HIGHWAY WORK PROPOSAL

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

Proposal Number: 023

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
Washburn	1197-00-70	WISC 2021042	Spooner - Minong; Trego Interchange	USH 053

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: $490,000.00 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 **SAMPLE** **NOT FOR BIDDING PURPOSES**
Contract Completion Time November 18, 2022	
Assigned Disadvantaged Business Enterprise Goal 6%	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**

Milling, Mil & Relay, Grade, Storm Sewer, Culvert Pipe, Base, Concrete Pavement, Asphalt Pavement, Curb & Gutter, Sidewalk, Concrete Barrier, Beam Guard, Signing, Lighting, Landscaping, Pavement Marking, Structures B-65-0055 - 0059, R-65-0003, & 0004

Notice of Award Dated	Date Guaranty Returned

PLEASE ATTACH
PROPOSAL GUARANTY HERE

Effective with November 2007 Letting

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective with August 2015 Letting

BID PREPARATION

Preparing the Proposal Schedule of Items

A General

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

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

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

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

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

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

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

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

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

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

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

B Submitting Electronic Bids

B.1 On the Internet

(1) Do the following before submitting the bid:

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

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

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

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

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

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

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

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

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

Bidder Name

BN00

Proposals: 1, 12, 14, & 22

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

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

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

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

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

C Waiver of Electronic Submittal

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

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

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

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

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

PROPOSAL BID BOND

Wisconsin Department of Transportation

DT1303 1/2006

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

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

(Signature of Attorney-in-Fact)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

Wisconsin Department of Transportation

DT1305 8/2003

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

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

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

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

(Signature of Authorized Contractor Representative) (Date)

March 2010

LIST OF SUBCONTRACTORS

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

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

Name of Subcontractor	Class of Work	Estimated Value

DECEMBER 2000

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

Instructions for Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1197-00-70, USH 53, Spooner – Minong, Trego Interchange, Washburn 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 grading, base aggregate dense, concrete pavement, HMA pavement, Structures B-65-0056, 0057, 0058, and 0059, Retaining Walls R-65-3 and 4, storm sewer, concrete barrier, erosion control, traffic control, signing and marking and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

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

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

Prosecution and progress meeting will be held once every week. The contractor's superintendent or designated representative and subcontractor representative for ongoing subconsultant work or subcontract 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. These dates shall be substantiated by production rates showing quantities of work force and equipment necessary to meet projected production levels of those operations.

Fish Spawning

There shall be no instream disturbance of the Namekagon River as a result of construction activity under or for this contract, from November 2 to June 14 both dates inclusive, in order to avoid adverse impacts upon the spawning of various fish species.

There shall be no instream disturbance of Potato Creek as a result of construction activity under or for this contract, from March 1 to May 15 both dates inclusive, in order to avoid adverse impacts upon the spawning of various fish species.

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

0036 (20090901)

Migratory Birds

Swallow and other migratory birds' nests have been observed on or under the existing bridges. All active nests (when eggs or young are present) of migratory birds are protected under the federal Migratory Bird Treaty Act.

The nesting season for swallows and other birds is usually between May 1 and August 30. Either prevent active nests from becoming established or apply for a depredation permit from the US Fish and Wildlife Service for work that may disturb or destroy active nests. The need for a permit may be avoided by removing the existing bridge structure prior to nest occupation by birds or clearing nests from all structures before the nests become active in early spring. As a last resort, prevent birds from nesting by installing a suitable netting device on the remaining structure prior to nesting activity. Include the cost for preventing nesting in the cost of the applicable bid item at each structure removal location (Removing Old Structure Over Waterway, Removing Old Structure Over Waterway with Minimal Debris, or Removing Old Structure Over Waterway with Debris Capture System).

0074 (20090901)

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 have been identified within 150 feet of the project limits. 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).

To avoid adverse impacts upon the NLEBs, no Clearing is allowed between April 1 and September 29, both dates inclusive.

If the required Clearing is not completed by March 31, the department will suspend all clearing and associated work directly impacted by Clearing. The department will issue a notice to proceed with Clearing and associated work directly impacted by clearing after consulting with the United States Fish and Wildlife Service (USFWS).

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

State Special Concern Plant Protection

State Special Concern plant species were identified on proposed USH 63 at approximately 802+80 US, RT. Place silt fence as shown on the plans to avoid impacts outside of the proposed slope intercepts on proposed USH 63 from approximately Station 802+00 US to Station 803+50 US, RT.

Mussel Relocation by Others

Endangered and protected mussels are present within the Namekagon River and Potato Creek. The construction areas on Mackey Road over Potato Creek were cleared of mussels prior to construction by others. The construction areas on USH 53 over Potato Creek and Lakeside Road over the Namekagon River will be cleared by others prior to September 2021.

If streambed impacts are proposed by the contractor beyond the limits of work shown in the plan, notify the department and Wisconsin DNR contact shown in the plans three months prior to construction to review the proposal requiring additional mussel relocation. A review does not constitute approval. A copy of the original mussel relocation documentation is available from regional office by contacting Beth Cunningham at 715-635-4973.

Waterway Marker Application

Add the following to standard spec 107.19(3):

A waterway marker permit (Form 8700-058) is required for placing advanced warning signs in the Namekagon River. Additional information on waterway markers and instructions to complete the permit can be found on the Wisconsin DNR website:

http://dnr.wi.gov/topic/boat/ordinances.html.

Erosion Control Implementation Plan (ECIP) Coordination Meetings

Hold an on-site meeting with the department and Wisconsin DNR to coordinate the proposed removal of Lakeside Road and the existing bridge P-65-6 over the Namekagon River prior to submitting the ECIP. A partial ECIP will be required prior to beginning Clearing.

Prior to the work to reestablish the Potato Creek channel through B-65-0058 and B-65-0059, notify the Wisconsin DNR representative at least two weeks prior to the beginning of this work and schedule on-site meeting to discuss grading and restoration plan for this area.

Prepare an ECIP amendment detailing an overwinter erosion control plan for 2021/2022. Present this ECIP amendment at a pre-winter shut down meeting with Wisconsin DNR and the department prior to October 15, 2021.

Lakeside Road and Bridge Removal and Habitat Improvement Area Coordination

Install erosion control measures as shown in the plan or as approved in the ECIP along Lakeside Road and the Namekagon River to minimize the potential for sedimentation off site in the highly sensitive Namekagon River and adjacent wetlands. For all areas contiguous with the Namekagon River, place all silt fence with turtle turnarounds. Remove any turtles from construction area throughout the construction period, if required.

Select tree removal will be required to accommodate the removal of the existing bridge P-65-6 over the Namekagon River. Do not remove any trees along Lakeside Road or adjacent to the Namekagon River without approval of the engineer. Prior to removal of any trees in these areas, mark trees for removal with removable colored ribbon. The engineer will coordinate approval of tree removals with the Wisconsin DNR and the National Park Service (NPS) prior to any Clearing along Lakeside Road and the Namekagon River.

Remove Lakeside Road and the existing bridge P-65-6 over the Namekagon River as shown in the plans.

- Do not remove P-65-6 until the Wild Rivers State Trail (WRST) traffic can be placed on completed bridge B-65-55.
- Remove bridge P-65-6 after September 7, 2021 to minimize impacts to Riverway users. Complete restoration of the abutment removal areas prior to October 15, 2021. Do not remove bridge deck over any active navigation areas.

Grade the old roadway south of the Namekagon River to accommodate a habitat improvement area. Construct the designated habitat improvement areas as shown on the plans. Prior to placement of the Reject Sand, coordinate final placement of the habitat improvement areas with the engineer and the Wisconsin DNR.

Upon locating the habitat improvement areas, select Tree Trimming may be required to ensure proper sunlight at the selected turtle habitat locations. Coordinate any tree trimming with the engineer, Wisconsin DNR, and NPS.

Maintain access to the habitat improvement areavia a field entrance located on proposed USH 63 at approximately Station 796+90 US, LT. Install a base aggregate driveway finished with topsoil and seed as shown in the plans.

National Park Service Coordination

The National Park Service (NPS) owns lands along USH 63 from approximately Station 792+50 US to Station 805+20 US, RT and along Lakeside Road from approximately Station 134+80 S to Station 139+00 S, LT and Station 134+00 S to Station 140+15 S, RT. The entrance to the NPS visitor center and maintenance buildings is located at approximately Station 796+85 US, RT. The visitor center is open to the public from the Memorial Day weekend through Labor Day. NPS has jurisdiction over the Namekagon River which is part of the St. Croix National Scenic Riverway.

Maintain access to the NPS visitor center and maintenance buildings at all times.

The department has obtained a special use permit from the NPS (Parcel 47) to allow work within the temporary limited easement shown on the plans to construct R-65-3. The contractor shall comply with the conditions of the special use permit which have been incorporated into these plans and special provisions. A copy of the special use permit is available from regional office by contacting Beth Cunningham at (715) 635-4973.

Complete all work on NPS lands (removal of stairs in Namekagon River, Removal of Structure P-65-6, and construction of retaining wall R-65-0003) before November 1, 2021.

Do not work outside of the existing highway right-of-way on NPS lands except where allowed by permit(s) obtained by the department. Place safety fence from approximately Station 792+00 US to Station 796+25 US, RT as designated on the plans to ensure all activities remain within the existing USH 63 right-of-way

and acquired temporary easements. Construction of the sheet piling for Retaining Wall R-65-003 is limited to prior to occur between Labor Day and Memorial Day.

Complete all work within the Namekagon River according to permit(s) obtained by the department.

Finish all areas on or adjacent to NPS lands, along the Namekagon River, and along Lakeside Road with certified weed free mulch, and native seeding (No. 70A) as shown on the plans and as provided for in the applicable bid items.

Install safety fence on proposed USH 63 from approximately Station 792+00 US to Station 796+25 US, LT prior to May 28, 2021. Maintain the fence until the permanent woven wire fence can be installed. Install the permanent woven wire fence from approximately Station 790+67 US to Station 805+18 US, LT before removing the safety fence. Complete installation of the permanent woven wire fence when the NPS visitor center is not open to the public, prior to Memorial Day or after Labor Day.

Complete the Removing Wooden Stair, Platforms, and Railing as well as Tree and Shrub planting prior to May 28, 2021. This includes all slope restoration and erosion control for the area of the stair removal.

Coordinate with the local NPS representative throughout construction to coordinate activities near the visitor center and within the Namekagon River. Establish clear lines of communication during the preconstruction meeting. The NPS representative will be designated during the preconstruction meeting.

Wild Rivers State Trail Coordination

The Wisconsin DNR Wild Rivers State Trail (WRST) is located along the east side of USH 53 and USH 63 throughout the project area. B-65-738 carries WRST over existing USH 63 and the Namekagon River. Maintain WRST trail traffic at all times. During construction of B-65-55, detour WRST trail traffic as shown in the plans onto Lakeside Road. Detour of the Wild Rivers State Trail is allowed to occur only over one of the following holidays: Memorial Day, Independence Day, Labor Day. Do not detour the WRST traffic for more than three months. Provide a schedule to engineer prior to detouring the Wild Rivers State Trail to meet this requirement. Detour signs for the trail will be placed by Washburn County. The contacts are:

Mike Peterson
Washburn County Forest Administrator
mlpeters@co.washburn.wi.us
(715) 635-4490

Mark Heil
Washburn County Forest Department
mheil@co.washburn.wi.us
(715) 635-4497

Coordinate with them three weeks prior to placing trail traffic on the detour route.

The WRST trail head is located along proposed USH 63 from approximately Station 600+00 TR to Station 602+50 TR, LT and RT. Maintain access and parking to the trail head and associated facilities at all times. Reconstruct the trail head in stages as shown on the plans. Work in the area that impacts the WRST trail parking area should occur after closure of the snowmobile trails and prior to Memorial Day.

Coordinate with the Wisconsin DNR representative and the Washburn County representatives throughout construction to coordinate activities near the WRST. Establish clear lines of communication during the preconstruction meeting. The Wisconsin DNR WRST representative is:

Shawn Haseleu
Wisconsin DNR
(715) 635-4228
Shawn.Haseleu@wisconsin.gov

Trail 7A Coordination

The Washburn County local trail designated as Trail 7A crosses USH 53 at Mackey Road and is located in the vicinity of proposed CTH E/Mackey Road along the west side of USH 53. Maintain Trail 7A trail traffic at all times with a connection to the WRST. Detour Trail 7A as shown in the plans along existing CTH E and Oak Hill Road when the CTH E/Mackey Road are under construction.

Coordinate with the Washburn County representative throughout construction to coordinate activities near Trail 7A. Establish clear lines of communication during the preconstruction meeting. The Washburn County Trail 7A representative will be designated during the preconstruction meeting.

Detour signs for the trail will be placed by Rolling Hills ATV/Snowmobile Club. The contact is:

Diane Voight
Rolling Hills ATV/Snowmobile Club
(877) 239-6193
Diane@mspninc.com

Coordinate with them three weeks prior to placing trail traffic on the detour route.

Nest of Eagles Airport Coordination

The project is in the vicinity of the Nest of Eagles Airport. Check the FAA's Obstruction Evaluation and Airport Airspace Analysis (OE/AAA) Website for any notices of proposed construction to determine impacts on airspace safety. The 'Notice Criteria Tool' on the OE/AAA website should be used to see if any temporary equipment will require study:

https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm

Filing with the FAA is required a minimum of 45 days prior to the start of construction. The contractor may reference case WISCO-000582461-20 in their filing.

The contact for the Nest of Eagles Airport is Alf Johnson, (715) 635-9768.

Grading for Ponds

Cut storm ponds to cross sections and grades as shown in the plans. In order to maintain infiltration performance, complete construction using one of the following methods:

- Once grades are to final plan elevations use an 18" disc to disturb the ground.
- Use excavating hoes, light equipment with turf type tires, or wide track loaders to construction final 2-foot cuts for ponds

Keep ponds free of debris until final acceptance of the work.

Parcel 8

The septic system/drain field for parcel 8 will be in use by the current owner until May 31, 2021 or until a replacement system is installed. Avoid work that would impact the septic system/drain field until after this time.

Winter Maintenance

Washburn County and the Town of Trego will perform snow removal operation during the winter shutdown on roads that are open to traffic. Provide for snow removal in those areas closed to traffic as required to facilitate safe construction operations and stage changes as required to eliminate snow melt run-off from crossing active roadways. Provide Washburn County Highway Department and Town of Trego with a 24-hour emergency contact number when maintenance is required. The contractor is responsible for maintaining access to local residents on roads that are closed.

Snow may be plowed from the traveled roadway into the work zone by the maintaining authority. The contractor is responsible for any snow removal from the work zone that may be required to continue work operations.

Re-install or adjust any traffic control devices that may be damaged, removed, or shifted as part of normal winter maintenance operations. Clean and maintain traffic control devices as necessary or directed as a result of winter maintenance operations.

Anticipated locations of traffic control devices are shown in the plans. Review the work zone with the engineer for locations where additional area may be available to maximize lane and shoulder widths over winter months to aid in winter maintenance operations and to maximize snow storage area. Adjust traffic control devices in these areas.

Snow plowing, ice removal including any road salt which may be required, maintenance and cleaning of traffic control devices, and other winter maintenance activities are incidental to other items of work under this contract.

Schedule of Operations

The department anticipates that the schedule for each stage shall be as follows below, unless modifications are approved in writing by the engineer.

Year 1 (2021)

Stage 1

Construct Mackey Road from Mackey Lane to CTH E. Begin construction of Mackey Road Structure over Potato Creek. Construct CTH E west of Liesch Road. Construct Liesch from Wood Drive to the north. Construct Wood Drive. Begin work on realigned USH 63. Construct temporary Service Loop connection to USH 63. Construct temporary trail connection to USH 63.

Stage 2A

Construct Mackey Road from Mackey Lane to USH 53. Complete Mackey Road structure over Potato Creek. Complete construction of Liesch Road. Continue work on realigned USH 63. Construct right turn lanes on USH 53 at Mackey Road, Obrien Road, and Ross Road. Construct temporary right turn lane from USH 53 NB to USH 63.

Stage 2B

Construct temporary median crossovers on USH 53. Install temporary beam guard along USH 53 NB near Potato Creek. Continue work on realigned USH 63. Complete trail structure over USH 63. Construct left turn lanes on USH 53 at Mackey Road, Obrien Road, Wagon Bridge Road, and Ross Road.

Stage 3

Construct USH 53 SB lanes and Structure B-65-0058. Continue work on realigned USH 63. Work for piers along SB lanes of USH 63 structure over USH 53 can be completed in this stage. Construct the Lakeside Drive cul-de-sac. Remove Structure P-65-6. Remove wooden stairs, platform, and railing in the Namekagon River.

Stage 4 - Winter Work

Structure work can continue on the USH 63 Structure over USH 53 that does not impact traffic.

For other work, stop after the completion of USH 53 lanes in the Fall of 2021. Do not resume work that impacts traffic on USH 53 or USH 63 until April 15, 2022 unless approved by the engineer. Provide a start date in writing at least 14 days prior to the planned recommencement of work in 2022. Upon approval, the engineer will issue the notice to proceed within 10 days of the approved start day.

Year 2 (2022)

Stage 5

Construct USH 53 NB lanes and Potato Creek Structure B-65-0058. Continue work on realigned USH 63. Work for piers along NB lanes of USH 63 structure over USH 53 can be completed in this stage. Construct Service Loop in front of post office, business and residence.

Work on the Service Loop that impedes traffic to residence and businesses from 13+50 EF – 19+00 EF is limited to 30 calendar day. Complete the work from 13+50 EF to 19+00 EF prior to Memorial Day 2022.

Stage 6A

Install steel plate beam guard bull nose terminal on USH 53 NB and SB at Potato Creek and removal of crossovers can begin. This stage is also for work on the USH 63 structure over USH 53 that requires median lane closures. Continue work on realigned USH 63. Construct temporary widening connection from New USH 63 to existing USH 63.

Stage 6B

This stage is for work on the USH 63 structure over USH 53 that requires outside lane closures. Continue work on realigned USH 63. Construct temporary widening connection from New USH 63 to existing USH 63.

Stage 7A

Construct the Service Loop east connection to USH 63. Remove right turn lanes on USH 53 at the existing USH 63 intersection. Mill and overlay existing Liesch Road.

Stage 7B

Remove median crossovers. Construct USH 63 NB lane from Wild River State Trail to Lakeside Road. Construct maintenance x-over on USH 53. Complete the Service Loop. Remove left turn lanes on USH 53 at the existing USH 63 intersection.

Stage 7C

Complete USH 63 NB lane near the Namekagon River structure. Construct the USH 63 right turn lane and intersection with Lakeside Road. Remove Temporary widening along USH 63. Complete retaining wall R-65-0003.

4. Traffic.

The construction sequence, including the associated traffic control, shall be substantially accomplished as detailed in the Traffic Control Plans, and as described herein.

Submit to the engineer for approval a detailed traffic control plan for any changes to the proposed traffic control as shown in the plans. The contractor must submit the plan to the engineer at least 14 days prior to anticipated use. Modifications to the traffic control plan may be required by the engineer at any time for traffic safety and mobility.

Maintain traffic with a minimum of 11-foot travel lanes at all times on all roadways unless otherwise noted within this article, or in the plans.

The single lane remaining open to traffic during lane closure on USH 53 and USH 63 shall have a minimum clear width of 16’ (including shoulders) from face of temporary barrier, beam guard, and/or traffic drums unless otherwise noted within this article, or in the plans. Maintain a minimum 12’ clear width on the temporary trail of the Wild River State Trail to allow bi-directional traffic.

Do not store equipment, vehicles, or materials on adjacent streets beyond the project limits without specific approval of the engineer.

Where lane closures have been permitted by the engineer in conjunction with the contractor’s work schedule, make a continuous effort to complete the work with said lane closures in a timely manner.

Do not disturb, remove or obliterate any traffic control signs, advisory signs, shoulder delineators or beam guard in place along the traveled roadways without the approval of the engineer. Any damage done to the above during construction operations shall be repaired or replaced at the contractor’s expense.

Have available at all times, sufficient experienced personnel to promptly install, remove, and reinstall the required traffic control devices to route traffic according to the plans, these special provisions, and as directed by the engineer.

Maintain emergency and local vehicular access at all times to all driveways within the project limits unless otherwise noted below. Notify the property occupants five days in advance of the driveway reconstruction to verify closure or staged driveway construction methods. Construct driveway approaches to commercial business in stages or provide temporary access such that access to commercial property is provided at all times during the life of the project. Temporary access may be constructed with base course at the contract unit price for Base Aggregate Dense 1¼-Inch. Maintain at least one access to businesses at all times.

Lakeside Drive and Bridge shall be accessible to traffic until the cul-de-sac on Lakeside Drive is constructed.

Limit impacts to Log Cabin Drive access to after Labor Day or prior to Memorial Day unless authorized by the engineer.

Keep Oak Hill Road access across New USH 63 until traffic is switched onto new USH 63. It is anticipated that flagging will be required to construct USH 63 in the area. Oak Hill Road can be maintained on Base Aggregate in the area where it crosses USH 63.

Rolling Stops

Rolling stops involve slowing or stopping traffic for a brief period, and then allowing it to proceed. Rolling stops shall be in increments of no more than 15 minutes in duration and they may only be performed by highway law enforcement. Have all necessary flag persons and advance signing on site prior to, and during, the period when the rolling stop is in operation. Arrange for rolling stops at least ten calendar days in advance by contacting WisDOT Construction Project Manager, who will assist in making the necessary arrangements with the Wisconsin State Patrol. Rolling stops will be limited to occur completely between 12:00 AM and 4:00 AM Monday, Tuesday, Wednesday and Thursday.

Wisconsin Lane Closure System Advance Notification

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

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

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

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

Temporary Regulatory Speed Limit Reduction

During engineer-approved regulatory speed limit reductions, install temporary speed limit signs on the inside and outside shoulders of divided roadways to enhance visibility. On two lane two way roadways, install temporary speed limit signs on shoulders. When construction activities impede the location of a post-mounted regulatory speed limit sign, relocate the sign for maximum visibility to motorists. If work last less than 7 days, mount the regulatory speed limit sign on a portable sign support.

Post temporary regulatory speed limit signs in work zone only during continuous worker activity. During periods of no work activity or when the traffic controls are removed from the roadway, cover or remove the temporary speed limit signs.

Coordinate with Regional Traffic Section to identify the construction stages that have approved temporary regulatory speed zones documented in a Temporary Speed Zone Declaration. Primary contact phone number: Ross Baker, (715) 577-3382; secondary contact number: (715) 836-7276.

Traffic Staging

Preform construction operations on USH 53 and USH 63 in stages as shown in the traffic control/construction staging plan. The staging of some side roads and mainline traffic may be independent and traffic control items need to be coordinated throughout the project. The construction stages are:

Year 1 (2021)

Stage 1

Keep USH 53 open to 2 lanes of traffic in each direction on existing pavement. Install temporary signals on USH 53 at CTH E/Oak Hill Road and Liesch/USH 63 intersections. Keep USH 63 open on existing pavement. Flagging required on USH 63 to construct widening. Keep CTH E open to traffic. Flagging

required to perform work on CTH E. Maintain Wood Drive connection to Liesch Road. Keep Oak Hill Road open to traffic. Maintain access to Trail parking area. Flag traffic on Liesch Road connection for widening.

Stage 2A

Keep USH 53 open to a single lane in each direction on existing pavement. Close outside lane on USH 53 SB and NB lanes. Temporary signals on remain on USH 53 at CTH E/Oak Hill Dr. and USH 63/Liesch. Shift USH 63 traffic onto temporary widening along Wild Rivers State Trail. Flagging required for work at USH 63 intersection with USH 53. Keep CTH E open to traffic. Flagging required for work on CTH E. Maintain Wood Drive connection to Liesch Road. Keep Oak Hill Road open to traffic. Maintain access to Trail parking area. Switch Wild Rivers Trail onto temporary trail connection along USH 63. Reduction of clear width of USH 63 to 14-feet during Wild River Trail detour is allowed. Mackey Lane uses the Mackey Road and Wild River Driveway to access USH 53. Flagging required on Obrien Road, Wagon Bridge Road, and Ross Road.

Stage 2B

Keep USH 53 open to a single lane in each direction on existing pavement. Close median lane on USH 53 SB and NB lanes. Temporary signals remain on USH 53 at USH 63/Liesch. Keep USH 63 open on shifted alignment at temporary Wild Rivers State Trail. Detour CTH E onto Liesch Road (intersection at USH 53 and USH 63). Close Oak Hill Road intersection with USH 53. Open Mackey Road to traffic. Maintain access to Trail parking area. Wild Rivers Trail continues to use temporary trail connection along USH 63. Reduction of clear width of USH 63 to 14-feet during Wild River Trail detour is allowed. Switch traffic onto the Temporary Service Loop used to access east side of Trego. Keep USH 53 NB turning movement onto Mackey Road closed. Flagging required on Obrien Road, Wagon Bridge Road, and Ross Road. Switch trail crossing on USH 53 from CTH E/Oak Hill Road to Mackey Road intersection.

Stage 3

Switch USH 53 to 2 lanes bi-directional on existing USH 53 NB lanes. Temporary signals remain on USH 53 at USH 63/Liesch. Move USH 63 traffic onto existing lanes. CTH E continues to use Liesch Road (intersection at USH 53 and USH 63) detour. Oak Hill Road intersection with USH 53 remains closed. Maintain access to Trail parking area. Switch Trail onto new structure over USH 63. Temporary Service Loop is continued to be used to access east side of Trego. Open NB USH 53 left turn lane to Mackey Road. Close Lakeside Drive to through traffic.

Stage 4 - Winter Shutdown

Open USH 53 to 4 lanes. USH 53 NB traffic on existing NB lanes. USH 53 SB traffic on new SB lanes. Temporary signals remain on USH 53 at USH 63/Liesch. Keep USH 63 open on existing pavement. CTH E continues to use Liesch Road (intersection at USH 53 and USH 63). Oak Hill Road intersection with USH 53 remains closed. Maintain access to Trail parking area. Temporary Service Loop remains in use to access east side of Trego.

Year 2 (2022)

Stage 5

Switch USH 53 to 2 lanes bi-directional on new SB lanes. Temporary signals remain on USH 53 at USH 63/Liesch. Keep USH 63 open on existing pavement. CTH E continues to use Liesch Road (intersection at USH 53 and USH 63). Oak Hill Road intersection with USH 53 remains closed. Maintain access to Trail parking area. Temporary Service Loop is continued to be used to access east side of Trego.

Stage 6A

Keep USH 53 open to a single lane of traffic in each direction on new pavement. Close median lane on USH 53 SB and NB lanes. Temporary signals remain on USH 53 at USH 63/Liesch. Keep USH 63 open on existing pavement. CTH E continues to use Liesch Road (intersection at USH 53 and USH 63). Oak Hill Road intersection with USH 53 remains closed. Maintain access to Trail parking area. Temporary Service Loop is continued to be used to access east side of Trego.

Stage 6B

Keep USH 53 NB and SB open to a single lane of traffic in each direction on new pavement. Close outside lane on USH 53 SB and NB lanes. Temporary signals remain on USH 53 at USH 63/Liesch. Keep USH 63 open on existing pavement. CTH E continues to use Liesch Road (intersection at USH 53 and USH 63). Oak Hill Road intersection with USH 53 remains closed. Maintain access to Trail parking area. Temporary Service Loop is continued to be used to access east side of Trego.

Stage 7A

Keep USH 53 NB and SB open to a single lane of traffic in each direction on new pavement. Close outside lane on USH 53 SB and NB lanes. Switch USH 63 and CTH E onto new alignments and interchange with USH 53. All proposed lighting must be in service prior to opening roundabouts to traffic. Close existing USH 63 at USH 53. Switch traffic onto USH 63 on temporary widening at the east and tie into existing USH 63 with use of temporary signals for construction. Do not use temporary one lane condition for Stage 7A until after Labor Day Holiday work restrictions have ended. Flagging of USH 63 will also be required during this stage. Reduction of clear width of USH 63 to 14-feet during Wild River Trail detour is allowed.

Stage 7B

Keep USH 53 NB and SB open to a single lane of traffic in each direction on new pavement. Close median lane on USH 53 SB and NB lanes. Split traffic on USH 63, one lane on temporary widening and one lane on new pavement. Flagging on USH 63 required during this stage. Reduction of clear width of USH 63 to 14-feet during Wild River Trail detour is allowed. Open Service Loop Connection between existing USH 63 and New USH 63 near Cemetery.

Stage 7C

Traffic – Open USH 53 to 4 lanes of traffic. Open USH 63 on new pavement. Temporary Signals required on USH 63. Flagging of USH 63 is also required during this stage. Reduction of clear width of USH 63 to 14-feet during Wild River Trail detour is allowed.

5. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highways carrying USH 53 and USH 63 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday periods:

- From noon Friday, May 28, 2021 to 6:00 AM Tuesday, June 1, 2021 for Memorial Day;
- From noon Friday, July 2, 2021 to 6:00 AM Tuesday, July 6, 2021 for Independence Day;
- From noon Friday, September 3, 2021 to 6:00 AM Tuesday, September 7, 2021 for Labor Day;
- From noon Friday, November 19, 2021 to 6:00 AM Tuesday, November 30, 2021 for Deer Hunting and Thanksgiving;
- From noon Friday, April 15, 2022 to 6:00 AM Monday, April 18, 2022 for Easter;
- From noon Friday, May 27, 2022 to 6:00 AM Tuesday, May 31, 2022 for Memorial Day;
- From noon Friday, July 1, 2022 to 6:00 AM Tuesday, July 5, 2022 for Independence Day;
- From noon Friday, September 2, 2022 to 6:00 AM Tuesday, September 6, 2022 for Labor Day.
- From noon Friday, November 18, 2022 to 6:00 AM Tuesday, November 29, 2022 for Deer Hunting and Thanksgiving.

stp-107-005 (20181119)

6. Utilities.

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

stp-107-065 (20080501)

Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities for the underground facilities in the area, as required per state statues. Use caution to maintain the integrity of utilities.

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

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.

Astrea F/K/A Packerland Broadband (Communications)

Astrea has underground **communication** facilities at the following locations that will remain in service during construction, and no conflicts are anticipated:

- A fiber optic line crosses the entire USH 53 roadway near Station 984NB+00.
- A fiber optic line crosses the Wild River Driveway near Station 84R+30.

Astrea has underground **communication** facilities in the project area that directly conflict with the project improvements. The following work is anticipated to be completed by Astrea in the Spring of 2021 during Stage 1 construction as shown in the plans:

The existing fiber optic line crossing Mackey Road along the west side of USH 53 from approximately Station 891SB+00 LT to Station 895SB+00 LT will be retired from service in place, and a new segment of fiber optic line installed at a depth of approximately 11' below existing grade. In conjunction with this work, two new vaults will be placed along the USH 53 right-of-way near Station 890SB+50 LT and Station 898SB+50 LT.

- Allow approximately 3 working days for Astrea to complete the bore under Mackey Road.

The existing fiber optic line along the west side of USH 53 from approximately Station 906SB+00 LT to Station 948SB+00 LT will be retired from service in place, and a new fiber optic line installed by Astrea as follows:

- Set a new vault near Station 906SB+00 LT.
- Directional bore new fiber optic line along the west right-of-way of USH 53 and across Potato Creek from approximately Station 906SB+00 LT to Station 926SB+50 LT.
- Near the USH 53 right-of-way corner at approximate USH 53 Station 926SB+50 LT the new fiber optic cable will turn northwest and be direct buried across Parcel #8, crossing D Ramp near Station 937D+00 and continuing across C Ramp to the right-of-way line, then turning northeast along the right-of-way line all the way to a new vault placed near USH 53 Station 948SB+00 LT. The new fiber optic line will cross CTH E at a depth of approximately 6' below existing grade near Station 941SB+00 LT.

Starting near the USH 53 right-of-way line at approximately Station 926SB+50 LT, accommodate Astrea fiber optic cable relocation within Parcel #8 by clearing and grubbing in advance along the relocation route during Stage 1.

- Coordinate with Astrea to determine the route of relocation.
- Allow approximately 20 working days for Astrea to relocate the new fiber optic line within Parcel #8 and retire the existing cable along USH 53 between Station 906SB+00 LT to Station 948SB+00 LT.

The following work is anticipated to be completed by Astrea prior to construction:

From an existing pedestal located along USH 53 at Station 906SB+50 LT, bore a new underground fiber optic cable north across Wild Rivers Driveway at approximately Station 84R+00 at an approximate depth of 4' below existing ground to service private property beyond the right-of-way.

Work planned prior to construction is scheduled to begin in October 2020 and is estimated to take approximately 3 working days to complete.

Astrea has existing underground facilities in the project area that will remain in service during construction but will require monitoring. Astrea will have representatives present on-site at the following locations to monitor, support, protect, and move their facilities as needed to support the proposed roadway work.

- Within ditch excavation along the east side of Liesch Road, near Station 115N+00 RT.
- Within ditch excavation along the east side of USH 53, from Station 987NB+00 RT to Station 990NB+00 RT.

- Within and near ditch excavation along the east side of USH 53, from Station 984NB+00 RT to Station 994NB+00 RT.

Provide Astrea at least 3 weeks' notice of beginning ground disturbing activities at these locations so a fiber watch can be in place during the work.

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andy.heigl@astreaconnect.com

Barron Electric Cooperative (Electricity)

Barron Electric Cooperative has existing underground and aerial **electric** facilities within the project limits that will remain in service during construction. The existing facilities are located as follows, and no conflicts are anticipated:

- Aerial electric line and poles along the south side of Mackey Lane. Contractor to exercise caution grading around poles.
- Aerial electric line that crosses Mackey Lane near Station 72M+00.
- Underground electric line that crosses USH 53 near Station 892NB+00.
- Aerial electric line that cross USH 53 near Station 967NB+75.
- Aerial electric line that cross USH 53 near Station 983NB+70.
- Underground electric line located along southbound USH 53 from approximately Station 892SB+00 LT to Station 912SB+80 LT and which crosses Mackey Road near Station 149WF+50, Mackey Trail near Station 76M+00, and Wild Rivers Driveway near Station 84R+15.
- Underground electric line along the north right-of-way line of Wood Drive. Contractor to work safely around the existing transformer located at Station 123+30 LT.
- Aerial electric line that crosses USH 63 near Station 761US+50.

Barron Electric Cooperative has existing underground and aerial **electric** facilities within the project corridor that are in direct conflict with the work. The following work is anticipated to be completed prior to construction:

- Poles located near Station 761US+00 LT and Station 761US+75 RT will be replaced with 40 ft. poles and the aerial line raised. Contractor to exercise caution grading around the new pole located near Station 761US+75 RT.
- New underground electric line will be installed across Liesch Road at approximately Station 113N+50 at an approximate elevation 1066 to an existing advertising sign located near Station 113N+50 RT.

New underground 3-phase electric line will be installed along the west side of Liesch Road beginning at an existing pole located near Station 107N+00 LT and terminating at a new pole located within the proposed ditch along the north side of Wood Drive near Station 123W+50 LT. From Station 107N+00 LT to Station 108N+25 LT, and from Station 109N+00 LT to Station 109N+50 LT the new line will be located approximately 2 feet lower than the existing line. A new underground cabinet will be installed near Station 111N+25 LT. The electric line will cross Wood Drive near Station 123W+30 at approximate elevation 1056.5. Contractor to exercise caution grading the proposed ditch around the new pole located near Station 123W+50 LT.

New underground 3-phase electric line will be installed along the west side of the project beginning at an existing underground cabinet located along Mackey Road near Station 149WF+25, 70' LT and terminating at an existing underground cabinet located along CTH E near Station 94E+25, 38' LT. The line will be installed as follows:

- Beginning at approximately Station 149WF+25, 70’ LT the electric line will run northwest and cross Mackey Lane near Station 74M+00 at approximate elevation 1070 and continue to approximately Station 150WF+50, 80’ LT where the line will enter private BEC easement along the west right-of-way line of Mackey Road.
- From approximately Station 150WF+50, 80’ LT the electric line will run north along Mackey Road within private easement to approximately Station 162WF+80, 80’ LT where the line will turn northeast and enter the Mackey Road right-of-way.
- From approximately Station 162WF+80 LT the electric line will continue north at an offset 5’ to 10’ within the west right-of-way to approximately Station 176WF+86 LT. From that point, the line will turn northwest and enter private BEC easement along the west right-of-way of Mackey Road.
- From approximately Station 176WF+86 LT the electric line will continue north within private easement to approximately Station 199WF+15 LT where the line will turn east and cross Mackey Road near Station 199WF+15 at approximate elevation 1072, and then cross CTH E near Station 93E+50 at approximate elevation 1078, and then terminate at an existing underground cabinet located along CTH E near Station 94E+25, 38’ LT.

From a new underground cabinet located beyond the right-of-way of Mackey Road near Station 196WF+00 LT, a new underground electric line will run east across Mackey Road at approximate elevation 1073 and terminate outside of the Mackey Road right-of-way near Station 196WF+00 RT.

From a new underground cabinet located beyond the right-of-way of Mackey Road near Station 199WF+15 LT, a new underground electric line will run east across Mackey Road at approximate elevation 1071; then continue east across right-of-way Parcel #8; then continue east across USH 53 at approximate elevation 1077 near northbound Station 939NB+40; then continue east across existing Service Loop right-of-way and terminate outside of existing Service Loop right-of-way near USH 53 Station 939NB+40 RT.

Discontinue existing underground and aerial electric facilities within the project limits as follows:

- Underground electric lines along southbound USH 53 between approximately Station 912SB+80 LT to Station 942SB+00 LT will be discontinued and left in place.
- Underground electric line that crosses USH 53 at approximately Station 939SB+20 will be discontinued and left in place.
- Underground electric line along the west side of Liesch Road from Station 107N+00 LT to an existing pole located along Wood Drive near Station 123W+30 LT will be discontinued and left in place.
- Underground electric line that crosses USH 63 near Station 947US+50, D Ramp near Station 933D+50, and C Ramp near Station 932C+50 will be discontinued and left in place.
- Underground electric line that crosses Mackey Road near Station 183WF+00 will be discontinued and left in place.
- Aerial electric line and two poles located across Liesch Road near Station 113N+75 will be discontinued and the line removed. Discontinued poles remaining in the right-of-way to be removed and disposed of by the contractor.

Work planned by Barron Electric prior to construction is scheduled to begin in September 2020 and is estimated to take approximately 60 working days to complete.

Charter Communications (Charter) (Communication)

Charter has existing underground and aerial **communication** facilities within the project limits at the following locations, and no conflicts are anticipated:

- Underground telephone line crosses USH 53 at approximately Station 982NB+75 and will remain in service.
- Underground communication line crosses Log Cabin Drive at approximately Station 66L+80 and will remain in service.

- Overhead communication line crosses Service Loop on Xcel Energy poles at approximately Station 43EF+00 and will remain in service.
- Overhead communication line on Xcel Energy poles runs along the west side of Second Street north of Oakwood Hill Road and will remain in service.

Charter has existing underground and aerial **communication** facilities within the project limits that are in direct conflict with the work. The following underground facilities are anticipated to be discontinued in place prior to construction, and any pedestals in conflict will be removed:

- Coax line along the west side of USH 53 from Station 942SB+00 LT to Station 954SB+00 LT.
- Coax line along the north side of Wood Drive from a Barron Electric utility pole located near Station 120W+00 LT to an existing pedestal located on Liesch Road near Station 114N+25 LT.
- Coax line across Liesch Road near Station 114N+00.
- Coax and fiber optic lines along Lakeseside Road from Station 140S+75 LT to Station 142S+00 RT.

The existing aerial communication line located along the west side of Liesch Road to a Barron Electric utility pole located on the north side of Wood Drive near Station 123W+30 LT will be discontinued and removed prior to construction. The existing Charter wooden pole located on Liesch Road near Station 110N+35 LT will be discontinued and left in place, to be removed by the contractor.

The following underground relocation work is anticipated to be completed by Charter prior to construction:

- Beginning at the right-of-way line near Liesch Road Station 92CE+00 RT, new Coax line will be installed north across Liesch Road to an Xcel Energy utility pole near Station 92CE+00 LT. From that point, the new Coax line will turn east and continue along the north side of Liesch Road to Station 93CE+50 LT. From that point, the new Coax line turn north and continue along the west side of Liesch Road and across Wood Drive to a Barron Electric utility pole located near Station 123W+25 LT.
- New Coax line will be installed along the north side of Wood Drive from a Barron Electric utility pole located near Station 120W+00 LT to the Liesch Road right-of-way line near Station 114W+25 LT. From that point, the line will turn north and connect with Coax line along the west side of Liesch Road. The existing pedestal at Station 114W+25 LT will be removed.
- New Coax and fiber optic lines will be installed around the new cul de sac right-of-way line located along Lakeside Road between Station 140S+00 to Station 142S+00.

The following aerial relocation work is anticipated to be completed prior to construction:

- The existing Xcel Energy pole and guy anchor located along CTH E near Station 92CE+00 LT will be replaced with a longer pole and deeper guy anchor by Xcel Energy. Charter will adjust its communication line on the Xcel Energy pole in conjunction with Xcel Energy electric line adjustments.
- A temporary pole will be placed by Xcel Energy in the existing median of USH 53 at approximately Station 941SB+85, 50’ RT to temporarily raise existing Xcel Energy electric and Charter communication lines to clear the proposed CTH E intersection temporary traffic signal overhead wires. Charter will adjust its communication line on the temporary Xcel Energy pole in conjunction with Xcel Energy electric line adjustments.

Charter will adjust its aerial communication line across USH 53 upon removal of the temporary Xcel Energy pole at Station 941SB+85, 50’ RT during construction.

Provide minimum 3 weeks advance notice to Charter to adjust aerial communication lines located on Xcel Energy poles, concurrent with requests to Xcel Energy to remove and adjust the Xcel Energy facilities.

Charter Field Contact: Jamey Oldeen
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Work planned by Charter prior to construction is scheduled to begin in September 2020 and is estimated to take approximately 30 working days to complete.

Lumen (F/K/A CenturyLink) (Communication)

Lumen has existing underground **communication** facilities within the project limits at the following locations, and no conflicts are anticipated:

- Fiber optic cable crosses USH 53 at approximately Station 892SB+00 and will remain in service.
- Fiber optic cable will remain in service across Potato Creek under the existing box culvert at approximately Station 914SB+00 LT until the line is discontinued.
- Fiber optic cable crosses Mackey Road at approximately Station 199WF+50 and will remain in service.
- Fiber optic cable along the west side of existing Center Drive will remain in service.
- Fiber optic cable crosses USH 63 at approximately Station 741US+75 and will remain in service.
- Fiber optic cable runs along the west side of Liesch Road from approximately Station 100N+50 LT to Station 101N+00 LT and will remain in service.
- Fiber optic cable crosses Wild River Driveway at approximately Station 84R+30 and will remain in service.
- Telephone cable crosses Log Cabin Drive at approximately Station 66L+50 and will remain in service.

Lumen has existing underground **communication** facilities within the project limits that are in direct conflict with the work. The following work will be completed during construction:

Existing underground fiber optic cable is in conflict with the work along southbound USH53 from approximately Station 942SB+00 LT to Station 954SB+00 LT. Lumen will protect and hold these lines in place during construction. Provide Lumen with 3 working days advance notice. Allow 2 working days for Lumen to complete the cable adjustments.

Multiple underground fiber optic cables cross USH 53 and East Frontage Road between USH53 Station 938NB+00 to Station 940NB+00 in conflict with the work. Lumen will protect and hold these cables in place during construction and relocate pedestals in conflict. Provide Lumen with 3 working days advance notice. Allow 2 working days for Lumen to complete the cable adjustments.

Two existing underground fiber optic cables cross USH 63 in conflict with the work at approximately Station 766US+00. Lumen will protect and hold these lines and a pedestal in place during construction. Provide Lumen with 3 days advance notice. Allow 2 working days for Lumen to complete the cable adjustments.

Existing fiber optic cable crosses USH 63 in conflict with grading work at approximately Station 795US+50. Lumen will protect and hold the cable in place during construction. Provide Lumen with 3 working days advance notice.

Existing fiber optic cable in conflict with the work crosses CTH E/Liesch Road at approx. Station 89E+00 and continues along the north side of CTH E/Liesch Road within the cut of the ditch and through the removal area to Station 96E+00. Lumen will lower this cable in place during construction. Provide Lumen with 3 working days advance notice. Allow 2 working days for Lumen to complete the cable adjustments.

Existing underground cables are located along the west side of USH 53 from Station 893SB+00 LT to Station 896SB+00 LT and are in conflict with the ditch backslope cut. The cables also cross Mackey Lane ATV Trail at approximately Station 76M+50 and cross Mackey Road near Station 149WF+80 and are in conflict with Mackey Road intersection and ATV trail grading. Upon completion of Stage 1 Mackey Road subgrade north of Station 150WF+00, Lumen will relocate the cables as follows (stationing is approximate):

- Beginning at an existing pedestal located near USH53 903SB+20, 110’ LT Lumen will place new underground cable south along the west USH 53 right-of-way to approximately Station 893US+80 LT, then west along the Mackey Road north right-of-way to approximately Station 150WF+20 RT, then northerly along the east right-of-way of Mackey Road to Station 199WF+50 RT. New pedestals will be placed at approximately Station 153WF+00 RT, Station 164WF+00 RT, Station198WF+50 RT, and Station 199WF+50 RT.

- Upon completion of the roadway subgrade from approximately Station 150WF+00 northerly to Station 199WF+50, provide 5 working days advance notice to request Lumen relocate the cables. Allow an additional 5 working days for Lumen to complete the relocation along Mackey Road. Coordinate and cooperate with Lumen to schedule the relocation.
- Upon completion of the relocation, Lumen will discontinue existing cables along the west side of southbound USH 53 from the existing pedestal located near Station 903SB+20 LT north across Potato Creek to a relocated pedestal at Station 939SB+10 LT. Lumen will also discontinue existing cables in place across Mackey Road and the Mackey Lane ATV Trail.

An existing fiber optic cable crosses Mackey Road at approximately Station 183WF+85 and is in conflict with the ditch grading. Lumen will protect and hold the cable in place during construction. Provide Lumen with 3 working day advance notice.

Existing fiber optic cables cross Service Loop at the following approximate locations. Lumen will protect and hold the cables in place with 3 working day advance notice:

- Station 14EF+00
- Station 15EF+75
- Station 17EF+00
- Station 16EF+85
- Station 37EF+75

An existing fiber optic cable crosses Service Loop and a proposed culvert at approximately Station 46EF+75. Lumen will protect and hold the cable under the culvert during construction. Provide Lumen with 3 working days advance notice.

Existing fiber optic cable crosses Oak Hill Road at approximately Station 2K+25. Lumen will protect and hold the cable in place during construction. Provide Lumen with 3 working days advance notice.

Existing fiber optic cable runs along the south side of Oak Hill Road from approximately Station 1K+75 to 2K+50 within the cut for the ditch. Lumen will protect and hold the cable in place during construction. Provide Lumen with 3 working days advance notice.

Existing fiber optic line crosses the temporary Wild Rivers State Trail at approximately Station 6TT+10 and then runs along the south side of the trail until Station 12TT+50. Lumen will protect and hold the cable in place during construction. Provide Lumen with 3 working days advance notice.

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russel.vance@lumen

The following work is anticipated to be completed by Lumen prior to construction:

Existing pedestals located at approximately Station 939SB+10 LT will be relocated to the west right-of-way line of southbound USH 53 / Ramp C. Existing underground cables which are located along and across USH 53 and CTH E which connect to the pedestals will be adjusted to connect to the relocated pedestals.

Existing underground fiber optic cable and pedestals are located along the south side of existing USH 63 from approximately Station 43EF+00 RT on Service Loop to the end of the project near Station 804US+00 RT. Portions of the facility in conflict with the work will be relocated as follows:

- Existing cables and pedestals along the south side USH 63 from First Street near Station 43EF+00 RT to approximately Station 795US+50 RT will be discontinued in place and existing pedestals removed.
- Fiber optic cables that cross proposed retaining wall R-65-003 at approximately Station 792US+50 RT and 792US+75 RT will be discontinued in place and their pedestals removed.

- New underground cable will be directional bored along the south side of existing USH 63 starting at a new pedestal near Station 43EF+00 RT and ending at a new pedestal beyond the grading limits at approximately Station 795US+50 RT. The new cable will bore approximately 28' below existing ground to pass under the USH 63 pond floor elevation. The new cable will cross USH 63 at approximately Station 792US+00 and run along the front of retaining wall R-65-003 and under the USH 63 south ditch along the wall.

Existing underground fiber optic cable crosses C Ramp at approximately Station 938C+00 and runs west into Parcel 8. Lumen will discontinue the line in place and remove the pedestal.

- Lumen will install a new underground cable into Parcel 8. The new underground cable will begin at an existing pedestal located along CTH E at approximately Station 89CE+00 RT, then continue east across Mackey Road at Station 199WF+50, then turn south into Parcel 8 at approximately Station 93E+00 RT.

Existing fiber optic cable runs along the north side of Wood Drive and is in conflict with the ditch grading from approximately Station 123W+00 LT to 123W+75 LT.

- Lumen will discontinue the cable in place and relocate existing pedestals in conflict prior to construction.
- Lumen will install new underground cable along the north right-of-way of Wood Drive from an existing pedestal located near Station 120W+00 LT to a new pedestal located at the new right-of-way corner near Station 114N+00 LT, then north along the west right-of-way line of Liesch Road to an existing pedestal located beyond the north project limit.

Existing underground cable crosses Liesch Road at approximately Station 114N+10. Lumen will lower the existing cable in place and relocate the existing pedestal at Station 114N+25 LT to the new west right-of-way line of Wood Drive / Liesch Road prior to construction.

Work planned by Lumen prior to construction is scheduled to begin in March 2021 and is estimated to take approximately 30 working days to complete.

We Energies (Gas/Petroleum)

2-inch gas relocation

We Energies has underground **gas** facilities in the project limits that directly conflict with the work. The following work is anticipated to be completed by We Energies prior to construction:

Install new 2" PE gas main along the east side of Service Loop, beginning at approximately Station 13EF+00 RT at a new service tee. From that point, the gas main will run as follows:

- Continue north to approximately Station 14EF+50 RT, at an offset roughly 3' west of the right-of-way line, then:
- Continue north roughly in between Service Loop and the east right-of-way line, to approximately Station 19EF+00 RT on the north side of Oakhill Road, then:
- Connect with existing 2" PE gas main near Station 19EF+00 RT.

Install new 2" PE gas main along the east side of Service Loop, beginning at approximately Station 21EF+00 RT at a connection with existing 1 ¼" PE gas main on the north side of Trego River Street. From that point, the gas main will run north roughly in between Service Loop and the east right-of-way line to approximately Station 22EF+75 RT, where the gas main will connect with existing 1 ¼" PE gas main on the east side of Service Loop.

Install new 2" PE gas main along the north side of CTH E, beginning at approximately Station 90CE+00 LT and continuing east near the north right-of-way of CTH E to approximately Station 94CE+00 LT (near Liesch Road Station 100N+25 RT) where the new gas main will connect with existing 2" PE gas main that runs north along the east side of Liesch Road.

Install new 2" PE gas main across CTH E near Station 91CE+00 and make connections with adjacent gas mains as follows:

- Connect with new 2" PE gas main that runs along the north side of CTH E.
- Connect with existing 2" PE gas main that runs along the west side of Center Drive.

Install new 2” PE gas main along the east side of Liesch Road, beginning at a connection to existing gas main near approximately Station 109N+50 RT. From that point, the gas main will be installed as follows:

- Continue north to Station 110N+50 RT, at an offset roughly 13’ west of the right-of-way line.
- From Station 110N+50 RT, continue north and cross Liesch Road near Station 111N+50, then:
- Continue north and cross Wood Drive near Station 124W+00, then:
- Continue north and terminate at a Tee connection with 2” PE gas main running along the north side of Wood Drive, near Station 124W+00 LT.

Install new 2” PE gas main along the north side of Wood Drive, starting at a connection with existing gas main at approximately Station 120W+25 LT. From that point, the gas main will continue east along the right-of-way to approximate Liesch Road Station 114N+25 LT. From that point, the gas main will turn northeast and continue along the right-of-way to approximately Station 115N+00 LT, then turn north and continue at an offset roughly 9’ east of the right-of-way and end at a connection with existing gas main near Station 116N+00 LT.

Relocate existing 5/8-inch service lateral near Station 120W+75 LT to reconnect with the new 2” gas main.

Relocate existing 5/8-inch service lateral near Station 124W+00 LT to reconnect with the new 2” gas main.

The existing 2” PE gas main along the east side of Liesch Road from approximately Station 100N+25 RT to Station 109N+50 RT will remain in service.

The existing 2” PE gas main along the west side of Center Drive from Station 196WF+25 RT to approximately Station 199WF+20 RT will remain in service. The existing service lateral across Center Drive near Station 196WF+25 RT will remain in service. At approximately Station 199WF+20 RT a new connection will be made with new 2” PE gas main that will continue north across CTH E near Station 91E+00.

Discontinue the following existing facilities in the project limits:

The existing 2” PE gas main that runs along the south side of CTH E beginning near Station 91CE+00 and continues east across USH 53 near Station 941SB+00 will be discontinued and left in place. The existing connection with existing gas main near Station 91E+00 RT that runs along the west side of Center Drive will be discontinued and left in place.

The existing 2” PE gas main that crosses CTH E near Station 94CE+00 will be discontinued and left in place.

The existing 2” PE gas main that runs along the west side of Center Drive between the following approximate locations will be discontinued and left in place:

- Mackey Road Station 194WF+50 RT to Station 196WF+25 RT
- The connecting 3/4” gas service lateral near Station 194WF+50 RT will concurrently be discontinued and left in place.

The existing 2” PE gas main that runs along the north side of Wood Drive between the following approximate locations will be discontinued and left in place:

- Station 120W+25 LT to Liesch Road Station 114N+25 LT

The existing 2” PE gas main that runs north along the east side of Liesch Road from approximately Station 109N+50 RT to Station 110N+50 RT, crosses Liesch Road near Station 111N+50, and continues north across Wood Drive near Station 124W+00 will be discontinued and left in place.

The existing 2” PE gas main that runs along the west side of Liesch Road between the following approximate locations will be discontinued and left in place:

- Station 114N+25 LT to Station 116N+00 LT

The existing 2” PE gas main that runs along the west side of Service Loop between the following approximate locations will be discontinued and left in place:

- Station 13EF+00 LT to Station 18EF+00 LT, then east across the roadway

The existing 2” PE gas main that runs along the east side of Service Loop between the following approximate locations will be discontinued and left in place:

- Station 18EF+00 RT to Station 19EF+00 RT
- Station 21EF+00 RT to Station 22EF+75 RT

Existing gas service laterals that cross Service Loop near the following approximate locations will be discontinued and left in place:

- Station 10EF+00 LT to Station 13EF+00 LT (5/8” PE)
- Station 13EF+50 (5/8” PE)
- Station 16EF+00 (3/4” PE)
- Station 18EF+00 (2” PE)

The existing ½-inch gas service lateral located along Liesch Road near approximately Station 109N+50 RT will be discontinued and left in place.

The existing 2” PE gas main that crosses USH 63 near Station 768US+00 and continues west along the north side of Oakhill Road to the west side of Second Street will be discontinued and left in place.

The following connecting gas service laterals will be concurrently discontinued and left in place:

- Station 767US+00 LT to Station 768US+00 LT (5/8” PE)
- Station 768US+25 LT to Station 768US+50 LT (1” PE)

Work planned by We Energies prior to construction is scheduled to begin in June 2020 and is estimated to take approximately 60 working days to complete.

Relocation plans were determined based on cross sections shown on project plans.

We Energies has installed new Marker Posts & Flush Mount Boxes within the Paving Project Limits. The contractor must contact We Energies to move these Posts during construction. At no time should the contractor push or pull on these posts or boxes as it may lead to damages to We Energies Facilities. Ensure all Flush Mount Boxes are not paved over and remain accessible once paving is completed.

It is imperative that the highway contractor contact We Energies before removing any gas facilities, to verify that they have been discontinued and carry no natural gas. The contractor must not assume that unmarked facilities have been discontinued. At no time is it acceptable to push, pull, cut or drill an unmarked facility without explicit consent from We Energies.

Contractor must call the We Energies 24-hour Dispatch lines to arrange for this verification.

We Energies Gas Dispatch, #1 (800) 261-5325.

We Energies (Gas/Petroleum)

4-inch gas relocation

We Energies has underground **gas** facilities in the project limits that directly conflict with the work. The following work is anticipated to be completed by We Energies prior to construction:

Install 4” PE gas main across USH 53, beginning at approximately southbound USH 53 Station 963SB+75 LT with a new connection to an existing gas main located along the west right-of-way line of Liesch Road.

The 4” PE gas main will run east across USH 53 near Station 963SB+75 and continue along the north side of Service Loop. The gas main will cross Log Cabin Drive near Station 66L+60 and run east to approximately Station 42EF+00 along the north side of Service Loop, at an offset of roughly 44’ LT of centerline.

The 4” PE gas main will tie into existing 1 ¼” PE gas mains that run along the east side of Log Cabin Drive and the west side of Wagon Bridge Road, near Service Loop Station 34EF+25 LT and Station 38EF+00 LT.

- The 1 ¼” PE gas mains along Log Cabin Drive and Wagon Bridge Road will remain in service.

The 4” PE gas main will tie into existing 1 ¼” PE gas main that runs south along the east side of 3rd Street near Service Loop Station 38EF+50 RT.

- The 1 ¼” PE gas main along 3rd Street will remain in service.

Continuing from Service Loop at approximately Station 42EF+00 roughly 44’ LT, the 4” PE gas main will run east along the north right-of-way of old USH 63, at an offset roughly 25’ south of the right-of-way line. Near the west side of the Wild River Trail, the gas main will turn southeast and run along the north shoulder of old USH 63, crossing under the USH 63 Pond outfall pipe near an elevation of 1046.0 and continuing east along the north shoulder of old USH 63.

The 4” PE gas main will continue east and cross USH 63 near Station 793US+00. From USH 63 Station 793US+00, the gas main will run east along the south side of USH 63, crossing Lakeside Road near Station 129S+25.

The 4” PE gas main will transition to 6” PE gas main at approximately USH 63 Station 796US+00 RT. The 6” PE gas main will be installed parallel to and roughly 40’ south of the existing USH 63 centerline, to approximately Station 805US+12 where the gas main will cross the Namekagon River and continue east beyond the project limits.

A 2” PE gas main will connect to the 6” PE gas main near USH 63 Station 797US+00 RT and run south along the east side of Lakeside Road and beyond the project limits.

Discontinue the following existing facilities in the project limits:

The existing 1 ¼” PE gas main along the north side of Service Loop from approximately Station 34EF+00 LT to Station 41EF+50 LT will be discontinued and left in place.

Work planned by We Energies prior to construction is scheduled to begin in April 2020 and is estimated to take approximately 60 working days to complete.

Relocation plans were determined based on cross sections shown on project plans.

We Energies has installed new Marker Posts & Flush Mount Boxes within the Paving Project Limits. The contractor must contact We Energies to move these Posts during construction. At no time should the contractor push or pull on these posts or boxes as it may lead to damages to We Energies Facilities. Ensure all Flush Mount Boxes are not paved over and remain accessible once paving is completed.

It is imperative that the highway contractor contact We Energies before removing any gas facilities, to verify that they have been discontinued and carry no natural gas. The contractor must not assume that unmarked facilities have been discontinued. At no time is it acceptable to push, pull, cut or drill an unmarked facility without explicit consent from We Energies.

Contractor must call the We Energies 24-hour Dispatch lines to arrange for this verification.

We Energies Gas Dispatch, #1 (800) 261-5325.

We Energies (Gas/Petroleum)

6-inch gas relocation

We Energies has underground **gas** facilities in the project limits that directly conflict with the work. The following work is anticipated to be completed by We Energies prior to construction:

Install new 6” steel gas main between the Mackey Road and CTH E intersection on the west side of the project, and the Lakeside Road and USH 63 intersection on the east side of the project. The approximate route of the new 6” steel gas main through the project limits will be as follows:

- Begin at a junction with existing 6” steel gas main on the south side of CTH E at approximately Station 89E+25 RT near the right-of-way line. From that point, the gas main will run north across CTH E past the north right-of-way line, then turn 90 degrees right to continue east along the north side of CTH E within private We Energies easement.
- At approximate CTH E Station 93E+55 LT, the gas main will turn 90 degrees left and continue north along the west side of Liesch Road, at an offset approximately 6’ within right-of-way.
- Along Liesch Road from Station 102N+00 LT to Station 103N+00 LT, the gas main will transition to an offset of approximately 3’ within right-of-way and continue north to Station 104N+55 LT where the gas main will turn 90 degrees right and cross Liesch Road.

- At Liesch Road near Station 104N+55 RT the gas main will turn 90 degrees left and continue north along the east side of Liesch Road at an offset of approximately 2’ within right-of-way.
- Along Liesch Road from Station 109N+75 RT to Station 110N+65 RT, the gas main will cross private We Energies easement to continue northeasterly along the eastern side of Liesch Road at an offset approximately 2’ within right-of-way.
- Near Liesch Road Station 113N+50 RT the gas main will turn north and cross Liesch Road near Station 114N+10 and continue north along the west side of Liesch Road.
- Near Southbound USH53 Station 962US+00 LT the gas main will turn 90 degrees right and continue east across Liesch Road and across USH 53 at the USH 63 intersection.
- From the USH 63 intersection, the gas main will continue east and cross Service Loop near Station 31EF+00.
- From Service Loop Station 31EF+00, the gas main will continue east along the south right-of-way line and cross the Service Loop near Station 46EF+30.
- From near Service Loop Station 46EF+30 the gas main will continue east along the south side of USH 63, crossing under the USH 63 pond culvert near elevation 1044.
- From the USH 63 pond culvert, the gas main will continue east and cross USH 63 near Station 792US+25. From that point, the gas main will continue east along the south side of USH 63.
- The gas main will continue east along the south side of USH 63 and terminate at a junction with existing 6” gas main at approximately Station 796US+00, 85’ RT near the south right-of-way line of USH 63.

Discontinue the following existing facilities in the project limits:

- The existing Trego Regulation Station located along USH 63 between Station 767US+00 RT to Station 768+50 RT will be discontinued and removed.
- Beginning at approximate CTH E Station 89E+25 RT, the existing 6” steel gas main that runs east along the south side of CTH E, east across USH 53 near Station 941SB+00, east across Service Loop, and continuing east along the south side of Oak Hill Road to the existing Trego Regulation Station will be discontinued and left in place.
- The existing 6” steel gas main along the south side of USH 63 from Station 42EF+00 RT to Station 796US+00 RT will be discontinued and left in place.
- The existing 6” steel gas main along the south side of Oak Hill Road that crosses USH 63 near Station 768US+00 and Station 772US+00 will be discontinued and left in place.
- The existing 6” steel gas main along the west side of First Street will be discontinued and left in place.

Work planned by We Energies prior to construction is scheduled to begin in August 2020 and is estimated to take approximately 60 working days to complete.

Relocation plans were determined based on cross sections shown on project plans.

We Energies has installed new Marker Posts & Flush Mount Boxes within the Paving Project Limits. The contractor must contact We Energies to move these Posts during construction. At no time should the contractor push or pull on these posts or boxes as it may lead to damages to We Energies Facilities. Ensure all Flush Mount Boxes are not paved over and remain accessible once paving is completed.

It is imperative that the highway contractor contact We Energies before removing any gas facilities, to verify that they have been discontinued and carry no natural gas. The contractor must not assume that unmarked facilities have been discontinued. At no time is it acceptable to push, pull, cut or drill an unmarked facility without explicit consent from We Energies.

Contractor must call the We Energies 24-hour Dispatch lines to arrange for this verification.

We Energies Gas Dispatch, #1 (800) 261-5325.

Xcel Energy (Electricity)

Xcel Energy has existing aerial and underground **electric** facilities within the project limits at the following locations, and no conflicts are anticipated:

- Aerial electric lines cross Service Loop at approximately Station 43EF+00 and will remain in service.
- Aerial electric lines run along the west side of Second Street north of Oakwood Hill Road and will remain in service.

Xcel Energy has existing underground electric facilities in the project limits that directly conflict with the work. The following underground electric facilities are anticipated to be discontinued in place by Xcel Energy prior to construction:

- An electric line located on the east side of Service Loop, from an existing pole on the south side of USH 63 near Station 48EF+00 LT and running south to Station 53EF+00 LT.
- An electric line from an existing pole located near Station 792US+25 RT, running south across the USH 63 right-of-way line.
- An electric line from an existing pole located near Station 793US+50 RT, running south across the USH 63 right-of-way line.
- An underground service crossing the Lakeside Road cul de sac at Station 141S+75 will be bored deeper to avoid conflict with the proposed cul de sac ditches. The relocated electric line will begin at a splice point approximately 100’ north of the driveway on the east side of Lakeside Road, run southwest across the cul de sac at approximately Station 141S+00, and cross the proposed culvert into the private driveway.

Xcel Energy has existing aerial electric facilities and poles in the project corridor that directly conflict with the work. The following work is anticipated to be completed by Xcel Energy prior to construction:

- Remove four poles and aerial electrical facilities along the south side of USH 63, from approximately 60’ west of the Wild Rivers State Trail bridge to approximately 310’ east of the trail bridge. Place a new pole near the USH 63 south right-of-way, at Station 795US+00 RT.
- The existing aerial line that crosses Service Loop near Station 31EF+40 will be removed. Existing poles located at approximately Station 964NB+25 RT, Station 31EF+40 RT, and Station 35EF+50 RT will be removed along with their aerial lines.
- Place a new distribution pole along Service Loop near Station 46EF+00 LT. Remove and replace the existing distribution pole located near Station 46EF+50 RT with a new distribution pole located 18’ farther west, near Station 46EF+25 RT and close to the right-of-way line. A new guy anchor will also be placed near the south right-of-way. The relocated aerial crossing of Service Loop between the two new poles will be near Station 46EF+00.
- The existing pole and guy anchor located along CTH E near Station 92CE+00 LT will be replaced with a longer pole and deeper guy anchor prior to construction. Exercise caution while grading around the new pole and guy anchor.
- A temporary pole will be placed in the existing median of USH 53 at approximately Station 941SB+85, 50’ RT to temporarily raise existing electric and communication lines to clear the proposed CTH E intersection temporary traffic signal overhead wires. Xcel Energy will delineate the temporary pole with temporary bollards and traffic control drums.

Prior to construction, Xcel Energy will directional bore a new underground electric line from an existing pole located along Service Loop at approximately Station 33EF+65, 130’ RT northwest to an existing pole located near the DOT weather station at approximately Station 964NB+25 RT.

- The existing pole and luminaire at Station 964NB+25 RT will be removed. The new underground electric line will be stubbed at the pole to provide a service connection for the proposed temporary USH 63 traffic signal and existing WisDOT stop sign flashing beacon.
- The new underground line will cross Temporary Service Loop at approximately Station 209+50 and Service Loop at approximately Station 32EF+15, at a depth of approximately 12 ft. below existing ground.

Prior to construction, Xcel Energy will install and place in service new temporary underground electric facilities along USH 63, beginning at an existing pole located on the south side of USH 63 approximately 850' east of 1st Street. The temporary underground electric facility will be contained in 4-inch conduit, and be installed as follows:

- Xcel Energy will first excavate and hydrovac spot locations along the existing USH 63 pavement to expose and locate the WE Energies 6-inch gas main. Xcel Energy will patch the USH 63 pavement.
- From the existing pole, the electric line will run northeasterly then turn east and continue along the south side of USH 63, running approximately 5' north of the gas main. The line will cross the location of the proposed USH 63 pond outlet pipe at an elevation approximately 13' below existing grade.
- The electric line will continue east along the south side of USH 63, crossing proposed USH 63 near Station 793US+00 at an elevation approximately 13' below existing grade.
- The electric line will continue east and terminate at the pole located near the USH 63 south right-of-way, at Station 795US+00 RT.
- New underground electric line will be installed south along the west side of Lakeside Road, from the existing pole located at 129S+00 LT, into the National Park Service property.

The following work will be completed by Xcel Energy during construction:

The temporary pole placed in the existing median of USH 53 at approximately Station 941SB+85, 50' RT will be removed by Xcel Energy forces upon discontinuation of the CTH E intersection temporary traffic signals. Provide minimum three weeks' advance notice to Xcel Energy to remove the pole upon discontinuation of the temporary traffic signals.

During construction and after retaining wall R-65-0003 is constructed, Xcel Energy will place two new poles and install new aerial electric facilities along the south side of USH 63 as follows:

- Starting from an existing pole located on the south side of USH 63 approximately 850' east of 1st Street, install new aerial electric lines east along the south side of USH 63. The overhead lines will be carried by a new pole located near the west side of the trail bridge and a new pole located near Station 792US+75, 43' RT. Continue the aerial line east to terminate at the pole located near Station 795US+00 RT.
- The temporary underground electric facility will be discontinued in place once the new aerial facility is placed in service.

Allow approximately 3 working days for Xcel Energy to complete the installation of the new aerial facility along USH 63 after retaining wall R-65-0003 is constructed.

Xcel Energy Field Contact: Chadwick Erickson
2911 Pioneer Ave South
Rice Lake, WI 54868
(715) 236-5716 office
(715) 651-0845 mobile

Work planned by Xcel Energy prior to construction is scheduled to begin in October 2020 and is estimated to take approximately 10 working days to complete.

7. Railroad Insurance and Coordination - Wisconsin Great Northern.

A Description

Comply with standard spec 107.17 for all work affecting Wisconsin Great Northern 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 Great Northern.

Notify evidence of the required coverage, and duration to Greg Vreeland, General Manager; PO Box 46, Spooner, WI 54801; Telephone (715) 635-3200; E-mail greg@spoonertrainrifde.com.

Also send a copy to the following: Anna Davey, NW and NC Region Railroad Coordinator; 1701 N 4th Street, Superior, WI 54880; Telephone (715) 392-7960; E-mail: anna.davey@dot.wi.gov.

Include the following information on the insurance document:

- Project ID: 1197-00-70
- Project Location: Trego, WI
- Route Name: USH 63, Washburn County
- Crossing ID: 184524U
- Railroad Subdivision: Spooner
- Railroad Milepost: 83.41
- Work Performed: Pave up to west side of crossing and road construction near railroad right-of-way

A.2 Train Operation

Approximately four through freight trains operate daily at up to 10 mph. There may be switching movements at lower speeds.

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

Construction Contact

Greg Vreeland, General Manager; PO Box 46, Spooner, WI 54801; Telephone (715) 635-3200; E-mail greg@spoonertrainrifde.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

Call "Diggers Hotline" to determine if fiber optic or other type of cable is buried in the general work location. This railroad does not have a Call Before You Dig number.

A.4 Work by Railroad

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

A.5 Temporary Grade Crossing

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

stp-107-026 (20200629)

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

The department has obtained a U.S. Army Corps of Engineers Section 404 permit. Comply with the requirements of the permit in addition to requirements of the special provisions. A copy of the permit is available from the regional office by contacting Beth Cunningham at (715) 635-4973.

stp-107-054 (20080901)

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

The department has obtained coverage through the Wisconsin Department of Natural Resources to discharge storm water associated with land disturbing construction activities of this contract under the Wisconsin Pollutant Discharge Elimination System General Construction Storm Water Discharge Permit (WPDES Permit No. WI-S066796-1). A certificate of permit coverage is available from the regional office by contacting Beth Cunningham at (715) 635-4973. Post the permit in a conspicuous place at the construction site.

stp-107-056 (20180628)

10. Environmental Protection, Dewatering.

Add the following to standard spec 107.18:

If dewatering is required, treat the water to remove suspended sediments by filtration, settlement or other appropriate best management practice prior to discharge. Submit the proposed means and methods of dewatering for each required location for approval as part of the Erosion Control Implementation Plan (ECIP). Include details of how the intake will be managed to not cause an increase in the background level turbidity prior to treatment and any additional measures necessary to prevent sediments from reaching the project limits or wetlands and waterways.

Guidance on Dewatering can be found on the Wisconsin Department of Natural Resources website located in the Storm Water Construction Technical Standards, Dewatering Code #1061. This document can be found at the WisDNR website:

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

Work includes furnishing all materials, excavation, maintenance, cleaning, disposal of surplus material and removal of the dewatering system and is incidental to contract work.

11. Environmental Protection, Aquatic Exotic Species Control.

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

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

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

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

Use the following inspection and removal procedures:

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

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

stp-107-055 (20130615)

12. Construction Over or Adjacent to Navigable Waters.

The Namekagon River is classified as a federal navigable waterway under standard spec 107.19.

The Potato Creek is classified as a state navigable waterway under standard spec 107.19.

stp-107-060 (20171130)

13. Work By Others.

WisDOT RWIS Program – Communications Tower

Wisconsin Department of Transportation Roadway Weather Information System (RWIS) has underground communications facilities in the project area that directly conflict with the project improvements. The following work will be performed by WisDOT prior to construction:

A communications tower located near Northbound USH 53 Station 964+50 RT will be removed and its associated underground highway pavement sensors and electric lines retired in place.

Work planned prior to construction is scheduled to take approximately 5 working days to complete.

Contact Michael Adams at (608) 266-5004 or michael.adams@dot.wi.gov at least 30 days prior to the start of construction.

The WisDOT RWIS program will hire a contractor to place new sensors, cabling and relocate the tower to approximately 928+00 D. Once grading is complete for the D ramp near 928+00 D, contact Michael Adams to determine the exact location of the tower and placement of the sensor and cables.

Work planned to construct tower at new location is scheduled to be completed after construction is completed.

Razing Contract

The removing and razing contract for this project will be completed by March 1, 2021. There is a potential for multiple contractors to be onsite for the razing contract. Coordinate work efforts with the razing contractor as required. Contact Beth Cunningham at (715) 635-4973 for additional information on the razing project schedule.

14. Notice to Contractor – Clearing and Grubbing.

For areas along Mackey Road, Snowmobile Trail 7A will use the ditches and area outside the fill slopes for the trail. The clearing and grubbing limits will be extended 10’ beyond the toe of slope in fill sections to accommodate Trail 7A in areas along Mackey Road. Coordinate location of clearing and grubbing limits prior to clearing and grubbing with the engineer to account for these areas. None of these widened clearing and grubbing areas are located within delineated wetland areas shown on the plans.

15. Notice to Contractor – Retaining Wall R-65-0003.

Depending of order of contractor’s operations, the retaining wall R-65-0003 may be partially buried during staging of USH 63 traffic. If the final face of the retaining wall is covered by fill during the staging, the contractor shall clean the retaining wall face after the fill is removed. This cleaning is considered incidental to the other structure items.

16. Notice to Contractor – Waste Site Locations.

The contractor has the option of using state owned lands near the southeast quadrant of the USH 53/USH 63 interchange that has been identified to be a potential waste site for excess excavated material from the construction site. Only clean fill can be placed on these areas and shall not be used for contractor staging or storage areas. If intending to use these sites, the contractor will identify in the Erosion Control Implementation Plan and acquire all applicable permits. Approximately 40,000 cubic yards of material may be placed in these areas. The areas of potential use include inside the southeast

quadrant loop, between USH 53 and Ramp A, and the remnants of Parcel 28. All final contours of the sites will be approved prior to any grading operations within these areas.

17. Erosion Control.

Add the following to standard spec 107.20:

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

Silt Fence

Place double row silt fence and/or heavy duty silt fence in the environmentally sensitive areas designated on the plans or as directed the engineer.

Topsoil Placement

Place topsoil or salvaged topsoil within ten calendar days of fill height reaching a height of 15 feet in areas that are not environmentally sensitive as shown on the project overview sheets.

Place topsoil or salvaged topsoil within three calendar days of fill height reaching a height of 10 feet in areas that are environmentally sensitive as shown on the project overview sheets.

Finishing

Complete finishing operations, which includes seed, fertilizer, erosion mat, mulch, and any other permanent erosion control measures required, within seven calendar days after the placement of topsoil except that along Lakeside Road. Along Lakeside Road, complete finishing operations within three calendar days after abutment removals of Structure P-65-6.

Place non-netted erosion mats along the banks of the Namekagon River and Potato Creek as shown on the plans or as directed by the engineer.

Stormwater Management Areas

Areas and features including ponds and flat bottom ditches are included throughout the project for long-term management of stormwater runoff to meet regulatory design requirements. If any stormwater management areas are used and/or modified to temporarily manage stormwater runoff from the construction site, document those areas in the ECIP. Clean any stormwater management area and complete to meet ultimate plan requirements. Modification of any stormwater management areas for construction site stormwater management is incidental to the items in this contract. Sediment basins areas designated in the ECIP will be cleaned under the Cleaning Sediment Basins item and as approved by the engineer.

18. Erosion Control Structures.

Within three calendar days after completing the excavation for a substructure unit, place riprap or other permanent erosion control items required by the contract or deemed necessary by the engineer around the unit at a minimum to a height equivalent to the calculated water elevation resulting from a storm that occurs on the average of once every two years (Q2) as shown on the plan, or as the engineer directs.

In the event that construction activity does not disturb the existing ground below the Q2 elevation, the above timing requirements for permanent erosion control shall be waived.

stp-107-070 (20191121)

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

John Roelke, License Number AII-119523, inspected Trail 7A over Potato Creek (no structure number) for asbestos on December 15, 2017. No regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is available from: Beth Cunningham at (715) 635-4973.

According to NR447 and DHS159, ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 4/11), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days before beginning any construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form to Beth Cunningham at (715) 635-4973 and DOT BTS-ESS attn: Hazardous Materials Specialist PO Box 7965, Madison, WI 53707-7965. In addition, comply with all local or municipal asbestos requirements.

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

- Site Name: Structure (N/A), Trail 7A over Potato Creek
- Site Address: S03, T39N, R12W
- Ownership Information: Washburn County Forestry, 1700 Roundhouse Road, Spooner, WI
- Contact: Beth Cunningham
- Phone: (715) 635-4973
- Age: Unknown
- Area: 514 SF of deck

John Roelke, License Number AII-119523, inspected P-65-6 for asbestos on September 16, 2015. No regulated Asbestos Containing Material (RACM) was found on this structure. A copy of the inspection report is available from: Beth Cunningham at (715) 635-4973.

According to NR447 and DHS159, ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 4/11), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days before beginning any construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form to Beth Cunningham at (715) 635-4973 and DOT BTS-ESS attn: Hazardous Materials Specialist, PO Box 7965, Madison, WI 53707-7965. In addition, comply with all local or municipal asbestos requirements.

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

- Site Name: Structure P-65-6, Lakeside Road over Namekagon River
- Site Address: S35, T40N, R12W
- Ownership Information: Town of Trego, W6097 River Road, Trego, WI 54888
- Contact: Beth Cunningham
- Phone: (715) 635-4973
- Age: 75 years old. This structure was constructed in 1925.
- Area: 3,424 SF of deck

Insert the following paragraph in Section 6.g.:

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

stp-107-125 (20120615)

20. Archaeological Site.

Site BWB0024, St. Joseph's Cemetery site is located approximately Station 785+50 US to Station 788+50 US, LT within the limits shown on the plans.

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.

Do not use the site for borrow or waste disposal. Do not use the site area not currently capped by asphalt/concrete for the staging of personnel, equipment and/or supplies.

BWB-0025, Riverside Cemetery is an unmarked cemetery in the southwest corner of the USH 53 and Ross Road intersection. Do not complete any ground disturbing activities outside the existing right-of-way.

stp-107-220 (20180628)

21. Removing Old Structure Over Waterway Station 913+59 SB, Item 203.0500.S.01.

Conform to standard spec 203 as modified in this special provision.

Add the following to standard spec 203:

203.3.6 Removals Over Waterways and Wetlands

203.3.6.1 Removing Old Structure Over Waterway

(1) Remove the existing Structure C-65-5 over the Potato Creek conforming to the contractor's approved structure removal and clean-up plan. Remove all reinforcing steel, all concrete, and all other debris that falls into the waterway or wetland. Remove large pieces of the structure within 36 hours. The contractor may leave limited amounts of small concrete pieces scattered over the waterway floor or wetland only if the engineer allows.

(2) Submit a structure removal and clean-up plan as part of the erosion control implementation plan required under standard spec 107.20. Do not start work under the structure removal and clean-up plan without the department's written approval of the plan. Include the following information in the structure removal and clean-up plan:

1. Methods and schedule to remove the structure.
2. Methods to control potentially harmful environmental impacts.
3. Methods for removing piers and abutments. If blasting in water, include restrictions that regulatory agencies and the contract require.
4. Methods for cleaning the waterway or wetlands.

(3) If stockpiling spoil material, place it on an upland site an adequate distance from the waterway, wetland, or any open water created by excavation. Install silt fence between the spoil pile and the waterway, wetland, or excavation site.

Add the following Removing Old Structure bid item to standard spec 203.5.1:

ITEM NUMBER	DESCRIPTION	UNIT
203.0500.S	Removing Old Structure Over Waterway Station 913+59 SB	LS

stp-203-015 (20190618)

22. Removing Old Structure Over Waterway With Minimal Debris Station 169+08 WF, Item 203.0600.S.02.

Conform to standard spec 203 as modified in this special provision.

Add the following to standard spec 203:

203.3.6 Removals Over Waterways and Wetlands

203.3.6.2 Removing Old Structure Over Waterway with Minimal Debris

(1) Remove the existing Structure C-65-5 and Trail 7A (no structure number) over the Potato Creek in large sections and conforming to the contractor's approved structure removal and clean-up plan. During superstructure removal, prevent all large pieces and minimize the number of small pieces from entering the waterway or wetland. Remove all reinforcing steel, all concrete, and all other debris that falls into the waterway or wetland. The contractor may leave limited amounts of small concrete pieces scattered over the waterway floor or wetland only if the engineer allows.

(2) Submit a structure removal and clean-up plan as part of the erosion control implementation plan required under standard spec 107.20. Do not start work under the structure removal and clean-up plan without the department's written approval of the plan. Include the following information in the structure removal and clean-up plan:

- Methods and schedule to remove the structure.
- Methods to control potentially harmful environmental impacts.
- Methods for superstructure removal that prevent all large pieces and minimize the number of small pieces from entering the waterway or wetlands.
- Methods to control dust and contain slurry.

- Methods for removing piers and abutments. If blasting in water, include restrictions that regulatory agencies and the contract require.
- Methods for cleaning the waterway or wetlands.

(3) If stockpiling spoil material, place it on an upland site an adequate distance from the waterway, wetland, or any open water created by excavation. Install silt fence between the spoil pile and the waterway, wetland, or excavation site.

Add the following Removing Old Structure bid item to standard spec 203.5.1:

ITEM NUMBER	DESCRIPTION	UNIT
203.0600.S.02	Removing Old Structure Over Waterway With Minimal Debris Station 169F+08 WF	LS

stp-203-020 (20190618)

23. Removing Old Structure Over Waterway With Debris Capture System Station 134+25 S, Item 203.0700.S.01.

Conform to standard spec 203 as modified in this special provision.

Replace standard spec 203.3.2.2.1(1) as follows:

(1) Except as specified below for closing culverts, remove the entire top slab of box culverts and the entire superstructure of other culverts and bridges designated for removal. Completely remove existing piles, cribs, or other timber construction within the limits of new embankments or remove these structures to an elevation at least 2 feet below finished ground line. Remove sidewalls or substructure units in water completely. Remove sidewalls or substructure units not in water to at least 2 feet below natural or finished ground line.

A copy of the bridge as-built plans are available from the regional office by contacting Beth Cunningham at (715) 635-4973.

Add the following to standard spec 203:

203.3.6 Removals Over Waterways and Wetlands

203.3.6.3 Removing Old Structure Over Waterway with Debris Capture System

(1) Remove the existing Structure P-65-6 over the Namekagon River in large sections and conforming to the contractor's approved structure removal plan. Due to the very sensitive nature of the Namekagon River, provide a debris capture and containment system for superstructure removal that prevents all large pieces and virtually all other debris, including fine particles and slurry, from entering the waterway or wetland.

(2) Submit a structure removal plan as part of the erosion control implementation plan required under standard spec 107.20. Do not start work under the structure removal plan without the department's written approval of the plan. Include the following information in the structure removal plan:

- Methods and schedule to remove the structure.
- Methods to control potentially harmful environmental impacts.
- Methods to avoid or minimize the discharge of any pollutant to the waterway or wetland during superstructure removal.
- Details of the debris capture and containment system for superstructure removal including contingency plans to deal with potential failures.
- Methods to control dust and contain slurry.
- Methods for removing piers and abutments. If blasting in water, include restrictions that regulatory agencies and the contract require. Containment of sediment and debris during pier removal should be addressed in the ECIP.

(3) If stockpiling spoil material, place it on an upland site an adequate distance from the waterway, wetland, or any open water created by excavation. Install silt fence between the spoil pile and the waterway, wetland, or excavation site.

Add the following Removing Old Structure bid item to standard spec 203.5.1:

ITEM NUMBER	DESCRIPTION	UNIT
203.0700.S.01	Removing Old Structure Over Waterway With Debris Capture System Station 134+25 S	LS

~~stp-203-025 (20190618)~~

24. Removing Flashing Beacon Assembly, Item 204.9060.S.01.

A Description

This special provision describes removing the flashing beacon assembly conforming to standard spec 204.

B (Vacant)

C Construction

Arrange for the de-energizing of the flashing beacon with the local electrical utility.

Remove all poles and pedestal bases from their concrete footings and disassemble out of traffic. Remove the transformer or pedestal bases from each pole. Remove the signals heads, signs, buttons, wiring/cabling and mounting devices from each pole. Dispose of all materials including underground cable and all wires.

D Measurement

The department will measure Removing Flashing Beacon Assembly as each individual unit, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.01	Removing Flashing Beacon Assembly	EACH

stp-204-025 (20150630)

25. Removing Post, Item 204.9060.S.02.

A Description

This special provision describes Removing Post conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Post as each individual unit, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S.02	Removing Post	EACH

stp-204-025 (20150630)

26. Removing Wooden Stairs, Platforms and Railings, Item 204.9105.S.01.

A Description

This special provision describes removing Wooden Stairs, Platforms and Railings conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Wooden Stairs, Platforms and Railings in lump sum, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9105.S.01	Removing Wooden Stairs, Platforms and Railings	LS

stp-204-025 (20150630)

27. Excavation, Hauling, and Disposal of Petroleum Contaminated Soil, Item 205.0501.S.

A Description

A.1 General

This special provision describes excavating, loading, hauling, and disposing of petroleum contaminated soil at a DNR approved bioremediation facility. The closest DNR approved bioremediation facility is:

BFI Waste Systems of North America, Inc.
W5987 CTH D
Sarona, WI 54870
(715) 469-3356

Perform this work conforming to standard spec 205 and Chapters NR 700-754 of the Wisconsin Administrative Code, as supplemented herein. Per NR 718.07, a solid waste collection and transportation service-operating license is required under NR 502.06 for each vehicle used to transport contaminated soil.

A.2 Notice to the Contractor – Contaminated Soil Locations

The department completed testing for soil and groundwater contamination for locations within this project where excavation is required. Testing indicated that petroleum-contaminated soil is present at the following locations the plans show:

1. WisDOT Property along Wild Rivers State Trail – approximately Station 772+10 US to Station 772+50 US from 20 feet RT of reference line to construction limits RT (0 to 3 feet below ground surface).

The miscellaneous solid waste (primarily railroad ties) and petroleum-contaminated soil shall be excavated at locations as directed by the environmental consultant and engineer. Backfill and compact the excavations as necessary for highway construction.

Contaminated soils and/or underground storage tanks (USTs) may be encountered at other locations within the construction limits. If contaminated soils and/or USTs are encountered elsewhere on the project, terminate excavation activities in the area and notify the engineer and the environmental consultant. Contaminated soil at other locations shall be managed by the contractor under this contract. USTs will be removed by others.

For further information regarding previous investigation and remediation activities at these sites contact:

Name: Beth Cunningham
Address: W7074 Green Valley Rd, Spooner, WI
Phone: (715) 635-4973
E-mail: beth.cunningham@dot.wi.gov

A.3 Coordination

Coordinate work under this contract with the environment consultant:

Consultant: TRC Environmental Corporation
Address: Mr. Dan Haak
Contact: 708 Heartland Trail, Suite 3000, Madison, WI 53717
Phone: (608) 826-3628
E-mail: dhaak@trcsolutions.com

The role of the environmental consultant will be limited to:

1. Determining the location and limits of contaminated soil to be excavated based on soil analytical results from previous investigations, visual observations, and field screening of soil that is excavated;
2. Identifying contaminated soils to be hauled to the bioremediation facility;
3. Documenting that activities associated with management of contaminated soil are in conformance with the contaminated soil management methods for this project as specified herein; and
4. Obtaining the necessary approvals for disposal of contaminated soil from the bioremediation facility.

Provide at least a 14-calendar day notice of the preconstruction conference date to the environmental consultant. At the preconstruction conference, provide a schedule for all excavation activities in the areas of contamination to the environmental consultant. Also notify the environmental consultant at least three calendar days before beginning excavation activities in each of the contaminated areas.

Coordinate with the environmental consultant to ensure that the environmental consultant is present during excavation activities in the contaminated areas. Perform excavation work in each of the contaminated areas on a continuous basis until excavation work is completed.

Identify the DNR approved bioremediation facility that will be used for disposal of contaminated soils and provide this information to the environmental consultant no later than 30 calendar days before beginning excavation activities in the contaminated areas or at the preconstruction conference, whichever comes first. The environmental consultant will be responsible for obtaining the necessary approvals for disposal of contaminated soils from the bioremediation facility. Do not transport contaminated soil offsite without prior approval from the environmental consultant.

A.4 Protection of Groundwater Monitoring Wells

Groundwater monitoring wells may be present within the construction limits. Protect all groundwater monitoring wells to maintain their integrity. Notify the environmental consultant when groundwater monitoring wells are encountered. Protect all groundwater monitoring wells to maintain their integrity. If required by the environmental consultant, adjust wells that do not conflict with utilities, structures, curb and gutter, etc. to be flush with the final grade. For wells that conflict with the previously mentioned items, notify the environmental consultant, and coordinate with the environmental consultant the abandonment or adjustment of the wells by others. The environmental consultant will provide maps indicating the locations of all known monitoring wells, if requested by the contractor.

Coordinate with the environmental consultant to ensure that the environmental consultant is present to abandon and/or document the location of the groundwater monitoring well during excavation activities.

A.5 Excavation Management Plan Approval

The excavation management plan for this project has been designed to minimize the offsite disposal of contaminated material. The excavation management plan, including these special provisions, has been developed in cooperation with the WDNR. The WDNR's concurrence letter is on file at the Wisconsin Department of Transportation. For further information regarding the investigations, including waste characterization within the project limits, contact Beth Cunningham with the department at (715) 635-4973.

A.6 Health and Safety Requirements

Add the following to standard spec 107.1:

During excavation activities, expect to encounter soil contaminated with gasoline, diesel fuel, fuel oil, or other petroleum related products. Site workers taking part in activities that will result in the reasonable probability of exposure to safety and health hazards associated with hazardous materials shall have completed health and safety training that meets the Occupational Safety and Health Administration (OSHA) requirements for Hazardous Waste Operations and Emergency Response (HAZWOPER), as provided in 29 CFR 1910.120.

Prepare a site-specific Health and Safety Plan, and develop, delineate and enforce the health and safety exclusion zones for each contaminated site location as required by 29 CFR 1910.120. Submit the site-specific health and safety plan and written documentation of up-to-date OSHA training to the engineer before the start of work.

Disposal of petroleum-contaminated soil at the bioremediation facility is subject to the facility's safety policies.

B (Vacant)

C Construction

Add the following to standard spec 205.3:

The environmental consultant will periodically examine excavated soil during excavations in the areas of known petroleum soil contamination within the construction limits.

Control operations in the contaminated areas to minimize the quantity of contaminated soil excavated and to ensure that excavations do not extend beyond the minimum required to construct utilities and highway improvements unless expressly directed to do so by the engineer.

Assist the environmental consultant in determining the extent of contaminated soil (if any), by performing a backhoe pit investigation, as directed by the environmental consultant, in the following areas:

1. WisDOT Property along Wild Rivers State Trail - approximately Station 772+10 US to Station 772+50 US from 20 feet RT of reference line to construction limits RT (0 to 3 feet below ground surface).

Perform the backhoe pit investigation as soon as practical after structures, sidewalks, curb and gutter, and pavement are removed and prior to significant excavations (if any) beginning in those areas. The backhoe pit investigations shall include up to 5 test pits per location, to a maximum depth of 10 feet bgs. The test pit investigations shall be incidental to this pay item.

The environmental consultant will periodically evaluate soil excavated from the contaminated areas to determine if the soil will require offsite bioremediation. The environmental consultant will evaluate excavated soil based on PID field screening results, olfactory examination, visual observations, and soil analytical results from previous environmental investigations. Assist the environmental consultant in collecting soil samples for evaluation using excavation equipment. The sampling frequency shall be a maximum of one sample for every 20 cubic yards excavated.

On the basis of the results of such field-screening, the material will be designated for disposal as follows:

- Excavation Common consisting of clean soil and/or clean construction and demolition fill (such as clean soil, boulders, concrete, reinforced concrete, broken pavement, bricks, building stone, and unpainted or untreated wood), which under NR 500.08 are exempt materials, or
- Low-level contaminated material (PID readings less than 10 ppm and no observation of staining or petroleum odor) for reuse as fill within the construction limits, or
- Contaminated soil (significant petroleum odor, staining, and/or PID readings greater than 10 instrument units) for off-site treatment and disposal at the WDNR-licensed bioremediation facility, or
- Potentially contaminated for temporary stockpiling and additional characterization prior to disposal.

Some material may require additional characterization prior to disposal. Provide for the temporary stockpiling of up to 100 cubic yards of contaminated soil on-site that require additional characterization. Construct and maintain a temporary stockpile of the material according to NR 718.05(3), including, but not limited to, placement of the contaminated soil/fill material on an impervious surface and covering the stockpile with impervious material to prevent infiltration of precipitation. The department's environmental consultant will collect representative samples of the stockpiled material, laboratory-analyze the samples, and advise the contractor, within 10 business days of the construction of the stockpile, of disposal requirements. The stockpiled material shall be disposed either at the WDNR-licensed disposal facility by the contractor or, if characterized as hazardous waste, by the department. As an alternative to temporarily stockpiling contaminated soil/fill material that requires additional characterization, the contractor has the option of suspending excavation in those areas where such soil is encountered until such time as characterization is completed.

Directly load and haul solid waste and soils designated by the environmental consultant for off-site disposal and bioremediation to the DNR approved landfill and bioremediation facility. Use loading and hauling practices that are appropriate to prevent any spills or releases of petroleum-contaminated soils or residues. Prior to transport, sufficiently dewater soils designated for off-site bioremediation so as not to contain free liquids. Verify that the vehicles used to transport contaminated material are licensed for such activity according to applicable state and federal regulations.

When material is encountered outside the above-identified limits of known contamination that appears to have been impacted with petroleum or chemical products, or when other obvious potentially contaminated materials are encountered or material exhibits characteristics of industrial-type wastes, such as fly ash, foundry sand, and cinders, or when underground storage tanks are encountered, suspend excavation in that area and notify the engineer and the environmental consultant.

D Measurement

The department will measure Excavation, Hauling, and Disposal of Petroleum Contaminated Soil in tons of contaminated soil, accepted by the bioremediation facility as documented by weight tickets generated by the bioremediation facility.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON

Payment is full compensation for excavating, segregating, loading, hauling, solid waste disposal, and treatment via bioremediation of contaminated soil; tipping fees including applicable taxes and surcharges; obtaining solid waste collection and transportation service operating licenses; assisting in the collection soil samples for field evaluation; and for all incidentals to complete the work.

28. QMP Base Aggregate Dense 1 1/4-Inch Compaction, Item 371.2000.S.

A Description

(1) This special provision describes modifying the compaction and density testing and documentation requirements of work done under the Base Aggregate Dense 1 1/4-Inch bid items. Conform to standard spec 305 as modified in this special provision and to the contract QMP Base Aggregate article.

(2) Provide and maintain a quality management program. A quality management program is defined as all activities, including process control, inspection, sampling and testing, and necessary adjustments in the process related to construction of dense graded base which meets all the requirements of this provision.

(3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures.

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

(4) This special provision applies to Base Aggregate Dense 1 1/4-Inch material placed: above at least 16 inches of subgrade improvement, 12 inches of subgrade improvement and geogrid or QMP subgrade provisions, between shoulder hinge points and lower than mainline pavement. Unless otherwise specified by the contract, all Base Aggregate Dense 1 1/4-Inch material placed on side roads, private and public entrances, individual ramps less than 1500 feet, passing lanes less than 1500 feet, tapers, turn lanes, and other undefined locations are exempt from the compaction and density requirement modifications and testing contained within this special provision.

B (Vacant)

C Construction

C.1 General

(1) The engineer shall approve the grade before placement of the base. Approval of the grade shall be according to applicable provisions of the standard specifications.

Add the following to standard spec 305.3.2.2:

(3) For 1 1/4-Inch dense graded base composed of ≤20% reclaimed asphaltic pavement (RAP) or crushed concrete (RCA), as determined by classification of material (aggregate or RAP and/or RCA) and percentage by weight of each material type retained on the No. 4 Sieve, the contractor must determine the material target density according to:

Method 1: Maximum dry density according to AASHTO T-180, Method D, with correction for coarse particles and modified to require determination of Bulk Specific Gravity (Gm) according to AASHTO T 85. Bulk Specific Gravities determined according to standard spec 106.3.4.2.2 for aggregate source approval may be utilized.

(4) For 1 1/4-Inch dense graded base composed of >20% RAP or RCA, as determined by classification of material (aggregate or RAP and/or RCA) and percentage by weight of each material type retained on the No. 4 Sieve, the contractor may choose from the following options to determine the material target density:

Method 2: Maximum dry density as determined by AASHTO T-180, Method D, with correction for coarse particles, and modified to require determination of Bulk Specific Gravity (G_m) according to AASHTO T 85.

Method 3: Maximum wet density as determined by AASHTO T-180, Method D, modified to define *Maximum Density* as the wet density in pounds per cubic foot of soil at optimum moisture content using Method D specified compaction, with correction for coarse particles, and modified to require determination of Bulk Specific Gravity (G_m) according to AASHTO T 85.

Method 4: Average of 10 random control strip wet density measurements as described in section C.2.5.1.

(5) Compact the 1 1/4-Inch dense graded base to a minimum of 93.0% of the material target density for methods 1, 2 and 3. Compact 1 ¼-inch dense graded base to a minimum of 96% of the material target density for method 4. Ensure that adequate moisture is present during placement and compaction operations to prevent segregation and to help achieve compaction.

(6) Base Aggregate Dense 1 1/4-Inch will be accepted for compaction on a lot basis.

(7) Field density tests on materials using contractor elected target density methods 3 or 4 will not be considered for lot acceptance on the basis of compaction under the requirements of this provision until the moisture content of the in-place material is less than 2.0 percentage points above the maximum wet density optimum moisture or 2.0 percentage points of the average moisture content of the 10 density tests representing a control strip, respectively. Determine moisture content using AASHTO T255 as modified in CMM chapter 8 or a nuclear density gauge. If conducting AASHTO T255, sample materials after watering but before compaction.

C.2 Quality Management Program

C.2.1 Quality Control Plan

(1) Submit a comprehensive written quality control plan to the engineer no later than 10 business days before placement of material. Do not place any dense graded base before the engineer reviews and accepts the plan. Construct the project as the plan provides.

(2) Do not change the quality control plan without the engineer's review and acceptance. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:

1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
3. A list of source locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
4. Descriptions of stockpiling and hauling methods.
5. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
6. Location of the QC laboratory, retained sample storage, and other documentation.
7. Lot layout and random test location plan.
8. A description of placement methods and operations. Including, but not limited to: staging, construction of an initial working platform, lift thicknesses, and equipment.

C.2.1 Pre-Placement Meeting

A minimum of two weeks before placement of Base Aggregate Dense 1 1/4-Inch material, hold a pre-placement meeting at a mutually agreed upon time and location. Present the Quality Control Plan at the meeting. Attendance at the pre-placement meeting is mandatory for the project superintendent, quality control manager, project inspection and testing staff, all appropriate contractor personnel involved in the sampling, testing, and quality control including subcontractors, and the engineer or designated representatives.

C.2.2 Personnel

(1) Perform the quality control sampling, testing, and documentation required under this provision using technicians certified by the department's Highway Technician Certification Program (HTCP). Have a HTCP Nuclear Density Technician I, or ACT certified technician, perform field density and field moisture content testing. Adhere to the minimum required certifications for aggregate testing per part 7 of the standard specification. AASHTO T180 proctor testing requires a minimum certification level of AGGTEC-1.

(2) If an ACT is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

C.2.3 Equipment

(1) Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.

(2) Furnish nuclear gauges from the department's approved product list at:

https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/tools/appr-prod/default.aspx

(3) Ensure that the nuclear gauge manufacturer or an approved calibration service calibrates the gauge the same calendar year it is used on the project. Retain a copy of the calibration certificate with the gauge.

(4) For all target density methods, conform to AASHTO T310 and CMM 8-15 for wet density testing and gauge monitoring methods.

(5) For the specified target density determined using method 1 in section C.1, compute the dry densities for the compacted dense graded base, composed of ≤20% RAP or RCA, according to AASHTO T310.

(6) For contractor elected target density method 2 in section C.1, compute dry densities of dense graded base composed of >20% RAP or RCA using a moisture correction factor and the nuclear wet density value. Determine the moisture correction value, for each Proctor produced under the requirements of C.2.5, using the moisture bias as shown in CMM 8.15.12.1 and 8.15.12.2, except the one-point Proctor tests of the 5 random tests is not required. Conduct a moisture bias test for every 7500 feet of Base Aggregate Dense 1 1/4-Inch placed. Determine natural moistures in the laboratory.

(7) Perform nuclear gauge measurements using gamma radiation in the backscatter or direct transmission position. Backscatter may be used only if the material being tested cannot reliably maintain an undistorted direct transmission test hole. Direct transmission tests must be performed at the greatest possible probe depth of 2 inches, 4 inches, or 6 inches, but not to exceed the depth of the compacted layer being tested. Perform each test for at least one minute of nuclear gauge count time.

C.2.5 Contractor Testing

(1) Perform compaction testing on the mainline dense graded base material, as defined by A.(4). Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians as required in C.2.3. Conform to CMM 8-15 for testing and gauge monitoring methods.

(2) Select test sites randomly using ASTM Method D3665. Random numbers may be determined using an electronic random number generator. Guidance for determining test locations can be found in section 8-30.9 of the Construction and Materials Manual (CMM). Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.

(3) When a density target is determined in accordance methods 3 or 4 in section C.1, conduct density testing on same date of final compaction.

C.2.5.1 Contractor Required Quality Control (QC) Testing

(1) Conduct testing at a minimum frequency of one test per lot. A lot is 1500 feet for each layer with a maximum width of 18 feet and minimum lift thickness of 2" of Base Aggregate Dense 1 1/4-Inch material placed. Layer widths exceeding 18 feet are divided into equal lots. Each lot of compacted Base Aggregate Dense 1 1/4-Inch material, as defined by A.(4), will be accepted when the lot field density meets the required minimum density. Lots that don't achieve density requirements must be addressed and approved according to C.2.7.

(2) Add separate lots for passing lanes and individual ramps greater than 1500 feet.

(3) Combine partial lots less than 750 feet with the previous lot. Partial lots greater than or equal to 750 feet are standalone lots.

(4) Notify the engineer, if a lot field density test falls below the required minimum value. Document and perform corrective actions according to C.2.7. Deliver documentation of all compaction testing results to the engineer at the time of testing.

C.2.5.1.1 Target Density Determination

C.2.4.1.1.1 Maximum Wet and/or Dry Density Methods

(1) For contractor elected target density methods 2 and 3 in section C.1, and contractually specified target density method 1 in section C.1; perform one gradation and 5-point Proctor test before placement of 1 ¼-Inch dense graded base. Perform additional gradations every 3000 tons according to standard spec 305 and 730. If sampling requirements are identical, samples/testing performed for the QMP Base Aggregate specification may be used to fulfill the gradation testing requirements of this specification.

(2) Perform additional 5-point Proctor tests, at a minimum, when:

1. The four point moving average gradation on any one sieve differs from the original gradation test result for that sieve, by more than 10 percentage points. The original gradation test is defined as the gradation of the material used to create a 5-point Proctor. Each 5-point Proctor test will remain valid for any material with gradation for all sieves within 10.0 percentage points of that Proctor's original gradation test.
2. The source of base aggregate changes.
3. Percent target density exceeds 103.0% on two consecutive density tests.

(3) Provide Proctor test results to the engineer within two business days of sampling. Provide gradation test results to the engineer within one business day of sampling.

(4) Split each contractor QC Proctor sample and identify it according to CMM 8-30. Deliver the split to the engineer within one business day for department QV Proctor testing.

(5) Split each non-Proctor contractor QC sample and identify it according to CMM 8-30. Retain the split for 7 calendar days in a dry, protected location. If requested for department comparison testing, deliver the split to the engineer within one business day.

C.2.5.1.1.2 Density Control Strip Method

(1) For contractor elected target density method 4 in section C.1, construct a control strip for each layer of placement to identify the target wet density for the base aggregate dense material. The control strip construction and density testing will occur under the direct observation and/or assistance of the department QV personnel. For blended material, reprocessed material and crushed concrete, perform additional gradations every 3000 tons according to standard spec 305 and 730. If sampling frequencies are identical, samples/testing performed for the QMP Base Aggregate specification may be used to fulfill the gradation testing requirements of this specification.

(2) Unless the engineer approves otherwise, construct control strips to a minimum dimension of 300 feet long and one full lane width.

(3) Completed control strips may remain in-place to be incorporated into the final roadway cross-section.

(4) Construct additional control strips, at a minimum, when:

1. The source of base aggregate changes.
2. The four point moving average percentage of blended recycled materials, from classification of material retained on the No. 4 sieve in the original gradation test, differs by more than 10 percentage points. The original gradation test is defined as the gradation of the material used to construct the control strip.
3. The layer thickness changes more than 2.0 inches.
4. The percent target density exceeds 103.0% on two consecutive density measurements.

(5) Construct control strips using equipment and methods representative of the operations to be used to place and compact the remaining 1 1/4–Inch Base Aggregate Dense material. Wet the base, as mutually agreed upon by the contractor and engineer, to obtain and/or maintain adequate moisture content to ensure proper compaction. Discontinue water placement if the base begins to exhibit signs of saturation or instability.

(6) After compacting the control strip with a minimum of 2 passes, mark and take density measurements at 3 random locations. Subsequent density measurements will be taken at the same 3 locations. Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.

(7) After each subsequent pass of compaction equipment over the entirety of the control strip, take wet density measurements at the 3 marked locations. Continue compacting and testing until the increase in wet density measurements are less than 2.0 lb/ft^3, or the density measurements begin to decrease.

(8) Upon completion of control strip compaction, take 10 randomly located wet density measurements within the limits of the control strip. The final measurements recorded at the 3 locations under article C.2.4.1.1.2 may be included as 3 of the 10 measurements. Average the ten measurements to obtain the control strip target density and target moisture for use in contractor elected method 4 in section C.1. Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.

C.2.6 Department Testing

C.2.6.1 General

(1) The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project and provide test results to the contractor within two business days after the department obtains the sample.

(2) When a density target is determined in accordance methods 3 and 4 in section C.1, conduct density testing on same date of final compaction.

C.2.6.2 Quality Verification (QV) Testing

(1) The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in C.2.3 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.

(2) The department will conduct QV tests at the minimum frequency of 20% of the required gradation, density and Proctor contractor tests.

(3) The department will utilize contractor's QC Proctor results for determination of the material target density. The department will verify QC Proctor values by testing QC Proctor split sample. The department will use QC Proctor value as a target density if the QC and QV Proctor test results meet the tolerance requirements specified in section C.2.6.2(7).

(4) The department will locate gradation and nuclear density test samples, at locations independent of the contractor's QC work, collecting one sample at each QV location. Sampling for gradation may be done independently of nuclear density tests, before watering and before compacting. The department will split each QV sample, test half for QV, and retain the remaining half for 10 calendar days.

(5) The department will conduct QV tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.

(6) The department will utilize control strip target density testing results in lieu of QV Proctor sampling and testing when the contractor elected target density method 4 in section C.1 is used.

(7) The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to this special provision, the department will take no further action. If QV test results are nonconforming, take corrective actions according to C.2.7 until the requirements of this special provision are met. Differing QC and QV nuclear density values of more than 2.0 pcf will be investigated and resolved. Differing QC and QV Proctor values of more than 3.0 pcf will be investigated and resolved.

C.2.6.3 Independent Assurance (IA)

(1) Independent assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing, including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:

1. Split sample testing.
2. Proficiency sample testing.
3. Witnessing sampling and testing.
4. Test equipment calibration checks.
5. Requesting that testing personnel perform additional sampling and testing.

(2) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in C.2.6.4.

C.2.6.4 Dispute Resolution

(1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor shall review the data, examine data reduction and analysis methods, evaluate sampling and testing methods/procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.

(2) Production test results, and results from other process control testing, may be considered when resolving a dispute.

(3) If project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product or work, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

C.2.7 Corrective Action

(1) Lots not achieving the minimum density requirements may be addressed and accepted for compaction according to the requirements of this section. Unless directed by the engineer, corrective actions taken to address an unacceptable lot must be applied to the entire lot corresponding to the non-conforming test.

(2) Investigate the moisture content of material in an unacceptable lot. Moisture content testing/samples collected under the QC and/or QV testing articles of this specification may be used to complete this investigation. Obtain moisture content readings according to ASTM D 6938. For material composed of >20% RAP or RCA, correct the moisture content with the moisture correction value using the moisture bias, as shown in CMM 8.15.12.1 and 8.15.12.2, except the one-point Proctor tests of the 5 random tests is not required.

(3) Lots with moisture contents within 2.0 percentage points of optimum moisture for target density methods 1, 2 and 3 in section C.1, or within 2.0 percentage points of the target moisture content for target density method 4 in section C.1, and exhibiting no signs of deflection when subjected to loading by the heaviest roller used in the placement and compaction operations, shall be compacted a minimum of one more pass using equipment and methods representative of the operations used to place and compact the Base Aggregate Dense 1 1/4–Inch, and density tested at the same location (station and offset) as the failing QC and/or QV density tests. If the change in density exceeds 2.0 lb/ft^3 continue subsequent compactive efforts and density testing on that lot, at no additional cost to the department. If the change in density is less than or equal to 2.0 lb/ft^3, the lot is accepted as satisfying the compaction requirements of this provision.

(4) Lots with moisture contents within 2.0 percentage points of optimum moisture for target density methods 1, 2, or 3 in section C.1, or within 2.0 percentage points of the target moisture content for target density method 4 in section C.1 and exhibiting signs of deflection when subjected to loading by the heaviest roller used in the placement and compaction operations, will be reviewed by the engineer. The engineer may request subgrade improvement methods, such as excavation below subgrade (EBS), installation of geotextile fabrics, installation of breaker run material, or others to be completed, or may request an additional pass of compactive effort using equipment and methods representative of the operations used to place and compact the base aggregate dense and density test.

1. If, after an additional pass, the change in density at the same location (station and offset) as the failing QC and/or QV density tests exceeds 2.0 lb/ft^3 in a lot continue subsequent compactive efforts and density testing on that lot. If the change in density at the same location (station and offset) as the failing QC and/or QV density tests is less than or equal to 2.0 lb/ft^3, and subgrade improvement methods are not requested by the engineer, the lot is accepted as satisfying the compaction requirements of this provision.
2. If subgrade improvement methods are requested by the engineer, upon completion, including compaction of the restored base material, conduct a density test within the improved subgrade limits. This density test result will replace the prior field density value. If the lot field density equals or exceeds the minimum density requirement defined in section C.1, the lot is accepted as satisfying the compaction requirements of this provision. If the lot field density fails to achieve the minimum density requirement defined in section C.1, compact the lot a minimum of one more pass using equipment and methods representative of the operations used to place and compact the base aggregate dense; and density test at the same location (station and offset) as the failing QC and/or QV density tests. If the change in density exceeds 2.0 lb/ft^3 continue subsequent compactive efforts and density testing on that lot, at no additional cost to the department. If the change in density is less than or equal to 2.0 lb/ft^3, the lot is accepted as satisfying the compaction requirements of this provision.

(5) Unacceptable lots, with moisture contents in excess of 2.0 percentage points above or below optimum moisture for target density methods 1, 2 or 3 in section C.1; or in excess of 2.0 percentage points above or below the target moisture content for target density method 4 in section C.1; shall receive contractor performed and documented corrective action; including additional density testing.

(6) Density tests completed subsequent to any corrective action will replace previous field density test results for that lot. Continue corrective actions until the minimum density requirement is achieved or an alternate compaction acceptance criteria is met according to this section.

(7) Field moisture contents of materials tested using contractor elected target density methods 3 or 4 in section C.1 cannot exceed 2.0 percentage points of the optimum moisture content or 2.0 percentage points of the target moisture content, respectively. Density tests on materials using contractor elected target density methods 3 or 4 in section C.1 will not be considered for lot compaction acceptance until the moisture content of the corresponding density test of the in-place material is less than 2.0 percentage points above of the optimum moisture content or 2.0 percentage points of the target moisture content, respectively.

D Measurement

(1) The department will measure the QMP Base Aggregate Dense 1 1/4-Inch Compaction bid item by each lot, acceptably completed per C.2.5.1.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH

(2) Payment is full compensation for performing compaction testing; for sampling and laboratory testing; and for developing, completing, and documenting the compaction quality management program. The department will pay separately for providing aggregate under the Base Aggregate Dense 1 1/4-Inch bid item.

(3) The department will pay for additional tests directed by the engineer. One engineer directed test is equal to one acceptably completed lot of the QMP Base Aggregate Dense 1 1/4 -Inch Compaction bid item. The department will not pay for additional corrective action tests required due to unacceptable material.

stp-370-010 (20191121)

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

A Description

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

B (Vacant)

C Construction

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

D Measurement

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

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
415.5110.S	Concrete Pavement Joint Layout	LS

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

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

stp-415-020 (20170615)

30. 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-rsrces/tools/appr-prod/default.aspx

B.3.2 Comparison of Nuclear Gauges

B.3.2.1 Comparison of QC and QV Nuclear Gauges

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

B.3.2.2 Comparison Monitoring

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

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

(1) Divide the pavement into lots and sublots for nuclear density testing according to CMM 8-15.10.2.

(2) Determine required number of tests according to CMM 8-15.10.2.1.

(3) Determine random testing locations according to CMM 8-15.10.3.

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

(1) Divide the pavement into lots and sublots for nuclear density testing according to CMM 8-15.10.2.

(2) Determine required number of tests according to CMM 8-15.10.2.2.

(3) Determine random testing locations according to CMM 8-15.10.3.

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

(1) Calculate the average sublot densities using the individual test results in each sublot.

(2) If all sublot averages are no more than one percent below the target density, calculate the daily lot density by averaging the results of each random QC test taken on that day's material.

(3) If any sublot average is more than one percent below the target density, do not include the individual test results from that sublot when computing the lot average density and remove that sublot's tonnage from the daily quantity for incentive. The tonnage from any such sublot is subject to disincentive pay as specified in standard spec 460.5.2.2.

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

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

B.4.2.2.2 Width of 5 Feet or Less

(1) If all sublot test results are no more than 3.0 percent below the minimum target density, calculate the daily lot density by averaging all individual test results for the day.

(2) If a sublot test result is more than 3.0 percent below the target density, the engineer may require the unacceptable material to be removed and replaced with acceptable material or allow the nonconforming material to remain in place with a 50 percent pay reduction. Determine the limits of the unacceptable material according to B.4.3.

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

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

B.4.2.4 Documentation

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

B.4.3 Corrective Action

(1) Notify the engineer immediately when an individual test is more than 3.0 percent below the specified minimum in standard spec 460.3.3.1. Investigate and determine the cause of the unacceptable test result.

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

(3) Compute unacceptable pavement area using the product of the longitudinal limits of the unacceptable density and the full sublot width within the traffic lanes or shoulders.

(4) Retesting and acceptance of replaced pavement will be as specified in standard spec 105.3.

(5) Tests indicating density more than 3.0 percent below the specified minimum, and further tests taken to determine the limits of unacceptable area, are excluded from the computations of the sublot and lot densities.

(6) If 2 consecutive sublot averages within the same paving pass and same target density are more than one percent below the specified target density, notify the engineer and take necessary corrective action. Document the locations of such sublots and the corrective action that was taken.

B.5 Department Testing

B.5.1 Verification Testing

(1) The department will have a HTCP certified technician, or ACT working under a certified technician, perform verification testing. The department will test randomly at locations independent of the contractor's QC work. The department will perform verification testing at a minimum frequency of 10 percent of the sublots and a minimum of one sublot per mix design. The sublots selected will be within the active work zone. The contractor will supply the necessary traffic control for the department's testing activities.

(2) The QV tester will test each selected sublot using the same testing requirements and frequencies as the QC tester.

(3) If the verification sublot average is not more than one percent below the specified minimum target density, use the QC tests for acceptance.

(4) If the verification sublot average is more than one percent below the specified target density, compare the QC and QV sublot averages. If the QV sublot average is within 1.0 lb/ft^3 of the QC sublot average, use the QC tests for acceptance.

(5) If the first QV/QC sublot average comparison shows a difference of more than 1.0 lb/ft^3 each tester will perform an additional set of tests within that sublot. Combine the additional tests with the original set of tests to compute a new sublot average for each tester. If the new QV and QC sublot averages compare to within 1.0 lb/ft^3, use the original QC tests for acceptance.

(6) If the QV and QC sublot averages differ by more than 1.0 lb/ft^3 after a second set of tests, resolve the difference with dispute resolution specified in B.6. The engineer will notify the contractor immediately when density deficiencies or testing precision exceeding the allowable differences are observed.

B.5.2 Independent Assurance Testing

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

B.6 Dispute Resolution

(1) The testers may perform investigation in the work zone by analyzing the testing, calculation, and documentation procedures. The testers may perform gauge comparison according to B.3.2.1.

(2) The testers may use comparison monitoring according to B.3.2.2 to determine if one of the gauges is out of tolerance. If a gauge is found to be out of tolerance with its reference value, remove the gauge from the project and use the other gauge's test results for acceptance.

(3) If the testing discrepancy cannot be identified, the contractor may elect to accept the QV sublot density test results or retesting of the sublot in dispute within 48 hours of paving. Traffic control costs will be split between the department and the contractor.

(4) If investigation finds that both gauges are in error, the contractor and engineer will reach a decision on resolution through mutual agreement.

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

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

E.3 Incentive for HMA Pavement Density

(1) The department will administer density incentives as specified in standard spec 460.5.2.3.

stp-460-020 (20181119)

31. Ice Hot Weather Concreting, Item 501.1000.S.

Conform to standard spec 501.3.8.2 except the department will pay for ice at the contract unit price under the Ice Hot Weather Concreting bid item. This special provision only applies to work done under the following contract bid items:

Concrete Masonry Bridges

Replace standard spec 501.4 and 501.5 with the following:

501.4 Measurement

(1) The department will measure Ice Hot Weather Concreting by the pound acceptably completed, measured only if the conditions prescribed in standard spec 501.3.8.2 are met.

501.5 Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
501.1000.S	Ice Hot Weather Concreting	LB

(2) Payment for Ice Hot Weather Concreting is full compensation for ice used to cool concrete placed in hot weather as specified in standard spec 501.3.8.2.

(3) The department will not pay directly for the concrete specified under this section. Concrete is incidental to the various bid items using it. Payment under those bid items includes providing all materials, including aggregates and associated aggregate source testing, cement, fly ash, slag, and admixtures; for preparing, transporting, storing, protecting and curing concrete; and for contractor requirements related to testing specified in standard spec 501.3.10.

(4) If required to remove and replace any concrete damaged by lack of proper protection. Perform this work at no expense to the department.

stp-501-010 (20151210)

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

A Description

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

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

B Materials

B.1 General

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

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

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

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

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

B.2 Fabrication

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

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

B.3 Control of Material

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

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

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

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

C Construction

C.1 General

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

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

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

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

C.2 Splices

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

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

D Measurement

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

The department will measure the Bar Couplers Stainless bid items as each individual coupler, 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
505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB

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

Payment for the Bar Couplers Stainless bid items is full compensation for providing couplers; including bar steel that is part of the coupler and not detailed in the plan; for threading reinforcing bars; for installing and coating the splice; and for supplying and testing 3 couplers.

stp-505-005 (20190618)

33. Prefabricated Steel Truss Pedestrian Bridge B-65-55 LRFD, Item 506.8005.S.

A Description

This special provision describes providing a fully engineered, fabricated steel truss pedestrian bridge structure, including bearings the plans show. Conforming to standard spec part 5 as modified in this special provision. Regard these specifications as minimum standards for design and construction.

B Materials

B.1 Approved Manufacturers

The bridge shall be designed and manufactured by an approved designer and supplier selected from the department's approved products list.

To be eligible for this project, pre-fabricated bridges from other manufacturers must be pre-approved before the bid opening date. Applications for pre-approval may be submitted at any time. Prepare the application according to the department requirements. If needed, obtain information and assistance with

the pre-approval process from the Structures Maintenance Section in the Bureau of Structures, by sending an email to the following address: DOTDLStructuresFabrication@dot.wi.gov

B.2 Design Requirements

Structural design of the pedestrian bridge shall be by a professional engineer registered in the State of Wisconsin.

Design the bridge according to the most recent edition of the AASHTO LRFD Bridge Design Specifications, all current interims, and the AASHTO LRFD Guide Specifications for Design of Pedestrian Bridges, except as modified herein.

Design welded tubular connections according to the Structural Welding Code-Steel ANSI/AWS D1.1. The fracture critical requirements of ANSI/AWS D1.5 do not apply, and Charpy V-notch impact testing will not be required. Loading shall be as stated in Section 3 of the AASHTO LRFD Guide Specifications for Design of Pedestrian Bridges. The bridge shall be a half-through truss with profile as the plans show with one diagonal per panel. Chords, diagonals, verticals, bracing, and floor beams may be tube steel. Tube steel shall have a minimum thickness of 1/4 inch, angles shall have a minimum thickness of 1/4-inch, C-shaped side dams shall have a minimum web thickness of 3/16-inch, and W-shapes shall have a minimum web thickness of 1/4-inch if painted or coated and 5/16-inch if not painted or coated. All other steel shapes shall have a minimum thickness of 5/16 inch unless contract plans allow a minimum thickness of less than 5/16 inch for other steel shapes. Field splices shall be bolted with ASTM F3125 Grade A325 high `strength bolts according to the "Specifications for Structural Joints Using High Strength Bolts". Type 3 bolts are required for weathering steel. For top and bottom chord field splices, splice plates are required on both the inside and outside surface of all four sides of the spliced tubing so that each bolt will be acting in double shear. Nuts may be welded to the splice plates to hold them in place during installation. When the collection of water inside a structural tube is a possibility, either during construction or during service, provide the tube with a drain hole at its lowest point.

If the profile grade line is on a crest vertical curve, camber the bridge to match the profile grade line the plans show plus the calculated dead load deflection. For a single span bridge, if the profile grade line has a constant slope (no vertical curve), camber the bridge to offset the calculated dead load deflection plus an amount equal to 1% of the bridge length. For a bridge with two or more spans, if the profile grade line has a constant slope (no vertical curve), camber the bridge to offset the calculated dead load deflection only. Concrete bridge decks shall be continuous over the floor beams. Concrete bridge decks may be supported by stay in place corrugated galvanized steel deck forms unless the contract plans specify removable deck forms only. The maximum depth of the stay in place corrugated steel deck forms shall be 2 inches. The steel area of the stay in place corrugated steel deck forms shall not be considered for the design of the concrete deck. Design of the stay in place corrugated steel deck forms shall be included with the truss design. The minimum slab thickness shall be 5.5 inches for removable deck forms and 6 inches for stay in place corrugated steel deck forms. For stay in place corrugated steel deck forms the 6 inch minimum is measured from the bottom of the deck form. Design the longitudinal reinforcing steel in the slab based on a wheel load located 1 foot from the face of the curb or toe plate, or a pedestrian live load of 90 psf, whichever controls.

Concrete strength (f'_c) shall be 4,000 psi and F_y of bar steel shall be 60,000 psi. A concrete mix with a unit weight of 120 pcf or 150 pcf may be used at the option of the manufacturer/contractor. Use a design dead load of 120 pcf or 150 pcf to match the concrete mix selected. Use load factors of 1.25 for dead load and 1.75 for live load for the design of the concrete slab and floor beams. Minimum concrete cover shall be 2 inches for top reinforcement and 1 inch for bottom reinforcement. Design the bridge for expansion and contraction with a temperature range of -30º F to 120º F. Utilize Teflon slip pads or other approved material on the sliding surface of the expansion bearing assembly.

Install protective screening, when required, as the plans show. Use protective screening that is 9 gauge chain link fence with 2 inch mesh, coated as the plans show.

B.3 Plan Requirements and Submittals

Submit shop drawings and calculations to the engineer conforming to 105.2 with electronic submittal to the fabrication library under 105.2.2. Department review does not relieve the contractor from responsibility for errors or omissions on shop drawings.

Make the submittal no later than 12 weeks after date of notice of contract approval. Allow the following time period in the construction schedule: 20 calendar days after the first receipt of plans by the Structures Design Section for a complete initial review of the design and plans submittal, and an additional 20 calendar days for any necessary revisions and/or corrections.

In the submittal, include the following:

1. Basic design criteria shown on the design plans.
2. Complete detailed drawings of all structural steel connections, sizes of members, span lengths between bearing points, skews, walkway widths, height of handrails and safety rails, bearing assembly details, anchor bolt locations, concrete deck reinforcement, design data, materials data, and dead and live load bearing reactions.
3. Engineer's certification. The plans shall be sealed, signed, and dated by a professional engineer registered in the State of Wisconsin.
4. One set of design calculations with independent checks.

The department will return shop drawings from this submittal, and any subsequent submittals, to the fabrication library, either indicating acceptance or marked with required revisions and/or corrections.

B.4 Weld Testing

An independent agency shall perform nondestructive weld testing; the manufacturer shall pay for this testing. All welds are to be visually inspected except as noted below.

Ten percent of all fillet welds shall be magnetic particle tested.

All full penetration welds of chords shall be ultrasonically or radiographically tested.

Bottom chord welded tube splices for tube thicknesses less than 3/8 inches thick shall be radiographically tested or covered with fillet welded splice plates with non-intersecting welds which develop 75% of the spliced member strength.

Submit electronically a written testing report upon completion.

C Construction

C.1 Delivery and Erection

Deliver the bridge by truck to the location that is nearest to the site and accessible by road. The contractor is responsible for unloading the bridge from the trucks at the time of arrival.

The manufacturer shall notify the contractor in advance of the expected arrival time. Information regarding delays after the trucks depart the plant such as inclement weather, delays in permits, rerouting by public agencies, or other circumstances shall be passed on to the contractor as soon as possible.

The manufacturer shall provide an erection procedure to the contractor and shall advise the contractor of the actual lifting weights, attachment points, and all other information needed to install the bridge. Unloading, splicing, bolting, and providing proper lifting equipment as well as all tools, equipment, labor, and miscellaneous items required to complete the work is the responsibility of the contractor. The procedure for bolting field splices shall be given to the contractor by the manufacturer.

C.2 Finishes

When unpainted steel is specified on the plans, all fabrications shall be produced from high strength, low alloy, atmospheric corrosion resistant ASTM A847 cold-formed welded square and rectangular tubing, ASTM A606 sheet, and/or ASTM A588, ASTM A242, or ASTM A709 Grade 50W plate and structural steel shapes (F_y=50,000 psi) with a minimum corrosion index of 5.8 per ASTM G101.

Blast-clean all exposed surfaces of weathering steel according to Steel Structures Painting Council Surface Preparation Specifications No. 7 Brush-Off Blast Cleaning (SSPC-SP7), latest edition. Exposed surfaces of weathering steel shall be defined as those surfaces seen from the deck and from outside the structure. Stringers, floor beams, lower brace diagonals and the inside face of the truss below the deck, and bottom of the bottom chord do not need to be blasted.

When the plans specify painted steel, paint the bridge with a three-coat epoxy system from the department's approved products list as specified in standard spec 517.

D Measurement

The department will measure Prefabricated Steel Truss Pedestrian Bridge (Structure) LRFD as a single lump sum unit of work for the bridge, 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
506.8005.S	Prefabricated Steel Truss Pedestrian Bridge B-65-55 LRFD	LS

Payment is full compensation for designing, manufacturing, transporting and erecting the pedestrian bridge; furnishing bearing plates, pads, bolts, anchors bolts, and grout. The department will pay separately for painting under the Painting Epoxy System Steel Truss (structure) bid item.

stp-506-085 (20180628)

34. Polymer Overlay, Item 509.5100.S.

A Description

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

B Materials

B.1 General

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

B.2 Polymer Resin

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

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

[1] Uncured, mixed polymer binder

[2] Cured, mixed polymer binder

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

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

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

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

B.3 Aggregates

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

Aggregate Properties

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

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

Gradation

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

B.4 Approval of Bridge Deck Polymer Overlay System

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

B.4.1 Product Data Sheets and Specifications

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

B.4.2 Certified Report of Test or Analysis

Conform to the following:

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

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

C Construction

C.1 General

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

Conform to the following:

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

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

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

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

C.2 Deck Preparation

C.2.1 Deck Repair

Remove all asphaltic patches and unsound or disintegrated areas of the concrete decks as the plans show, or as the engineer directs. Work performed to remove and repair the concrete deck will be paid for under other items.

Use deck patching products that are compatible with the overlay system. Patching materials with magnesium phosphate shall not be used. Place patches after surface is prepared via shot blasting and cleaning as described in Section C.2.2 of this specification. Portland cement concrete patches shall be used for joint repairs and full depth deck repairs with a plan area larger than 4 sf, unless approved otherwise by the Structures Design Section. If rapid-set concrete is used, place patches per the manufacturer's recommendation. If Portland cement concrete is used, place patches per standard spec 509.3.9.1.

Deck patching shall be filled and properly finished prior to overlay placement. Do not place overlay less than 1 hour, or per the manufacturer's recommendation, after placing rapid-set concrete patches in the repair areas. Do not place overlay less than 28 days after placing Portland cement concrete patches in the repair areas.

C.2.2 Surface Preparation

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

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

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

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

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

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

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

C.2.3 Transitional Area

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

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

C.3 Overlay Application

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

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

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

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

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

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

Before opening to traffic, clean expansion joints and joint seals of all debris and polymer. A minimum of 3 days following opening to traffic, remove loosened aggregates from the deck, expansion joints, and approach pavement.

C.4 Application Rates

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

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

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

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

C.5 Minimum Curing Periods

As a minimum, cure the coating as follows:

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

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

C.6 Repair of Polymer Overlay

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

D Measurement

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

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.5100.S	Polymer Overlay	SY

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

The department will pay separately for deck repairs.

stp-509-030 (20200629)

35. Concrete Staining Multi-Color R-65-03, Item 517.1015.S.

A Description

This special provision describes providing a multi-color concrete stain on the exposed concrete surfaces of the structure as the plan details show.

B Materials

B.1 Mortar

Use mortar for sack rubbing the concrete surfaces as given in standard spec 502.3.7.5 or use one of the following products:

Preblended, Packaged Type II Cement:	Tri-Mix by TK Products
	Thoroseal Pearl Gray by Thoro Products

The mortar shall contain one of the following acrylic bonding admixtures mixed and applied according to manufacturer's recommendations:

Acrylic Bonding Admixture:	TK-225 by TK Products
	Achro 60 by Thoro Products
	Achro Set by Master Builders

B.2 Concrete Stain

Use concrete stain manufactured for use on exterior concrete surfaces. Use the following products, or equal as approved by the department:

Tri-Sheen Concrete Surfacer, Smooth by TK Products

Tri-Sheen Acrylic by TK Products

TK-1450 Natural Look Urethane Anti-Graffiti Primers by TK Products

Safe-Cure & Seal EPX by Chem Masters

H&C Concrete Stain Solid Color Water Based by Sherwin-Williams

C Construction

C.1 General

Furnish, prepare, apply, cure, and store all materials according to the product manufacturer's specifications for the type and condition of application required.

Match or exceed the stain manufacturer's minimum recommended curing time of the concrete or 28 days, whichever is greater, before staining.

C.2 Preparation of Concrete Surfaces

Provide a sack rubbed finish as specified in standard spec 502.3.7.5, using mortar as indicated above on concrete surfaces with open voids or honeycombing.

Following the sack rubbing, clean all concrete surfaces that are to be coated to ensure that the surface is free of all laitance, dirt, dust, grease, efflorescence, and any foreign material and that the surface will accept the coating material according to product requirements. As a minimum, clean the surface using a 3000-psi water blast. Hold the nozzle of the water blaster approximately 6 inches from the concrete surface and move it continuously in a sweeping motion. Give special attention to smooth concrete surfaces to produce an acceptable surface texture. Correct any surface problems resulting from the surface preparation methods. Grit blasting of the concrete surface is not allowed.

C.3 Staining Concrete Surfaces

Apply the concrete stain according to the manufacturer's recommendations.

Apply the concrete stain when the temperature of the concrete surface is 45º F or higher, or as given by the manufacturer.

The color of the staining shall produce a multi-color effect that consists of multiple colors replicating varying natural stone coloration. Stain the joints between stones produced by the form liner to create the appearance of grouted joints.

Do not begin staining the structure until earthwork operations are completed to a point where this work can begin without receiving damage. Where this work is adjacent to exposed soil or pavement areas, provide temporary covering protection from overspray or splatter.

C.4 Test Areas

Before applying stain to the structure, apply the stain to sample panels measuring a minimum of 48 inches x 48 inches and constructed to demonstrate workmanship in the use of the form liner specified on the structure if applicable. Match or exceed the stain manufacturer's minimum recommended curing time of the concrete or 28 days, whichever is greater, before staining. Submit color samples to the department before staining the sample panels. Prepare the concrete surfaces of the sample panels and apply stain using the same materials and in the same manner as proposed for the structure, including

staining of the joints between stones produced by the form liner. Do not apply stain to the structure until the department approves the test panels.

C.5 Surfaces to be Coated.

Apply concrete stain to the surfaces according to the plan.

D Measurement

The department will measure Concrete Staining Multi-Color R-65-03 in area by the square foot of surface, acceptably prepared and stained.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
517.1015.S	Concrete Staining Multi-Color R-65-03	SF

Payment is full compensation for furnishing and applying the coloring system; for preparing the concrete surface; and for constructing and staining the sample panels.

stp-517-115 (20140630)

36. Architectural Surface Treatment R-65-03, Item 517.1050.S.

A Description

This special provision describes providing a concrete masonry architectural surface treatment on the exposed concrete surfaces of structures as the plan details show.

B Materials

Use form liners that attach easily to the forming system, and do not compress more than 1/4 inch when poured at a rate of 10 vertical feet/hour.

Use a release agent that is compatible with the form liner and coloring materials.

Wall ties shall have set "break-backs" at a minimum of 3/4 inches from the finished concrete surface.

C Construction

C.1 Equipment

Equipment and tools necessary for performing all parts of the work shall be satisfactory as to design, capacity, and mechanical condition for the purposes intended. Repair, improve, replace, or supplement all equipment that is not maintained in full working order, or which is proven inadequate to obtain the results prescribed.

C.2 Form Liner Preparation

Clean the form liner before each pour and ensure that it is free of any build-up. Visually inspect each liner for blemishes or tears, and repair if necessary, per manufacturer’s recommendations.

Apply form release per manufacturer’s recommendations.

C.3 Form Liner Attachment

Place adjacent liners less than 1/4 inch from each other, attach liner securely to forms according to the manufacturer’s recommendations, and coordinate wall ties with form liner and form manufacturer, e.g., diameter, size, and frequency.

C.4 Surface Finishing

Ensure that the textured surface is free of laitance; sandblasting is not permitted.

Grind or fill pouring blemishes.

D Measurement

The department will measure Architectural Surface Treatment R-65-03 in area by the square foot of architectural surface, 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
517.1050.S	Architectural Surface Treatment R-65-03	SF

Payment is full compensation for producing the proposed architectural surface treatment including: preparing the foundation; finishing and protecting the surface treatment; and for properly disposing of surplus material.

stp-517-150 (20110615)

37. Surface Drain Pipe Corrugated Metal Slotted, 15-Inch, Item 521.2005.S.

A Description

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

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

B Materials

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

C Construction

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

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

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

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

D Measurement

The department will measure Surface Drain Pipe Corrugated Metal Slotted, 15-Inch, completed according to the contract and accepted, in place by the linear foot.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
521.2005.S	Surface Drain Pipe Corrugated Metal Slotted, 15-Inch	LF

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

stp-521-005 (20150630)

38. Cover Plates Temporary, Item 611.8120.S.

A Description

This special provision describes providing and removing steel plates to cover and support asphaltic pavement and traffic loading at manholes, inlets and similar structures during milling and paving operations.

B Materials

Provide a 0.25 inch minimum thickness steel plate that extends to the outside edge of the existing masonry.

C (Vacant)

D Measurement

The department will measure Cover Plates Temporary as each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
611.8120.S	Cover Plates Temporary	EACH

Payment is full compensation for furnishing, installing, and removing the cover plates.

The steel plates shall become the property of the contractor when no longer needed in the contract work.

stp-611-006 (20151210)

39. Fence Temporary, Item 616.0600.S.

A Description

This special provision describes providing and removing temporary fencing at the locations the plans show and as the engineer directs.

B (Vacant)

C Construction

Construct fence to the minimum strength and height required to contain livestock, as approved by the engineer.

D Measurement

The department will measure Fence Temporary in place by the linear foot from end posts, center to center, along the ground line.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
616.0600.S	Fence Temporary	LF

Payment is full compensation for furnishing all materials; erecting posts and fence; and for removing and disposing of fencing.

stp-616-025 (20101008)

40. Fence Safety, Item 616.0700.S.

A Description

This special provision describes providing plastic fence at locations the plans show.

B Materials

Furnish notched conventional metal "T" or "U" shaped fence posts.

Furnish fence fabric meeting the following requirements.

Color:	International orange (UV stabilized)
Roll Height:	4 feet
Mesh Opening:	1 inch min to 3 inch max
Resin/Construction:	High density polyethylene mesh
Tensile Yield:	Avg. 2000 lb per 4 ft. width (ASTM D638)
Ultimate Tensile Strength:	Avg. 3000 lb per 4 ft. width (ASTM D638)
Elongation at Break (%):	Greater than 100% (ASTM D638)
Chemical Resistance:	Inert to most chemicals and acids

C Construction

Drive posts into the ground 12 to 18 inches. Space posts at 7 feet.

Use a minimum of three wire ties to secure the fence at each post. Weave tension wire through the top row of strands to provide a top stringer that prevents sagging.

Overlap two rolls at a post and secure with wire ties.

D Measurement

The department will measure Fence Safety by the linear foot along the base of the fence, center-to-center of posts, 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
616.0700.S	Fence Safety	LF

Payment is full compensation for furnishing and installing fence and posts; maintaining the fence and posts in satisfactory condition; and for removing and disposing of fence and posts at project completion.

stp-616-030 (20160607)

41. Stone or Rock Ditch Checks, Item 628.7515.S

A Description

This special provision describes furnishing and installing stone or rock ditch checks as the plans show or as the engineer directs.

B Materials

Provide materials conforming to size requirements for size no. 2 coarse aggregate for concrete masonry or riprap according to the standard spec 501.2.5.4.5. Railroad ballast or breaker run stone conforming to the following applicable gradations may also be used:

Railroad Ballast

Sieve Size	Percent by Weight Passing
2 Inch	100
1 Inch	20 – 55
3/8 Inch	0 -5

Breaker Run Stone

Sieve Size	Percent by Weight Passing
5 Inch	100
1½ Inch	0 – 50
3/8 Inch	0 - 5

Incorporate stone or rock in the ditch checks that is hard, sound, and durable, and meets the approval of the engineer.

C Construction

Place stone or rock ditch checks immediately after shaping of the ditches or slopes is completed. Place stone or rock ditch checks at right angles to the direction of flow and construct to the dimensions and according to the details the plans show.

Remove sediment from behind the stone or rock ditch checks when it has accumulated to one half of the original height of the dam.

D Measurement

The department will measure Stone or Rock Ditch Checks in volume by the cubic yard of material incorporated in the work.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
628.7515.S	Stone or Rock Ditch Checks	CY

Payment is full compensation for furnishing, producing, crushing, loading, hauling, placing, and shaping and maintaining Stone or Rock Ditch Check.

The quantity of sediment removed shall be multiplied by a factor of ten and paid for as Excavation Common. Excavation.

stp-628-050 (20170615)

42. Removing Signs Type II.

This work shall be according to the pertinent requirements of standard spec 638 and as provided here.

Type II signs are the department's property. All department signs removed, and not identified for reuse shall be separated, plywood from aluminum signs, and the aluminum signs shall be palletized for shipment and handling with a forklift. Contact DTSD Sign Shop Coordinator Steve Allard at (715) 855-7671 at least three business days prior to delivery to coordinate shipment to be delivered to the DTSD Sign Shop Distribution Center at one of the following locations:

Dunn County Highway Shop, 3303 US 12 East, Menomonie, WI 54751

La Crosse County Highway Shop, 301 Carlson Road, West Salem, WI 54669

Price County Highway Shop, 704 N. lake Ave., Phillips, WI 54555

Washburn County Highway Shop, 1600 CTH H, Spooner, WI 54801

Wood County Highway Shop, 555 17th Ave North, Wisconsin Rapids, WI 54495

43. Furnishing and Planting Plant Materials.

Supplement standard spec 632.2.1 with the following:

Ensure all plants are grown within the states of Wisconsin, Minnesota, Michigan, or parts of northern Illinois, Indiana or Ohio located within Zone 5 of the "Plant Hardiness Zone Map" produced by the United

States Department of Agriculture, Miscellaneous Publication No. 1475, issued January 1990, unless otherwise approved by the engineer.

44. Landscape Planting Surveillance and Care Cycles.

If the care specialist fails to perform any of the required care cycles as specified in standard spec 632.3.19.1, the department will assess daily damages in the amount of $200 to cover the cost of performing the work with other forces. The department will assess these damages for each day the requirements of the care cycle remain incomplete, except when the engineer extends the required time period.

stp-632-005 (20070510)

The plant establishment period shall be one year.

45. 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.

stp-638-010 (20150630)

46. Field Office.

Add the following to standard spec 642:

For field offices without handwashing facilities, provide and maintain a portable handwashing station at every project field office. The station shall include a hands-free sink with foot pump-operated faucet, soap dispenser, paper towel dispenser, fresh water supply, and collection tank for gray water. Regularly service and maintain the handwashing station and all supplies as needed, and properly dispose of all materials. Costs associated with the handwashing station are incidental to the field office bid item.

stp-642-010 (20200629)

47. Nighttime Work Lighting-Stationary.

A Description

This special provision describes furnishing 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 before the nighttime work, furnish a lighting plan to the engineer for review and acceptance. Address the following in the plan:

1. 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.
2. Specifications, brochures, and technical data of all lighting equipment to be used.
3. The details on how the luminaires will be attached.
4. Electrical power source information.
5. Details on the louvers, shields, or methods to be employed to reduce glare.
6. Lighting calculations. Provide illumination with average to minimum uniformity ratio of 5:1 or less throughout the work area.
7. 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:

1. Aim tower-mounted luminaires, either parallel or perpendicular to the roadway, so as to minimize light aimed toward approaching traffic.
2. 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)

48. Electrical/Lighting General.

Notify the department's Electrical Field Unit at (715) 577-5399 at least three weeks prior to the beginning of the Electrical work. The department's Regional Electrical personnel will perform the inspections.

Electrical item inspections are required at the following times: after the staking of all electrical underground items, islands, curb and gutter and medians; before the pouring of all lighting and cabinet bases; before cable and wire are pulled; during field terminations at the lighting bases; and prior to the installation of any poles or other above ground electrical items.

Request electrical inspections of the completed lighting work to the engineer and contact the department's Electrical Field Unit at (715) 577-5399.

49. 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 as provided and paid for under other items in this contract. Furnish backfill material, topsoil, fertilizer, seed, and mulch conforming to the requirements of pertinent provisions of the standard specifications.

C Construction

Expose the outside of the existing structure without disturbing existing conduits or cabling. Drill the appropriate sized hole for the entering conduit(s) 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)

50. Intelligent Transportation 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 with Lowering System
Pole-Mounted Cabinet (salvaged)
Camera Assembly (salvaged)
Fiber Optic Termination Panel
Ethernet Switch
6-count fiber optic cable

Large department-furnished equipment, such as cabinets and camera poles will be delivered by the supplier to a contractor-controlled site within Washburn 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.

Transportation of the equipment between the electric shop and the field or interim location(s) shall be the responsibility of the contractor.

Standard spec 106.3 – Approval of Materials

Add the following to standard spec 106.3:

Design/Shop Drawings

Prior to 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.

stp-670-005 (20150630)

51. 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 on 2-inch conduit. Use metallic conduit according 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 shown in the plans, and according to the applicable requirements of standard spec 652.

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)

52. Removing 50-Foot Camera Pole, Item 677.9051.S.

A Description

This special provision describes removing existing camera poles.

B (Vacant)

C Construction

Disconnect all cables, wiring and equipment that are mounted on or in the poles, and remove the pole from the concrete footing. The department will pick up any antennae, cameras, or other equipment mounted on the pole; contact maintenance staff at (414) 227-2166 at the department’s Statewide Traffic Operations Center, when the material is ready to be picked up. Properly dispose of the pole, conduit, cabling, and wiring away from the project site.

D Measurement

The department will measure Removing (Height) Camera Pole by the unit, acceptably removed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
677.9051.S	Removing 50-Foot Camera Pole	EACH

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

stp-677-901 (20100630)

53. Removing CCTV Camera, Item 677.9200.S.

A Description

This special provision describes removing existing CCTV cameras from existing camera poles as the plans show.

B (Vacant)

C Construction

Disconnect all wiring at the control cabinet and at the top of the camera pole. Remove all fastening hardware and remove the existing camera and pan, tilt, and zoom mechanisms from the top of the pole. Salvage and store the cameras for pick up by the department; contact maintenance staff at (414) 227-2166 at the department's Statewide Traffic Operations Center to coordinate when the materials will be picked up.

The contractor may request a meeting with the engineer to assess the condition and operability of the camera before beginning work on removing the camera. Any damage or improper operation not noted at the meeting, or before the contractor starting work on the removal, will be assumed to be the fault of the contractor; repair or replace the camera. Store the camera until the department picks up the camera.

D Measurement

The department will measure Removing CCTV Camera by the unit, acceptably and completely removed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
677.9200.S	Removing CCTV Camera	EACH

Payment is full compensation for removing an existing CCTV camera; for disconnecting all necessary cables and wiring; and properly storing the materials.

stp-677-902 (20100630)

54. Destroying Geodetic Survey Control Station.

Monument JANE, Federal Point ID AF9990, is a geodetic survey control station incorporated in the Wisconsin Geodetic Survey Control Network with a datasheet published in the National Spatial Reference System (NSRS) database managed by NOAA's National Geodetic Survey (NGS).

JANE is a 3.5-inch diameter Wisconsin Department of Transportation (WisDOT) horizontal control station disk set in the top of a concrete base.

The location of JANE is 45° 53' 53.90159", W 91° 49' 38.93992".

The disk shall be removed from the concrete base, salvaged and stored in the field office for WisDOT Central Office Geodetic Surveys Unit staff to collect and deliver to the NGS Regional Geodetic Advisor.

The white guard posts surrounding JANE shall be removed but not salvaged.

Removal of the concrete base and white guard posts shall be paid under the appropriate contract items.

Notify Jacob Rockweiler, P.E., WisDOT Wisconsin Height Modernization Program Manager whose phone number is (608) 243-5992 and email is jacob.rockweiler@dot.wi.gov when the disk has been removed, salvaged and stored in the field office.

For additional information regarding geodetic survey control stations, please refer WisDOT Construction and Materials Manual (CMM) 7-85:

https://wisconsindot.gov/rdwy/cmm/cm-07-85.pdf

55. Optimized Aggregate Gradation Incentive, Item 715.0710.

Description

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

Optimized Aggregate Gradation

Replace standard spec 715.2.2 with the following:

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

- Proportions for each aggregate fraction conforming to table 1.
- Individual gradations for each aggregate fraction.
- Composite gradation of the combined aggregates including working ranges on each sieve according to table 2.

Submit the target JMF and aggregate production gradation test results to the engineer for review 10 business days before initial concrete placement.

TABLE 1 TARANTULA CURVE GRADATION BAND

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

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

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

TABLE 2 JMF WORKING RANGE

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

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

Replace standard spec 710.5.6 with the following:

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

Take samples by one of the following sampling methods:

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

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

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

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

TABLE 3 ALLOWABLE JMF ADJUSTMENTS

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

Dispute Resolution

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

Sublot and Lot Size

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

Optimized Concrete Mixtures

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

1. Use an optimized aggregate gradation as defined in this special provision.
2. Conform to the additional testing requirements for flexural strength as specified in the contract special provisions.
3. Submit aggregate gradation result records no more than 2 years old when developing the mix design.
4. Determine the volume of voids in the optimized aggregates using ASTM C29.
5. Download and follow the instructions tab of the Optimized Gradation and Mix Design Spreadsheet located at:

   https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/qmp/default.aspx
6. Design an appropriate paste content based upon the Performance-based PCC Mix Design Guide located at:

   https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/qmp/default.aspx
7. Provide a minimum Vpaste/Vvoids of 1.25. (Paste/Void ratio equals the volume of paste divided by the volume of voids.).
8. Evaluate workability of trial batches by following section 6.8 of AASHTO Draft Performance Engineered Concrete Pavement Mixtures Specifications located at:

   https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/qmp/default.aspx
9. Submit trial batch workability results when submitting the mix design.
10. Submit the CP Tech center computer spreadsheet concrete mix design to the engineer for review at least 3 business days before producing concrete.
11. Provide a minimum cement content of 520 pounds per cubic yard, except if using type I, IL, or III cement in a mix where the geologic composition of the coarse aggregate is primarily igneous or metamorphic materials, provide a minimum cement content of 660 pounds per cubic yard.
12. The contractor may use class C fly ash or grade 100 or 120 slag as a partial replacement for cement. For binary mixes use up to 30% fly ash or slag. For ternary mixes use up to 30% fly ash plus slag in combination. Replacement values are in percent by weight of the total cementitious material in the mix.
13. See CMM 8-70.2.2.3 for additional guidance.

Measurement

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

Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
715.0710	Optimized Aggregate Gradation Incentive	DOL

stp-715-005 (20191121)

56. Concrete Pavement Flexural Strength.

This special provision describes accepting concrete pavement based on flexural strength. Conform to standard spec part 7 as modified in this special provision.

Add the following to standard spec table 701-2:

TEST	TEST STANDARD
Flexural Strength of Concrete	AASHTO T97

Replace standard spec 710.5.5 with the following:

710.5.5 Strength

(1) Cast all 6-inch by 12-inch cylinders or 6-inch x 6-inch x 21-inch beams in a set from the same sample. Do not cast more than one set of specimens from a single truckload of concrete. Mark each specimen to identify the lot and sublot or location on the project it represents.

(2) Provide facilities for initial curing. For up to 48 hours after casting, maintain the temperature adjacent to the specimens in the range of 60 to 80 F and prevent moisture loss. Between 24 and 48 hours after casting, transport the specimens to a department-qualified laboratory for standard curing until testing at 28 days.

(3) Determine the 28-day strength of each specimen in psi. Test each specimen to failure. Use a testing machine that automatically records the date, time, rate of loading, and maximum load of each specimen. Provide a printout of this information for each specimen tested.

Replace standard spec 715.2.1(2) with the following:

(2) The contractor need not provide separate laboratory mix designs for high early strength concrete nor provide routine 28-day strength tests during placement for high early strength concrete.

Replace standard spec 715.2.3.1(1) with the following:

(1) Use at least 5 pairs of beams to demonstrate the flexural strength of a mix design. Use either laboratory strength data for new mixes or field strength data for established mixes. Demonstrate that the 28-day flexural strength of the proposed mix will equal or exceed the 85 percent within limits criterion specified in 715.5.2.

Replace standard spec 715.3.1.1(1) with the following:

(1) Provide slump, air content, concrete temperature, and strength test results as specified in 710.5. Provide a battery of QC tests, consisting of results for each specified property, using a single sample randomly located within each sublot. Cast 3 specimens for strength evaluation.

Replace standard spec 715.3.1.3(1) with the following:

(1) The department will perform verification testing for air content, slump, temperature, and strength at a minimum of 1 verification test per lot.

Replace standard spec 715.3.2.1 with the following:

715.3.2.1 General

(1) The department will make pay adjustments for strength on a lot-by-lot basis using the strength of contractor QC specimens. The department will use flexural strength for pavements and compressive strength for structures. The department will assess concrete for removal and replacement based on a sublot-by-sublot analysis of core strength. Perform coring and testing, fill core holes with an engineer approved non-shrink grout and provide traffic control during coring.

(2) Randomly select 2 QC strength specimens to test at 28 days for percent within limits (PWL). Compare the strengths of the 2 randomly selected QC specimens and determine the 28-day sublot average strength as follows:

- If the lower strength divided by the higher strength is 0.9 or more, average the 2 QC specimens.
- If the lower strength divided by the higher strength is less than 0.9, break one additional specimen and average the 2 higher strength specimens.

Replace standard spec 715.3.2.2.1 with the following:

715.3.2.2.1 Pavement

(1) If a sublot strength is less than 500 psi, the department may direct the contractor to core that sublot to determine its structural adequacy and whether to direct removal. Cut and test cores according to AASHTO T24 as and where the engineer directs. Have an HTCP-certified PCC technician I perform or observe the coring.

(2) The sublot pavement is conforming if the compressive strengths of all cores from the sublot are 2500 psi or greater or the engineer does not require coring.

(3) The sublot pavement is nonconforming if the compressive strengths of any core from the sublot is less than 2500 psi. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

Replace standard spec 715.5.1 with the following:

715.5.1 General

(1) The department will pay incentive for strength under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
715.0415	Incentive Strength Concrete Pavement	DOL
715.0502	Incentive Strength Concrete Structures	DOL

(2) Incentive payment may be more or less than the amount the schedule of items shows.

(3) The department will administer disincentives for strength under the Disincentive Strength Concrete Pavement and Disincentive Strength Concrete Structures administrative items.

(4) The department will adjust pay for each lot using PWL of the 28-day sublot average strengths for that lot. The department will measure PWL relative to the lower specification limit of 650 psi for pavements and 4000 psi for structures. The department will not pay a strength incentive for concrete that is nonconforming in another specified property, for ancillary concrete accepted based on tests of class I concrete, or for high early strength concrete unless placed in pavement gaps as allowed under standard spec 715.3.1.2.1.

(5) Submit strength results to the department electronically using the MRS software. The department will validate contractor data before determining pay adjustments.

(6) All coring and testing costs under standard spec 715.3.2.2 including filling core holes and providing traffic control during coring are incidental to the contract.

Replace standard spec 715.5.2 with the following:

715.5.2 Pavements

(1) The department will adjust pay for each lot using equation “QMP 6.01” as follows:

Percent Within Limits (PWL)	Pay adjustment (dollars per square yard)
≥ 95 to 100	(0.2 x PWL) - 19
≥ 85 to < 95	0
≥ 50 to <85	(2.0/35 x PWL) - 170/35
<50	-2

(2) The department will not pay incentive if the lot standard deviation is greater than 60 psi.

(3) For lots with a full battery of QC tests at less than 4 locations, there is no incentive but the department will assess a disincentive based on the individual sublot average strengths. The department will reduce pay for sublots with an average strength below 600 psi by $2 per square yard.

(4) For integral shoulder pavement and pavement gaps accepted using tests from the adjacent travel lane. The department will adjust pay using strength results of the travel lane for integrally placed concrete shoulders and pavement gaps regardless of mix design and placement method, included in a lane-foot lot.

57. Reject Sand, Item SPV.0035.01.

A Description

This special provision describes furnishing and installing reject sand suitable for habitat improvement areas.

B Materials

Provide a clay based sand that has a minimal aggregate content. Provide a sample of the sand to engineer to confirm with Wisconsin DNR that sand is suitable for the habitat improvement areas. Prior to placement of the sand at the designated locations, meet with Wisconsin DNR and the National Park Service (NPS) representatives to finalize the layout of the habitat improvement areas.

C Construction

Place Reject Sand to the grades and limits shown on the plans.

D Measurement

The department will measure Reject Sand by the cubic yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.01	Reject Sand	CY

Payment is full compensation for furnishing and installing all materials, coordination, and disposal of all excess materials.

58. Tree Trimming, Item SPV.0060.01.

A Description

This special provision describes the trimming of tree branches along the Namekagon River near Lakeside Road.

B (Vacant)

C Construction

After the Lakeside Road area is graded, meet with the engineer as well as the Wisconsin DNR and the National Park Service (NPS) representatives to determine if any trees need to be trimmed along the Namekagon River to provide direct sunlight to the proposed habitat improvement areas.

Trim trees to maintain the natural habit of growth for each particular species.

Make clean cuts on branches to avoid stripping of bark on the remaining portion of the branch.

If the trimming of a branch results in no viable growing point remaining, the branch shall be removed at the trunk, only after permission from the agencies has been given to the engineer.

D Measurement

The department will measure Tree Trimming for each tree, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Tree Trimming	EACH

Payment is full compensation for trimming each individual tree as directed by the engineer and for disposal of all excess materials.

59. Woven Wire Fence Gate, Item SPV.0060.02.

A Description

This special provision describes designing, furnishing materials, and erecting a woven wire fence gate according to the lines, dimension, elevations and details as shown on the plans and provided in the contract.

B Materials

It is the responsibility of the contractor to supply a design and supporting documentation as required by this special provision for review by the department to show that the proposed woven wire fence gate is in compliance with the design specifications. The following shall be submitted to the engineer for review and acceptance no later than 21 days before gate fabrication will begin.

The design/shop plans shall be prepared on reproducible sheets 11 inch x 17 inch, including borders. Each sheet shall have a title block in the lower right corner. The title block shall include the project identification number and structure number. Design calculations and notes shall be on 8½ inch x 11 inch sheets, and shall contain the project identification number, date of preparation, initials of designer and checker, and page number at the top of the page. All plans and calculations shall be signed, sealed, and dated by a professional engineer licensed in the State of Wisconsin. Four copies of the shop drawings and two copies of the design calculations and supporting materials shall be submitted.

The design shall account for the adjacent woven wire fence post ends and footings on either side of the woven wire fence gate.

Provide a gate that can be locked. Provide three sets of duplicate keys to the department.

C Construction

Construct the woven wire fence gate according to the manufacturer's instructions and as designed, at the locations and to the dimensions shown on the plan and as directed by the engineer.

D Measurement

The department will measure Tree Trimming for each tree, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.02	Woven Wire Fence Gate	EACH

Payment is full compensation for supplying a design and shop drawings; preparing the site, including all necessary excavation and disposal of surplus materials; supplying all necessary gate components to produce a functional system including concrete footings, hinges, locks, and keys; constructing the woven wire fence gate; and providing backfill, backfilling, and compacting the backfill.

Any required topsoil, fertilizer, seeding and mulch will be paid for at the contract unit price of topsoil, fertilizer, seeding and mulch, respectively.

60. Inlets 5-FT Diameter, Item SPV.0060.03.

A Description

This special provision describes furnishing and installing Inlets 5-FT Diameter according to the pertinent provisions of standard spec 611 and as hereinafter provided.

B Materials

Furnish materials that conform to the requirements of the standard spec 611.2 and the following requirements.

- Inlet diameter shall be 5 feet.
- Minimum wall thickness shall be 6 inches for precast inlets.
- Precast flat slab tops and bases shall have a minimum thickness of 8 inches.
- Inlet cover opening shall be 2-ft x 3-ft.

C Construction

Construct the inlet according to standard spec 611.3.

D Measurement

The department will measure Inlets 5-FT Diameter by each 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.0060.03	Inlets 5-FT Diameter	EACH

Payment is full compensation for providing all materials, including all masonry, conduit and sewer connections, steps, and other fittings; for all excavating, backfilling, disposing of surplus material, and for cleaning out and restoring the work site; except that the department will pay for covers, including frames, grates and lids separately.

61. Connecting To Existing Inlets, Item SPV.0060.04.

A Description

This special provision describes constructing the connection to existing inlets.

B Materials

B.1 Annular Space Mortar

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

Mortar standard spec 519.2.3

B.2 Patching Mortar/Concrete

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

C Construction

C.1 Connecting to Existing Inlet

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

C.2 Removing Pipe and Patching Opening

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

D Measurement

The department will measure Connection to Existing Inlet as each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.04	Connection To Existing Inlet	EACH

Payment for Connecting to Existing Inlets bid items is full compensation for providing all material, including all masonry; for furnishing all excavating, backfilling, disposing of surplus material, removing of portion of existing inlet or manhole, formwork for patching opening when no longer needed, and restoring the work site; except the department will pay for the culvert pipe separately.

62. Removing Electrical Service Meter Breaker Pedestal, Item SPV.0060.05.

A Description

This special provision describes removing an existing electrical service meter breaker pedestal, disconnecting all connected power wires, and disposing of the equipment appropriately.

B Materials

Existing electrical service meter breaker pedestal.

C Construction

Coordinate for removal of the existing electrical service meter breaker pedestal with Xcel Energy.

Disconnect all connected power wires, remove the pedestal, and dispose of all materials properly away from the project area.

D Measurement

The department will measure Removing Electrical Service Meter Breaker Pedestal by the unit, acceptably removed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.05	Removing Electrical Service Meter Breaker Pedestal	EACH

Payment is full compensation for coordination with Xcel Energy; for disconnection of wires; and for removal and disposal of the pedestal.

63. Salvage Pole Mount Cabinet, Item SPV.0060.06.

A Description

This special provision describes removing an existing pole mounted cabinet and contents and for storing the cabinet and contents for later reinstallation.

B (Vacant)

C Construction

Remove cabinets at the locations shown on the plans, or as directed by the engineer. Salvage and store the cabinets and all contents for reinstallation later in the project.

Do not remove the existing cabinets, or any other associated equipment until necessary, or as directed by the engineer. Carefully remove the existing cabinets from the pole or other structure, together with all components in such a manner as to safeguard all parts and wiring from damage or loss. Salvage and store the cabinet and contents for reinstallation later in the project

Prior to removing the existing ITS control cabinets, remove all cables being terminated in the cabinet. Removal of cables will be paid for with other pay items in this contract.

Installation of salvaged cabinet will be paid for with other pay items in this contract.

D Measurement

The department will measure Salvage Pole Mount Cabinet by the unit, acceptably removed, salvaged, and stored.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.06	Salvage Pole Mount Cabinet	EACH

Payment is full compensation for removal and storage of the cabinet; disconnecting all associated wires and cables.

64. Ground Rod, Item SPV.0060.07.

A Description

This special provision describes installing a ground rod and ground wire.

B Materials

Ground rod shall be copper clad steel with cladding 13 mils thick. The minimum diameter is 5/8-inch and the minimum length is eight feet. Ground wire shall be AWG # 6 bare, solid copper.

C Construction

Use exothermic welding to connect the ground wire to the rod. Install the rod vertically, or as close to vertical as conditions permit. Select locations with moist soil, if available. Place the rod at least six feet from all other ground rods.

D Measurement

The department will measure Ground Rod by the unit, acceptably installed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.07	Ground Rod	EACH

Payment is full compensation for installation of the ground rod and ground wire; and welding and connections at both ends of the ground wire.

65. Traffic Control Vertical Panels, Item SPV.0060.08.

A Description

This special provision describes the furnishing and installing vertical panels, their supporting posts, and surface-mounted bases according to the MUTCD and pertinent requirements of standard spec 643.

B Materials

Provide vertical panels and flexible supporting posts made of non-metallic material that have a reactive spring so as to be resistant to direct wheel impacts with speeds up to 60 mph and have the capability of immediately restoring itself to a vertical position when struck by a standard vehicle.

The surface-mounted bases shall have a maximum size of 8 inches square and shall not be a hazard to vehicles.

Provide new and unused vertical panels, supporting posts, and bases.

Provide vertical panels with alternating orange and white reflective stripes according to MUTCD. The panels shall face direction of traffic as indicated on the plans and shall have an overall height above the pavement of 36 inches. The dimensions of the reflective sheeting shall be 12 inches by 24 inches.

Reflective sheeting shall meet the requirements of standard spec 637.2.2.2 and shall be suitable for use on reboundable traffic control devices. The alternating orange and white stripes shall slope downward when facing the panel in the direction traffic is to flow.

C Construction

Attach vertical panels and supporting posts to the bases according to the manufacturer's recommendations. The bases shall be fastened to the pavement using the manufacturer’s recommendations.

D Measurement

The department will measure Traffic Control, Vertical Panels in place by each individual panel, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.08	Traffic Control, Vertical Panels	EACH

Payment is full compensation for furnishing, installing, and removing the vertical panels, their supporting posts, bases and mounting hardware.

66. Marking Stop Line Epoxy 24-Inch, Item SPV.0090.01.

A Description

This item shall be according to the pertinent requirements of standard spec 646.

B Materials

Furnish pavement marking according to the pertinent materials of standard spec 646.

C Construction

Perform work according to standard spec 646.

D Measurement

The department will measure Marking Stop Line Epoxy 24-Inch 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.0090.01	Marking Stop Line Epoxy 24-Inch	LF

Payment shall be according to standard spec 646.5.

67. Heavy Duty Silt Fence, Item SPV.0090.02.

A Description

This special provision describes the delivery, installation, maintenance, and removal of Heavy Duty Silt Fence. Install fence as directed by the engineer. Do not remove fence until directed by the engineer.

B Materials

Provide Heavy Duty Silt Fence consisting of a composite of woven wire fence fabric, posts, geotextile, fasteners, and to be assembled by the contractor. Woven wire fence fabric shall be a standard field fence type with a minimum and maximum height according to the construction detail, a maximum mesh spacing of 6-inches and minimum 14-1/2 gauge wire.

Provide “studded tee” or “U” type metal posts with sizes/lengths according to the construction detail and a minimum weight of 1.3 lb/ft.

Provide geotextile fabric meeting the following requirements:

Property	Unit	Test Method	Minimum Average Roll Value
Grab Tensile Strength	LB.	ASTM D4632	380
Grab Tensile Elongation	%	ASTM D4632	50
Puncture Strength	LB.	ASTM D4833	240
Trapezoid Tear Strength	LB.	ASTM D4533	145
Apparent Opening Size	U.S. Standard Sieve	ASTM D4751	170 (0.09 mm)
Permittivity	sec^{-1}	ASTM D4491	0.7
Water Flow Rate	$Gal/min/ft^2$	ASTM D4491	50
UV Resistance after 500 hours	% strength retained	ASTM D4355	70

Furnish a manufacturer's Certified Report of Test or Analysis that the geotextile fabric delivered for use in the work meets the above requirements to the engineer at least 15 days prior to use in the work. Provide geotextile fabric bearing markings to clearly identify it with the applicable test report furnished to the engineer.

C Construction

Install the Heavy Duty Silt Fence as directed by the engineer and shown on the construction detail included in the plans. Space ties and anchors to adequately support system. Include or add acceptable guy lines, where required, for additional support.

Anchor the geotextile fabric a minimum of 6" below grade. Trench, anchor and backfill similar to standard silt fence. The contractor will not be required to trench in the Heavy Duty Silt Fence if it will be installed within standing water. In such cases, anchor to the ground with rock bags placed continuously.

Maintenance work, when required, will be specified on erosion control orders. Maintenance includes replacement of failed 12GA wire ties; re-anchoring of metal posts (standing lying sections back-up); entrenchment of the bottom fabric; and guy line repairs, if required. Geotextile fabric and woven wire fence fabric replacement not required for maintenance.

D Measurement

The department will measure Heavy Duty Silt Fence by the linear foot, acceptably completed. The department will measure along the base of the fence, center-to-center of end post, for each section of fence.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.02	Heavy Duty Silt Fence	LF

Payment is full compensation for all furnishing, assembling, erecting, maintaining, and removal of the silt fence; and for furnishing all labor, tools, equipment and incidentals necessary to complete this item of work. Rock bags and/or sand bags used to anchor the silt fence when installed in standing water are incidental to the bid item and will not be paid for separately.

68. Concrete Silane Sealer For PCC Saw Cuts, Item SPV.0090.03.

A Description

This work includes treating all newly constructed saw cuts with a surface silane sealer treatment as shown on plans, and as hereinafter provided.

B Materials

Furnish a silane sealer from the department's approved product list for Concrete Protective Surface Treatments.

C Construction

Prior to opening to traffic, clean the saw cut by water blast and air to thoroughly remove cutting residue. When dry, apply the silane treatment to the saw cut faces. Application rates for the treating material shall be according to the manufacturer's specifications.

D Measurement

The department will measure the Concrete Silane Sealer For PCC Saw Cuts 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.0090.03	Concrete Silane Sealer For PCC Saw Cuts	LF

Payment is full compensation for Concrete Silane Sealer For PCC Saw Cuts.

69. Salvage Fence, Item SPV.0090.04.

A Description

This special provision describes salvaging decorative fence and fence posts at plan locations.

B Materials

Furnish fence materials of the same properties as the existing fence to replace any materials damaged during the contractor's operations to remove or salvage.

C Construction

Remove the fence to the limits within the new right-of-way as shown in the plan.

Prior to removing the fence, notify the adjacent property owner of the fence removal and provide a timeline and determine location to leave fence materials.

D Measurement

The department will measure Salvage Fence in length by the linear foot 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.0090.04	Salvage Fence	LF

Payment is full compensation for removing the fence and salvaging the fence materials; for furnishing and installing new fence materials to replace damaged fence materials, and for incidentals necessary to complete the contract work.

70. Fence Chain Link Polymer Coated 6-FT, Item SPV.0090.05.

A Description

This special provision describes furnishing and installing a new polymer-coated fence system on structures in conforming to the pertinent plan details and as directed by the engineer. The color of all components in this fence system shall be the same and shall be as specified on the plans.

B Materials

All materials for this fence system shall be new stock, free from defects impairing strength, durability, and appearance. Fabric shall be produced by methods recognized as good commercial practice. Wire used in the manufacture of the fabric shall be capable of being woven into fabric without the polymer-coating cracking or peeling. Pipes used in framework shall be straight, true to section and free of defects. All burrs at the ends of pipes shall be removed before galvanizing. The polymer-coating shall be a dense impervious covering, applied without voids, tears or cuts that reveal the substrate. Excessive roughness, bubbles, blisters and flaking in the polymer-coating will be a basis for rejection.

B.1 Fabric

Provide steel chain link fence fabric conforming to the requirements of ASTM F668, Class 2b, a polymer-coating fused and adhered to wire that is zinc-coated. Provide fabric woven from 9-gage wire using plan specified mesh size, diamond pattern, with both the top and bottom selvages knuckled. The minimum breaking strength of the wire shall be 1290 lbs. The color of polymer-coating shall conform to the requirements of ASTM F934.

B.2 Framework

Provide steel rails, posts and post sleeves conforming to the requirements of ASTM F1083, Standard Weight Pipe (Schedule 40) of the size (O.D.) and weight as shown on the plans. The minimum yield strength shall be 30,000 psi and the minimum tensile strength shall be 48,000 psi. These components shall be zinc-coated inside and outside by the hot-dip process as stated in ASTM F1083. Provide polymer-coating over zinc-coating conforming to ASTM F1043. The color of polymer-coating shall conform to the requirements of ASTM F934, and match the color of the other fence components. Weld base plate to posts or post sleeves and complete any additional welding of components before galvanizing.

B.3 Fittings

Provide end post caps, line post caps, top rail sleeves, rail ends, line rail clamps, brace bands, tension bands, tension bars, and tie wires that are steel and conform to the requirements of ASTM F626. Tie wires shall be round and 9-gage wire. These components (excluding tie wires) shall be zinc-coated by the hot-dip process as stated in ASTM F626. Provide polymer-coating over zinc-coating on components (excluding tie wires) that conforms to the requirements of ASTM F626. For tie wires, provide polymer-coating on wire that is zinc-coated using the same procedure as used for the wires in the fence fabric. End post caps and line post caps shall fit tightly over posts to prevent moisture intrusion. Supply dome style caps for end posts and loop type caps for line posts. The color of polymer-coating shall conform to the requirements of ASTM F934, and match the color of the other fence components.

B.4 Bolts

All bolts are to be supplied with lock washers and nuts. Use galvanized steel bolts, nuts and washers per plan details.

B.5 Tests

B.5.1 Fabric and Tie Wire

Breaking Strength:	ASTM A370
Zinc-Coating Requirements	
Weight of Zinc-Coating:	ASTM A90
Polymer-Coating Requirements	
Thickness of Polymer-Coating:	ASTM F668
Adhesion:	ASTM F668
Accelerated Aging Test:	ASTM F668, D1499
Mandrel Bend Test:	ASTM F668

B.5.2 Framework

Tensile and Yield Strength:	ASTM E8
Zinc-Coating Requirements	
Weight of Zinc-Coating:	ASTM A90
Polymer-Coating Requirements	
Thickness of Polymer-Coating:	ASTM E376
Adhesion:	ASTM F1043
Accelerated Aging Test:	ASTM F1043, D1499

B.5.3 Fittings

Zinc-Coating Requirements		
Weight of Zinc-Coating:	ASTM A90	
Polymer-Coating Requirements		
Thickness of Polymer-Coating:	ASTM F626	
Adhesion:	ASTM F1043	(same test as for framework)
Accelerated Aging Test:	ASTM F1043, D1499	(same test as for framework)

B.6 Submittals

In addition to the Project Engineer, send submittals listed in this section to the name below for informational purposes:

David Nelson
WisDOT (Bureau of Structures)
4822 Madison Yards Way
Madison, WI 53705

B.6.1 Shop Drawings

Submit shop drawings showing the details of fence construction. Show the fence height, post spacing, rail location, and all dimensions necessary for the construction of the chain link fence. Label the end posts, line posts, rails, post sleeves, top rail sleeves, bolts and fittings. State the polymer-coating type used on the fabric, framework and fittings and the Class of coating used on the fabric. State the color of polymer-coating to be used on the fence components. For the fabric, state the wire gage, mesh size, and type of selvages used. For the framework, state the size (O.D.) and unit weight for the posts and rails. For the fittings, state the size for top rail sleeves, brace bands, tension bands, tension bars, line rail clamps, size and type of bolts, and the tie wire gage. State the material type used for fabric, framework, and fittings. Also give the breaking strength for the fabric wire and the tensile and yield strength properties for the framework.

B.6.2 Specification Compliance

Submit certification of compliance with material specifications. Provide material certification and test documentation for fabric, framework, fittings and hardware that shows that all materials meet or exceed the specifications of this contract and the tests in section B5 of this specification. This document shall provide the name, address and phone number of the manufacturer, and the name of a contact person.

C Construction

C.1 Delivery, Storage and Handling

Deliver material to the site in an undamaged condition. Upon receipt at the job site, all materials shall be thoroughly inspected to ensure that no damage occurred during shipping or handling and condition of materials is in conformance with these specifications. If polymer-coating is damaged, Contractor shall repair or replace components as necessary to the approval of the Engineer at no additional cost to the Owner. Carefully store material off the ground to ensure proper ventilation and drainage and to provide protection against damage caused by ground moisture. Handle all polymer-coated material with care.

C.2 Touch-up and Repair

For minor damage caused by shipping, handling or installation to polymer-coated surfaces, touch-up the finish conforming to the manufacturer’s recommendations. Provide touch-up coating such that repairs are not visible from a distance of 6-feet. If damage is beyond repair, the fencing component shall be replaced

at no additional cost to the Owner. The Contractor shall provide the Engineer with a copy of the manufacturer's recommended repair procedure and materials before repairing damaged coatings.

C.3 General

Install the chain link fence conforming to ASTM F567 and the manufacturer's instructions. The contractor shall provide staff that is thoroughly familiar with the type of construction involved and materials and techniques specified. Chain link fabric shall be installed on the side of the posts indicated on the plans. Fabric shall be attached to the end posts with tension bars and tension bands. It shall be attached to rails, and posts without tension bands, with tie wires. The fabric shall be installed and pulled taut to provide a smooth and uniform appearance free from sag, without permanently distorting the fabric diamond or reducing the fabric height. Install top rail to pass through line post caps and form a continuous brace between end posts. Minimum length of top rail between splices shall be 20-feet. Splice top rail at joints with sleeves for a rigid connection. Locate splices near 1/4-point of post spacing. Heads of bolts shall be on the side of the fence adjacent to pedestrian traffic.

D Measurement

The department will measure Fence Chain Link Polymer-Coated 6-FT by the linear foot acceptably furnished and installed.

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.0090.05	Fence Chain Link Polymer-Coated 6-FT	LF

Payment for Fence Chain Link Polymer-Coated 6-FT is full compensation for fabricating, galvanizing and polymer-coating all fence components, and transporting to jobsite; and for erecting components to create a polymer-coated fence system, including any touch-up and repairs.

71. Floating Boom, Item SPV.0105.02.

A Description

This special provision describes providing a floating boom to be placed in the Namekagon River during structure removal of P-65-6 to provide separation of the work area from Riverway users on the Namekagon River.

The floating boom may also serve as a secondary sediment and debris capture system during pier and abutment removals. Primary sediment and debris capture are incidental to the item for Removing Old Structure Over Waterway With Debris Capture System and other erosion control items provided in the contract.

B Materials

Provide a color that is highly visible. Provide the proposed color to the engineer for approval.

C Construction

Install the floating boom according to the manufacturer's directions. Address the installation and use of the floating boom in the ECIP and in the Waterway Marker Application and Permit, if applicable.

Move the floating boom as required by the contractor's plan for staging bridge removal.

D Measurement

The department will measure Floating Boom by the lump sum, 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.0105.02	Floating Boom	LS

Payment is full compensation for providing, installing, maintaining, and removing of the floating boom, and for disposing of all excess materials.

72. Temporary Water Diversion – Potato Creek, Item SPV.0105.03.

A Description

This special provision describes diverting and maintaining stream flow during the box culvert removal.

B Materials

Furnish sheet piling, 84” temporary culvert pipes to remain, concrete barrier with plastic liner or turbidity barrier and sand bags, or any other materials subject to department and Wisconsin DNR approval prior to use in order to temporarily divert stream flow.

C Construction

Divert the stream flow while placing the new culvert pipe. All methods of diversion are subject to department and Wisconsin DNR approval prior to use. The channel should be lined with plastic or other non-erodible material and weighted down with clean stone. The temporary channel must be capable of carrying all steam flows during the construction period and must maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

Abandon the 84” temporary culvert pipe in place after the water is diverted to the final channel under the structures.

Provide details of how the diversion will be completed in the Erosion Control Implementation Plan (ECIP) for review by the department and Wisconsin DNR.

D Measurement

The department will measure Temporary Water Diversion completed according to the contract and accepted, as a single complete unit of work.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.03	Temporary Water Diversion – Potato Creek	LS

Payment is full compensation for providing, installing and abandoning the temporary pipes; providing and installing materials to divert flow to the temporary pipe; providing, installing, and removing sheet piling, if required, to divert water; maintaining and removing all materials used in the diversions and excavation to divert water to the new temporary culvert pipe.

73. Wall Concrete Panel Mechanically Stabilized Earth R-65-4, Item SPV.0165.01.

A Description

This special provision describes designing, furnishing materials and erecting a permanent earth retention system according to the lines, dimension, elevations and details as shown on the plans and provided in the contract. The design life of the wall and all wall components shall be 75 years minimum.

This special provision describes the quality management program (QMP) for Mechanically Stabilized Earth (MSE) walls. A quality management program is defined as all activities, including process control, inspection, sampling and testing, and necessary adjustments in the process that are related to the construction of the MSE wall, which meets all the requirements of this provision.

This special provision describes contractor quality control (QC) sampling and testing for backfill density testing, documenting those results, and documenting related production and placement process changes. This special provision also describes department quality verification (QV), independent assurance (IA), and dispute resolution.

Chapter 8 of the department’s construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures.

B Materials

B.1 Proprietary Wall Systems

The supplied wall system must be from the department's approved list of Concrete Panel Mechanically Stabilized Earth Wall systems. Proprietary wall systems must conform to the requirements of this specification and be pre-approved for use by the department's Bureau of Structures. The department maintains a list of pre-approved proprietary wall systems. The name of the pre-approved proprietary wall system selected shall be furnished to the engineer within 25 days after the award of contract.

To be eligible for use on this project, a system must have been pre-approved by the Bureau of Structures and added to that list prior to the bid opening date. To receive pre-approval, the retaining wall system must comply with all pertinent requirements of this provision and be prepared according to the requirements of Chapter 14 of the department's LRFD Bridge Manual. Information and assistance with the pre-approval process can be obtained by contacting the Bureau of Structures, Structures Maintenance Section at the following email address: DOTDLStructuresFabrication@dot.wi.gov.

B.2 Design Requirements

It is the responsibility of the contractor to submit a design and supporting documentation as required by this special provision, for review and acceptance by the department, to show the proposed wall design is in compliance with the design specifications. The submittal shall include the following items for review: detailed plans and shop drawings, complete design calculations, explanatory notes, supporting materials, and specifications. The detailed plans and shop drawings shall include all details, dimensions, quantities and cross-sections necessary to construct the walls. Submit shop drawings to the engineer conforming to 105.2 with electronic submittal to the fabrication library under 105.2.2. Certify that shop drawings conform to quality control standards by submitting department form DT2329 with each set of shop drawings. Department review does not relieve the contractor from responsibility for errors or omissions on shop drawings. Submit no later than 60 days from the date of notification to proceed with the project and a minimum of 30 days prior to the date proposed to begin wall construction.

The plans and shop drawings shall be prepared on reproducible sheets 11 inch x 17 inch, including borders. Each sheet shall have a title block in the lower right corner. The title block shall include the WisDOT project identification number and structure number. Design calculations and notes shall be on 8 ½ inch x 11 inch sheets, and shall contain the project identification number, name or designation of the wall, date of preparation, initials of designer and checker, and page number at the top of the page. All plans, shop drawings, and calculations shall be signed, sealed and dated by a professional engineer licensed in the State of Wisconsin.

The design of the wall shall be in compliance with the current American Association of State Highway and Transportation Officials LRFD (AASHTO LRFD) Bridge Design Specifications with latest interim specifications for Mechanically Stabilized Earth Walls, WisDOT's current Standard Specifications for Highway and Structure Construction (standard spec), Chapter 14 of the WisDOT LRFD Bridge Manual and standard engineering design procedures as determined by the department. Loads, load combinations, load and resistance factors shall be as specified in AASHTO LRFD Section 11. The associated resistance factors shall be defined according to Table 11.5.7-1 in AASHTO LRFD.

Design and construct the walls according to the lines, grades, heights and dimensions shown on the plans, as herein specified, and as directed by the engineer. Where walls or wall sections intersect with an included angle of 130 degrees or less, a vertical corner element separate from the standard panel face shall abut and interact with the opposing standard panels. The corner element shall have ground reinforcement connected specifically to that panel and shall be designed to preclude lateral spread of the intersecting panels. If the wall is installed in front of a bridge abutment or wing, it shall also be designed to resist the applied abutment/bridge lateral forces specified on the plans.

Walls parallel to supporting highway traffic shall be designed for the effects of highway surcharge loading equivalent of 2 feet soil surcharge weight or 240 psf. The design shall also consider the traffic barrier impact where applicable. Walls that do not carry highway traffic shall be designed for a live load surcharge of 100 psf according to Chapter 14 of the WisDOT LRFD Bridge Manual or as stated on the plans.

A maximum value of the angle of internal friction of the wall backfill material used for design shall be assumed to be 30 degrees without a certified report of tests. If a certified report of tests yields an angle of internal friction greater than 30 degrees, the larger test value may be used for design, up to a maximum value of 36 degrees.

An external stability check at critical wall stations showing Capacity Demand Ratios (CDR) for sliding, eccentricity, and bearing checks is performed by the department and are provided on the wall plans.

The design of the wall by the contractor shall consider the internal and compound stability of the wall mass according to AASHTO LRFD 11.10.6. The internal stability shall include soil reinforcement pullout, soil reinforcement rupture, and panel-reinforcement connection failure at each soil reinforcement level. The design shall be performed using the Simplified Method or Coherent Gravity Method. Calculations for factored stresses and resistances shall be based upon assumed conditions at the end of the design life. Compound stability shall be computed for the applicable strength limits. Sample analyses and hand calculations shall be submitted to verify the output of any software program used. The design calculations and notes shall clearly indicate the Capacity to Demand Ratios (CDR) for all internal and external stabilities as defined in AASHTO LRFD.

The wall facing shall be designed according to AASHTO LRFD 11.10.2.3. The facing panels shall also be designed to resist compaction stresses that occur during the wall erection. The minimum thickness of the facing panel shall be 5.5 inches. The surface area of a standard single panel cannot exceed 60 square feet. The maximum height of a standard panel shall be 5 feet. The top and bottom panels may exceed 5 foot in height based on site topography subject to the approval by the Structures Design Section. The design of the steel reinforcement within the panels shall be based on one-way bending action. Design the wall panels and joints between panels to accommodate a maximum differential settlement of 1 foot over a 100-foot length, unless the plans indicate other.

The minimum length of soil reinforcement measured from the back face of the wall shall be equal to 0.7 of the wall height or as shown on the plan. In no case shall this length be less than 8 feet. The soil reinforcement length shall be the same from the bottom to the top of the wall. All soil reinforcement layers shall be connected to facings. The soil reinforcement shall extend a minimum of 3.0 feet beyond the theoretical failure plane in all cases. The maximum vertical spacing of soil reinforcement layers shall be 31 inches. The uppermost layer of the reinforcement shall be located between 6 inches and 18 inches below the bottom of an overlying slab, footing or top of the wall. The upper layers of the soil reinforcement shall also be checked to verify that they have sufficient tensile resistance against traffic barrier impact where applicable.

All soil reinforcement required for the reinforced soil zone shall be connected to the face panels. The reinforcement and the reinforcement/facing connection strength shall be designed to resist maximum factored reinforcement loads according to AASHTO LRFD Section 11.10.6. Facing connection strength shall be defined as the resistance factor times the failure load, or the load at 0.5 inch deformation times 0.9, whichever is less. The nominal long term design strength in steel reinforcement and connections shall be based upon assumed conditions at the end of the design life.

Soil reinforcement shall be prefabricated into single or multiple elements before galvanizing. Soil reinforcement shall be fabricated or designed to avoid piling, drainage structures or other obstacles in the fill without field modifications. Unless approved by the Bureau of Structures cutting or altering of the basic structural section of either the strip or grid at the site is prohibited, a minimum clearance of 3” shall be maintained between any obstruction and reinforcement, and splicing reinforcement is not allowed.

The minimum embedment of the wall shall be 1 foot 6 inches below finished grade, or as given on the plans. All walls shall be provided with a concrete leveling pad. Minimum wall embedment does not include the leveling pad depth. Step the leveling pad to follow the general slope of the ground line. Frost depth shall not be considered in designing the wall for depth of leveling pad.

Wall facing units shall be installed on a leveling pad.

B.3 Wall System Components

Materials furnished for wall system components under this contract shall conform to the requirements of this specification. All documentation related to material and components of the wall systems specified in this subsection shall be submitted to the engineer.

B.3.1 Wall Facing

Wall facing shall consist of modular precast concrete face panels produced by a wet cast process. The concrete panels shall have a minimum strength of 4000 psi at 28 days. The concrete for the panels shall be air entrained, with an air content of 6% +/- 1.5%. All materials for the concrete mixture for the panels shall meet the requirements of standard spec 501. The panel edges shall be configured so as to conceal the joints. The detail shall be a shiplap, tongue and groove or other detail adequate to prevent vandalism or ultraviolet light damage to the backside of the wall joint covering. Joints between panels shall be no more than 0.75 inch. Use full wall height slip joints at points of differential settlement when detailed on the plan. Horizontal joints must be provided with a compressible bearing material to prevent concrete to concrete contact. Panels shall be reinforced using coated high-strength bar steel or welded steel wire fabric conforming to standard spec 505. Welded steel wire fabric shall be epoxy-coated according to ASTM A884 or galvanized according to AASHTO M 111 or ASTM A641. Panel dowels for cast-in-place copings shall be coated high-strength bar steel conforming to standard spec 505. Unless approved by the Bureau of Structures, adhesive anchors are prohibited.

For reinforced cast-in-place concrete cap or coping, use poured concrete Grade A, A-FA, A-S, A-T, A-IS, A-IP or A-IT concrete conforming to standard spec 501 as modified in standard spec 716. Provide QMP for cast-in-place cap and coping concrete as specified in standard spec 716, Class II Concrete. Use coated high-strength bar steel conforming to standard spec 505.

A minimum of two bearing pads shall be used per panel. The allowable bearing stress shall not exceed 900 psi. The bearing pads shall be preformed EPDM rubber conforming to ASTM D2000, Grade 2, Type A, Class A with a minimum Durometer Hardness of 80, or high- density polyethylene pads with a minimum density of 0.034 lb/in^3 according to ASTM D1505.

An 18-inch wide geotextile shall be used on the backface of the wall panels to cover all panel joints. The geotextile shall meet the physical requirements stated in standard spec 645.2.4 for Geotextile, Type DF, Schedule B, except that the grab tensile strength shall be a minimum of 180 pounds in both the machine and cross-machine directions. The geotextile shall be attached with a standard construction adhesive suitable for use on concrete surfaces and cold temperatures. The adhesive shall be applied to the panels, not to the geotextile.

B.3.2 Leveling Pad

Provide an unreinforced cast-in-place concrete leveling pad. Use Grade A, A-FA, A-S, A-T, A-IS, A-IP, or A-IT concrete conforming to standard spec 501 as modified in standard spec 716. Provide QMP for leveling pad concrete as specified in standard spec 716, Class III Concrete.

The minimum width of the leveling pad shall be 12-inches. The minimum thickness of the leveling pad shall be 6-inches.

B.3.3 Backfill

Furnish and place backfill for the wall as shown on the plans and as hereinafter provided.

Place backfill in a zone extending horizontally from the back face of the wall facing to 1 foot minimum beyond the end of the reinforcement and extending vertically from the top of the leveling pad to a minimum of 3 inches above the final reinforcement layer.

Use natural sand or a mixture of sand with gravel, crushed gravel or crushed stone. Do not use foundry sand, bottom ash, blast furnace slag, crushed/recycled concrete, crushed/milled asphaltic concrete or other potentially corrosive material.

Provide material conforming to the following gradation requirements as per AASHTO T27.

Sieve Size	% by Weight Passing
1 inch	100
No. 40	0 - 60
No. 200	0 - 15

The material shall have a liquid limit not greater than 25, as per AASHTO T89, and a plasticity index not greater than 6, as per AASHTO T90. Provide the percent by weight, passing the #4 sieve.

In addition, backfill material shall meet the following requirements.

Test	Method	Value	
		(Galvanized)	(Aluminized Type 2)
pH	AASHTO T-289	5.0-10.0	5.0 – 9.0
Sulfate content	AASHTO T-290	200 ppm max.	
Chloride content	AASHTO T-291	100 ppm max.	
Electrical Resistivity	AASHTO T-288	3000 ohm-cm min.	1500 ohm-cm min.
Organic Content	AASHTO T-267	1.0% max.	
Angle of Internal Friction	AASHTO T-236[1]	30 degrees min. (At 95.0% of maximum density and optimum moisture, per AASHTO T99, or as modified by C.2.)	

[1] If the amount of P-4 material is greater than 60%, use AASHTO 236 with a standard-size shear box. Test results of this method may allow the use of larger angles of internal friction, up to the maximum allowed by this specification.

If the amount of P-4 material is less than or equal to 60%, two options are available to determine the angle of internal friction. The first method is to perform a fractured faces count, per ASTM D5821, on the R-4 material. If more than 90% of the material is fractured on one face and more than 50% is fractured on two faces, the material meets the specifications and the angle of internal friction can be assumed to be 30 degrees. The second method allows testing all P-1" material, as per AASHTO T-236, with a large shear box. Test results of this second method may allow the use of larger angles of internal friction, up to the maximum allowed by this specification.

Prior to placement of the backfill, obtain and furnish to the engineer a certified report of test results that the backfill material complies with the requirements of this specification. Specify the method used to determine the angle of internal friction. This certified report of test shall be less than 6 months old. Tests will be performed by a certified independent laboratory. In addition, when backfill characteristics and/or sources change, provide a certified report of tests for the new backfill material. Additional certified report of tests are also required. These additional backfill tests may be completed at the time of material production or material placement, with concurrence of the engineer. If this additional testing is completed at the time of material production, complete testing for every 2000 cubic yards of backfill or portion thereof. If this additional testing is completed at the time of material placement, complete testing for every 2000 cubic yards of backfill, or portion thereof, used per wall. For the additional required testing for every 2000 cubic yards of backfill placement, if the characteristic of the backfill and/or the source has not changed then Angle of Internal Friction tests are not included in the additional required testing. All certified reports of test results shall be less than 6 months old and performed by a certified independent laboratory.

B.3.4 Soil Reinforcement

All steel portions of the wall system exposed to earth shall be galvanized. All soil reinforcement and attachment devices shall be carefully inspected to ensure they are true size and free from defects that may impair the strength and durability. Soil reinforcement shall be galvanized or aluminized Type 2. Galvanized soil reinforcement shall be according to AASHTO M 111 or ASTM A641. Aluminized soil reinforcement shall be according to ASTM A463 Aluminized Type 2-100, SS, Grade 50, Class 2. Design of galvanized soil reinforcement shall be according to Section 11.10.6.4.2 of the current AASHTO LRFD Specifications. The design life of steel soil reinforcements shall comply with AASHTO LRFD. Aluminized soil reinforcement shall be limited 16 years of steel protection. Aluminized steel shall only be used on soil reinforcement elements and shall not be used on facing connections or any other steel portion of the wall system. Steel soil reinforcement shall be prefabricated into single or multiple elements before galvanizing.

C Construction

C.1 Excavation and Backfill

Excavation and preparation of the foundation for the MSE wall and the leveling pad shall be according to standard spec 206. The volume of excavation covered is limited to the width of the reinforced mass and to the depth of the leveling pad unless shown or noted otherwise on the plan. At the end of each working day, provide good temporary drainage such that the backfill shall not become contaminated with run-off soil or water if it should rain. Do not stockpile or store materials or large equipment within 10 feet of the back of the wall.

Place backfill materials in the areas as indicated on the plans and as detailed in this specification. Backfill lifts shall be no more than 8-inches in depth, after compaction.

Conduct backfilling operations in such a manner as to prevent damage or misalignment of the wall panels, soil reinforcement, or other wall components. At no expense to the department, correct any such damage or misalignment as directed by the engineer. A field representative of the wall supplier shall be available during wall construction to provide technical assistance to the contractor and the engineer.

Place and compact the MSE backfill to the level of the next higher layer of MSE reinforcement before placing the MSE reinforcement or connecting it to the wall facing. Place and compact material beyond the reinforced soil zone to allow for proper compaction of material within the reinforced zone. The MSE reinforcement shall lay horizontally on top of the most recently placed and compacted layer of MSE backfill.

Do not operate tracked or wheeled equipment on the backfill within 3 feet from the back panels. The engineer may order the removal of any large or heavy equipment that may cause damage or misalignment of the panels.

C.2 Compaction

Compact all backfill behind the wall as specified in standard spec 207.3.6. Compact the backfill to 95.0% of maximum dry density as determined by AASHTO T-99 (modified to compute densities to the nearest 0.1 pcf).

Ensure adequate moisture is present in the backfill during placement and compaction to prevent segregation and to help achieve compaction.

Compaction of backfill within 3 feet of the back face of the wall should be accomplished using lightweight compaction devices. Use of heavy compaction equipment or vehicles should be avoided within 3 feet of the panels. Do not use sheepsfoot or padfoot rollers within the reinforced soil zone.

A minimum of 3 inches of backfill shall be placed over the MSE reinforcement prior to working above the reinforcement.

C.3 Wall Components

C.3.1 General

Erect panel facing and other associated elements according to the wall manufacturer’s construction guide. Place and compact the MSE backfill to the level of the next higher layer of MSE reinforcement before placing the MSE reinforcement or connecting it to the wall facing.

The MSE reinforcement shall lay horizontally on the top of the most recently placed and compacted layer of MSE backfill. Bending of MSE reinforcement that result in a kink in the reinforcement shall not be allowed. If skewing of the reinforcement is required due to obstructions in the reinforced fill, the maximum skew angle shall not exceed 15 degrees from the normal position unless a greater angle is shown on the plans. The adequacy of the skewed reinforcement in such a case shall be addressed by supporting calculations.

C.3.2 Leveling Pad

Provide an unreinforced cast-in-place concrete leveling pad as shown on the plans. Vertical tolerances shall not exceed 3/4-inch when measured along a 10-foot straight edge. Allow concrete to set at least 12 hours prior to placing wall facing units.

The bottom row of wall facing units shall be horizontal and 100% of the unit surface shall bear on the leveling pad. Rubber or plastic shims may be used to level the wall facing units at the leveling pad. No more than 2 shims (each 3/16-inch thick) shall be used to level the wall facing.

C.3.3 Steel Layers

Place the steel reinforcement full width in one piece as shown on the plans. No splicing will be allowed. Maintain elements in position during backfilling.

C3.4 Panel Tolerances

As backfill material is placed behind a panel, maintain the panel in its proper inclined position according to the supplier specifications and as approved by the engineer. The supplier shall specify the back batter so that the final position of the wall is vertical. Vertical tolerances and horizontal alignment tolerances shall not exceed ¾-inch when measured along a 10-foot straight edge. The maximum allowable offset in any panel joint shall be ¾-inch. The overall vertical tolerance of the wall (plumbness from top to bottom) shall not exceed ½-inch per 10 feet of wall height. Erect the precast face panels to ensure that they are located within 1 inch from the contract plan offset at any location to ensure proper wall location at the top of the wall. Provide a ¾-inch joint separation between all adjacent face panels to prevent direct concrete-to-concrete contact. Maintain this gap by the use of bearing pads and/or alignment pins. Failure to meet this tolerance shall cause the engineer to require the contractor to disassemble and re-erect the affected portions of the wall. In addition, imperfect molding, honeycombing, cracking or severe chipping of panels shall be cause of panel rejection.

C.4 Quality Management Program

C.4.1 Quality Control Plan

Submit a comprehensive written quality control plan to the engineer at or before the pre-construction meeting. Do not perform MSE wall construction work before the engineer reviews and accepts the plan. Construct the project as the plan provides.

Do not change the quality control plan without the engineer's review and acceptance. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:

1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
3. A list of source locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
4. Descriptions of stockpiling and hauling methods.
5. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
6. Location of the QC laboratory, retained sample storage, and other documentation.
7. A summary of the locations and calculated quantities to be tested under this provision.
8. A proposed sequencing plan of wall construction operations and random test locations.

C.4.2 Quality Control Personnel

Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians. Have a HTCP Grading Technician I (GRADINGTEC-I); or Assistant Certified Technician, Grading (ACT-GRADING); or Aggregate Technician I (AGGTEC-I); or Assistant Certified Technician, Aggregate (ACT-AGG) present at the each grading site during all wall backfill placement, compaction, and nuclear testing activities. Have a HTCP Nuclear Density Technician I (NUCDENSITYTEC-I) or Assistant Certified Technician, Nuclear Density Gauge Operator (ACT-NUC) perform field density and field moisture content testing.

If an Assistant Certified Technician (ACT) is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

C.4.3 Equipment

Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.

Furnish nuclear gauges from the department's approved product list at:

https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/tools/appr-prod/default.aspx

Ensure that the nuclear gauge manufacturer or an approved calibration service calibrates the gauge the same calendar year it is used on the project. Retain a copy of the calibration certificate with the gauge.

Conform to AASHTO T310 and CMM 8-15 for density testing and gauge monitoring methods.

Split each Proctor sample and identify so as to provide comparison with the department's test results. Unless the engineer directs otherwise, retain the QC split samples for 14 calendar days and promptly deliver the department's split samples to the department.

C.4.4 Documentation

(1) Document all observations, inspection records, and process adjustments daily. Submit test results to the department's project materials coordinator on the same day they become available.

(2) Use forms provided in CMM Chapter 8. Note other information in a permanent field record and as a part of process control documentation enumerated in the contractor's quality control plan. Enter QC data and backfill material certified report results into the applicable materials reporting system (MRS) software within 5 business days after results are available.

(3) Submit final testing records and other documentation to the engineer electronically within 10 business days after all contract-required information becomes available. The engineer may allow submission of scanned copies of hand-written documentation.

C.4.5 Quality Control (QC) Testing

Perform compaction testing on the backfill. Conform to CMM 8-15 for testing and gauge monitoring methods. Conduct testing at a minimum frequency of 1 test per 150 cubic yards of backfill, or major portion thereof in each lift. A minimum of one test for every lift is required. Deliver documentation of all compaction testing results to the engineer at the time of testing.

Perform 1 gradation test every 750 cubic yards of fill and one 5-point Proctor test (or as modified in C.2) every 2,250 cubic yards of fill. Provide the region split samples of both within 72 hours of sampling, at the region laboratory. Test sites shall be selected using ASTM Method D3665. Provide Proctor test results to the engineer within 48 hours of sampling. Provide gradation test results to the engineer within 24 hours of sampling.

C.4.6 Department Testing

C.4.6.1 General

(1) The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project and provide test results to the contractor within 2 business days after the department obtains the sample.

C.4.6.2 Quality Verification (QV) Testing

(1) The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in C.4.2 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.

(2) The department will conduct QV tests at the minimum frequency of 30% of the required contractor density, Proctor and gradation tests.

(3) The department will locate density tests and gradation samples randomly, at locations independent of the contractor's QC work. The department will split each Proctor and gradation QV sample, testing half for QV, and retaining the remaining half for 10 business days.

(4) The department will conduct QV Proctor and gradation tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.

(5) The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to this special provision, the department will take no further action. If density QV test results are nonconforming, the area shall be reworked until the density requirements of this special provision are met. If the gradation test results are nonconforming, standard spec 106.5 will apply. Differing QC and QV nuclear density values of more than 1.5 pcf will be investigated and resolved. QV density tests will be based on the appropriate QC Proctor test results, unless the QV and QC Proctor result difference is greater than 3.0 pcf. Differing QC and QV Proctor values of more than 3.0 pcf will be investigated and resolved.

C.4.6.3 Independent Assurance (IA)

(1) Independent assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing, including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:

1. Split sample testing.
2. Proficiency sample testing.
3. Witnessing sampling and testing.
4. Test equipment calibration checks.
5. Reviewing required worksheets and control charts.
6. Requesting that testing personnel perform additional sampling and testing.

(2) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in C.4.6.4.

C.4.6.4 Dispute Resolution

(1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor may review the data, examine data reduction and analysis methods, evaluate sampling and testing procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.

(2) Production test results, and results from other process control testing, may be considered when resolving a dispute.

(3) If the project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product or work, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

C.5 Geotechnical Information

Geotechnical data to be used in the design of the wall is given on the wall plan. After completing wall excavation of the entire reinforced soil zone, notify the department and allow the Regional Soils Engineer two working days to review the foundation.

D Measurement

The department will measure Wall Concrete Panel Mechanically Stabilized Earth by the square foot acceptably completed. The department will compute the measured quantity from the theoretical pay limits the contract plans show. The department will make no allowance for wall area constructed above or below the theoretical pay limits. All work beyond the theoretical pay limits is incidental to the cost of work. The department will make no allowance for as-built quantities.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0165.01	Wall Concrete Panel Mechanically Stabilized Earth R-65-4	SF

Payment is full compensation for supplying a design and shop drawings; preparing the site, including all necessary excavation and disposal of materials; supplying all necessary wall components to produce a functional wall system including cap, copings, leveling pads, leveling pad steps, and shims; constructing the retaining system and providing temporary drainage; providing backfill, backfilling, compacting, developing/completing/documenting the quality management program, and performing compaction testing.

The department will pay separately for parapets, traffic barriers, railings, and other items above the wall cap or coping.

SPV.0165.01 (20190917)

74. Certified Weed Free Mulch, Item SPV.0180.01.

A Description

This special provision describes providing and placing weed free mulch according to standard spec 627 and as hereinafter provided.

B Materials

Certified mulching material consists of clean grain straw or hay that has been harvested from native grass production fields that has been certified to be weed free according to Wisconsin Department of Transportation requirements and the standards of the North American Weed Free Forage Certification Program by the Wisconsin Crop Improvement Association (WCIA) or crop certification agencies in adjoining states. A certification tag from the certifying agency indicating that the mulching material meets department standards shall be attached to each bale delivered to the site.

C Construction

If anchoring by Method A, only biodegradable netting shall be approved. If anchoring by Method B, wood fiber, wood chips, or similar material will not be allowed.

D Measurement

The department will measure Certified Weed Free Mulch in area by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.01	Certified Weed Free Mulch	SY

Payment is full compensation for providing materials, including tackifiers or nitrogen; for all hauling, treating, placing, spreading, and anchoring of the mulch material; and for maintaining the work and repairing all damaged areas.

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 _____ *(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 _____ *(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 under-representation 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 Expediters, 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.

<u>Prior to Bid Opening- this discussion should happen as early as possible (WisDOT advertisements are released 5 weeks prior to each Let)</u>

- 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?

<u>Following Bid Opening- this discussion can happen at any time</u>

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) Conducing 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

Wisconsin Department of Transportation

DT1506 6/2020 s.84.06(2) Wis. Stats.

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 met

This 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=		
			A ($)	$ -	TOTAL %	#DIV/0!	
		SUBTOTAL DBE $ VALUE	V ($)	$ -	TOTAL %	#DIV/0!	
			A ($)	$ -	TOTAL %	#DIV/0!	
		GRAND TOTAL DBE $ VALUE	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

A = Assigned (DBE Conscious)
V = Voluntary (DBE Neutral)

Government Use Only Approved Amounts

A $ %

V $ %

Total $ %

Signature:

Date:

DBE goal waiver granted: Yes No

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

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: *(list all names of tiers if more than one)*
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.wisconsindot.gov/DBEcontracting

DOCUMENTATION OF GOOD FAITH EFFORT

Wisconsin Department of Transportation
DT1202 3/2020

Project ID	Proposal No.	Letting
*****	*****	*****
Prime Contractor *****		County *****
Person Submitting Document *****		Telephone Number *****
Address *****		Email Address *****

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.wisconsindot.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 PROVISIONS 5

Fuel Cost Adjustment

A Description

Fuel Cost Adjustments will be applied to partial and final payments for work items categorized in Section B as a payment to the contractor or a credit to the department. ASP-5 shall not apply to any force account work.

B Categories of Work Items

The following items and Fuel Usage Factors shall be used to determine Fuel Cost Adjustments:

(1) Earthwork.		Unit	Gal. Fuel Per Unit
205.0100	Excavation Common	CY	0.23
205.0200	Excavation Rock	CY	0.39
205.0400	Excavation Marsh	CY	0.29
208.0100	Borrow	CY	0.23
208.1100	Select Borrow	CY	0.23
209.1100	Backfill Granular Grade 1	CY	0.23
209.1500	Backfill Granular Grade 1	Ton	0.115
209.2100	Backfill Granular Grade 2	CY	0.23
209.2500	Backfill Granular Grade 2	Ton	0.115
350.0102	Subbase	CY	0.28
350.0104	Subbase	Ton	0.14
350.0115	Subbase 6-Inch	SY	0.05
350.0120	Subbase 7-Inch	SY	0.05
350.0125	Subbase 8-Inch	SY	0.06
350.0130	Subbase 9-Inch	SY	0.07
350.0135	Subbase 10-Inch	SY	0.08
350.0140	Subbase 11-Inch	SY	0.09
350.0145	Subbase 12-Inch	SY	0.09

C Fuel Index

A Current Fuel Index (CFI) in dollars per gallon will be established by the Department of Transportation for each month. The CFI will be the price of No. 2 fuel oil, as reported in U.S. Oil Week, using the first issue dated that month. The CFI will be the average of prices quoted for Green Bay, Madison, Milwaukee and Minneapolis.

The base Fuel Index (BFI) for this contract is $1.15 per gallon.

D Computing the Fuel Cost Adjustment

The engineer will compute the ratio CFI/BFI each month. If the ratio falls between 0.85 and 1.15, inclusive, no fuel adjustment will be made for that month. If the ratio is less than 0.85 a credit to the department will be computed. If the ratio is greater than 1.15 additional payment to the contractor will be computed. Credit or additional payment will be computed as follows:

(1) The engineer will estimate the quantity of work done in that month under each of the contract items categorized in Section B.

(2) The engineer will compute the gallons of fuel used in that month for each of the contract items categorized in Section B by applying the unit fuel usage factors shown in Section B.

(3) The engineer will summarize the total gallons (Q) of fuel used in that month for the items categorized in Section B.

(4) The engineer will determine the Fuel Cost Adjustment credit or payment from the following formula:

$$FA = \left(\frac{CFI}{BFI} - 1\right) x\ Q\ x\ BFI$$

(plus is payment to contractor; minus is credit to the department)

Where	FA	=	Fuel Cost Adjustment (plus or minus)
	CFI	=	Current Fuel Index
	BFI	=	Base Fuel Index
	Q	=	Monthly total gallons of fuel

E Payment

A Fuel Cost Adjustment credit to the department will be deducted as a dollar amount each month from any sums due to the contractor. A Fuel Cost Adjustment payment to the contractor will be made as a dollar amount each month.

Upon completion of the work under the contract, any difference between the estimated quantities and the final quantities will be determined. An average CFI, calculated by averaging the CFI for all months that fuel cost adjustment was applied, will be applied to the quantity differences. The average CFI shall be applied in accordance with the procedure set forth in Section D.

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 PROPOSAL	REQUIRED 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

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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-rsrces/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-rsrces/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

Effective January 2019 Letting ASP 9

ADDITIONAL SPECIAL PROVISION 9
Electronic Certified Payroll or Labor Data Submittal

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

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

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

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

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

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

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

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 contacting 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:

County	%	County	%	County	%
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

Effective February 2016 letting

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.

Effective with December 2017 Letting

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, TREMPEALEAU, 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, TREMPEALEAU, VERNON, VILAS, WALWORTH, WASHBURN, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
CARPENTER		
CARPENTER	$ 33.56	18.00
MILLWRIGHT	$ 35.08	18.35
PILEDRIVER	$ 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, TREMPEALEAU, 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

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* ELEC0158-002 06/01/2020

BROWN, DOOR, KEWAUNEE, MANITOWOC (except Schleswig), MARINETTE(Wausuakee and area South thereof), OCONTO, MENOMINEE (East of a ine 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

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* 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 carillion, 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

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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; bituminious 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 TREMPEALEAU
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

LABO0113-002 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 Sawer 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

LABO0113-003 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 Sawer 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

LABO0113-011 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 Sawer 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

LABO0140-002 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, TREMPEALEAU, 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; Bitminous 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 Sawer 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 Secialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson; Traffic Control

LABO0464-003 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; Bituminious Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawer 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, TREMPEALEAU, 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, TREMPEALEAU, 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, Dumptor & 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"

"General Decision Number: WI20200015 10/02/2020

Superseded General Decision Number: WI20190015

State: Wisconsin

Construction Type: Heavy

Counties: Wisconsin Statewide.

HEAVY CONSTRUCTION PROJECTS (Excluding Tunnel, Sewer, and Water Lines).

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	07/03/2020
8	07/17/2020
9	07/24/2020

10	08/28/2020
11	09/11/2020
12	09/18/2020
13	10/02/2020

BOIL0107-001 01/01/2017

	Rates	Fringes
BOILERMAKER		
Boilermaker	$ 35.65	29.89
Small Boiler Repair (under 25,000 lbs/hr)	$ 26.91	16.00

BRWI0001-002 06/03/2019

CRAWFORD, JACKSON, JUNEAU, LA CROSSE, MONROE, TREMPEALEAU, 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

BRWI0009-001 06/03/2019

GREEN LAKE, MARQUETTE, OUTAGAMIE, SHAWANO, WAUPACA, WASHARA, AND WINNEBAGO COUNTIES

	Rates	Fringes
BRICKLAYER	$ 34.18	23.90

BRWI0011-002 06/03/2019

CALUMET, FOND DU LAC, MANITOWOC, AND SHEBOYGAN COUNTIES

	Rates	Fringes
BRICKLAYER	$ 34.18	23.90

BRWI0013-002 06/03/2019

DANE, GRANT, IOWA, AND RICHLAND COUNTIES

	Rates	Fringes
BRICKLAYER	$ 35.56	24.23

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

BRWI0021-002 06/03/2019

DODGE AND JEFFERSON COUNTIES

	Rates	Fringes
BRICKLAYER	$ 35.75	24.02

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, TREMPEALEAU, VERNON, VILAS, WALWORTH, WASHBURN, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
CARPENTER		
CARPENTER	$ 33.56	18.00
MILLWRIGHT	$ 35.08	18.35
PILEDRIVER	$ 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

CARP2337-003 06/01/2019

	Rates	Fringes
MILLWRIGHT		
Zone A	$ 33.58	21.53
Zone B	$ 33.58	21.53

ZONE DEFINITIONS

ZONE A: MILWAUKEE, OZAUKEE, WAUKESHA AND WASHINGTON COUNTIES

ZONE B: KENOSHA & RACINE COUNTIES

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, TREMPEALEAU, 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

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* ELEC0158-002 06/01/2020

BROWN, DOOR, KEWAUNEE, MANITOWOC (except Schleswig), MARINETTE(Wausuakee and area South thereof), OCONTO, MENOMINEE (East of a ine 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

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* 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 carillion, 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

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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

ENGI0139-001 06/01/2020

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Power Equipment Operator		
Group 1	$ 47.66	23.15
Group 2	$ 47.16	23.15
Group 3	$ 46.66	23.15
Group 4	$ 45.97	23.15
Group 5	$ 42.39	23.15
Group 6	$ 37.24	23.15

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, Pedestal Tower Cranes and Derricks with or w/o attachments with a lifting capacity of over 100 tons; or Cranes, Tower Cranes, Pedestal Tower Cranes and Derricks with boom, leads, and/or jib lengths measuring 176 feet or longer; Self-Erecting Tower Cranes over 4000 lbs lifting capacity; All Cranes with Boom Dollies; Boring Machines (directional); Master Mechanic. $0.50 additional per hour per 100 tons or 100 ft of boom over 200 ft or lifting capacity of crane over 200 tons to a maximum of 300 tons or 300 ft. Thereafter an increase of $0.01 per ft or ton, whichever is greater.

GROUP 2: Cranes, Tower Cranes, Pedestal Tower Cranes and Derricks with or without attachments with a lifting capacity of 100 tons or less; or Cranes, Tower Cranes Portable Tower Cranes, Pedestal Tower Cranes and Derricks with boom, leadsand/or jib lengths measuring 175 feet or less; Backhoes (excavators) 130,000 lbs and over; Caisson Rigs; Pile Drivers; Boring Machines (vertical or horizontal), Versi-Lift, Tri-Lift, Gantry 20,000 lbs & over.

GROUP 3: Backhoe (excavator) under 130,000 lbs;Self-erecting Tower Crane 4000 lbs & under lifting capacity;Traveling Crane (bridge type); Skid Rigs; Dredge Operator; Mechanic; Concrete Paver (over 27E); Concrete Spreader and Distributor; Forklift/ Telehandler (machinery- moving / steel erection); Hydro Blaster, 10,000 psi and over

GROUP 4: Material Hoists; Stack Hoists; Hydraulic Backhoe (tractor or truck mounted); Hydraulic Crane, 5 tons or under (tractor or truck mounted); Hoist (tuggers 5 tons & over); Hydro-Excavators/Daylighters; Concrete Pumps Rotec type Conveyors; Tractor/Bulldozer/End Loader (over 40 hp); Motor Patrol; Scraper Operator; Sideboom; Straddle Carrier; Welder; Bituminous Plant and Paver Operator; Roller over 5 tons; Rail Leveling Machine (Railroad); Tie Placer; Tie Extractor; Tie Tamper; Stone Leveler; Rotary Drill Operator and Blaster; Percussion Drill Operator; Air Track Drill and/or Hammers; Gantrys (under 20,000 lbs); Tencher (wheel type or chain type having 8 inch or larger bucket); Milling Machine; Off-Road Material Haulers.

GROUP 5: Backfiller; Concrete Auto Breaker (large); Concrete Finishing Machines (road type); Rubber Tired Roller; Concrete Batch Hopper; Concrete Conveyor Systems; Grout Pumps; Concrete Mixers (14S or over); Screw Type Pumps and

Gypsum Pumps; Tractor, Bulldozer, End Loader (under 40 hp); Trencher (chain type, bucket under 8 inch); Industrial Locomotives; Rollers under 5 tons; Stump Grinder/Chipper (Large); Timber Equipment; Firemen (pile drivers and derricks); Personnel Hoist, Telehandler over 8000 lbs; Robotic Tool Carrier with or without attachments

GROUP 6: Tampers - Compactors (riding type); Assistant Engineer; A-Frames and Winch Trucks; Concrete Auto Breaker; Hydrohammers (small); Brooms and Sweepers; Hoist (tuggers under 5 tons); Boats (Tug, Safety, Work Barges, Launch); Shouldering Machine Operator; Prestress Machines; Screed Operator; Stone Crushers and Screening Plants; Screed Operators (milling machine), Farm or Industrial Tractor Mounted Equipment; Post Hole Digger; Fireman (asphalt plants); Air Compressors over 400 CFM; Generators, over 150 KW; Augers (vertical and horizontal); Air, Electric, Hydraulic Jacks (slipform); Skid Steer Loaders (with or without attachments); Boiler Operators (temporary heat); Refrigeration Plant/Freeze Machines; Power Pack Vibratory/Ultra Sound Drivers and Extractors; Welding Machines; Heaters (mechanical); Pumps; Winches (small electric); Oiler and Greaser; Rotary Drill Tender; Conveyor; Forklifts/Telehandler 8000 lbs & under; Elevators: Automatic Hoists; Pumps (well points); Combination Small Equipment Operators

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ENGI0139-003 06/01/2020

REMAINING COUNTIES

	Rates	Fringes
Power Equipment Operator		
Group 1	$ 42.92	23.15
Group 2	$ 41.67	23.15
Group 3	$ 39.97	23.15
Group 4	$ 39.44	23.15
Group 5	$ 37.37	23.15
Group 6	$ 35.84	23.15

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; Cranes, Tower Cranes, and Derricks with boom, leads and/or jib lengths 176 ft or longer.

GROUP 2: Backhoes (Excavators) weighing 130,00 lbs and over; Cranes, Tower Cranes and Derricks with or without attachments with a lifting capacity of 100 tons or less; Cranes, Tower Cranes, and Derricks with boom, leads, and/or jib lengths 175 ft or less; Caisson Rigs; Pile Driver

GROUP 3: Backhoes (Excavators) weighing under 130,000 lbs; Travelling Crane (bridge type); Milling Machine; Concrete Paver over 27 E; Concrete Spreader and Distributor; Concrete Laser Screed; Concrete Grinder and Planing Machine; Slipform Curb and Gutter Machine; Boring Machine (Directional); Dredge Operator; Skid Rigs; over 46 meter Concrete Pump.

GROUP 4: Hydraulic Backhoe (tractor or truck mounted); Hydraulic Crane, 10 tons or less; Tractor, Bulldozer, or End Loader (over 40 hp); Motor Patrol; Scraper Operator; Bituminous Plant and Paver Operator; Screed-Milling Machine; Roller over 5 tons; Concrete pumps 46 meter and under; Grout Pumps; Rotec type machine; Hydro Blaster, 10,000 psi and over; Rotary Drill Operator; Percussion Drilling Machine; Air Track Drill with or without integral hammer; Blaster; Boring Machine (vertical or horizontal); Side Boom; Trencher, wheel type or chain type having 8 inch or larger bucket; Rail Leveling Machine (Railroad); Tie Placer; Tie Extractor; Tie Tamper; Stone Leveler; Straddle Carrier; Material Hoists; Stack Hoist; Man Hoists; Mechanic and Welder; Off Road Material Haulers.

GROUP 5: Tractor, Bulldozer, or Endloader (under 40 hp); Tampers -Compactors, riding type; Stump Chipper, large; Roller, Rubber Tire; Backfiller; Trencher, chain type (bucket under 8 inch); Concrete Auto Breaker, large; Concrete Finishing Machine (road type); Concrete Batch Hopper; Concrete Conveyor Systems; Concrete Mixers, 14S or over; Pumps, Screw Type and Gypsum); Hydrohammers, small; Brooms and Sweeeprs; Lift Slab Machine; Roller under 5 tons; Industrial Locomotives; Fireman (Pile Drivers and Derricks); Pumps (well points); Hoists, automatic; A-Frames and Winch Trucks; Hoists (tuggers); Boats (Tug, Safety, Work Barges and Launches); Assistant Engineer

GROUP 6: Shouldering Machine Operator; Farm or Industrial Tractor mounted equipment; Post Hole Digger; Auger (vertical and horizontal); Skid Steer Loader with or without attachments; Robotic Tool Carrier with or without

attachments; Power Pack Vibratory/Ultra Sound Driver and Extractor; Fireman (Asphalt Plants); Screed Operator; Stone Crushers and Screening Plants; Air, Electric, Hydraulic Jacks (Slip Form); Prestress Machines; Air Compressor, 400 CFM or over; Refrigeration Plant/Freese Machine; Boiler Operators (temporary heat); Forklifts; Welding Machines; Generators; Pumps over 3""; Heaters, Mechanical; Combination small equipment operator; Winches, small electric; Oiler; Greaser; Rotary Drill Tender; Conveyor; Elevator Operator

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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

IRON0512-008 06/03/2019

BARRON, BUFFALO, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, JACKSON, PEPIN, PIERCE, POLK, RUSK, ST CROIX, TAYLOR, AND TREMPEALEAU 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

LABO0113-002 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 Sawer 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

LABO0113-003 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 Sawer 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

LABO0113-011 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 Sawer 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

LABO0140-002 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, TREMPEALEAU, 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; Bitminous 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 Sawer 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 Secialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson; Traffic Control

LABO0464-003 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; Bituminious Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawer 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, TREMPEALEAU, 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, TREMPEALEAU, 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

PLUM0011-003 05/07/2018

ASHLAND, BAYFIELD, BURNETT, DOUGLAS, IRON, SAWYER, AND WASHBURN COUNTIES

	Rates	Fringes
PLUMBER	$ 40.63	20.72

PLUM0075-002 06/01/2016

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
PLUMBER	$ 40.27	21.47

PLUM0075-004 06/01/2016

DODGE (Watertown), GREEN, JEFFERSON, LAFAYETTE, AND ROCK COUNTIES

	Rates	Fringes
PLUMBER	$ 40.52	21.47

PLUM0075-009 06/01/2016

COLUMBIA, DANE, IOWA, MARQUETTE, RICHLAND AND SAUK COUNTIES

	Rates	Fringes
PLUMBER	$ 38.82	20.12

PLUM0111-007 05/28/2018

MARINETTE COUNTY (Niagara only)

	Rates	Fringes
PLUMBER/PIPEFITTER	$ 33.33	24.48

PLUM0118-002 06/01/2020

KENOSHA, RACINE, AND WALWORTH COUNTIES

	Rates	Fringes
Plumber and Steamfitter	$ 43.95	24.35

PLUM0400-003 06/04/2018

ADAMS,BROWN, CALUMET, DODGE (except Watertown), DOOR, FOND DU LAC, GREEN LAKE,KEWAUNEE, MANITOWOC, MARINETTE (except Niagara), MENOMINEE, OCONTO, OUTAGAMIE, SHAWANO, SHEBOYGAN, WAUPACA, WAUSHARA, AND WINNEBAGO COUNTIES

	Rates	Fringes
PLUMBER/PIPEFITTER	$ 36.74	19.06

PLUM0434-002 05/31/2020

BARON, BUFFALO, CHIPPEWA, CLARK, CRAWFORD, DUNN, EAU CLAIRE, FLORENCE, FOREST, GRANT, JACKSON, JUNEAU, LA CROSSE, LANGLADE, LINCOLN, MARATHON, MONROE, ONEIDA, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RUSK, ST. CROIX, TAYLOR, TREMPEALEAU, VERNON, VILAS, AND WOOD COUNTIES

	Rates	Fringes
PIPEFITTER	$ 42.70	20.47

PLUM0601-003 06/03/2019

DODGE (Watertown), GREEN, JEFFERSON, LAFAYETTE, MILWAUKEE, OZAUKEE, ROCK, WASHINGTON AND WAUKESHA COUNTIES

	Rates	Fringes
PIPEFITTER	$ 46.89	25.29

PLUM0601-009 06/04/2017

COLUMBIA, DANE, IOWA, MARQUETTE, RICHLAND AND SAUK COUNTIES

	Rates	Fringes
PIPEFITTER	$ 47.08	20.89

TEAM0039-002 06/01/2020

	Rates	Fringes
TRUCK DRIVER		
1 & 2 Axle Trucks	$ 31.07	22.94
3 or more axles; Euclids or Dumptor, Articulated Truck, Mechanic	$ 31.22	22.94

SUWI2011-001 11/16/2011

	Rates	Fringes
WELL DRILLER	$ 16.52	

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 ID: 20201208023 **Project(s):** 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

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

Proposal Line Number	Item ID / Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	201.0105 Clearing	231.000 STA	_____.____	_____.____
0004	201.0115 Clearing	2.570 ACRE	_____.____	_____.____
0006	201.0205 Grubbing	231.000 STA	_____.____	_____.____
0008	201.0215 Grubbing	2.570 ACRE	_____.____	_____.____
0010	203.0100 Removing Small Pipe Culverts	23.000 EACH	_____.____	_____.____
0012	203.0500.S Removing Old Structure Over Waterway (station) 01. 913+59 SB	LS	LUMP SUM	_____.____
0014	203.0600.S Removing Old Structure Over Waterway With Minimal Debris (station) 02. 169+08 WF	LS	LUMP SUM	_____.____
0016	203.0700.S Removing Old Structure Over Waterway With Debris Capture System (station) 01. 134+25 S	LS	LUMP SUM	_____.____
0018	204.0100 Removing Concrete Pavement	30,851.000 SY	_____.____	_____.____
0020	204.0110 Removing Asphaltic Surface	1,319.000 SY	_____.____	_____.____
0022	204.0115 Removing Asphaltic Surface Butt Joints	118.000 SY	_____.____	_____.____
0024	204.0120 Removing Asphaltic Surface Milling	5,885.000 SY	_____.____	_____.____
0026	204.0130 Removing Curb	74.000 LF	_____.____	_____.____
0028	204.0150 Removing Curb & Gutter	2,650.000 LF	_____.____	_____.____
0030	204.0155 Removing Concrete Sidewalk	4.000 SY	_____.____	_____.____

Proposal ID: 20201208023 **Project(s):** 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0032	204.0165 Removing Guardrail	2,100.000 LF	_____.____	_____.____
0034	204.0170 Removing Fence	10,119.000 LF	_____.____	_____.____
0036	204.0180 Removing Delineators and Markers	63.000 EACH	_____.____	_____.____
0038	204.0195 Removing Concrete Bases	5.000 EACH	_____.____	_____.____
0040	204.0220 Removing Inlets	8.000 EACH	_____.____	_____.____
0042	204.0240 Site Clearance (parcel) 01. Parcel 11	LS	LUMP SUM	_____.____
0044	204.0240 Site Clearance (parcel) 02. Parcel 12	LS	LUMP SUM	_____.____
0046	204.0240 Site Clearance (parcel) 03. Parcel 21	LS	LUMP SUM	_____.____
0048	204.0245 Removing Storm Sewer (size) 01. 15-INCH	112.000 LF	_____.____	_____.____
0050	204.0245 Removing Storm Sewer (size) 02. 18-INCH	35.000 LF	_____.____	_____.____
0052	204.0245 Removing Storm Sewer (size) 03. 24-INCH	180.000 LF	_____.____	_____.____
0054	204.0245 Removing Storm Sewer (size) 04. 30-INCH	190.000 LF	_____.____	_____.____
0056	204.0265 Abandoning Wells	1.000 EACH	_____.____	_____.____
0058	204.9060.S Removing (item description) 01. FLASHING BEACON ASSEMBLY	1.000 EACH	_____.____	_____.____
0060	204.9060.S Removing (item description) 02. POSTS	52.000 EACH	_____.____	_____.____

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0062	204.9105.S Removing (item description) 01. WOODEN STAIRS, PLATFORM, AND RAILINGS	LS	LUMP SUM	_____.____
0064	205.0100 Excavation Common	469,581.000 CY	_____.____	_____.____
0066	205.0400 Excavation Marsh	597.000 CY	_____.____	_____.____
0068	205.0501.S Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	50.000 TON	_____.____	_____.____
0070	206.1000 Excavation for Structures Bridges (structure) 01. B-65-55	LS	LUMP SUM	_____.____
0072	206.1000 Excavation for Structures Bridges (structure) 02. B-65-56	LS	LUMP SUM	_____.____
0074	206.1000 Excavation for Structures Bridges (structure) 03. B-65-57	LS	LUMP SUM	_____.____
0076	206.1000 Excavation for Structures Bridges (structure) 04. B-65-58	LS	LUMP SUM	_____.____
0078	206.1000 Excavation for Structures Bridges (structure) 05. B-65-59	LS	LUMP SUM	_____.____
0080	206.3000 Excavation for Structures Retaining Walls (structure) 06. R-65-03	LS	LUMP SUM	_____.____
0082	206.3000 Excavation for Structures Retaining Walls (structure) 07. R-65-04	LS	LUMP SUM	_____.____
0084	209.1100 Backfill Granular Grade 1	1,045.000 CY	_____.____	_____.____
0086	210.1500 Backfill Structure Type A	2,809.000 TON	_____.____	_____.____
0088	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 1197-00-70	LS	LUMP SUM	_____.____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0090	213.0100 Finishing Roadway (project) 01. 1197-00-70	1.000 EACH	_____.____	_____.____
0092	214.0100 Obliterating Old Road	31.000 STA	_____.____	_____.____
0094	305.0110 Base Aggregate Dense 3/4-Inch	10,219.000 TON	_____.____	_____.____
0096	305.0120 Base Aggregate Dense 1 1/4-Inch	92,156.000 TON	_____.____	_____.____
0098	305.0500 Shaping Shoulders	8.000 STA	_____.____	_____.____
0100	310.0110 Base Aggregate Open-Graded	400.000 TON	_____.____	_____.____
0102	330.0100 Mill and Relay	1,554.000 SY	_____.____	_____.____
0104	405.0100 Coloring Concrete WisDOT Red	440.000 CY	_____.____	_____.____
0106	415.0080 Concrete Pavement 8-Inch	35,642.000 SY	_____.____	_____.____
0108	415.0410 Concrete Pavement Approach Slab	337.000 SY	_____.____	_____.____
0110	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____.____	_____.____
0112	416.0512 Concrete Truck Apron 12-Inch	1,314.000 SY	_____.____	_____.____
0114	416.0610 Drilled Tie Bars	1,464.000 EACH	_____.____	_____.____
0116	416.0620 Drilled Dowel Bars	64.000 EACH	_____.____	_____.____
0118	416.1010 Concrete Surface Drains	6.000 CY	_____.____	_____.____
0120	416.1110 Concrete Shoulder Rumble Strips	8,614.000 LF	_____.____	_____.____

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0122	450.4000 HMA Cold Weather Paving	3,000.000 TON	_____.____	_____.____
0124	455.0605 Tack Coat	8,882.000 GAL	_____.____	_____.____
0126	460.2000 Incentive Density HMA Pavement	20,030.000 DOL	1.00000	20,030.00
0128	460.6444 HMA Pavement 4 MT 58-34 H	4,620.000 TON	_____.____	_____.____
0130	460.7423 HMA Pavement 3 HT 58-28 H	8,346.000 TON	_____.____	_____.____
0132	460.7424 HMA Pavement 4 HT 58-28 H	11,953.000 TON	_____.____	_____.____
0134	460.7445 HMA Pavement 5 HT 58-34 H	6,370.000 TON	_____.____	_____.____
0136	465.0105 Asphaltic Surface	70.000 TON	_____.____	_____.____
0138	465.0120 Asphaltic Surface Driveways and Field Entrances	367.000 TON	_____.____	_____.____
0140	465.0125 Asphaltic Surface Temporary	3,384.000 TON	_____.____	_____.____
0142	465.0315 Asphaltic Flumes	175.000 SY	_____.____	_____.____
0144	465.0400 Asphaltic Shoulder Rumble Strips	8,649.000 LF	_____.____	_____.____
0146	501.1000.S Ice Hot Weather Concreting	4,741.000 LB	_____.____	_____.____
0148	502.0100 Concrete Masonry Bridges	2,721.000 CY	_____.____	_____.____
0150	502.3101 Expansion Device 01. B-65-55	24.000 LF	_____.____	_____.____
0152	502.3101 Expansion Device 02. B-65-56	103.000 LF	_____.____	_____.____

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0154	502.3200 Protective Surface Treatment	4,040.000 SY	_____.____	_____.____
0156	502.3210 Pigmented Surface Sealer	756.000 SY	_____.____	_____.____
0158	503.0137 Prestressed Girder Type I 36W-Inch	244.000 LF	_____.____	_____.____
0160	503.0155 Prestressed Girder Type I 54W-Inch	2,713.000 LF	_____.____	_____.____
0162	503.0172 Prestressed Girder Type I 72W-Inch	1,210.000 LF	_____.____	_____.____
0164	504.0500 Concrete Masonry Retaining Walls	84.000 CY	_____.____	_____.____
0166	505.0400 Bar Steel Reinforcement HS Structures	56,200.000 LB	_____.____	_____.____
0168	505.0600 Bar Steel Reinforcement HS Coated Structures	387,630.000 LB	_____.____	_____.____
0170	505.0800.S Bar Steel Reinforcement HS Stainless Structures	4,830.000 LB	_____.____	_____.____
0172	506.2605 Bearing Pads Elastomeric Non-Laminated	60.000 EACH	_____.____	_____.____
0174	506.2610 Bearing Pads Elastomeric Laminated	16.000 EACH	_____.____	_____.____
0176	506.3008 Welded Stud Shear Connectors 5/8x5-Inch	2,320.000 EACH	_____.____	_____.____
0178	506.4000 Steel Diaphragms (structure) 02. B-65-56	42.000 EACH	_____.____	_____.____
0180	506.4000 Steel Diaphragms (structure) 03. B-65-57	3.000 EACH	_____.____	_____.____
0182	506.4000 Steel Diaphragms (structure) 04. B-65-58	8.000 EACH	_____.____	_____.____
0184	506.4000 Steel Diaphragms (structure) 05. B-65-59	8.000 EACH	_____.____	_____.____

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0186	506.8005.S Prefabricated Steel Truss Pedestrian Bridge LRFD (structure) 01. B-65-55	LS	LUMP SUM	_____.____
0188	509.5100.S Polymer Overlay	250.000 SY	_____.____	_____.____
0190	511.1200 Temporary Shoring (structure) 01. B-65-55	786.000 SF	_____.____	_____.____
0192	511.1200 Temporary Shoring (structure) 04. B-65-58	3,030.000 SF	_____.____	_____.____
0194	512.0500 Piling Steel Sheet Permanent Delivered	4,270.000 SF	_____.____	_____.____
0196	512.0600 Piling Steel Sheet Permanent Driven	4,270.000 SF	_____.____	_____.____
0198	513.2001 Railing Pipe	207.000 LF	_____.____	_____.____
0200	513.8011 Railing Steel Pedestrian Type C2	552.000 LF	_____.____	_____.____
0202	516.0500 Rubberized Membrane Waterproofing	146.000 SY	_____.____	_____.____
0204	517.1000 Painting Epoxy System Steel Truss (structure) 01. B-65-55	LS	LUMP SUM	_____.____
0206	517.1015.S Concrete Staining Multi-Color (structure) 06. R-65-03	1,666.000 SF	_____.____	_____.____
0208	517.1050.S Architectural Surface Treatment (structure) 06. R-65-03	1,666.000 SF	_____.____	_____.____
0210	520.1012 Apron Endwalls for Culvert Pipe 12-Inch	2.000 EACH	_____.____	_____.____
0212	520.1018 Apron Endwalls for Culvert Pipe 18-Inch	20.000 EACH	_____.____	_____.____
0214	520.1024 Apron Endwalls for Culvert Pipe 24-Inch	6.000 EACH	_____.____	_____.____

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0216	520.2018 Culvert Pipe Temporary 18-Inch	112.000 LF	_____.____	_____.____
0218	520.2024 Culvert Pipe Temporary 24-Inch	436.000 LF	_____.____	_____.____
0220	520.3312 Culvert Pipe Class III-A 12-Inch	24.000 LF	_____.____	_____.____
0222	520.3318 Culvert Pipe Class III-A 18-Inch	360.000 LF	_____.____	_____.____
0224	520.3324 Culvert Pipe Class III-A 24-Inch	182.000 LF	_____.____	_____.____
0226	521.1024 Apron Endwalls for Culvert Pipe Steel 24-Inch	16.000 EACH	_____.____	_____.____
0228	521.1518 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 6 to 1	2.000 EACH	_____.____	_____.____
0230	521.1524 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	14.000 EACH	_____.____	_____.____
0232	521.2005.S Surface Drain Pipe Corrugated Metal Slotted (inch) 01. 15-Inch	350.000 LF	_____.____	_____.____
0234	521.3115 Culvert Pipe Corrugated Steel 15-Inch	146.000 LF	_____.____	_____.____
0236	521.6118 Culvert Pipe Corrugated Steel Aluminum Coated 18-Inch	82.000 LF	_____.____	_____.____
0238	521.6124 Culvert Pipe Corrugated Steel Aluminum Coated 24-Inch	1,024.000 LF	_____.____	_____.____
0240	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	730.000 LF	_____.____	_____.____
0242	522.0430 Culvert Pipe Reinforced Concrete Class IV 30-Inch	280.000 LF	_____.____	_____.____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0244	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	5.000 EACH	_____.____	_____.____
0246	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	33.000 EACH	_____.____	_____.____
0248	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	2.000 EACH	_____.____	_____.____
0250	531.1100 Concrete Masonry Ancillary Structures Type NS	18.000 CY	_____.____	_____.____
0252	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	2,604.000 LB	_____.____	_____.____
0254	531.1160 Steel Reinforcement HS Coated Ancillary Structures Type NS	6,196.000 LB	_____.____	_____.____
0256	531.2024 Drilling Shaft 24-Inch	150.000 LF	_____.____	_____.____
0258	550.0500 Pile Points	122.000 EACH	_____.____	_____.____
0260	550.1100 Piling Steel HP 10-Inch X 42 Lb	13,780.000 LF	_____.____	_____.____
0262	601.0105 Concrete Curb Type A	67.000 LF	_____.____	_____.____
0264	601.0405 Concrete Curb & Gutter 18-Inch Type A	493.000 LF	_____.____	_____.____
0266	601.0411 Concrete Curb & Gutter 30-Inch Type D	5,905.000 LF	_____.____	_____.____
0268	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	923.000 LF	_____.____	_____.____
0270	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	2,857.000 LF	_____.____	_____.____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0272	601.0582 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type T	704.000 LF	_____.____	_____.____
0274	601.0588 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	132.000 LF	_____.____	_____.____
0276	601.0590 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	94.000 LF	_____.____	_____.____
0278	602.0405 Concrete Sidewalk 4-Inch	15,362.000 SF	_____.____	_____.____
0280	602.0415 Concrete Sidewalk 6-Inch	142.000 SF	_____.____	_____.____
0282	602.0505 Curb Ramp Detectable Warning Field Yellow	20.000 SF	_____.____	_____.____
0284	603.1142 Concrete Barrier Type S42	3,200.000 LF	_____.____	_____.____
0286	603.8000 Concrete Barrier Temporary Precast Delivered	1,800.000 LF	_____.____	_____.____
0288	603.8125 Concrete Barrier Temporary Precast Installed	1,800.000 LF	_____.____	_____.____
0290	604.0500 Slope Paving Crushed Aggregate	1,996.000 SY	_____.____	_____.____
0292	604.0600 Slope Paving Select Crushed Material	260.000 SY	_____.____	_____.____
0294	606.0100 Riprap Light	1,069.000 CY	_____.____	_____.____
0296	606.0300 Riprap Heavy	1,043.000 CY	_____.____	_____.____
0298	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	232.000 LF	_____.____	_____.____
0300	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	51.000 LF	_____.____	_____.____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0302	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	517.000 LF	_____.____	_____.____
0304	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	723.000 LF	_____.____	_____.____
0306	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	45.000 LF	_____.____	_____.____
0308	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	10.000 LF	_____.____	_____.____
0310	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	146.000 LF	_____.____	_____.____
0312	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	896.000 LF	_____.____	_____.____
0314	611.0530 Manhole Covers Type J	3.000 EACH	_____.____	_____.____
0316	611.0610 Inlet Covers Type BW	15.000 EACH	_____.____	_____.____
0318	611.0612 Inlet Covers Type C	1.000 EACH	_____.____	_____.____
0320	611.0615 Inlet Covers Type F	1.000 EACH	_____.____	_____.____
0322	611.0624 Inlet Covers Type H	19.000 EACH	_____.____	_____.____
0324	611.0627 Inlet Covers Type HM	3.000 EACH	_____.____	_____.____
0326	611.0642 Inlet Covers Type MS	9.000 EACH	_____.____	_____.____
0328	611.0652 Inlet Covers Type T	4.000 EACH	_____.____	_____.____
0330	611.2005 Manholes 5-FT Diameter	3.000 EACH	_____.____	_____.____

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0332	611.3004 Inlets 4-FT Diameter	22.000 EACH	_____.____	_____.____
0334	611.3225 Inlets 2x2.5-FT	3.000 EACH	_____.____	_____.____
0336	611.3230 Inlets 2x3-FT	15.000 EACH	_____.____	_____.____
0338	611.3901 Inlets Median 1 Grate	3.000 EACH	_____.____	_____.____
0340	611.3902 Inlets Median 2 Grate	3.000 EACH	_____.____	_____.____
0342	611.8120.S Cover Plates Temporary	2.000 EACH	_____.____	_____.____
0344	612.0404 Pipe Underdrain Wrapped 4-Inch	100.000 LF	_____.____	_____.____
0346	612.0406 Pipe Underdrain Wrapped 6-Inch	1,142.000 LF	_____.____	_____.____
0348	614.0150 Anchor Assemblies for Steel Plate Beam Guard	15.000 EACH	_____.____	_____.____
0350	614.0200 Steel Thrie Beam Structure Approach	27.000 LF	_____.____	_____.____
0352	614.0220 Steel Thrie Beam Bullnose Terminal	1.000 EACH	_____.____	_____.____
0354	614.0230 Steel Thrie Beam	125.000 LF	_____.____	_____.____
0356	614.0305 Steel Plate Beam Guard Class A	38.000 LF	_____.____	_____.____
0358	614.0370 Steel Plate Beam Guard Energy Absorbing Terminal	1.000 EACH	_____.____	_____.____
0360	614.0396 Guardrail Mow Strip Asphalt	12.000 SY	_____.____	_____.____
0362	614.0905 Crash Cushions Temporary	5.000 EACH	_____.____	_____.____

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0364	614.2300 MGS Guardrail 3	2,887.500 LF	_____.____	_____.____
0366	614.2500 MGS Thrie Beam Transition	473.000 LF	_____.____	_____.____
0368	614.2610 MGS Guardrail Terminal EAT	17.000 EACH	_____.____	_____.____
0370	614.2620 MGS Guardrail Terminal Type 2	5.000 EACH	_____.____	_____.____
0372	615.0400 Marker Posts Rustic	139.000 EACH	_____.____	_____.____
0374	616.0100 Fence Woven Wire (height) 01. 4-FT	17,722.000 LF	_____.____	_____.____
0376	616.0600.S Fence Temporary	50.000 LF	_____.____	_____.____
0378	616.0700.S Fence Safety	742.000 LF	_____.____	_____.____
0380	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1197-00-70	1.000 EACH	_____.____	_____.____
0382	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0384	620.0300 Concrete Median Sloped Nose	528.000 SF	_____.____	_____.____
0386	624.0100 Water	4,500.000 MGAL	_____.____	_____.____
0388	625.0100 Topsoil	16,763.000 SY	_____.____	_____.____
0390	625.0500 Salvaged Topsoil	175,512.000 SY	_____.____	_____.____
0392	627.0200 Mulching	370,699.000 SY	_____.____	_____.____
0394	628.1504 Silt Fence	19,491.000 LF	_____.____	_____.____

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0396	628.1520 Silt Fence Maintenance	23,066.000 LF	_____.____	_____.____
0398	628.1905 Mobilizations Erosion Control	20.000 EACH	_____.____	_____.____
0400	628.1910 Mobilizations Emergency Erosion Control	12.000 EACH	_____.____	_____.____
0402	628.1920 Cleaning Sediment Basins	100.000 CY	_____.____	_____.____
0404	628.2004 Erosion Mat Class I Type B	63,533.000 SY	_____.____	_____.____
0406	628.2006 Erosion Mat Urban Class I Type A	4,630.000 SY	_____.____	_____.____
0408	628.2027 Erosion Mat Class II Type C	13,675.000 SY	_____.____	_____.____
0410	628.6005 Turbidity Barriers	400.000 SY	_____.____	_____.____
0412	628.6510 Soil Stabilizer Type B	1.500 ACRE	_____.____	_____.____
0414	628.7005 Inlet Protection Type A	82.000 EACH	_____.____	_____.____
0416	628.7015 Inlet Protection Type C	59.000 EACH	_____.____	_____.____
0418	628.7504 Temporary Ditch Checks	2,075.000 LF	_____.____	_____.____
0420	628.7515.S Stone or Rock Ditch Checks	18.000 CY	_____.____	_____.____
0422	628.7555 Culvert Pipe Checks	157.000 EACH	_____.____	_____.____
0424	628.7560 Tracking Pads	4.000 EACH	_____.____	_____.____
0426	628.7570 Rock Bags	340.000 EACH	_____.____	_____.____
0428	629.0205 Fertilizer Type A	239.000 CWT	_____.____	_____.____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0430	630.0120 Seeding Mixture No. 20	9,954.000 LB	_____.____	_____.____
0432	630.0140 Seeding Mixture No. 40	238.000 LB	_____.____	_____.____
0434	630.0171 Seeding Mixture No. 70A	68.000 LB	_____.____	_____.____
0436	630.0200 Seeding Temporary	1,391.000 LB	_____.____	_____.____
0438	630.0400 Seeding Nurse Crop	136.000 LB	_____.____	_____.____
0440	630.0500 Seed Water	8,768.000 MGAL	_____.____	_____.____
0442	632.0201 Shrubs (species) (size) (root) 01. Speckled Alder, CG, 3 GAL	8.000 EACH	_____.____	_____.____
0444	632.0201 Shrubs (species) (size) (root) 02. Red Osier Dogwood, CG, 3 GAL.	8.000 EACH	_____.____	_____.____
0446	632.9101 Landscape Planting Surveillance and Care Cycles	10.000 EACH	_____.____	_____.____
0448	633.0100 Delineator Posts Steel	136.000 EACH	_____.____	_____.____
0450	633.0500 Delineator Reflectors	204.000 EACH	_____.____	_____.____
0452	633.1100 Delineators Temporary	63.000 EACH	_____.____	_____.____
0454	633.5200 Markers Culvert End	71.000 EACH	_____.____	_____.____
0456	634.0612 Posts Wood 4x6-Inch X 12-FT	21.000 EACH	_____.____	_____.____
0458	634.0614 Posts Wood 4x6-Inch X 14-FT	51.000 EACH	_____.____	_____.____
0460	634.0616 Posts Wood 4x6-Inch X 16-FT	108.000 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
0462	634.0618 Posts Wood 4x6-Inch X 18-FT	42.000 EACH	_____.____	_____.____
0464	634.0620 Posts Wood 4x6-Inch X 20-FT	18.000 EACH	_____.____	_____.____
0466	634.0622 Posts Wood 4x6-Inch X 22-FT	6.000 EACH	_____.____	_____.____
0468	637.1220 Signs Type I Reflective SH	1,314.000 SF	_____.____	_____.____
0470	637.2210 Signs Type II Reflective H	1,554.430 SF	_____.____	_____.____
0472	637.2220 Signs Type II Reflective SH	36.000 SF	_____.____	_____.____
0474	637.2230 Signs Type II Reflective F	572.250 SF	_____.____	_____.____
0476	638.2101 Moving Signs Type I	1.000 EACH	_____.____	_____.____
0478	638.2102 Moving Signs Type II	16.000 EACH	_____.____	_____.____
0480	638.2602 Removing Signs Type II	169.000 EACH	_____.____	_____.____
0482	638.3000 Removing Small Sign Supports	207.000 EACH	_____.____	_____.____
0484	638.3150 Removing Overhead Sign Supports Cantilever (structure) 01. 96+15 E	1.000 EACH	_____.____	_____.____
0486	638.4000 Moving Small Sign Supports	24.000 EACH	_____.____	_____.____
0488	638.4100 Moving Structural Steel Sign Supports	2.000 EACH	_____.____	_____.____
0490	642.5201 Field Office Type C	1.000 EACH	_____.____	_____.____
0492	643.0300 Traffic Control Drums	291,680.000 DAY	_____.____	_____.____

Proposal ID: 20201208023 **Project(s):** 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0494	643.0420 Traffic Control Barricades Type III	44,740.000 DAY	_____.____	_____.____
0496	643.0500 Traffic Control Flexible Tubular Marker Posts	665.000 EACH	_____.____	_____.____
0498	643.0600 Traffic Control Flexible Tubular Marker Bases	665.000 EACH	_____.____	_____.____
0500	643.0705 Traffic Control Warning Lights Type A	64,240.000 DAY	_____.____	_____.____
0502	643.0715 Traffic Control Warning Lights Type C	15,750.000 DAY	_____.____	_____.____
0504	643.0800 Traffic Control Arrow Boards	1,800.000 DAY	_____.____	_____.____
0506	643.0900 Traffic Control Signs	109,335.000 DAY	_____.____	_____.____
0508	643.1050 Traffic Control Signs PCMS	200.000 DAY	_____.____	_____.____
0510	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0512	645.0111 Geotextile Type DF Schedule A	381.000 SY	_____.____	_____.____
0514	645.0120 Geotextile Type HR	1,572.000 SY	_____.____	_____.____
0516	645.0130 Geotextile Type R	2,689.000 SY	_____.____	_____.____
0518	645.0140 Geotextile Type SAS	70.000 SY	_____.____	_____.____
0520	646.1020 Marking Line Epoxy 4-Inch	58,299.000 LF	_____.____	_____.____
0522	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	50,931.000 LF	_____.____	_____.____
0524	646.1555 Marking Line Grooved Contrast Permanent Tape 4-Inch	3,836.000 LF	_____.____	_____.____

Proposal ID: 20201208023 **Project(s):** 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0526	646.3020 Marking Line Epoxy 8-Inch	988.000 LF	_____.____	_____.____
0528	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	8,994.000 LF	_____.____	_____.____
0530	646.5020 Marking Arrow Epoxy	22.000 EACH	_____.____	_____.____
0532	646.5120 Marking Word Epoxy	17.000 EACH	_____.____	_____.____
0534	646.6120 Marking Stop Line Epoxy 18-Inch	163.000 LF	_____.____	_____.____
0536	646.6220 Marking Yield Line Epoxy 18-Inch	19.000 EACH	_____.____	_____.____
0538	646.6320 Marking Dotted Extension Epoxy 18-Inch	145.000 LF	_____.____	_____.____
0540	646.6464 Cold Weather Marking Epoxy 4-Inch	10,000.000 LF	_____.____	_____.____
0542	646.6468 Cold Weather Marking Epoxy 8-Inch	400.000 LF	_____.____	_____.____
0544	646.7120 Marking Diagonal Epoxy 12-Inch	65.000 LF	_____.____	_____.____
0546	646.7220 Marking Chevron Epoxy 24-Inch	232.000 LF	_____.____	_____.____
0548	646.8120 Marking Curb Epoxy	50.000 LF	_____.____	_____.____
0550	646.8220 Marking Island Nose Epoxy	7.000 EACH	_____.____	_____.____
0552	646.9000 Marking Removal Line 4-Inch	15,561.000 LF	_____.____	_____.____
0554	646.9100 Marking Removal Line 8-Inch	1,292.000 LF	_____.____	_____.____
0556	646.9200 Marking Removal Line Wide	342.000 LF	_____.____	_____.____

Proposal ID: 20201208023 **Project(s):** 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0558	646.9300 Marking Removal Special Marking	26.000 EACH	_____.____	_____.____
0560	649.0105 Temporary Marking Line Paint 4-Inch	50,636.000 LF	_____.____	_____.____
0562	649.0120 Temporary Marking Line Epoxy 4-Inch	27,151.000 LF	_____.____	_____.____
0564	649.0150 Temporary Marking Line Removable Tape 4-Inch	17,391.000 LF	_____.____	_____.____
0566	649.0205 Temporary Marking Line Paint 8-Inch	91.000 LF	_____.____	_____.____
0568	649.0220 Temporary Marking Line Epoxy 8-Inch	315.000 LF	_____.____	_____.____
0570	649.0250 Temporary Marking Line Removable Tape 8-Inch	1,514.000 LF	_____.____	_____.____
0572	649.0520 Temporary Marking Arrow Epoxy	2.000 EACH	_____.____	_____.____
0574	649.0620 Temporary Marking Word Epoxy	1.000 EACH	_____.____	_____.____
0576	649.0805 Temporary Marking Stop Line Paint 18-Inch	194.000 LF	_____.____	_____.____
0578	649.0820 Temporary Marking Stop Line Epoxy 18-Inch	166.000 LF	_____.____	_____.____
0580	650.4000 Construction Staking Storm Sewer	78.000 EACH	_____.____	_____.____
0582	650.4500 Construction Staking Subgrade	60,729.000 LF	_____.____	_____.____
0584	650.5000 Construction Staking Base	33,723.000 LF	_____.____	_____.____
0586	650.5500 Construction Staking Curb Gutter and Curb & Gutter	9,852.000 LF	_____.____	_____.____

Proposal ID: 20201208023 **Project(s):** 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0588	650.6000 Construction Staking Pipe Culverts	21.000 EACH	_____.____	_____.____
0590	650.6500 Construction Staking Structure Layout (structure) 01.B-65-55	LS	LUMP SUM	_____.____
0592	650.6500 Construction Staking Structure Layout (structure) 02.B-65-56	LS	LUMP SUM	_____.____
0594	650.6500 Construction Staking Structure Layout (structure) 03.B-65-57	LS	LUMP SUM	_____.____
0596	650.6500 Construction Staking Structure Layout (structure) 04.B-65-58	LS	LUMP SUM	_____.____
0598	650.6500 Construction Staking Structure Layout (structure) 05.B-65-59	LS	LUMP SUM	_____.____
0600	650.6500 Construction Staking Structure Layout (structure) 06.R-65-03	LS	LUMP SUM	_____.____
0602	650.6500 Construction Staking Structure Layout (structure) 07.R-65-04	LS	LUMP SUM	_____.____
0604	650.7000 Construction Staking Concrete Pavement	11,486.000 LF	_____.____	_____.____
0606	650.8000 Construction Staking Resurfacing Reference	1,910.000 LF	_____.____	_____.____
0608	650.8500 Construction Staking Electrical Installations (project) 01. 1197-00-70	LS	LUMP SUM	_____.____
0610	650.9910 Construction Staking Supplemental Control (project) 01. 1197-00-70	LS	LUMP SUM	_____.____
0612	650.9920 Construction Staking Slope Stakes	60,729.000 LF	_____.____	_____.____
0614	652.0125 Conduit Rigid Metallic 2-Inch	1,498.000 LF	_____.____	_____.____

Proposal ID: 20201208023 **Project(s):** 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0616	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	5,130.000 LF	_____.____	_____.____
0618	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	96.000 LF	_____.____	_____.____
0620	652.0700.S Install Conduit into Existing Item	1.000 EACH	_____.____	_____.____
0622	653.0140 Pull Boxes Steel 24x42-Inch	4.000 EACH	_____.____	_____.____
0624	653.0164 Pull Boxes Non-Conductive 24x42-Inch	18.000 EACH	_____.____	_____.____
0626	653.0222 Junction Boxes 18x12x6-Inch	4.000 EACH	_____.____	_____.____
0628	653.0905 Removing Pull Boxes	1.000 EACH	_____.____	_____.____
0630	654.0105 Concrete Bases Type 5	28.000 EACH	_____.____	_____.____
0632	654.0224 Concrete Control Cabinet Bases Type L24	1.000 EACH	_____.____	_____.____
0634	654.1150 Concrete Bases Camera Pole 50-FT	1.000 EACH	_____.____	_____.____
0636	655.0515 Electrical Wire Traffic Signals 10 AWG	800.000 LF	_____.____	_____.____
0638	655.0535 Electrical Wire Traffic Signals 2 AWG	3,690.000 LF	_____.____	_____.____
0640	655.0610 Electrical Wire Lighting 12 AWG	5,040.000 LF	_____.____	_____.____
0642	655.0620 Electrical Wire Lighting 8 AWG	16,515.000 LF	_____.____	_____.____
0644	656.0200 Electrical Service Meter Breaker Pedestal (location) 01. 743+22.51 US	LS	LUMP SUM	_____.____

Proposal ID: 20201208023 **Project(s):** 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0646	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	28.000 EACH	_____.____	_____.____
0648	657.0322 Poles Type 5-Aluminum	28.000 EACH	_____.____	_____.____
0650	657.0710 Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	28.000 EACH	_____.____	_____.____
0652	657.6005 Anchor Assemblies Light Poles on Structures	2.000 EACH	_____.____	_____.____
0654	659.1115 Luminaires Utility LED A	28.000 EACH	_____.____	_____.____
0656	659.2124 Lighting Control Cabinets 120/240 24-Inch	1.000 EACH	_____.____	_____.____
0658	661.0100 Temporary Traffic Signals for Bridges (structure) 01. B-65.13	LS	LUMP SUM	_____.____
0660	661.0200 Temporary Traffic Signals for Intersections (location) 01. USH 53 and USH 63	LS	LUMP SUM	_____.____
0662	661.0200 Temporary Traffic Signals for Intersections (location) 02. USH 53 and CTH E	LS	LUMP SUM	_____.____
0664	670.0100 Field System Integrator	LS	LUMP SUM	_____.____
0666	670.0200 ITS Documentation	LS	LUMP SUM	_____.____
0668	671.0300 Fiber Optic Cable Marker	3.000 EACH	_____.____	_____.____
0670	673.0225.S Install Pole Mounted Cabinet	1.000 EACH	_____.____	_____.____
0672	674.0300 Remove Cable	40.000 LF	_____.____	_____.____

Proposal ID: 20201208023 **Project(s):** 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0674	677.0150 Install Camera Pole 50-FT	1.000 EACH	_____.____	_____.____
0676	677.0200 Install Camera Assembly	1.000 EACH	_____.____	_____.____
0678	677.9051.S Removing 50-FT Camera Pole	1.000 EACH	_____.____	_____.____
0680	677.9200.S Removing CCTV Camera	1.000 EACH	_____.____	_____.____
0682	678.0006 Install Fiber Optic Cable Outdoor Plant 6-CT	950.000 LF	_____.____	_____.____
0684	678.0400 Fiber Optic Termination	6.000 EACH	_____.____	_____.____
0686	678.0600 Install Ethernet Switches	1.000 EACH	_____.____	_____.____
0688	690.0150 Sawing Asphalt	3,108.000 LF	_____.____	_____.____
0690	690.0250 Sawing Concrete	113.000 LF	_____.____	_____.____
0692	715.0415 Incentive Strength Concrete Pavement	10,794.000 DOL	1.00000	10,794.00
0694	715.0502 Incentive Strength Concrete Structures	16,830.000 DOL	1.00000	16,830.00
0696	740.0440 Incentive IRI Ride	22,615.000 DOL	1.00000	22,615.00
0698	ASP.1T0A On-the-Job Training Apprentice at $5.00/HR	2,100.000 HRS	5.00000	10,500.00
0700	ASP.1T0G On-the-Job Training Graduate at $5.00/HR	2,400.000 HRS	5.00000	12,000.00
0702	SPV.0035 Special 01. REJECT SAND	300.000 CY	_____.____	_____.____
0704	SPV.0060 Special 01. TREE TRIMMING	5.000 EACH	_____.____	_____.____

Proposal ID: 20201208023 **Project(s):** 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0706	SPV.0060 Special 02. WOVEN WIER FENCE GATE	1.000 EACH	_____.____	_____.____
0708	SPV.0060 Special 03. INLETS 5-FT DIAMETER	3.000 EACH	_____.____	_____.____
0710	SPV.0060 Special 04. CONNECTING TO EXISTING INLETS	4.000 EACH	_____.____	_____.____
0712	SPV.0060 Special 05. REMOVING ELECTRICAL SERVICE METER BREAKER PEDESTAL	1.000 EACH	_____.____	_____.____
0714	SPV.0060 Special 06. SALVAGE POLE MOUNT CABINET	1.000 EACH	_____.____	_____.____
0716	SPV.0060 Special 07. GROUND ROD	1.000 EACH	_____.____	_____.____
0718	SPV.0060 Special 08. TRAFFIC CONTROL VERTICAL PANELS	69.000 EACH	_____.____	_____.____
0720	SPV.0090 Special 01. MARKING STOP LINE EPOXY 24-INCH	12.000 LF	_____.____	_____.____
0722	SPV.0090 Special 02. HEAVY DUTY SILT FENCE	3,575.000 LF	_____.____	_____.____
0724	SPV.0090 Special 03. CONCRETE SILANE SEALER FOR PCC SAW CUTS	23,890.000 LF	_____.____	_____.____
0726	SPV.0090 Special 04. SALVAGE FENCE	110.000 LF	_____.____	_____.____
0728	SPV.0090 Special 05. FENCE CHAIN LINK POLYMER-COATED 6-FT.	384.000 LF	_____.____	_____.____
0730	SPV.0105 Special 02. FLOATING BOOM	 LS	LUMP SUM	_____.____
0732	SPV.0105 Special 03. TEMPORARY WATER DIVERSION - POTATO CREEK	 LS	LUMP SUM	_____.____

Proposal ID: 20201208023 **Project(s):** 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0734	SPV.0165 Special 01. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-65-4	647.000 SF	_____._____	_____._____
0736	SPV.0180 Special 01. CERTIFIED WEED FREE MULCH	18,287.000 SY	_____._____	_____._____
	Section: 0001		**Total:**	_____._____
			Total Bid:	**_____._____**

PLEASE ATTACH ADDENDA HERE

Wisconsin Department of Transportation

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

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

November 30, 2020

NOTICE TO ALL CONTRACTORS:

Proposal #23: 1197-00-70, WISC 2021 042
Spooner - Minong
Trego Interchange
USH 053
Washburn County

Letting of December 8, 2020

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
6	Utilities
22	Removing Old Structure Over Waterway with Minimal Debris 169+08 WF, Item 203.0600.S.02

Added Special Provisions	
Article No.	Description
75	Notice to Contractor – Insurance Requirements, NPS Special Use Permit
76	Crack and Damage Survey, Item 999.1500.S

Deleted Special Provisions	
Article No.	Description
28	QMP Base Aggregate Dense 1 ¼-Inch Compaction, Item 371.2000.S

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
504.0500	Concrete Masonry Retaining Walls	CY	84	40	124
520.1018	Apron Endwalls for Culvert Pipe 18-Inch	Each	20	2	22
520.1024	Apron Endwalls for Culvert Pipe 24-Inch	Each	6	8	14
521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	Each	16	-6	10

521.6124	Culvert Pipe Corrugated Steel Aluminum Coated 24-Inch	LF	1024	-224	800
522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	Each	5	-2	3
522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	Each	33	-2	31
608.0312	Storm Sewer Reinforce Concrete Class III 12-Inch	LF	232	-118	114
608.0318	Storm Sewer Reinforce Concrete Class III 18-Inch	LF	517	-424	93
608.0324	Storm Sewer Reinforce Concrete Class III 24-Inch	LF	723	-186	537
SPV.0090.05	Fence Chain Link Polymer-Coated 6-FT.	LF	384	386	770

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
520.3424	Culvert Pipe Class III -A Non-Metal 24-Inch	LF	0	224	224
608.3012	Storm Sewer Pipe Class III-A 12-Inch	LF	0	118	118
608.3018	Storm Sewer Pipe Class III-A 18-Inch	LF	0	429	429
608.3024	Storm Sewer Pipe Class III-A 24-Inch	LF	0	195	195
635.0200	Sign Support Structural Steel HS	LB	0	6196	6196
999.1500.S	Crack and Damage Survey	LS	0	1	1

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
531.1160	Steel Reinforcement HS Coated Structures Type NS	LB	6196	-6196	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
118	Storm Sewer – USH 63 – Pipe material update
119	Storm Sewer – USH 63 – Pipe material update
347	Miscellaneous Quantities – Pipe material update
349	Miscellaneous Quantities – Pipe material update
357	Miscellaneous Quantities – Update to bid item
372	Miscellaneous Quantities – Pipe material update
374	Miscellaneous Quantities – Pipe material update
409	Plan and Profile Sheet – Pipe material update
411	Plan and Profile Sheet – Pipe material update
412	Plan and Profile Sheet – Pipe material update
707	Structure B-65-56 – Updated quantity for fence
782	Structure R-65-3 – Updated quantity for Concrete Masonry Retaining Walls
968	Cross Section - Pipe material update.
989	Cross Section - Pipe material update.
995	Cross Section - Pipe material update.

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
31A	Construction Detail – Potential Waste Sites – included to show potential sites that waste could be placed from this project.

Deleted Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was deleted)
None	

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

PROJECT ID 1197-00-70

November 30, 2020

Special Provisions

6. Utilities.

Replace entire section titled **Astrea F/K/A Packerland Broadband (Communications)** *with the following:*

Astrea F/K/A Packerland Broadband (Communications)
Astrea has underground **communication** facilities at the following locations that will remain in service during construction, and no conflicts are anticipated:

- A fiber optic line crosses the entire USH 53 roadway near Station 984NB+00.

Astrea has underground **communication** facilities in the project area that directly conflict with the project improvements. The following work is anticipated to be completed by Astrea in the Spring of 2021 during Stage 1 construction as shown in the plans:

The existing fiber optic line crossing Mackey Road along the west side of USH 53 from approximately Station 891SB+00 LT to Station 895SB+00 LT will be retired from service in place, and a new segment of fiber optic line installed at a depth of approximately 11' below existing grade across Mackey Road and the ATV Trail. In conjunction with this work, two new vaults will be placed along the USH 53 right-of-way near Station 891SB+00 LT and Station 897SB+00 LT.

- Allow approximately 3 working days for Astrea to complete the bore under Mackey Road.

The existing fiber optic line along the west side of USH 53 from approximately Station 906SB+00 LT to Station 948SB+00 LT will be retired from service in place, and a new fiber optic line installed by Astrea as follows:

- Set a new vault near Station 906SB+00 LT.
- Directional bore new fiber optic line along the west right-of-way of USH 53 and across Potato Creek from approximately Station 906SB+00 LT to Station 926SB+50 LT.
- Near the USH 53 right-of-way corner at approximate USH 53 Station 926SB+50 LT the new fiber optic cable will turn northwest and be direct buried across Parcel #8, crossing D Ramp near Station 937D+00 and continuing across C Ramp to the right-of-way line, then turning northeast along the right-of-way line all the way to a new vault placed near USH 53 Station 948SB+00 LT. The new fiber optic line will cross CTH E at a depth of approximately 6' below existing grade near Station 941SB+00 LT.

Starting near the USH 53 right-of-way line at approximately Station 926SB+50 LT, accommodate Astrea fiber optic cable relocation within Parcel #8 by clearing and grubbing in advance along the relocation route during Stage 1.

- Coordinate with Astrea to determine the route of relocation.
- Allow approximately 20 working days for Astrea to relocate the new fiber optic line within Parcel #8 and retire the existing cable along USH 53 between Station 906SB+00 LT to Station 948SB+00 LT.

The following work is anticipated to be completed by Astrea prior to construction:

From an existing pedestal located along USH 53 at Station 906SB+50 LT, bore a new underground fiber optic cable north across Wild Rivers Driveway at approximately Station 84R+00 at an approximate depth of 4' below existing ground to service private property beyond the right-of-way.
Work planned prior to construction is scheduled to begin in October 2020 and is estimated to take approximately 3 working days to complete.
Astrea has existing underground facilities in the project area that will remain in service during construction but will require monitoring. Astrea will have representatives present on-site at the following locations to monitor, support, protect, and move their facilities as needed to support the proposed roadway work.

- Within ditch excavation along the east side of Liesch Road, near Station 115N+00 RT.
- Within ditch excavation along the east side of USH 53, from Station 987NB+00 RT to Station 990NB+00 RT.
- Within and near ditch excavation along the east side of USH 53, from Station 984NB+00 RT to Station 994NB+00 RT.

Provide Astrea at least 3 weeks' notice of beginning ground disturbing activities at these locations so a fiber watch can be in place during the work.

Astrea Contact: Andy Heigl
105 Kent Street
Iron Mountain, MI 49801
(906) 221-7536 office
(906) 221-7536 mobile
andy.heigl@astreaconnect.com

22. Removing Old Structure Over Waterway with Minimal Debris 169+08 WF, Item 203.0600.S.02.

Replace paragraph one under section titled **203.3.6.2 Removing Old Structure Over Waterway with Minimal Debris** *with the following:*

(1) Remove the existing Trail 7A (no structure number) over the Potato Creek in large sections and conforming to the contractor's approved structure removal and clean-up plan. During superstructure removal, prevent all large pieces and minimize the number of small pieces from entering the waterway or wetland. Remove all reinforcing steel, all concrete, and all other debris that falls into the waterway or wetland. The contractor may leave limited amounts of small concrete pieces scattered over the waterway floor or wetland only if the engineer allows.

28. DELETED

75. Notice to Contractor – Insurance Requirements, NPS Special Use Permit.

In order to comply with the NPS special use permit, the contractor shall meet the insurance requirements listed as follows:

- Permittee agrees to carry general liability insurance against claims occasioned by the action or omissions of the permittee, its agents and employees in carrying out the activities and operations authorized by this permit. The policy shall be in the amount of $1,000,000.00 per Occurrence, $2,000,000.00 Aggregate and underwritten by a United States company naming the United States of America as additional insured. The permittee agrees to provide the Superintendent with a Certificate of Insurance with the proper endorsements prior to the effective date of the permit

76. Crack and Damage Survey, Item 999.1500.S.

A Description

This special provision describes conducting a crack and damage survey of the residences and business located at Parcel 47(National Park Service).

This Crack and Damage Survey shall consist of two parts. The first part, performed before construction activities, shall include a visual inspection, digital images, and a written report describing the existing defects in the building(s) being inspected. The second part, performed after the construction activities, shall also include a visual inspection, digital images, and written report describing any change in the building's condition.

B (Vacant)

C Construction

Before any construction activities, thoroughly inspect the building structures for existing defects, including interior and exterior walls. Electronically submit a written report with the inspector's name, date of inspection, descriptions and locations of defects, and digital images. The intent of the written report and digital images is to procure a record of the general physical condition of the building's interior and exterior walls and foundation.

Use a digital camera capable of producing sharp, grain free, high-contrast colored digital images with good shadow details. Label each digital image with the following information:

ID: _____
Building Location: _____
View looking: _____
Date: _____
Photographer: _____

Before the start of any construction activities related to this survey, submit a copy of the written report and digital images to the engineer electronically.

After the construction activities are complete, conduct another survey in the same manner, take digital images, and submit another written report to the engineer electronically.

Instead of digital images, a digital video camera capable of producing sharp, high contrast, colored digital video with good shadow detail may be used to perform this work.

D Measurement

The department will measure Crack and Damage Survey as single complete lump sum unit of work, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
999.1500.S	Crack and Damage Survey	LS

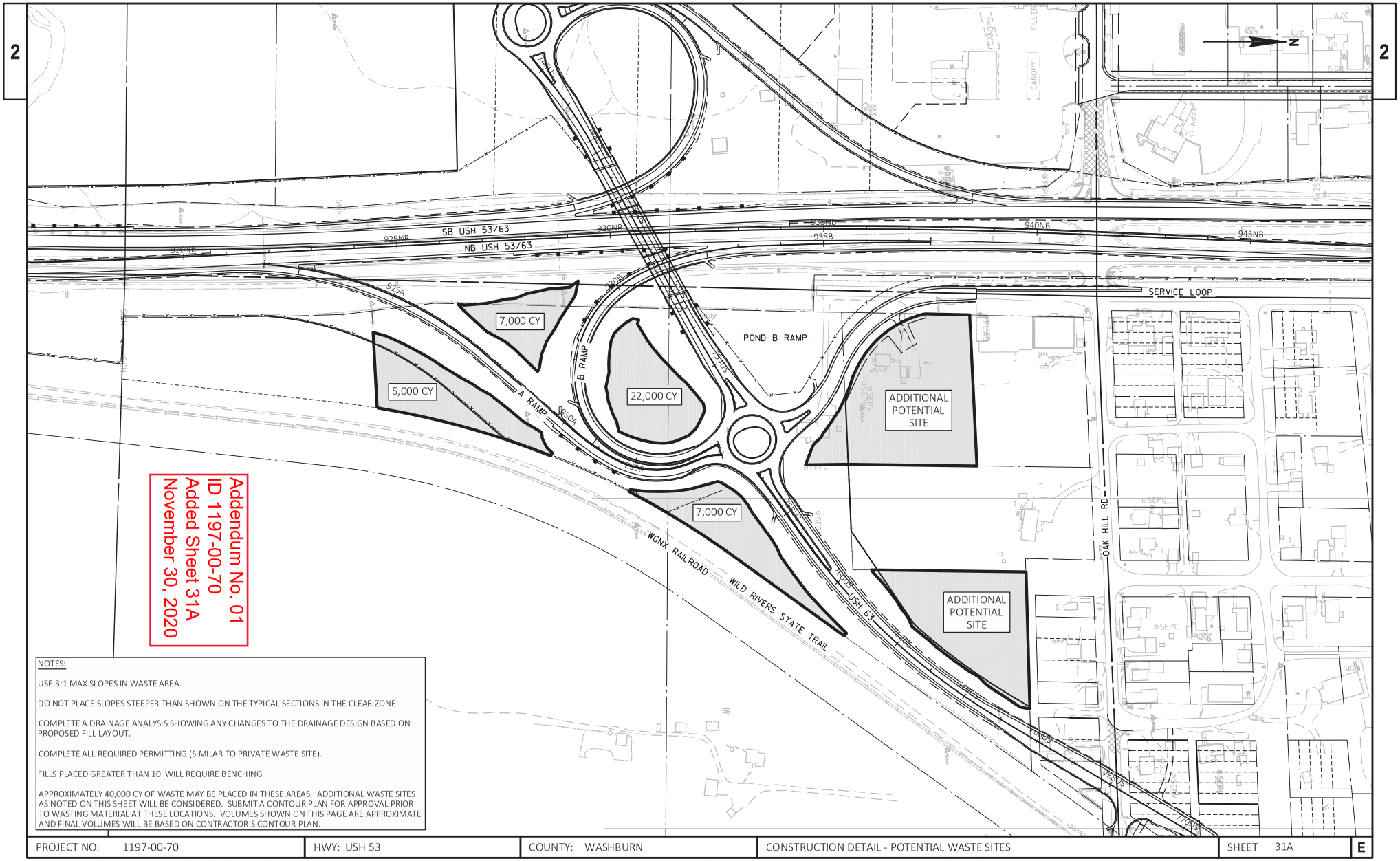
Payment is full compensation for providing the before and after written reports, and for photographs or video.

stp-999-010 (20170615)

Schedule of Items
Attached, dated November 30, 2020, are the revised Schedule of Items Pages 1 - 25.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 118-119, 347, 249, 357, 372, 374, 409, 411 -412, 707, 782, 968, 989, and 995.
Added: 31A.

END OF ADDENDUM



Addendum No. 01
ID 1197-00-70
Added Sheet 31A
November 30, 2020

NOTES:

USE 3:1 MAX SLOPES IN WASTE AREA.

DO NOT PLACE SLOPES STEEPER THAN SHOWN ON THE TYPICAL SECTIONS IN THE CLEAR ZONE.

COMPLETE A DRAINAGE ANALYSIS SHOWING ANY CHANGES TO THE DRAINAGE DESIGN BASED ON PROPOSED FILL LAYOUT.

COMPLETE ALL REQUIRED PERMITTING (SIMILAR TO PRIVATE WASTE SITE).

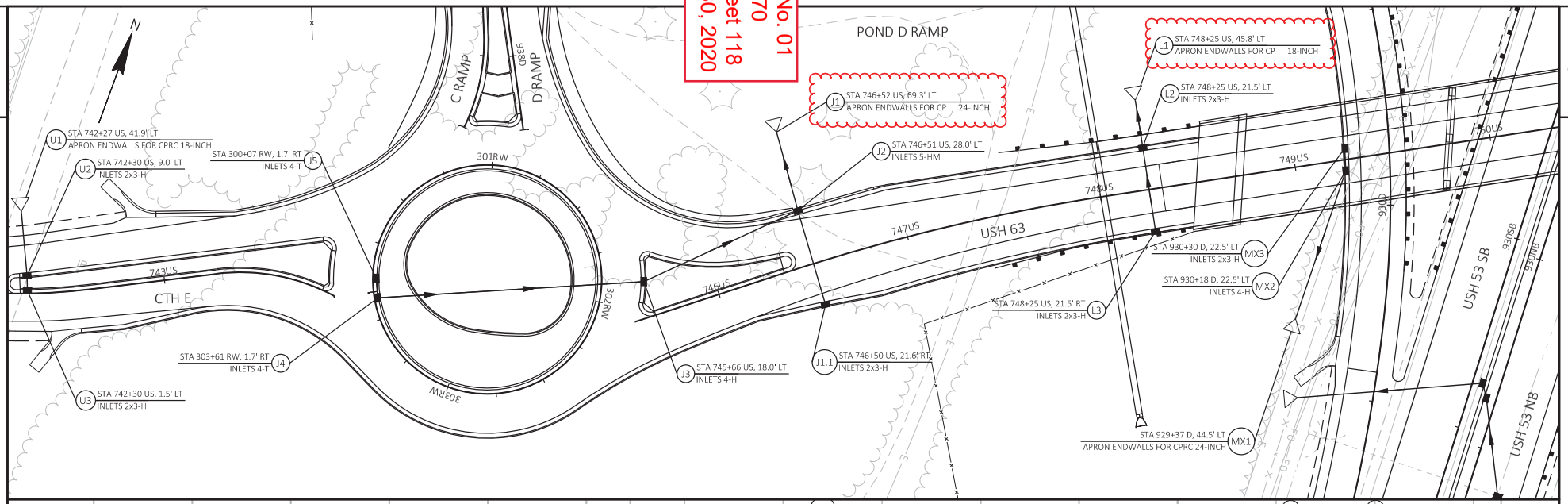
FILLS PLACED GREATER THAN 10' WILL REQUIRE BENCHING.

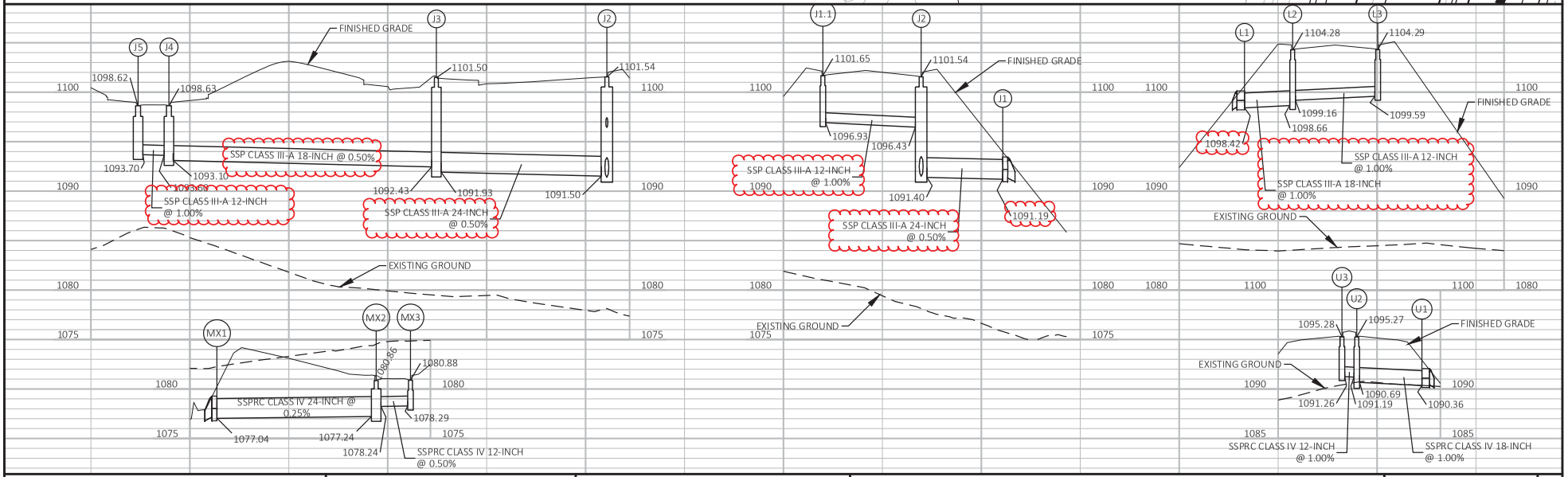
APPROXIMATELY 40,000 CY OF WASTE MAY BE PLACED IN THESE AREAS. ADDITIONAL WASTE SITES AS NOTED ON THIS SHEET WILL BE CONSIDERED. SUBMIT A CONTOUR PLAN FOR APPROVAL PRIOR TO WASTING MATERIAL AT THESE LOCATIONS. VOLUMES SHOWN ON THIS PAGE ARE APPROXIMATE AND FINAL VOLUMES WILL BE BASED ON CONTRACTOR'S CONTOUR PLAN.

PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	CONSTRUCTION DETAIL - POTENTIAL WASTE SITES	SHEET 31A	E

FILE NAME : I:\41\410706 TREGO INTERCHANGE\DESIGN\C3D\SHEETSPLAN\021007_CD.DWG
LAYOUT NAME - 021007_cd
PLOT DATE : 11/25/2020 10:24 AM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

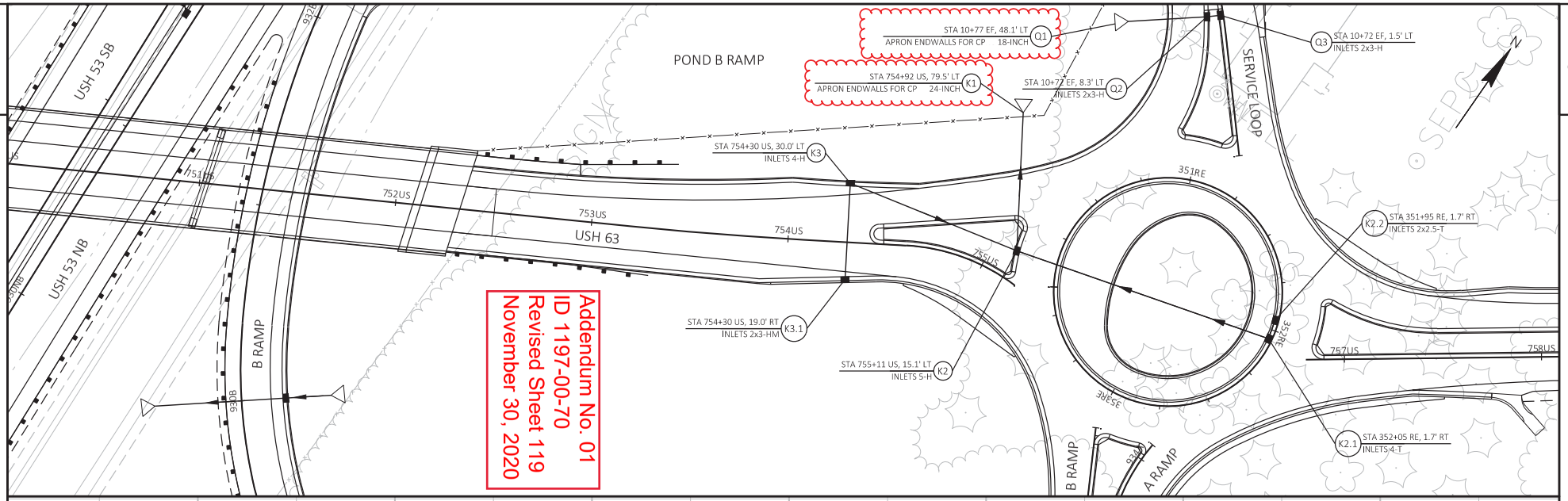
Addendum No. 01
ID 1197-00-70
Revised Sheet 118
November 30, 2020

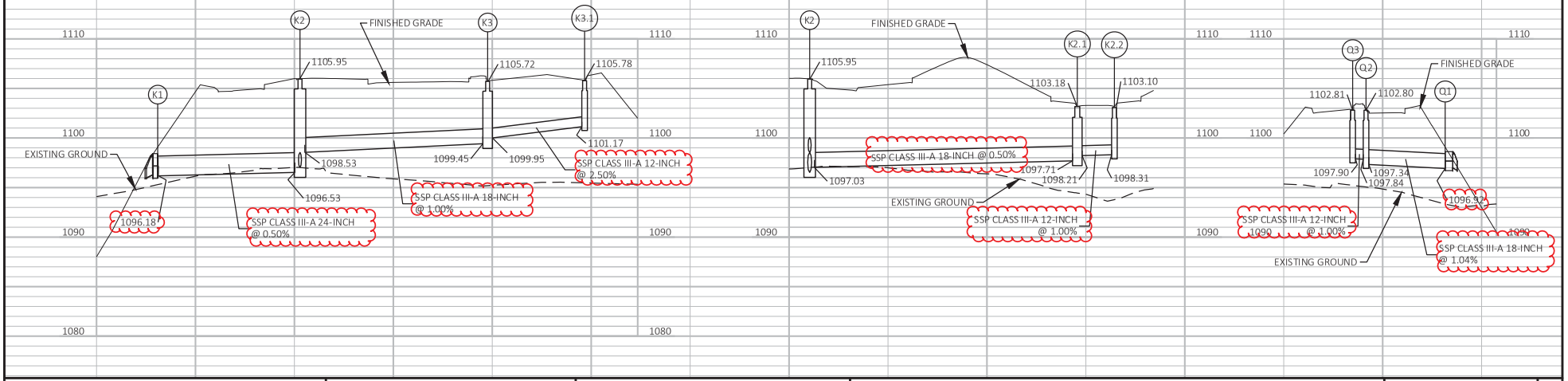




PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 118	E

FILE NAME : I:\41\410706 TREGO INTERCHANGE\DESIGN\C3D\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 06 USH 63-1
PLOT DATE : 11/23/2020 11:10 AM PLOT BY : AYRES ASSOCIATES PLOT NAME : PLOT SCALE : 1:50





PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 119	E

FILE NAME : I:\41\410706 TREGO INTERCHANGE\DESIGN\C3D\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 07 USH 63-2
PLOT DATE : 11/23/2020 11:57 AM
PLOT BY : AYRES ASSOCIATES
PLOT NAME :
PLOT SCALE : 1:50
WISDOT/CADDS SHEET 44

DRILLED TIE BARS

STATION TO STATION	LOCATION	416.0610 EACH
886+27 NB - 888+15 NB	LT	188
890+97 NB - 893+00 NB	LT	203
890+97 SB - 892+99 SB	RT	202
890+74 SB - 899+45 SB	LT	871
PROJECT TOTAL		**1464**

DRILLED DOWEL BARS

STATION	LOCATION	416.0620 EACH
910+00 NB	LT	16
910+00 SB	LT	16
950+25 SB	RT	16
957+00 NB	LT	16
PROJECT TOTAL		**64**

CONCRETE SURFACE DRAINS

LOCATION	416.1010 CY
USH 53 NB SE QUAD B-65-059	1
USH 53 NB SW QUAD B-65-059	1
USH 53 SB SE QUAD B-65-058	1
USH 53 SB SW QUAD B-65-058	1
MACKEY RD NE QUAD B-65-057	1
MACKEY RD NW QUAD B-65-057	1
PROJECT TOTAL	**6**

CONCRETE SHOULDER RUMBLE STRIPS

STATION TO STATION	LOCTAION	416.1110 LF
910+00 NB - 912+62 NB	RT	262
914+40 NB - 914+92 NB	RT	52
921+87 NB - 937+51 NB	RT	1564
948+94 NB - 957+00 NB	RT	806
910+00 SB - 912+83 SB	LT	283
923+95 SB - 939+22 SB	LT	1527
946+13 SB - 950+25 SB	LT	4120
PROJECT TOTAL		**8614**

HMA COLD WEATHER PAVING

LOCATION	450.4000 TON
ENTIRE PROJECT	3000
PROJECT TOTAL	**3000**

ASPHALTIC FLUMES

STATION	LOCATION	465.0315 SY
893+00 NB	LT	7
892+99 SB	RT	7
993+83 NB	RT	7
742+56 US	RT	7
743+00 US	LT	7
757+75 US	RT	7
758+12 US	LT	7
790+10 US	RT	7
796+08 US	RT	7
929+94 A	LT	7
926+85 B	LT	7
932+10 B	RT	7
929+25 C	LT	7
931+26 C	RT	7
934+51 D	RT	7
929+30 D	LT	7
148+75 WF	RT	7
199+42 WF	RT	7
740+36 US	RT	7
740+36 US	LT	7
797+37 US	RT	7
89+20 E	RT	7
54+42 EF	RT	7
11+23 EF	LT	7
1+68 K	RT	7
PROJECT TOTAL		**175**

ASPHALTIC SHOULDER RUMBLE STRIPS

STATION - STATION	LOCATION	465.0400 LF
901+50 NB - 912+50 NB	NB LANES	1100
914+75 NB - 920+63 NB	NB LANES	588
944+00 NB - 966+00 NB	NB LANES	2200
957+00 NB - 966+00 NB	NB LANES	900
910+00 SB - 912+75 SB	SB LANES	275
934+14 SB - 970+00 SB	SB LANES	3586
PROJECT TOTAL		**8649**

SURFACE DRAIN PIPE CORRUGATED METAL SLOTTED 15-INCH

STATION TO STATION	LOCATION	521.2000.S LF
903+50 NB - 906+50 NB	USH 53 MEDIAN	350
PROJECT TOTAL		**350**

CULVERT PIPE CORRUGATED STEEL 15-INCH

STATION TO STATION	LOCATION	521.3115 LF
902+52 NB - 907+50 NB	USH 53 MEDIAN	146
PROJECT TOTAL		**146**

CULVERT PIPE REINFORCED CONCRETE

STATION	LOCATION	522.0124 24-INCH *** CLASS III LF	522.0430 30-INCH CLASS IV LF	522.1024 APRON ENDWALLS 24-INCH *** EACH	522.1030 APRON ENDWALLS 30-INCH EACH	*JOINT TIES EACH	**ELEVATIONS INLET	**ELEVATIONS OUTLET
925+56 NB	USH 53 NB	170	---	2	---	12	1074.60	1074.30
748+00 US	USH 63	---	280	---	2	12	1075.50	1075.00
788+71 US	USH 63	80	---	2	---	12	1049.92	1049.08
788+79 US	USH 63	80	---	2	---	12	1049.92	1049.08
791+50 US	USH 63	84	---	2	---	12	1047.97	1047.54
930+75 C	C/D RAMP	152	---	2	---	12	1081.28	1079.12
935+50 C	C RAMP	74	---	2	---	12	1079.25	1078.60
932+00 D	D RAMP	90	---	2	---	12	1076.45	1076.04
TOTALS		**730**	**280**	**12**	**2**			
PROJECT TOTALS		**730**	**280**	**31**	**2**			

* NON-BID ITEM: FOR INFORMATION ONLY
** PIPE INVERT AT END OF PIPE: FOR INFORMATION ONLY. FIELD VERIFY
*** ADDITIONAL QUANITIES TABLES FOUND ELSEWHERE

CONCRETE CURB TYPE A

STATION TO STATION	LOCATION	601.0105 LF
148+04 WF - 148+26 WF	MACKEY RD	67
PROJECT TOTAL		**67**

Addendum No. 01
ID 1197-00-70
Revised Sheet 347
November 30, 2020

ALL ITEMS ON THIS SHEET
ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

Addendum No. 01
ID 1197-00-70
Revised Sheet 349
November 30, 2020

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CULVERT PIPES

STATION	LOCATION	520.2018 CULVERT PIPE TEMPORARY 18-INCH LF	520.2024 CULVERT PIPE TEMPORARY 24-INCH LF	520.3312 CULVERT PIPE CLASS III-A 12-INCH LF	520.3318 CULVERT PIPE CLASS III-A 18-INCH LF	520.3324 CULVERT PIPE CLASS III-A 24-INCH LF	520.3424 CULVERT PIPE CLASS III-A NON-METAL 24-INCH LF	521.6118 CULVERT PIPE CORRUGATED STEEL ALUMINIUM COATED 18-INCH LF	521.6124 CULVERT PIPE CORRUGATED STEEL ALUMINIUM COATED 24-INCH LF	520.1012 APRON ENDWALLS FOR CULVERT PIPE 12-INCH EACH	520.1018 APRON ENDWALLS FOR CULVERT PIPE ** 18-INCH EACH	520.1024 APRON ENDWALLS FOR CULVERT PIPE ** 24-INCH EACH	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH EACH	521.1518 SLOPED SIDE DRAINS STEEL 6 TO 1 18-INCH EACH	521.1524 SLOPED SIDE DRAINS STEEL 6 TO 1 24-INCH EACH	STEEL THICKNESS (INCHES)	ALUMINUM THICKNESS (INCHES)	*ELEVATIONS INLET	*ELEVATIONS OUTLET
983+50 NB	RT (WAGON BRIDGE RD)	---	---	---	---	---	---	---	20	---	---	---	---	---	1	0.064		1040.00	
993+55 SB	LT (ROSS RD)	---	---	---	---	---	---	---	80	---	---	---	---	---	2	0.064		1043.75	1043.15
993+60 NB	RT (ROSS RD)	---	---	---	---	---	---	---	80	---	---	---	---	---	2	0.064		1048.10	1047.22
994+06 SB	LT, USH 53 SB	---	---	---	---	16	---	---	---	---	---	---	---	---	1	0.064	0.075	1043.88	
777+50 US	RT (PARKING LOT)	---	---	---	---	---	---	---	90	---	---	---	---	---	2	0.064		1080.75	1080.58
152+75 WF	MACKEY RD	---	---	---	---	40	---	---	---	---	---	2	---	---	---	0.064	0.075	1072.32	
157+50 WF	MACKEY RD	---	---	---	---	---	88	---	---	---	---	2	---	---	---			1066.29	1062.50
161+50 WF	MACKEY RD	---	---	---	---	40	---	---	---	---	---	2	---	---	---	0.064	0.075	1066.54	
80+36 R	WILD RIVER	---	---	---	---	---	---	---	90	---	---	---	2	---	---	0.064	0.075	1061.75	1057.75
180+50 WF	MACKEY RD	---	---	---	40	---	---	---	---	---	2	---	---	---	---	0.064	0.060	1083.56	
186+50 WF	MACKEY RD	---	---	---	---	---	80	---	---	---	---	2	---	---	---			1086.19	1081.96
192+00 WF	MACKEY RD	---	---	---	---	---	---	---	80	---	---	---	2	---	---	0.064		1080.91	1079.58
195+75 WF	MACKEY RD	---	---	---	---	60	---	---	---	---	---	2	---	---	---	0.064	0.075	1078.07	
198+50 WF	MACKEY RD	---	---	---	---	---	56	---	---	---	---	2	---	---	---			1075.12	1074.15
72+50 M	MACKEY LN	---	---	---	---	---	---	42	---	---	2	---	---	---	---	0.064		1070.95	1070.55
73+34 M	MACKEY LN	---	---	---	40	---	---	---	---	---	2	---	---	---	---	0.064	0.060	1072.00	
76+70 M	MACKEY TRAIL	---	---	---	---	---	---	40	---	---	---	---	---	2	---	0.064		1072.12	1071.82
77+63 M	MACKEY TRAIL	---	---	24	---	---	---	---	---	2	---	---	---	---	---	0.064		1075.87	1075.75
110+50 N	LIESCH RD	---	---	---	---	---	---	---	54	---	---	---	2	---	---	0.064		1064.86	1063.87
112+50 N	LIESCH RD	---	---	---	40	---	---	---	---	---	2	---	---	---	---	0.064	0.060	1067.11	
123+72 W	WOOD DR	---	---	---	40	---	---	---	---	---	2	---	---	---	---	0.064	0.060	1062.39	
13+94 EF	SERVICE LOOP	---	---	---	40	---	---	---	---	---	2	---	---	---	---	0.064	0.060	1090.94	
15+50 EF	SERVICE LOOP	---	---	---	---	---	---	---	58	---	---	---	2	---	---	0.064		1088.45	1088.05
23+19 EF	SERVICE LOOP	---	---	---	40	---	---	---	---	---	2	---	---	---	---	0.064	0.060	1074.69	
24+60 EF	SERVICE LOOP	---	---	---	40	---	---	---	---	---	2	---	---	---	---	0.064	0.060	1071.31	
43+52 EF	SERVICE LOOP	---	---	---	40	---	---	---	---	---	2	---	---	---	---	0.064	0.060	1064.62	
47+00 EF	SERVICE LOOP	---	---	---	---	---	---	---	60	---	---	---	2	---	---	0.064		1062.36	1061.25
54+50 EF	SERVICE LOOP	---	---	---	---	---	---	---	88	---	---	---	---	---	2	0.064		1068.38	1064.89
6+62 P	OAKHILL PATH	---	---	---	---	26	---	---	---	---	---	---	---	---	2	0.064	0.075	1085.18	1085.08
1+50 K	OAKHILL ROAD	---	---	---	---	---	---	---	100	---	---	---	---	---	2	0.064		1083.82	1083.69
5+50 TT	TEMP TRAIL	32	---	---	---	---	---	---	---	---	---	---	---	---	---	0.064	0.060	1055.21	1055.00
140+50 S	LAKESIDE RD	---	---	---	40	---	---	---	---	---	2	---	---	---	---	0.064	0.060	1074.73	
952+25 SB	USH 53 MEDIAN	---	354	---	---	---	---	---	---	---	---	---	---	---	---	0.064	0.075	1077.60	1067.50
791+21	TEMP USH 63	---	12	---	---	---	---	---	---	---	---	---	---	---	---	0.064	0.075	1048.04	1048.02
209+29	TEMP SERVICE LOOP	80	---	---	---	---	---	---	---	---	---	---	---	---	---	0.064	0.075	1056.89	1056.50
767+80 US	LT, (OAK HILL RD)	---	70	---	---	---	---	---	---	---	---	---	---	---	---	0.064	0.075	MATCH DITCH	
TOTALS		**112**	**436**	**24**	**360**	**182**	**224**	**82**	**800**	**2**	**20**	**12**	**10**	**2**	**14**				
PROJECT TOTALS		**112**	**436**	**24**	**360**	**182**	**224**	**82**	**800**	**2**	**22**	**14**	**10**	**2**	**14**				

* FIRE INVERT AT END OF PIPE. FOR INFORMATION ONLY. FIELD VERIFY
** ADDITIONAL QUANTITY TABLES FOUND ELSEWHERE

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

SIGNS TYPE I

SIGN NO	APPROX STATION LOCATION	SIGN CODE	SIGN SIZE WxH (INCHES)	531.1100 CONCRETE MASONRY ANCILLARY CY	531.1140 STEEL REINFORCEMENT HS STRUCTURES TYPE NS LB	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	531.2024 DRILLING SHAFT 24-INCH LF	637.1220 SIGNS TYPE I REFLECTIVE SH SF	COMMENT
1-1	868+00 NB, RT	E1-5P	108x30	---	---	---	---	22.5	EXIT 172; NORTH USH 63, CTH E; HAYWARD; 1 MILE
		E1-1A	168x156	2.4	360	950	20	182.0	
1-15	909+30 NB, RT	E3-1	204x144	2.4	360	800	20	204.0	ST CROIX NAT'L SCENIC RIVERWAY; NAMEKAGON VISITOR CENTER, EXIT 172
2-1	915+43 NB, RT	E1-5P	108x30	---	---	---	---	22.5	EXIT 172; NORTH USH 63, CTH E; HAYWARD; ARROW
		E4-1A	204x120	2.4	360	900	20	170.0	
3-1	945+75 SB, LT	E1-5P	108x30	---	---	---	---	22.5	EXIT 172; NORTH USH 63, CTH E; HAYWARD; ARROW
		E4-1A	204x120	2.4	360	880	20	170.0	
3-14	957+00 SB, LT	E3-1	204x144	2.4	360	920	20	204.0	ST CROIX NAT'L SCENIC RIVERWAY; NAMEKAGON VISITOR CENTER, EXIT 172
4-1A	997+00 NB, RT	---	---	1.6	142	146	13	---	MINONG 13, SUPERIOR 63 (MOVING SIGN STAGE 7A)
4-19	999+97 SB, LT	E1-5P	108x30	---	---	---	---	22.5	EXIT 172; NORTH USH 63, CTH E; HAYWARD; 1 MILE
		E1-1A	168x156	2.0	302	600	17	182.0	
8-2	889+00 SB, LT	D2-3	192x84	2.4	360	1000	20	112.0	SPOONER 6, RICE LAKE 30, EAU CLAIRE 85
	PROJECT TOTALS			**18.0**	**2604**	**6196**	**150**	**1314.0**	

NOTE: CONTRACT TO CONFIRM QUANITIES BASED ON ACTUAL SIGN LOCATION ONCE FINAL GRADING IS COMPLETED.

MOVING SIGNS TYPE I & STRUCTURAL STEEL SIGN SUPPORTS

SIGN NO.	MOVED FROM STATION/LOCATION	MOVED TO STATION/LOCATION	STAGE	638.2101 SIGNS EACH	638.4100 SUPPORTS EACH	REMARKS
4-1A	970+35 NB, RT	997+00 NB, RT	7A	1	2	MINONG 13, SUPERIOR 63
PROJECT TOTALS				**1**	**2**	

MOVING SIGNS TYPE II & SMALL SIGN SUPPORTS

SIGN NO.	MOVED FROM STATION/LOCATION	MOVED TO STATION/LOCATION	STAGE	638.2102 SIGNS EACH	638.4000 SUPPORTS EACH	REMARKS
1-1	USH 63 (SEE PLAN)	USH 63 (SEE PLAN)	1	1	2	ST CROIX NAT'L SCENIC RIVERWAY, NAMEKAGON VISITOR CENTER, 1/2 MILE
2A-1	882+25 NB, RT	910+00 NB, LT	2A	1	2	MACKEY RD LT ARROW
2A-2	902+67 SB, LT	916+00 SB, LT	2A	1	2	MACKEY RD RT ARROW
2A-3	962+71 SB, LT	962+48 SB, LT	2A	1	1	STOP,DIVIDED HIGHWAY
2A-4	962+71 SB, LT	962+48 SB, LT	2A	1	1	USH 53, USH 63, DBL ARROW, RT ARROW
2A-5	962+71 SB, LT	962+48 SB, LT	2A	1	1	ONE WAY RT
			2A	1	---	ONE WAY LT
2A-6	963+38 SB, LT	963+64 SB, LT	2A	1	2	SPOONER ARROW
2A-7	961+68 NB, RT	960+82 NB, RT	2A	1	1	USH 63, ARROW
2A-8	1000+00 SB, LT	1002+00 SB, LT	2A	1	2	ROSS RD
2A-9	121+74 N, RT	122+00 N, RT	2A	1	1	ATV ROUTE SIGN W/15 MPH SPEED LIMIT
3-1	935+50 NB, RT	40+25 EF, RT	3	1	2	WILD RIVERS STATE TRAIL PARKING, RT ARROW
3-2	944+65 SB, LT	44+75 EF, LT	3	1	2	WILD RIVERS STATE TRAIL PARKING, LT ARROW
5-1	923+15 NB, RT	923+15 NB, LT	5	1	1	MILE MARKER 172
5-2	928+89 NB, RT	930+17 NB, LT	5	1	2	TREGO TOWN CAMPGROUND, 1 MILE
5-3	949+44 NB, RT	945+60 SB, RT	5	1	2	UP ARROW, SUPERIOR; HAYWARD/ASHLAND, RT ARROW
5-4	950+85 NB, RT	950+75 SB, RT	5	1	2	ST CROIX NAT'L SCENIC RIVERWAY NAMEKAGON VISITOR CENTER, RT ARROW
6-1	930+17 NB, LT	928+89 NB, RT	5	1	2	TREGO TOWN CAMPGROUND, 1 MILE
6-2	945+60 SB, RT	949+44 NB, RT	5	1	2	UP ARROW, SUPERIOR; HAYWARD/ASHLAND, RT ARROW
6-3	950+75 SB, RT	950+85 NB, RT	5	1	2	ST CROIX NAT'L SCENIC RIVERWAY NAMEKAGON VISITOR CENTER, RT ARROW
PROJECT TOTALS				**16**	**24**	

Addendum No. 01
ID 1197-00-70
Revised Sheet 357
November 30, 2020

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

Addendum No. 01
ID 1197-00-70
Revised Sheet 372
November 30, 2020

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STORM SEWER PIPES

FROM	-	TO	LOCATION	REINFORCED CONCRETE 608.0312 CLASS III 12-INCH LF	608.0315 CLASS III 15-INCH LF	608.0318 CLASS III 18-INCH LF	608.0324 CLASS III 24-INCH LF	608.0412 CLASS IV 12-INCH LF	608.0415 CLASS IV 15-INCH LF	608.0418 CLASS IV 18-INCH LF	608.0424 CLASS IV 24-INCH LF	STORM SEWER PIPE 608.3012 CLASS III-A 12-INCH LF	608.3018 CLASS III-A 18-INCH LF	608.3024 CLASS III-A 24-INCH LF	JOINT TIES* EACH	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
A2	-	A1	USH 53	-	-	-	-	-	-	-	67	-	-	-	6	1082.34	1082.00	0.0051
B2	-	B1	USH 53	-	-	-	-	-	-	-	67	-	-	-	6	1080.98	1080.64	0.0051
C2	-	C1	USH 53	-	-	-	-	-	-	-	87	-	-	-	6	1077.88	1077.71	0.0020
C2.1	-	C2	USH 53	-	-	-	-	-	10	-	-	-	-	-	-	1078.83	1078.63	0.0200
C3	-	C2	USH 53	-	-	-	-	-	-	-	79	-	-	-	6	1078.04	1077.88	0.0020
D2	-	D1	USH 53	-	-	-	-	-	-	-	61	-	-	-	6	1078.35	1078.10	0.0041
D2.1	-	D2	USH 53	-	-	-	-	6	-	-	-	-	-	-	-	1079.38	1079.35	0.0050
D3	-	D2	USH 53	-	-	-	-	-	-	6	-	-	-	-	-	1078.88	1078.85	0.0050
D3.1	-	D3	USH 53	-	-	-	-	12	-	-	-	-	-	-	-	1079.44	1079.38	0.0050
E2	-	E1	USH 53	-	-	-	93	-	-	-	-	-	-	-	6	1077.20	1076.51	0.0074
E3	-	E2	USH 53	-	-	-	8	-	-	-	-	-	-	-	-	1077.39	1077.31	0.0100
F2	-	F1	USH 53	-	-	-	76	-	-	-	-	-	-	-	6	1077.04	1075.90	0.0150
F3	-	F2	USH 53	-	7	-	-	-	-	-	-	-	-	-	-	1077.90	1077.79	0.0157
G2	-	G1	USH 53	-	-	-	75	-	-	-	-	-	-	-	6	1074.98	1073.49	0.0199
G3	-	G2	USH 53	-	6	-	-	-	-	-	-	-	-	-	-	1075.82	1075.73	0.0150
H2	-	H1	USH 53	-	-	-	80	-	-	-	-	-	-	-	6	1072.50	1070.58	0.0240
I2	-	I1	USH 53	-	-	-	60	-	-	-	-	-	-	-	6	1070.32	1069.42	0.0150
I3	-	I2	USH 53	-	-	17	-	-	-	-	-	-	-	-	-	1070.98	1070.82	0.0094
J1.1	-	J2	USH 63	50	-	-	-	-	-	-	-	-	-	-	6	1096.93	1096.43	0.0100
J2	-	J1	USH 63	-	-	-	-	-	-	-	-	-	-	42	6	1091.40	1091.19	0.0050
J3	-	J2	USH 63	-	-	-	-	-	-	-	-	-	-	86	-	1091.93	1091.50	0.0050
J4	-	J3	USH 63	-	-	-	-	-	-	-	-	-	135	-	-	1093.10	1092.43	0.0050
J5	-	J4	USH 63	-	-	-	-	-	-	-	-	10	-	-	-	1093.70	1093.60	0.0100
K2	-	K1	USH 63	-	-	-	-	-	-	-	-	-	-	67	6	1096.53	1096.20	0.0049
K2.1	-	K2	USH 63	-	-	-	-	-	-	-	-	-	136	-	-	1097.71	1097.03	0.0050
K2.2	-	K2.1	USH 63	-	-	-	-	-	-	-	-	10	-	-	-	1098.31	1098.21	0.0100
K3	-	K2	USH 63	-	-	-	-	-	-	-	-	-	92	-	-	1099.45	1098.53	0.0100
K3.1	-	K3	USH 63	-	-	-	-	-	-	-	-	49	-	-	-	1101.17	1099.95	0.0249
L2	-	L1	USH 63	-	-	-	-	-	-	-	-	-	24	-	6	1098.66	1098.42	0.0100
L3	-	L2	USH 63	-	-	-	-	-	-	-	-	43	-	-	-	1099.59	1099.16	0.0100
M2	-	M1	D RAMP	-	-	21	-	-	-	-	-	-	-	-	6	1087.90	1087.43	0.0224
M3	-	M2	D RAMP	-	38	-	-	-	-	-	-	-	-	-	-	1090.06	1088.15	0.0503
MX2	-	MX1	D RAMP	-	-	-	-	-	-	-	80	-	-	-	-	1077.24	1077.04	0.0025
MX3	-	MX2	D RAMP	-	-	-	-	12	-	-	-	-	-	-	-	1078.29	1078.24	0.0042
N2	-	N1	A RAMP	-	-	-	-	-	-	-	201	-	-	-	6	1092.30	1088.59	0.0185
N3	-	N2	A RAMP	38	-	-	-	-	-	-	-	-	-	-	-	1093.68	1093.30	0.0100
N4	-	N2	B RAMP	26	-	-	-	-	-	-	-	-	-	-	-	1094.63	1093.30	0.0512
NX2	-	NX1	B RAMP	-	-	-	-	-	-	-	67	-	-	-	-	1077.69	1076.90	0.0118
NX3	-	NX2	B RAMP	-	-	-	-	-	-	-	23	-	-	-	-	1077.96	1077.69	0.0117
O1	-	O2	USH 53	-	-	-	92	-	-	-	-	-	-	-	-	1073.86	1073.17	0.0075
O3	-	O2	USH 53	-	-	-	-	-	-	78	-	-	-	-	-	1074.06	1073.67	0.0050
Q2	-	Q1	SERVICE LOOP	-	-	-	-	-	-	-	-	-	42	-	6	1097.34	1096.92	0.0100
Q3	-	Q2	SERVICE LOOP	-	-	-	-	-	-	-	-	6	-	-	-	1097.90	1097.84	0.0100
R2	-	R1	USH 53	-	-	-	-	-	-	-	83	-	-	-	6	1081.35	1081.14	0.0025
R3	-	R2	USH 53	-	-	-	-	-	-	-	81	-	-	-	6	1081.56	1081.35	0.0026
S1	-	S2	USH 53	-	-	28	-	-	-	-	-	-	-	-	6	1038.05	1037.98	0.0025
S3	-	S4	USH 53	-	-	27	-	-	-	-	-	-	-	-	6	1045.04	1044.50	0.0200
T1	-	T2	USH 63	-	-	-	53	-	-	-	-	-	-	-	12	1049.00	1048.84	0.0030
U2	-	U1	USH 63	-	-	-	-	-	-	33	-	-	-	-	6	1090.69	1090.36	0.0100
U3	-	U2	USH 63	-	-	-	-	7	-	-	-	-	-	-	-	1091.26	1091.19	0.0100
V2	-	V1	USH 63	-	-	-	-	-	-	29	-	-	-	-	6	1095.50	1095.43	0.0024
V3	-	V2	USH 63	-	-	-	-	8	-	-	-	-	-	-	-	1096.04	1096.00	0.0050
			TOTALS	**114**	**51**	**93**	**537**	**45**	**10**	**146**	**896**	**118**	**429**	**195**				

* NON-BID ITEM: FOR INFORMATION ONLY

PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	MISCELLANEOUS QUANTITIES	SHEET NO: 372	E

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November 30, 2020

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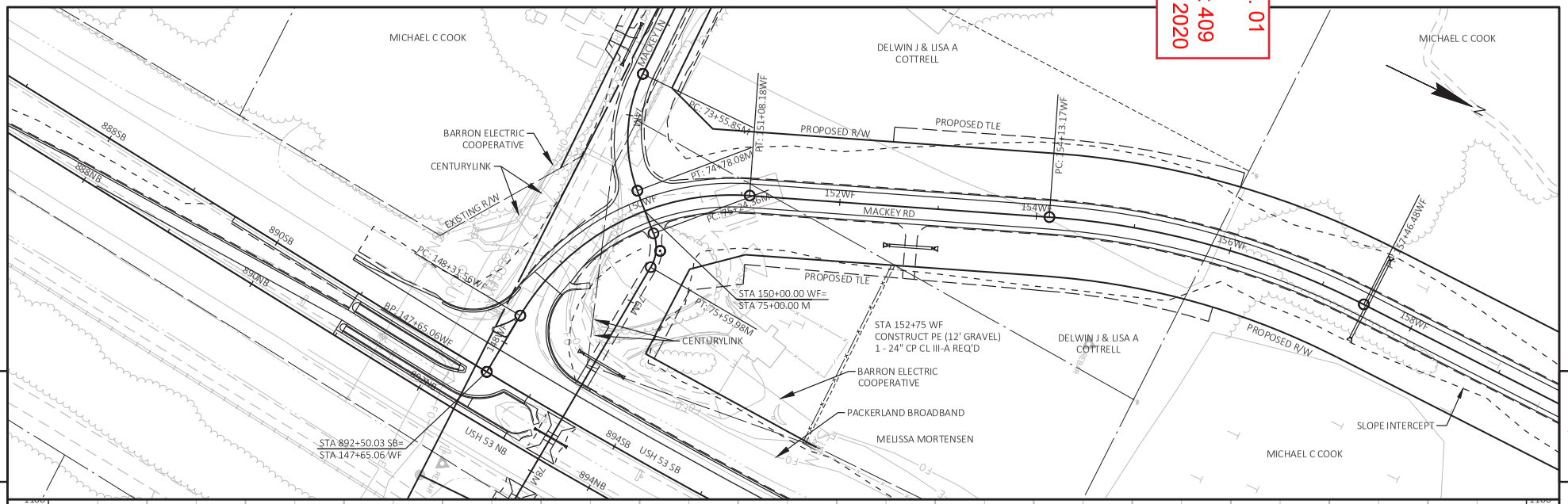
STORM SEWER STRUCTURES

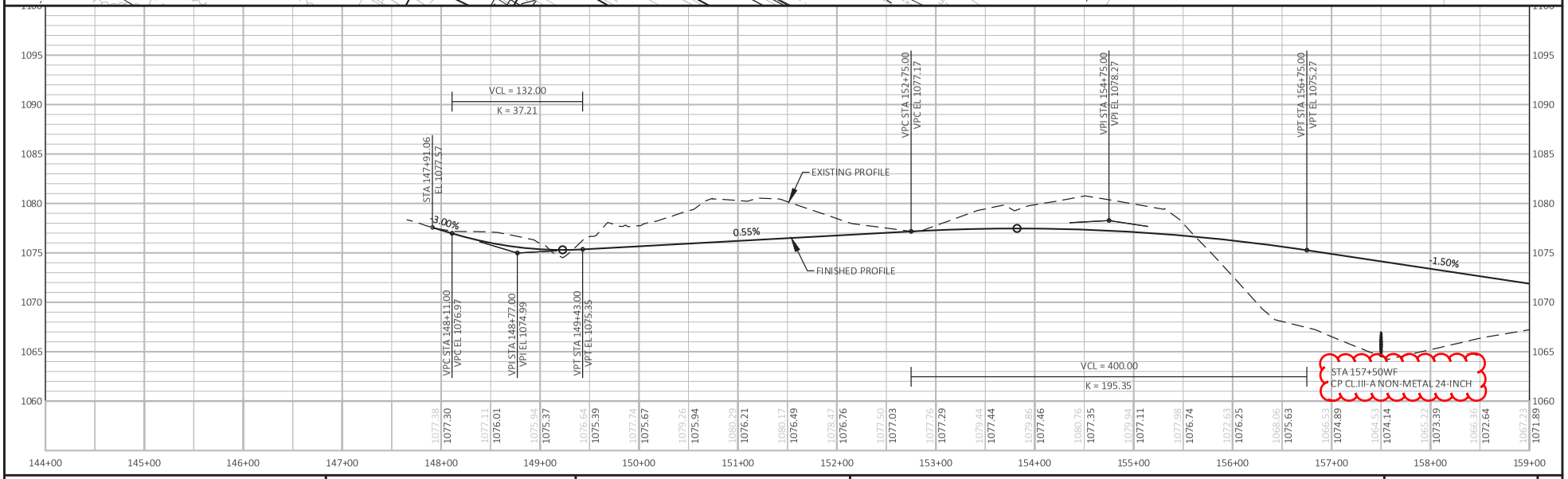
STRUCTURE	STATION	OFFSET	520.1018 Apron Endwalls for Culvert Pipe 18-Inch**** EACH	520.1024 Apron Endwalls for Culvert Pipe 24-Inch**** EACH	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch EACH	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch EACH	650.4000 Construction Staking Storm Sewer**** EACH	INVERT
A1	940+50 NB	61.5' RT	-	-	-	1	1	1082.00
B1	937+50 NB	63.0' RT	-	-	-	1	1	1080.64
C1	934+25 SB	75.5' LT	-	-	-	1	1	1077.71
C3	934+30 NB	69.5' RT	-	-	-	1	1	1078.04
D1	931+63 SB	54.5' LT	-	-	-	1	1	1078.10
E1	928+90 SB	82.5' LT	-	-	-	1	1	1076.51
F1	924+00 SB	70.9' LT	-	-	-	1	1	1075.90
G1	921+00 SB	70.0' LT	-	-	-	1	1	1073.49
H1	918+00 SB	75.0' LT	-	-	-	1	1	1070.58
I1	915+00 SB	55.0' LT	-	-	-	1	1	1069.42
J1	746+52 US	69.3' LT	-	1	-	-	1	1091.19
K1	754+92 US	79.5' LT	-	1	-	-	1	1096.18
L1	748+25 US	45.8' LT	1	-	-	-	1	1098.42
M1	936+30 D	42.9' LT	-	-	1	-	1	1087.43
MX1	929+37 D	44.5' LT	-	-	-	1	1	1077.04
N1	929+99 A	31.2' LT	-	-	-	1	1	1088.59
NX1	930+00 B	44.0' LT	-	-	-	1	1	1076.90
NX3	930+00 B	45.5' RT	-	-	-	1	1	1077.96
Q1	10+77 EF	48.1' LT	1	-	-	-	1	1096.92
R1	947+80 SB	52.0' LT	-	-	-	1	1	1081.14
R3	947+88 NB	50.0' RT	-	-	-	1	1	1081.56
S1	982+56 SB	23.7' RT	-	-	-	1	1	1038.72
T1	789+69 US	195.1' LT	-	-	-	1	1	1049.00
T2	789+98 US	232.9' LT	-	-	-	1	1	1048.84
U1	742+27 US	41.9' LT	-	-	1	-	1	1090.36
V1	759+57 US	37.6' LT	-	-	1	-	1	1095.43
TOTALS			**2**	**2**	**3**	**19**	**26**	
PROJECT TOTALS			**22**	**14**	**3**	**31**	**78**	

REMARKS

**** ADDITIONAL QUANTITY TABLES FOUND ELSEWHERE

Addendum No. 01
ID 1197-00-70
Revised Sheet 409
November 30, 2020





PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	PLAN AND PROFILE: MACKEY ROAD	SHEET 409	E

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LAYOUT NAME - 1WF
PLOT DATE : 11/13/2020 4:24 PM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1:100

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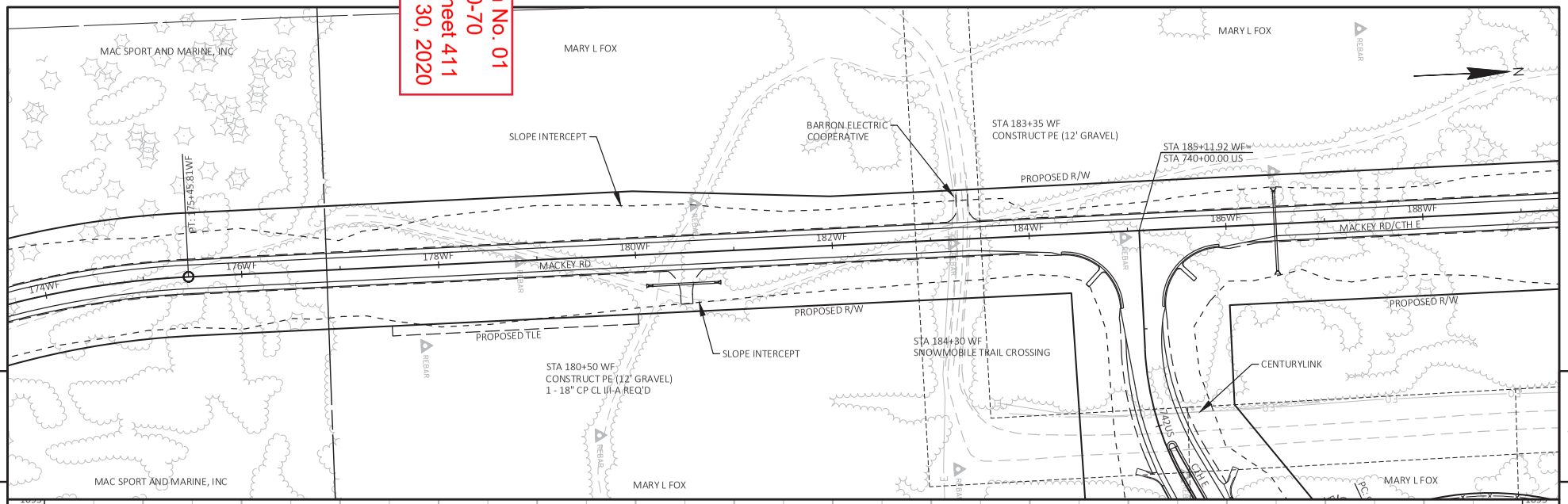

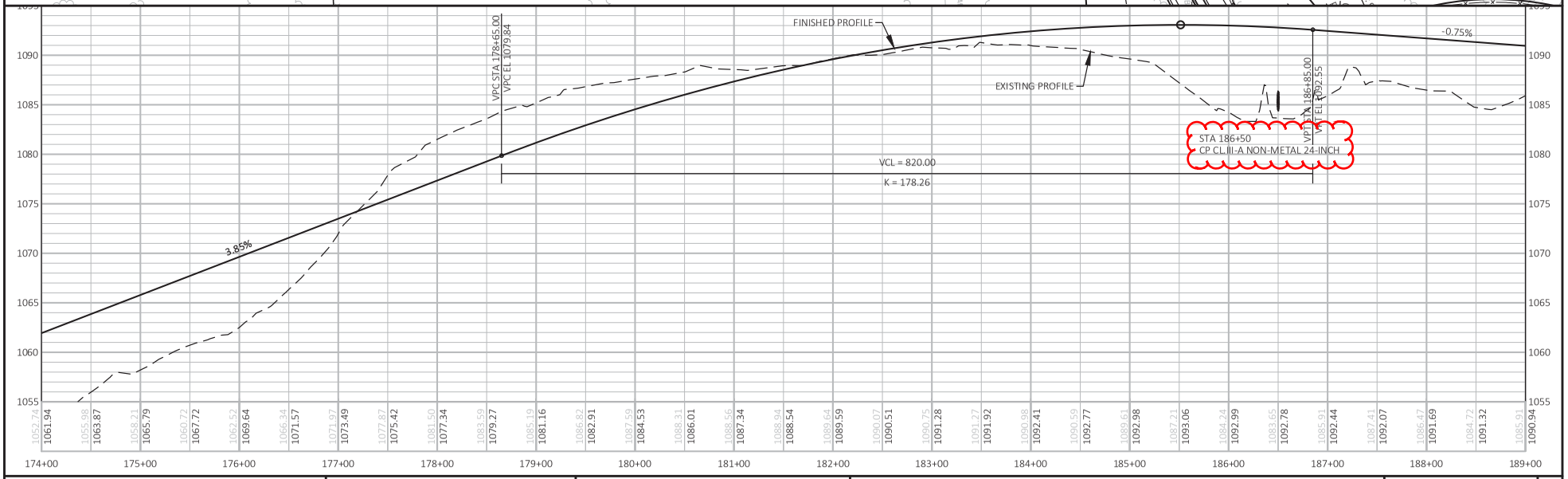

PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	PLAN AND PROFILE: MACKEY ROAD	SHEET 411	E

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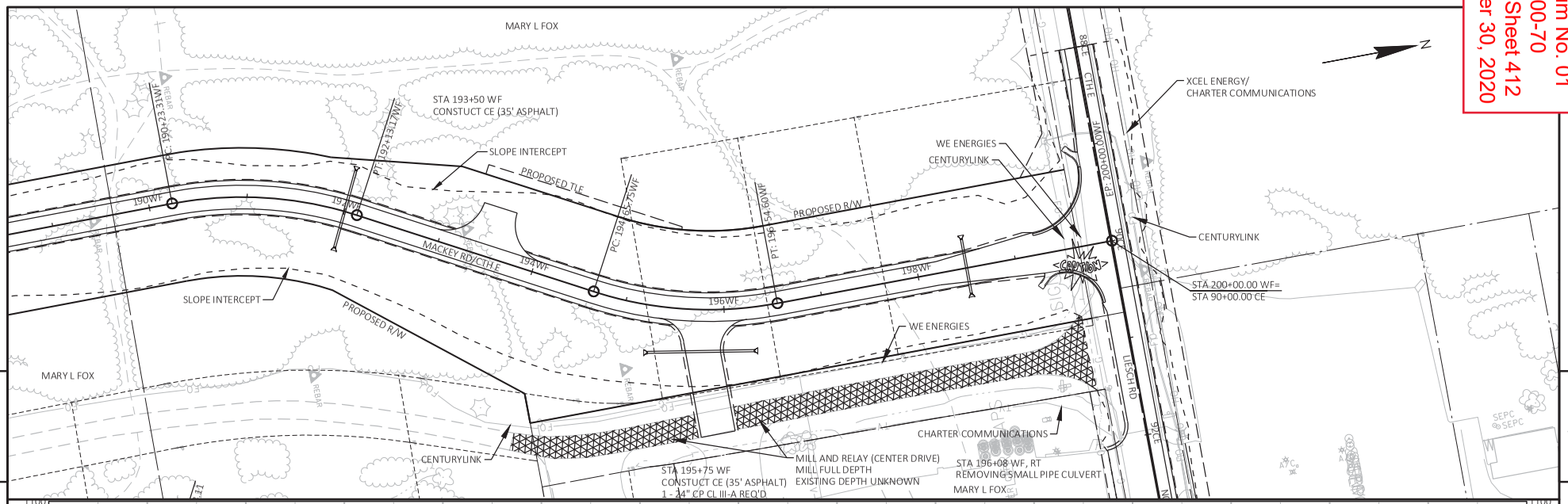
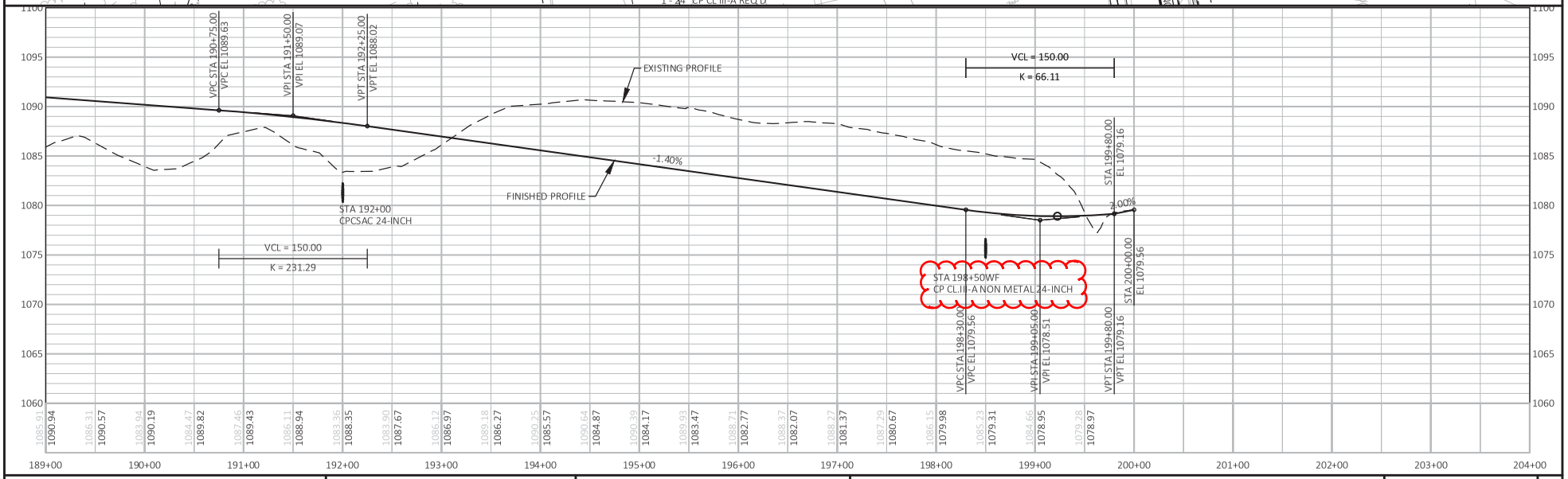
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1:100

WISDOT/CADDS SHEET 44

Addendum No. 01
ID 1197-00-70
Revised Sheet 412
November 30, 2020





PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	PLAN AND PROFILE: MACKEY ROAD	SHEET 412	E

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PLOT DATE : 11/13/2020 4:40 PM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1:100

WISDOT/CADDS SHEET 44

STATE PROJECT NUMBER
1197-00-70

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-65-56" SHALL BE THE EXISTING GROUNDLINE.

AT THE BACK FACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TYPE A. ALSO EXCLUDED IS THE "BASE AGGREGATE DENSE 1 1/4-INCH" AS DETAILED ON THE STRUCTURAL APPROACH SLAB SHEETS.

EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF DECK AND APPROACH SLAB SURFACES AND TO THE VERTICAL AND HORIZONTAL SURFACES OF THE PAVING NOTCHES AT ABUTMENT DIAPHRAGMS.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON APPROACH SLABS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEETS 1 & 2, "SLOPE PAVING CRUSHED AGGREGATE" SHEET, AND THE ABUTMENT DETAILS.

APPLY BRIDGE SEAT PROTECTION, AS PER SECTION 502.3.12 OF THE STANDARD SPECIFICATIONS, TO THE TOP SURFACES OF ALL ABUTMENTS BELOW EXPANSION DEVICES.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE "54W" PRESTRESSED GIRDER DETAILS 2" SHEET.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	WEST APPROACH	WEST ABUT.	PIER 1	PIER 2	EAST ABUT.	EAST APPROACH	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-65-56	LS	——	——	——	——	——	——	——	1
210.1500	BACKFILL STRUCTURE TYPE A	TON			390			390		780
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON		161					161	322
502.0100	CONCRETE MASONRY BRIDGES	CY	703	74	124	130	131	125	74	1,361
502.3101	EXPANSION DEVICE B-65-56	LF	103							103
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,959	113					113	2,185
502.3210	PIGMENTED SURFACE SEALER	SY	309	18					18	345
503.0155	PRESTRESSED GIRDER TYPE I 54W-INCH	LF	2,713							2,713
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB			6,250	9,940	9,940	6,260		32,390
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	156,900	12,530	3,280	13,560	13,190	3,290	12,530	215,280
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB			900			900		1,800
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH				16	16			32
506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH			8			8		16
506.4000	STEEL DIAPHRAGMS B-65-56	EACH	42							42
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY			15			15		30
550.0500	PILE POINTS	EACH			23	38	38	23		122
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF			1,725	2,090	1,900	1,380		7,095
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY			336			332		668
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF			100			100		200
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4							4
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY			54			54		108
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	1,488							1,488
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	48							48
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	4							4
657.6005	ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES	EACH	2							2
SPV.0090	FENCE CHAIN LINK POLYMER-COATED 6-FT.	LF	688	40					40	768
	NON-BID ITEMS									
	BRIDGE SEAT PROTECTION	LS	——	——	——	——	——	——	——	1
	FILLER	SIZE	——	——	——	——	——	——	——	½", ¾", 1½"

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11/19/20

NO.	DATE	REVISION	BY
1	MWB	INCREASED FENCE QUANTITY	11/20

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-65-56

DRAWN BY MWB | PLANS CK'D. SEW

QUANTITIES & NOTES

SHEET 3

707

SCALE = 1.00

STATE PROJECT NUMBER
1197-00-70

SOIL PARAMETERS

SOIL DESCRIPTIONS	FRICTION ANGLE (DEGREES)	COHESION (PSF)	UNIT WEIGHT (PCF)
BORING B-2, STA. 792+25 (WALL STA. 0+24.29, AT ℄)			
SAND, BROWN, FINE TO MEDIUM, LITTLE GRAVEL (ELEVATION 1060.2 FT. - 1056.2 FT.)	29	0	120
SAND, BROWN, FINE TO MEDIUM, LOOSE (ELEVATION 1056.2 FT. - 1048.2 FT.)	29	0	120
SAND, REDDISH BROWN, TRACE GRAVEL (ELEVATION 1048.2 FT. - 1038.2 FT.)	31	0	120
SAND, BROWN, COARSE, SOME GRAVEL (ELEVATION 1038.2 FT. - 1028.7 FT.)	31	0	120
BORING B-3, STA. 792+75 (WALL STA. 0+71.53, 5' RT.)			
SAND, BROWN, FINE TO MEDIUM, TRACE GRAVEL (ELEVATION 1058.9 FT. - 1057.9 FT.)	29	0	120
SAND, BROWN, FINE TO MEDIUM, FIRM TO LOOSE (ELEVATION 1057.9 FT. - 1041.9 FT.)	29	0	120
SAND, REDDISH BROWN, FINE TO MEDIUM, LITTLE GRAVEL, FIRM (ELEVATION 1041.9 FT. - 1029.4 FT.)	31	0	120
SAND, BROWN, FINE TO MEDIUM, LITTLE GRAVEL (ELEVATION 1029.4 FT. - 1027.4 FT.)	30	0	120
BORING B-4, STA. 793+25 (WALL STA. 1+18.78, 15' LT.)			
ASPHALT OVER SAND, BROWN, FINE TO MEDIUM, LITTLE GRAVEL (ELEVATION 1058.9 FT. - 1057.9 FT.)	30	0	120
SAND, BROWN, FINE TO MEDIUM, LITTLE GRAVEL, FIRM (ELEVATION 1057.9 FT. - 1049.0 FT.)	30	0	120
SAND, BROWN, FINE TO MEDIUM, TRACE GRAVEL, FIRM (ELEVATION 1049.0 FT. - 1044.5 FT.)	30	0	120
SAND, REDDISH BROWN, FINE TO MEDIUM, LITTLE GRAVEL, LOOSE TO FIRM (ELEVATION 1044.5 FT. - 1032.0 FT.)	29	0	120
SAND, COARSE, BROWN, SOME GRAVEL, FIRM (ELEVATION 1032.0 FT. - 1024.5 FT.)	31	0	120
SAND, BROWN, FINE TO MEDIUM, FIRM (ELEVATION 1024.5 FT. - 1022.5 FT.)	30	0	120

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WALL GEOMETRY

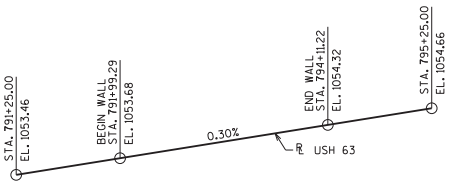
WALL STATION	USH 63 STATION	OFFSET TO F.F. OF WALL FROM ℄	TOP OF WALL ELEVATION	FINISHED GRADE ELEVATION
0+00	791+99.29	48'-0"	1049.00	1049.36
0+24.29	792+25	48'-0"	1062.00	1049.44
0+25	792+25.84	48'-0"	1061.97	1049.44
0+50	792+52.31	48'-0"	1061.00	1049.52
0+75	792+78.76	48'-0"	1060.02	1049.60
1+00	793+05.31	48'-0"	1059.04	1049.68
1+25	793+31.68	48'-0"	1058.07	1049.76
1+50	793+58.09	48'-0"	1057.09	1050.06
1+70	793+79.22	48'-0"	1056.32	1050.34
1+75	793+84.22	48'-0"	1056.12	1050.47
1+90.78	794+00	48'-0"	1055.50	1050.58
2+00	794+09.22	48'-0"	1051.80	1050.61
2+02	794+11.22	48'-0"	1051.00	1050.61

⚠1 ◆ CONCRETE QUANTITY IS BASED ON PZ27 SHEET PILE SECTION. ⚠1

AMB 11/25/2020

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
206.3000	EXCAVATION FOR STRUCTURES RETAINING WALLS R-65-3	LS	1
504.0500	CONCRETE MASONRY RETAINING WALLS	CY	124 ⚠1
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	3,530
506.3008	WELDED STUD SHEAR CONNECTORS 5/8X5-INCH	EA	2,282
512.0500	PILING STEEL SHEET PERMANENT DELIVERED	SF	4,270
512.0600	PILING STEEL SHEET PERMANENT DRIVEN	SF	4,270
513.2001	RAILING PIPE	LF	207
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	21
517.1015.S	CONCRETE STAINING MULTI-COLOR R-65-3	SF	1,666
517.1050.S	ARCHITECTURAL SURFACE TREATMENT R-65-3	SF	1,666
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	220



PROFILE GRADE LINE - USH 63

⚠1	11/25/20	CONCRETE QUANTITY CHANGE	MWB
NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-65-3

DRAWN BY MWB | PLANS CK'D. AA

QUANTITIES, WALL DATA, & PROFILE

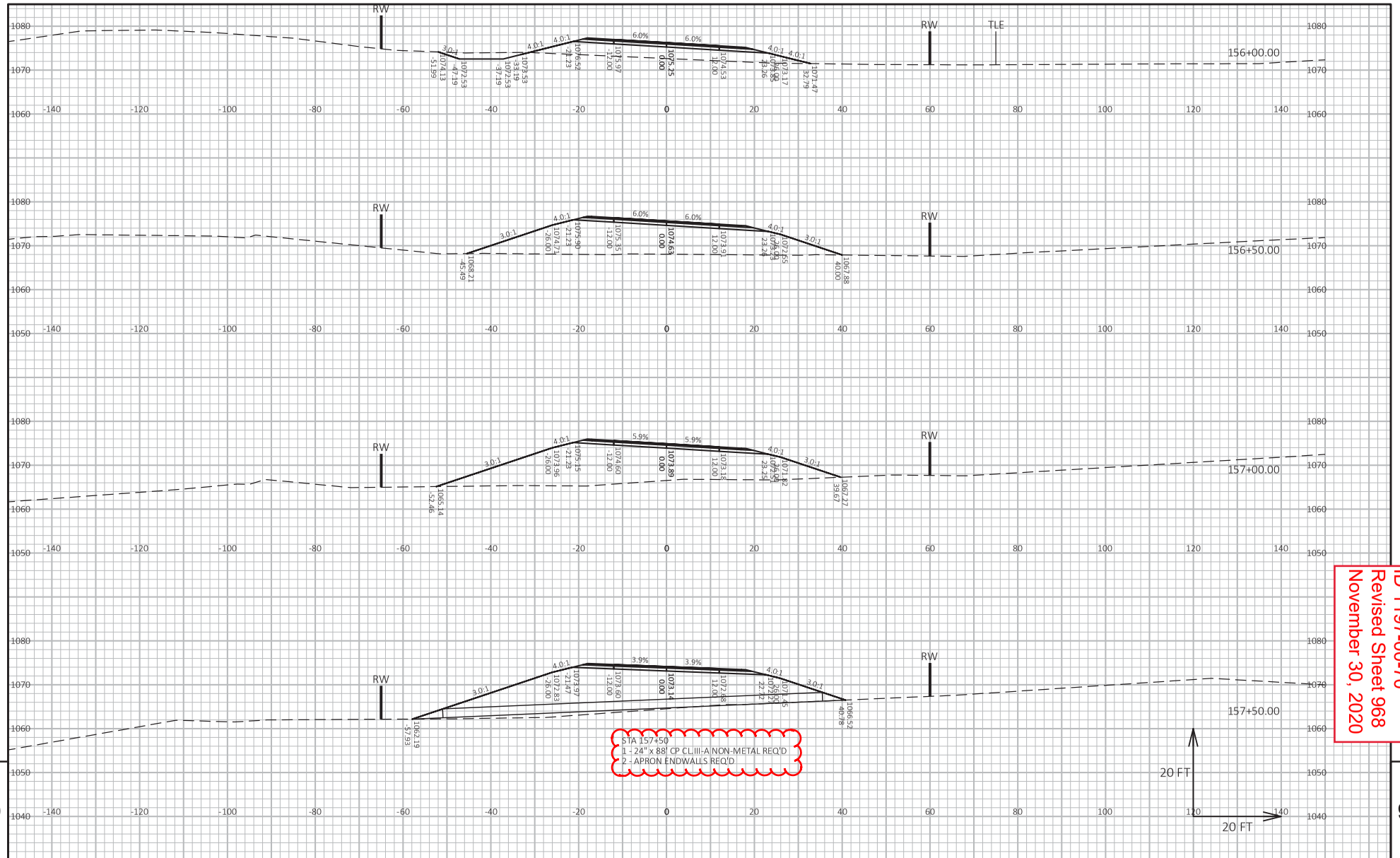
SHEET 2

782

SCALE = 1.00

8

8



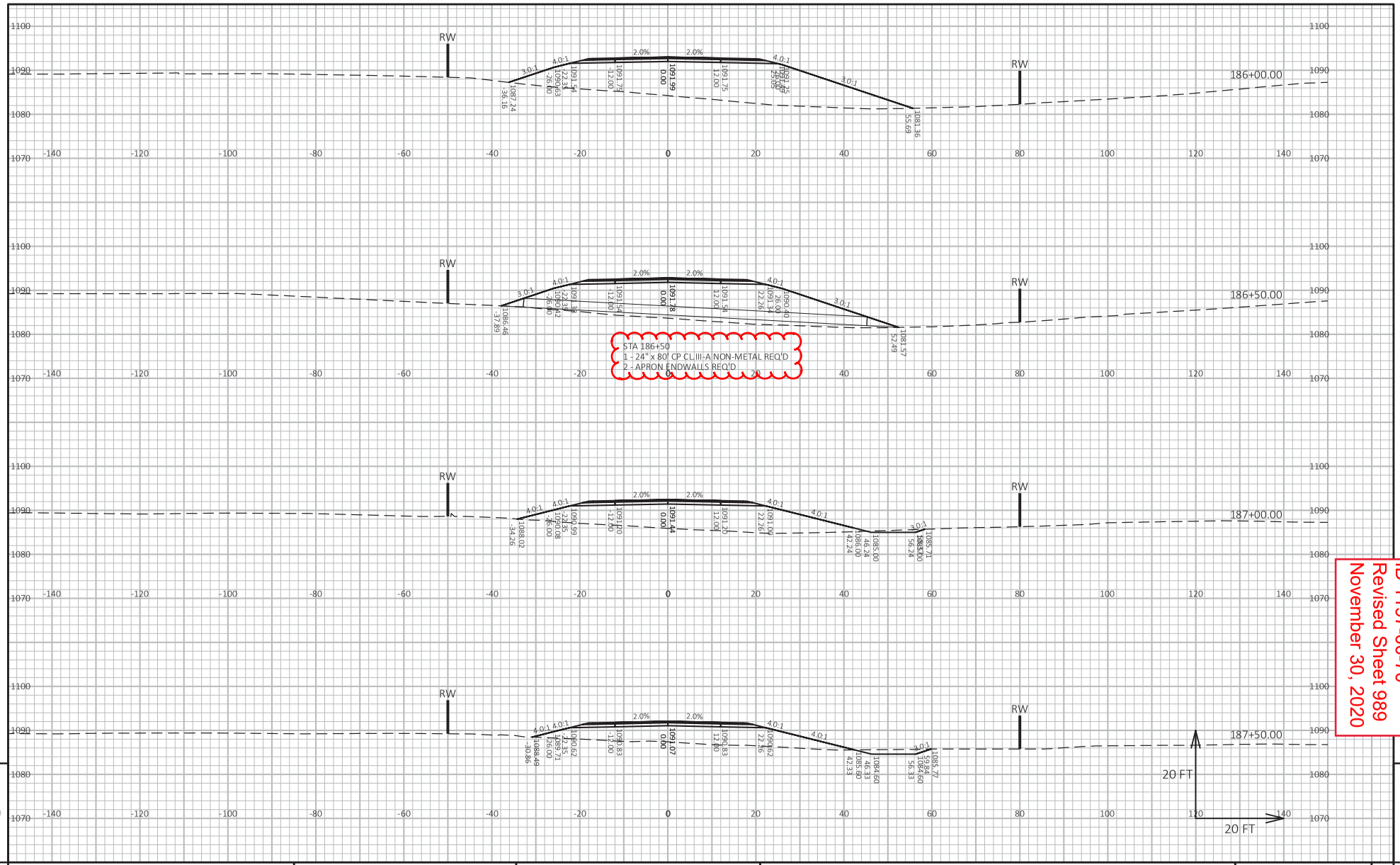
Addendum No. 01
ID 1197-00-70
Revised Sheet 968
November 30, 2020

9

9

PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	CROSS SECTIONS: MACKEY ROAD	SHEET 968	E

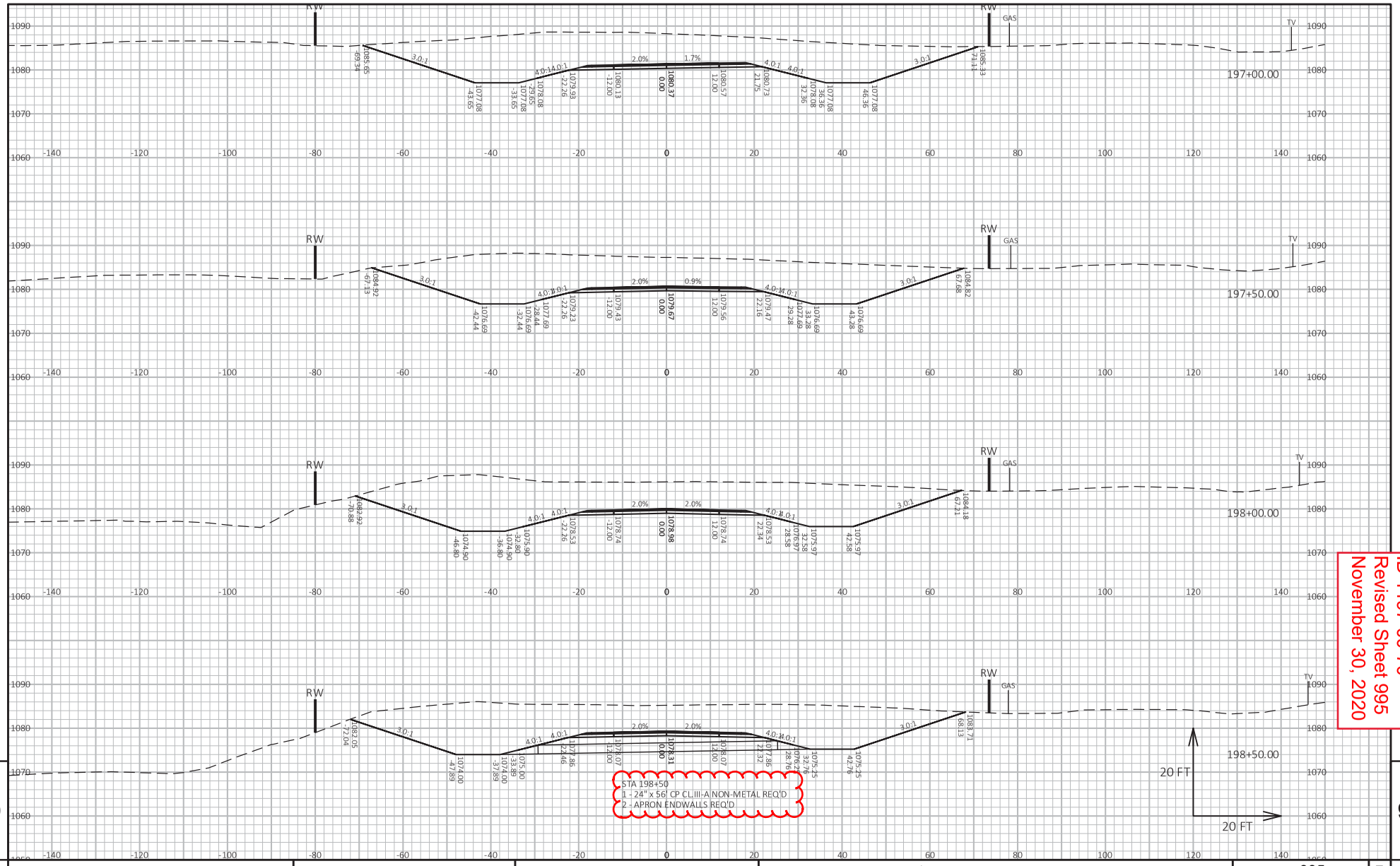
FILE NAME : I:\41\410706 TREGO INTERCHANGE\DESIGN\C3D\DESIGN\CORRIDORS\CORRIDOR_WFR.DWG
LAYOUT NAME - 0920-(5)
PLOT DATE : 11/13/2020 5:17 PM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



Addendum No. 01
ID 1197-00-70
Revised Sheet 989
November 30, 2020

PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	CROSS SECTIONS: CTH E/MACKEY ROAD	SHEET 989	E

FILE NAME : I:\41\410706 TREGO INTERCHANGE\DESIGN\C3D\DESIGN\CORRIDORS\CORRIDOR_WFR.DWG
LAYOUT NAME - 0920-(26)
PLOT DATE : 11/13/2020 5:18 PM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



Addendum No. 01
ID 1197-00-70
Revised Sheet 995
November 30, 2020

PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	CROSS SECTIONS: CTH E/MACKEY ROAD	SHEET 995	E

FILE NAME : I:\41\410706 TREGO INTERCHANGE\DESIGN\C3D\DESIGN\CORRIDORS\CORRIDOR_WFR.DWG
LAYOUT NAME - 0920-(32)
PLOT DATE : 11/13/2020 5:19 PM
PLOT BY : RESHESKE, CARRIE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

Proposal ID: 20201208023 Project(s): 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	201.0105 Clearing	231.000 STA	_____._____	_____._____
0004	201.0115 Clearing	2.570 ACRE	_____._____	_____._____
0006	201.0205 Grubbing	231.000 STA	_____._____	_____._____
0008	201.0215 Grubbing	2.570 ACRE	_____._____	_____._____
0010	203.0100 Removing Small Pipe Culverts	23.000 EACH	_____._____	_____._____
0012	203.0500.S Removing Old Structure Over Waterway (station) 01. 913+59 SB	LS	LUMP SUM	_____._____
0014	203.0600.S Removing Old Structure Over Waterway With Minimal Debris (station) 02. 169+08 WF	LS	LUMP SUM	_____._____
0016	203.0700.S Removing Old Structure Over Waterway With Debris Capture System (station) 01. 134+25 S	LS	LUMP SUM	_____._____
0018	204.0100 Removing Concrete Pavement	30,851.000 SY	_____._____	_____._____
0020	204.0110 Removing Asphaltic Surface	1,319.000 SY	_____._____	_____._____
0022	204.0115 Removing Asphaltic Surface Butt Joints	118.000 SY	_____._____	_____._____
0024	204.0120 Removing Asphaltic Surface Milling	5,885.000 SY	_____._____	_____._____
0026	204.0130 Removing Curb	74.000 LF	_____._____	_____._____
0028	204.0150 Removing Curb & Gutter	2,650.000 LF	_____._____	_____._____
0030	204.0155 Removing Concrete Sidewalk	4.000 SY	_____._____	_____._____

Proposal ID: 20201208023 Project(s): 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0032	204.0165 Removing Guardrail	2,100.000 LF	_____.____	_____.____
0034	204.0170 Removing Fence	10,119.000 LF	_____.____	_____.____
0036	204.0180 Removing Delineators and Markers	63.000 EACH	_____.____	_____.____
0038	204.0195 Removing Concrete Bases	5.000 EACH	_____.____	_____.____
0040	204.0220 Removing Inlets	8.000 EACH	_____.____	_____.____
0042	204.0240 Site Clearance (parcel) 01. Parcel 11	LS	LUMP SUM	_____.____
0044	204.0240 Site Clearance (parcel) 02. Parcel 12	LS	LUMP SUM	_____.____
0046	204.0240 Site Clearance (parcel) 03. Parcel 21	LS	LUMP SUM	_____.____
0048	204.0245 Removing Storm Sewer (size) 01. 15-INCH	112.000 LF	_____.____	_____.____
0050	204.0245 Removing Storm Sewer (size) 02. 18-INCH	35.000 LF	_____.____	_____.____
0052	204.0245 Removing Storm Sewer (size) 03. 24-INCH	180.000 LF	_____.____	_____.____
0054	204.0245 Removing Storm Sewer (size) 04. 30-INCH	190.000 LF	_____.____	_____.____
0056	204.0265 Abandoning Wells	1.000 EACH	_____.____	_____.____
0058	204.9060.S Removing (item description) 01. FLASHING BEACON ASSEMBLY	1.000 EACH	_____.____	_____.____
0060	204.9060.S Removing (item description) 02. POSTS	52.000 EACH	_____.____	_____.____

Proposal ID: 20201208023 Project(s): 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0062	204.9105.S Removing (item description) 01. WOODEN STAIRS, PLATFORM, AND RAILINGS	LS	LUMP SUM	_____.____
0064	205.0100 Excavation Common	469,581.000 CY	_____.____	_____.____
0066	205.0400 Excavation Marsh	597.000 CY	_____.____	_____.____
0068	205.0501.S Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	50.000 TON	_____.____	_____.____
0070	206.1000 Excavation for Structures Bridges (structure) 01. B-65-55	LS	LUMP SUM	_____.____
0072	206.1000 Excavation for Structures Bridges (structure) 02. B-65-56	LS	LUMP SUM	_____.____
0074	206.1000 Excavation for Structures Bridges (structure) 03. B-65-57	LS	LUMP SUM	_____.____
0076	206.1000 Excavation for Structures Bridges (structure) 04. B-65-58	LS	LUMP SUM	_____.____
0078	206.1000 Excavation for Structures Bridges (structure) 05. B-65-59	LS	LUMP SUM	_____.____
0080	206.3000 Excavation for Structures Retaining Walls (structure) 06. R-65-03	LS	LUMP SUM	_____.____
0082	206.3000 Excavation for Structures Retaining Walls (structure) 07. R-65-04	LS	LUMP SUM	_____.____
0084	209.1100 Backfill Granular Grade 1	1,045.000 CY	_____.____	_____.____
0086	210.1500 Backfill Structure Type A	2,809.000 TON	_____.____	_____.____
0088	211.0100 Prepare Foundation for Asphaltic Paving (project) 01. 1197-00-70	LS	LUMP SUM	_____.____

Proposal ID: 20201208023 Project(s): 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0090	213.0100 Finishing Roadway (project) 01. 1197-00-70	1.000 EACH	_____.____	_____.____
0092	214.0100 Obliterating Old Road	31.000 STA	_____.____	_____.____
0094	305.0110 Base Aggregate Dense 3/4-Inch	10,219.000 TON	_____.____	_____.____
0096	305.0120 Base Aggregate Dense 1 1/4-Inch	92,156.000 TON	_____.____	_____.____
0098	305.0500 Shaping Shoulders	8.000 STA	_____.____	_____.____
0100	310.0110 Base Aggregate Open-Graded	400.000 TON	_____.____	_____.____
0102	330.0100 Mill and Relay	1,554.000 SY	_____.____	_____.____
0104	405.0100 Coloring Concrete WisDOT Red	440.000 CY	_____.____	_____.____
0106	415.0080 Concrete Pavement 8-Inch	35,642.000 SY	_____.____	_____.____
0108	415.0410 Concrete Pavement Approach Slab	337.000 SY	_____.____	_____.____
0110	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____.____	_____.____
0112	416.0512 Concrete Truck Apron 12-Inch	1,314.000 SY	_____.____	_____.____
0114	416.0610 Drilled Tie Bars	1,464.000 EACH	_____.____	_____.____
0116	416.0620 Drilled Dowel Bars	64.000 EACH	_____.____	_____.____
0118	416.1010 Concrete Surface Drains	6.000 CY	_____.____	_____.____
0120	416.1110 Concrete Shoulder Rumble Strips	8,614.000 LF	_____.____	_____.____

Proposal ID: 20201208023 Project(s): 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0122	450.4000 HMA Cold Weather Paving	3,000.000 TON	_____.____	_____.____
0124	455.0605 Tack Coat	8,882.000 GAL	_____.____	_____.____
0126	460.2000 Incentive Density HMA Pavement	20,030.000 DOL	1.00000	20,030.00
0128	460.6444 HMA Pavement 4 MT 58-34 H	4,620.000 TON	_____.____	_____.____
0130	460.7423 HMA Pavement 3 HT 58-28 H	8,346.000 TON	_____.____	_____.____
0132	460.7424 HMA Pavement 4 HT 58-28 H	11,953.000 TON	_____.____	_____.____
0134	460.7445 HMA Pavement 5 HT 58-34 H	6,370.000 TON	_____.____	_____.____
0136	465.0105 Asphaltic Surface	70.000 TON	_____.____	_____.____
0138	465.0120 Asphaltic Surface Driveways and Field Entrances	367.000 TON	_____.____	_____.____
0140	465.0125 Asphaltic Surface Temporary	3,384.000 TON	_____.____	_____.____
0142	465.0315 Asphaltic Flumes	175.000 SY	_____.____	_____.____
0144	465.0400 Asphaltic Shoulder Rumble Strips	8,649.000 LF	_____.____	_____.____
0146	501.1000.S Ice Hot Weather Concreting	4,741.000 LB	_____.____	_____.____
0148	502.0100 Concrete Masonry Bridges	2,721.000 CY	_____.____	_____.____
0150	502.3101 Expansion Device 01. B-65-55	24.000 LF	_____.____	_____.____
0152	502.3101 Expansion Device 02. B-65-56	103.000 LF	_____.____	_____.____

Proposal ID: 20201208023 Project(s): 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0154	502.3200 Protective Surface Treatment	4,040.000 SY	_____.____	_____.____
0156	502.3210 Pigmented Surface Sealer	756.000 SY	_____.____	_____.____
0158	503.0137 Prestressed Girder Type I 36W-Inch	244.000 LF	_____.____	_____.____
0160	503.0155 Prestressed Girder Type I 54W-Inch	2,713.000 LF	_____.____	_____.____
0162	503.0172 Prestressed Girder Type I 72W-Inch	1,210.000 LF	_____.____	_____.____
0164	504.0500 Concrete Masonry Retaining Walls	124.000 CY	_____.____	_____.____
0166	505.0400 Bar Steel Reinforcement HS Structures	56,200.000 LB	_____.____	_____.____
0168	505.0600 Bar Steel Reinforcement HS Coated Structures	387,630.000 LB	_____.____	_____.____
0170	505.0800.S Bar Steel Reinforcement HS Stainless Structures	4,830.000 LB	_____.____	_____.____
0172	506.2605 Bearing Pads Elastomeric Non-Laminated	60.000 EACH	_____.____	_____.____
0174	506.2610 Bearing Pads Elastomeric Laminated	16.000 EACH	_____.____	_____.____
0176	506.3008 Welded Stud Shear Connectors 5/8x5-Inch	2,320.000 EACH	_____.____	_____.____
0178	506.4000 Steel Diaphragms (structure) 02. B-65-56	42.000 EACH	_____.____	_____.____
0180	506.4000 Steel Diaphragms (structure) 03. B-65-57	3.000 EACH	_____.____	_____.____
0182	506.4000 Steel Diaphragms (structure) 04. B-65-58	8.000 EACH	_____.____	_____.____
0184	506.4000 Steel Diaphragms (structure) 05. B-65-59	8.000 EACH	_____.____	_____.____

Proposal ID: 20201208023 Project(s): 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0186	506.8005.S Prefabricated Steel Truss Pedestrian Bridge LRFD (structure) 01. B-65-55	LS	LUMP SUM	_____.____
0188	509.5100.S Polymer Overlay	250.000 SY	_____.____	_____.____
0190	511.1200 Temporary Shoring (structure) 01. B-65-55	786.000 SF	_____.____	_____.____
0192	511.1200 Temporary Shoring (structure) 04. B-65-58	3,030.000 SF	_____.____	_____.____
0194	512.0500 Piling Steel Sheet Permanent Delivered	4,270.000 SF	_____.____	_____.____
0196	512.0600 Piling Steel Sheet Permanent Driven	4,270.000 SF	_____.____	_____.____
0198	513.2001 Railing Pipe	207.000 LF	_____.____	_____.____
0200	513.8011 Railing Steel Pedestrian Type C2	552.000 LF	_____.____	_____.____
0202	516.0500 Rubberized Membrane Waterproofing	146.000 SY	_____.____	_____.____
0204	517.1000 Painting Epoxy System Steel Truss (structure) 01. B-65-55	LS	LUMP SUM	_____.____
0206	517.1015.S Concrete Staining Multi-Color (structure) 06. R-65-03	1,666.000 SF	_____.____	_____.____
0208	517.1050.S Architectural Surface Treatment (structure) 06. R-65-03	1,666.000 SF	_____.____	_____.____
0210	520.1012 Apron Endwalls for Culvert Pipe 12-Inch	2.000 EACH	_____.____	_____.____
0212	520.1018 Apron Endwalls for Culvert Pipe 18-Inch	22.000 EACH	_____.____	_____.____
0214	520.1024 Apron Endwalls for Culvert Pipe 24-Inch	14.000 EACH	_____.____	_____.____

Proposal ID: 20201208023 Project(s): 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0216	520.2018 Culvert Pipe Temporary 18-Inch	112.000 LF	_____.____	_____.____
0218	520.2024 Culvert Pipe Temporary 24-Inch	436.000 LF	_____.____	_____.____
0220	520.3312 Culvert Pipe Class III-A 12-Inch	24.000 LF	_____.____	_____.____
0222	520.3318 Culvert Pipe Class III-A 18-Inch	360.000 LF	_____.____	_____.____
0224	520.3324 Culvert Pipe Class III-A 24-Inch	182.000 LF	_____.____	_____.____
0226	521.1024 Apron Endwalls for Culvert Pipe Steel 24-Inch	10.000 EACH	_____.____	_____.____
0228	521.1518 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 6 to 1	2.000 EACH	_____.____	_____.____
0230	521.1524 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	14.000 EACH	_____.____	_____.____
0232	521.2005.S Surface Drain Pipe Corrugated Metal Slotted (inch) 01. 15-Inch	350.000 LF	_____.____	_____.____
0234	521.3115 Culvert Pipe Corrugated Steel 15-Inch	146.000 LF	_____.____	_____.____
0236	521.6118 Culvert Pipe Corrugated Steel Aluminum Coated 18-Inch	82.000 LF	_____.____	_____.____
0238	521.6124 Culvert Pipe Corrugated Steel Aluminum Coated 24-Inch	800.000 LF	_____.____	_____.____
0240	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	730.000 LF	_____.____	_____.____
0242	522.0430 Culvert Pipe Reinforced Concrete Class IV 30-Inch	280.000 LF	_____.____	_____.____

Proposal ID: 20201208023 Project(s): 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0244	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	3.000 EACH	_____.____	_____.____
0246	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	31.000 EACH	_____.____	_____.____
0248	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	2.000 EACH	_____.____	_____.____
0250	531.1100 Concrete Masonry Ancillary Structures Type NS	18.000 CY	_____.____	_____.____
0252	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	2,604.000 LB	_____.____	_____.____
0256	531.2024 Drilling Shaft 24-Inch	150.000 LF	_____.____	_____.____
0258	550.0500 Pile Points	122.000 EACH	_____.____	_____.____
0260	550.1100 Piling Steel HP 10-Inch X 42 Lb	13,780.000 LF	_____.____	_____.____
0262	601.0105 Concrete Curb Type A	67.000 LF	_____.____	_____.____
0264	601.0405 Concrete Curb & Gutter 18-Inch Type A	493.000 LF	_____.____	_____.____
0266	601.0411 Concrete Curb & Gutter 30-Inch Type D	5,905.000 LF	_____.____	_____.____
0268	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	923.000 LF	_____.____	_____.____
0270	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	2,857.000 LF	_____.____	_____.____
0272	601.0582 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type T	704.000 LF	_____.____	_____.____

Proposal ID: 20201208023 Project(s): 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0274	601.0588 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	132.000 LF	_____.____	_____.____
0276	601.0590 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	94.000 LF	_____.____	_____.____
0278	602.0405 Concrete Sidewalk 4-Inch	15,362.000 SF	_____.____	_____.____
0280	602.0415 Concrete Sidewalk 6-Inch	142.000 SF	_____.____	_____.____
0282	602.0505 Curb Ramp Detectable Warning Field Yellow	20.000 SF	_____.____	_____.____
0284	603.1142 Concrete Barrier Type S42	3,200.000 LF	_____.____	_____.____
0286	603.8000 Concrete Barrier Temporary Precast Delivered	1,800.000 LF	_____.____	_____.____
0288	603.8125 Concrete Barrier Temporary Precast Installed	1,800.000 LF	_____.____	_____.____
0290	604.0500 Slope Paving Crushed Aggregate	1,996.000 SY	_____.____	_____.____
0292	604.0600 Slope Paving Select Crushed Material	260.000 SY	_____.____	_____.____
0294	606.0100 Riprap Light	1,069.000 CY	_____.____	_____.____
0296	606.0300 Riprap Heavy	1,043.000 CY	_____.____	_____.____
0298	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	114.000 LF	_____.____	_____.____
0300	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	51.000 LF	_____.____	_____.____
0302	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	93.000 LF	_____.____	_____.____

Proposal ID: 20201208023 Project(s): 1197-00-70

Federal ID(s): WISC 2021042

SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0304	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	537.000 LF	_____.____	_____.____
0306	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	45.000 LF	_____.____	_____.____
0308	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	10.000 LF	_____.____	_____.____
0310	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	146.000 LF	_____.____	_____.____
0312	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	896.000 LF	_____.____	_____.____
0314	611.0530 Manhole Covers Type J	3.000 EACH	_____.____	_____.____
0316	611.0610 Inlet Covers Type BW	15.000 EACH	_____.____	_____.____
0318	611.0612 Inlet Covers Type C	1.000 EACH	_____.____	_____.____
0320	611.0615 Inlet Covers Type F	1.000 EACH	_____.____	_____.____
0322	611.0624 Inlet Covers Type H	19.000 EACH	_____.____	_____.____
0324	611.0627 Inlet Covers Type HM	3.000 EACH	_____.____	_____.____
0326	611.0642 Inlet Covers Type MS	9.000 EACH	_____.____	_____.____
0328	611.0652 Inlet Covers Type T	4.000 EACH	_____.____	_____.____
0330	611.2005 Manholes 5-FT Diameter	3.000 EACH	_____.____	_____.____
0332	611.3004 Inlets 4-FT Diameter	22.000 EACH	_____.____	_____.____

Proposal ID: 20201208023 Project(s): 1197-00-70

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SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0334	611.3225 Inlets 2x2.5-FT	3.000 EACH	_____.____	_____.____
0336	611.3230 Inlets 2x3-FT	15.000 EACH	_____.____	_____.____
0338	611.3901 Inlets Median 1 Grate	3.000 EACH	_____.____	_____.____
0340	611.3902 Inlets Median 2 Grate	3.000 EACH	_____.____	_____.____
0342	611.8120.S Cover Plates Temporary	2.000 EACH	_____.____	_____.____
0344	612.0404 Pipe Underdrain Wrapped 4-Inch	100.000 LF	_____.____	_____.____
0346	612.0406 Pipe Underdrain Wrapped 6-Inch	1,142.000 LF	_____.____	_____.____
0348	614.0150 Anchor Assemblies for Steel Plate Beam Guard	15.000 EACH	_____.____	_____.____
0350	614.0200 Steel Thrie Beam Structure Approach	27.000 LF	_____.____	_____.____
0352	614.0220 Steel Thrie Beam Bullnose Terminal	1.000 EACH	_____.____	_____.____
0354	614.0230 Steel Thrie Beam	125.000 LF	_____.____	_____.____
0356	614.0305 Steel Plate Beam Guard Class A	38.000 LF	_____.____	_____.____
0358	614.0370 Steel Plate Beam Guard Energy Absorbing Terminal	1.000 EACH	_____.____	_____.____
0360	614.0396 Guardrail Mow Strip Asphalt	12.000 SY	_____.____	_____.____
0362	614.0905 Crash Cushions Temporary	5.000 EACH	_____.____	_____.____
0364	614.2300 MGS Guardrail 3	2,887.500 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0366	614.2500 MGS Thrie Beam Transition	473.000 LF	_____.____	_____.____
0368	614.2610 MGS Guardrail Terminal EAT	17.000 EACH	_____.____	_____.____
0370	614.2620 MGS Guardrail Terminal Type 2	5.000 EACH	_____.____	_____.____
0372	615.0400 Marker Posts Rustic	139.000 EACH	_____.____	_____.____
0374	616.0100 Fence Woven Wire (height) 01. 4-FT	17,722.000 LF	_____.____	_____.____
0376	616.0600.S Fence Temporary	50.000 LF	_____.____	_____.____
0378	616.0700.S Fence Safety	742.000 LF	_____.____	_____.____
0380	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1197-00-70	1.000 EACH	_____.____	_____.____
0382	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0384	620.0300 Concrete Median Sloped Nose	528.000 SF	_____.____	_____.____
0386	624.0100 Water	4,500.000 MGAL	_____.____	_____.____
0388	625.0100 Topsoil	16,763.000 SY	_____.____	_____.____
0390	625.0500 Salvaged Topsoil	175,512.000 SY	_____.____	_____.____
0392	627.0200 Mulching	370,699.000 SY	_____.____	_____.____
0394	628.1504 Silt Fence	19,491.000 LF	_____.____	_____.____
0396	628.1520 Silt Fence Maintenance	23,066.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0398	628.1905 Mobilizations Erosion Control	20.000 EACH	_____.____	_____.____
0400	628.1910 Mobilizations Emergency Erosion Control	12.000 EACH	_____.____	_____.____
0402	628.1920 Cleaning Sediment Basins	100.000 CY	_____.____	_____.____
0404	628.2004 Erosion Mat Class I Type B	63,533.000 SY	_____.____	_____.____
0406	628.2006 Erosion Mat Urban Class I Type A	4,630.000 SY	_____.____	_____.____
0408	628.2027 Erosion Mat Class II Type C	13,675.000 SY	_____.____	_____.____
0410	628.6005 Turbidity Barriers	400.000 SY	_____.____	_____.____
0412	628.6510 Soil Stabilizer Type B	1.500 ACRE	_____.____	_____.____
0414	628.7005 Inlet Protection Type A	82.000 EACH	_____.____	_____.____
0416	628.7015 Inlet Protection Type C	59.000 EACH	_____.____	_____.____
0418	628.7504 Temporary Ditch Checks	2,075.000 LF	_____.____	_____.____
0420	628.7515.S Stone or Rock Ditch Checks	18.000 CY	_____.____	_____.____
0422	628.7555 Culvert Pipe Checks	157.000 EACH	_____.____	_____.____
0424	628.7560 Tracking Pads	4.000 EACH	_____.____	_____.____
0426	628.7570 Rock Bags	340.000 EACH	_____.____	_____.____
0428	629.0205 Fertilizer Type A	239.000 CWT	_____.____	_____.____
0430	630.0120 Seeding Mixture No. 20	9,954.000 LB	_____.____	_____.____

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SECTION: 0001 Roadway Construction

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0432	630.0140 Seeding Mixture No. 40	238.000 LB	_____.____	_____.____
0434	630.0171 Seeding Mixture No. 70A	68.000 LB	_____.____	_____.____
0436	630.0200 Seeding Temporary	1,391.000 LB	_____.____	_____.____
0438	630.0400 Seeding Nurse Crop	136.000 LB	_____.____	_____.____
0440	630.0500 Seed Water	8,768.000 MGAL	_____.____	_____.____
0442	632.0201 Shrubs (species) (size) (root) 01. Speckled Alder, CG, 3 GAL	8.000 EACH	_____.____	_____.____
0444	632.0201 Shrubs (species) (size) (root) 02. Red Osier Dogwood, CG, 3 GAL.	8.000 EACH	_____.____	_____.____
0446	632.9101 Landscape Planting Surveillance and Care Cycles	10.000 EACH	_____.____	_____.____
0448	633.0100 Delineator Posts Steel	136.000 EACH	_____.____	_____.____
0450	633.0500 Delineator Reflectors	204.000 EACH	_____.____	_____.____
0452	633.1100 Delineators Temporary	63.000 EACH	_____.____	_____.____
0454	633.5200 Markers Culvert End	71.000 EACH	_____.____	_____.____
0456	634.0612 Posts Wood 4x6-Inch X 12-FT	21.000 EACH	_____.____	_____.____
0458	634.0614 Posts Wood 4x6-Inch X 14-FT	51.000 EACH	_____.____	_____.____
0460	634.0616 Posts Wood 4x6-Inch X 16-FT	108.000 EACH	_____.____	_____.____
0462	634.0618 Posts Wood 4x6-Inch X 18-FT	42.000 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
0464	634.0620 Posts Wood 4x6-Inch X 20-FT	18.000 EACH	_____.____	_____.____
0466	634.0622 Posts Wood 4x6-Inch X 22-FT	6.000 EACH	_____.____	_____.____
0468	637.1220 Signs Type I Reflective SH	1,314.000 SF	_____.____	_____.____
0470	637.2210 Signs Type II Reflective H	1,554.430 SF	_____.____	_____.____
0472	637.2220 Signs Type II Reflective SH	36.000 SF	_____.____	_____.____
0474	637.2230 Signs Type II Reflective F	572.250 SF	_____.____	_____.____
0476	638.2101 Moving Signs Type I	1.000 EACH	_____.____	_____.____
0478	638.2102 Moving Signs Type II	16.000 EACH	_____.____	_____.____
0480	638.2602 Removing Signs Type II	169.000 EACH	_____.____	_____.____
0482	638.3000 Removing Small Sign Supports	207.000 EACH	_____.____	_____.____
0484	638.3150 Removing Overhead Sign Supports Cantilever (structure) 01. 96+15 E	1.000 EACH	_____.____	_____.____
0486	638.4000 Moving Small Sign Supports	24.000 EACH	_____.____	_____.____
0488	638.4100 Moving Structural Steel Sign Supports	2.000 EACH	_____.____	_____.____
0490	642.5201 Field Office Type C	1.000 EACH	_____.____	_____.____
0492	643.0300 Traffic Control Drums	291,680.000 DAY	_____.____	_____.____
0494	643.0420 Traffic Control Barricades Type III	44,740.000 DAY	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0496	643.0500 Traffic Control Flexible Tubular Marker Posts	665.000 EACH	_____.____	_____.____
0498	643.0600 Traffic Control Flexible Tubular Marker Bases	665.000 EACH	_____.____	_____.____
0500	643.0705 Traffic Control Warning Lights Type A	64,240.000 DAY	_____.____	_____.____
0502	643.0715 Traffic Control Warning Lights Type C	15,750.000 DAY	_____.____	_____.____
0504	643.0800 Traffic Control Arrow Boards	1,800.000 DAY	_____.____	_____.____
0506	643.0900 Traffic Control Signs	109,335.000 DAY	_____.____	_____.____
0508	643.1050 Traffic Control Signs PCMS	200.000 DAY	_____.____	_____.____
0510	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0512	645.0111 Geotextile Type DF Schedule A	381.000 SY	_____.____	_____.____
0514	645.0120 Geotextile Type HR	1,572.000 SY	_____.____	_____.____
0516	645.0130 Geotextile Type R	2,689.000 SY	_____.____	_____.____
0518	645.0140 Geotextile Type SAS	70.000 SY	_____.____	_____.____
0520	646.1020 Marking Line Epoxy 4-Inch	58,299.000 LF	_____.____	_____.____
0522	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	50,931.000 LF	_____.____	_____.____
0524	646.1555 Marking Line Grooved Contrast Permanent Tape 4-Inch	3,836.000 LF	_____.____	_____.____
0526	646.3020 Marking Line Epoxy 8-Inch	988.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0528	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	8,994.000 LF	_____.____	_____.____
0530	646.5020 Marking Arrow Epoxy	22.000 EACH	_____.____	_____.____
0532	646.5120 Marking Word Epoxy	17.000 EACH	_____.____	_____.____
0534	646.6120 Marking Stop Line Epoxy 18-Inch	163.000 LF	_____.____	_____.____
0536	646.6220 Marking Yield Line Epoxy 18-Inch	19.000 EACH	_____.____	_____.____
0538	646.6320 Marking Dotted Extension Epoxy 18-Inch	145.000 LF	_____.____	_____.____
0540	646.6464 Cold Weather Marking Epoxy 4-Inch	10,000.000 LF	_____.____	_____.____
0542	646.6468 Cold Weather Marking Epoxy 8-Inch	400.000 LF	_____.____	_____.____
0544	646.7120 Marking Diagonal Epoxy 12-Inch	65.000 LF	_____.____	_____.____
0546	646.7220 Marking Chevron Epoxy 24-Inch	232.000 LF	_____.____	_____.____
0548	646.8120 Marking Curb Epoxy	50.000 LF	_____.____	_____.____
0550	646.8220 Marking Island Nose Epoxy	7.000 EACH	_____.____	_____.____
0552	646.9000 Marking Removal Line 4-Inch	15,561.000 LF	_____.____	_____.____
0554	646.9100 Marking Removal Line 8-Inch	1,292.000 LF	_____.____	_____.____
0556	646.9200 Marking Removal Line Wide	342.000 LF	_____.____	_____.____
0558	646.9300 Marking Removal Special Marking	26.000 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
0560	649.0105 Temporary Marking Line Paint 4-Inch	50,636.000 LF	_____.____	_____.____
0562	649.0120 Temporary Marking Line Epoxy 4-Inch	27,151.000 LF	_____.____	_____.____
0564	649.0150 Temporary Marking Line Removable Tape 4-Inch	17,391.000 LF	_____.____	_____.____
0566	649.0205 Temporary Marking Line Paint 8-Inch	91.000 LF	_____.____	_____.____
0568	649.0220 Temporary Marking Line Epoxy 8-Inch	315.000 LF	_____.____	_____.____
0570	649.0250 Temporary Marking Line Removable Tape 8-Inch	1,514.000 LF	_____.____	_____.____
0572	649.0520 Temporary Marking Arrow Epoxy	2.000 EACH	_____.____	_____.____
0574	649.0620 Temporary Marking Word Epoxy	1.000 EACH	_____.____	_____.____
0576	649.0805 Temporary Marking Stop Line Paint 18-Inch	194.000 LF	_____.____	_____.____
0578	649.0820 Temporary Marking Stop Line Epoxy 18-Inch	166.000 LF	_____.____	_____.____
0580	650.4000 Construction Staking Storm Sewer	78.000 EACH	_____.____	_____.____
0582	650.4500 Construction Staking Subgrade	60,729.000 LF	_____.____	_____.____
0584	650.5000 Construction Staking Base	33,723.000 LF	_____.____	_____.____
0586	650.5500 Construction Staking Curb Gutter and Curb & Gutter	9,852.000 LF	_____.____	_____.____
0588	650.6000 Construction Staking Pipe Culverts	21.000 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
0590	650.6500 Construction Staking Structure Layout (structure) 01.B-65-55	LS	LUMP SUM	_____.____
0592	650.6500 Construction Staking Structure Layout (structure) 02.B-65-56	LS	LUMP SUM	_____.____
0594	650.6500 Construction Staking Structure Layout (structure) 03.B-65-57	LS	LUMP SUM	_____.____
0596	650.6500 Construction Staking Structure Layout (structure) 04.B-65-58	LS	LUMP SUM	_____.____
0598	650.6500 Construction Staking Structure Layout (structure) 05.B-65-59	LS	LUMP SUM	_____.____
0600	650.6500 Construction Staking Structure Layout (structure) 06.R-65-03	LS	LUMP SUM	_____.____
0602	650.6500 Construction Staking Structure Layout (structure) 07.R-65-04	LS	LUMP SUM	_____.____
0604	650.7000 Construction Staking Concrete Pavement	11,486.000 LF	_____.____	_____.____
0606	650.8000 Construction Staking Resurfacing Reference	1,910.000 LF	_____.____	_____.____
0608	650.8500 Construction Staking Electrical Installations (project) 01. 1197-00-70	LS	LUMP SUM	_____.____
0610	650.9910 Construction Staking Supplemental Control (project) 01. 1197-00-70	LS	LUMP SUM	_____.____
0612	650.9920 Construction Staking Slope Stakes	60,729.000 LF	_____.____	_____.____
0614	652.0125 Conduit Rigid Metallic 2-Inch	1,498.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0616	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	5,130.000 LF	_____.____	_____.____
0618	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	96.000 LF	_____.____	_____.____
0620	652.0700.S Install Conduit into Existing Item	1.000 EACH	_____.____	_____.____
0622	653.0140 Pull Boxes Steel 24x42-Inch	4.000 EACH	_____.____	_____.____
0624	653.0164 Pull Boxes Non-Conductive 24x42-Inch	18.000 EACH	_____.____	_____.____
0626	653.0222 Junction Boxes 18x12x6-Inch	4.000 EACH	_____.____	_____.____
0628	653.0905 Removing Pull Boxes	1.000 EACH	_____.____	_____.____
0630	654.0105 Concrete Bases Type 5	28.000 EACH	_____.____	_____.____
0632	654.0224 Concrete Control Cabinet Bases Type L24	1.000 EACH	_____.____	_____.____
0634	654.1150 Concrete Bases Camera Pole 50-FT	1.000 EACH	_____.____	_____.____
0636	655.0515 Electrical Wire Traffic Signals 10 AWG	800.000 LF	_____.____	_____.____
0638	655.0535 Electrical Wire Traffic Signals 2 AWG	3,690.000 LF	_____.____	_____.____
0640	655.0610 Electrical Wire Lighting 12 AWG	5,040.000 LF	_____.____	_____.____
0642	655.0620 Electrical Wire Lighting 8 AWG	16,515.000 LF	_____.____	_____.____
0644	656.0200 Electrical Service Meter Breaker Pedestal (location) 01. 743+22.51 US	LS	LUMP SUM	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0646	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	28.000 EACH	_____.____	_____.____
0648	657.0322 Poles Type 5-Aluminum	28.000 EACH	_____.____	_____.____
0650	657.0710 Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	28.000 EACH	_____.____	_____.____
0652	657.6005 Anchor Assemblies Light Poles on Structures	2.000 EACH	_____.____	_____.____
0654	659.1115 Luminaires Utility LED A	28.000 EACH	_____.____	_____.____
0656	659.2124 Lighting Control Cabinets 120/240 24-Inch	1.000 EACH	_____.____	_____.____
0658	661.0100 Temporary Traffic Signals for Bridges (structure) 01. B-65.13	LS	LUMP SUM	_____.____
0660	661.0200 Temporary Traffic Signals for Intersections (location) 01. USH 53 and USH 63	LS	LUMP SUM	_____.____
0662	661.0200 Temporary Traffic Signals for Intersections (location) 02. USH 53 and CTH E	LS	LUMP SUM	_____.____
0664	670.0100 Field System Integrator	LS	LUMP SUM	_____.____
0666	670.0200 ITS Documentation	LS	LUMP SUM	_____.____
0668	671.0300 Fiber Optic Cable Marker	3.000 EACH	_____.____	_____.____
0670	673.0225.S Install Pole Mounted Cabinet	1.000 EACH	_____.____	_____.____
0672	674.0300 Remove Cable	40.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0674	677.0150 Install Camera Pole 50-FT	1.000 EACH	_____.____	_____.____
0676	677.0200 Install Camera Assembly	1.000 EACH	_____.____	_____.____
0678	677.9051.S Removing 50-FT Camera Pole	1.000 EACH	_____.____	_____.____
0680	677.9200.S Removing CCTV Camera	1.000 EACH	_____.____	_____.____
0682	678.0006 Install Fiber Optic Cable Outdoor Plant 6-CT	950.000 LF	_____.____	_____.____
0684	678.0400 Fiber Optic Termination	6.000 EACH	_____.____	_____.____
0686	678.0600 Install Ethernet Switches	1.000 EACH	_____.____	_____.____
0688	690.0150 Sawing Asphalt	3,108.000 LF	_____.____	_____.____
0690	690.0250 Sawing Concrete	113.000 LF	_____.____	_____.____
0692	715.0415 Incentive Strength Concrete Pavement	10,794.000 DOL	1.00000	10,794.00
0694	715.0502 Incentive Strength Concrete Structures	16,830.000 DOL	1.00000	16,830.00
0696	740.0440 Incentive IRI Ride	22,615.000 DOL	1.00000	22,615.00
0698	ASP.1T0A On-the-Job Training Apprentice at $5.00/HR	2,100.000 HRS	5.00000	10,500.00
0700	ASP.1T0G On-the-Job Training Graduate at $5.00/HR	2,400.000 HRS	5.00000	12,000.00
0702	SPV.0035 Special 01. REJECT SAND	300.000 CY	_____.____	_____.____
0704	SPV.0060 Special 01. TREE TRIMMING	5.000 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
0706	SPV.0060 Special 02. WOVEN WIER FENCE GATE	1.000 EACH	_____.____	_____.____
0708	SPV.0060 Special 03. INLETS 5-FT DIAMETER	3.000 EACH	_____.____	_____.____
0710	SPV.0060 Special 04. CONNECTING TO EXISTING INLETS	4.000 EACH	_____.____	_____.____
0712	SPV.0060 Special 05. REMOVING ELECTRICAL SERVICE METER BREAKER PEDESTAL	1.000 EACH	_____.____	_____.____
0714	SPV.0060 Special 06. SALVAGE POLE MOUNT CABINET	1.000 EACH	_____.____	_____.____
0716	SPV.0060 Special 07. GROUND ROD	1.000 EACH	_____.____	_____.____
0718	SPV.0060 Special 08. TRAFFIC CONTROL VERTICAL PANELS	69.000 EACH	_____.____	_____.____
0720	SPV.0090 Special 01. MARKING STOP LINE EPOXY 24-INCH	12.000 LF	_____.____	_____.____
0722	SPV.0090 Special 02. HEAVY DUTY SILT FENCE	3,575.000 LF	_____.____	_____.____
0724	SPV.0090 Special 03. CONCRETE SILANE SEALER FOR PCC SAW CUTS	23,890.000 LF	_____.____	_____.____
0726	SPV.0090 Special 04. SALVAGE FENCE	110.000 LF	_____.____	_____.____
0728	SPV.0090 Special 05. FENCE CHAIN LINK POLYMER-COATED 6-FT.	770.000 LF	_____.____	_____.____
0730	SPV.0105 Special 02. FLOATING BOOM	LS	LUMP SUM	_____.____
0732	SPV.0105 Special 03. TEMPORARY WATER DIVERSION - POTATO CREEK	LS	LUMP SUM	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0734	SPV.0165 Special 01. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-65-4	647.000 SF	_____._____	_____._____
0736	SPV.0180 Special 01. CERTIFIED WEED FREE MULCH	18,287.000 SY	_____._____	_____._____
0738	520.3424 Culvert Pipe Class III-A Non-metal 24-Inch	224.000 LF	_____._____	_____._____
0740	608.3012 Storm Sewer Pipe Class III-A 12-Inch	118.000 LF	_____._____	_____._____
0742	608.3018 Storm Sewer Pipe Class III-A 18-Inch	429.000 LF	_____._____	_____._____
0744	608.3024 Storm Sewer Pipe Class III-A 24-Inch	195.000 LF	_____._____	_____._____
0746	635.0200 Sign Supports Structural Steel HS	6,196.000 LB	_____._____	_____._____
0748	999.1500.S Crack and Damage Survey	LS	LUMP SUM	_____._____
	Section: 0001		Total:	_____._____

Total Bid: _____._____

Wisconsin Department of Transportation

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

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

December 3, 2020

NOTICE TO ALL CONTRACTORS:

Proposal #23: 1197-00-70, WISC 202 104
Spooner - Minong
Trego Interchange
USH 053
Washburn County

Letting of December 8, 2020

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
6	Utilities

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. 02

PROJECT ID 1197-00-70

December 3, 2020

Special Provisions

6. Utilities.

Replace entire section titled **Barron Electric Cooperative (Electricity)** *with the following:*

Barron Electric Cooperative (Electricity)
Barron Electric Cooperative has existing underground and aerial **electric** facilities within the project limits that will remain in service during construction. The existing facilities are located as follows, and no conflicts are anticipated:

- Aerial electric line and poles along the south side of Mackey Lane. Contractor to exercise caution grading around poles.
- Aerial electric line that crosses Mackey Lane near Station 72M+00.
- Underground electric line that crosses USH 53 near Station 892NB+00.
- Aerial electric line that cross USH 53 near Station 967NB+75.
- Aerial electric line that cross USH 53 near Station 983NB+70.
- Underground electric line located along southbound USH 53 from approximately Station 892SB+00 LT to Station 912SB+80 LT and which crosses Mackey Road near Station 149WF+50, Mackey Trail near Station 76M+00, and Wild Rivers Driveway near Station 84R+15.
- Underground electric line along the north right-of-way line of Wood Drive. Contractor to work safely around the existing transformer located at Station 123+30 LT.
- Aerial electric line that crosses USH 63 near Station 761US+50.

Barron Electric Cooperative has existing underground and aerial **electric** facilities within the project corridor that are in direct conflict with the work. The following work will be completed by Barron Electric during construction:

- Poles located near Station 761US+00 LT and Station 761US+75 RT will be replaced with 40 ft. poles and the aerial line raised. Contractor to exercise caution grading around the new pole located near Station 761US+75 RT.
- New underground electric line will be installed across Liesch Road at approximately Station 113N+50 at an approximate elevation 1066 to an existing advertising sign located near Station 113N+50 RT.

New underground 3-phase electric line will be installed along the west side of Liesch Road beginning at an existing pole located near STA 107N+00 LT and terminating at a new pole located within the proposed ditch along the north side of Wood Drive near STA 123W+50 LT. From STA 107N+00 LT to STA 108N+25 LT, and from STA 109N+00 LT to STA 109N+50 LT the new line will be located approximately 4.5 feet lower than the existing line. The electric line will cross Wood Drive near STA 123W+30 at approximate elevation 1056.5. Contractor to exercise caution grading the proposed ditch around the new pole located near STA 123W+50 LT.

New underground 3-phase electric line will be installed along the west side of the project beginning at an existing underground cabinet located along Mackey Road near Station 149WF+25, 70’ LT and terminating at

an existing underground cabinet located along CTH E near Station 94E+25, 38' LT. The line will be installed as follows:

- Beginning at approximate STA 149WF+25, 70' LT the electric line will run west to Mackey Lane approximate STA 73+50 RT, then turn 90 degrees north and cross Mackey Lane at an approximate elevation of 1068 and continue north to approximate STA 150WF+50, 80' LT where the line will enter private BEC easement along the west right of way line of Mackey Road.
- From approximately Station 150WF+50, 80' LT the electric line will run north along Mackey Road within private easement to approximately Station 162WF+80, 80' LT where the line will turn northeast and enter the Mackey Road right-of-way.
- From approximately Station 162WF+80 LT the electric line will continue north at an offset 5' to 10' within the west right-of-way to approximately Station 176WF+86 LT. From that point, the line will turn northwest and enter private BEC easement along the west right-of-way of Mackey Road.
- From approximately Station 176WF+86 LT the electric line will continue north within private easement to approximately Station 199WF+15 LT where the line will turn east and cross Mackey Road near Station 199WF+15 at approximate elevation 1072, and then cross CTH E near Station 93E+50 at approximate elevation 1078, and then terminate at an existing underground cabinet located along CTH E near Station 94E+25, 38' LT.

From a new underground cabinet located beyond the right-of-way of Mackey Road near Station 196WF+00 LT, a new underground electric line will run east across Mackey Road at approximate elevation 1073 and terminate outside of the Mackey Road right-of-way near Station 196WF+00 RT.

From a new underground cabinet located beyond the right of way of Mackey Road near STA 199WF+15 LT, a new underground electric line will run east across Mackey Road at approximate elevation 1071; then continue east across Right of Way Parcel #8; then continue east at a depth of approximately 17 feet below existing ground across USH 53 to STA 939NB+40; then continue east across existing Service Loop right of way and terminate outside of existing Service Loop right of way near USH 53 STA 939NB+40 RT.

Upon completion of electric facility relocation, Barron Electric will discontinue existing underground and aerial electric facilities within the project limits as follows:

- Underground electric lines along southbound USH 53 between approximately Station 912SB+80 LT to Station 942SB+00 LT will be discontinued and left in place.
- Underground electric line that crosses USH 53 at approximately Station 939SB+20 will be discontinued and left in place.
- Underground electric line along the west side of Liesch Road from Station 107N+00 LT to an existing pole located along Wood Drive near Station 123W+30 LT will be discontinued and left in place.
- Underground electric line that crosses USH 63 near Station 947US+50, D Ramp near Station 933D+50, and C Ramp near Station 932C+50 will be discontinued and left in place.
- Underground electric line that crosses Mackey Road near Station 183WF+00 will be discontinued and left in place.
- Aerial electric line and two poles located across Liesch Road near Station 113N+75 will be discontinued and the line removed. Discontinued poles remaining in the right-of-way to be removed and disposed of by the contractor.

Provide 20 working day notice to Barron Electric prior to commencing Stage 1 as shown on the plans and described in the Special Provisions

Accommodate Barron Electric relocation work concurrently with the work during Year 1 (2021) construction. Communicate, coordinate, and cooperate with Barron Electric during the completion of electric facility relocation.

Allow 60 working days after local road seasonal weight restrictions have expired or are lifted for Barron Electric to complete all relocations and discontinue existing facilities in conflict with the work.

Preserve and protect existing electric facilities in conflict with the work that will remain in service until discontinued by Barron Electric. It is imperative that the highway contractor contact Barron Electric before working around or near any electric facility in direct or apparent conflict with the work. The contractor must not assume that unmarked facilities have been discontinued. DO NOT push, pull, move, touch, or alter any marked or unmarked electric facility without explicit consent from Barron Electric Cooperative.

Barron Electric contact:

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END OF ADDENDUM