HIGHWAY WORK PROPOSAL

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

Proposal Number: 016

| COUNTY | STATE PROJECT | FEDERAL | PROJECT DESCRIPTION | HIGHWAY |
|---|---|---|---|---|
| Statewide | 1009-30-19 | N/A | Sign Bridge Repair; Regionwide Various Routes | VAR HWY |

# ADDENDUM REQUIRED

## ATTACHED AT BACK

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

| | |
|---|---|
| Proposal Guaranty Required: $20,000.00<br>Payable to: Wisconsin Department of Transportation | Attach Proposal Guaranty on back of this PAGE. |
| Bid Submittal<br>Date: March 10, 2020<br>Time (Local Time): 9:00 am | Firm Name, Address, City, State, Zip Code<br>SAMPLE<br>NOT FOR BIDDING PURPOSES |
| Contract Completion Time<br>25 Working Days | |
| Assigned Disadvantaged Business Enterprise Goal 0% | This contract is exempt from federal oversight. |

This certifies that the undersigned bidder, duly sworn, is an authorized representative of the firm named above; that the bidder has examined and carefully prepared the bid from the plans, Highway Work Proposal, and all addenda, and has checked the same in detail before submitting this proposal or bid; and that the bidder or agents, officer, or employees have not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this proposal bid.

Do not sign, notarize, or submit this Highway Work Proposal when submitting an electronic bid on the Internet.

Subscribed and sworn to before me this date _____

| | |
|---|---|
| (Signature, Notary Public, State of Wisconsin) | (Bidder Signature) |
| (Print or Type Name, Notary Public, State Wisconsin) | (Print or Type Bidder Name) |
| (Date Commission Expires) | (Bidder Title) |

Notary Seal

For Department Use Only

Type of Work:
Sign Bridge Repairs

| | |
|---|---|
| Notice of Award Dated | Date Guaranty Returned |

# PLEASE ATTACH
# PROPOSAL GUARANTY HERE

**Effective with November 2007 Letting**

## PROPOSAL REQUIREMENTS AND CONDITIONS

The bidder, signing and submitting this proposal, agrees and declares as a condition thereof, to be bound by the following conditions and requirements.

If the bidder has a corporate relationship with the proposal design engineering company, the bidder declares that it did not obtain any facts, data, or other information related to this proposal from the design engineering company that was not available to all bidders.

The bidder declares that they have carefully examined the site of, and the proposal, plans, specifications and contract forms for the work contemplated, and it is assumed that the bidder has investigated and is satisfied as to the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished, and as to the requirements of the specifications, special provisions and contract. It is mutually agreed that submission of a proposal shall be considered conclusive evidence that the bidder has made such examination.

The bidder submits herewith a proposal guaranty in proper form and amount payable to the party as designated in the advertisement inviting proposals, to be retained by and become the property of the owner of the work in the event the undersigned shall fail to execute the contract and contract bond and return the same to the office of the engineer within fourteen (14) days after having been notified in writing to do so; otherwise to be returned.

The bidder declares that they understand that the estimate of quantities in the attached schedule is approximate only and that the attached quantities may be greater or less in accordance with the specifications.

The bidder agrees to perform the said work, for and in consideration of the payment of the amount becoming due on account of work performed, according to the unit prices bid in the following schedule, and to accept such amounts in full payment of said work.

The bidder declares that all of the said work will be performed at their own proper cost and expense, that they will furnish all necessary materials, labor, tools, machinery, apparatus, and other means of construction in the manner provided in the applicable specifications and the approved plans for the work together with all standard and special designs that may be designed on such plans, and the special provisions in the contract of which this proposal will become a part, if and when accepted. The bidder further agrees that the applicable specifications and all plans and working drawings are made a part hereof, as fully and completely as if attached hereto.

The bidder, if awarded the contract, agrees to begin the work not later than ten (10) days after the date of written notification from the engineer to do so, unless otherwise stipulated in the special provisions.

The bidder declares that if they are awarded the contract, they will execute the contract agreement and begin and complete the work within the time named herein, and they will file a good and sufficient surety bond for the amount of the contract for performance and also for the full amount of the contract for payment.

The bidder, if awarded the contract, shall pay all claims as required by Section 779.14, Statutes of Wisconsin, and shall be subject to and discharge all liabilities for injuries pursuant to Chapter 102 of the Statutes of Wisconsin, and all acts amendatory thereto. They shall further be responsible for any damages to property or injury to persons occurring through their own negligence or that of their employees or agents, incident to the performance of work under this contract, pursuant to the Standard Specifications for Road and Bridge Construction applicable to this contract.

In connection with the performance of work under this contract, the contractor agrees to comply with all applicable state and federal statutes relating to non-discrimination in employment. No otherwise qualified person shall be excluded from employment or otherwise be subject to discrimination in employment in any manner on the basis of age, race, religion, color, gender, national origin or ancestry, disability, arrest or conviction record (in keeping with s.111.32), sexual orientation, marital status, membership in the military reserve, honesty testing, genetic testing, and outside use of lawful products. This provision shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation, and selection for training, including apprenticeship. The contractor further agrees to ensure equal opportunity in employment to all applicants and employees and to take affirmative action to attain a representative workforce.

The contractor agrees to post notices and posters setting forth the provisions of the nondiscrimination clause, in a conspicuous and easily accessible place, available for employees and applicants for employment.

If a state public official (section 19.42, Stats.) or an organization in which a state public official holds at least a 10% interest is a party to this agreement, this contract is voidable by the state unless appropriate disclosure is made to the State of Wisconsin Ethics Board.

## Effective with August 2015 Letting

# BID PREPARATION

## Preparing the Proposal Schedule of Items

### A General

(1) Obtain bidding proposals as specified in section 102 of the standard specifications prior to 11:45 AM of the last business day preceding the letting. Submit bidding proposals using one of the following methods:

1. Electronic bid on the internet.
2. Electronic bid on a printout with accompanying diskette or CD ROM.
3. Paper bid under a waiver of the electronic submittal requirements.

(2) Bids submitted on a printout with accompanying diskette or CD ROM or paper bids submitted under a waiver of the electronic submittal requirements govern over bids submitted on the internet.

(3) The department will provide bidding information through the department's web site at:
https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

The contractor is responsible for reviewing this web site for general notices as well as information regarding proposals in each letting. The department will also post special notices of all addenda to each proposal through this web site no later than 4:00 PM local time on the Thursday before the letting. Check the department's web site after 5:00 PM local time on the Thursday before the letting to ensure all addenda have been accounted for before preparing the bid. When bidding using methods 1 and 2 above, check the Bid Express™ on-line bidding exchange at http://www.bidx.com/ after 5:00 PM local time on the Thursday before the letting to ensure that the latest schedule of items Expedite file (*.ebs or *.00x) is used to submit the final bid.

(4) Interested parties can subscribe to the Bid Express™ on-line bidding exchange by following the instructions provided at the www.bidx.com web site or by contacting:

Info Tech Inc.
5700 SW 34th Street, Suite 1235
Gainesville, FL 32608-5371
email: mailto:customer.support@bidx.com

**(5)** The department will address equipment and process failures, if the bidder can demonstrate that those failures were beyond their control.

**(6)** Contractors are responsible for checking on the issuance of addenda and for obtaining the addenda. Notice of issuance of addenda is posted on the department's web site at:
https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

or by calling the department at (608) 266-1631. Addenda can ONLY be obtained from the departments web site listed above or by picking up the addenda at the Bureau of Highway Construction, 4th floor, 4822 Madison Yards Way, Madison, WI, during regular business hours.

**(7)** Addenda posted after 5:00 PM on the Thursday before the letting will be emailed to the eligible bidders for that proposal. All eligible bidders shall acknowledge receipt of the addenda whether they are bidding on the proposal or not. Not acknowledging receipt may jeopardize the awarding of the project.

### B Submitting Electronic Bids

### B.1 On the Internet

(1) Do the following before submitting the bid:

1. Have a properly executed annual bid bond on file with the department.

2. Have a digital ID on file with and enabled by Info Tech Inc. Using this digital ID will constitute the bidder's signature for proper execution of the bidding proposal.

(2) In lieu of preparing, delivering, and submitting the proposal as specified in 102.6 and 102.9 of the standard specifications, submit the proposal on the internet as follows:

1. Download the latest schedule of items reflecting all addenda from the Bid Express™ web site.
2. Use Expedite™ software to enter a unit price for every item in the schedule of items.
3. Submit the bid according to the requirements of Expedite™ software and the Bid Express™ web site. Do not submit a bid on a printout with accompanying diskette or CD ROM or a paper bid. If the bidder does submit a bid on a printout with accompanying diskette or a paper bid in addition to the internet submittal, the department will disregard the internet bid.
4. Submit the bid before the hour and date the Notice to Contractors designates.
5. Do not sign, notarize, and return the bidding proposal described in 102.2 of the standard specifications.

(3) The department will not consider the bid accepted until the hour and date the Notice to Contractors designates.

**B.2 On a Printout with Accompanying Diskette or CD ROM**

(1) Download the latest schedule of items from the Wisconsin pages of the Bid Express™ web site reflecting the latest addenda posted on the department's web site at:
https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

Use Expedite ™ software to prepare and print the schedule of items. Provide a valid amount for all price fields. Follow instructions and review the help screens provided on the Bid Express™ web site to assure that the schedule of items is prepared properly.

(2) Staple an 8 1/2 by 11 inch printout of the Expedite™ generated schedule of items to the other proposal documents submitted to the department as a part of the bidder's sealed bid. As a separate submittal, not in the sealed bid envelop but due at the same time and place as the sealed bid, also provide the Expedite™ generated schedule of items on a 3 1/2 inch computer diskette or CD ROM. Label each diskette or CD ROM with the bidder's name, the 4 character department-assigned bidder identification code from the top of the bidding proposal, and a list of the proposal numbers included on that diskette or CD ROM as indicated in the following example:

**Bidder Name**

**BN00**

**Proposals: 1, 12, 14, & 22**

(3) If bidding on more than one proposal in the letting, the bidder may include all proposals for that letting on one diskette or CD ROM. Include only submitted proposals with no incomplete or other files on the diskette or CD ROM.

(4) The bidder-submitted printout of the Expedite™ generated schedule of items is the governing contract document and must conform to the requirements of section 102 of the standard specifications. If a printout needs to be altered, cross out the printed information with ink or typewriter and enter the new information and initial it in ink. If there is a discrepancy between the printout and the diskette or CD ROM, the department will analyze the bid using the printout information.

(5) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:

1. The check code printed on the bottom of the printout of the Expedite™ generated schedule of items is not the same on each page.
2. The check code printed on the printout of the Expedite™ generated schedule of items is not the same as the check code for that proposal provided on the diskette or CD ROM.

3. The diskette or CD ROM is not submitted at the time and place the department designates.

**C Waiver of Electronic Submittal**

(1) The bidder may request a waiver of the electronic submittal requirements. Submit a written request for a waiver in lieu of bids submitted on the internet or on a printout with accompanying diskette or CD ROM. Use the waiver that was included with the paper bid document sent to the bidder or type up a waiver on the bidder's letterhead. The department will waive the electronic submittal requirements for a bidding entity (individual, partnership, joint venture, corporation, or limited liability company) for up to 4 individual proposals in a calendar year. The department may allow additional waivers for equipment malfunctions.

(2) Submit a schedule of items on paper conforming to section 102 of the standard specifications. The department charges the bidder a $75 administrative fee per proposal, payable at the time and place the department designates for receiving bids, to cover the costs of data entry. The department will accept a check or money order payable to: "Wisconsin, Dept. of Transportation."

(3) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:

1. The bidder fails to provide the written request for waiver of the electronic submittal requirements.
2. The bidder fails to pay the $75 administrative fee before the time the department designates for the opening of bids unless the bidder requests on the waiver that they be billed for the $75.
3. The bidder exceeds 4 waivers of electronic submittal requirements within a calendar year.

(4) In addition to the reasons specified in section 102 of the standard specifications, the department may refuse to issue bidding proposals for future contracts to a bidding entity that owes the department administrative fees for a waiver of electronic submittal requirements.

# PROPOSAL BID BOND

Wisconsin Department of Transportation

DT1303 1/2006

| Proposal Number | Project Number | Letting Date |
|---|---|---|
| Name of Principal | | |
| Name of Surety | State in Which Surety is Organized | |

We, the above-named Principal and the above-named Surety, are held and firmly bound unto the State of Wisconsin in the sum equal to the Proposal Guaranty for the total bid submitted for the payment to be made; we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns. The condition of this obligation is that the Principal has submitted a bid proposal to the State of Wisconsin acting through the Department of Transportation for the improvement designated by the Proposal Number and Letting Date indicated above.

If the Principal is awarded the contract and, within the time and manner required by law after the prescribed forms are presented for signature, enters into a written contract in accordance with the bid, and files the bond with the Department of Transportation to guarantee faithful performance and payment for labor and materials, as required by law, or if the Department of Transportation shall reject all bids for the work described, then this obligation shall be null and void; otherwise, it shall be and remain in full force and effect. In the event of failure of the Principal to enter into the contract or give the specified bond, the Principal shall pay to the Department of Transportation **within 10 business days of demand** a total equal to the Proposal Guaranty as liquidated damages; the liability of the Surety continues for the full amount of the obligation as stated until the obligation is paid in full.

The Surety, for value received, agrees that the obligations of it and its bond shall not be impaired or affected by any extension of time within which the Department of Transportation may accept the bid; and the Surety does waive notice of any such extension.

IN WITNESS, the Principal and Surety have agreed and have signed by their proper officers and have caused their corporate seals to be affixed this date: **(DATE MUST BE ENTERED)**

**PRINCIPAL**

(Company Name) **(Affix Corporate Seal)**

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

**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**

(Name of Surety) **(Affix Seal)**

(Signature of Attorney-in-Fact)

**NOTARY FOR SURETY**

(Date)

State of Wisconsin )
) ss.
_____ County )

On the above date, this instrument was acknowledged before me by the named person(s).

(Signature, Notary Public, State of Wisconsin)

(Print or Type Name, Notary Public, State of Wisconsin)

(Date Commission Expires)

**Notary Seal**

**IMPORTANT: A certified copy of Power of Attorney of the signatory agent must be attached to the bid bond.**

# CERTIFICATE OF ANNUAL BID BOND

Wisconsin Department of Transportation

DT1305 8/2003

| |
|---|
| Time Period Valid (From/To) |
| Name of Surety |
| Name of Contractor |
| Certificate Holder<br>Wisconsin Department of Transportation |

This is to certify that an annual bid bond issued by the above-named Surety is currently on file with the Wisconsin Department of Transportation.

This certificate is issued as a matter of information and conveys no rights upon the certificate holder and does not amend, extend or alter the coverage of the annual bid bond.

**Cancellation**: Should the above policy be cancelled before the expiration date, the issuing surety will give thirty (30) days written notice to the certificate holder indicated above.

(Signature of Authorized Contractor Representative) (Date)

**March 2010**

## LIST OF SUBCONTRACTORS

Section 66.0901(7), Wisconsin Statutes, provides that as a part of the proposal, the bidder also shall submit a list of the subcontractors the bidder proposes to contract with and the class of work to be performed by each. In order to qualify for inclusion in the bidder's list a subcontractor shall first submit a bid in writing, to the general contractor at least 48 hours prior to the time of the bid closing. The list may not be added to or altered without the written consent of the municipality. A proposal of a bidder is not invalid if any subcontractor and the class of work to be performed by the subcontractor has been omitted from a proposal; the omission shall be considered inadvertent or the bidder will perform the work personally.

No subcontract, whether listed herein or later proposed, may be entered into without the written consent of the Engineer as provided in Subsection 108.1 of the Standard Specifications.

| Name of Subcontractor | Class of Work | Estimated Value |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

**DECEMBER 2000**

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

Instructions for Certification

1. By signing and submitting this proposal, the prospective contractor is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective contractor shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective contractor to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department determined to enter into this transaction. If it is later determined that the contractor knowingly rendered an erroneous certification in addition to other remedies available to the Federal Government the department may terminate this transaction for cause or default.

4. The prospective contractor shall provide immediate written notice to the department to whom this proposal is submitted if at any time the prospective contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective contractor agrees by submitting this proposal that, should this contract be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department entering into this transaction.

7. The prospective contractor further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," which is included as an addendum to PR-1273 - "Required Contract Provisions Federal Aid Construction Contracts," without

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

8. The contractor may rely upon a certification of a prospective subcontractor/materials supplier that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A contractor may decide the method and frequency by which it determines the eligibility of its principals. Each contractor may, but is not required to, check the Disapproval List (telephone # 608/266/1631).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a contractor in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department may terminate this transaction for cause or default.

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

(1) The prospective contractor certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offense enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the prospective contractor is unable to certify to any of the statements in this certification, such prospective contractor shall attach an explanation to this proposal.

# Special Provisions

## Table of Contents

**STSP'S Revised June 18, 2019**

**SPECIAL PROVISIONS**

## 1. General.

Perform the work under this construction contract for Project 1009-30-19, Sign Bridge Repair, Regionwide Various Routes, Various Highways, Statewide, 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 repairing existing sign bridges and signals on various highways in various counties and replacing one high mast light tower in St. Croix County, and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

## 3. Prosecution and Progress.

Begin work within ten calendar days after the engineer issues a written notice to do so.

Provide the time frame for construction of the project within the 2020 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

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

Begin work by Tuesday, September 8, 2020.

## 4. Traffic.

Shoulder closures are preferable to lane closures whenever possible.

At no time perform any repairs or lift or erect signs over live traffic lanes. All repair work is to be performed utilizing traffic control under the area currently be repaired.

Do not perform any work requiring lane or ramp during the peak traffic periods. All lane and shoulder closures shall be entered in the Wisconsin Lane Closure System (LCS) prior to any work. See Wisconsin Lane Closure System Advance Notification section for LCS entry instructions.

**Traffic Control and Work Restrictions**

A detailed table of structure by structure work restrictions and traffic control inspections is included in the plans.

**Detour Route**

Northbound 35 traffic will be detoured to IH 94 west to St. Croix Trail N. Traffic shall exit and re-enter IH 94 east at the interchange and travel east to NB 35.

Set up and maintain all detour signing.

Keep appropriate emergency officials informed of routes to provide emergency services.

**Traffic Control: L-55-0010**

Interstate Highway 94 to the STH 35 northbound ramp will be closed during the removal and installation of the high mast lighting structure, L-55-0010. See traffic control detour plans for signing requirements.

**Freeway Work Restrictions**

All lanes of the freeway shall be entirely clear and open to traffic at all times except for approved Night Time Hours or Off-Peak Hour closures as approved by the engineer. Dual lane operation is permitted during Night Time Hours and Off-Peak Hours pending approval of the engineer. Single lane operation is only permitted during Night Time Hours pending approval of the engineer. Lane closures shall be according to the standard detail drawings (SDD) and have the approval of the engineer and the Region Work Zone Engineer.

System to system ramp closures shall only be allowed during nighttime work hours.

No two consecutive on or off ramps shall be closed at the same time.

All lanes of on, off, and directional interchange ramps shall be completely free of traffic control devices during restricted hours. During off peak hours, ramps may be reduced to one 12-foot lane. Ramps may be closed during off peak hours with the prior approval of the engineer and only for the minimum time required to complete the work. It is required to post the ramps with signs as required above.

During periods of no construction, the full width of all freeway mainline and ramp pavements shall be open to traffic.

To the extent possible, confine work operations to an off highway or shoulder location without encroachment on traffic lanes and in such a manner as to interfere as little as possible with freeway traffic.

Do not use flag persons to direct, control or stop freeway traffic.

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

**Portable Changeable Message Signs – Message Prior Approval**

After coordinating with department construction field staff, notify the appropriate region Traffic Section 3 business days prior to deploying or changing a message on a PCMS to obtain approval of the proposed message. The Region Traffic Unit will review the proposed message and either approve the message or make necessary changes. Contact SW Region Traffic as listed in the plans for prior message approval.

**Wisconsin Lane Closure System Advance Notification**

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

**TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION**

| **Closure type with height, weight, or width restrictions (available width, all lanes in one direction less than 16 feet)** | **MINIMUM NOTIFICATION** |
|---|---|
| Lane and shoulder closures | 7 calendar days |
| Full roadway closures | 7 calendar days |
| Ramp closures | 7 calendar days |
| Detours | 7 calendar days |
| **Closure type without height, weight, or width restrictions (available width, all lanes in one direction 16 feet or greater)** | **MINIMUM NOTIFICATION** |
| Lane and shoulder closures | 3 business days |
| Ramp closures | 3 business days |
| Modifying all closure types | 3 business days |

Discuss LCS completion dates and provide changes in the schedule to the engineer at weekly project meetings in order to manage closures nearing their completion date.

## 5. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying mainline 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.

stp-107-005 (20181119)

## 6. Utilities.

This contract does not come under the provision of Administrative Rule Trans 220.
107-065 (20080501)

Due to the nature of this work, utility conflicts were not identified or resolved during design. Locate all utility facilities within the project limits prior to construction. Notify the engineer of any potential utility conflicts within three business days prior to construction. Coordinate all utility relocations or adjustments necessary to accomplish the work of this project.

## 7. Railroad Insurance and Coordination – Union Pacific Railroad Company.

### A. Description

Comply with standard spec 107.17 for all work affecting Union Pacific Railroad Company property and any existing tracks.

### A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3. Insurance is filed in the name of Union Pacific Railroad Company.

Notify evidence of the required coverage, and duration to David C. LaPlante, Senior Manager-Real Estate-Special and Public Projects, 1400 Douglas St. STOP 1690, Omaha, NE 68179; Telephone: (402) 544-8563; E-mail: dclaplante@up.com.

Also send a copy to the following: Paul Derksen, SE Region Railroad Coordinator; 141 N. W. Barstow Street, Waukesha, WI 53188; Telephone (262) 548-8770; E-mail: paul.derksen@dot.wi.gov.

Include the following information on the insurance document:

- Project ID: 1009-30-19
- Project Location: City of Wauwatosa, WI
- Route Name: STH 100 (Mayfair Rd), Milwaukee County
- Crossing ID: 177 258H
- Railroad Subdivision: Milwaukee
- Railroad Milepost: 90.29
- Work Performed: Roadway project will be erecting a sign bridge in the vicinity of STH100 overpass of Union Pacific RR. Subject project will be impacting railroad right-of-way with traffic control.

### A.2 Train Operation

Approximately 14 through freight trains operate daily through the construction site. Through freight trains operate at 30 mph. In addition to through movements there are switching movements at slower speed.

### A.3 Names and Addresses of Railroad Representatives for Consultation and Coordination

**Construction Contact**

Chris T. Keckeisen, Manager Special Projects - Industry & Public Projects Engineering Department; 1400 Douglas, MS 0910, Omaha, NE, 68179; Telephone (402) 544-5131; E-mail ctkeckei@up.com or Richard Ellison, Project coordinator, 207 Powell Avenue, Labadie, MO, 63055; Telephone (847) 323-7197; E-mail richardellison@up.com for consultation on railroad requirements during construction.

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

**Flagging Contact**

See Construction Contact. If more than 30 days of flagging is required contact UP 30 days prior to needing a flagger on site. Reference the Wisconsin Milepost and Subdivision located in A.1.

**Cable Locate Contact**

In addition to contacting Diggers Hotline, contact the UP Call Before You Dig line at (800) 336-9193 at least five working days before the locate is needed. Normal business hours are 6:30 AM to 6:30 PM, Central Time, Monday through Friday, except holidays and are subject to change. Calls will be routed at all times in case of an emergency. Reference the Wisconsin Milepost and Subdivision locate UP will only locate railroad owned cable buried in the railroad right-of-way. The railroad does not locate any other utilities.

**A.4 Work by Railroad**

The railroad will perform the work described in this section, except for work described in other special provisions, and will be accomplished without cost to the contractor. None

**A.5 Temporary Grade Crossing**

If a temporary grade crossing is desired, submit a written request to the railroad representative named in A.3 at least 40 days prior to the time needed. Approval is subject to the discretion of the railroad. The department has made no arrangements for a temporary grade crossing.

stp-107-026 (20190717)

## 8. Removing High Mast Lighting Tower, Item SPV.204.9060.S.01.

**A Description**

The work under this item consists of removing high mast lighting tower at location L-55-0004, including pole shaft, luminaires, luminaire lamps, tenons and lowering rings as shown on the plans, according to the pertinent provisions of standard spec 204, and as hereinafter provided.

**B Materials (Vacant)**

**C Construction (Vacant)**

**D Measurement**

The department will measure Removing High Mast Lighting Tower by each unit, acceptably removed.

**E Payment**

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| 204.9060.S.01 | Removing High Mast Lighting Tower | Each |

Payment is full compensation for removing the high mast lighting towers including high mast shaft, luminaires, luminaire lamps, tenons, and lowering rings; and for disposal.

## 9. Signs Type I and II.

Furnish and install aluminum vertical support beams for type II signs on overhead sign supports incidental to sign. For type II signs on sign bridges use aluminum vertical support beams incidental to sign.

*Modify standard spec 637.2.4 with the following:*

Use stainless steel bolts, washers and nuts for type I and type II signs mounted on sign bridges or type I signs mounted on overhead sign supports. Use clips on every joint for Sign Plate A 4-6 when mounted on a sign bridge or overhead sign support. Inspect installation of clips and assure bolts and nuts are tightened to manufacturers recommended torque values.

Use aluminum vertical sign support beams that have a 5-inch wide flange and weigh 3.7 pounds per foot, if the L-brackets are 4 inches wide then use 4-inch-wide flange beams weighing 3.06 pounds per foot. Measure the width of the L-brackets on existing structures of determine the width needed for sign support beams

Use beams a minimum of six feet in length or equal to the height of the sign to be supported, whichever is greater. Use U-bolts that are made of stainless steel, one-half inch diameter and of the proper size to fit the truss cords of each sign bridge. Install vertical sign support beams on each sign and use new U-bolts to attach each beam to the top and bottom cord of the sign bridge truss.

For type II signs on overhead sign supports use aluminum vertical support beams and U-bolts.

*Replace standard spec 637.2.4.1(2)2 with the following:*

Clips may be either stainless steel or ASTM B 108, aluminum alloy, 356.0-T6.

*Append standard spec 637.3.3.2(2) with the following:*

Install Type I Signs at the offset stated in the plan, which shall be the clear distance between the edge of mainline pavement right edge line and the near edge of the sign.

*Append standard spec 637.3.3.3(3) with the following:*

Furnish and install new aluminum vertical sign support beams on each sign and new U-bolts to attach each beam to the top and bottom cord of the sign bridge truss for Type I or Type II Signs and Type I signs on overhead sign supports incidental to sign.

## 10. Field Office.

Due to the dispersed nature of work locations on this contract, a field office would not be practical. No Field Office will be used on this project.

## 11. Traffic Control.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ner-643-065 (20171213)

## 12. High Mast Lighting Tower.

*Append standard spec 660.3.1(5) with the following:*

In addition, submit all high mast tower shop drawings, calculations and component lists to the Fabrication Library conforming to standard spec 105.2, and to the Bureau of Structures Ancillary Structures Program Manager for inclusion into the Highway Structures Information System.

## 13. Tension Anchor Rods, Item SPV.0060.01.

### A Description

This special provision describes re-tensioning loose anchor rod nuts as shown on the plans, and as hereinafter provided.

### B Materials

Furnish materials that are according to the pertinent provisions of standard spec 641 and as shown in the plans.

### C Construction

Use construction methods that are according to the pertinent provisions of standard spec 641 and as shown in the plans. This work will consist of re-tensioning all loose anchor rod nuts as specified in the plans. The contractor shall follow the re-tensioning procedure outlined herein:

1. The contractor shall verify the grade of the anchor rod. If an anchor rod grade cannot be verified, the department shall be contracted for direction. Note that A36 rods have different tensioning requirements.
2. The contractor shall field verify the size and number of nuts required to be replaced. Note that if one or more are found to be loose, all are required to be replaced.
3. Remove all jam nuts (if applicable).
4. The contractor shall furnish flat washers and heavy hex nuts conforming to standard spec 641.2.2.3. Existing jam nuts[1] may be reused.
5. Remove rodent screen[1].
6. Remove and dispose of the grout pad (if applicable) according to standard spec 509.3.4.
7. Tighten all nuts that are loose to snug tight (leveling and top nut). Reference the department's Form DT2321 for snug tight torque values.
8. Contact the department for direction of the top nut is not fully snugged and cannot be turned.
9. Once all nuts are snug, remove one and only one top nut at a time and follow the remaining procedure. Top nuts, flat washers, and locking washers (if applicable) shall be discarded, the leveling nuts shall remain, and jam nuts may be reused (if applicable).
10. Remove rust and dirt, from anchor rod and base plate with a wire brush.

11. Apply a coat of fast drying zinc rich primer or spray-on cold galvanized (if rust is present) to the full length of the anchor bolt and at damaged base plates. Repair any damaged galvanized coating incidental to the re-tensioning process.
12. Apply wax-based lubricant to the anchor rod.
13. Install top nut to snug tight. Reference the department's form DT2321 for snug tight torque values.
14. Repeat steps 3 through 12 in this specification until all washers and nuts have been replaced.
15. Tension the anchor rod nuts. Follow the department's Form DT2321 procedure steps 5 through 7 and record the tensioning process.
16. Clean, lubricate and install jam nut (if applicable) per step 8 of Form DT2321.
17. Apply two coats of zinc rich primer to any damaged areas of the structure base plates and used jam nuts.
18. Reinstall the rodent screen (if applicable).
19. Complete Form DT2321 for each structure and submit to Jason Zemke, (262) 548-8734, for transmittal to Bureau of Structures and inclusion in HSIS.

All work for this item, including site clean-up, shall be completed in one shift. If it is a cantilever structure with a connection which has 6 or less bolts, the truss or mast arm shall be supported by a crane during bolt replacement. In lieu of a supporting crane, the contractor may instead submit a structural analysis of the structure addressing proposed constructability which ensure the stability and safety of workers and the traveling public. Analysis computation and support document shall be signed, sealed and dated by a professional engineer licensed in Wisconsin, and shall be submitted to the engineer and BOS for permanent record.

**D Measurement**

The department will measure Tension Anchor Rods as each individual anchor rod location, 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.0060.01 | Tension Anchor Rod | EACH |

Payment is full compensation for tensioning loose anchor rod nuts; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair; for fabricating, handling, transporting, and erecting.

## 14. Abandon High Mast Foundation, Item SPV.0060.02.

**A Description**

This special provision describes removing or abandoning high mast tower concrete foundations.

**B (Vacant)**

**C Construction**

Conform to standard spec 204.3. Contractor shall coordinate with the engineer concerning construction around each high mast tower concrete foundation and abandon each foundation as directed by the engineer. At bases to be abandoned, burn off existing high mast anchor rods flush to the base. Dispose of materials off the site and leave the existing foundation in place.

**D Measurement**

The department will measure Abandon High Mast Foundation 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.0060.02 | Abandon High Mast Foundation | EACH |

Payment is full compensation conforming to standard spec 204.5.1 (2).

## 15. Anchor Rod Standoff Repair, Item SPV.0060.03.

### A Description

This special provision describes cleaning the corrosion on the anchor rods, roughing the surface on the anchor rods, cold-galvanizing the anchor rods, and encasing the anchor rods to add additional stability to all anchors rods for structures shown in the plans.

### B Materials

Furnish materials that are according to the pertinent provisions of standard specs 641 and 506 and as shown in the plans. Cold-applied galvanizing per standard spec 641.3.2.4.

Furnish steel pipe conforming to ASTM A36 galvanized ¼" thick plate, bent to a 6" diameter as the plans show.

Pipe is to be filled with a non-shrink, non-corrosive, self levelling epoxy grout meeting the following requirements:

- Minimum Compressive strength (@ 24 hrs) = ≥3500 psi
- Minimum Tensile strength = ≥500 psi
- Minimum Bond strength (adhesion) = ≥500 psi (concrete failure)
- Creep (@400 psi minimum) ≤$10x10^{-3}$ in/in
- Suitable for bond to concrete and steel

### C Construction

Use construction methods that are according to the pertinent provisions of standard spec 641 and 506 and as shown in the plans. This work consists of thoroughly cleaning the anchor rod threads with a wire wheel/brush to remove all corrosion and debris.

Cold-applied galvanizing to the full length of the anchor bolts, nuts, washers, and at any locations on the damaged base plates. Apply cold-galvanizing to the anchors per the manufacture's recommendation and let cure prior to adding epoxy. Work will also include installing a galvanized plate and a type S ¾-inch masonry anchor for all anchor bolt locations at each base indicated on the plans. Ensure that the joint between the pipe and top of concrete is sealed to prevent epoxy from leaking, epoxy should be level with top of galvanized plate.

All personnel shall be trained and qualified to meet epoxy manufacturers recommended installation procedures prior to performing the work. Any worker, in the opinion of the engineer that cannot perform the work at an acceptable level of skill and safety shall be removed from the project.

The repairs include, but are not limited to, the following activities:

1. Cleaning and removing all corrosion on the exposed anchor rods.
2. Roughening surface of anchor bolts and if applicable, damaged base plates
3. Repair of galvanized coating.
4. Cleaning all concrete surfaces that come in contact with the repair areas as shown on the plans. Remove all cracked and deteriorated foundation concrete to sound concrete.
5. Install anchor bolt repair as indicated on the plans. Cementitious grout is **not** to be used.

### D Measurement

The department will measure Anchor Rod Standoff Repair as each anchor rod, 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 | Anchor Rod Standoff Repair | EACH |

Payment is full compensation for furnishing all materials and miscellaneous items to complete the repair as shown on the plans; for fabricating, handling, transporting, and installing.

## 16. Replace Pole, Item SPV.0060.04.

### A Description

This special provision describes removing and replacing damage pole supports for cantilever mast arm sign and signal structures as shown in the plans.

### B Materials

Furnish materials according to applicable standard spec 641 and 657 and as shown in the plans.

### C Construction

Existing damaged post are to be removed, existing chord, mast arm, or luminaire arms, signs, signals are to be removed and reused on a new post. Items to be reused are to be removed prior to existing pole removal. Install new post according to applicable standard spec 641 and 657.

Replace and tension the existing anchor rods to install the new post according to DT 2321 and standard spec 641 prior to connecting mast or luminaire arms.

Replacing the original post to chord or arm connection with new hardware and high strength bolts according to DT2322 and applicable standard specs of 641 and 657. Match existing vertical clearance when reinstalling attachments to structure.

Care should be taken to avoid damaging existing signs, signals or luminaires during removal. Any damage, is the responsibility of the contractor and shall be repaired and/or replaced at their cost.

Once removed, the damages posts become property of the contractor.

### D Measurement

The department will measure Replace Pole as each individual pole 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 | Replace Pole | Each |

Payment is full compensation for tensioning luminaire connection bolts; for removing and properly disposing of existing materials being replaced; for furnishing all materials; for fabricating, handling, transporting, and erecting to complete the repair.

## 17. Fill Erosion, Item SPV.0060.05.

### A Description

This special provision describes filling the erosion areas at the locations shown in the plans.

### B Materials

Furnish materials for this item that are according to the pertinent provisions of standard spec 208, 627, and 630 and as shown on the plans. All seed and erosion mat necessary to landscape will be considered incidental to this item. Erosion control per standard spec 628 shall be considered incidental to this item.

### C Construction

Use construction methods for this item that are according to the pertinent provisions of standard spec 208, 627, and 630 and as shown on the plans. The fill will be built up to one foot above the bottom of the foundation to prevent future erosion. All fill will be compacted as necessary to prevent settling and washout. Place erosion mat and seed as necessary. Erosion control per specification 628 shall be considered incidental to this item.

### D Measurement

The department will measure Fill Erosion as each foundation location, 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 | Fill Erosion | EACH |

Payment is full compensation for filling erosion; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair; for fabricating, handling, transporting, and erecting.

## 18. Remove Fill and Regrade, Item SPV.0060.06.

### A Description

This special provision describes removing debris and grading around the foundation as shown on the plans, and as hereinafter provided.

### B (Vacant)

### C Construction

Remove debris and dispose of it according to standard spec 204. Grade the area around the foundation to drain according to standard spec 213. Ensure that the top of the concrete foundation is exposed per SDD 15c15 at a minimum, but such that water does not pond at the footing.

### D Measurement

The department will measure Remove Fill and Regrade as each foundation location, 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 | Remove Fill and Regrade | EACH |

Payment is full compensation for removing and disposing of the debris; grading to the foundation; and restoration.

## 19. Replace Rodent Screen, Item SPV.0060.07.

### A Description

This special provision describes replacing the missing rodent screens as shown on the plans, and as hereinafter provided.

### B Materials

Furnish galvanized or stainless welded 23-gauge steel mesh, with ¼” max. opening. All hardware required to properly secure the rodent screen will be considered incidental to this item.

### C Construction

Use construction methods that are according to the standard specifications and as shown in the plans. Replace the deteriorated rodent screen. Construct rodent screens such that the screen is in contact with the foundation to prevent rodent access to the interior of the structure.

### D Measurement

The department will measure Replace Rodent Screen as each individual rodent screen, acceptably completed.

### E Payment

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| SPV.0060.07 | Replace Rodent Screen | EACH |

Payment is full compensation for replacing rodent screen; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair; for fabricating, handling, transporting, and erecting.

## 20. Replace Luminaire Arm Connection Bolts, Item SPV.0060.08.

### A Description

This special provision describes replacing luminaire arm connection high strength bolts as shown on the plans, and as hereinafter provided.

### B Materials

Furnish materials that are according to the pertinent provisions of standard spec 657 and as shown in the plans.

### C Construction

Use construction methods that are according to the pertinent provisions of standard spec 657 and as shown in the plans. The contractor shall follow the re-tensioning procedure outlined herein:

1. The contractor shall field verify the size and number of bolts, nuts, flat washers, and DTI washers at each structure to be replaced. Note that since the DTI's are to be utilized, the number of washers may change, and the lengths of the bolts may longer than the original. The contractor shall furnish bolts, flat washers, heavy hex nuts, and DTI's conforming to standard spec 506.
2. Perform the pre-installation test according to the department's form DT2322.
3. Ensure all nuts to snug tight prior to removal. Note that this is to be done for stability purposes.
4. Once all nuts are snug, remove one and only one bolt at a time and follow the remaining procedure. Existing bolts, nuts, and washers shall be discarded.
5. Install the bolt to snug tight.
6. Repeat steps 4 and 5 in this specification until all bolts have been replaced.
7. Follow the department's Form DT2322 installation procedure for tensioning of the replacement bolts.
8. Complete Form DT2322 for each structure and submit to the regional ancillary structure engineer for transmittal to BOS and inclusion in HSIS.

Note1 – All work under this item, including site cleanup, shall be completed within one shift. The luminaire shall be supported during bolt replacement.

### D Measurement

The department will measure Replace Luminaire Connection Bolts as each individual connection bolt, 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.0060.08 | Replace Luminaire Arm Connection Bolts | EACH |

Payment is full compensation for tensioning luminaire connection bolts; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair.

## 21. Tension Structural Bolt (Friction), Item SPV.0060.09.

### A Description

This special provision describes replacing splice, post-to-truss, truss gusset, post to mast arm and any other tensioned structural connection high strength bolt as shown on the plans, and as hereinafter provided.

### B Materials

Furnish materials that are according to the pertinent provisions of standard spec 641, 657 and as shown in the plans.

### C Construction

Use construction methods that are according to the pertinent provisions of standard spec 641, 657 and as shown in the plans. The contractor shall follow the re-tensioning procedure outlined herein:

1. Each bolt to be tensioned shall be replaced with a new bolt to properly tension the bolt. The new bolt installed will follow the below procedure.
2. The contractor shall field verify the size and number of bolts, nuts, flat washers, and DTI washers at each structure to be replaced. Note that since the DTI's are to be utilized, the number of washers may change, and the lengths of the bolts may need to be increased.
3. Lock washers shall **not** be used in connections. Washers are **not** to be placed between faying surfaces. If present, lock washers and washers between faying surfaces must be removed and discarded.
4. The contractor shall furnish bolts, flat washers, heavy hex nuts, shims, and DTI's conforming to standard spec 641.
5. Perform the pre-installation test according to the department's form DT2322.
6. Tighten all nuts that are loose to snug tight. Note that this is to be done for stability purposes.
7. Once all nuts are snug, remove one and only one bolt at a time and follow the remaining procedure. Existing bolts, nuts washers, and shims shall be discarded.
8. Install the new bolt to snug tight.
9. Repeat steps 7 and 8 until all bolts have been replaced. Ensure there are no gaps in the faying surface after all bolts have been replaced. If gaps are present, contact central office contact on DT form.
10. Follow the department's Form DT2322 installation procedure for tensioning of the replacement bolts.
11. Complete Form DT2322 for each structure and submit to the regional ancillary structure engineer for transmittal to BOS and inclusion in HSIS.

All work under this item, including site cleanup, shall be completed within one shift. If it is a cantilever structure or a connection which has 6 or less bolts, the truss or mast arm shall be supported by a crane during bolt replacement. In lieu of a supporting crane, the contractor may instead submit a structural analysis of the structure addressing proposed constructability which ensure the stability and safety of workers and the traveling public. Analysis computation and support document shall be signed, sealed and dated by a professional engineer licensed in Wisconsin, and shall be submitted to the engineer and BOS for permanent record.

### D Measurement

The department will measure Tension Structural Bolt (Friction) as each individual bolt, 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.0060.09 | Tension Structural Bolt (Friction) | EACH |

Payment is full compensation for replacing all necessary splice, post-to-truss, truss gusset, post to mast arm and any other tensioned structural connection high strength bolts; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair.

## 22. U-Bolt Repair, Item SPV.0060.10.

### A Description

This special provision describes furnishing and replacing damaged or loose U-bolts as shown on the plans, and as hereinafter provided.

### B Materials

Stainless steel U-bolts and lock washers shall conform to ASTM 304. Stainless steel hex nuts shall conform to ASTM A276.

### C Construction

Use construction methods that are according to the pertinent provisions of standard spec 641, WisDOT Sign Plate Manual Detail A4-7 and as shown in the plans.

### D Measurement

The department will measure U-Bolt Repair as each individual U-bolt, acceptably completed.

### E Payment

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

| ITEM NUMBER | DESCCRIPTION | UNIT |
|---|---|---|
| SPV.0060.10 | U-Bolt Repair | EACH |

Payment is full compensation for furnishing and replacing U-bolts, nuts and lock washers; for removing and properly disposing of existing materials; for furnishing all materials and miscellaneous items to complete the repair; for fabricating, handling, transporting, and erecting.

## 23. Replace Sign Connection Assembly (w/ I-Beam and U-Bolts), Item SPV.0060.11.

### A Description

This special provision describes replacing the damaged or missing type II support brackets as shown on the plans, and as hereinafter provided.

### B Materials

Furnish 2 Aluminum I Beams (I5 X 3.7) and 4 U-bolts for each Type II Sign for overhead signs support that are according to standard spec 637, Sign Plate Manual detail A4.7 and as shown in the plans.

### C Construction

Take down the existing sign panel and remove the existing support bracket and properly dispose of the bracket assembly. Use construction methods that are according to standard spec 637 and 641 and as shown in the plans. Provide torque requirement and other installation instructions to the Region. All bolts, nuts, washers or miscellaneous items required to replace the damaged or deteriorated sign bracket with

2 I-Beams per sign will be considered incidental to this item. If an existing sign is to be re-installed, the installation of the sign is incidental to Replace Type II Sign Support Bracket with Aluminum I Beams.

**D Measurement**

The department will measure Replace Type II Sign Support Connection (w/ Aluminum I Beam and U-Bolt) as each individual I-beam assembly, acceptably installed.

**E Payment**

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| SPV.0060.11 | Replace Sign Connection Assembly (w/ I-Beam and U-Bolts) | EACH |

Payment is full compensation for replacing sign type II sign support bracket with new aluminum I Beams and U-bolts; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair; for handling, transporting, and erecting.

## 24. Replace Signal Connection Assembly, Item SPV.0060.12.

**A Description**

This special provision describes replacing the signal connection assembly as shown on the plans, and as hereinafter provided.

**B Materials**

Furnish materials that are according to the pertinent provisions of standard spec 658 and as shown in the plans. All bolts, nuts, washers or miscellaneous items required to replace the cracked or deteriorated signal connection assemblies will be considered incidental to this item. Signal hardware is to be on the Approved Products List.

**C Construction**

Use construction methods that are according to the pertinent provisions of standard spec 658 and as shown in the plans. Provide all materials required to replace the signal connection clamp.

**D Measurement**

The department will measure Replace Signal Connection Assembly as each individual replaced signal connection clamp, 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.0060.12 | Replace Signal Connection Assembly | EACH |

Payment is full compensation for replacing signal connection assembly; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair; for fabricating, handling, transporting, and erecting.

## 25. Replace Dished Washer, SPV.0060.13.

**A Description**

This special provision describes furnishing and installing dished washers as shown on the plans, and as hereinafter provided.

**B Materials**

Furnish a dished washer that is according to standard spec 658. Hardware is to be on the Approved Products List.

### C Construction

Use construction methods that are according to standard spec 658 and as shown in the plans.

Field verify the size of the existing dished washer and provide a new dished washer of the same size.

Remove the existing dished washer and properly dispose of it.

Work shall not be completed above live traffic. Lane closures are to be utilized as necessary to complete the work.

### D Measurement

The department will measure Replace Dished Washer as each individual dished washer, 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.0060.13 | Replace Dished Washer | EACH |

Payment is full compensation for field verifying existing dished washer size; for removing and properly disposing of the existing dished washer; and for furnishing and installing the new dished washer.

## 26. Replace Vertical to Horizontal Signal Connection Bracket, Item SPV.0060.14.

### A Description

This special provision describes replacing the damaged or missing signal brackets as shown on the plans, and as hereinafter provided.

### B Materials

Furnish materials for overhead signs support that are according to the standard spec 658 and which are on the department's approved product list and as shown in the plans.

### C Construction

Take down the existing signal and remove the existing support bracket and properly dispose of the bracket assembly. Use construction methods that are according to Section 658 of the Standard Specifications and as shown in the plans. All bolts, nuts, washers or miscellaneous items required to replace the damaged or deteriorated assembly will be considered incidental to this item. If an existing signal is to be re-installed, the installation of the signal is incidental to Replace Type II Sign Support Bracket.

### D Measurement

The department will measure Replace Vertical to Horizontal Signal Connection Bracket as each individual assembly, acceptably installed.

### E Payment

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| SPV.0060.14 | Replace Vertical to Horizontal Signal Connection Bracket | EACH |

Payment is full compensation for replacing the signal, support brackets; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair; for handling, transporting, and erecting.

## 27. Replace Post-Mounted Signal Connection Assembly, Item SPV.0060.15.

### A Description

This special provision describes replacing the damaged or missing post mounted signal assemblies and brackets as shown on the plans, and as hereinafter provided.

### B Materials

Furnish materials for overhead signs support that are according to the standard spec 658 and which are on the department's approved product list and as shown in the plans.

### C Construction

Take down the existing signal and remove the existing support bracket and properly dispose of the bracket assembly. Use construction methods that are according to standard spec 658 and as shown in the plans. All bolts, nuts, washers or miscellaneous items required to replace the damaged or deteriorated assembly will be considered incidental to this item. If an existing signal is to be re-installed, the installation of the signal is incidental to Replace Type II Sign Support Bracket.

### D Measurement

The department will measure Replace Post Mounted Signal Connection Assembly as each individual assembly, acceptably installed.

### E Payment

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| SPV.0060.15 | Replace Post-Mounted Signal Connection Assembly | EACH |

Payment is full compensation for replacing the signal, support brackets; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair; for handling, transporting, and erecting.

## 28. Secure Camera Connection, Item SPV.0060.16.

### A Description

This special provision describes securing the camera connection as shown on the plans, and as hereinafter provided.

### B (Materials)

Hardware is to be on the Approved Products List.

### C Construction

Field verify the size and type of connection fastener in the existing camera and provide new fasteners of the same size and type. Remove and properly dispose of the existing fasteners being replaced. Install new fasteners, ensuring that connection is secure.

Work shall not be completed above live traffic. Lane closures are to be utilized as necessary to complete the work.

### D Measurement

The department will measure Secure Camera Connection as each individual connection, 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.0060.16 | Secure Camera Connection | EACH |

Payment is full compensation for field verifying existing conditions; for removing and properly disposing of the existing fasteners; for furnishing and installing the new fasteners, including drilling and tapping holes.

## 29. Secure Signal Connection Assembly, Item SPV.0060.17.

### A Description

This special provision describes tightening loose signal mount connections as shown on the plans, and as hereinafter provided.

### B (Vacant)

### C Construction

Use construction methods that are according to standard spec 658. Work shall not be completed above live traffic. Lane closures are to be utilized as necessary to complete the work.

### D Measurement

The department will measure Secure Signal Connection Assembly as each individual signal mount socket connection, 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.0060.17 | Secure Signal Connection Assembly | EACH |

Payment is full compensation for tightening signal connection assemblies.

## 30. Secure Type II Sign, Item SPV.0060.18.

### A Description

This special provision describes securing type II signs as shown on the plans, and as hereinafter provided.

### B Materials

Furnish materials that are according to Sign Plate A5-9 and A5-10 for uprights.

### C Construction

Field verify the size of the Type II sign.

Fasten the type II sign to the post according to the requirements of Sign Plate A5-9 and A5-10 for uprights.

Work shall not be completed above live traffic. Lane closures are to be utilized as necessary to complete the work.

### D Measurement

The department will measure Secure Type II Sign by each unit, acceptably completed.

### E Payment

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| SPV.0060.18 | Secure Type !! Sign | EACH |

Payment is full compensation for field verifying existing conditions; for furnishing and installing all connection hardware and attaching the type II sign.

## 31. Secure Handhole Cover, Item SPV.0060.19.

### A Description

This special provision describes replacing or securing handhole covers as shown on the plans, and as hereinafter provided.

### B Materials

Furnish materials that are according to the pertinent provisions of standard spec 641 and 659 and as shown in the plans.

### C Construction

Use construction methods that are according to the pertinent provisions of standard spec 641 and 659 and as shown on plans. Replace missing handhole covers. Replace handhole cover bolts which are missing, corroded, stripped or otherwise unable to be tightened as required. Drill and tap bolt holes as required.

### D Measurement

The department will measure Secure Handhole Cover as each individual handhole cover, 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.0060.19 | Secure Handhole Cover | EACH |

Payment is full compensation for replacing or tightening handhole cover bolts; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair; for fabricating, handling, transporting, and erecting.

## 32. Install ID Plaque, Item SPV.0060.20.

### A Description

This special provision describes installing sign, signal and high mast light ID plaques as shown on the plans, and as hereinafter provided.

### B Materials

Furnish materials that are according to SDD 10A4-3 and/or SDD 12A4-3 as required by structure type.

### C Construction

Install the sign bridge ID plaque according to SDD 10A4-3 and/or SDD 12A4-3 as required by structure type. Miscellaneous hardware required to securely install the ID plaque will be considered incidental to this item.

### D Measurement

The department will measure Install ID Plaque as each individual ID plaque, 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.0060.20 | Install ID Plaque | EACH |

Payment is full compensation for installing ID plaque; for removing and properly disposing of existing materials being replaced; for furnishing and installing all materials and miscellaneous items to complete the installation; and for fabricating, handling, transporting, and erecting.

## 33. Traffic Control - Single-Lane Closure, Item SPV.0060.21.

### A Description

This special provision describes providing traffic control by closing a lane to traffic to perform the necessary repairs for each structure.

### B Materials

Furnish materials that are according to the pertinent provisions of standard spec 643 and as shown in the plans and listed in Section 4 – Traffic and Section 8 – Traffic Control. Furnishing of signs, channelizing devices (barrels, cones, etc.), sign coverings and vehicles for performing traffic control shall be considered incidental to this item. All work performed utilizing a shoulder closure in lieu of a lane closure shall also be considered incidental.

### C Construction

Use construction methods that are according to the pertinent provisions of standard spec 643 and as shown in the plans.

### D Measurement

The department will measure Traffic Control – Single Lane Closure as each individual lane closed and reopened to traffic, 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.0060.21 | Traffic Control – Single Lane Closure | EACH |

Payment is full compensation for furnishing all required signs and materials for proper traffic control and for deploying and removal of all materials.

## 34. Traffic Control - Double-Lane Closure, Item SPV.0060.22.

### A Description

This special provision describes providing traffic control by closing two lanes to traffic to perform the necessary repairs for each structure. Traffic control plans shall be submitted to the engineer for acceptance at least ten (10) working days prior to performing the closure.

### B Materials

Furnish materials that are according to the pertinent provisions of standard spec 643 and as shown in the plans and listed in Section 4 – Traffic and Section 8 – Traffic Control. Furnishing of signs, channelizing devices (barrels, cones, etc.), sign coverings and vehicles for performing traffic control shall be considered incidental to this item.

### C Construction

Use construction methods that are according to the pertinent provisions of standard spec 643 and as shown in the plans.

### D Measurement

The department will measure Traffic Control – Double Lane Closure as each double lane closure performed and reopened to traffic, 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.0060.22 | Traffic Control – Double-Lane Closure | EACH |

Payment is full compensation for furnishing all required signs and materials for proper traffic control and for deploying and removal of all materials.

## 35. Traffic Control - Ramp Closure, Item SPV.0060.23.

### A Description

This special provision describes providing traffic control by closing a ramp to traffic to perform the necessary repairs for each structure. Traffic control plans shall be submitted to the engineer for acceptance at least ten working days prior to performing the closure.

### B Materials

Furnish materials that are according to the pertinent provisions of standard spec 643, as shown in the plans, and listed in Section 4 – Traffic and Section 8 – Traffic Control. Furnishing of signs, channelizing devices (barrels, cones, etc.), sign coverings and vehicles for performing traffic control shall be considered incidental to this item.

### C Construction

Use construction methods that are according to the pertinent provisions of standard spec 643 and as shown in the plans.

### D Measurement

The department will measure Traffic Control – Ramp Closure as each individual ramp closed and reopened to traffic, 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.0060.23 | Traffic Control – Ramp Closure | EACH |

Payment is full compensation for furnishing all required signs and materials for proper traffic control and for deploying and removal of all materials.

## 36. Repair Galvanized Coating, Item SPV.0165.01.

### A Description

This special provision describes providing surface cleaning and repair of galvanized surfaces at locations specified in the plans, and as hereinafter provided.

### B Materials

Supply specific product data sheets to the engineer prior to starting work. Galvanize per ASTM A780.

### C Construction

Repair all zinc coating that is chipped or damaged or as otherwise noted by plans or the engineer by metallizing according to ASTM A780. Thoroughly clean the places receiving coating before applying the new coating.

### D Measurement

The department will measure Repair Galvanized Coating by the square foot, acceptably completed, with a minimum quantity of 1 square foot at each repair location.

### E Payment

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| SPV.0165.01 | Repair Galvanized Coating | SF |

Payment is full compensation for cleaning; for protecting traffic and property; for furnishing all materials and miscellaneous items to complete the replacement; for handling, transporting, and erecting.

# 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 theregion'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.

---

### 106.3.4.2.2.2 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 |

**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 | not allowed | not allowed | not allowed | not allowed |
| 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% | not allowed | not allowed | not allowed | not allowed |
| Freeze/thaw soundness AASHTO T103[6] loss by weight | | | | | | |
| dense | <=18% | <=18% | note[2] | ___ | ___ | note[3] |
| open-graded | <=18% | <=18% | not allowed | not allowed | not allowed | not allowed |
| 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% | not allowed | not allowed | not allowed | not allowed |

[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 (Va) 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)<br>Aggregate Technician I (AGGTEC-I)<br>AGGTEC-I Assistant Certified Technician (ACT-AGG)<br>PCC Technician I (PCCTEC-I)<br>PCCTEC-I Assistant Certified Technician (ACT-PCC)<br>Grading Technician I (GRADINGTEC-I)<br>Grading Assistant Certified Technician (ACT-GRADING) |
| Sampling Aggregates | AASHTO T2[1][4] | TMS, AGGTECT-1, 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<br>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)<br>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://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payments-sublets-manual.pdf

**Effective January 2019 Letting ASP 9**

# ADDITIONAL SPECIAL PROVISION 9
# Electronic Certified Payroll or Labor Data Submittal

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

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

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

(3) Upon receipt of contract execution, promptly make all affected firms aware of the requirements under this special provision and arrange for them to receive CRCS training as they are about to begin their submittals. The department will provide training either in a classroom setting at one of our regional offices or by telephone. Contact Paul Ndon at (414) 438-4584 to schedule the training.

(4) The department will reject all paper submittals for information required under this special provision. All costs for conforming to this special provision are incidental to the contract.

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

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

# Non-discrimination Provisions

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

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

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

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

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

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

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

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

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

**Pertinent Non-Discrimination Authorities:**

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

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

**Effective August 2015 letting**

## BUY AMERICA PROVISION

All steel and iron materials permanently incorporated in this project shall be domestic products and all manufacturing and coating processes for these materials from smelting forward in the manufacturing process must have occurred within the United States. Coating includes epoxy coating, galvanizing, painting and any other coating that protects or enhances the value of a material subject to the requirements of Buy America. The exemption of this requirement is the minimal use of foreign materials if the total cost of such material permanently incorporated in the product does not exceed one-tenth of one percent (1/10 of 1%) of the total contract cost or $2,500.00, whichever is greater. For purposes of this paragraph, the cost is that shown to be the value of the subject products as they are delivered to the project. The contractor shall take actions and provide documentation conforming to CMM 2-28.5 to ensure compliance with this “Buy America” provision.

https://wisconsindot.gov/rdwy/cmm/cm-02-28.pdf

Upon completion of the project certify to the engineer, in writing using department form WS4567, that all steel, iron, and coating processes for steel or iron incorporated into the contract work conform to these "Buy America" provisions. Attach a list of exemptions and their associated costs to the certification form. Department form WS4567 is available at:

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

## Proposal Schedule of Items



**Proposal ID:** 20200310016 **Project(s):** 1009-30-19

**Federal ID(s):** N/A

**SECTION:** 0001 Contract Items

**Alt Set ID:** **Alt Mbr ID:**

| Proposal Line Number | Item ID<br>Description | Approximate Quantity and Units | Unit Price | Bid Amount |
|---|---|---|---|---|
| 0002 | 204.9060.S<br>Removing (item description) 01. High Mast Lighting Tower | 1.000<br>EACH | _____.____ | _____.____ |
| 0004 | 619.1000<br>Mobilization | 1.000<br>EACH | _____.____ | _____.____ |
| 0006 | 637.2220<br>Signs Type II Reflective SH | 25.000<br>SF | _____.____ | _____.____ |
| 0008 | 637.2225<br>Signs Type II Reflective SH Folding | 9.000<br>SF | _____.____ | _____.____ |
| 0010 | 638.2602<br>Removing Signs Type II | 2.000<br>EACH | _____.____ | _____.____ |
| 0012 | 643.0300<br>Traffic Control Drums | 45.000<br>DAY | _____.____ | _____.____ |
| 0014 | 643.0420<br>Traffic Control Barricades Type III | 12.000<br>DAY | _____.____ | _____.____ |
| 0016 | 643.0705<br>Traffic Control Warning Lights Type A | 12.000<br>DAY | _____.____ | _____.____ |
| 0018 | 643.0900<br>Traffic Control Signs | 189.000<br>DAY | _____.____ | _____.____ |
| 0020 | 643.1050<br>Traffic Control Signs PCMS | 26.000<br>DAY | _____.____ | _____.____ |
| 0022 | 643.5000<br>Traffic Control | 1.000<br>EACH | _____.____ | _____.____ |
| 0024 | 652.0225<br>Conduit Rigid Nonmetallic Schedule 40 2-Inch | 50.000<br>LF | _____.____ | _____.____ |
| 0026 | 653.0135<br>Pull Boxes Steel 24x36-Inch | 1.000<br>EACH | _____.____ | _____.____ |
| 0028 | 655.0625<br>Electrical Wire Lighting 6 AWG | 2,175.000<br>LF | _____.____ | _____.____ |
| 0030 | 659.0400<br>Luminaires High Mast Lighting LED | 1.000<br>EACH | _____.____ | _____.____ |
| 0032 | 660.0100<br>High Mast Foundation (location) 01. L-55-0010 | <br>LS | LUMP SUM | _____.____ |

**Proposal ID:** 20200310016 **Project(s):** 1009-30-19

**Federal ID(s):** N/A

**SECTION:** 0001 Contract Items

**Alt Set ID:** **Alt Mbr ID:**

| Proposal Line Number | Item ID<br>Description | Approximate Quantity and Units | Unit Price | Bid Amount |
|---|---|---|---|---|
| 0034 | 660.0200<br>High Mast Lighting Tower (location) 01. L-55-0010 | LS | LUMP SUM | _____.____ |
| 0036 | SPV.0060<br>Special 01. Tension Anchor Rods | 94.000<br>EACH | _____.____ | _____.____ |
| 0038 | SPV.0060<br>Special 02. Abandon High Mast Foundation | 1.000<br>EACH | _____.____ | _____.____ |
| 0040 | SPV.0060<br>Special 03. Anchor Rod Standoff Repair | 72.000<br>EACH | _____.____ | _____.____ |
| 0042 | SPV.0060<br>Special 04. Replace Pole | 3.000<br>EACH | _____.____ | _____.____ |
| 0044 | SPV.0060<br>Special 05. Fill Erosion | 1.000<br>EACH | _____.____ | _____.____ |
| 0046 | SPV.0060<br>Special 06. Remove Fill and Regrade | 3.000<br>EACH | _____.____ | _____.____ |
| 0048 | SPV.0060<br>Special 07. Replace Rodent Screen | 4.000<br>EACH | _____.____ | _____.____ |
| 0050 | SPV.0060<br>Special 08. Replace Luminaire Arm Connection Bolts | 8.000<br>EACH | _____.____ | _____.____ |
| 0052 | SPV.0060<br>Special 09. Tension Structural Bolt (Friction) | 42.000<br>EACH | _____.____ | _____.____ |
| 0054 | SPV.0060<br>Special 10. U-Bolt Repair | 5.000<br>EACH | _____.____ | _____.____ |
| 0056 | SPV.0060<br>Special 11. Replace Sign Connection Assembly (W/ I-Beam and U-Bolts) | 9.000<br>EACH | _____.____ | _____.____ |
| 0058 | SPV.0060<br>Special 12. Replace Signal Connection Assembly | 7.000<br>EACH | _____.____ | _____.____ |
| 0060 | SPV.0060<br>Special 13. Replace Dished Washer | 28.000<br>EACH | _____.____ | _____.____ |
| 0062 | SPV.0060<br>Special 14. Replace Vertical to Horizontal Signal Connection Bracket | 3.000<br>EACH | _____.____ | _____.____ |

**Proposal ID:** 20200310016 **Project(s):** 1009-30-19

**Federal ID(s):** N/A

**SECTION:** 0001 Contract Items

**Alt Set ID:** **Alt Mbr ID:**

| Proposal Line Number | Item ID<br>Description | Approximate Quantity and Units | Unit Price | Bid Amount |
|---|---|---|---|---|
| 0064 | SPV.0060<br>Special 15. Replace Post-Mounted Signal Connection Assembly | 2.000<br>EACH | _____._____ | _____._____ |
| 0066 | SPV.0060<br>Special 16. Secure Camera Connection | 1.000<br>EACH | _____._____ | _____._____ |
| 0068 | SPV.0060<br>Special 17. Secure Signal Connection Assembly | 5.000<br>EACH | _____._____ | _____._____ |
| 0070 | SPV.0060<br>Special 18. Secure Type II Sign | 3.000<br>EACH | _____._____ | _____._____ |
| 0072 | SPV.0060<br>Special 19. Secure Handhole Cover | 1.000<br>EACH | _____._____ | _____._____ |
| 0074 | SPV.0060<br>Special 20. Install ID Plaque | 6.000<br>EACH | _____._____ | _____._____ |
| 0076 | SPV.0060<br>Special 21. Traffic Control Single-Lane Closure | 39.000<br>EACH | _____._____ | _____._____ |
| 0078 | SPV.0060<br>Special 22. Traffic Control Double-Lane Closure | 2.000<br>EACH | _____._____ | _____._____ |
| 0080 | SPV.0060<br>Special 23. Traffic Control Ramp Closure | 2.000<br>EACH | _____._____ | _____._____ |
| 0082 | SPV.0165<br>Special 01. Repair Galvanized Coating | 4.000<br>SF | _____._____ | _____._____ |
| | **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

*March 3, 2020*

## NOTICE TO ALL CONTRACTORS:

**Proposal #16: 1009-30-19**
**Sign Bridge Repair**
**Regionwide Various Routes**
**Var Hwy**
**Statewide**

## Letting of March 10, 2020

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

### Special Provisions:

| **Revised** Special Provisions | |
|---|---|
| Article No. | Description |
| 13 | Tension Anchor Rods, Item SPV.0060.01 |
| 16 | Replace Pole, Item SPV.0060.04 |

| **Added** Special Provisions | |
|---|---|
| Article No. | Description |
| 37 | Coordination with WisDOT |

### Plan Sheets:

| **Added** Plan Sheets | |
|---|---|
| Plan Sheet | Plan Sheet Title (brief description of why sheet was added) |
| 14A | Added traffic control plan sheet with work restrictions and lane closure assumptions for each structure. |
| 14B | Added traffic control plan sheet with work restrictions and lane closure assumptions for each structure. |

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**

**1009-30-19**

**March 3, 2020**

**Special Provisions**

**13. Tension Anchor Rods, Item SPV.0060.01.**

*Replace entire article language with the following:*

**A Description**

This special provision describes re-tensioning loose anchor rod nuts as shown on the plans, and as hereinafter provided.

**B Materials**

Furnish materials that are in accordance with the pertinent provisions of section 641 and 657 of the standard specifications and as shown in the plans.

**C Construction**

Use construction methods that are in accordance with the pertinent provisions of section 641 and 657 of the standard specifications and as shown in the plans. This work will consist of re-tensioning all loose anchor rod nuts as specified in the plans. The contractor shall follow the re-tensioning procedure outlined herein:

1. The contractor shall verify the grade of the anchor rod. If an anchor rod grade cannot be verified, the Department shall be contacted for direction. Note that A36 rods have different tensioning requirements.
2. The contractor shall field verify the size and number of nuts required to be replaced. Note that if one or more are found to be loose, all are required to be replaced.
3. Remove all jam nuts (if applicable).
4. The contractor shall furnish flat washers and heavy hex nuts conforming to Section 641.2.2.3 and 657.2.7. Existing jam nuts[1] may be reused.
5. Remove rodent screen[1].
6. Remove and dispose of the grout pad (if applicable) in accordance to standard spec 509.3.4.
7. Tighten all nuts that are loose to snug tight (leveling and top nut). Reference the Department's Form DT2321 for snug tight torque values.
8. Contact the department for direction of the top nut is not fully snugged and cannot be turned.
9. Once <u>all</u> nuts are snug, remove <u>one and only one</u> top nut at a time and follow the remaining procedure. Top nuts, flat washers, and locking washers (if applicable) shall be discarded, the leveling nuts shall remain, and jam nuts may be reused (if applicable).
10. Remove rust and dirt, from anchor rod and base plate with a wire brush.
11. Apply a coat of fast drying zinc rich primer or spray-on cold galvanized (if rust is present) to the full length of the anchor bolt and at damaged base plates. Repair any damaged galvanized coating incidental to the re-tensioning process.
12. Apply wax-based lubricant to the anchor rod.
13. Install top nut to snug tight. Reference the Department's form DT2321 for snug tight torque values.

14. Repeat steps 3 thru 12 in this specification until all washers and nuts have been replaced.
15. Tension the anchor rod nuts. Follow the Department's Form DT2321 procedure steps 5 thru 7 and record the tensioning process.
16. Clean, lubricate and install jam nut (if applicable) per step 8 of Form DT2321.
17. Apply two coats of zinc rich primer to any damaged areas of the structure base plates and used jam nuts.
18. Reinstall the rodent screen (if applicable).
19. Complete Form DT2321 for each structure and submit to Jason Zemke (jason.zemke@dot.wi.gov) and Parwinder Virk (parwinder.virk@dot.wi.gov) for transmittal to Bureau of Structures and inclusion in HSIS.

All work for this item, including site clean-up, shall be completed in one shift. If it is a cantilever structure with a connection which has 6 or less bolts, the truss or mast arm shall be supported by a crane during bolt replacement. In lieu of a supporting crane, the contractor may instead submit a structural analysis of the structure addressing proposed constructability which ensure the stability and safety of workers and the traveling public. Analysis computation and support document shall be signed, sealed and dated by a professional engineer licensed in Wisconsin, and shall be submitted to the project engineer and BOS for permanent record.

**D Measurement**

The department will measure Tension Anchor Rods as each individual anchor rod location acceptably completed.

**E Payment**

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

| ITEM NUMBER | DESCRIPTION | UNIT |
|---|---|---|
| SPV.0060.01 | Tension Anchor Rod | Each |

Payment is full compensation for tensioning loose anchor rod nuts; for removing and properly disposing of existing materials being replaced; for furnishing all materials and miscellaneous items to complete the repair; for fabricating, handling, transporting, and erecting.

**16. Replace Pole, Item SPV.0060.04.**

*Replace entire article language with the following:*

**A Description**

This special provision describes removing and replacing damage pole supports for cantilever mast arm sign and signal structures as shown in the plans.

**B Materials**

Furnish materials in accordance with applicable sections of 641 and 657 of the standard specifications and as shown in the plans.

**C Construction**

Existing damaged post are to be removed, existing chord, mast arm, or luminaire arms, signs, signals are to be removed and reused on a new post. Items to be reused are to be removed prior

to existing pole removal. Install new post in accordance with applicable sections of 641 and 657 of the standard specifications.

Replace and tension the existing anchor rods to install the new post in accordance with DT 2321 and sections 641 and 657 of the standard specifications prior to connecting mast or luminaire arms.

Replacing the original post to chord or arm connection with new hardware and high strength bolts in accordance with DT2322 and applicable sections of 641 and 657 of the standard specifications. Match existing vertical clearance when reinstalling attachments to structure.

Care should be taken to avoid damaging existing signs, signals, luminaires or associated components on these structures during removal. Any damage is the responsibility of the contractor and shall be repaired and/or replaced at their cost.

Once removed, the damages posts become property of the contractor.

Contractor shall contact WisDOT Electrical Field Unit (414-266-1170) or WisDOT Signal Operations Unit (414-750-2605) at least five working days prior to removing the pole. WisDOT Electrical Unit is required to be on site during the pole replacement.

**D Measurement**
The Department will measure Replace Pole as each individual pole 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 | Replace Pole | Each |

Payment is full compensation for tensioning luminaire connection bolts; for removing and properly disposing of existing materials being replaced; for furnishing all materials; for fabricating, handling, transporting, and erecting; and for furnishing all labor, tools, equipment, incidentals and miscellaneous items to complete the repair.

**37. Coordination with WisDOT**

Contractor shall notify WisDOT Electrical Field Unit (414-266-1170) or WisDOT Signal Operations Unit (414-750-2605) at least five working days prior to performing any work on signal monotubes.

**Plan Sheets**
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Added: 14A, 14B.

END OF ADDENDUM

| COUNTY | STRUCTURE NUMBER | HIGHWAY | DIRECTION OF TRAVEL | LOCATION | TRAFFIC CONTROL | RESTRICTED HOURS | NOTES |
|---|---|---|---|---|---|---|---|
| Kenosha | S-30-0234 | STH 165 E | E | Just W of CTH EZ | Lane Closure | - | 2 Lane Closures |
| Kenosha | S-30-0235 | STH 165 W | W | Just E of CTH EZ | Lane Closure | - | 2 Lane Closures |
| Kenosha | S-30-0236 | STH 165 W | W | Just W of CTH ML | Shoulder Closure | - | 1 Lane Closure |
| Kenosha | S-30-0610 | CTH EZ N | N | Just S of STH 165 | Lane/Shoulder Closure | - | 1 Lane Closure |
| Kenosha | S-30-0611 | CTH EZ S | S | Just N of STH 165 | Lane/Shoulder Closure | - | 1 Lane Closure |
| Kenosha | S-30-1133 | 71ST ST E | E | At I 41 S Exit Ramp | Lane Closure | 7-9 am; 3-6 pm | 1 Lane Closure |
| | | | | | | | |
| Milwaukee | S-40-1111 | STH 241 S | S | Just N of bridge over IH 43 | Lane Closure | 3-6 pm | 1 Lane Closure |
| Milwaukee | S-40-1116 | CTH ZZ W | W | Just E of IH 94 | Lane Closure | 3-6 pm | 1 Double-Lane and 1 Single-Lane Closure |
| Milwaukee | S-40-1124 | STH 100 W | W | At Kildeer Ct | Lane Closure | 7-9 am; 3-6 pm | 1 Lane Closure |
| Milwaukee | S-40-1141 | STH 24 N | N | Just N of Coldspring Rd | Lane Closure | 7-9 am; 3-6 pm | 1 Lane Closure |
| Milwaukee | S-40-1222 | STH 100 W | W | Just W of 91st St | Lane Closure | 7-9 am; 3-6 pm | 2 Lane Closures |
| | | | | | | | |
| Milwaukee | S-40-1248 | Drexel Ave S | E | Just E of IH 43 E Ramps | N.A. | 7-8 am; 3-6 pm | 1 Lane Closure |
| Milwaukee | S-40-1288 | IH 43 S Entrance Ramp | S | Just S of Silver Spring Dr. | Lane Closure | 7-9 am; 3-6 pm | 1 Lane Closure |
| Milwaukee | S-40-1291 | CTH BB E | E | At IH 41 S Ramps | Lane Closure | 7-9 am; 3-6 pm | Turn Lane |
| Milwaukee | S-40-1296 | CTH BB E | E | At IH 41 N Ramp | Lane Closure | 7-9 am; 3-6 pm | 1 Lane Closure |
| Milwaukee | S-40-1297 | STH 59 E | E | Just E OF 101st St | N.A. | - | Utilize Grass Median |
| | | | | | | | |
| Milwaukee | S-40-1311 | USH 18 E | E | Just E of STH 100 | Lane Closure | 7-9 am; 3-6 pm | 1 Lane Closure |
| Milwaukee | S-40-1314 | USH 18 W | W | Just W of STH 100 | Lane Closure | 7-9 am; 3-6 pm | 1 Double-Lane Closure |
| Milwaukee | S-40-1316 | STH 100 N | N | Just N of USH 18 | Lane Closure | 7-9 am; 3-6 pm | 1 Lane Closure |
| Milwaukee | S-40-1319 | STH 100 S | S | Just S of W Wisconsin Ave | Lane Closure | 7-9 am; 3-6 pm | 1 Lane Closure |
| Milwaukee | S-40-1321 | Wisconsin Ave W | W | Just W of STH 100 | Lane Closure | - | 1 Lane Closure |
| | | | | | | | |
| Milwaukee | S-40-1323 | STH 100 N | N | Just N of Wisconsin Ave | Lane Closure | 7-9 am; 3-6 pm | Bike Lane |
| Milwaukee | S-40-1326 | Research Dr E | E | Just E of STH 100 | Lane Closure | 7-9 am | 1 Lane Closure |
| Milwaukee | S-40-1327 | STH 100 S | S | Just S of Research Dr | Lane Closure | 7-9 am; 3-6 pm | Turn Lane |
| Milwaukee | S-40-1329 | Potter RD W | W | Just W of STH 100 | Lane Closure | 7-9 am; 3-6 pm | 1 Lane Closure |
| Milwaukee | S-40-1330 | STH 100 N | N | Just N of Research Dr | Lane Closure | 7-9 am | Turn Lane |
| | | | | | | | |
| Milwaukee | S-40-1354 | STH 100 N | N | Just E of Intersection with IH 94 W Ramps | Shoulder Closure | - | Utilize Existing Trail for Access |
| Milwaukee | S-40-1355 | STH 100 S | S | Just S of IH 43 Exit ramp | Shoulder Closure | - | 1 Shoulder Closure |
| Milwaukee | S-40-1356 | National Ave E | E | Just W of IH 41 SB | Lane Closure | 7-9 am; 3-6 pm | 1 Lane Closure |

NOTES:

- RESTRICTED HOURS INDICATE THE TIME FRAMES WHEN LANE CLOSURES ARE NOT PERMITTED.
- A THREE-DAY ADVANCE NOTICE NEEDED FOR PCMS PLACEMENT. PCMS NEEDED FOR ALL FULL ROADWAY CLOSURES (RAMP, DIRECTION OF TRAVEL, ETC.)
- IF AN AUXILIARY LANE IS ADJACENT TO A RIGHT-LANE CLOSURE, CLOSE BOTH LANES.
- RAMPS SHOULD REMAIN OPEN WHENEVER POSSIBLE
- TRAFFIC CONTROL NEEDS ARE SUBJECT TO CHANGE. MODIFICATION TO THE TYPE OF CLOSURE SHALL BE APPROVED BY THE REGION TRAFFIC CONTROL ENGINEER.

Addendum No. 01
ID 1009-30-19
Added Sheet 14A
March 3, 2020

| COUNTY | STRUCTURE NUMBER | HIGHWAY | DIRECTION OF TRAVEL | LOCATION | TRAFFIC CONTROL | RESTRICTED HOURS | PCMS | 643.1050 TRAFFIC CONTROL SIGNS PCMS DAY | NOTES |
|---|---|---|---|---|---|---|---|---|---|
| Milwaukee | S-40-1357 | National Ave W | W | Just W of I 894 SB | Lane Closure | 7-9 am; 3-6 pm | - | - | 1 Lane Closure |
| Milwaukee | S-40-1358 | USH 18 W | W | Just W of 121ST St | Lane Closure | 7-9 am; 3-6 pm | - | - | 1 Lane Closure |
| Milwaukee | S-40-1361 | USH 18 E | E | Just E of 112TH ST | Lane Closure | 7-9 am; 3-6 pm | - | - | 1 Lane Closure |
| | | | | | | | | | |
| Milwaukee | S-40-1363 | USH 18 E | E | Just E of N 92 ST | Lane Closure | 7-9 am; 3-6 pm | - | - | 1 Lane Closure |
| Milwaukee | S-40-1365 | USH 18 W | W | Just W of N 92 ST | Lane Closure | 7-9 am; 3-6 pm | - | - | 1 Lane Closure |
| Milwaukee | S-40-1431 | STH 38 S | S | AT COLLEGE AVE | Lane Closure | 3-6 pm | - | - | Sidewalk Closure |
| | | | | | | | | | |
| Racine | S-51-0214 | STH 20 W | W | Just E of CTH H | Lane Closure | - | - | - | Turn Lane |
| Racine | S-51-1101 | STH 36 S | S | Just S of STH 11 E | Lane Closure | - | - | - | 1 Lane Closure |
| Racine | S-51-1102 | CTH E W | W | Just W of STH 83 | Lane Closure | - | - | - | 1 Lane Closure |
| Racine | S-51-1105 | STH 83 S | S | Just S of STH 11 | Lane Closure | - | - | - | 1 Lane Closure |
| Racine | S-51-1107 | PINE ST N | N | Just N of STH 11 | Lane Closure | - | - | - | 1 Lane Closure |
| Racine | S-51-1153 | STH 20 W | W | Just W of CTH V | Lane Closure | 6-9 am; 3-6 pm | - | - | 1 Lane Closure |
| | | | | | | | | | |
| Walworth | S-64-0017 | USH 12 E | E | Just W of IH 43 | Ramp Closure | - | x | 3 | 2 Ramp Closures |
| Waukesha | S-67-0230 | STH 164 N | N | Just S of CTH ES | Lane Closure | - | - | - | Turn Lane |
| Waukesha | S-67-0238 | STH 145 S | S | 1/8 MN of US 41/45 | Lane Closure | - | - | - | Turn Lane |
| Waukesha | S-67-1107 | Moraine End Dr W | W | Just W of STH 83 | Lane Closure | 7-9 am; 3-6 pm | - | - | 1 Lane Closure |
| Waukesha | S-67-1112 | Heritage Dr E | E | Just E of STH 83 | Lane Closure | - | - | - | 1 Lane Closure |
| | | | | | | | | | |
| Waukesha | S-67-1116 | Golf Rd E | E | Just E of STH 83 | Lane Closure | - | - | - | 1 Lane Closure |
| Waukesha | S-67-1118 | Golf Rd W | W | Just W of STH 83 | Lane Closure | - | - | - | 1 Lane Closure |
| Waukesha | S-67-1128 | Hillside Dr W | W | Just W of STH 83 | Lane Closure | - | - | - | 1 Lane Closure |
| Waukesha | S-67-1269 | STH 164 S | S | Just S of CTH L | Shoulder Closure | - | - | - | Shoulder Closure |
| Waukesha | S-67-1270 | CTH L E | E | Just E of STH 164 | Lane Closure | - | - | - | 1 Lane Closure |
| | | | | | | | | | |
| Waukesha | S-67-1271 | CTH L W | W | Just W of STH 164 | Lane Closure | - | - | - | 1 Lane Closure |
| Waukesha | S-67-1329 | STH 164 S | S | Just S of Broadway St | N.A. | - | - | - | N.A. |
| St. Croix | L-55-0010 | IH 94 | WB | I-94 WB 0.35 Mi W of 11TH St Over, NE Quadrant STH 35-N/ IH -94 | Detour | - | x | 6 | Detour |
| St. Croix | L-55-0010 | IH 94 | WB | I-94 WB 0.35 Mi W of 11TH St Over, NE Quadrant STH 35-N/ IH -94 | Detour | - | x | 10 | Undistributed |
| | | | | | | | TOTAL | 19 | |

NOTES:

- RESTRICTED HOURS INDICATE THE TIME FRAMES WHEN LANE CLOSURES ARE NOT PERMITTED.
- A THREE-DAY ADVANCE NOTICE NEEDED FOR PCMS PLACEMENT. PCMS NEEDED FOR ALL FULL ROADWAY CLOSURES (RAMP, DIRECTION of TRAVEL, ETC.)
- IF AN AUXILIARY LANE IS ADJACENT TO A RIGHT-LANE CLOSURE, CLOSE BOTH LANES.
- RAMPS SHOULD REMAIN OPEN WHENEVER POSSIBLE
- TRAFFIC CONTROL NEEDS ARE SUBJECT TO CHANGE. MODIFICATION TO THE TYPE of CLOSURE SHALL BE APPROVED BY THE REGION TRAFFIC CONTROL ENGINEER.

Addendum No. 01
ID 1009-30-19
Added Sheet 14B
March 3, 2020