210	-1,223.31
769+00(2)	76917.72	100.00	48.74	0.37	53.50	206	1	99	99	6,392	8,210	-919.10
770+00(2)	77017.72	100.00	30.94	0.35	53.50	148	1	198	198	6,540	8,212	-575.17
771+00(2)	77117.72	100.00	30.01	0.37	53.50	113	1	198	198	6,653	8,214	-265.93
772+00(2)	77217.72	100.00	16.69	0.18	65.48	86	1	220	220	6,739	8,215	39.56
773+00(2)	77317.72	100.00	7.76	0.40	65.90	45	1	243	243	6,784	8,217	326.72
774+00(2)	77417.72	100.00	17.61	0.04	66.12	47	1	244	244	6,831	8,218	617.09
775+00(2)	77517.72	100.00	16.21	0.00	65.61	63	0	244	244	6,894	8,218	923.56
776+00(2)	77617.72	100.00	10.88	0.00	72.18	50	0	255	255	6,944	8,218	1,228.88
777+00(2)	77717.72	100.00	12.01	0.01	72.48	42	0	268	268	6,986	8,218	1,539.12
778+00(2)	77817.72	100.00	0.00	0.00	0.00	22	0	134	134	7,009	8,218	1,695.56
779+00(2)	77917.72	100.00	0.00	0.00	0.00	0	0	0	0	7,009	8,218	1,695.55
780+00(2)	78017.72	100.00	0.00	0.00	0.00	0	0	0	0	7,009	8,218	1,695.55
780+75.65(2)	78093.37	75.65	0.00	0.00	0.00	0	0	0	0	7,009	8,218	1,695.55
781+00(2)	78117.72	24.35	0.00	0.01	0.00	0	0	0	0	7,009	8,218	1,695.54
781+49.27(2)	78166.99	49.27	6.77	0.00	8.09	6	0	7	7	7,015	8,218	1,709.08

Subtotal 7,015 6,179 2,912

COUNTY: SHEBOYGAN EARTHWORK

HWY: STH 23

PROJECT NUMBER: 1440-13-72

STH 23 EB Mainline 1

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Subgrade Improvement Excavation	Subgrade Improvement Excavation	Fill	Cut	Expanded Fill		
782+00(2)	78217.72	50.73	9.20	0.00	12.72	0	24	17	17	0	1,750.26
783+00(2)	78317.72	100.00	9.01	0.13	18.20	0	57	34	51	0	1,840.92
784+00(2)	78417.72	100.00	8.02	0.35	17.98	1	67	83	83	1	1,938.31
785+00(2)	78517.72	100.00	9.63	0.09	18.24	1	67	115	115	3	2,036.99
786+00(2)	78617.72	100.00	13.88	0.00	18.33	0	68	159	159	3	2,148.01
787+00(2)	78717.72	100.00	16.71	0.00	18.33	0	68	215	215	3	2,272.55
788+00(2)	78817.72	100.00	14.45	0.00	8.09	0	49	273	273	3	2,379.16
789+00(2)	78917.72	100.00	0.00	0.00	0.00	0	15	300	300	3	2,420.89
790+00(2)	79017.72	100.00	0.00	0.00	0.00	0	0	300	300	3	2,420.89
791+00(2)	79117.72	100.00	0.00	0.00	0.00	0	0	300	300	3	2,420.90
792+00(2)	79217.72	100.00	0.00	0.00	0.00	0	0	300	300	3	2,420.90
793+00(2)	79317.72	100.00	0.00	0.00	0.00	0	0	300	300	3	2,420.90
794+00(2)	79417.72	100.00	0.00	0.00	0.00	0	0	300	300	3	2,420.90
795+00(2)	79517.72	100.00	0.00	0.00	0.00	0	0	300	300	3	2,420.90
796+00(2)	79617.72	100.00	0.00	0.00	0.00	0	0	300	300	3	2,420.90
797+00(2)	79717.72	100.00	0.00	0.00	0.00	0	0	300	300	3	2,420.90
798+00(2)	79817.72	100.00	26.90	0.00	0.00	0	0	350	350	3	2,470.71
799+00(3)	79905.45	87.73	24.79	0.00	0.00	0	0	434	434	3	2,554.66
799+59.35(3)	79964.80	59.35	22.52	0.31	0.00	0	0	486	486	3	2,606.21
800+00(3)	80005.45	40.65	19.42	0.51	0.00	1	0	517	517	4	2,636.96
801+00(3)	80105.45	100.00	19.11	0.68	0.00	2	0	589	589	7	2,705.39
802+00(3)	80205.45	100.00	22.17	0.00	0.00	1	0	665	665	9	2,780.17
803+00(3)	80305.45	100.00	21.32	0.91	0.00	2	0	746	746	11	2,858.45
803+10.54(3)	80315.99	10.54	21.88	7.02	0.00	8	0	754	754	13	2,864.82
803+58.75(3)	80364.20	48.21	53.42	0.36	0.00	7	0	821	821	22	2,923.29
803+70.16(3)	80375.61	11.41	84.56	8.00	14.99	2	3	850	850	24	2,953.26
804+00(3)	80405.45	29.84	109.29	0.00	18.33	4	18	957	957	30	3,072.91
804+15.79(3)	80421.24	15.79	115.83	0.00	18.33	0	11	1,023	1,023	30	3,149.47
804+57.26(3)	80462.70	41.47	63.09	5.25	11.99	4	23	1,161	1,161	35	3,304.78
805+00(3)	80505.45	42.74	37.57	7.98	13.78	10	20	1,240	1,240	49	3,390.92
805+65.48(3)	80570.93	65.48	27.94	0.00	0.00	10	17	1,320	1,320	62	3,474.19
806+00(3)	80605.45	34.52	18.66	0.00	0.00	0	0	1,350	1,350	62	3,503.98
807+00(3)	80705.45	100.00	0.00	0.00	0.00	0	0	1,384	1,384	62	3,538.52
808+00(3)	80805.45	100.00	0.00	0.00	0.00	0	0	1,384	1,384	62	3,538.52
809+00(3)	80905.45	100.00	0.00	0.00	0.00	0	0	1,384	1,384	62	3,538.52
810+00(3)	81005.45	100.00	1.73	0.12	0.00	0	0	1,387	1,387	62	3,541.42
811+00(3)	81105.45	100.00	11.69	0.00	9.33	0	17	1,412	1,412	63	3,583.25
812+00(3)	81205.45	100.00	11.69	0.00	18.33	0	51	1,456	1,456	63	3,677.77
813+00(3)	81305.45	100.00	9.86	0.00	18.33	0	68	1,495	1,495	63	3,785.56
814+00(3)	81405.45	100.00	12.34	0.00	18.33	41	0	1,537	1,537	63	3,894.55
815+00(3)	81505.45	100.00	12.42	0.00	18.33	0	68	1,582	1,582	63	4,008.29
816+00(3)	81605.45	100.00	11.03	0.00	18.33	43	0	1,626	1,626	63	4,119.59
817+00(3)	81705.45	100.00	8.96	0.00	18.33	37	0	1,663	1,663	63	4,224.49
818+00(3)	81805.45	100.00	8.15	0.01	16.03	32	0	1,694	1,694	63	4,319.80
819+00(3)	81905.45	100.00	14.12	0.00	18.85	41	0	1,736	1,736	63	4,425.60
Subtotal											1,044

Addendum No. 03
ID 1440-13-72
Revised Sheet 530
January 10, 2020

Addendum No. 03
 ID 1440-13-72
 Revised Sheet 531
 January 10, 2020

STH 23 EB Mainline 1

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	Subgrade Improvement Excavation	Fill	Subgrade Improvement Excavation	Cut	Expanded Fill		
819+50.13(3)	81955.57	50.13	14.80	0.00	18.85	0	35	1,763	63	4,487.43	
820+00(3)	82005.45	49.87	17.50	0.00	18.33	0	34	1,792	63	4,551.60	
821+00(3)	82105.45	100.00	18.36	0.00	18.33	0	68	1,859	63	4,685.89	
822+00(3)	82205.45	100.00	17.88	0.00	18.33	0	68	1,926	63	4,820.88	
823+00(3)	82305.45	100.00	7.86	0.00	8.19	0	49	1,974	63	4,917.65	
824+00(3)	82405.45	100.00	0.01	0.00	0.00	0	15	1,988	63	4,947.36	
825+00(3)	82505.45	100.00	0.00	0.02	0.00	0	0	1,988	63	4,947.32	
826+00(3)	82605.45	100.00	0.00	0.25	0.00	1	0	1,988	64	4,946.64	
827+00(3)	82705.45	100.00	0.00	0.03	0.00	1	0	1,988	64	4,945.94	
828+00(3)	82805.45	100.00	0.00	0.02	0.00	0	0	1,988	64	4,945.82	
829+00(3)	82905.45	100.00	0.00	0.12	0.00	0	0	1,988	65	4,945.48	
830+00(3)	83005.45	100.00	0.00	0.00	0.00	0	0	1,988	65	4,945.18	
831+00(3)	83105.45	100.00	0.00	0.00	0.00	0	0	1,988	65	4,945.17	
832+00(3)	83205.45	100.00	0.01	0.00	0.00	0	0	1,988	65	4,945.19	
833+00(3)	83305.45	100.00	0.09	0.00	0.00	0	0	1,988	65	4,945.37	
834+00(3)	83405.45	100.00	0.01	0.00	0.00	0	0	1,989	65	4,945.55	
835+00(3)	83505.45	100.00	9.85	0.00	8.09	0	15	2,007	65	4,978.79	
836+00(3)	83605.45	100.00	15.67	0.00	15.50	0	44	2,054	65	5,069.72	
836+46.59(3)	83652.04	46.59	16.05	0.03	18.88	27	30	2,081	65	5,126.72	
837+00(3)	83705.45	53.41	16.42	0.00	0.00	0	19	2,114	65	5,177.48	
838+00(3)	83805.45	100.00	15.42	0.01	0.00	59	0	2,173	65	5,236.41	
839+00(3)	83905.45	100.00	15.22	0.00	0.00	57	0	2,229	65	5,293.12	
841+00(4)	84095.56	190.11	14.98	0.00	0.00	106	0	2,336	65	5,399.44	
841+73.26(4)	84168.81	73.26	13.61	0.00	9.42	39	0	2,374	65	5,451.00	
842+00(4)	84195.56	26.74	12.60	0.00	8.09	13	0	2,387	65	5,472.65	
843+00(4)	84295.56	100.00	0.00	0.00	0.00	23	0	2,411	65	5,510.96	
844+00(4)	84395.56	100.00	0.00	0.00	0.00	0	0	2,411	65	5,510.96	
845+00(4)	84495.56	100.00	0.00	0.00	0.00	0	0	2,411	65	5,510.96	
846+00(4)	84595.56	100.00	0.00	0.00	0.00	0	0	2,411	65	5,510.96	
847+00(4)	84695.56	100.00	0.00	0.00	0.00	0	0	2,411	65	5,510.96	
848+00(4)	84795.56	100.00	0.00	0.00	0.00	0	0	2,411	65	5,510.96	
849+00(4)	84895.56	100.00	0.00	0.00	0.00	0	0	2,411	65	5,510.96	
850+00(4)	84995.56	100.00	0.00	0.00	0.00	0	0	2,411	65	5,510.96	
851+00(4)	85095.56	100.00	0.00	0.00	0.00	0	0	2,411	65	5,510.96	
852+00(4)	85195.56	100.00	0.00	0.00	0.00	0	0	2,411	65	5,510.96	
853+00(4)	85295.56	100.00	0.00	0.00	0.00	0	0	2,411	65	5,510.96	
854+00(4)	85395.56	100.00	0.00	0.00	0.00	0	0	2,411	65	5,510.96	
855+00(4)	85495.56	100.00	0.00	0.48	0.00	0	1	2,411	66	5,509.78	
856+00(4)	85595.56	100.00	22.26	0.00	0.00	41	0	2,452	67	5,549.81	
857+00(4)	85695.56	100.00	22.15	0.41	0.00	82	1	2,534	68	5,631.04	
858+00(4)	85795.56	100.00	20.64	0.00	0.00	79	1	2,613	70	5,709.28	
859+00(4)	85895.56	100.00	21.52	0.00	0.00	78	0	2,691	70	5,787.35	
860+00(4)	85995.56	100.00	18.95	3.93	0.00	75	0	2,766	79	5,852.62	
860+35.5(4)	86031.05	35.50	19.74	9.63	18.22	25	9	2,792	91	5,878.18	
860+77.19(4)	86072.74	41.69	40.61	10.24	17.69	47	15	2,838	111	5,932.09	
				Subtotal		1,103	37		452		

PROJECT NUMBER: 1440-13-72

HWY: STH 23

COUNTY: SHEBOYGAN

EARTHWORK

SHEET 531

E

STH 23 EB Mainline 1

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	Subgrade Improvement Excavation	Fill	Subgrade Improvement Excavation	Cut	Expanded Fill	Cut	
860+86.98(4)	86082.53	9.79	58.17	0.27	17.52	18	2	6	2,856	114	5,953.85
861+00(4)	86095.56	13.02	71.67	0.00	17.55	31	0	8	2,888	114	5,993.53
861+31.1(4)	86126.66	31.10	76.28	0.00	17.54	85	0	20	3,019	116	6,098.95
861+53.02(4)	86148.57	21.92	38.51	3.24	17.60	47	1	14	3,054	121	6,158.05
861+84.76(4)	86180.32	31.74	21.00	3.09	18.33	35	4	21	3,066	122	6,209.21
862+00(4)	86195.56	15.24	20.99	0.00	18.33	12	1	10	3,119	123	6,230.25
862+84.45(4)	86280.01	84.45	12.48	0.45	1.66	52	1	31	3,122	123	6,312.91
863+00(4)	86295.56	15.55	0.84	0.00	0.00	4	0	0	3,124	123	6,317.05
864+00(4)	86395.56	100.00	0.00	0.00	0.00	2	0	0	3,124	123	6,318.61
865+00(4)	86495.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
866+00(4)	86595.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
867+00(4)	86695.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
868+00(4)	86795.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
869+00(4)	86895.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
870+00(4)	86995.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
871+00(4)	87095.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
872+00(4)	87195.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
873+00(4)	87295.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
874+00(4)	87395.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
875+00(4)	87495.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
876+00(4)	87595.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
877+00(4)	87695.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
878+00(4)	87795.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.61
879+00(4)	87895.56	100.00	0.01	0.00	0.00	0	0	0	3,124	123	6,318.63
880+00(4)	87995.56	100.00	0.00	0.00	0.00	0	0	0	3,124	123	6,318.65
881+00(4)	88095.56	100.00	0.02	0.00	0.00	136	1	34	3,463	124	6,318.69
882+00(4)	88195.56	100.00	6.45	0.00	0.00	12	0	0	3,606	123	6,330.66
883+00(4)	88295.56	100.00	30.27	0.00	18.33	68	0	34	3,204	123	6,432.61
883+50.97(4)	88346.53	50.97	33.24	0.00	18.33	60	0	35	3,264	123	6,527.18
884+00(4)	88395.56	49.03	36.57	0.00	18.33	63	0	33	3,327	123	6,623.85
885+00(4)	88495.56	100.00	36.84	0.31	0.00	136	1	34	3,463	124	6,792.98
886+00(4)	88595.56	100.00	40.21	0.00	0.00	143	1	0	3,606	125	6,934.91
887+00(4)	88695.56	100.00	39.51	0.00	0.00	148	0	0	3,754	125	7,082.54
887+85.31(4)	88780.87	85.31	48.02	3.00	0.00	138	5	0	3,892	131	7,214.54
888+00(4)	88795.56	14.69	59.92	0.00	0.00	29	1	0	3,921	132	7,340.23
888+30.3(4)	88825.86	30.30	113.71	0.00	0.00	97	0	0	4,019	132	7,340.23
888+44.72(4)	88840.27	14.42	188.66	0.00	0.00	81	0	0	4,100	132	7,420.95
888+80.91(4)	88876.46	36.19	161.13	0.00	0.00	234	0	0	4,334	132	7,655.39
889+00(4)	88895.56	19.09	81.83	1.00	0.00	86	0	0	4,420	132	7,740.82
889+04.49(4)	88900.05	4.49	74.09	2.86	0.00	13	0	0	4,433	133	7,753.37
889+63.79(4)	88959.34	59.29	45.94	4.04	0.00	132	8	0	4,565	143	7,875.08
890+00(4)	88995.56	36.21	40.38	0.00	0.00	58	3	0	4,623	147	7,929.37
890+45.61(4)	89041.17	45.61	24.64	0.00	0.00	55	0	0	4,677	147	7,984.29
891+00(4)	89095.56	54.39	0.03	0.00	0.00	25	0	0	4,702	147	8,009.14
892+00(4)	89195.56	100.00	0.16	0.00	0.00	0	0	0	4,703	147	8,009.50
			Subtotal			1,864	26	248			

Addendum No. 03
ID 1440-13-72
Revised Sheet 532
January 10, 2020

STH 23 EB Mainline 1

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	Subgrade Improvement Excavation	Fill	Subgrade Improvement Excavation	Cut	Expanded Fill		
893+00(4)	89295.56	100.00	0.07	0.00	0.00	0	0	0	4,703	147	8,009.93
894+00(4)	89395.56	100.00	0.03	0.00	0.00	0	0	0	4,703	147	8,010.12
895+00(4)	89495.56	100.00	0.33	0.00	0.00	1	0	0	4,704	147	8,010.78
896+00(4)	89595.56	100.00	0.00	0.00	0.00	1	0	0	4,705	147	8,011.38
897+00(4)	89695.56	100.00	0.18	0.00	0.00	0	0	0	4,705	147	8,011.71
898+00(4)	89795.56	100.00	0.31	0.00	0.00	1	0	0	4,706	147	8,012.61
899+00(4)	89895.56	100.00	0.07	0.00	0.00	1	0	0	4,706	147	8,013.31
900+00(5)	89961.72	66.17	0.00	0.00	0.00	0	0	0	4,707	147	8,013.39
901+00(5)	90061.72	100.00	0.00	0.00	0.00	0	0	0	4,707	147	8,013.39
901+49.72(5)	90111.45	49.72	0.00	0.00	0.00	0	0	0	4,707	147	8,013.39
902+00(5)	90161.72	50.28	35.23	144.53	19.90	33	135	19	4,739	325	7,885.75
903+00(5)	90261.72	100.00	35.19	4.28	8.09	130	276	52	4,870	692	7,701.47
903+54.24(5)	90315.96	54.24	17.12	0.00	0.00	53	4	8	4,922	698	7,756.41
904+00(5)	90361.72	45.76	0.13	0.00	0.00	15	0	0	4,937	698	7,771.02
905+00(5)	90461.72	100.00	0.00	0.03	0.00	0	0	0	4,937	698	7,771.19
906+00(5)	90561.72	100.00	0.00	0.01	0.00	0	0	0	4,937	698	7,771.09
907+00(5)	90661.72	100.00	0.00	0.00	0.00	0	0	0	4,937	698	7,771.06
908+00(5)	90761.72	100.00	0.03	0.00	0.00	0	0	0	4,937	698	7,771.12
909+00(5)	90861.72	100.00	12.11	0.00	8.00	22	0	15	4,960	698	7,808.42
910+00(5)	90961.72	100.00	10.96	0.00	0.00	43	0	15	5,002	698	7,865.96
911+00(5)	91061.72	100.00	12.61	0.00	0.00	44	0	0	5,046	698	7,909.62
912+00(5)	91161.72	100.00	9.69	0.00	0.00	41	0	0	5,087	698	7,950.92
913+00(5)	91261.72	100.00	9.28	0.00	18.33	35	0	34	5,122	698	8,019.98
914+00(5)	91361.72	100.00	12.56	0.00	18.33	40	0	68	5,163	698	8,128.30
915+00(5)	91461.72	100.00	9.99	2.74	12.27	42	5	57	5,205	705	8,219.96
916+00(5)	91561.72	100.00	0.27	0.00	0.00	19	5	23	5,224	711	8,254.93
917+00(5)	91661.72	100.00	0.00	0.00	0.00	0	0	0	5,224	711	8,255.43
918+00(5)	91761.72	100.00	0.00	0.00	0.00	0	0	0	5,224	711	8,255.43
919+00(5)	91861.72	100.00	0.00	0.00	0.00	0	0	0	5,224	711	8,255.43
920+00(5)	91961.72	100.00	0.00	0.00	0.00	0	0	0	5,224	711	8,255.44
921+00(5)	92061.72	100.00	0.00	0.00	0.00	0	0	0	5,224	711	8,255.44
922+00(5)	92161.72	100.00	0.00	0.00	0.00	0	0	0	5,224	711	8,255.44
923+00(5)	92261.72	100.00	0.00	0.00	0.00	0	0	0	5,224	711	8,255.44
924+00(5)	92361.72	100.00	0.00	0.00	0.00	0	0	0	5,224	711	8,255.44
925+00(5)	92461.72	100.00	0.00	0.00	0.00	0	0	0	5,224	711	8,255.44
926+00(5)	92561.72	100.00	0.00	0.00	0.00	0	0	0	5,224	711	8,255.44
927+00(5)	92661.72	100.00	0.00	0.00	0.00	0	0	0	5,224	711	8,255.44
928+00(5)	92761.72	100.00	11.10	0.00	16.61	21	0	31	5,245	711	8,306.75
929+00(5)	92861.72	100.00	11.74	0.00	18.33	42	0	65	5,287	711	8,413.74
930+00(5)	92961.72	100.00	10.53	0.00	18.33	41	0	68	5,328	711	8,522.86
931+00(5)	93061.72	100.00	9.42	0.00	18.33	37	0	68	5,365	711	8,627.69
932+00(5)	93161.72	100.00	7.86	0.02	18.31	32	0	68	5,397	711	8,727.50
933+00(5)	93261.72	100.00	9.84	0.00	18.33	33	0	68	5,430	712	8,828.10
934+00(5)	93361.72	100.00	6.07	0.20	17.58	29	0	66	5,459	712	8,923.55
935+00(5)	93461.72	100.00	0.00	0.00	0.00	11	0	33	5,471	713	8,966.84
					Subtotal	768	426	755			

Addendum No. 03
ID 1440-13-72
Revised Sheet 533
January 10, 2020

STH 23 EB Mainline 1

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Subgrade Improvement Excavation	Fill	Subgrade Improvement Excavation	Cut	Expanded Fill	
936+00(5)	93561.72	100.00	0.00	0.00	0.00	0	0	5,471	713	8,966.84
937+00(5)	93661.72	100.00	0.00	0.00	0.00	0	0	5,471	713	8,966.84
938+00(5)	93761.72	100.00	0.00	0.00	0.00	0	0	5,471	713	8,966.85
939+00(5)	93861.72	100.00	0.00	0.00	0.00	0	0	5,471	713	8,966.86
940+00(5)	93961.72	100.00	0.01	0.00	0.00	0	0	5,471	713	8,966.88
941+00(5)	94061.72	100.00	0.01	0.00	0.00	0	0	5,471	713	8,966.89
942+00(5)	94161.72	100.00	0.01	0.00	0.00	0	0	5,471	713	8,966.92
943+00(5)	94261.72	100.00	0.02	0.00	0.00	0	0	5,471	713	8,966.97
944+00(5)	94361.72	100.00	0.00	0.00	0.00	0	0	5,471	713	8,967.01
944+71.02(5)	94432.74	71.02	18.31	0.00	0.00	24	0	5,495	713	8,991.09
945+00(5)	94461.72	28.98	19.74	6.40	0.00	20	3	5,515	717	9,006.95
946+00(5)	94561.72	100.00	19.89	2.48	0.00	73	16	5,589	739	9,058.48
947+00(5)	94661.72	100.00	7.57	0.00	0.00	51	5	5,640	745	9,103.22
948+00(5)	94761.72	100.00	0.00	0.02	0.00	14	0	5,654	745	9,117.18
949+00(5)	94861.72	100.00	28.04	0.00	0.00	52	0	5,706	745	9,169.05
949+65.31(5)	94927.04	65.31	27.41	0.00	0.00	67	0	5,773	745	9,236.11
950+00(5)	94961.72	34.69	28.00	0.00	0.00	36	0	5,808	745	9,271.70
951+00(5)	95061.72	100.00	26.74	5.14	0.00	101	10	5,910	758	9,360.41
952+00(5)	95161.72	100.00	14.98	0.76	0.00	77	11	5,987	772	9,423.12
953+00(5)	95261.72	100.00	9.47	0.00	0.00	45	1	6,032	774	9,466.50
954+00(5)	95361.72	100.00	38.99	0.16	0.00	90	0	6,122	775	9,555.84
954+31.14(6)	95387.33	25.61	68.74	3.10	0.00	51	2	6,173	777	9,604.87
954+48.75(6)	95404.94	17.61	101.23	0.00	0.00	55	1	6,228	778	9,658.95
954+84.07(6)	95440.26	35.33	86.00	0.00	0.00	122	0	6,351	778	9,781.43
955+00(6)	95456.19	15.93	35.27	10.19	0.00	36	3	6,387	782	9,813.20
956+00(6)	95556.19	100.00	12.82	4.55	0.00	89	27	6,476	818	9,865.94
957+00(6)	95656.19	100.00	0.00	0.00	0.00	24	8	6,499	830	9,878.46
958+00(6)	95756.19	100.00	0.00	0.00	0.00	0	0	6,499	830	9,878.46
959+00(6)	95856.19	100.00	0.00	0.00	0.00	0	0	6,499	830	9,878.46
960+00(6)	95956.19	100.00	0.00	0.00	0.00	0	0	6,499	830	9,878.46
961+00(6)	96056.19	100.00	0.00	0.00	0.00	0	0	6,499	830	9,878.46
962+00(6)	96156.19	100.00	0.00	0.00	0.00	0	0	6,499	830	9,878.46
963+00(6)	96256.19	100.00	0.00	0.00	0.00	0	0	6,499	830	9,878.46
964+00(6)	96356.19	100.00	6.39	0.28	8.50	12	1	6,511	830	9,905.36
965+00(6)	96456.19	100.00	23.85	16.06	17.89	56	45	6,567	838	9,999.28
966+00(6)	96556.19	100.00	36.01	4.32	17.89	111	13	6,678	855	10,155.48
967+00(6)	96656.19	100.00	26.03	6.07	0.00	115	19	6,793	861	10,277.93
968+00(6)	96756.19	100.00	33.14	5.85	0.00	110	22	6,903	910	10,358.15
969+00(6)	96856.19	100.00	38.45	9.51	0.00	133	28	7,035	948	10,452.91
969+46.04(6)	96902.24	46.04	59.20	17.92	0.00	83	23	7,118	979	10,505.08
969+84.96(6)	96941.16	38.92	72.87	39.92	0.00	95	42	7,214	1,035	10,544.83
970+00(6)	96956.19	15.04	86.34	29.81	0.00	44	19	7,258	1,061	10,563.34
970+75.68(6)	97031.88	75.68	123.88	0.17	11.97	295	42	7,553	1,116	10,818.88
971+00(6)	97056.19	24.32	59.96	100.61	11.98	83	45	7,635	1,177	10,852.09
971+28.29(6)	97084.48	28.29	48.46	52.38	10.04	57	80	7,692	1,283	10,813.82
				Subtotal		2,222	429		196	

Addendum No. 03
ID 1440-13-72
Revised Sheet 534
January 10, 2020

STH 23 EB Mainline 1

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Subgrade Improvement Excavation	Fill	Subgrade Improvement Excavation	Cut 1.00	Expanded Fill		
977+00(6)	97156.19	71.71	27.63	7.32	0.00	0.00	79	13	7,793	1,389	10,822.75
973+00(6)	97256.19	100.00	0.03	0.00	0.00	0.00	51	0	7,844	1,407	10,855.94
974+00(6)	97356.19	100.00	0.01	0.00	0.00	0.00	0	0	7,845	1,407	10,856.02
975+00(6)	97456.19	100.00	13.54	48.60	0.00	0.00	25	90	7,870	1,527	10,761.42
976+00(6)	97556.19	100.00	15.43	4.10	0.00	0.00	54	98	7,923	1,656	10,685.27
977+00(6)	97656.19	100.00	17.01	0.00	0.00	0.00	60	0	7,983	1,666	10,735.24
978+00(6)	97756.19	100.00	14.06	0.46	0.00	0.00	58	1	8,041	1,668	10,791.62
979+00(6)	97856.19	100.00	15.19	3.14	0.00	0.00	54	7	8,095	1,677	10,836.89
980+00(6)	97956.19	100.00	12.95	1.38	0.00	0.00	52	8	8,147	1,688	10,877.86
981+00(6)	98056.19	100.00	33.06	52.61	8.09	0.00	85	100	8,232	1,821	10,845.04
982+00(6)	98156.19	100.00	55.77	58.77	18.33	0.00	164	206	8,397	2,095	10,784.12
983+00(6)	98256.19	100.00	68.59	60.90	18.33	0.00	230	222	8,627	2,390	10,787.56
984+00(6)	98356.19	100.00	72.33	36.47	18.29	0.00	261	180	8,888	2,630	10,876.52
985+00(6)	98456.19	100.00	88.61	23.81	18.67	0.00	298	112	9,186	2,778	11,094.53
986+00(6)	98556.19	100.00	129.11	33.14	20.73	0.00	403	105	9,589	2,918	11,430.41
986+35.79(6)	98591.98	35.79	109.60	57.36	21.43	0.00	158	60	9,748	2,998	11,536.77
986+53.11(6)	98609.30	17.32	48.00	85.74	21.94	0.00	51	46	9,798	3,059	11,540.18
987+00(6)	98656.19	46.89	161.10	0.00	18.33	0.00	182	74	9,980	3,158	11,657.70
987+36.63(6)	98692.82	36.63	202.96	0.00	12.01	0.00	247	0	10,227	3,158	11,925.21
987+73.39(6)	98729.58	36.76	135.55	1.61	12.00	0.00	230	1	10,457	3,160	12,170.54
988+00(6)	98756.19	26.61	99.91	12.06	12.00	0.00	116	12	10,573	3,169	12,289.45
988+87.16(6)	98843.36	87.16	61.32	1.70	0.00	0.00	260	19	10,833	3,198	12,539.54
989+00(6)	98856.19	12.84	18.75	0.00	0.00	0.00	19	0	10,852	3,199	12,558.04
990+00(6)	98956.19	100.00	0.03	0.00	0.00	0.00	35	0	10,887	3,199	12,592.81
991+00(6)	99056.19	100.00	0.00	0.00	0.00	0.00	0	0	10,887	3,199	12,592.87
992+00(6)	99156.19	100.00	0.00	0.00	0.00	0.00	0	0	10,887	3,199	12,592.87
993+00(6)	99256.19	100.00	0.00	0.00	0.00	0.00	0	0	10,887	3,199	12,592.87
994+00(6)	99356.19	100.00	14.44	0.00	0.00	0.00	27	0	10,914	3,199	12,619.61
995+00(6)	99456.19	100.00	15.26	0.00	0.00	0.00	55	0	10,969	3,199	12,674.61
996+00(6)	99556.19	100.00	15.22	0.00	0.00	0.00	56	0	11,025	3,199	12,731.06
997+00(6)	99656.19	100.00	16.45	0.00	0.00	0.00	59	0	11,084	3,199	12,789.71
998+00(6)	99756.19	100.00	17.13	0.00	0.00	0.00	62	0	11,146	3,199	12,851.90
999+00(6)	99856.19	100.00	15.37	0.00	0.00	0.00	60	0	11,206	3,199	12,912.09
1000+00(6)	99956.19	100.00	2.95	0.00	1.49	0.00	34	0	11,240	3,199	12,948.78
1001+00(6)	100056.19	100.00	0.00	0.00	0.00	0.00	5	0	11,246	3,199	12,957.01
1002+00(6)	100156.19	100.00	0.00	0.00	0.00	0.00	0	0	11,246	3,199	12,957.01
1003+00(6)	100256.19	100.00	0.00	0.00	0.00	0.00	0	0	11,246	3,199	12,957.01
1004+00(6)	100356.19	100.00	0.00	0.00	0.00	0.00	0	0	11,246	3,199	12,957.01
1005+00(6)	100456.19	100.00	0.00	0.00	0.00	0.00	0	0	11,246	3,199	12,957.01
1006+00(6)	100556.19	100.00	0.00	0.00	0.00	0.00	0	0	11,246	3,199	12,957.01
1007+00(7)	100637.75	81.56	0.00	0.00	0.00	0.00	0	0	11,246	3,199	12,957.01
1008+00(7)	100737.75	100.00	0.00	0.00	0.00	0.00	0	0	11,246	3,199	12,957.01
1009+00(7)	100837.75	100.00	13.20	14.17	0.00	0.00	24	26	11,270	3,234	12,946.55
1010+00(7)	100937.75	100.00	20.62	15.82	0.00	0.00	63	56	11,333	3,307	12,935.30
1011+00(7)	101037.75	100.00	15.60	13.74	0.00	0.00	67	55	11,400	3,380	12,929.56
			Subtotal				3,708	1,577		505	

Addendum No. 03
ID 1440-13-72
Revised Sheet 535
January 10, 2020

STH 23 EB Mainline 1

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate
			Cut	Fill	Subgrade Improvement Excavation	Fill	Subgrade Improvement Excavation	Cut	Expanded Fill		
1012+00(7)	101137.75	100.00	15.62	28.15	0.00	78	0	11,458	3,483	12,884.20	
1013+00(7)	101237.75	100.00	34.51	12.74	0.00	93	0	11,551	3,584	12,876.33	
1013+41.72(7)	101279.47	41.72	46.88	10.11	0.00	63	0	11,613	3,608	12,915.72	
1013+67.74(7)	101305.49	26.02	41.57	9.62	0.00	43	0	11,656	3,620	12,945.70	
1013+83.78(7)	101321.53	16.04	66.88	0.00	0.00	32	0	11,688	3,624	12,974.11	
1014+00(7)	101337.75	16.22	97.61	0.00	8.09	49	2	11,738	3,624	13,025.95	
1014+25.27(7)	101363.02	25.27	136.13	0.00	8.09	109	8	11,847	3,624	13,142.91	
1014+52.13(7)	101389.88	26.85	79.99	4.44	10.35	107	9	11,955	3,627	13,256.62	
1014+88.76(7)	101426.51	36.63	78.41	24.30	14.25	107	17	12,062	3,653	13,354.83	
1015+00(7)	101437.75	11.24	66.33	13.52	0.00	30	3	12,092	3,663	13,377.47	
1015+87.25(7)	101525.00	87.25	31.50	5.36	0.00	158	0	12,250	3,704	13,494.97	
1016+00(7)	101537.75	12.75	11.41	0.00	0.00	10	0	12,260	3,706	13,503.41	
1017+00(7)	101637.75	100.00	6.93	0.00	0.00	34	0	12,294	3,706	13,537.37	
1018+00(7)	101737.75	100.00	7.58	0.00	0.00	27	0	12,321	3,706	13,564.23	
1019+00(7)	101837.75	100.00	4.82	0.19	0.00	23	0	12,344	3,706	13,586.72	
1020+00(7)	101937.75	100.00	5.88	0.00	0.00	20	0	12,364	3,707	13,606.06	
1021+00(7)	102037.75	100.00	0.00	0.00	0.00	11	0	12,375	3,707	13,616.94	
1022+00(7)	102137.75	100.00	0.00	0.00	0.00	0	0	12,375	3,707	13,616.94	
1023+00(7)	102237.75	100.00	0.00	0.00	0.00	0	0	12,375	3,707	13,616.94	
1024+00(7)	102337.75	100.00	0.00	0.00	0.00	0	0	12,375	3,707	13,616.94	
1025+00(7)	102437.75	100.00	0.00	0.00	0.00	0	0	12,375	3,707	13,616.94	
1026+00(7)	102537.75	100.00	7.47	7.33	0.00	14	14	12,389	3,725	13,612.72	
1027+00(7)	102637.75	100.00	13.65	12.08	0.00	39	36	12,428	3,772	13,604.03	
1028+00(7)	102737.75	100.00	22.91	7.80	0.00	68	37	12,495	3,821	13,622.78	
1029+00(7)	102837.75	100.00	17.99	5.01	0.00	76	24	12,571	3,853	13,666.98	
1030+00(7)	102937.75	100.00	27.15	7.38	0.00	84	23	12,655	3,883	13,720.06	
1030+52.06(7)	102989.81	52.06	16.26	20.57	0.00	42	27	12,697	3,919	13,726.07	
1030+82.58(7)	103020.34	30.52	16.77	39.90	0.00	19	34	12,715	3,965	13,699.28	
1031+00(7)	103037.75	17.42	35.15	7.75	0.00	17	15	12,732	3,985	13,695.59	
1031+27.37(7)	103065.12	27.37	50.19	6.59	0.00	43	7	12,775	3,995	13,729.18	
1031+42.32(7)	103080.07	14.95	23.75	48.62	0.00	20	15	12,796	4,015	13,729.32	
1031+69.44(7)	103107.19	27.12	12.39	31.69	0.00	18	40	12,814	4,069	13,693.82	
1032+00(7)	103137.75	30.56	19.13	9.05	0.00	18	23	12,832	4,099	13,680.99	
1033+00(7)	103237.75	100.00	56.21	0.20	0.00	140	0	12,971	4,122	13,797.72	
1034+00(7)	103337.75	100.00	10.80	1.09	0.00	124	2	13,095	4,125	13,918.63	
1035+00(7)	103437.75	100.00	5.89	20.14	0.00	31	39	13,126	4,178	13,897.25	
1036+00(7)	103537.75	100.00	4.46	2.69	0.00	19	42	13,146	4,234	13,860.20	
1037+00(7)	103637.75	100.00	2.32	3.42	0.00	13	11	13,158	4,249	13,857.71	
1037+04.22(7)	103641.97	4.22	2.20	3.44	0.00	0	0	13,158	4,250	13,857.35	
				Subtotal		1,758	654				
						20,173	9,374				
							6,152				

TOTAL 20,173 9,374 6,152

Addendum No. 03
ID 1440-13-72
Revised Sheet 536
January 10, 2020

Addendum No. 03
 ID 1440-13-72
 Revised Sheet 540
 January 10, 2020

STH 23 WB Mainline 1

STATION	Real Station	Distance	AREA (SF)	Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)		
				Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	Subgrade Improvement Excavation	Cut	Subgrade Improvement Excavation	Expanded Fill	Mass Ordinate
745+00(1)	74500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0.00
746+00(1)	74600.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0.00
747+00(1)	74700.00	100.00	5.51	14.33	0.00	0.00	0.00	0.00	0.00	10	27	35	-25.10
748+00(1)	74800.00	100.00	15.49	17.36	0.00	0.00	0.00	0.00	0.00	39	49	113	-64.29
749+00(1)	74900.00	100.00	21.52	16.74	0.00	0.00	0.00	0.00	0.00	69	63	197	-79.76
750+00(1)	75000.00	100.00	18.46	23.62	0.00	0.00	0.00	0.00	0.00	74	75	297	-105.15
751+00(1)	75100.00	100.00	16.15	52.91	0.00	0.00	0.00	0.00	0.00	64	142	485	-229.57
752+00(1)	75200.00	100.00	17.49	70.28	0.00	0.00	0.00	0.00	0.00	62	228	789	-470.69
753+00(1)	75300.00	100.00	18.49	67.43	0.00	0.00	0.00	0.00	0.00	67	255	385	-743.23
754+00(1)	75400.00	100.00	14.34	47.68	0.00	0.00	0.00	0.00	0.00	61	213	1,411	-965.94
755+00(1)	75500.00	100.00	17.11	29.49	0.00	0.00	0.00	0.00	0.00	58	143	1,601	-1,097.76
756+00(1)	75600.00	100.00	6.97	0.16	0.00	0.00	0.00	0.00	53.37	45	99	1,674	-1,027.37
757+00(1)	75700.00	100.00	4.30	0.32	0.00	0.00	0.00	0.00	53.22	21	197	1,676	-810.30
758+00(1)	75800.00	100.00	0.21	0.61	0.00	0.00	0.00	0.00	52.99	8	197	1,678	-607.56
759+00(1)	75900.00	100.00	0.02	0.83	0.00	0.00	0.00	0.00	52.94	3	196	1,681	-414.52
760+00(1)	76000.00	100.00	0.02	0.00	0.00	0.00	0.00	0.00	52.92	0	196	1,686	-232.59
761+00(1)	76100.00	100.00	0.12	0.82	0.00	0.00	0.00	0.00	52.95	0	196	1,690	-30.42
762+00(1)	76200.00	100.00	53.21	0.91	0.00	0.00	0.00	0.00	57.86	99	677	1,694	269.30
763+00(1)	76300.00	100.00	44.81	0.98	0.00	0.00	0.00	0.00	54.04	182	4	1,699	653.38
764+00(1)	76400.00	100.00	38.25	0.00	0.00	0.00	0.00	0.00	0.00	154	2	1,701	904.85
765+00(1)	76500.00	100.00	37.97	0.00	0.00	0.00	0.00	0.00	0.00	141	0	1,701	1,046.01
766+00(1)	76600.00	100.00	36.87	0.00	0.00	0.00	0.00	0.00	0.00	139	0	1,701	1,184.61
767+00(1)	76700.00	100.00	32.12	0.00	0.00	0.00	0.00	0.00	0.00	128	0	1,701	1,312.38
768+00(1)	76800.00	100.00	41.23	0.00	0.00	0.00	0.00	0.00	0.00	136	0	1,701	1,448.22
769+00(1)	76900.00	100.00	30.47	0.84	0.00	0.00	0.00	0.00	52.94	133	2	1,703	1,676.96
770+00(1)	77000.00	100.00	30.09	0.84	0.00	0.00	0.00	0.00	52.95	112	3	1,707	1,981.06
771+00(1)	77100.00	100.00	32.81	0.90	0.00	0.00	0.00	0.00	52.89	116	3	1,712	2,289.26
772+00(1)	77200.00	100.00	4.34	0.05	0.00	0.00	0.00	0.00	53.48	69	2	1,714	2,552.69
773+00(1)	77300.00	100.00	0.08	2.22	0.00	0.00	0.00	0.00	52.02	8	4	1,720	2,750.67
774+00(2)	77384.26	84.26	0.85	21.42	0.00	0.00	0.00	0.00	44.72	1	37	1,769	2,854.01
775+00(2)	77484.26	100.00	0.24	26.15	0.00	0.00	0.00	0.00	42.59	2	88	1,886	2,900.54
776+00(2)	77584.26	100.00	0.00	24.75	0.00	0.00	0.00	0.00	48.97	0	94	2,011	2,945.18
777+00(2)	77684.26	100.00	0.00	25.86	0.00	0.00	0.00	0.00	53.74	0	94	2,136	3,010.75
778+00(2)	77784.26	100.00	0.00	24.43	0.00	0.00	0.00	0.00	55.55	0	93	2,260	3,089.26
779+00(2)	77884.26	100.00	0.00	17.11	0.00	0.00	0.00	0.00	18.39	0	77	2,362	3,123.88
779+09.53(2)	77893.78	9.53	0.00	34.31	0.00	0.00	0.00	0.00	0.00	0	9	1,998	3,115.06
779+37.32(2)	77921.58	27.79	0.00	17.74	0.00	0.00	0.00	0.00	0.00	0	27	1,998	3,079.42
779+44.83(2)	77929.09	7.51	0.00	18.01	0.00	0.00	0.00	0.00	0.05	0	5	2,416	3,072.81
779+82.4(2)	77966.66	37.57	0.00	17.96	0.00	0.00	0.00	0.00	0.10	0	25	1,998	3,039.63
780+00(2)	77984.26	17.60	0.00	17.41	0.00	0.00	0.00	0.00	0.00	0	12	1,998	3,024.34
780+07.9(2)	77992.16	7.90	0.00	17.39	0.00	0.00	0.00	0.00	0.00	0	5	1,998	3,017.57
780+45.47(2)	78029.72	37.57	32.79	63.40	0.00	0.00	0.00	0.00	0.00	23	56	2,021	2,965.63
781+00(2)	78084.26	54.53	0.00	84.11	0.00	0.00	0.00	0.00	0.00	33	149	2,054	2,800.62
782+00(2)	78184.26	100.00	1.43	88.69	0.00	0.00	0.00	0.00	0.00	3	320	2,057	2,377.67
783+00(2)	78284.26	100.00	0.00	89.21	0.00	0.00	0.00	0.00	2.08	4	3,495	3,170	1,946.02
Subtotal				2,059	2,713	3,495	0.00	0.00	0.00	2,059	2,713	3,495	1,946.02

Addendum No. 03
 ID 1440-13-72
 Revised Sheet 547
 January 10, 2020

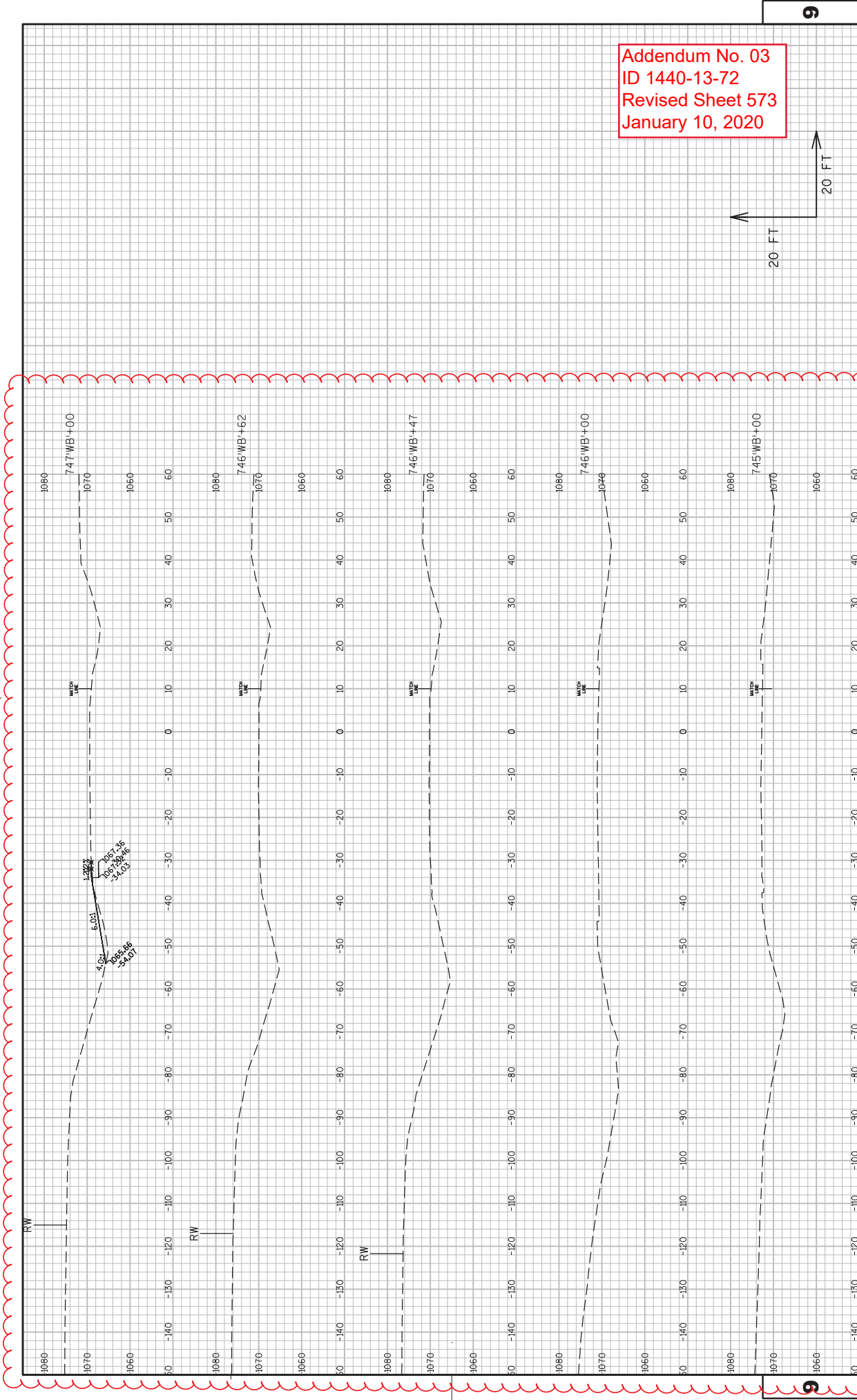
STH 23 WB Mainline 1

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)							Cumulative Vol (CY)			
			Cut	Fill	Salvaged/Unusable Pavement Material	Marsh Exc	Rock Exc	Subgrade Improvement Excavation	Cut	Fill	Subgrade Improvement Excavation	Cut	Expanded Fill	Mass Ordinate	
1010+00(3)	100979.14	100.00	0.00	109.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.33	-23,484.00
1011+00(3)	101079.14	100.00	0.00	94.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,623	55,762	-23,987.78
1012+00(3)	101179.14	100.00	0.00	89.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,623	56,266	-24,441.95
1013+00(3)	101279.14	100.00	1.43	86.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,625	57,154	-24,872.92
1014+00(3)	101379.14	100.00	1.20	74.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,630	57,551	-25,265.66
1015+00(3)	101479.14	100.00	1.68	27.67	0.00	0.00	0.00	31.79	0.00	0.00	59	0.00	7,635	57,804	-25,454.26
1016+00(3)	101579.14	100.00	1.10	3.12	0.00	0.00	0.00	0.00	0.00	0.00	59	0.00	7,641	57,880	-25,466.08
1017+00(3)	101679.14	100.00	0.45	3.59	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,643	57,897	-25,479.74
1018+00(3)	101779.14	100.00	0.29	5.24	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,645	57,918	-25,500.13
1019+00(3)	101879.14	100.00	0.00	3.14	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,645	57,939	-25,520.23
1019+18.42(3)	101897.56	18.42	0.36	1.37	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,645	57,941	-25,522.16
1019+67.98(3)	101947.12	49.57	0.51	2.37	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,646	57,946	-25,525.92
1020+00(3)	101979.14	32.02	1.35	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,647	57,948	-25,527.35
1021+00(3)	102079.14	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,650	57,950	-25,526.93
1022+00(3)	102179.14	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,650	57,950	-25,526.93
1023+00(3)	102279.14	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,650	57,950	-25,526.93
1024+00(3)	102379.14	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,650	57,950	-25,526.93
1025+00(3)	102479.14	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,650	57,950	-25,526.93
1026+00(3)	102579.14	100.00	0.00	1.24	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	7,650	57,953	-25,529.99
1027+00(3)	102679.14	100.00	0.00	7.94	0.00	0.00	0.00	0.00	0.00	0.00	0	17	7,650	57,976	-25,552.60
1028+00(3)	102779.14	100.00	0.00	13.32	0.00	0.00	0.00	0.00	0.00	0.00	0	39	7,650	58,028	-25,604.96
1029+00(3)	102879.14	100.00	0.00	14.25	0.00	0.00	0.00	0.00	0.00	0.00	0	51	7,650	58,096	-25,672.85
1030+00(3)	102979.14	100.00	0.00	16.55	0.00	0.00	0.00	0.00	0.00	0.00	0	57	7,650	58,172	-25,748.72
1030+39.34(3)	103018.48	39.34	0.00	21.12	0.00	0.00	0.00	0.00	0.00	0.00	0	27	7,650	58,208	-25,785.21
1030+75.63(3)	103054.77	36.29	0.00	10.76	0.00	0.00	0.00	0.00	0.00	0.00	0	21	7,650	58,237	-25,813.71
1031+00(3)	103079.14	24.37	0.00	125.46	0.00	0.00	0.00	0.00	0.00	0.00	0	61	7,650	58,319	-25,895.47
1031+33.05(3)	103112.19	33.05	0.00	10.77	0.00	0.00	0.00	0.00	0.00	0.00	0	83	7,650	58,430	-26,006.37
1031+61.81(3)	103140.95	28.76	0.00	6.88	0.00	0.00	0.00	0.00	0.00	0.00	0	9	7,650	58,442	-26,018.88
1032+00(3)	103179.14	38.19	2.37	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0	5	7,652	58,449	-26,023.97
1033+00(3)	103279.14	100.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	1	7,656	58,450	-26,020.33
1034+00(3)	103379.14	100.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0	1	7,656	58,451	-26,021.46
1035+00(3)	103479.14	100.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0	2	7,656	58,453	-26,024.05
1036+00(3)	103579.14	100.00	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0	1	7,656	58,455	-26,025.89
1037+00(3)	103679.14	100.00	0.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0	1	7,656	58,457	-26,027.20
				Subtotal							33	2,459	118		
				TOTAL							7,656	43,952	24,773		

33 2,459 118

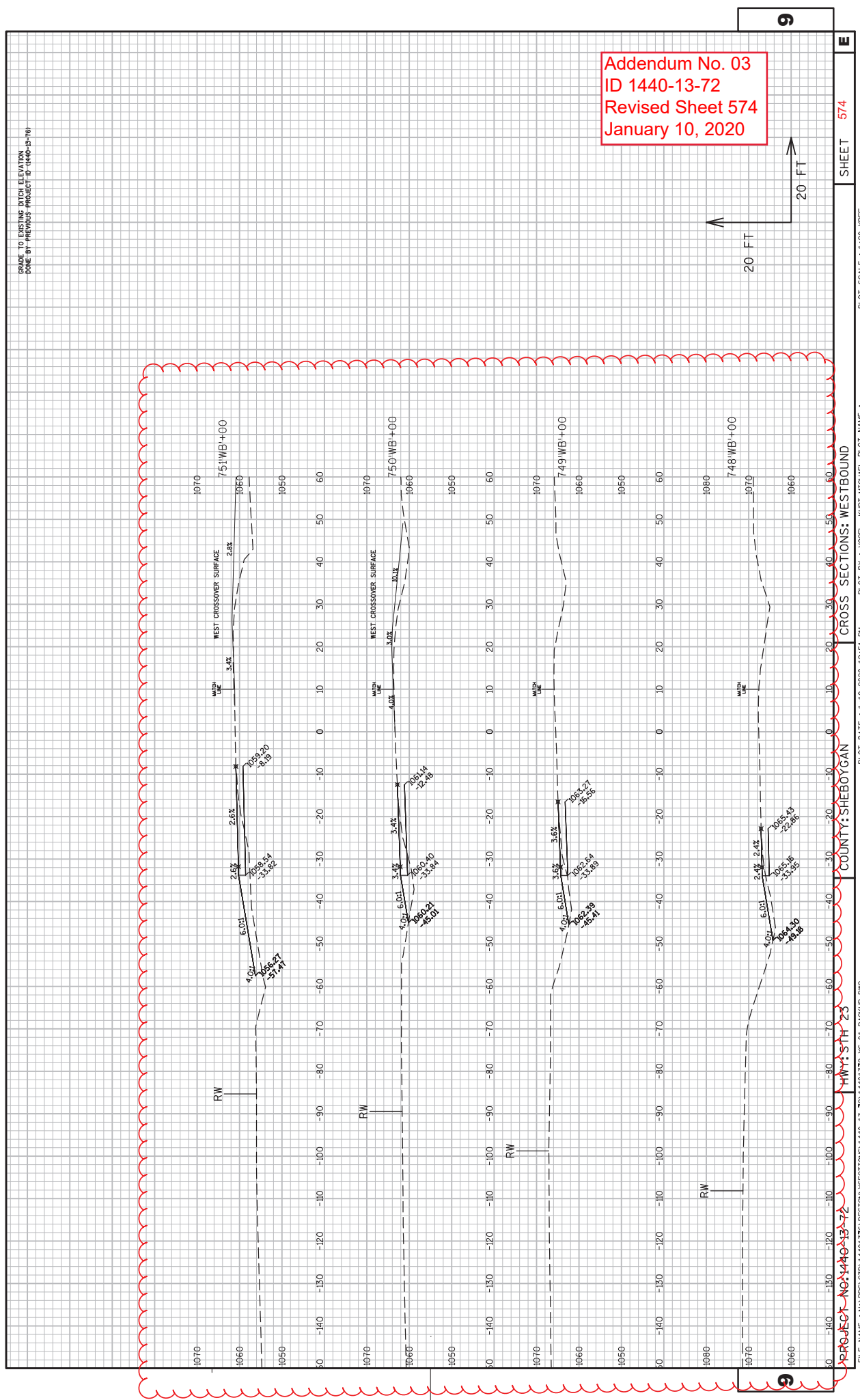
TOTAL

Addendum No. 03
ID 1440-13-72
Revised Sheet 573
January 10, 2020



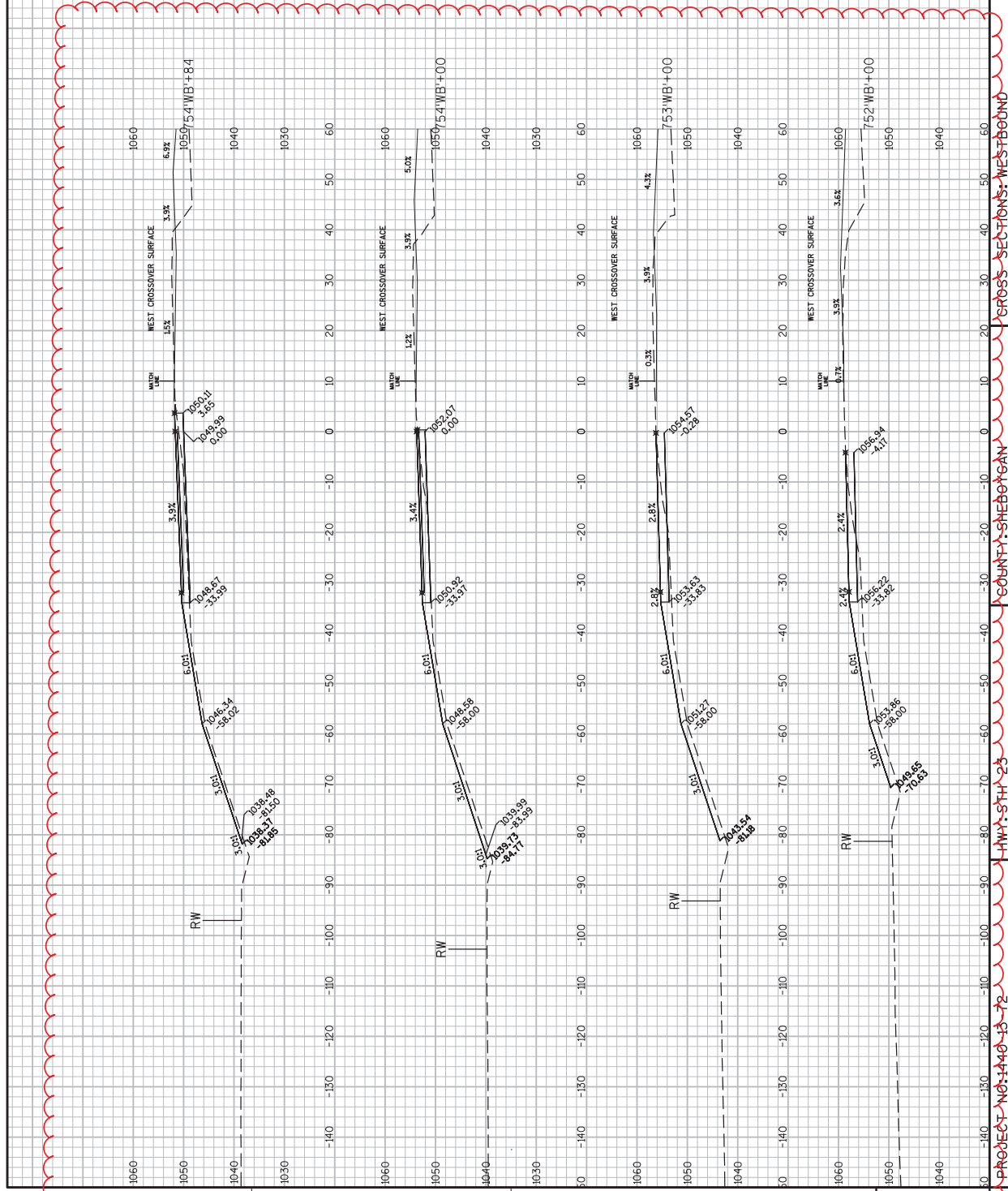
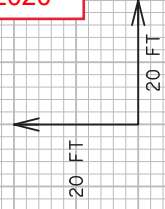
GRADE TO EXISTING DITCH ELEVATION
DONE BY PREVIOUS PROJECT ID 1440-13-16

Addendum No. 03
ID 1440-13-72
Revised Sheet 574
January 10, 2020



GRADE TO EXISTING DITCH ELEVATION
DONE BY PREVIOUS PROJECT ID 1440-13-76

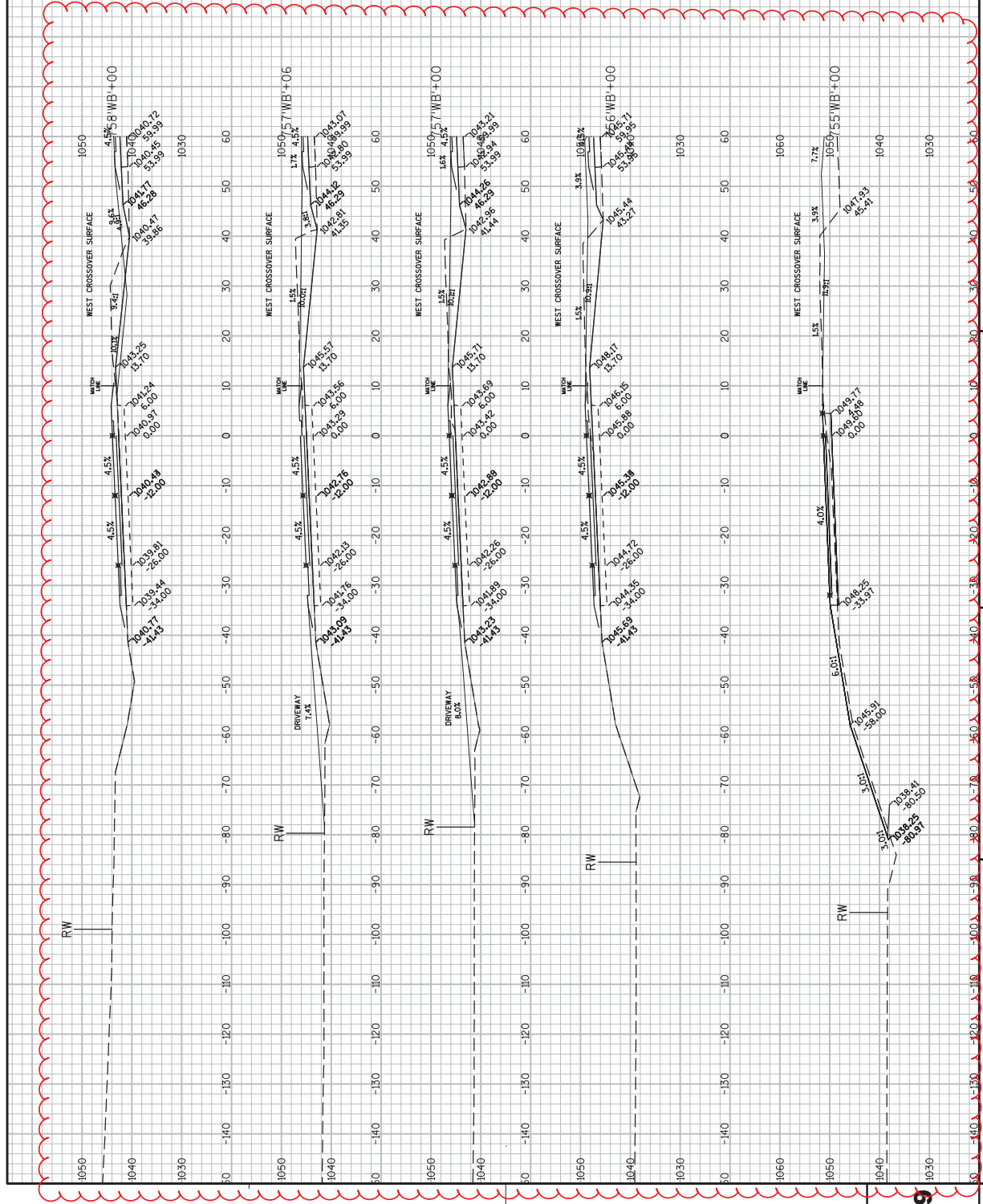
Addendum No. 03
ID 1440-13-72
Revised Sheet 575
January 10, 2020



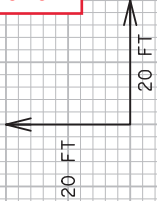
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COUNTY: SHEBOYGAN
Hwy: STH 23
CROSS SECTIONS: WESTBOUND
PLOT DATE: 1/10/2020 12:52 PM
PLOT BY: VOSEL, MIKE
PLOT SCALE: 1:20.XREF
SHEET 575
E

FILE NAME: N:\POS\C3D\14401376\DESIGN\XSECTIONS\1440-13-72\14401372.XS.01 BACKUP.DWG

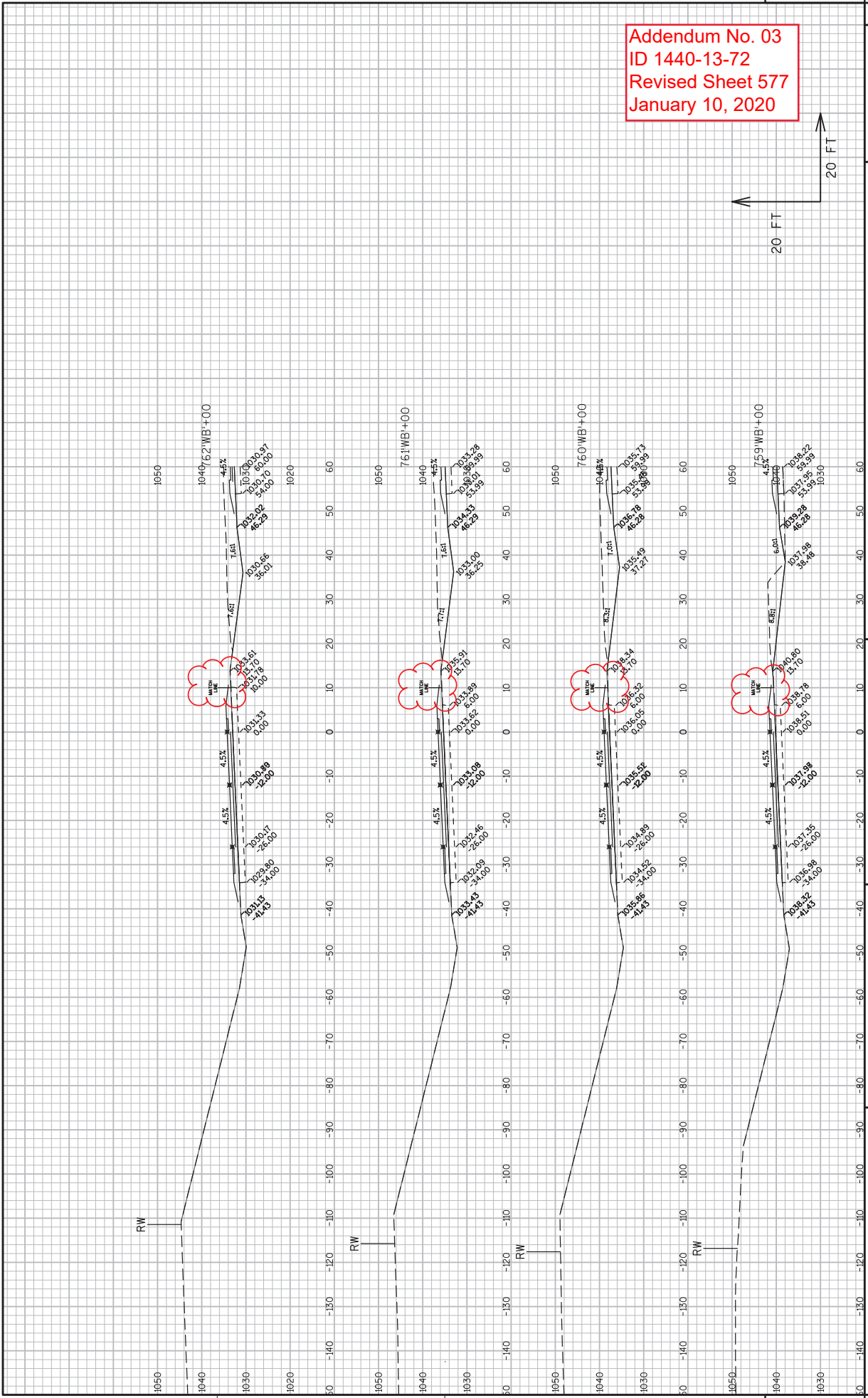
GRADE TO EXISTING DITCH ELEVATION
DONE BY PREVIOUS PROJECT ID 1440-5-16



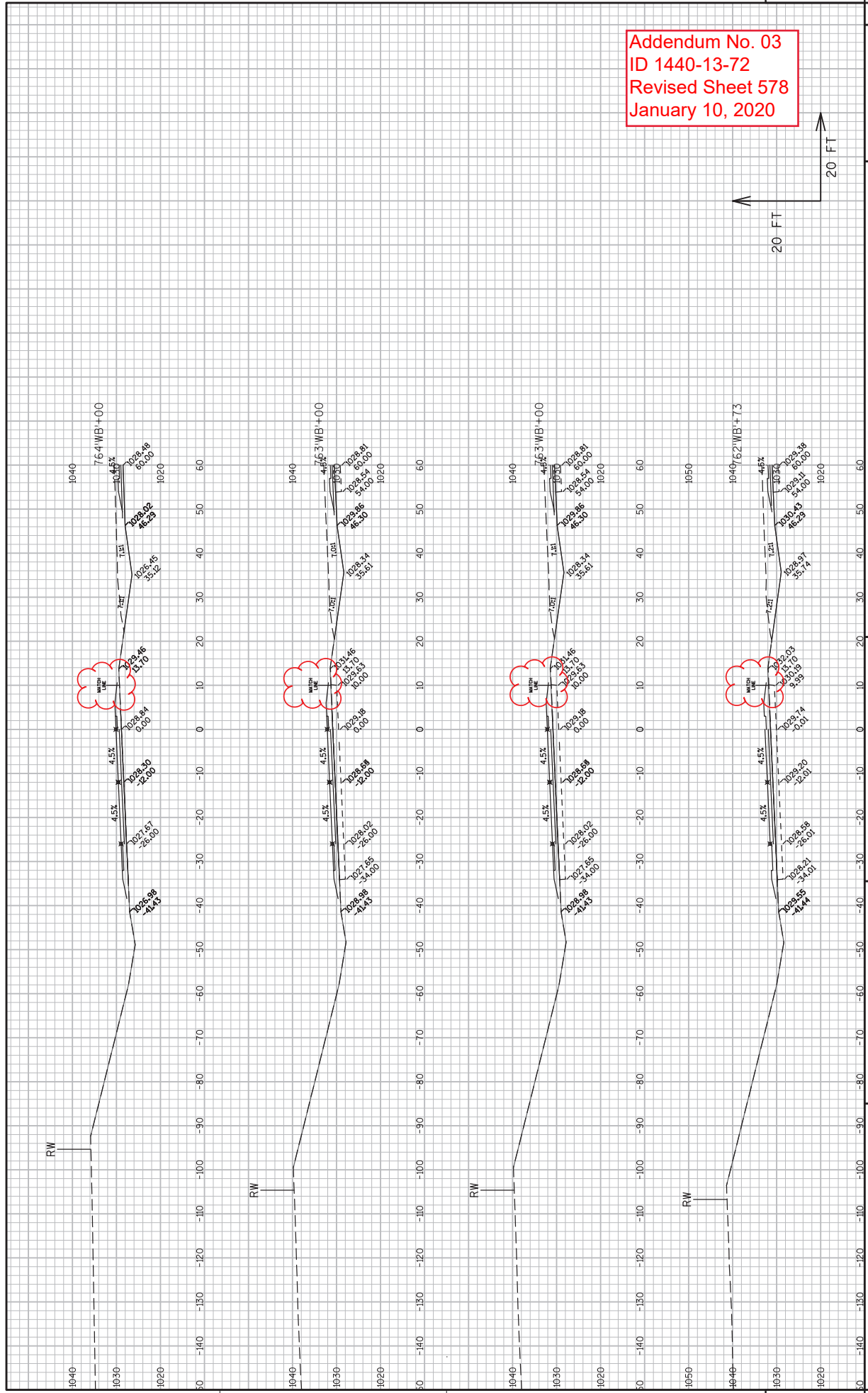
Addendum No. 03
ID 1440-13-72
Revised Sheet 576
January 10, 2020



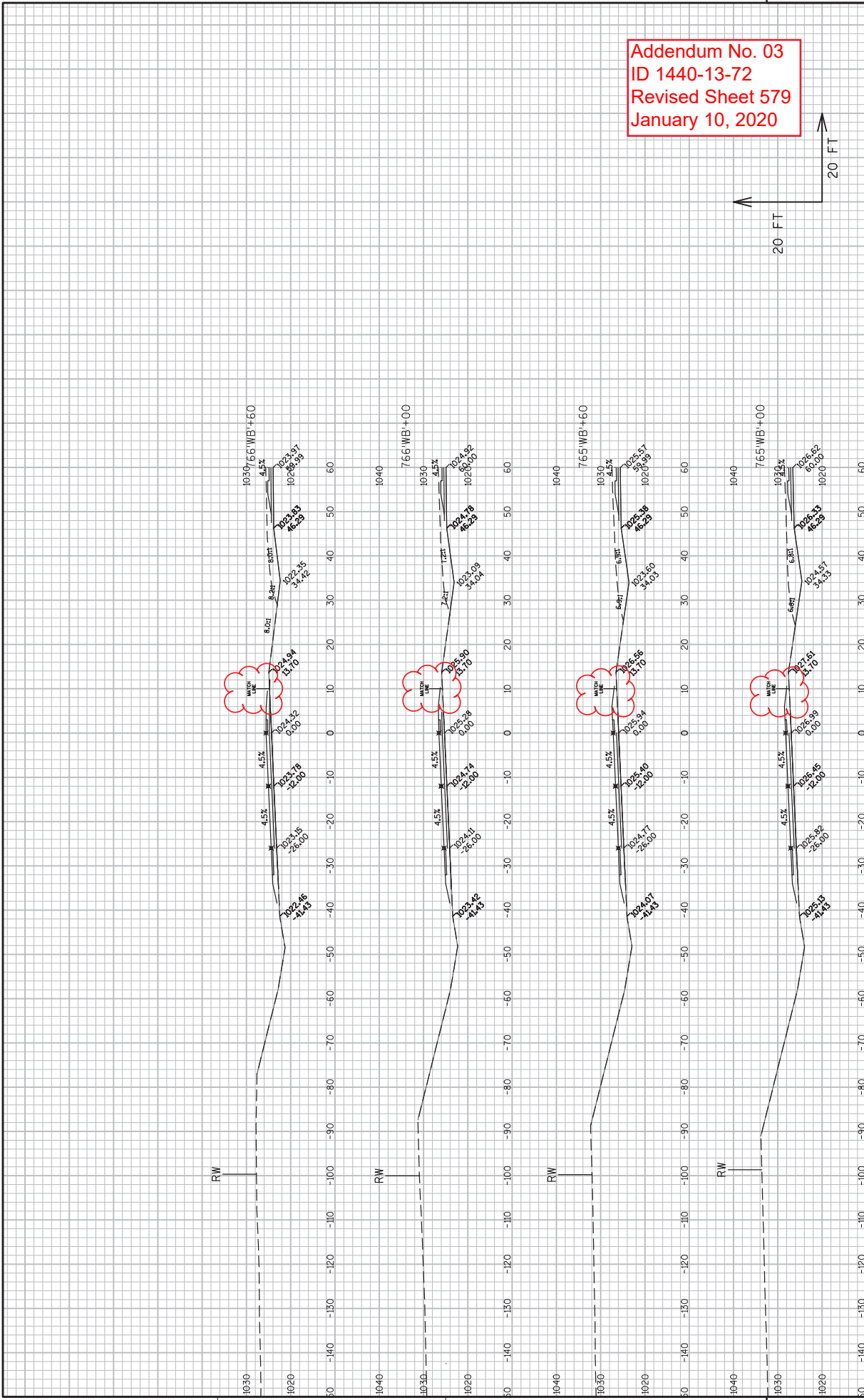
Addendum No. 03
 ID 1440-13-72
 Revised Sheet 577
 January 10, 2020



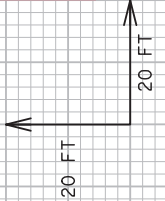
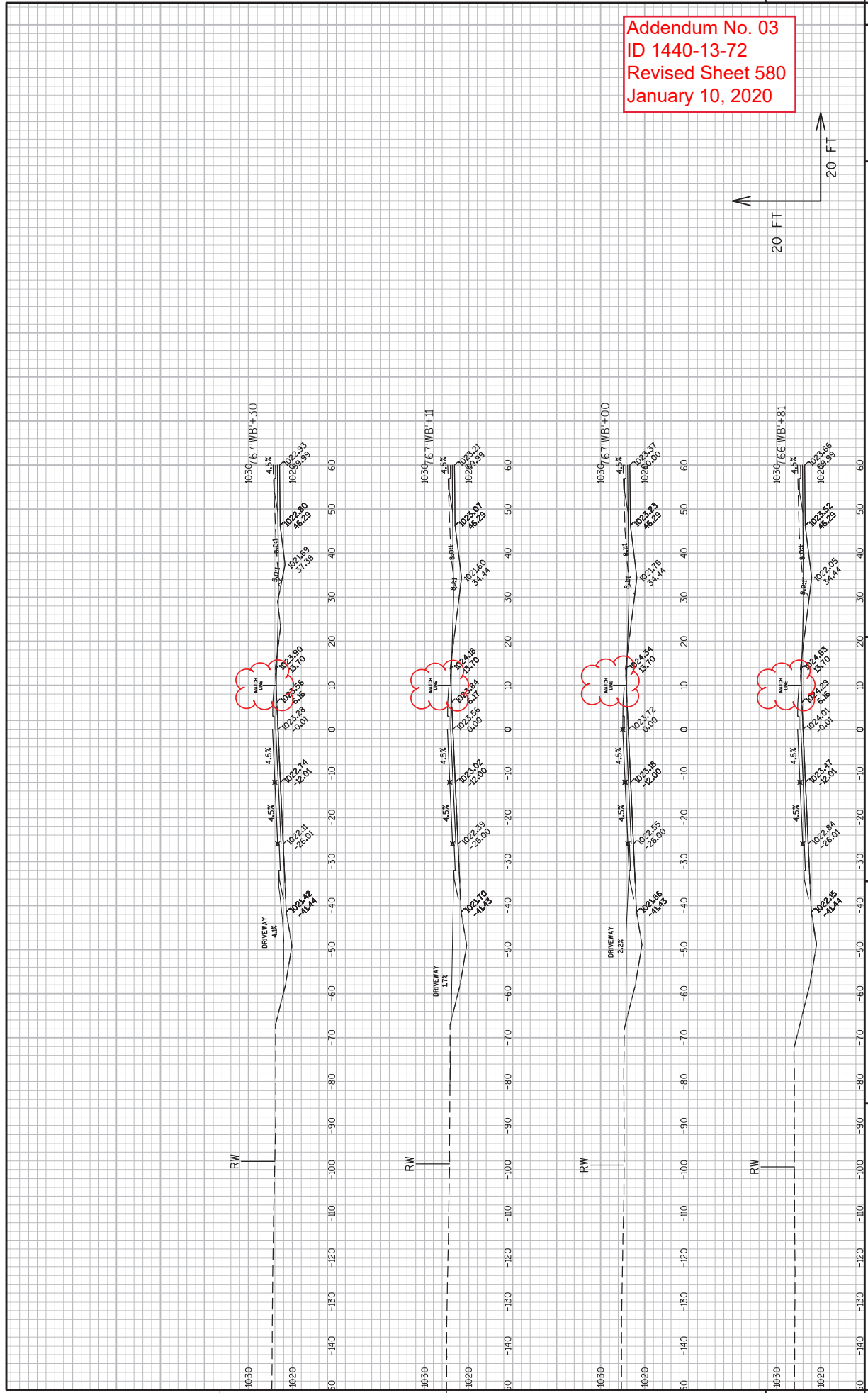
Addendum No. 03
 ID 1440-13-72
 Revised Sheet 578
 January 10, 2020



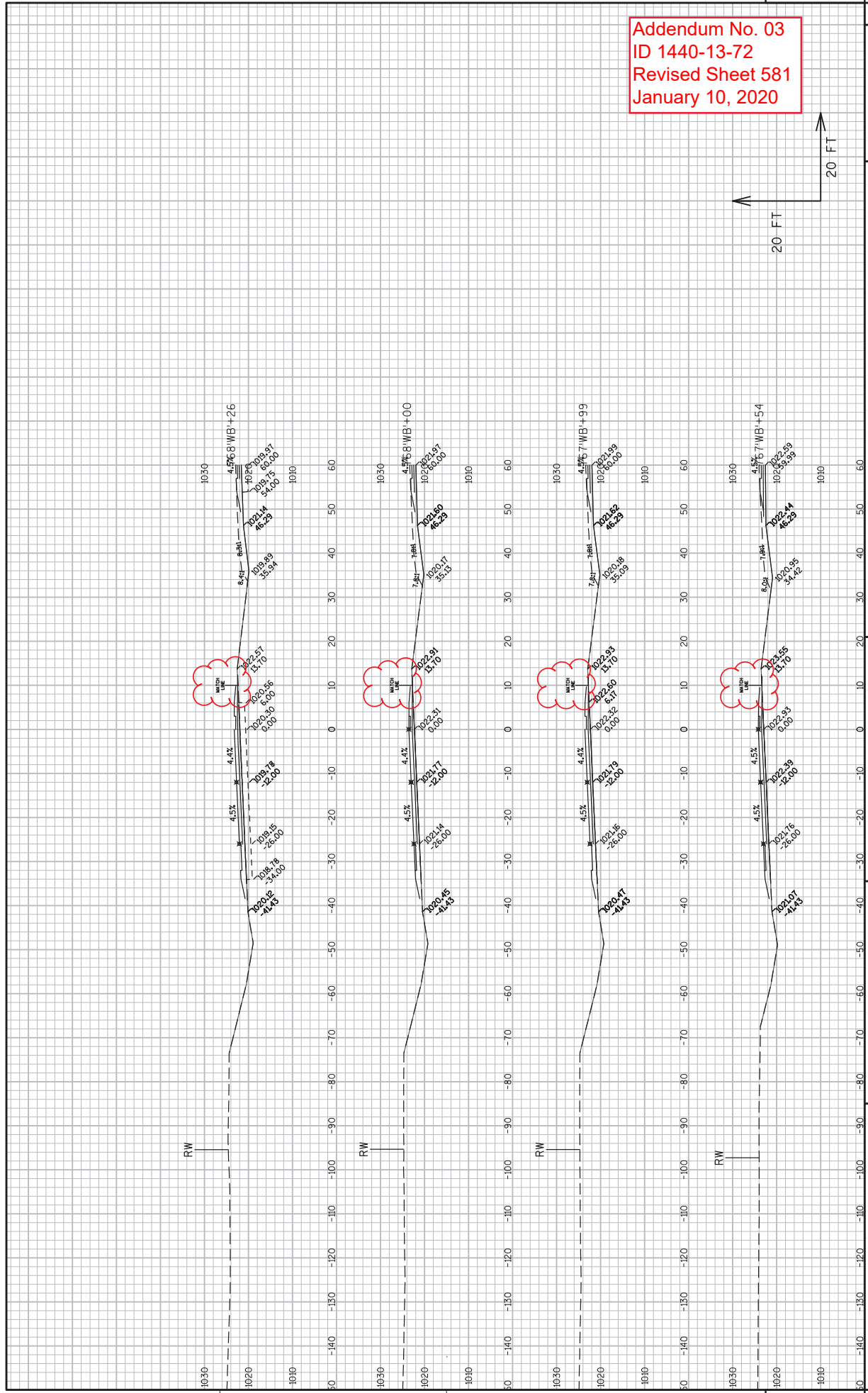
Addendum No. 03
 ID 1440-13-72
 Revised Sheet 579
 January 10, 2020



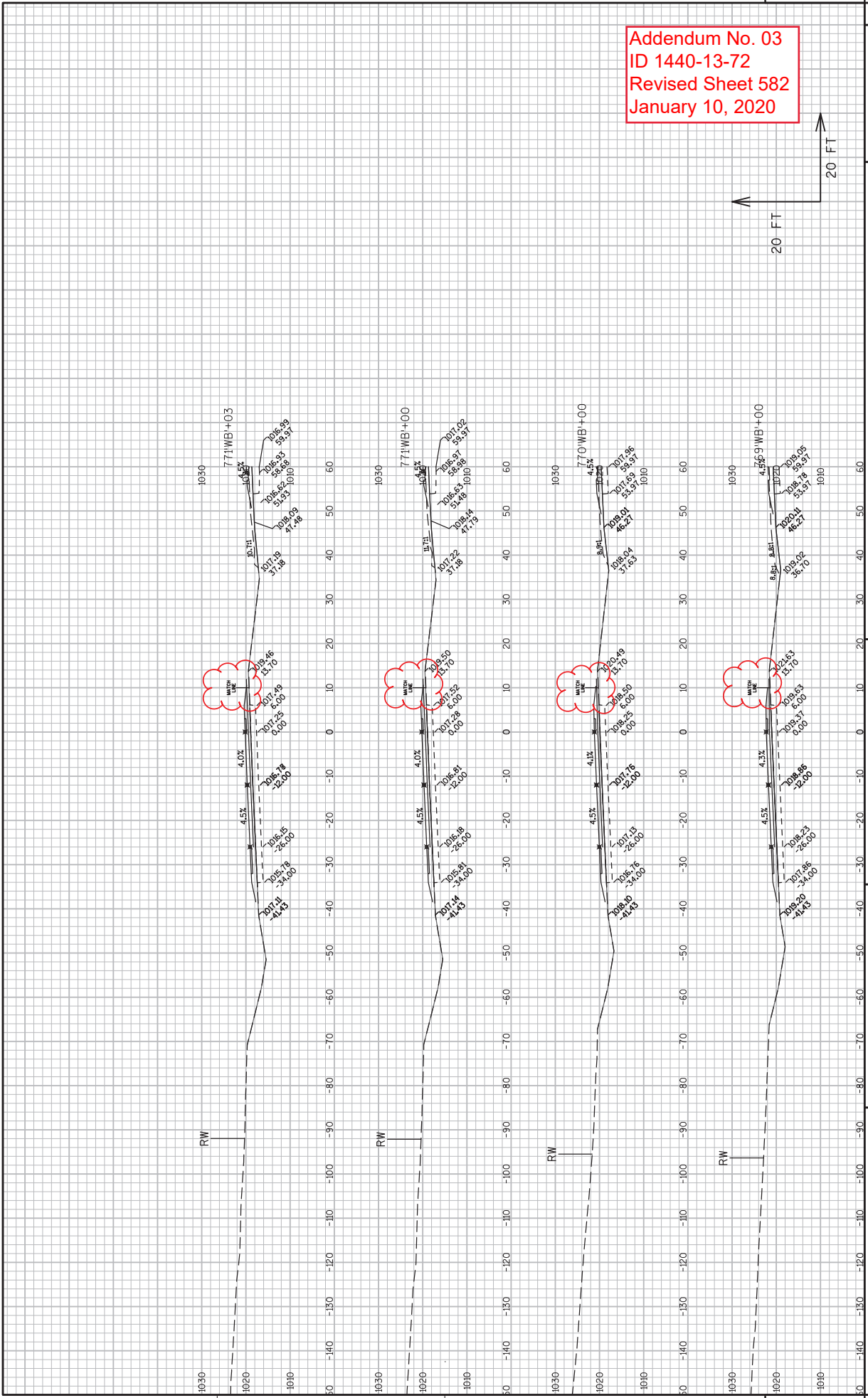
Addendum No. 03
ID 1440-13-72
Revised Sheet 580
January 10, 2020



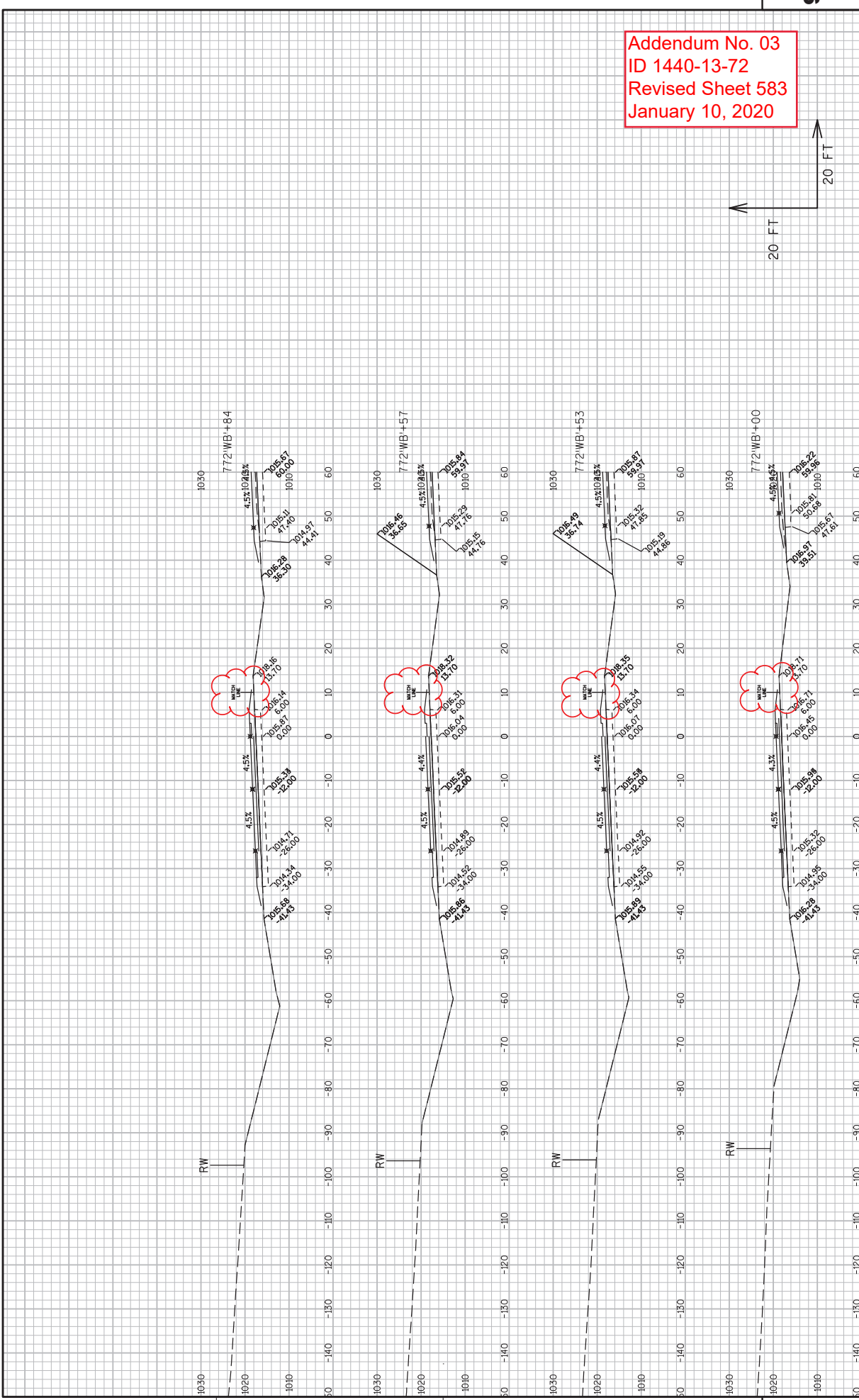
Addendum No. 03
ID 1440-13-72
Revised Sheet 581
January 10, 2020



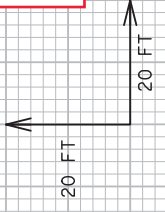
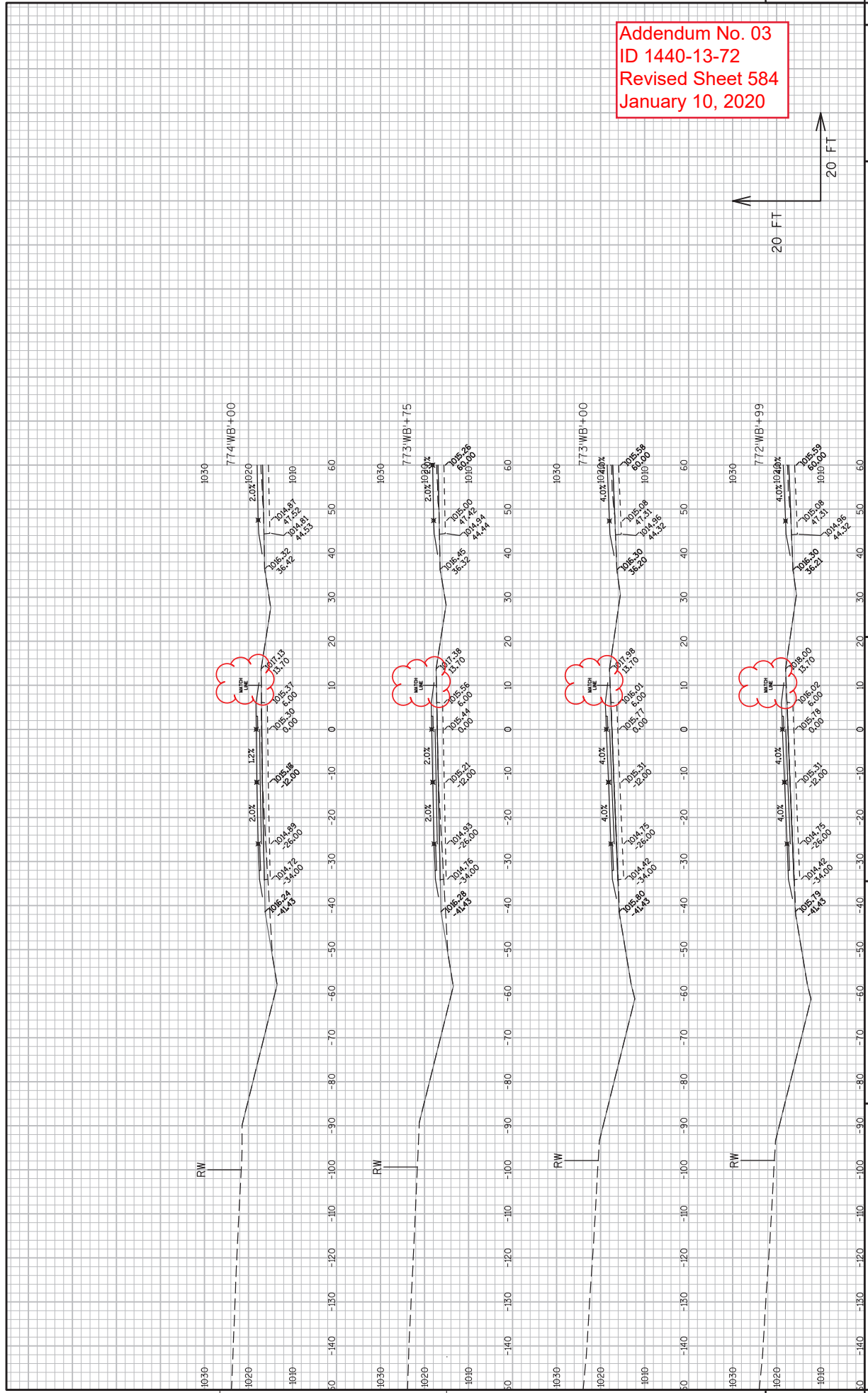
Addendum No. 03
 ID 1440-13-72
 Revised Sheet 582
 January 10, 2020



Addendum No. 03
ID 1440-13-72
Revised Sheet 583
January 10, 2020

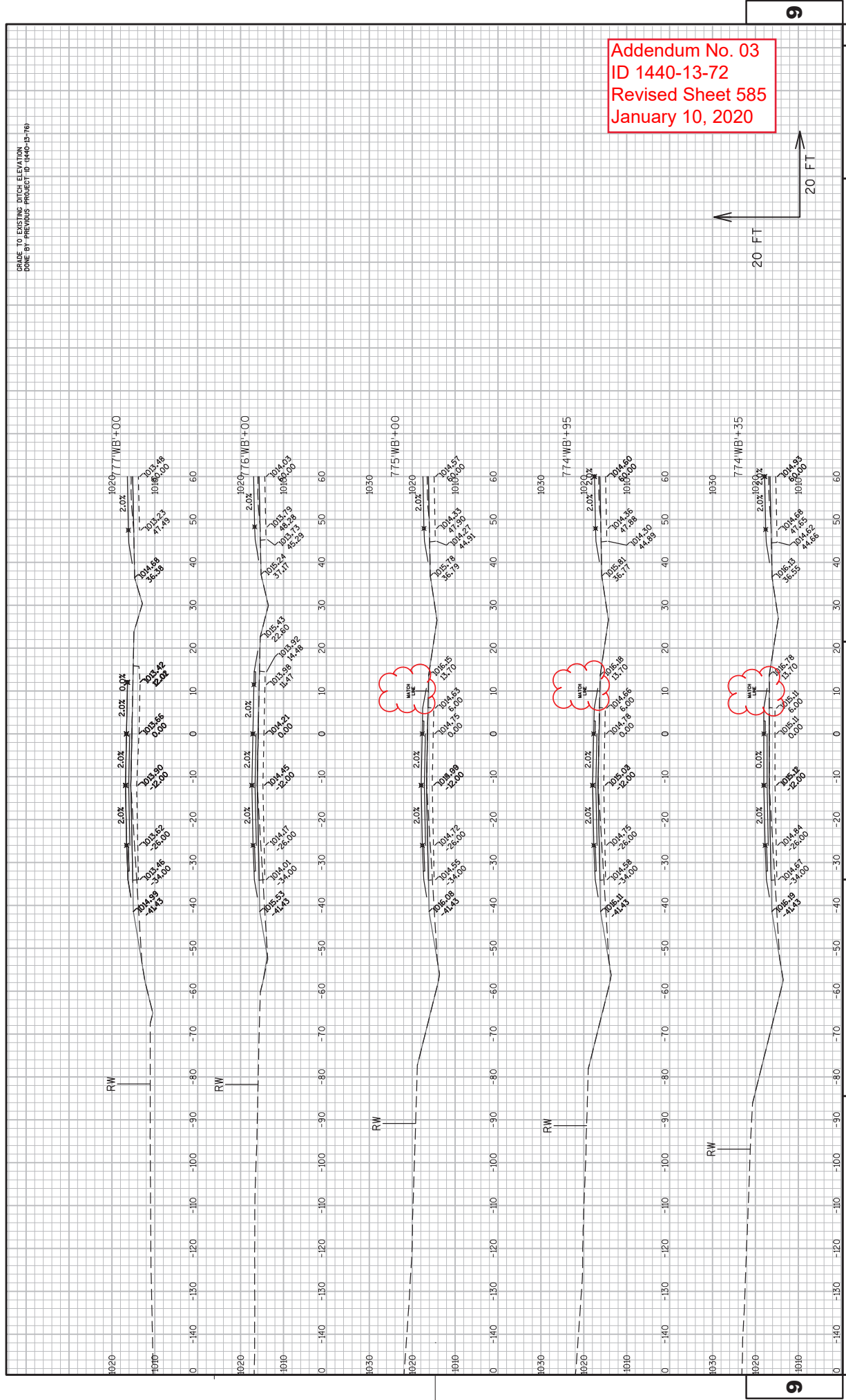


Addendum No. 03
 ID 1440-13-72
 Revised Sheet 584
 January 10, 2020



GRADE TO EXISTING DITCH ELEVATION
DONE BY PREVIOUS PROJECT ID (1440-13-72)

Addendum No. 03
ID 1440-13-72
Revised Sheet 585
January 10, 2020





Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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	108.4300 RBC Progress Schedule	1.000 EACH	_____.	_____.
0004	201.0105 Clearing	21.000 STA	_____.	_____.
0006	201.0205 Grubbing	21.000 STA	_____.	_____.
0008	203.0100 Removing Small Pipe Culverts	50.000 EACH	_____.	_____.
0010	203.0200 Removing Old Structure (station) 01. STA 848+78 60" CMCP	LS	LUMP SUM	_____.
0012	204.0110 Removing Asphaltic Surface	7,526.000 SY	_____.	_____.
0014	204.0115 Removing Asphaltic Surface Butt Joints	3,945.000 SY	_____.	_____.
0016	204.0120 Removing Asphaltic Surface Milling	21,121.000 SY	_____.	_____.
0018	204.0150 Removing Curb & Gutter	2,400.000 LF	_____.	_____.
0020	204.0157 Removing Concrete Barrier	930.000 LF	_____.	_____.
0022	204.0165 Removing Guardrail	1,173.000 LF	_____.	_____.
0024	204.0190 Removing Surface Drains	25.000 EACH	_____.	_____.
0026	204.0220 Removing Inlets	1.000 EACH	_____.	_____.
0028	204.0270 Abandoning Culvert Pipes	2.000 EACH	_____.	_____.
0030	204.9060.S Removing (item description) 01. Concrete Collars	22.000 EACH	_____.	_____.
0032	205.0100 Excavation Common	79,455.000 CY	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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	206.1000 Excavation for Structures Bridges (structure) 01. B-59-315	LS	LUMP SUM	_____.
0036	208.0100 Borrow	25,376.000 CY	_____.	_____.
0038	210.1500 Backfill Structure Type A	720.000 TON	_____.	_____.
0040	211.0500 Prepare Foundation for Base Aggregate	280.000 STA	_____.	_____.
0042	213.0100 Finishing Roadway (project) 01. 1440-13-72	1.000 EACH	_____.	_____.
0044	214.0100 Obliterating Old Road	4.000 STA	_____.	_____.
0046	305.0110 Base Aggregate Dense 3/4-Inch	20,324.000 TON	_____.	_____.
0048	305.0120 Base Aggregate Dense 1 1/4-Inch	175,970.000 TON	_____.	_____.
0050	313.0110 Pit Run	121,681.000 TON	_____.	_____.
0052	415.0090 Concrete Pavement 9-Inch	134,162.000 SY	_____.	_____.
0054	415.0210 Concrete Pavement Gaps	20.000 EACH	_____.	_____.
0056	415.0410 Concrete Pavement Approach Slab	160.000 SY	_____.	_____.
0058	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____.	_____.
0060	416.0620 Drilled Dowel Bars	24.000 EACH	_____.	_____.
0062	416.1010 Concrete Surface Drains	10.000 CY	_____.	_____.
0064	416.1110 Concrete Shoulder Rumble Strips	33,651.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20200114011 Project(s): 1440-13-72

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
0284	643.1050 Traffic Control Signs PCMS	175.000 DAY	_____.	_____.
0286	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0288	645.0105 Geotextile Type C	290.000 SY	_____.	_____.
0290	645.0111 Geotextile Type DF Schedule A	130.000 SY	_____.	_____.
0292	645.0140 Geotextile Type SAS	112,291.000 SY	_____.	_____.
0294	645.0220 Geogrid Type SR	112,291.000 SY	_____.	_____.
0296	646.1020 Marking Line Epoxy 4-Inch	94,136.000 LF	_____.	_____.
0298	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	71,664.000 LF	_____.	_____.
0300	646.1555 Marking Line Grooved Contrast Permanent Tape 4-Inch	9,827.000 LF	_____.	_____.
0302	646.3020 Marking Line Epoxy 8-Inch	11,502.000 LF	_____.	_____.
0304	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	10,177.000 LF	_____.	_____.
0306	646.6220 Marking Yield Line Epoxy 18-Inch	42.000 EACH	_____.	_____.
0308	646.7120 Marking Diagonal Epoxy 12-Inch	664.000 LF	_____.	_____.
0310	646.7220 Marking Chevron Epoxy 24-Inch	1,750.000 LF	_____.	_____.
0312	646.8120 Marking Curb Epoxy	80.000 LF	_____.	_____.
0314	646.8220 Marking Island Nose Epoxy	8.000 EACH	_____.	_____.