

HIGHWAY WORK PROPOSAL

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

Proposal Number: **002**

<u>COUNTY</u>	<u>STATE PROJECT</u>	<u>FEDERAL</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>
Dane	1206-06-79	WISC 2021019	Madison - Cambridge; Whitney Way To Ih 39/90	USH 012

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: \$1,000,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: December 8, 2020 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code
Contract Completion Time December 02, 2021	SAMPLE NOT FOR BIDDING PURPOSES
Assigned Disadvantaged Business Enterprise Goal 7%	This contract is exempt from federal oversight.

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

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

Subscribed and sworn to before me this date _____

(Signature, Notary Public, State of Wisconsin)

(Bidder Signature)

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

(Print or Type Bidder Name)

(Date Commission Expires)

(Bidder Title)

Notary Seal

Type of Work:	For Department Use Only
Excavation, Base, Concrete Pavement, HMA Pavement, Curb and Gutter, Sidewalk, Signs, Pavement Marking, Storm Sewer, Street Lighting, Structure Rehabilitation. Sign Structure Installations, Concrete Barrier Wall, Guardrail, ITS Infrastructure	
Notice of Award Dated	Date Guaranty Returned

**PLEASE ATTACH
PROPOSAL GUARANTY HERE**

Effective with November 2007 Letting

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective with August 2015 Letting

BID PREPARATION

Preparing the Proposal Schedule of Items

A General

- (1) Obtain bidding proposals as specified in section 102 of the standard specifications prior to 11:45 AM of the last business day preceding the letting. Submit bidding proposals using one of the following methods:
 1. Electronic bid on the internet.
 2. Electronic bid on a printout with accompanying diskette or CD ROM.
 3. Paper bid under a waiver of the electronic submittal requirements.
- (2) Bids submitted on a printout with accompanying diskette or CD ROM or paper bids submitted under a waiver of the electronic submittal requirements govern over bids submitted on the internet.

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

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

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

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

- (5) The department will address equipment and process failures, if the bidder can demonstrate that those failures were beyond their control.
- (6) Contractors are responsible for checking on the issuance of addenda and for obtaining the addenda. Notice of issuance of addenda is posted on the department's web site at:
<https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>

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

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

B Submitting Electronic Bids

B.1 On the Internet

- (1) Do the following before submitting the bid:
 1. Have a properly executed annual bid bond on file with the department.

2. Have a digital ID on file with and enabled by Info Tech Inc. Using this digital ID will constitute the bidder's signature for proper execution of the bidding proposal.
- (2) In lieu of preparing, delivering, and submitting the proposal as specified in 102.6 and 102.9 of the standard specifications, submit the proposal on the internet as follows:
 1. Download the latest schedule of items reflecting all addenda from the Bid Express™ web site.
 2. Use Expedite™ software to enter a unit price for every item in the schedule of items.
 3. Submit the bid according to the requirements of Expedite™ software and the Bid Express™ web site. Do not submit a bid on a printout with accompanying diskette or CD ROM or a paper bid. If the bidder does submit a bid on a printout with accompanying diskette or a paper bid in addition to the internet submittal, the department will disregard the internet bid.
 4. Submit the bid before the hour and date the Notice to Contractors designates.
 5. Do not sign, notarize, and return the bidding proposal described in 102.2 of the standard specifications.
- (3) The department will not consider the bid accepted until the hour and date the Notice to Contractors designates.

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

- (1) Download the latest schedule of items from the Wisconsin pages of the Bid Express™ web site reflecting the latest addenda posted on the department's web site at:
<https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>
Use Expedite™ software to prepare and print the schedule of items. Provide a valid amount for all price fields. Follow instructions and review the help screens provided on the Bid Express™ web site to assure that the schedule of items is prepared properly.
- (2) Staple an 8 1/2 by 11 inch printout of the Expedite™ generated schedule of items to the other proposal documents submitted to the department as a part of the bidder's sealed bid. As a separate submittal, not in the sealed bid envelop but due at the same time and place as the sealed bid, also provide the Expedite™ generated schedule of items on a 3 1/2 inch computer diskette or CD ROM. Label each diskette or CD ROM with the bidder's name, the 4 character department-assigned bidder identification code from the top of the bidding proposal, and a list of the proposal numbers included on that diskette or CD ROM as indicated in the following example:

Bidder Name

BN00

Proposals: 1, 12, 14, & 22

- (3) If bidding on more than one proposal in the letting, the bidder may include all proposals for that letting on one diskette or CD ROM. Include only submitted proposals with no incomplete or other files on the diskette or CD ROM.
- (4) The bidder-submitted printout of the Expedite™ generated schedule of items is the governing contract document and must conform to the requirements of section 102 of the standard specifications. If a printout needs to be altered, cross out the printed information with ink or typewriter and enter the new information and initial it in ink. If there is a discrepancy between the printout and the diskette or CD ROM, the department will analyze the bid using the printout information.
- (5) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:
 1. The check code printed on the bottom of the printout of the Expedite™ generated schedule of items is not the same on each page.
 2. The check code printed on the printout of the Expedite™ generated schedule of items is not the same as the check code for that proposal provided on the diskette or CD ROM.

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

C Waiver of Electronic Submittal

- (1) The bidder may request a waiver of the electronic submittal requirements. Submit a written request for a waiver in lieu of bids submitted on the internet or on a printout with accompanying diskette or CD ROM. Use the waiver that was included with the paper bid document sent to the bidder or type up a waiver on the bidder's letterhead. The department will waive the electronic submittal requirements for a bidding entity (individual, partnership, joint venture, corporation, or limited liability company) for up to 4 individual proposals in a calendar year. The department may allow additional waivers for equipment malfunctions.
- (2) Submit a schedule of items on paper conforming to section 102 of the standard specifications. The department charges the bidder a \$75 administrative fee per proposal, payable at the time and place the department designates for receiving bids, to cover the costs of data entry. The department will accept a check or money order payable to: "Wisconsin, Dept. of Transportation."
- (3) In addition to the reasons specified in section 102 of the standard specifications, proposals are irregular and the department may reject them for one or more of the following:
 1. The bidder fails to provide the written request for waiver of the electronic submittal requirements.
 2. The bidder fails to pay the \$75 administrative fee before the time the department designates for the opening of bids unless the bidder requests on the waiver that they be billed for the \$75.
 3. The bidder exceeds 4 waivers of electronic submittal requirements within a calendar year.
- (4) In addition to the reasons specified in section 102 of the standard specifications, the department may refuse to issue bidding proposals for future contracts to a bidding entity that owes the department administrative fees for a waiver of electronic submittal requirements.

PROPOSAL BID BOND

DT1303 1/2006

Wisconsin Department of Transportation

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

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

DT1305 8/2003

Wisconsin Department of Transportation

Time Period Valid (From/To)	
Name of Surety	
Name of Contractor	
Certificate Holder	Wisconsin Department of Transportation

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

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

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

(Signature of Authorized Contractor Representative)

(Date)

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.

[illegible]

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.

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1206-06-79, Madison – Cambridge, Whitney Way to IH 39/90, USH 12, Dane County, Wisconsin as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 2021 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 (20200629)

2. Scope of Work.

The work under this contract shall consist of Concrete Base, concrete pavement, concrete pavement repairs, concrete barrier wall, storm sewer, sign structures, HMA pavement, bridge pier infill walls, bridge parapet concrete repairs, common excavation, base aggregate dense, guardrail, lighting, ITS infrastructure, dynamic message signs, type 1 signs, traffic control, erosion control, and pavement markings and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

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

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

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

The contract time for completion is based on an expedited work schedule and may require extraordinary forces and equipment. Included in this "Prosecution and Progress" special provision are interim and final completion dates. These dates indicate that work efforts will possibly require multiple or concurrent controlling operations to occur at the same time. This information is included to assist the contractor and its subcontractors and shall not be interpreted as a demonstration of specified means and methods or work periods other than intermediate and completion dates. Indicate on the proposed schedule of operations that a large force and adequate equipment will be needed to assure that the work will be completed within the established contract time.

The contractor is advised that there may be multiple mobilizations for such items as erosion control, traffic control, signing items, temporary pavement markings and other incidental items related to the staging. The department will make no additional payment for said mobilizations except for erosion control mobilizations for same day restoration of disturbed areas.

Contractor Coordination

Hold prosecution and progress meetings once a week. The contractor's superintendent or designated representative and subcontractor's representatives for ongoing subcontract work or subcontractor work expected to begin within the next two weeks shall attend and provide a written schedule of the next week(s) operations.

The written schedule shall include begin and end dates of specific prime and subcontractor work operations. Agenda items at the meeting will include review of the contractor's schedule and subcontractors' schedule, evaluation of progress and pay items, and making revisions if necessary.

Plans and specifications for upcoming work will be reviewed to prevent potential problems or conflicts between contractors.

Based on the progress meeting, if the engineer requests a revised schedule, submit it within seven calendar days. Failure to submit a new schedule within seven days shall result in the engineer holding pay requests until received.

Hold meetings with first responders and law enforcement representatives one week prior to each traffic stage change.

The contract time for completion is based on an expedited work schedule and may require extraordinary forces and equipment.

Interim Completion of Work

Supplement standard spec 108.11 as follows:

Once mainline traffic is switched to the Stage 1A layout for WB outside shoulder widening between Todd Drive and Fish Hatchery Road, complete all work to allow re-opening of the Todd Drive WB offramp within 21 calendar days. If the contractor fails to re-open the ramp within 21 calendar days, the department will assess the contractor \$2,065 in interim liquidated damages for each calendar day the ramp remains closed beyond 21 consecutive calendar days. An entire calendar day will be charged for any period of time within a calendar day that the ramp remains closed beyond 12:01 AM.

Once mainline traffic is switched to the Stage 1A layout for EB outside shoulder widening between Todd Drive and Fish Hatchery Road, complete all work to allow re-opening of the Todd Drive EB onramp, auxiliary lane, and Fish Hatchery Road EB to SB offramp within 21 calendar days. If the contractor fails to re-open either ramp or auxiliary lane within 21 calendar days, the department will assess the contractor \$2,065 in interim liquidated damages for each calendar day either ramp or auxiliary lane remains closed beyond 21 consecutive calendar days. An entire calendar day will be charged for any period of time within a calendar day that either ramp or auxiliary lane remains closed beyond 12:01 AM.

Once mainline traffic is switched to the Stage 1B layout for EB outside shoulder reconstruction at Fish Hatchery Road, complete all work to allow re-opening of the Fish Hatchery Road EB to NB offramp within 7 calendar days. If the contractor fails to re-open the ramp within 7 calendar days, the department will assess the contractor \$2,065 in interim liquidated damages for each calendar day the ramp remains closed beyond 7 consecutive calendar days. An entire calendar day will be charged for any period of time within a calendar day that the ramp remains closed beyond 12:01 AM.

Once mainline traffic is switched to the Stage 1C layout for the Fish Hatchery Road EB onramp reconstruction, complete all work to allow re-opening of the Fish Hatchery Road EB onramp within 7 calendar days. If the contractor fails to re-open the ramp within 7 calendar days, the department will assess the contractor \$2,065 in interim liquidated damages for each calendar day the ramp remains closed beyond 7 consecutive calendar days. An entire calendar day will be charged for any period of time within a calendar day that the ramp remains closed beyond 12:01 AM.

If the contractor fails to complete all work with the exception of erecting structural steel sign structures, placing type 1 signs, installing dynamic message boards, installing FTMS items, and ITS system testing prior to 12:01 AM on October 1, 2021, the department will assess the contractor \$12,000 in interim liquidated damages for each calendar day the contract work remains incomplete after 12:01 AM, October 1, 2021. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

If the contractor fails to complete all work with the exception of ITS system testing prior to 12:01 AM on October 16, 2021, the department will assess the contractor \$12,000 in interim liquidated damages for each calendar day the contract work remains incomplete after 12:01 AM, October 16, 2021. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

Enhanced Final Liquidated Damages

Replace standard spec 108.11 paragraph (3) as follows:

The department will assess \$12,000 in daily liquidated damages. These liquidated damages reflect the cost of engineering, supervision, and a portion of road user costs.

Working Hours

Replace standard spec 107.8(6) as follows:

Work is allowed 24 hours a day.

Same day restoration of disturbed areas

Restore small disturbed areas on the same day of disturbance as directed by the engineer. Restoration includes but is not limited to placing salvaged topsoil, seeding, fertilizer, and erosion mat. One Erosion control mobilization will be paid per day for same day restoration directed by the engineer.

Clear Zone Working Restrictions

Do not leave any drop offs within 8 feet of the edge of the traveled way greater than 4 inches for more than 48 hours which are not protected by temporary precast concrete barrier or eliminated using a 3H:1V slope of compacted aggregate material.

Maintain a minimum 4 feet clearance behind any concrete barrier to any stored equipment or materials that extend above the concrete barrier. Short-term storage of equipment or materials within 4 feet of concrete barrier will be allowed for up to 36 hours as approved by the engineer.

If the contractor is unsure whether an individual work operation will meet the safety requirements for working within the clear zone, review the proposed work operation with the engineer before proceeding with the work.

Replace standard spec 104.6.1.2.3 (5) as follows:

Remove construction hazards, stored materials, and equipment not in use; or if the engineer allows, delineate and shield with concrete barrier for the following:

- Posted speeds 45 mph or less: within 8 feet of the travelled way.
- Posted speeds from 45 mph to 55 mph: within 10 feet of the travelled way.
- Posted speeds above 55 mph: within 15 feet of the travelled way.

Tree Clearing

Tree clearing is not anticipated. If tree clearing is determined to be needed no trees will be removed near the UW Arboretum between June 1 and July 31. All tree clearing must be coordinated with the WisDOT construction project manager in advance of any clearing.

Northern Long-eared Bat (*Myotis septentrionalis*)

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

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

Workzone Access and Work Hours

Submit a detailed workzone access plan to the engineer for approval fourteen days prior to construction. All construction access is subject to approval of the engineer.

Work on USH 12 not protected by concrete barrier is prohibited outside of allowable lane closure hours specified in the Traffic Article. Access between live traffic lanes and work zones protected by concrete barrier is restricted as follows:

- No access is allowed outside of allowable closure hours as stated in the Traffic article.
- Access for contractor personnel utilizing small work vehicles is not allowed during non-peak hours without the use of a lane closure.

- Hauling of materials, equipment, and other large truck ingress/egress is to be completed during daytime or nighttime lane closures.

Todd Drive Frontage Road Weekend Work and One-Way Operations

Todd Drive frontage road braided ramps are to be constructed over weekends with frontage road traffic modified for one-way operations as shown in the plans. The north frontage road will be modified for one-way WB traffic and the south frontage road will be modified for one-way EB traffic.

Sidewalks are to remain open along the north frontage road throughout construction. No barricades, signs, or other materials may be placed or stored on the sidewalk.

Marking for Concrete Pavement Repairs and Base Patching Concrete

Provide traffic control in advance of Concrete Pavement Repair Overnight, Concrete Pavement Replacement Overnight, and Base Patching Concrete SHES work for the engineer to identify and mark areas to be repaired. Do not commence Concrete Pavement Repair Overnight, Concrete Pavement Replacement Overnight, and Base Patching Concrete Overnight, or sawing concrete work prior to receiving the engineer's direction of areas to be repaired. Drums, barricades, arrow boards, and signs will be paid for separately under the various traffic control items as shown in the plans.

HMA Pavement Longitudinal Joints

Lanes and outside shoulders adjacent to HMA Pavement Longitudinal Joints placed between lanes or between lanes and outside shoulders must be paved within 3 days of longitudinal joint placement or before a weekend or holiday, whichever comes first. Longitudinal joints remaining in place beyond 3 days or over a weekend or holiday must be milled out at the contractor's expense, including but not limited to, costs for milling the HMA longitudinal joint, HMA pavement quantity for replacing the longitudinal joint, and tack coat for replacing the longitudinal joint. Longitudinal joints between the inside travel lane and inside shoulder may remain in place longer than 3 days and do not have to be removed.

Permanent Signs 15-9 and 15-9A Installation

Install ground mounted permanent signs 15-9 and 15-9A prior to completion of stage 1A work for EB USH 12 shoulder widening. If signs are not ground mounted prior to completion of Stage 1A contractor will be responsible for costs associated with fabricating and ground mounting a temporary sign in place of signs 15-9 and 15-9A.

Permanent Sign Installation

Install structure mounted Type 1 signs at the same time the respective sign structure is erected for any proposed sign structures in close proximity to existing structures with Type 1 signs that would create obstructed views of existing signs.

Construction Staging

General

- It is anticipated that construction for various stages will occur concurrently but in separate locations as to follow all traffic restrictions shown in the Traffic article.

Stage 1A

- Construct USH 12 EB and WB outside shoulder widening between Todd Drive and Fish Hatchery Road.
- Reconstruct Todd Drive WB exit ramp and crash investigation site.
- Reconstruct the Fish Hatchery Road EB to SB exit ramp and crash investigation site.
- Reconstruct Todd Drive braided ramp intersections on frontage roads north and south of USH 12 on weekends utilizing one-way traffic operations as shown in the plans. The north frontage road will be signed as a WB one-way only roadway and the south frontage road will be signed as an EB one-way only roadway.
- Begin construction of median sign structures west of Seminole Highway. These structures can also be sequenced concurrently with later stages.
- Construct all outside shoulder concrete approach slabs prior to shifting mainline traffic in Stage 2.

- Construct storm sewer items and concrete barrier on outside shoulder Station 529+00 to 530+50 EB.
- Perform mainline base patching overnight repairs and ramp concrete pavement overnight repairs.

Stage 1B

- Complete USH 12 EB outside shoulder widening between the Fish Hatchery Road exit ramps.
- Perform pavement repairs on the Fish Hatchery Road EB to NB exit ramp.

Stage 1C

- Complete Fish Hatchery Road EB entrance ramp reconstruction.

Stage 2

- Perform installation of pipe culvert crossings under allowable nighttime dual lane and ramp closures, as necessary and as shown in the traffic article. Pipe crossings shall be installed prior to placing mainline USH 12 HMA overlay.
- Perform all median construction operations between Seminole Highway and I-39/90 as shown in the plans.
- Place the upper layer HMA overlay between Seminole Highway and Fish Hatchery Road prior to shifting traffic onto the outside shoulder as shown in the plans.
- Place the lower layer HMA overlay on outside shoulders prior to shifting traffic onto them in the vicinity of Rimrock Road, John Nolen Drive, South Towne Drive, the segment west of the Yahara River bridge to east of Monona Drive, and Stoughton Rd as shown in the plans.
- Remove old sign structures and install new sign structures and applicable signing.
- Install FTMS elements, guardrail, outside shoulder storm sewer items, outside shoulder inlet adjustments, and Type 1 and 2 signage.
- Utilize allowable nighttime rolling closures for removal and installation of full sign trusses as shown in the traffic article.
- Perform Todd Drive EB exit ramp crash investigation site construction under allowable nighttime closure hours as shown in the Traffic article.

Stage 3

- Perform HMA overlay and place temporary pavement markings on USH 12 EB and WB lanes and shoulders.
- Perform butt joints, HMA overlay, and place temporary pavement markings on ramps as shown in the plans.
- It is anticipated that HMA overlay work will be performed concurrently with Stage 2 construction operations. Follow all traffic restrictions as shown in the special provisions.

Stage 4

- Place permanent grooved pavement markings on USH 12 EB and WB lanes and shoulders and ramps. USH 12 EB permanent yellow edge markings may not be placed west of Station 516+00 until all median reconstruction in stage 2 is completed and traffic is shifted into the final configuration.
- It is anticipated that permanent pavement marking work may be performed concurrently with Stage 2 and Stage 3 construction operations. Follow all traffic restrictions as shown in the special provisions.

Stage 5

- Finalize installation and necessary field testing of all sign structures, type 1 signage, dynamic message signing, and FTMS elements.

Stage 6

- Provide field system integrator coordination with department led integration and system testing of equipment into the statewide software system.

4. Traffic.

General

Submit a detailed traffic control plan to the engineer for approval fourteen days prior to work requiring USH 12 lane closures. Show the location for lane drops and advanced warning signs. Take into consideration the roadway horizontal alignment, vertical alignment, and any interchange ramps when laying out lane drops.

Before starting work, supply the name and telephone number of a local contract person to the engineer for traffic control repair.

Any revisions to the traffic control plans shall adhere to the Notice to Contractor, Revisions to Traffic Control Plans article of these special provisions.

Use of the Traffic Control Tapered Entrance Ramp Within Lane Closure detail will not be allowed.

Maintain a minimum 16 feet clear width for oversize / overweight (OSOW) vehicles on USH 12 when work restricts through traffic to a single through lane.

When raising the pavement elevation, paving operations must maintain drainage by paving the higher lanes first.

Place drums and other temporary traffic control devices on the outer edge of the shoulder when not in use.

During lane closures, keep drums out of the open lane of traffic. When traffic is reduced to a single lane, drums may be placed in the open lane to shift traffic onto the shoulder only in the immediate vicinity of work with the approval of the engineer. Restore drums immediately after completing work in that area.

Do not place temporary concrete barrier on the right and left shoulders in the same area at the same time.

Material and equipment delivery is only permitted within lane closures.

Do not use maintenance crossovers to make U-turns unless the inside lanes in both directions are closed and the turn can be made without encroaching into adjacent open lanes.

Notify City of Madison Traffic Engineering a minimum 7 days prior to closure of Todd Drive and Fish Hatchery Rd interchange ramps in stages 1A, 1B, and 1C to allow for signal re-timing.

Traffic Operations

General

- It is anticipated that construction for various stages will occur concurrently but in separate locations as to follow all traffic restrictions shown in the Traffic article.

Stage 1A

- Reconstruct Todd Drive braided ramp intersections on frontage roads north and south of USH 12 on weekends utilizing one-way traffic operations as shown in the plans. The north frontage road will be signed as a WB one-way only roadway and the south frontage road will be signed as an EB one-way only roadway.
- Maintain 3 lanes of traffic each direction on USH 12 EB and WB as shown in the plans.
- Long-term closure of the Todd Drive WB exit ramp, Todd Drive EB entrance ramp, and Fish Hatchery Road EB to SB exit ramp is allowed.
- No other Fish Hatchery Road interchange ramps may be closed.

Stage 1B

- Maintain 3 lanes of traffic each direction on USH 12 EB and WB as shown in the plans. USH 12 EB and WB auxiliary lanes between Todd Drive and Fish Hatchery Road to remain open.
- Long-term closure of the Fish Hatchery Road EB to NB exit ramp is allowed.
- No other EB Fish Hatchery Road interchange ramps may be closed.

Stage 1C

- Long-term closure of the Fish Hatchery Road EB entrance ramp is allowed.
- Maintain 3 lanes of traffic each direction on USH 12 EB and WB as shown in the plans.
- No other EB Fish Hatchery Road interchange ramps may be closed.

Stage 2

- Maintain all USH 12 EB and WB mainline lanes and auxiliary lanes outside of allowable lane closure timeframes as shown in the Traffic article and as shown in the plans.

Stage 3

- Work to be performed during allowable nighttime lane and ramp closures as shown in the Traffic article.
- Maintain at least 1 mainline lane on USH 12 EB and WB at all times.

Stage 4

- Work to be performed during allowable nighttime lane and ramp closures as shown in the Traffic article.
- Maintain at least 1 mainline lane on USH 12 EB and WB at all times.

Stage 5

- Work to be performed during allowable daytime lane closures and nighttime lane and ramp closures as shown in the Traffic article.

Stage 6

- Work to be performed during allowable nighttime lane and ramp closures as shown in the Traffic article.
- Maintain at least 1 mainline lane on USH 12 EB and WB at all times.

Lane / Ramp Closures

Allowable nighttime lane and ramp closure hours are as follows:

Time Period, Segment and Direction	Overnight Single Lane and Ramp Closures	Overnight Double Lane Closures
6:30 AM Monday morning to 6:30 AM Friday morning (EB)	7:00 PM to 6:30 AM	8:00 PM to 5:30 AM
6:30 AM Monday morning to 6:30 AM Friday morning (WB) from Fish Hatchery Road overpass to the western project limits	6:30 PM to 6:00 AM	8:00 PM to 5:00 AM
6:30 AM Monday morning to 6:30 AM Friday morning (WB) from Fish Hatchery overpass to eastern project limits	6:30 PM to 6:00 AM	7:30 PM to 5:00 AM
6:30 AM Friday morning to 8:00 AM Saturday morning (EB and WB)	8:00 PM to 8:00 AM	9:00 PM to 6:00 AM
8:00 AM Saturday morning to 10:00 AM Sunday morning (EB and WB)	8:00 PM to 10:00 AM	9:00 PM to 9:00 AM
10:00 AM Sunday morning to 6:30 AM Monday morning (EB)	6:00 PM to 6:30 AM	8:00 PM to 5:30 AM
10:00 AM Sunday morning to 6:30 AM Monday morning (WB)	6:00 PM to 6:00 AM	8:00 PM to 5:00 AM

Allowable daytime single left lane closure hours are as follows:

Time Period, Segment and Direction	Midday Single Left Lane Closure Times	Maximum Quantity of Midday Single Left Lane Closures Allowed	Ent. Ramp Closures Required

6:30 AM Monday morning to 6:30 AM Friday morning (EB) from western project limits to Verona Road overpass	9:00 AM to 2:00 PM	40 occurrences	No ramp closures required
6:30 AM Monday morning to 6:30 AM Friday morning (EB) from Verona Road overpass to Fish Hatchery Road overpass	9:00 AM to 2:00 PM	20 occurrences	EB Seminole entrance and EB Todd entrances
6:30 AM Monday morning to 6:30 AM Friday morning (EB) from Fish Hatchery Road overpass to John Nolen Drive overpass	9:00 AM to 2:00 PM	20 occurrences	No ramp closures required
6:30 AM Monday morning to 6:30 AM Friday morning (EB) from John Nolen Drive overpass to eastern project limits	No midday left lane closure allowed		
6:30 AM Monday morning to 6:30 AM Friday morning (WB) from eastern project limits to John Nolen exit	No midday left lane closure allowed		
6:30 AM Monday morning to 6:30 AM Friday morning (WB) from John Nolen exit to Fish Hatchery overpass *	9:00 AM to 2:00 PM	25 occurrences	No ramp closures required
6:30 AM Monday morning to 6:30 AM Friday morning (WB) from Fish Hatchery Road overpass to Verona Road overpass	9:00 AM to 2:00 PM	10 occurrences	WB Todd and WB Fish Hatchery entrances
6:30 AM Monday morning to 6:30 AM Friday morning (WB) from Verona Road overpass to western project limit	9:00 AM to 2:00 PM	40 occurrences	No ramp closures required
6:30 AM Friday morning to 8:00 AM Saturday morning (EB and WB)	No midday left lane closure allowed		
8:00 AM Saturday morning to 9:00 AM Sunday morning (EB and WB)	No midday left lane closure allowed		
9:00 AM Sunday morning to 6:30 AM Monday morning (EB and WB)	9:00 AM to 3:00 PM	No limit	No ramp closures required

A daytime lane closure that extends into two segments defined above will count as an occurrence towards the segment containing more of the length of the lane closure. Any segment that has a lane closure of more than 1 mile will count as a lane closure occurrence for that segment, regardless if it overlaps into additional segments.

Allowable rolling stop closure hours are as follows:

Time Period	Rolling Stop Closures
Monday - Sunday (EB and WB USH 12)	11:00 PM to 5:00 AM

No lane or shoulder closures will be permitted during Special Events listed below or over holiday weekends listed under the Holiday Work Restrictions article.

Shoulders may be closed if required by the work operation, but the right and left shoulder may not be closed in the same area at the same time without approval of the engineer.

Do not close consecutive exit or entrance ramps at the same interchange or consecutive interchanges in the same direction at the same time. Do not close EB and WB ramps at a single interchange at the same time. Only the on and off ramps in the same direction at the same interchange can be closed concurrently.

Sequenced closures of on and off ramps at consecutive interchanges for HMA paving and marking operations is allowed with approval of the engineer. Preceding ramps must be re-opened as soon as traffic control drums can safely be removed.

Dane County reconstruction of Monona Drive requires long term closures of all ramps at the Monona Drive interchange. The project's signed detour route utilizes ramps at the South Towne interchange. Nighttime closure of ramps at the South Towne interchange concurrently with ramp closures at Monona Drive is restricted without the approval of the engineer.

Maintain a 2 mile minimum spacing between simultaneous nighttime lane closures. The 2 mile spacing is measured from the end of the first lane closure to beginning of taper for the next lane closure.

Maintain a 2 mile minimum spacing between simultaneous daytime lane closures. The 2 mile spacing is measured from the end of the first lane closure to beginning of taper for the next lane closure. Daytime individual lane closures may not exceed 3 miles in length. Daytime lane closures are only allowed for left lane closures. No other daytime lane closures will be allowed.

Lane Rental Fee Assessment – Lane and Ramp Closures

Do not close traffic lanes (including ramps) outside the allowed time periods specified. If the contractor closes lanes prior to the specified timeframe, or fails to open lanes within the specified timeframe, the department will assess lane rental fees as shown below:

Closure Outside Allowed Time Period	15-minute Lane Rental Fee (per lane)	Cumulative Lane Rental Fee (per lane)
0 - 15 minutes	\$750	\$750
15 - 30 minutes	\$1,500	\$2,250
30 - 45 minutes	\$2,250	\$4,500
> 45 minutes	\$3,000*	\$7,500 and up

(*) Lane rental fees will continue to be assessed at this rate per 15 minutes.

Ramp Closures		
Closure Outside Allowed Time Period	15 minute Lane Rental Fee (per lane)	Cumulative Lane Rental Fee (per lane)
0 - 15 minutes	\$750	\$750
15 - 30 minutes	\$750	\$1,500
30 - 45 minutes	\$1,500	\$3,000
> 45 minutes	\$1,500*	\$4,500 and up

(*) Lane rental fees will continue to be assessed at this rate per 15 minutes.

If a lane is obstructed at any time due to contractor operations, it is considered a closure. The total lane rental fee assessed to the contractor will be the summation of separate fees for each traffic lane and each direction of traffic in violation. The department will administer lane rental fees under the Failing to Open Road to Traffic administrative item.

Lane rental fees will not be assessed for lane closures due to crashes, accidents or emergencies not initiated by the contractor.

The department may elect to consider work done during unauthorized lane closure time periods as unauthorized work according to standard spec 105.3.2.3.

Rolling Closures

Rolling closures may be utilized for operations as noted in this article. Rolling closures will involve slowing traffic for a brief period and then allowing traffic to proceed behind a line of law enforcement vehicles that will coordinate the procession through the work site.

Conduct operations requiring law enforcement vehicles, to limit the stop or slowing of USH 12/14/18/151 traffic, to less than 15 minutes for the rolling closures. The necessary advanced signing, traffic control personnel, department personnel, and law enforcement personnel are required to be on site prior to and during these operations.

Arrange the implementation of the rolling closures according to the notification required in the prosecution and progress of these special provisions and through the engineer and Kyle Hemp with the Southwest Region Office, (608) 246-5367. Provide final confirmation of the scheduled rolling closure to the engineer 72 hours in advance of the closure.

Special Event Restrictions

- Midwest Horse Fair: April 16 – April 18, 2021
- Maintain full access to the Rimrock Road and John Nolen Drive interchanges from 6:00 AM to 10:00 PM each day of the event.
- Shake the Lake: Date yet to be determined
- Off peak lane closures will not be permitted from 6:00 AM the day of the event until two hours after the event.
- Dane County Fair: July 15 – July 18, 2021
- Maintain full access to the Rimrock Road and John Nolen Drive interchanges from 6:00 AM to 10:00 PM each day of the event.
- Crossfit Games: Date yet to be determined
- Maintain full access to the Rimrock Road and John Nolen Drive interchanges from 6:00 AM to 10:00 PM each day of the event.
- Ironman Wisconsin: September 12, 2021
- Maintain full access to the Rimrock Road and John Nolen Drive interchanges from 6:00 AM to 10:00 PM the day of the event.
- World Dairy Expo: September 28 – October 2, 2021
- Maintain full access to the Rimrock Road and John Nolen Drive interchanges from 6:00 AM to 10:00 PM each day of the event.
- University of Wisconsin home football games
- Off peak lane closures will not be permitted from five hours prior to game until five hours after the game.

Advance Notification

Contact Madison Metro Transit a minimum 14 days in advance of construction start to obtain scheduled route service times on USH 12 and ramps and Todd Drive Frontage Roads.

Notify the Dane County EMS; Police and Fire for Madison, Monona, Fitchburg and Town of Madison; City of Madison Traffic Engineering; Dane County Sheriff's Department and Dane County Highway Commissioner; and Madison Metro Transit 72 hours in advance of all changes to traffic configurations and closures of existing ramps. Notifications must be given by 4:00 PM on Wednesday for any such work to be done on the following Monday.

Traffic Control Signs

Append standard spec 643.3.8.1 with the following:

For signs mounted on portable sign supports, use supports that provide a minimum height of 5 feet from the bottom of the sign to the pavement.

PCMS Prewarn

Post the following closures with a Traffic Control PCMS specifying the planned dates and time of the closure:

Roadway	Minimum Notification
USH 12 (off-peak lane closures)	3 calendar days
Ramps (off-peak closures)	3 calendar days
Ramps (closures during Stage 1A, 1B, and 1C construction)	7 calendar days

Wisconsin Lane Closure System Advance Notification

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

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

Closure type with height, weight, or width restrictions (available width, all lanes in one direction < 16')	MINIMUM NOTIFICATION
Lane and shoulder closures	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 calendar days
Closure type without height, weight, or width restrictions (available width, all lanes in one direction ≥16')	MINIMUM NOTIFICATION
Lane and shoulder closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

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

Coordinate DMS messages during construction with the Traffic Management Center.

5. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying USH 12 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 6:00 AM Friday, May 28, 2021 to 7:00 PM Tuesday, June 1, 2021 for Memorial Day.
- From 6:00 AM Friday, July 2, 2021 to 6:30 AM Tuesday, July 6, 2021 for Independence Day;
- From 6:00 AM Friday, September 3, 2021 to 7:00 PM Tuesday, September 7, 2021 for Labor Day;
- From 6:00 AM Tuesday, November 23, 2021 to 7:00 PM Monday, November 29, 2021 for Thanksgiving.

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6. Utilities.

This contract comes under the provisions of Wisconsin Administrative Code Chapter Trans 220.

Underground and overhead facilities are located within the project limits. Utility adjustments are required for this construction project as noted below. Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities that have facilities in the area as required per statutes. Use caution to ensure the integrity of underground facilities and maintain code clearances from overhead facilities always. Contact each utility company listed in the plans, prior to preparing bids, to obtain current information on the status of existing and any new utility relocation work.

Some of the utility work described below is dependent on prior work being performed by the contractor at a specific site. In such situations, provide the engineer and the affected utility a good faith notice of when the utility is to start work at the site. Provide this notice 14 to 16 calendar days in advance of when the prior work will be completed, and the site will be available to the utility owner. Follow-up with a confirmation notice to the engineer and the utility owner not less than three working days before the site will be ready for the utility owner to begin its work. **Madison Gas and Electric – electricity** has underground facilities within the project limits. Contact Madison Gas and Electric – electricity 14-16 days, as noted above, prior to excavation barrier transitions at Station 467'CL'+00 and at Station 580'CL'+50 and prior to storm sewer main at Station 885'CL'+59, when Traffic Control will be in position. Relocation is expected to take 2 working days at each location.

Madison Gas and Electric – electricity has other crossings at Station 595'CL'+50, Station 602'CL'+87, Station 668'CL'+19, Station 750'CL'+00, and Station 766'CL'+60, but no conflicts are anticipated at those locations.

Field contact for Madison Gas and Electric - electricity is Mark Bohm, (608) 516-7930, mbohm@mge.com.

Wisconsin DOT RWIS (Roadway Weather Information System) Program – Communication Tower

Two pavement sensors and one subsurface probe require replacement under this project. Sensors are connected to an RWIS (Roadway Weather Information System) tower located by the east approach of the westbound Yahara River Bridge. In addition, because new sensors are required, a new tower and processing unit are also required. Reinstallation must take place after the new pavement has been completed. WisDOT construction project manager shall notify the WisDOT RWIS Program Manager 30 days prior to project start for existing in-pavement sensors to be disconnected. WisDOT RWIS PM will coordinate scheduling of the sensor replacement with The Hoosier Company.

Contractor is permitted to mill out existing sensors.

Work will take approximately 1 day to complete and be done after the new pavement has been completed.

WisDOT RWIS Program contact is Michael J. Adams, P.O. Box 7986, Madison, WI 53707, (608) 266-5004 or email Michael.adams@dot.wi.gov.

The following utility companies have facilities near or within project limits, no conflicts are anticipated:

- ANR Pipeline – gas
- AT&T Wisconsin – communication line
- ATC Management Inc – electricity transmission
- Astrea – communication line
- Charter – communication line
- City of Madison – sewer
- City of Monona – sewer
- City of Monona – water
- Extenet Systems – communication line
- MCI – communication line
- Madison Gas and Electric – gas
- Madison Metropolitan Sewerage District – sewer
- Madison Water Utility-- water
- Oakridge Sanitary District (Town of Madison) -- Sewer
- PaeTec Communications LLC – communication line
- TDS Metrocom – communication line
- US Signal Company LLC – communication line
- Wisconsin Independent Network – communication line
- Windstream KDL LLC – communication line

7. Other Contracts.

The following projects will be under construction concurrently with the work under this contract:

CTH D/Fish Hatchery Road

Reconstruction of CTH D/Fish Hatchery Road between CTH PD and USH 12 (Project 19-3488) is scheduled for completion in summer 2021. No conflicts with construction under this contract are anticipated. Coordination will be required with the Fish Hatchery Road construction team regarding all construction staging and traffic control impacts in the vicinity of Fish Hatchery Road. Contact City of Fitchburg DPW, Lisa Coleman, (608) 270-4261.

IH 39/90/USH 12 Interchange

Construction will be occurring at the IH 39/90 and USH 12 interchange (Projects 1007-12-79/80 and 1008-10-70) throughout 2021. Proactively coordinate traffic control and work operations with the USH 12/18 Interchange team. Some conflicts are anticipated with lane closures, system interchange ramp closures, and detour routes. The IH 39/90 and USH 12 interchange SB to EB, WB to SB, WB to NB, and NB to EB system ramps will each be closed for extended durations. Detour routes for each system ramp closure utilize the USH 12 and USH 51/Stoughton Rd interchange ramps. Contact WisDOT project manager Mark Sponem, (608) 884-1174.

USH 14

Construction will be occurring on USH 14 (Project 5155-02-83) beginning in 2020 and continuing through 2021. Proactively coordinate traffic control with the USH 14 construction team. No conflicts are anticipated. Contact WisDOT project manager Chris Hazard, (608) 245-2652.

CTH BB/Monona Drive

Construction will be occurring on CTH BB/Monona Drive between CTH BW and USH 12 (Dane County Project 67269-2000) in 2021. Construction is anticipated to begin in April 2021 and the Monona Drive entrance and exit ramps will be closed for a period of approximately 8 weeks. Proactively coordinate traffic control with the Monona Drive construction team. Some conflicts are anticipated with ramp closures and detour routes. Detour routes during closure of the Monona Drive ramps will utilize the South Towne Drive ramps. Contact Dane County construction engineer Jeff Otto; Otto.Jeffrey@countyofdane.com; (608) 283-1416.

8. Railroad Insurance and Coordination - Wisconsin and Southern Railroad Company.

A Description

Comply with standard spec 107.17 for all work affecting Wisconsin and Southern 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 Wisconsin and Southern Railroad Company.

Notify evidence of the required coverage, and duration to Amanda Haggerty, Office Administrator; 1890 E Johnson Street, Madison, WI 53704; Telephone (608) 620-2048; E-mail: ahaggerty@watcocompanies.com.

Also send a copy to the following: Teri Beckman, SW Madison Region Railroad Coordinator; 2101 Wright Street, Madison, WI 53704; Telephone (608) 733-1923; E-mail: teri.beckman@dot.wi.gov.

Include the following information on the insurance document:

- Project ID: 1206-06-79
- Work Performed: Resurfacing

#	Route Name	City/County	Crossing ID	RR Subdivision	RR Milepost
1	USH 12	Madison, Dane	178229B	Central Soya	85.79
2	USH 12	Madison, Dane	748461D	Evansville	135.55
3	USH 12	Madison, Dane	391711W	Madison	136.66

A.2 Train Operation

#	Passenger Train Volume	Passenger Train Speed	Freight Train Volume	Freight Train Speed	Frequency	Switch Train Comment*
1	N/A	N/A	N/A	N/A	<u>Select from drop-down</u>	<u>Select from drop-down</u>
2	N/A	N/A	6	5MPH	Weekly	There are switch trains in addition to through trains
3	N/A	N/A	4	35 MPH TO 40 MPH	Daily	There are switch trains in addition to through trains

* Switch trains are in addition to freight and passenger trains.

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

Construction Contact

Roger Schaalma, Superintendent of Maintenance of Way, Wisconsin and Southern Railroad Co.; 1890 East Johnson Street, Madison, WI 53704; Telephone (608) 620-2044; E-mail rschaalma@watcocompanies.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. Reference the Crossing ID, Wisconsin Milepost and Subdivision found in A.1.

Cable Locate Contact

In addition to contacting Diggers Hotline, contact Amanda Haggerty, Office Administrator; Telephone (608) 620-2048; E-mail ahaggerty@watcocompanies.com at least five working days before the locate is needed. Reference the Crossing ID, Wisconsin Milepost and Subdivision found in A.1.

WSOR will only locate railroad owned facilities located 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

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.

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.

B Railroad Flagging

Arrange with the railroad for the flagging of trains and safety of railroad operations if clearances specified in standard spec 107.17.1 are not maintained during construction operations. At any other time in railroad representative's judgment, the contractor's work or operations constitute an intrusion into the track zone and create an extraordinary hazard to railroad traffic, and at any other time when flagging protection is necessary for safety to comply with the operating rules of the railroad.

Projects with concurrent activity may require more than one flagger.

Projects with heavy contractor activity within 25 feet of the centerline of any track or unusual or heavy impact on railroad facilities will normally require a full-time flagger.

The department and railroad will monitor operations for compliance with the above flagging requirements. Violations may result in removal from railroad property until arrangements to adhere to the flagging requirements are satisfied. If the railroad imposes additional flagging requirements beyond the above flagging requirements due to the previous violations, the contractor shall bear all costs of the additional flagging requirements.

C Flagging by Railroad– Railroad Does Not Pay Flagging Costs

C.1 General

Replace paragraph (1,3 and 4) of standard spec 107.17.1 with the following:

- (1) Coordinate with the railroad for all work performed within 25 feet of the track centerline including equipment or extensions of equipment that can fall within 25 feet of the track centerline or adjacent facilities or when working on railroad right-of-way. Include the following on all submittals and other written communications with the railroad:
 - WisDOT crossing number
 - Railroad milepost
 - Railroad subdivision
- (3) Perform all work within 25 feet of the track centerline including equipment or extensions of equipment that can fall within 25 feet of the track centerline or adjacent facilities or when working on railroad right-of-way in a way that does not interfere with the safe and uninterrupted operation of railroad traffic. Maintain clearances during construction as follows:
 1. Do not operate equipment closer than 25 feet horizontally from a track centerline or 22 feet vertically above the top of a rail, except under the protection of railroad flaggers.
 2. Do not store materials or equipment closer than 25 feet horizontally from a track centerline.
 3. Provide an obstruction-free work zone adjacent to a track extending 12 feet or more horizontally on both sides of the track centerline. Keep this work zone free of construction debris.
 4. Unless the railroad's chief engineering officer approves otherwise in writing, maintain minimum clearances from falsework, forms, shoring, and other temporary fixed objects as follows:
 - 4.1 Provide 12 feet, plus 1.5 inches per degree of track curvature, measured horizontally from the track centerline.
 - 4.2 Provide 21 feet, plus compensation for super-elevated track, measured vertically above the top of the highest rail.
- (4) Comply with the railroad's rules and regulations when work is within 25 feet of the track centerline including equipment or extensions of equipment that can fall within 25 feet of the track centerline or adjacent facilities or when working on railroad right-of-way. If the railroad's chief engineering officer requires, arrange with the railroad to obtain the services of qualified railroad employees to protect railroad traffic through the work area. Bear the cost of these services and make payment directly to the railroad. Notify the appropriate railroad representative as listed in section A.3 above, in writing, at least 40 business days before starting work near a track. Provide the specific time planned to start the operations.

C.2 Rates - Wisconsin and Southern Railroad Company

The following rates, reimbursement provisions, and excluded conditions will be used to determine the contractor's cost of flagging:

- \$95 per hour for up to nine-hours at the work-site per day (including wages, labor surcharges, meals, lodging, vehicle and mileage expenses),
- \$140 per hour for all hours over nine in any week-day (including wages, labor surcharges, meals, lodging, vehicle and mileage expenses),
- \$190 per hour for up to nine hours at the work-site on Saturdays (including wages, labor surcharges, meals, lodging, vehicle and mileage expenses),
- \$190 per hour for all hours over nine on Saturdays (including wages, labor surcharges, meal, lodging, vehicle and mileage expenses).

\$190 per hour for up to nine hours on Sundays or holidays (including wages, labor surcharges, meal, lodging, vehicle and mileage expenses).

C.3 Reimbursement Provisions

The actual cost for flagging will be billed by the railroad. After the completion of the work requiring flagging protection as provided in section B above, the department will reimburse 50% of the cost of such services up to the rates provided above based on paid railroad invoices, except for the excluded conditions enumerated below. In the event actual flagging rates exceed the rates stated above, the department will reimburse 100% of the portion of the rate that is greater than the rates stated above.

C.4 Excluded Conditions

The department will not reimburse any of the cost for additional flagging attributable to the following:

1. Additional flagging requirements imposed by the railroad beyond the flagging requirements provided in subsection B above due to violations by the contractor.
2. Temporary construction crossings arranged for by the contractor.

The contractor shall bear all costs of the additional flagging requirements for the excluded conditions.

C.5 Payment for Flagging

The department will pay for the department's portion of flagging reimbursement as specified in section C of this provision under the following item:

ITEM NUMBER	DESCRIPTION	UNIT
801.0117	Railroad Flagging Reimbursement	DOL

The reimbursement payment, as shown on the Schedule of Items, is solely for department accounting purposes. Actual flagging costs will vary based on the contractor's means and methods.

Railroads may issue progressive invoices. Notify the railroad when the work is completed and request a final invoice from the railroad. Promptly pay railroad-flagging invoices, less any charges that may be in dispute. The department will withhold flagging reimbursement until any disputed charges are resolved and the final invoice is paid. No reimbursement for flagging will be made by the department if a violation of subsection B is documented.

D Rail Security Awareness and Contractor Orientation

Prior to entry on railroad right-of-way, the contractor shall arrange for on-line security awareness and contractor orientation training and testing and be registered through "e-RAILSAFE" for all contractor and subcontractor employees working on railroad right-of-way. See e-railsafe.com "Information". The security awareness and contractor orientation training are shown under the railroad's name.

The security awareness and contractor orientation certification is valid for 2 year(s) and must be renewed for projects that will carry over beyond the 2 year period. Contractor and subcontractor employees shall wear the identification badge issued by e-RAILSAFE when on railroad right-of-way. Costs associated with training and registration are incidental to other items in the contract.

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9. Native American Hiring Provision.

Pre-Bid

Before bid submittal, contact the Ho-Chunk Nation Department of Labor to provide information on hiring procedures and future employment opportunities, and gather information on the tribal work force and tribal resources (ex. Native American owned DBE, tribal businesses, products, potential workers, etc.).

Ho-Chunk Nation Department of Labor office contact information:

William Collins
Tribal Workforce Development Division Manager
PO Box 667
Black River Falls, WI 54615
Phone: (715) 284-9343 Ext. 1140
E-mail: William.collins@ho-chunk.com

Maintain documentation of all efforts made to communicate with the Ho-Chunk Nation Department of Labor using [DT2400 Pre-Bid Contact Verification Form](#). This form is to be used as a record of communication with the designated tribe's assigned contact person. Please submit the DT2400 form and any supporting documentation when you submit the bid request (DT1633) for the project via email to:

DOT DTSD Highway Construction Contractors constplans.dtid@dot.wi.gov

The Eligible Bidders list will not be updated until this documentation is received.

After Execution

The contractor shall contact William Collins of the Ho-Chunk Nation with the following information regarding available employment opportunities for prime and subcontractors at a minimum of 5 business days before the tribal coordination meeting:

- Job classification/trade
- Job qualifications and required skills
- Employment period
- Wage
- Copy of job application
- List of subcontractors and contact information (ex. Name, email, phone, etc.)
- List of available internships

After receiving employment opportunities, William Collins may provide employment referrals or recruitment sources throughout the life of the project to obtain qualified referrals.

Document all efforts made to communicate job opportunities and the results of hiring activities throughout the life of the contract. Utilize [DT2405 Native American Hiring Provision Report](#) and submit it to the Ho-Chunk Nation and Regional Labor Compliance Specialist, Tim Alston, timothy.alston@dot.wi.gov, on the 15th of every month for the previous month until the project construction is complete. Final report should be indicated on the form. Report shall include prime contractor and subcontractor data.

Tribal Coordination Meeting

Between execution of contract and the project pre-construction meeting, the contractor and the Ho-Chunk Nation will setup and facilitate the Tribal Coordination Meeting, establish an agenda, date and location. Any cost incurred for the meeting would be incidental to the overall project cost. The contractor shall work with the Tribe to determine who from Tribal leadership and staff the contractor should notify and invite to the meeting.

The contractor shall also notify and invite to the meeting:

- the Regional Tribal Liaison, Amy Coughlin, amy.coughlin@dot.wi.gov
- the Regional Labor Compliance Specialist, Tim Alston, timothy.alston@dot.wi.gov
- the WisDOT Tribal Affairs Program Manager, Sandy Stankevich, sandy.stankevich@dot.wi.gov
- the Tribal Affairs Project Manager, Cyless Peterson, Cyless.peterson@dot.wi.gov;
- the WisDOT region project team.

This meeting may also include potential interviews or introductions with potential employees. The prime contractor and all subcontractors shall attend this meeting. Discussions are to include available employment opportunities and other tribal areas of interest such as scope of work, tribal regulations and ordinances, borrow sites, waste sites, and available aggregate.

Project Completion

Submit documentation summarizing communications regarding job opportunities throughout the life of the contract. This can be done using the DT2405 form noting that this is the final report. Provide final report to the tribe and the Regional Labor Compliance Specialist compiling the results of hiring activities for the prime contractor as well as for subcontractors at all tiers.

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10. Notice to Contractor – FAA Coordination.

Provide a Notice of Impact to the Verona Airport (W19) at least 90 days in advance of beginning any construction activities because it is within 5 miles of the project. The notice shall include any identified aeronautical impacts (none anticipated), identify project components whether temporary or permanent which will exceed 15 feet in height, and anticipated effects to surface access to the airport during construction. Coordinate this notice with the department construction project manager.

11. Notice to Contractor – Localized Debris Collection.

Collect and dispose of all debris generated as a result of work under the contract. For this work provide a self-contained mechanical or air conveyance street sweeper and dispose of the accumulated material. All larger debris shall be collected and disposed of off-site. Sweeping of closed lanes prior to re-opening is required at all locations where removal work is being performed. Do not allow debris to impede drainage beneath temporary concrete barrier. All debris collection is considered incidental to the contract.

12. Notice to Contractor – Pavement Maintenance.

The contractor shall be responsible for all maintenance repairs on USH 12 mainline lanes, auxiliary lanes, and ramps within the project limits. Necessary pavement repair and traffic control items will be paid under their respective bid items.

13. Notice to Contractor – Steel fabrication.

Prepare shop drawings and order fabricated steel as soon as possible after the contract award date. Expedited delivery of steel anchor bolts will be necessary to begin installation of sign foundations. Delivery of steel sign trusses and structures replacing existing type 1 sign structures should also be prioritized to facilitate expedient install of new structures and signing and removal of old structures.

14. Notice to Contractor – Storm Sewer

Construct all storm sewer according to the pertinent provisions of standard spec 606, 608, 611 and 612 as shown on the plans and as follows.

Prior to ordering drainage pipes and structures, verify related drainage information in the plan with the engineer. This includes all information obtained from the bid item Utility Line Opening (ULO). This also includes tie-in elevations and pipe sizes with the existing storm sewer conditions.

Seal the joints for reinforced concrete pipe with either mastic or internal rubber gaskets as described in standard spec 608.2. The use of mortar as a pipe joint method is prohibited unless directed by engineer.

Lay all storm sewer on a 6-inch minimum thick bed of Base Aggregate Dense 1 1/4-Inch according to standard spec 305.2.1 or when water is encountered, size No. 1 coarse concrete aggregate according to standard spec 501.2.5.4. Bedding for pipe is included with the installation costs of the round or elliptical pipe (if needed).

Submit a dewatering plan with the ECIP for approval. Dewatering is incidental to all storm sewer pipe installation.

Construct all structures using reinforced concrete. Concrete brick and block options are prohibited unless directed by engineer.

At several locations throughout the job, bends in the storm sewer piping are called out where proposed sign structure foundations are located. Concrete collars for pipe are typically quantified at these locations, but if engineer directs, may not be needed.

At the direction of the engineer, additional existing structures may need to be replaced or reconstructed if it is deemed necessary. Some examples of why this may be necessary would be, but not limited to, the structure is not structurally sound or failing, structure does not align properly with the proposed barrier wall/curb line, etc.

Construct all structures (manholes and inlets) on a 12-inch minimum thick bed of Base Aggregate Dense 1 1/4-Inch according to standard spec 305.2.1 or when water is encountered, size No. 1 coarse concrete aggregate according to standard spec 501.2.5.4. Bedding for structures is included with the installation costs of the structure.

Do not use station and offset for inlet structures, as given on the storm plans, exclusively for final layout of the structure. Determine the curb line or face of barrier wall in the area of the inlet prior to pouring the inlet structure to assure proper location of the inlet relative to the curb line or face of barrier wall.

Center all castings on the structure unless otherwise noted. Structures that have a separate station and offset called out in the 'Remarks' column of the storm sewer tables reference where the casting should be, not where the center of structure should be. Center of structure is referenced in the 'Station' and 'Offset' columns.

When a new inlet is placed over top of (i.e., Saddle Condition) and/or connecting to existing storm sewer, the removal of that existing storm sewer where the new inlet is placed is included with the cost of the inlet. The piping (if necessary) needed to connect the existing storm sewer to these new inlets is also included with the cost of the inlet unless the plans shows differently. The connections to these new inlets remain included according to standard spec 611.5.2.

The costs to connect storm sewer to existing structures or pipes, including tapping the hole, placing the pipe, and sealing the joint will be paid for separately by bid items Storm Sewer Tap and Concrete Collars for Pipe, where shown on the plans or directed by the engineer.

15. Notice to Contractor – Revisions to Traffic Control Plans.

The traffic control and staging plans/details contained within the project plans have been developed from a department approved Transportation Management Plan (TMP). According to TMP requirements, the department shall revise the TMP during construction if conditions warrant. This specification shall be followed to obtain concurrence for implementation of any proposed changes to construction phasing/staging that will affect the traffic patterns depicted in the plans.

Submit traffic control revision(s) to the engineer a minimum of 21 calendar days prior to the anticipated implementation of the proposed change(s). Include the following:

Detail on existing or new project plan sheets that show:

The revised traffic pattern, widths, grades, temporary pavement, signs, traffic control devices, pavement marking, flaggers, time of day, width restrictions, and any other details required to convey a new or revised traffic control design.

Erosion control measures required, including the location(s) of any tracking pad(s).

Written summary of proposed traffic control change including:

- Benefits to implementing the change (i.e., cost or time savings, ease of construction, increased safety to workers, and the motoring public).
- Timeframe to construct, duration in place, and time to remove.

The request will be reviewed, and if warranted, concurred with the engineer and WisDOT Central Office Field Construction Coordinator (if warranted). If the request is approved, it will be processed a minimum of 7 calendar days in advance of the contractor's anticipated implementation.

The engineer shall correspond with the following department staff to obtain concurrence:

- Jason Koster, WisDOT SW Region traffic engineer, Jason.Koster@dot.wi.gov

16. Archaeological Sites.

Bryant Cemetery is located approximately Station 599CL+50, LT beyond the limits of USH 12. It is an uncatalogued historic Euro-American cemetery mapped on the north side of the USH 12 between the pedestrian bridge over USH 12 near the Todd Drive exit/entrance ramp and Fish Hatchery Road.

The Turville Bay Marsh Mound site is located approximately Station 707CL+00, LT/RT within the limits shown on the plans.

Site C is located approximately Station 766CL+00, LT within the limits shown on the plans. It is a prehistoric campsite/village overlapping USH 12 east of South Towne Drive

Ellestad is located approximately Station 869CL+00, LT/RT within the limits shown on the plans. It is a prehistoric campsite/village overlapping USH 12 just west of the USH 12/USH 51

Notify the Bureau of Technical Services – Environmental Process and Document Section (BTS-EPDS) at (608) 266-0099 at least two weeks before commencement of any ground disturbing activities. BTS-EPDS will determine if a qualified archaeologist will need to be on site during construction of this area.

The area within the limits of Bryant Cemetery, Turville Bay Marsh Mound, Site C, and Ellestad should not be used for borrow or waste disposal, or for the staging of personnel, equipment and/or supplies.

If human bone is discovered during construction, work activities in the area shall immediately cease and the qualified archaeologist will contact the Wisconsin Historical Society at (800) 342-7834 or (608) 264-6507 for compliance with Wisconsin Statute 157.70 regarding the protection of human burial sites.

17. Systems (ITS) – Control of Materials.

Standard spec 106.2 – Supply Source and Quality

Add the following to standard spec 106.2:

The department will furnish a portion of equipment to be installed by the contractor. This department-furnished equipment includes the following:

Department-Furnished Items	
Camera Pole 30-FT	Termination Panels
Camera Pole 50-FT	Camera Assembly
Fiber Optic Cable Outdoor Plant 12-CT	Mounted Controller Microwave Detector Assembly
Ethernet Switch	Pole Mounted Cabinet
Lane-Control Sign (LCS)	Overhead Freeway Dynamic Message Signs (DMS) Full Matrix
Fiber Optic Splice Enclosure	

Pick-up small department-furnished equipment, such as communications devices, cameras, and controllers, from the department's Traffic Management Center (TMC), 433 W. St. Paul Ave., Milwaukee, WI 53203 at a mutually agreed upon time during normal state office hours. Contact Dean Beekman at the department's TMC at (414) 227-2166 to coordinate pick-up of equipment.

The contractor will be required of storing, tracking and reporting on an inventory of spare parts, quantities, model numbers and serial numbers of all equipment, and providing monthly reports of all equipment by storage location. The contractor will also be required to track warranty information or report on other specialized data that will be used for configuration management and asset management programs. The physical warehouse space must be secure and of a size adequate for storage of the parts and equipment necessary to complete this contract. The department reserves the right to inspect the spare parts storage facility at any time during the contract. Department personnel may request some spare parts to be stored at the TMC in order to facilitate testing and repairs.

Large department-furnished equipment, such as camera poles and DMS will be delivered by the supplier to a contractor-controlled site within Dane County. Delivery will not necessarily be in a "just in time" manner. Store the equipment until field installation. Provide location details and a contact for delivery coordination upon receiving the contract's Notice to Proceed. Electronic message boards (LCS and DMS) cannot be stored outdoors for more than 6 days after delivery. If storage beyond 6 days is necessary, indoor storage will be required.

Upon delivery of department-furnished items, identify and document in writing to the department any malfunctions or operational issues with the equipment. Once accepted, contractor is responsible for any equipment damage during storage and installation.

Transportation of the equipment between the department's shop(s) and the field or interim locations are the responsibility of the contractor.

Standard spec 106.3 – Approval of Materials

Add the following to standard spec 106.3:

Design/Shop Drawings

Before the purchase and/or fabrication of any of the components listed herein, and for any non-catalog item shown on the Material and Equipment List specified above, and no more than 30 days after notice to proceed, submit five copies of design drawings and shop drawings, as required, to the department for review. The items and the drawings that represent them shall meet the requirements of the standard specifications.

Design drawing submissions shall consist of signed and certified designs, design drawings, calculations, and material specifications for required items.

Shop drawings will be required for, but not limited to the following:

1. Mounting assemblies for the vehicle speed and classification sensors, including their attachment to the structure.
2. Mounting LED warning signs to the sign structure.
3. Mounting detail for dynamic message signs.
4. Any contractor-designed structure or foundation.

The department will complete its review of the material within 30 days from the date of receipt of the submission, unless otherwise specified. The department will advise the contractor, in writing, as to the acceptability of the material submitted. The department may determine that if no exceptions were taken for the item, it is approved, and no further action is required by the contractor; or the item may be partially or totally rejected, in which case modify and/or amend the submittal as required by the department and resubmit the item within 14 days. At this time, the review and approval cycle described above will begin again.

18. Removing Inlets

Perform this work according to standard spec 204 and as hereinafter provided:

Payment for removing inlets also includes the removal of vane drains connected to the inlets.

19. Removing Concrete Surface Partial Depth, Item 204.0109.S.

A Description

This special provision describes removing a portion of concrete surfaces as the plans show and conforming to standard spec 204.

B (Vacant)

C Construction

C.1 Equipment

Use a machine that provides a surface finish acceptable to the engineer. Shroud the machine to prevent discharge of any loosened material into adjacent work areas or live traffic lanes.

Use a machine that is equipped with electronic devices that provide accurate depth, grade and slope control, and acceptable dust control system.

C.2 Methods

Remove existing concrete to the depths as shown on the plan by grinding, planing, chipping, sawing, milling, or by using other methods approved by the engineer.

Perform the removal operation in such a manner as to preclude damage to the remaining pavement and results in a reasonable uniform plane surface free of excessive large scarification marks and having a uniform transverse slope.

The sequence of removal operations shall be such that no exposed longitudinal joints 2 inches or more in depth remain during non-working hours. Windrowing or storing of the removed material on the roadway will only be permitted in conjunction with a continuous removal and pick-up operation. During non-working hours, clear the roadway of all materials and equipment.

Removed pavement becomes the property of the contractor. Properly dispose of it as specified in standard spec 204.3.1.3.

D Measurement

The department will measure Removing Concrete Surface Partial Depth in area by the square foot of surface area, removed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
204.0109.S	Removing Concrete Surface Partial Depth	SF

Payment is in full compensation for removing the concrete; and for disposing of materials.

stp-204-041 (20080902)

20. Removing Inlet Covers, Item 204.9060.S.01.

A Description

This special provision describes removing inlet covers conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Inlet Covers as each individual inlet cover acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.01	Removing Inlet Covers	Each

204-025 (20150630)

21. Removing Apron Endwalls, Item 204.9060.S.02.

A Description

This special provision describes removing apron endwalls conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Apron Endwalls as each individual apron endwall, acceptably completed.

E Payment

Supplement standard spec 204.5 to include the following:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.02	Removing Apron Endwalls	EACH
204-025 (20150630)		

22. Removing Vane Drains, Item 204.9060.S.03.

A Description

This special provision describes removing vane drains according to the pertinent provisions of standard spec 204 and as hereinafter provided. When an inlet is called to be removed that also contains vane drains, this item will not be paid because removing the vane drain is included with the Removing Inlets item.

B (Vacant)

C (Construction)

Remove the existing vane drain castings and adjacent piping with cap included. Protect the existing inlet and inlet cover while performing this work. Patch the hole where the existing pipe connects to the structure according to the pertinent provisions of standard spec 204.3.3.2

D Measurement

The department will measure Removing Vane Drains as each individual removing vane drain, acceptably completed.

E Payment

Supplement standard spec 204.5 to include the following:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.03	Removing Apron Endwalls	EACH
204-025 (20150630)		

23. Removing Existing Pole, Item 204.9060.S.04.

A Description

This special provision describes Removing Existing Pole conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Existing Pole in each, acceptably completed.

E Payment

Add the following to standard spec 204.5:

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

24. Backfill Coarse Aggregate Size No 1, Item 209.0300.S.

A Description

This special provision describes furnishing and placing coarse aggregate backfill as the plans show.

B Materials

Provide clean concrete aggregate graded according to the requirements as specified under standard spec 501.2.5.4.5. The soundness and wear requirements are deleted from this material.

C Construction

Construct the coarse aggregates according to standard spec 209.3.

D Measurement

The department will measure Backfill Coarse Aggregate Size No 1 in volume by the cubic yard in the vehicle.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
209.0300.S	Backfill Coarse Aggregate Size No. 1	CY

Payment is full compensation for furnishing and installing the aggregate.

stp-209-030 (20161130)

25. Base Aggregate Dense 3/4-Inch, Item 305.0110.

Add the following to standard spec 301.2.4.3:

Furnish only aggregate classified as crushed stone for Dense 3/4-Inch when used in the top 3 inches of the unpaved portion of the shoulder or for unpaved driveways and field entrances.

swr-305-001 (20170711)

26. Base Aggregate Dense 1 1/4-Inch, Item 305.0120.

Add the following to standard spec 305.2.2.1:

When 1 1/4-Inch base aggregate is $\geq$ 50 percent crushed gravel, conform to the following gradation requirements:

SIEVE	PERCENT PASSING BY WEIGHT
1 1/4 inch	95 - 100
1 inch	---
3/4 inch	70 - 90
3/8 inch	45 - 75
No. 4	30 - 60
No. 10	20 - 40
No. 40	7 - 25
No. 200	3 - 10 ^[1]

^[1] Limited to a maximum of 8.0 percent for base placed between old and new pavement.

swr-305-002 (20170711)

**27. Concrete Base 9-Inch, Item 320.0155;
Concrete Base 9 1/2-Inch, Item 320.0160;
Concrete Base 10-Inch, Item 320.0165.**

Replace standard spec 320.3.1.2 (1) with the following:

Conform to procedures and opening criteria specified for grade A concrete used in concrete pavement under 415.3.15. If not loading within 6 inches of a free edge or an edge abutting aggregate:

1. The engineer will allow the contractor to open to traffic when the concrete reaches 2,500 psi.
2. In the absence of compressive strength information, the engineer may allow the contractor to open to traffic after 4 equivalent curing days expire.

28. Hot Mix Asphalt Pavement.

Due to the variable thickness being placed on the mainline, this contract only includes PWL for the mixture, and not the density. The density will be accepted by the specifications under QMP HMA Pavement Nuclear Density. The contract does not include the following items:

- 460.2005 Incentive Density PWL HMA Pavement
- 460.0110.S HMA Percent Within Limits (PWL) Test Strip Density.

Review the HMA mixture use table in the plan regarding the HMA acceptance criteria.

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

A Description

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

Perform work according to standard spec 460 and as follows.

B Materials

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

C Construction

C.1 Test Strip

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

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

C.1.1 Sampling and Testing Intervals

C.1.1.1 Volumetrics

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

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

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

C.1.1.2 Density

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

C.1.2 Field Tests

C.1.2.1 Density

For contracts that include STSP 460-020 QMP Density in addition to PWL, a gauge comparison according to CMM 8-15.7 shall be completed prior to the day of test strip construction. Daily standardization of gauges on reference blocks and a project reference site shall be performed according to CMM 8-15.8. A standard count shall be performed for each gauge on the material placed for the test strip, prior to any additional data collection. Nuclear gauge readings and pavement cores shall be used to determine nuclear gauge correlation according to Appendix A. The two to three readings for the five locations across the mat for each of two zones shall be provided to the engineer. The engineer will analyze the readings of each gauge relative to the densities of the cores taken at each location. The engineer will determine the average difference between the nuclear gauge density readings and the measured core densities to be used as a constant offset value. This offset will be used to adjust raw density readings of the specific gauge and shall appear on the density data sheet along with gauge and project identification. An offset is specific to the mix and layer; therefore, a separate value shall be determined for each layer of each mix placed over a differing underlying material for the contract. This

constitutes correlation of that individual gauge for the given layer. Two gauges per team are not required to be onsite daily after completion of the test strip. Any data collected without a correlated gauge will not be accepted.

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

The target maximum density to be used in determining core density is the average of the three volumetric/mix Gmm values from the test strip multiplied by 62.24 lb/ft³. In the event mix and density portions of the test strip procedure are separated, or if an additional density test strip is required, the mix portion must be conducted prior to density determination. The target maximum density to determine core densities shall then be the Gmm four-test running average (or three-test average from a PWL volumetric-only test strip) from the end of the previous day's production multiplied by 62.24 lb/ft³. If no PWL production volumetric test is to be taken in a density-only test strip, a non-random three-part split mix sample will be taken and tested for Gmm by the department representative. The department Gmm test results from this non-random test will be entered in the HMA PWL Test Strip Spreadsheet and must conform to the Acceptance Limits presented in C.2.1.

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

C.1.3 Laboratory Tests

C.1.3.1 Volumetrics

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

Theoretical maximum specific gravities of each mixture sample will be obtained according to AASHTO T 209 as modified in CMM 8-36.6.6. Bulk specific gravities of both gyratory compacted samples and field cores shall be determined according to AASHTO T 166 as modified in CMM 8-36.6.5. The bulk specific gravity values determined from field cores shall be used to calculate a correction factor (i.e., offset) for each QC and QV nuclear density gauge. The correction factor will be used throughout the remainder of the layer.

C.2 Acceptance

C.2.1 Volumetrics

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

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

^[1] Asphalt content more than -0.5% below the JMF will be referee tested by the department's AASHTO accredited laboratory and HTCP certified personnel using automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1.

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

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

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

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

C.2.2 Density

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

TABLE 460-3 MINIMUM REQUIRED DENSITY^[1]

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

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

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

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

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

C.2.3 Test Strip Approval and Material Conformance

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

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

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

PWL Test Strip Approval and Material Conformance Criteria

PWL VALUE FOR AIR VOIDS AND DENSITY	TEST STRIP APPROVAL	MATERIAL CONFORMANCE	POST-TEST STRIP ACTION
Both PWL $\geq$ 75	Approved ¹	Material paid for according to Section E	Proceed with Production
$50 \leq$ Either PWL < 75	Not Approved	Material paid for according to Section E	Consult BTS to determine need for additional test strip
Either PWL < 50	Not Approved	Unacceptable material removed and replaced or paid for at 50% of the contract unit price according to Section E	Construct additional Volumetrics or Density test strip as necessary

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

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

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

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

D Measurement

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

E Payment

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

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

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

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

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

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

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

PAY ADJUSTMENT FOR HMA PAVEMENT AIR VOIDS & DENSITY

PERCENT WITHIN LIMITS

(PWL)

≥ 90 to 100

≥ 50 to < 90

<50

PAYMENT FACTOR, PF

(percent of \$65/ton)

PF = ((PWL – 90) * 0.4) + 100

(PWL * 0.5) + 55

50%^[1]

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

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

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

$$\text{Pay Adjustment} = (PF - 100) / 100 \times (WP) \times (\text{tonnage}) \times (\$65/\text{ton})^*$$

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

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

<u>Parameter</u>	<u>WP</u>
Air Voids	0.5
Density	0.5

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

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

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

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

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

A Description

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

B Materials

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

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

460.2.8.2.1.3.1 Contracts under Percent within Limits

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

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

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

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

- Blended aggregate gradations in accordance with AASHTO T 30
- Asphalt content (AC) in percent determined by ignition oven method according to AASHTO T 308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T 164 Method A or B, or automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1.
- Bulk specific gravity (Gmb) of the compacted mixture according to AASHTO T 166 as modified in CMM 8-36.6.5.
- Maximum specific gravity (Gmm) according to AASHTO T 209 as modified in CMM 8-36.6.6
- Air voids (V_a) by calculation according to AASHTO T 269.
- Voids in Mineral Aggregate (VMA) by calculation according to AASHTO R35.

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

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

Delete standard spec 460.2.8.2.1.5 and 460.2.8.2.1.6.

Replace standard spec 460.2.8.2.1.7 Corrective Action with the following:

460.2.8.2.1.7 Corrective Action

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

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

^[1] The department will not adjust pay based on QC AC in percent test results; however corrective action will be applied to nonconforming material according to 460.2.8.2.1.7(3) as modified herein.

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

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

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

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

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

Replace standard spec 460.2.8.3.1.2 Personnel Requirements with the following:

460.2.8.3.1.2 Personnel Requirements

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

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

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

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

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

460.2.8.3.1.4 Department Verification Testing Requirements

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

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

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

- Bulk specific gravity (Gmb) of the compacted mixture according to AASHTO T 166 as modified in CMM 8-36.6.5.
- Maximum specific gravity (Gmm) according to AASHTO T 209 as modified in CMM 8-36.6.6.
- Air voids (Va) by calculation according to AASHTO T 269.
- Voids in Mineral Aggregate (VMA) by calculation according to AASHTO R 35.
- Asphalt Content (AC) in percent determined by ignition oven method according to AASHTO T 308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T 164 Method A or B, or automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1.

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

Delete standard spec 460.2.8.3.1.6.

Replace standard spec 460.2.8.3.1.7 Dispute Resolution with the following:

460.2.8.3.1.7 Data Analysis for Volumetrics

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

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

^[1] The Retained portion of the split from the lot in the analysis window with a QV test result furthest from the QV mean (not necessarily the subplot identifying that variances or means do not compare) will be referee tested by the bureau's AASHTO accredited laboratory and certified personnel. All previous lots within the analysis window are subject to referee testing and regional lab testing as deemed necessary. Referee test results will replace the QV data of the subplot(s).

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

- i. If the F- and t-tests indicate variances and means compare, no further testing is required for the lot and QC data will be used for PWL and pay factor/adjustment calculations.
- ii. If the F- and t-tests indicate non-comparable variances or means, the Retained portion of the random QC sample will be tested by the department's regional lab for the remaining 4 sublots of the lot which the F- and t- tests indicate non-comparable datasets. The department's regional lab and the referee test results will be used for PWL and pay factor/adjustment calculations. Upon the second instance of non-comparable variance or means and for every instance thereafter, the department will assess a pay reduction for the additional testing of the remaining 4 sublots at \$2,000/lot under the HMA Regional Lab Testing administrative item.

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

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

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

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

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

Delete standard spec 460.2.8.3.1.8 Corrective Action.

C Construction

Replace standard spec 460.3.3.2 Pavement Density Determination with the following:

460.3.3.2 Pavement Density Determination

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

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

(3) A lot is defined as 7500 lane feet with sublots of 1500 lane feet (excluding shoulder, even if paved integrally) and placed within a single layer for each location and target maximum density category indicated in table 460-3. The contractor is required to complete three tests randomly per subplot and the department will randomly conduct one QV test per subplot. A partial quantity less than 750 lane feet will be included with the previous subplot. Partial lots with less than three sublots will be included in the previous lot for data analysis/acceptance and pay, by the engineer. If density lots/sublots are determined prior to construction of the test strip, any random locations within the test strip shall be omitted. Exclusions such as shoulders and appurtenances shall be tested and recorded in accordance with CMM 8-15. However, all acceptance testing of shoulders and appurtenances will be conducted by the department, and average lot (daily) densities must conform to standard spec Table 460-3. No density incentive or disincentive will be applied to shoulders or appurtenances. Offsets will not be applied to nuclear density gauge readings for shoulders or appurtenances. Unacceptable shoulder material will be handled according to standard spec 460.3.3.1 and CMM 8-15.11.

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

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

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

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

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

460.3.3.3 Analysis of Density Data

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

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

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

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

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

- i. Replacement may be conducted on a subplot basis. If an entire PWL subplot is removed and replaced, the test results of the newly placed material will replace the original data for the subplot.

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

D Measurement

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

E Payment

Replace standard spec 460.5.2 HMA Pavement with the following:

460.5.2 HMA Pavement

460.5.2.1 General

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

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

460.5.2.2 Calculation of Pay Adjustment for HMA Pavement using PWL

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

PAY FACTOR FOR HMA PAVEMENT AIR VOIDS & DENSITY

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

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

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

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

$$\text{Pay Adjustment} = (PF - 100) / 100 \times (WP) \times (\text{tonnage}) \times (\$65/\text{ton})^*$$

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

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

<u>Parameter</u>	<u>WP</u>
Air Voids	0.5
Density	0.5

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

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

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

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

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

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

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

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

31. Appendix A.

Test Methods & Sampling for HMA PWL QMP Projects.

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

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

WisDOT Procedure for Nuclear Gauge/Core Correlation – Test Strip

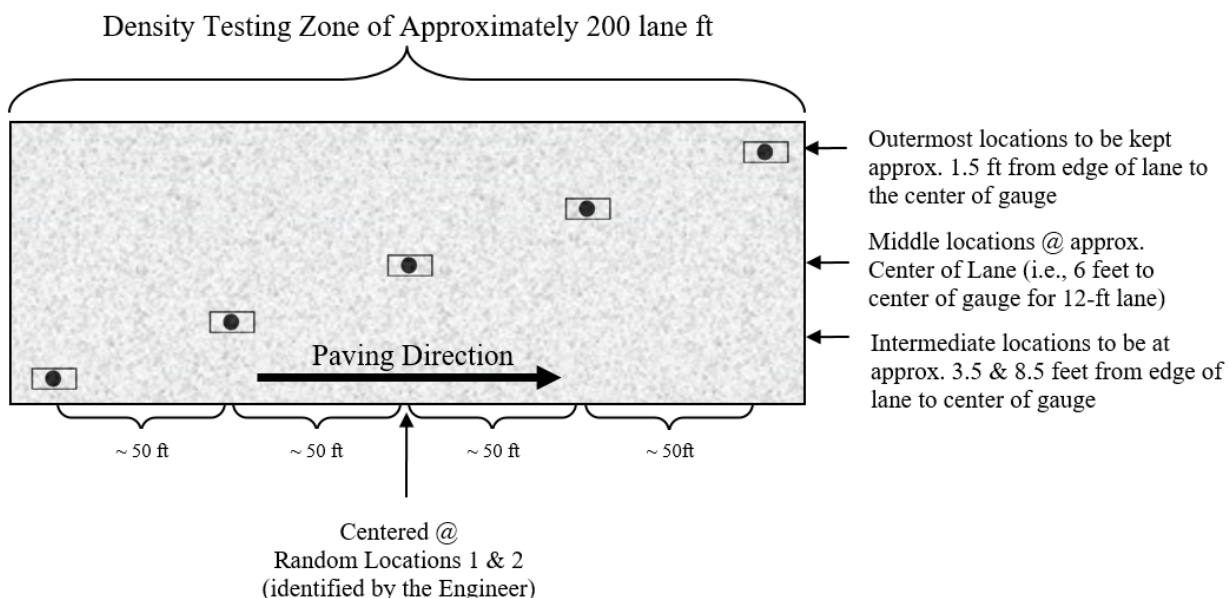


Figure 1: Nuclear/Core Correlation Location Layout

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

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

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

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

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



The nuclear site is the same for QC and QV readings for the test strip, i.e., the QC and QV teams are to take nuclear density gauge readings in the same footprint. Each of the QC and QV teams are to take a minimum of two one-minute readings per nuclear site, with the gauge rotated 180 degrees between readings, as seen here:



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

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



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

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

Each core 150 mm (6 inches) in diameter will be taken at locations as identified in Figure 1. Each random core will be full thickness of the layer being placed. The contractor is responsible for thoroughly drying cores obtained from the mat in accordance with ASTM D 7227 prior to using specimens for in-place density determination in accordance with AASHTO T 166 as modified by CMM 8-36.6.5.

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

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

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

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

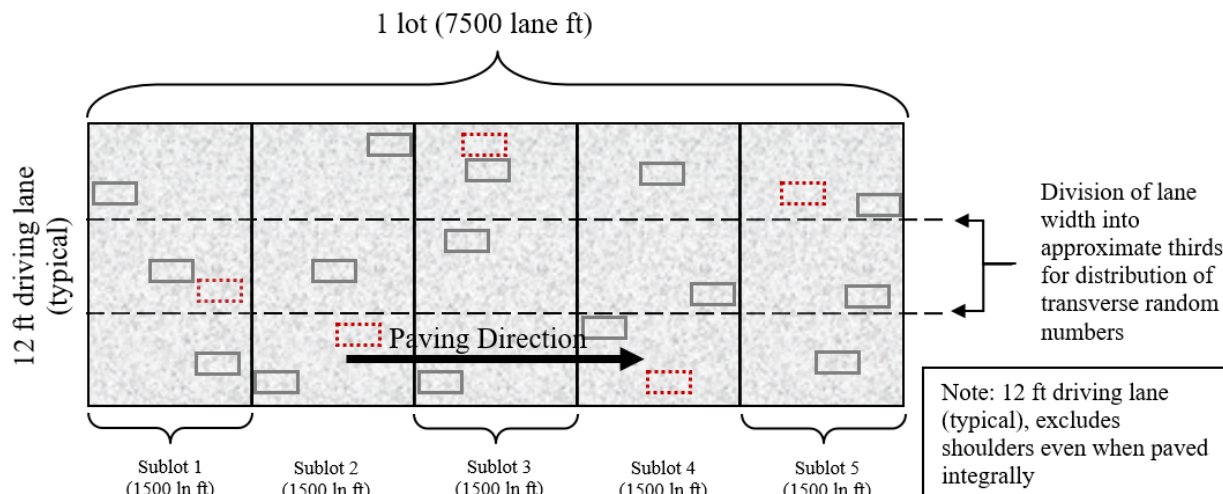


Figure 4: Locations of main lane HMA density testing (QC=solid lines, QV=dashed)

QC and QV nuclear density gauge readings will be statistically analyzed in accordance with Section 460.3.3.3 of the HMA PWL QMP SPV. (Note: For density data, if F- and t-tests compare, QC data will be used for the subsequent calculations of PWL value and pay determination. However, if an F- or t-test does not compare, the QV data will be used in subsequent calculations.)

Perform footprint testing as soon as both the QC and QV nuclear density technician are onsite and a minimum of once per day to ensure the gauges are not drifting apart during a project. Footprint testing compares the density readings of two gauges at the same testing location and can be done at any randomly selected location on the project. Each gauge conducts 2 to 3 1-minute tests according to CMM 8-15 and the final results from each gauge are compared for the location. If the difference between the QC and QV gauges exceeds 1.0 pcf (0.7 percent) investigate the cause, check gauge moisture and

density standards and perform a second footprint test. If the cause of the difference between gauge readings cannot be identified, the regional HMA Coordinator will use their gauge to investigate the situation with the QC and QV personnel, with the consultation of the RSO, to determine necessary actions. Both teams are encouraged to conduct footprint testing as often as they feel necessary.

Sampling for WisDOT HMA PWL QMP Production

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

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

Sampling Hot Mix Asphalt

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

Example 1

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

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

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

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

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

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

It's intended that the plant operator not be advised ahead of time when samples are to be taken.

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

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

Calculation of PWL Mainline Tonnage Example

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

Solution:

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

stp-460-055 (20191121)

32. HMA Pavement Longitudinal Joint Density.

A Description

This special provision incorporates longitudinal joint density requirements into the contract and describes the data collection, acceptance, and procedure used for determination of pay adjustments for HMA pavement longitudinal joint density. Pay adjustments will be made on a linear foot basis, as applicable per pavement layer and paving lane. Applicable longitudinal joints are defined as those between any two or more traffic lanes including full-width passing lanes, turn lanes, or auxiliary lanes more than 1,500 lane feet, and those lanes must also include the 460.2005 Incentive Density PWL HMA Pavement bid item. This excludes any joint with one side defined as a shoulder and ramp lanes of any length. If echelon paving is required in the contract, the longitudinal joint density specification shall not apply for those joints. Longitudinal joints placed during a test strip will be tested for information only to help ensure the roller pattern will provide adequate longitudinal joint density during production. Longitudinal joint density test results collected during a test strip are not eligible for pay adjustment.

Pay is determined according to standard spec 460, HMA Pavement Percent Within Limits QMP special provisions, and as modified within.

B Materials

Compact all applicable HMA longitudinal joints to the appropriate density based on the layer, confinement, and mixture type shown in Table B-1.

TABLE B-1 MINIMUM REQUIRED LONGITUDINAL JOINT DENSITY

Layer	Percent of Target Maximum Density			
	Unconfined		Confined	
	LT and MT	HT	LT and MT	HT
Lower (on crushed/recycled base)	88	89	89.5	90.5
Lower (on Concrete/HMA)	90	90	91.5	91.5
Upper	90	90	91.5	91.5

C Construction

Add the following to standard spec 460.3.3.2:

- (5) Establish companion density locations at each applicable joint. Each companion location shares longitudinal stationing with a QC or QV density location within each subplot and is located transversely with the center of the gauge 6-inches from the final joint edge of the paving area. Sublot and lot numbering remains the same as mainline densities, however, in addition to conventional naming, joint identification must clearly indicate "M" for inside/median side of lane or "O" for outside shoulder side of lane, as well as "U" for an unconfined joint or "C" for a confined joint (e.g., XXXXX-MC or XXXXX-OU).
- (6) Each joint will be measured, reported, and accepted under methods, testing times, and procedures consistent with the program employed for mainline density, i.e., PWL.
- (7) For single nuclear density test results greater than 3.0% below specified minimums per Table B-1 herein, perform the following:
 - a) Testing at 50-foot increments both ahead and behind the unacceptable site
 - b) Continued 50-foot incremental testing until test values indicate higher than or equal to -3.0 percent from target joint density.
 - c) Materials within the incremental testing indicating lower than -3.0 percent from target joint density are defined as unacceptable and will be handled with remedial action as defined in the payment section of this document.
 - d) The remaining subplot average (exclusive of unacceptable material) will be determined by the first forward and backward 50-foot incremental tests that reach the criteria of higher than or equal to -3.0 percent from target joint density.

Note: If the 50-foot testing extends into a previously accepted subplot, remedial action is required up to and inclusive of such material; however, the results of remedial action must not be used to recalculate the previously accepted subplot density. When this occurs, the lane feet of any unacceptable material will be deducted from the subplot in which it is located, and the previously accepted subplot density will be used to calculate pay for the remainder of the subplot.

- (8) Joint density measurements will be kept separate from all other density measurements and entered as an individual data set into Atwood Systems.
- (9) Placement and removal of excess material outside of the final joint edge, to increase joint density at the longitudinal joint nuclear testing location, will be done at the contractor's discretion and cost. This excess material and related labor will be considered waste and will not be paid for by the department. Joints with excess material placed outside of the final joint edge to increase joint density or where a notched wedge is used will be considered unconfined joints.
- (10) When not required by the contract, echelon paving may be performed at the contractor's discretion to increase longitudinal joint density and still remain eligible to earn incentive. The additional costs incurred related to echelon paving will not be paid for by the department. If lanes are paved in echelon, the contractor may choose to use a longitudinal vertical joint or notched wedge longitudinal joint as described in [SDD 13c19](#). Lanes paved in echelon shall be considered confined on both sides of the joint regardless of the selected joint design. The joint between echelon paved lanes shall be placed at the centerline or along lane lines.
- (11) When performing inlay paving below the elevation of the adjacent lane, the longitudinal joint along the adjacent lane to be paved shall be considered unconfined. Inlay paving operations will limit payment for additional material to 2 inches wider than the final paving lane width at the centerline.

D Measurement

- (1) The department will measure each side of applicable longitudinal joints, as defined in Section A of this special provision, by the linear foot of pavement acceptably placed. Measurement will be conducted independently for the inside or median side and for the outside or shoulder side of paving lanes with two applicable longitudinal joints. Each paving layer will be measured independently at the time the mat is placed.

E Payment

Add the following as 460.5.2.4 Pay Adjustment for HMA Pavement Longitudinal Joint Density:

- (1) The department will administer longitudinal joint density adjustments under the Incentive Density HMA Pavement Longitudinal Joints and Disincentive Density HMA Pavement Longitudinal Joints items. The department will adjust pay based on density relative to the specified targets in Section B of this special provision, and linear foot of the HMA Pavement bid item for that subplot as follows:

PAY ADJUSTMENT FOR HMA PAVEMENT LONGITUDINAL JOINT DENSITY	
PERCENT SUBLOT DENSITY	PAY ADJUSTMENT PER LINEAR FOOT
ABOVE/BELOW SPECIFIED MINIMUM	
Equal to or greater than +1.0 confined, +2.0 unconfined	\$0.40
From 0.0 to +0.9 confined, 0.0 to +1.9 unconfined	\$0
From -0.1 to -1.0	\$(0.20)
From -1.1 to -2.0	\$(0.40)
From -2.1 to -3.0	\$(0.80)
More than -3.0	REMEDIAL ACTION^[1]

^[1] Remedial action must be approved by the engineer and agreed upon at the time of the pre-pave meeting and may include partial sublots as determined and defined in 460.3.3.2(7) of this document. If unacceptable material is removed and replaced per guidance by the engineer, the removal and replacement will be for the full lane width of the side of which the joint was constructed with unacceptable material.

- (2) The department will not assess joint density disincentives for pavement placed in cold weather because of a department-caused delay as specified in [standard spec 450.5.2\(3\)](#).
- (3) The department will not pay incentive on the longitudinal joint density if the traffic lane is in disincentive. A disincentive may be applied for each mainline lane and all joint densities if both qualify for a pay reduction.

The department will pay incentive for longitudinal joint density under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL

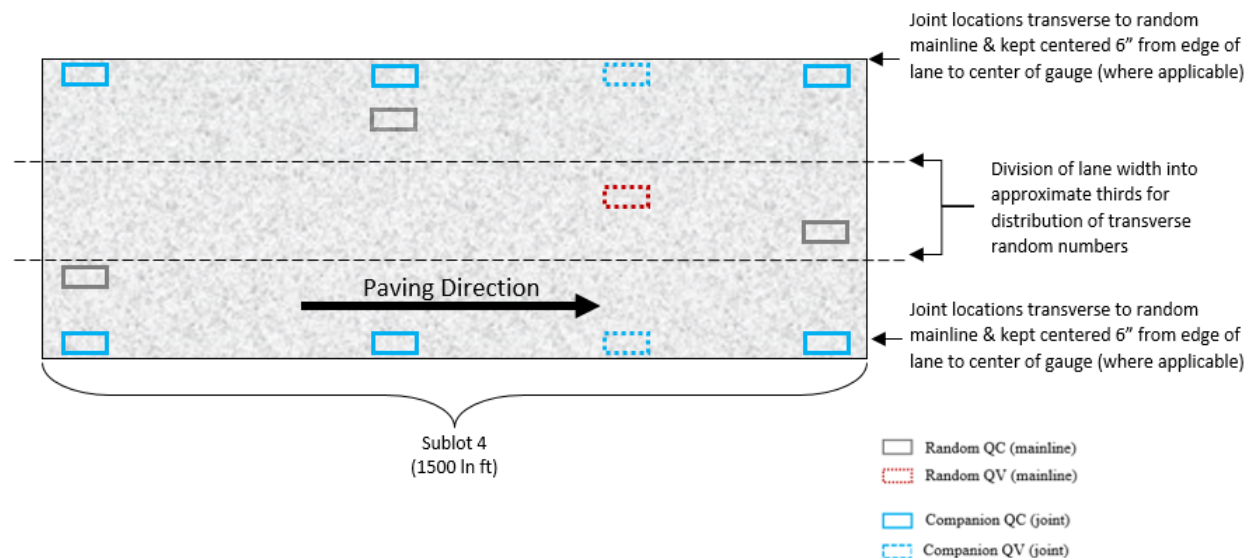
The department will administer disincentives under the Disincentive Density HMA Pavement Longitudinal Joints administrative item.

Appendix

WisDOT Longitudinal Joint – Nuclear Gauge Density Layout

Each QC and QV density location must have a companion density location at any applicable joint. This companion location must share longitudinal stationing with each QC or QV density location and be located transversely with the center of the gauge 6-inches from the edge of the paving area.

For HMA Pavement Percent Within Limits QMP projects, this appears as follows:



Further Explanation of PAY ADJUSTMENT FOR HMA PAVEMENT LONGITUDINAL JOINT DENSITY Table

	Confined				Pay Adjust
	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	
Mainline Target (SS 460-3)	91.0	92.0	93.0	93.0	-
Confined Target (mainline - 1.5)	89.5	90.5	91.5	91.5	-
Equal to or greater than +1.0	≥ 90.5	> 91.5	≥ 92.5	> 92.5	\$0.40
From 0.0 to +0.9	90.4 - 89.5	91.4 - 90.5	92.4 - 91.5	92.4 - 91.5	\$0
From -0.1 to -1.0	89.4 - 88.5	90.4 - 89.5	91.4 - 90.5	91.4 - 90.5	(\$0.20)
From -1.1 to -2.0	88.4 - 87.5	89.4 - 88.5	90.4 - 89.5	90.4 - 89.5	(\$0.40)
From -2.1 to -3.0	87.4 - 86.5	88.4 - 87.5	89.4 - 88.5	89.4 - 88.5	(\$0.80)
More than -3.0	< 86.5	< 87.5	< 88.5	< 88.5	REMEDIAL ACTION

	Unconfined				Pay Adjust
	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	
Mainline Target (SS 460-3)	91.0	92.0	93.0	93.0	-
Unconfined Target (Mainline -3.0)	88.0	89.0	90.0	90.0	-
Equal to or greater than +2.0	≥ 90.0	> 91.0	≥ 92.0	> 92.0	\$0.40
From 0.0 to +1.9	89.9 - 88.0	90.9 - 89.0	91.9 - 90.0	91.9 - 90.0	\$0
From -0.1 to -1.0	87.9 - 87.0	88.9 - 88.0	89.9 - 89.0	89.9 - 89.0	(\$0.20)
From -1.1 to -2.0	86.9 - 86.0	87.9 - 87.0	88.9 - 88.0	88.9 - 88.0	(\$0.40)
From -2.1 to -3.0	85.9 - 85.0	86.9 - 86.0	87.9 - 87.0	87.9 - 87.0	(\$0.80)
More than -3.0	< 85.0	< 86.0	< 87.0	< 87.0	REMEDIAL ACTION

33. QMP HMA Pavement Nuclear Density.

A Description

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

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

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

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

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

B Materials

B.1 Personnel

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

B.2 Testing

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

B.3 Equipment

B.3.1 General

- (1) Furnish nuclear gauges according to CMM 8-15.2.
- (2) Furnish nuclear gauges from the department's approved product list at
<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>

B.3.2 Comparison of Nuclear Gauges

B.3.2.1 Comparison of QC and QV Nuclear Gauges

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

B.3.2.2 Comparison Monitoring

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

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

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

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

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

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

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

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

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

B.4.2.2.2 Width of 5 Feet or Less

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

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

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

B.4.2.4 Documentation

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

B.4.3 Corrective Action

- (1) Notify the engineer immediately when an individual test is more than 3.0 percent below the specified minimum in standard spec 460.3.3.1. Investigate and determine the cause of the unacceptable test result.
- (2) The engineer may require unacceptable material specified in B.4.3(1) to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine limits of the unacceptable area by measuring density of the layer at 50-foot increments both ahead and behind the point of unacceptable density and at the same offset as the original test site. Continue testing at 50-foot increments until a point of acceptable density is found as specified in standard spec 460.5.2.2(1). Removal and replacement of material may be required if extended testing is in a previously accepted subplot. Testing in a previously accepted subplot will not be used to recalculate a new lot density.
- (3) Compute unacceptable pavement area using the product of the longitudinal limits of the unacceptable density and the full subplot width within the traffic lanes or shoulders.
- (4) Retesting and acceptance of replaced pavement will be as specified in standard spec 105.3.
- (5) Tests indicating density more than 3.0 percent below the specified minimum, and further tests taken to determine the limits of unacceptable area, are excluded from the computations of the subplot and lot densities.
- (6) If 2 consecutive subplot averages within the same paving pass and same target density are more than one percent below the specified target density, notify the engineer and take necessary corrective action. Document the locations of such sublots and the corrective action that was taken.

B.5 Department Testing

B.5.1 Verification Testing

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

B.5.2 Independent Assurance Testing

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

B.6 Dispute Resolution

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

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

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

E.3 Incentive for HMA Pavement Density

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

34. Cold Patch, Item 495.1000.S.

A Description

This special provision describes furnishing cold patch and filling potholes and other voids in existing pavement surfaces as the engineer directs.

B Materials

Furnish a mixture of course aggregate, natural sand, and MC-250 bituminous material designed to have a workability range of 15-100° F without heating. Ensure that the mixture:

- Adheres to wet surfaces.
- Resists damage from water, salt, and deicing products.
- Requires no mixing or special handling before use.
- Supports traffic immediately after placement and compaction.

Conform to the following gradation:

SIEVE SIZE	PERCENT PASSING (by weight)
1/2-inch (12.5 mm)	100
3/8-inch (9.5 mm)	90 - 100
No. 4 (4.75 mm)	90 max
No. 8 (2.38 mm)	20 - 65
No. 200 (0.074 mm)	2 - 10
Bitumen	4.8 - 5.4

The department will accept cold patch based primarily on the engineer's visual inspection. The department may also test for gradation.

C Construction

Stockpile cold patch on site on a smooth, firm, well-drained area cleared of vegetation and foreign material. Cover the stockpile and ensure that it is easily accessible. Replenish the stockpile throughout the project duration but limit the size at any given time to 10 tons on site unless the engineer approves otherwise. Dispose of unused material at project completion unless the engineer directs otherwise.

Place cold patch by hand. Remove ponded water and loose debris before placement. Compact flush with a tamper, roller, or vehicle tire after placement.

Refill patched areas as necessary to maintain a flush pavement surface until project completion.

D Measurement

The department will measure Cold Patch by the ton, acceptably stockpiled on site.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
495.1000.S	Cold Patch	TON

Payment for Cold Patch is full compensation for providing and maintaining patches; for furnishing and replenishing stockpiled material on-site; and for disposing of excess material at project completion.

stp-495-010 (20160607)

35. Riprap.

Replace standard spec 606.2.1(3) with the following:

The contractor may not substitute waste concrete slabs for stone.

36. Adjusting Inlet Covers

Delete standard spec 611.3.7 (2) and replace with the following:

Adjust the lids of covers on resurfacing projects using adjustment castings designated for the purpose. Provide the manufacturer's Certification of Compliance, product data sheet, and installation instructions to the engineer at least 14 days prior to the work. If necessary, modify the existing concrete barrier to install the adjustment casting.

37. Adjusting Manhole Covers, Item 611.8110.

This special provision describes adjusting manhole covers conforming to standard spec 611 as modified in this special provision.

Adjust manhole covers located in pavement areas in two separate operations. Initially, remove designated manhole covers along with sufficient pavement to permit installation of temporary cover plate over the opening. Fill the excavated area with asphaltic pavement mixture, which shall remain in place until contract milling and paving operations permit setting the manhole frames to grade. During the second phase, remove the asphaltic pavement mixture surrounding the manhole plus the temporary cover plate, and set the manhole cover to final grade. The department will measure and pay for the items of asphaltic pavement mixture, temporary cover plate, milling, and paving separately.

Supplement standard spec 611.3.7 with the following:

Set the manhole frames so that they comply with the surface requirements of standard spec 450.3.2.9. At the completion of the paving, a 6-foot straightedge shall be placed over the centerline of each manhole frame parallel to the direction of traffic. A measurement shall be made at each side of the frame. The two measurements shall be averaged. If this average is greater than 5/8 inches, reset the manhole frame to the correct plane and elevation. If this average is 5/8 inches or less but greater than 3/8 inches, the manhole frame shall be allowed to remain in place but shall be paid for at 50 percent of the contract unit price.

If the manhole frame is higher than the adjacent pavement, the two measurements shall be made at each end of the straightedge. These two measurements shall be averaged. The same criteria for acceptance and payment as above, shall apply.

stp-611-005 (20200629)

38. Pipe Grates, Item 611.9800.S.

A Description

This special provision describes providing pipe grates on the ends of pipes.

B Materials

Furnish steel conforming to the requirements of standard spec 506.2.2.1. Furnish steel pipe conforming to the requirements of standard spec 506.2.3.6.

Furnish pipe grates galvanized according to ASTM A123.

Furnish angles and brackets galvanized according to ASTM A123.

Furnish required hardware galvanized according to ASTM A153.

C Construction

Repair pipes, rods, angles and brackets on which the galvanized coating has been damaged according to the requirements of AASHTO M36M.

D Measurement

The department will measure Pipe Grates in units of work, where one unit is one grate, completed and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
611.9800.S	Pipe Grates	EACH

Payment is full compensation for furnishing and installing all materials; and for drilling and connecting grates to pipes.

stp-611-010 (20030820)

39. Blue Specific Service Signs.

Add the following to standard spec 638.3.4:

Do not remove or move blue specific service signs or their associated posts. Specific service signs are signs with logos that identify commercial entities providing gas, food, lodging, camping, or attractions. A separate contractor, Interstate Logos – Wisconsin, is responsible for these signs. Contact Interstate Logos – Wisconsin at (844) 496-9163 a minimum of 14 calendar days in advance to coordinate removing, moving, or re-installation of these signs.

The contractor is responsible for damage done to these signs due to contractor operations.

638-010 (20150630)

40. Field Facilities.

Replace standard spec 642.2.1 (4) with the following:

Provide and maintain suitable interior sanitary facilities conforming to State and local health requirements, in clean and good working condition, provide a weekly cleaning service, and stock with sanitary supplies for the duration of the contract.

Supplement standard spec 642.2.2.1 (4) with the following:

Provide and maintain a plan-paper photocopier with scanner with the following characteristics:

- Uses toner, not ink.
- Has auto-feed capability.
- Can output a PDF of a copied or scanned document.

Replenish paper, toner cartridges, and other supplies before fully expended.

Add standard spec 642.2.2.1 (6) as follows:

(6) Provide a field office having an adjacent hard surface parking facility with a minimum capacity of 16 passenger vehicles.

Replace standard spec 642.2.2.4 with the following:

Under bid item Field Office Type D, furnish a facility with a minimum interior space of 1,500 square feet including a meeting room that is at least 20 feet by 20 feet; furnish indoor sanitary facilities that are housed within, or directly adjacent to, the field office; clean, maintain, and supply the field office and sanitary facilities weekly; and equip with the following:

- Ten suitable office desks with drawers and locks.
- Ten ergonomically correct office chairs in working condition according to standard spec 642.2.2.1(5).

- Two 4-drawer file cabinets.
- Two 4-shelf bookcases.
- Four 2.5 x 5 foot (minimum) tables.
- Four 4 x 8 foot (minimum) tables for the meeting room.
- Twenty, or more folding chairs.

Add standard spec 642.3 (7) as follows:

(7) Locate the field office to be within 1 mile of the project work zone.

Add standard spec 642.5 (4) as follows:

(4) Payment of the field office is full compensation for providing a weekly cleaning service for the field office and sanitary facilities, for providing sanitary supplies as necessary, for replenishing paper, toner cartridges, and other supplies before fully expended, and for maintaining the photocopier/scanner in working order at all times.

41. Nighttime Work Lighting-Stationary.

A Description

Provide portable lighting as necessary to complete nighttime work. Nighttime operations consist of work specifically scheduled to occur after sunset and before sunrise.

B (Vacant)

C Construction

C.1 General

This provision shall apply when providing, maintaining, moving, and removing portable light towers and equipment-mounted lighting fixtures for nighttime stationary work operations, for the duration of nighttime work on the contract.

At least 14 days prior to the nighttime work, furnish a lighting plan to the engineer for review and acceptance. Address the following in the plan:

- Layout, including location of portable lighting – lateral placement, height, and spacing. Clearly show on the layout the location of all lights necessary for every aspect of work to be done at night.
- Specifications, brochures, and technical data of all lighting equipment to be used.
- The details on how the luminaires will be attached.
- Electrical power source information.
- Details on the louvers, shields, or methods to be employed to reduce glare.
- Lighting calculations. Provide illumination with average to minimum uniformity ratio of 5:1 or less throughout the work area.
- Detail information on any other auxiliary equipment.

C.2 Portable Lighting

Provide portable lighting that is sturdy and free standing and does not require any guy wires, braces, or any other attachments. Furnish portable lighting capable of being moved as necessary to keep up with the construction project. Position the portable lighting and trailers to minimize the risk of being impacted by traffic on the roadway or by construction traffic or equipment. Provide lightning protection for the portable lighting. Portable lighting shall withstand up to 60 mph wind velocity. If portable generators are used as a power source, furnish adequate power to operate all required lighting equipment without any interruption during the nighttime work. Provide wiring that is weatherproof and installed according to local, state, federal (NECA and OSHA) requirements. Equip all power sources with a ground-fault circuit interrupter to prevent electrical shock.

C.3 Light Level and Uniformity

Position (spacing and mounting height) the luminaires to provide illumination with an average to minimum uniformity ratio of 5:1 or less throughout the work area. Illuminate the area as necessary to incorporate construction vehicles, equipment, and personnel activities.

C.4 Glare Control

Design, install, and operate all lighting supplied under these specifications to minimize or avoid glare that interferes with all traffic on the roadway or that causes annoyance or discomfort for properties adjoining the roadway. Locate, aim, and adjust the luminaires to provide the adequate level of illumination and the specified uniformity in the work area without the creation of objectionable glare.

Provide louvers, shields, or visors, as needed, to reduce any objectionable levels of glare. As a minimum, ensure the following requirements are met to avoid objectionable glare on the roadways open to traffic in either direction or for adjoining properties:

Aim tower-mounted luminaires, either parallel or perpendicular to the roadway, so as to minimize light aimed toward approaching traffic.

Aim all luminaires such that the center of beam axis is no greater than 60 degrees above vertical (straight down).

If lighting does not meet above-mentioned criteria, adjust the lighting within 24 hours.

C.5 Continuous Operation

Provide and have available sufficient fuel, spare lamps, generators, and qualified personnel to ensure that the lights will operate continuously during nighttime operation. In the event of any failure of the lighting system, discontinue the operation until the adequate level of illumination is restored. Move and remove lighting as necessary.

D (Vacant)

E Payment

Costs for furnishing a lighting plan, and for providing, maintaining, moving, and removing portable lighting, tower mounted lighting, and equipment-mounted lighting required under this special provision are incidental to the contract.

stp-643-010 (20100709)

42. Truck or Trailer-Mounted Attenuator, Item 643.1055.S.

A Description

- (1) This special provision describes protecting work operations with a truck or trailer-mounted attenuator (TMA).

B Materials

- (1) Furnish and maintain a TMA conforming to NCHRP Report 350 test level 3 or to MASH crashworthiness criteria. Submit written certification from the manufacturer that the host vehicle/attenuator configuration provided conforms to crashworthiness criteria. Include the federal-aid reimbursement eligibility letter with that submittal.
- (2) Provide a host vehicle and mount the attenuator conforming to the attenuator manufacturer's specifications. Provide the engineer a copy of the manufacturer's specifications and installation instructions.

C Construction

- (1) Coordinate with the engineer at least 72 hours before its intended use so the engineer can determine if the work operation requires TMA protection.
- (2) Position the attenuator at a manufacturer-recommended location in advance of a stationary work operation. Position and maintain the attenuator consistently at the manufacturer-recommended distance from a mobile work operation. Ensure that an operator stays with the host vehicle while protecting a mobile work operation.

D Measurement

- (1) The department will measure Truck or Truck-Trailer-Mounted Attenuator by the day, acceptably completed, measured to the 1/2-day based on the engineer-determined time the attenuator is required to protect work operations. The department will measure 4 or less hours per calendar day as a half day and over 4 hours as a full day.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.1055.S	Truck or Trailer-Mounted Attenuator	DAY

- (2) Payment is full compensation for providing the portable attenuator, host vehicle, and operator.
stp-643-015 (20140630)

43. Marking for Concrete Pavement Repairs and Base Patching Concrete.

Provide traffic control in advance of Concrete Pavement Repair Overnight, Concrete Pavement Replacement Overnight, and Base Patching Concrete Overnight work for the engineer to identify and mark areas to be repaired. Do not commence Concrete Pavement Repair Overnight, Concrete Pavement Replacement Overnight, and Base Patching Concrete Overnight, or sawing concrete work prior to receiving the engineer's direction of areas to be repaired. Drums, barricades, arrow boards, and signs will be paid for separately under the various traffic control items as shown in the plans. The department will not assess working days for this work.

44. Temporary Pavement Markings.

Replace standard spec 649.3 (5) with the following:

For pavements open to traffic, apply centerline markings, no-passing barrier line markings, and markings between lanes of travel prior to opening the road to traffic as follows:

- On intermediate layers, including milled surfaces, on the same day the pavement is placed or milled.
- On the upper layer, on the same day the pavement is placed unless the contractor applies permanent marking on the same day the pavement is placed.
- If weather conditions preclude same-day application, delineate the travel lanes and provide no-passing signing as the engineer directs. Apply centerlines, no-passing barrier lines, and markings between travel lanes as soon as conditions allow. The engineer may restrict operations until these markings are completed.

45. Roadway Lighting Systems.

A General

Add the following to standard spec 651, 652, 653, 654, 655, 656, 657 and 659.

All the work necessary to comply with revisions to standards specs mentioned as hereinafter provided shall be incidental to associated pay items or to the project including coordination, materials, and labor. No additional payment shall be made to the contractor.

Add the following to standard spec 651.2:

Materials indicated to be returned to the department shall be hauled to one of the following two locations:

1. State Electrical Shop at 935 South 60th street, West Allis, as directed by Miss. Bree Johns-Konkol, (414) 266-1170.
2. Milwaukee County Grounds, 10191 West Watertown Plank Road, Wauwatosa, as directed by Mr. Pat Stoetzel, (414) 750-5306.

Arrange pickups and deliveries a minimum three days in advance and during regular business hours (Monday – Thursday 7:00 AM to 3:00 PM).

Add the following to standard spec 651.3.1:

Any circuit that the contractor does not personally tag out at the disconnect shall be considered live and will be subject to being activated by another person with no notice to the contractor. Make tagouts with manufactured tags and endorse them with the date and the name of the contractor. Clear tagouts at the end of the workday. The department does not employ a load dispatcher and has no intent to do so. Each electrical worker is responsible for their own protection from automatic switching and from switching by others.

The plans show required disconnections of existing lighting circuits, most in the form of abandoning existing underground conductors in place. The contractor may need to mobilize several times per each existing lighting distribution center. The contractor is expected to account for these costs in the various paid items for removals and installations.

Replace all existing slotted junction box cover screws with stainless hex head cover screws at each location where it is required to open the cover of an existing lighting junction box.

Add the following to standard spec 651.5:

Work to disconnect and connect conductors will be incidental to the paid measurement of footage.

Work to disconnect and connect electrical system, splice through, or to connect conductors are incidental to the installation or removal of the freeway lighting pay items included in this contract.

The department will not measure and pay conductors or conduits that have been abandoned in place or removed for scrap unless covered in the contract bid items. The department will allow, at the contractor's discretion, for the salvaging of conductors to be abandoned.

Add the following to standard spec 652.3.1:

Install minimum 3-inch diameter PVC conduit elbows in a ground mounted concrete bases to accommodate Cable in Duct (CID) type cable.

Add the following to standard spec 652.3.1.2:

Furnish and install an UL-listed liquid tight flexible metallic conduit transition wherever a conduit exits from below grade.

Furnish a UL-listed fitting appropriate for the purpose at each transition from one type of conduit to another type. Couplings will not be individually measured for payment.

Add the following to standard spec 652.3.1.4:

Support conductors at the top of the vertical raceway or as close as practical if the vertical rise exceeds 40-feet. Provide additional supports as shown; in no case shall the distance between supports exceed that shown in Table 300.19(A) of the Wisconsin State Electric Code.

Add the following to standard spec 653.3(1):

This provision modifies the standard detail drawing for pull boxes and thereby both the standard items and SPV pay item for pull boxes. Lighting pull box covers shall read "LIGHTING".

Add the following to standard spec 655.3.1:

Wet location splices are not anticipated on this project and not shown in the plans. In the event that the engineer allows wet location splices, make pull box splices with engineer approved epoxy kit.

At each pull point or access point, indicate the line side bundle with a lap of blue tape.

Add the following to standard spec 655.3.7(4):

Where two or more wire networks pass through a pull point, tag each circuit network (i.e. A/B/N and C/D/N) with approved all-weather tags.

Add the following to standard spec 657.2:

Non-breakaway poles (mounted on structures, concrete bases or behind noise wall barriers without transformer base), as well as at stems of sign bridges containing electrical wires are to be double nutted and contractor shall install galvanized rat screen enclosing the bottom of pole area; extra nuts and screen are incidental.

Add the following to standard spec 657.3.1 and 657.3.5:

Corrosion protection measures described in standard spec 657.3.1 and 657.3.5 are invoked for breakaway transformer bases and aluminum light poles. The contractor shall avoid contact of dissimilar metals in erecting the pole on its foundation and/or breakaway device. Any concern of trapped moisture or potential corrosion cell shall be resolved to the satisfaction of the engineer.

Manufacturer's Warranty for LED luminaires: The manufacturer shall warrant to the department that each complete luminaire (consisting of the housing, optical assembly, LED drivers, surge protection and wiring) will be free from defects in material and workmanship for 5 years from the date that the luminaire are put into service. Luminaires shall be installed within one year of manufacture.

If any luminaires fail to meet the above warranty, the department shall provide the manufacturer with a written notice of any defect within 30 days after discovery of the defect. The manufacturer shall provide all materials, luminaires, replacement component parts, labor and all incidentals necessary to restore the luminaire to a fully operational, installed condition.

Submittal Requirements for LED luminaires: Considering the rapid advancement in LED technology, the overall project construction and duration of construction, within 10 calendar days after contract execution, the contractor is responsible to coordinate the lead time for LED luminaires purchase and installation schedule for LED luminaires with the engineer and the department's lighting engineer, Collin Webb, at collin.webb@dot.wi.gov or (608) 792-5824 prior to order LED luminaires. The LED luminaires purchasing may be done during later stage of construction as directed by the department which shall not delay the construction.

Add the following to standard spec 659.3:

Provide and install / replace Plaques Light Pole on all poles located in the median at a mounting height of 6-inch above the highest adjacent safety barrier or obstruction.

High mast tower luminaires shall be LED.

Add the following to standard spec 659.3.1:

Contractor shall be responsible to provide adequate temporary roadway lighting during all the construction stages not shown on the temporary lighting plans, but which are necessitated by field conditions or by any construction phasing changes. Installation of temporary lighting not shown on temporary lighting plans shall be paid according to appropriate pay items included in this contract. Contractor shall be responsible to submit a redline markup plans for any additional temporary lighting to the engineer for approval prior to installation.

SER-659.1 (20170407)

46. Install Conduit Into Existing Item, Item 652.0700.S.

A Description

This special provision describes installing proposed conduit into an existing manhole, pull box, junction box, communication vault, or other structure.

B Materials

Use conduit rigid as provided and paid for under other items in this contract as shown on the drawings. Furnish backfill material, topsoil, fertilizer, seed, and mulch conforming to the standard spec.

C Construction

Expose the outside of the existing structure without disturbing existing conduits or cabling. Drill the appropriate-sized hole for entering conduits at a location within the structure without disturbing the existing cabling and without hindering the installation of new cabling within the installed conduit. Fill void area between the drilled hole and conduit with an engineer-approved filling material to protect against conduit movement and entry of fill material into the structure. Tamp backfill into place.

D Measurement

The department will measure Install Conduit Into Existing System by the unit, acceptably installed. Up to five conduits entering a structure per entry point into the existing structure will be considered a single unit. Conduits in excess of five, or conduits entering at significantly different entry points into the existing pull box, manhole, or junction box will constitute multiple units of payment.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
652.0700.S	Install Conduit Into Existing Item	EACH

Payment is full compensation for excavating, drilling holes; furnishing and installing all materials, including bricks, coarse aggregate, sand, bedding, and backfill; for excavating and backfilling; and for furnishing and placing topsoil, fertilizer, seed, and mulch in disturbed areas; for properly disposing of surplus materials; and for making inspections.

stp-652-070 (20100709)

47. Intelligent Transportation Systems - General Requirements.

A Description

A.1 General

This special provision describes providing elements for an Intelligent Transportation System (ITS) in or along the existing roadway as the drawings show.

Unusual aspects of this project include:

1. The project includes working on cables and equipment that are carrying data between roadside equipment and the department's Traffic Management Center (TMC). Interruption of this service is not expected to perform this work. If an interruption is determined necessary, it must be done on a weekend, and must be done in a way that minimizes communication outages for the existing equipment. Notify the department's TMC at least 48 hours in advance of the planned interruption.
2. The department will furnish some of the equipment to be installed. Make a reasonable effort to discover and document in writing to the department any defects in that equipment before storing or installing it.

A.2 Surge Protection

Equip every ungrounded conductor wire entering or leaving any equipment cabinet with a surge protector. For purposes of this section, multiple cabinets on a single pole or foundation are considered a single cabinet.

B Materials

B.1 General

Only furnish equipment and component parts for this work that are new and have high quality workmanship. All controls, indicators, and connectors shall be clearly and permanently labeled in a manner approved by the engineer. All equipment of each type shall be identical.

All electrical equipment shall conform to the standards and requirements of the Wisconsin Electrical Code, the National Electrical Manufacturers Association (NEMA), National Electric Safety Council (NESC), Underwriter's Laboratory Inc. (UL) or the Electronic Industries Association (EIA), when applicable. All materials and workmanship shall conform to the requirements of the National Electrical

Code (NEC), Rural Electrification Administration (REA), Standards of the American Society for Testing and Materials (ASTM), American Association of State Highway and Transportation Officials (AASHTO), requirements of the drawings, these special provisions, the standard specifications, and to any other codes, standards, or ordinances that may apply. All system wiring, conduit, grounding hardware and circuit breakers shall be in conformance with the National Electrical Code. Whenever reference is made to any of the standards mentioned, the reference shall be considered to mean the code, ordinance, or standard that is in effect at the time of the bid advertisement.

Supplying all communication/ethernet cables is included with the contract ITS bid items.

B.2 Outdoor Equipment

All conductive connectors, pins (except pins connected by soldering), and socket contacts shall be gold plated. Acrylic conformal coating shall protect each circuit board side that has conductive traces. Except for integrated circuits containing custom firmware, all components shall be soldered to the printed circuit board.

To prevent galvanic corrosion, all connections between dissimilar metals shall incorporate a means of keeping moisture out of the connection. Where the connection need not conduct electricity, interpose a non-absorbing, inert material or washer between the dissimilar metals. Use nonconductive liners and washers to insulate fasteners from dissimilar metals. Where the connection must conduct electricity, use a conductive sealant between the dissimilar metals. Alternatively, use an insulating gasket and a bond wire connecting the two metal parts.

B.3 Custom Equipment

Equipment that is not part of the manufacturer's standard product line, or that is made or modified specifically for this project, shall conform to the following requirements:

Where practical, electronics shall be modular plug-in assemblies to facilitate maintenance. Such assemblies shall be keyed to prevent incorrect insertion of modules into sockets.

All components shall be available from multiple manufacturers as part of the manufacturers' standard product lines. All must be clearly labeled with the value, part number, tolerance, or other information sufficient to enable a technician to order an exact replacement part.

Lamps used for indicator purposes shall be light-emitting diodes.

The printed circuit boards shall be composed of "two-ounce" copper on 1/16 inch thick fiberglass epoxy or equivalent type construction. Holes that carry electrical connections from one side of the boards to the other shall be completely plated through. Multilayer printed circuit boards shall not be used. The name or reference number used for the board in the drawings and maintenance manuals supplied to the department shall be permanently affixed to each board.

All components shall be mounted so that the identifying markings are visible without moving or removing any part, if practical.

B.4 Environmental Conditions

Equipment shall continue to operate as specified under the following ranges of environmental conditions, except as noted in the specifications for individual pieces of equipment.

1. **Vibration and Shock:** Vehicle speed and classification sensors and any other equipment mounted atop poles or on structures shall not be impaired by the continuous vibration caused by winds (up to 90 mph with a 30 percent gust factor) and traffic.
2. **Duty Cycle:** Continuous
3. **Electromagnetic Radiation:** The equipment shall not be impaired by ambient electrical or magnetic fields, such as those caused by power lines, transformers, and motors. The equipment shall not radiate signals that adversely affect other equipment.
4. **Electrical Power:**
 - 4.1. **Operating power:** The equipment shall operate on 120-volts, 60-Hz, single-phase unless otherwise specified. It shall conform to its specified performance requirements when the input voltage varies from 89 to 135 volts and the frequency varies +3 Hz.
 - 4.2. **High frequency interference:** The equipment operation shall be unaffected by power supply voltage spikes of up to 150 volts in amplitude and 10 microseconds duration.
 - 4.3. **Line voltage transients:** The equipment operation shall be unaffected by voltage transients of plus or minus 20 percent of nominal line voltage for a maximum duration of 50 milliseconds. Equipment in the field shall meet the power service transient requirements of NEMA Standard TS-2 when connected to the surge protectors in the cabinets.

5. Temperature and Humidity:

- 5.1. **Field equipment:** Equipment in the field shall meet the temperature and humidity requirements of NEMA Standard TS-2. Liquid crystal displays shall be undamaged by temperatures as high as 165 degrees F, and shall produce a usable display at temperatures up to 120 degrees F.
- 5.2. **Equipment in Controlled Environments:** shall operate normally at any combination of temperatures between 50 degrees F and 100 degrees F, and humidity's between 5 percent and 90 percent, non-condensing, and with a temperature gradient of 9 degrees F per hour.

B.5 Patch Cables and Wiring

All cables and wiring between devices installed in a single cabinet, or in separate cabinets sharing a single concrete base, will be considered incidental to the installation of the devices and no separate payment will be made for them. It is anticipated that this will include fiber optic patch cables between termination panels and Ethernet switches, 10 / 100 MBPS Ethernet cables, RS-232 cables between individual devices and terminal servers, and power cables between individual devices and power sources within the cabinets.

B.6 Surge Protection

Low-voltage signal pairs, including twisted pair communication cable entering each cabinet shall be protected by two-stage, plug-in surge protectors and shall be installed on both ends of camera control cables. The protectors shall meet or exceed the following minimum requirements:

1. The protectors shall suppress a peak surge current of up to 10k amps.
2. The protectors shall have a response time less than one nanosecond.
3. The protector shall clamp the voltage between the two wires at a voltage that is no more than twice the peak signal voltage and clamp the voltage between each wire and ground at 50 volts.
4. The first stage of protection shall be a three-element gas discharge tube, and the second stage shall consist of silicon clamping devices.
5. The protector shall also contain a resettable fuse (PTC) to protect against excessive current.
6. There shall be no more than two pairs per protector.
7. It shall be possible to replace the protector without using tools.

Cables carrying power to curve signs shall be protected at the cabinet by grounded metal oxide varistors of appropriate voltages. The varistors must be at least 0.8 inch in diameter.

C Construction

C.1 Thread Protection

Provide rust, corrosion, and anti-seize protection at all thread assemblies of metallic parts by coating (non-spray) the mating surfaces with an approved compound. Failure to use an approved compound will result in no payment for the items to which coating was to have been applied.

C.2 Cable Installation

When installing new cables into conduits containing existing cables, remove the existing cables and reinstall the existing cables simultaneously with the new cables. Take every precaution necessary to protect the existing cables. In the event of avoidable damage to the existing cables, replace all damaged cables, in-kind, at no additional expense to the department. When cables are pulled into conduit, use a cable pulling lubricant approved by the cable manufacturer. Submit documentation supporting manufacturer approval of the lubricant to the engineer.

C.3 Wiring

Every conductor, except a conductor contained entirely within a single piece of equipment, must terminate either in a connector or on a terminal block. Provide and install the connectors and terminal blocks where needed, without separate payment. Use approved splice kits instead of connectors and terminal blocks for underground power cable splices.

Permanently label and key connectors to preclude improper connection. Obtain prior engineer approval for labeling methods before use.

Terminal blocks must be affixed to panels that permanently identify the block and what wire connects to each terminal. This may be accomplished by silk screening or by installing a laminated printed card under the terminal block, with the labels on portions of the card that extend beyond the block. Installation of terminal blocks by drilling holes in the exterior wall of the cabinet is not acceptable.

Use barriers to protect personnel from accidental contact with all dangerous voltages.

Do not install conductors carrying AC power in the same wiring harness as conductors carrying control or communication signals.

Arrange wiring, including fiber optic pigtails, so that any removable assembly can be removed without disturbing wiring that is not associated with the assembly being removed.

Communication and control cables may not be spliced underground, except where indicated on the drawings.

Cables in the Statewide Traffic Operations Center or in communication hubs, which are not contained within a single cabinet, shall have at least 10 feet of slack.

Grounding of junction boxes shall be connected to the adjacent sign structure.

C.4 System Operations and Testing

All Intelligent Transportation System (ITS) components that are installed and integrated must be properly configured, field tested, and operating error-free prior to handing over to the department for system connectivity to the statewide software system. The field system integrator must work with the department and department-furnished vendors as necessary to resolve any errors that may be discovered on contractor-supplied or department-furnished equipment during the department's integration and system testing of the equipment into the statewide software system.

If the contractor's operations unexpectedly interrupt existing ITS service, notify the engineer immediately and restore service within 24 hours. Repair all damaged facilities to the condition existing before the interruption. If service is not restored within 24 hours, the department may restore service to any operating device and deduct restoration costs from payments due the contractor.

C.5 Surge Protection

Arrange the equipment and cabinet wiring to minimize the distance between each conductor's point of entry and its protector. Locate the protector as far as possible from electronic equipment. Ensure that all wiring between the surge protectors and the point of entry is free from sharp bends.

D Measurement

The department will not measure the work performed under this special provision.

E Payment

The department will pay for the work performed under this special provision under the contract ITS bid items.

48. Intelligent Transportation Systems – Conduit.

Add the following to standard spec 671.2:

671.2.4 Locate Wire

Provide a No. 14 AWG stranded copper wire (yellow in color) for future locate purposes through each conduit run. Connect the locate wire by using a wire nut at each pull box, manhole, or other access point. Alternatively, use a single wire through the access points. All material furnished under this item shall meet the requirements of standard spec 655.

49. Install Pole Mounted Cabinet, Item 673.0225.S.

A Description

This special provision describes installing department furnished aluminum enclosures on poles for intelligent transportation systems equipment.

B Materials

Use stainless steel bolts, nuts, and washers unless otherwise specified.

All conductors, terminals, and parts that could be hazardous to maintenance personnel shall be protected with suitable insulating material.

The cabinet will be equipped with service panels. Two panels shall be provided and mounted on the cabinet sidewalls. The left side panel shall be designated as "Input/Communications," and the right side panel shall be designated as the "Service Panel."

The service panel will be equipped with a four-outlet handi-box. Wire the handi-box to the series portion of the filtering surge protector.

Use metallic conduit, fittings, and adapters required from the underground conduit transition point to the cabinet as part of this item. A typical installation requires 2-inch conduit. Use metallic conduit conforming to standard spec 652.

C Construction

Fasten the field cabinet securely onto a pole. Provide bolted stainless steel connections with lock washers, locking nuts, or other engineer-approved means to prevent the connection nuts from backing off. Isolate dissimilar materials from one another using stainless steel fittings. Make all power connections to the cabinet as specified in standard spec 656.

Drill and tap the cabinet, as necessary, to mount the terminal blocks and other attachments to the service panel, to provide an entrance on the back of the cabinet for cable from the pole mounted intelligent transportation systems equipment, and to mount the service panel to the cabinet as shown in the details. Remove all sharp edges or burrs, or both, caused by the cutting or drilling process. Seal all openings to prevent water from entering the cabinet. Mount the surge protector to the service panel.

Install metallic conduit on the exterior of the pole (for entrance to the cabinet from the ground) as the drawings show, and according to the applicable requirements of standard spec 652.

Provide an identification plaque mounted on cabinet as shown on drawings.

D Measurement

The department will measure Install Pole Mounted Cabinet as each individual assembly, 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
673.0225.S	Install Pole Mounted Cabinet	EACH

Payment is full compensation for installing the pole mounted cabinet; for making all connections and conduit/wire entrances; and for all testing.

stp-673-010 (20100630)

50. Install Mounted Controller Microwave Detector Assembly

Append standard spec 675.5 (2) with the following:

(2) Conduits and fittings necessary on structure to reach microwave detector are included with the Install Mounted Controller Microwave Detector Assembly item.

Append standard spec 675.5 (5) with the following:

(5) Payment for Install Mounted Controller Microwave Detector Assembly is full compensation for furnishing and installing communication cables, brackets, conduit and fittings on structure to reach microwave detector.

51. Install Camera Assembly

Append standard spec 677.2 (3) with the following:

(3) Conduits and fittings necessary on structure to reach camera assembly are included with the Install Camera Assembly item.

Append standard spec 677.5 (5) with the following:

(5) Payment for Install Camera Assembly is full compensation for installing and furnishing conduit and fittings on structure to reach camera assembly.

52. Install Overhead Freeway DMS Full Matrix, Item 678.0100.S.

A Description

This special provision describes installing a department-furnished, or an existing salvaged, dynamic message sign on a new sign structure as shown on the drawings.

B Materials

The department will provide the sign, or it will be salvaged, controller, and the control cable. The control cable will be ethernet unless otherwise indicated in the drawings.

Use an AWG #6 copper wire or equivalent bonding straps to bond the sign and cabinet to the structure. Use an AWG #6 solid, bare copper wire to bond the sign structure to ground rods.

1. For the three wires carrying 120/240 VAC power from the cabinet to the sign, use single conductor, stranded copper, 120/240 VAC, XLP insulated, USE rated wire. Size the wire to carry the maximum amperage permitted by the main breakers in the sign.

Provide a 100-amp 120/240-VAC load center in the controller cabinet, along with breakers recommended by the sign manufacturer.

C Construction

Install the load center so that the main breakers control all power to the sign and cabinet. Provide at least three branch circuits, one for the sign, one for the controller and communication equipment, and one for all cabinet accessories, such as fan, light, and heater. Only protect the branch serving the controller and communication equipment with the second stage of the surge protector. Connect the power and control cables according to the manufacturer's recommendations. Run the cables in rigid metallic conduit or flexible metallic conduit, or combination of these, within the sign structure. Power up signs within 3 days of being installed on the sign structure.

Bond the bottom of the sign structure to one or more ground rods. Use exothermic welding at each end of the ground wire, unless the steel structure has a suitable grounding lug. Use a device that measures resistance to ground using the three-point fall-of-potential method to ensure that the resistance from the sign's ground bar to ground does not exceed 4 ohms. Add more ground rods if necessary to achieve this requirement.

Provide an identification plaque mounted on DMS as shown on drawings.

D Measurement

The department will measure Install Overhead Freeway DMS Full Matrix by each sign, acceptably installed and tested.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
678.0100.S	Install Overhead Freeway DMS Full Matrix	EACH

Payment is full compensation for installing and testing the sign and controller; providing cables, conduits, and fittings; for testing the sign; and for transporting materials.

53. Sawing.

Replace standard spec 690.3.3 (1) with the following:

Do not extend saw cuts beyond the limits of Concrete Pavement Repair or Replacement. Epoxy seal accidental overcuts according to standard spec 416.2.3.2. Saw full-depth unless the engineer directs or allows otherwise.

Add the following to standard spec 690.3.3 (2):

Clean any residual sludge from the roadway prior to opening closed lanes.

Add the following to standard spec 690.4 (2):

5. For repairs with a concrete lane on one side and an asphalt shoulder on the other side, one full-depth longitudinal cut along the concrete to concrete joint line and one relief cut 6 inches in from the asphalt shoulder.
6. For repairs with a concrete lane or shoulder on both sides, two full-depth longitudinal cuts, one at each joint line.

- 54. Concrete Barrier Transition Type NJ32SF to S36 Retaining Wall, Item SPV.0060.01;
Concrete Barrier Transition Type NJ44SF to S39 Retaining Wall, Item SPV.0060.02;
Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 1, Item SPV.0060.03;
Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 2, Item SPV.0060.04;
Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 3, Item SPV.0060.05;
Concrete Barrier Transition Type S36 to S36 Wide, Type 1, Item SPV.0060.06;
Concrete Barrier Transition Type S36 to S36 Wide, Type 2, Item SPV.0060.07;
Concrete Barrier Transition Type S36A to S36 Split Retaining Wall, Item SPV.0060.08;
Concrete Barrier Transition Type S36 to S42, Item SPV.0060.09;
Concrete Barrier Transition Type S36 Wide to S42 Wide, Type 1, Item SPV.0060.10;
Concrete Barrier Transition Type S36 Wide to S42 Wide, Type 2, Item SPV.0060.11;
Concrete Barrier Transition Type S36A to S42A, Item SPV.0060.12;
Concrete Barrier Transition Type S36A to S42A Retaining Wall, Item SPV.0060.13;
Concrete Barrier Transition Type S42 to S42, Item SPV.0060.14;
Concrete Barrier Transition Type S42A to S42A, Type 1, Item SPV.0060.15;
Concrete Barrier Transition Type S42A to S42A, Type 2, Item SPV.0060.16;
Concrete Barrier Transition Type S42A to S42A, Type 3, Item SPV.0060.17;
Concrete Barrier Transition Type S42 to S56, Type 1, Item SPV.0060.18;
Concrete Barrier Transition Type S42 Wide to S56 Wide, Type 1, Item SPV.0060.19;
Concrete Barrier Transition Type S42 Wide to S56 Wide, Type 2, Item SPV.0060.20;
Concrete Barrier Transition Type S42A to S56A, Type 1A, Item SPV.0060.21;
Concrete Barrier Transition Type S42A to S56A, Type 1B, Item SPV.0060.22;
Concrete Barrier Transition Type S42A to S56A, Type 1, Item SPV.0060.23;
Concrete Barrier Transition Type S42A to S56A, Type 2, Item SPV.0060.24;
Concrete Barrier Transition Type S42A to S56A, Type 3, Item SPV.0060.25;
Concrete Barrier Transition Type S42A to S56A, Type 4, Item SPV.0060.26;
Concrete Barrier Transition Type S42A to S56A Retaining Wall, Item SPV.0060.27;
Concrete Barrier Transition Type S56A to S56A, Item SPV.0060.28;
Concrete Barrier Transition Type S56 to 56 Vertical, Item SPV.0060.29;
Concrete Barrier Transition Type S56 to 56 Vertical, Type 1, Item SPV.0060.30;
Concrete Barrier Transition Type S56 to 56 Vertical, Type 2, Item SPV.0060.31;
Concrete Barrier Transition Type S56 to 56 Vertical, Type 3, Item SPV.0060.32;
Concrete Barrier Transition Type S56 to 56 Vertical, Type 4, Item SPV.0060.33;
Concrete Barrier Transition Type S56A to 56A Vertical, Type 1A, Item SPV.0060.34;
Concrete Barrier Transition Type S56A to 56A Vertical, Type 1B, Item SPV.0060.35;
Concrete Barrier Transition Type S56A to 56A Vertical, Type 1, Item SPV.0060.36;
Concrete Barrier Transition Type S56A to 56A Vertical, Type 2, Item SPV.0060.37;
Concrete Barrier Transition Type S56A to 56A Vertical, Type 3, Item SPV.0060.38;
Concrete Barrier Transition Type S56A to 56A Vertical, Type 4, Item SPV.0060.39;
Concrete Barrier Transition Type S56A to 56A Vertical, Type 5, Item SPV.0060.40;
Concrete Barrier Transition Type S56A to 56A Vertical Retaining Wall, Item SPV.0060.41;
Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 1, Item SPV.0060.42;
Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 2, Item SPV.0060.43;
Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 3, Item SPV.0060.44;**

Concrete Barrier Transition Type S56 Wide to 56 Vertical, Type 1, Item SPV.0060.45;
Concrete Barrier Transition Type S56 Wide to 56 Vertical, Type 2, Item SPV.0060.46;
Concrete Barrier Type S36 Wide, Type A, Item SPV.0090.01;
Concrete Barrier Type S36 Wide, Type B, Item SPV.0090.02;
Concrete Barrier Type S42 , Item SPV.0090.03;
Concrete Barrier Type S42A , Item SPV.0090.04;
Concrete Barrier Type S42 Wide, Type A , Item SPV.0090.05;
Concrete Barrier Type S42 Wide, Type B, Item SPV.0090.06;
Concrete Barrier Type S42A Retaining Wall , Item SPV.0090.07;
Concrete Barrier Type S56A Retaining Wall , Item SPV.0090.08;
Concrete Barrier Type S56, Item SPV.0090.09;
Concrete Barrier Type S56A, Item SPV.0090.10;
Concrete Barrier Type S36 Retaining Wall, Item SPV.0090.18;
Concrete Barrier Type S39 Retaining Wall, Item SPV.0090.19.

Construct the concrete barrier and concrete barrier transitions according to standard spec 603 and according to the plan details.

55. Repositioning Traffic Control Devices for Mainline Closures, Item SPV.0060.47.

A Description

This special provision describes repositioning traffic control devices as required to close mainline lanes to traffic.

B Materials

Use traffic control devices conforming to standard spec 643 that have been delivered and placed within the project limits under other contract bid items.

C Construction

Reposition traffic control devices as required to close one or more lanes to public traffic along mainline USH 12. Monitor and maintain the traffic control device configuration for the duration of the closure. Upon conclusion of the allowable lane closure timeframes, return the devices to their previous configuration or an engineer-approved position within the project limits.

D Measurement

The department will measure Repositioning Traffic Control Devices for Mainline Closures as each individual reposition/return cycle, acceptably completed, measured as the number of reposition/return cycles the engineer deems necessary to conform to the traffic control plan, contract staging plan, and other contract requirements. The department will not measure additional moves or configuration changes as might be required solely to accommodate the contractor's operations.

The department will not measure a change in configuration to each direction of travel separately.

Changes between single and double lane closures during the same night are incidental to the contract. Longitudinal gaps in lane closures shall not constitute measurement of multiple closures and are incidental to the contract.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.47	Repositioning Traffic Control Devices for Mainline Closures	EACH

Payment is full compensation for providing the required closure including placing and maintaining the required closure configuration as well as returning the traffic control devices to their previous or other engineer-approved location when the closure is no longer required. The department will pay separately for furnishing, and maintaining the condition of, required traffic control devices under other contract bid items.

56. Traffic Control Close-Open Freeway Entrance Ramp, Item SPV.0060.48.

A Description

The work under this item consists of furnishing required labor, material and equipment for closing and subsequently opening entrance ramps according to standard spec 643, the plans, and as directed by the engineer.

Post all ramp closures seven working days in advance of their closure with dates and time of closure. Drums, barricades and signs may remain along the roadway when the entrance ramp is open to traffic. Ensure that all inappropriate signs, dates or times are not visible to traffic when the ramp is open. A deduction of one each will be made from the project total for this item for each day any inappropriate sign is visible to traffic when the ramp is open. Drums, barricades, arrow boards, and signs will be paid for separately under the various traffic control items.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Traffic Control Close-Open Freeway Entrance Ramp as a unit every time a freeway entrance ramp is setup and subsequently removed within a 24-hour period that has been authorized by the engineer. Closure to a ramp not deemed necessary for construction does not constitute payment.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.48	Traffic Control Close-Open Freeway Entrance Ramp	EACH

Payment is full compensation for providing and placing all materials, excluding the cost for the material themselves. Drums, barricades, arrow boards, and signs will be paid for under separate bid items in the contract.

57. Emergency Response to Traffic Incident Involving Concrete Barrier Temporary, Item SPV.0060.49

A Description

This special provision describes providing prompt response to an emergency repair request for damaged and/or dislodged temporary concrete barrier located on USH 12 that is damaged or displaced due to a vehicular collision during the time this contract is in effect.

B (Vacant)

C Construction

The contractor shall provide staff, equipment, and materials to the incident site within 45 minutes of receiving a repair request from the responding agency. The contractor shall consult with the department's representative on potential repair or replacement options to restore the temporary concrete barrier to proper working condition. Staff and equipment deployed shall be capable of completing the needed repairs as quickly as possible once repair work is started. Repair work shall be completed off the traveled way to the maximum extent allowable. The contractor shall provide a time log of when the repair request was received and when staff arrived at the incident site. This information shall be submitted to the engineer, for verification, within 24 hours of the repair completion.

Contact information for the contractor's responsible party (the person or persons in charge of coordinating and completing repair efforts) shall be submitted to the engineer at the pre-construction meeting. This person(s) shall be available 24/7 during the duration of this contract. The contact information for the department's representative will be supplied to the contractor at the pre-construction meeting.

If the contractor fails to be on-site of an incident with appropriate staff and equipment within 45 minutes of receiving a repair request, the department will assess the contractor \$2500 in liquidated damages for each 15-minute interval that the contractor is not present following the allotted 45-minute response time. Increments of 15 minutes or less will be assessed as a 15-minute increment. The engineer, or designated

representative, will be the sole authority in determining assessable 15-minute increments. Liquidated damages will be assessed under the administrative item Failing to Open Road to Traffic.

For contractor owned temporary barrier, repair work shall be completed according to standard spec 603 and 643, and as directed by the engineer.

Additional traffic control measures may be required depending on the severity and duration of the incident. The contractor shall provide any needed traffic control measures as directed by the department's representative.

D Measurement

The department will measure Emergency Response to Traffic Incident Involving Concrete Barrier Temporary Precast as each individual response, 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.0060.49	Emergency Response to Traffic Incident Involving Concrete Barrier temporary Precast	EACH

Payment is full compensation for providing prompt response to an emergency repair request for damaged and/or dislodged temporary concrete barrier located within the project limits.

The cost of providing the appropriate level of on-call staff, equipment, and materials for 24/7 incident response shall be included in the Mobilization bid item for this project.

The department will pay for any additional traffic control measures, if required, under the respective traffic control bid items in the contract.

58. Emergency Response to Traffic Incident Involving Crash Cushion, Item SPV.0060.50.

A Description

This special provision describes providing prompt response to an emergency repair request involving a damaged crash cushion device on USH 12 that is displaced or damaged due to a vehicular collision during the time this contract is in effect.

B (Vacant)

C Construction

The contractor shall provide appropriate staff to the incident site within 45 minutes of receiving a repair request from the responding agency. Staff deployed shall be capable of immediately assessing the severity of the damage to the device and consult with the department's representative on potential repair or replacement options and the projected timeline to restore the roadside device to its proper working condition. The contractor shall provide a time log of when the repair request was received and when staff arrived at the incident site. This information shall be submitted to the engineer, for verification, within 24 hours of the repair completion.

Contact information for the contractor's responsible party (the person or persons in charge of coordinating repair efforts) shall be submitted to the engineer at the pre-construction meeting. This person(s) shall be available 24/7 during the duration of this contract. The contact information for the department's representative will be supplied to the contractor at the pre-construction meeting.

If the contractor fails to be on-site of an incident with appropriate staff within 45 minutes of receiving a repair request, the department will assess the contractor \$2500 in liquidated damages for each 15-minute interval that the contractor is not present following the allotted 45-minute response time. Increments of 15 minutes or less will be assessed as a 15-minute increment. The engineer, or designated representative, will be the sole authority in determining assessable 15-minute increments. Liquidated damages will be assessed under the administrative item Failing to Open Road to Traffic.

For contractor owned devices, repair work shall be completed according to standard spec 614, and as directed by the engineer. Once repair work has been started, work shall continue until completion. Repair work shall be completed off the traveled way to the maximum extent allowable.

Additional traffic control measures may be required depending on the severity and duration of the incident. The contractor shall provide any needed traffic control measures as directed by the department's representative.

D Measurement

The department will measure Emergency Response to Traffic Incident Involving Crash Cushion as each individual response, 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.0060.50	Emergency Response to Traffic Incident Involving Crash Cushion	EACH

Payment is full compensation for providing a prompt staff response to an emergency repair request for a damaged crash cushion device located within the project limits.

The cost of providing the appropriate level of on-call staff for 24/7 incident response shall be included in the Mobilization bid item for this project.

The department will pay for any additional traffic control measures, if required, under the respective traffic control bid items in the contract.

59. Emergency Response to Traffic Incident Involving Guard Rail or EAT, Item SPV.0060.51.

A Description

This special provision describes providing prompt response to an emergency repair request involving a damaged guard rail or an Energy Absorbing Terminal (EAT) device on USH 12 or a USH 12 ramp that is damaged due to a vehicular collision during the time this contract is in effect.

B (Vacant)

C Construction

The contractor shall provide appropriate staff to the incident site within 45 minutes of receiving a repair request from the responding agency. Staff deployed shall be capable of immediately assessing the severity of the damage to the device and consult with the department's representative on potential repair or replacement options and the projected timeline to restore the roadside device to its proper working condition. The contractor shall provide a time log of when the repair request was received and when staff arrived at the incident site. This information shall be submitted to the engineer, for verification, within 24 hours of the repair completion.

Contact information for the contractor's responsible party (the person or persons in charge of coordinating repair efforts) shall be submitted to the engineer at the pre-construction meeting. This person(s) shall be available 24/7 during the duration of this contract. The contact information for the department's representative will be supplied to the contractor at the pre-construction meeting.

If the contractor fails to be on-site of an incident with appropriate staff within 45 minutes of receiving a repair request, the department will assess the contractor \$2500 in liquidated damages for each 15-minute interval that the contractor is not present following the allotted 45-minute response time. Increments of 15 minutes or less will be assessed as a 15-minute increment. The engineer, or designated representative, will be the sole authority in determining assessable 15-minute increments. Liquidated damages will be assessed under the administrative item Failing to Open Road to Traffic.

For contractor owned devices, repair work shall be completed according to standard spec 614, and as directed by the engineer. For state-owned devices, repair work is covered under articles Repair State Owned Guard Rail and Repair State Owned Energy Absorbing Terminal (EAT) of these special provisions. In either case, once repair work has been started, work shall continue until completion. Repair work shall be completed off the traveled way to the maximum extent allowable.

Additional traffic control measures may be required depending on the severity and duration of the incident. The contractor shall provide any needed traffic control measures as directed by the department's representative.

D Measurement

The department will measure Emergency Response to Traffic Incident Involving Guard Rail or EAT as each individual response, 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.0060.51	Emergency Response to Traffic Incident Involving Guard Rail or EAT	EACH

Payment is full compensation for providing a prompt staff response to an emergency repair request for a damaged guard rail or an EAT located within the project limits.

The cost of providing the appropriate level of on-call staff for 24/7 incident response shall be included in the Mobilization bid item for this project.

The department will pay for any additional traffic control measures, if required, under the respective traffic control bid items in the contract.

60. Securing Structure Covers, Item SPV.0060.52.

A Description

Provide a fastening device on any existing drainage structure that is near a wheelpath during staged construction.

B Materials

C Construction

Prior to any traffic shift where inlets or manholes will be within 3feetof a wheelpath, secure the drainage cover to the frame by weld, bolt, or other engineer approved method. Prior to fastening any cover, place any required inlet protection. Minor cutting of inlet protection fabric is required to allow for an edge to weld between the grate and frame.

Maintain the cover and ensure it remains secured to the frame until no longer adjacent to a wheelpath.

D Measurement

The department will measure Securing Structure Covers as each individual location, acceptably completed. Locations that require reinstallation of the fastening device is incidental to the contract.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.52	Securing Structure Covers	EACH

Payment is full compensation for securing drainage covers, maintenance of the fastening device, and removal of fastening device upon completion of the work. The department will pay for covers (including frames, grates and lids) separately if damaged due to traffic loading.

61. Storm Sewer Tap, Item SPV.0060.53.

A Description

This special provision describes tapping various sized storm sewer pipes into existing structures, including manholes or inlets, or other pipes at locations shown on the plans.

Perform the work according to the applicable provisions of standard spec 607 and standard spec 611.

B (Vacant)

C Construction

Tap into the existing structure to allow the pipe to be flush with the interior wall of the existing pipe or structure.

D Measurement

The department will measure Storm Sewer Tap as each individual storm sewer tap, 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.0060.53	Storm Sewer Tap	EACH

Payment is full compensation for providing all materials, including saw cuts, for excavating; for removing concrete; for providing and removing sheeting and shoring, making connections to new or existing facilities, and cleaning out.

62. Concrete Cut Off Wall, Item SPV.0060.54.

A Description

Perform work according to the applicable provisions of standard spec 504 and as detailed in the plans.

B Materials

Provide concrete according to the applicable provisions of standard spec 501 and as detailed in the plans. Provide high strength bolts and minimum 2-inch-diameter washer according to the applicable provisions standard spec 506.2.5 and as shown in the plans.

C Construction

Drill bolt holes in the specified locations after the concrete in the concrete cutoff wall is cured and use epoxy referenced in standard spec 416.2.3.2 to secure the bolts in place.

D Measurement

The department will measure Concrete Cutoff Wall as each individual concrete cutoff wall, 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.0060.54	Concrete Cut Off Wall	EACH

Payment is full compensation for furnishing all foundation excavation and preparation; for providing all equipment and materials, including concrete and high strength bolts; for placing, finishing, protecting, and curing; for disposing of surplus excavation material; and for restoring the work site.

63. Connect Pipe Underdrain to Existing Structure, Item SPV.0060.55.

A Description

This special provision describes coring a hole into an existing storm sewer structure to connect proposed pipe underdrain.

Perform the work according to the applicable provisions of standard spec 608, 611, and 612 and as shown on the plans.

B (Vacant)

C Construction

Core into the existing storm sewer structure. Insert the pipe underdrain to be flush with the interior wall of the existing structure.

Construct a watertight connection between the pipe underdrain and existing storm sewer structure using Portland cement mortar according to standard spec 519.2.3.

D Measurement

The department will measure Connect Pipe Underdrain to Existing Structure as each individual connection to an existing structure, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.55	Connect Pipe Underdrain to Existing Structure	EACH

Payment is full compensation for excavating, backfilling, and disposing of surplus material; for providing and removing necessary sheeting and shoring; for coring into the existing storm sewer structure and inserting the pipe; for constructing the watertight connection; for cleaning out the storm sewer structure and removing concrete.

64. Install Lane Control Sign (LCS), Item SPV.0060.56.

A Description

This special provision describes installing a department-furnished, or an existing salvaged, dynamic lane-control sign (LCS) on a new or existing sign structure as shown on the drawings.

B Materials

The department will provide the sign, or it will be salvaged, controller, and the control cable. The control cable will be ethernet unless otherwise indicated in the drawings.

Use an AWG #6 copper wire or equivalent bonding straps to bond the sign and cabinet to the structure. Use an AWG #6 solid, bare copper wire to bond the sign structure to ground rods.

1. For the three wires carrying 120/240 VAC power from the cabinet to the sign, use single conductor, stranded copper, 120/240 VAC, XLP insulated, USE rated wire. Size the wire to carry the maximum amperage permitted by the main breakers in the sign.

Provide a 100-amp 120/240-VAC load center in the controller cabinet, along with breakers recommended by the sign manufacturer.

Provide an identification plaque mounted on LCS as shown on drawings.

C Construction

Install the load center so that the main breakers control all power to the sign and cabinet. Provide at least three branch circuits, one for the sign, one for the controller and communication equipment, and one for all cabinet accessories, such as fan, light, and heater. Only protect the branch serving the controller and communication equipment with the second stage of the surge protector. Connect the power and control cables according to the manufacturer's recommendations. Run the cables in rigid metallic conduit or flexible metallic conduit, or combination of these, within the sign structure. Power up signs within 3 days of being installed on the sign structure.

Bond the bottom of the sign structure to one or more ground rods. Use exothermic welding at each end of the ground wire, unless the steel structure has a suitable grounding lug. Use a device that measures resistance to ground using the three-point fall-of-potential method to ensure that the resistance from the sign's ground bar to ground does not exceed 4 ohms. Add more ground rods, if necessary, to achieve this requirement.

D Measurement

The department will measure Install Lane Control Sign (LCS) by each sign, acceptably installed and tested.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.56	Install Lane Control Sign (LCS)	EACH

Payment is full compensation for installing and testing the sign and controller; providing cables, conduits, and fittings; for testing the sign; and for transporting materials.

65. Traffic Signal Standards Aluminum 6-FT, Item SPV.0060.57.

A Description

This special provision describes providing Traffic Signal Standards Aluminum 6-FT.

B Materials

Use traffic signal standards conforming to standard spec 657.2.5.

C Construction

Standards will be to a 6-ft in height or height specified in the drawings and conforming to standard spec 657.3.4.

D Measurement

The department will measure Traffic Signal Standards Aluminum 6-FT as each 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.0060.57	Traffic Signal Standard Aluminum 6-FT	EACH

Payment is full compensation for furnishing and installing Traffic Signal Standard Aluminum 6-FT.

66. Salvage Microwave Detector Equipment, Item SPV.0060.58.

A Description

This special provision describes removing and salvaging a mounted controller microwave detector assembly.

B (Vacant)

C Construction

Carefully remove the existing microwave detector assembly at the location indicated on the drawings. Remove mounting hardware associated with the microwave detector assembly. Disconnect all wiring connected to the microwave detector assembly back to the control cabinet. Use caution not to damage any existing devices or processor assembly.

Prior to salvaging, the Field System Integrator must determine if the ITS equipment is fully functional. If any part of the ITS equipment is found to not meet original manufacturer's specifications, contact Kyle Hemp of the WisDOT SW Region at (608) 246-5367.

Disconnect all cables and wiring. Salvage and store the microwave detector assembly and other equipment to the department's SW Region at 2101 Wright St, Madison, WI. Contact Kyle Hemp at (608) 246-5367 at least 24 hours prior to delivery to determine the delivery location and time at the SW Region complex. Properly dispose of the cabling and wiring away from the project site.

Storage and protection of the salvaged materials prior to delivery to the SW Region is the responsibility of the contractor and is included with this item.

Any materials which are lost or damaged during salvaging, transport, or storage before being delivered to SW Region shall be repaired or replaced by the contractor at the expense of the contractor or will be repaired or replaced by the department at the expense of the contractor, as determined by the engineer.

D Measurement

The department will measure Salvage Microwave Detector Equipment as each unit, acceptably salvaged.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.58	Salvage Microwave Detector Equipment	EACH

Payment is full compensation for removing of the removing microwave detector assembly; disconnecting any necessary wiring; removing the equipment mounted on the existing pole; disposing of cabling and wiring; and transportation.

67. Utility Line Opening (ULO), Item SPV.0060.59.

A Description

This special provision describes excavating to uncover utilities for the purpose of determining elevation and potential conflicts with proposed work, as shown on the plans or as directed by the engineer.

B (Vacant)

C Construction

Perform the excavation according to Wisconsin State Statue 182.0175.

Perform the utility line openings as soon as possible, before ordering precast structures, and at least 10 days in advance of proposed utility construction to allow any conflicts to be resolved with minimal disruption. Allow the engineer a minimum of three working days once utility line opening information is received to review all relevant design information.

Coordinate and approve all utility line openings with the engineer. Notify the utilities a minimum of 3 days before the work so they may be present.

Backfill the excavation with suitable backfill material, and thoroughly compact.

D Measurement

The department will measure Utility Line Opening (ULO) as each individual utility line opening (ULO) acceptably completed. Utility line openings include a trench up to 10-feet long as measured at the trench bottom, and of any width and depth required to locate the intended utility. Where utilities are within 6 feet of each other at a potential conflict location, only one utility line opening will be measured.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.59	Utility Line Opening (ULO)	EACH

Payment is full compensation for performing the excavation required to expose the utility line, backfilling, and for restoring and cleaning up the site.

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68. Fiber Optic Connector, 4-CT, 1000-FT, Item SPV.0060.60.

A Description

This special provision describes furnishing and installing 4-count factory terminated combination fiber optic patch panel and cable systems of the lengths described, according to standard spec 651, 655, 670, and 678, as shown on the drawings, and as hereinafter provided.

B Materials

Furnish combination fiber optic termination patch panel and cable systems meeting the following requirements:

- 4 single mode fiber optic strands.
- Factory terminated ST connectors on panel end.
- Bare, unterminated fiber strands on non-panel end.
- Loose tube cable.
- Cable length as indicated by bid item.
- Patch panel must be designed and tested for 1,000 rematings with less than 0.2 dB change.
- Patch panel housing material must be ABS plastic.

C Construction

Follow all manufacturer's recommended installation procedures.

Install the cable between the control cabinet and the 12x12-inch fiberglass cabinet on the LCS structure with the non-terminated end of cable in the control cabinet and the factory-terminated end in the 12x12-inch fiberglass cabinet.

Mount the factory terminated panel end in the 12x12-inch fiberglass cabinet in a space available upon receiving approval by the engineer.

D Measurement

The department will measure Fiber Optic Connector as each individual fiber optic cable and termination panel, 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.0060.60	Fiber Optic Connector, 4-CT, 1000-FT	EACH

Payment is full compensation for furnishing and installing the fiber optic cable; and for termination panel assembly.

69. Fiberglass Cabinet, 12x12-Inch, Item SPV.0060.61.

A Description

This special provision describes furnishing and installing Fiberglass Cabinet, 12x12-Inch as shown on the drawings, and as hereinafter provided.

B Materials

12x12-Inch Fiberglass cabinet w/ DC power supply powered directly from the LCS including conduit, wire, and fittings.

Up to two, 1-port, single mode industrial grade miniature media converter:

- Value-add industrial grade extended temperature performance
- PNP, auto negotiation mode
- Stand-alone unit in a small, rugged metal enclosure with a compact, external power supply.
- IEEE 802.af compliant.
- PoE

C Construction

Follow all manufacturer's recommended installation procedures.

D Measurement

The department will measure Fiberglass Cabinet, 12x12-Inch as each individual, 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.0060.61	Fiberglass Cabinet, 12x12-Inch	EACH

Payment is full compensation for furnishing and installing the media converter, cabinet, brackets, conduit, wire, and fittings from LCS to cabinet, and mounting hardware necessary for installation.

70. Install Type 1 Vertical Sign Support, Item SPV.0060.62.

A Description

This special provision describes furnishing and installing new vertical sign supports to existing sign structure trusses at new Type 1 sign plates and Dynamic Message Sign locations. Use aluminum vertical sign support beams having a 5-inch beam depth and weight of 3.7 pounds per foot. The ½-inch diameter U-bolt connections to existing sign structure chord shall be stainless steel, including lock washers and hex nuts. Work shall be according to pertinent parts of standard spec 532, the plans, Sign Plate Manual numbers A4-6, A4-7A and as described herein.

B Materials

Furnish materials conforming to standard spec 532.2.

C Construction

Install the aluminum vertical sign support for type 1 signs and connecting stainless steel U-bolts in conformance with standard spec 532.2 and plan requirements.

D Measurement

The department will measure Install Type 1 Vertical Sign Support as each support that is properly secured with new U-bolts.

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.0060.62	Install Type 1 Vertical Sign Support	EACH

Payment is full compensation for furnishing all labor, materials, equipment, tools, and incidentals necessary to complete the work as shown on the plans and as described herein.

71. Median Inlet Concrete Pavement Blockout, Item SPV.0060.63.

A Description

This special provision describes providing concrete pavement blockouts around median inlets as shown on the plans and hereinafter provided.

B Materials

B.1 Concrete Pavement

Provide Concrete Pavement according to standard spec 415.

B.2 Tie Bars

Provide drilled tie bars according to standard spec 416.

B.3 Aggregate

Provide base aggregate conforming to standard spec 305.

B.4 Sawing

Provide sawing according to standard spec 690.

C Construction

Construct the Median Inlet Concrete Pavement Blockout in locations shown on the plans and according to standard spec 305, 415, 416, and 690 and plan requirements.

D Measurement

The department will measure Median Inlet Concrete Pavement Blockout as each blockout installation that is 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.0060.63	Median Inlet Concrete Pavement Blockout	EACH

Payment is full compensation for providing and placing all materials, including concrete pavement, drilled tie bars, aggregate, and sawing.

72. Outside Shoulder Adjusting Inlets Pavement Replacement, Item SPV.0060.64.

A Description

This special provision describes providing pavement replacement at outside shoulder inlet adjustments as shown on the plans and hereinafter provided.

B Materials

B.1 Removing Pavement

Remove pavement according to standard spec 204.

B.2 Concrete Base

Provide Concrete Base according to standard spec 320.

B.3 Tie Bars

Provide drilled tie bars according to standard spec 416.

B.4 Sawing

Provide sawing according to standard spec 690.

C Construction

Remove pavement around the existing inlet and construct the Outside Shoulder Adjusting Inlets Pavement Replacement in locations shown on the plans and according to standard spec 204, 320, 416, and 690 and plan requirements.

D Measurement

The department will measure Outside Shoulder Adjusting Inlets Pavement Replacement as each pavement replacement that is 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.0060.64	Outside Shoulder Adjusting Inlets Pavement Replacement	EACH

Payment is full compensation for removing pavement; for providing and placing all materials, including concrete base, drilled tie bars, and sawing.

73. Baseline CPM Progress Schedule, Item SPV.0060.65; CPM Progress Schedule Updates and Accepted Revisions, Item SPV.0060.66.

Replace standard spec 108.4 with the following:

108.4 Critical Path Method Progress Schedule

108.4.1 Software

Use the latest version of Oracle (Primavera) Project Manager (P6) version 7.0 or newer to prepare the Initial Work Plan Schedule, Baseline CPM Progress Schedule, and all Monthly CPM Updates.

108.4.2 Personnel

Designate a Project Scheduler who will be responsible for scheduling the Work and submit for department approval a professional resume describing a minimum of three years of developing and managing specific CPM scheduling experience on major (interstate) highway reconstruction projects or projects of similar size and complexity. This includes recent experience using Oracle P6 software.

108.4.3 Definitions

The department defines terms used in standard spec 108.4 as follows:

Activity

A task, event or other project element on the schedule, during the course of the project that contributes to completing the project. Activities have a description, scheduled (or actual) start and finish dates, duration and one or more logic ties.

Critical Path

The longest continuous path of activities through the project that has the least amount of total float. In general, a delay on the critical path will extend the scheduled completion date.

Critical Path Method (CPM)

A network based planning technique using activity durations and the relationships between activities to mathematically calculate a schedule for the entire project.

Construction Activity

Construction activities are discrete work activities performed by the contractor, subcontractors, utilities, or third parties within the project limits.

CPM Progress Schedule

A Critical Path Method (CPM) Progress Schedule is a network of logically related activities. The CPM schedule calculates when activities can be performed and establishes the critical or longest continuous path or paths of activities through the project.

Data Date

The earliest work period after the date through which a schedule is current. Everything occurring earlier than the data date is "as-built" and everything on or after the data date is "as-planned."

Department's Preliminary Construction Schedule (PCS)

The department's schedule for the contract work, developed during design, and provided to the contractor for informational purposes only.

Float

Float, as used herein, is the total float of an activity; i.e., it is the amount of time between the date when an activity can start (the early start), and the date when an activity must start (the late start). In cases where the total float of an activity has a different value when calculated based on the finish dates, the lower (more critical) value will govern.

Forecast Completion Date

The completion date(s) predicted by the latest accepted CPM Update, which may be earlier or later than the contract completion date(s), depending on progress.

Fragnet

A group of logically-related activities, typically inserted into an existing CPM schedule to model a portion of the project, such as the work associated with a change order or delay impact.

Initial Work Plan Schedule

The Initial Work Plan (IWP) Schedule is a time-scaled CPM schedule showing detailed activities for the first 90 calendar days of work and summary level activities for the remainder of the project.

Intermediate Milestone Date

A contractually required date for the completion of a portion of the work, so that a subsequent portion of the work or stage of traffic phasing may proceed.

Master Program Schedule

The department's schedule for the overall I-39/90 Corridor Management Program, including intermediate milestone dates contract completion dates and codes.

Procurement Activity

Procurement activities are activities of duration reflecting contractor preparation and submittal of material submittals, department approval of material submittals, material fabrication durations, and material delivery durations.

Work Breakdown Structure (WBS)

A framework for organizing the activities that makes up a project by breaking the project into successively greater detail by level. A WBS organizes the project work. It does not address the sequencing and scheduling of project activities.

108.4.4 Department's Preliminary Construction Schedule

The department's Preliminary Construction Schedule was developed during the design phase of the contract. Its purpose was to illustrate work areas per Stage/Phase of construction. Durations and resource availability are department estimates only. Contractor is solely responsible for its use of means and methods and as such is fully responsible for determining durations based on own estimate of production and available resources. The suggested use of the department's Preliminary Construction Schedule is ease of identification of work availability during each Stage/Phase and the logical relationship between the Stages/Phases. The Preliminary Construction Schedule reflects one possible approach to completing the work, consistent with the traffic phasing requirements and the interim/final completion date(s) contained in the contract. The logic contained in the Preliminary Construction Schedule is not intended to alter or supplement contract requirements for the phasing of the work, but to reflect those requirements. Any reliance on the department's Preliminary Construction Schedule is at the sole risk of the contractor.

108.4.5 Contractor's Scheduling Responsibilities

The CPM Schedule shall be a tool capable of forward planning and monitoring the Project. The schedule will further be used as a communication tool between the contractor and the department. It will be used to illustrate the plan, develop what-if scenarios, and analyze impacts. The accuracy and completeness of the CPM Schedule will benefit both the contractor and the department. The CPM schedule is the contractor's committed plan to complete all work within the completion deadlines.

The contractor shall submit to the department initial and monthly update schedules, each consistent in all respects with the time and order of work requirements of the contract. The project work shall be executed in the sequence indicated on the current accepted schedule. Schedules shall show the order in which the contractor proposes to carry out the work with logical links between activities, and calculations made using the critical path method to determine the controlling operation or operations. The contractor is responsible for assuring that each schedule shows a coordinated plan for complete performance of the work. Schedule the Work in the manner required to achieve the completion date and intermediate milestone dates specified in the Prosecution and Progress Special Provision.

Contractor project management personnel shall actively participate in the schedule development, the monthly updating of progress, and all schedule revisions throughout the entire duration of the contract. Subcontractors and suppliers working on the project shall also contribute in developing and maintaining an accurate schedule.

108.4.6 Submittals

108.4.6.1 Initial Work Plan Schedule

Submit an Initial Work Plan (IWP) Schedule consisting of the following:

1. Provide a detailed plan of activities to be performed during the first 90 calendar days of the contract. Provide construction activities with durations not greater than 28 calendar days (20 business days), unless the engineer accepts requested exceptions.
2. Provide activities as necessary to depict administrative work, including submittals, reviews, material procurements, inspections, and all else necessary to complete the work as described in the contract documents. Activities other than construction activities may have durations greater than 28 calendar days (20 business days).
3. Provide activities as necessary to depict third-party work related to the contract.

4. Provide summary activities for the balance of the project beyond the first 90 calendar days of the project. Summary activities may have durations greater than 28 calendar days (20 business days).
5. Submit the IWP Schedule, including the P6 native data file (XER) and an electronic file (PDF). Submit the P6 native data file (XER) and an electronic file (PDF) to Alex Hagen, WisDOT project manager at Alex.Hagen@dot.wi.gov.
6. Following department receipt of the IWP Schedule, allow ten business days for department review and return of comments. Within five business days of receiving the IWP Schedule, the department will schedule a workshop for the contractor to present the IWP Schedule and to answer questions raised during the department's review. Provide formal responses to the comments and resubmit the IWP Schedule as necessary. A notice to proceed will not be issued until the engineer accepts the IWP Schedule. The department will use the IWP Schedule to monitor the progress of the work until the Baseline CPM Progress Schedule is accepted.
7. Submit an updated version of the IWP Schedule on a bi-monthly basis (every other week) until the engineer accepts the Baseline CPM Progress Schedule. With each update, include actual start dates, completion percentages, and remaining durations for activities started but not completed. Include actual finish dates for completed activities.

108.4.6.2 Baseline CPM Progress Schedule

Within ten business days of receiving an approved IWP Schedule, as required in the contract, submit a Baseline CPM Progress Schedule and written narrative consisting of the following:

1. Develop the Baseline CPM schedule. The Baseline CPM is the contractor's committed plan to complete the Work within the time frames required to achieve the contract completion date and intermediate milestone dates. The department will use the schedule to monitor the progress of the work. Include the following:
 - 1.1 Provide a detailed plan of activities to be performed during the entire contract duration, including all administrative and construction activities required to complete the work as described in the contract documents. Provide construction activities with durations not greater than 28 calendar days (20 business days), unless the engineer accepts requested exceptions.
 - 1.2 Provide activities as necessary to depict administrative work, including submittals, reviews, material procurements, inspections, and all else necessary to complete the work as described in the contract documents. Activities other than construction activities may have durations greater than 28 calendar days (20 business days).
 - 1.3 Provide activities as necessary to depict third-party work related to the contract. Third-party work activities may include but is not limited to Railroads, Utilities, Real Estate and local government agencies.
 - 1.4 Make allowance for specified work restrictions, non-working days, time constraints, calendars, and potential or approved weather delays; reflect involvement and reviews by the department; and coordination efforts with adjacent contractors, utility owners, and other third parties.
 - 1.5 With the exception of the Project Start Milestone and Project Completion Milestone, all activities must have predecessors and successors. Predecessors and successors shall not be linked to the same activity with different relationship types. The start of an activity shall have a Start-to-Start or Finish-to-Start relationship with preceding activities. The completion of an activity shall have a Finish-to-Start or Finish- to-Finish relationship with succeeding activities. Do not use Start-to-Finish relationships. Do not use Finish-to-Start relationships with a lag or overlap unless the engineer accepts requested exceptions. Include and discuss request for exceptions in the schedule narrative provided with each schedule submittal.

- 1.6 Schedule activities shall include the following:
 - a. A clear and legible description. The use of abbreviations shall be limited. Descriptions shall include an action verb describing the work performed, a basic description of the materials used, and, where applicable, a general location of the work.
 - b. Codes for Contract ID / WisDOT Project ID, Responsibility, Stage, and Area. The department may provide additional codes for use within department reporting.
 - c. Activities shall carry a single Responsibility assignment.
- 1.7 Schedule all intermediate milestones in the proper sequence and input as either a “Start on or After” or “Finish on or Before” date. Do not use other constraint types, within the software, without prior approval by the engineer. Do not apply date constraints on any work tasks without prior approval by the engineer. Provide predecessors and successors for each intermediate milestone as necessary to model each Stage of the Work. Unless the engineer accepts a requested exception, the schedule shall encompass all the time in the contract period between the starting date and the specified completion date.
- 1.8 Develop and submit an anticipated cash-flow curve for the project within the P6 application, based on the Baseline CPM schedule by assigning cost values to selective work tasks within the CPM schedule that total the value of the contract.
- 1.9 Provide budgeted quantities consistent with the bid quantities on selective construction tasks within the CPM schedule. The engineer will provide a summarized list of 30 generalized quantity items that will be identified and applied by the contractor using the P6 software application.
2. Provide an electronic PDF of the CPM schedule depicting the CPM network. Organize the logic diagram by grouping related activities, based on the activity codes in the CPM.
3. Provide a written narrative with the Baseline CPM explaining the planned sequence of work, as-planned critical path, critical activities for achieving intermediate milestone dates, traffic phasing, and planned labor and equipment resources. Use the narrative to further explain:
 - 3.1 The basis for activity durations in terms of production rates for each major type of work (number of shifts per day and number of hours per shift), and equipment usage and limitations.
 - 3.2 Use of constraints.
 - 3.3 Use of calendars.
 - 3.4 Estimated number of adverse weather days on a monthly-basis.
 - 3.5 Scheduling of permit and environmental constraints, and coordination of the schedule with other contractors, utilities, and public entities.
4. Submit the Baseline CPM schedule including the P6 native data file (XER) and an electronic file (PDF). Submit the P6 native data file (XER) and an electronic file (PDF) to Alex Hagen, WisDOT project manager at Alex.Hagen@dot.wi.gov.

Within ten business days of receiving the Baseline CPM schedule, the department will schedule a workshop, review the submittal, and return review comments.

Within five business days after the Baseline CPM scheduling workshop, the department will either accept the contractor's Baseline CPM schedule or provide additional comments. Within five business days, address the department's comments and resubmit a revised Baseline CPM, including formal responses to the department's review comments. If the engineer requests justifications for activity durations provide information that may include estimated labor, equipment, unit quantities, and production rates used to determine the activity duration.

The engineer will accept the Baseline CPM based solely on whether the schedule is complete as specified in this section and meets the requirements of the contract. The engineer's acceptance of the schedule does not modify the contract and does not relieve the contractor from meeting the contract requirements.

The department will not consider requests for contract time extensions as specified in standard spec 108.10 or additional compensation for delay specified in standard spec 109.4.7 until the department accepts the Baseline CPM schedule.

108.4.6.3 Monthly CPM Schedule Updates

Submit CPM Schedule updates on a monthly basis after acceptance of the Baseline CPM Schedule. With each CPM Schedule update, include the following:

1. Actual start dates, completion percentages, and remaining durations for activities started but not completed, and actual finish dates for completed activities, through the final acceptance of the project.
2. Additional activities as necessary to depict additions to the contract by changes and logic revisions as necessary to reflect changes in the contractor's plan for prosecuting the work.
3. Include a narrative report that includes a brief description of monthly progress, changes to the critical path from the previous update, sources of potential delay, work planned for the next 30 calendar days, and all changes to the CPM Schedule. Changes to the CPM Schedule include the addition or deletion of activities, changes to activity descriptions, original durations, relationships, overlap (lag/lead), constraints, calendars, or previously recorded actual dates. Justify changes to the CPM Schedule in the narrative by describing associated changes in the planned methods or manner of performing the work or changes in the work itself.
4. Submit each CPM Schedule update; including the P6 native data file (XER) and an electronic file (PDF) on three separate CD-ROM's. Submit the P6 native data file (XER), the electronic file (PDF), responses to the DOT review comments, and the progress schedule update narrative to Alex Hagen, WisDOT project manager at Alex.Hagen@dot.wi.gov.
5. Within ten business days of receiving each CPM Schedule update, the engineer will provide formal review comments and schedule a meeting, if necessary, to address comments raised in the department's review. Address the department's comments and resubmit a revised CPM Schedule update within five business days after the department's request.

108.4.6.4 Three-Week Look-Ahead Schedules

Submit Three-Week Look-Ahead Schedules on a weekly basis after NTP. The schedule shall be prepared by computer. Provide three hard copies (11" x 17") to the engineer. With each Three-Week Look-Ahead include:

1. Activities underway and as-built dates for the past week.
2. Actual as-built dates for completed activities through final acceptance of the project.
3. Planned work for the upcoming three-week period.
4. The activities of the Three-Week Look-Ahead schedule shall include the activities underway and critical RFIs and submittals, based on the CPM schedule. The Three-Week Look-Ahead may also include details on other activities not individually represented in the CPM schedule.
5. On a weekly basis, the department and the contractor shall agree on the as-built dates depicted in the Three-Week Look-Ahead schedule or document any disagreements. Use the as-built dates from the Three-Week Look-Ahead schedules for the month when updating the CPM schedule.

108.4.6.5 Weekly Production Data

Provide estimated and actual weekly production curves for items of work on a weekly basis for applicable items of work as requested by the department including but not limited to the following:

1. Provide data on the following items by the units specified:
 - 1.1 Removals – LF per week
 - 1.2 Storm Sewer – LF per week
Inlets – EACH per week
 - 1.3 Concrete Barrier – LF per week
 - 1.4 Concrete Barrier Transitions – EACH per week

- 1.5 Sign Foundations – EACH per week
- 1.6 Roadway Structural Section - Median
 - Grading/Subgrade Preparation – LF per week
 - Base Aggregate Placement – LF per week
 - Concrete Base– SY per week
 - Concrete Base – CY per week
- 1.7 Sign Structure Installations by type – EACH per week
- 1.8 Sign Installation Type 1 signs – EACH per week
- 1.9 ITS dynamic signage and hookups – EACH per week
- 2.0 HMA Pavement – TON per week
- 2.1 Permanent Pavement Markings – LF per week
- Finishing Items – SY per week

Note: Base material shall include all breaker run, base aggregate, subbase items or other base items included in the contract. Provide production information for each individual base material item.

- 2. For each item, indicate the actual daily production for the past week and the anticipated weekly production for the next week. Also include cumulative production curves showing the production information for each item to date.
- 3. Submit the data in an electronic spreadsheet format at the same time the Three-Week Look-Ahead is submitted. On a weekly basis, the department and the contractor shall agree on the production data or document any disagreements.

108.4.7 Progress Review Meetings

After completing the weekly submittal of the Three-Week Look-Ahead Schedules and production data, attend a weekly progress review meeting to review the submittals with the department. At the meeting, address comments as necessary, and document agreement or disagreement with the department.

After submitting the monthly update and receiving the engineer's comments, attend a job-site meeting, as scheduled by the engineer, to review the progress of the schedule. At that meeting, address comments as necessary, and document agreement or disagreement with the department. The monthly meeting will be coordinated to take place on the same day and immediately before or after a weekly meeting, whenever possible.

108.4.8 CPM Progress Schedule Revisions

A CPM Progress Schedule Revision may be submitted, prior to the next CPM Monthly Update, if necessary due to changes in the Work or project conditions as authorized by the engineer. Prepare the CPM Revision in the same format as required for CPM Monthly Updates, including justification for changes to the schedule. The process for comment and acceptance of a CPM Revision will be the same as for CPM Monthly Updates. If the CPM Revision is accepted, prepare the next monthly update based on the revised CPM. If the CPM Revision is rejected, prepare the next monthly update based on the previous month's update.

The engineer will monitor the progress of the work and may request revisions to the CPM schedule. Revise the schedule as requested by the engineer, and submit a CPM Progress Schedule Revision within ten business days of the request. The process for comment and acceptance of a CPM Revision will be the same as for CPM Monthly Updates. The engineer may request that the contractor revise the CPM schedule for one or more of the following reasons:

- 1. The forecast completion date is scheduled to occur more than 14 calendar days after the contract completion date.
- 2. An intermediate milestone is scheduled to occur more than 14 calendar days after the date required by the contract.

3. The engineer determines that the progress of the work differs significantly from the current schedule.
4. A contract change order requires the addition, deletion, or revision of activities that causes a change in the contractor's work sequence or the method and manner of performing the work.

108.4.9 Documentation Required for Time Extension Requests

The information below is to be applied in compliance with standard spec 108.9 and 108.10 and does not replace the above mentioned specifications. To request a time extension to an intermediate milestone date or the contract completion date associated with changes to the work, provide a narrative document separate from the monthly schedule update narrative document that specifically details the work added or deleted and the other activities affected and or impacted based on the latest accepted CPM Monthly Update. For added work including impact delay activities, submit a proposed fragnet of activities to be added or revised in the CPM schedule, indicating how the fragnet is to be tied to the CPM schedule.

To request a time extension to an intermediate milestone date or the contract completion date associated with delays to the work, provide a narrative detailing the affected activities and the cause of the delay, based on the latest accepted CPM Monthly Update. Requests for time extensions due to delays shall meet the following criteria:

1. For requests to extend the contract completion date, include a detailed description of how the delay, or additional work, affected the project's critical path, based on the latest accepted CPM Monthly Update.
2. For requests to extend an intermediate milestone date, include a description of how the delay, or additional work, affected the controlling (longest) path to the milestone, based on the latest accepted CPM Monthly Update.
3. The department and the contractor agree that the float is not for the exclusive use or financial benefit of either party. Either party has the full use of the float on a first come basis until it is depleted.

108.4.10 Measurement for CPM Progress Schedule

The department will measure Baseline CPM Progress Schedule for each required submittal, acceptably completed.

The department will measure CPM Progress Schedule Updates and Accepted Revisions for each required submittal, acceptably completed.

108.4.11 Payment for CPM Progress Schedule

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.65	Baseline CPM Progress Schedule	EACH
SPV.0060.66	CPM Progress Schedule Updates and Accepted Revisions	EACH

Payment is full compensation for furnishing all work required under these bid items. The department will pay the contract unit price for the Baseline CPM Progress Schedule after the department accepts the schedule. Thereafter, the department will pay the contract unit price for each monthly CPM Progress Schedule update acceptably completed. The department will pay the contract unit price for CPM Revisions, if the department accepts the revision. The department will not pay for proposed revisions that are not accepted.

Failure to provide satisfactory schedule submittals within the times specified will result in liquidated damages being assessed and may result in the department managing to the contractor's latest accepted schedule until such time as the contractor submits an updated or revised schedule.

If the contractor does not provide satisfactory progress schedule submittals, updates and revisions, within the time specified by these specifications, the department will assess liquidated damages. The department will deduct the amount of \$500 per calendar day due to the contractor for every calendar day that the submission of the Initial Work Plan Schedule, Baseline CPM Progress Schedule, Revised CPM Progress Schedule, and the Monthly Progress Schedule is delinquent.

If the Initial Work Plan Schedule, Baseline CPM Progress Schedule, Revised CPM Progress Schedule, and the Monthly Progress Schedule update submittals are not received by the department within 10 business days after the submittal time specified, and, within 10 days of the submittal date, the engineer finds the schedule submittal unacceptable, the department will only make progress payments for the value of materials, as specified in standard spec 109.6.3.2.1, until the schedule is submitted and found acceptable.

74. Remove Catwalk, Item SPV.0060.67.

A Description

This special provision describes removing an existing catwalk from a sign structure as shown on the plans, and as hereinafter provided.

B (Vacant)

C Construction

Remove and dispose of all portions of the existing catwalk and catwalk connections according to standard spec 204.

Exercise care when removing the existing catwalk so the existing sign structure truss is not damaged. Any damage to the sign truss due to the removal operations shall be repaired by the contractor at the contractor's expense.

D Measurement

The department will measure Remove Catwalk as each catwalk that is acceptably removed according to the contract.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.67	Remove Catwalk	EACH

Payment is full compensation for removing and disposing of the catwalk; and for repairing damage to the existing sign truss

**75. Traffic Control Gawk Screen Furnished, Item SPV.0090.11;
Traffic Control Gawk Screen Installed, Item SPV.0090.12.**

A Description

This special provision describes providing traffic control gawk screen on concrete barrier as a traffic control device and removal upon completion of the project.

B Materials

Furnish rectangular shaped screen for temporary mounting on top of concrete barrier.

Furnish a polymer, polyethylene, or UV protected thermoplastic, or similar lightweight product that will not shatter when impacted and is proven crashworthy.

Submit shop drawings a minimum of two weeks before the proposed use of Traffic Control Gawk Screen.

Requirements:

- 24 inches in height.
- the same length as the concrete barrier on which it will be mounted, without splicing, except account for longitudinal overhang between the concrete barrier as shown in the plans.
- mounted with two poles, at the spacing shown in the plan, attached to the mounting plate with the mounting plate drilled into the top of the concrete barrier.
- secured with a chain and pin, or other approved method, to the mounting pole.
- capable of being securely connected to the adjacent screen section using polyethylene brackets, or similar approved fasteners, made of non-metallic materials.
- capable of expanding without buckling.

- capable of contracting without creating gaps in the screening and while remaining securely fastened to the adjacent screen.
- gray in color and opaque.
- has finished faces on both sides of the screen.
- capable of remaining in place from traffic gusts, wind gusts, and other outdoor elements that may move or displace the screen.

Furnish and install mounting pipe and hardware according to manufacturer/supplier directions.

Installations and removals of the gawk screen to/from its supports on the jobsite shall not require any tools.

C Construction

Furnish and deliver traffic control gawk screen to worksites within the project. Install the screen according to manufacturer's recommendations at contract-identified locations or as the engineer directs. Fasten screen sections together.

Provide surveillance and maintenance as specified in standard spec 643.3.2. Repair or replace any portion of the screen that is damaged as the engineer directs. Replace any screen sections that buckle, deform, shrink, or have any other material or installation failure, as determined by the engineer.

Remove screen when no longer needed at the installation site, during winter when directed by the engineer, and upon project completion. In permanent concrete barrier, concrete parapet, and department owned temporary concrete barrier, remove mounting hardware to below the concrete surface. Encapsulate all exposed metal and fill all holes left by anchorage methods with an epoxy from the department's approved products list. Fill holes as the screen is removed.

D Measurement

The department will measure Traffic Control Gawk Screen Furnished by the linear foot, acceptably delivered to the project site.

The department will measure Traffic Control Gawk Screen Installed by the linear foot, acceptably completed, measured along the base of the screen after installation for each contract-identified or engineer-directed initial installation. The department will also measure subsequent contract-identified or engineer-directed reinstallations. The department will not measure installations made solely to accommodate the contractor's means and methods.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.11	Traffic Control Gawk Screen Furnished	LF
SPV.0090.12	Traffic Control Gawk Screen Installed	LF

Payment for Traffic Control Gawk Screen Furnished is full compensation for furnishing traffic control screen, mounting posts, and mounting and fastening hardware; initial delivery; and storage until installation.

Payment for Traffic Control Gawk Screen Installed is full compensation for each installation; moving/trucking to another worksite within the project, unloading, and reinstalling; screen surveillance, maintenance, repair, and replacement; removing; disposal; and concrete barrier repair due to screen installation and after screen removal.

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76. Temporary Marking Line Wet Reflective Contrast Removable Tape 4-Inch, Item SPV.0090.13; Temporary Marking Line Wet Reflective Contrast Removable Tape 8-Inch, Item SPV.0090.20.

Apply the temporary pavement marking wet reflective contrast removable tape 4-inch and temporary pavement marking wet reflective contrast removable tape 8-inch according to standard spec 649 and according to the plan details.

77. Sawing Curb Head, Item SPV.0090.14.

A Description

This special provision describes sawing curb head as shown on the plans and is hereinafter provided

B (Vacant)

C Construction

Saw curb head according to the applicable portions of standard spec 690. Remove leftover concrete curb head material debris according to the applicable portions of the standard spec 204.

D Measurement

The department will measure Sawing Curb Head by the linear foot, 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.0090.14	Sawing Curb Head	LF

Payment is full compensation for providing all sawing and sludge removal; and for disposal of leftover concrete curb head material debris.

78. Concrete Curb and Gutter HES 30-Inch Type A, Item SPV.0090.15

A Description

Perform work according to the applicable provisions of standard spec 601, as detailed in the plans, and as hereinafter provided.

B Materials

Furnish materials conforming to the following:

Joint Filler.....	standard spec 415.2.3
Concrete.....	standard spec 501 – Type III portland cement

C (Vacant)

D Measurement

The department will measure Concrete Curb and Gutter HES 30-Inch Type A in length by the linear foot, 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.0090.15	Concrete Curb and Gutter HES 30-Inch Type A	LF

Payment is full compensation for furnishing all foundation excavation and preparation; all special construction required at driveway and alley entrances, or curb ramps; for providing all materials, including concrete, expansion joints, and reinforcement tie bars unless specified otherwise; for placing, finishing, protecting, and curing; for sawing joints; and for disposing of surplus excavation material, and restoring the work site.

The department will pay separately for excavation under other bid items.

79. Pipe Underdrain 6-Inch with Geotextile Fabric and Aggregate, Item SPV.0090.16

A Description

This special provision describes providing and placing pipe underdrain, geotextile fabric, and aggregate as shown on the plans and hereinafter provided.

B Materials

B.1 Pipe Underdrain

Provide Pipe Underdrain 6-Inch according to standard spec 612.2.

B.2 Geotextile Fabric

Provide Geotextile Fabric Type, DF Schedule B according to standard spec 645.2.1 and 645.2.4.

B.3 Aggregate

Provide coarse aggregate size No. 1 conforming to standard spec 501.2.5.4.

C Construction

Construct the Pipe Underdrain 6-Inch with Geotextile Fabric and Aggregate in locations shown on the plans and according to standard spec 612.3.1, 612.3.3, 612.3.5 and 645.3.4.

D Measurement

The department will measure Pipe Underdrain 6-Inch with Geotextile Fabric and Aggregate in length by the linear foot, 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.0090.16	Pipe Underdrain 6-Inch with Geotextile Fabric and Aggregate	LF

Payment is full compensation for providing and placing all materials, including pipe underdrain, geotextile fabric, aggregate, backfill, connections, fittings, and caps or plugs; for furnishing all excavating, recompacting, disposing of surplus material, and restoring the work site.

80. Marking Line Epoxy Non-Reflective Black 6-Inch, Item SPV.0090.17

Apply the Marking Line Epoxy Non-Reflective Black 6-inch according to standard spec 646 and according to the plan details. Do not apply glass beads to the liquid marking.

81. Survey Project 1206-06-79, Item SPV.0105.01.

A Description

Standard spec 105.6 and 650 are modified to define the requirements for construction staking for this contract.

Replace standard spec 105.6.2 with the following:

The department will not perform any construction staking for this contract. The contractor shall perform all survey required to layout and construct the work under this contract, subject to engineer's approval.

The survey includes establishing horizontal and vertical position for all aspects of construction including but not limited to storm sewer, subgrade, base, curb, gutter, curb and gutter, pipe culverts, structure layout, pavement, barriers (temporary and permanent), electrical installations, supplemental control, slope stakes, ponds, ITS, FTMS, ramp gates, parking lots, utilities, landscaping elements, irrigation system layout, installation of community sensitive design elements, traffic control items, fencing, etc.

The department may choose to perform quality assurance survey during construction. This quality assurance survey does not relieve the contractor of the responsibility for furnishing all survey work required under this contract.

Delete standard spec 650.1.

B (Vacant)

C Construction

Survey required under this item shall be according to all pertinent requirements of standard spec 650 and shall include all other miscellaneous survey required to layout and construct all work under this contract.

D Measurement

The department will measure Survey Project 1206-06-79 as a single lump sum 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.0105.01	Survey Project 1206-06-79	LS

Payment is full compensation for performing all survey work required to layout and construct all work under this contract.

82. Relocate Dual Arm, Median Mounted Lighting Unit, Item SPV.0105.02.

A General

The work under this item shall consist of all work associated with relocating an existing, dual-arm, median mounted, department lighting unit that is powered by CID or routed through conduit embedded in an existing median.

B Materials

All new materials must be from the standard specifications based on the sizes indicated on plans and confirmed through field investigation.

Any temporary materials installed to maintain lighting during construction remain contractor's property. However, the engineer may require any materials or installation deemed unsafe to be removed and replaced at no additional compensation; the engineer has sole authority to make this determination.

C Construction

Contractor must schedule a field visit with the engineer at least two weeks before any construction activities. Contractor shall document the condition of the existing Lighting Unit that is to be relocated. Contractor shall document the condition of cabling upstream and downstream of the pole being relocated. Documentation shall consist of photos, a written description of the physical condition of any material that is to be re-used, and field measurements of critical sizes and dimensions (such as conductor AWG size, bolt circle diameter, and anchor rod size). Documentation must be provided to the engineer at least a week before relocating the identified lighting unit. Any inconsistencies between plans and field data must be identified at this time.

Roadway lighting levels must be maintained throughout construction. Existing illuminance shall be determined by field measurement using a calibrated light meter; contractor must provide an unexpired certificate of calibration upon request by the engineer. Field measurement shall be taken every 10' along one inner and along one outer shoulder; measurements shall start 220' west of the lighting being relocated along the median and shoulder and continue to 170' east of the pole along the northwest ramp, and 80' east of the pole along the median. Measurements shall be taken at the same 69 points under existing and temporary lighting conditions. Lighting levels may be no more than 10% lower than the existing average illuminance, and the average-to-minimum uniformity ratio must be less than or equal to 4.0.

Maintenance of lighting shall be per contractor's means and methods, subject to engineer concurrence that the proposed solution is consistent with department lighting policies, particularly with regards to setback clearance. Installed temporary lighting solution must be coordinated with proposed construction and existing infrastructure such as storm sewer outflows and ITS conduits that are known to be in the area. The engineer may inspect the temporary lighting installation and require any materials or methods deemed unsafe to be removed and replaced with no additional compensation; the engineer has sole authority to make this determination.

During construction lighting units may be powered by overhead conductors; however, permanent lighting must be powered by conductors installed in conduit. Aerial conductors may be connected directly to existing luminaires only while the contractor is responsible for maintenance, in final condition every

luminaire must have a disconnecting fuse kit in the handhole at the base of pole. 25' is the minimum clearance between the bottom of aerial cable sag and roadway and shoulders.

Contractor shall determine in the field where to intercept existing conduits. Existing conduit must be exposed for a length of at least six inches so that the engineer may inspect connections between existing and new conduit before being covered. Contractor must clean existing conduit and lighting pullbox before installing new conductors. New conductors in conduit must be installed to adjacent lighting units. Existing fuses and fuse kits must be replaced.

The proposed light base must be constructed per Drawings. Contractor shall remove abandoned foundation only to the extent needed to complete other installations in the area.

Contractor shall maintain the lighting unit until substantial completion of project. Contractor shall replace or repair any units that are damaged due to contractor negligence or failure to provide adequate protections at no additional cost to the Project; the engineer has sole authority to determine compensation.

D Measurement

The department will measure Relocate Dual Arm, Median Mounted Lighting, Item SPV.0105.02; as one complete and operable system at each location.

E Payment

These items, measured as provided above, will be paid under the following lump sum items:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.02	Relocate Dual Arm, Median Mounted Lighting Unit	LS

Payment will be full compensation for conduits, conductors, relocation of existing lighting unit, new bases, anchor rods, bolts; for all parts and fittings.

83. Conduit Routing (Verona Road East), Item SPV.0105.03; Conduit Routing (Verona Road West), Item SPV.0105.04.

A Description

This special provision describes the conduit installation from the locations shown on the drawings.

B Materials

Provide materials as described in standard spec 652. Provide materials necessary to route conduit on the structure for the routing shown on the drawings. Materials may include but are not limited to: metallic conduit, conduit fittings, and conduit mounting brackets.

Provide two-coat paint system to galvanized rigid metallic conduit. Bubbles, blisters and flaking in the coating will be a basis for rejection.

Paint surface of rigid metallic conduit as hereinafter provided. Clean surfaces to be painted per SSPC-SP1 to remove chlorides, sulfates, zinc salts, oil, dirt, organic matter and other contaminants. Brush blast the cleaned surface per SSPC-SP16 to create a slight angular surface profile per manufacturer's recommendation for adhesion of the tie coat. Do not fracture the galvanized finish or remove any dry film thickness when blasting. After cleaning, apply a tie coat from an approved coating system that is specifically intended to be used on a galvanized surface, per manufacturer's recommendations. Etch the galvanized conduit and prepare the surface for the top coat using the tie coat. Apply a top coat per manufacturer's recommendations, matching the specified color for the bridge girders as shown on the plans. Use a preapproved top coat that is resistant to the effects of the sun and is suitable for a marine environment. Provide tie and top coats of contrasting colors coming from the same manufacturer.

Ensure that the paint manufacturer reviews the process to be used for surface preparation and application of the paint coating system with the paint applier. Visit the facility performing the work if requested by the paint manufacturer. Provide written confirmation, from the paint manufacturer to the engineer, that the review has taken place and that issues raised have been addressed before beginning coating work under the contract.

Use one of the qualified paint manufacturers and products given below. An equivalent system may be used with the written approval of the engineer.

Manufacturer	Coat	Products	Dry Film Minimum Thickness (mils)	Min. Time¹ Between Coats (hours)
<u>Sherwin Williams</u> 1051 Perimeter Drive Suite 710 Schaumburg, IL 60173 (847) 330-1562	Tie	Recoatable Epoxy Primer B67-5 Series / B67V5	2.0 to 4.0	6
	Top	Acrolon 218 HS Polyurethane, B65-650	2.0 to 4.0	NA
<u>Carboline</u> 350 Hanley Industrial St. Louis, MO 63144 (314) .644-1000	Tie	Rustbond Penetrating Sealer FC	1	36
	Tie	Carboguard 60	4.0 to 6.0	10
	Tie	Carboguard 635	4.0 to 6.0	1
	Top	Carbothane 133 LH(satin)	4	NA
<u>Wasser Corporation</u> 4118 B Place NW Suite B Auburn, WA 98001 (253) 850-2967	Tie	MC-Ferrox B 100	3.0 to 5.0	8
	Top	MC-Luster 100	2.0 to 4.0	NA
<u>PPG Protective and Marine Coatings</u> P.O. Box 192610 Little Rock, AR 72219-2610 (414) 339-5084	Tie	Amercoat 399	3.0 to 5.0	3
	Top	Amercoat 450H	2.0 to 4.0	NA

¹ Time is dependent on temperature and humidity. Contact manufacturer for more specific information.

C Construction

Install conduit and fittings as shown on the drawings and as described in standard spec 652.

C.1 Delivery, Storage and Handling

Deliver painted conduit to the site in an undamaged condition. Upon receipt at the job site, inspect coating to ensure that no damage occurred during shipping or handling. Repair or replace conduit if the coating is damaged at no additional cost to the department. Store the painted conduit off the ground. Exercise care so as not to damage the coated surface during installation.

C.2 Touch-up and Repair

For minor damage to the coated surface caused by shipping, handling or installation, touch-up the surface in conformance with the manufacturer's recommendations. If damage is excessive, replace the conduit section at no additional cost to the department. Provide a copy of the manufacturer's recommended repair procedure to engineer before repairing damaged coatings.

D Measurement

The department will measure Conduit Routing (location) as a single lump sum unit of work, completed according to the contract and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.03	Conduit Routing (Verona Road East)	LS
SPV.0105.04	Conduit Routing (Verona Road West)	LS

Payment is full compensation for furnishing and installing conduit, couplings, brackets, mounting hardware, painting the conduit including any touch-up and repairs necessary for installation as described herein and shown in drawings. Cable inside conduit will be paid under separate bid items.

84. Install Catwalk, Item SPV.0105.05.

A Description

This special provision describes furnishing and installing a catwalk to existing sign Structure S-13-423. The following components furnished under this bid item shall be galvanized steel: W6x12 DMS/Catwalk support; connection of the W6x12 to the existing sign structure chord; catwalk grating; and the safety chain. The railing shall be aluminum and the railing connection to the steel supports shall be stainless steel. Work shall be according to pertinent parts of standard spec 532, the plans and described herein.

B Materials

Furnish materials conforming to standard spec 532.2 and as shown in the plans.

C Construction

Install the W6x12 DMS/Catwalk support, connection of the W6x12 to the existing sign structure chord, catwalk grating, aluminum railing and the safety chain in conformance with standard spec 532.2 and plan requirements.

D Measurement

The department will measure Install Catwalk as a single lump sum unit of work, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.05	Install Catwalk	LS

Payment is full compensation for furnishing all labor, materials, equipment, tools, and incidentals necessary to complete the work as shown on the plans and as described herein.

85. Relocate Bluetooth Detector Assembly, Item SPV.0105.06.

A Description

This special provision describes relocating an existing solar-powered Bluetooth Detector Assembly as indicated on the plans.

B Materials

Provide all tools and equipment necessary to relocate the existing solar-powered Bluetooth Detector Assembly.

C Construction

Prior to relocating, the Field System Integrator must determine if the solar-powered Bluetooth Detector Assembly is fully functional. The solar-powered Bluetooth Detector Assembly includes; Bluetooth sensor/detector, solar power panels, pole mounted cabinet, battery, wireless cellular modem and antenna, and all wiring. If any part of the solar-powered Bluetooth Detector Assembly is found to not meet original manufacturer's specifications, contact Kyle Hemp of the WisDOT SW Region at (608) 246-5367.

Carefully relocate the existing solar-powered Bluetooth Detector Assembly to a temporary double-sided wood post as indicated on the plans. Relocate all mounting hardware and cables/wires associated with the solar-powered Bluetooth Detector Assembly. Remount the antenna to maximize signal strength.

Relocate and make operational the Bluetooth Detector Assembly within three days.

Once Structure S-13-543 work is complete, relocate the solar-powered Bluetooth Detector Assembly, mounting hardware, and cables/wires to S-13-543 as indicated on the plans. Relocate all mounting hardware and cables/wires. Remount the antenna to maximize signal strength.

Relocate and make operational the Bluetooth Detector Assembly within three days.

Storage of materials during the relocation process is the responsibility of the contractor and is incidental to this item.

Any materials which are damaged during the relocation process will be repaired or replaced at the expense of the contractor.

D Measurement

The department will measure Relocate Bluetooth Detector Assembly, completed according to the contract and accepted, as a single complete unit of work.

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.0105.06	Relocate Bluetooth Detector Assembly	LS

Payment is full compensation for relocating the solar-powered assembly including all labor, tools, equipment, and incidentals necessary to complete the contract work.

86. Fiber Wrap Reinforcing Non-Structural, Item SPV.0165.01.

A Description

This special provision describes providing non-structural protection using externally bonded, high-strength, fiber reinforced polymer (FRP) composite/epoxy resin systems field-applied per the details shown on the plans.

B Materials

Furnish a glass or carbon composite fabric that is a continuous unidirectional filament woven fabric with a primary fiber of electrical (E) glass or carbon, respectively.

Use a two-component, solvent-free with 0% Volatile Organic Compound (VOC) epoxy that is supplied by the manufacturer. Polyester resin shall not be allowed as a substitute for epoxy resin. Deliver epoxy materials in factory sealed containers with the manufacturer's labels intact and legible with verification of the date of manufacture and shelf life.

The protective top coating shall be concrete gray in color and match the color of the adjacent unwrapped concrete. Protective top coating shall be vapor permeable and UV resistant.

The use of more than one FRP system in an application is not permitted. All components, including primer, putty, filler, protective coating, and other materials, shall be compatible with the FRP system.

Store products in a protected area at a temperature between 40°F and 100°F with no moisture contact, no UV exposure, protected from dirt, chemicals, and physical damage, and according to the manufacturer's requirements. Do not use components exceeding their shelf lives.

Provide the following to the engineer:

- The manufacturer's data sheet indicating physical, mechanical and chemical characteristics of all materials used in the FRP system including the primer, putty, resin, saturant, fibers, and top coating.
- The manufacturer's Material Safety Data Sheets (MSDS) for all materials used.
- The manufacturer's instructions for installation and repair, including information on lap details if required.
- The manufacturer's storage and handling requirements of all materials.

Supplied composite fabric and epoxy resin products must have a minimum of 10 installations. Furnish proof of successful installations including date of construction and owner references. Furnish certified test reports including 1000 hour tests for 140°F, water, and salt water.

C Construction

C.1 Certified Applicators

Installers shall have a minimum of three years of experience performing similar FRP composite strengthening and be trained and certified by the manufacturer of the supplied FRP composite/epoxy resin system being used. Submit a list of completed surface bonded FRP composite strengthening projects completed with the manufacturer's FRP composite system in the past three years. The list shall include a minimum of 10 projects with the proposed FRP system, the dates when work was performed, general description of work, quantity of work and owner references. Provide written verification from the FRP composite manufacturer that the applicator has received the required training and is a certified installer by the FRP manufacturer.

C.2 Surface Preparation

Remove spalled and loose concrete.

Grind uneven surfaces or protrusions until smooth. Any corners or edges shall be rounded over to a minimum radius of 1/2-inch. This requirement also applies to beveled edges which must be ground smooth to eliminate sharp spots.

Per standard spec 509, treat any areas of active corrosion of the reinforcement and patch the concrete surface so as to restore it to its original dimensions. When patching the concrete substrate, remove defective concrete down to sound concrete; the extents of the area to be removed and patched shall be 1/2-inch beyond the boundary of the distress on all sides. If there is a loss of bond between the reinforcing steel and the concrete, remove the surrounding concrete to a depth equal to the greater of 3/4-inch or the maximum aggregate size plus 1/4-inch. If surface repair is performed, allow patches to cure a minimum of 10 days before FRP application or until the surface moisture is less than 4%. This work to be paid for under separate bid items per the plans.

Epoxy inject cracks in the concrete larger than 0.25 mm in width at least 24 hours prior to FRP installation. Seal cracks smaller than 0.25 mm in width in aggressive environments at the direction of the engineer. This work to be paid for under a separate bid item per the plans.

Preserve and utilize the required existing reinforcing steel, and blast clean, realign, and retie as the engineer directs. If additional reinforcement is required, use grade 60 steel conforming to AASHTO M31 and standard spec 505.2. Repair damage to existing, epoxy-coated reinforcement conforming to 509.3.1

The concrete surface shall be clean, and free of any material that could interfere with bonding, such as dirt, grease, wax, etc. The surface must also be free of moisture with a maximum moisture content of 4%. Immediately prior to bonding, all contact surfaces shall receive a final cleaning by hand or oil-free compressed air to remove any residual dust, powder residue or laitance.

C.3 Installation

A minimum of two layers are required.

Place FRP only under the following conditions or per manufacturer's recommendation:

- Ambient temperature and the temperature of the epoxy resin components shall be between 55°F and 90°F during the entire application process.
- Relative humidity less than 85%.
- Surface temperature more than 5°F above the dew point.
- Moisture level of all contact surfaces, included patched areas, less than 4% unless the resin has been specifically formulated for wet applications.

Unless directed otherwise by the engineer, install the FRP after all dead loads have been applied to the bridge. Do not install FRP while the component being repaired is subjected to live loads.

Apply, per manufacturer's instructions, a system-compatible putty as required to fill uneven surfaces or recesses. Depending on the manufacturer, this putty may be applied before or after the primer.

Apply the primer coat uniformly to the substrate using a roller or trowel. Primed and puttied surface shall be protected from all contaminants (i.e., dust, moisture, etc) prior to the application of the fiber wrap.

Mix the components of the epoxy resin with a mechanical mixer and apply the epoxy resin uniformly to the fiber at a rate that ensures complete saturation of the fabric. Apply saturating resin uniformly to the prepared substrate. Begin resin application within one hour after the batch has been mixed. Use all resin within the pot life as specified by the manufacturer.

Apply the fabric per manufacturer's recommendation. Handle fiber wraps in a manner to maintain fiber straightness and prevent fiber damage. Any kinks, folds, or severe waviness will not be accepted. Use rollers or hand pressure to remove any air trapped between the fabric and the concrete, or between fabric plies. Rolling must be parallel to the direction of the fibers to avoid fiber misalignment or damage. Do not use metal serrated rollers because they can damage the FRP fabric.

Stagger the joints between layers so that a continuous sheet in one layer will span the joints of the sheets in the layer below. If multiple layers cannot all be placed in one day, defer to the manufacturer to determine the extent of the cure and surface preparation required for the previously placed layers required before proceeding. If required, laps shall be per manufacturer's instructions, with a minimum edge lap of 6 inches and a minimum end lap of 12 inches. Laps should be staggered between layers.

Cover the final layer of fabric with a coat of epoxy that produces a uniform finished surface per manufacturer's instructions.

Cure per manufacturer's instructions. The FRP system shall be protected from weather, large temperature variations, moisture, sand, dust, and other foreign particles during curing. Do not allow the system to be subjected to live loads until it is completely cured. Defer to manufacturer's instructions regarding the degree of cure which must be achieved before additional dead loads can be applied to the wrapped member.

An additional protective coating is required to protect the fibers from the elements, specifically UV radiation, and to give the final aesthetic effect. Install protective coating per manufacturer's instructions after the field inspection described in section C.4.2 has been conducted. To prepare the FRP surface to receive the coating, clean and roughen the exterior surfaces of the composite wrap using a light abrasive after the final epoxy coat is completely polymerized. The abrasive shall be of the appropriate hardness to roughen the surface without damaging the fibers. Remove all dust, dirt, and other bond inhibiting materials and dry all cleaned and roughened surfaces.

C.4 Testing and Acceptance

C.4.1 Records and Sampling

The contractor shall record the following information for each installation:

- Date, time, and specific location of installation.
- Surface preparation methods.
- Widths and lengths of cracks not injected with epoxy.
- Material information including product used, fiber and resin lot/batch numbers, mixture ratios, mixing times, etc.
- Ambient temperature, relative humidity, and general weather observations at the beginning and end of each installation.
- Concrete surface temperature, concrete moisture content, and surface cleanliness.
- Number of FRP layers used and fiber orientation of each layer.
- Square footage of fabric and volume of epoxy used each day.

C.4.2 Field Testing

In the presence of the engineer, the contractor will conduct a visual and acoustic sounding inspection to test for defects such as voids, delaminations, external cracks, chips, cuts, loose fibers, external abrasions, blemishes, foreign inclusions, depressible raised areas, or fabric wrinkles. Conduct this inspection after the FRP is cured but before the protective coating is applied.

In the presences of the engineer, the contractor will conduct a visual inspection of the protective coating for damage including but not limited to cracking, crazing, blisters, peeling, or external abrasions. Conduct this inspection after placement and cure of the protective coating.

If any defects are found, they must be repaired as detailed in C.4.3, or removed and replaced.

C.4.3 Required Remediation

Inject or back fill any small voids or bubbles (1-1/2" diameter or less) with epoxy. If five or more such voids are found in an area smaller than 10 square feet, submit a proposed remediation procedure subject to the acceptance of the engineer.

Voids or delaminated areas greater than 3" in diameter or an equivalent rectangular area shall be reported to the engineer. Proposed remediation procedure(s) for addressing these areas are subject to the acceptance of the engineer.

D Measurement

The department will measure Fiber Wrap Reinforcing Non-Structural by the square foot, 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.0165.01	Fiber Wrap Reinforcing Non-Structural	SF

Payment for Fiber Wrap Reinforcing Non-Structural is full compensation for preparing required submittals, cleaning the surfaces of elements to be confined, furnishing, transporting, handling, and installing the fabric, finish coat of epoxy, the final protective coating system, field testing, and required remediation. No extra measurement or payment will be made for overlap areas.

Repairing damage to existing reinforcement is incidental to this item.

87. Concrete Pavement Repair Overnight, Item SPV.0180.01; Concrete Pavement Replacement Overnight, Item SPV.0180.02.

A Description

This special provision describes construction of concrete pavement repair overnight and concrete pavement replacement overnight according to standard spec 416.

B Materials

Furnish calcium chloride according to standard spec 416.2.1 (3).

B.1 Concrete Mixtures

Furnish SHES concrete conforming to standard spec 416.2.5 except replace standard spec 416.2.5.1 (1) with the following:

Furnish air-entrained concrete conforming to standard spec 501 as modified for class II concrete in standard spec 716. Provide QMP for class II ancillary concrete as specified in standard spec 716. Determine materials and proportions of the concrete mixture to obtain a minimum compressive strength in the concrete of 2000 psi prior to reopening to traffic. The contractor may add one or a combination of admixtures to the ingredients or to the mixture in order to obtain the required minimum strength and required air content. Do not retemper the concrete mixture.

Add the following to standard spec 416.2.5.1 (2):

Calcium chloride flakes may be used in lieu of calcium chloride in solution.

Replace standard spec 716.2.1 (2) with the following:

Perform random QC testing at the following frequencies:

1. Test air content a minimum of once per 100 cubic yards for each mix grade and placement method. Cast a minimum of one set of 2 cylinders per contract for each mix grade and placement method. Slump testing is not required.
2. Cast on set of 2 cylinder per 200 cubic yards for each mix grade and placement method. Random 28-day compressive strength cylinders are not required.

C Construction

Repair concrete pavement according to standard spec 416.3.8 and as follows.

Supplement standard spec 416.3.8.2 with the following:

(4) Cure, protect and open as specified in standard spec 415.3.12 through standard spec 415.3.15. Disregard the opening to service requirements in standard spec 415.3.15 (2) to (3). The engineer will allow the contractor to open pavement to construction and public traffic when the concrete attains a verified compressive strength of 2000 psi.

Supplement standard spec 416.3.8.3 with the following:

(2) Disregard the opening to service requirements in standard spec 415.3.15 (2) to (3). The engineer will allow the contractor to open pavement to construction and public traffic when the concrete attains a verified compressive strength of 2000 psi.

D Measurement

The department will measure the Concrete Pavement Repair Overnight and Concrete Pavement Replacement Overnight bid items by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.01	Concrete Pavement Repair Overnight	SY
SPV.0180.02	Concrete Pavement Replacement Overnight	SY

Payment is full compensation for furnishing, hauling, preparing, placing, curing, and protecting materials; for replacing damaged pavement designated to remain in place; for removing and disposing of existing pavements and excavated materials; for repairing asphaltic shoulders; for tooling joints; for preparing the foundation; for backfilling; and for testing concrete cylinders. The department will pay for individual repairs at least one lane wide and greater than 15 feet to less than 300 feet long as Concrete Pavement Replacement Overnight. Payment includes jointing and providing tie bars and dowel bars in unhardened concrete. The department will pay separately for associated work as follows:

- For tie bars and dowel bars provided in concrete not placed under the contract, exclusive of those necessary to repair contractor-caused damage, under the Drilled Tie Bars and Drilled Dowel Bars bid items.
- -For sawing existing concrete for removal, under the Sawing Concrete bid item as specified in standard spec 690.5.

88. Base Patching Concrete Overnight, Item SPV.0180.03.

A Description

This special provision describes patching areas of existing concrete pavement with rapid set concrete according to standard spec 390 prior to overlaying with new HMA pavement.

B Materials

Furnish air-entrained concrete conforming to standard spec 501 as modified for class II concrete in standard spec 716. Provide QMP for class II ancillary concrete as specified in standard spec 716.

Furnish calcium chloride according to standard spec 416.2.1 (3).

Furnish tie bars as the plans show and conforming to standard spec 505.2.6. Furnish 1 ½" diameter dowel bars for use in unhardened concrete installed as the plans show and conforming to standard spec 505.2.6. Furnish 1 ¼" diameter dowel bars under the Drilled Dowel Bars bid item as the plans show and as specified in standard spec 416.

B Materials

Furnish air-entrained concrete conforming to standard spec 501 as modified for class II concrete in standard spec 716. Provide QMP for class II ancillary concrete as specified in standard spec 716.

Furnish calcium chloride according to standard spec 416.2.1 (3).

Furnish tie bars as the plans show and conforming to standard spec 505.2.6. Furnish 1 ½" diameter dowel bars for use in unhardened concrete installed as the plans show and conforming to standard spec 505.2.6. Furnish 1 ¼" diameter dowel bars under the Drilled Dowel Bars bid item as the plans show and as specified in standard spec 416.

B.1 Concrete Mixtures

Furnish SHES concrete conforming to standard spec 416.2.5 except replace standard spec 416.2.5.1 (1) with the following:

Determine materials and proportions of the concrete mixture to obtain a minimum compressive strength in the concrete of 2000 psi prior to reopening to traffic. The contractor may add one or a combination of admixtures to the ingredients or to the mixture in order to obtain the required minimum strength and required air content. Do not retemper the concrete mixture.

Add the following to standard spec 416.2.5.1 (2):

Calcium chloride flakes may be used in lieu of calcium chloride in solution.

Replace standard spec 716.2.1 (2) with the following:

Perform random QC testing at the following frequencies:

1. Test air content a minimum of once per 100 cubic yards for each mix grade and placement method. Cast a minimum of one set of 2 cylinders per contract for each mix grade and placement method. Slump testing is not required.
2. Cast on set of 2 cylinder per 200 cubic yards for each mix grade and placement method. Random 28-day compressive strength cylinders are not required.

C Construction

Construct Base Patching Overnight according to standard spec 390.3.1, 390.3.4, and as follows.

Place each repair in one continuous, full-depth operation conforming to standard spec 415.3.6 and standard spec 415.3.7. Protect from cold weather as specified in standard spec 415.3.13.

D Measurement

The department will measure the Base Patching Concrete Overnight bid item by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.03	Base Patching Concrete Overnight	SY

Payment is full compensation for furnishing, hauling, preparing, placing, curing, and protecting materials; for replacing damaged pavement designated to remain in place; for removing and disposing of existing pavements and excavated materials; for repairing asphaltic shoulders; for tooling joints; for preparing the foundation; for backfilling; and for testing concrete cylinders. Payment includes jointing and providing tie bars and dowel bars in unhardened concrete.

The department will pay separately for tie bars and dowel bars provided in concrete not placed under the contract, exclusive of those necessary to repair contractor-caused damage, under the Drilled Tie Bars and Drilled Dowel Bars bid items. The department will pay separately for sawing existing concrete for removal, under the Sawing Concrete bid item as specified in standard spec 690.5.

**ADDITIONAL SPECIAL PROVISION 1 (ASP 1)
FOR TRANSPORTATION ALLIANCE FOR NEW SOLUTIONS (TrANS)
PROGRAM EMPLOYMENT PLACEMENTS AND APPRENTICESHIPS**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Section 5204(e) – Surface Transportation Workforce Development Training and Education, provides for 100 percent Federal funding if the core program funds are used for training, education, or workforce development purposes, including “pipeline” activities. The core programs includes: Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Highway Bridge Program (HBP), Interstate Maintenance (IM), National Highway System (NHS), and Surface Transportation Program (STP). These workforce development activities cover surface transportation workers, including OJT/SS programs for women and minorities as authorized in 23 U.S.C. §140(b).

TrANS is an employment program originally established in 1995 in Southeastern Wisconsin. Currently TrANS has expanded to include TrANS program locations to serve contractors in Southeast (Milwaukee and surrounding counties), Southcentral (Dane County and surrounding counties including Rock County), and most Northeastern Wisconsin counties from locations in Keshena, Rhinelander and surrounding far Northern areas. TrANS attempts to meet contractor’s needs in other geographic locations as possible. It is an industry driven plan of services to address the outreach, preparation, placement and retention of women, minorities and non-minorities as laborers and apprentices in the highway skilled trades. These candidate preparation and contractor coordination services are provided by community based organizations. For a list of the TrANS Coordinators contact the Disadvantaged Business Enterprise Office at (414) 438-4583 in Milwaukee or (608) 266-6961 in Madison. These services are provided to you at no cost.

I. BASIC CONCEPTS

Training reimbursements to employing contractors for new placements, rehires or promotions to apprentice of TrANS Program graduates will be made as follows:

- 1) **On-the-Job Training, Item ASP.1T0G, ASP 1 Graduate.** At the rate of \$5.00 per hour on federal aid projects when TrANS graduates are initially hired, or seasonally rehired, as unskilled laborers or the equivalent.

Eligibility and Duration: To the employing contractor, for up to 2000 hours from the point of initial hire as a TrANS program placement.

Contract Goal: To maintain the intent of the Equal Employment Opportunity program, it is a goal that 6 (number) TrANS Graduate(s) be utilized on this contract.

- 2) **On-the-Job Training, Item ASP.1T0A, ASP 1 Apprentice.** At the rate of \$5.00 per hour on federal aid projects at the point when an employee who came out of the TrANS Program is subsequently entered into an apprenticeship contract in an underutilized skilled trade (this will include the Skilled Laborer Apprenticeship when that standard is implemented).

Eligibility and Duration: To the employing contractor, for the length of time the TrANS graduate is in apprentice status.

Contract Goal: To maintain the intent of the Equal Employment Opportunity program, it is a goal that 5 (number) TrANS Apprentice(s) be utilized on this contract.

- 3) The maximum duration of reimbursement is two years as a TrANS graduate plus time in apprentice status.
- 4) If a TrANS program is not available in the contractor's area and another training program is utilized, payment of On-the-Job Training hours may be approved by the Wisconsin Department of Transportation (WisDOT) if the training program meets the established acceptance criteria. Only On-the-Job Training Hours accumulated after WisDOT approval will be reimbursed as specified under Items ASP.1T0G and ASP.1T0A. For more information, contact the Disadvantaged Business Enterprise Office at the phone numbers listed above.
- 5) WisDOT reserves the right to deny payments under items ASP.1T0G and ASP.1T0A if the contractor either fails to provide training or there is evidence of a lack of good faith in meeting the requirements of this training special provision.

I. RATIONALE AND SPECIAL NOTE

The \$5.00 per hour now being paid for TrANS placements is intended to cover the duration of two years to allow for reaching entry-level laborer status. An additional incentive, the \$5.00 rate, would promote movement into the underutilized skilled trades' apprenticeships and applies until the individual completes their apprenticeship. These incentives benefit TrANS candidates by giving them a better opportunity to enter a skilled trade; benefits contractors who will be assisted in meeting their EEO profiles and goals; and benefits the public who will see the program reinforce larger public-private employment reform in Wisconsin. The pool of TrANS graduates was created for the purpose of addressing underutilization in the skilled trades, an objective that is further reinforced by a parallel retention pilot program, known as the Companywide Reporting. *Whether or not reimbursement is involved, the WisDOT reassures contractors who are in the Companywide Program that TrANS placements still contribute toward fulfilling the new hire goal of 50% women and minorities.* Based on data administered by United States Department of Labor (US DOL), the highway skilled trades remain underutilized for women statewide (less than 6.9%); and for minorities in all counties (% varies by county).

NOTE: *Unless using other advancement strategies, contractors are encouraged to use some or all of this monetary incentive to offset the cut in hourly wages an individual may incur when entering an apprenticeship if the full general laborer hourly rate has been previously paid. No special accounting measures are required.*

II. IMPLEMENTATION

The implementation of ASP 1 is intended to cover only the amount of time it takes for underutilization to be resolved across the trades. This will be measured annually at the county and/or state levels using data administered by WisDWD in relation to goals set by the USDOL-

OFCCP. With appropriate state and federal approvals, we may also do some measurement at the company level.

It is the contractor's responsibility to note on their Certified Payrolls if their employee is a TrANS graduate or a TrANS apprentice. The District EEO Coordinators utilize the information on the Certified Payrolls to track the hours accumulated by TrANS Graduates and TrANS apprentices on WisDOT contracts. Payment under this ASP 1 is made based on the hours recorded off of the Certified Payrolls. Tracking may eventually include improved linkages with the WisDWD apprentice database, information from company and committee level sources.

TrANS is nondiscriminatory by regulation, and is a tool for optional use by contractors to address the underutilization of women and minorities as laborers and apprentices in our industry's skilled trades.

IV. TRANS TRAINING

As part of the contractor's equal employment opportunity affirmative action program, training shall be provided to employees enrolled in apprenticeship and on-the-job training programs as follows:

The contractor shall provide on-the-job training aimed at developing full journey workers in the type of trade or job classifications involved. In the event the contractor subcontracts a portion of the contract work, the contractor shall determine how many, if any, of the trainees are to be trained by the subcontractor provided, however, that the contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The contractor shall also insure that this training special provision is made applicable to such subcontract.

Training and upgrading of minorities and women toward journey workers status is a primary objective of this training special provision. Accordingly, the contractor shall make every effort to enroll minority trainees and women (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority trainees and women trainees); to the extent such persons are available within a reasonable area of recruitment. The contractor will be given an opportunity and will be responsible for demonstrating the steps that they have taken in pursuance thereof, prior to determination as to whether the contractor is in compliance with this training special provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee in any classification in which they have successfully completed a training course leading to journey workers status or in which they have been employed as a journey worker. The contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used, the contractor's records should document the findings in each case.

V. APPRENTICESHIP TRAINING

The Federal Highway Administration's (FHWA) policy is to require full use of all available training and skill improvement opportunities to assure increased participation of minority groups, disadvantaged persons and women in all phases of the highway construction industry. The FHWA On-the-Job Training (OJT) Program requires the State transportation agencies (STAs) to establish apprenticeships and training programs targeted to move women, minorities, and disadvantaged individuals into journey-level positions to ensure that a competent workforce is available to meet highway construction hiring needs, and to address the historical underrepresentation of members of these groups in highway construction skilled crafts.

The OJT Supportive Services (OJT/SS) Program was established in Title 23 Code of Federal Regulations (CFR), Part 230) to supplement the OJT program and support STA training programs by providing services to highway construction contractors and assistance to highway construction apprentices and trainees. The primary objectives of OJT/SS are:

- (1) To increase the overall effectiveness of the State highway agencies' approved training programs.
- (2) To seek other ways to increase the training opportunities for women, minorities, and disadvantaged individuals.

The STAs are responsible for establishing procedures, subject to the availability of Surface Transportation and Bridge Funds under 23 U.S.C. §140(b) (Nondiscrimination), for the provision of supportive services with respect to training programs approved under 23 CFR, Part 230(a) (Equal Employment Opportunity on Federal and Federal-aid Construction Contracts – including Supportive Services).

The contractor and subcontractor shall maintain records to demonstrate compliance with these apprenticeship requirements. Reasonable exemptions and modifications to and from any or all of these requirements will be determined by the Wisconsin Department of Transportation-Civil Rights Office. A request for an exemption or modification, with justification, shall be made in writing, addressed to WisDOT Civil Rights Office, 4802 Sheboygan Avenue, P.O. Box 7965, Rm. 451, Madison, WI 53707.

ADDITIONAL SPECIAL PROVISION 3

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM IMPLEMENTATION

Authority

Wisconsin Department of Transportation (WisDOT) is a recipient of funds from the US Department of Transportation's Federal Highway Administration. The DBE program is a federal program applicable on all contracts administered by WisDOT that include federal-aid highway funds. The authority for the DBE program is the Transportation Bill as approved by Congress periodically. DBE program guidance and requirements are outlined in the Code of Federal Regulations at 49 CFR Part 26. This contract is subject to DBE provisions because it is financed with federal-aid-highway funds. Additionally, this contract is subject to the *State of Wisconsin Standard Specifications for Highway and Structure Construction* and all applicable contract documents.

Requirements

Pursuant to the federal DBE program regulation at 49 CFR Part 26, a contractor's failure to comply with any provision of the DBE program regulatory provisions will be considered a material breach of contract. This is nonnegotiable.

If a contractor fails to carry out the DBE program requirements and/or the Required Contract Provisions for Federal Aid Contracts (FHWA 1273) referenced in this document, sanctions will be assessed depending upon the facts, reasoning, severity, and remedial efforts of the contractor that may include: termination of contract, withholding payment, assessment of monetary sanctions, and/or suspension/debarment proceedings that could result in the disqualification of the contractor from bidding for a designated period of time.

- (1) At time of bid, ALL prime contractors shall submit Form DT1506 (Commitment to Subcontract to DBE), and signed Attachments A. If the assigned DBE contract goal is not met, Form DT1202 (Documentation of Good Faith Effort) is due at time of bid. Supplemental DT1202 documentation is due within 24-hours of bid closing, submitted to the DBE Alert email box. Any change to DBE commitments thereafter must follow Modification of DBE Subcontracting Commitment (Section 9).
- (2) The Department requires this list of DBE subcontractors from all bidders at time of bid to ensure the lowest possible cost to taxpayers and fairness to other bidders and subcontractors. Bid Shopping is prohibited.
- (3) The contractor shall utilize the specific DBE firms listed on the approved Form, DT1506, to perform the work and/or supply the materials for which the DBE firm is listed unless the contractor obtains written consent from WisDOT. The contractor shall not be entitled to payment for any work or materials on the approved DT1506 that is not performed or supplied by the listed DBE without WisDOT's written consent.

Description

The Wisconsin Department of Transportation is committed to the compliant administration of the DBE Program. The DBE provisions work in tandem with FHWA 1273 and WisDOT's Standard Specifications and Construction Materials Manual. The WisDOT Secretary is signatory to assurances of department-wide compliance.

The department assigns the contract DBE goal as a percentage of work items that could be performed by certified DBE firms on the contract. The assigned DBE goal is expressed on the bid proposal as a percentage applicable to the total contract bid amount.

- (1) WisDOT identifies the assigned DBE goal in its contract advertisements and posts the contract DBE goal on the cover of the bidding proposal. The contractor can meet the assigned contract DBE goal by subcontracting work to a DBE firm or by procuring services or materials from a DBE firm.

- (2) Under the contract, the prime contractor should inform, advise, and develop participating DBE firms to be more knowledgeable contractors who are prepared to successfully complete their contractual agreement through the proactive provision of assistance in the following areas:
 - § Produce accurate and complete quotes
 - § Understand highway plans applicable to their work
 - § Understand specifications and contract requirements applicable to their work
 - § Understand contracting reporting requirements
- (3) The department encourages contractors to assist DBE subcontractors more formally by participating in WisDOT's Business Development program as a mentor, coach, or resource. For comprehensive information on the Disadvantaged Business Enterprise Program, visit WisDOT's Civil Rights and Compliance Section website at: <http://wisconsindot.gov/Pages/doing-bus/civil-rights/dbe/default.aspx>

1. Definitions

Interpret these terms, used throughout this additional special provision, as follows:

- a. **Assigned DBE Contract Goal:** The percentage shown on the cover of the Highway Work Proposal that represents the feasible level of DBE participation for each contract. The goal is calculated using the Engineer's Estimate and DBE Interest Report. Goal assignment includes review of FHWA funds, analyzes bid items for subcontract opportunity and compatibility with DBE certified firm work codes. Additional factors considered include proximity, proportion, and regulations.
- b. **Bid Shopping:** In construction law, bid shopping is the practice of divulging a subcontractor's bid to another prospective contractor(s) before or after the award of a contract to secure a lower bid.
- c. **DBE:** Disadvantaged Business Enterprise- for-profit small business concern where socially and economically disadvantaged individuals own at least a 51% interest and control management and daily business operations.
- d. **DBE Commitment:** The DBE Commitment is identified in the Commitment to Subcontract to DBE (Form DT1506) and is expressed as the amount of DBE participation the prime contractor has secured. The DT1506, a contract document completed by the bidder, is required to be considered a responsive bidder on an FHWA-funded contract that has an assigned DBE goal.
- e. **DBE Utilization:** The actual participation of a DBE subcontractor on a project. WisDOT verifies DBE utilization through review of Form DT1506, payments to subcontractors, and contract documentation. The Prime Contractor receives DBE credit for payments made to the DBE firms performing the work listed on the approved Form DT1506, and those submitted after approved commitment with Attachment A.
- f. **Good Faith Effort:** Legal term describing a diligent and honest effort taken by a reasonable person under the same set of facts or circumstances. For DBE subcontracting, the bidder must show that it took all necessary and reasonable steps to achieve the assigned DBE goal by the scope, intensity, and appropriateness of effort that could reasonably be expected for a contractor to obtain sufficient DBE participation.
- g. **Manufacturer:** A firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract.
- h. **Reasonable Price:** Contractors are expected to assess reasonable price by analyzing the contract scope for DBE subcontract feasibility and comparing common line items in DBE and non-DBE subcontract quotes for the same work. Per federal regulation, reasonable price is not necessarily the lowest price.

- i. **Supplier:** A firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles, or equipment required under the contract are bought, kept in stock, and regularly sold or leased to the public.
- j. **Tied quote:** Subcontractor quote that groups multiple bid/line items at a bundled/package price with a notation that the items within the quote shall not be separated.

2. WisDOT DBE Program Compliance

a. Documentation Submittal

The Commitment to Subcontract to DBE (Form DT1506) and signed Attachments A shall be submitted at bid by ALL prime contractors. If the assigned DBE contract goal is not met, Documentation of Good Faith Effort (Form DT1202) is due at time of bid. Supplemental DT1202 documentation is due within 24-hours of bid closing, submitted to the DBE Alert email box.

Naming conventions: When emailing files, please use the following language to identify your submission-
"Project #, Proposal #, Let date, Business Name, GFE" Email: DBE_Alert@dot.wi.gov

The DBE Office will not certify Good Faith Effort and the Bureau of Project Development will consider the bid nonresponsive if the contractor fails to furnish the Form DT1506, Attachments A, and Form DT1202 if applicable, as required. See sample forms in the Appendix.

b. Verification of DBE Commitment

The documentation related to DBE subcontract commitment submitted prior to contract award is evaluated as follows:

(1) DBE Goal Met

If the bidder indicates that the contract DBE goal is met, the department will evaluate Form DT1506 and Attachments A to verify the actual DBE percentage calculation. If the DBE commitment is verified, the contract is eligible for award with respect to the DBE commitment.

(2) DBE Goal Not Met

- a) If the bidder indicates a bid percentage on Form DT1506 that does not meet the assigned DBE contract goal, the bidder must request alternative evaluation of good faith effort through submission of Form DT1202 (Documentation of Good Faith Effort) at the time of bid including narrative description. Supplementary documentation of good faith effort that supports the DT1202 submission is due within 24-hours of bid submission and prior to bid posting. The department will review the bidder's DBE commitment and evaluate the bidder's good faith efforts submission.
- b) Following evaluation of the bidder's Good Faith Effort documentation the bidder will be notified that the department intends to:
 - 1. *Approve* the request (adequate documentation of GFE has been submitted)- no conditions placed on the contract with respect to the DBE commitment;
 - 2. *Deny* the request (inadequate documentation of GFE has been submitted)- the contract is viewed as non-responsive per Wisconsin Standard Specifications for Highway and Structure Construction and will not be executed.
- c) If the department denies the bidder's request, the contract is ineligible for award. The department will provide a written explanation for denying the request to the bidder. The bidder may appeal the department's denial (see Section 4).

Supplemental good faith effort documentation must be submitted to the DBE Office by email at: DBE_Alert@dot.wi.gov or by postal mail - ATTN: DBE Office, PO Box 7986, Madison, WI 53707-7986. Email naming convention: "Project #, Proposal #, Let date, Business Name, GFE"

3. Department's Criteria for Good Faith Effort Documentation

The Federal-aid Construction Contract Provision, referenced as FHWA-1273, explicitly states that the prime contractor shall be responsible for all work performed on the contract by piecework, station work, or subcontract. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of the contract including assurances of equal employment opportunity laws, DBE regulations, and affirmative action. Compliance encompasses responsible and responsive action, documentation, and good faith effort.

Contractually, all contractors, subcontractors, and service providers on the contract are bound by FHWA 1273 and DBE program provisions. **Prime contractors should encourage subcontractors to utilize DBE firms whenever possible to contribute to the assigned DBE contract goal.**

Bidders are required to document good faith effort. Per 49 CFR Part 26.53, good faith effort is demonstrated in one of two ways. The bidder:

- (1) Documents that it has obtained enough DBE participation to meet the goal; OR
- (2) Documents that it made adequate good faith efforts to meet the goal, even though it did not succeed

Appendix A of 49 CFR Part 26 provides guidance concerning good faith efforts. WisDOT evaluates good faith effort on a contract basis just as each contract award is evaluated individually.

The efforts employed by the bidder should be those that WisDOT can reasonably expect a bidder to take to actively and aggressively obtain DBE participation sufficient to meet the DBE contract goal. The department will only approve demonstration of good faith effort if the bidder documents the quality, quantity, and intensity of the variety of activities undertaken that are commensurate with expected efforts to meet the stated goal.

The department, in conjunction with industry stakeholders, has developed the following guidance for contractor good faith effort activity. The guidance and the attached appendices provide a framework for the actions required by all parties in the processing and evaluation of bidder's total efforts to achieve the project specific DBE goal prior to the bid letting date.

a. Solicitation guidance for Prime Contractors:

- (1) Document all efforts and decisions made toward achieving the DBE goal on the contract. The bidder should use WisDOT-approved DBE outreach tools, including the UCP DBE Directory and the Bid Express Small Business Network to foster DBE participation on all applicable contracts.
- (2) As needed, request assistance with DBE outreach and follow-up by contacting the department's DBE Support Services Office by phone or email request at least 14 days prior to the bid letting date. Phone numbers are (414) 438-4584 and/or (608) 267-3849; Fax: (414) 438-5392; E-mail: DBE_Alert@dot.wi.gov
- (3) Participate in and document a substantive conversation with at least one DBE firm per Let, to discuss questions, concerns, and any other contract related matters that may be applicable to the DBE firm. Guidelines for this conversation are provided in Appendix A of ASP-3.
- (4) Request quotes by identifying potential items to subcontract and solicit. In their initial contacts, contractors are strongly encouraged to include a single page, detailed list of items for which they are accepting quotes, by project, within a letting. *See attached sample entitled "Sample Contractor Solicitation Letter" in Appendix B.* Prime contractors should also indicate a willingness to accept quotes in areas they are planning to perform themselves, as required by federal rules. In some cases, it might be appropriate to use DBE firms to do work in a prime contractor's area of specialization.

- i. Solicit quotes from certified DBE firms who match possible items to subcontract using all reasonable and available means. Additionally, forward copies of solicitations highlighting the work areas for which quotes are being sought to DBE_Alert@dot.wi.gov
 - ii. Acceptable outreach tools include SBN (Small Business Network, see Appendix C):
 - <https://www.bidx.com/wi/main>, postal mail, email, fax, and phone.
 - a. Contractors must ask DBE firms for a response in their solicitations. See *Sample Contractor Solicitation Letter*, Appendix B. This letter may be included as an attachment to the sub-quote request.
 - b. Solicit quotes at least 10 calendar days prior to the letting date to allow DBE firms sufficient time to respond. Prime contractors should contact DBE firms early, asking if they need help organizing their quote, assistance confirming equipment needs, or other assistance supporting their submission of a competitive quote for their services.
 - c. A follow up solicitation should take place within 5 calendar days of the letting date. Email and/or SBN are the preferred method for the solicitation.
 - iii. Upon request, provide interested DBE firms with adequate information about plans, specifications, and the requirements of the contract by letter, information session, email, phone call, and/or referral.
 - iv. When potential exists, the contractor should advise interested DBE firms on how to obtain bonding, line of credit, or insurance if requested.
 - v. Document DBE firm's interest in quoting by taking appropriate steps to follow up initial solicitation with:
 - a. Email to all prospective DBE firms in relevant work areas
 - b. Phone call log to DBE firms who express interest via written response or call
 - c. Fax/letter confirmation
 - d. Signed copy of record of subcontractor outreach effort
- b. Guidance for Evaluating DBE quotes
- (1) Quote evaluation practices required to evaluate DBE quotes:
 - i. Reasonable Price: Contractors are expected to assess reasonable price by analyzing the contract scope for DBE subcontract feasibility and comparing common line items in DBE and non-DBE subcontract quotes for the same work. Per federal regulation, reasonable price is not necessarily the lowest price. See 49 CFR Part 26, Appendix A. IV.D(2).
 - (2) Documentation submitted by the prime of the following evaluation is required to evaluate DBE quotes by contractors:
 - i. Evaluation of DBE firm's ability to perform "possible items to subcontract" using legitimate reasons, including but not limited to, **a discussion** between the prime and DBE firm regarding its capabilities prior to the bid letting. If lack of capacity is the reason for not utilizing the DBE firm's quote, the prime is required to contact the DBE by phone and email regarding their ability to perform the work indicated in the UCP directory listed as their work area by NAICS code. Only the work area indicated by the NAICS code(s) listed in the UCP directory can be counted toward DBE credit. Documentation of the conversation is required.
 - a. In striving to meet an assigned DBE contract goal, contractors are expected to use DBE quotes that are responsive and reasonable. This includes DBE quotes that are not the low quote.
 - b. Additional evaluation - Evaluation of DBE quotes with tied bid items. Typically, this type of quoting represents a cost saving but is not clearly stated as a discount. Tied quotes are usually presented as an 'all or none' quote. When non-DBE subcontractors submit tied bid items in their quotes, the DBE firm's quote may not appear competitive. In such a case, the following steps are taken in comparing the relevant quotes. These are qualitative examples:
 - i. Compare bid items common to both quotes, noting the reasonableness in the price comparison.

- ii Review quotes from other firms for the bid items not quoted by the DBE firm to see if combining both can provide the same competitive advantage that the tied bid items offered.

See Appendix D – *Good Faith Effort Evaluation Measures* and Appendix E - *Good Faith Effort Best Practices*.

- c. Requesting Good Faith Effort Evaluation: At the time of bid- if the DBE goal is not met in full, the prime contractor must request alternative Good Faith Effort Evaluation using form DT1202- Documentation of Good Faith Effort. Supplementary documentation of good faith effort that supports the DT1202 submission is due within 24-hours of bid submission and prior to bid posting. Supporting documentation for the DT1202 is to include the following:
- (1) Solicitation Documentation: The names, addresses, email addresses, and telephone numbers of DBE firms contacted along with the dates of both initial and follow-up contact; electronic copies of all written solicitations to DBE firms. A printed copy of SBN solicitation is acceptable.
 - (2) Selected Work Items Documentation: Identify economically feasible work units to be performed by DBEs to include activities such as: list of work items to be performed; breaking up of large work items into smaller tasks or quantities; flexible time frames for performance and delivery schedules.
 - (3) Documentation of Project Information provided to interested DBEs: A description of information provided to the DBE firms regarding the plans, specifications, and estimated quantities for portions of the work to be performed by that DBE firm.
 - (4) Documentation of Negotiation with Interested DBEs: Provide sufficient evidence to demonstrate that good faith negotiations took place. Merely sending out solicitations requesting bids from DBEs does not constitute sufficient good faith efforts.
 - (5) Documentation of Sound Reasoning for Rejecting DBEs and copies of each quote received from a DBE firm and, if rejected, copies of quotes from non-DBEs for same items.
 - (6) Documentation of Assistance to Interested DBEs- Bonding, Credit, Insurance, Equipment, Supplies/Materials
 - (7) Documentation of outreach to Minority, Women, and Community Organizations and other DBE Business Development Support: Contact organizations and agencies for assistance in contacting, recruiting, and providing support to DBE subcontractors, suppliers, manufacturers, and truckers at least 14 days before bid opening. Participate in or host activities such as networking events, mentor-protégé programs, small business development workshops, and others consistent with DBE support.

Naming conventions: When emailing files, please use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, GFE" Email: DBE_Alert@dot.wi.gov

If the Good Faith Effort documentation is deemed adequate, the request will be approved and the DBE office will promptly notify the Prime Contractor and Bureau of Project Development.

If the DBE Office denies the request, the Prime Contractor will receive written correspondence outlining the reasons. The department encourages the Prime Contractor to communicate with DBE staff to clarify any questions related to meeting goals and/or contractor demonstration of good faith efforts.

If the contract is awarded, the Prime Contractor must obtain written consent from the DBE Office to change or replace any DBE firm listed on the approved Form DT1506. No contractor, prime or subsequent tier, shall be paid for completing work assigned to a DBE subcontractor on an approved DT1506 unless WisDOT has granted permission for the reduction, replacement, or termination of the assigned DBE in writing. If a prime contractor or a subcontractor on any tier uses its own forces to perform work assigned to a DBE on an approved DBE commitment, **they will not be paid for the work**. Any changes to DBE commitment after the approval of Form DT1506 must be reviewed and approved by the DBE Office prior to the change (see Section 9).

4. Bidder's Documentation of Good Faith Effort Evaluation Request Appeal Process

A bidder can appeal the department's decision to deny the bidder's demonstration of Good Faith Effort through Administrative Reconsideration. The bidder must provide a written justification refuting the specific reasons for denial as stated in the department's denial notice. The bidder may meet in person with the department if so requested. Failure to appeal within 5 business days after receiving the department's written notice denying the request constitutes a forfeiture of the bidder's right of appeal. Receipt of appeal is confirmed by email date stamp or certified mail signed by WisDOT staff. A contract will not be executed without documentation that the DBE provisions have been fulfilled.

The department will appoint a representative who did not participate in the original good faith effort determination, to assess the bidder's appeal. The department will issue a written decision within 5 business days after the bidder presents all written and oral information. In that written decision, the department will explain the basis for finding that the bidder did or did not demonstrate an adequate good faith effort to meet the contract DBE goal. The department's decision is final.

5. Determining DBE Eligibility

Directory of DBE firms

- a. The only resource for DBE firms certified in the State of Wisconsin is the Wisconsin Unified Certification Program (UCP) DBE Directory. WisDOT maintains a current list of certified DBE firms at: <http://wisconsindot.gov/Documents/doing-bus/civil-rights/dbe/dbe-ucp-directory.xlsx>
- b. The DBE Program office is available to assist with contracting DBE firms:(608) 267-3849.
- c. DBE firms are certified based on various factors including the federal standards from the Small Business Administration that assigns a North American Industrial Classification (NAICS) Codes. DBE firms are only eligible for credit when performing work in their assigned NAICS code(s). If a DBE subcontractor performs work that is not with its assigned NAICS code, the prime contractor should contact the DBE Office to inquire about compatibility with the Business Development Program.

6. Counting DBE Participation

Assessing DBE Work

The department will only count the DBE usage towards the contract DBE goal if the DBE firm is certified as a DBE by one of the UCP agencies. The department only counts the value of the work a DBE actually performs towards the DBE goal. The department assesses the DBE work as follows:

- a. The department counts work performed by the DBE firm's own resources. The department includes the cost of materials and supplies the DBE firm obtains for the work. The department also includes the cost of equipment the DBE firm leases for the work. The department will not include the cost of materials, supplies, or equipment the DBE firm purchases or leases from the prime contractor or its affiliate, with the exception of non-project specific leases the DBE has in place before the work is advertised.
- b. The department counts fees and commissions the DBE subcontractor charges for providing bona fide professional, technical, consultant, or managerial services. The department also counts fees and commissions the DBE charges for providing bonds or insurance. The department will only count costs the program engineer deems reasonable based on experience or prevailing market rates.

- c. If a DBE firm subcontracts work, the department counts the value of the work subcontracted to a DBE subcontractor.
- d. The contractor shall maintain records and may be required to furnish periodic reports documenting its performance under this item.
- e. It is the Prime Contractor's responsibility to determine whether the work that is committed and/or contracted to a DBE firm can be counted for DBE credit by referencing the work type and NAICS code listed for the DBE firm on the Wisconsin UCP DBE Directory.
- f. It is the Prime Contractor's responsibility to assess the DBE firm's ability to perform the work for which it is committing/contracting the DBE to do. Note that the department encourages the Prime Contractor to assist and develop DBE firms to become fully knowledgeable contractors to successfully perform on its contracts.
- g. The Prime Contractor shall inform the DBE office via email of all DBE subcontractors added to the project following execution of the contract. The Prime Contractor may omit submission of another form DT1506, but must submit signed Attachment A forms for additional DBE firms.
- h. See Section 7 for DBE credit evaluation for Trucking and Section 8 for DBE credit evaluation for Manufacturers, Suppliers, and Brokers

Naming conventions: When emailing files, please use the following language to identify your submission-
"Project #, Proposal #, Let date, Business Name, Attachment A" Email: DBE_Alert@dot.wi.gov

*Note: A sublet request is required for DBE work, regardless of subcontract tier, and also for reporting materials or supplies furnished by a DBE.

- Sublet Requests via form DT1925 or WS1925 are required for 1st Tier DBEs
- For all 2nd Tier and below notification of DBE sublet is indicated by the contractor entering them in CRCS

7. Credit Evaluation for Trucking

All bidders are expected to adhere to the department's current trucking policy posted on the HCCI website at: <http://wisconsindot.gov/Documents/doing-bus/civil-rights/dbe/trucking-utilization-policy.pdf>

The prime contractor is responsible for ensuring that all subcontractors including trucking firms, receive Form FHWA 1273: <https://www.fhwa.dot.gov/programadmin/contracts/1273/1273.pdf>

See Section 8 for Broker credit.

8. Credit Evaluation for Manufacturers, Suppliers, Brokers

The department will calculate the amount of DBE credit awarded to a prime using a DBE firm for the provisions of materials and supplies on a contract-by-contract basis. The department will count the material and supplies that a DBE firm provides under the contract for DBE credit based on whether the DBE firm is a manufacturer, supplier, or broker. Generally, DBE credit is determined through evaluation of the DBE owner's role, responsibility, and contribution to the transaction. Maximum DBE credit is awarded when the DBE firm manufactures materials or supplies. DBE credit decreases when the DBE firm solely supplies materials, and minimal credit is allotted when the DBE firm's role is administrative or transactional. It is the bidder's responsibility to confirm that the DBE firm is considered a supplier or a manufacturer before listing them on Commitment to Subcontract to DBE form DT1506.

a. Manufacturers

- (1) A manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications.
- (2) If the materials or supplies are obtained from a DBE manufacturer, **100%** percent of the cost of the materials or supplies counts toward DBE goals.

b. Regular Dealers of Material and/or Supplies

- (1) Supplies purchased in bulk from DBE firms at the beginning of the season may be credited to current contracts if submitted with appropriate documentation to the DBE office.
- (2) A regular dealer is a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business.
- (3) If the materials or supplies are purchased from a DBE regular dealer, count **60%** percent of the cost of the materials or supplies toward DBE goals.
- (4) At a minimum, a regular dealer must meet the following criteria to be counted for DBE credit:
 - i. The DBE firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question.
 - ii. The DBE firm must both own and operate distribution equipment for the product--bulk items such as petroleum products, steel, cement, gravel, stone, or asphalt. If some of the distribution equipment is leased, the lease agreement must accompany the DBE Commitment form for evaluation of the dealer's control before the DBE office approves the DBE credit.
- (5) When DBE suppliers are contracted, additional documentation must accompany form DT1506 and Attachment A forms. An invoice or bill-of-sale that includes names of the bidder and the DBE supplier, along with documentation of the calculations used as the basis for the purchase agreement, subcontract, or invoice. WisDOT recognizes that the amount on the Attachment A form may be more or less than the amount on the invoice per b.(1) above.
 - i. The bidder should respond to the following questions and include with submission of form DT1506:
 - a. What is the product or material?
 - b. Is this item in the prime's inventory or was the item purchased when contract was awarded?
 - c. Which contract line items were referenced to develop this quote?
 - d. What is the amount of material or product used on the project?

c. Brokers, Transaction Expeditors, Packagers, Manufacturers' Representatives

- (1) No portion of the cost of the materials, supplies, services themselves will count for DBE credit. However, WisDOT will evaluate the fees or commissions charged when a prime purchases materials, supplies, or services from a DBE certified firm which is neither a manufacturer nor a regular dealer, namely: brokers, packagers, manufacturers' representatives, or other persons who arrange or expedite transactions.
- (2) Brokerage fees are calculated as **10%** of the purchase amount.
- (3) WisDOT may count the amount of fees or commissions charged for assistance in the procurement of the materials and supplies, fees, or transportation charges for the delivery of materials or supplies required on a job site.
- (4) Evaluation of DBE credit includes review of the contract need for the item/service, the sub-contract or invoice for the item/service, and a comparison of the fees customarily allowed for similar services to determine whether they are reasonable.

9. DBE Commitment Modification Policy (Formerly “DBE Replacement Policy”)

A. Issuing a Contract Change Order

Any changes or modifications to the contract once executed are considered contract modifications and as such require a change order. In addition, the DBE office must provide consent for reduction, termination, or replacement of subcontractors approved on the DT1506 *in advance* of the modification for the prime contractor to receive payment for work or supplies. Additions to the DBE commitment do not require advance notification of the DBE office. (see D below)

Contractor Considerations

1. A prime contractor cannot modify the DBE commitment through reduction in participation, termination, or replacement of a DBE subcontractor listed on the approved DT1506 without prior written consent from the DBE Office. This includes, but is not limited to, instances in which a prime contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.
2. If a prime contractor reduces participation, replaces, or terminates a DBE subcontractor who has been approved for DBE credit toward its contract, the prime is required to provide documentation supporting its inability to fulfill the contractual commitment made to the department regarding the DBE utilization.
3. The Prime Contractor is required to demonstrate efforts to find another DBE subcontractor to perform at least the same amount of work under the contract as the DBE subcontractor that was terminated, to the extent needed to meet the assigned DBE contract goal.
4. When additional opportunity is available by contract modifications, the Prime Contractor must utilize DBE subcontractors that were committed to equal work items, in the original contract.
5. In circumstances when a DBE subcontractor fails to complete its work on the contract for any reason, or is terminated from a contract, the Prime Contractor must undertake efforts to maintain its commitment to the assigned DBE goal.
6. The DBE subcontractor should communicate with the Prime Contractor regarding its schedule and capacity in the context of the contract. If the DBE firm anticipates that it cannot fulfill its subcontract, they shall advise the Prime Contractor and suggest a DBE subcontractor that may replace their services and provide written consent to be released from its subcontract.

(a) Before the Prime Contractor can request modification to the approved DT1506, the Prime Contractor must:

- i. Make every effort to fulfill the DBE commitment by working with the listed DBE subcontractor to ensure that the firm is fully knowledgeable of the Prime Contractor's expectations for successful performance on the contract. Document these efforts in writing.
- ii. If those efforts fail, provide written notice to the DBE subcontractor of the Prime Contractor's intent to request to modify the commitment through reduction in participation, termination, and/or replacement of the subcontractor including the reason(s) for pursuing this action.
- iii. Copy the DBE Office on all correspondence related to changing a DBE subcontractor who has been approved for DBE credit on a contract, including preparation and coordination efforts.
- iv. Clearly state the amount of time the DBE firm has to remedy and/or respond to the notice of intent to replace/terminate. The DBE must be allowed five days from the date notice was received as indicated by email time stamp or signed certified mail, to respond, in writing. **EXCEPTION:** The Prime Contractor must provide a verifiable reason for a response period shorter than five days. For example, a WisDOT project engineer or project manager confirms that WisDOT has eliminated an item the DBE subcontractor was contracted for.

- v. The DBE subcontractor must acknowledge the contract modification with written response to the Prime Contractor and the DBE Office. If objecting to the subcontract modification, the DBE subcontractor must outline the basis for objection to the proposed modification, providing sound reasoning for WisDOT to reject the prime's request.

B. Request to Modify DBE Subcontracting Commitment

The written request referenced above may be delivered by email or fax. The request must contain the following:

1. Project ID number
2. WisDOT Contract Project Engineer's name and contact information
3. DBE subcontractor name and work type and/or NAICS code
4. Contract's progress schedule
5. Reason(s) for requesting that the DBE subcontractor be replaced or terminated
6. Attach/include all communication with the DBE subcontractor to deploy/address/resolve work completion

Naming conventions: When emailing files, please use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, MODIFICATION" Email: DBE_Alert@dot.wi.gov + Project Engineer

WisDOT will review the request and any supporting documentation submitted to evaluate if the circumstance and the reasons constitute good cause for replacing or terminating the approved DBE subcontractor.

Good Causes to Replace a DBE subcontractor according to the federal DBE program guidelines {49 CFR part 26.53}

- The listed DBE subcontractor fails or refuses to execute a written contract
- The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the prime contractor
- The listed DBE subcontractor fails or refuses to meet the prime contractor's reasonable, nondiscriminatory bond requirements
- The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness
- The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215, and 1,200 or applicable state law
- The prime has determined that the listed DBE subcontractor is not a responsible contractor
- The listed DBE subcontractor voluntarily withdraws from the project and provides written notice of its withdrawal
- The listed DBE subcontractor is ineligible to receive DBE credit for the type of work required
- A DBE firm owner dies or becomes disabled with the result that the listed DBE subcontractor is unable to complete its work on the contract

C. Evaluation and Response to the Request

WisDOT's timely response to the Prime Contractor's request for modification of the approved DBE subcontracting commitment will be provided to the prime and the WisDOT project engineer via email.

If WisDOT determines that the Prime Contractor's basis for reduction in participation, replacement, or termination of the DBE subcontractor is not consistent with the good cause guidelines, the DBE office will provide a response via email within 48-hours of receipt of request from the Prime Contractor as indicated by email time stamp. The communication will include: the requirement to utilize the committed DBE, actions to support the completion of the contractual commitment, a list of available WisDOT support services, and administrative remedies, including withholding payment to the prime, that may be invoked for failure to comply with federal DBE guidelines for DBE replacement.

The WisDOT contact for all actions related to modification of the approved Form DT1506 is the DBE Program Engineer who can be reached at DBE_Alert@dot.wi.gov or (608) 264-9528.

D. DBE Utilization beyond the approved DBE Commitment (Form DT1506)

When the prime or a subcontractor increases the scope of work for an approved DBE subcontractor or adds a DBE subcontractor who was not on the approved form DT1506 at any time after contract execution, this is referred to as voluntary DBE contract goal achievement. The contractor must follow these steps to ensure that the participation is accurately credited toward the DBE goal:

- a. Forward a complete, signed Attachment A form to the DBE Office. A complete Attachment A includes DBE subcontractor contact information, signatures, subcontract value, and description of the work areas to be performed by the DBE. The DBE Office will verify the DBE participation and revise the DT1506 based on the email/discussion and the new Attachment A.
- b. When adding to an existing DBE commitment, submit a new Attachment A to the DBE Alert mailbox
- c. OR Submit a final Attachment A to DBE Alert during the Finals Process when Compliance receives notice of "Substantially Complete"

Naming conventions: When emailing files, please use the following language to identify your submission- "Project #, Proposal #, Let date, Business Name, New Attachment A" Email: DBE_Alert@dot.wi.gov

Special note on trucking

- DBE truckers added to the sublets in CRCS *will* be approved without DBE credit (You will see a "N" in CRCS instead of "Y")
- Prime Contractors may enter a "place holder" e.g. \$1000.00, for DBE Trucking in CRCS if the full amount of trucking is unknown for sublet purposes only
- The hiring contractor may obtain the Attachment A with DBE signature included but the **Prime Contractor** must sign the Attachment A before submitting

10. Commercially Useful Function

- a. Commercially Useful Function (CUF) is evaluated after the contract has been executed, while the DBE certified firm is performing contracted work items.
- b. The department uses Form DT1011, DBE Commercially Useful Function Review and Certification to evaluate if the DBE is performing a commercially useful function. WisDOT counts expenditures of a DBE toward the DBE goal only if the DBE is performing a commercially useful function on that contract.
- c. A DBE firm is performing a commercially useful function if the following conditions are met:
 - (1) For contract work, the DBE is responsible for executing a distinct portion of the work and is carrying out its responsibilities by actually performing, managing, and supervising that work.
 - (2) For materials and supplies, the DBE is responsible for negotiating price, determining quality and quantity, ordering, and paying for those materials and supplies.

11. Credit Evaluation for DBE Primes

WisDOT calculates DBE credit based on the amount and type of work performed by DBE certified firms for work submitted with required documentation. If the prime contractor is a DBE certified firm, the department will only count the work that the DBE prime performs with its own forces for DBE neutral credit. The department will also calculate DBE credit for work performed by any other DBE certified subcontractor, DBE certified supplier, and DBE certified manufacturer on the contract in each firm's approved NAICS code/work

areas that are submitted with required documentation. Crediting for manufacturers and suppliers is calculated consistent with Section 8 of this document and 49 CFR Part 26.

12. Joint Venture

If a DBE performs as a participant in a joint venture, the department will only count the portion of the total dollar value of the contract equal to the portion of the work that the DBE performs with its own forces, for DBE credit.

13. Mentor-Protégé

- a. If a DBE performs as a participant in a mentor-protégé agreement, the department will credit the portion of the work performed by the DBE protégé firm.
- b. DBE credit is evaluated and confirmed by the DBE Office for any contracts on which the mentor-protégé team identifies itself to the DBE Office as a current participant of the Mentor-Protégé Program.
- c. Refer to WisDOT's Mentor-Protégé guidelines for guidance on the number of contracts and amount of DBE credit allowed on WisDOT projects.

14. Use of Joint Checks

The use of joint checks is allowable if it is a commonly recognized business practice in the material industry. A joint check is defined as a two-party check between a DBE subcontractor, a prime contractor, and the regular dealer or materials supplier who is neither the prime nor an affiliate of the prime. Typically, the prime contractor issues one check as payor to the DBE subcontractor and to the supplier jointly (to guarantee payment to the supplier) as payment for the material/supplies used by the DBE firm in cases where the DBE subcontractor and materials have been approved for DBE credit. The DBE subcontractor gains the opportunity to establish a direct contracting relationship with the supplier to potentially facilitate a business rapport that results in a line of credit or increased partnering opportunities.

The cost of material and supplies purchased by the DBE firm is part of the value of work performed by the DBE to be counted toward the goal. To receive credit, the DBE firm must be responsible for negotiating price, determining quality and quantity, ordering the materials, and installing (where applicable) and "paying for the material itself." See 49 CFR 26.55(c)(1).

The approval to use joint checks constitutes a commitment to provide further information to WisDOT, upon request by staff. WisDOT will allow the use of joint checks when the following conditions are met:

- a. The Prime Contractor must request permission to use joint checks from the DBE Office by submitting the Application to Use Joint Checks.
 - (1) Request should be made when Form DT1506 or when the Request to Sublet is submitted; the request will not be considered if submitted after the DBE Subcontractor starts its work.
 - (2) Approval/Permission must be granted prior to the issuance of any joint checks.
 - (3) The payment schedule for the supplier must be presented to the DBE office before the first check is issued.
 - (4) The joint check for supplies must be strictly for the cost of approved supplies.
- b. The DBE subcontractor is responsible for furnishing and/or installing the material/work item and is not an 'extra participant' in the transaction. The DBE firm's role in the transaction cannot be limited solely to signing the check(s) to release payment to the material supplier. At a minimum, the DBE subcontractor's tasks should include the following:
 - (1) The DBE subcontractor (not the prime/payor) negotiates the quantities, price, and delivery of materials.

- (2) The DBE subcontractor consents to sign/release the check to the supplier by signing the Application to Use Joint Checks after establishing the conditions and documentation of payment within the subcontract terms or in a separate written document.
- c. The Prime contractor/payor acts solely as a guarantor.
 - (1) The Prime Contractor agrees to furnish the check used for the payment of materials/supplies under the contract.
 - (2) The prime contractor/payor cannot require the subcontractor to use a specific supplier or the prime contractor's negotiated unit price.

15. Payment

Costs for conforming to this Additional Special Provision (ASP) and any associated DBE requirements are incidental to the contract.

Appendix A

Substantive Conversation Guidelines

The substantive conversation is critical to all bidders' demonstration of good faith effort to meet the DBE goal prior to bid opening. Relationship building between primes and subcontractors is crucial to DBE goal attainment. Responsible bidders seek to build rapport with potential DBE subcontractors to understand capacity, areas of expertise, and assess contracting feasibility. Bidders who compete for WisDOT contracts are specialty contractors responding to a growing and changing contract environment. Just as these specialists are responsible for care of the roads, they are likewise responsible for contributing to the health of the industry. The substantive conversation drives collaboration that will build industry health and capacity. The following is intended to provide guidance for such discussions but is not an exhaustive list. Contractors are encouraged to incorporate their existing strategies for cultivating business relationships as well.

Prior to Bid Opening- this discussion should happen as early as possible (WisDOT advertisements are released 5 weeks prior to each Let)

- Determine DBE subcontractor's interest in quoting
- If response indicates inexperience with quoting- offer support/assistance to the DBE in understanding the industry including fundamentals a subcontractor needs to know, required reading and/or resources.
- Assess their interest and experience in the road construction industry by asking questions such as:
 1. Have you competed for other WisDOT contracts? Ratio of competed/to wins
 2. Have you performed on any transportation industry contracts (locally or with other states)?
 3. What the largest contract you've completed?
 4. Have you worked in the industry: apprentice, journeyman, safety, inspection etc.?
 5. Does this project fit into your schedule? Are you working on any contracts now?
 6. Have you reviewed a copy of the plans? Are you comfortable performing within the scope and quantity considerations of this contract?
 7. What region do you work in? Home base?
 8. Which line items are you considering?
 9. Have you read/are you familiar with WisDOT Standard Specifications? Construction Material Manual?
 10. Do you understand where your work fits in the project schedule, project phases?

Following Bid Opening- this discussion can happen at any time

1. After reviewing their quote, note the following in your discussion:
 - Does the quote look complete? Irregular?
 - Are there errors in the quote? Are items very high or very low?
 - In general, does the quote look competitive?
2. Questions and Advice for the bidder to share with the potential DBE subcontractor:
 - What line items would typically be in a competitive quote for a subcontractor of their specialty?
 - How many employees and what is their role/experience/expertise in your firm?
 - Do you have resources for labor (union member, family-based, community-resourced) and capital (banking relationship, bond agent, CPA)?
 - Where have you worked: cities, states, government, commercial, residential/private sector, etc. Explain similarities or differences.
 - Refer them to reliable, trusted, industry resources that can educate or connect them to relevant resources, education/certification resources, more appropriate contract opportunities.
 - Discussion about prime contract and subcontract liability, critical path items, contract quantities, schedule risks, and potential profit/loss (for upcoming known projects or in general).
 - Discussion of bonding, insurance, and overall business risk considerations.

APPENDIX B
Sample Contractor Solicitation Letter Page 1
This sample is provided as a guide not a requirement

GFESAMPLE MEMORANDUM

TO: DBE FIRMS
FROM: POTENTIAL PRIME CONTRACTOR OR MAJOR SUBCONTRACTOR
SUBJECT: **REQUEST FOR DBE QUOTES**
LET DATE & TIME
DATE: MONTH DAY YEAR
CC: DBE OFFICE ENGINEER

Our company is considering bidding on the projects indicated on the next page, as a prime and/or a subcontractor for the Wisconsin Department of Transportation **Month- date -year** Letting. Page 2 lists the projects and work items that we may subcontract for this letting. We are interested in obtaining subcontractor quotes for these projects and work categories. Also note that we are willing to accept quotes in areas we may be planning to perform ourselves as required by federal rules.

Please review page 2, respond whether you plan to quote, highlight the projects and work items you are interested in performing and return it via fax or email within 3 days. Plans, specifications and addenda are available through WisDOT at the DBE Support Services office or at the Highway Construction Contract Information (HCCI) site at <http://roadwaystandards.dot.wi.gov/hcci/>

Your quote should include all of the costs required to complete the items you propose to perform including labor, equipment, material, and related bonding or insurance. The quote should note items that you are DBE certified to perform, tied items, and any special terms. Page 2, with the indicated projects and items you plan to quote, should be used as a cover sheet for your quote.

Please make every effort to have your quotes into our office by **time deadline** the prior to the letting date. **Make sure the correct letting date, project ID and proposal number, unit price and extension are included in your quote.** We prefer quotes be sent via SBN but **prime's alternatives** are acceptable. Our office hours are **include hours and days**.

Please call our office as soon as possible prior to the letting if you need information/clarification to prepare your quote at **contact number**.

If you wish to discuss or evaluate your quote in more detail, contact us after the contract is awarded. Status of the contract can be checked at WisDOT's HCCI site at <http://roadwaystandards.dot.wi.gov/hcci/>
All questions should be directed to:

Project Manager, John Doe, Phone:
(000) 123-4567
Email: Joe@joetheplumber.com
Fax: (000) 123- 4657

Sample Contractor Solicitation Letter Page 2
This sample is provided as a guide not a requirement

REQUEST FOR QUOTE

Prime's Name: _____
Letting Date: _____
Project ID: _____

Please check all that apply

- ☐ Yes, we will be quoting on the projects and items listed below
- ☐ No, we are not interested in quoting on the letting or its items referenced below
- ☐ Please take our name off your monthly DBE contact list
- ☐ We have questions about quoting this letting. Please have someone contact me at this number

Prime Contractor 's Contact
Person

DBE

Contractor Contact Person

Phone: _____ Phone: _____

Fax: _____ Fax: _____

Email: _____ Email: _____

Please circle the jobs and items you will be quoting below

Proposal No.	1	2	3	4	5	6	7
County							

WORK DESCRIPTION:

Clearing and Grubbing	X		X	X		X	X
Dump Truck Hauling	X		X	X		X	X
Curb & Gutter/Sidewalk, Etc.	X		X	X		X	X
Erosion Control Items	X		X	X		X	X
Signs and Posts/Markers	X		X	X		X	X
Traffic Control		X	X	X		X	X
Electrical Work/Traffic Signals		X	X	X		X	
Pavement Marking		X	X	X	X	X	X
Sawing Pavement		X	X	X	X	X	X
QMP, Base	X	X		X	X	X	X
Pipe Underdrain	X			X			
Beam Guard				X	X	X	X
Concrete Staining							X

Trees/Shrubs	X						X

Again please make every effort to have your quotes into our office by time deadline prior to the letting date.

We prefer quotes be sent via SBN but prime's preferred alternatives are acceptable.

If there are further questions please direct them to the prime contractor's contact person at phone number.

Appendix C

Small Business Network (SBN) Overview

The Small Business Network is a part of the Bid Express® service that was created to ensure that prime bidders have a centralized online location to find subs - including small and disadvantaged business enterprises (DBEs). It is available for prime bidders to use as part of their Basic Service subscription. Within the Small Business Network, **Prime Contractors** can:

1. Easily select proposals, work types and items:
 - a. After adding applicable work types, select items that you wish to quote. Enter the sub-quote quantities and add comments, if desired. Adding or removing items and work types can be done quickly. If needed, you can save the sub-quote for later completion.
2. Create sub-quotes for the subcontracting community:
 - a. Create sub-quotes with ease using the intuitive sub-quote creator. In seven short steps, you can rapidly create a custom sub-quote directed to all subcontractors that bid on the applicable work types. Steps include: provide contact information and sub-quote expiration date, select letting and proposal, add work types and items, specify terms and conditions, upload attachments, and select vendors.
 - b. Create a sub-quote to send to subcontractors or suppliers that lists the items in a proposal that you want quoted
 - c. Create an unlimited number of sub-quotes for items you want quoted, and optionally mark them as a DBE preferred request.
 - d. Add attachments to sub-quotes.
3. View sub-quote requests & responses:
 - a. After logging into the Bid Express service, you can quickly review all of your sub-quote requests and all unsolicited sub-quote requests from subcontractors. To simplify the Small Business Network home screen, sub-quote requests can be hidden with one click if they are not applicable.
 - b. View or receive unsolicited sub-quotes that subcontractors have posted, complete with terms, conditions and pricing.
4. View Record of Subcontractor Outreach Effort:
 - a. For each sub-quote produced, a *Record of Subcontractor Outreach Effort* is generated that shows the response statistics for a particular sub-quote. If accepted by the letting agency, this report may serve as proof of a "Good Faith" effort in reaching out to the DBE community.
 - b. Easily locate pre-qualified and certified small and disadvantaged businesses.
 - c. Advertise to small and disadvantaged businesses more efficiently and cost effectively.
 - d. Document your interactions with subs/DBEs by producing an Outreach Report (may be accepted as proof of DBE outreach at the discretion of each agency).

The Small Business Network is a part of the Bid Express® service that was created to ensure that small businesses have a centralized area to access information about upcoming projects. It can help small businesses learn more about opportunities, compete more effectively, network with other contractors and subcontractors, and win more jobs. **DBE firms can:**

1. View and reply to sub-quote requests from primes:
 - a. After logging into the Bid Express service, you can quickly review all incoming sub-quote requests and all unsolicited sub-quotes created by your company. Receive notifications by selected work type. To simplify on the Small Business Network home screen, sub-quote requests can be filtered by work types relevant to your interests or hidden with one click if they are not applicable.
2. Select items when responding to sub-quote requests from primes:
 - a. You have the freedom to choose and price any number of items when responding to a sub-quote request. Quantities can be modified, and per-item comments are also available.
 - b. View requests for sub-quotes for work that primes have posted for projects they are bidding, add your pricing, terms, and conditions, and submit completed sub-quotes to the requesting primes.
 - c. Add attachments to a sub-quote.
3. Create and send unsolicited sub-quotes to specific contractors:
 - a. Create unsolicited sub-quotes with ease using the intuitive sub-quote creator. In eight short steps, you can rapidly create a custom sub-quote directed at any number of specific vendors of your choosing. Steps include: provide contact information and sub-quote expiration date, select letting and proposal, add work types and items, specify terms and conditions, upload attachments, and select vendors.
4. Easily select and price items for unsolicited sub-quotes:
 - a. After adding applicable work types, select items that you wish to quote. The extended price calculates automatically, cutting out costly calculation errors. Comments can be provided on a per-item basis as well.
 - b. Create an unsolicited sub-quote that lists the items from a proposal that you want to quote, include pricing, terms and conditions, and send it to selected prime/plan holder.
 - c. Add attachments to a sub-quote.
 - d. Add unsolicited work items to sub-quotes that you are responding to.
5. Easy Access to Valuable Information
 - a. Receive a confirmation that your sub-quote was opened by a prime.
 - b. View Bid Tab Analysis data from past bids, including the high, average and low prices of items.
 - c. View important notices and publications from DOT targeted to small and disadvantaged businesses.
6. Accessing Small Business Network for WisDOT contracting opportunities
 - a. If you are a contractor not yet subscribing to the Bid Express service, go to www.bidx.com and select "Order Bid Express." The Small Business Network is a part of the Bid Express Basic Service.
 - b. DBE firms can request a Bid Express Small Business Network Account at no cost by calling 414-438-4588.

APPENDIX D

Good Faith Effort Evaluation Measures *by categories referenced in DBE regulations*

Bidders must demonstrate that they took all necessary and reasonable steps to achieve the assigned DBE contract goal. For each contract, all bidders must submit documentation indicating the goal has been met or if falling short of meeting the assigned goal, must request a DBE Goal Waiver and document all efforts employed to secure DBE subcontractor participation on Form DT1202.

DBE staff analyze the bidder's documented good faith efforts to determine if action taken was sufficient to meet the goal. Sufficiency is measured contract-by-contract. WisDOT evaluates active and aggressive efforts, quality, quantity, scope, intensity, and appropriateness of the bidder's efforts as a scale of the principles of Good Faith outlined in 49 CFR Part 26, Appendix A. Additional emphasis is placed on the bidder's demonstration of timely submission of documentation and communication with DBE subcontractors, and business development initiatives undertaken to support DBE firm growth.

The following is a sample of good faith effort activities that are rated according to the accompanying rubric. Contractors are encouraged to identify additional activities that align with their business type(s).

- Personal, tailored solicitation to firms that specialize in work types planned or desired for subcontracting
- Follow up to initial solicitation via email or phone
- Substantive conversation including topics such as contract liability, critical path work items, schedule risks, and potential profit/loss
- SBN utilization including posting quotes
- Review and response to DBE quotes including provision of information about plans, specifications, and requirements as applicable
- Documentation requesting subcontractors support DBE goal by solicitation and inclusion of DBE subcontractor quotes
- Responsive and timely submission of organized documentation
- Analysis of number of DBE firms who do work types that you typically subcontract
- Analysis of number of DBE firms who reside in geographical areas where prime seeks work
- Analysis of firms who express interest in bidding/quoting including the number of firms who declined your solicitation
- Reference check of DBE subcontractor work or training (documentation of questions and response required)
- Number of different efforts undertaken to meet the assigned DBE goal as documented in accompanying Form DT1202
- Submission of all DBE quotes received matched with a variety of work to be performed by DBEs
- Number and names of DBE firms provided written advice, or referral to industry-specific business development resources
- Overall pattern of DBE utilization on all WisDOT contracts which may include contracting with municipalities
- Documentation of resources expended to meet assigned DBE goal (#of hours, staff titles, average pay rate, actions taken)
- Analysis of subcontractable work items to be completed by prime beyond prime contractor's 30%
- Risk analysis of work items that are typically in tied quotes that could be unbundled
- List of contract work items in smallest economically feasible units, identifying schedule impact
- Submission of a Gap Analysis identifying DBE skillset and/or industry needs
- Staff training in EEO and Civil Rights laws as documented in training logs
- Written Capacity Assessment completed with DBE firm documenting its ability to perform the work quoted
- DBE engagement efforts beyond simple solicitation that include a substantive discussion, initiated as early in the acquisition process as possible (*points added for each day prior to letting*)
- Outreach and marketing efforts with minority, women, and veteran-focused organizations at least 10 days prior to bid opening
- Active involvement in WisDOT's Business Development Program, TrANS training, facilitated networking efforts, workshops
- Customized teaching/training efforts for future opportunities with DBE subcontractor, contract specific and/or annually
- Introduction and reference provided for DBE subcontractor to a prime who has not previously contracted with the DBE firm
- Prime utilization of a DBE subcontractor the prime has not contracted with previously
- Written referral/recommendation to bond/insurance agents, manufacturer, supplier
- Documented efforts fostering DBE participation through administrative and/or technical assistance
- Evidence of negotiation with the DBE firm about current and future Let opportunities
- Recommendation of local and state services that support small business and access to opportunity: DOA, SBA, WEDC, WPI, etc.
- Advice on bonding, lines of credit, or insurance as required to complete the items quoted and contract requirements

GFE EVALUATION RUBRIC – PHASE 1

	Active & Aggressive Category	Quality Category	Quantity Category	Scope & Intensity Category	Timing Category	Business Develop't Efforts	Total=
Solicitation Documentation							
Selected Work Items Documentation							
Documentation of Project Information provided to Interested DBEs							
Documentation of Negotiation with Interested DBEs							
Documentation of Sound Reason for Rejecting DBEs							
Documentation of Assistance to Interested DBEs- bonding, credit, insurance, equipment, supplies/materials							
Documentation of Outreach to Minority, Women, and Community organizations and other DBE Business Development Support							
Documentation of other GFE activities							
Overall Total=							

GFE EVALUATION RATING LEGEND – PHASE 1

ACTIVE & AGGRESSIVE: Demonstrated through engaged and assertive activity

QUALITY: Demonstrated through essential character of conscientious and serious activity

QUANTITY: Demonstrated through a measurable number of activities

SCOPE & INTENSITY: Demonstrated through a rigorous approach to an appropriate and purposeful range of activities

TIMING: Demonstrated through engagement efforts beyond simple solicitation, initiated early in the process

BUSINESS DEVELOPMENT INITIATIVES: Demonstrated by efforts to support business growth and health of DBEs

Rating Scale

- **Each qualifying activity is worth 5 points per Category**
- **Documented efforts must receive 55 points or more to qualify for Phase 2 GFE evaluation**
 - **Pro Forma efforts= 0-50 points**
Perfunctory effort characterized by routine or superficial activities
 - **Bona Fide= 55+ points**
Genuine effort characterized by sincere and earnest activities

GFE EVALUATION – PHASE 2**DBE Office completes:**

- Review of quote comparisons submitted by Prime
- Bid analysis to confirm is any bid submitted met the DBE goal
- Team review of combined efforts documented in Phase 1 and 2 by apparent low bidder

APPENDIX E

Good Faith Effort Best Practices

This list is not a set of requirements; it is a list of potential strategies

Primes

- Ø Prime contractor open houses inviting DBE firms to see the bid “war room” or providing technical assistance.
- Ø Participate in speed networking and mosaic exercises as arranged by DBE office.
- Ø Host information sessions not directly associated with a bid letting.
- Ø Participate in a formal mentor protégé or joint venture with a DBE firm.
- Ø Participate in WisDOT advisory committees i.e. TRANSAC, or Mega Project committee meetings.
- Ø Facilitate a small group DBE ‘training session’ clarifying how your firm prepares for bid letting, evaluates subcontractors, preferred qualifications, and communication methods.
- Ø Encourage subcontractors to solicit and highlight DBE participation in their quotes to you.
- Ø Quality of communication, not quantity creates the best results. Contractors should be thorough in communicating with DBE firms before the bid and provide any assistance requested to assure best possible bid.

DBE

- Ø DBE firms should contact primes as soon as possible with questions regarding their quotes or bid; seven days prior is optimal.
- Ø Continually check for contract addendums on the HCCI website through the Thursday prior to letting to stay abreast of changes.
- Ø Review the status of contracts on the HCCI website reviewing the ‘apparent low bidder’ list and bid tabs at a minimum.
- Ø Prepare a portfolio or list of related projects and prime and supplier references; be sure to note transportation related projects of similar size and scope, firm expertise and staffing.
- Ø Participate in DBE office assessment programs.
- Ø Participate on advisory and mega-project committees.
- Ø Sign up to receive the DBE Contracting Update.
- Ø Consider membership in relevant industry or contractor organizations.
- Ø Active participation is a must. Quote as many projects as you can reasonably work on; quoting the primes and bidding as a prime with the department are the only ways to get work.

APPENDIX F

Good Faith Effort Evaluation Guidance

Appendix A of 49 CFR Part 26

I. When, as a recipient, you establish a contract goal on a DOT-assisted contract for procuring construction, equipment, services, or any other purpose, a bidder must, in order to be responsible and/or responsive, make sufficient good faith efforts to meet the goal. The bidder can meet this requirement in either of two ways. First, the bidder can meet the goal, documenting commitments for participation by DBE firms sufficient for this purpose. Second, even if it doesn't meet the goal, the bidder can document adequate good faith efforts. This means that the bidder must show that it took all necessary and reasonable steps to achieve a DBE goal or other requirement of this part which, by their scope, intensity, and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not fully successful.

II. In any situation in which you have established a contract goal, Part 26 requires you to use the good faith efforts mechanism of this part. As a recipient, you have the responsibility to make a fair and reasonable judgment whether a bidder that did not meet the goal made adequate good faith efforts. It is important for you to consider the quality, quantity, and intensity of the different kinds of efforts that the bidder has made, based on the regulations and the guidance in this Appendix.

The efforts employed by the bidder should be those that one could reasonably expect a bidder to take if the bidder were actively and aggressively trying to obtain DBE participation sufficient to meet the DBE contract goal. Mere pro forma efforts are not good faith efforts to meet the DBE contract requirements. We emphasize, however, that your determination concerning the sufficiency of the firm's good faith efforts is a judgment call. Determinations should not be made using quantitative formulas.

III. The department also strongly cautions you against requiring that a bidder meet a contract goal (i.e., obtain a specified amount of DBE participation) in order to be awarded a contract, even though the bidder makes an adequate good faith efforts showing. This rule specifically prohibits you from ignoring bona fide good faith efforts.

IV. The following is a list of types of actions which you should consider as part of the bidder's good faith efforts to obtain DBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

A. (1) Conducting market research to identify small business contractors and suppliers and soliciting through all reasonable and available means the interest of all certified DBEs that have the capability to perform the work of the contract. This may include attendance at pre-bid and business matchmaking meetings and events, advertising and/or written notices, posting of Notices of Sources Sought and/or Requests for Proposals, written notices or emails to all DBEs listed in the State's directory of transportation firms that specialize in the areas of work desired (as noted in the DBE directory) and which are located in the area or surrounding areas of the project.

(2) The bidder should solicit this interest as early in the acquisition process as practicable to allow the DBEs to respond to the solicitation and submit a timely offer for the subcontract. The bidder should determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

B. Selecting portions of the work to be performed by DBEs in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically

feasible units (for example, smaller tasks or quantities) to facilitate DBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces. This may include, where possible, establishing flexible timeframes for performance and delivery schedules in a manner that encourages and facilitates DBE participation.

C. Providing interested DBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation with their offer for the subcontract.

D. (1) Negotiating in good faith with interested DBEs. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional Agreements could not be reached for DBEs to perform the work.

(2) A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

E. (1) Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union status) are not legitimate causes for the rejection or non-solicitation of bids in the contractor's efforts to meet the project goal. Another practice considered an insufficient good faith effort is the rejection of the DBE because its quotation for the work was not the lowest received. However, nothing in this paragraph shall be construed to require the bidder or prime contractor to accept unreasonable quotes in order to satisfy contract goals.

(2) A prime contractor's inability to find a replacement DBE at the original price is not alone sufficient to support a finding that good faith efforts have been made to replace the original DBE. The fact that the contractor has the ability and/or desire to perform the contract work with its own forces does not relieve the contractor of the obligation to make good faith efforts to find a replacement DBE, and it is not a sound basis for rejecting a prospective replacement DBE's reasonable quote.

F. Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or contractor.

G. Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

H. Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, State, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBEs.

V. In determining whether a bidder has made good faith efforts, it is essential to scrutinize its documented efforts. At a minimum, you must review the performance of other bidders in meeting the contract goal. For example, when the apparent successful bidder fails to meet the contract goal, but others meet it, you may reasonably raise the question of whether, with additional efforts, the apparent successful bidder could have met the goal. If the apparent successful bidder fails to meet the goal, but meets or exceeds the average DBE participation obtained by other bidders, you may view this, in conjunction with other factors, as evidence of the apparent successful bidder having made good faith efforts. As provided in §26.53(b)(2)(vi), you must also require the contractor to submit copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract to review whether DBE prices were substantially higher; and contact the DBEs listed on a contractor's solicitation to inquire as to whether they were contacted by the prime. Pro forma mailings to DBEs requesting bids are not alone sufficient to satisfy good faith efforts under the rule.

VI. A promise to use DBEs after contract award is not considered to be responsive to the contract solicitation or to constitute good faith efforts.

[79 FR 59600, Oct. 2, 2014]

APPENDIX G (SAMPLE) Forms DT1506 and DT1202

COMMITMENT TO SUBCONTRACT TO DBE

DT1506 6/2020 s.84.06(2) Wis. Stats.

Wisconsin Department of Transportation

Project(s):

Prime Contractor:

County:

Letting Date:

This contract requires that a specified percentage of the work be subcontracted to a disadvantaged business enterprise and that this information be submitted as described in ASP-3. Completion of the following information indicates your intent in the fulfillment of these contract requirements.

Total Value of Prime

Contract:

DBE Contract Goal %:

DBE Contract Goal \$:

\$

Goal metThis form must be completed and returned for **THIS** contract. See reverse side for instructions.

A	V	NAME OF DBE SUBCONTRACTOR	TYPE OF WORK	SUBCONTRACT \$ VALUE	Government Use Only Adjusted Amounts
		SUBTOTAL DBE \$ VALUE	A (\$) \$ -	TOTAL %	#DIV/0!
			V (\$) \$ -	TOTAL %	#DIV/0!

A	V	NAME OF DBE SUPPLIER AND/OR MANUFACTURER (see #3 on Instructions)	TYPE OF MATERIAL	SUBCONTRACT \$ VALUE	Government Use Only Adjusted Amounts
		SUBTOTAL DBE \$ VALUE	A (\$) \$ -	TOTAL %	#DIV/0!
			V (\$) \$ -	TOTAL %	#DIV/0!

A	V	NAME OF DBE TRUCKING FIRM	MATERIAL HAULED	EST. # OF TON/C.Y.	EST. # OF TRUCKS REQ'D	\$ VALUE	Government Use Only Adjusted Amounts
					O= L=		
					O= L=		
					O= L=		
					O= L=		
					O= L=		
		SUBTOTAL DBE \$ VALUE	A (\$) \$ -	TOTAL %	#DIV/0!		
			V (\$) \$ -	TOTAL %	#DIV/0!		
		GRAND TOTAL DBE \$ VALUE	A (\$) \$ -	TOTAL %	#DIV/0!		
			V (\$) \$ -	TOTAL %	#DIV/0!		
			T = \$ -	TOTAL %	#DIV/0!		

I certify that arrangements have been made for the foregoing work with the listed DBE Contractors. I further understand that any willful falsification, fraudulent statement or misrepresentation will result in appropriate sanctions, which may include debarment and/or prosecution under applicable State (Trans 504) and Federal laws.

O = Owned Trucks Used on Project L = Leased Trucks Used on Project	Government Use Only Approved Amounts		X	(Authorized Agent) Date Preferred submission method: DBE_Alert@dot.wi.gov Or: Mail to: Wisconsin Department of Transportation DBE Programs Office, 5th Floor PO Box 7986 Madison, WI 53707-7986	
	A	\$			%
	V	\$			%
	Total	\$			%
A = Assigned (DBE Conscious) V = Voluntary (DBE Neutral)	Signature: _____				
	Date: _____				
	DBE goal waiver granted: Yes ☐ No ☐				
	Proposal Number : _____				

Instructions For Completing Commitment To Subcontract To DBE Form:

- 1 In accordance with the DBE Regulations (49 CFR part 26), WisDOT is tracking Assigned Goals for DBE's (DBE Conscious) and Voluntary Usage of DBE Firms (DBE Neutral). DBE participation reported on this form will be used to periodically adjust (DBE Conscious and DBE Neutral) components of WisDOT's overall annual DBE goal.
- 2 For each DBE firm listed on this form, place an "x" in the appropriate column to indicate whether it will be used to meet the Assigned Goal (A) and/or whether it is used on a Voluntary basis (V). Any achievement above assigned goals should be reported as a voluntary achievement. If you indicate that a firm will be used to meet both assigned and voluntary goals, indicate the dollar amount attributable to assigned goals and the amount attributable to the voluntary goal. Our objective is to capture all DBE achievement you generate. The following is an example:
 - a. The total contract amount is \$100,000 and the DBE goal is 10% or \$10,000 in DBE participation
 - b. If \$10,000 is the subcontract dollar value to ADBE Landscaping Co. then \$10,000 would be Assigned (DBE Conscious) and you would place an "x" in the "A" column
 - c. If \$15,000 is the subcontract dollar value to ADBE Landscaping Co. then \$10,000 would be Assigned (DBE Conscious) and you would place an "x" in the "A" column and ADBE Landscaping Co. would be listed on the next line for \$5,000 which would be Voluntary (DBE Neutral) and an "x" would be placed in the "V" column
- 3 The department will give full credit toward the DBE goal if the DBE is a manufacturer of their materials or supplies. The department will give 60 percent credit or brokerage fee set by industry's standard toward the DBE goal if the DBE is merely a supplier of these materials or supplies. Drop shipment by a supplier will earn a 10 percent DBE credit. It is the Prime Contractor's responsibility to use the Bidder's List or UCP Directory to find out if the DBE is considered a supplier or a manufacturer before listing them on Commitment to Subcontract to DBE form. WisDOT will apply the appropriate credit when approving the form.
- 4 After completing the form, if it does not indicate that the DBE goal has been met or exceeded, please complete and supply the necessary documentation on the Documentation of Good Faith Effort form (DT1202)

Instructions For Completing Attachment A Form:

- 5 Section 26.53 (49 CFR part 26) requires written confirmation of participation from each DBE firm to be used on the contract. Please submit one copy of a completed Attachment A, Confirmation of Participation form, for each DBE firm to be used on this contract. Each form must be signed by the Prime Contractor, the hiring contractor (if applicable) and the DBE Firm specified on the form.
- 6 DBE crediting for the trucking industry is achieved in the following manner:
 - a. A minimum of one truck owned by the DBE must be used on the contract.
 - b. Full DBE credit is given for owned trucks and trucks leased from another DBE.
 - c. Trucks leased from non-DBE firms will be given DBE credit of 10% of the subcontract value.
 - d. All trucks used for credit must be listed and approved on the DBE firm's Schedule of Owned/Leased Vehicles for DBE Credit and/or a WisDOT approved trucking utilization plan.

It is the Prime Contractor's and the DBE firm's responsibility to ensure that utilization of trucks and the DBE credit earned is in accordance with the above and will yield the subcontract dollar value listed on the Commitment to Subcontract to DBE form.

Please submit documents to: DBE_Alert@dot.wi.gov

Identify Project#, Proposal#, Let date, Business Name, DT1506 and/or Attachment A in the **email subject line**.

If you have questions about filling out these forms, please contact the Civil Rights and Compliance Office at (608) 266-0503.

CONFIRMATION OF PARTICIPATION			
Project I.D.:		Proposal Number:	
Letting Date:		Total \$ Value of Prime Contract:	
Name of DBE Firm Participating in this Contract:			
Name of the Prime/Subcontractor who hired the DBE Firm: <i>(list all names of tiers if more than one)</i>			
Type of Work or Type of Material Supplied:			
Total Subcontract Value:			
FOR PRIME CONTRACTORS ONLY: I certify that I made arrangements with the participating DBE firm to perform the type of work listed or supply the material indicated above for the subcontract value listed above.		Prime Contractor Representative's Signature	
		Prime Contractor Representative's Name (Print Name)	
		Prime Contractor (Print Company Name)	
		Date	
FOR PARTICIPATING DBE FIRMS ONLY: I certify that I made arrangements with the Prime Contractor or the Hiring Contractor to perform the type of work or supply the material indicated above for the subcontract value listed above. FOR DBE TRUCKING FIRMS ONLY: I certify that I will utilize, for DBE credit, only trucks listed on my WisDOT approved Schedule of Owned/Leased Vehicles for DBE Credit form and I will be utilizing the number of trucks and material hauled as listed below.		Participating DBE Firm Representative's Signature	
		Participating DBE Firm Representative's Name (Print Name)	
		Participating DBE Firm (Print Company Name)	
		Date	
# Owned Trucks	# Leased Trucks	# Estimated Tons/C.Y.	Material(s) Hauled

Official Form DT1506 can be found here: www.wisconsin.gov/DBEcontracting



DOCUMENTATION OF GOOD FAITH EFFORT Wisconsin Department of Transportation DT1202 3/2020

Project ID XXXX	Proposal No. XXXX	Letting XXXX
Prime Contractor XXXX	County XXXX	
Person Submitting Document XXXX	Telephone Number XXXX	
Address XXXX	Email Address XXXX	

All bidders must undertake necessary and reasonable steps to achieve the assigned DBE contract goal per federal regulatory guidance at 49 CFR Part 26. Bidders use this form to document all efforts employed to meet the assigned goal as a record of contractor good faith efforts (GFE). Refer to ASP3 or 49 CFR Part 26 for guidance on actions that demonstrate good faith effort.

It is critical to list all efforts, attach documentation, and follow the instructions to complete this submission. Documentation of good faith effort includes copies of each DBE and non-DBE subcontractor quote submitted to the bidder for the same line items. Utilize the sample documentation logs to document and organize efforts.

Submit good faith effort documentation per ASP-3 guidelines.

Instructions: Provide a narrative description of all activities pursued to demonstrate good faith efforts, any corresponding documentation, and applicable explanation on separate pages. Include the following items organized in the order listed below.

1. Solicitation Documentation:

- a. **Purpose:** To identify all reasonable and available activities the bidder performed to solicit the interest of all certified DBEs who have the capacity and ability to perform work on the project. All solicitation efforts should begin as early as possible to ensure DBEs have ample time to respond and ask questions.
- b. **Action:** Identify and list all activities engaged in to solicit DBEs using all reasonable and available means such as written notice and follow-up communications, substantive conversations, pre-bid meetings, networking events, market research, advertising.

2. Selected Work Items Documentation:

- a. **Purpose:** To ensure that all work items are broken out into economically feasible units to facilitate DBE participation. This must occur even when you prefer to perform the work yourself.
- b. **Action:** Identify economically feasible work units to be performed by DBEs to include activities such as: list of work items to be performed; breaking up of large work items into smaller tasks or quantities; flexible time frames for performance and delivery schedules.

3. Documentation of Project Information provided to Interested DBEs:

- a. **Purpose:** To provide interested DBEs with adequate information about the plans, specifications, and any other contractual requirements in a timely manner to assist DBEs in response to solicitation.
- b. **Action:** Provide DBEs access to plans, specifications, and other contract requirements. Early solicitation allows ample opportunity to provide project information, links to Let advertisements, and substantive engagement with DBEs.

4. → Documentation of Negotiation with Interested DBEs:

a. → Purpose: To ensure that negotiations with interested DBEs were made in good faith providing evidence as to why agreements could not be reached for DBEs to perform work.

b. → Action: Provide sufficient evidence to demonstrate that good faith negotiations took place. Merely sending out solicitations requesting bids from DBEs does not constitute sufficient good faith efforts. A bidder using good business judgment considers a number of factors in negotiating with all subcontractors, and the firm's price and capabilities in addition to contract goals are taken into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for failing to meet the DBE goal as long as costs are reasonable. (see 49 CFR Part 26 Appendix A)

5. → Documentation of Sound Reason for Rejecting DBEs:

a. → Purpose: To ensure that bidders avoid rejecting DBEs as unqualified without sound reasons. Reasons for rejection must be based on thorough investigation of DBE capabilities.

b. → Action: Provide sufficient evidence to demonstrate that DBE was rejected for sound reasons such as past performance, relevant business experience and stability, safety record, business ethic and integrity, technical capacity, other tangible factors.

6. → Documentation of Assistance to Interested DBEs--Bonding, Credit, Insurance, Equipment, Supplies/Materials:

a. → Purpose: To assist interested DBEs in obtaining bonds, lines of credit, insurance, equipment, supplies, materials, and other assistance or services.

b. → Action: Assist interested DBEs in obtaining bonding, lines of credit or insurance, and provide technical assistance or information related to plans, specifications, and project requirements. Assist DBEs in obtaining equipment, supplies, materials or other services related to meeting project requirements (excluding supplies or equipment the DBE purchases from the prime).

7. → Documentation of outreach to Minority, Women, and Community Organizations and other DBE Business Development Support:

a. → Purpose: To effectively use the services of minority, women, and community organizations as well as contractors' groups, local, state, and federal business assistance offices and organization that provide assistance in recruiting and supporting DBEs, as well as participation in activities that support DBE business development.

b. → Action: Contact organizations and agencies for assistance in contacting, recruiting, and providing support to DBE subcontractors, suppliers, manufacturers, and truckers at least 14 days before bid opening. Participate in or host activities such as networking events, mentor-protégé programs, small business development workshops, and others consistent with DBE support.

Return to:
 Wisconsin Department of Transportation
 DBE Program Office
 PO Box 7965
 Madison, WI 53707-7965
 DBE_Alert@dot.wi.gov

I certify that I have utilized comprehensive good faith efforts to solicit and utilize DBE firms to meet the DBE participation requirements of this contract proposal, as demonstrated by my responses and as specified in Additional Special Provision 3 (ASP-3).

I certify that the information given in the Documentation of Good Faith Efforts is true and correct to the best of my knowledge and belief.

I further understand that any willful falsification, fraudulent statement, or misrepresentation will result in appropriate sanctions, which may involve debarment and/or prosecution under applicable state (Trans 504) and Federal laws.

		(Bidder/Authorized Representative Signature)
		(Print Name)
		(Title)

Good-Faith-Effort--Sample-Documentation-Logs

The sample logs below are provided as guides rather than exhaustive list. See ASP3, Appendix A for additional examples of demonstrable good faith efforts. Attach documentation for each activity listed.

Acceptable forms of documentation include copies of solicitations sent to DBEs, notes from substantive conversations and negotiations with DBEs, copies of advertisements placed, email communications, all quotes received from DBEs and from all subcontractors who were considered alongside DBE quotes, proof of attendance at applicable networking events; flyers for events or workshops for DBEs offered by the prime, and other physical records of good faith efforts activities.

SOLICITATION LOG

Date	Activity	Name of DBE Solicited	Follow-up
4/1/2020	Sent May Let solicitation	Winterland Electric	Spoke with Mark Winterland on 4/15/20 to ask if he would quote

SELECTED WORK ITEMS SOLICITED LOG

Work Type	DBE Firm	Contact Person	Date	Contact Mode
Pavement Marking	ABC Marking	Leslie Lynch	4/1/2020	Email; phone
	#1 Marking Co.	Mark Smart	4/1/2020	Email; left VM
Electrical	Winterland Electric	Tabitha Tinker	4/3/2020	Email; left VM
	Superstar Wiring	Jose Huascar	4/3/2020	Email; phone

INFORMATION PROVIDED LOG

Request Date	DBE Firm	Information Requested & Provided	Response Date
4/1/2020	Winterland Electric	Requested info on electrical requirements; provided plan and link to specs	4/3/2020
4/21/2020	Absolute Construction	Wanted to know how and when supplies are paid for by WisDOT; referred to spec that covers stockpiling	4/21/2020

NEGOTIATIONS LOG

Date	DBE Firm	Contact Name	Work Type	Quotes Rec'd?	Considered for project?	If not selected, why?
4/12/2020	ABC Landscape	John Dean	Erosion Control	Yes	No	Cannot perform all items
4/17/2020	Wild Ferns	Sandy Lynn	Erosion Control	Yes	Yes	
4/20/2020	#1 Marking	Mark Smart	Electrical	Yes	Yes	

ASSISTANCE LOG

Date	DBE Firm	Contact Person	Assistance Provided
4/1/2020	ABC Sawing	Jackie Swiggle	Informed DBE on how to obtain bonding
4/17/2020	Supreme Construction	Winston Walters	Provided contact for wholesale supply purchase

OUTREACH & BUSINESS DEVELOPMENT LOG

Date	Agency/Organization Contacted	Contact Person	Assistance Requested
4/1/2020	Women in Construction	LaTonya Klein	Contact information for woman-owned suppliers
4/28/2020	WBIC	Sam Smith	Asked for information to provide to DBE regarding financing programs through WBIC

Official Form DT1202 can be found here: www.wisconsin.gov/DBEcontracting

ADDITIONAL SPECIAL PROVISION 4

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.

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 is not allowed to withhold 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.

Additional Special Provision 6**ASP 6 - Modifications to the standard specifications**

Make the following revisions to the standard specifications:

102.1 Prequalifying Bidders

Replace paragraph two with the following effective with the October 2020 letting:

- (2) Furnish a dated prequalification statement on the department's form at least 10 business days before the time set for the letting to close.

102.6 Preparing the Proposal

Replace the entire text with the following effective with the October 2020 letting:

102.6.1 General

- (1) Submit completed proposals on the department's bidding proposal described in 102.2. Submit legible information only. Write everything in ink, by typewriter, or by computer-controlled printer. Provide all dollar amounts in dollars and cents, in numerals. Attach all addenda to the submitted proposal.
- (2) Properly execute the proposal. Place the required signatures, in ink, in the space provided on the bidding proposal as indicated below:

ENTITY SUBMITTING PROPOSALREQUIRED SIGNATURE

Individual The individual or a duly authorized agent.

Partnership A partner or a duly authorized agent.

Joint venture A member or a duly authorized agent of at least one of the joint venture firms.

Corporation An authorized officer or duly authorized agent of the corporation. Also show the name of the state chartering that corporation and affix the corporate seal.

Limited liability company A manager, a member, or a duly authorized agent.

- (3) Instead of using the schedule of items provided on the department's bidding proposal, the bidder may submit a substitute schedule with the proposal. Use a format for the substitute schedule conforming to the department's guidelines for approval of a bidder-generated schedule of items. Obtain the department's written approval before using a substitute schedule.
- (4) Provide a unit price for each bid item listed in the schedule of items. Calculate and show, in the bid amount column, the products of the respective unit prices and quantities. For a lump sum bid item, show the same price in the unit price column and in the bid amount column pertaining to that bid item. Show the total bid obtained by adding the values entered in the bid amount column for the listed bid items.
- (5) If a unit price or lump sum bid already entered in the proposal needs to be altered, cross out the entered unit price or lump sum bid with ink or typewriter and enter the new price above or below and initial it in ink.
- (6) A change that the bidder makes in the proposal is not an alteration if the bidder makes that change as directed in a specific instruction contained in an addendum.

102.6.2 Disadvantaged Business Enterprise (DBE) Commitment

- (1) Before the letting is closed, submit the following documentation for proposals with a DBE goal:
1. Commitment to subcontract to DBE on department form DT1506.
 2. Attachment A for each subcontractor listed on the DT1506.
 3. If the DBE goal is not attained, certificate of good faith efforts on department form DT1202.
- (2) Within 24 hours after the letting is closed, email all supplemental documentation for the DT1202 verifying efforts made to attain the DBE goal to DBE_Alert@dot.wi.gov.

102.7.2 Department May Reject

Replace paragraph one with the following effective with the October 2020 letting:

- (1) Proposals are irregular and the department may reject them for one or more of the following reasons:
 1. The proposal contains unauthorized alterations of format, words, or figures.
 2. The schedule of items contains errors, alterations, or omissions in, bid item numbers, quantities, descriptions, or units of measure, that cannot be corrected as specified in 102.7.1.
 3. The proposal is not prepared as specified in 102.6.
 4. There are unauthorized alterations, additions, conditional or alternate bids, amendments, attachments, or irregularities that may tend to make the proposal incomplete, indefinite, or ambiguous as to its meaning.
 5. There are unauthorized erasures or alterations appearing on the designation of the party to whom the department issued the bidding proposal.
 6. The award of the bid, together with the value of the bidder's uncompleted contract work, exceeds the bidder's established ratings, as determined in 102.1, at the time set for awarding the work.
 7. A single entity, under the same or different names, or affiliated entities submit more than one proposal for the same work. The submitting entity may be an individual, partnership, joint venture, corporation, or limited liability company.
 8. Does not submit the DBE forms and required supplemental documentation of the good faith efforts as specified in 102.6.2.

102.12 Public Opening of Proposals

Replace paragraph one with the following effective with the October 2020 letting:

- (1) The letting will close at the time and place indicated in the notice to contractors. The department will publicly open and post the total bid for each proposal on the Bid Express web site beginning at noon on the day after the letting is closed except as specified in 102.7.3 and 102.8. If a proposal has no total bid shown, the department will not post the bid. After verification for accuracy under 103.1, the department will post bid totals on the HCCI web site.

<https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>

103.1 Consideration of Proposals

Replace paragraph one with the following effective with the October 2020 letting:

- (1) Following the public opening of the proposals received, the department will compare them based on the summation of the products of the quantities of work listed and the contract unit prices offered. In case of discrepancies, errors, or omissions, the department will make corrections as specified in 102.7.1. In awarding contracts, the department, in addition to considering the amounts stated in the proposals, may consider one or more of the following:
 1. The responsibility of the various bidders as determined from a study of the data required under 102.1.
 2. The responsiveness of the bid as determined under 102.6.
 3. Information from other investigations that the department may make.

107.17.1 General

Replace paragraph four with the following effective with the November 2020 letting:

- (4) Comply with the railroad's rules and regulations regarding operations on or near the railroad right-of-way as follows:
 - When working on the railroad right-of-way.
 - When working within 25 feet of the track centerline or adjacent facilities, including equipment or extensions of equipment that can fall within 25 feet of the track centerline or adjacent facilities.

If the railroad's chief engineering officer requires, arrange with the railroad to obtain the services of qualified railroad employees to protect railroad traffic through the work area. Bear the cost of these services and pay the railroad directly. Notify the railroad's representative, specified in the project special provisions, in writing at least 40 business days before starting work near a track. Provide the specific time planned to start the operations.

109.6.3.3 Retainage

Delete paragraph two effective with the December 2020 letting:

450.2.1 Acronyms and Definitions

Add the following definitions to 450.2.1(2) effective with the November 2020 letting:

Butt Joint	A transverse joint between existing and newly paved surfaces, formed by milling or sawing a vertical notch into the existing surface and then paving against the notch.
Echelon Paving	Paving two or more adjacent lanes with adjacent pavers offset from each other by 200 feet or less.
Notched Wedge Joint	A longitudinal joint consisting of a wedge placed at the edge of the initially paved lane with an overlapping wedge placed on the subsequent lane.
Tandem Paving	Paving two or more adjacent lanes with adjacent pavers offset from each other by more than 200 feet.
Vertical Joint	A longitudinal joint between 2 paved lanes with a vertical or nearly vertical interface between the adjacent mats.

450.3.2.8 Jointing

Replace paragraph two with the following with the November 2020 letting:

- (2) Where placing against existing HMA pavement, saw or mill the existing mat to form a full-depth joint.

Replace paragraphs five and six with the following effective with the November 2020 letting:

- (5) At the prepave meeting, submit documentation to the engineer that includes the brand name and model of each extruding and compacting device proposed for notched wedge joint construction. Alternatively, submit pictures of fabricated wedging and compacting devices. Do not use devices before engineer approval.
- (6) For notched wedge joints, construct and shape the wedge for each layer using the engineer-approved extruding device and compacting device that will provide a uniform slope and will not restrict the main screed. Compact the wedge with a weighted roller wheel or vibratory plate compactor the same width as the wedge. Clean and apply tack coat to the wedge surface and both notches before placing the adjacent lane.
- (7) For butt and vertical joints, clean and apply tack coat to promote bonding and seal the joint.
- (8) If paving in echelon, the contractor may use a vertical or notched wedge joint. Joints paved in echelon need not be tack coated.

460.2.2.3 Aggregate Gradation Master Range

Replace table 460-1 with the following effective with the November 2020 letting:

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.

532.2.1 General

Replace paragraph one with the following effective with the November 2020 letting:

- (1) Furnish structural steel conforming to ASTM as follows:

<= 1/2 inch thick structural tube and pipe ASTM A500 grade C
 > 1/2 inch thick structural tube and pipe API 5L PSL 2 grade 46 or ASTM 1085
 Tapered vertical supports ASTM A595 grade A or ASTM A572 grade 55
 Multi-sided or greater than 26-inch diameter round tapered poles ASTM A572 grade 65
 Structural angles and plates ASTM A709 grade 36

532.3.8 Acceptance and Inspection

Add the following new subsection effective with the November 2020 letting:

532.3.8 Acceptance and Inspection

- (1) Demonstrate to the engineer that electrical and mechanical systems for each high mast tower installation are fully operational. The department will not accept an installation until the engineer is satisfied that it functions properly.
- (2) Inspect completed "S" or "L" designated structures before opening to public traffic conforming to the BOS structure inspection manual part 4 for sign, signal, and high mast towers available at:

<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/strct/inspection-manual.aspx>

Ensure that a department-certified active team leader for sign/signal inspections, listed on the department's highway structures information system (HSIS) website, performs inspections. Conform to the following:

- Notify the engineer at least 5 business days before inspection.
- Ensure that the team leader performing inspections submits the signed inspection reports and provides punch list items as maintenance items in the inspection report to the engineer within one business day after completing each inspection. Submit that signed final inspection report to the engineer and HSIS at:

<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/strct/hsi.aspx>

- Notify the engineer and region ancillary structure project manager upon completion of the punch list items.

550.2.1 Steel Piles and Pile Shells

Replace paragraph three with the following effective with the November 2020 letting:

- (3) For steel pipe sections and steel pile shells for cast-in-place concrete piles, use ASTM A252 grade 3 steel.

614.3.2.1 Installing Posts

Replace paragraphs four and five with the following effective with the December 2020 letting:

- (4) For bid items 614.0220, 0230, and 2500; do not trim posts before installation and mark one face of each post as follows:

- Draw an embedment depth line.
- Above the embedment line, write the post length.
- Posts 3 through 8 of bid item 614.0220 do not require marking.

Install posts with the markings on the roadway side. Ensure the markings remain on the posts until guardrail final acceptance.

- (5) Ensure that posts are at least the minimum length and minimum embedment the plans show before cutting post tops to the finished elevation. After installation, the engineer may direct the contractor to remove and re-install up to 5% of the posts to verify they were placed to the required plan depth. If a post is embedded less than the required plan depth, the engineer may direct additional sampling. Re-install sampled posts at the locations and to the depths the plans show. Replace posts and other components that are damaged during sampling.
- (6) Provide offset block-mounted reflectors as the plans show.

710.2 Small Quantities

Replace paragraph one with the following effective with the November 2020 letting:

- (1) For contracts with only small quantities of material subject to testing, as defined under specific contract QMP provisions, modify the requirements of 710 as follows:
1. The contractor may submit an abbreviated quality control plan as allowed in 701.1.2.3.
 2. The engineer may accept aggregate based on documented previous testing and non-random start-up gradation testing as allowed in 710.5.6.1.

710.5.6 Aggregate Testing

Replace the entire text with the following effective with the November 2020 letting:

710.5.6.1 General

- (1) Test aggregate gradations during concrete production. The department will accept non-random start-up testing during concrete production for the following:
- Small quantities, as defined in 715.1.1.2, of class I concrete placed under 715.
 - Less than 400 cubic yards of class II ancillary concrete placed under the contract.

710.5.6.2 Gradation Testing During Concrete Production

- (1) Test aggregate gradation during concrete production batching either at a central mix batch plant or at a ready mix plant. The contractor's concrete production QC tests can be used for the same mix design on multiple contracts.
- (2) Conform to combined gradation limits submitted in the contractor's quality control plan. Determine the complete gradation using a washed analysis for both fine and coarse aggregates. Report results for the 1 1/2", 1", 3/4", 1/2", 3/8", #4, #8, #16, #30, #50, #100, and #200 sieves.
- (3) Contractor QC testing frequency is based on the cumulative plant production for each mix design across multiple WisDOT contracts.

TABLE 710-1 PLANT PRODUCTION QC GRADATION TESTING FREQUENCY

Daily Plant Production Rate for WisDOT Work	Minimum QC Frequency per Stockpile
250 cubic yards or less	one test per cumulative total of 250 cubic yards
more than 250 through 1000 cubic yards	one test per day
more than 1000 cubic yards	two tests per day

- (4) Department QV testing frequency is based on the quantity of each mix design placed under each individual WisDOT contract.

TABLE 710-2 CONTRACT PLACEMENT QV GRADATION TESTING FREQUENCY

Anticipated Daily Placement Rate Each WisDOT Contract	Minimum QV Frequency per Stockpile
less than or equal to 1000 cubic yards	one test per 5 days of placement
more than 1000 cubic yards	two tests per 5 days of placement

716.2.1 Class II Concrete

Replace paragraphs four through six with the following effective with the November 2020 letting:

- (4) Provide concrete with a 28-day compressive strength that equals or exceeds the following:
- If the contract specifies f'_c , then f'_c .
 - If the contract does not specify f'_c , then 3000 psi.

ERRATA**101.3 Definitions**

Adopt AASHTO change order definition.

Change order A written order to the contractor detailing changes to the specified work quantities or modifications within the scope of the original contract..

Delete existing contract change order, contract modification, and contract revision definitions.

460.2.7(1) HMA Mixture Design

Correct table 460-2 errata by eliminating plasticity index requirements for LT, MT, and HT mixes.

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 860.2.7) (specified counties, max % loss)	18	18	18	18
Fractured Faces (ASTM D5821 as modified in CMM 860.7.2) (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
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.

513.2.1(2) General

Correct errata by changing the CMM reference from 875.2 to 875.4.

- (2) Conform to the department's certification method of acceptance, as defined in CMM 875.4, for railing and railing components. Furnish a certificate of compliance for miscellaneous hardware.
-

531.1(1) Description

Correct errata by adding structural steel sign supports constructed under 635.

- (1) This section describes constructing drilled shaft foundations for the following:
- Overhead sign structures constructed under 532.
 - High mast light towers constructed under 532.
 - Structural steel sign supports constructed under 635.
 - Camera poles constructed under 677.
-

635.3.1(1) Structural Steel Sign Supports

Correct errata by adding "type NS" concrete footings.

- (1) Locate and erect the supports as specified for placement and orientation in 637.3.3.2. Construct Type NS concrete footings conforming to 531.
-

654.5(2) Payment

Correct errata by changing excavating to drilling.

- (2) Payment for the Bases bid items is full compensation for providing concrete bases; for embedded conduit and electrical components; for anchor templates, rods, nuts, and washers; for bar steel reinforcement; and for drilling and backfilling.
-

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>

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>

REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: 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, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions

of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program. Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b. (1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is

evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.

2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant 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 first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

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

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction 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 or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

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

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant 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 or agency may terminate this transaction for cause or default.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

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

(2) 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;

(3) 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 offenses enumerated in paragraph (a)(2) of this certification; and

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

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction 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 or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. 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 participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant 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 or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS
PREFERENCE FOR APPALACHIAN DEVELOPMENT
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS
ROAD CONTRACTS**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

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).

SEPTEMBER 2002

**NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE
EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246)**

1. The Offeror's or Bidder's attention is called to the "Employment Practices" and "Equal Opportunity Clause" set forth in the Required Contract Provisions, FHWA 1273.
2. The goals and timetables for minority and female participation expressed in percentage terms for the contractor's aggregate work force in each trade, on all construction work in the covered area, are as follows:

Goals for Minority Participation for Each Trade:

<u>County</u>	<u>%</u>	<u>County</u>	<u>%</u>	<u>County</u>	<u>%</u>
Adams	1.7	Iowa	1.7	Polk	2.2
Ashland	1.2	Iron	1.2	Portage	0.6
Barron	0.6	Jackson	0.6	Price	0.6
Bayfield	1.2	Jefferson	7.0	Racine	8.4
Brown	1.3	Juneau	0.6	Richland	1.7
Buffalo	0.6	Kenosha	3.0	Rock	3.1
Burnett	2.2	Kewaunee	1.0	Rusk	0.6
Calumet	0.9	La Crosse	0.9	St. Croix	2.9
Chippewa	0.5	Lafayette	0.5	Sauk	1.7
Clark	0.6	Langlade	0.6	Sawyer	0.6
Columbia	1.7	Lincoln	0.6	Shawano	1.0
Crawford	0.5	Manitowoc	1.0	Sheboygan	7.0
Dane	2.2	Marathon	0.6	Taylor	0.6
Dodge	7.0	Marinette	1.0	Trempealeau	0.6
Door	1.0	Marquette	1.7	Vernon	0.6
Douglas	1.0	Menominee	1.0	Vilas	0.6
Dunn	0.6	Milwaukee	8.0	Walworth	7.0
Eau Claire	0.5	Monroe	0.6	Washburn	0.6
Florence	1.0	Oconto	1.0	Washington	8.0
Fond du Lac	1.0	Oneida	0.6	Waukesha	8.0
Forest	1.0	Outagamie	0.9	Waupaca	1.0
Grant	0.5	Ozaukee	8.0	Waushara	1.0
Green	1.7	Pepin	0.6	Winnebago	0.9
Green Lake	1.0	Pierce	2.2	Wood	0.6

Goals for female participation for each trade: 6.9%

These goals are applicable to all the contractor's construction work, (whether or not it is federal or federally assisted), performed in the covered area. If the contractor performs construction work in the geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The contractor's compliance with the Executive Order and the Regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from contractor to contractor or from project to project for the sole purpose of meeting the contractor's goals shall be a violation of the contract, the Executive Order and the Regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten (10) working days of award of any construction subcontract in excess of \$10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

As referred to in this section, the Director means:

Director
Office of Federal Contract Compliance Programs
Ruess Federal Plaza
310 W. Wisconsin Ave., Suite 1115
Milwaukee, WI 53202

The "Employer Identification Number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941.

4. As used in this notice, and in the contract resulting from solicitation, the "covered area" is the county(ies) in Wisconsin to which this proposal applies.

APRIL 2013

ADDITIONAL FEDERAL-AID PROVISIONS

NOTICE TO ALL BIDDERS

To report bid rigging activities call:

1-800-424-9071

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Time. Anyone with knowledge of possible bid rigging, bidding collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

Effective November 2020 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 DT4567, 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 DT4567 is available at:

<https://wisconsindot.gov/Documents/formdocs/dt4567.docx>

Cargo Preference Act Requirement

All Federal-aid projects shall comply with 46 CFR 381.7 (a) – (b) as follows:

(a) *Agreement Clauses*. "Use of United States-flag vessels:"

(1) Pursuant to Pub. L. 664 (43 U.S.C. 1241(b)) at least 50 percent of any equipment, materials or commodities procured, contracted for or otherwise obtained with funds granted, guaranteed, loaned, or advanced by the U.S. Government under this agreement, and which may be transported by ocean vessel, shall be transported on privately owned United States-flag commercial vessels, if available.

(2) Within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (a)(1) of this section shall be furnished to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590."

(b) *Contractor and Subcontractor Clauses*. "Use of United States-flag vessels: The contractor agrees—"

(1) To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

(2) To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

(3) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

**WISCONSIN DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION AND SYSTEM DEVELOPMENT**

**SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS
FOR PROJECTS WITH FEDERAL AID**

I. PREVAILING WAGE RATES

The attached U.S. Department of Labor (Davis-Bacon Minimum Wage Rates) furnishes the minimum prevailing wage rates pursuant to the Davis-Bacon and Related Acts. The wage rates shown are the minimum rates required by the contract to be paid during its life, however this is not a representation that labor can be obtained at these rates. It is the responsibility of bidders to inform themselves as to the local labor conditions and prospective changes or adjustments of wage rates. No increase in the contract price will be allowed or authorized on account of the payment of wage rates in excess of those listed herein.

II. COVERAGE OF TRUCK DRIVERS

Truck drivers are covered by Davis-Bacon Minimum Wage Rates in the following circumstances:

- Drivers of a contractor or subcontractor for time spent working on the site of the work.
- Drivers of a contractor or subcontractor for time spent loading and/or unloading materials and supplies on the site of the work, if such time is not de minimis. https://www.dol.gov/whd/FOH/FOH_Ch15.pdf
- Truck drivers transporting materials or supplies between a facility that is deemed part of the site of the work and the actual construction site.
- Truck drivers transporting portions of the building or work between a site established specifically for the performance of the contract where a significant portion of such building or work is constructed and the physical place where the building or work called for in the contract will remain.

Truck drivers are not covered by Davis-Bacon Minimum Wage Rates in the following circumstances:

- Material delivery truck drivers while off the site of the work.
- Drivers of a contractor or subcontractor traveling between a Davis-Bacon job and a commercial supply facility while they are off the site of the work."
- Truck drivers whose time spent on the site of the work is de minimis, such as only a few minutes at a time merely to pick up or drop off materials or supplies.

Details are available online at:

<https://www.dol.gov/whd/recovery/pwrb/Tab9.pdf>

<https://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/trckng.aspx>

III. POSTINGS AT THE SITE OF THE WORK

In addition to the required postings furnished by the department, the contractor shall post the following in at least one conspicuous and accessible place at the site of work:

- a. A copy of the contractor's Equal Employment Opportunity Policy.

All required documents shall be posted by the first day of work and be accurate and complete. Postings must be readable, in an area where they will be noticed, and maintained until the last day of work.

IV. RESOURCES

Required information regarding compliance with federal provisions is found in the following resources:

- FHWA-1273 included in this contract
- U.S. Department of Labor Prevailing Wage Resource Book
- U.S. Department of Labor Field Operations Handbook
- U.S. Code of Federal Regulations
- Any applicable law, Act, or Executive Order enacted by the federal government at the time of the letting of this contract

"General Decision Number: WI20200010 10/02/2020

Superseded General Decision Number: WI20190010

State: Wisconsin

Construction Type: Highway

Counties: Wisconsin Statewide.

HIGHWAY, AIRPORT RUNWAY & TAXIWAY CONSTRUCTION PROJECTS (does not include bridges over navigable waters; tunnels; buildings in highway rest areas; and railroad construction)

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.80 for calendar year 2020 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.80 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2020. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/03/2020
1	01/24/2020
2	02/28/2020
3	03/06/2020
4	06/05/2020
5	06/12/2020
6	06/19/2020
7	07/17/2020
8	08/28/2020

9	09/11/2020
10	09/18/2020
11	10/02/2020

BRWI0001-002 06/03/2019

CRAWFORD, JACKSON, JUNEAU, LA CROSSE, MONROE, TREMPPEALEAU, AND
VERNON COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 33.80	24.28

BRWI0002-002 06/01/2019

ASHLAND, BAYFIELD, DOUGLAS, AND IRON COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 39.94	23.30

BRWI0002-005 06/01/2019

ADAMS, ASHLAND, BARRON, BROWN, BURNETT, CALUMET, CHIPPEWA,
CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE, FOND DU LAC,
FOREST, GREEN LAKE, IRON, JEFFERSON, KEWAUNEE, LANGLADE,
LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE,
OCONTO, ONEIDA, OUTAGAMIE, POLK, PORTAGE, RUSK, ST CROIX, SAUK,
SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WALWORTH, WAUPACA, WAUSHARA,
WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER...	\$ 35.51	23.37

BRWI0003-002 06/03/2019

BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, AND OCONTO COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 34.18	23.90

BRWI0004-002 06/01/2019

KENOSHA, RACINE, AND WALWORTH COUNTIES

Rates	Fringes

BRICKLAYER.....	\$ 38.43	25.10

BRWI0006-002 06/01/2019

ADAMS, CLARK, FOREST, LANGLADE, LINCOLN, MARATHON, MENOMINEE,
ONEIDA, PORTAGE, PRICE, TAYLOR, VILAS AND WOOD COUNTIES

Rates	Fringes

BRICKLAYER.....	\$ 35.06	23.02

BRWI0007-002 06/03/2019

GREEN, LAFAYETTE, AND ROCK COUNTIES

Rates	Fringes

BRICKLAYER.....	\$ 35.57	24.22

BRWI0008-002 06/01/2019

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

Rates	Fringes

BRICKLAYER.....	\$ 38.93	24.22

BRWI0011-002 06/03/2019

CALUMET, FOND DU LAC, MANITOWOC, AND SHEBOYGAN COUNTIES

Rates	Fringes

BRICKLAYER.....	\$ 34.18	23.90

BRWI0019-002 06/03/2019

BARRON, BUFFALO, BURNETT, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN,
PIERCE, POLK, RUSK, ST. CROIX, SAWYER AND WASHBURN COUNTIES

Rates	Fringes

BRICKLAYER.....	\$ 33.40	24.68

BRWI0034-002 06/03/2019

COLUMBIA AND SAUK COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 35.56	24.23

 CARP0087-001 05/01/2016

BURNETT (W. of Hwy 48), PIERCE (W. of Hwy 29), POLK (W. of Hwys 35, 48 & 65), AND ST. CROIX (W. of Hwy 65) COUNTIES

	Rates	Fringes
Carpenter & Piledrivermen.....	\$ 36.85	18.39

 CARP0252-002 06/01/2016

ADAMS, BARRON, BAYFIELD (Eastern 2/3), BROWN, BUFFALO, BURNETT (E. of Hwy 48), CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DANE, DODGE, DOOR, DUNN, EAU CLAIRE, FLORENCE (except area bordering Michigan State Line), FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IOWA, IRON, JACKSON, JEFFERSON, JUNEAU, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE (except N.E. corner), MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE (E. of Hwys 29 & 65), POLK (E. of Hwys 35, 48 & 65), PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST CROIX (E. of Hwy 65), TAYLOR, TREMPLEAU, VERNON, VILAS, WALWORTH, WASHBURN, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
CARPENTER		
CARPENTER.....	\$ 33.56	18.00
MILLWRIGHT.....	\$ 35.08	18.35
PILEDRIIVER.....	\$ 34.12	18.00

 CARP0252-010 06/01/2016

ASHLAND COUNTY

	Rates	Fringes
Carpenters		
Carpenter.....	\$ 33.56	18.00
Millwright.....	\$ 35.08	18.35
Pile Driver.....	\$ 34.12	18.00

CARP0264-003 06/01/2016

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WAUKESHA, AND WASHINGTON
COUNTIES

	Rates	Fringes
CARPENTER.....	\$ 35.78	22.11

CARP0361-004 05/01/2018

BAYFIELD (West of Hwy 63) AND DOUGLAS COUNTIES

	Rates	Fringes
CARPENTER.....	\$ 36.15	20.43

CARP2337-001 06/01/2016

ZONE A: MILWAUKEE, OZAUKEE, WAUKESHA AND WASHINGTON

ZONE B: KENOSHA & RACINE

	Rates	Fringes
PILEDRIVERMAN		
Zone A.....	\$ 31.03	22.69
Zone B.....	\$ 31.03	22.69

ELEC0014-002 06/14/2020

ASHLAND, BARRON, BAYFIELD, BUFFALO, BURNETT, CHIPPEWA, CLARK
(except Maryville, Colby, Unity, Sherman, Fremont, Lynn &
Sherwood), CRAWFORD, DUNN, EAU CLAIRE, GRANT, IRON, JACKSON, LA
CROSSE, MONROE, PEPIN, PIERCE, POLK, PRICE, RICHLAND, RUSK, ST
CROIX, SAWYER, TAYLOR, TREMPLEAU, VERNON, AND WASHBURN
COUNTIES

	Rates	Fringes
Electricians:.....	\$ 35.98	20.98

ELEC0014-007 07/05/2020

REMAINING COUNTIES

Rates	Fringes

Teledata System Installer

Installer/Technician.....\$ 27.75	15.14

Low voltage construction, installation, maintenance and removal of teledata facilities (voice, data, and video) including outside plant, telephone and data inside wire, interconnect, terminal equipment, central offices, PABX, fiber optic cable and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area networks), LAN (local area networks), and ISDN (integrated systems digital network).

ELEC0127-002 06/01/2020

KENOSHA COUNTY

	Rates	Fringes
Electricians:.....\$ 41.62		30%+12.70

* ELEC0158-002 06/01/2020

BROWN, DOOR, KEWAUNEE, MANITOWOC (except Schleswig), MARINETTE(Wausaukee and area South thereof), OCONTO, MENOMINEE (East of a line 6 miles West of the West boundary of Oconto County), SHAWANO (Except Area North of Townships of Aniwa and Hutchins) COUNTIES

	Rates	Fringes
ELECTRICIAN.....\$ 34.77		29.75%+10.26

ELEC0159-003 08/02/2020

COLUMBIA, DANE, DODGE (Area West of Hwy 26, except Chester and Emmet Townships), GREEN, LAKE (except Townships of Berlin, Seneca, and St. Marie), IOWA, MARQUETTE (except Townships of Neshkoka, Crystal Lake, Newton, and Springfield), and SAUK COUNTIES

	Rates	Fringes
ELECTRICIAN.....\$ 41.86		22.67

ELEC0219-004 06/01/2019

FLORENCE COUNTY (Townships of Aurora, Commonwealth, Fern,

Florence and Homestead) AND MARINETTE COUNTY (Township of
Niagara)

	Rates	Fringes
Electricians:		
Electrical contracts over \$180,000.....	\$ 33.94	21.80
Electrical contracts under \$180,000.....	\$ 31.75	21.73

* ELEC0242-005 05/31/2020

DOUGLAS COUNTY

	Rates	Fringes
Electricians:.....	\$ 39.77	28.11

ELEC0388-002 06/01/2020

ADAMS, CLARK (Colby, Freemont, Lynn, Mayville, Sherman,
Sherwood, Unity), FOREST, JUNEAU, LANGLADE, LINCOLN, MARATHON,
MARINETTE (Beecher, Dunbar, Goodman & Pembine), MENOMINEE (Area
West of a line 6 miles West of the West boundary of Oconto
County), ONEIDA, PORTAGE, SHAWANO (Aniwa and Hutchins), VILAS
AND WOOD COUNTIES

	Rates	Fringes
Electricians:.....	\$ 34.85	26%+11.20

ELEC0430-002 06/01/2020

RACINE COUNTY (Except Burlington Township)

	Rates	Fringes
Electricians:.....	\$ 41.86	22.66

ELEC0494-005 06/01/2020

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Electricians:.....	\$ 42.84	25.54

ELEC0494-006 06/01/2020

CALUMET (Township of New Holstein), DODGE (East of Hwy 26 including Chester Township), FOND DU LAC, MANITOWOC (Schleswig), and SHEBOYGAN COUNTIES

	Rates	Fringes
Electricians:.....	\$ 36.32	22.51

ELEC0494-013 06/07/2020

DODGE (East of Hwy 26 including Chester Twp, excluding Emmet Twp), FOND DU LAC (Except Waupuin), MILWAUKEE, OZAUKEE, MANITOWOC (Schleswig), WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Sound & Communications		
Installer.....	\$ 21.46	18.52
Technician.....	\$ 31.34	20.00

Installation, testing, maintenance, operation and servicing of all sound, intercom, telephone interconnect, closed circuit TV systems, radio systems, background music systems, language laboratories, electronic carillon, antenna distribution systems, clock and program systems and low-voltage systems such as visual nurse call, audio/visual nurse call systems, doctors entrance register systems. Includes all wire and cable carrying audio, visual, data, light and radio frequency signals. Includes the installation of conduit, wiremold, or raceways in existing structures that have been occupied for six months or more where required for the protection of the wire or cable, but does not mean a complete conduit or raceway system. work covered does not include the installation of conduit, wiremold or any raceways in any new construction, or the installation of power supply outlets by means of which external electric power is supplied to any of the foregoing equipment or products

ELEC0577-003 06/01/2019

CALUMET (except Township of New Holstein), GREEN LAKE (N. part including Townships of Berlin, St Marie, and Seneca), MARQUETTE (N. part including Townships of Crystal Lake, Neshkoro, Newton, and Springfield), OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO

COUNTIES

	Rates	Fringes
Electricians:.....	\$ 33.15	28.50%+10.00

ELEC0890-003 06/01/2020

DODGE (Emmet Township only), GREEN, JEFFERSON, LAFAYETTE,
RACINE (Burlington Township), ROCK AND WALWORTH COUNTIES

	Rates	Fringes
Electricians:.....	\$ 37.41	25.95%+11.11

ELEC0953-001 06/02/2019

	Rates	Fringes
Line Construction:		
(1) Lineman.....	\$ 47.53	21.43
(2) Heavy Equipment Operator.....	\$ 42.78	19.80
(3) Equipment Operator.....	\$ 38.02	18.40
(4) Heavy Groundman Driver..	\$ 33.27	16.88
(5) Light Groundman Driver..	\$ 30.89	16.11
(6) Groundsman.....	\$ 26.14	14.60

ENGI0139-005 06/01/2020

	Rates	Fringes
Power Equipment Operator		
Group 1.....	\$ 41.62	23.80
Group 2.....	\$ 41.12	23.80
Group 3.....	\$ 40.62	23.80
Group 4.....	\$ 40.36	23.80
Group 5.....	\$ 40.07	23.80
Group 6.....	\$ 34.17	23.80

HAZARDOUS WASTE PREMIUMS:
EPA Level ""A"" protection - \$3.00 per hour
EPA Level ""B"" protection - \$2.00 per hour
EPA Level ""C"" protection - \$1.00 per hour

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Cranes, tower cranes, and derricks with or without

attachments with a lifting capacity of over 100 tons; or cranes, tower cranes, and derricks with boom, leads and/or jib lengths measuring 176 feet or longer.

GROUP 2: Cranes, tower cranes and derricks with or without attachments with a lifting capacity of 100 tons or less; or cranes, tower cranes, and derricks with boom, leads, and/or jibs lengths measuring 175 feet or under and Backhoes (excavators) weighing 130,000 lbs and over; caisson rigs; pile driver; dredge operator; dredge engineer; Boat Pilot.

GROUP 3: Mechanic or welder - Heavy duty equipment; cranes with a lifting capacity of 25 tons or under; concrete breaker (manual or remote); vibratory/sonic concrete breaker; concrete laser screed; concrete slipform paver; concrete batch plant operator; concrete pvt. spreader - heavy duty (rubber tired); concrete spreader & distributor; automatic subgrader (concrete); concrete grinder & planing machine; concrete slipform curb & gutter machine; slipform concrete placer; tube finisher; hydro blaster (10,000 psi & over); bridge paver; concrete conveyor system; concrete pump; Rotec type Conveyor; stabilizing mixer (self-propelled); shoulder widener; asphalt plant engineer; bituminous paver; bump cutter & grooving machine; milling machine; screed (bituminous paver); asphalt heater, planer & scarifier; Backhoes (excavators) weighing under 130,000 lbs; grader or motor patrol; tractor (scraper, dozer, pusher, loader); scraper - rubber tired (single or twin engine); endloader; hydraulic backhoe (tractor type); trenching machine; skid rigs; tractor, side boom (heavy); drilling or boring machine (mechanical heavy); roller over 5 tons; percussion or rotary drilling machine; air track; blaster; loading machine (conveyor); tugger; boatmen; winches & A-frames; post driver; material hoist.

GROUP 4: Greaser, roller steel (5 tons or less); roller (pneumatic tired) - self propelled; tractor (mounted or towed compactors & light equipment); shouldering machine; self-propelled chip spreader; concrete spreader; finishing machine; mechanical float; curing machine; power subgrader; joint sawer (multiple blade) belting machine; burlap machine; texturing machine; tractor endloader (rubber tired) - light; jeep digger; forklift; mulcher; launch operator; fireman, environmental burner

GROUP 5: Air compressor; power pack; vibrator hammer and extractor; heavy equipment, leadman; tank car heaters; stump chipper; curb machine operator; Concrete proportioning plants; generators; mudjack operator; rock breaker; crusher or screening plant; screed (milling

machine); automatic belt conveyor and surge bin; pug mill operator; Oiler, pump (over 3 inches); Drilling Machine Tender.

GROUP 6: Off-road material hauler with or without ejector.

IRON0008-002 06/01/2020

BROWN, CALUMET, DOOR, FOND DU LAC, KEWAUNEE, MANITOWOC,
MARINETTE, OCONTO, OUTAGAMI, SHAWANO, SHEBOYGAN, AND WINNEBAGO
COUNTIES:

	Rates	Fringes
IRONWORKER.....	\$ 37.31	27.62

Paid Holidays: New Year's Day, Memorial Day, July 4th, Labor
Day, Thanksgiving Day & Christmas Day.

IRON0008-003 06/01/2020

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH (N.E. 2/3),
WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 39.11	27.87

Paid Holidays: New Year's Day, Memorial Day, July 4th, Labor
Day, Thanksgiving Day & Christmas Day.

IRON0383-001 06/01/2020

ADAMS, COLUMBIA, CRAWFORD, DANE, DODGE, FLORENCE, FOREST,
GRANT, GREENE, (Excluding S.E. tip), GREEN LAKE, IOWA,
JEFFERSON, JUNEAU, LA CROSSE, LAFAYETTE, LANGLADE, MARATHON,
MARQUETTE, MENOMINEE, MONROE, PORTAGE, RICHLAND, ROCK (Northern
area, vicinity of Edgerton and Milton), SAUK, VERNON, WAUPACA,
WAUSHARA, AND WOOD COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 37.10	27.06

IRON0498-005 06/01/2019

GREEN (S.E. 1/3), ROCK (South of Edgerton and Milton), and
WALWORTH (S.W. 1/3) COUNTIES:

	Rates	Fringes
IRONWORKER.....	\$ 40.25	40.53

IRON0512-008 06/03/2019

BARRON, BUFFALO, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, JACKSON,
PEPIN, PIERCE, POLK, RUSK, ST CROIX, TAYLOR, AND TREMPPEALEAU
COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 37.60	29.40

IRON0512-021 06/03/2019

ASHLAND, BAYFIELD, BURNETT, DOUGLAS, IRON, LINCOLN, ONEIDA,
PRICE, SAWYER, VILAS AND WASHBURN COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 33.19	29.40

LAB00113-002 06/01/2020

MILWAUKEE AND WAUKESHA COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 30.05	22.26
Group 2.....	\$ 30.20	22.26
Group 3.....	\$ 30.40	22.26
Group 4.....	\$ 30.55	22.26
Group 5.....	\$ 30.70	22.26
Group 6.....	\$ 26.54	22.26

LABORERS CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer;
Demolition and Wrecking Laborer; Guard Rail, Fence, and
Bridge Builder; Landscaper; Multiplate Culvert Assembler;

Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster and Powderman

GROUP 6: Flagperson; traffic control person

LAB00113-003 06/01/2020

OZAUKEE AND WASHINGTON COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 29.30	22.26
Group 2.....	\$ 29.40	22.26
Group 3.....	\$ 29.45	22.26
Group 4.....	\$ 29.65	22.26
Group 5.....	\$ 29.50	22.26
Group 6.....	\$ 26.39	22.26

LABORERS CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson and Traffic Control Person

LAB00113-011 06/01/2020

KENOSHA AND RACINE COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 29.11	22.26
Group 2.....	\$ 29.26	22.26
Group 3.....	\$ 29.46	22.26
Group 4.....	\$ 29.43	22.26
Group 5.....	\$ 29.76	22.26
Group 6.....	\$ 26.25	22.26

LABORERS CLASSIFICATIONS:

GROUP 1: General laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster and Powderman

GROUP 6: Flagman; traffic control person

LAB00140-002 06/01/2020

ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT,

CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR,
DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST,
GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA,
JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN,
MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE,
OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE,
RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST.
CROIX, TAYLOR, TREMPLEAU, VERNON, VILLAS, WALWORTH, WASHBURN,
WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 33.72	17.95
Group 2.....	\$ 33.82	17.95
Group 3.....	\$ 33.87	17.95
Group 4.....	\$ 34.07	17.95
Group 5.....	\$ 33.92	17.95
Group 6.....	\$ 30.35	17.95

LABORER CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer;
Demolition and Wrecking Laborer; Guard Rail, Fence, and
Bridge Builder; Landscaper; Multiplate Culvert Assembler;
Stone Handler; Bituminous Worker (Shoveler, Loader, and
Utility Man); Batch Truck Dumper or Cement Handler;
Bituminous Worker (Dumper, Ironer, Smoother and Tamper);
Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler
(Pavement); Vibrator or Tamper Operator (Mechanical Hand
Operated); Chain Saw Operator, Demolition Burning Torch
Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter
(Curb, Sidewalk and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson; Traffic Control

LAB00464-003 06/01/2020

DANE COUNTY

	Rates	Fringes
LABORER		
Group 1.....	\$ 34.00	17.95
Group 2.....	\$ 34.10	17.95
Group 3.....	\$ 34.15	17.95
Group 4.....	\$ 34.35	17.95
Group 5.....	\$ 34.20	17.95
Group 6.....	\$ 30.35	17.95

LABORERS CLASSIFICATIONS:

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; Powderman

GROUP 6: Flagperson and Traffic Control Person

PAIN0106-008 05/01/2017

ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES

	Rates	Fringes
Painters:		
New:		
Brush, Roller.....	\$ 30.33	17.27
Spray, Sandblast, Steel....	\$ 30.93	17.27
Repaint:		
Brush, Roller.....	\$ 28.83	17.27
Spray, Sandblast, Steel....	\$ 29.43	17.27

PAIN0108-002 06/01/2019

RACINE COUNTY

	Rates	Fringes
Painters:		
Brush, Roller.....	\$ 36.08	20.36
Spray & Sandblast.....	\$ 37.08	20.36

PAIN0259-002 05/01/2008

BARRON, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK,
SAWYER, ST. CROIX, AND WASHBURN COUNTIES

	Rates	Fringes
PAINTER.....	\$ 24.11	12.15

PAIN0259-004 05/01/2015

BUFFALO, CRAWFORD, JACKSON, LA CROSSE, MONROE, TREMPLEAU, AND
VERNON COUNTIES

	Rates	Fringes
PAINTER.....	\$ 22.03	12.45

PAIN0781-002 06/01/2019

JEFFERSON, MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Painters:		
Bridge.....	\$ 33.30	23.86
Brush.....	\$ 32.95	23.86
Spray & Sandblast.....	\$ 33.70	23.86

PAIN0802-002 06/01/2019

COLUMBIA, DANE, DODGE, GRANT, GREEN, IOWA, LAFAYETTE, RICHLAND,
ROCK, AND SAUK COUNTIES

	Rates	Fringes
PAINTER		
Brush.....	\$ 30.93	18.44

PREMIUM PAY:

Structural Steel, Spray, Bridges = \$1.00 additional per hour.

PAIN0802-003 06/01/2019

ADAMS, BROWN, CALUMET, CLARK, DOOR, FOND DU LAC, FOREST, GREEN
LAKE, IRON, JUNEAU, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC,
MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA,
OUTAGAMIE, PORTAGE, PRICE, SHAWANO, SHEBOYGAN, TAYLOR, VILAS,
WAUSHARA, WAUPACA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
PAINTER.....	\$ 30.93	18.58

PAIN0934-001 06/01/2017

KENOSHA AND WALWORTH COUNTIES

	Rates	Fringes
Painters:		
Brush.....	\$ 33.74	18.95
Spray.....	\$ 34.74	18.95
Structural Steel.....	\$ 33.89	18.95

PAIN1011-002 06/02/2019

FLORENCE COUNTY

	Rates	Fringes
Painters:.....	\$ 25.76	13.33

PLAS0599-010 06/01/2017

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER		
Area 1.....	\$ 39.46	17.17
Area 2 (BAC).....	\$ 35.07	19.75
Area 3.....	\$ 35.61	19.40
Area 4.....	\$ 34.70	20.51
Area 5.....	\$ 36.27	18.73
Area 6.....	\$ 32.02	22.99

AREA DESCRIPTIONS

AREA 1: BAYFIELD, DOUGLAS, PRICE, SAWYER, AND WASHBURN COUNTIES

AREA 2: ADAMS, ASHLAND, BARRON, BROWN, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE, FOND DU LAC, FOREST, GREEN LAKE, IRON, JEFFERSON, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, POLK, PORTAGE, RUSK, ST CROIX, SAUK, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WALWORTH, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

AREA 3: BUFFALO, CRAWFORD, EAU CLAIRE, JACKSON, JUNEAU, LA CROSSE MONROE, PEPIN, PIERCE, RICHLAND, TREMPLEAU, AND VERNON COUNTIES

AREA 4: MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

AREA 5: DANE, GRANT, GREEN, IOWA, LAFAYETTE, AND ROCK COUNTIES

AREA 6: KENOSHA AND RACINE COUNTIES

TEAM0039-001 06/01/2020

	Rates	Fringes
TRUCK DRIVER		
1 & 2 Axles.....	\$ 31.07	22.94
3 or more Axles; Euclids, Dumpton & Articulated, Truck Mechanic.....	\$ 31.22	22.94

WELL DRILLER.....	\$ 16.52	3.70

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide

employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on

- a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION"

August 2018

NOTICE TO BIDDERS WAGE RATE DECISION

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

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

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

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

If a project includes multiple types of construction, different wage rate determinations may be inserted into the contract (WI10/Highway = in all WisDOT highway contracts, WI15/Heavy = bridge over navigable water per USDOL and US Coast Guard designation, WI8/Heavy (Sewer & Water Line & Tunnel) = sanitary sewer and water main if the cost is more than 20% of the contract and/or at least \$1,000,000, and Building). If multiple wage rate determinations are inserted into the contract, use the classification in the wage determination for the work being done. Use WI15 wage rates when working on the bridge and/or structure from bank to bank. Use WI8 wage rates when working on any sanitary sewer or water main work. Use Building wage rates for all work done within the footprint of the building. Use WI10 wage rates for all other highway work in the contract and approaches to structures. For example, if a laborer is working within the footprint of a building, use the Laborer rate in the Building wage determination inserted in the contract. If a laborer is working on a bridge/structure within the banks, use the Laborer rate in the WI15/Heavy wage determination if inserted in the contract. If the laborer is working on the highway, use the Laborer rate in the WI10/Highway wage determination.



Proposal Schedule of Items

Page 1 of 34

Proposal ID: 20201208002 Project(s): 1206-06-79

Federal ID(s): WISC 2021019

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	203.0200 Removing Old Structure (station) 04. 551WB+24	LS	LUMP SUM	_____.
0004	204.0100 Removing Concrete Pavement	41,236.000 SY	_____.	_____.
0006	204.0105 Removing Pavement Butt Joints	31,087.000 SY	_____.	_____.
0008	204.0109.S Removing Concrete Surface Partial Depth	57,122.000 SF	_____.	_____.
0010	204.0115 Removing Asphaltic Surface Butt Joints	5,184.000 SY	_____.	_____.
0012	204.0120 Removing Asphaltic Surface Milling	80,980.000 SY	_____.	_____.
0014	204.0150 Removing Curb & Gutter	6,261.000 LF	_____.	_____.
0016	204.0155 Removing Concrete Sidewalk	105.000 SY	_____.	_____.
0018	204.0157 Removing Concrete Barrier	48,304.000 LF	_____.	_____.
0020	204.0165 Removing Guardrail	5,700.000 LF	_____.	_____.
0022	204.0170 Removing Fence	166.000 LF	_____.	_____.
0024	204.0190 Removing Surface Drains	14.000 EACH	_____.	_____.
0026	204.0195 Removing Concrete Bases	83.000 EACH	_____.	_____.
0028	204.0220 Removing Inlets	68.000 EACH	_____.	_____.
0030	204.0245 Removing Storm Sewer (size) 01. 12-Inch	766.000 LF	_____.	_____.
0032	204.0245 Removing Storm Sewer (size) 02. 15-Inch	95.000 LF	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20201208002 Project(s): 1206-06-79

Federal ID(s): WISC 2021019

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	204.0245 Removing Storm Sewer (size) 03. 18-Inch	450.000 LF	_____.	_____.
0036	204.0245 Removing Storm Sewer (size) 04. 24-Inch	401.000 LF	_____.	_____.
0038	204.0280 Sealing Pipes	2.000 EACH	_____.	_____.
0040	204.9060.S Removing (item description) 01. Inlet Covers	46.000 EACH	_____.	_____.
0042	204.9060.S Removing (item description) 02. Apron Endwalls	3.000 EACH	_____.	_____.
0044	204.9060.S Removing (item description) 03. Vane Drains	30.000 EACH	_____.	_____.
0046	204.9060.S Removing (item description) 04. Removing Existing Pole	2.000 EACH	_____.	_____.
0048	205.0100 Excavation Common	33,453.000 CY	_____.	_____.
0050	209.0300.S Backfill Coarse Aggregate (size) 01. Size No. 1	244.000 CY	_____.	_____.
0052	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 1206-06-79	LS	LUMP SUM	_____.
0054	211.0200 Prepare Foundation for Concrete Pavement (project) 01. 1206-06-79	LS	LUMP SUM	_____.
0056	211.0300 Prepare Foundation for Concrete Base (project) 01. 1206-06-79	LS	LUMP SUM	_____.
0058	211.0400 Prepare Foundation for Asphaltic Shoulders	37.000 STA	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20201208002 Project(s): 1206-06-79

Federal ID(s): WISC 2021019

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0060	213.0100 Finishing Roadway (project) 01. 1206-06-79	1.000 EACH	_____.	_____.
0062	305.0110 Base Aggregate Dense 3/4-Inch	6,200.000 TON	_____.	_____.
0064	305.0120 Base Aggregate Dense 1 1/4-Inch	13,949.000 TON	_____.	_____.
0066	305.0500 Shaping Shoulders	20.000 STA	_____.	_____.
0068	312.0110 Select Crushed Material	11,652.000 TON	_____.	_____.
0070	320.0155 Concrete Base 9-Inch	27,233.000 SY	_____.	_____.
0072	320.0160 Concrete Base 9 1/2-Inch	1,737.000 SY	_____.	_____.
0074	320.0165 Concrete Base 10-Inch	35,341.000 SY	_____.	_____.
0076	415.0100 Concrete Pavement 10-Inch	525.000 SY	_____.	_____.
0078	415.0110 Concrete Pavement 11-Inch	579.000 SY	_____.	_____.
0080	415.1410 Concrete Pavement Approach Slab HES	1,392.000 SY	_____.	_____.
0082	416.0610 Drilled Tie Bars	30,809.000 EACH	_____.	_____.
0084	416.0620 Drilled Dowel Bars	2,323.000 EACH	_____.	_____.
0086	416.1010 Concrete Surface Drains	21.000 CY	_____.	_____.
0088	455.0605 Tack Coat	58,832.000 GAL	_____.	_____.
0090	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	1.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20201208002 Project(s): 1206-06-79

Federal ID(s): WISC 2021019

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0092	460.2000 Incentive Density HMA Pavement	31,004.000 DOL	1.00000	31,004.00
0094	460.2007 Incentive Density HMA Pavement Longitudinal Joints	131,792.000 DOL	1.00000	131,792.00
0096	460.2010 Incentive Air Voids HMA Pavement	36,099.000 DOL	1.00000	36,099.00
0098	460.7624 HMA Pavement 4 HT 58-28 V	97,871.000 TON	_____.	_____.
0100	465.0105 Asphaltic Surface	101.000 TON	_____.	_____.
0102	465.0305 Asphaltic Surface Safety Islands	32.000 TON	_____.	_____.
0104	465.0315 Asphaltic Flumes	35.000 SY	_____.	_____.
0106	465.0400 Asphaltic Shoulder Rumble Strips	72,905.000 LF	_____.	_____.
0108	495.1000.S Cold patch	10.000 TON	_____.	_____.
0110	502.0100 Concrete Masonry Bridges	262.000 CY	_____.	_____.
0112	502.3210 Pigmented Surface Sealer	1,409.000 SY	_____.	_____.
0114	502.4206 Adhesive Anchors No. 6 Bar	476.000 EACH	_____.	_____.
0116	502.4206 Adhesive Anchors No. 6 Bar 01. 12-Inch	168.000 EACH	_____.	_____.
0118	505.0600 Bar Steel Reinforcement HS Coated Structures	26,820.000 LB	_____.	_____.
0120	509.1500 Concrete Surface Repair	63.000 SF	_____.	_____.
0122	511.1200 Temporary Shoring (structure) 35. S-13- 2039	570.000 SF	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20201208002 Project(s): 1206-06-79

Federal ID(s): WISC 2021019

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0124	520.8000 Concrete Collars for Pipe	74.000 EACH	_____.	_____.
0126	522.1012 Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	1.000 EACH	_____.	_____.
0128	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	2.000 EACH	_____.	_____.
0130	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	2.000 EACH	_____.	_____.
0132	531.1100 Concrete Masonry Ancillary Structures Type NS	1,415.000 CY	_____.	_____.
0134	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	133,100.000 LB	_____.	_____.
0136	531.1160 Steel Reinforcement HS Coated Ancillary Structures Type NS	99,130.000 LB	_____.	_____.
0138	531.2036 Drilling Shaft 36-Inch	2,376.000 LF	_____.	_____.
0140	531.2042 Drilling Shaft 42-Inch	184.000 LF	_____.	_____.
0142	531.5310 Foundation Single-Shaft Type TC-I (structure) 31. S-13-2015	1.000 EACH	_____.	_____.
0144	531.5310 Foundation Single-Shaft Type TC-I (structure) 32. S-13-2037	1.000 EACH	_____.	_____.
0146	531.5310 Foundation Single-Shaft Type TC-I (structure) 34. S-13-2016	1.000 EACH	_____.	_____.
0148	531.5310 Foundation Single-Shaft Type TC-I (structure) 48. S-13-2031	1.000 EACH	_____.	_____.
0150	531.6010 Foundation Two-Shaft Type FC-I (structure) 49. S-13-542	1.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20201208002 Project(s): 1206-06-79

Federal ID(s): WISC 2021019

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0152	531.6010 Foundation Two-Shaft Type FC-I (structure) 50. S-13-544	1.000 EACH	_____.	_____.
0154	531.6010 Foundation Two-Shaft Type FC-I (structure) 51. S-13-545	1.000 EACH	_____.	_____.
0156	532.5020 Butterfly 2-Chord NS (structure) 05. S-13-2003	1.000 EACH	_____.	_____.
0158	532.5020 Butterfly 2-Chord NS (structure) 06. S-13-2004	1.000 EACH	_____.	_____.
0160	532.5020 Butterfly 2-Chord NS (structure) 07. S-13-2002	1.000 EACH	_____.	_____.
0162	532.5020 Butterfly 2-Chord NS (structure) 08. S-13-2005	1.000 EACH	_____.	_____.
0164	532.5020 Butterfly 2-Chord NS (structure) 09. S-13-2027	1.000 EACH	_____.	_____.
0166	532.5020 Butterfly 2-Chord NS (structure) 10. S-13-2006	1.000 EACH	_____.	_____.
0168	532.5020 Butterfly 2-Chord NS (structure) 11. S-13-2007	1.000 EACH	_____.	_____.
0170	532.5020 Butterfly 2-Chord NS (structure) 12. S-13-2008	1.000 EACH	_____.	_____.
0172	532.5020 Butterfly 2-Chord NS (structure) 13. S-13-2009	1.000 EACH	_____.	_____.
0174	532.5020 Butterfly 2-Chord NS (structure) 14. S-13-2010	1.000 EACH	_____.	_____.
0176	532.5020 Butterfly 2-Chord NS (structure) 15. S-13-2032	1.000 EACH	_____.	_____.



Proposal Schedule of Items

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Proposal ID: 20201208002 Project(s): 1206-06-79

Federal ID(s): WISC 2021019

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0178	532.5020 Butterfly 2-Chord NS (structure) 20. S-13-533	1.000 EACH	_____.	_____.
0180	532.5020 Butterfly 2-Chord NS (structure) 21. S-13-534	1.000 EACH	_____.	_____.
0182	532.5020 Butterfly 2-Chord NS (structure) 22. S-13-535	1.000 EACH	_____.	_____.
0184	532.5020 Butterfly 2-Chord NS (structure) 24. S-13-537	1.000 EACH	_____.	_____.
0186	532.5020 Butterfly 2-Chord NS (structure) 26. S-13-540	1.000 EACH	_____.	_____.
0188	532.5040 Butterfly 4-Chord NS (structure) 16. S-13-529	1.000 EACH	_____.	_____.
0190	532.5040 Butterfly 4-Chord NS (structure) 17. S-13-530	1.000 EACH	_____.	_____.
0192	532.5040 Butterfly 4-Chord NS (structure) 18. S-13-531	1.000 EACH	_____.	_____.
0194	532.5040 Butterfly 4-Chord NS (structure) 19. S-13-532	1.000 EACH	_____.	_____.
0196	532.5040 Butterfly 4-Chord NS (structure) 23. S-13-536	1.000 EACH	_____.	_____.
0198	532.5040 Butterfly 4-Chord NS (structure) 25. S-13-539	1.000 EACH	_____.	_____.
0200	532.5300 Truss Cantilever 2-Chord Type NS (structure) 27. S-13-2011	1.000 EACH	_____.	_____.
0202	532.5300 Truss Cantilever 2-Chord Type NS (structure) 28. S-13-2012	1.000 EACH	_____.	_____.



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0204	532.5300 Truss Cantilever 2-Chord Type NS (structure) 29. S-13-2013	1.000 EACH	_____.	_____.
0206	532.5300 Truss Cantilever 2-Chord Type NS (structure) 30. S-13-2014	1.000 EACH	_____.	_____.
0208	532.5300 Truss Cantilever 2-Chord Type NS (structure) 31. S-13-2015	1.000 EACH	_____.	_____.
0210	532.5300 Truss Cantilever 2-Chord Type NS (structure) 32. S-13-2037	1.000 EACH	_____.	_____.
0212	532.5300 Truss Cantilever 2-Chord Type NS (structure) 33. S-13-2038	1.000 EACH	_____.	_____.
0214	532.5300 Truss Cantilever 2-Chord Type NS (structure) 34. S-13-2016	1.000 EACH	_____.	_____.
0216	532.5300 Truss Cantilever 2-Chord Type NS (structure) 35. S-13-2039	1.000 EACH	_____.	_____.
0218	532.5300 Truss Cantilever 2-Chord Type NS (structure) 36. S-13-2017	1.000 EACH	_____.	_____.
0220	532.5300 Truss Cantilever 2-Chord Type NS (structure) 37. S-13-2018	1.000 EACH	_____.	_____.
0222	532.5300 Truss Cantilever 2-Chord Type NS (structure) 38. S-13-2019	1.000 EACH	_____.	_____.
0224	532.5300 Truss Cantilever 2-Chord Type NS (structure) 39. S-13-2020	1.000 EACH	_____.	_____.
0226	532.5300 Truss Cantilever 2-Chord Type NS (structure) 40. S-13-2021	1.000 EACH	_____.	_____.
0228	532.5300 Truss Cantilever 2-Chord Type NS (structure) 41. S-13-2022	1.000 EACH	_____.	_____.



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0230	532.5300 Truss Cantilever 2-Chord Type NS (structure) 42. S-13-2024	1.000 EACH	_____.	_____.
0232	532.5300 Truss Cantilever 2-Chord Type NS (structure) 43. S-13-2025	1.000 EACH	_____.	_____.
0234	532.5300 Truss Cantilever 2-Chord Type NS (structure) 44. S-13-2026	1.000 EACH	_____.	_____.
0236	532.5300 Truss Cantilever 2-Chord Type NS (structure) 45. S-13-2028	1.000 EACH	_____.	_____.
0238	532.5300 Truss Cantilever 2-Chord Type NS (structure) 46. S-13-2029	1.000 EACH	_____.	_____.
0240	532.5300 Truss Cantilever 2-Chord Type NS (structure) 47. S-13-2030	1.000 EACH	_____.	_____.
0242	532.5300 Truss Cantilever 2-Chord Type NS (structure) 48. S-13-2031	1.000 EACH	_____.	_____.
0244	532.6000 Truss Cantilever 4-Chord Type NS (structure) 52. S-13-543	1.000 EACH	_____.	_____.
0246	532.6010 Truss Cantilever 4-Chord Type I (structure) 49. S-13-542	1.000 EACH	_____.	_____.
0248	532.6010 Truss Cantilever 4-Chord Type I (structure) 50. S-13-544	1.000 EACH	_____.	_____.
0250	532.6010 Truss Cantilever 4-Chord Type I (structure) 51. S-13-545	1.000 EACH	_____.	_____.
0252	532.6100 Truss Full Span 4-Chord Type NS (structure) 61. S-13-552	1.000 EACH	_____.	_____.
0254	532.6100 Truss Full Span 4-Chord Type NS (structure) 62. S-13-553	1.000 EACH	_____.	_____.



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0256	532.6100 Truss Full Span 4-Chord Type NS (structure) 63. S-13-2033	1.000 EACH	_____.	_____.
0258	532.6100 Truss Full Span 4-Chord Type NS (structure) 64. S-13-2034	1.000 EACH	_____.	_____.
0260	532.6100 Truss Full Span 4-Chord Type NS (structure) 65. S-13-2040	1.000 EACH	_____.	_____.
0262	532.6100 Truss Full Span 4-Chord Type NS (structure) 66. S-13-2035	1.000 EACH	_____.	_____.
0264	532.6100 Truss Full Span 4-Chord Type NS (structure) 67. S-13-2036	1.000 EACH	_____.	_____.
0266	532.6120 Truss Full Span 4-Chord Type II (structure) 53. S-13-546	1.000 EACH	_____.	_____.
0268	532.6120 Truss Full Span 4-Chord Type II (structure) 54. S-13-547	1.000 EACH	_____.	_____.
0270	532.6120 Truss Full Span 4-Chord Type II (structure) 55. S-13-548	1.000 EACH	_____.	_____.
0272	532.6120 Truss Full Span 4-Chord Type II (structure) 56. S-13-538	1.000 EACH	_____.	_____.
0274	532.6120 Truss Full Span 4-Chord Type II (structure) 57. S-13-549	1.000 EACH	_____.	_____.
0276	532.6120 Truss Full Span 4-Chord Type II (structure) 58. S-13-550	1.000 EACH	_____.	_____.
0278	532.6120 Truss Full Span 4-Chord Type II (structure) 59. S-13-541	1.000 EACH	_____.	_____.
0280	532.6120 Truss Full Span 4-Chord Type II (structure) 60. S-13-551	1.000 EACH	_____.	_____.



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0282	601.0205 Concrete Gutter 24-Inch	282.000 LF	_____.	_____.
0284	601.0409 Concrete Curb & Gutter 30-Inch Type A	376.000 LF	_____.	_____.
0286	601.0411 Concrete Curb & Gutter 30-Inch Type D	1,690.000 LF	_____.	_____.
0288	601.0551 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	120.000 LF	_____.	_____.
0290	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	135.000 LF	_____.	_____.
0292	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	2,342.000 LF	_____.	_____.
0294	601.0588 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	97.000 LF	_____.	_____.
0296	602.0410 Concrete Sidewalk 5-Inch	7,992.000 SF	_____.	_____.
0298	603.0105 Concrete Barrier Single-Faced 32-Inch	335.000 LF	_____.	_____.
0300	603.1142 Concrete Barrier Type S42	1,304.000 LF	_____.	_____.
0302	603.1156 Concrete Barrier Type S56	20.000 LF	_____.	_____.
0304	603.1242 Concrete Barrier Type S42A	40.000 LF	_____.	_____.
0306	603.3559 Concrete Barrier Transition Type S42 to S56	8.000 EACH	_____.	_____.
0308	603.8000 Concrete Barrier Temporary Precast Delivered	83,123.000 LF	_____.	_____.
0310	603.8125 Concrete Barrier Temporary Precast Installed	88,123.000 LF	_____.	_____.



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0312	606.0200 Riprap Medium	50.000 CY	_____.	_____.
0314	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	8,045.000 LF	_____.	_____.
0316	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	3,151.000 LF	_____.	_____.
0318	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	1,646.000 LF	_____.	_____.
0320	608.0421 Storm Sewer Pipe Reinforced Concrete Class IV 21-Inch	21.000 LF	_____.	_____.
0322	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	514.000 LF	_____.	_____.
0324	611.0430 Reconstructing Inlets	6.000 EACH	_____.	_____.
0326	611.0535 Manhole Covers Type J-Special	1.000 EACH	_____.	_____.
0328	611.0610 Inlet Covers Type BW	25.000 EACH	_____.	_____.
0330	611.0612 Inlet Covers Type C	2.000 EACH	_____.	_____.
0332	611.0624 Inlet Covers Type H	3.000 EACH	_____.	_____.
0334	611.0627 Inlet Covers Type HM	10.000 EACH	_____.	_____.
0336	611.0636 Inlet Covers Type HM-S	2.000 EACH	_____.	_____.
0338	611.0651 Inlet Covers Type S	9.000 EACH	_____.	_____.
0340	611.0654 Inlet Covers Type V	254.000 EACH	_____.	_____.



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0342	611.2004 Manholes 4-FT Diameter	2.000 EACH	_____.	_____.
0344	611.2005 Manholes 5-FT Diameter	1.000 EACH	_____.	_____.
0346	611.2033 Manholes 3x3-FT	36.000 EACH	_____.	_____.
0348	611.3003 Inlets 3-FT Diameter	32.000 EACH	_____.	_____.
0350	611.3004 Inlets 4-FT Diameter	11.000 EACH	_____.	_____.
0352	611.3220 Inlets 2x2-FT	168.000 EACH	_____.	_____.
0354	611.3225 Inlets 2x2.5-FT	25.000 EACH	_____.	_____.
0356	611.3230 Inlets 2x3-FT	5.000 EACH	_____.	_____.
0358	611.8110 Adjusting Manhole Covers	10.000 EACH	_____.	_____.
0360	611.8115 Adjusting Inlet Covers	108.000 EACH	_____.	_____.
0362	611.9710 Salvaged Inlet Covers	29.000 EACH	_____.	_____.
0364	611.9800.S Pipe Grates	5.000 EACH	_____.	_____.
0366	614.0400 Adjusting Steel Plate Beam Guard	7,871.000 LF	_____.	_____.
0368	614.0905 Crash Cushions Temporary	60.000 EACH	_____.	_____.
0370	614.1100 MGS Guardrail Temporary Thrie Beam Transition	213.000 LF	_____.	_____.
0372	614.2300 MGS Guardrail 3	6,691.000 LF	_____.	_____.



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0374	614.2310 MGS Guardrail 3 HS	263.000 LF	_____.	_____.
0376	614.2320 MGS Guardrail 3 QS	50.000 LF	_____.	_____.
0378	614.2500 MGS Thrie Beam Transition	431.000 LF	_____.	_____.
0380	614.2610 MGS Guardrail Terminal EAT	21.000 EACH	_____.	_____.
0382	614.2620 MGS Guardrail Terminal Type 2	19.000 EACH	_____.	_____.
0384	616.0206 Fence Chain Link 6-FT	166.000 LF	_____.	_____.
0386	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1206-06-79	1.000 EACH	_____.	_____.
0388	619.1000 Mobilization	1.000 EACH	_____.	_____.
0390	620.0300 Concrete Median Sloped Nose	695.000 SF	_____.	_____.
0392	624.0100 Water	599.000 MGAL	_____.	_____.
0394	625.0500 Salvaged Topsoil	16,677.000 SY	_____.	_____.
0396	628.1504 Silt Fence	7,164.000 LF	_____.	_____.
0398	628.1520 Silt Fence Maintenance	7,164.000 LF	_____.	_____.
0400	628.1905 Mobilizations Erosion Control	18.000 EACH	_____.	_____.
0402	628.1910 Mobilizations Emergency Erosion Control	4.000 EACH	_____.	_____.
0404	628.2004 Erosion Mat Class I Type B	15,909.000 SY	_____.	_____.



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0406	628.7005 Inlet Protection Type A	6.000 EACH	_____.	_____.
0408	628.7010 Inlet Protection Type B	447.000 EACH	_____.	_____.
0410	628.7015 Inlet Protection Type C	69.000 EACH	_____.	_____.
0412	628.7504 Temporary Ditch Checks	144.000 LF	_____.	_____.
0414	629.0210 Fertilizer Type B	15.500 CWT	_____.	_____.
0416	630.0130 Seeding Mixture No. 30	299.000 LB	_____.	_____.
0418	633.1000 Delineators Barrier Wall	332.000 EACH	_____.	_____.
0420	633.5200 Markers Culvert End	5.000 EACH	_____.	_____.
0422	634.0614 Posts Wood 4x6-Inch X 14-FT	2.000 EACH	_____.	_____.
0424	634.0616 Posts Wood 4x6-Inch X 16-FT	2.000 EACH	_____.	_____.
0426	634.0618 Posts Wood 4x6-Inch X 18-FT	13.000 EACH	_____.	_____.
0428	634.0620 Posts Wood 4x6-Inch X 20-FT	7.000 EACH	_____.	_____.
0430	634.0624 Posts Wood 4x6-Inch X 24-FT	6.000 EACH	_____.	_____.
0432	634.0812 Posts Tubular Steel 2x2-Inch X 12-FT	31.000 EACH	_____.	_____.
0434	635.0200 Sign Supports Structural Steel HS	5,210.000 LB	_____.	_____.
0436	636.0100 Sign Supports Concrete Masonry	10.000 CY	_____.	_____.
0438	636.0500 Sign Supports Steel Reinforcement	1,326.000 LB	_____.	_____.



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0440	637.1220 Signs Type I Reflective SH	14,809.500 SF	_____.	_____.
0442	637.2210 Signs Type II Reflective H	2,423.000 SF	_____.	_____.
0444	637.2230 Signs Type II Reflective F	48.000 SF	_____.	_____.
0446	638.2101 Moving Signs Type I	1.000 EACH	_____.	_____.
0448	638.2102 Moving Signs Type II	103.000 EACH	_____.	_____.
0450	638.2601 Removing Signs Type I	60.000 EACH	_____.	_____.
0452	638.2602 Removing Signs Type II	110.000 EACH	_____.	_____.
0454	638.3000 Removing Small Sign Supports	68.000 EACH	_____.	_____.
0456	638.3100 Removing Structural Steel Sign Supports	10.000 EACH	_____.	_____.
0458	638.3150 Removing Overhead Sign Supports Cantilever (structure) 01. S-13-XXX	15.000 EACH	_____.	_____.
0460	638.3155 Removing Overhead Sign Supports Full Span (structure) 01. S-13-XXX	7.000 EACH	_____.	_____.
0462	638.4000 Moving Small Sign Supports	27.000 EACH	_____.	_____.
0464	642.5401 Field Office Type D	1.000 EACH	_____.	_____.
0466	643.0300 Traffic Control Drums	142,863.000 DAY	_____.	_____.
0468	643.0420 Traffic Control Barricades Type III	8,231.000 DAY	_____.	_____.
0470	643.0705 Traffic Control Warning Lights Type A	16,463.000 DAY	_____.	_____.



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0472	643.0715 Traffic Control Warning Lights Type C	21,533.000 DAY	_____.	_____.
0474	643.0800 Traffic Control Arrow Boards	1,394.000 DAY	_____.	_____.
0476	643.0900 Traffic Control Signs	14,084.000 DAY	_____.	_____.
0478	643.0910 Traffic Control Covering Signs Type I	12.000 EACH	_____.	_____.
0480	643.0920 Traffic Control Covering Signs Type II	2.000 EACH	_____.	_____.
0482	643.1050 Traffic Control Signs PCMS	859.000 DAY	_____.	_____.
0484	643.1055.S Truck or Trailer Mounted Attenuator	176.000 DAY	_____.	_____.
0486	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0488	645.0120 Geotextile Type HR	150.000 SY	_____.	_____.
0490	645.0220 Geogrid Type SR	14,918.000 SY	_____.	_____.
0492	646.1020 Marking Line Epoxy 4-Inch	32,153.000 LF	_____.	_____.
0494	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	272,172.000 LF	_____.	_____.
0496	646.1555 Marking Line Grooved Contrast Permanent Tape 4-Inch	42,651.000 LF	_____.	_____.
0498	646.3020 Marking Line Epoxy 8-Inch	1,753.000 LF	_____.	_____.
0500	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	33,030.000 LF	_____.	_____.
0502	646.5020 Marking Arrow Epoxy	4.000 EACH	_____.	_____.



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0504	646.5420 Marking Aerial Enforcement Bar Epoxy	30.000 EACH	_____.	_____.
0506	646.7220 Marking Chevron Epoxy 24-Inch	3,617.000 LF	_____.	_____.
0508	646.8120 Marking Curb Epoxy	10.000 LF	_____.	_____.
0510	646.8220 Marking Island Nose Epoxy	1.000 EACH	_____.	_____.
0512	646.9000 Marking Removal Line 4-Inch	47,199.000 LF	_____.	_____.
0514	646.9010 Marking Removal Line Water Blasting 4-Inch	14,882.000 LF	_____.	_____.
0516	646.9100 Marking Removal Line 8-Inch	27,324.000 LF	_____.	_____.
0518	646.9110 Marking Removal Line Water Blasting 8-Inch	1,289.000 LF	_____.	_____.
0520	646.9200 Marking Removal Line Wide	2,497.000 LF	_____.	_____.
0522	649.0120 Temporary Marking Line Epoxy 4-Inch	356,603.000 LF	_____.	_____.
0524	649.0220 Temporary Marking Line Epoxy 8-Inch	54,891.000 LF	_____.	_____.
0526	649.0760 Temporary Marking Raised Pavement Marker Type I	417.000 EACH	_____.	_____.
0528	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	19,617.000 LF	_____.	_____.
0530	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	161.000 LF	_____.	_____.
0532	652.0605 Conduit Special 2-Inch	405.000 LF	_____.	_____.



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0534	652.0615 Conduit Special 3-Inch	9,256.000 LF	_____.	_____.
0536	652.0700.S Install Conduit into Existing Item	43.000 EACH	_____.	_____.
0538	653.0154 Pull Boxes Non-Conductive 24x36-Inch	5.000 EACH	_____.	_____.
0540	653.0164 Pull Boxes Non-Conductive 24x42-Inch	77.000 EACH	_____.	_____.
0542	653.0222 Junction Boxes 18x12x6-Inch	30.000 EACH	_____.	_____.
0544	654.0101 Concrete Bases Type 1	30.000 EACH	_____.	_____.
0546	654.0102 Concrete Bases Type 2	2.000 EACH	_____.	_____.
0548	654.1130 Concrete Bases Camera Pole 30-FT	1.000 EACH	_____.	_____.
0550	654.1150 Concrete Bases Camera Pole 50-FT	1.000 EACH	_____.	_____.
0552	655.0505 Electrical Wire Traffic Signals 14 AWG	21,731.000 LF	_____.	_____.
0554	655.0625 Electrical Wire Lighting 6 AWG	26,315.000 LF	_____.	_____.
0556	655.0630 Electrical Wire Lighting 4 AWG	10,900.000 LF	_____.	_____.
0558	655.0635 Electrical Wire Lighting 2 AWG	7,136.000 LF	_____.	_____.
0560	655.0640 Electrical Wire Lighting 1 AWG	605.000 LF	_____.	_____.
0562	655.0645 Electrical Wire Lighting 1/0 AWG	4,905.000 LF	_____.	_____.
0564	656.0200 Electrical Service Meter Breaker Pedestal (location) 01. LCS-13-0030	LS	LUMP SUM	_____.



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0566	656.0200 Electrical Service Meter Breaker Pedestal (location) 02. LCS-13-0031	LS	LUMP SUM	_____.
0568	656.0200 Electrical Service Meter Breaker Pedestal (location) 03. DMS-13-0066	LS	LUMP SUM	_____.
0570	656.0200 Electrical Service Meter Breaker Pedestal (location) 04. LCS-13-0032	LS	LUMP SUM	_____.
0572	656.0200 Electrical Service Meter Breaker Pedestal (location) 05. LCS-13-0028	LS	LUMP SUM	_____.
0574	656.0200 Electrical Service Meter Breaker Pedestal (location) 06. LCS-13-0034/LCS-13-0025	LS	LUMP SUM	_____.
0576	656.0200 Electrical Service Meter Breaker Pedestal (location) 07. LCS-13-0024	LS	LUMP SUM	_____.
0578	656.0200 Electrical Service Meter Breaker Pedestal (location) 08. LCS-13-0036/LCS-13-0022	LS	LUMP SUM	_____.
0580	656.0200 Electrical Service Meter Breaker Pedestal (location) 09. LCS-13-0038	LS	LUMP SUM	_____.
0582	656.0200 Electrical Service Meter Breaker Pedestal (location) 10. LCS-13-0040	LS	LUMP SUM	_____.
0584	656.0200 Electrical Service Meter Breaker Pedestal (location) 11. LCS-13-0041/LCS-13-0017/DMS-13-0067	LS	LUMP SUM	_____.
0586	656.0200 Electrical Service Meter Breaker Pedestal (location) 12. LCS-13-0042/LCS-13-0016	LS	LUMP SUM	_____.
0588	656.0200 Electrical Service Meter Breaker Pedestal (location) 13. LCS-13-0043/LCS-13-0015	LS	LUMP SUM	_____.



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0590	656.0200 Electrical Service Meter Breaker Pedestal (location) 14. LCS-13-0044	LS	LUMP SUM	_____.
0592	656.0200 Electrical Service Meter Breaker Pedestal (location) 15. LCS-13-0013	LS	LUMP SUM	_____.
0594	656.0200 Electrical Service Meter Breaker Pedestal (location) 16. LCS-13-0045	LS	LUMP SUM	_____.
0596	656.0200 Electrical Service Meter Breaker Pedestal (location) 17. LCS-13-0047/LCS-13-0011	LS	LUMP SUM	_____.
0598	656.0200 Electrical Service Meter Breaker Pedestal (location) 18. LCS-13-0049/LCS-13-0009	LS	LUMP SUM	_____.
0600	656.0200 Electrical Service Meter Breaker Pedestal (location) 19. DMS-13-0069	LS	LUMP SUM	_____.
0602	656.0200 Electrical Service Meter Breaker Pedestal (location) 20. LCS-13-0050/LCS-13-0008	LS	LUMP SUM	_____.
0604	656.0200 Electrical Service Meter Breaker Pedestal (location) 21. LCS-13-0051/LCS-13-0007	LS	LUMP SUM	_____.
0606	656.0200 Electrical Service Meter Breaker Pedestal (location) 22. LCS-13-0052/LCS-13-0006	LS	LUMP SUM	_____.
0608	656.0200 Electrical Service Meter Breaker Pedestal (location) 23. DMS-13-0070	LS	LUMP SUM	_____.
0610	656.0200 Electrical Service Meter Breaker Pedestal (location) 24. LCS-13-0053/LCS-13-0005	LS	LUMP SUM	_____.



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Proposal ID: 20201208002 Project(s): 1206-06-79

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Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0612	656.0200 Electrical Service Meter Breaker Pedestal (location) 25. LCS-13-0054/LCS-13-0004	LS	LUMP SUM	_____.
0614	656.0200 Electrical Service Meter Breaker Pedestal (location) 26. LCS-13-0055	LS	LUMP SUM	_____.
0616	656.0200 Electrical Service Meter Breaker Pedestal (location) 27. LCS-13-0056/LCS-13-0003	LS	LUMP SUM	_____.
0618	656.0200 Electrical Service Meter Breaker Pedestal (location) 28. LCS-13-0057/LCS-13-0002	LS	LUMP SUM	_____.
0620	656.0500 Electrical Service Breaker Disconnect Box (location) 01. LCS-13-0030	LS	LUMP SUM	_____.
0622	656.0500 Electrical Service Breaker Disconnect Box (location) 02. LCS-13-0031	LS	LUMP SUM	_____.
0624	656.0500 Electrical Service Breaker Disconnect Box (location) 03. DMS-13-0066	LS	LUMP SUM	_____.
0626	656.0500 Electrical Service Breaker Disconnect Box (location) 04. LCS-13-0032	LS	LUMP SUM	_____.
0628	656.0500 Electrical Service Breaker Disconnect Box (location) 05. LCS-13-0028	LS	LUMP SUM	_____.
0630	656.0500 Electrical Service Breaker Disconnect Box (location) 06. LCS-13-0025	LS	LUMP SUM	_____.
0632	656.0500 Electrical Service Breaker Disconnect Box (location) 07. LCS-13-0024	LS	LUMP SUM	_____.
0634	656.0500 Electrical Service Breaker Disconnect Box (location) 08. LCS-13-0035	LS	LUMP SUM	_____.



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Contract Items

Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0636	656.0500 Electrical Service Breaker Disconnect Box (location) 09. LCS-13-0023	LS	LUMP SUM	_____.
0638	656.0500 Electrical Service Breaker Disconnect Box (location) 10. LCS-13-0036/LCS-13-0022	LS	LUMP SUM	_____.
0640	656.0500 Electrical Service Breaker Disconnect Box (location) 11. LCS-13-0037/LCS-13-0021	LS	LUMP SUM	_____.
0642	656.0500 Electrical Service Breaker Disconnect Box (location) 12. LCS-13-0038	LS	LUMP SUM	_____.
0644	656.0500 Electrical Service Breaker Disconnect Box (location) 13. LCS-13-0019	LS	LUMP SUM	_____.
0646	656.0500 Electrical Service Breaker Disconnect Box (location) 14. LCS-13-0039	LS	LUMP SUM	_____.
0648	656.0500 Electrical Service Breaker Disconnect Box (location) 15. LCS-13-0040	LS	LUMP SUM	_____.
0650	656.0500 Electrical Service Breaker Disconnect Box (location) 16. LCS-13-0041/LCS-13-0017	LS	LUMP SUM	_____.
0652	656.0500 Electrical Service Breaker Disconnect Box (location) 17. LCS-13-0042/LCS-13-0016	LS	LUMP SUM	_____.
0654	656.0500 Electrical Service Breaker Disconnect Box (location) 18. LCS-13-0043/LCS-13-0015	LS	LUMP SUM	_____.
0656	656.0500 Electrical Service Breaker Disconnect Box (location) 19. LCS-13-0014/DMS-13-0068	LS	LUMP SUM	_____.
0658	656.0500 Electrical Service Breaker Disconnect Box (location) 20. LCS-13-0013	LS	LUMP SUM	_____.



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Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0660	656.0500 Electrical Service Breaker Disconnect Box (location) 21. LCS-13-0044	LS	LUMP SUM	_____.
0662	656.0500 Electrical Service Breaker Disconnect Box (location) 22. LCS-13-0045	LS	LUMP SUM	_____.
0664	656.0500 Electrical Service Breaker Disconnect Box (location) 23. LCS-13-0047/LCS-13-0011	LS	LUMP SUM	_____.
0666	656.0500 Electrical Service Breaker Disconnect Box (location) 24. LCS-13-0048/LCS-13-0010	LS	LUMP SUM	_____.
0668	656.0500 Electrical Service Breaker Disconnect Box (location) 25. LCS-13-0049/LCS-13-0009	LS	LUMP SUM	_____.
0670	656.0500 Electrical Service Breaker Disconnect Box (location) 26. DMS-13-0069	LS	LUMP SUM	_____.
0672	656.0500 Electrical Service Breaker Disconnect Box (location) 27. LCS-13-0050/LCS-13-0008	LS	LUMP SUM	_____.
0674	656.0500 Electrical Service Breaker Disconnect Box (location) 28. LCS-13-0051/LCS-13-0007	LS	LUMP SUM	_____.
0676	656.0500 Electrical Service Breaker Disconnect Box (location) 29. LCS-13-0052/LCS-13-0006	LS	LUMP SUM	_____.
0678	656.0500 Electrical Service Breaker Disconnect Box (location) 30. DMS-13-0070	LS	LUMP SUM	_____.
0680	656.0500 Electrical Service Breaker Disconnect Box (location) 31. LCS-13-0053/LCS-13-0005	LS	LUMP SUM	_____.



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Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0682	656.0500 Electrical Service Breaker Disconnect Box (location) 32. LCS-13-0054/LCS-13-0004	LS	LUMP SUM	_____.
0684	656.0500 Electrical Service Breaker Disconnect Box (location) 33. LCS-13-0055	LS	LUMP SUM	_____.
0686	656.0500 Electrical Service Breaker Disconnect Box (location) 34. LCS-13-0056/LCS-13-0003	LS	LUMP SUM	_____.
0688	656.0500 Electrical Service Breaker Disconnect Box (location) 35. LCS-13-0057/LCS-13-0002	LS	LUMP SUM	_____.
0690	657.0100 Pedestal Bases	29.000 EACH	_____.	_____.
0692	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	2.000 EACH	_____.	_____.
0694	657.0322 Poles Type 5-Aluminum	2.000 EACH	_____.	_____.
0696	670.0100 Field System Integrator	LS	LUMP SUM	_____.
0698	670.0200 ITS Documentation	LS	LUMP SUM	_____.
0700	673.0105 Communication Vault Type 1	4.000 EACH	_____.	_____.
0702	673.0200 Tracer Wire Marker Posts	4.000 EACH	_____.	_____.
0704	673.0225.S Install Pole Mounted Cabinet	34.000 EACH	_____.	_____.
0706	674.0200 Cable Microwave Detector	452.000 LF	_____.	_____.
0708	674.0300 Remove Cable	754.000 LF	_____.	_____.



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Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0710	674.0400 Reinstall Cable	754.000 LF	_____.	_____.
0712	675.0300 Install Mounted Controller Microwave Detector Assembly	34.000 EACH	_____.	_____.
0714	677.0130 Install Camera Pole 30-FT	1.000 EACH	_____.	_____.
0716	677.0150 Install Camera Pole 50-FT	1.000 EACH	_____.	_____.
0718	677.0200 Install Camera Assembly	37.000 EACH	_____.	_____.
0720	678.0012 Install Fiber Optic Cable Outdoor Plant 12-CT	20,173.000 LF	_____.	_____.
0722	678.0100.S Install Overhead Freeway DMS Full Matrix	5.000 EACH	_____.	_____.
0724	678.0200 Fiber Optic Splice Enclosure	27.000 EACH	_____.	_____.
0726	678.0300 Fiber Optic Splice	120.000 EACH	_____.	_____.
0728	678.0400 Fiber Optic Termination	180.000 EACH	_____.	_____.
0730	678.0500 Communication System Testing	LS	LUMP SUM	_____.
0732	678.0600 Install Ethernet Switches	39.000 EACH	_____.	_____.
0734	690.0150 Sawing Asphalt	1,301.000 LF	_____.	_____.
0736	690.0250 Sawing Concrete	86,842.000 LF	_____.	_____.
0738	715.0415 Incentive Strength Concrete Pavement	319.000 DOL	1.00000	319.00
0740	740.0440 Incentive IRI Ride	169,431.000 DOL	1.00000	169,431.00



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0742	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	4,500.000 HRS	5.00000	22,500.00
0744	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	2,500.000 HRS	5.00000	12,500.00
0746	SPV.0060 Special 01. Concrete Barrier Transition Type NJ32SF to S36 Retaining Wall	2.000 EACH	_____.	_____.
0748	SPV.0060 Special 02. Concrete Barrier Transition Type NJ44SF to S39 Retaining Wall	2.000 EACH	_____.	_____.
0750	SPV.0060 Special 03. Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 1	10.000 EACH	_____.	_____.
0752	SPV.0060 Special 04. Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 2	3.000 EACH	_____.	_____.
0754	SPV.0060 Special 05. Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 3	1.000 EACH	_____.	_____.
0756	SPV.0060 Special 06. Concrete Barrier Transition Type S36 to S36 Wide, Type 1	9.000 EACH	_____.	_____.
0758	SPV.0060 Special 07. Concrete Barrier Transition Type S36 to S36 Wide, Type 2	3.000 EACH	_____.	_____.
0760	SPV.0060 Special 08. Concrete Barrier Transition Type S36A to S36 Split Retaining Wall	2.000 EACH	_____.	_____.
0762	SPV.0060 Special 09. Concrete Barrier Transition Type S36 to S42	11.000 EACH	_____.	_____.
0764	SPV.0060 Special 10. Concrete Barrier Transition Type S36 Wide to S42 Wide, Type 1	1.000 EACH	_____.	_____.
0766	SPV.0060 Special 11. Concrete Barrier Transition Type S36 Wide to S42 Wide, Type 2	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0768	SPV.0060 Special 12. Concrete Barrier Transition Type S36A to S42A	1.000 EACH	_____.	_____.
0770	SPV.0060 Special 13. Concrete Barrier Transition Type S36A to S42A Retaining Wall	2.000 EACH	_____.	_____.
0772	SPV.0060 Special 14. Concrete Barrier Transition Type S42 to S42	1.000 EACH	_____.	_____.
0774	SPV.0060 Special 15. Concrete Barrier Transition Type S42A to S42A, Type 1	1.000 EACH	_____.	_____.
0776	SPV.0060 Special 16. Concrete Barrier Transition Type S42A to S42A, Type 2	2.000 EACH	_____.	_____.
0778	SPV.0060 Special 17. Concrete Barrier Transition Type S42A to S42A, Type 3	1.000 EACH	_____.	_____.
0780	SPV.0060 Special 18. Concrete Barrier Transition Type S42 to S56, Type 1	35.000 EACH	_____.	_____.
0782	SPV.0060 Special 19. Concrete Barrier Transition Type S42 Wide to S56 Wide, Type 1	1.000 EACH	_____.	_____.
0784	SPV.0060 Special 20. Concrete Barrier Transition Type S42 Wide to S56 Wide, Type 2	1.000 EACH	_____.	_____.
0786	SPV.0060 Special 21. Concrete Barrier Transition Type S42A to S56A, Type 1A	2.000 EACH	_____.	_____.
0788	SPV.0060 Special 22. Concrete Barrier Transition Type S42A to S56A, Type 1B	2.000 EACH	_____.	_____.
0790	SPV.0060 Special 23. Concrete Barrier Transition Type S42A to S56A, Type 1	15.000 EACH	_____.	_____.
0792	SPV.0060 Special 24. Concrete Barrier Transition Type S42A to S56A, Type 2	3.000 EACH	_____.	_____.



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Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0794	SPV.0060 Special 25. Concrete Barrier Transition Type S42A to S56A, Type 3	8.000 EACH	_____.	_____.
0796	SPV.0060 Special 26. Concrete Barrier Transition Type S42A to S56A, Type 4	3.000 EACH	_____.	_____.
0798	SPV.0060 Special 27. Concrete Barrier Transition Type S42A to S56A Retaining Wall	1.000 EACH	_____.	_____.
0800	SPV.0060 Special 28. Concrete Barrier Transition Type S56A to S56A	1.000 EACH	_____.	_____.
0802	SPV.0060 Special 29. Concrete Barrier Transition Type S56 to 56 Vertical	10.000 EACH	_____.	_____.
0804	SPV.0060 Special 30. Concrete Barrier Transition Type S56 to 56 Vertical, Type 1	11.000 EACH	_____.	_____.
0806	SPV.0060 Special 31. Concrete Barrier Transition Type S56 to 56 Vertical, Type 2	1.000 EACH	_____.	_____.
0808	SPV.0060 Special 32. Concrete Barrier Transition Type S56 to 56 Vertical, Type 3	41.000 EACH	_____.	_____.
0810	SPV.0060 Special 33. Concrete Barrier Transition Type S56 to 56 Vertical, Type 4	1.000 EACH	_____.	_____.
0812	SPV.0060 Special 34. Concrete Barrier Transition Type S56A to 56A Vertical, Type 1A	2.000 EACH	_____.	_____.
0814	SPV.0060 Special 35. Concrete Barrier Transition Type S56A to 56A Vertical, Type 1B	2.000 EACH	_____.	_____.
0816	SPV.0060 Special 36. Concrete Barrier Transition Type S56A to 56A Vertical, Type 1	1.000 EACH	_____.	_____.
0818	SPV.0060 Special 37. Concrete Barrier Transition Type S56A to 56A Vertical, Type 2	15.000 EACH	_____.	_____.



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Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0820	SPV.0060 Special 38. Concrete Barrier Transition Type S56A to 56A Vertical, Type 3	7.000 EACH	_____.	_____.
0822	SPV.0060 Special 39. Concrete Barrier Transition Type S56A to 56A Vertical, Type 4	13.000 EACH	_____.	_____.
0824	SPV.0060 Special 40. Concrete Barrier Transition Type S56A to 56A Vertical, Type 5	8.000 EACH	_____.	_____.
0826	SPV.0060 Special 41. Concrete Barrier Transition Type S56A to 56A Vertical Retaining Wall	2.000 EACH	_____.	_____.
0828	SPV.0060 Special 42. Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 1	1.000 EACH	_____.	_____.
0830	SPV.0060 Special 43. Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 2	1.000 EACH	_____.	_____.
0832	SPV.0060 Special 44. Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 3	1.000 EACH	_____.	_____.
0834	SPV.0060 Special 45. Concrete Barrier Transition Type S56 Wide to 56 Vertical, Type 1	1.000 EACH	_____.	_____.
0836	SPV.0060 Special 46. Concrete Barrier Transition Type S56 Wide to 56 Vertical, Type 2	1.000 EACH	_____.	_____.
0838	SPV.0060 Special 47. Repositioning Traffic Control Devices for Mainline Closures	226.000 EACH	_____.	_____.
0840	SPV.0060 Special 48. Traffic Control Close-Open Freeway Entrance Ramp	245.000 EACH	_____.	_____.
0842	SPV.0060 Special 49. Emergency Response to Traffic Incident Involving Concrete Barrier Temporary	12.000 EACH	_____.	_____.
0844	SPV.0060 Special 50. Emergency Response to Traffic Incident Involving Crash Cushion	12.000 EACH	_____.	_____.



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Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0846	SPV.0060 Special 51. Emergency Response to Traffic Incident Involving Guard Rail or EAT	8.000 EACH	_____.	_____.
0848	SPV.0060 Special 52. Securing Structure Covers	20.000 EACH	_____.	_____.
0850	SPV.0060 Special 53. Storm Sewer Tap	31.000 EACH	_____.	_____.
0852	SPV.0060 Special 54. Concrete Cutoff Wall	5.000 EACH	_____.	_____.
0854	SPV.0060 Special 55. Connect Pipe Underdrain to Existing Structure	13.000 EACH	_____.	_____.
0856	SPV.0060 Special 56. Install Lane Control Sign (LCS)	57.000 EACH	_____.	_____.
0858	SPV.0060 Special 57. Traffic Signal Standards Aluminum 6-FT	30.000 EACH	_____.	_____.
0860	SPV.0060 Special 58. Salvage Microwave Detector Equipment	20.000 EACH	_____.	_____.
0862	SPV.0060 Special 59. Utility Line Opening (ULO)	10.000 EACH	_____.	_____.
0864	SPV.0060 Special 60. Fiber Optic Connector, 4-CT, 1000-FT	3.000 EACH	_____.	_____.
0866	SPV.0060 Special 61. Fiberglass Cabinet, 12x12-Inch	3.000 EACH	_____.	_____.
0868	SPV.0060 Special 62. Install Type I Vertical Sign Support	16.000 EACH	_____.	_____.
0870	SPV.0060 Special 63. Median Inlet Concrete Pavement Blockout	327.000 EACH	_____.	_____.
0872	SPV.0060 Special 64. Outside Shoulder Adjusting Inlets Pavement Replacement	31.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0874	SPV.0060 Special 65. Baseline CPM Progress Schedule	1.000 EACH	_____.	_____.
0876	SPV.0060 Special 66. CPM Progress Schedule Updates and Accepted Revisions	7.000 EACH	_____.	_____.
0878	SPV.0060 Special 67. Remove Catwalk	9.000 EACH	_____.	_____.
0880	SPV.0090 Special 01. Concrete Barrier Type S36 Wide, Type A	97.000 LF	_____.	_____.
0882	SPV.0090 Special 02. Concrete Barrier Type S36 Wide, Type B	93.000 LF	_____.	_____.
0884	SPV.0090 Special 03. Concrete Barrier Type S42	9,653.000 LF	_____.	_____.
0886	SPV.0090 Special 04. Concrete Barrier Type S42A	11,702.000 LF	_____.	_____.
0888	SPV.0090 Special 05. Concrete Barrier Type S42 Wide, Type A	525.000 LF	_____.	_____.
0890	SPV.0090 Special 06. Concrete Barrier Type S42 Wide, Type B	36.000 LF	_____.	_____.
0892	SPV.0090 Special 07. Concrete Barrier Type S42A Retaining Wall	138.000 LF	_____.	_____.
0894	SPV.0090 Special 08. Concrete Barrier Type S56A Retaining Wall	112.000 LF	_____.	_____.
0896	SPV.0090 Special 09. Concrete Barrier Type S56	3,964.000 LF	_____.	_____.
0898	SPV.0090 Special 10. Concrete Barrier Type S56A	3,793.000 LF	_____.	_____.
0900	SPV.0090 Special 11. Traffic Control Gawk Screen Furnished	4,912.000 LF	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0902	SPV.0090 Special 12. Traffic Control Gawk Screen Installed	4,912.000 LF	_____.	_____.
0904	SPV.0090 Special 13. Temporary Marking Line Wet Reflective Contrast Removable Tape 4-Inch	81,661.000 LF	_____.	_____.
0906	SPV.0090 Special 14. Sawing Curb Head	375.000 LF	_____.	_____.
0908	SPV.0090 Special 15. Concrete Curb and Gutter HES 30-Inch Type A	75.000 LF	_____.	_____.
0910	SPV.0090 Special 16. Pipe Underdrain 6-Inch with Geotextile Fabric and Aggregate	2,243.000 LF	_____.	_____.
0912	SPV.0090 Special 17. Marking Line Epoxy Non-Reflective Black 6-Inch	13,925.000 LF	_____.	_____.
0914	SPV.0090 Special 18. Concrete Barrier Type S36 Retaining Wall	11.000 LF	_____.	_____.
0916	SPV.0090 Special 19. Concrete Barrier Type S39 Retaining Wall	15.000 LF	_____.	_____.
0918	SPV.0090 Special 20. Temporary Marking Line Wet Reflective Contrast Removable Tape 8-Inch	8,789.000 LF	_____.	_____.
0920	SPV.0105 Special 01. Survey Project 1206-06-79	LS	LUMP SUM	_____.
0922	SPV.0105 Special 02. Relocate Dual Arm, Median Mounted Lighting Unit	LS	LUMP SUM	_____.
0924	SPV.0105 Special 03. Conduit Routing (Verona Road East)	LS	LUMP SUM	_____.
0926	SPV.0105 Special 04. Conduit Routing (Verona Road West)	LS	LUMP SUM	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0928	SPV.0105 Special 05. Install Catwalk	LS	LUMP SUM	_____.
0930	SPV.0105 Special 06. Relocate Bluetooth Detector Assembly	LS	LUMP SUM	_____.
0932	SPV.0165 Special 01. Fiber Wrap Reinforcing Non-Structural	320.000 SF	_____.	_____.
0934	SPV.0180 Special 01. Concrete Pavement Repair Overnight	242.000 SY	_____.	_____.
0936	SPV.0180 Special 02. Concrete Pavement Replacement Overnight	300.000 SY	_____.	_____.
0938	SPV.0180 Special 03. Base Patching Concrete Overnight	2,784.000 SY	_____.	_____.
Section: 0001			Total:	_____.
			Total Bid:	_____.

PLEASE ATTACH ADDENDA HERE



Wisconsin Department of Transportation

November 25, 2020

Division of Transportation Systems Development

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

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

NOTICE TO ALL CONTRACTORS:

Proposal #02: 1206-06-79, WISC 2021 019
Madison - Cambridge
Whitney Way – IH 39/90
USH 12
Dane County

Letting of December 8, 2020

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
17	Systems (ITS) – Control of Materials.
47	Intelligent Transportation Systems – General Requirements.
43	Marking for Concrete Pavement Repairs and Base Patching Concrete.
53	Sawing

Added Special Provisions	
Article No.	Description
89	Notice to Contractor – Traffic Control Close-Open Freeway Entrance Ramps.
90	Pipe Bollard, Item SPV.0060.68.
91	Adjusting Pull Boxes Concrete Reinforcement, Item SPV.0060.69.
92	Concrete Pavement Repair Longitudinal Joint Overnight, Item SPV.0090.21.

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0195	Removing Concrete Bases	EA	83	-1	82
204.9060.S.04	Removing Existing Pole	EA	2	-1	1
205.0100	Excavation Common	CY	33,453	1,802	35,255
416.0610	Drilled Tie Bars	EA	30,809	68	30,877
465.0305	Asphaltic Surface Safety Islands	TON	32	-29	3
603.1142	Concrete Barrier Type S42	LF	1,304	-20	1,284

643.0300	Traffic Control Drums	DAYS	142,863	2,821	145,684
643.0420	Traffic Control Barricades Type III	DAYS	8,231	753	8,984
643.0705	Traffic Control Warning Lights Type A	DAYS	16,463	1,504	17,967
643.0715	Traffic Control Warning Lights Type C	DAYS	21,533	2,821	24,354
643.0900	Traffic Control Signs	DAYS	14,084	502	14,586
643.1050	Traffic Control Signs PCMS	DAYS	859	205	1,064
652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	19,617	-92	19,525
652.0605	Conduit Special 2-Inch	LF	405	-198	207
652.0615	Conduit Special 3-Inch	LF	9,256	-3	9,253
652.0700.S	Install Conduit into Existing Item	EA	43	1	44
653.0164	Pull Boxes Non-Conductive 24x42-Inch	EA	76	1	77
654.0101	Concrete Bases Type 1	EA	30	1	31
655.0505	Electrical Wire Traffic Signals 14 AWG	LF	21,731	4	21,735
655.0625	Electrical Wire Lighting 6 AWG	LF	26,315	-200	26,115
655.0635	Electrical Wire Lighting 2 AWG	LF	7,136	-113	7,023
674.0300	Remove Cable	LF	754	200	954
674.0400	Reinstall Cable	LF	754	200	954
678.0012	Install Fiber Optic Cable Outdoor Plan 12-CT	LF	20,173	106	20,279
SPV.0060.48	Traffic Control Close-Open Freeway Entrance Ramp	EA	245	63	308
SPV.0060.57	Traffic Signal Standards Aluminum 6-FT	EA	30	1	31
SPV.0180.03	Base Patching Concrete Overnight	SY	2,784	-593	2,191

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
210.2500	Backfill Structure Type B	TON	0	1,008	1,008
532.5020.68	Butterfly 2-Chord NS S-13-574	EA	0	1	1
532.5020.69	Butterfly 2-Chord NS S-13-575	EA	0	1	1
532.5020.70	Butterfly 2-Chord NS S-13-576	EA	0	1	1
603.1442	Concrete Barrier Type S42C	LF	0	20	20
652.0800	Conduit Loop Detector	LF	0	72	72
653.0905	Removing Pull Boxes	EA	0	1	1
655.0800	Loop Detector Wire	LF	0	264	264
SPV.0060.68	Pipe Bollard	EA	0	2	2
SPV.0060.69	Adjusting Pull Boxes Concrete Reinforcement	EA	0	1	1
SPV.0090.21	Concrete Pavement Repair Longitudinal Joint Overnight	LF	0	100	100

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
532.5020.20	Butterfly 2-Chord NS S-13-533	EA	1	-1	0
532.5020.21	Butterfly 2-Chord NS S-13-534	EA	1	-1	0
532.5020.22	Butterfly 2-Chord NS S-13-535	EA	1	-1	0
656.0500.20	Electrical Service Breaker Disconnect Box LCS-13-0013	LS	1	-1	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
3	General Notes (added note for contractor verifying median shoulder cross slopes)
77-78, 81	Construction details (updated general notes to include note regarding excavation and structure backfill)
79-80	Construction Details (updated notes for sign structure S-13-535 to be sign structure S-13-576 and updated general notes to include note regarding excavation and structure backfill)
209	Plan Details (updated Concrete Barrier Type S42 to Concrete Barrier Type S42C)
238-239	Plan Details (updated notes for sign structures S-13-533/534 to be sign structures S-13-574/575)
243-244	Plan Details (updated notes for sign structure S-13-535 to be sign structure S-13-576)
277	Plan Details (add notes regarding pull box and lighting cabinet, added utilities, and updated elevations)
288	Plan Details (fixed floating callout)
294	Plan Details (updated notes for sign structures S-13-533/534 to be sign structures S-13-574/575)
296	Plan Details (updated notes for sign structure S-13-535 to be sign structure S-13-576)
334	ITS Construction Details (update Breaker Disconnect Box table)
344	FTMS (update conduit west of Verona Road)
347	FTMS (salvage microwave detector equipment)
353	FTMS (coordinate loop detector modifications)
359	FTMS (install concrete bases)
541	Permanent Signing (updated notes for sign structures S-13-533/534 to be sign structures S-13-574/575)
543	Permanent Signing (updated notes for sign structure S-13-535 to be sign structure S-13-576)
552	Permanent Signing (change SIS sign to be moved by others)
705-706	Miscellaneous Quantities (update Excavation Common quantity at retaining barrier west of Seminole)
714	Miscellaneous Quantities (update Excavation Common quantity for median barrier removal)
715	Miscellaneous Quantities (add quantity for Backfill Structure Type B)
726	Miscellaneous Quantities (update quantity for Asphaltic Surface Safety Islands)
727	Miscellaneous Quantities (add Concrete Barrier Type S42C and remove some quantity of Concrete Barrier Type S42)
775-776	Miscellaneous Quantities (updated notes for sign structures S-13-533/534/535 to be sign structures S-13-574/575/576)
782-786	Miscellaneous Quantities (update quantities for ramp closures during mainline rolling closures)
793	Miscellaneous Quantities (add MQ Tables for Pipe Bollard and Adjusting Pull Boxes Concrete Reinforcement)
794	Miscellaneous Quantities (add quantity for Concrete Pavement Repair Longitudinal Joint Overnight and Drilled Tie Bars and update quantity for Base Patching Concrete Overnight)
809-814	Miscellaneous Quantities (update quantities)
829	Plan and Profile (updated notes for sign structures S-13-533/534/535 to be sign structures S-13-574/575/576)
1023	Signing Details (updated notes for sign structure S-13-533 to be sign structure S-13-574)
1035	Signing Details (updated notes for sign structure S-13-534 to be sign structure S-13-575)
1037	Signing Details (updated notes for sign structure S-13-535 to be sign structure S-13-576)
1079	Structure Plans - Butterfly 2-chord and 4-chord static plans (Updated notes for sign structures S-13-533, 534 & 535 to be sign structures S-13-574, 575 & 576)
1084-1086	Structure Plans - Butterfly 2-chord and 4-chord static plans (Updated notes for sign structures S-13-533, 534 & 535 to be sign structures S-13-574, 575 & 576)

1091-1092	Structure Plans - Butterfly 2-chord and 4-chord static plans (Updated notes for sign structures S-13-533, 534 & 535 to be sign structures S-13-574, 575 & 576)
1196-1199	Earthwork Tables (update earthwork tables for median barrier removal)
1281	Cross Sections (update cross slope for Fish Hatchery CIS at STA 14FHSW+50 from 2% to 1%)

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
38A	Construction Details (added details for Pipe Bollard, Concrete Pavement Repair Longitudinal Joint Overnight, and Adjusting Pull Boxes Concrete Reinforcement)
924A-924B	Added SDD 14B41 sheets for added bid item 603.1442 Concrete Barrier Type S42C
1199A-1199B	Earthwork Tables (add earthwork tables for median barrier removal)

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

1206-06-79

November 25, 2020

Special Provisions

17. Systems (ITS) – Control of Materials.

*Replace paragraph four under section titled **Standard spec 106.2 – Supply Source and Quality** with the following:*

Large department-furnished equipment, such as camera poles and DMS will be delivered by the supplier to a contractor-controlled site within Dane County. Delivery will not necessarily be in a "just in time" manner. Store the equipment until field installation. Provide location details and a contact for delivery coordination upon receiving the contract's Notice to Proceed. Electronic message boards (LCS and DMS) cannot be stored outdoors for more than 6 days after delivery. If storage beyond 6 days is necessary, indoor storage will be required. Department-Furnished Dynamic Message Signs (DMS) and Lane Control Signs (LCS) deliveries are anticipated to begin after July 1, 2020. Large department furnished items such as dynamic message signs and lane control signs may not be available when the sign structure is installed.

43. Marking for Concrete Pavement Repairs and Base Patching Concrete.

Replace entire article language with the following:

Provide traffic control in advance of Concrete Pavement Repair Overnight, Concrete Pavement Replacement Overnight, Concrete Pavement Repair Longitudinal Joint, and Base Patching Concrete Overnight work for the engineer to identify and mark areas to be repaired. Do not commence Concrete Pavement Repair Overnight, Concrete Pavement Replacement Overnight, Concrete Pavement Repair Longitudinal Joint, and Base Patching Concrete Overnight, or sawing concrete work prior to receiving the engineer's direction of areas to be repaired. Drums, barricades, arrow boards, and signs will be paid for separately under the various traffic control items as shown in the plans. The department will not assess working days for this work.

47. Intelligent Transportation Systems – General Requirements.

*Add the following to the end of section titled **A.1 General**:*

3. Contractor shall coordinate electrical service meter breaker pedestal installations with Engineer and MG&E per section 656 of the Standard Specifications within 10 days after notice to proceed. Install all Meter Breaker pedestals per section 656 of the Standard Specifications by May 1, 2020.

53. Sawing.

Replace entire article language with the following:

Replace standard spec 690.3.3 (1) with the following:

Do not extend saw cuts beyond the limits of Concrete Pavement Repair, Concrete Pavement Replacement, or Concrete Pavement Repair Longitudinal Joint. Epoxy seal accidental overcuts according to standard spec 416.2.3.2. Saw full-depth unless the engineer directs or allows otherwise.

Add the following to standard spec 690.3.3 (2):

Clean any residual sludge from the roadway prior to opening closed lanes.

Add the following to standard spec 690.4 (2):

5. For repairs with a concrete lane on one side and an asphalt shoulder on the other side, one full-depth longitudinal cut along the concrete to concrete joint line and one relief cut 6 inches in from the asphalt shoulder.
6. For repairs with a concrete lane or shoulder on both sides, two full-depth longitudinal cuts, one at each joint line.

89. Notice to Contractor – Traffic Control Close-Open Freeway Entrance Ramps.

The contractor shall install ramp closures associated with Wisconsin State Patrol coordinated mainline full roadway rolling closures needed for sign bridge removal and erection. The ramp closures shall be paid under item SPV 0060.48, Traffic Control Close – Open Freeway Entrance Ramp. Ramp closures associated with mainline rolling closures must be set up immediately prior to the rolling closure and taken down immediately following the rolling closure. It is not acceptable for the contractor to close ramps for an entire nighttime work period if the ramp closure is only needed in conjunction with the mainline rolling closure. Contractor staff are expected to be on-site to minimize the duration of ramp closures associated with mainline rolling closures. Any ramp closures associated with mainline rolling closures that are in place in excess of 3 hours shall not be eligible for payment under Item SPV.0060.48, Traffic Control Close-Open Freeway Entrance Ramp. It is estimated that every on-ramp located within 2-miles upstream of the sign bridge removal/erection location will need to be closed for the mainline rolling closure.

90. Pipe Bollard, Item SPV.0060.68.

A Description

This special provision describes furnishing and installing pipe bollards at locations as detailed in the plans and as hereinafter provided.

B Materials

Fabricate pipe bollards from schedule 80 galvanized steel pipe.

Provide concrete according to standard spec. section 501 conforming to Grade A, A-FA, A-S, A-T, A-IS, A-IP, and A-IT.

C Construction

Paint the pipe bollards as specified in standard spec 517.2.4, color black.

Paint the pipe bollards according to standard spec 517.3. For the portion of the pipe bollard that will be fully encased in concrete, apply only the zinc-rich primer as specified in 517.3.1.7.2.

Excavate to the depth shown on the plans. Remove water or other foreign material from the excavation and inside the pipe before placing concrete. Place concrete in the excavation and inside pipe in a continuous operation at a rate that will not cause air pockets. The concrete may not have cold joints. Fill the pipe completely with concrete and consolidate to a depth as great as practicable with a mechanical vibrator or by other engineer-approved method.

Protect the pipe bollards from damage to the paint during transportation, storage, placement, and concrete placement. Repair any damaged paint according to standard spec 517.3.

D Measurement

The department will measure Pipe Bollard as each individual pipe bollard, 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.0060.68	Pipe Bollard	Each

Payment is full compensation for providing pipe, concrete, and paint; for excavation; for placing concrete within the pipe and for the footing; for backfilling and disposing of surplus materials; and for repairs to the paint system.

91. Adjusting Pull Boxes Concrete Reinforcement, Item SPV.0060.69.

A Description

This special provision describes adjusting pull boxes with concrete reinforcement as detailed in the plans and as hereinafter provided.

B Materials

B.1 Adjusting pull boxes

Adjust existing pull boxes in accordance with section 653 of the standard specifications.

B.2 Concrete

Provide concrete masonry grade A, A-WR, A-FA, or A-IP conforming to section 501 of the standard specifications as modified in section 716. Provide QMP for class III ancillary concrete as specified in section 716 of the standard specifications.

B.3 Manhole covers Type J-Special

Provide manhole covers Type J-Special conforming to section 611 of the standard specifications.

C Construction

Construct the Adjusting Pull Boxes Concrete Reinforcement in locations shown on the plans and in accordance to sections 501, 611, 653, and 716 of the standard specifications and plan requirements.

D Measurement

The department will measure Adjusting Pull Boxes Concrete Reinforcement as each adjustment that is 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.0060.69	Adjusting Pull Boxes Concrete Reinforcement	Each

Payment is full compensation for adjusting pull box, concrete, and manhole cover; for excavation; for placing concrete; for backfilling; for installing and adjusting covers; and for disposing of surplus materials.

92. Concrete Pavement Repair Longitudinal Joint Overnight, Item SPV.0090.21.

A Description

This special provision describes construction of concrete pavement repair longitudinal joint overnight according to standard spec 416.

B Materials

Furnish calcium chloride according to standard spec 416.2.1 (3).

B.1 Concrete Mixtures

Furnish SHES concrete conforming to standard spec 416.2.5 except replace standard spec 416.2.5.1 (1) with the following:

Furnish air-entrained concrete conforming to standard spec 501 as modified for class II concrete in standard spec 716. Provide QMP for class II ancillary concrete as specified in standard spec 716. Determine materials and proportions of the concrete mixture to obtain a minimum compressive strength in the concrete of 2000 psi prior to reopening to traffic. The contractor may add one or a combination of admixtures to the ingredients or to the mixture in order to obtain the required minimum strength and required air content. Do not retemper the concrete mixture.

Add the following to standard spec 416.2.5.1 (2):

Calcium chloride flakes may be used in lieu of calcium chloride in solution.

Replace standard spec 716.2.1 (2) with the following:

Perform random QC testing at the following frequencies:

1. Test air content a minimum of once per 100 cubic yards for each mix grade and placement method. Cast a minimum of one set of 2 cylinders per contract for each mix grade and placement method. Slump testing is not required.
2. Cast on set of 2 cylinder per 200 cubic yards for each mix grade and placement method. Random 28-day compressive strength cylinders are not required.

C Construction

Repair concrete pavement according to standard spec 416.3.8 and as follows.

Supplement standard spec 416.3.8.2 with the following:

(4) Cure, protect and open as specified in standard spec 415.3.12 through standard spec 415.3.15. Disregard the opening to service requirements in standard spec 415.3.15 (2) to (3). The engineer will allow the contractor to open pavement to construction and public traffic when the concrete attains a verified compressive strength of 2000 psi.

Supplement standard spec 416.3.8.3 with the following:

(2) Disregard the opening to service requirements in standard spec 415.3.15 (2) to (3). The engineer will allow the contractor to open pavement to construction and public traffic when the concrete attains a verified compressive strength of 2000 psi.

D Measurement

The department will measure the Concrete Pavement Repair Longitudinal Joint Overnight item by the linear foot, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.21	Concrete Pavement Repair Longitudinal Joint Overnight	LF

Payment is full compensation for furnishing, hauling, preparing, placing, curing, and protecting materials; for replacing damaged pavement designated to remain in place; for removing and disposing of existing pavements and excavated materials; for repairing asphaltic shoulders; for tooling joints; for preparing the foundation; for backfilling; and for testing concrete cylinders. Payment includes jointing and providing tie bars and dowel bars in unhardened concrete. The department will pay separately for associated work as follows:

- For tie bars and dowel bars provided in concrete not placed under the contract, exclusive of those necessary to repair contractor-caused damage, under the Drilled Tie Bars and Drilled Dowel Bars bid items.
- -For sawing existing concrete for removal, under the Sawing Concrete bid item as specified in standard spec 690.5.

Schedule of Items

Attached, dated November 25, 2020, are the revised Schedule of Items Pages 1 – 34.

Plan Sheets

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

Revised: 3, 77-81, 209, 238-239, 243-244, 277, 288, 294, 296, 334, 344, 347, 353, 359, 541, 543, 552, 705-706, 714-715, 726-727, 775-776, 782-786, 793-794, 809-814, 829, 1023, 1035, 1037, 1079, 1084-1086, 1091-1092, 1196-1199, and 1281.

Added: 38A, 924A, 924B, 1199A, and 1199B.

END OF ADDENDUM

GENERAL NOTES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSSED AREAS WHICH ARE DISTURBED BY ANY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT THE CONTRACTOR'S EXPENSE OR AS OTHERWISE DIRECTED BY THE FIELD ENGINEER. DISTURBED AREAS ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEED, AND EMULATED AS DIRECTED BY THE FIELD ENGINEER.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL OR EQUIPMENT WITHIN WETLANDS OR PROTECTED AREAS IS NOT ALLOWED. WETLAND BOUNDARIES ARE SHOWN ON PLAN SHEETS.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

REMOVING CONCRETE INCLUDES ANY MESH OR REINFORCEMENT THAT MAY BE PART OF THE PAVEMENT STRUCTURE. EXISTING PAVEMENT DEPTHS ARE BASED ON A-S-BUILT DATA AND MAY VARY IN THE FIELD.

BASE PATCHING CONCRETE OVERNIGHT AND CONCRETE PAVEMENT REPAIR AND REPLACEMENT OVERNIGHT JOINT LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

REMOVING PAVEMENT BUTT JOINTS AT BRIDGES SHALL NOT EXTEND INTO CONCRETE PAVEMENT APPROACH SLABS.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.

THE CONTRACTOR SHALL VERIFY EXISTING MEDIAN SHOULDER PAVEMENT CROSS SLOPES AND EXISTING PAVEMENT ELEVATIONS AT MEDIAN SAWCUT LOCATIONS TO ENSURE ACCURATE CONCRETE BASE ELEVATIONS AND INLET GRADE ELEVATIONS PRIOR TO PLACING INLETS, CONCRETE BASE, AND CONCRETE BARRIER. EXISTING PAVEMENT STRUCTURE INCLUDES EITHER CONCRETE PAVEMENT OR CONCRETE PAVEMENT WITH AN ASPHALT OVERLAY. ASSUMED EXISTING PAVEMENT THICKNESSES ARE BASED ON A-S-BUILT PLANS. FIELD CONDITIONS MAY VARY.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

TACK COAT APPLICATION RATES ARE ESTIMATED AT 0.07 GALLONS PER SY BETWEEN THE EXISTING CONCRETE PAVEMENT AND THE 2-INCH ASPHALT OVERLAY AND BETWEEN THE MILLED ASPHALT SURFACE AND THE 2-INCH ASPHALT OVERLAY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PAVEMENT MAINTENANCE REPAIRS ON USH 12 MAINLINE LANES, AUXILIARY LANES, AND RAMPS DURING CONSTRUCTION. PAVEMENT REPAIR AND TRAFFIC CONTROL ITEMS WILL BE PAID UNDER THEIR RESPECTIVE BID ITEMS.

EMBANKMENT FOR EAT GRADING LOCATIONS IS QUANTIFIED AS BASE AGGREGATE DENSE 3/4-INCH.

COLLECT AND DISPOSE OF ALL DEBRIS GENERATED BY WORK OPERATIONS. SWEEPING OF CLOSED LANES PRIOR TO RE-OPENING IS REQUIRED AT ALL LOCATIONS WHERE REMOVAL WORK IS BEING PERFORMED. DO NOT ALLOW DEBRIS TO IMPEDE DRAINAGE BENEATH TEMPORARY CONCRETE BARRIER.

REMOVAL OF EXISTING UNDERDRAIN IS INCIDENTAL TO EXCAVATION COMMON.

ABBREVIATIONS

- AEW APRON END WALL
- AGG AGGREGATE
- BAD BASE AGGREGATE DENSE
- BM BENCH MARK
- C&G CURB AND GUTTER
- CIL CENTER OR CONSTRUCTION LINE
- CMCP CULVERT PIPE CORRUGATED METAL CONCRETE
- CP CULVERT PIPE
- CPRC CULVERT PIPE REINFORCED CONCRETE
- CSD CONCRETE SURFACE DRAIN
- CY CUBIC-YARD
- D DEGREE OF CURVE
- A DELTA
- DISCH DISCHARGE
- EAT ENERGY ABSORBING TERMINAL
- ETW EDGE OF TRAVELED WAY
- FE FIELD ENTRANCE
- HMA HOT MIX ASPHALT
- INV INVERT
- L LENGTH OF CURVE
- LHF LEFT HAND FORWARD
- LT LEFT
- MIN MINIMUM
- M/L MATCHLINE
- NB NORTHBOUND
- NC NORMAL CROWN
- PAVT PAVEMENT
- PC POINT OF CURVE
- PCC POINT OF COMPOUND CURVE
- PE PRIVATE ENTRANCE
- PI POINT OF INTERSECTION
- PLE PERMANENT LIMITED EASEMENT
- PT POINT OF TANGENT
- R RADIUS OF CURVE
- R/L REFERENCE LINE
- R/W RIGHT OF WAY
- RC REVERSE CROWN
- RC/AEW APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
- REQD REQUIRED
- RHF RIGHT HAND FORWARD
- RO RUN OFF LENGTH
- RRSP RAILROAD SPIKE
- RT RIGHT
- SALV SALVAGED
- SAPBC SALVAGED ASPHALTIC PAVEMENT BASE COARSE
- SB SOUTHBOUND
- SDD STANDARD DETAIL DRAWINGS
- SE SUPER ELEVATION
- SF SQUARE FOOT
- SHLDR SHOULDER
- SSPRC STORM SEWER PIPE REINFORCED CONCRETE
- STA STATION
- SY SQUARE YARD
- T TANGENT LENGTH
- TLE TEMPORARY LIMITED EASEMENT
- VCL VERTICAL CURVE LENGTH
- VPC POINT OF VERTICAL CURVE
- VPT POINT OF VERTICAL TANGENT

Addendum No. 01
ID 1206-06-79
Revised Sheet 3
November 25, 2020

ALIGNMENT IDENTIFIERS	
CL	USH 12
EB	USH 12 EB
FHSE	USH 12 EB ENTRANCE FROM FISH HATCHERY
FHSW	USH 12 EB EXIT TO SB FISH HATCHERY
STNE	USH 12 WB EXIT RAMP TO SEMINOLE HIGHWAY
TDNE	USH 12 WB EXIT TO TODD DRIVE
TDNF	TODD DRIVE WB EXIT RAMP
TDNG	TODD DRIVE WB EXIT RAMP
TDNH	TODD DRIVE WB EXIT RAMP
TDSE	USH 12 EB ENTRANCE RAMP FROM TODD DRIVE

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS	COMMENTS
4 HT 58-28 V	7.5"	2" UPPER LAYER 2.5" MIDDLE LAYER 3" LOWER LAYER	OUTSIDE SHOULDER WIDENINGS FROM TODD DRIVE TO FISH HATCHERY
4 HT 58-28 V	5.5"	2.5" UPPER LAYER 3" LOWER LAYER	CRASH INVESTIGATION SITES, RAMPS, AND EB USH 12 EXIT LANE TO NB FISH HATCHERY
ASPHALTIC SURFACE	5"	2.5" UPPER LAYER 2.5" LOWER LAYER	PPE CROSSINGS INSTALLATION
4 HT 58-28 V	4"	2" UPPER LAYER 2" LOWER LAYER	MEDIAN AND OUTSIDE SHOULDERS
4 HT 58-28 V	4" to 3"	2" TO 1" LEVELING LAYER	OUTSIDE SHOULDERS EAST OF FISH HATCHERY
4 HT 58-28 V	3"	3" UPPER LAYER	RAMP SHOULDERS
4 HT 58-28 V	2"	2" UPPER LAYER	TRAVEL LANES
4 HT 58-28 V	1.75"	1.75" UPPER LAYER	MILL AND OVERLAY LOCATIONS

PLAN PROFESSIONAL ENGINEER STAMPS

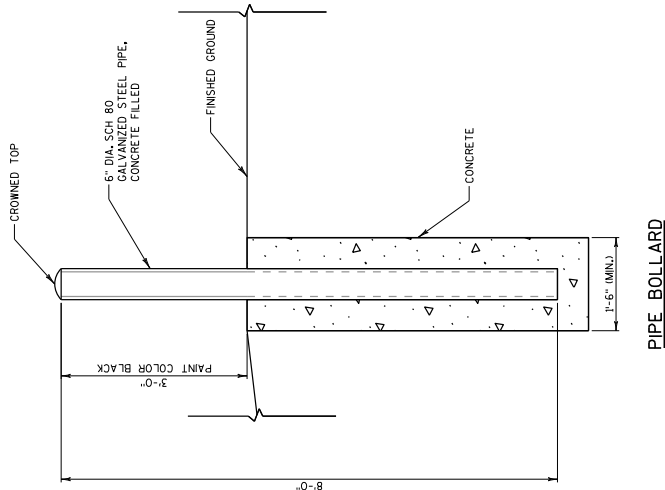
ORIGINAL PLANS PREPARED BY STRAND ASSOCIATES, INC. FOR THE FOLLOWING DESIGN:

STORM SEWER PLANS

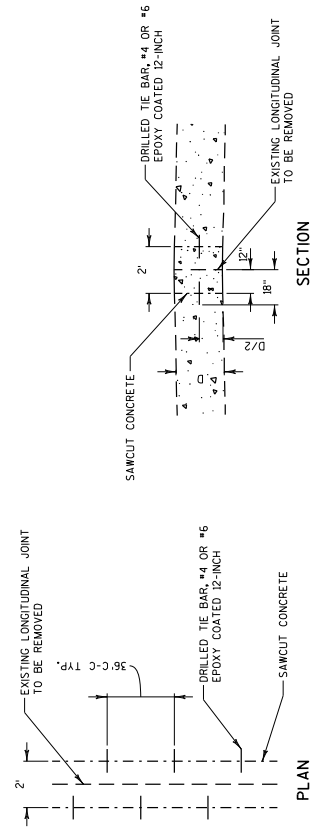
FTMS PLANS

PROFESSIONAL ENGINEER STAMPS ARE INCLUDED ON THE FIRST PAGE OF THE RESPECTIVE DESIGN PLANS.

Addendum No. 01
ID 1206-06-79
Added Sheet 38A
November 25, 2020

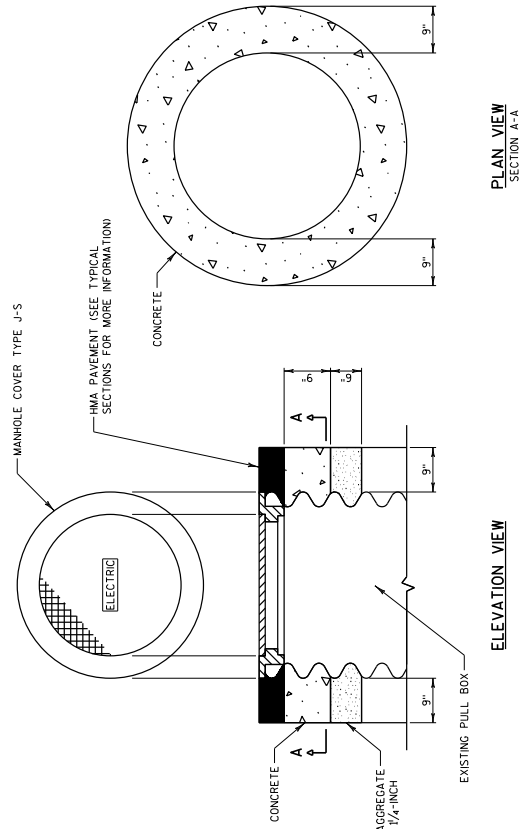


PIPE BOLLARD



CONCRETE PAVEMENT REPAIR LONGITUDINAL JOINT OVERNIGHT DETAIL

NOTES:
1. TIE BAR MAY BE DRILLED AT AN ANGLE, THEN BENT PERPENDICULAR TO JOINT AFTER INSTALLATION.



PLAN VIEW
SECTION A-A

ADJUSTING PULL BOXES CONCRETE REINFORCEMENT

NOTES:
1. EXCAVATION, CONCRETE, BASE AGGREGATE
2. EXCAVATION, CONCRETE, BASE AGGREGATE
3. EXCAVATION, CONCRETE, BASE AGGREGATE
4. EXCAVATION, CONCRETE, BASE AGGREGATE
5. EXCAVATION, CONCRETE, BASE AGGREGATE
6. EXCAVATION, CONCRETE, BASE AGGREGATE
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38. EXCAVATION, CONCRETE, BASE AGGREGATE
39. EXCAVATION, CONCRETE, BASE AGGREGATE
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97. EXCAVATION, CONCRETE, BASE AGGREGATE
98. EXCAVATION, CONCRETE, BASE AGGREGATE
99. EXCAVATION, CONCRETE, BASE AGGREGATE
100. EXCAVATION, CONCRETE, BASE AGGREGATE

CONSTRUCTION DETAILS

COUNTY: DANE

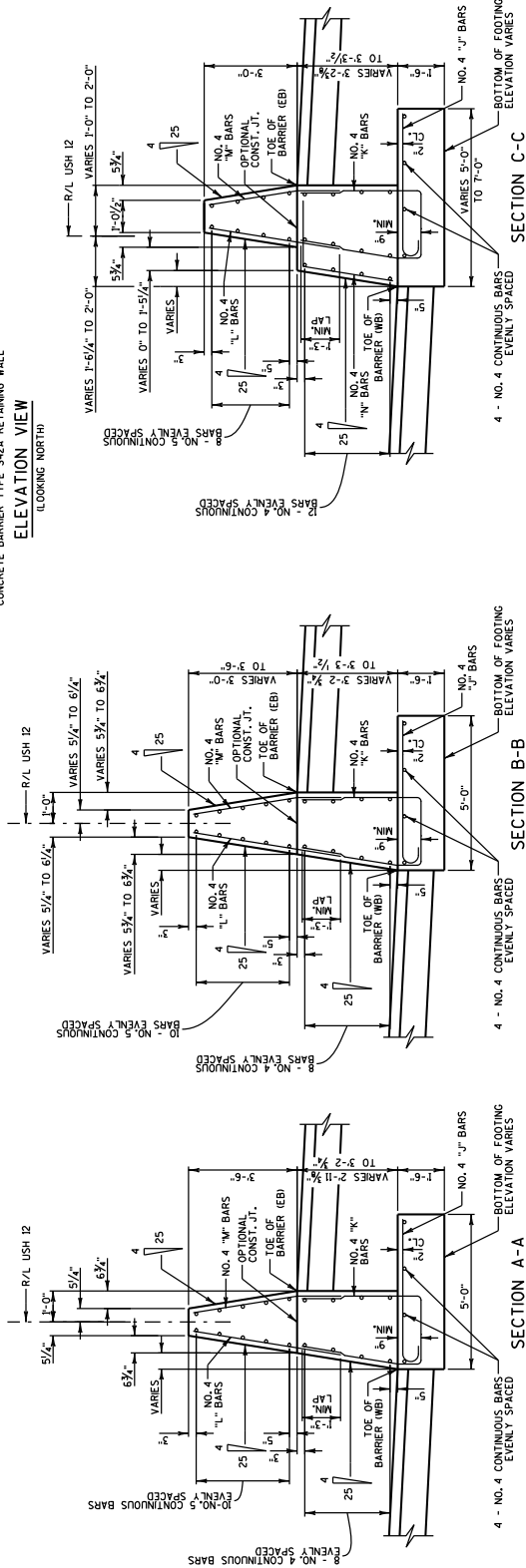
HWY: USH 12

PROJECT NO: 1206-06-79

SHEET 38A

E

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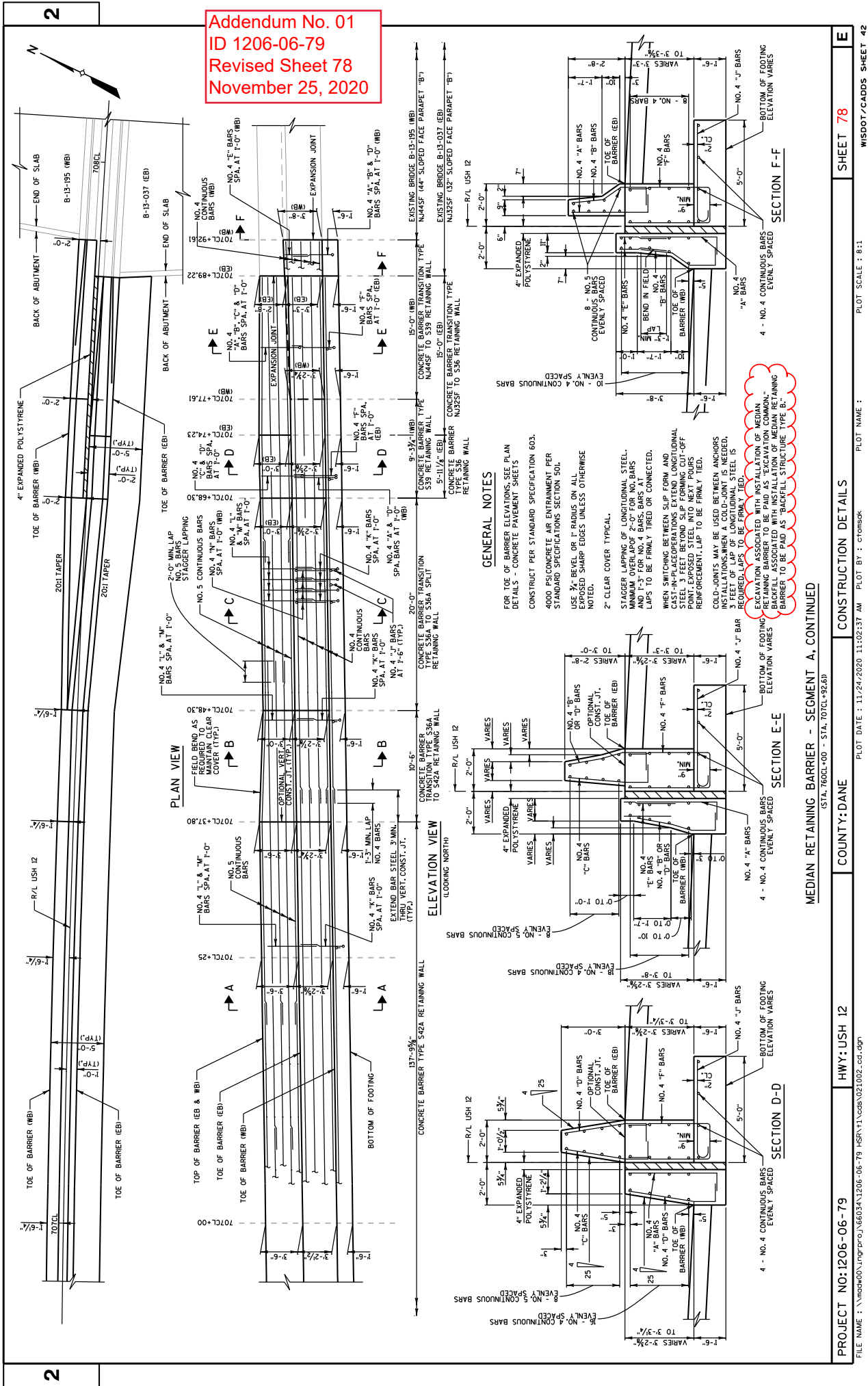


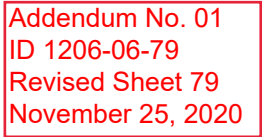
FOR TOP OF BARRIER ELEVATIONS,
SEE PLAN DETAILS. CONCRETE PAVEMENT SHEETS
CONSTRUCT PER STANDARD SPECIFICATION 603.
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD
SPECIFICATIONS SECTION 501.
USE 3" BEVEL OR R RADIUS ON ALL EXPOSED SHARPE
EDGES UNLESS OTHERWISE NOTED.

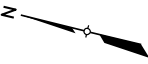
2. CLEAR COVER TYPICAL.

STAGGER LAPPING OF LONGITUDINAL STEEL MINIMUM
12" AND 12" MINIMUM SPACING BETWEEN STEEL
BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
WHEN SWITCHING FROM S/LP FORM AND CAST-IN-PLACE
SLIP FORMING CUT-OFF POINT, EXPOSED STEEL IN LAP
POURS REINFORCEMENT. LAP TO BE FIRMLY TIED.
COLD JOINTS MAY BE USED BETWEEN ANCHORS INSTALLED
IN CONCRETE. COLD Joints ARE NOTED. STEEL LAP OF
LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY
TIED OR CONNECTED. EXCAVATION ASSOCIATED WITH INSTALLATION OF MEDIAN
BARRIER ASSOCIATED WITH INSTALLATION OF MEDIAN
BARRIER TO BE PAID AS BACKFILL. STRUCTURE TYPE
BARRIER TO BE PAID AS BACKFILL. STRUCTURE TYPE

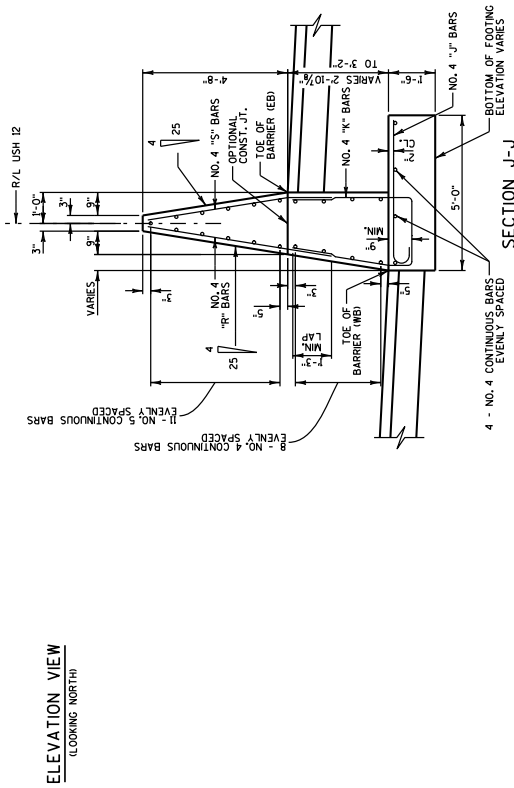
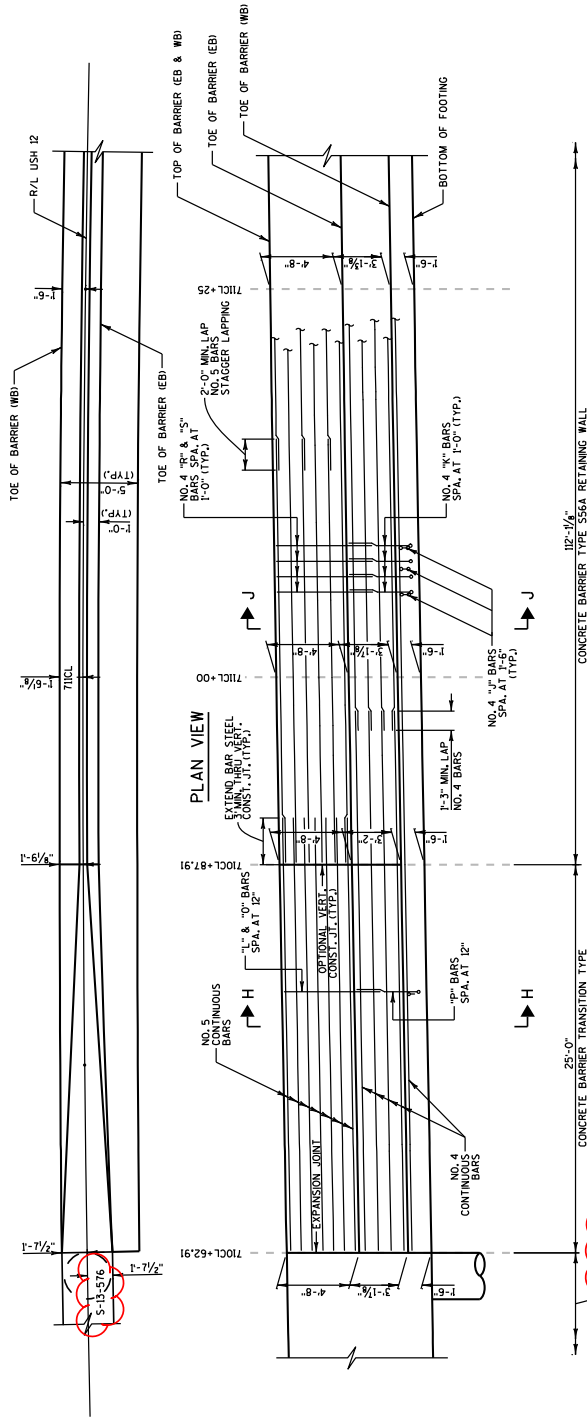
Addendum No. 01
ID 1206-06-79
Revised Sheet 77
November 25, 2020







Addendum No. 01
ID 1206-06-79
Revised Sheet 80
November 25, 2020

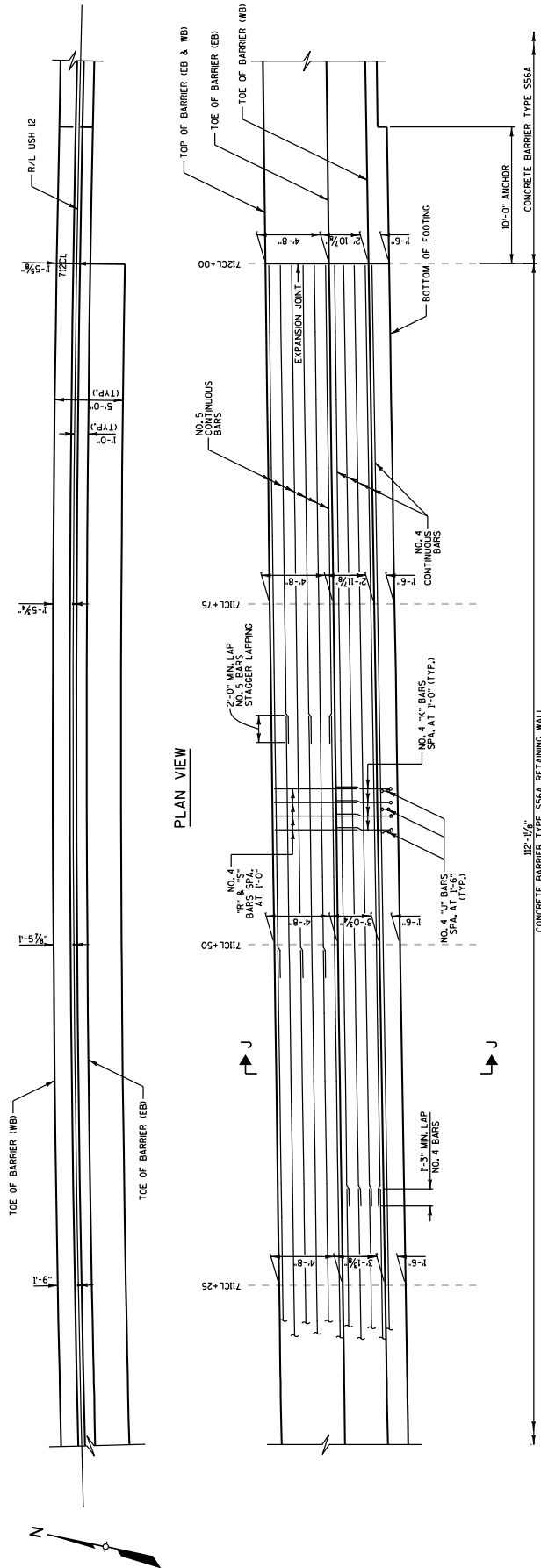


GENERAL NOTES

- FOR TOE OF BARRIER ELEVATIONS, SEE PLAN DETAILS - CONCRETE PAVEMENT SHEETS
- CONSTRUCT PER STANDARD SPECIFICATION 603.
- 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.
- STAGGER LAPPING OF LONGITUDINAL STEEL MINIMUM OVERLAP OF 2'-0" FOR NO. 4 BARS AND 1'-3" FOR NO. 5 BARS. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
- WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP FORMING CUT-OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT LAP TO BE FIRMLY TIED.
- COLD-JOINTS MAY BE USED BETWEEN ANCHORS. INSTALLATIONS, WHEN A COLD-JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
- EXCAVATION ASSOCIATED WITH INSTALLATION OF MEDIAN RETAINING BARRIER TO BE PAID AS "EXCAVATION COMMON". BACKFILL ASSOCIATED WITH INSTALLATION OF MEDIAN RETAINING BARRIER TO BE PAID AS "BACKFILL STRUCTURE TYPE B."

MEDIAN RETAINING BARRIER - SEGMENT C

PROJECT NO: 1206-06-79		HWY: USH 12		COUNTY: DANE		CONSTRUCTION DETAILS		SHEET 80		E					
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GENERAL NOTES

- FOR TOE OF BARRIER ELEVATIONS, SEE PLAN DETAILS - CONCRETE PAVEMENT SHEETS
- CONSTRUCT PER STANDARD SPECIFICATION 603.
- 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
- 2" CLEAR COVER TYPICAL.
- STAGGER LAPPING OF LONGITUDINAL STEEL MINIMUM OVERLAP OF 2'-0" FOR NO. 5 BARS AND 1'-3" FOR NO. 4 BARS. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
- WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERA, EXTEND LONGITUDINAL STEEL INTO NEXT SLIP FORMING CUT-OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAP TO BE FIRMLY TIED.
- COLD-JOINTS MAY BE USED BETWEEN ANCHORS INSTALLATIONS. WHEN A COLD-JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
- EXCAVATION ASSOCIATED WITH INSTALLATION OF MEDIAN RETAINING BARRIER TO BE PAID AS "EXCAVATION COMMON."
- BACKFILL ASSOCIATED WITH INSTALLATION OF MEDIAN RETAINING BARRIER TO BE PAID AS "BACKFILL STRUCTURE TYPE B."

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Revised Sheet 81
November 25, 2020

MEDIAN RETAINING BARRIER - SEGMENT C, CONTINUED
(STA. 710CL+62.91 - STA. 712CL+00)

PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 81	E
PLOT NAME : \\msaw001\proj\proj\1206-06-79_HSRV11\cads\021002.cd.dgn					WISDOT/CADDS SHEET 42
PLOT DATE : 11/24/2020 11:02:38 AM					PLOT SCALE : 8:1
PLOT BY : crowsok					

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
		465CL+92.64	-	482CL+47.50			1,554.86	EB BARRIER SPLIT AT STA. 465CL+92.64
CB021	9.00 RT	EL 1006.18	-	482CL+57.50			10.00	EXISTING CONCRETE BARRIER
CB022	8.99 RT	EL 1006.03	-	482CL+57.50			24.50	CONCRETE BARRIER TYPE S42
CB023	9.00 RT	EL 1005.62	-	482CL+47.00			25.00	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
CB024	8.99 RT	EL 1005.16	-	482CL+47.00			6.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL
CB025	9.00 RT	EL 1005.05	-	482CL+47.00			25.00	S-13-2038 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 488CL+10)
CB026	9.00 RT	EL 1004.54	-	482CL+47.00			24.50	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL
CB027	9.00 RT	EL 1004.00	-	482CL+47.00			10.00	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
CB028	8.53 RT	EL 1008.84	-	482CL+47.00			565.00	CONCRETE BARRIER TYPE S42
CB029	8.51 RT	EL 1008.67	-	482CL+47.00			10.00	EXISTING CONCRETE BARRIER
CB030	8.45 RT	EL 1008.26	-	482CL+47.00			24.50	CONCRETE BARRIER TYPE S42C
CB031	8.36 RT	EL 1007.88	-	482CL+47.00			25.00	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
CB032	8.29 RT	EL 1007.44	-	482CL+47.00			6.00	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL
CB033	8.21 RT	EL 1007.11	-	482CL+47.00			25.00	S-13-2038 SIGN STRUCTURE COLUMN AND FOUNDATION (STA. 490+00)
CB034	8.21 RT	EL 1006.99	-	482CL+47.00			24.50	CONCRETE BARRIER TRANSITION TYPE S56 TO 56 VERTICAL
		490CL+42.50	-	482CL+47.00			10.00	CONCRETE BARRIER TRANSITION TYPE S42 TO S56
		490CL+42.50	-	482CL+47.00			747.85	CONCRETE BARRIER TYPE S42C
								EXISTING CONCRETE BARRIER

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ID 1206-06-79
Revised Sheet 209
November 25, 2020

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PLAN DETAILS - CONCRETE PAVEMENT

SHEET: 209

E

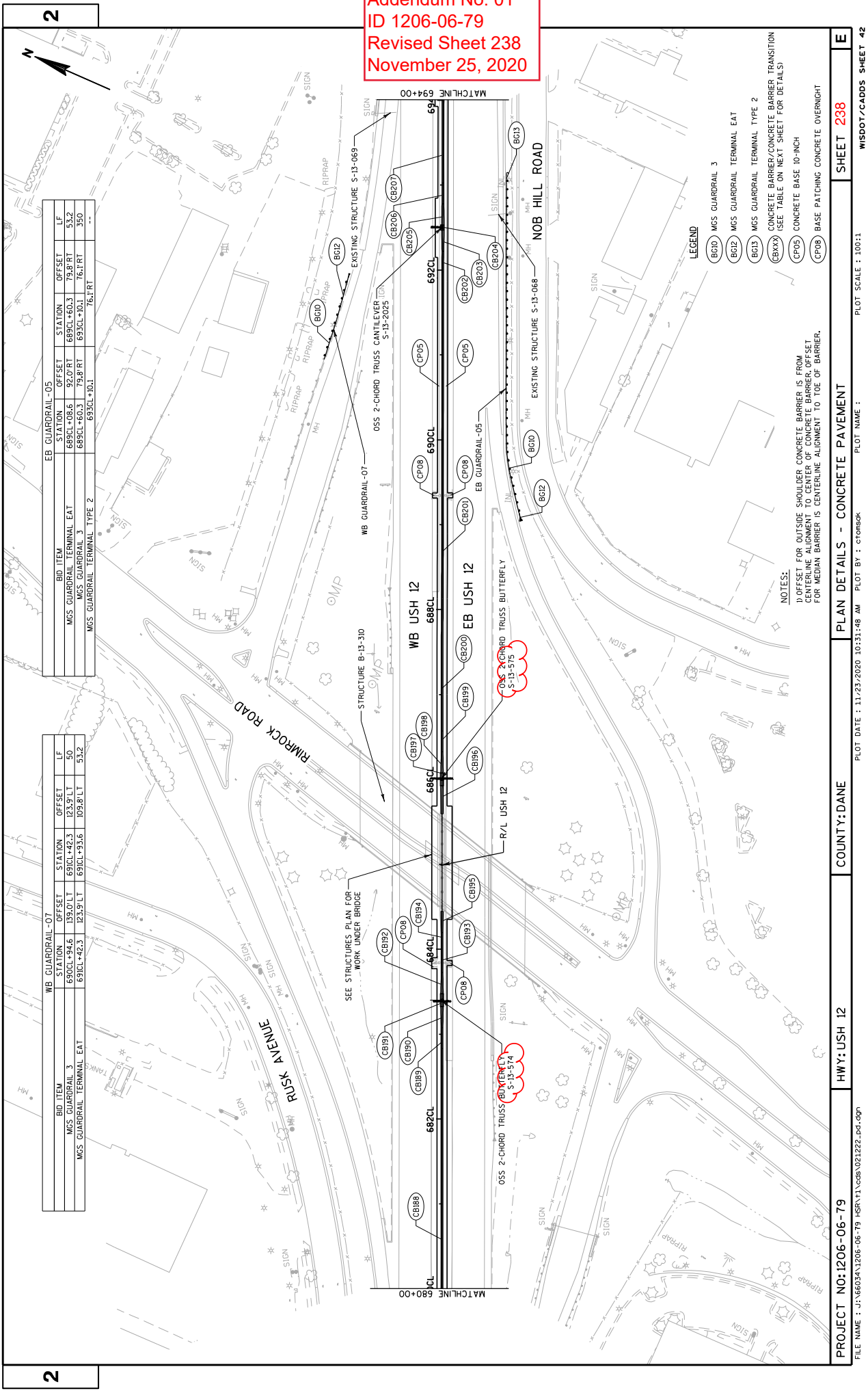
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PLOT BY: HNTB Corp

PLOT NAME: 000201_mxd

PLOT SCALE: 1:1



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ID 1206-06-79
Revised Sheet 238
November 25, 2020

WB GUARDRAIL-05				
BID ITEM	STATION	OFFSET	STATION	OFFSET
MGS GUARDRAIL TERMINAL EAT	689CL+08.6	92.0' RT	689CL+60.3	79.8' RT
MGS GUARDRAIL 3	689CL+60.3	79.8' RT	693CL+10.1	76.1' RT
MGS GUARDRAIL TERMINAL TYPE 2	693CL+10.1	76.1' RT		

WB GUARDRAIL-07				
BID ITEM	STATION	OFFSET	STATION	OFFSET
MGS GUARDRAIL 3	690CL+94.6	139.0' LT	691CL+42.3	123.9' LT
MGS GUARDRAIL TERMINAL EAT	691CL+42.3	123.9' LT	691CL+93.6	109.8' LT

- LEGEND
- BCD0 MGS GUARDRAIL 3
 - BCD2 MGS GUARDRAIL TERMINAL EAT
 - BCD3 MGS GUARDRAIL TERMINAL TYPE 2
 - CBXXX CONCRETE BARRIER/CONCRETE BARRIER TRANSITION (SEE TABLE ON NEXT SHEET FOR DETAILS)
 - CP05 CONCRETE BASE 10-INCH
 - CP08 BASE PATCHING CONCRETE OVERNIGHT

NOTES:
1) OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER, OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

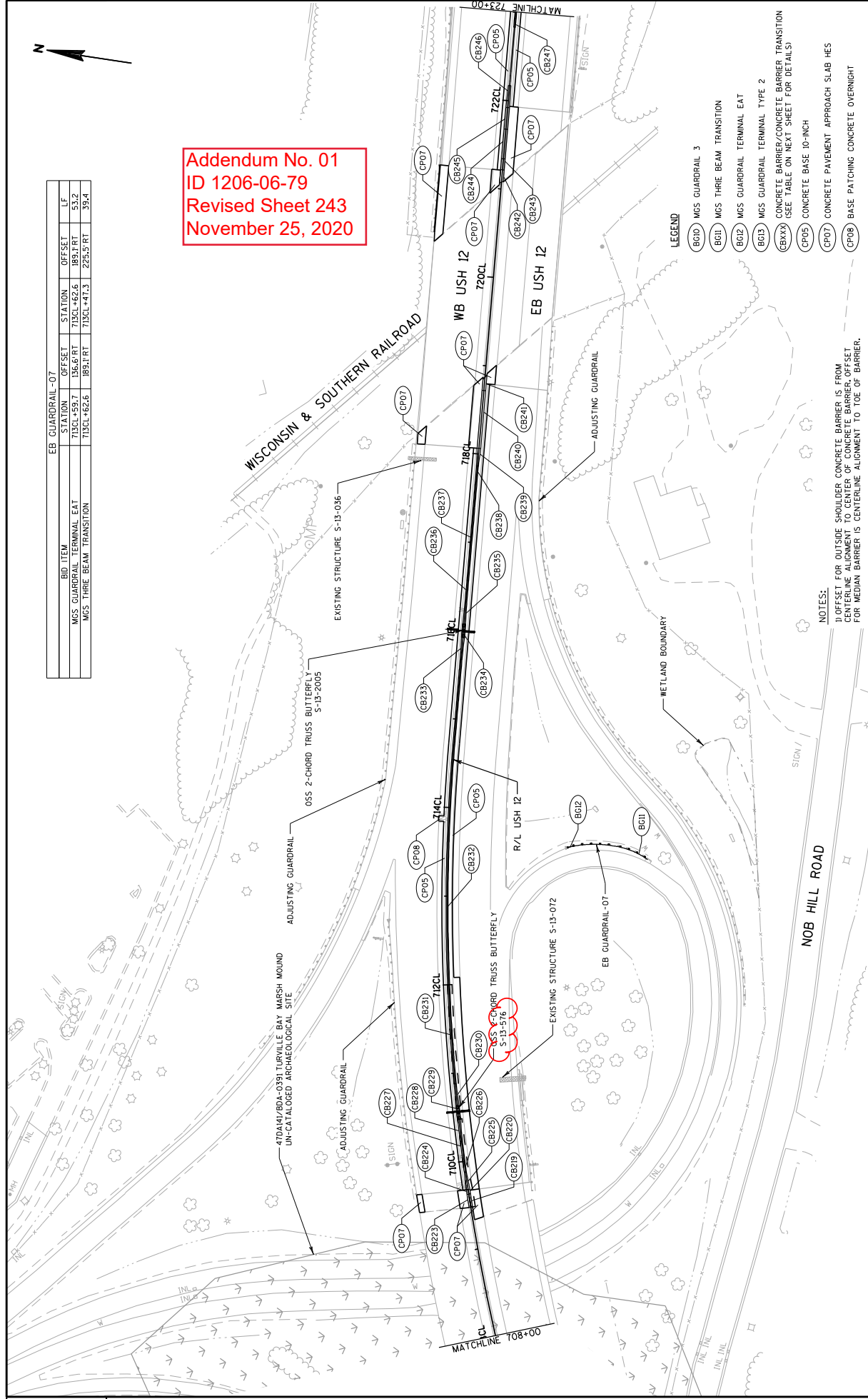
POINT NO.	OFFSET STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB188	1.00' LT. EL 895.82	-	430.50	CONCRETE BARRIER TYPE S42A
	689C1+53.50	-		
	1.00' RT. EL 893.38	-		
CB189	1.00' LT. EL 894.05	-	24.50	CONCRETE BARRIER TRANSITION TYPE S42A TO S56A, TYPE 1
	689C1+83.00	-		
	1.00' RT. EL 892.97	-		
CB190	1.00' LT. EL 873.61	-	25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 2
	688C1+07.50	-		
	1.00' RT. EL 872.34	-		
CB191	1.00' LT. EL 872.97	-	15.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 2
	688C1+02.50	-		
	1.00' RT. EL 872.75	-		
CB192	1.00' LT. EL 872.75	-	25.00	CONCRETE BARRIER TRANSITION TYPE S56A TO S6A VERTICAL, TYPE 2
	688C1+32.50	-		
	1.00' RT. EL 871.95	-		
CB193	1.00' LT. EL 871.95	-	27.50	CONCRETE BARRIER TYPE S56A
	688C1+47.50	-		
	1.00' RT. EL 870.36	-		
CB194	1.00' LT. EL 870.36	-	19.59	CONCRETE BARRIER TYPE S56
	688C1+19.59	-		
	1.00' RT. EL 869.85	-		
CB195	1.00' LT. EL 869.85	-	25.00	CONCRETE BARRIER TRANSITION TYPE S56 TO S6 VERTICAL, TYPE 1
	688C1+44.59	-		
	1.00' RT. EL 869.85	-		
CB196	1.00' LT. EL 869.85	-	114.41	RINROCK ROAD BRIDGE 8-13-310 UNDERPASS RETICULIT PIER
	688C1+59.00	-		
	1.00' RT. EL 865.71	-		
CB197	1.00' LT. EL 865.71	-	33.50	CONCRETE BARRIER TRANSITION TYPE S6 VERTICAL TO S6 VERTICAL, TYPE 2
	688C1+29.50	-		
	1.00' RT. EL 865.38	-		
CB198	1.00' LT. EL 865.38	-	25.00	CONCRETE BARRIER TRANSITION TYPE S6 VERTICAL TO S6 VERTICAL, TYPE 3
	688C1+13.50	-		
	1.00' RT. EL 864.86	-		

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE			TOP OF FINAL ASPHALT OVERLAY		
	WB	ELEVATION	EB	WB	ELEVATION	EB
689+00	890.72	890.72		890.72	890.72	
689+50	879.32	879.32		879.32	879.32	
690+00	877.97	877.97		877.97	877.97	
690+50	876.66	876.66		876.66	876.66	
691+00	875.35	875.35		875.35	875.35	
691+50	874.05	874.05		874.05	874.05	
692+00	872.75	872.75		872.75	872.75	
692+50	871.47	871.47		871.47	871.47	
693+00	870.19	870.19		870.19	870.19	
693+50	868.92	868.92		868.92	868.92	
694+00	867.64	867.64		867.64	867.64	
694+50	866.37	866.37		866.37	866.37	
695+00	865.10	865.10		865.10	865.10	
695+50	863.83	863.83		863.83	863.83	
696+00	862.56	862.56		862.56	862.56	
696+50	861.29	861.29		861.29	861.29	
697+00	860.02	860.02		860.02	860.02	
697+50	858.75	858.75		858.75	858.75	
698+00	857.48	857.48		857.48	857.48	
698+50	856.21	856.21		856.21	856.21	
699+00	854.94	854.94		854.94	854.94	
699+50	853.67	853.67		853.67	853.67	
700+00	852.40	852.40		852.40	852.40	
700+50	851.13	851.13		851.13	851.13	
701+00	850.00	850.00		850.00	850.00	
701+50	848.87	848.87		848.87	848.87	
702+00	847.74	847.74		847.74	847.74	
702+50	846.61	846.61		846.61	846.61	
703+00	845.48	845.48		845.48	845.48	
703+50	844.35	844.35		844.35	844.35	
704+00	843.22	843.22		843.22	843.22	
704+50	842.09	842.09		842.09	842.09	
705+00	840.96	840.96		840.96	840.96	
705+50	839.83	839.83		839.83	839.83	
706+00	838.70	838.70		838.70	838.70	
706+50	837.57	837.57		837.57	837.57	
707+00	836.44	836.44		836.44	836.44	
707+50	835.31	835.31		835.31	835.31	
708+00	834.18	834.18		834.18	834.18	
708+50	833.05	833.05		833.05	833.05	
709+00	831.92	831.92		831.92	831.92	
709+50	830.79	830.79		830.79	830.79	
710+00	829.66	829.66		829.66	829.66	
710+50	828.53	828.53		828.53	828.53	
711+00	827.40	827.40		827.40	827.40	
711+50	826.27	826.27		826.27	826.27	
712+00	825.14	825.14		825.14	825.14	
712+50	824.01	824.01		824.01	824.01	
713+00	822.88	822.88		822.88	822.88	
713+50	821.75	821.75		821.75	821.75	
714+00	820.62	820.62		820.62	820.62	
714+50	819.49	819.49		819.49	819.49	
715+00	818.36	818.36		818.36	818.36	
715+50	817.23	817.23		817.23	817.23	
716+00	816.10	816.10		816.10	816.10	
716+50	814.97	814.97		814.97	814.97	
717+00	813.84	813.84		813.84	813.84	
717+50	812.71	812.71		812.71	812.71	
718+00	811.58	811.58		811.58	811.58	
718+50	810.45	810.45		810.45	810.45	
719+00	809.32	809.32		809.32	809.32	
719+50	808.19	808.19		808.19	808.19	
720+00	807.06	807.06		807.06	807.06	
720+50	805.93	805.93		805.93	805.93	
721+00	804.80	804.80		804.80	804.80	
721+50	803.67	803.67		803.67	803.67	
722+00	802.54	802.54		802.54	802.54	
722+50	801.41	801.41		801.41	801.41	
723+00	800.28	800.28		800.28	800.28	
723+50	799.15	799.15		799.15	799.15	
724+00	798.02	798.02		798.02	798.02	
724+50	796.89	796.89		796.89	796.89	
725+00	795.76	795.76		795.76	795.76	
725+50	794.63	794.63		794.63	794.63	
726+00	793.50	793.50		793.50	793.50	
726+50	792.37	792.37		792.37	792.37	
727+00	791.24	791.24		791.24	791.24	
727+50	790.11	790.11		790.11	790.11	
728+00	788.98	788.98		788.98	788.98	
728+50	787.85	787.85		787.85	787.85	
729+00	786.72	786.72		786.72	786.72	
729+50	785.59	785.59		785.59	785.59	
730+00	784.46	784.46		784.46	784.46	
730+50	783.33	783.33		783.33	783.33	
731+00	782.20	782.20		782.20	782.20	
731+50	781.07	781.07		781.07	781.07	
732+00	779.94	779.94		779.94	779.94	
732+50	778.81	778.81		778.81	778.81	
733+00	777.68	777.68		777.68	777.68	
733+50	776.55	776.55		776.55	776.55	
734+00	775.42	775.42		775.42	775.42	
734+50	774.29	774.29		774.29	774.29	
735+00	773.16	773.16		773.16	773.16	
735+50	772.03	772.03		772.03	772.03	
736+00	770.90	770.90		770.90	770.90	
736+50	769.77	769.77		769.77	769.77	
737+00	768.64	768.64		768.64	768.64	
737+50	767.51	767.51		767.51	767.51	
738+00	766.38	766.38		766.38	766.38	
738+50	765.25	765.25		765.25	765.25	
739+00	764.12	764.12		764.12	764.12	
739+50	762.99	762.99		762.99	762.99	
740+00	761.86	761.86		761.86	761.86	
740+50	760.73	760.73		760.73	760.73	
741+00	759.60	759.60		759.60	759.60	
741+50	758.47	758.47		758.47	758.47	
742+00	757.34	757.34		757.34	757.34	
742+50	756.21	756.21		756.21	756.21	
743+00	755.08	755.08		755.08	755.08	
743+50	753.95	753.95		753.95	753.95	
744+00	752.82	752.82		752.82	752.82	
744+50	751.69	751.69		751.69	751.69	
745+00	750.56	750.56		750.56	750.56	
745+50	749.43	749.43		749.43	749.43	
746+00	748.30	748.30		748.30	748.30	
746+50	747.17	747.17		747.17	747.17	
747+00	746.04	746.04		746.04	746.04	
747+50	744.91	744.91		744.91	744.91	
748+00	743.78	743.78		743.78	743.78	
748+50	742.65	742.65		742.65	742.65	
749+00	741.52	741.52		741.52	741.52	
749+50	740.39	740.39		740.39	740.39	
750+00	739.26	739.26		739.26	739.26	
750+50	738.13	738.13		738.13	738.13	
751+00	737.00	737.00		737.00	737.00	
751+50	735.87	735.87		735.87	735.87	
752+00	734.74	734.74		734.74	734.74	
752+50	733.61	733.61		733.61	733.61	
753+00	732.48	732.48		732.48	732.48	
753+50	731.35	731.35		731.35	731.35	
754+00	730.22	730.22		730.22	730.22	
754+50	729.09	729.09		729.09	729.09	
755+00	727.96	727.96		727.96	727.96	
755+50	726.83	726.83		726.83	726.83	
756+00	725.70	725.70		725.70	725.70	
756+50	724.57	724.57		724.57	724.57	
757+00	723.44	723.44		723.44	723.44	
757+50	722.31	722.31		722.31	722.31	
758+00	721.18	721.18		721.18	721.18	
758+50	720.05	720.05		720.05	720.05	
759+00	718.92	718.92		718.92	718.92	
759+50	717.79	717.79		717.79	717.79	
760+00	716.66	716.66		716.66	716.66	
760+50	715.53	715.53		715.53	715.53	
761+00	714.40	714.40		714.40	714.40	

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	735CL+59.7	136.6 RT	735CL+62.6	89.7 RT	53.2
MGS THREE BEAM TRANSITION	735CL+62.6	89.7 RT	735CL+71.3	225.5 RT	39.4

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ID 1206-06-79
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LEGEND

- BG10 MGS GUARDRAIL 3
- BG11 MGS THREE BEAM TRANSITION
- BG12 MGS GUARDRAIL TERMINAL EAT
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- CBXXXX CONCRETE BARRIER/CONCRETE BARRIER TRANSITION (SEE TABLE ON NEXT SHEET FOR DETAILS)
- CP05 CONCRETE BASE 10-INCH
- CP07 CONCRETE PAVEMENT APPROACH SLAB HES
- CP08 BASE PATCHING CONCRETE OVERNIGHT

NOTES:

1. OFFSET FOR OUTSIDE SHOULDER CONCRETE BARRIER IS FROM CENTERLINE ALIGNMENT TO CENTER OF CONCRETE BARRIER, OFFSET FOR MEDIAN BARRIER IS CENTERLINE ALIGNMENT TO TOE OF BARRIER.

PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	PLAN DETAILS - CONCRETE PAVEMENT	SHEET 243	E
FILE NAME : J:\66034\1206-06-79 HSR\1\cads\021224_b0.dgn			PLOT DATE : 11/23/2020 10:35:34 AM	PLOT BY : ctwmck	PLOT SCALE : 100:1
			WISDOT/CADS SHEET 42		

TOE OF MEDIAN BARRIER TRANSITION TYPE, STATION, OFFSET AND ELEVATION TABLE

POINT NO.	OFFSET	STATION	ELEV	OFFSET	STATION	ELEV	LENGTH (FEET)	BARRIER TYPE
CB219	709CL47.88	-	709CL47.88	-	709CL47.88	158.05	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' RT	EL 877.21	-	2.00' RT	EL 877.42	-		CONCRETE BARRIER TRANSITION TYPE N132SF TO S36 RETAINING WALL
	2.00' RT	EL 877.42	-	2.00' RT	EL 877.49	-		CONCRETE BARRIER TYPE S36 RETAINING WALL
CB220	709CL47.88	-	709CL47.88	-	709CL47.88	158.05	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' RT	EL 877.21	-	2.00' RT	EL 877.42	-		CONCRETE BARRIER TRANSITION TYPE N132SF TO S36 RETAINING WALL
	2.00' RT	EL 877.42	-	2.00' RT	EL 877.49	-		CONCRETE BARRIER TYPE S36 RETAINING WALL
CB221	707CL48.30	-	707CL47.61	-	707CL47.61	9.31	15.00	CONCRETE BARRIER TYPE S39 RETAINING WALL
	2.00' LT	EL 871.15	-	2.00' LT	EL 871.30	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 871.30	-	2.00' LT	EL 871.30	-		CONCRETE BARRIER TYPE S39 TO N144SF RETAINING WALL
CB222	707CL47.61	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB223	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB224	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB225	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB226	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB227	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB228	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB229	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB230	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB231	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB232	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB233	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB234	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB235	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL
CB236	709CL47.52	-	709CL47.52	-	709CL47.52	15.91	15.00	EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))
	2.00' LT	EL 873.90	-	2.00' LT	EL 874.14	-		CONCRETE BARRIER TRANSITION TYPE S39 TO N144SF RETAINING WALL
	2.00' LT	EL 874.14	-	2.00' LT	EL 874.23	-		CONCRETE BARRIER TYPE S39 RETAINING WALL

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PLOT DATE: 11/23/2020 9:52:20 AM

PLOT BY: HNTB Corp

PLOT NAME: 030201_mq23

PLOT SCALE: 1"=1'

PLAN DETAILS - CONCRETE PAVEMENT

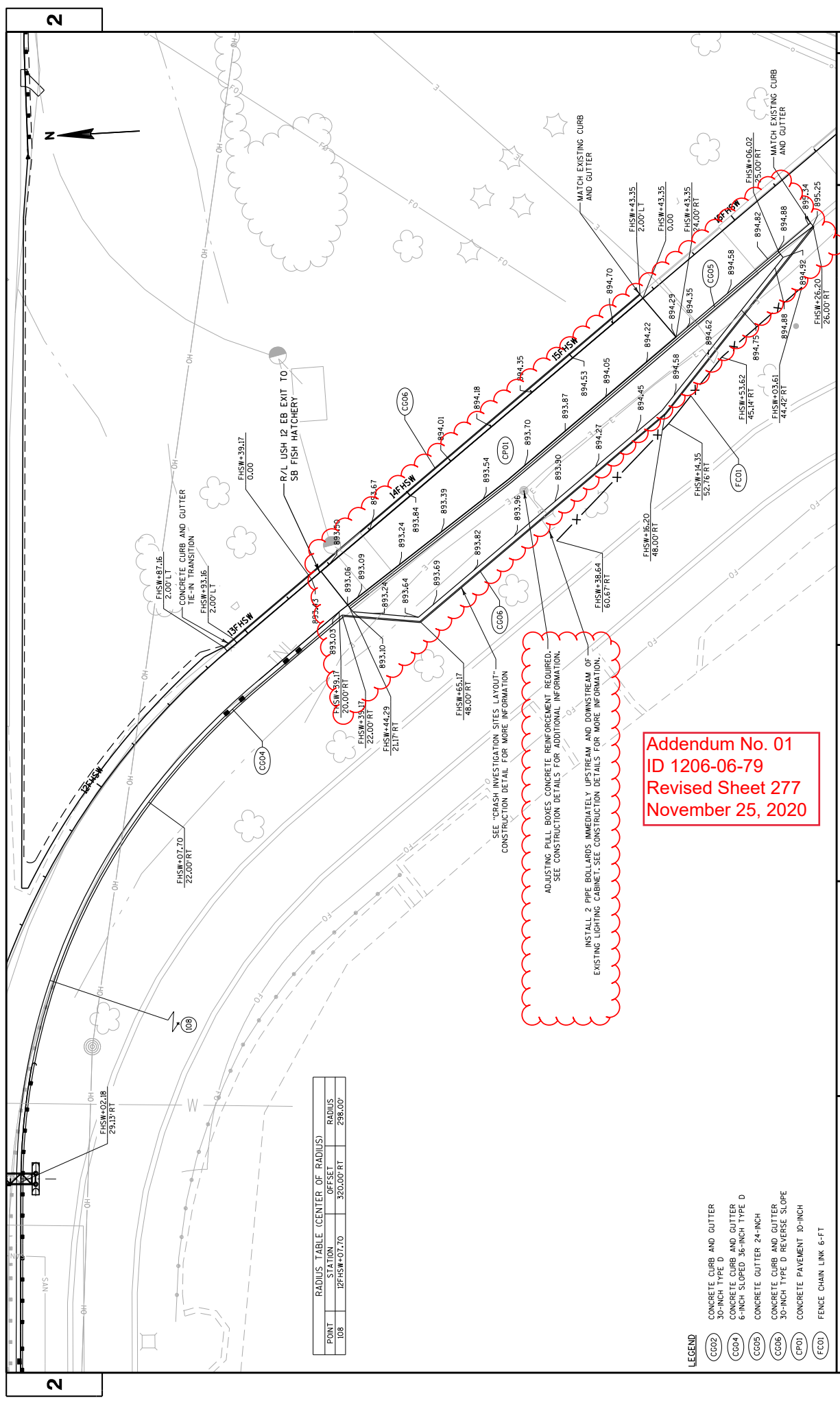
SHEET: 244

E

TOE OF MEDIAN BARRIER STATION, OFFSET AND ELEVATION (AT 50-FT. INTERVALS) TABLE

STATION	TOP OF CONCRETE BASE			TOP OF FINAL ASPHALT OVERLAY		
	WB	EB	GRADE TO NEXT STA.	WB	EB	GRADE TO NEXT STA.
7084+00	871.65	874.94	1.52%	-1.56	871.65	3.29
7084+50	872.41	875.79	-2.00	872.41	875.79	2.00
EXISTING JOHN NOLIN DRIVE BRIDGE B-13-37 (EB) / (B-13-195 (WB))						
7094+00	873.94	877.24	1.77%	-2.00	873.94	3.30
7094+50	874.73	877.98	1.88%	-1.52	874.80	3.26
7104+00	875.56	878.71	1.86%	-1.63	875.74	3.15
7104+50	876.34	879.50	1.86%	-1.51	876.64	3.15
7114+00	877.15	880.21	1.66%	-1.49	877.48	3.06
7114+50	877.95	880.87	1.66%	-1.47	878.30	2.90
7124+00	878.77	881.48	1.56%	-1.44	879.10	2.72
7124+50	879.51	882.02	1.46%	-1.40	879.85	2.50
7134+00	880.26	882.50	1.36%	-1.36	880.53	2.26
7134+50	881.00	883.00	1.36%	-1.36	881.20	2.00
7144+00	881.68	883.41	1.06%	-1.24	881.70	1.69
7144+50	882.41	883.18	0.86%	-1.10	882.33	1.18
7154+00	882.70	883.24	0.44%	-1.62	883.03	0.57
7164+00	882.91	883.15	0.16%	-1.06	883.25	0.29
7164+50	883.08	883.27	0.02%	-1.06	883.32	0.34
7174+00	883.22	883.34	0.10%	-1.06	883.33	0.37
7184+00	883.24	883.38	0.04%	-1.69	883.38	0.24
7184+50	883.24	883.34	-0.02%	-2.00	883.40	0.06
7194+00	883.35	883.41	-0.08%	-2.00	883.39	0.02
7194+50	883.35	883.28	-0.26%	-2.00	883.35	-0.07
7204+00	883.21	883.15	-0.26%	-2.00	883.22	-0.06
EXISTING RAILROAD BRIDGE B-13-280 (EB & WB)						
7204+50	883.04	882.99	-0.58%	-2.00	883.04	-0.05
7214+00	882.75	882.71	-0.70%	-2.00	882.75	-0.04
7214+50	882.50	882.40	-0.40%	-2.00	882.40	0.00
7224+00	882.30	881.80	-0.40%	-1.84	882.20	-0.21
7224+50	881.69	881.41	-0.44%	-1.17	882.00	-0.38
7234+00	881.42	881.16	-0.58%	-1.00	881.78	-0.29
7234+50	881.42	881.16	-0.58%	-1.00	881.49	-0.29

Addendum No. 01
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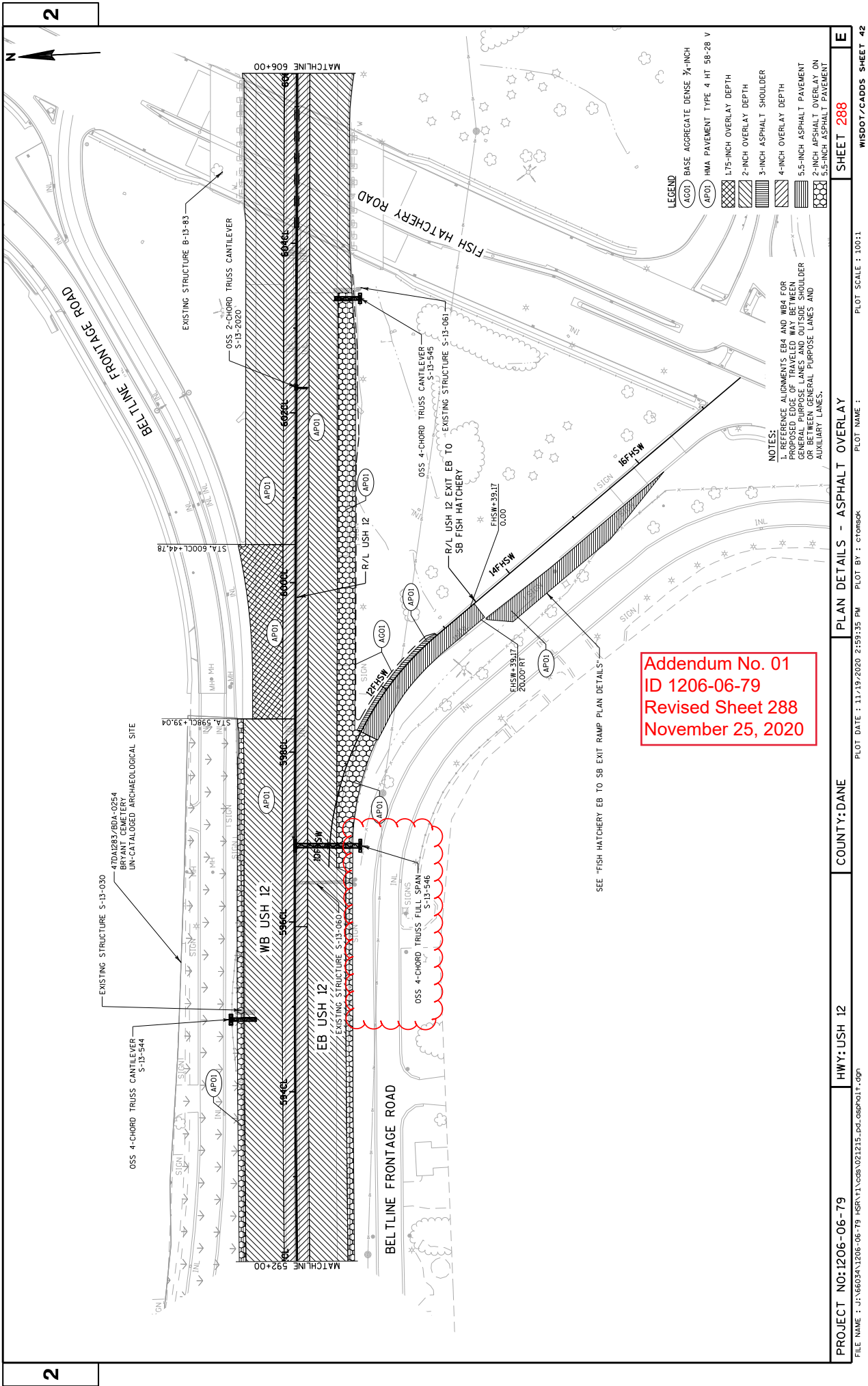


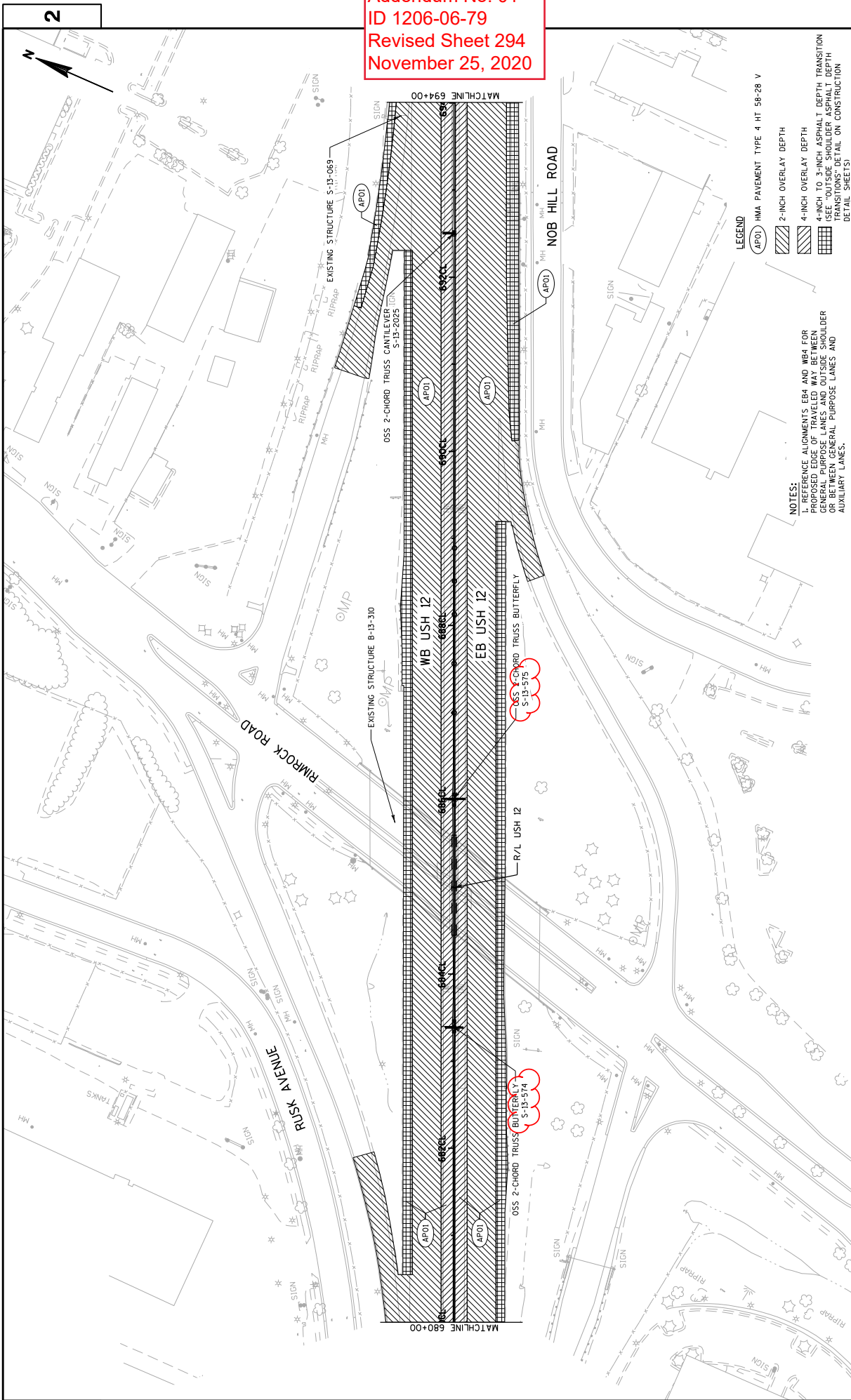
RADIUS TABLE (CENTER OF RADIUS)			
POINT	STATION	OFFSET	RADIUS
108	12+18.70	320.00' RT	298.00'

LEGEND

- CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CONCRETE GUTTER 24-INCH
- CONCRETE CURB AND GUTTER 30-INCH TYPE D REVERSE SLOPE
- CONCRETE PAVEMENT 10-INCH
- FENCE CHAIN LINK 6-FT

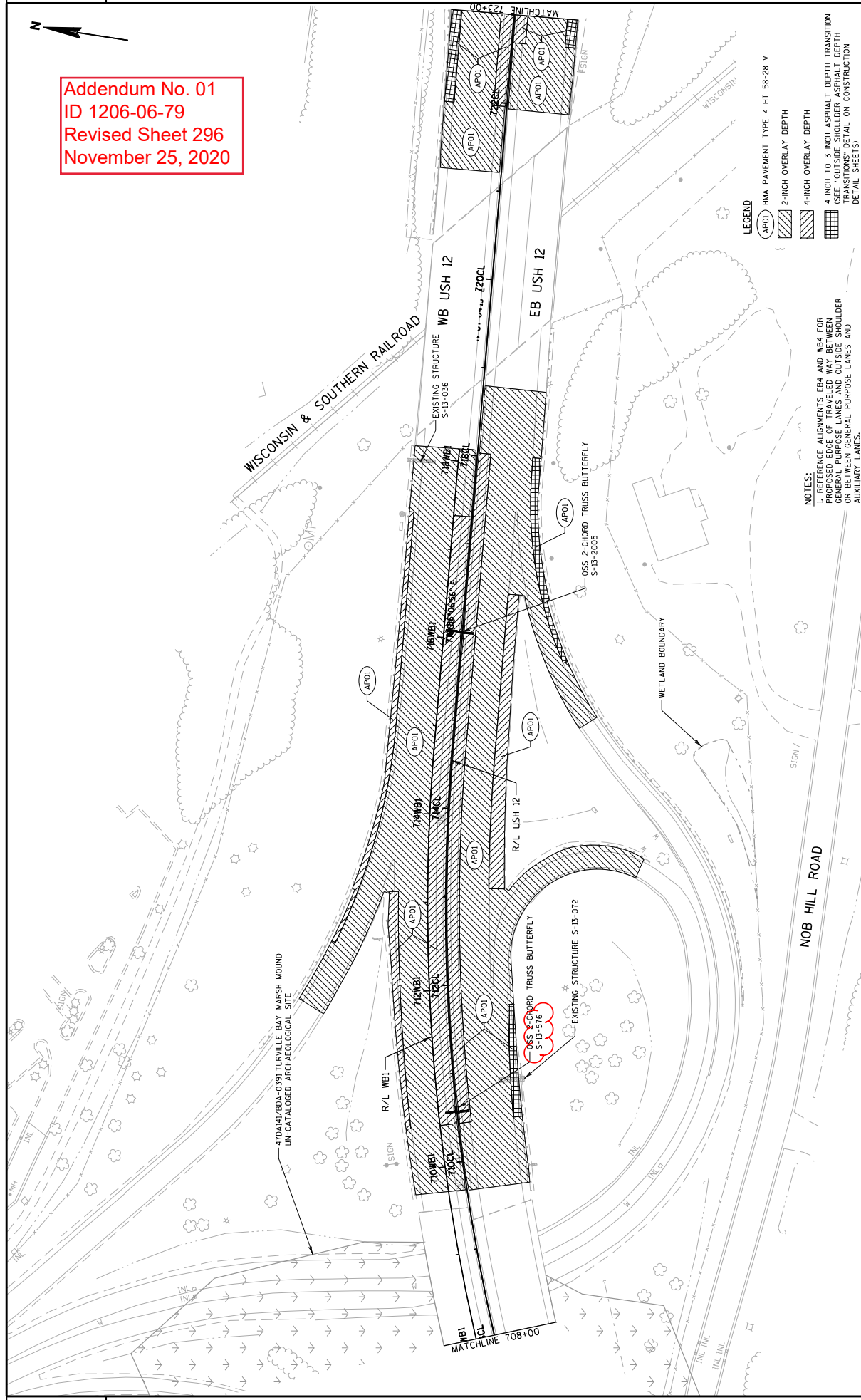
Addendum No. 01
ID 1206-06-79
Revised Sheet 277
November 25, 2020





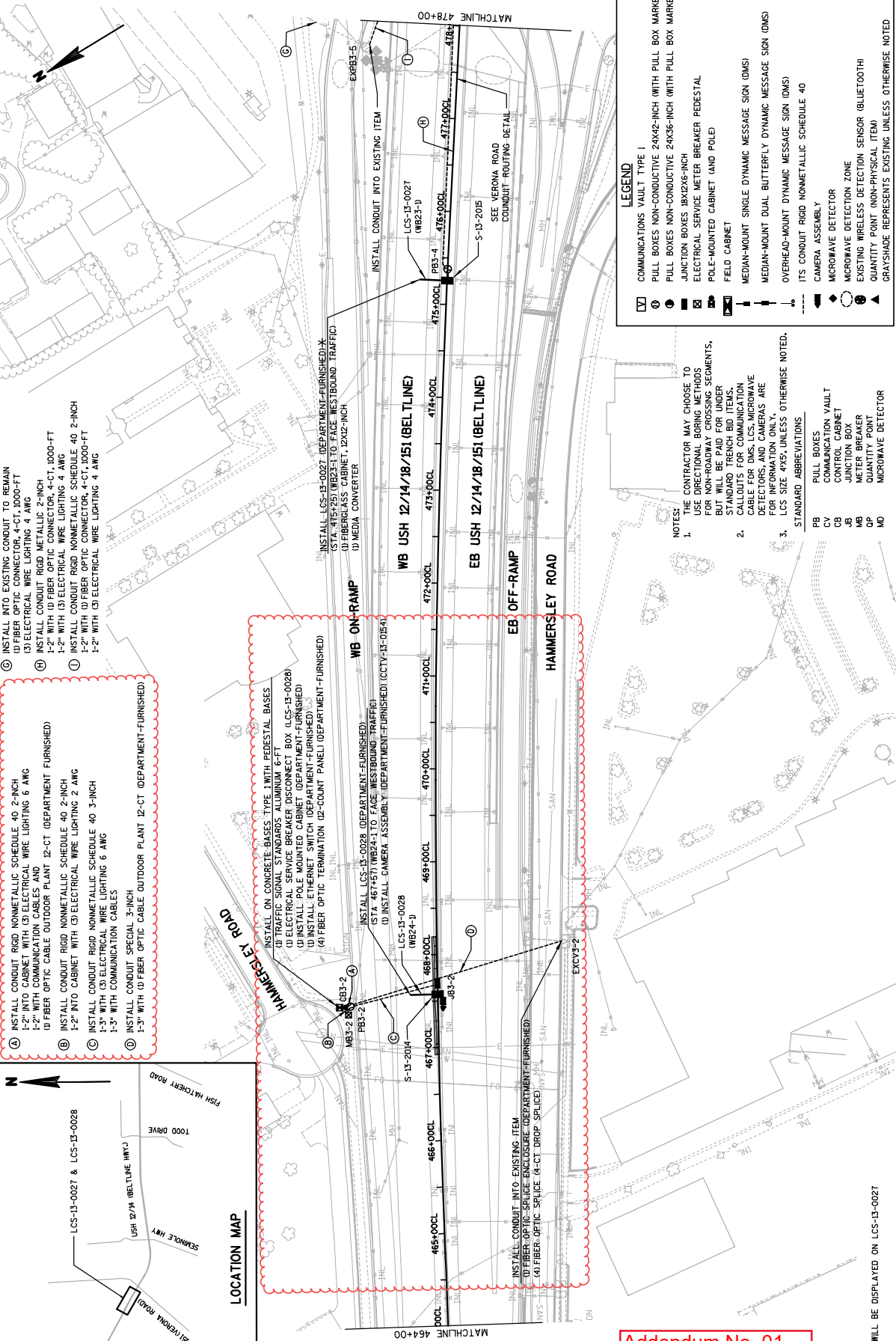
Addendum No. 01
ID 1206-06-79
Revised Sheet 294
November 25, 2020

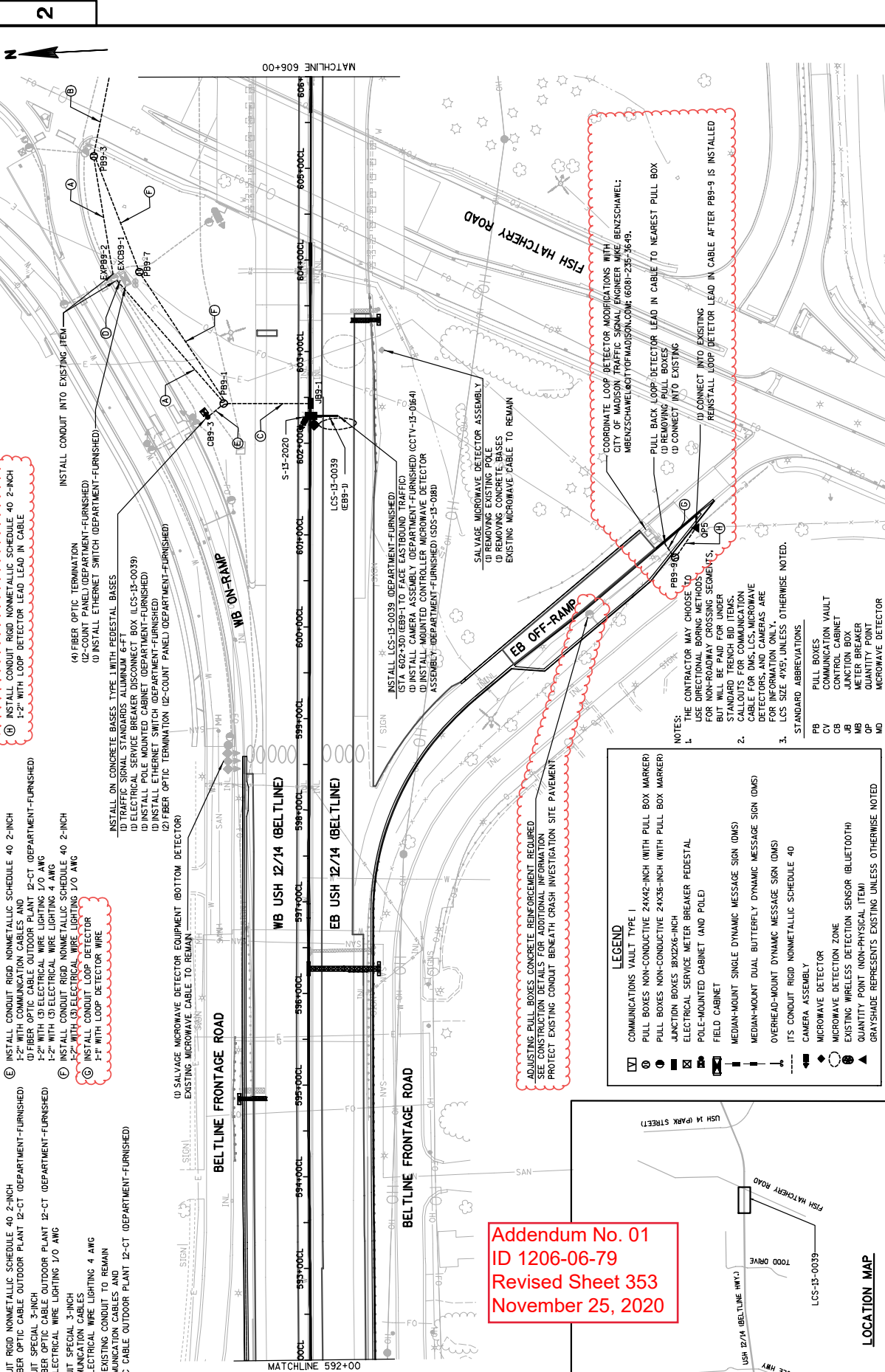
Addendum No. 01
ID 1206-06-79
Revised Sheet 296
November 25, 2020



PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	PLAN DETAILS - ASPHALT OVERLAY	SHEET 296	E
FILE NAME : J:\66034\1206-06-79 HSR\1\cads\021224_bd_csbpol1.dgn					
PLOT DATE : 11/23/2020 10:49:27 AM					
PLOT BY : ctbmesk					
PLOT SCALE : 100:1					
WISDOT/CADS SHEET 42					

Breaker Disconnect Box							Meter Breaker Pedestal		
Location	Main	Cabinet	LCS	LCS	LCS	DMS	Location	Main	Sub
CB1-1	100A	20A	20A	---	---	---	MB1-1	200A	100A
CB2-1	100A	20A	20A	---	---	---	MB2-1	200A	100A
CB2-2	100A	20A	---	---	---	50A	MB2-2	200A	100A
CB3-1	100A	20A	20A	---	---	---	MB3-1	200A	100A
CB3-2	100A	20A	20A	---	---	---	MB3-2	200A	100A
EXCB4-1	100A	20A	20A	20A	20A	---	---	N/A	100A
CB4-2	100A	20A	20A	20A	---	---	MB4-2	200A	100A
CB4-3	100A	20A	20A	---	---	---	MB4-3	200A	100A
CB5-1	100A	20A	20A	---	---	---	EXMB5-1	N/A	100A
CB5-3	100A	20A	20A	---	---	---	EXCB5-2	N/A	100A
CB6-1	100A	20A	20A	20A	---	---	MB6-1	200A	100A
CB7-1	60A	20A	20A	20A	---	---	EXCB7-2	N/A	60A
CB8-1	100A	20A	20A	20A	---	---	MB8-1	200A	100A
CB9-2	60A	20A	20A	---	---	---	EXMB9-1	N/A	60A
CB9-3	40A	20A	20A	---	---	---	EXMB9-1	N/A	60A
CB10-1	100A	20A	20A	20A	---	---	MB10-1	200A	100A
CB11-1	100A	20A	20A	20A	---	50A	MB11-1	200A	100A
CB12-1	100A	20A	20A	20A	---	---	MB12-1	200A	100A
CB12-2	100A	20A	20A	20A	---	---	MB12-2	200A	100A
CB13-1	100A	20A	20A	---	---	50A	MB13-1	200A	100A
CB13-3	100A	20A	20A	---	---	---	MB13-1	200A	60A
CB14-1	100A	20A	20A	---	---	---	MB13-2	100A	---
EXCB15-1	100A	20A	20A	20A	---	---	MB14-1	200A	100A
CB16-1	100A	20A	20A	20A	---	---	EXMB16-1	N/A	100A
CB17-1	100A	20A	20A	20A	---	---	EXMB17-1	N/A	100A
CB18-1	100A	20A	20A	20A	---	---	MB18-1	200A	100A
CB18-2	100A	20A	---	---	---	50A	MB18-2	200A	100A
CB19-1	100A	20A	20A	20A	---	---	MB19-1	200A	100A
CB20-1	100A	20A	20A	20A	---	---	MB20-1	200A	100A
CB21-1	100A	20A	20A	20A	---	---	MB21-1	200A	100A
CB22-1	100A	20A	---	---	---	50A	MB22-1	200A	100A
CB22-2	100A	20A	20A	20A	---	---	MB22-2	200A	100A
CB23-1	100A	20A	20A	20A	---	---	MB23-1	200A	100A
CB24-1	100A	20A	20A	---	---	---	MB24-1	200A	100A
CB25-1	100A	20A	20A	20A	---	---	MB25-1	200A	100A
CB26-1	100A	20A	20A	20A	---	---	MB26-1	200A	100A
EXCB-DMS-13-0039	100A	20A	20A	20A	---	---	---	N/A	100A





(1) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH LOOP DETECTOR LEAD IN CABLE

(E) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)

(A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)

(4) FIBER OPTIC TERMINATION (2) COUNT PANEL (DEPARTMENT-FURNISHED) (3) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)

(1) FIBER OPTIC TERMINATION (2) COUNT PANEL (DEPARTMENT-FURNISHED)

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(1) FIBER OPTIC TERMINATION (2) COUNT PANEL (DEPARTMENT-FURNISHED)

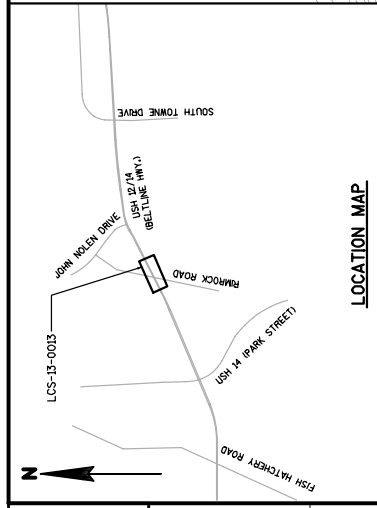
(1) FIBER OPTIC TERMINATION (2) COUNT PANEL (DEPARTMENT-FURNISHED)

LEGEND

- COMMUNICATIONS VAULT TYPE 1
- PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
- PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
- JUNCTION BOXES 18X26-INCH
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- POLE-MOUNTED CABINET (AND POLE)
- FIELD CABINET
- MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
- MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
- OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
- ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
- CAMERA ASSEMBLY
- MICROWAVE DETECTOR
- MICROWAVE DETECTION ZONE
- EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
- QUANTITY POINT (NON-PHYSICAL ITEM)
- GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

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Revised Sheet 353
November 25, 2020

LOCATION MAP



- (A) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (B) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
- (C) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
- (D) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (E) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)
- (F) INSTALL CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH 1-2" WITH COMMUNICATION CABLES AND (1) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT (DEPARTMENT-FURNISHED)

RIMROCK ROAD

WB OFF-RAMP

WB USH 12/14 (BELTLINE)

WB OFF-RAMP

EB USH 12/14 (BELTLINE)

EB OFF-RAMP

NOB HILL ROAD

NOB OFF-RAMP

NOB HILL ROAD

NOB OFF-RAMP

NOB HILL ROAD

NOB OFF-RAMP

NOB HILL ROAD

NOB OFF-RAMP

NOB HILL ROAD

NOB OFF-RAMP

NOB HILL ROAD

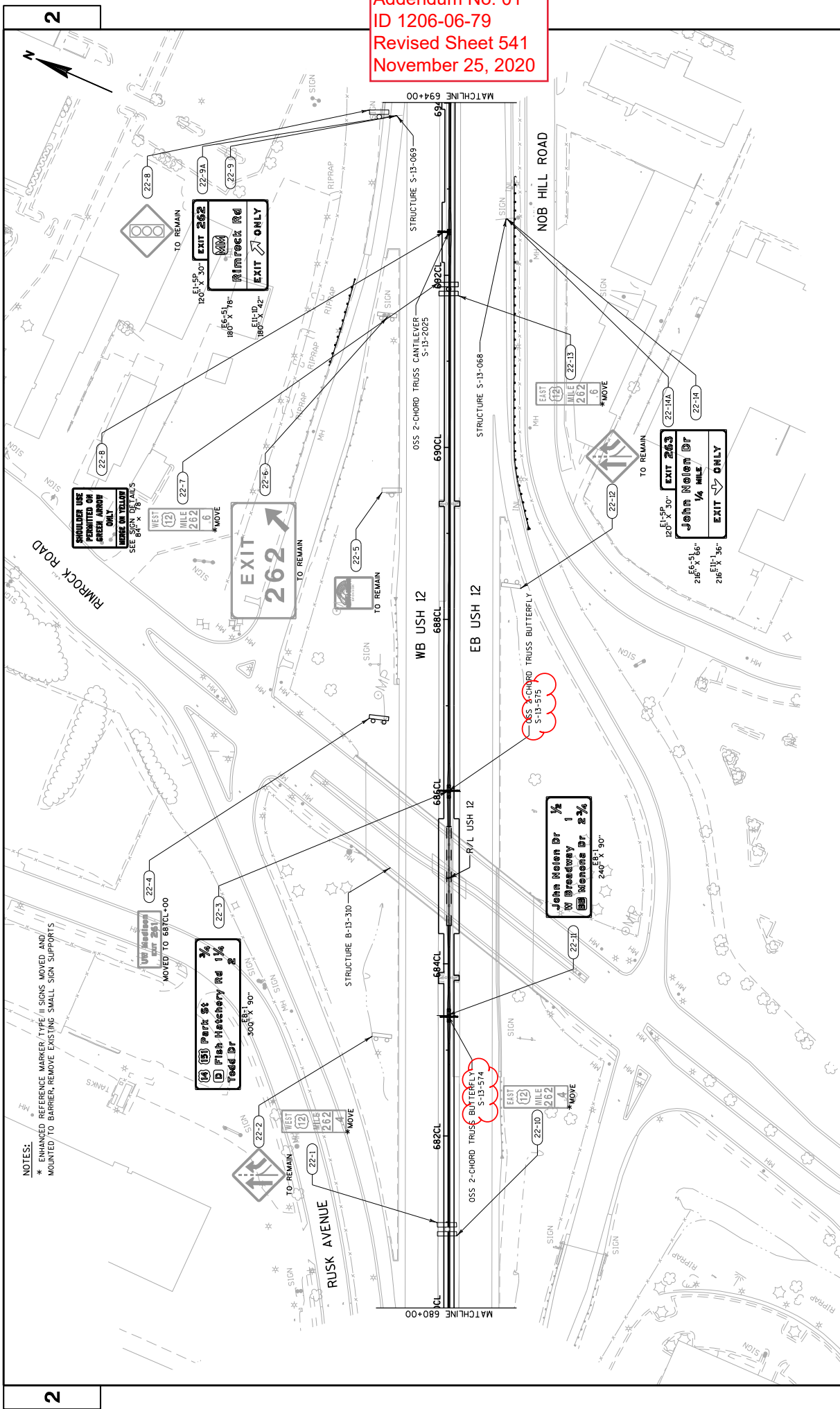
NOB OFF-RAMP

2

2

- LEGEND**
- COMMUNICATIONS VAULT TYPE I
 - PULL BOXES NON-CONDUCTIVE 24X42-INCH (WITH PULL BOX MARKER)
 - PULL BOXES NON-CONDUCTIVE 24X36-INCH (WITH PULL BOX MARKER)
 - ELECTRICAL SERVICE METER BREAKER PEDESTAL
 - POLE-MOUNTED CABINET (AND POLE)
 - FIELD CABINET
 - MEDIAN-MOUNT SINGLE DYNAMIC MESSAGE SIGN (DMS)
 - MEDIAN-MOUNT DUAL BUTTERFLY DYNAMIC MESSAGE SIGN (DMS)
 - OVERHEAD-MOUNT DYNAMIC MESSAGE SIGN (DMS)
 - ITS CONDUIT RIGID NONMETALLIC SCHEDULE 40
 - CAMERA ASSEMBLY
 - MICROWAVE DETECTOR
 - MICROWAVE DETECTION ZONE
 - EXISTING WIRELESS DETECTION SENSOR (BLUETOOTH)
 - QUANTITY POINT (NON-PHYSICAL ITEM)
 - GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

- NOTES:**
1. THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS TO INSTALL CABLES UNDER EXISTING PAVEMENT, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
 2. CALLOUTS FOR COMMUNICATION CABLE FOR DMS, LCS, MICROWAVE DETECTORS, AND CAMERAS ARE FOR INFORMATION ONLY.
 3. LCS SIZE 4X5, UNLESS OTHERWISE NOTED.
- STANDARD ABBREVIATIONS**
- PB PULL BOXES
 - CV COMMUNICATION VAULT
 - CB CONTROL CABINET
 - JB JUNCTION BOX
 - MB METER BREAKER
 - QP QUANTITY POINT
 - MD MICROWAVE DETECTOR



NOTES:

* ENHANCED REFERENCE MARKER TYPE II SIGNS MOVED AND MOUNTED TO BARRIER, REMOVE EXISTING SMALL SIGN SUPPORTS

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ID 1206-06-79
Revised Sheet 541
November 25, 2020

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

PERMANENT SIGNING

SHEET 541

E

FILE NAME : J:\66034\1206-06-79 HSR\1\cads 023222.ds.dgn

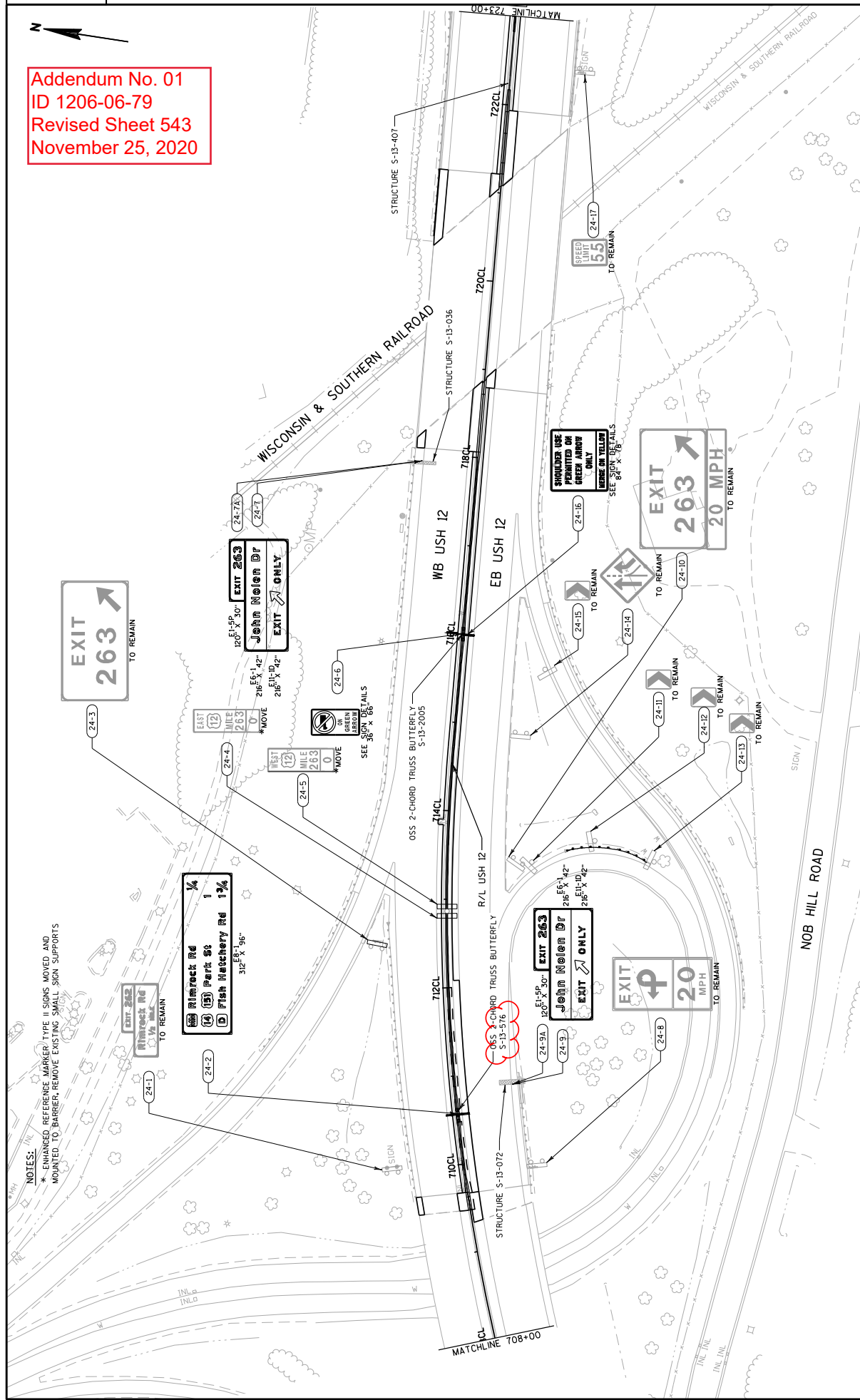
PLOT DATE : 11/23/2020 11:03:06 AM PLOT BY : ctoresck

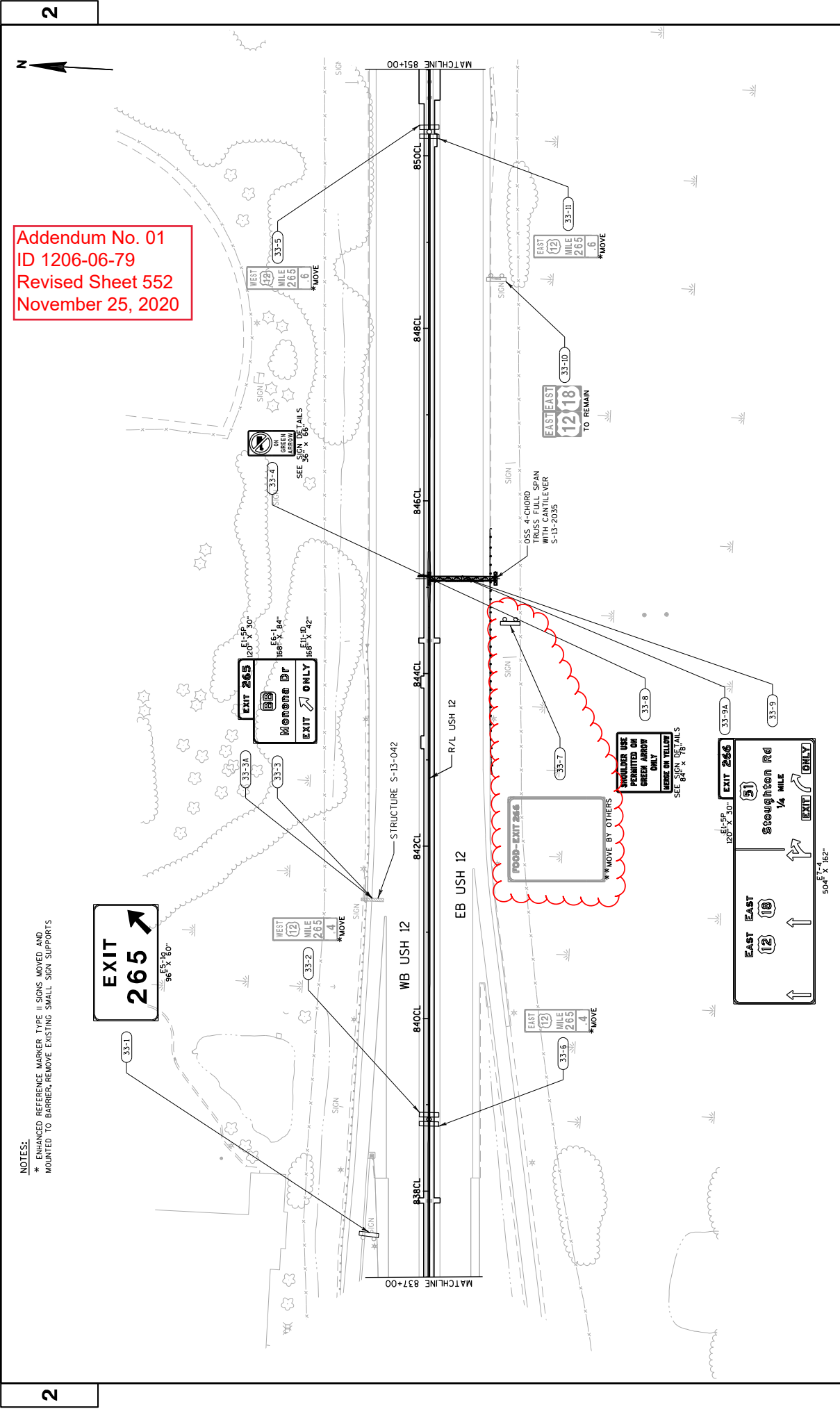
PLOT NAME :

PLOT SCALE : 100:1

WISDOT/CADD SHEET 42

NOTES:
* ENHANCED REFERENCE MARKER TYPE II SIGNS MOVED AND MOUNTED TO BARRIER, REMOVE EXISTING SMALL SIGN SUPPORTS





Addendum No. 01
ID 1206-06-79
Revised Sheet 552
November 25, 2020

NOTES:
* ENHANCED REFERENCE MARKER TYPE II SIGNS MOVED AND MOUNTED TO BARRIER, REMOVE EXISTING SMALL SIGN SUPPORTS

3

FILE NAME: \\MADW00\INGRPROJ\66034\1\cds\030201_mq.ppt

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November 25, 2020

REMOVING PAVEMENT (CONT.)

CATEGORY	ROADWAY	DIRECTION	SEGMENT	REMOVING CONCRETE PAVEMENT		REMOVING ASPHALTIC SURFACE		REMOVING ASPHALTIC SURFACE		REMOVING ASPHALTIC SURFACE		EXCAVATION COMMON*		SAVING ASPHALT		SAVING CONCRETE		COMMENTS
				SY	SY	SY	SF	SY	SY	SY	SY	CY	LF	LF				
STAGE 3																		
0010	USH 12	EB	WHITNEY WAY TO SEMINOLE HIGHWAY	--	--	--	3,832	--	--	--	--	--	--	--	--	--	--	
		WB		--	--	--	46,811	--	--	--	--	--	--	--	--	--	--	
0010	USH 12	EB	SEMINOLE HIGHWAY TO TODD DRIVE	--	--	--	--	1,244	6,701	--	--	--	--	--	--	--	--	
		WB		--	--	--	--	1,367	1,113	--	--	--	--	--	--	--	--	
0010	USH 12	EB	TODD DRIVE TO FISH HATCHERY ROAD	--	190	--	--	633	1,741	--	--	--	--	--	--	--	--	
		WB		--	--	--	--	1,693	958	--	--	--	--	--	--	--	--	
0010	USH 12	EB	FISH HATCHERY ROAD TO PARK STREET	--	1,537	--	323	--	2,784	--	--	--	--	--	--	--	--	
		WB		--	1,662	--	113	--	2,739	--	--	--	--	--	--	--	--	
0010	USH 12	EB	PARK STREET TO RAILROAD	--	2,007	--	--	--	866	--	--	--	--	--	--	--	--	
		WB		--	2,177	--	444	--	1,050	--	--	--	--	--	--	--	--	
0010	USH 12	EB	RAILROAD TO RIMROCK ROAD	--	1,115	--	160	--	2,997	--	--	--	--	--	--	--	--	
		WB		--	1,020	--	111	--	2,947	--	--	--	--	--	--	--	--	
0010	USH 12	EB	RIMROCK ROAD TO JOHN NOLEN DRIVE	--	826	--	109	--	2,096	--	--	--	--	--	--	--	--	
		WB		--	1,364	--	--	--	2,115	--	--	--	--	--	--	--	--	
0010	USH 12	EB	JOHN NOLEN DRIVE TO RAILROAD	--	1,969	--	243	--	727	--	--	--	--	--	--	--	--	
		WB		--	1,703	--	--	--	600	--	--	--	--	--	--	--	--	
0010	USH 12	EB	RAILROAD TO SOUTH TOWNE DRIVE	--	1,139	--	630	--	2,678	--	--	--	--	--	--	--	--	
		WB		--	1,066	--	561	--	2,899	--	--	--	--	--	--	--	--	
0010	USH 12	EB	SOUTH TOWNE DRIVE TO TEST OVERLAY	--	242	--	224	--	2,274	--	--	--	--	--	--	--	--	
		WB		--	202	--	225	--	2,286	--	--	--	--	--	--	--	--	
0010	USH 12	EB	TEST OVERLAY TO YAHARA RIVER BRIDGE	--	484	--	--	--	11,168	--	--	--	--	--	--	--	--	
		WB		--	603	--	--	--	1,969	--	--	--	--	--	--	--	--	
0010	USH 12	EB	YAHARA RIVER BRIDGE TO MONONA DRIVE	--	1,470	--	186	--	427	--	--	--	--	--	--	--	--	
		WB		--	1,524	--	317	--	483	--	--	--	--	--	--	--	--	
0010	USH 12	EB	MONONA DRIVE TO STOUGHTON ROAD	--	1,936	--	--	--	4,214	--	--	--	--	--	--	--	--	
		WB		--	1,852	--	113	--	4,224	--	--	--	--	--	--	--	--	
0010	USH 12	EB	STOUGHTON ROAD TO I-39	--	1,789	--	--	--	5,520	--	--	--	--	--	--	--	--	
		WB		--	1,730	--	--	--	5,696	--	--	--	--	--	--	--	--	
STAGE 3 SUBTOTAL				--	29,607	--	54,402	4,937	73,272	--	--	--	--	--	--	--	--	
UNDISTRIBUTED				1,916	1,480	--	2,720	247	3,856	62	4,042							
PROJECT 1206-06-79 TOTALS				40,230	31,087	--	57,122	5,184	80,980	1,301	84,877							

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

MISCELLANEOUS QUANTITIES

SHEET: 706

E

FILE NAME: I:\MAD\01\01\GPR03\060341\1206-06-79_01.dgn

PLOT DATE: 11/24/2020 11:44:38 AM

PLOT BY: HNTB Corp

PLOT NAME: 030201_mq2

PLOT SCALE: 1:1

Category	Division	From/To Station	Location	Excavation Common (CY)* (1) 205.0100		Fill (CY)	Mass Ordinate +/- (5)	Comment:
				Cut (CY) (2)	EBS (CY) (3)			
0010	1	515CL+76 - 909CL+26	CL (MEDIAN)	11,243	0	0	11,243	
		581CL+07 - 603CL+41	CL (EB OUTSIDE) A	3,544	945	42	4,447	
		824CL+50 - 830CL+50	CL (EB OUTSIDE) B	103	0	50	52	
		584CL+00 - 598CL+58	CL (WB OUTSIDE)	1,709	0	30	1,679	
		17TDSW+50 - 21TDSW+00	TDSW	643	0	0	643	
		11FHSW+00 - 16FHSW+26	FHSW	1,515	0	93	1,422	
		481TDNE+96 - 489TDNE+50	TDNE	1,511	0	20	1,491	
		579TDNF+80 - 582TDNF+30	TDNF	493	0	4	489	
		600TDNG+50 - 601TDNG+80	TDNG	190	0	1	189	
		783TDNH+36 - 784TDNH+36	TDNH	124	0	0	124	
		100TDSE+63 - 102TDSE+64	TDSE	223	0	0	223	
		201TDSF+33 - 202TDSF+51	TDSF	197	0	0	197	
	Project 1206-06-79 - Division 1 Subtotal			21,494	945	240	22,199	
	Project 1206-06-79 - Division 1 Total				22,439	240		
	Project 1206-06-79 Totals				22,439	240	22,199	

Project 1206-06-79 - Division 1 Subtotal
Project 1206-06-79 - Division 1 Total

Project 1206-06-79 Totals

1) Excavation Common = Cut + EBS Excavation, Item number 205.0100.

2) Cut volume includes concrete and asphaltic surface material.

3) EBS Excavation to be backfilled with Select Crushed Material unless otherwise noted in plans.

4) The Mass Ordinate is calculated by division. A positive quantity indicates an excess of material within the Division and a negative quantity indicates a shortage of material within the Division. Structure Excavation is not included in this calculation.

5) Volume of fill shall be completed with excavated material, as approved by the Engineer, and shall be incidental to the cost of the excavation common.

Mass Ordinate = Cut - Fill. The Mass Ordinate is for information purposes only as Common Excavation and Fill are not balanced for quantity purposes and does not guarantee the quality of Common Excavation, and if it can be reused onsite. All EBS material is assumed to be wasted offsite.

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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ID 1206-06-79
Revised Sheet 714
November 25, 2020

TYPE B

1.008

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LACIT

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ID 1206-06-79
Revised Sheet 726
November 25, 2020

HMA PERCENT WITHIN LIMITS TEST STRIP										SURFACE DRAINS									
460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS										416.1010 CONCRETE SURFACE DRAIN FLUMES									
ROADWAY										ROADWAY									
USH 12										USH 12									
1										6									
3										21									
PROJECT 1206-06-79 TOTALS										STAGE 1A									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 2									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										21									
PROJECT 1206-06-79 TOTALS										STAGE 3									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 4									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 5									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 6									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 7									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 8									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 9									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 10									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 11									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 12									
ROADWAY										ROADWAY									
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PROJECT 1206-06-79 TOTALS										STAGE 13									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 14									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 15									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 16									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 17									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 18									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 19									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 20									
ROADWAY										ROADWAY									
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PROJECT 1206-06-79 TOTALS										STAGE 21									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 22									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 23									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 24									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 25									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 26									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 27									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 28									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 29									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 30									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 31									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 32									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 33									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 34									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 35									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 36									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 37									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 38									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 39									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 40									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 41									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 42									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 43									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 44									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 45									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 46									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 47									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 48									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 49									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 50									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 51									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 52									
ROADWAY										ROADWAY									
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PROJECT 1206-06-79 TOTALS										STAGE 53									
ROADWAY										ROADWAY									
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PROJECT 1206-06-79 TOTALS										STAGE 54									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 55									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 56									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 57									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 58									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 59									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 60									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 61									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 62									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 63									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 64									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 65									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 66									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 67									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 68									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 69									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 70									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 71									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 72									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 73									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 74									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 75									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 76									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 77									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 78									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 79									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 80									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 81									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 82									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 83									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 84									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 85									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 86									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 87									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 88									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 89									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 90									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 91									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 92									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 93									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 94									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 95									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 96									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 97									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 98									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 99									
ROADWAY										ROADWAY									
USH 12										USH 12									
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PROJECT 1206-06-79 TOTALS										STAGE 100									
ROADWAY										ROADWAY									
USH 12										USH 12									
3										6									
PROJECT 1206-06-79 TOTALS										STAGE 101									
ROADWAY																			

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Addendum No. 01
ID 1206-06-79
Revised Sheet 727
November 25, 2020

CONCRETE BARRIER TEMPORARY PRECAST ITEMS

727 2020 01													
CATEGORY	ROADWAY	DIRECTION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST		603.8125 CONCRETE BARRIER TEMPORARY PRECAST		614.1100 MGS GUARDRAIL TEMPORARY THREE BEAM TRANSITION		SPV.0090.11 TRAFFIC CONTROL GAWK SCREEN FURNISHED		SPV.0090.12 TRAFFIC CONTROL GAWK SCREEN INSTALLED		COMMENTS
			DELIVERED	LF	INSTALLED	LF	LF	LF	LF	LF	LF	LF	
STAGE 1A													
0010	USH 12	EB	6,314	6,314	6,314	100	2,742	2,742	2,742	2,742	2,742		
		WB	5,235	5,235	5,235	113	2,169	2,169	2,169	2,169	2,169		
STAGE 1A SUBTOTAL			11,550	11,550	11,550	213	4,912	4,912	4,912	4,912	4,912		
STAGE 2													
0010	USH 12	EB	35,837	35,837	35,837	-	-	-	-	-	-		
		WB	35,736	35,736	35,736	-	-	-	-	-	-		
STAGE 2 SUBTOTAL			71,573	71,573	71,573	-	-	-	-	-	-		PIN TEMPORARY CONCRETE BARRIER STA. 706CL+00 TO STA. 707CL+68 AND STA. 709CL+66 TO STA. 712CL+00 IN EB DIRECTION ONLY
UNDISTRIBUTED			-	-	5,000	-	-	-	-	-	-		

CONCRETE BARRIER

CATEGORY	ROADWAY	SEGMENT	STATION		TO	OFFSET	603.0105		603.1142		603.1156		603.1242		603.1442		603.3559	
			CONCRETE BARRIER	32-INCH			CONCRETE BARRIER	TYPE S42	LF	CONCRETE BARRIER	TYPE S42A	CONCRETE BARRIER	TYPE S42C	CONCRETE BARRIER	TYPE S42 TO S56	CONCRETE BARRIER	TYPE S42 TO S56	CONCRETE BARRIER
STAGE 1A																		
0010	USH 12	WHITNEY WAY TO SEMINOLE HIGHWAY	411CL+30	-	512CL+86	RT/LT	--	--	50	20	40	20	--	--	8			
		SEMINOLE HIGHWAY TO TODD DRIVE	528CL+90	-	530CL+55	RT	155	--	--	--	--	--	--	--	--			
		TODD DRIVE TO FISH HATCHERY EB SHOULDER	562CL+00	-	604CL+00	RT	--	--	495	--	--	--	--	--	--			
		TODD DRIVE TO FISH HATCHERY WB SHOULDER	562CL+00	-	604CL+00	LT	--	--	658	--	--	--	--	--	--			
		FISH HATCHERY TO PARK STREET WB SHOULDER	606CL+00	-	640CL+00	LT	--	--	31	--	--	--	--	--	--			
STAGE 1A SUBTOTAL			155			155		1,234	20	40	20			8				
STAGE 2																		
0010	USH 12	SEMINOLE HIGHWAY TO TODD DRIVE	512CL+86	-	561CL+04	RT/LT	--	--	--	--	--	--	--	--	--			
		TODD DRIVE TO FISH HATCHERY ROAD	563CL+29	-	608CL+97	RT/LT	--	--	--	--	--	--	--	--	--			
		FISH HATCHERY ROAD TO PARK STREET	608CL+97	-	639CL+08	RT/LT	--	--	--	--	--	--	--	--	--			
		PARK STREET TO RAILROAD	641CL+16	-	652CL+45	RT/LT	--	--	--	--	--	--	--	--	--			
		RAILROAD TO RIMROCK ROAD	653CL+67	-	686CL+97	RT/LT	--	--	--	--	--	--	--	--	--			
0010	USH 12	RIMROCK ROAD TO JOHN NOLAN DRIVE	686CL+97	-	707CL+83	RT/LT	--	--	--	--	--	--	--	--	--			
		JOHN NOLAN DRIVE TO RAILROAD	709CL+66	-	718CL+78	RT/LT	--	--	--	--	--	--	--	--	--			
		RAILROAD TO SOUTH TOWNE DRIVE	721CL+21	-	752CL+00	RT/LT	--	--	--	--	--	--	--	--	--			
		SOUTH TOWNE DRIVE TO YAHARA RIVER BRIDGE	752CL+00	-	795CL+15	RT/LT	--	--	--	--	--	--	--	--	--			
0010	USH 12	YAHARA RIVER BRIDGE TO MONONA DRIVE	822CL+59	-	830CL+99	RT/LT	--	--	--	--	--	--	--	--	--			
		MONONA DRIVE TO STOUGHTON ROAD	832CL+76	-	877CL+01	RT/LT	--	--	--	--	--	--	--	--	--			
		STOUGHTON ROAD TO H-39	879CL+27	-	938CL+17	RT/LT	--	--	--	--	--	--	--	--	--			
STAGE 2 SUBTOTAL			--			--		--	--	--	--	--	--	--				
STAGE 3																		
0010	USH 12	OUTSIDE SHOULDER INLET ADJUSTMENTS	180			180		50	--	--	--	--	--	--				
STAGE 3 SUBTOTAL			180			180		50	--	--	--	--	--	--				
PROJECT 1206-06-79 SUBTOTAL			335			335		1,284	20	40	20			8				

PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	MISCELLANEOUS QUANTITIES			SHEET: 727	E

PERMANENT SIGNING SUMMARY (CONT.)

CATEGORY	SIGN NUMBER	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W X H)	SIGN IN	REMARKS
0010	20-4	659CL+50	MEDIAN	D10-5	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66
	20-5	659CL+10	MEDIAN	D10-5	WB MILE 262.0	21	X	66
	20-6	664CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78
	20-7A	664CL+90	LT	E1-3P	EXIT 261 (OVERHEAD)	108	X	30
	20-7	664CL+90	LT	E6-51	EAST 14, NORTH 151, PARK STOREGON 1/4 MILE (OVERHEAD)	168	X	156
0010	20-7	664CL+90	LT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	168	X	36
	20-9	661CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78
	20-10	669CL+10	MEDIAN	E10-5	EB MILE 262.0	21	X	60
	20-11A	662CL+00	RT	E1-3P	EXIT 262 (OVERHEAD)	120	X	30
	20-11	662CL+00	RT	E6-51	RIMROCK ROAD 1/4 MILE (OVERHEAD)	180	X	60
0010	20-11	662CL+00	RT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	180	X	36
	20-13	664CL+50	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66
	21-1	669CL+10	MEDIAN	D10-5	WB MILE 262.2	21	X	60
	21-2	673CL+00	LT	E8-1A	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66
	21-3	674CL+00	LT	E8-1A	FITCHBURG EXITS (14 1/4 MILE, D 3/4 MILE, 18/151 3 1/2 MILE)	192	X	126
0010	21-8	669CL+10	MEDIAN	D10-5	EB MILE 262.2	21	X	60
	21-10A	674CL+50	RT	E1-3P	EXIT 262 (OVERHEAD)	120	X	30
	21-10	674CL+50	RT	E6-1	RIMROCK ROAD (OVERHEAD)	180	X	78
	21-10	674CL+50	RT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	180	X	42
	21-12	678CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78
0010	21-13	678CL+50	RT	E5-1a	EXIT 262 (W/ARROW)	96	X	60
	22-1	681CL+00	MEDIAN	D10-5	WB MILE 262.4	21	X	60
	22-3	686CL+00	MEDIAN	E8-1	PARK ST 3/4 MILE/FISH HATCHERY RD 1 1/4 MILE/TODD DR 2 MILE (OVERHEAD)	300	X	90
	22-7	691CL+90	MEDIAN	D10-5	WB MILE 262.6	21	X	60
	22-8	692CL+50	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78
0010	22-9A	693CL+90	LT	E1-3P	EXIT 262 (OVERHEAD)	120	X	30
	22-9	693CL+90	LT	E6-51	RIMROCK ROAD (OVERHEAD)	180	X	78
	22-9	693CL+90	LT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	180	X	42
	22-10	681CL+00	MEDIAN	D10-5	WB MILE 262.4	21	X	60
	22-11	683CL+50	MEDIAN	E8-1	JOHN NOLEN DR 1/2 MILE/W BROADWAY 1 MILE/MONONA DR 2 3/4 MILE (OVERHEAD)	240	X	90
0010	22-13	691CL+90	MEDIAN	D10-5	EB MILE 262.6	21	X	60
	22-14A	692CL+60	RT	E1-3P	EXIT 263 (OVERHEAD)	120	X	30
	22-14	692CL+60	RT	E6-51	JOHN NOLEN DR 1/4 MILE (OVERHEAD)	216	X	66
	22-14	692CL+60	RT	E11-1	EXIT ONLY (W/ARROW) (OVERHEAD)	216	X	36
	23-1A	700CL+50	LT	E1-3P	EXIT 262 (OVERHEAD)	120	X	30
0010	23-1	700CL+50	LT	E6-51	RIMROCK RD 1/8 MILE (OVERHEAD)	168	X	108
	23-1	700CL+50	LT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	168	X	36
	23-2	701CL+90	MEDIAN	D10-5	WB MILE 262.8	21	X	60
	23-4	701CL+90	MEDIAN	D10-5	EB MILE 262.8	21	X	60
	23-5	704CL+00	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66
0010	24-2	710CL+50	MEDIAN	E8-1	RIMROCK RD 1/4 MILE/PARK ST 1 MILE/FISH HATCHERY RD 1 3/4 MILE (OVERHEAD)	312	X	96
	24-4	712CL+90	MEDIAN	D10-5	EB MILE 263.0	21	X	60
	24-5	712CL+90	MEDIAN	D10-5	WB MILE 263.0	21	X	60
	24-6	716CL+00	MEDIAN	SPECIAL DETAIL	NO TRUCKS ON GREEN ARROW (OVERHEAD)	36	X	66
	24-7A	718CL+00	LT	E1-3P	EXIT 263 (OVERHEAD)	120	X	30
0010	24-7	718CL+00	LT	E6-1	JOHN NOLEN DR (OVERHEAD)	216	X	42
	24-7	718CL+00	LT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	216	X	30
	24-9A	710CL+75	RT	E1-3P	EXIT 263 (OVERHEAD)	120	X	30
	24-9	710CL+75	RT	E6-1	JOHN NOLEN DR (OVERHEAD)	216	X	42
	24-9	710CL+75	RT	E11-1D	EXIT ONLY (W/ARROW) (OVERHEAD)	216	X	42
0010	24-16	716CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78
	25-1	723CL+10	MEDIAN	D10-5	WB MILE 263.2	21	X	60
	25-4	730CL+00	MEDIAN	SPECIAL DETAIL	SHOULDER USE PERMITTED ON GREEN ARROW ONLY (OVERHEAD)	84	X	78
	25-5	734CL+10	MEDIAN	D10-5	EB MILE 263.4	21	X	60
	25-5	734CL+10	MEDIAN	D10-5	EB MILE 263.4	21	X	60

Addendum No. 01
ID 1206-06-79
Revised Sheet 775
November 25, 2020

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

MISCELLANEOUS QUANTITIES

SHEET: 775

FILE NAME: I:\MAD\WORKING\PROJ\060341\TSS\032001_775.dwg

PLOT DATE: 11/23/2020 10:08:30 AM

PLOT BY: HNTB Corp

PLOT NAME: 032001_775

PLOT SCALE: 1:1

E

Addendum No. 01
ID 1206-06-79
Revised Sheet 776
November 25, 2020

PERMANENT SIGNING SUMMARY (CONT.)

CATEGORY	SIGN NUMBER	APPROX. STA.	LOC.	SIGN CODE	SIGN TYPE I			SIGN TYPE II REFLECTIVE			STRUCTURAL			SIGN SUPPORTS		REINFORCEMENT	REMARKS
					SH	SF	H*	SF	F	SF	LB	HS	LB	CY	CONCRETE	STEEL	
0010	20-4	6510CL+50	MEDIAN	SPECIAL DETAIL	-	-	16.5	-	-	-	-	-	-	-	-	-	S-13-2034 SIGN MOUNTED ON BARRIER WALL
	20-5	6590CL+10	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	S-13-2002 SIGN MOUNTED ABOVE 20-7
	20-6	6640CL+50	MEDIAN	SPECIAL DETAIL	-	-	45.5	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-283
	20-7A	6640CL+90	LT	E1-5P	22.5	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED BELOW 20-7
	20-7	6640CL+90	LT	E6-51	182	-	-	-	-	-	-	-	-	-	-	-	S-13-2034 SIGN MOUNTED ON SAME POST AS 20-5
	20-7	6640CL+90	LT	E11-1	42	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-280
	20-9	6510CL+50	MEDIAN	SPECIAL DETAIL	-	-	45.5	-	-	-	-	-	-	-	-	-	SIGN MOUNTED BELOW 20-11
0010	20-10	6590CL+10	MEDIAN	E10-5	-	-	-	-	-	-	-	-	-	-	-	-	S-13-2002 SIGN MOUNTED ON BARRIER WALL
	20-11A	6620CL+00	RT	E1-5P	25	-	-	-	-	-	-	-	-	-	-	-	S-13-538 SIGN MOUNTED ON SAME POST AS 21-1
	20-11	6620CL+00	RT	E6-51	75	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	20-11	6620CL+00	RT	E11-1	45	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED BELOW 21-10
	20-13	6640CL+50	MEDIAN	SPECIAL DETAIL	-	-	16.5	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	21-1	6690CL+10	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	21-2	6730CL+00	LT	SPECIAL DETAIL	-	-	16.5	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
0010	21-3	6740CL+00	LT	E8-1A	168	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	21-8	6690CL+10	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	21-10A	6740CL+50	RT	E1-5P	25	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	21-10	6740CL+50	RT	E6-1	97.5	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	21-10	6740CL+50	RT	E11-1D	52.5	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	21-12	6780CL+00	MEDIAN	SPECIAL DETAIL	-	-	45.5	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	21-13	6780CL+50	RT	E5-1a	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
0010	22-1	6810CL+00	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-3	6860CL+00	MEDIAN	E8-1	187.5	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-7	6910CL+90	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-8	6920CL+50	MEDIAN	SPECIAL DETAIL	-	-	45.5	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-9A	6930CL+90	LT	E1-5P	25	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-9	6930CL+90	LT	E6-51	97.5	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-9	6930CL+90	LT	E11-1D	52.5	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
0010	22-10	6810CL+00	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-11	6830CL+50	MEDIAN	E8-1	150	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-13	6910CL+90	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-14A	6920CL+60	RT	E1-5P	25	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-14	6920CL+60	RT	E6-51	99	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-14	6920CL+60	RT	E11-1	54	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	22-1A	7000CL+50	LT	E1-5P	25	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
0010	23-1	7000CL+50	LT	E6-51	126	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	23-1	7000CL+90	LT	E11-1D	42	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	23-2	7010CL+90	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	23-4	7010CL+90	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	23-5	7040CL+00	MEDIAN	SPECIAL DETAIL	-	-	16.5	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	24-2	7100CL+50	MEDIAN	E8-1	208	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	24-4	7120CL+90	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
0010	24-5	7120CL+90	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	24-6	7160CL+00	MEDIAN	SPECIAL DETAIL	-	-	16.5	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	24-7A	7180CL+00	LT	E1-5P	25	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	24-7	7180CL+00	LT	E6-1	63	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	24-7	7180CL+00	LT	E11-1D	63	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	24-9A	7100CL+75	RT	E1-5P	25	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	24-9	7100CL+75	RT	E6-1	63	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
0010	24-9	7100CL+75	RT	E11-1D	63	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	24-16	7160CL+00	MEDIAN	SPECIAL DETAIL	-	-	45.5	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	25-1	7230CL+10	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	25-4	7340CL+00	MEDIAN	SPECIAL DETAIL	-	-	45.5	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	25-6	7340CL+10	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	25-6	7340CL+10	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281
	25-6	7340CL+10	MEDIAN	D10-5	-	-	-	-	-	-	-	-	-	-	-	-	SIGN MOUNTED ON EXISTING STRUCTURE S-13-281

PROJECT NO: 1206-06-79

COUNTY: DANE

HWY: USH 12

MISCELLANEOUS QUANTITIES

SHEET: 776

FILE NAME: \\MAD\WORKING\PROJECTS\120606\120606_07_4.dwg

PLOT DATE: 11/23/2020 10:08:30 AM

PLOT BY: JHNTS Corp

PLOT NAME: 030201_mq72

PLOT SCALE: 1:1

TRAFFIC CONTROL ITEMS

CATEGORY	ROADWAY	643.5000		643.0300		643.0420		643.0705		643.0715		643.0800	
		TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL
DURATION	DAYS	EACH	EACH*	DAYS	EACH*	DAYS	EACH*	DAYS	EACH*	DAYS	EACH*	DAYS	EACH*
STAGE 1A													
0010	PRE CONSTRUCTION WARNING	3	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18 EB RAMP CLOSURE PREWARN	21	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18 WB RAMP CLOSURE PREWARN	21	--	--	--	--	--	--	--	--	--	--	--
	EB TODD DRIVE RAMP	5	--	44	220	3	15	6	30	--	--	--	--
	WB TODD DRIVE RAMP	5	--	24	120	2	10	4	20	--	--	--	--
	EB SEMINOLE HIGHWAY SHOULDER CLOSURE	7	--	4	28	--	--	--	--	--	--	1	7
	SHOULDER CLOSURE EBWB	40	--	40	1,600	--	--	--	--	20	800	4	160
STAGE 1A SUBTOTAL			--		1,968		25		50		800		167
STAGE 1B													
0010	USH 12/18 EB	5	--	26	130	5	25	10	50	--	--	1	5
	SHORT TERM RAMP CLOSURE	5	--	18	90	4	20	8	40	5	25	--	--
STAGE 1B SUBTOTAL													
STAGE 1C													
0010	FSH-HATCHERY ROAD EB ONRAMP	7	--	16	112	6	42	12	84	--	--	--	--
STAGE 1C SUBTOTAL													
STAGE 2													
0010	USH 12/18 EB	140	--	129	18,060	--	--	--	--	--	--	--	--
	USH 12/18 WB	140	--	137	19,180	--	--	--	--	--	--	--	--
	DAYTIME SINGLE LANE CLOSURES	60	--	189	11,340	13	780	26	1,560	14	840	2	120
	DAYTIME SINGLE LANE CLOSURES	20	--	378	7,560	26	520	52	1,040	28	560	4	80
	DAYTIME RAMP CLOSURES		--	45	2,700	12	720	24	1,440	45	2,700	--	--
	NIGHTTIME DUAL LANE CLOSURES	40	--	448	17,920	26	1,040	52	2,080	56	2,240	6	240
	NIGHTTIME DUAL LANE CLOSURES	40	--	672	26,880	39	1,560	78	3,120	84	3,360	9	360
NIGHTTIME CLOSURE DETOURS	8	--	--	--	--	--	--	--	--	--	--	--	
OUTSIDE SHOULDER CLOSURES	100	--	10	1,000	--	--	--	--	--	5	500	1	100
STAGE 2 SUBTOTAL													
STAGE 3													
0010	NIGHTTIME RAMP CLOSURES		--	45	1,125	12	300	24	600	45	1,125	--	--
	NIGHTTIME ROLLING CLOSURES		--	45	2,565	12	684	24	1,368	45	2,565	--	--
STAGE 2 SUBTOTAL			--		108,330		5,604		11,208		13,890		900
STAGE 3													
0010	NIGHTTIME RAMP CLOSURES		--	45	3,240	12	864	24	1,728	45	3,240	--	--
	NIGHTTIME DUAL LANE CLOSURES EBWB	20	--	448	8,960	26	520	52	1,040	56	1,120	6	120
STAGE 3 SUBTOTAL			--		12,200		1,384		2,768		4,360		120

*FOR INFORMATION ONLY

Addendum No. 01
ID 1206-06-79
Revised Sheet 782
November 25, 2020

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

MISCELLANEOUS QUANTITIES

SHEET: 782

E

FILE NAME: I:\MAD\WORKING\PROJ\060341\1206-06-79_032001_0714.dwt

PLOT DATE: 11/23/2020 12:23:03 PM

PLOT BY: HNTB Corp

PLOT NAME: 030201_0714

PLOT SCALE: 1:1

TRAFFIC CONTROL ITEMS (CONTINUED)

SPV.0060.48

SPV.0060.47

643.1050

643.1050.S

643.0900

CATEGORY	ROADWAY	CLOSURE		ATTENUATION		WARRANT CLOSURE		EACH	DURATION	EACH	DURATION
		EACH*	DAYS	EACH*	DAYS	EACH	DAYS				
STAGE 1A											
0010	PRE CONSTRUCTION WARNING	--	--	2	6	--	--	--	--	--	--
	USH 12/18 EB RAMP CLOSURE PREWARN	10	210	2	14	--	--	--	--	2	--
	USH 12/18 WB RAMP CLOSURE PREWARN	6	126	1	7	--	--	--	--	1	--
	EB TODD DRIVE RAMP	7	35	--	--	--	--	--	--	--	--
	WB TODD DRIVE RAMP	6	30	--	--	--	--	--	--	--	--
	EB SEMINOLE HIGHWAY SHOULDER CLOSURE	7	49	--	--	--	--	--	--	--	--
STAGE 1A SUBTOTAL											
		32	1,280	--	--	--	--	--	--	--	--
		1,730				27	--	--	--	3	--
STAGE 1B											
0010	USH 12/18 EB	13	65	1	5	--	--	--	--	--	--
	SHORT TERM RAMP CLOSURE	14	70	1	7	--	--	--	--	1	--
	NIGHT TIME RAMP CLOSURES	--	--	10	30	--	--	--	--	10	--
STAGE 1B SUBTOTAL											
		--	135	--	42	--	--	--	--	11	--
STAGE 1C											
0010	FISH HATCHERY ROAD EB ONRAMP	15	105	1	7	--	--	--	--	1	--
	NIGHT TIME RAMP CLOSURES	8	120	15	45	--	--	--	--	15	--
STAGE 1C SUBTOTAL											
		225	52	--	52	--	--	--	--	16	--
STAGE 2											
0010	USH 12/18 EB	15	2,100	--	--	--	--	--	--	--	--
	USH 12/18 WB	13	1,820	--	--	--	--	--	--	--	--
	DAYTIME SINGLE LANE CLOSURES	10	600	--	--	120	--	60	--	--	--
	DAYTIME SINGLE LANE CLOSURES	20	400	--	--	40	--	20	--	--	--
	DAYTIME RAMP CLOSURES	8	480	60	180	--	--	--	--	60	--
	NIGHTTIME DUAL LANE CLOSURES	24	960	--	--	--	--	40	--	--	--
	NIGHTTIME DUAL LANE CLOSURES	36	1,440	--	--	--	--	40	--	--	--
	NIGHTTIME CLOSURE DETOURS	--	--	2	16	--	--	--	--	--	--
	OUTSIDE SHOULDER CLOSURES	8	800	--	--	--	--	--	--	--	--
	NIGHTTIME RAMP CLOSURES	8	200	25	75	--	--	--	--	25	--
	NIGHTTIME ROLLING CLOSURES	8	436	3	171	--	--	--	--	57	--
STAGE 2 SUBTOTAL											
		9,256	442	160	--	--	--	160	--	142	--
STAGE 3											
0010	NIGHTTIME RAMP CLOSURES	8	576	72	216	--	--	20	--	72	--
	NIGHTTIME DUAL LANE CLOSURES EB/WB	28	560	--	--	--	--	--	--	--	--
STAGE 3 SUBTOTAL											
		1,136	216	--	--	--	--	20	--	72	--

*FOR INFORMATION ONLY

Addendum No. 01
ID 1206-06-79
Revised Sheet 783
November 25, 2020

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

MISCELLANEOUS QUANTITIES

SHEET: 783

E

FILE NAME: \\MAD\WORKING\PROJECTS\1206-06-79\1206-06-79.dgn

PLOT DATE: 11/23/2020 3:28:10 PM

PLOT BY: HNTB Corp

PLOT NAME: 030201_mq79

PLOT SCALE: 1:1

Addendum No. 01
ID 1206-06-79
Revised Sheet 784
November 25, 2020

TRAFFIC CONTROL ITEMS (CONTINUED)

SPV.0060.49

SPV.0060.50

SPV.0060.51

CATEGORY	ROADWAY	EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING CONCRETE BARRIER TEMPORARY		EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING CRASH CUSHION		EMERGENCY RESPONSE TO TRAFFIC INCIDENT INVOLVING GUARD RAIL OR EAT	
		EACH		EACH		EACH	
STAGE 1A							
0010	PRE CONSTRUCTION WARNING	--		--		--	
	USH 12/18 EB RAMP CLOSURE PRE/AVRN	--		--		--	
	USH 12/18 WB RAMP CLOSURE PRE/AVRN	--		--		--	
	EB TODD DRIVE RAMP	--		--		--	
	WB TODD DRIVE RAMP	--		--		--	
	EB SEMINOLE HIGHWAY SHOULDER CLOSURE	--		--		--	
SHOULDER CLOSURE EB/WB	--		--		--		
STAGE 1A SUBTOTAL							
STAGE 1B							
0010	USH 12/18 EB	--		--		--	
	SHORT TERM RAMP CLOSURE	--		--		--	
	NIGHT TIME RAMP CLOSURES	--		--		--	
STAGE 1B SUBTOTAL							
STAGE 1C							
0010	FISH HATCHERY ROAD EB ONRAMP	--		--		--	
	NIGHT TIME RAMP CLOSURES	--		--		--	
STAGE 1C SUBTOTAL							
STAGE 2							
0010	USH 12/18 EB	--		--		--	
	USH 12/18 WB	--		--		--	
	DAYTIME SINGLE LANE CLOSURES	--		--		--	
	DAYTIME SINGLE LANE CLOSURES	--		--		--	
	DAYTIME RAMP CLOSURES	--		--		--	
	NIGHTTIME DUAL LANE CLOSURES	--		--		--	
	NIGHTTIME DUAL LANE CLOSURES	--		--		--	
	NIGHTTIME CLOSURE DETOURS	--		--		--	
	OUTSIDE SHOULDER CLOSURES	--		--		--	
	NIGHTTIME RAMP CLOSURES	--		--		--	
STAGE 2 SUBTOTAL							
STAGE 3							
0010	NIGHTTIME RAMP CLOSURES	--		--		--	
	NIGHTTIME DUAL LANE CLOSURES EB/WB	--		--		--	
STAGE 3 SUBTOTAL							

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

MISCELLANEOUS QUANTITIES

SHEET: 784

FILE NAME: I:\MAD\WORKING\PROJ\060541\1\060541\1\060541_00201_0114.dgn

PLOT DATE: 11/23/2020 12:23:03 PM

PLOT BY: HNTB Corp

PLOT NAME: 030201_mq80

PLOT SCALE: 1:1

TRAFFIC CONTROL ITEMS (CONTINUED)

TRAFFIC CONTROL (Continued)															
CATEGORY	ROADWAY	643.5000		643.0300		643.0420		643.0705		643.0715		643.0800			
		DURATION DAYS	TRAFFIC CONTROL	EACH	TRAFFIC CONTROL	DRUMS EACH*	DAYS	TYPE II EACH*	DAYS	TYPE A EACH*	DAYS	TYPE C EACH*	DAYS	BOARDS EACH*	DAYS
STAGE 4															
0010	NIGHTTIME RAMP CLOSURES			--	45	1,620	12	432	24	864	45	1,620	--	--	
	NIGHTTIME DUAL LANE CLOSURES EBWB	10		--	448	4,480	26	260	52	520	56	560	6	60	
STAGE 4 SUBTOTAL				--		6,100		692		1,384		2,180		60	
STAGE 5															
0010	NIGHTTIME SINGLE LANE CLOSURES EBWB	15		--	189	2,835	13	195	26	390	14	210	1	15	
STAGE 5 SUBTOTAL				--		2,835		195		390		210		15	
UNDISTRIBUTED				1		13,244		817		1,633		2,214		127	
PROJECT 1206-06-79 TOTALS				1		145,684		8,984		17,967		24,354		1,394	
FOR INFORMATION ONLY															

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TRAFFIC CONTROL ITEMS (CONTINUED)

CATEGORY	STAGE 4	ROADWAY	TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL SIGNS		TRUCK OR TRAILER MOUNTED ATTENUATOR		REPOSITIONING TRAFFIC CONTROL DEVICES FOR MAINLINE CLOSURE		TRAFFIC CONTROL CLOSE-OPEN FREEWAY ENTRANCE RAMP	
			EACH*	DAYS	EACH*	DAYS	DAY	EACH	EACH	EACH		
0010	NIGHTTIME RAMP CLOSURES	NIGHTTIME DUAL LANE CLOSURES EB/WB	8	288	36	108		10		36		
			28	280	--	--	--	--	--	--		
STAGE 4 SUBTOTAL			568		108		--	10		36		
STAGE 5												
0010	NIGHTTIME SINGLE LANE CLOSURES EB/WB		14	210	--	--	--	15		--		
STAGE 5 SUBTOTAL			210		--		--	15		--		
UNDISTRIBUTED			1,326		177		16	21		28		
PROJECT 1206-06-79 TOTALS			14,586		1,064		176	226		308		
*FOR INFORMATION ONLY												

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PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

MISCELLANEOUS QUANTITIES

SHEET: 786

E

FILE NAME: \\MAD\WORKING\PROJECTS\1206\1206-06-79_00201_01.dgn

PLOT DATE: 11/23/2020 3:28:11 PM

PLOT BY: HNTB Corp

PLOT NAME: 00201_01.dgn

PLOT SCALE: 1:1

CATEGORY	ROADWAY	DIRECTION	SPV.0060.63		SPV.0060.64	
			CONCRETE PAVEMENT	OUTSIDE SHOULDER	ADJUSTING INLET	PAVEMENT REPLACEMENT
			BLOCKOUT	EACH	EACH	EACH
0070	USH 12	EB		167		18
		WB		160		13
PROJECT 1206-06-79 TOTALS				327		31

SPV.0060.59	UTILITY LINE	OPENING	(ULO)	EACH	10
CATEGORY		ROADWAY		USH 12	
0010					
PROJECT 1206-06-79 TOTALS					10

SPV.0060.52	SECURING	ROADWAY	EACH	20
SECURING	0010	USH 12		
STRUCTURE				
COVERS				
PROJECT 1206-06-79 TOTALS				20

CA CATEGORY	ROADWAY	EACH
0010	FISH HATCHERY EB TO SB EXIT RAMP	2
PROJECT 1206-06-79 TOTALS		2

CATEGORY	ROADWAY	EACH
0010	FISH HATCHERY EB TO SB EXIT RAMP	1
PROJECT 1206-06-T9 TOTALS		
ADJUSTING FULL BOXES CONCRETE REINFORCEMENT		
SPV.0060.69		
ADJUSTING		
FULL BOXES		
CONCRETE REINFORCEMENT		

SURVEY PROJECT 1206-06-79		SPV.0105.01
SURVEY PROJECT 1206-06-79		
CATEGORY	ROADWAY	LS
0010	USH 12	1
PROJECT 1206-06-79 TOTAL		1

PLOT SCALE : 1:1

REMOVE CATWALK

SPV.0060.67 REMOVE CATWALK

PROJECT 1206-06-79 TOTALS

9

CATEGORY	ROADWAY	DIRECTION	EACH	LANE	OVERNIGHT	SY	CONCRETE OVERNIGHT

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*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

MISCELLANEOUS QUANTITIES

SHEET: 794

FILE NAME: \\MADW00\INGRPROJ\66034\1\cds\030201_mq.ppt

PLOT DATE : 11/23/2020 1:15:07 PM

PLOT BY : HNTB Corp

PLOT NAME : 030201_mq90

PLOT SCALE : 1:1

ITS CONDUIT SUMMARY									
CATEGORY	LOCATION	FROM	TO	652-0005 CONDUIT RIGID SCHEDULE 40 2-INCH	652-0005 CONDUIT RIGID SCHEDULE 40 3-INCH	652-0005 ELECTRICAL WIRE SPECIAL 3-INCH	652-0005 ELECTRICAL WIRE TRAFFIC SIGNALS	652-0005 ELECTRICAL WIRE TRAFFIC SIGNALS	652-0005 ELECTRICAL WIRE TRAFFIC SIGNALS
0000	LCS-15-0030	CB1-1	PB1-1	36	---	---	8	---	8
		PB1-2	PB1-2	246	---	---	130	---	79
		CB1-1	PB1-1	28	---	---	130	---	79
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
0000	LCS-15-0030	CB1-1	PB1-1	36	---	---	8	---	8
		PB1-2	PB1-2	246	---	---	130	---	79
		CB1-1	PB1-1	28	---	---	130	---	79
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55

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ITS CONDUIT SUMMARY (CONT'D)									
CATEGORY	LOCATION	FROM	TO	652-0005 CONDUIT RIGID SCHEDULE 40 2-INCH	652-0005 CONDUIT RIGID SCHEDULE 40 3-INCH	652-0005 ELECTRICAL WIRE SPECIAL 3-INCH	652-0005 ELECTRICAL WIRE TRAFFIC SIGNALS	652-0005 ELECTRICAL WIRE TRAFFIC SIGNALS	652-0005 ELECTRICAL WIRE TRAFFIC SIGNALS
0000	LCS-15-0044	CB1-1	PB1-1	36	---	---	8	---	8
		PB1-2	PB1-2	246	---	---	130	---	79
		CB1-1	PB1-1	28	---	---	130	---	79
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
0000	LCS-15-0044	CB1-1	PB1-1	36	---	---	8	---	8
		PB1-2	PB1-2	246	---	---	130	---	79
		CB1-1	PB1-1	28	---	---	130	---	79
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55
		CB1-1	PB1-1	55	---	---	55	---	55

ITS BASE SUMMARY										
CATEGORY	LOCATION	EQUIP. LOCATION	STATION	OFFSET	654,000 BASES CONCRETE	654,002 BASES CONCRETE	654,030 BASES CAMERA POLE	654,050 CONCRETE BASES	657,000 TRANSFORMER BASES	657,005 BREMAYAY 11/2-INCH PIPE EACH
0020	LCS-15-0020	CBS-1	409+63.1	79.0 RT	1	1	1	1	1	1
	LCS-15-0031	CBS-2	432+89.8	85.8 RT	1	1	1	1	1	1
	DMS-15-0066	CBS-2	440+51.0	84.8 RT	1	1	1	1	1	1
	LCS-15-0032	CBS-1	456+65.5	92.8 RT	1	1	1	1	1	1
	LCS-15-0028	CBS-2	467+46.3	95.4 LT	1	1	1	1	1	1
	LCS-15-0029	CBS-1	468+65.5	92.8 RT	1	1	1	1	1	1
	LCS-15-0024	CBS-3	498+71.2	259.7 LT	1	1	1	1	1	1
	LCS-15-0036	CBS-1	500+16.5	99.9 LT	1	1	1	1	1	1
	LCS-15-0037/US-15-0022	CBS-1	532+28.7	76.3 RT	1	1	1	1	1	1
	LCS-15-0037/US-15-0021	CBS-1	556+73.4	67.2 LT	1	1	1	1	1	1
	LCS-15-0038	CBS-2	560+38.5	74.9 LT	1	1	1	1	1	1
	LCS-15-0039	CBS-3	602+23.7	105.5 LT	1	1	1	1	1	1
	LCS-15-0040/US-15-0007	CBS-1	630+22.4	83.7 LT	1	1	1	1	1	1
	LCS-15-0040/US-15-0008	CBS-2	646+96.9	86.7 RT	1	1	1	1	1	1
	LCS-15-0040/US-15-0008	CBS-3	693+76.0	87.4 LT	1	1	1	1	1	1
	LCS-15-0044	CBS-3	677+63.2	98.1 LT	1	1	1	1	1	1
	LCS-15-0041/US-15-0011	CBS-1	729+57.0	94.7 LT	1	1	1	1	1	1
	LCS-15-0046/US-15-0010	CBS-1	747+73.0	24.9 RT	1	1	1	1	1	1
	LCS-15-0053/US-15-0059	CBS-2	760+38.1	96.3 LT	1	1	1	1	1	1
	LCS-15-0050/US-15-0008	CBS-1	793+46.8	96.2 LT	1	1	1	1	1	1
LCS-15-0052/US-15-0006	CBS-1	844+59.1	107.3 LT	1	1	1	1	1	1	
LCS-15-0051/US-15-0005	CBS-2	864+05.5	98.8 LT	1	1	1	1	1	1	
LCS-15-0054/US-15-0004	CBS-3	883+26.8	75.1 RT	1	1	1	1	1	1	
LCS-15-0055/US-15-0003	CBS-1	890+64.9	96.1 RT	1	1	1	1	1	1	
LCS-15-0057/US-15-0002	CBS-1	908+66.9	87.3 LT	1	1	1	1	1	1	
				TOTAL	2	2	1	1	2	2

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CATEGORY	LOCATION	EQUIP. LOCATION	BO. ITEM NUMBER	LS
ELECTRICAL SERVICE BREAKER DISCONNECT BOX	0020	LS-C-0030	656.0000.01	CBS-1
		LS-C-0031	656.0000.02	CBS-2
		OWS-1-0066	656.0000.03	CBS-2
		LS-C-1-0032	656.0000.04	CBS-1
		LS-C-1-0033	656.0000.05	CBS-1
		LS-C-1-0035	656.0000.06	CBS-2
		LS-C-1-0036	656.0000.07	CBS-1
		LS-C-1-0037	656.0000.08	CBS-1
		LS-C-1-0038	656.0000.09	CBS-1
		LS-C-1-0039	656.0000.10	CBS-1
		LS-C-1-0040	656.0000.11	CBS-1
		LS-C-1-0041	656.0000.12	CBS-1
		LS-C-1-0042	656.0000.13	CBS-1
		LS-C-1-0043	656.0000.14	CBS-1
		LS-C-1-0044	656.0000.15	CBS-1
		LS-C-1-0045	656.0000.16	CBS-1
		LS-C-1-0046/LS-C-1-0047	656.0000.17	CBS-1
		LS-C-1-0047/LS-C-1-0048	656.0000.18	CBS-1
		LS-C-1-0049/OWS-1-0068	656.0000.19	CBS-1
		LS-C-1-0050/OWS-1-0069	656.0000.20	CBS-1
		LS-C-1-0051	656.0000.21	CBS-1
		LS-C-1-0052	656.0000.22	CBS-1
		LS-C-1-0053/LS-C-1-0011	656.0000.23	CBS-1
		OWS-1-0067	656.0000.24	CBS-1
		OWS-1-0068/LS-C-1-0009	656.0000.25	CBS-1
		OWS-1-0069/LS-C-1-0007	656.0000.26	CBS-1
		LS-C-1-0054/LS-C-1-0006	656.0000.27	CBS-1
		LS-C-1-0055/LS-C-1-0006	656.0000.28	CBS-1
		LS-C-1-0056/LS-C-1-0005	656.0000.29	CBS-1
		LS-C-1-0057/LS-C-1-0004	656.0000.30	CBS-1
		LS-C-1-0058	656.0000.31	CBS-1
		LS-C-1-0059	656.0000.32	CBS-1
		LS-C-1-0060/LS-C-1-0002	656.0000.33	CBS-1
		LS-C-1-0061/LS-C-1-0002	656.0000.34	CBS-1
		LS-C-1-0062/LS-C-1-0002	656.0000.35	CBS-1
TOTAL				52

[illegible]

ITS CABLE SUMMARY

CATEGORY	LOCATION	EQUIP. LOCATION	67A0400 INSTALL ETHERNET PATCH EACH	67B0400 FIBER OPTIC TERMINATION EACH	67C0205 INSTALL POLE MOUNTED CABINET EACH
0020	LCS-B-0030	CBP-1	1	4	1
	LCS-B-0031	CBP-2	1	4	1
	LCS-B-0032	CBP-3	1	4	1
	LCS-B-0033	CBP-4	1	4	1
	LCS-B-0034	CBP-5	1	4	1
	LCS-B-0035	CBP-6	1	4	1
	LCS-B-0036	CBP-7	1	4	1
	LCS-B-0037	CBP-8	1	4	1
	LCS-B-0038	CBP-9	1	4	1
	LCS-B-0039	CBP-10	1	4	1
	LCS-B-0040	CBP-11	1	4	1
	LCS-B-0041	CBP-12	1	4	1
	LCS-B-0042	CBP-13	1	4	1
	LCS-B-0043	CBP-14	1	4	1
	LCS-B-0044	CBP-15	1	4	1
	LCS-B-0045	CBP-16	1	4	1
	LCS-B-0046	CBP-17	1	4	1
	LCS-B-0047	CBP-18	1	4	1
	LCS-B-0048	CBP-19	1	4	1
	LCS-B-0049	CBP-20	1	4	1
	LCS-B-0050	CBP-21	1	4	1
	LCS-B-0051	CBP-22	1	4	1
	LCS-B-0052	CBP-23	1	4	1
	LCS-B-0053	CBP-24	1	4	1
	LCS-B-0054	CBP-25	1	4	1
	LCS-B-0055	CBP-26	1	4	1
	LCS-B-0056	CBP-27	1	4	1
	LCS-B-0057	CBP-28	1	4	1
	LCS-B-0058	CBP-29	1	4	1
	LCS-B-0059	CBP-30	1	4	1
	LCS-B-0060	CBP-31	1	4	1
	LCS-B-0061	CBP-32	1	4	1
	LCS-B-0062	CBP-33	1	4	1
	LCS-B-0063	CBP-34	1	4	1
	LCS-B-0064	CBP-35	1	4	1
	LCS-B-0065	CBP-36	1	4	1
	LCS-B-0066	CBP-37	1	4	1
	LCS-B-0067	CBP-38	1	4	1
	LCS-B-0068	CBP-39	1	4	1
	LCS-B-0069	CBP-40	1	4	1
	LCS-B-0070	CBP-41	1	4	1
	LCS-B-0071	CBP-42	1	4	1
	LCS-B-0072	CBP-43	1	4	1
	LCS-B-0073	CBP-44	1	4	1
	LCS-B-0074	CBP-45	1	4	1
	LCS-B-0075	CBP-46	1	4	1
	LCS-B-0076	CBP-47	1	4	1
	LCS-B-0077	CBP-48	1	4	1
	LCS-B-0078	CBP-49	1	4	1
	LCS-B-0079	CBP-50	1	4	1
	LCS-B-0080	CBP-51	1	4	1
	LCS-B-0081	CBP-52	1	4	1
	LCS-B-0082	CBP-53	1	4	1
	LCS-B-0083	CBP-54	1	4	1
	LCS-B-0084	CBP-55	1	4	1
	LCS-B-0085	CBP-56	1	4	1
	LCS-B-0086	CBP-57	1	4	1
	LCS-B-0087	CBP-58	1	4	1
	LCS-B-0088	CBP-59	1	4	1
	LCS-B-0089	CBP-60	1	4	1
	LCS-B-0090	CBP-61	1	4	1
	LCS-B-0091	CBP-62	1	4	1
	LCS-B-0092	CBP-63	1	4	1
	LCS-B-0093	CBP-64	1	4	1
	LCS-B-0094	CBP-65	1	4	1
	LCS-B-0095	CBP-66	1	4	1
	LCS-B-0096	CBP-67	1	4	1
	LCS-B-0097	CBP-68	1	4	1
	LCS-B-0098	CBP-69	1	4	1
	LCS-B-0099	CBP-70	1	4	1
	LCS-B-0100	CBP-71	1	4	1
	LCS-B-0101	CBP-72	1	4	1
	LCS-B-0102	CBP-73	1	4	1
	LCS-B-0103	CBP-74	1	4	1
	LCS-B-0104	CBP-75	1	4	1
	LCS-B-0105	CBP-76	1	4	1
	LCS-B-0106	CBP-77	1	4	1
	LCS-B-0107	CBP-78	1	4	1
	LCS-B-0108	CBP-79	1	4	1
	LCS-B-0109	CBP-80	1	4	1
	LCS-B-0110	CBP-81	1	4	1
	LCS-B-0111	CBP-82	1	4	1
	LCS-B-0112	CBP-83	1	4	1
	LCS-B-0113	CBP-84	1	4	1
	LCS-B-0114	CBP-85	1	4	1
	LCS-B-0115	CBP-86	1	4	1
	LCS-B-0116	CBP-87	1	4	1
	LCS-B-0117	CBP-88	1	4	1
	LCS-B-0118	CBP-89	1	4	1
	LCS-B-0119	CBP-90	1	4	1
	LCS-B-0120	CBP-91	1	4	1
	LCS-B-0121	CBP-92	1	4	1
	LCS-B-0122	CBP-93	1	4	1
	LCS-B-0123	CBP-94	1	4	1
	LCS-B-0124	CBP-95	1	4	1
	LCS-B-0125	CBP-96	1	4	1
	LCS-B-0126	CBP-97	1	4	1
	LCS-B-0127	CBP-98	1	4	1
	LCS-B-0128	CBP-99	1	4	1
	LCS-B-0129	CBP-100	1	4	1
	LCS-B-0130	CBP-101	1	4	1
	LCS-B-0131	CBP-102	1	4	1
	LCS-B-0132	CBP-103	1	4	1
	LCS-B-0133	CBP-104	1	4	1
	LCS-B-0134	CBP-105	1	4	1
	LCS-B-0135	CBP-106	1	4	1
	LCS-B-0136	CBP-107	1	4	1
	LCS-B-0137	CBP-108	1	4	1
	LCS-B-0138	CBP-109	1	4	1
	LCS-B-0139	CBP-110	1	4	1
	LCS-B-0140	CBP-111	1	4	1
	LCS-B-0141	CBP-112	1	4	1
	LCS-B-0142	CBP-113	1	4	1
	LCS-B-0143	CBP-114	1	4	1
	LCS-B-0144	CBP-115	1	4	1
	LCS-B-0145	CBP-116	1	4	1
	LCS-B-0146	CBP-117	1	4	1
	LCS-B-0147	CBP-118	1	4	1
	LCS-B-0148	CBP-119	1	4	1
	LCS-B-0149	CBP-120	1	4	1
	LCS-B-0150	CBP-121	1	4	1
	LCS-B-0151	CBP-122	1	4	1
	LCS-B-0152	CBP-123	1	4	1
	LCS-B-0153	CBP-124	1	4	1
	LCS-B-0154	CBP-125	1	4	1
	LCS-B-0155	CBP-126	1	4	1
	LCS-B-0156	CBP-127	1	4	1
	LCS-B-0157	CBP-128	1	4	1
	LCS-B-0158	CBP-129	1	4	1
	LCS-B-0159	CBP-130	1	4	1
	LCS-B-0160	CBP-131	1	4	1
	LCS-B-0161	CBP-132	1	4	1
	LCS-B-0162	CBP-133	1	4	1
	LCS-B-0163	CBP-134	1	4	1
	LCS-B-0164	CBP-135	1	4	1
	LCS-B-0165	CBP-136	1	4	1
	LCS-B-0166	CBP-137	1	4	1
	LCS-B-0167	CBP-138	1	4	1
	LCS-B-0168	CBP-139	1	4	1
	LCS-B-0169	CBP-140	1	4	1
	LCS-B-0170	CBP-141	1	4	1
	LCS-B-0171	CBP-142	1	4	1
	LCS-B-0172	CBP-143	1	4	1
	LCS-B-0173	CBP-144	1	4	1
	LCS-B-0174	CBP-145	1	4	1
	LCS-B-0175	CBP-146	1	4	1
	LCS-B-0176	CBP-147	1	4	1
	LCS-B-0177	CBP-148	1	4	1
	LCS-B-0178	CBP-149	1	4	1
	LCS-B-0179	CBP-150	1	4	1
	LCS-B-0180	CBP-151	1	4	1
	LCS-B-0181	CBP-152	1	4	1
	LCS-B-0182	CBP-153	1	4	1
	LCS-B-0183	CBP-154	1	4	1
	LCS-B-0184	CBP-155	1	4	1
	LCS-B-0185	CBP-156	1	4	1
	LCS-B-0186	CBP-157	1	4	1
	LCS-B-0187	CBP-158	1	4	1
	LCS-B-0188	CBP-159	1	4	1
	LCS-B-0189	CBP-160	1	4	1
	LCS-B-0190	CBP-161	1	4	1
	LCS-B-0191	CBP-162	1	4	1
	LCS-B-0192	CBP-163	1	4	1
	LCS-B-0193	CBP-164	1	4	1
	LCS-B-0194	CBP-165	1	4	1
	LCS-B-0195	CBP-166	1	4	1
	LCS-B-0196	CBP-167	1	4	1
	LCS-B-0197	CBP-168	1	4	1
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	LCS-B-0199	CBP-170	1	4	1
	LCS-B-0200	CBP-171	1	4	1
	LCS-B-0201	CBP-172	1	4	1
	LCS-B-0202	CBP-173	1	4	1
	LCS-B-0203	CBP-174	1	4	1
	LCS-B-0204	CBP-175	1	4	1
	LCS-B-0205	CBP-176	1	4	1
	LCS-B-0206	CBP-177	1	4	1
	LCS-B-0207	CBP-178	1	4	1
	LCS-B-0208	CBP-179	1	4	1
	LCS-B-0209	CBP-180	1	4	1
	LCS-B-0210	CBP-181	1	4	1
	LCS-B-0211	CBP-182	1	4	1
	LCS-B-0212	CBP-183	1	4	1
	LCS-B-0213	CBP-184	1	4	1
	LCS-B-0214	CBP-185	1	4	1
	LCS-B-0215	CBP-186	1	4	1
	LCS-B-0216	CBP-187	1	4	1
	LCS-B-0217	CBP-188	1	4	1
	LCS-B-0218	CBP-189	1	4	1
	LCS-B-0219	CBP-190	1	4	1
	LCS-B-0220	CBP-191	1	4	1
	LCS-B-0221	CBP-192	1	4	1
	LCS-B-0222	CBP-193	1	4	1
	LCS-B-0223	CBP-194	1	4	1
	LCS-B-0224	CBP-195	1	4	1
	LCS-B-0225	CBP-196	1	4	1
	LCS-B-0226	CBP-197	1	4	1
	LCS-B-0227	CBP-198	1	4	1
	LCS-B-0228	CBP-199	1	4	1
	LCS-B-0229	CBP-200	1	4	1
	LCS-B-0230	CBP-201	1	4	1
	LCS-B-0231	CBP-202	1	4	1
	LCS-B-0232	CBP-203	1	4	1
	LCS-B-0233	CBP-204	1	4	1
	LCS-B-0234	CBP-205	1	4	1
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	LCS-B-0238	CBP-209	1	4	1
	LCS-B-0239	CBP-210	1	4	1
	LCS-B-0240	CBP-211	1	4	1
	LCS-B-0241	CBP-212	1	4	1
	LCS-B-0242	CBP-213	1	4	1
	LCS-B-0243	CBP-214	1	4	1
	LCS-B-0244	CBP-215	1	4	1
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	LCS-B-0246	CBP-217	1	4	1
	LCS-B-0247	CBP-218	1	4	1
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	LCS-B-0254	CBP-225	1	4	1
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	LCS-B-0256	CBP-227	1	4	1
	LCS-B-0257	CBP-228	1	4	1
	LCS-B-0258	CBP-229	1	4	1
	LCS-B-0259	CBP-230	1	4	1
	LCS-B-0260	CBP-231	1	4	1
	LCS-B-0261	CBP-232	1	4	1
	LCS-B-0262	CBP-233	1	4	1
	LCS-B-0263	CBP-234	1	4	1
	LCS-B-0264	CBP-235	1	4	1
	LCS-B-0265	CBP-236	1	4	1
	LCS-B-0266	CBP-237	1	4	1
	LCS-B-0267	CBP-238	1	4	1
	LCS-B-0268	CBP-239	1	4	1
	LCS-B-0				

CABLE MICROWAVE DETECTOR				
CATEGORY	LOCATION	FROM	LOCATION TO	674.0200 LF
0020	DMS-15-0046	CB2-2	M02-1	462
			TOTAL	462

REMOVE AND REINSTALL CABLE				
CATEGORY	LOCATION	FROM	LOCATION TO	674.0200 LF
0020	DMS-15-0046	CB2-2	M02-1	462
			TOTAL	462

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT D-C-T				
CATEGORY	LOCATION	FROM	LOCATION TO	674.020
0020	LCS-15-0030	CV1-1	CB1-1	215
	DMS-15-0046	EXC102-1	CB2-2	257
	LCS-15-0028	EXC103-1	CB3-3	399
	LCS-15-0026	EXC104-3	CB4-3	346
	LCS-15-0024	EXC105-1	CB5-1	260
	LCS-15-0022	EXC106-1	CB6-1	594
	LCS-15-0020	EXC107-1	CB7-1	735
	LCS-15-0018	EXC108-1	CB8-1	471
	LCS-15-0016	EXC109-1	CB9-1	565
	LCS-15-0014	EXC110-1	CB10-1	582
	LCS-15-0012	EXC111-1	CB11-1	592
	LCS-15-0010	EXC112-1	CB12-2	1383
	LCS-15-0008	EXC113-1	CB13-1	787
	LCS-15-0006	EXC114-1	CB14-1	1024
	LCS-15-0004	EXC115-1	EXC105-2	1076
	LCS-15-0002	EXC116-1	EXC106-2	1177
	LCS-15-0000	EXC117-1	EXC107-1	534
	LCS-15-0000	EXC118-1	EXC108-1	208
	LCS-15-0000	EXC119-1	EXC109-1	403
	LCS-15-0000	EXC120-1	EXC110-1	208
	LCS-15-0000	EXC121-1	EXC111-1	862
	LCS-15-0000	EXC122-1	EXC112-1	168
	LCS-15-0000	EXC123-1	EXC113-1	1221
	LCS-15-0000	EXC124-1	EXC114-1	217
	LCS-15-0000	EXC125-1	EXC115-1	217
	LCS-15-0000	EXC126-1	EXC116-1	217
	LCS-15-0000	EXC127-1	EXC117-1	217
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	LCS-15-0000	EXC129-1	EXC119-1	217
	LCS-15-0000	EXC130-1	EXC120-1	217
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LCS-15-0000	EXC318-1	EXC308-1	217	
LCS-15-0000	EXC319-1	EXC309-1	217	
LCS-15-0000	EXC320-1	EXC310-1	217	
LCS-15-0000	EXC321-1	EXC311-1	217	
LCS-15-0000	EXC322-1	EXC312-1	217	
LCS-15-0000	EXC323-1	EXC313-1	217	
LCS-15-0000	EXC324-1	EXC314-1	217	
LCS-15-0000	EXC325-1	EXC315-1	217	
LCS-15-0000	EXC326-1	EXC316-1	217	
LCS-15-0000	EXC327-1	EXC317-1	217	
LCS-15-0000	EXC328-1	EXC318-1	217	
LCS-15-0000	EXC329-1	EXC319-1	217	
LCS-15-0000	EXC330-1	EXC320-1	217	
LCS-15-0000	EXC331-1	EXC321-1	217	
LCS-15-0000	EXC332-1	EXC322-1	217	
LCS-15-0000	EXC333-1	EXC323-1	217	
LCS-15-0000	EXC334-1	EXC324-1	217	
LCS-15-0000	EXC335-1	EXC325-1	217	
LCS-15-0000	EXC336-1	EXC326-1	217	
LCS-15-0000	EXC337-1	EXC327-1	217	
LCS-15-0000	EXC338-1	EXC328-1	217	
LCS-15-0000	EXC339-1	EXC329-1	217	
LCS-15-0000	EXC340-1	EXC330-1	217	
LCS-15-0000	EXC341-1	EXC331-1	217	
LCS-15-0000	EXC342-1	EXC332-1	217	
LCS-15-0000	EXC343-1	EXC333-1	217	
LCS-15-0000	EXC344-1	EXC334-1	217	
LCS-15-0000	EXC345-1	EXC335-1	217	
LCS-15-0000	EXC346-1	EXC336-1	217	
LCS-15-0000	EXC347-1	EXC337		

DYNAMIC MESSAGE SIGH SUMMURY					
CATEGORY	LOCATION	INSTAL OVERHEAD		SPV-00040-56	
		FREEWAY DMS	DMS	INSTAL	SIG. CONTROL
0020	LOS-15-0010	----	----	1	----
	DMS-15-0066	----	----	1	----
	LOS-15-0032	----	----	1	----
	LOS-15-0027	----	----	1	----
	LOS-15-0008	----	----	1	----
	LOS-15-0024	----	----	1	----
	LOS-15-0025	----	----	1	----
	LOS-15-0026	----	----	1	----
	LOS-15-0023	----	----	1	----
	LOS-15-0022	----	----	1	----
	LOS-15-0037	----	----	1	----
	LOS-15-0038	----	----	1	----
	LOS-15-0020	----	----	1	----
	LOS-15-0039	----	----	1	----
	LOS-15-0040	----	----	1	----
	LOS-15-0041	----	----	1	----
	LOS-15-0042	----	----	1	----
	LOS-15-0043	----	----	1	----
	LOS-15-0044	----	----	1	----
	LOS-15-0045	----	----	1	----
0020	DMS-15-0048	----	----	1	----
	LOS-15-0046	----	----	1	----
	LOS-15-0045	----	----	1	----
	LOS-15-0042	----	----	1	----
	LOS-15-0047	----	----	1	----
	LOS-15-0048	----	----	1	----
	LOS-15-0020	----	----	1	----
	LOS-15-0021	----	----	1	----
	LOS-15-0022	----	----	1	----
	LOS-15-0023	----	----	1	----
	LOS-15-0024	----	----	1	----
	LOS-15-0025	----	----	1	----
	LOS-15-0026	----	----	1	----
	LOS-15-0027	----	----	1	----
	LOS-15-0028	----	----	1	----
	LOS-15-0029	----	----	1	----
	LOS-15-0030	----	----	1	----
	LOS-15-0031	----	----	1	----
	LOS-15-0032	----	----	1	----
	LOS-15-0033	----	----	1	----
LOS-15-0034	----	----	1	----	
LOS-15-0035	----	----	1	----	
LOS-15-0036	----	----	1	----	
LOS-15-0037	----	----	1	----	
LOS-15-0038	----	----	1	----	
LOS-15-0039	----	----	1	----	
LOS-15-0040	----	----	1	----	
LOS-15-0041	----	----	1	----	
LOS-15-0042	----	----	1	----	
LOS-15-0043	----	----	1	----	
LOS-15-0044	----	----	1	----	
LOS-15-0045	----	----	1	----	
LOS-15-0046	----	----	1	----	
LOS-15-0047	----	----	1	----	
LOS-15-0048	----	----	1	----	
LOS-15-0049	----	----	1	----	
LOS-15-0050	----	----	1	----	
LOS-15-0051	----	----	1	----	
LOS-15-0052	----	----	1	----	
LOS-15-0053	----	----	1	----	
LOS-15-0054	----	----	1	----	
LOS-15-0055	----	----	1	----	
LOS-15-0056	----	----	1	----	
LOS-15-0057	----	----	1	----	
LOS-15-0058	----	----	1	----	
LOS-15-0059	----	----	1	----	
LOS-15-0060	----	----	1	----	
LOS-15-0061	----	----	1	----	
LOS-15-0062	----	----	1	----	
LOS-15-0063	----	----	1	----	
LOS-15-0064	----	----	1	----	
LOS-15-0065	----	----	1	----	
LOS-15-0066	----	----	1	----	
LOS-15-0067	----	----	1	----	
LOS-15-0068	----	----	1	----	
LOS-15-0069	----	----	1	----	
LOS-15-0070	----	----	1	----	
LOS-15-0071	----	----	1	----	
LOS-15-0072	----	----	1	----	
LOS-15-0073	----	----	1	----	
LOS-15-0074	----	----	1	----	
LOS-15-0075	----	----	1	----	
LOS-15-0076	----	----	1	----	
LOS-15-0077	----	----	1	----	
LOS-15-0078	----	----	1	----	
LOS-15-0079	----	----	1	----	
LOS-15-0080	----	----	1	----	
LOS-15-0081	----	----	1	----	
LOS-15-0082	----	----	1	----	
LOS-15-0083	----	----	1	----	
LOS-15-0084	----	----	1	----	
LOS-15-0085	----	----	1	----	
LOS-15-0086	----	----	1	----	
LOS-15-0087	----	----	1	----	
LOS-15-0088	----	----	1	----	
LOS-15-0089	----	----	1	----	
LOS-15-0090	----	----	1	----	
LOS-15-0091	----	----	1	----	
LOS-15-0092	----	----	1	----	
LOS-15-0093	----	----	1	----	
LOS-15-0094	----	----	1	----	
LOS-15-0095	----	----	1	----	
LOS-15-0096	----	----	1	----	
LOS-15-0097	----	----	1	----	
LOS-15-0098	----	----	1	----	
LOS-15-0099	----	----	1	----	
LOS-15-0100	----	----	1	----	
TOTALS			5	67	

REMOVING PULL BOXES			
CATEGORY	LOCATION	STATION	OFFSET EA
0020	FISH HATCHERY EB OFF-RAMP	600+91.2	387.9 RT 1

REMOVING ITEMS			
CATEGORY	STATION	OFFSET	REMOVING
0020	603+02	75/RT	1
			CONCRETE BASES
			204-0195
			204-5060.5
			REMOVING
			EXISTING POLE

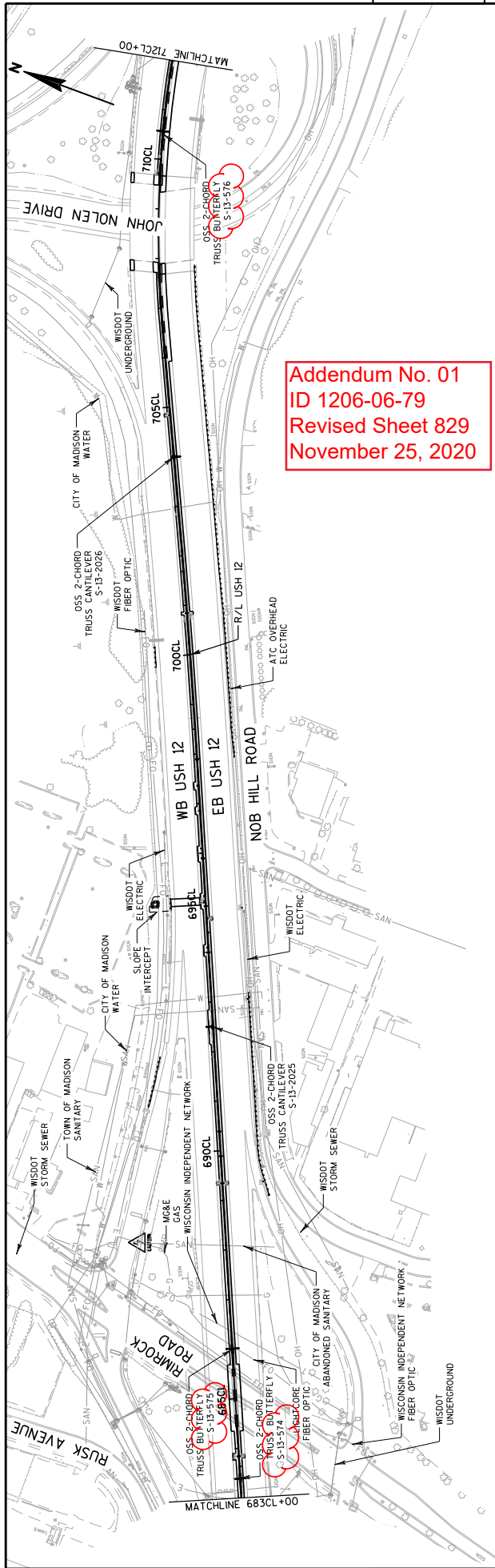
CATEGORY	STATION	OFFSET	SPW0060LSB EACH
0020	415+22	52RT	2
	507+40	84RT	2
	564+20	64LT	1
	594+53	89LT	1
	602+42	74LT	1
	602+44	74LT	1
	613+20	89LT	1
	651+00	94RT	2
	682+86	87LT	1
	702+53	89LT	2
	822+83	72LT	2
	875+66	68RT	2
	TOTAL		20

CATEGORY	LOCATION	SPV.005.D3 CONDUIT ROUTING (VERONA ROAD EAST) LS	SPV.005.D4 CONDUIT ROUTING (VERONA ROAD WEST) LS
0020	LC5-B-0027 LC5-B-0028	---	1

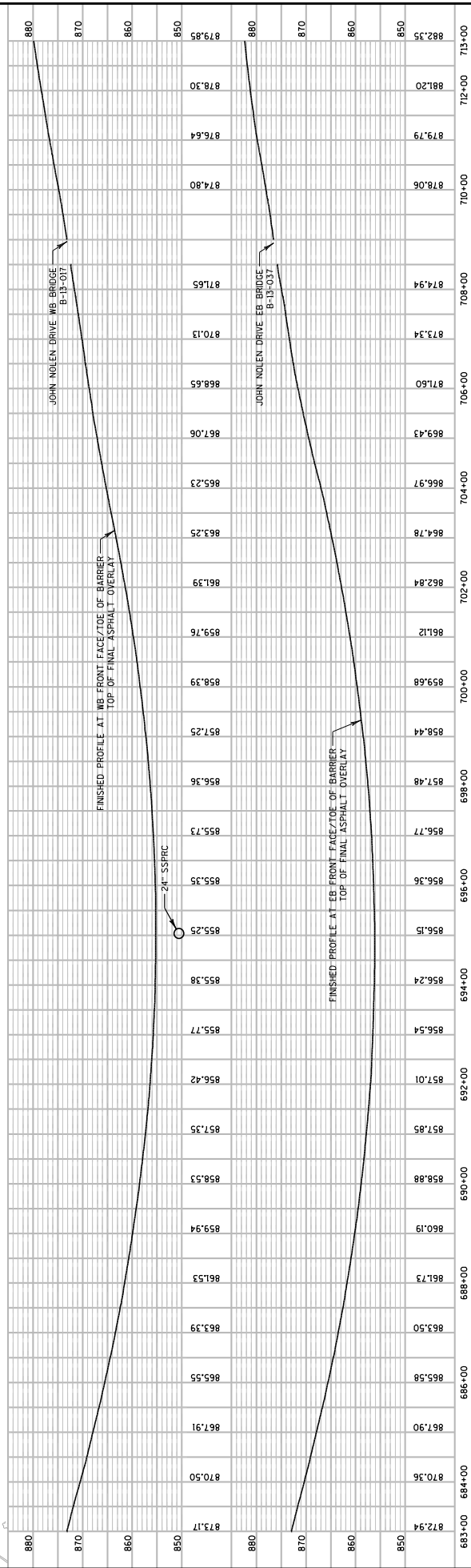
RELOCATE BLUETOOTH DETECTOR ASSEMBLY			
CATEGORY	STATION	OFFSET	SPV.0105.06 LS
0020	586+70	77.9T	1

LOOP DETECTOR SCHEDULE				
CATEGORY	LOOP RUN PB	LOCATION	LOOP DETECTOR LF	652.0800 LOOP DETECTOR LF
0020	P89-9	FISH HATCHERY EB OFF-RAMP	36	332
	P89-9	FISH HATCHERY EB OFF-RAMP	36	332

Addendum No. 01
ID 1206-06-79
Revised Sheet 814
November 25, 2020



Addendum No. 01
ID 1206-06-79
Revised Sheet 829
November 25, 2020

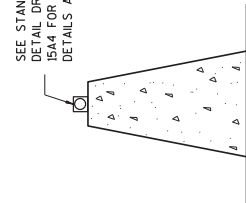


GENERAL NOTES

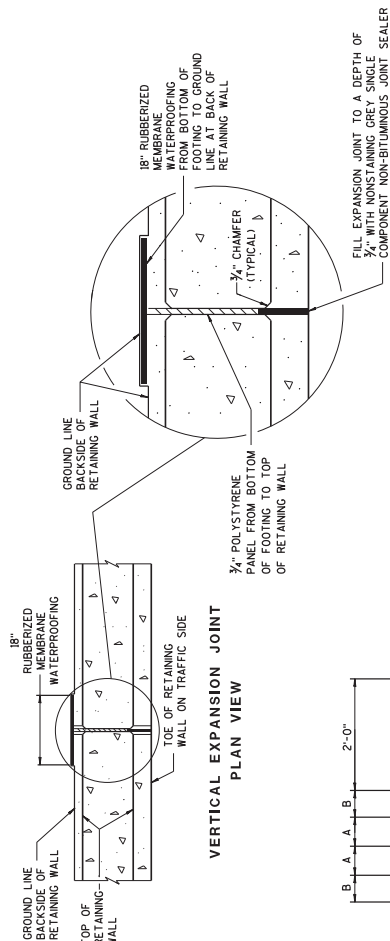
- PROVIDE EXPANSION JOINTS WHERE THERE ARE EXISTING EXPANSION JOINTS OR AT THE END OF EACH POUR.
- NO HORIZONTAL STEEL CROSSES EXPANSION JOINTS.
- CONSTRUCT PER STANDARD SPECIFICATION 603.
- SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASSETENED TOGETHER UNLESS NOTED OTHERWISE.
- 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.
- USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
- ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2' INCHES CLEAR.

Addendum No. 01
ID 1206-06-79
Added Sheet 924A
November 25, 2020

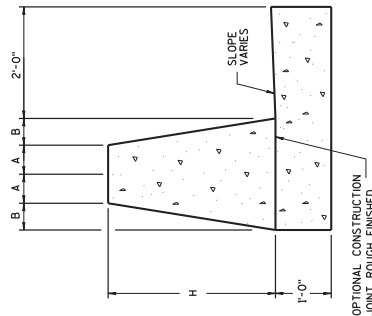
SEE STANDARD
DETAIL DRAWING
1544 FOR DELINEATOR
DETAILS AND SPACING



DELINEATION



VERTICAL EXPANSION JOINT PLAN VIEW

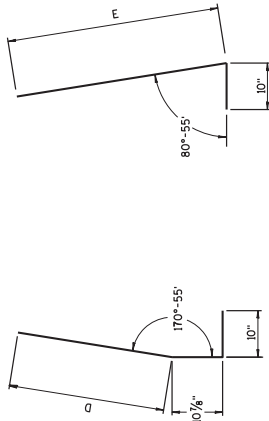


BARRIER WALL DIMENSIONS

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6 1/4	5 3/4	8
42	5 1/4	6 3/4	10
56	3	9	11

BAR CHART ROADSIDE RETAINING WALL

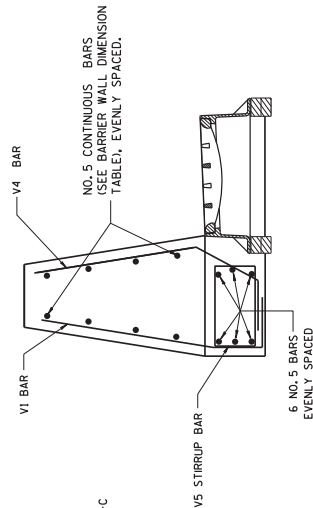
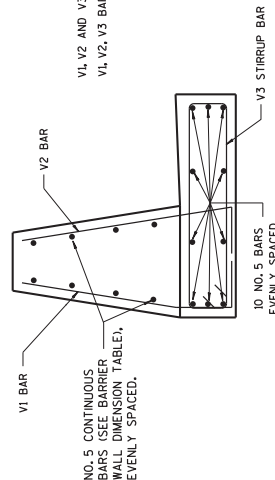
BARRIER HEIGHT	V1 BAR D	V2 BAR E	V4 BAR F
32"	2'-5 1/2"	3'-4 1/2"	2'-6 1/2"
36"	2'-9 1/2"	3'-9 3/4"	2'-10 3/4"
42"	3'-3 1/2"	4'-2 1/2"	3'-4 3/4"
56"	4'-5 3/4"	5'-4 3/4"	4'-6 3/4"



V1 BAR
BENDING DETAIL

V2 BAR
BENDING DETAIL

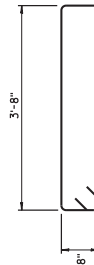
ROADSIDE RETAINING WALL



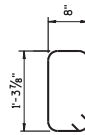
ROADSIDE RETAINING WALL
NORMAL BAR PLACEMENT

ROADSIDE RETAINING WALL
BAR PLACEMENT NEAR
INLET

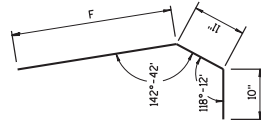
V3 STIRRUP BAR
BENDING DETAIL



V5 STIRRUP BAR
BENDING DETAIL

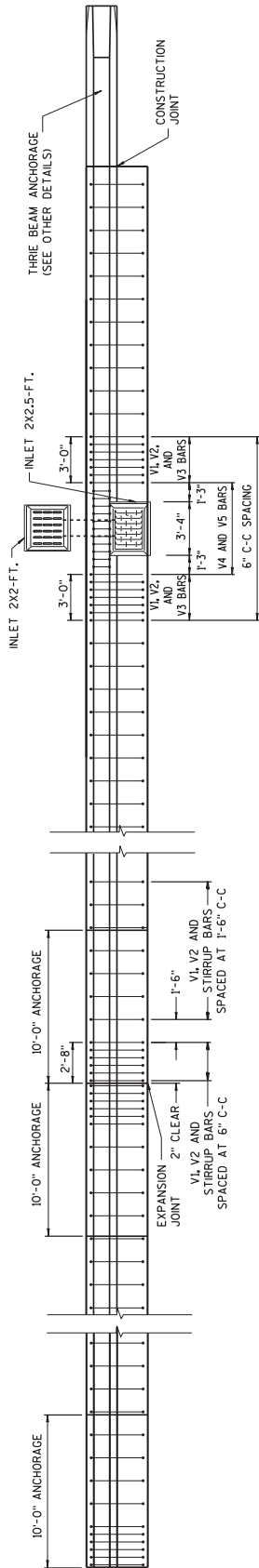


V4 BAR
BENDING DETAIL



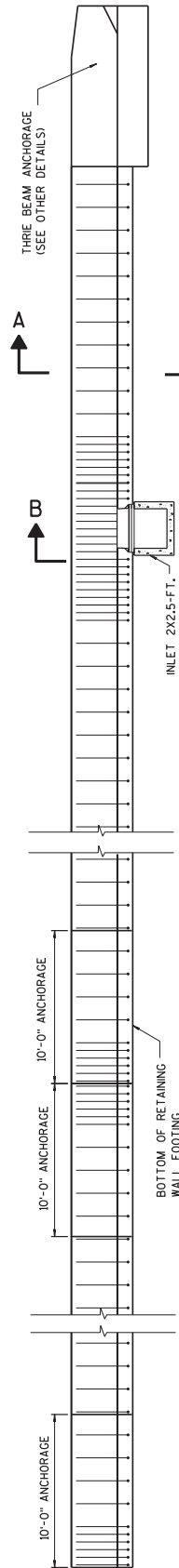
SINGLE SLOPE
ROADSIDE RETAINING WALL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



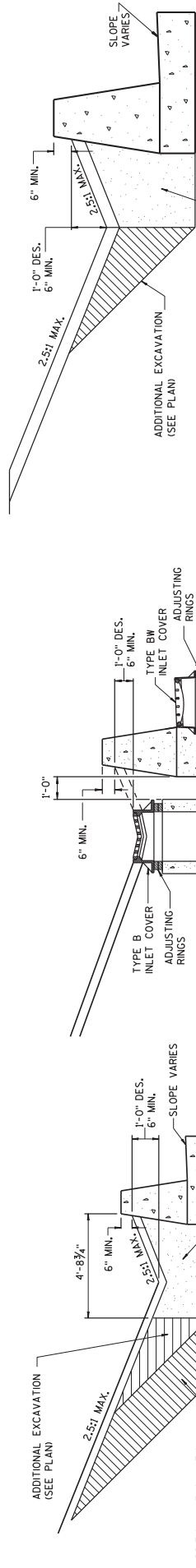
PLAN VIEW

NOTE: HORIZONTAL BARS ARE NOT SHOWN. SEE OTHER DETAILS FOR HORIZONTAL BARS.



ELEVATION VIEW

NOTE: HORIZONTAL BARS ARE NOT SHOWN. SEE OTHER DETAILS FOR HORIZONTAL BARS.



SECTION A-A

SECTION B-B

Addendum No. 01
ID 1206-06-79
Added Sheet 924B
November 25, 2020

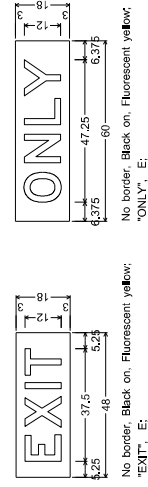
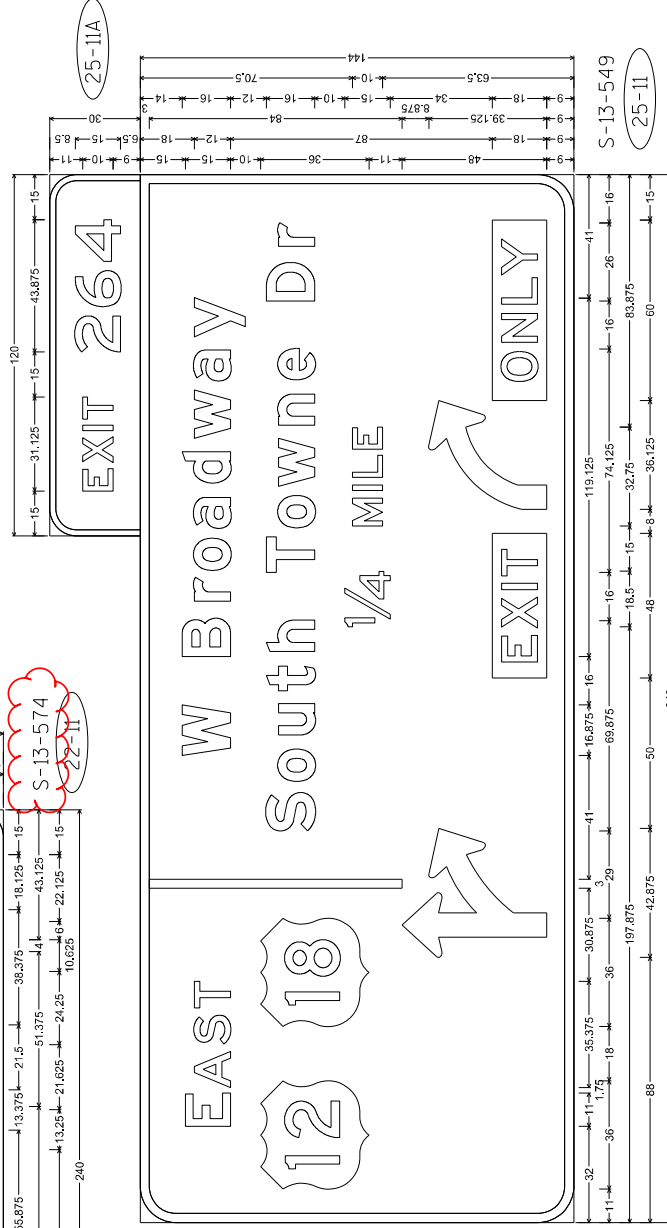
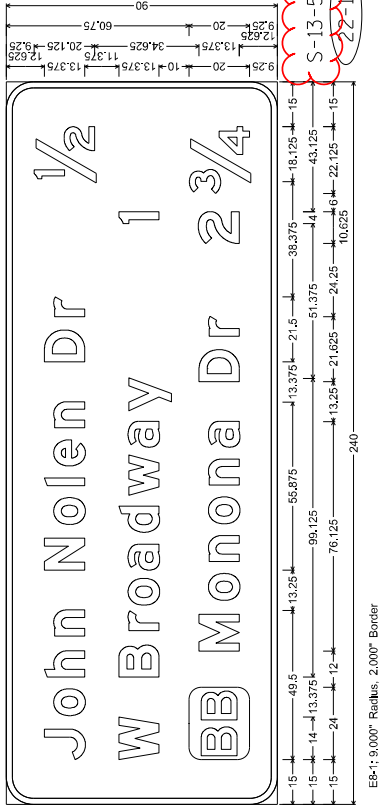
MINIMUM DESIGN OF EARTH WORK

S.D.D. 14 B 41-3b	
924B	
SINGLE SLOPE ROADSIDE RETAINING WALL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR FHWA

MINIMUM DESIGN OF EARTH WORK FOR INLET

NOTES

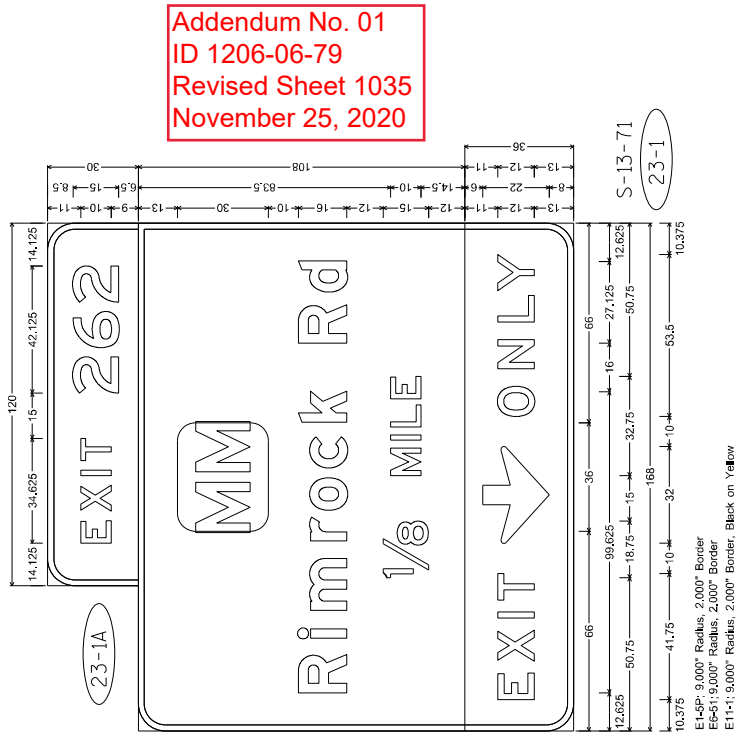
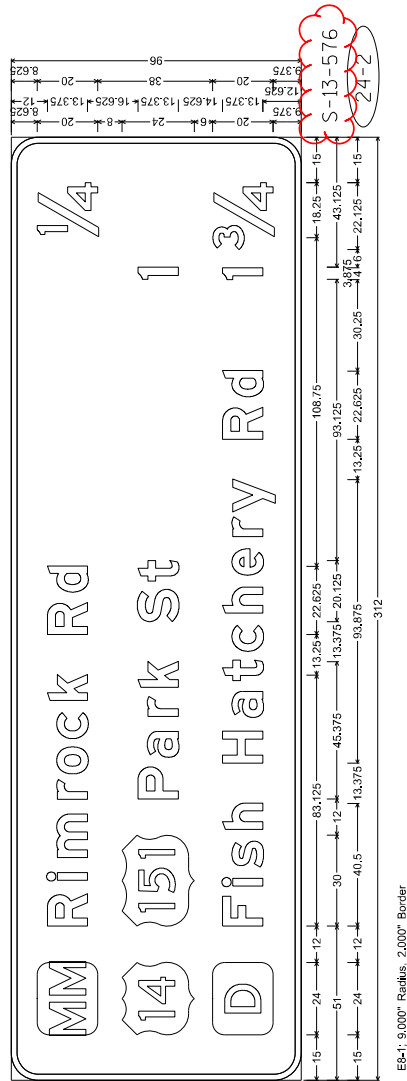
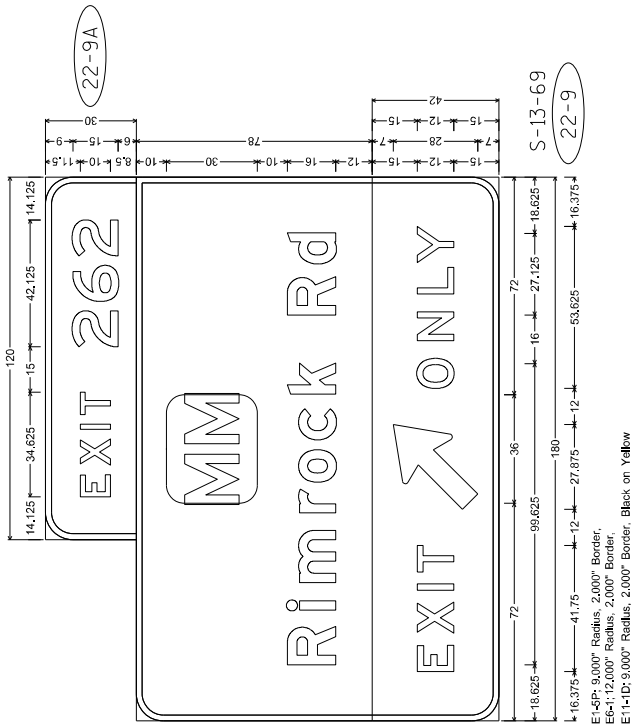
1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT and ONLY Plaque on Yellow Type F Reflective Sheeting with Black Non-Reflective Message



Addendum No. 01
ID 1206-06-79
Revised Sheet 1023
November 25, 2020

NOTES

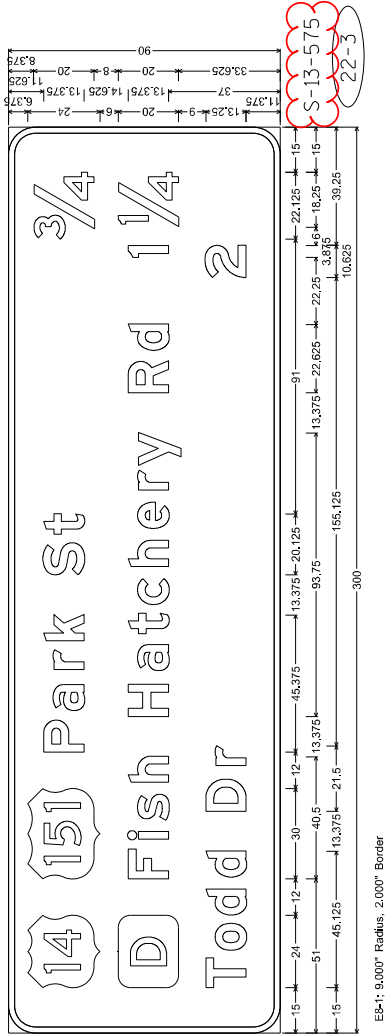
1. All Signs Type I - Type SH Reflective
2. Color:
 - Background - Green
 - Message - White
3. Message Series - E Modified except all CAP words Series E
4. EXIT ONLY Panel on Yellow Type F Reflective Sheetings with Black Non-Reflective Message



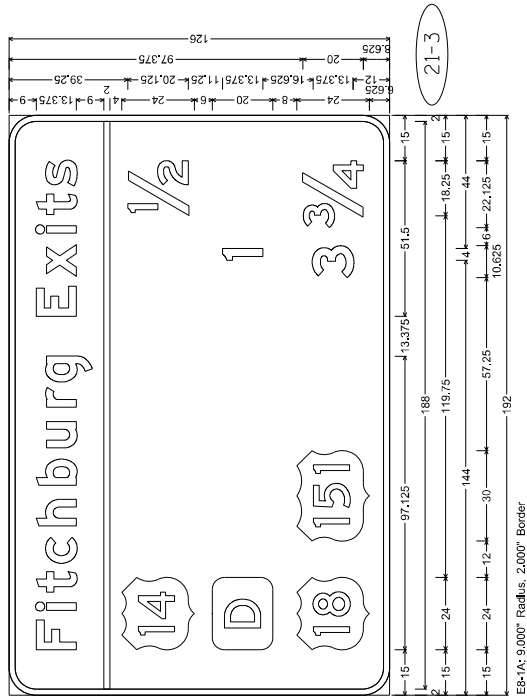
Addendum No. 01
ID 1206-06-79
Revised Sheet 1035
November 25, 2020

NOTES

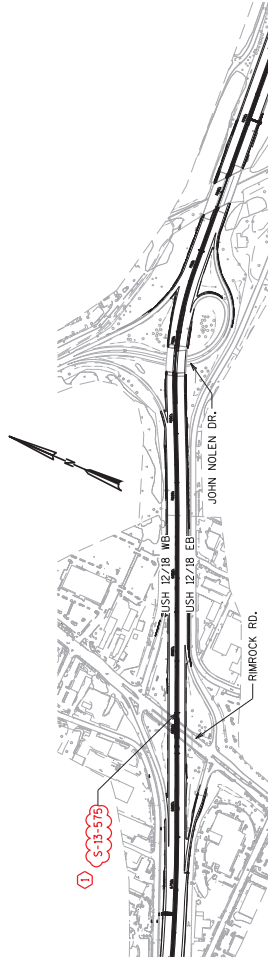
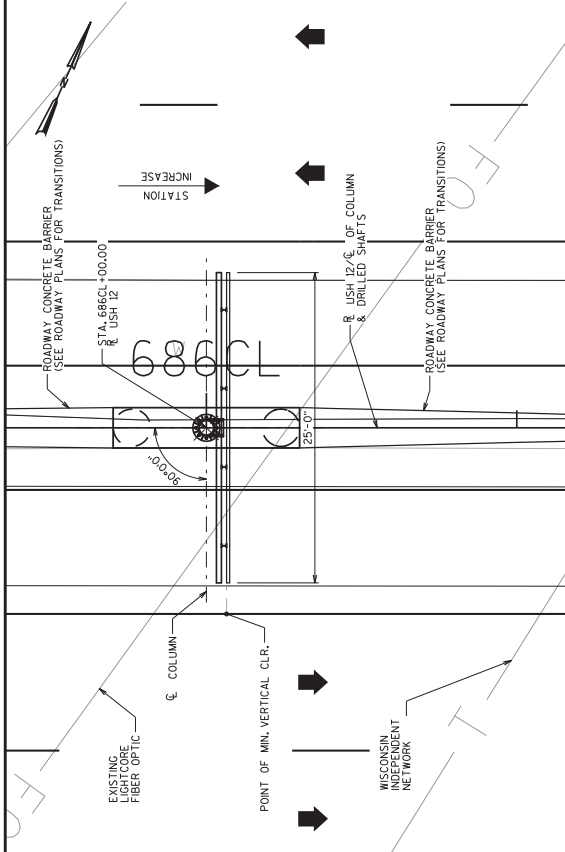
1. All Signs Type I - Type SH Reflective
2. Color:
 - Background - Green
 - Message - White
3. Message Series - E Modified except all CAP words Series E



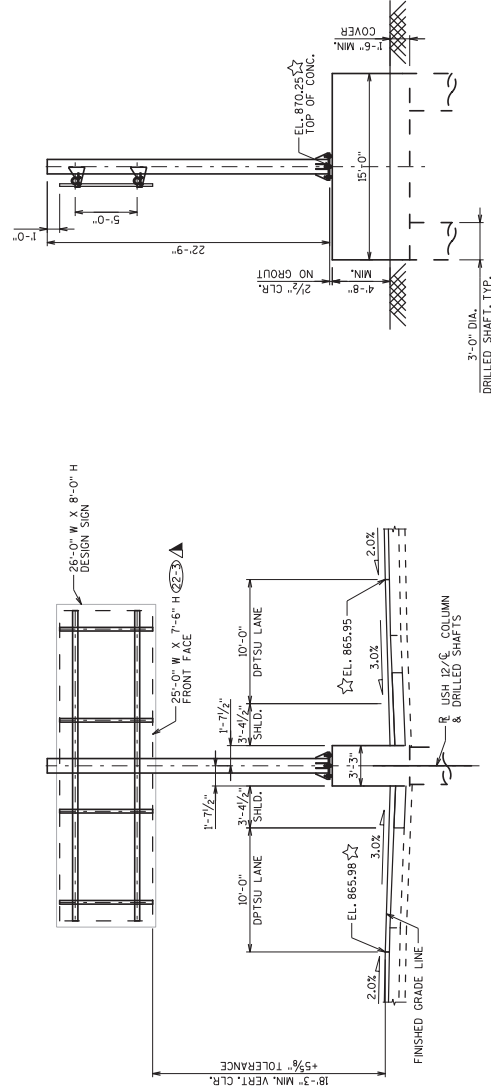
E8-1: 9.000" Radius, 2.000" Border



Addendum No. 01
ID 1206-06-79
Revised Sheet 1037
November 25, 2020



PLAN



8



POINT OF MIN. VERTICAL CLEARANCE
STA. 710CL+57.01, 5.00' (RIGHT)
EL. 878.85

XXX SIGN NUMBERS (PERMANENT SIGNING PLAN)

- ☆ ELEVATIONS GIVEN ALONG $\odot$ COLUMN
 ▲ CENTERED ON COLUMN & CENTERED VERTICALLY BETWEEN CHORDS

NO1 ANGLE MEASURED BETWEEN ζ COLUMN AND LINE TANGENT TO CURVE LUSH 12 AT STA. 710CL+55.41



STA. 710CL+55.41, R USH 12
(LOOKING DOWNSTATION)



① 10/24/20	STR. NUMBERING APPENDUM	EJAJ
NO. DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
STRUCTURE S-13-578 ①		
DRAWN BY	EJAJ	PLANS CTD. DTC
GENERAL LAYOUT		SHEET 8 OF 15
S-13-578 ①		1086

PLOT SCALE : 10:1

PLOT NAME : \$FILES

FILE NAME : pw:\pw-int.hmtb.org\PWGreat_Lakes\Documents\Madison Projects\66034 Beltline DPTSL\1_Engineering\1.4_Structures\Final\Beltline\TST\T1b\20060303\576:2006Pb_ADB10a0bY : ej.ej@elk

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
581+00	58100.00	50.00	30.02	0.00	52.65	0.00	5620.97	0.00	5620.97
581+50	58150.00	50.00	2.83	0.00	30.42	0.00	5651.39	0.00	5651.39
582+00	58200.00	50.00	28.91	0.00	29.39	0.00	5680.78	0.00	5680.78
582+50	58250.00	50.00	29.72	0.00	54.29	0.00	5735.07	0.00	5735.07
583+00	58300.00	50.00	28.32	0.00	53.74	0.00	5788.81	0.00	5788.81
583+50	58350.00	50.00	28.37	0.00	52.49	0.00	5841.30	0.00	5841.30
584+00	58400.00	50.00	27.71	0.00	51.93	0.00	5893.22	0.00	5893.22
584+50	58450.00	50.00	26.62	0.00	50.31	0.00	5943.53	0.00	5943.53
585+00	58500.00	50.00	23.59	0.00	46.49	0.00	5990.02	0.00	5990.02
585+50	58550.00	50.00	24.31	0.00	44.35	0.00	6034.37	0.00	6034.37
586+00	58600.00	50.00	23.06	0.00	43.86	0.00	6078.23	0.00	6078.23
586+50	58650.00	50.00	22.30	0.00	42.00	0.00	6120.23	0.00	6120.23
587+00	58700.00	50.00	23.33	0.00	42.25	0.00	6162.48	0.00	6162.48
587+50	58750.00	50.00	23.21	0.00	43.09	0.00	6205.58	0.00	6205.58
588+00	58800.00	50.00	23.34	0.00	43.10	0.00	6248.68	0.00	6248.68
588+50	58850.00	50.00	23.96	0.00	43.80	0.00	6292.47	0.00	6292.47
589+00	58900.00	50.00	23.93	0.00	44.34	0.00	6336.82	0.00	6336.82
589+50	58950.00	50.00	25.12	0.00	45.42	0.00	6382.23	0.00	6382.23
590+00	59000.00	50.00	23.52	0.00	45.04	0.00	6427.27	0.00	6427.27
590+50	59050.00	50.00	24.21	0.00	44.19	0.00	6471.47	0.00	6471.47
591+00	59100.00	50.00	23.48	0.00	44.16	0.00	6515.62	0.00	6515.62
591+50	59150.00	50.00	24.43	0.00	44.36	0.00	6559.98	0.00	6559.98
592+00	59200.00	50.00	24.88	0.00	45.66	0.00	6605.64	0.00	6605.64
592+50	59250.00	50.00	25.21	0.00	46.38	0.00	6652.02	0.00	6652.02
593+00	59300.00	50.00	28.02	0.00	49.29	0.00	6701.31	0.00	6701.31
593+50	59350.00	50.00	28.56	0.00	52.39	0.00	6753.70	0.00	6753.70
594+00	59400.00	50.00	26.88	0.00	51.33	0.00	6805.03	0.00	6805.03
594+50	59450.00	50.00	26.05	0.00	49.01	0.00	6854.04	0.00	6854.04
595+00	59500.00	50.00	25.34	0.00	47.58	0.00	6901.62	0.00	6901.62
595+50	59550.00	50.00	26.41	0.00	47.92	0.00	6949.54	0.00	6949.54
596+00	59600.00	50.00	23.91	0.00	46.59	0.00	6996.13	0.00	6996.13
596+50	59650.00	50.00	25.42	0.00	45.68	0.00	7041.81	0.00	7041.81
596+90	59690.00	40.00	27.10	0.00	38.90	0.00	7080.71	0.00	7080.71
597+00	59700.00	10.00	26.92	0.00	10.00	0.00	7090.72	0.00	7090.72
597+50	59750.00	50.00	26.66	0.00	49.61	0.00	7140.33	0.00	7140.33
598+00	59800.00	50.00	25.09	0.00	47.92	0.00	7188.24	0.00	7188.24
598+50	59850.00	50.00	24.45	0.00	45.87	0.00	7234.11	0.00	7234.11
599+00	59900.00	50.00	24.59	0.00	45.41	0.00	7279.52	0.00	7279.52
599+50	59950.00	50.00	24.48	0.00	45.44	0.00	7324.96	0.00	7324.96
600+00	60000.00	50.00	22.01	0.00	43.05	0.00	7368.00	0.00	7368.00
600+50	60050.00	50.00	27.91	0.00	46.22	0.00	7414.22	0.00	7414.22
601+00	60100.00	50.00	26.87	0.00	50.72	0.00	7464.95	0.00	7464.95
601+50	60150.00	50.00	27.77	0.00	50.59	0.00	7515.54	0.00	7515.54
602+00	60200.00	50.00	29.47	0.00	53.00	0.00	7568.54	0.00	7568.54

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

EARTHWORK

SHEET: 1196

FILE NAME: I:\MAD\WORKING\PROJECTS\1206\06-79\1206-06-79.dwg

PLOT DATE: 11/24/2020 1:21:25 PM

PLOT BY: HNTB Corp

PLOT NAME: 030201.mpg

PLOT SCALE: 1:1

Addendum No. 01
ID 1206-06-79
Revised Sheet 1196
November 25, 2020

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
602+30	60230.00	30.00	29.63	0.00	32.83	0.00	7601.37	0.00	7601.37
602+50	60250.00	20.00	27.05	0.00	20.99	0.00	7622.37	0.00	7622.37
603+00	60300.00	50.00	27.53	0.00	50.54	0.00	7672.90	0.00	7672.90
603+50	60350.00	50.00	30.24	0.00	53.49	0.00	7726.39	0.00	7726.39
604+00	60400.00	50.00	31.43	0.00	57.10	0.00	7783.49	0.00	7783.49
604+50	60450.00	50.00	47.11	0.00	72.72	0.00	7856.22	0.00	7856.22
605+00	60500.00	50.00	47.17	0.00	87.30	0.00	7943.51	0.00	7943.51
605+50	60550.00	50.00	47.12	0.00	87.31	0.00	8030.82	0.00	8030.82
606+00	60600.00	50.00	26.85	0.00	68.49	0.00	8099.31	0.00	8099.31
606+50	60650.00	50.00	28.01	0.00	50.80	0.00	8150.11	0.00	8150.11
607+00	60700.00	50.00	27.95	0.00	51.81	0.00	8201.92	0.00	8201.92
607+50	60750.00	50.00	27.91	0.00	51.72	0.00	8253.64	0.00	8253.64
608+00	60800.00	50.00	29.22	0.00	52.90	0.00	8306.54	0.00	8306.54
608+50	60850.00	50.00	28.39	0.00	53.34	0.00	8359.88	0.00	8359.88
608+96	60896.00	46.00	28.39	0.00	48.37	0.00	8408.25	0.00	8408.25
608+96	60896.00	0.00	2.25	0.00	0.00	0.00	8472.09	0.00	8472.09
616+62	61662.00	766.00	2.25	0.00	63.83	0.00	8359.88	0.00	8359.88
616+62	61662.00	0.00	2.25	0.00	0.00	0.00	8363.61	0.00	8363.61
616+97	61697.00	35.00	3.50	0.00	3.73	0.00	8367.23	0.00	8367.23
617+03	61703.00	0.00	3.50	0.00	0.00	0.00	8368.94	0.00	8368.94
617+37	61737.00	34.00	2.25	0.00	3.62	0.00	8372.67	0.00	8372.67
617+58	61757.50	20.50	2.25	0.00	1.71	0.00	8372.67	0.00	8372.67
617+93	61792.50	35.00	3.50	0.00	3.73	0.00	8376.39	0.00	8376.39
618+08	61807.50	0.00	3.50	0.00	0.00	0.00	8413.48	0.00	8413.48
618+43	61842.50	35.00	2.25	0.00	3.73	0.00	8417.20	0.00	8417.20
622+88	62287.50	445.00	2.25	0.00	37.08	0.00	8417.20	0.00	8417.20
623+23	62322.50	35.00	3.50	0.00	3.73	0.00	8420.93	0.00	8420.93
623+38	62337.50	0.00	3.50	0.00	0.00	0.00	8457.60	0.00	8457.60
623+73	62372.50	35.00	2.25	0.00	3.73	0.00	8461.32	0.00	8461.32
628+13	62812.50	440.00	2.25	0.00	36.67	0.00	8461.32	0.00	8461.32
628+48	62847.50	35.00	3.50	0.00	3.73	0.00	8465.05	0.00	8465.05
628+63	62862.50	0.00	3.50	0.00	0.00	0.00	8478.38	0.00	8478.38
628+98	62897.50	35.00	2.25	0.00	3.73	0.00	8482.11	0.00	8482.11
630+58	63057.50	160.00	2.25	0.00	13.33	0.00	8482.11	0.00	8482.11
630+93	63092.50	35.00	3.50	0.00	3.73	0.00	8488.45	0.00	8488.45
631+08	63107.50	0.00	3.50	0.00	0.00	0.00	8546.46	0.00	8546.46
631+67	63167.00	59.50	2.25	0.00	6.34	0.00	8553.31	0.00	8553.31
638+63	63863.21	696.21	2.25	0.00	58.02	0.00	8553.31	0.00	8553.31
639+28	63927.50	64.29	3.50	0.00	6.85	0.00	8555.97	0.00	8555.97
640+86	64086.99	0.00	3.50	0.00	0.00	0.00	8555.97	0.00	8555.97
641+11	64110.99	25.00	2.25	0.00	2.66	0.00	8565.04	0.00	8565.04
641+11	64110.99	0.00	2.25	0.00	0.00	0.00	8565.04	0.00	8565.04
641+96	64196.11	85.12	3.50	0.00	9.06	0.00	8571.37	0.00	8571.37
642+11	64211.11	0.00	3.50	0.00	0.00	0.00	8571.37	0.00	8571.37
642+71	64270.61	59.50	2.25	0.00	6.34	0.00			

Addendum No. 01
ID 1206-06-79
Revised Sheet 1197
November 25, 2020

PROJECT NO: 1206-06-79

HWY: USH-12

COUNTY: DANE

EARTHWORK

SHEET: 1197

FILE NAME: I:\MAD\WORKING\PROJECTS\1206-06-79\1206-06-79_1197.dwg PLOT DATE: 11/24/2020 12:12:25 PM PLOT BY: HWTS Corp PLOT NAME: 030201_mq8 PLOT SCALE: 1:1

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Addendum No. 01
ID 1206-06-79
Revised Sheet 1198
November 25, 2020

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
650+75	AH	65074.75	804.14						
651+34	BK	65134.25	59.50						
651+50	AH	65149.75	0.00						
652+09	BK	65209.25	59.50						
652+21	AH	65221.34	0.00						
652+57	BK	65256.84	35.50						
653+54	AH	65353.69	0.00						
653+79	BK	65378.69	25.00						
653+80	AH	65379.76	0.00						
654+30	BK	65430.26	50.50						
654+76	AH	65476.41	0.00						
654+96	BK	65496.41	20.00						
656+91	AH	65691.13	0.00						
657+11	BK	65711.13	20.00						
663+78	AH	66378.00	666.87						
664+38	BK	66437.50	59.50						
664+53	AH	66452.50	0.00						
665+12	BK	66512.00	59.50						
672+33	AH	67233.00	721.00						
672+93	BK	67292.50	59.50						
673+08	AH	67307.50	0.00						
673+67	BK	67367.00	59.50						
677+38	AH	67737.50	370.50						
677+97	BK	67797.00	59.50						
678+03	AH	67803.00	0.00						
678+63	BK	67862.50	59.50						
682+73	AH	68273.00	410.50						
683+33	BK	68332.50	59.50						
683+48	AH	68347.50	0.00						
683+83	BK	68382.50	35.00						
684+10	AH	68409.59	27.09						
684+45	BK	68444.59	35.00						
685+59	AH	68559.00	114.41						
685+93	BK	68592.50	33.50						
686+08	AH	68607.50	0.00						

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

EARTHWORK

SHEET: 1198

E

FILE NAME: \\MAD\WORKING\PROJECTS\1206-06-79\1198.dwg

PLOT DATE: 11/24/2020 12:12:25 PM

PLOT BY: HNTB Corp

PLOT NAME: 030201_mq7

PLOT SCALE: 1:1

Addendum No. 01
ID 1206-06-79
Revised Sheet 1199
November 25, 2020

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
686+67	BK	68667.00	2.25	0.00	6.34	0.00	9073.45	0.00	9073.45
691+88	AH	69187.50	2.25	0.00	43.38	0.00	9116.83	0.00	9116.83
692+47	BK	69247.00	3.50	0.00	6.34	0.00	9123.16	0.00	9123.16
692+53	AH	69253.00	3.50	0.00	0.00	0.00	9123.16	0.00	9123.16
693+13	BK	69312.50	2.25	0.00	6.34	0.00	9129.50	0.00	9129.50
703+38	AH	70337.50	2.25	0.00	85.42	0.00	9214.92	0.00	9214.92
703+97	BK	70397.00	3.50	0.00	6.34	0.00	9221.25	0.00	9221.25
704+03	AH	70403.00	3.50	0.00	0.00	0.00	9221.25	0.00	9221.25
704+63	BK	70462.50	2.25	0.00	6.34	0.00	9227.59	0.00	9227.59
704+63	AH	70462.50	2.25	0.00	0.00	0.00	9227.59	0.00	9227.59
706+00	BK	70600.00	2.25	0.00	11.46	0.00	9239.05	0.00	9239.05
706+00	AH	70600.00	23.70	0.00	0.00	0.00	9227.59	0.00	9227.59
707+89	BK	70789.22	25.70	0.00	173.10	0.00	9400.69	0.00	9400.69
709+48	AH	70947.52	26.02	0.00	0.00	0.00	9400.69	0.00	9400.69
712+00	BK	71200.00	22.79	0.00	228.21	0.00	9628.90	0.00	9628.90
712+00	AH	71200.00	2.25	0.00	0.00	0.00	9633.54	0.00	9633.54
712+10	BK	71210.00	10.00	0.00	4.64	0.00	9633.54	0.00	9633.54
715+58	AH	71557.50	2.25	0.00	28.96	0.00	9657.86	0.00	9657.86
715+93	BK	71592.50	3.50	0.00	3.73	0.00	9661.59	0.00	9661.59
716+08	AH	71607.50	0.00	0.00	0.00	0.00	9661.59	0.00	9661.59
716+67	BK	71667.00	2.25	0.00	6.34	0.00	9667.92	0.00	9667.92
717+66	AH	71765.96	2.25	0.00	8.25	0.00	9676.17	0.00	9676.17
718+71	BK	71870.71	4.00	0.00	12.12	0.00	9688.29	0.00	9688.29
721+07	AH	72106.63	4.00	0.00	0.00	0.00	9688.29	0.00	9688.29
721+42	BK	72142.13	4.00	0.00	5.26	0.00	9693.55	0.00	9693.55
721+58	AH	72157.66	0.00	0.00	0.00	0.00	9693.55	0.00	9693.55
722+17	BK	72217.16	2.25	0.00	4.96	0.00	9698.51	0.00	9698.51
722+83	AH	72282.85	2.25	0.00	6.54	0.00	9705.05	0.00	9705.05
723+03	BK	72302.85	2.25	0.00	1.67	0.00	9706.72	0.00	9706.72
724+38	AH	72438.00	2.25	0.00	11.26	0.00	9717.98	0.00	9717.98
724+98	BK	72497.50	3.50	0.00	6.34	0.00	9724.31	0.00	9724.31
725+13	AH	72512.50	3.50	0.00	0.00	0.00	9724.31	0.00	9724.31
725+72	BK	72572.00	2.25	0.00	6.34	0.00	9730.65	0.00	9730.65
729+33	AH	72933.00	2.25	0.00	30.08	0.00	9760.73	0.00	9760.73
729+93	BK	72992.50	3.50	0.00	6.34	0.00	9767.07	0.00	9767.07
730+08	AH	73007.50	3.50	0.00	0.00	0.00	9767.07	0.00	9767.07
730+67	BK	73067.00	2.25	0.00	6.34	0.00	9773.40	0.00	9773.40
732+33	AH	73233.00	2.25	0.00	13.83	0.00	9787.24	0.00	9787.24
732+93	BK	73292.50	3.50	0.00	6.34	0.00	9793.57	0.00	9793.57
733+08	AH	73307.50	0.00	0.00	0.00	0.00	9793.57	0.00	9793.57
733+67	BK	73367.00	2.25	0.00	6.34	0.00	9799.91	0.00	9799.91
736+63	AH	73663.00	2.25	0.00	24.67	0.00	9824.58	0.00	9824.58
737+23	BK	73722.50	3.50	0.00	6.34	0.00	9830.91	0.00	9830.91
737+38	AH	73737.50	3.50	0.00	0.00	0.00	9830.91	0.00	9830.91

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

EARTHWORK

SHEET: 1199

FILE NAME: I:\MAD\WORKING\PROJ\860341\1199\032001_1199.dwg PLOT DATE: 11/24/2020 12:12:25 PM PLOT BY: HNTB Corp PLOT NAME: 032001_1199.dwg PLOT SCALE: 1:1

Addendum No. 01
ID 1206-06-79
Added Sheet 1198A
November 25, 2020

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
737+97	BK	73797.00	2.25	0.00	6.34	0.00	9837.25	0.00	9837.25
743+33	AH	74333.00	2.25	0.00	44.67	0.00	9881.91	0.00	9881.91
743+93	BK	74392.50	3.50	0.00	6.34	0.00	9888.25	0.00	9888.25
744+08	AH	74407.50	3.50	0.00	0.00	0.00	9888.25	0.00	9888.25
744+67	BK	74467.00	2.25	0.00	6.34	0.00	9894.59	0.00	9894.59
750+11	AH	75010.56	2.25	0.00	45.30	0.00	9939.88	0.00	9939.88
750+70	BK	75070.06	2.25	0.00	4.96	0.00	9944.84	0.00	9944.84
750+70	AH	75070.06	30.00	0.00	0.00	0.00	9939.88	0.00	9939.88
752+02	BK	75201.50	30.00	0.00	146.04	0.00	10085.93	0.00	10085.93
752+02	AH	75201.50	3.50	0.00	0.00	0.00	10085.93	0.00	10085.93
752+18	BK	75217.50	3.50	0.00	7.31	0.00	10093.24	0.00	10093.24
752+33	AH	75232.50	3.50	0.00	0.00	0.00	10093.24	0.00	10093.24
752+93	BK	75292.50	2.25	0.00	6.39	0.00	10099.62	0.00	10099.62
769+83	AH	76983.00	2.25	0.00	140.88	0.00	10240.50	0.00	10240.50
770+43	BK	77042.50	3.50	0.00	6.34	0.00	10246.83	0.00	10246.83
770+58	AH	77057.50	3.50	0.00	0.00	0.00	10246.83	0.00	10246.83
771+17	BK	77117.00	2.25	0.00	6.34	0.00	10253.17	0.00	10253.17
780+03	AH	78003.00	2.25	0.00	73.83	0.00	10327.00	0.00	10327.00
780+63	BK	78062.50	3.50	0.00	6.34	0.00	10333.34	0.00	10333.34
780+78	AH	78077.50	3.50	0.00	0.00	0.00	10333.34	0.00	10333.34
781+37	BK	78137.00	2.25	0.00	6.34	0.00	10339.67	0.00	10339.67
793+73	AH	79373.00	2.25	0.00	103.00	0.00	10442.67	0.00	10442.67
794+33	BK	79432.50	3.50	0.00	6.34	0.00	10449.01	0.00	10449.01
794+48	AH	79447.50	3.50	0.00	0.00	0.00	10449.01	0.00	10449.01
795+07	BK	79507.00	2.25	0.00	6.34	0.00	10455.35	0.00	10455.35
795+75	AH	79574.96	67.96	0.00	5.66	0.00	10461.01	0.00	10461.01
796+35	BK	79635.05	3.50	0.00	6.40	0.00	10467.41	0.00	10467.41
822+40	AH	82240.11	3.50	0.00	0.00	0.00	10467.41	0.00	10467.41
823+40	BK	82339.78	3.50	0.00	12.92	0.00	10480.33	0.00	10480.33
823+55	AH	82354.78	3.50	0.00	0.00	0.00	10480.33	0.00	10480.33
824+14	BK	82414.28	2.25	0.00	6.34	0.00	10486.66	0.00	10486.66
829+45	AH	82944.56	2.25	0.00	44.19	0.00	10530.85	0.00	10530.85
830+04	BK	83004.06	3.50	0.00	6.34	0.00	10537.19	0.00	10537.19
830+19	AH	83019.06	3.50	0.00	0.00	0.00	10537.19	0.00	10537.19
831+19	BK	83119.26	3.50	0.00	12.99	0.00	10550.18	0.00	10550.18
832+55	AH	83255.45	3.50	0.00	0.00	0.00	10550.18	0.00	10550.18
833+17	BK	83316.68	2.25	0.00	6.52	0.00	10556.70	0.00	10556.70
844+43	AH	84443.00	1126.32	0.00	93.86	0.00	10650.56	0.00	10650.56
845+03	BK	84502.50	3.50	0.00	6.34	0.00	10656.89	0.00	10656.89
845+18	AH	84517.50	3.50	0.00	0.00	0.00	10656.89	0.00	10656.89
845+77	BK	84577.00	2.25	0.00	6.34	0.00	10663.23	0.00	10663.23
853+33	AH	85333.00	2.25	0.00	63.00	0.00	10726.23	0.00	10726.23

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

EARTHWORK

SHEET: 1199A

FILE NAME: I:\MAD\WORKING\PROJECTS\1206-06-79_1199A.dgn

PLOT DATE: 11/24/2020 12:12:25 PM

PLOT BY: HNTB Corp

PLOT NAME: 030201_m99

PLOT SCALE: 1:1

Addendum No. 01
ID 1206-06-79
Added Sheet 1198B
November 25, 2020

DIVISION 1 - CL (MEDIAN) (CONT.)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut	Fill	
853+93	BK	85392.50	59.50	0.00	6.34	0.00	10732.57	0.00	10732.57
854+08	AH	85407.50	0.00	0.00	0.00	0.00	10732.57	0.00	10732.57
854+67	BK	85467.00	59.50	0.00	6.34	0.00	10738.90	0.00	10738.90
859+93	AH	85993.00	526.00	0.00	43.83	0.00	10782.73	0.00	10782.73
860+53	BK	86052.50	59.50	0.00	6.34	0.00	10789.07	0.00	10789.07
860+68	AH	86067.50	0.00	0.00	0.00	0.00	10789.07	0.00	10789.07
861+27	BK	86127.00	59.50	0.00	6.34	0.00	10795.41	0.00	10795.41
863+83	AH	86383.00	256.00	0.00	21.33	0.00	10816.74	0.00	10816.74
864+43	BK	86442.50	59.50	0.00	6.34	0.00	10823.07	0.00	10823.07
864+58	AH	86457.50	0.00	0.00	0.00	0.00	10823.07	0.00	10823.07
864+93	BK	86492.50	35.00	0.00	3.73	0.00	10826.80	0.00	10826.80
871+83	AH	87182.50	690.00	0.00	57.50	0.00	10884.30	0.00	10884.30
872+18	BK	87217.50	35.00	0.00	3.73	0.00	10888.03	0.00	10888.03
872+33	AH	87232.50	0.00	0.00	0.00	0.00	10888.03	0.00	10888.03
872+68	BK	87267.50	35.00	0.00	3.73	0.00	10891.76	0.00	10891.76
876+22	AH	87621.81	354.31	0.00	29.53	0.00	10921.28	0.00	10921.28
877+15	BK	87715.17	93.36	0.00	9.08	0.00	10930.36	0.00	10930.36
879+08	AH	87907.80	0.00	0.00	0.00	0.00	10930.36	0.00	10930.36
880+21	BK	88021.02	113.22	0.00	13.63	0.00	10943.99	0.00	10943.99
880+27	AH	88027.02	0.00	0.00	0.00	0.00	10943.99	0.00	10943.99
880+87	BK	88086.52	59.50	0.00	6.34	0.00	10950.32	0.00	10950.32
883+13	AH	88312.50	225.98	0.00	18.83	0.00	10969.15	0.00	10969.15
883+72	BK	88372.00	59.50	0.00	6.34	0.00	10975.49	0.00	10975.49
883+78	AH	88378.00	0.00	0.00	0.00	0.00	10975.49	0.00	10975.49
884+38	BK	88437.50	59.50	0.00	6.34	0.00	10981.82	0.00	10981.82
890+08	AH	89007.50	570.00	0.00	47.50	0.00	11029.32	0.00	11029.32
890+67	BK	89067.00	59.50	0.00	6.34	0.00	11035.66	0.00	11035.66
890+73	AH	89073.00	0.00	0.00	0.00	0.00	11035.66	0.00	11035.66
891+08	BK	89108.00	35.00	0.00	3.73	0.00	11039.39	0.00	11039.39
898+58	AH	89857.50	749.50	0.00	62.46	0.00	11101.85	0.00	11101.85
898+93	BK	89892.50	35.00	0.00	3.73	0.00	11105.57	0.00	11105.57
899+08	AH	89907.50	0.00	0.00	0.00	0.00	11105.57	0.00	11105.57
899+43	BK	89942.50	35.00	0.00	3.73	0.00	11109.30	0.00	11109.30
					11242.55	0.00			

PROJECT NO: 1206-06-79

HWY: USH 12

COUNTY: DANE

EARTHWORK

SHEET: 1199B

E

FILE NAME: I:\MAD\WORKING\PROJECTS\1206-06-79\1199B.dgn

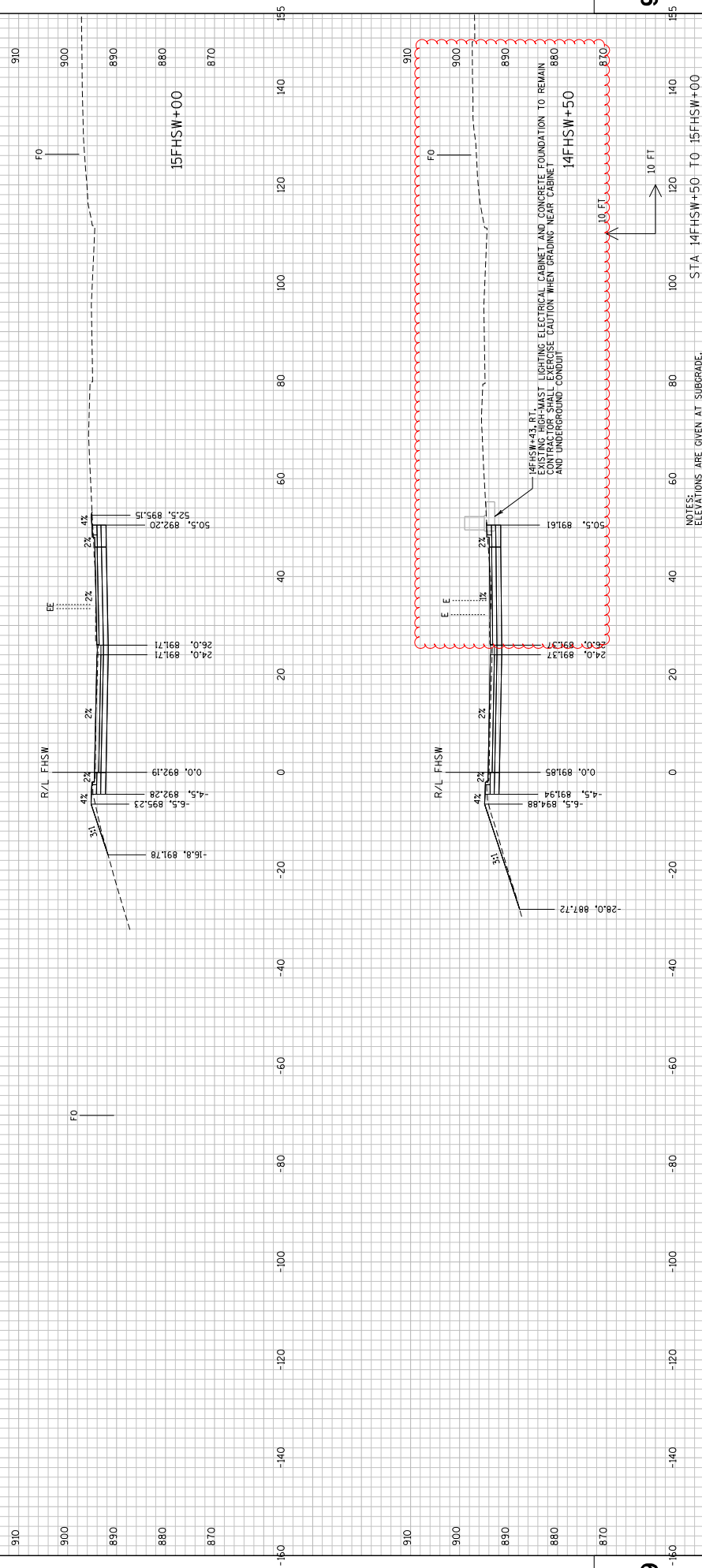
PLOT DATE: 11/24/2020 12:12:25 PM

PLOT BY: HNTB Corp

PLOT NAME: 030201_mq10

PLOT SCALE: 1"=1'

Addendum No. 01
ID 1206-06-79
Revised Sheet 1281
November 25, 2020



PROJECT NO: 1206-06-79	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: RAMP FHSW	PLOT NAME :	PLOT DATE : 11/19/2020 9:25:16 AM	PLOT BY : dkf050sk	PLOT SCALE : 10:1	WISDOT/CADDSS SHEET 21
FILE NAME : \\nod001\pgr\proj\160301\1206-06-79_HSRV1\cadd\090203_1xs.dgn								SHEET 1281



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Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	203.0200 Removing Old Structure (station) 04. 551WB+24	LS	LUMP SUM	_____.
0004	204.0100 Removing Concrete Pavement	41,236.000 SY	_____.	_____.
0006	204.0105 Removing Pavement Butt Joints	31,087.000 SY	_____.	_____.
0008	204.0109.S Removing Concrete Surface Partial Depth	57,122.000 SF	_____.	_____.
0010	204.0115 Removing Asphaltic Surface Butt Joints	5,184.000 SY	_____.	_____.
0012	204.0120 Removing Asphaltic Surface Milling	80,980.000 SY	_____.	_____.
0014	204.0150 Removing Curb & Gutter	6,261.000 LF	_____.	_____.
0016	204.0155 Removing Concrete Sidewalk	105.000 SY	_____.	_____.
0018	204.0157 Removing Concrete Barrier	48,304.000 LF	_____.	_____.
0020	204.0165 Removing Guardrail	5,700.000 LF	_____.	_____.
0022	204.0170 Removing Fence	166.000 LF	_____.	_____.
0024	204.0190 Removing Surface Drains	14.000 EACH	_____.	_____.
0026	204.0195 Removing Concrete Bases	82.000 EACH	_____.	_____.
0028	204.0220 Removing Inlets	68.000 EACH	_____.	_____.
0030	204.0245 Removing Storm Sewer (size) 01. 12-Inch	766.000 LF	_____.	_____.
0032	204.0245 Removing Storm Sewer (size) 02. 15-Inch	95.000 LF	_____.	_____.



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Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	204.0245 Removing Storm Sewer (size) 03. 18-Inch	450.000 LF	_____.	_____.
0036	204.0245 Removing Storm Sewer (size) 04. 24-Inch	401.000 LF	_____.	_____.
0038	204.0280 Sealing Pipes	2.000 EACH	_____.	_____.
0040	204.9060.S Removing (item description) 01. Inlet Covers	46.000 EACH	_____.	_____.
0042	204.9060.S Removing (item description) 02. Apron Endwalls	3.000 EACH	_____.	_____.
0044	204.9060.S Removing (item description) 03. Vane Drains	30.000 EACH	_____.	_____.
0046	204.9060.S Removing (item description) 04. Removing Existing Pole	1.000 EACH	_____.	_____.
0048	205.0100 Excavation Common	35,255.000 CY	_____.	_____.
0050	209.0300.S Backfill Coarse Aggregate (size) 01. Size No. 1	244.000 CY	_____.	_____.
0052	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 1206-06-79	LS	LUMP SUM	_____.
0054	211.0200 Prepare Foundation for Concrete Pavement (project) 01. 1206-06-79	LS	LUMP SUM	_____.
0056	211.0300 Prepare Foundation for Concrete Base (project) 01. 1206-06-79	LS	LUMP SUM	_____.
0058	211.0400 Prepare Foundation for Asphaltic Shoulders	37.000 STA	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0060	213.0100 Finishing Roadway (project) 01. 1206-06-79	1.000 EACH	_____.	_____.
0062	305.0110 Base Aggregate Dense 3/4-Inch	6,200.000 TON	_____.	_____.
0064	305.0120 Base Aggregate Dense 1 1/4-Inch	13,949.000 TON	_____.	_____.
0066	305.0500 Shaping Shoulders	20.000 STA	_____.	_____.
0068	312.0110 Select Crushed Material	11,652.000 TON	_____.	_____.
0070	320.0155 Concrete Base 9-Inch	27,233.000 SY	_____.	_____.
0072	320.0160 Concrete Base 9 1/2-Inch	1,737.000 SY	_____.	_____.
0074	320.0165 Concrete Base 10-Inch	35,341.000 SY	_____.	_____.
0076	415.0100 Concrete Pavement 10-Inch	525.000 SY	_____.	_____.
0078	415.0110 Concrete Pavement 11-Inch	579.000 SY	_____.	_____.
0080	415.1410 Concrete Pavement Approach Slab HES	1,392.000 SY	_____.	_____.
0082	416.0610 Drilled Tie Bars	30,877.000 EACH	_____.	_____.
0084	416.0620 Drilled Dowel Bars	2,323.000 EACH	_____.	_____.
0086	416.1010 Concrete Surface Drains	21.000 CY	_____.	_____.
0088	455.0605 Tack Coat	58,832.000 GAL	_____.	_____.
0090	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0092	460.2000 Incentive Density HMA Pavement	31,004.000 DOL	1.00000	31,004.00
0094	460.2007 Incentive Density HMA Pavement Longitudinal Joints	131,792.000 DOL	1.00000	131,792.00
0096	460.2010 Incentive Air Voids HMA Pavement	36,099.000 DOL	1.00000	36,099.00
0098	460.7624 HMA Pavement 4 HT 58-28 V	97,871.000 TON	_____.	_____.
0100	465.0105 Asphaltic Surface	101.000 TON	_____.	_____.
0102	465.0305 Asphaltic Surface Safety Islands	3.000 TON	_____.	_____.
0104	465.0315 Asphaltic Flumes	35.000 SY	_____.	_____.
0106	465.0400 Asphaltic Shoulder Rumble Strips	72,905.000 LF	_____.	_____.
0108	495.1000.S Cold patch	10.000 TON	_____.	_____.
0110	502.0100 Concrete Masonry Bridges	262.000 CY	_____.	_____.
0112	502.3210 Pigmented Surface Sealer	1,409.000 SY	_____.	_____.
0114	502.4206 Adhesive Anchors No. 6 Bar	476.000 EACH	_____.	_____.
0116	502.4206 Adhesive Anchors No. 6 Bar 01. 12-Inch	168.000 EACH	_____.	_____.
0118	505.0600 Bar Steel Reinforcement HS Coated Structures	26,820.000 LB	_____.	_____.
0120	509.1500 Concrete Surface Repair	63.000 SF	_____.	_____.
0122	511.1200 Temporary Shoring (structure) 35. S-13- 2039	570.000 SF	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0124	520.8000 Concrete Collars for Pipe	74.000 EACH	_____.	_____.
0126	522.1012 Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	1.000 EACH	_____.	_____.
0128	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	2.000 EACH	_____.	_____.
0130	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	2.000 EACH	_____.	_____.
0132	531.1100 Concrete Masonry Ancillary Structures Type NS	1,415.000 CY	_____.	_____.
0134	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	133,100.000 LB	_____.	_____.
0136	531.1160 Steel Reinforcement HS Coated Ancillary Structures Type NS	99,130.000 LB	_____.	_____.
0138	531.2036 Drilling Shaft 36-Inch	2,376.000 LF	_____.	_____.
0140	531.2042 Drilling Shaft 42-Inch	184.000 LF	_____.	_____.
0142	531.5310 Foundation Single-Shaft Type TC-I (structure) 31. S-13-2015	1.000 EACH	_____.	_____.
0144	531.5310 Foundation Single-Shaft Type TC-I (structure) 32. S-13-2037	1.000 EACH	_____.	_____.
0146	531.5310 Foundation Single-Shaft Type TC-I (structure) 34. S-13-2016	1.000 EACH	_____.	_____.
0148	531.5310 Foundation Single-Shaft Type TC-I (structure) 48. S-13-2031	1.000 EACH	_____.	_____.
0150	531.6010 Foundation Two-Shaft Type FC-I (structure) 49. S-13-542	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0152	531.6010 Foundation Two-Shaft Type FC-I (structure) 50. S-13-544	1.000 EACH	_____.	_____.
0154	531.6010 Foundation Two-Shaft Type FC-I (structure) 51. S-13-545	1.000 EACH	_____.	_____.
0156	532.5020 Butterfly 2-Chord NS (structure) 05. S-13-2003	1.000 EACH	_____.	_____.
0158	532.5020 Butterfly 2-Chord NS (structure) 06. S-13-2004	1.000 EACH	_____.	_____.
0160	532.5020 Butterfly 2-Chord NS (structure) 07. S-13-2002	1.000 EACH	_____.	_____.
0162	532.5020 Butterfly 2-Chord NS (structure) 08. S-13-2005	1.000 EACH	_____.	_____.
0164	532.5020 Butterfly 2-Chord NS (structure) 09. S-13-2027	1.000 EACH	_____.	_____.
0166	532.5020 Butterfly 2-Chord NS (structure) 10. S-13-2006	1.000 EACH	_____.	_____.
0168	532.5020 Butterfly 2-Chord NS (structure) 11. S-13-2007	1.000 EACH	_____.	_____.
0170	532.5020 Butterfly 2-Chord NS (structure) 12. S-13-2008	1.000 EACH	_____.	_____.
0172	532.5020 Butterfly 2-Chord NS (structure) 13. S-13-2009	1.000 EACH	_____.	_____.
0174	532.5020 Butterfly 2-Chord NS (structure) 14. S-13-2010	1.000 EACH	_____.	_____.
0176	532.5020 Butterfly 2-Chord NS (structure) 15. S-13-2032	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0184	532.5020 Butterfly 2-Chord NS (structure) 24. S-13-537	1.000 EACH	_____.	_____.
0186	532.5020 Butterfly 2-Chord NS (structure) 26. S-13-540	1.000 EACH	_____.	_____.
0188	532.5040 Butterfly 4-Chord NS (structure) 16. S-13-529	1.000 EACH	_____.	_____.
0190	532.5040 Butterfly 4-Chord NS (structure) 17. S-13-530	1.000 EACH	_____.	_____.
0192	532.5040 Butterfly 4-Chord NS (structure) 18. S-13-531	1.000 EACH	_____.	_____.
0194	532.5040 Butterfly 4-Chord NS (structure) 19. S-13-532	1.000 EACH	_____.	_____.
0196	532.5040 Butterfly 4-Chord NS (structure) 23. S-13-536	1.000 EACH	_____.	_____.
0198	532.5040 Butterfly 4-Chord NS (structure) 25. S-13-539	1.000 EACH	_____.	_____.
0200	532.5300 Truss Cantilever 2-Chord Type NS (structure) 27. S-13-2011	1.000 EACH	_____.	_____.
0202	532.5300 Truss Cantilever 2-Chord Type NS (structure) 28. S-13-2012	1.000 EACH	_____.	_____.
0204	532.5300 Truss Cantilever 2-Chord Type NS (structure) 29. S-13-2013	1.000 EACH	_____.	_____.
0206	532.5300 Truss Cantilever 2-Chord Type NS (structure) 30. S-13-2014	1.000 EACH	_____.	_____.
0208	532.5300 Truss Cantilever 2-Chord Type NS (structure) 31. S-13-2015	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0210	532.5300 Truss Cantilever 2-Chord Type NS (structure) 32. S-13-2037	1.000 EACH	_____.	_____.
0212	532.5300 Truss Cantilever 2-Chord Type NS (structure) 33. S-13-2038	1.000 EACH	_____.	_____.
0214	532.5300 Truss Cantilever 2-Chord Type NS (structure) 34. S-13-2016	1.000 EACH	_____.	_____.
0216	532.5300 Truss Cantilever 2-Chord Type NS (structure) 35. S-13-2039	1.000 EACH	_____.	_____.
0218	532.5300 Truss Cantilever 2-Chord Type NS (structure) 36. S-13-2017	1.000 EACH	_____.	_____.
0220	532.5300 Truss Cantilever 2-Chord Type NS (structure) 37. S-13-2018	1.000 EACH	_____.	_____.
0222	532.5300 Truss Cantilever 2-Chord Type NS (structure) 38. S-13-2019	1.000 EACH	_____.	_____.
0224	532.5300 Truss Cantilever 2-Chord Type NS (structure) 39. S-13-2020	1.000 EACH	_____.	_____.
0226	532.5300 Truss Cantilever 2-Chord Type NS (structure) 40. S-13-2021	1.000 EACH	_____.	_____.
0228	532.5300 Truss Cantilever 2-Chord Type NS (structure) 41. S-13-2022	1.000 EACH	_____.	_____.
0230	532.5300 Truss Cantilever 2-Chord Type NS (structure) 42. S-13-2024	1.000 EACH	_____.	_____.
0232	532.5300 Truss Cantilever 2-Chord Type NS (structure) 43. S-13-2025	1.000 EACH	_____.	_____.
0234	532.5300 Truss Cantilever 2-Chord Type NS (structure) 44. S-13-2026	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0236	532.5300 Truss Cantilever 2-Chord Type NS (structure) 45. S-13-2028	1.000 EACH	_____.	_____.
0238	532.5300 Truss Cantilever 2-Chord Type NS (structure) 46. S-13-2029	1.000 EACH	_____.	_____.
0240	532.5300 Truss Cantilever 2-Chord Type NS (structure) 47. S-13-2030	1.000 EACH	_____.	_____.
0242	532.5300 Truss Cantilever 2-Chord Type NS (structure) 48. S-13-2031	1.000 EACH	_____.	_____.
0244	532.6000 Truss Cantilever 4-Chord Type NS (structure) 52. S-13-543	1.000 EACH	_____.	_____.
0246	532.6010 Truss Cantilever 4-Chord Type I (structure) 49. S-13-542	1.000 EACH	_____.	_____.
0248	532.6010 Truss Cantilever 4-Chord Type I (structure) 50. S-13-544	1.000 EACH	_____.	_____.
0250	532.6010 Truss Cantilever 4-Chord Type I (structure) 51. S-13-545	1.000 EACH	_____.	_____.
0252	532.6100 Truss Full Span 4-Chord Type NS (structure) 61. S-13-552	1.000 EACH	_____.	_____.
0254	532.6100 Truss Full Span 4-Chord Type NS (structure) 62. S-13-553	1.000 EACH	_____.	_____.
0256	532.6100 Truss Full Span 4-Chord Type NS (structure) 63. S-13-2033	1.000 EACH	_____.	_____.
0258	532.6100 Truss Full Span 4-Chord Type NS (structure) 64. S-13-2034	1.000 EACH	_____.	_____.
0260	532.6100 Truss Full Span 4-Chord Type NS (structure) 65. S-13-2040	1.000 EACH	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0262	532.6100 Truss Full Span 4-Chord Type NS (structure) 66. S-13-2035	1.000 EACH	_____.	_____.
0264	532.6100 Truss Full Span 4-Chord Type NS (structure) 67. S-13-2036	1.000 EACH	_____.	_____.
0266	532.6120 Truss Full Span 4-Chord Type II (structure) 53. S-13-546	1.000 EACH	_____.	_____.
0268	532.6120 Truss Full Span 4-Chord Type II (structure) 54. S-13-547	1.000 EACH	_____.	_____.
0270	532.6120 Truss Full Span 4-Chord Type II (structure) 55. S-13-548	1.000 EACH	_____.	_____.
0272	532.6120 Truss Full Span 4-Chord Type II (structure) 56. S-13-538	1.000 EACH	_____.	_____.
0274	532.6120 Truss Full Span 4-Chord Type II (structure) 57. S-13-549	1.000 EACH	_____.	_____.
0276	532.6120 Truss Full Span 4-Chord Type II (structure) 58. S-13-550	1.000 EACH	_____.	_____.
0278	532.6120 Truss Full Span 4-Chord Type II (structure) 59. S-13-541	1.000 EACH	_____.	_____.
0280	532.6120 Truss Full Span 4-Chord Type II (structure) 60. S-13-551	1.000 EACH	_____.	_____.
0282	601.0205 Concrete Gutter 24-Inch	282.000 LF	_____.	_____.
0284	601.0409 Concrete Curb & Gutter 30-Inch Type A	376.000 LF	_____.	_____.
0286	601.0411 Concrete Curb & Gutter 30-Inch Type D	1,690.000 LF	_____.	_____.
0288	601.0551 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	120.000 LF	_____.	_____.



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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0290	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	135.000 LF	_____.	_____.
0292	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	2,342.000 LF	_____.	_____.
0294	601.0588 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	97.000 LF	_____.	_____.
0296	602.0410 Concrete Sidewalk 5-Inch	7,992.000 SF	_____.	_____.
0298	603.0105 Concrete Barrier Single-Faced 32-Inch	335.000 LF	_____.	_____.
0300	603.1142 Concrete Barrier Type S42	1,284.000 LF	_____.	_____.
0302	603.1156 Concrete Barrier Type S56	20.000 LF	_____.	_____.
0304	603.1242 Concrete Barrier Type S42A	40.000 LF	_____.	_____.
0306	603.3559 Concrete Barrier Transition Type S42 to S56	8.000 EACH	_____.	_____.
0308	603.8000 Concrete Barrier Temporary Precast Delivered	83,123.000 LF	_____.	_____.
0310	603.8125 Concrete Barrier Temporary Precast Installed	88,123.000 LF	_____.	_____.
0312	606.0200 Riprap Medium	50.000 CY	_____.	_____.
0314	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	8,045.000 LF	_____.	_____.
0316	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	3,151.000 LF	_____.	_____.



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0318	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	1,646.000 LF	_____.	_____.
0320	608.0421 Storm Sewer Pipe Reinforced Concrete Class IV 21-Inch	21.000 LF	_____.	_____.
0322	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	514.000 LF	_____.	_____.
0324	611.0430 Reconstructing Inlets	6.000 EACH	_____.	_____.
0326	611.0535 Manhole Covers Type J-Special	1.000 EACH	_____.	_____.
0328	611.0610 Inlet Covers Type BW	25.000 EACH	_____.	_____.
0330	611.0612 Inlet Covers Type C	2.000 EACH	_____.	_____.
0332	611.0624 Inlet Covers Type H	3.000 EACH	_____.	_____.
0334	611.0627 Inlet Covers Type HM	10.000 EACH	_____.	_____.
0336	611.0636 Inlet Covers Type HM-S	2.000 EACH	_____.	_____.
0338	611.0651 Inlet Covers Type S	9.000 EACH	_____.	_____.
0340	611.0654 Inlet Covers Type V	254.000 EACH	_____.	_____.
0342	611.2004 Manholes 4-FT Diameter	2.000 EACH	_____.	_____.
0344	611.2005 Manholes 5-FT Diameter	1.000 EACH	_____.	_____.
0346	611.2033 Manholes 3x3-FT	36.000 EACH	_____.	_____.
0348	611.3003 Inlets 3-FT Diameter	32.000 EACH	_____.	_____.



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0350	611.3004 Inlets 4-FT Diameter	11.000 EACH	_____.	_____.
0352	611.3220 Inlets 2x2-FT	168.000 EACH	_____.	_____.
0354	611.3225 Inlets 2x2.5-FT	25.000 EACH	_____.	_____.
0356	611.3230 Inlets 2x3-FT	5.000 EACH	_____.	_____.
0358	611.8110 Adjusting Manhole Covers	10.000 EACH	_____.	_____.
0360	611.8115 Adjusting Inlet Covers	108.000 EACH	_____.	_____.
0362	611.9710 Salvaged Inlet Covers	29.000 EACH	_____.	_____.
0364	611.9800.S Pipe Grates	5.000 EACH	_____.	_____.
0366	614.0400 Adjusting Steel Plate Beam Guard	7,871.000 LF	_____.	_____.
0368	614.0905 Crash Cushions Temporary	60.000 EACH	_____.	_____.
0370	614.1100 MGS Guardrail Temporary Thrie Beam Transition	213.000 LF	_____.	_____.
0372	614.2300 MGS Guardrail 3	6,691.000 LF	_____.	_____.
0374	614.2310 MGS Guardrail 3 HS	263.000 LF	_____.	_____.
0376	614.2320 MGS Guardrail 3 QS	50.000 LF	_____.	_____.
0378	614.2500 MGS Thrie Beam Transition	431.000 LF	_____.	_____.
0380	614.2610 MGS Guardrail Terminal EAT	21.000 EACH	_____.	_____.



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0382	614.2620 MGS Guardrail Terminal Type 2	19.000 EACH	_____.	_____.
0384	616.0206 Fence Chain Link 6-FT	166.000 LF	_____.	_____.
0386	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1206-06-79	1.000 EACH	_____.	_____.
0388	619.1000 Mobilization	1.000 EACH	_____.	_____.
0390	620.0300 Concrete Median Sloped Nose	695.000 SF	_____.	_____.
0392	624.0100 Water	599.000 MGAL	_____.	_____.
0394	625.0500 Salvaged Topsoil	16,677.000 SY	_____.	_____.
0396	628.1504 Silt Fence	7,164.000 LF	_____.	_____.
0398	628.1520 Silt Fence Maintenance	7,164.000 LF	_____.	_____.
0400	628.1905 Mobilizations Erosion Control	18.000 EACH	_____.	_____.
0402	628.1910 Mobilizations Emergency Erosion Control	4.000 EACH	_____.	_____.
0404	628.2004 Erosion Mat Class I Type B	15,909.000 SY	_____.	_____.
0406	628.7005 Inlet Protection Type A	6.000 EACH	_____.	_____.
0408	628.7010 Inlet Protection Type B	447.000 EACH	_____.	_____.
0410	628.7015 Inlet Protection Type C	69.000 EACH	_____.	_____.
0412	628.7504 Temporary Ditch Checks	144.000 LF	_____.	_____.



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0414	629.0210 Fertilizer Type B	15.500 CWT	_____.	_____.
0416	630.0130 Seeding Mixture No. 30	299.000 LB	_____.	_____.
0418	633.1000 Delineators Barrier Wall	332.000 EACH	_____.	_____.
0420	633.5200 Markers Culvert End	5.000 EACH	_____.	_____.
0422	634.0614 Posts Wood 4x6-Inch X 14-FT	2.000 EACH	_____.	_____.
0424	634.0616 Posts Wood 4x6-Inch X 16-FT	2.000 EACH	_____.	_____.
0426	634.0618 Posts Wood 4x6-Inch X 18-FT	13.000 EACH	_____.	_____.
0428	634.0620 Posts Wood 4x6-Inch X 20-FT	7.000 EACH	_____.	_____.
0430	634.0624 Posts Wood 4x6-Inch X 24-FT	6.000 EACH	_____.	_____.
0432	634.0812 Posts Tubular Steel 2x2-Inch X 12-FT	31.000 EACH	_____.	_____.
0434	635.0200 Sign Supports Structural Steel HS	5,210.000 LB	_____.	_____.
0436	636.0100 Sign Supports Concrete Masonry	10.000 CY	_____.	_____.
0438	636.0500 Sign Supports Steel Reinforcement	1,326.000 LB	_____.	_____.
0440	637.1220 Signs Type I Reflective SH	14,809.500 SF	_____.	_____.
0442	637.2210 Signs Type II Reflective H	2,423.000 SF	_____.	_____.
0444	637.2230 Signs Type II Reflective F	48.000 SF	_____.	_____.
0446	638.2101 Moving Signs Type I	1.000 EACH	_____.	_____.



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0448	638.2102 Moving Signs Type II	103.000 EACH	_____.	_____.
0450	638.2601 Removing Signs Type I	60.000 EACH	_____.	_____.
0452	638.2602 Removing Signs Type II	110.000 EACH	_____.	_____.
0454	638.3000 Removing Small Sign Supports	68.000 EACH	_____.	_____.
0456	638.3100 Removing Structural Steel Sign Supports	10.000 EACH	_____.	_____.
0458	638.3150 Removing Overhead Sign Supports Cantilever (structure) 01. S-13-XXX	15.000 EACH	_____.	_____.
0460	638.3155 Removing Overhead Sign Supports Full Span (structure) 01. S-13-XXX	7.000 EACH	_____.	_____.
0462	638.4000 Moving Small Sign Supports	27.000 EACH	_____.	_____.
0464	642.5401 Field Office Type D	1.000 EACH	_____.	_____.
0466	643.0300 Traffic Control Drums	145,684.000 DAY	_____.	_____.
0468	643.0420 Traffic Control Barricades Type III	8,984.000 DAY	_____.	_____.
0470	643.0705 Traffic Control Warning Lights Type A	17,967.000 DAY	_____.	_____.
0472	643.0715 Traffic Control Warning Lights Type C	24,354.000 DAY	_____.	_____.
0474	643.0800 Traffic Control Arrow Boards	1,394.000 DAY	_____.	_____.
0476	643.0900 Traffic Control Signs	14,586.000 DAY	_____.	_____.
0478	643.0910 Traffic Control Covering Signs Type I	12.000 EACH	_____.	_____.



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0480	643.0920 Traffic Control Covering Signs Type II	2.000 EACH	_____.	_____.
0482	643.1050 Traffic Control Signs PCMS	1,064.000 DAY	_____.	_____.
0484	643.1055.S Truck or Trailer Mounted Attenuator	176.000 DAY	_____.	_____.
0486	643.5000 Traffic Control	1.000 EACH	_____.	_____.
0488	645.0120 Geotextile Type HR	150.000 SY	_____.	_____.
0490	645.0220 Geogrid Type SR	14,918.000 SY	_____.	_____.
0492	646.1020 Marking Line Epoxy 4-Inch	32,153.000 LF	_____.	_____.
0494	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	272,172.000 LF	_____.	_____.
0496	646.1555 Marking Line Grooved Contrast Permanent Tape 4-Inch	42,651.000 LF	_____.	_____.
0498	646.3020 Marking Line Epoxy 8-Inch	1,753.000 LF	_____.	_____.
0500	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	33,030.000 LF	_____.	_____.
0502	646.5020 Marking Arrow Epoxy	4.000 EACH	_____.	_____.
0504	646.5420 Marking Aerial Enforcement Bar Epoxy	30.000 EACH	_____.	_____.
0506	646.7220 Marking Chevron Epoxy 24-Inch	3,617.000 LF	_____.	_____.
0508	646.8120 Marking Curb Epoxy	10.000 LF	_____.	_____.
0510	646.8220 Marking Island Nose Epoxy	1.000 EACH	_____.	_____.



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0512	646.9000 Marking Removal Line 4-Inch	47,199.000 LF	_____.	_____.
0514	646.9010 Marking Removal Line Water Blasting 4-Inch	14,882.000 LF	_____.	_____.
0516	646.9100 Marking Removal Line 8-Inch	27,324.000 LF	_____.	_____.
0518	646.9110 Marking Removal Line Water Blasting 8-Inch	1,289.000 LF	_____.	_____.
0520	646.9200 Marking Removal Line Wide	2,497.000 LF	_____.	_____.
0522	649.0120 Temporary Marking Line Epoxy 4-Inch	356,603.000 LF	_____.	_____.
0524	649.0220 Temporary Marking Line Epoxy 8-Inch	54,891.000 LF	_____.	_____.
0526	649.0760 Temporary Marking Raised Pavement Marker Type I	417.000 EACH	_____.	_____.
0528	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	19,525.000 LF	_____.	_____.
0530	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	161.000 LF	_____.	_____.
0532	652.0605 Conduit Special 2-Inch	207.000 LF	_____.	_____.
0534	652.0615 Conduit Special 3-Inch	9,253.000 LF	_____.	_____.
0536	652.0700.S Install Conduit into Existing Item	44.000 EACH	_____.	_____.
0538	653.0154 Pull Boxes Non-Conductive 24x36-Inch	5.000 EACH	_____.	_____.
0540	653.0164 Pull Boxes Non-Conductive 24x42-Inch	77.000 EACH	_____.	_____.



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0542	653.0222 Junction Boxes 18x12x6-Inch	30.000 EACH	_____.	_____.
0544	654.0101 Concrete Bases Type 1	31.000 EACH	_____.	_____.
0546	654.0102 Concrete Bases Type 2	2.000 EACH	_____.	_____.
0548	654.1130 Concrete Bases Camera Pole 30-FT	1.000 EACH	_____.	_____.
0550	654.1150 Concrete Bases Camera Pole 50-FT	1.000 EACH	_____.	_____.
0552	655.0505 Electrical Wire Traffic Signals 14 AWG	21,735.000 LF	_____.	_____.
0554	655.0625 Electrical Wire Lighting 6 AWG	26,115.000 LF	_____.	_____.
0556	655.0630 Electrical Wire Lighting 4 AWG	10,900.000 LF	_____.	_____.
0558	655.0635 Electrical Wire Lighting 2 AWG	7,023.000 LF	_____.	_____.
0560	655.0640 Electrical Wire Lighting 1 AWG	605.000 LF	_____.	_____.
0562	655.0645 Electrical Wire Lighting 1/0 AWG	4,905.000 LF	_____.	_____.
0564	656.0200 Electrical Service Meter Breaker Pedestal (location) 01. LCS-13-0030	LS	LUMP SUM	_____.
0566	656.0200 Electrical Service Meter Breaker Pedestal (location) 02. LCS-13-0031	LS	LUMP SUM	_____.
0568	656.0200 Electrical Service Meter Breaker Pedestal (location) 03. DMS-13-0066	LS	LUMP SUM	_____.
0570	656.0200 Electrical Service Meter Breaker Pedestal (location) 04. LCS-13-0032	LS	LUMP SUM	_____.



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0572	656.0200 Electrical Service Meter Breaker Pedestal (location) 05. LCS-13-0028	LS	LUMP SUM	_____.
0574	656.0200 Electrical Service Meter Breaker Pedestal (location) 06. LCS-13-0034/LCS-13-0025	LS	LUMP SUM	_____.
0576	656.0200 Electrical Service Meter Breaker Pedestal (location) 07. LCS-13-0024	LS	LUMP SUM	_____.
0578	656.0200 Electrical Service Meter Breaker Pedestal (location) 08. LCS-13-0036/LCS-13-0022	LS	LUMP SUM	_____.
0580	656.0200 Electrical Service Meter Breaker Pedestal (location) 09. LCS-13-0038	LS	LUMP SUM	_____.
0582	656.0200 Electrical Service Meter Breaker Pedestal (location) 10. LCS-13-0040	LS	LUMP SUM	_____.
0584	656.0200 Electrical Service Meter Breaker Pedestal (location) 11. LCS-13-0041/LCS-13-0017/DMS-13-0067	LS	LUMP SUM	_____.
0586	656.0200 Electrical Service Meter Breaker Pedestal (location) 12. LCS-13-0042/LCS-13-0016	LS	LUMP SUM	_____.
0588	656.0200 Electrical Service Meter Breaker Pedestal (location) 13. LCS-13-0043/LCS-13-0015	LS	LUMP SUM	_____.
0590	656.0200 Electrical Service Meter Breaker Pedestal (location) 14. LCS-13-0044	LS	LUMP SUM	_____.
0592	656.0200 Electrical Service Meter Breaker Pedestal (location) 15. LCS-13-0013	LS	LUMP SUM	_____.
0594	656.0200 Electrical Service Meter Breaker Pedestal (location) 16. LCS-13-0045	LS	LUMP SUM	_____.



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0596	656.0200 Electrical Service Meter Breaker Pedestal (location) 17. LCS-13-0047/LCS-13-0011	LS	LUMP SUM	_____.
0598	656.0200 Electrical Service Meter Breaker Pedestal (location) 18. LCS-13-0049/LCS-13-0009	LS	LUMP SUM	_____.
0600	656.0200 Electrical Service Meter Breaker Pedestal (location) 19. DMS-13-0069	LS	LUMP SUM	_____.
0602	656.0200 Electrical Service Meter Breaker Pedestal (location) 20. LCS-13-0050/LCS-13-0008	LS	LUMP SUM	_____.
0604	656.0200 Electrical Service Meter Breaker Pedestal (location) 21. LCS-13-0051/LCS-13-0007	LS	LUMP SUM	_____.
0606	656.0200 Electrical Service Meter Breaker Pedestal (location) 22. LCS-13-0052/LCS-13-0006	LS	LUMP SUM	_____.
0608	656.0200 Electrical Service Meter Breaker Pedestal (location) 23. DMS-13-0070	LS	LUMP SUM	_____.
0610	656.0200 Electrical Service Meter Breaker Pedestal (location) 24. LCS-13-0053/LCS-13-0005	LS	LUMP SUM	_____.
0612	656.0200 Electrical Service Meter Breaker Pedestal (location) 25. LCS-13-0054/LCS-13-0004	LS	LUMP SUM	_____.
0614	656.0200 Electrical Service Meter Breaker Pedestal (location) 26. LCS-13-0055	LS	LUMP SUM	_____.
0616	656.0200 Electrical Service Meter Breaker Pedestal (location) 27. LCS-13-0056/LCS-13-0003	LS	LUMP SUM	_____.



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0618	656.0200 Electrical Service Meter Breaker Pedestal (location) 28. LCS-13-0057/LCS-13-0002	LS	LUMP SUM	_____.
0620	656.0500 Electrical Service Breaker Disconnect Box (location) 01. LCS-13-0030	LS	LUMP SUM	_____.
0622	656.0500 Electrical Service Breaker Disconnect Box (location) 02. LCS-13-0031	LS	LUMP SUM	_____.
0624	656.0500 Electrical Service Breaker Disconnect Box (location) 03. DMS-13-0066	LS	LUMP SUM	_____.
0626	656.0500 Electrical Service Breaker Disconnect Box (location) 04. LCS-13-0032	LS	LUMP SUM	_____.
0628	656.0500 Electrical Service Breaker Disconnect Box (location) 05. LCS-13-0028	LS	LUMP SUM	_____.
0630	656.0500 Electrical Service Breaker Disconnect Box (location) 06. LCS-13-0025	LS	LUMP SUM	_____.
0632	656.0500 Electrical Service Breaker Disconnect Box (location) 07. LCS-13-0024	LS	LUMP SUM	_____.
0634	656.0500 Electrical Service Breaker Disconnect Box (location) 08. LCS-13-0035	LS	LUMP SUM	_____.
0636	656.0500 Electrical Service Breaker Disconnect Box (location) 09. LCS-13-0023	LS	LUMP SUM	_____.
0638	656.0500 Electrical Service Breaker Disconnect Box (location) 10. LCS-13-0036/LCS-13-0022	LS	LUMP SUM	_____.
0640	656.0500 Electrical Service Breaker Disconnect Box (location) 11. LCS-13-0037/LCS-13-0021	LS	LUMP SUM	_____.



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0642	656.0500 Electrical Service Breaker Disconnect Box (location) 12. LCS-13-0038	LS	LUMP SUM	_____.
0644	656.0500 Electrical Service Breaker Disconnect Box (location) 13. LCS-13-0019	LS	LUMP SUM	_____.
0646	656.0500 Electrical Service Breaker Disconnect Box (location) 14. LCS-13-0039	LS	LUMP SUM	_____.
0648	656.0500 Electrical Service Breaker Disconnect Box (location) 15. LCS-13-0040	LS	LUMP SUM	_____.
0650	656.0500 Electrical Service Breaker Disconnect Box (location) 16. LCS-13-0041/LCS-13-0017	LS	LUMP SUM	_____.
0652	656.0500 Electrical Service Breaker Disconnect Box (location) 17. LCS-13-0042/LCS-13-0016	LS	LUMP SUM	_____.
0654	656.0500 Electrical Service Breaker Disconnect Box (location) 18. LCS-13-0043/LCS-13-0015	LS	LUMP SUM	_____.
0656	656.0500 Electrical Service Breaker Disconnect Box (location) 19. LCS-13-0014/DMS-13-0068	LS	LUMP SUM	_____.
0660	656.0500 Electrical Service Breaker Disconnect Box (location) 21. LCS-13-0044	LS	LUMP SUM	_____.
0662	656.0500 Electrical Service Breaker Disconnect Box (location) 22. LCS-13-0045	LS	LUMP SUM	_____.
0664	656.0500 Electrical Service Breaker Disconnect Box (location) 23. LCS-13-0047/LCS-13-0011	LS	LUMP SUM	_____.
0666	656.0500 Electrical Service Breaker Disconnect Box (location) 24. LCS-13-0048/LCS-13-0010	LS	LUMP SUM	_____.



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0668	656.0500 Electrical Service Breaker Disconnect Box (location) 25. LCS-13-0049/LCS-13-0009	LS	LUMP SUM	_____.
0670	656.0500 Electrical Service Breaker Disconnect Box (location) 26. DMS-13-0069	LS	LUMP SUM	_____.
0672	656.0500 Electrical Service Breaker Disconnect Box (location) 27. LCS-13-0050/LCS-13-0008	LS	LUMP SUM	_____.
0674	656.0500 Electrical Service Breaker Disconnect Box (location) 28. LCS-13-0051/LCS-13-0007	LS	LUMP SUM	_____.
0676	656.0500 Electrical Service Breaker Disconnect Box (location) 29. LCS-13-0052/LCS-13-0006	LS	LUMP SUM	_____.
0678	656.0500 Electrical Service Breaker Disconnect Box (location) 30. DMS-13-0070	LS	LUMP SUM	_____.
0680	656.0500 Electrical Service Breaker Disconnect Box (location) 31. LCS-13-0053/LCS-13-0005	LS	LUMP SUM	_____.
0682	656.0500 Electrical Service Breaker Disconnect Box (location) 32. LCS-13-0054/LCS-13-0004	LS	LUMP SUM	_____.
0684	656.0500 Electrical Service Breaker Disconnect Box (location) 33. LCS-13-0055	LS	LUMP SUM	_____.
0686	656.0500 Electrical Service Breaker Disconnect Box (location) 34. LCS-13-0056/LCS-13-0003	LS	LUMP SUM	_____.
0688	656.0500 Electrical Service Breaker Disconnect Box (location) 35. LCS-13-0057/LCS-13-0002	LS	LUMP SUM	_____.



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0690	657.0100 Pedestal Bases	29.000 EACH	_____.	_____.
0692	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	2.000 EACH	_____.	_____.
0694	657.0322 Poles Type 5-Aluminum	2.000 EACH	_____.	_____.
0696	670.0100 Field System Integrator	LS	LUMP SUM	_____.
0698	670.0200 ITS Documentation	LS	LUMP SUM	_____.
0700	673.0105 Communication Vault Type 1	4.000 EACH	_____.	_____.
0702	673.0200 Tracer Wire Marker Posts	4.000 EACH	_____.	_____.
0704	673.0225.S Install Pole Mounted Cabinet	34.000 EACH	_____.	_____.
0706	674.0200 Cable Microwave Detector	452.000 LF	_____.	_____.
0708	674.0300 Remove Cable	954.000 LF	_____.	_____.
0710	674.0400 Reinstall Cable	954.000 LF	_____.	_____.
0712	675.0300 Install Mounted Controller Microwave Detector Assembly	34.000 EACH	_____.	_____.
0714	677.0130 Install Camera Pole 30-FT	1.000 EACH	_____.	_____.
0716	677.0150 Install Camera Pole 50-FT	1.000 EACH	_____.	_____.
0718	677.0200 Install Camera Assembly	37.000 EACH	_____.	_____.
0720	678.0012 Install Fiber Optic Cable Outdoor Plant 12-CT	20,279.000 LF	_____.	_____.



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0722	678.0100.S Install Overhead Freeway DMS Full Matrix	5.000 EACH	_____.	_____.
0724	678.0200 Fiber Optic Splice Enclosure	27.000 EACH	_____.	_____.
0726	678.0300 Fiber Optic Splice	120.000 EACH	_____.	_____.
0728	678.0400 Fiber Optic Termination	180.000 EACH	_____.	_____.
0730	678.0500 Communication System Testing	LS	LUMP SUM	_____.
0732	678.0600 Install Ethernet Switches	39.000 EACH	_____.	_____.
0734	690.0150 Sawing Asphalt	1,301.000 LF	_____.	_____.
0736	690.0250 Sawing Concrete	86,842.000 LF	_____.	_____.
0738	715.0415 Incentive Strength Concrete Pavement	319.000 DOL	1.00000	319.00
0740	740.0440 Incentive IRI Ride	169,431.000 DOL	1.00000	169,431.00
0742	ASP.1T0A On-the-Job Training Apprentice at \$5.00/HR	4,500.000 HRS	5.00000	22,500.00
0744	ASP.1T0G On-the-Job Training Graduate at \$5.00/HR	2,500.000 HRS	5.00000	12,500.00
0746	SPV.0060 Special 01. Concrete Barrier Transition Type NJ32SF to S36 Retaining Wall	2.000 EACH	_____.	_____.
0748	SPV.0060 Special 02. Concrete Barrier Transition Type NJ44SF to S39 Retaining Wall	2.000 EACH	_____.	_____.
0750	SPV.0060 Special 03. Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 1	10.000 EACH	_____.	_____.



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0752	SPV.0060 Special 04. Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 2	3.000 EACH	_____.	_____.
0754	SPV.0060 Special 05. Concrete Barrier Transition Type NJ32SF to S36 Wide, Type 3	1.000 EACH	_____.	_____.
0756	SPV.0060 Special 06. Concrete Barrier Transition Type S36 to S36 Wide, Type 1	9.000 EACH	_____.	_____.
0758	SPV.0060 Special 07. Concrete Barrier Transition Type S36 to S36 Wide, Type 2	3.000 EACH	_____.	_____.
0760	SPV.0060 Special 08. Concrete Barrier Transition Type S36A to S36 Split Retaining Wall	2.000 EACH	_____.	_____.
0762	SPV.0060 Special 09. Concrete Barrier Transition Type S36 to S42	11.000 EACH	_____.	_____.
0764	SPV.0060 Special 10. Concrete Barrier Transition Type S36 Wide to S42 Wide, Type 1	1.000 EACH	_____.	_____.
0766	SPV.0060 Special 11. Concrete Barrier Transition Type S36 Wide to S42 Wide, Type 2	1.000 EACH	_____.	_____.
0768	SPV.0060 Special 12. Concrete Barrier Transition Type S36A to S42A	1.000 EACH	_____.	_____.
0770	SPV.0060 Special 13. Concrete Barrier Transition Type S36A to S42A Retaining Wall	2.000 EACH	_____.	_____.
0772	SPV.0060 Special 14. Concrete Barrier Transition Type S42 to S42	1.000 EACH	_____.	_____.
0774	SPV.0060 Special 15. Concrete Barrier Transition Type S42A to S42A, Type 1	1.000 EACH	_____.	_____.
0776	SPV.0060 Special 16. Concrete Barrier Transition Type S42A to S42A, Type 2	2.000 EACH	_____.	_____.



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0778	SPV.0060 Special 17. Concrete Barrier Transition Type S42A to S42A, Type 3	1.000 EACH	_____.	_____.
0780	SPV.0060 Special 18. Concrete Barrier Transition Type S42 to S56, Type 1	35.000 EACH	_____.	_____.
0782	SPV.0060 Special 19. Concrete Barrier Transition Type S42 Wide to S56 Wide, Type 1	1.000 EACH	_____.	_____.
0784	SPV.0060 Special 20. Concrete Barrier Transition Type S42 Wide to S56 Wide, Type 2	1.000 EACH	_____.	_____.
0786	SPV.0060 Special 21. Concrete Barrier Transition Type S42A to S56A, Type 1A	2.000 EACH	_____.	_____.
0788	SPV.0060 Special 22. Concrete Barrier Transition Type S42A to S56A, Type 1B	2.000 EACH	_____.	_____.
0790	SPV.0060 Special 23. Concrete Barrier Transition Type S42A to S56A, Type 1	15.000 EACH	_____.	_____.
0792	SPV.0060 Special 24. Concrete Barrier Transition Type S42A to S56A, Type 2	3.000 EACH	_____.	_____.
0794	SPV.0060 Special 25. Concrete Barrier Transition Type S42A to S56A, Type 3	8.000 EACH	_____.	_____.
0796	SPV.0060 Special 26. Concrete Barrier Transition Type S42A to S56A, Type 4	3.000 EACH	_____.	_____.
0798	SPV.0060 Special 27. Concrete Barrier Transition Type S42A to S56A Retaining Wall	1.000 EACH	_____.	_____.
0800	SPV.0060 Special 28. Concrete Barrier Transition Type S56A to S56A	1.000 EACH	_____.	_____.
0802	SPV.0060 Special 29. Concrete Barrier Transition Type S56 to 56 Vertical	10.000 EACH	_____.	_____.



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0804	SPV.0060 Special 30. Concrete Barrier Transition Type S56 to 56 Vertical, Type 1	11.000 EACH	_____.	_____.
0806	SPV.0060 Special 31. Concrete Barrier Transition Type S56 to 56 Vertical, Type 2	1.000 EACH	_____.	_____.
0808	SPV.0060 Special 32. Concrete Barrier Transition Type S56 to 56 Vertical, Type 3	41.000 EACH	_____.	_____.
0810	SPV.0060 Special 33. Concrete Barrier Transition Type S56 to 56 Vertical, Type 4	1.000 EACH	_____.	_____.
0812	SPV.0060 Special 34. Concrete Barrier Transition Type S56A to 56A Vertical, Type 1A	2.000 EACH	_____.	_____.
0814	SPV.0060 Special 35. Concrete Barrier Transition Type S56A to 56A Vertical, Type 1B	2.000 EACH	_____.	_____.
0816	SPV.0060 Special 36. Concrete Barrier Transition Type S56A to 56A Vertical, Type 1	1.000 EACH	_____.	_____.
0818	SPV.0060 Special 37. Concrete Barrier Transition Type S56A to 56A Vertical, Type 2	15.000 EACH	_____.	_____.
0820	SPV.0060 Special 38. Concrete Barrier Transition Type S56A to 56A Vertical, Type 3	7.000 EACH	_____.	_____.
0822	SPV.0060 Special 39. Concrete Barrier Transition Type S56A to 56A Vertical, Type 4	13.000 EACH	_____.	_____.
0824	SPV.0060 Special 40. Concrete Barrier Transition Type S56A to 56A Vertical, Type 5	8.000 EACH	_____.	_____.
0826	SPV.0060 Special 41. Concrete Barrier Transition Type S56A to 56A Vertical Retaining Wall	2.000 EACH	_____.	_____.
0828	SPV.0060 Special 42. Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 1	1.000 EACH	_____.	_____.



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0830	SPV.0060 Special 43. Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 2	1.000 EACH	_____.	_____.
0832	SPV.0060 Special 44. Concrete Barrier Transition Type 56 Vertical to 56 Vertical, Type 3	1.000 EACH	_____.	_____.
0834	SPV.0060 Special 45. Concrete Barrier Transition Type S56 Wide to 56 Vertical, Type 1	1.000 EACH	_____.	_____.
0836	SPV.0060 Special 46. Concrete Barrier Transition Type S56 Wide to 56 Vertical, Type 2	1.000 EACH	_____.	_____.
0838	SPV.0060 Special 47. Repositioning Traffic Control Devices for Mainline Closures	226.000 EACH	_____.	_____.
0840	SPV.0060 Special 48. Traffic Control Close-Open Freeway Entrance Ramp	308.000 EACH	_____.	_____.
0842	SPV.0060 Special 49. Emergency Response to Traffic Incident Involving Concrete Barrier Temporary	12.000 EACH	_____.	_____.
0844	SPV.0060 Special 50. Emergency Response to Traffic Incident Involving Crash Cushion	12.000 EACH	_____.	_____.
0846	SPV.0060 Special 51. Emergency Response to Traffic Incident Involving Guard Rail or EAT	8.000 EACH	_____.	_____.
0848	SPV.0060 Special 52. Securing Structure Covers	20.000 EACH	_____.	_____.
0850	SPV.0060 Special 53. Storm Sewer Tap	31.000 EACH	_____.	_____.
0852	SPV.0060 Special 54. Concrete Cutoff Wall	5.000 EACH	_____.	_____.
0854	SPV.0060 Special 55. Connect Pipe Underdrain to Existing Structure	13.000 EACH	_____.	_____.



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0856	SPV.0060 Special 56. Install Lane Control Sign (LCS)	57.000 EACH	_____.	_____.
0858	SPV.0060 Special 57. Traffic Signal Standards Aluminum 6-FT	31.000 EACH	_____.	_____.
0860	SPV.0060 Special 58. Salvage Microwave Detector Equipment	20.000 EACH	_____.	_____.
0862	SPV.0060 Special 59. Utility Line Opening (ULO)	10.000 EACH	_____.	_____.
0864	SPV.0060 Special 60. Fiber Optic Connector, 4-CT, 1000-FT	3.000 EACH	_____.	_____.
0866	SPV.0060 Special 61. Fiberglass Cabinet, 12x12-Inch	3.000 EACH	_____.	_____.
0868	SPV.0060 Special 62. Install Type I Vertical Sign Support	16.000 EACH	_____.	_____.
0870	SPV.0060 Special 63. Median Inlet Concrete Pavement Blockout	327.000 EACH	_____.	_____.
0872	SPV.0060 Special 64. Outside Shoulder Adjusting Inlets Pavement Replacement	31.000 EACH	_____.	_____.
0874	SPV.0060 Special 65. Baseline CPM Progress Schedule	1.000 EACH	_____.	_____.
0876	SPV.0060 Special 66. CPM Progress Schedule Updates and Accepted Revisions	7.000 EACH	_____.	_____.
0878	SPV.0060 Special 67. Remove Catwalk	9.000 EACH	_____.	_____.
0880	SPV.0090 Special 01. Concrete Barrier Type S36 Wide, Type A	97.000 LF	_____.	_____.



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0882	SPV.0090 Special 02. Concrete Barrier Type S36 Wide, Type B	93.000 LF	_____.	_____.
0884	SPV.0090 Special 03. Concrete Barrier Type S42	9,653.000 LF	_____.	_____.
0886	SPV.0090 Special 04. Concrete Barrier Type S42A	11,702.000 LF	_____.	_____.
0888	SPV.0090 Special 05. Concrete Barrier Type S42 Wide, Type A	525.000 LF	_____.	_____.
0890	SPV.0090 Special 06. Concrete Barrier Type S42 Wide, Type B	36.000 LF	_____.	_____.
0892	SPV.0090 Special 07. Concrete Barrier Type S42A Retaining Wall	138.000 LF	_____.	_____.
0894	SPV.0090 Special 08. Concrete Barrier Type S56A Retaining Wall	112.000 LF	_____.	_____.
0896	SPV.0090 Special 09. Concrete Barrier Type S56	3,964.000 LF	_____.	_____.
0898	SPV.0090 Special 10. Concrete Barrier Type S56A	3,793.000 LF	_____.	_____.
0900	SPV.0090 Special 11. Traffic Control Gawk Screen Furnished	4,912.000 LF	_____.	_____.
0902	SPV.0090 Special 12. Traffic Control Gawk Screen Installed	4,912.000 LF	_____.	_____.
0904	SPV.0090 Special 13. Temporary Marking Line Wet Reflective Contrast Removable Tape 4-Inch	81,661.000 LF	_____.	_____.
0906	SPV.0090 Special 14. Sawing Curb Head	375.000 LF	_____.	_____.
0908	SPV.0090 Special 15. Concrete Curb and Gutter HES 30-Inch Type A	75.000 LF	_____.	_____.



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0910	SPV.0090 Special 16. Pipe Underdrain 6-Inch with Geotextile Fabric and Aggregate	2,243.000 LF	_____.	_____.
0912	SPV.0090 Special 17. Marking Line Epoxy Non-Reflective Black 6-Inch	13,925.000 LF	_____.	_____.
0914	SPV.0090 Special 18. Concrete Barrier Type S36 Retaining Wall	11.000 LF	_____.	_____.
0916	SPV.0090 Special 19. Concrete Barrier Type S39 Retaining Wall	15.000 LF	_____.	_____.
0918	SPV.0090 Special 20. Temporary Marking Line Wet Reflective Contrast Removable Tape 8-Inch	8,789.000 LF	_____.	_____.
0920	SPV.0105 Special 01. Survey Project 1206-06-79	LS	LUMP SUM	_____.
0922	SPV.0105 Special 02. Relocate Dual Arm, Median Mounted Lighting Unit	LS	LUMP SUM	_____.
0924	SPV.0105 Special 03. Conduit Routing (Verona Road East)	LS	LUMP SUM	_____.
0926	SPV.0105 Special 04. Conduit Routing (Verona Road West)	LS	LUMP SUM	_____.
0928	SPV.0105 Special 05. Install Catwalk	LS	LUMP SUM	_____.
0930	SPV.0105 Special 06. Relocate Bluetooth Detector Assembly	LS	LUMP SUM	_____.
0932	SPV.0165 Special 01. Fiber Wrap Reinforcing Non-Structural	320.000 SF	_____.	_____.
0934	SPV.0180 Special 01. Concrete Pavement Repair Overnight	242.000 SY	_____.	_____.



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0936	SPV.0180 Special 02. Concrete Pavement Replacement Overnight	300.000 SY	_____.	_____.
0938	SPV.0180 Special 03. Base Patching Concrete Overnight	2,191.000 SY	_____.	_____.
0940	210.2500 Backfill Structure Type B	1,008.000 TON	_____.	_____.
0942	532.5020 Butterfly 2-Chord NS (structure) 68. S-13-574	1.000 EACH	_____.	_____.
0944	532.5020 Butterfly 2-Chord NS (structure) 69. S-13-575	1.000 EACH	_____.	_____.
0946	532.5020 Butterfly 2-Chord NS (structure) 70. S-13-576	1.000 EACH	_____.	_____.
0948	603.1442 Concrete Barrier Type S42C	20.000 LF	_____.	_____.
0950	652.0800 Conduit Loop Detector	72.000 LF	_____.	_____.
0952	653.0905 Removing Pull Boxes	1.000 EACH	_____.	_____.
0954	655.0800 Loop Detector Wire	264.000 LF	_____.	_____.
0956	SPV.0060 Special 68. Pipe Bollard	2.000 EACH	_____.	_____.
0958	SPV.0060 Special 69. Adjusting Pull Boxes Concrete Reinforcement	1.000 EACH	_____.	_____.
0960	SPV.0090 Special 21. Concrete Pavement Repair Longitudinal Joint Overnight	100.000 LF	_____.	_____.

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Total:

Total Bid:

