HIGHWAY WORK PROPOSAL

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

Proposal Number: 011

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
Fond Du Lac	1440-15-71	WISC 2021227	Fond Du Lac - Plymouth; Ush 151-Seven Hills Road	STH 023

ADDENDUM REQUIRED

ATTACHED AT BACK

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

Proposal Guaranty Required: $890,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: March 9, 2021 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code SAMPLE NOT FOR BIDDING PURPOSES
Contract Completion Time November 15, 2022	
Assigned Disadvantaged Business Enterprise Goal 11%	This contract is exempt from federal oversight.

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

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

Subscribed and sworn to before me this date _____

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

Notary Seal

For Department Use Only	
Type of Work: Grading, Base, Concrete Pavement, Asphalt Pavement, Culvert Pipe, Storm Sewer, Bridge Construction, Box Culvert Construction, Retaining Walls, Curb and Gutter, Sidewalk, Guard Rail, Signs, Overhead Sign Structures, Pavement Markings, Street Lighting, Traffic Signals, Fence, Trees	
Notice of Award Dated	Date Guaranty Returned

PLEASE ATTACH
PROPOSAL GUARANTY HERE

Effective with November 2007 Letting

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective with August 2015 Letting

BID PREPARATION

Preparing the Proposal Schedule of Items

A General

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

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

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

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

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

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

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

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

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

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

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

B Submitting Electronic Bids

B.1 On the Internet

(1) Do the following before submitting the bid:

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

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

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

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

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

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

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

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

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

Bidder Name

BN00

Proposals: 1, 12, 14, & 22

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

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

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

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

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

C Waiver of Electronic Submittal

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

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

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

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

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

PROPOSAL BID BOND

Wisconsin Department of Transportation

DT1303 1/2006

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

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

(Signature of Attorney-in-Fact)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

Wisconsin Department of Transportation

DT1305 8/2003

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

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

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

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

(Signature of Authorized Contractor Representative) (Date)

March 2010

LIST OF SUBCONTRACTORS

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

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

Name of Subcontractor	Class of Work	Estimated Value

DECEMBER 2000

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

Instructions for Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Special Provisions

Table of Contents

STSP'S Revised June 29, 2020

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1440-15-71, Fond du Lac - Plymouth, USH 151 – Seven Hills Road, Fond du Lac County, STH 23, 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 base course, culverts, concrete pavement, HMA pavement, storm sewer, curb and gutter, Structures B-20-202, B-20-203, B-20-204, R-20-41, R-20-42, R-20-47, and C-20-61 and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

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

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

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

Follow the construction operations as outlined below and as shown in the plans.

Stage 1:

- Construct USH 151/CTH K temporary intersection.
- Construct Road 8A.
- Construct Irene Drive Extension.
- STH 23 Widening from USH 151 to CTH UU, Station 104+00 EB – 202+75 EB.
- STH 23 temporary median construction, Station 101+80 EB – 110+00 EB; 135+00 EB – 138+00 EB; Station 144+80 EB – 146+00 EB; Station 158+30 EB – 168+00 EB.
- Wisconsin American Drive Roundabout bypass lane and temporary connection, Station 104+00 EB – 118+00 EB.
- Construct Northway Drive, Road 5 and CTH UU from Station 7+00 UUN – 14+00 UUN.
- Construct Mary Hill Park Drive Temporary Access and connection
- Construct City of Fond du Lac driveway to the Water Reservoir

Stage 2:

- Construct STH 23 EB from USH 151 (Station 101+80 EB) to just west of CTH UU (Station 195+00 EB), Station including structures B-20-204 and R-20-0041.
- Construct STH 23 WB from Station 101+80 EB to 114+00 EB and from Station 210+00 EB to Station 384+00 EB.

- Construct portions of Wisconsin American Drive Roundabout and Wisconsin American Drive.
- Construct southerly portion of CTH K (Station 37+69 KNB to Station 49+00 KNB) and South Jughandle ramps (Station 10+00 JHB to Station 16+68 JHB).
- Construct CTH K from northerly CTH K roundabout to northerly extents (Station 54+00 KSB to Station 65+00 KSB). Construction of this area shall be done between June 15 and September 1, 2021.
- Construct portions of CTH UU interchange (Station 24+00 UUS to 33+00 UUN)
- Construct Mary Hill Park Place, Hillside Circle, Taft Road, Tower Road (north) and Poplar Road (north) intersections.
- Construct Road 10 and Road 11.
- Construct CTH UU from Road 11 intersection north (Station 39+00 UUN to Station 42+65 UUN)
- Construct proposed Park & Ride.
- Construct CTH UU interchange including structures B-20-204 and R-20-0042.

Stage 3

- Construct STH 23 WB from Wisconsin American Drive (Station 114+00 WB) to just west of CTH UU (Station 210+00 WB) including structures B-20-202.
- Construct STH 23 EB from just east of CTH UU (Station 195+00 EB) to Seven Hills Road (Station 397+00 EB.
- Construct portions of Wisconsin American Drive Roundabout and Wisconsin American Drive.
- Construct remaining portion of CTH K (Station 49+00 KNB to Station 54+00 KSB and northerly Jughandle ramps (Station 20+00 JHD to 27+50 JHD).
- Construct remaining portions of CTH UU (Station 14+00 UUS to Station 24+00 UUS; Station 33+00 UUN to 39+00 UUN).
- Construct Hilltop Connection, Hilltop Cul-de-sac, Richards Road, Tower Road (south) and Poplar Road (south).
- Construct Whispering Springs connection.
- Construct Old Plank Trail.

Stage 4

- Construct USH 151 SB off ramp and Prairie Trail
- Demo existing lanes of STH 23 from East of CTH UU to West of CTH UU.
- Construct medians, crossovers, curb and gutter at various locations on the STH 23.
- Complete removal of temporary Wisconsin American Drive along with final restoration
- Construct USH 151/CTH K intersection to original layout.
- Demo the existing Northway Drive.

Wisconsin American Drive Temporary Connection

Remove and restore the temporary roadway for Wisconsin American Drive by November 1, 2021. The temporary easement for the temporary connection will expire on July 31, 2022.

Earthwork Calculations – Excavation Common

Supplement standard spec 205.4.1 (1) with the following:

The department will measure all excavation acceptably completed by computing end areas except where noted in the earthwork miscellaneous quantity sheets. The areas not computed by end areas will use alternate methods involving 3-dimensional measurements (surface to surface comparison).

Note that excavation for utility trenches and disposal of surplus and unsuitable material with the exception of rock is incidental to the other items of this project and will not be paid for separately.

Earthwork Staging

Construct the select crushed material, base aggregate, pavements, and roadway finishing items within the same construction season for any roadway location on STH 23. If these items are not constructed in the same construction season that the earthwork is completed for any location, the following earthwork construction requirements apply:

- In cuts, excavate no lower than to the top of finished subgrade elevation (bottom of proposed base aggregate layer) in the 2021 construction season. Remaining excavation to the bottom of subgrade improvement or EBS shall be performed in the 2022 construction season.
- In fills, complete the roadway embankment up to the bottom of proposed subgrade improvement in the 2021 construction season, completing the remaining work in 2022 construction season.
- The department will evaluate for approval the final subgrade and earth grade at the bottom of subgrade improvement or EBS in the 2022 construction season, immediately prior to subsequent construction operations.

Complete the construction of the CTH UU interchange roadway embankment in the 2021 construction season. Do not construct storm sewer, base aggregate, or pavement prior to April 15, 2022, to allow for fill settlement before those subsequent items are placed in 2022.

Interim Liquidated Damages – Wisconsin American Drive Roundabout

Complete work in Stage 2A and Stage 2B to open Wisconsin American Drive Roundabout, as shown in the plans, within 45 calendar days after traffic has been shifted onto the Wisconsin American Drive Roundabout bypass

If the contractor fails to complete work in Stage 2A and Stage 2B to open Wisconsin American Drive Roundabout, as shown in the plans, within 45 calendar days after traffic has been shifted onto the Wisconsin American Drive Roundabout bypass, the department will assess the contractor $9,600 in interim liquidated damages for each calendar day contract work remains incomplete beyond 45 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

Interim Liquidated Damages – CTH K North

Complete all final pavement layers, curb and gutter, signing, pavement markings, and restoration necessary to open CTH K between Station 54+50 to the northerly road limits by August 20, 2021.

If the contractor fails to complete all final pavement layers, curb and gutter, signing, pavement markings, and restoration necessary to open CTH K between Station 54+50 to the northerly road limits by August 20, 2021, the department will assess the contractor $5,000 in interim liquidated damages for each calendar day contract work remains incomplete beyond 12:01 AM August 21, 2021. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

Interim Liquidated Damages – STH 23 EB

Complete all concrete and asphaltic pavement, curb and gutter, shoulders, temporary signing, temporary pavement marking, and restoration work necessary to open STH EB lanes (Station 101+85 to 192+00) by November 15, 2021

If the contractor fails to complete all concrete and asphaltic pavement, curb and gutter, shoulders, temporary signing, temporary pavement marking, and restoration work necessary to open STH EB lanes (Station 101+85 to 192+00) by November 15, 2021, the department will assess the contractor $12,000 in interim liquidated damages for each calendar day contract work remains incomplete beyond 12:01 AM November 16, 2021. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

Interim Liquidated Damages – USH 151 Southbound off ramp at STH 23 and Prairie Trail

Complete concrete and asphaltic pavement, curb and gutter, shoulders, permanent signing, permanent pavement marking, and restoration work to open USH 151 SB off ramp and Prairie Trail within 10 calendar days once construction starts on USH 151 Southbound off ramp at STH 23 and Prairie Trail.

If the contractor fails to complete concrete and asphaltic pavement, curb and gutter, shoulders, permanent signing, permanent pavement marking, and restoration work to open USH 151 SB off ramp and Prairie Trail within 10 calendar days once construction starts on USH 151 Southbound off ramp at STH 23 and Prairie Trail, the department will assess the contractor $4,800 in interim liquidated damages for each calendar day contract work remains incomplete beyond 10 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Winter Shutdown

Winter shutdown will commence with the completion of STH 23 Stage 2 work on November 15, 2021. Do not resume work until March 1, 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 date.

Enhanced Liquidated Damages

Replace standard spec 108.11 paragraph (3) as follows:

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

STH 23 Right-of-Way Available for Construction Activities

The contractor shall not perform construction activities nor store equipment nor materials on STH 23 right-of-way that is more than 20 feet beyond the grading limits indicated in the plan, unless approved by the engineer.

Migratory Birds

Swallow and other migratory birds' nests have been observed on or under the existing bridge. 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 Removing Old Structure.

Northern Long-eared Bat (Myotis septentrionalis)

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

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

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

coordination with the WisDOT REC. The WisDOT REC will initiate consultation with the USFWS and determine if a survey is necessary.

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

4. Traffic.

Full access to side roads shall be maintained at all times except when necessary to complete construction at the side road or intersection. Do not close consecutive side roads at the same time. Closure of side roads shall not exceed 14 consecutive calendar days.

Maintain STH 23 traffic on paved surface at all times.

Maintain one lane for each direction of all traffic at all times.

The use of Whispering Springs Drive and Ledgeview Drive between Whispering Springs Access Road and Road 8a is not allowed during construction.

All intersections, except CTH UU, and side roads shall be open on paved surface during the winter of 2021-2022.

Prior to closing any side roads notify the police department, fire department, post office and emergency responders with 72 hour advanced notice.

Westfield Road and driveway access at Station 212+00 WB and at CTH UU Station 34+25 shall not be removed until Road 10, Road 11, and CTH UU from the intersection of Road 11 to the north have been constructed.

Driveway access at Station 219+60 WB left shall not be removed until access has been established off Road 10.

Driveway access and field entrances located at Station 217+20 EB RT, 219+55 EB RT, 220+70 EB RT, 221+20 EB RT, 222+90 RT, 230+65 EB RT, 231+40 EB RT, 232+40 EB RT, 233+60 EB RT, 235+00 EB RT cannot be removed until January 1, 2022.

Maintain access to all business driveways and private residence driveways on a minimum of crushed aggregate base course surface at all times except as follows. If a property has multiple entrances, a minimum of one entrance must be maintained at all times. Close driveways for a maximum of 7 calendar days due to roadway concrete paving. Close driveways for a maximum of 7 calendar days for grading and placement of base aggregate and concrete paving for each driveway. Notify each business and/or each residence on the property a minimum of 7 days prior to any driveway closures.

Driveway access at Station 114+25 can be closed. Access will be westerly from the driveway turnout to the existing parking lot west of the driveway. Access cannot be closed till property owner has been notified 48 hours in advanced and the temporary connection to existing parking lot has been established.

Traffic Impact Response Time

Provide a preferred method of notification and a designated person that is available 24 hours per day, 7 days per week, to respond to any event that impacts the free flow of traffic during non-working hours. The designated person shall respond within 2 hours of being notified by the engineer. Notification is defined as the first phone call/voice message, text message or e-mail. Impacts to traffic may include, but are not limited to, temporary barrier wall that has been moved from its original position, water ponding on the travel lanes, or temporary pavement deterioration. The contractor designated person needs to be able to promptly address the issues impacting traffic once notified by the engineer.

Failure to respond onsite and start implementation of corrective actions within 2 hours will result in the department issuing a deduction of $500 per hour at the start of the third hour beyond the initial notification by the engineer. The department will administer the deduction for the road, or portion thereof, not being open to traffic under the Failing to Open Road to Traffic administrative item.

Stage 1

Maintain existing STH 23 traffic patterns except for STH 23 WB traffic from just west of CTH UU to USH 151. Maintain single lane traffic along STH 23 WB from just east of CTH UU to USH 151.

CTH K North can be closed after June 15th and the USH 151/CTH K intersection is operational. CTH K south must remain open until the STH 23 bypass lane around the Wisconsin American Drive roundabout is open. Once the STH 23 bypass lane around the Wisconsin American Drive roundabout is operational, the CTH K intersection with STH 23 can be closed. Access to Hillside Circle from CTH K south must be maintained.

Existing Wisconsin American Drive will remain open while the temporary Wisconsin American Drive is constructed.

Existing Northway Drive, Mary Hill Park Place, Whispering Springs Boulevard, Westfield Drive, and Hilltop Drive shall remain open at all times.

Stage 2

Maintain single lane STH 23 traffic on WB lanes and widening constructed in Stages 1a and 1b. Intersection at STH 23 and CTH K along with STH 23 and CTH UU will be closed to traffic. Close Hilltop Drive.

Taft, Tower (north), and Poplar Roads are to maintain public cross-traffic with no access to the project. Closure of these side roads are restricted to 14 consecutive calendar days.

No consecutive intersections to STH 23 shall be closed simultaneously.

Maintain access to Northway Drive, Mary Hill Park Place, and Whispering Springs Boulevard.

Intersection of CTH UU with STH 23 can be closed. Access to local businesses and residents along CTH UU must be maintained at all times.

Upon completion of Road 10 and Road 11, demo existing Westfield Road connection to CTH UU along with driveway connections to STH 23.

Access to all residents along STH 23, CTH K, and CTH UU must be maintained at all times.

Stage 3

Maintain single lane STH 23 traffic on EB lanes. Intersection at STH 23 and CTH K along with STH 23 and CTH UU will be closed to traffic.

Close Hilltop Drive.

Richards, Tower (south), and Popular (south) Roads are to maintain public cross-traffic with no access to the project. Closure of Tower and Poplar Roads are restricted to 14 consecutive calendar days, and no consecutive intersections to STH 23 shall be closed simultaneously. Richard Road intersection must be maintained at all times.

Maintain access to Northway Drive, Mary Hill Park Place and Hillside Circle from CTH K south.

Maintain access to existing Whispering Springs Boulevard until completion of the new Whispering Springs connection.

Access to all residents along STH 23, CTH K, and CTH UU must be maintained at all times.

Stage 4

USH 151 southbound exit ramp at STH 23 will be closed to traffic. USH 151 southbound exit ramp detour will be utilized during construction of the ramp.

Maintain single lane traffic on EB and WB lanes along STH 23. Intersection at STH 23 and CTH K along with STH 23 and CTH UU are open to traffic.

Access to all residents along STH 23, CTH K, and CTH UU must be maintained at all times.

Wisconsin Lane Closure System OSOW

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

STH 23 is a designated WisDOT Freight Network Route and WisDOT Wind Tower Corridor. Maintain an available width no less than 16 feet (12' lane + 3' paved shoulder + 1' additional gravel or paved shoulder) at all times in each direction, except during the allowable full closures of STH 23 discussed below and during lane closures determined necessary and approved by the engineer. If this minimum width is maintained for traffic, advanced notification according to the Wisconsin Lane Closure System (WLCS) is not required. Movement of standard OSOW freight including wind tower base loads is scheduled to occur during this construction project. Wind tower loads that normally require 16 feet of available paved width are allowed by WisDOT Oversize/Overweight permit to travel along this section of STH 23.

For situations which the engineer confirms that construction activities require available widths less than the minimum required widths for both directions of STH 23 traffic as defined above, reduce STH 23 to a single counter-directional lane of no less than 16 feet of available width via flagging operations during daytime hours only. Prior to reducing traffic to one lane, acquire approval from the engineer to do so and provide the minimum advanced notification according to the WLCS Table 108-1 below. Notification to freight companies and WisDOT Oversize/Overweight Permits Unit of such lane closures is provided through the WLCS. Contact WisDOT Northeast Region Traffic Engineer, Rod Hamilton, at (920) 366-4747 with questions.

Allowable Full Closures and Associated Detours and Damage Assessment

The contractor will be allowed to close one lane of STH 23 for a total of two nighttime periods during the hours of 6:00 PM – 6:00 AM, between Monday PM – Sunday AM, to complete the culverts installations at Station 141'WB'+00 and Station 215'WB'+00.

If the contractor fails to open all lanes of STH 23 to traffic by 6:01 AM, hourly damages will be assessed at a rate of $1,000 per hour for each full or partial hour that any traffic lanes remain closed beyond 6:01 AM. Hourly damages will be assessed under administrative item 801.0104 Failing to Open Road to Traffic.

The contractor will be allowed to close USH 151 Southbound off ramp at STH 23 interchange during construction of the ramp for 10 calendar days.

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

Closure of side roads shall not exceed 14 consecutive calendar days.

Allowable Rolling Closures

For setting of the B-20-204 girders, westbound and eastbound STH 23 may be closed for periods not to exceed 20 minutes between the hours of 6:00 PM to the following morning at 6:00 AM, Sunday, Monday, Tuesday, Wednesday, and Thursday nights. Allow all vehicle backups to clear the project area prior to setting up the next road closure during the above timeframe. The department has contracted with the Wisconsin State Highway Patrol to assist with traffic control operations by setting up rolling roadblocks for these closures. Coordinate with State Patrol Sargent Luke Newman at (920) 328-4528 (secondary contact is Region Traffic Engineer, Josh Falk at (920) 360-3107), on these road closures and provide 7 day advance notice to the engineer.

Wisconsin Lane Closure System Advance Notification

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

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

Closure type with height, weight, or width restrictions (available width, all lanes in one direction < 16 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)	**MINIMUM NOTIFICATION**
Lane and shoulder closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

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

Portable Changeable Message Signs - Message Prior Approval

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

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

PCMS boards shall be deployed on sideroad 7 days prior to a 14 consecutive calendar day closures. PCMS boards shall be deployed on STH 23 3 days prior to night time closures.

Temporary Work Zone Clear Zone Working Restrictions

The temporary work zone clear zone for this project, within 55 mph speed limits, is 15-feet from the edge of traveled way. The temporary work zone clear zone for this project, within 45 mph speed limits or less, is 10-feet from the edge of traveled way

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

The permitted bi-direction closure times will be from 7 am to 8 am Monday through Friday and from 3 pm to 6 pm Monday through Friday.

5. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 23 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday periods:

- From noon Friday, May 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 6:00 AM Monday, September 20, 2021 to 6:00 AM Monday, September 27, 2021 for Ryder Cup at Whistling Straits.
- From noon Friday, May 27, 2022 to 6:00 AM Tuesday, May 31, 2021 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.

stp-107-005 (20181119)

6. Utilities.

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

stp-107-065 (20080501)

Discontinued facilities exist within the project limits and utility owner will discontinue some additional facilities in place after relocating facilities to avoid conflicts with the proposed work. Removal by the contractor of any discontinued facilities necessary to complete the proposed work, including plugging remaining ends of the facility, is considered incidental to the contract. Contact each utility company individually to verify if any discontinued facilities can be expected.

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.

Contact each utility company listed in the plans, prior to preparing bids, to obtain current information on the status of existing and any new utility relocation work.

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

Alliant Energy (electric) maintains overhead and underground facilities along the entire length of the project. Utility conflicts will be relocated prior to and during construction.

Alliant Energy plans to remove the existing overhead facilities on the south side of STH 23 from Station 103+00 to the east project limits.

Alliant Energy plans to install facilities as follows:

- New overhead facilities along the south right-of-way from Station 103’EB’+00 to Station 129’EB’+80, from Station 138’EB’+70 to Station 159’EB’+75, and from Station 188’EB’+25 to Station 198’EB’+00.
- New overhead facilities jointly with ATC from Station 159’EB’+75 to Station 188’EB’+25.
- New overhead facilities along the north right-of-way from Station 217’WB’+30 to Station 383’WB’+75.
- New underground facilities along the south right-of-way from Station 129’EB’+80 to Station 138’EB’+70.
- New underground facilities along the north right-of-way from Station 128’WB’+15 to Station 135’EB’+75.
- New underground crossings of STH 23 at Station 128’EB’+10, at Station 176’EB’+40, at Station 190’EB’+10, at Station 198’EB’+40, at Station 215’EB’+65, at Station 222’EB’+50, at Station 232’EB’+25, at Station 244’EB’+02, at Station 319’EB’+85, and at Station 309’EB’+15.
- New overhead crossings of STH 23 at Station 145’EB’+50, at Station 163’EB’+40, at Station 255’EB’+00, at Station 288’EB’+90, at Station 334’EB’+00, and at Station 365’EB’+20.
- New underground crossing of CTH K at Station 46’KNB’+35 and at Station 55’KNB’+35.
- New overhead facilities along the west right-of-way of CTH UU from Station 6’UUN’+90 to Station 21’UUN’+75 and from Station 32’KNB’+50 to Station 44’KNB’+00.
- New underground crossing of CTH UU at Station 22’KNB’+60.

Alliant Energy plans to begin this work in February 2021 and completed in approximately 135 working days.

Alliant Energy will remove the existing poles, pending removal of the underbuild facilities by Charter Communications.

The field contact for this project is: Bill Bastian, 883 W Scott St, Fond du Lac, WI 54935, Telephone: (920) 322-6716. Email: williambastian@alliantenergy.com.

Alliant Energy (gas) maintains underground facilities along STH 23 from the west project limits to the end of service area at Station 223+00; along the east side of Wisconsin American Drive; along the east side of CTH K south of STH 23 then crossing under CTH K to the west side and continuing north of STH 23; along the north side of Ledgewood Drive and Whispering Springs Drive; along the east and south sides of Hilltop Drive; along the east side of CTH UU north of STH 23. Utility conflicts will be relocated prior to and during construction.

Alliant Energy plans to discontinue existing underground facilities along the south right-of-way of STH 23 from Station 107'EB'+60 to Station 145'EB'+00 and along the north right-of-way of STH 23 from Station 158'WB'+30 to Station 177'WB'+50, from Station 190'WB'+60 to Station 223'WB'+15.

Alliant Energy plans to discontinue existing underground facilities crossing STH 23 at Station 135'EB'+70, at Station 191'EB'+75, at Station 219'EB'+00, at Station 220'EB'+18, at Station 221'EB'+80, and at Station 223'EB'+10.

Alliant Energy plans to install facilities as follows:

- New underground facilities outside the south right-of-way of STH 23 from Station 107'EB'+60 to Station 116'EB'+40.
- New underground facilities inside the south right-of-way of STH 23 from Station 116'EB'+40 to Station 169'EB'+00.
- New underground facilities along the north right-of-way of STH 23 from Station 190'WB'+60 to Station 223'WB'+80.
- New underground facilities crossing STH 23 at Station 139'EB'+50, at Station 169'EB'+00, and at Station 222'EB'+75.
- New underground facilities crossing CTH K at Station 38'KNB'+00, at Station 42'KNB'+00, and at Station 62'KNB'+40.
- New underground facilities crossing CTH UU at Station 40'UUN'+15, and at Station 42'UUN'+10.

Alliant Energy plans to begin this work in January 2021 and completed in approximately 140 working days.

The field contact for this project is: Bill Bastian, 883 W Scott St, Fond du Lac, WI 54935, Telephone: (920) 322-6716. Email: williambastian@alliantenergy.com.

AT&T Wisconsin (communication) maintains overhead and underground facilities from the west project limits to Station 365+00; along the west and east sides of Wisconsin American Drive; along the west side of CTH K south of STH 23; along the east side of CTH K north of STH 23; along the west side of Whispering Springs Boulevard; along Ledgewood Drive and Whispering Springs Drive; along Hilltop Drive; along Irene Drive; along the west and east side of CTH UU south of STH 23; and along the west side of CTH UU north of STH 23. Utility conflicts will be relocated prior to construction and during construction.

AT&T Wisconsin plans to discontinue existing underground facilities from Station 103'EB'+70 to Station 363'EB'+00.

AT&T Wisconsin plans to remove existing pedestals from Station 105'EB'+00 to Station 363'EB'+00.

AT&T Wisconsin plans to install new facilities as follows:

- New underground facilities along the south right-of-way from Station 103'EB'+70 to Station 107'EB'+50 RT, from Station 145'EB'+50 to Station 155'EB'+60, from Station 169'EB'+00 to Station 198'EB'+50, from Station 215'EB'+75 to Station 362'EB'+50.
- New underground facilities, jointly with Alliant Energy, along the south right-of-way from Station 107'EB'+50 to Station 145'EB'+50, from Station 155'EB'+60 to Station 169'EB'+00, from Station 198'EB'+50 to Station 199'EB'+27 and then continuing south outside the project limits, crossing CTH UU at Station 21'UUS'+65 continuing north to STH 23 south right-of-way and then continuing east to Station 215'EB'+75.
- New underground facilities crossing STH 23, jointly with Alliant Energy, at Station 139'EB'+70.
- New underground facilities crossing STH 23 at Station 167'EB'+95, at Station 201'EB'+95, at Station 246'EB'+20, at Station 256'EB'+40, at Station 310'EB'+65.
- New underground facilities, jointly with Alliant Energy, along the west right-of-way of CTH K from Station 37'KNB'+10 to Station 47'KNB'+00.

- New underground facilities, jointly with Alliant Energy, along the east right-of-way of CTH K from Station 51'KNB'+80 to Station 63'KNB'+50.
- New underground facilities, jointly with Alliant Energy, along the west right-of-way of CTH UU from Station 32'UUN'+25 to Station 41'UUN'+90.

AT&T Wisconsin plans to begin this work in January 2021 and completed in approximately 150 working days.

AT&T Wisconsin will complete this work, pending installation of the underground conduit by Alliant Energy.

The field contact for this project is: Chuck Bartelt, 70 E Division St, Fond du Lac, WI 54935, Telephone: (920) 929-1013 and (920) 410-5104 (mobile), Email: cb1461@att.com.

ATC Management, Inc (electric) maintains a 138 kV overhead transmission facility along the north side of STH 23 from the west project limits to Station 158+85 and then crosses to the South side of STH 23 at Station 161+25 and then continues east to Station 188+20 and then continues southeast outside the project limits to the electric substation on the west side of CTH UU. Utility conflicts will be relocated prior to and during construction.

ATC Management, Inc will remove the existing poles along the north side of STH 23 from Station 105'WB'+00 to Station 158'WB'+85 and the existing poles along the south side of STH 23 from Station 161'EB'+25 to Station 188'EB'+20.

ATC Management, Inc plans to install new overhead transmission facilities as follows:

- Along the north side of STH 23, outside right-of-way, from Station 105'WB'+00 to Station 159'WB'+75.
- Crossing STH 23 at Station 159'WB'+75.
- Along the south side of STH 23, outside right-of-way, from Station 159'EB'+75 to Station 189'EB'+50.

ATC Management, Inc plans to start this work in April 2021 and completed in approximately 30 working days.

ATC Management, Inc will remove the existing poles, pending removal of the underbuild facilities by Alliant Energy.

Contact ATC Management, Inc at least three days in advance of:

- Any grade change (cut or fill) within 1 foot of any ATC facility.
- Excavations up to 3 feet deep within 10 feet of any ATC facility.
- Excavations greater than 3 feet deep within 20 feet of any ATC facility.
- Directional bore or plowing work within 10 feet of any ATC facility.

The field contact for this project is: Bob Weisheim, 801 O'Keefe Rd, PO Box 6113, De Pere, WI 54115-6113, Telephone: (262) 722-0289, Email: rweisheim@atcllc.com.

Charter Communications (communication) maintains underground and overhead facilities from the west project limits to Station 178+90. Utility conflicts to be relocated prior to construction and during construction.

Charter Communications will remove existing overhead facilities from Station 104'EB'+44 RT to Station 176'EB'+90 RT, overhead facilities crossing STH 23 at Station 176'EB'+90, and overhead facilities from Station 176'WB'+80 LT to Station 178'WB'+88 LT.

Charter Communications will discontinue existing underground facilities from Station 61'WAS'+33 LT to Station 61'WAS'+33 LT and crossing STH 23 at Station 163'EB'+28.

Charter Communications will remove existing pedestal at Station 61'WAS'+33 LT.

Charter Communications plans to install facilities as follows:

- New overhead facilities jointly on Alliant Energy poles from Station 104'EB'+44 RT to Station 109'EB'+48 RT, from Station 111'EB'+46 RT to Station 129'EB'+89 RT, and from Station 138'EB'+38 RT to Station 157'EB'+41 RT.
- New underground facilities from Station 109'EB'+48 RT to an existing pedestal at Station 60'WAS'+67 LT, from Station 61'WAN'+00 RT to Station 111'EB'+46 RT, from Station 129'EB'+89 RT to Station 138'EB'+38 RT, from Station 157'EB'+41 RT to Station 176'EB'+40 RT, from Station 176'WB'+40 LT to Station 180'WB'+90 LT.
- New underground crossings of STH 23 jointly with Alliant Energy at Station 128'EB'+10 and at Station 176'EB'+40.
- New underground crossing of STH 23 at Station 163'EB'+50.
- New pedestals at Station 109'EB'+76 RT, at Station 128'EB'+73 RT, at Station 20'JHC'+85 LT, at Station

Charter Communication plans to start this work in February 2021 and completed in approximately 135 working days.

Charter Communications will complete this work, pending installation of the underground and overhead facilities by Alliant Energy.

The field contact for this project is: Todd Hildebrandt, 165 Knights Way, Fond du Lac, WI 54935, Telephone: (920) 907-7724 and (920) 794-4946 (mobile), Email: todd.hildebrandt@charter.com.

City of Fond du Lac, Department of Public Works (sewer) maintains an underground facility that enters the project limits on the north side of STH 23 at Station 109'WB'+95 LT and then continues east to Station 114'WB'+34 LT and then crosses STH 23 to the south side where it continues east to Station 126'EB'+91 RT and then continues south outside the project limits; crossing CTH K at Station 45+12 continuing east to Station 1+90 on Hillside Circle and then continues south along the east side of CTH K outside the project limits. Utility conflicts will be relocated prior to and during construction.

City of Fond du Lac will discontinue existing sanitary manholes at Station 109'WB'+95 LT and Station 110'WB'+57 LT and existing sewer facilities from Station 109'WB'+95 LT to Station 111'WB'+13 LT.

City of Fond du Lac will install new sewer from a new sanitary manhole at Station 63'WAS'+72 LT to a new sanitary manhole at Station 63'WAS'+79 RT.

City of Fond du Lac plans to start this work on February 2021 and completed in approximately 60 working days.

City of Fond du Lac will adjust eleven manhole covers to finished grade during construction. It is anticipated that adjustment of all manhole covers will require one (1) working way to complete. Contact City of Fond du Lac prior to when this work will need to be completed.

The field contact for this project is: Paul De Vries, 160 South Macy Street, Fond du Lac, WI 54936, Telephone: (920) 322-3473 and (920) 517-7890 (mobile), Email: pdevries@fdl.wi.gov.

City of Fond du Lac, Department of Public Works (water) maintains an underground facility along the north side of STH 23 from the west project limits to a booster pump station located outside the grading limits at Station 143+80; along the north side of STH 23 from a booster pump station located outside the grading limits at Station 143+80 to Station 169+25; a water reservoir located outside the grading limits at Station 144+92 LT; a crossing of STH 23 at Station 109+88 and continuing south along the west side of Wisconsin American Drive; a crossing of STH 23 at Station 138+18 and then heads west and crosses CTH K at Station 48+94 to a hydrant at Station 48+99, 119 feet LT; along the east side of CTH K north of STH 23. Utility conflicts will be relocated prior to and during construction.

City of Fond du Lac will discontinue existing water facilities from Station 106'WB'+50 LT to Station 111'WB'+73 LT, from Station 126'WB'+00 LT to Station 143'WB'+50 LT, from Station 137'WB'+75 LT to Station 143'WB'+47 LT, from Station 158'WB'+24 LT to Station 164'WB'+83 LT, from Station 44'KNB'+99 RT to Station 48'KNB'+79 RT.

City of Fond du Lac will remove existing hydrants at Station 60'WAS'+68 LT, at Station 163'WB'+25 LT, and at Station 49'KSB'+00 LT.

City of Fond du Lac plans to install new facilities as follows:

- 16-inch water main from Station 106'WB'+50 LT to Station 111'WB'+73, install new 12-inch water main from Station 109'WB'+77 and tie into existing 12-inch water main at Station 109'WB'+89 LT.
- 16-inch water main from Station 126'WB'+00 LT to Station 130'WB'+08 LT and then continue northeast and then east along the north CTH K jug-handle and then crossing CTH K at Station 53'KNS'+50 and then continuing southeast to Station 138'WB'+15 LT and then continuing east to Station 143'WB'+86 LT.
- 12-inch water main from Station 53'KNB'+34 RT continuing south to Station 138'WB'+15 and then continuing east to Station 143'WB'+47 LT.
- Install new 12-inch water main crossing STH 23 from Station 144'WB'+95 LT to Station 144'EB'+92 RT.
- 16-inch water main from Station 44'KNB'+99 RT to Station 48'KNB'+79 RT.
- Hydrants at Station 60'WAS'+58 LT, at Station 138'WB'+96 LT, at Station 144'EB'+92 RT, and at Station 162'WB'+25 LT.
- 8-inch and 10-inch water main from Station 141'WB'+51 LT to Station 143'WB'+71 LT.
- Water main overflow outfall at Station 141'WB'+50 LT.

City of Fond du Lac plans to start this work on February 2021 and completed in approximately 60 working days.

City of Fond du Lac will adjust water valves to finished grade during construction. It is anticipated that adjustment of all water valves will require one working way to complete. Contact City of Fond du Lac prior to when this work will need to be completed.

The field contact for this project is: Travis Kloetzke, 109 North Macy Street, Fond du Lac, WI 54936, Telephone: (920) 322-3283 and (920) 539-5743 (mobile), Email: tkloetzke@fdl.wi.gov.

City of Fond du Lac, Department of Public Works (communication) maintains an underground fiber optic facility along the north side of STH 23 from the west project limits to Station 129'WB'+00 and then continues north outside the project limits. Utility conflicts will be relocated prior to construction.

City of Fond du Lac plans to discontinue existing facilities and install new fiber optic facility from Station 109'WB'+37 LT to Station 113'WB'+95 LT.

City of Fond du Lac plans to start this work on January 2021 and completed in approximately 10 working days.

The field contact for this project is: Paul De Vries, 160 South Macy Street, Fond du Lac, WI 54936, Telephone: (920) 322-3473 and (920) 517-7890 (mobile), Email: pdevries@fdl.wi.gov

Empire Sanitary District #2 (sewer and water) maintains an underground **sanitary sewer** facility that begins on the east side of CTH K north of STH 23 at Station 62'KNB'+36 and continues south along CTH K and then crosses STH 23 at Station 137+80 and then continues east along the south side of Mary Hill Park Drive and then continues southeast on Mary Hill Park Drive outside of the project limits. Utility conflicts will be relocated prior to and during construction.

Empire Sanitary District #2 plans to discontinue existing underground sanitary sewer facilities from Station 62'KNB'+36 RT to Station 53'KNB'+18 RT to Station 48'KNB'+92 RT and from Station 48'KNB'+92 RT to Station 23'MHP'+57 RT.

Empire Sanitary District plans to install new underground sanitary sewer facilities from Station 23'MHP'+57 RT to Station 21'MHP'+15 RT to Station 1'HSC'+89 LT.

Empire Sanitary District #2 plans to start this work March 2021 and completed in approximately 10 working days.

Empire Sanitary District #2 will adjust sanitary manholes to finished grade during construction. It is anticipated that adjustment of all sanitary manholes will require one working day to complete. Contact Empire Sanitary District #2 prior to when this work will need to be completed.

Empire Sanitary District #2 maintains an underground **water** facility that crosses Mary Hill Park Drive at Station 28'MHP'+55 and then continues southeast on Mary Hill Park Drive outside of the project limits. No conflicts are anticipated.

The field contact for this project is: Eric Otte, 548 Prairie Road, Fond du Lac, WI 54935, Telephone: (920) 980-0367. Email: ericotte@jeaaa.com.

Guardian Pipeline (gas) maintains an underground 30-inch high pressure natural **gas pipeline** that crosses STH 23 near Station 265+75. No conflicts are anticipated.

The field contact for this project is: Adam Theis, 128 MB Lane, Chilton, WI 53014, Telephone: (262) 374-2756. Email: Adam.Theis@oneok.com.

SBA Network Services (communication) maintains a cell tower located outside the project limits on STH 23 near Station 362'WB'+50 LT. No conflicts are anticipated.

Maintain 24-hour access for the cell tower.

The field contact for this project is: Mike Bowman, 363 Heron Creek Drive, Sycamore, IL 60178, Telephone: (563) 528-1240. Email: mibowman@sbasite.com.

Taycheedah Sanitary District #1 (sewer) maintains underground facility that crosses USH 151 near Station 608+75. No conflicts are anticipated.

The field contact for this project is: Eric Otte, 548 Prairie Road, Fond du Lac, WI 54935, Telephone: (920) 980-0367. Email: ericotte@jeaaa.com.

7. Other Contracts.

1440-13-72/73

The department let STH 23 project 1440-13-72, West County Line to CTH P in Sheboygan County, in January 2020. Work under this project will begin in summer 2020 and includes grading, paving, structure, and culvert extensions along STH 23. Coordinate traffic control staging, work zone traffic control, detours, roadway and lane closures, trucking activities and other work items with this project as necessary.

1440-15-72/73

The department let STH 23 project 1440-15-72/73, Seven Hills Road to East County Line in Fond du Lac County, in March 2020. Work under this project expands the existing roadway to a four-lane facility and includes grading, paving, structures, and culvert extensions along STH 23. Coordinate traffic control staging, work zone traffic control, detours, roadway and lane closures, trucking activities and other work items with this project as necessary.

1440-15-78

The department will let STH 23 project 1440-15-78, Seven Hills Road to CTH P in Fond du Lac and Sheboygan Counties, in January 2022. Work under this project will mill and overlay the existing HMA lanes along STH 23. Coordinate traffic control staging, work zone traffic control, detours, roadway and lane closures, trucking activities and other work items with this project as necessary.

8. Work by Others.

At STH 151 and 23, the Wisconsin Department of Transportation Northeast Region Electrical Unit will perform the following work:

- Terminate all cables and wire in the existing traffic signal cabinet
- Salvage Signal cabinet at 151 SB and 23

At the Roundabouts (STH 23 EB/WB and CTH UU, STH 23 and Wisconsin American Drive, and STH 23 EB/WB and CTH K) and the Park and Ride at STH 23 and CTH UU the Wisconsin Department of Transportation Northeast Region Electrical Unit will perform the following work:

- Provide and install the lighting control cabinet
- Terminate all electrical wire in the lighting control cabinet.

9. Coordination with Businesses and Residents.

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

stp-108-060 (20141107)

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

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

stp-107-054 (20080901)

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

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

stp-107-056 (20180628)

12. 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)

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

Any construction equipment crossing STH 23 cannot impede STH 23 traffic flow. Control construction equipment crossing STH 23 with flaggers and appropriate signage. Contractors are allowed to haul across STH 23 from 8:00 AM – 3:00 PM and from 6:00 PM - 7:00 AM. Maintain stopping sight distance for STH 23 traffic at all crossings. Determine stopping sight distance with engineer. All crossing locations must be approved by the engineer. Any flagging, signs, maintenance, or repair needed due to the construction equipment crossing STH 23 will be incidental to the contract and will be directed by the engineer.

14. Notice to Contractor – Parcel Number 242.

Parcel number 242, as shown in the plat, is not expected to be vacated until June 1, 2021. Do not perform work on this property nor remove its driveway access until the property has been vacated and approval is received from the engineer.

15. Environmental Protection, Amphibian or Reptile Species.

Blanding's Turtle are known to inhabit wetlands and waterways associated with the Upper Sheboygan River Basin. It is reasonable to assume that Blanding's turtles may be present at or near the project site during construction. If project construction starts in the spring, protect the perimeter of the areas to be disturbed with properly trenched-in silt fence prior to May 1 to discourage turtles from entering the work area. Extend silt fence to include the Silt Fence Turn-Around Detail per the plan. If the construction area cannot be silt-fenced by May 1, install the silt fence prior to construction activities. Also, survey the area behind the silt fence and remove all turtles confined within the project area prior to any site disturbance. Complete the survey and removal of turtles from construction areas periodically throughout the construction period. Any amphibians or reptiles that are found in the active work zone shall be removed and relocated outside the active work zone. If there is an amphibian or reptile mortality, please contact Jay Schiefelbein at (920) 360-3784.

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

Add the following to standard spec 107.18:

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

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

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

Known Phragmites locations include:

- US 151 SB Exit Ramp: Station 903+44.00 SBR LT to 904+08.85 SBR LT (NE quadrant of USH 151 SB exit ramp and STH 23 intersection)
- STH 23 WB – Outside EOP under USH 151: Station 6+50.61 WBW LT to Station 7+30.25 WBW LT (NE quadrant of USH 151 SB exit ramp and STH 23 intersection)
- STH 23 WB – Outside EOP under USH 151: Station 7+64.63 WBW LT to 7+72.49 WBW LT
- STH 23 WB – Outside EOP under USH 151: Station 7+39.90 WBW RT to 7+55.15 WBW RT
- STH 23 WB – Outside EOP under USH 151: Station 9+84.60 WBW RT to 10+78.33 WBW RT (SW quadrant of USH 151 NB exit ramp and STH 23 intersection)
- STH 23 EB: Station 102+10.47 EB RT to Station 102+26.23 EB RT
- STH 23 EB: Station 102+46.48 EB LT to Station 102+72.21 EB LT
- STH 23 EB: Station 105+88.73 EB LT to Station 109+17.47 EB LT
- STH 23 EB: Station 108+54.12 EB RT to Station 109+31.94 EB RT
- STH 23 EB: Station 114+32.27 EB LT to Station 115.87.76 EB LT
- STH 23 EB: Station 121+25.63 EB LT to Station 122+95.18 EB LT
- STH 23 EB: Station 129+26.03 EB RT to Station 130+40.55 EB RT
- STH 23 EB: Station 137+10.00 EB LT to Station 138+04.73 EB LT (NE quadrant of existing STH 23 and CTH K intersection)
- STH 23 EB: Station 141+58.88 EB LT to Station 142+82.38 EB LT
- STH 23 EB: Station 161+69.62 EB LT to Station 162+23.57 EB LT

The known locations of phragmites infestation noted above are shown in the plans, but other locations may exist. Notify the engineer of any additional areas of phragmites that are identified. The limits of all previously and newly identified locations of phragmites are to be verified by engineer in the field prior to any soil disturbance taking place.

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

17. Environmental Protection, By-Pass Pumping.

Add the following to standard spec 107.18:

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

The cost of all work and materials associated with by-pass pumping is incidental to the bid items the work is associated with. Erosion control devices beyond the discharge energy dissipation point will be paid for at the contract unit prices for the items that are included in the plan.

ner-107-035 (20180212)

18. Environmental Protection, Dewatering.

Add the following to standard spec 107.18:

If dewatering is required, treat the water to remove suspended sediments by filtration, settlement or other appropriate best management practice before discharge. The means and methods proposed to be used during construction shall be submitted for approval as part of the Erosion Control Implementation Plan for dewatering at each location it is required. The submittal shall also include the details of how the intake will be managed to not cause an increase in the background level turbidity before treatment and any additional erosion controls necessary to prevent sediments from reaching the project limits or wetlands and waterways. Guidance on dewatering can be found on the Wisconsin Department of Natural Resources website located in the Storm Water Construction Technical Standards, Dewatering Code #1061, “Dewatering”. This document can be found at the WisDNR website:

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

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

ner-107-040 (20180212).

19. Construction Over or Adjacent to Navigable Waters.

The unnamed waterway cross STH 23 at Station 169+50 and at Station 344+50 is classified as a state navigable waterway under standard spec 107.19.

stp-107-060 (20171130)

20. Erosion Control.

Add to standard spec 107.20 as follows:

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

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

At a minimum or as the engineer directs, for every 10 feet of fill placed or cut created, measured vertically, the contractor shall finish grade to the lines and sections the plans show and place permanent erosion control items including out to the slope intercepts. Permanent erosion control includes but is not limited to topsoil, mulch, matting, rip rap, and seeding. Do not construct the subsequent 10-foot fill or cut section until the previous 10-foot fill or cut section is restored.

21. Erosion Control Implementation Plan (ECIP).

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

22. Archaeological Coordination.

Archaeologically significant sites exist in the project area as follows:

Site	Description	Location
47FD497	Storm Front	Station 137+00 to 158+00 LT
47FD17	Academy Hill Mound	Station 153+00 to 158+00 RT
47FD245	Tower Road Burials	Station 308+50 to 325+00 LT

WisDOT has received permission from the State Historic Preservation Office (SHPO) to work within the boundaries of this burial site. Do not use this site for borrow, waste disposal, or for the staging of personnel, equipment and/or supplies. Provide two weeks' notice to the Bureau of Technical Services, Environmental Services Section (ESS) before doing any work in the area of these sites. ESS will provide a qualified archaeologist to be on site at all times when work occurs near these sites. The contact at ESS is Lynn Cloud, (608) 266-0099 or contact Brian Nicholls at UWM, (414) 405-1171.

If a potentially significant archaeological feature or material is discovered during construction operations, the qualified archeologist will promptly coordinate with the engineer and with ESS to determine an appropriate course of action.

ner-107-005 (20171213)

23. Select Site Archaeological Study.

Give the department 30 days' notice for locations of borrow pits to be used on Projects 1440-15-71. The department will perform a phase 1 archeological survey of the sites to determine if the sites can be cleared for archaeology, per the stipulation contained in the Section 106 Memorandum of Agreement for the project. The sites must be cleared by the department before any groundbreaking disturbances can occur and for the sites to be included in the ECIP. The department will contract with an approved archeologist to perform the phase 1 archeological survey. The department will not pay for any further investigation beyond a phase 1 archeological survey.

If the department does not clear the select sites based on the results of phase 1 archeological study the options are:

1. Choose a new site. This site will need to follow the approval process above.
2. Submit modified select site limits (if feasible based on-site limits) to avoid the resource identified during the phase 1 archaeological survey to the Bureau of Technical Services (BTS) for approval and clearance.
3. Have a qualified archaeologist, approved by the department, conduct phase 2 archaeological survey to determine if the site is significant. Submit findings to BTS for review/approval and/or coordination with WHS/SHPO.

For any of the options, discovery of an archaeological resource may prevent the department from approving the site at any point in the review process.

ner-107-020 (20190718)

24. Archaeological and Historical Findings.

Add the following to standard spec 107.25(3):

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

25. Embankment Construction - Benching.

Replace standard spec 205.3.2(4) with the following:

If placing embankment on side slopes 10-feet high or higher and steeper than one vertical to 3 horizontal, cut a minimum 18-inch depth bench into the existing embankment every 3 feet of vertical fill height.

ner-207-005 (20171213)

26. QMP Subgrade.

A Description

(1) This special provision describes requirements for subgrade materials within the roadway foundation as defined in standard spec 101.3. These requirements apply to all roadway foundations constructed under this contract including STH 23, ramps, county roads, and local roads. Conform to standard spec 207 as modified in this special provision for all work within roadway foundations at the locations the plans show.

(2) Provide and maintain a quality control program. A quality control 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 subgrade 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. The contractor may obtain the CMM from the department's web site at:

https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/cmm.aspx

B Materials

B.1 Quality Control Plan

(1) Submit a comprehensive written quality control plan to the engineer at or before the pre-construction meeting. Do not perform grading work 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. 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. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
4. Location of the QC laboratory, retained sample storage, and control charts and other documentation.
5. A summary of the locations and calculated quantities to be tested under this provision.
6. An explanation regarding the basis of acceptance for material that cannot be tested by nuclear methods due to a high percentage of oversized particles.

B.2 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 each grading site during all subgrade fill 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.

B.3 Laboratory

(1) Perform quality control testing in a department-qualified laboratory. Obtain information on the Wisconsin laboratory qualification program from:

Materials Management Section
3502 Kinsman Blvd.
Madison, Wisconsin 53704
Telephone: (608) 246-5388
https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/tools/appr-prod/qual-lab-req.aspx

B.4 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 Chapter 8 and maintain a calibration record at the laboratory.

(2) Furnish nuclear gauges from the department's approved product list at http://www.atwoodsystems.com/materials. Ensure that the gauge manufacturer or an approved calibration service calibrates the gauge within 12 months before using it on the project. Retain a copy of the calibration certificate with the gauge.

(3) Conform to AASHTO T 310 and CMM Chapter 8 for density testing and gauge monitoring methods.

B.5 Soil Source Study

(1) Conduct and submit a soil source study before beginning of grading operations. Ensure that this study identifies each distinct soil type on the project within the top 15 feet of cut areas and all borrow material. Provide the in-bank natural moisture content for each soil. Develop moisture-density curves for each identified soil type by utilizing AASHTO T 99 with a minimum of 5 individual points, and a zero air voids curve at a specific gravity of 2.65. Determine the maximum density and corresponding optimum moisture level for each soil type. Develop a site-specific family of Proctor curves for this contract from the completed soil source study and submit to the engineer for review and acceptance prior to the start of subgrade fill placement.

(2) Perform characterization tests on each of the soil types selected for the soil source study. The tests include AASHTO T 89, AASHTO T 90, AASHTO T 27, and AASHTO T 11. Classify each soil type selected according to the AASHTO soil classification system based on the characterization tests. Do not begin grading operations until the engineer accepts the soil source study.

(3) Use the soil types identified in the soil source study with corresponding maximum densities and optimum moisture values to determine the compaction compliance on the project. Continue the soil source study in those areas of cuts or borrow sites greater than 15 feet in depth that were not accessible during the initial study. Include data on additional soil types identified throughout the duration of subgrade fill placement. Ensure that tests of additional soil types are complete, and the engineer accepts the results before incorporating the material into the roadway foundation.

(4) Split each Proctor sample and identify 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 at:

NE Region Materials Lab
944 Vanderperren Way
Green Bay, Wisconsin 54304

(5) Retain and identify two representative samples of each Proctor. Submit one sample to the engineer. Retain one sample on site for use when performing textural identification.

B.6 Quality Control Documentation

B.6.1 Control Charts

(1) Maintain separate control charts for the field density and field moisture content of each grading area. Designate grading areas within the project as follows:

1. Embankment portions of the project, except within 200 feet of bridge abutments.
2. Embankment within 200 feet of bridge abutments.
3. Embankment for Old Plank Trail, except when independent of roadway fill.
4. Subgrade cut portions of the project.
5. Embankment in pipe culvert trenches.
6. Structure and granular backfill placed at bridge abutments.

(2) Ensure that all tests are recorded and become part of the project records. Enter QC data into the applicable materials reporting system (MRS) software within 5 business days after results are available. Plot required test results on the control charts. Include random and engineer-requested testing but only include the contractor's randomly selected QC test results in the 4-point running average. The contractor may plot other contractor-performed process control or informational tests on the control charts, but do not include them in 4-point running averages.

(3) Post control charts in an engineer-approved location and update daily. Ensure that the control charts include the project number, test number, each test element, applicable control limits, contractor's individual test results, running average of the last 4 QC data points, and engineer's quality verification test data points. Use the control charts as part of a process control system for identifying potential problems and assignable causes. Format control charts according to CMM Chapter 8.

(4) Submit control charts to the engineer in a neat and orderly manner within 10 business days after completing subgrade construction.

B.6.2 Records

(1) Document all observations, inspection records, adjustments to fill placement procedures, soil changes, and test results daily. Note the results of the observations and inspection records as they occur in a permanent field record.

(2) Provide copies of the field density and field moisture running average calculation sheets, one-point Proctor tests, records of procedure adjustments, and soil changes to the engineer daily.

(3) Submit original testing records to the engineer in a neat and orderly manner within 10 business days after completing subgrade construction.

B.7 Contractor Testing

B.7.1 General

(1) 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 each grading site during all subgrade fill 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.

(2) During subgrade construction, use sampling and testing methods identified in the CMM Chapter 8 to perform the required tests at randomly selected locations at the indicated minimum frequency in B.7.4 for each grading area.

(3) Determine the cubic yards for testing based on a total load count system the engineer and contractor agree to.

(4) For each test, provide the cubic yards represented and the test location to within 2 feet horizontally and 0.5 feet vertically.

B.7.2 Field Density and Field Moisture

(1) Perform the field density and field moisture tests using the nuclear density meter method according to AASHTO T 310. Ensure that each field density test material is related to one of the specific soil types identified in the soil source study in determining the percent compaction. Use textural identification as the primary method of establishing this relationship. Utilize the representative samples retained from the soil source study when performing the textural identification. Use a coarse particle correction according to AASHTO T 224.

(2) If field density and field moisture tests cannot be performed by the nuclear density method due to a high percentage of oversized particles as determined according to AASHTO T 99, observe the placement of the embankment and document the basis of acceptance. Document daily quantities of untested embankment and locations where untested embankment is placed, and keep a cumulative quantity of untested embankment material for the duration of the project. Include the daily documentation and a summary of the cumulative quantity of untested embankment material with the project records.

B.7.3 One-Point Proctor

(1) Obtain a representative sample of the fill material and test according to AASHTO T 272. Compare the sample to the curves developed in the soils source study to determine the maximum dry density and optimum moisture. Use the appendix for AASHTO T 272 as a guide in this determination.

B.7.4 Testing Frequency

B.7.4.1 Subgrade Embankment portions of the project, except within 200 feet of bridge abutments

(1) Perform the required tests at the following frequencies:

Test	Minimum Frequency
Field Density & Moisture (AASHTO T 310)	One per 3,000 cubic yards or portion thereof.
One-Point Proctor (AASHTO T 272)	One per 9,000 cubic yards or portion thereof.

B.7.4.2 Subgrade Embankment Within 200 Feet of Bridge Abutments

(1) Perform the required tests at the following frequencies:

Test	Minimum Frequency
Field Density & Moisture (AASHTO T 310)	One per 3,000 cubic yards or portion thereof.
One-Point Proctor (AASHTO T 272)	One per 9,000 cubic yards or portion thereof.

B.7.4.3 Subgrade Cut

(1) Perform the required tests at the following frequencies:

Test	Minimum Frequency
Field Density & Moisture (AASHTO T 310)	Less than 2000 linear feet per roadway - One per cut area. Greater than 2000 linear feet per roadway - One per 2,000 linear feet per roadway or portion thereof.

B.7.4.4 Subgrade Embankment in Culvert Pipe Trenches

(1) Perform the required tests at the following minimum frequencies:

Test	Minimum Frequency
Field Density & Moisture (AASHTO T 310)	Pipe diameter equal to 40-inch or Less - One (1) per trench. Pipe diameter Greater than 40-inch - Two (2) per trench, on separate lifts.
One-Point Proctor (AASHTO T 272)	One per 3,000 cubic yards or portion thereof.

B.7.4.5 Structure and Granular Backfill at Bridge Abutments

(1) Perform the required tests at the following minimum frequencies:

Test	Minimum Frequency
Field Density & Moisture (AASHTO T 310)	Two (2) per abutment on separate lifts
One-Point Proctor (AASHTO T 272)	One per 3,000 cubic yards or portion thereof.

B.7.5 Compaction Zones

B.7.5.1 Subgrade Embankment

(1) UPPER ZONE: Embankment material placed within 6 feet of the finished subgrade elevation is classified as upper zone material.

(2) LOWER ZONE: Embankment placed more than 6 feet below the finished subgrade elevation is classified as lower zone material

B.7.5.2 Subgrade Embankment Within 200 Feet of Bridge Abutments

(1) All embankment material placed within 200 feet of bridge abutments is subject to the quality controls for upper zone material.

B.7.5.3 Subgrade Cut

(1) Subgrade material in cut areas is subject to the quality controls for upper zone material.

B.7.5.4 Subgrade Embankment in Culvert Pipe Trenches

(1) Material placed within culvert pipe trenches is subject to the quality controls for the zone that the material is located in.

B.7.5.5 Structure and Granular Backfill at Bridge Abutments

(1) All backfill material placed adjacent to bridge abutments is subject to the quality controls for upper zone material.

B.7.6 Control Limits

B.7.6.1 Field Density

(1) UPPER ZONE: The lower control limit for field density measurements in the upper zone is a minimum of 95% of the maximum dry density as determined by AASHTO T 99 or T 272 for the 4-point running average and a minimum of 92% of the maximum dry density for any individual test.

(2) LOWER ZONE: The lower control limit for field density measurements in the lower zone is a minimum of 93% of the maximum dry density as determined by AASHTO T 99 or T 272 for the 4-point running average and a minimum of 90% of the maximum dry density for any individual test.

B.7.6.2 Field Moisture Content

(1) The upper control limit for the field moisture content in the upper and lower zones is 105% of the optimum moisture as determined by AASHTO T 99 or T 272 for the 4-point running average.

(2) The lower control limit for the field moisture content in the upper and lower zones is 65% of the determined optimum moisture for the 4-point running average. There is no lower control limit for the field moisture of material having less than 5% passing the No. 200 sieve.

B.7.7 Corrective Action

(1) Notify the engineer if an individual field density test falls below the individual test control limit. The subgrade in this area is unacceptable. Perform corrective actions, acceptable to the engineer, to improve the density of the subgrade material. After corrective action, perform a randomly located retest within the represented quantity to ensure that the material is acceptable.

(2) Notify the engineer if the field density or field moisture running average point falls below the running average control limit for field density or outside the control limits for field moisture. The subgrade in this area is unacceptable. Perform corrective actions, acceptable to the engineer, to improve the quality of the material represented by the running average point. Retest each corrected area at a new random location

within its represented quantity and determine a new 4-point running average. If the new running average is not acceptable, perform further corrective actions and retest at new random locations.

(3) If the contractor's control data is proven incorrect resulting in a field density or field moisture point falling below the control limit for field density or outside the control limits for field moisture, the subgrade is unacceptable. Employ the methods described above for unacceptable material.

B.8 Department Testing

B.8.1 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 verification and independent assurance personnel for the project.

(2) The department will provide field density and field moisture test results to the contractor on the day of testing. Test results from Proctor split samples will be provided to the contractor within 7 business days after the sample has been received by the department.

B.8.2 Verification 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 B.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 test field density and field moisture randomly at locations independent of the contractor’s QC work. The department will use split samples for verification of Proctor testing. In all cases, the department will conduct the verification tests in a separate laboratory and with separate equipment from the contractor's QC tests.

(3) The department will perform verification testing as follows:

1. The department will conduct verification tests on Proctor split samples taken by the contractor. These samples may be from the Soil Source Study or the one-point Proctor or sample locations chosen by the engineer from anywhere in the process. The minimum verification testing frequency is one per 90,000 cubic yards, with at least one for each soil type identified in the Soil Source Study.
2. The department will test the first split sample obtained by the contractor for the one-point Proctor. The engineer may select any contractor-retained sample for verification testing.
3. The department will conduct at least one verification test for field density and field moisture per 30,000 cubic yards.

(4) Plot verification tests on the contractor’s quality control charts as specified in B.6.1. Do not include verification tests in the 4-point running average.

(5) Compare Proctor QC and QV results. If Proctor QC and QV values are within 3.0 pcf, the test results will be deemed satisfactory and no further action is necessary. Proctor QC and QV values differing by more than 3.0 pcf will be investigated and resolved.

(6) If verification tests are within specified control limits, no further action is required. If verification tests are not within specified control limits, the engineer and contractor will jointly investigate any testing discrepancies. The investigation may include additional testing as well as review and observation of both the department's and contractor's sampling and testing procedures and equipment. Both parties will document all investigative work.

(7) Correct all deficiencies. If the contractor does not respond to an engineer request to correct a deficiency or resolve a testing discrepancy, the engineer may suspend grading work until action is taken. Resolve disputes as specified in B.9.

B.8.3 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, which 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) Plot the independent assurance tests on the contractor's quality control charts as specified in B.6.1. Do not include independent assurance tests in the 4-point running average.

(3) 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 grading work until action is taken. Resolve disputes as specified in B.9.

B.9 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) If the project personnel cannot resolve a dispute and the dispute affects payment or could result in incorporating nonconforming product, 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 tests 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.

B.10 Acceptance

(1) The department will accept the material tested under this provision based on the contractor QC tests unless it is shown through verification testing or the dispute resolution process that the contractor's test results are in error.

C (Vacant)

D (Vacant)

E Payment

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.

ner (20181128)

27. Select Borrow, Item 208.1100.

Add the following to standard spec 208.2.1(2):

Furnish and use material that consists of granular material meeting the following requirements: Not more than 25% of that portion passing the No. 4 sieve shall pass the No. 200 sieve.

If the engineer approves, the contractor may substitute Breaker Run conforming to standard spec 311 for select borrow.

Delete standard spec 208.4.2 and 208.4.3.

The department will measure select borrow in the final position according to standard spec 208.4.4.

ner-208-010 (20190717)

28. 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)

29. 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 two 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)

30. 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.

stp-505-005 (20190618)

31. Riprap Light, Item 606.0100.

Add the following to standard spec 606.2.1(3):

Broken concrete containing steel shall not be used for Riprap Light.

32. Riprap Medium, Item 606.0200.

Add the following to standard spec 606.2.1(3):

Broken concrete containing steel shall not be used for Riprap Medium.

33. 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)

34. Pipe Grates, Item 611.9800.S.

A Description

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

B Materials

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

Furnish pipe grates galvanized according to ASTM A123.

Furnish angles and brackets galvanized according to ASTM A123.

Furnish required hardware galvanized according to ASTM A153.

C Construction

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

D Measurement

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

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
611.9800.S	Pipe Grates	EACH

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

stp-611-010 (20030820)

35. Drain Slotted Vane, Item 611.9900.S.

A Description

This special provision describes providing slotted vane drain as the plans show conforming to standard spec 611 as modified in this special provision.

B (Vacant)

C Construction

Before encasing the pipe in concrete, cover the upper end of the slotted drain as the plans show, or as approved by the engineer.

Before construction operations adjacent to the slotted area of the slotted vane drain pipe, cover the slots on the top of the drain. Remove any material entering the pipe at the contractor’s expense.

Exercise care to avoid damage to the slotted vane drainpipe. If any section of pipe is damaged or is unsatisfactory as determined by the engineer, replace the drainpipe at contractor’s expense.

D Measurement

The department will measure Drain Slotted Vane in units of work, completed according to the contract and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
611.9900.S	Drain Slotted Vane	EACH

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

stp-611-015 (20030820)

36. Pipe Underdrain, Item 612.0204.

Add the following to standard spec 612.5(2):

Payment for the Pipe Underdrain bid item is full compensation for providing fittings and concrete collars or any other items needed to connect the new pipe to the existing pipe.

37. Survey Monument Coordination.

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

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

ner-621-010 (20171213)

38. Salvaged Topsoil, Item 625.0500.

Replace standard spec 625.3.2 (3) with the following:

Under the salvaged topsoil bid item, remove all the topsoil (humus-bearing soil), to the underlying sterile soil layer, within the proposed roadway foundation (limits of assumed one-to-one slopes extending outward and downward from the subgrade shoulder points). Excavate topsoil up to one foot in depth, with no additional compensation, to produce sufficient volumes to cover the designated salvaged topsoil or topsoil areas to the depths required. Topsoil material lying more than one foot below the original ground, not required for the item of salvaged topsoil or topsoil, will be paid for as Excavation Common.

Salvage topsoil from embankment areas outside the roadway foundation if additional material is required to cover the slopes.

39. Landscaping 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 $800 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)

40. Field Office.

Add the following to standard spec 642:

For field offices without indoor 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. When daily low temperatures fall below 40 degrees F, provide a hand sanitizing station consisting of lotion and/or wipes inside the field office within 2 feet of the field office entry. Regularly service and maintain the stations 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.

41. Electrical Service for WisDOT Roundabout Lighting at STH 23 (EB & WB) & CTH UU, CTH K, Wisconsin American Drive, and Park and Ride at STH 23 & CTH UU.

A Description

Work under this item shall be according to standard spec 656 and as follows.

B Materials (VACANT)

C Construction

The contractor is responsible for making early application for the installation of the electric service lateral.

Contact the local electric company to make application and request a time of use meter. The future monthly invoices can go to the following address:

STH 23 and Wisconsin American Drive to:

Wisconsin Dept of Transportation

Expenditure Acct (L20-2047)
P.O. Box 7366
Madison, WI 53707-7366

STH 23 EB and CTH K to:

Wisconsin Dept of Transportation

Expenditure Acct (L20-2048)
P.O. Box 7366
Madison, WI 53707-7366

STH 23 WB and CTH K to:

Wisconsin Dept of Transportation

Expenditure Acct (L20-2049)
P.O. Box 7366
Madison, WI 53707-7366

STH 23 WB and CTH UU to:

Wisconsin Dept of Transportation

Expenditure Acct (L20-2050)
P.O. Box 7366
Madison, WI 53707-7366

STH 23 EB and CTH UU to:

Wisconsin Dept of Transportation

Expenditure Acct (L20-2051)
P.O. Box 7366
Madison, WI 53707-7366

STH 23 and CTH UU Park & Ride to:

Wisconsin Dept of Transportation

Expenditure Acct (L20-2052)
P.O. Box 7366
Madison, WI 53707-7366

D (Vacant)

E Payment

The contractor shall pay the utility company promptly for the electric service lateral installation cost.

42. Traffic Control.

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

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

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

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

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

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

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

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

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

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

ner-643-065 (20190410)

43. 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)

44. 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]	≤ 5.0

[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

[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 (20200629)

45. Flexural Strength for Concrete Mix Design.

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

Add the following to standard spec table 701-2:

TEST	TEST STANDARD
Flexural Strength of Concrete	AASHTO T97

Replace standard spec 715.2.3.1(1) with the following:

(1) Provide both compressive and flexural strength information to demonstrate the strength of the proposed mix design. Use either laboratory strength data for new mixes or field strength data for established mixes as follows:

1. Use at least 5 pairs of cylinders for compressive strength. Demonstrate that the 28-day compressive strength will equal or exceed the 85 percent within limits criterion specified in standard spec 715.5.2.
2. Use at least 5 pairs of beams for flexural strength. Demonstrate that the 28-day flexural strength will equal or exceed 650 psi.

stp-715-010 (20170615)

46. Roadway Embankment, Item SPV.0035.01.

A Description

This special provision describes providing embankments and the materials needed to construct embankments. Conform to standard spec 207 and 208 and as below.

B Materials

Furnish materials according to standard spec 207.2.

If Borrow material is used conform to standard spec 208.2.

C Construction

Conform to standard spec 207.3.

If Borrow material is used conform to standard spec 208.3.

D Measurement

The department will measure Roadway Embankment by the cubic yard, acceptably completed in its final position, using the method of average end areas, with no correction for curvature. The department will determine the end areas from preconstruction cross-sections of the area being covered by the proposed embankment and from cross-sections of the completed work. The engineer and contractor may mutually agree to an alternative volume calculation method. The department will not make allowances for shrinkage, subsidence, lateral movement of the material, or for material in excess of that required for work the plans show or the engineer orders.

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	Roadway Embankment	CY

Payment is full compensation for placing material to construct embankments which includes hauling, placing, forming, compacting, shaping, sloping, trimming, finishing, maintaining embankments and other incidental work required under standard spec 207 and 208.

Payment includes clearing, grubbing, excavating, disposing of surplus and unsuitable material and spreading salvaged material for covering the surfaces of excavated areas within the borrow sites.

The department will pay for material obtained from within the right-of-way limits but outside project excavation limits, furnished under standard spec 208.2.2, at a price determined under standard spec 109.4.

The department will pay for erosion control, fertilizing, and seeding of borrow sites and associated areas separately as specified for borrow sites and material disposal sites under standard spec 628.5.1.

The department will not pay separately for removing and disposing of rock, stone and boulders that the engineer rejects under standard spec 207.3.11.

The department will not pay separately for Borrow (bid item 208.0100). It is incidental to this SPV.

The department will pay separately for Select Borrow under the bid item 208.1100.

ASP-5 will be applied to this item. The Fuel Usage Factor is 0.23.

47. Foundation Backfill, Item SPV.0035.02.

A Description

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

B Materials

Furnish Foundation Backfill according to standard spec 520.2.5.2.

C Construction

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

D Measurement

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

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.02	Foundation Backfill	CY

Payment is full compensation for placing, shaping and compacting.

ner-520-025 (20190409)

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

A Description

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

B Materials

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

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

C Construction

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

D Measurement

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

E Payment

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

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

Payment is full compensation for furnishing, installing, and maintaining the panels and bases, and associated mounting hardware.

49. Temporary Inlet Cover, Item SPV.0060.03.

A Description

Furnish and install inlets covers according to the pertinent provisions of standard spec 611 and remove inlet covers, as shown on the plans and as hereinafter provided. Removed inlet covers become property of the contractor.

B Materials

Conform to standard spec 611.2.

C Construction

Conform to standard spec 611.3.

D Measurement

Department will measure Temporary Inlet Covers 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.0060.03	Temporary Inlet Cover	EACH

Payment is full compensation for providing all materials, including fittings; for all excavating, backfilling, disposing of surplus material, removing and for cleaning out and restoring the work site after construction and removal.

50. Storm Sewer Plug, Item SPV.0060.04.

A Description

Install a Storm Sewer Plug at locations specified in the plans.

B Materials

Provide a precast reinforced concrete plug or an engineer approved alternative, conforming to the inside diameter of the corresponding pipe as shown on the plan.

All materials, if concrete, must conform to standard spec 501 and standard spec 611.

C Construction

Place a watertight plug in the end of the storm sewer pipe in a manner that seals the pipe but allows for future removal of plug without damaging the storm sewer pipe.

D Measurement

The department will measure Storm Sewer Plug 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	Storm Sewer Plug	EACH

Payment is full compensation for furnishing and installing all required materials.

51. Temporary Slope Drain, Item SPV.0060.05.

A Description

Install, maintain, and remove a temporary slope drain to manage runoff from bridge decks prior to installation of surface drains, storm sewer, and pavement on the bridge approaches or permanent slope stabilization.

B (Vacant)

C Construction

Construct temporary slope drain according to the details shown in the plan and as required to fit the conditions of each location. Maintain the temporary slope drain at regular intervals or as directed by the engineer. At a minimum maintain temporary slope drains until installation of permanent surface drains, storm sewer, and pavement are complete for bridges with finished approaches. Maintain the temporary slope drain at bridges without finished approaches or permanent drainage structures until downstream fill slopes are stabilized to prevent runoff scour.

D Measurement

The department will measure Temporary Slope Drain by the each, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.05	Temporary Slope Drain	EACH

Payment is full compensation for furnishing and maintaining all materials, installing and removal of the temporary slope drains.

52. Soil Nail Verification Tests R-20-0047, Item SPV.0060.06; Soil Nail Proof Tests R-20-0047, Item SPV.0060.07.

A Description

This special provision describes verification and proof testing of soil nails.

B Materials

Test soil nails according to the contract and as directed. “Verification tests” are performed on nails not incorporated into soil nail walls, i.e., sacrificial nails and “proof tests” are performed on nails incorporated into walls, i.e., production nails. Define “verification test nail” and “proof test nail” as a nail tested with either a verification or proof test, respectively. Define “test nails” as verification or proof test nails.

Verification tests are typically required for at least one nail per soil type per soil nail wall or 2 nails per wall, whichever is greater. Proof tests are typically required for at least one nail per nail row per soil nail wall or at least 5% of production nails, whichever is greater. More or less test nails may be required depending on subsurface conditions encountered. The engineer will determine the number and locations of verification and proof tests required.

Do not test nails until grout and shotcrete attain the required 3-day compressive strength. Do not install any production nails until verification tests are accepted.

Test Equipment

Use the following equipment to test nails:

1. Two dial gauges with rigid supports,
2. Hydraulic jack and pressure gauge,
3. Jacking block or reaction frame and
4. Electrical resistance load cell (verification tests only).

Provide dial gauges with enough range and precision to measure the maximum test nail movement to 0.001". Use pressure gauges graduated in 100 psi increments or less. Submit identification numbers and calibration records for load cells, jacks and pressure gauges with the soil nail wall construction plan. Calibrate each jack and pressure gauge as a unit.

Align test equipment to uniformly and evenly load test nails. Use a jacking block or reaction frame that does not damage or contact shotcrete within 3 feet of nail heads. Place dial gauges opposite each other on either side of test nails and align gauges within 5° of bar inclinations. Set up test equipment so resetting or repositioning equipment during nail testing is not needed.

C Construction

C.1 Test Nails

Test nails include both unbonded and bond lengths. Grout only bond lengths before nail testing. Provide unbonded and bond lengths of at least 3 feet and 10 feet, respectively.

Steel bars for production nails may be overstressed under higher test nail loads. If necessary, use larger size or higher grade bars with more capacity for test nails instead of shortening bond lengths to less than the minimum required.

C.2 Verification Tests

The contractor shall perform a number of verification tests on sacrificial soil nails as established in the approved design drawings. Verification testing shall be conducted prior to installation of production soil nails on sacrificial soil nails to confirm the appropriateness of the contractor's drilling and installation methods and verify the required nail pullout resistance.

The maximum test load in verification tests (VTL) shall be calculated based on as-built bonded lengths per FHWA Geotechnical Circular No. 7 "Soil Nail Walls," Chapter 9. The load schedule for verification testing shall comply with FHWA Geotechnical Circular No. 7 "Soil Nail Walls," Chapter 9.

C.3 Test Nail Acceptance

Submit two copies of test nail records including load versus movement and time versus creep movement plots within 24 hours of completing each verification or proof test. The engineer will review the test nail records to determine if test nails are acceptable. Test nail acceptance is based in part on the following criteria.

For verification tests, total movement during creep test is less than 0.08" between the 6 and 60 minute readings and creep rate is linear or decreasing throughout hold time.

1. For proof tests, total movement during creep test is less than 0.04" between the 1 and 10 minute readings or less than 0.08" between the 6 and 60 minute readings and creep rate is linear or decreasing throughout hold time.
2. Total movement measured at VTL and PTL exceeds 80% of the theoretical elastic elongation of the unbonded length of the test nail, as defined in FHWA Geotechnical Circular No. 7 "Soil Nail Walls," Chapter 9.
3. Pullout failure does not occur at loads less than 1.00 x VTL or 1.00 x PTL. Define "pullout failure" as the inability to increase load while movement continues. Record pullout failure load as part of test nail data.

For proof test nails, maintain stability of unbonded lengths for subsequent grouting. If a proof test nail is accepted but the unbonded length cannot be satisfactorily grouted, do not incorporate the proof test nail into the soil nail wall and add another production nail to replace the test nail.

If the engineer determines a verification test nail is unacceptable, revise the soil nail design or installation methods. Submit a revised soil nail wall design or construction plan for acceptance and provide acceptable verification test nails with the revised design or installation methods.

If the engineer determines a proof test nail is unacceptable, either perform additional proof tests on adjacent production nails or revise the soil nail design or installation methods for the production nails represented by the unacceptable proof test nail as determined by the engineer. Submit a revised soil nail wall design or construction plan for acceptance, provide an acceptable proof test nail with the revised design or installation methods and install additional production nails for the nails represented by the unacceptable proof test nail.

After completing nail testing for each soil nail wall or stage of a wall, provide a PDF copy of all corresponding test nail records.

D Measurement

The department will measure Soil Nail Verification Tests and Soil Nail Proof Tests as each individual test, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.06	Soil Nail Verification Test, R-20-0047	EACH
SPV.0060.07	Soil Nail Proof Test, R-20-0047	EACH

Payment is full compensation for providing testing apparatus and instrumentation; completing tests; and providing documentation for initial nail testing. No payment will be made for subsequent nail testing performed on the same or replacement test nails.

53. Installing City of Fond du Lac Luminaire Poles and Arms, Item SPV.0060.08.

A Description

This special provision describes installing City of Fond du Lac furnished luminaire poles and arms in accordance to standard spec 657 and as shown on the plans.

B Materials

The City of Fond du Lac will provide luminaire poles and luminaire arms. Luminaire poles and arms will be provided at City of Fond du Lac Municipal Service Center at 530 Doty Street. Contact the City Electrician, Cody Birschbach at (920) 322-3558 at least 7 days in advance to arrange pick up.

C Construction

Install luminaire poles and arms in accordance to standard spec 657.3.

D Measurement

The department will measure Installing City of Fond du Lac Luminaire Poles and Arms by the each, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.08	Installing City of Fond du Lac Luminaire Poles and Arms	EACH

Payment is full compensation for transporting, installing and providing required hardware to install luminaire poles and arms.

54. Seeding Wet Meadow Mix, Item SPV.0085.01

A Description

Supply and plant seed for the wet meadow planting zones. Planting zones are shown on the plans or are as the engineer directs.

B Materials

Supply seed samples and germination test data and store and deliver seed in accordance with standard spec 630.

Provide seed specifications from the vendor to the engineer at least 10 days prior to planting for review and approval.

Provide seed free of non-seed debris and invasive weed species.

Use the following seeding schedule in each of the designated zones. Prior to seeding, obtain approval from the engineer for any substitutions or changes to the seeding schedule.

Seeding Wet Meadow Mix			
Common Name	**Scientific Name**	**Seeding Rate**	**Percentage**
Fringed Brome	*Bromus ciliates*	1.24 lbs/acre	15.46%
Bluejoint	*Calamagrostis canadensis*	0.08 lbs/acre	1.00%
Virginia Wild Rye	*Elymus virginicus*	2.02 lbs/acre	25.19%
Reed Manna Grass	*Glyceria grandis*	0.26 lbs/acre	3.24%
Annual Rye	*Lolium italicum*	1.30 lbs/acre	16.21%
Fowl Bluegrass	*Poa palustris*	1.54 lbs/acre	19.20%
Prairie Cordgrass	*Spartina pectinata*	0.50 lbs/acre	6.23%
Pointed Brome	*Carex scoparia*	0.14 lbs/acre	1.75%
Fox Sedge	*Carex vulpinoidea*	0.40 lbs/acre	4.99%
Green Bulrush	*Scirpus atrovirens*	0.08 lbs/acre	1.00%
Wool Grass	*Scripus cyperinus*	0.04 lbs/acre	0.50%
Soft Stem Bulrush	*Scripus validus*	0.16 lbs/acre	2.00%
Water Plantain	*Alisma trivale*	0.08 lbs/acre	1.00%
Swamp Milkweed	*Asclepias incarnate*	0.02 lbs/acre	0.25%
Swamp Aster	*Aster puniceus*	0.01 lbs/acre	0.12%
Flat-Topped Aster	*Aster umbelltus*	0.01 lbs/acre	0.12%
Joy-Pye Weed	*Eupatorium maculatum*	0.01 lbs/acre	0.12%
Boneset	*Eupatorium perfoliatum*	0.01 lbs/acre	0.12%
Sneezeweed	*Helenium autumnale*	0.01 lbs/acre	0.12%
Tall Blazingstar	*Liatris pycnostachya*	0.03 lbs/acre	0.37%
Great Blue Lobelia	*lobelia siphilitica*	0.01 lbs/acre	0.12%
Monkey Flower	*Mimulus ringens*	0.01 lbs/acre	0.12%
Common Arrowhead	*Sagittaria latifolia*	0.04 lbs/acre	0.50%
Blue Vervain	*Verbena hastata*	0.02 lbs/acre	0.25%

Sow Seeding Wet Meadow Mix at a rate of 8.02 lbs/acre.

C Construction

Prepare seed beds and sow the required seed in accordance to applicable portions of standard spec 630.

Contact the NE Region Environmental Section, (920) 492-7738, and the engineer a minimum of two weeks prior to seeding to allow for direction on final seeding locations.

Sow seeding at the following rates or as directed by the engineer:

- Sow Seeding Wet Meadow at a rate of 8.02 lbs/acre.

D Measurement

The department will measure Seeding Wet Meadow Mix, by the pound, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0085.01	Seeding Wet Meadow Mix	LB

Payment is full compensation for providing, handling, and storing all seed; for providing the required culture and inoculating seed as specified; and preparing the seed bed, sowing, covering, and firming the seed.

55. Temporary Barrier Wall Fabric, Item SPV.0090.01.

A Description

This special provision describes installing drainage filtration fabric along the backside of temporary barrier wall to prevent erosion of material onto the roadway.

B Materials

Furnish Type DF geotextile fabric according to standard spec 645.2.2.4.

C Construction

Install fabric along backside of temporary barrier wall at engineer directed locations. Ensure the fabric is securely fastened to the wall and that adjacent embankment soil cannot erode through the scuppers and onto the roadway.

D Measurement

The department will pay for Temporary Barrier Wall Fabric 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	Temporary Barrier Wall Fabric	LF

Payment is full compensation for providing, transporting, installing and maintaining the fabric; for the installation and maintenance of all devices necessary to secure fabric during use; and for removal and disposal of all materials once intended use is complete.

56. Relapping Guardrail, Item SPV.0090.02.

A Description

This special provision describes removing and reinstalling beam guard. Conform to standard spec 614 and as shown in the plans.

B Materials

Provide hardware that conforms to standard spec 614.

C Construction

Remove beam guard rail and reset so lap splices are in the direction of traffic.

D Measurement

The department will measure Relapping Guardrail 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.0090.02	Relapping Guardrail	LF

Payment is full compensation for removing and resetting of beam guard rail and for providing replacement hardware as needed.

57. Fence Chain Link Polymer-Coated 5-Ft., Item SPV.0090.03; Fence Chain Link Polymer-Coated 6-Ft., Item SPV.0090.04; Fence Chain Link Polymer-Coated 4-Ft., Item SPV.0090.05.

A Description

This special provision describes furnishing and installing a new polymer-coated fence system on and behind structures in conforming to the pertinent plan details, standard spec 616, 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 engineer, send submittals listed in this section to the name below for informational purposes:

David Nelson
WisDOT (Bureau of Structures)
4822 Madison Yards Way (4th Floor)
Madison, WI 53707

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 5-Ft.; Fence Chain Link Polymer-Coated 6-Ft.; and Fence Chain Link Polymer-Coated 4-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.0090.03	Fence Chain Link Polymer-Coated 5-Ft.	LF
SPV.0090.04	Fence Chain Link Polymer-Coated 6-Ft.	LF
SPV.0090.05	Fence Chain Link Polymer-Coated 4-Ft.	LF

Payment 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.

58. Temporary Vehicle Detection System, STH 23 & USH 151 NB Ramp, Item SPV.0105.01; Temporary Vehicle Detection System, USH 151 & CTH K, Item SPV.0105.02.

A Description

This work shall consist of furnishing, installing, maintaining and placing into operation a temporary non-intrusive vehicle detection system (NIVDS) as shown on the plans, and as directed by the engineer in the field.

B Materials

This specification sets forth the minimum requirements for a system that detects vehicles on a roadway and provides detection outputs to a traffic signal controller. The materials shall also include all brackets, mounting hardware, cable, terminations, interface panels, and all other incidentals for the installation of the non-intrusive vehicle detection equipment. This equipment shall meet the NEMA environmental, power and surge ratings as set forth in NEMA TS2 specifications.

All detection equipment, components, and terminations supplied under this item shall be fully compatible with the temporary traffic signal controller supplied for the project. The system architecture shall fully support Ethernet networking of system components. All required interface equipment needed for transmitting and receiving data shall be provided with the NIVDS.

The NIVDS shall provide flexible detection zone placement anywhere and at any orientation. Preferred detector configurations shall be detection zones placed across lanes of traffic for optimal count accuracy, detection zones placed parallel to lanes of traffic for optimal presence detection accuracy of moving or stopped vehicles. Detection zones shall be able to be overlapped for optimal road coverage.

C Construction

The temporary NIVDS shall be installed by supplier factory-certified installers and as recommended by the supplier and documented in installation materials provided by the supplier.

In the event, at installation or turn on date, a noticeable obstruction is present in line with the detection zone(s), the contractor shall be obligated to advise the engineer before setting the zone.

The non-intrusive vehicle detection system, as shown in the traffic signal construction plans, shall be complete, in place, tested, and in full operation during each stage of construction.

Maintain all temporary vehicle detection zones as the plans show or as the engineer directs. The temporary vehicle detection zones shall be set near the vicinity and with approximate distance from the stop bar as shown on the plans. Check temporary vehicle detection zones every other week and at the opening of each stage of temporary traffic signal operation to ensure that they are working properly and aimed properly. Periodic adjustment of the detection zones and/or moving of the temporary vehicle detection sensors may be required due to changes in traffic control, staging, or other construction operations.

Ensure the non-intrusive vehicle detection system stays in clean working order. Periodic cleaning of the equipment may be required due to dirt and dust build-up.

D Measurement

The owner will measure Temporary Vehicle Detection System (Location) as a single lump sum unit of work, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.01	Temporary Vehicle Detection System, STH 23 & USH 151 NB Ramp	LS
SPV.0105.02	Temporary Vehicle Detection System, USH 151 & CTH K	LS

Payment is full compensation for furnishing and installing the temporary non-intrusive vehicle detection system, including cabling, mounting brackets, mounting hardware, terminations, interface panels, testing and set up; for periodic checking and resetting of detection zones; for periodic cleaning for dirt and dust build-up; and for removing all equipment at the completion of the project.

59. Removing City of Fond du Lac Lighting System.

A Description

This special provision describes removing the existing lighting system from Station 101+96EB to 109+64EB and Station 61+08WAN, conforming to standard spec 204 and as hereinafter provided.

B (Vacant)

C Construction

The existing equipment removed from service shall become the property of the contractor who shall be responsible for removal from the site and appropriate disposal.

The removal of the lighting system, pull box, and conduit may occur in any stage. Contractor does not need temporary lighting.

Remove all poles per plan from their concrete footings and disassemble out of traffic. Remove and dispose of poles, pull boxes, luminaire arms, non-LED luminaires fixtures ballast/ drivers, and wiring/cabling. Dispose of the underground lighting wiring, internal wires off the right-of-way.

D Measurement

The department will measure Removing City of Fond du Lac Lighting System in as a single lump sum unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.03	Removing City of Fond du Lac Lighting System	LS

Payment is full compensation for removing, disassembling lighting poles, disposing of scrap material, and incidentals necessary to complete the contract work.

60. Wall Concrete Panel Mechanically Stabilized Earth (R-20-0041), 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 standard spec 105.2 with electronic submittal to the fabrication library under standard spec 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/in3 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:

http://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 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-20-0041)	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.

61. Wall Modular Block Mechanically Stabilized Earth R-20-42, Item SPV.0165.02.

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 Modular Block 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. The location of the plant manufacturing the facing units shall be furnished to the engineer at least 14 days prior to the project delivery.

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 closing 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.

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 Ratio (CDR) for sliding, eccentricity, and bearing checks is provided 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 wall facing-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 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.

Wall facing units shall be designed according to AASHTO LRFD 11.10.2.3.

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 6.0 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 two times the block width (front face to back face) or 32 inches, whichever is less. The first (bottom) layer of reinforcement shall be placed no further than 12 inches above the top of the leveling pad or the height of the block, but at least one block height above the leveling pad. The last (top) layer of soil reinforcement shall be no further than 21 inches below the top of the uppermost block.

All soil reinforcement required for the reinforced soil zone shall be connected to the wall facing.

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 units shall consist of precast modular concrete blocks. Furnish concrete produced by a dry-cast or wet-cast process. Concrete for all blocks shall not contain less than 565 pounds of cementitious materials per cubic yard. The contractor may use cement conforming to standard spec. 501.2.1 or may substitute for portland cement at the time of batching conforming to standard spec. 501.2.6 for fly, 501.2.7 for slag, or 501.2.8 for other pozzolans. In either case the maximum total supplementary cementitious content is limited to 30% of the total cementitious content by weight.

Dry-cast concrete blocks shall be manufactured according to ASTM C1372 and this specification.

All units shall incorporate a mechanism or devices that develop a mechanical connection between vertical block layers. Units that are broken, have cracks wider than 0.02” and longer than 25% of the nominal height of the unit, chips larger than 1”, have excessive efflorescence, or are otherwise deemed unacceptable by the engineer, shall not be used within the wall. A single block front face style shall be used throughout each wall. The color and surface texture of the block shall be as given on the plan.

The top course of facing units shall be as noted on the plans, either;

- Solid precast concrete unit designed to be compatible with the remainder of the wall. The finishing course shall be bonded to the underlying facing units with a durable, high strength, flexible adhesive compound compatible with the block material.
- A formed cast-in-place concrete cap. A cap of this type shall have texture, color, and appearance, as noted on the plans. The vertical dimension of the cap shall not be less than 3 1/2 inches. Expansion joints shall be placed in the cap at a maximum spacing of 20 feet unless noted otherwise on the plan. 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 cast in place cap and coping concrete as specified in standard spec 716, Class II Concrete.

Block dimensions may vary no more than ±1/8 inch from the standard values published by the manufacturer. Blocks must have a minimum width (front face to back face) of 8 inches. The minimum front face thickness of blocks shall be 4 inches measured perpendicular from the front face to inside voids greater than 4 square inches. The minimum allowed thickness of any other portions of the block is 1¾ inches. The front face of the blocks shall conform to plan requirements for color, texture, or patterns.

If pins are used to align modular block facing units, they shall consist of a non-degrading polymer, or hot dipping galvanized steel and be made for the express use with the modular block units supplied, to develop mechanical interlock between facing unit block layers. Connecting pins shall be capable of holding the wall in the proper position during backfilling. Furnish documentation that establishes and substantiates the design life of such devices.

B.3.1.1 Material Testing

Provide independent quality verification testing of project materials according to the following requirements:

Test	Method	Requirement	
		Dry-cast	Wet-cast
Compressive Strength (psi)	ASTM C140	5000 min.	4000 min.
Air Content (%)	AASHTO T152	N/A	6.0 +/-1.5
Water Absorption (%)	ASTM C140	6 max.[3]	N/A
Freeze-Thaw Loss (%) 40 cycles, 5 of 5 samples 50 cycles, 4 of 5 samples	ASTM C1262[1]	1.0 max.[2][3] 1.5 max.[2][3]	N/A

[1] Test shall be run using a 3% saline solution and blocks greater than 45 days old.

[2] Test results that meet either of the listed requirements for Freeze-Thaw Loss are acceptable.

[3] The independent testing laboratory shall control and conduct all sampling and testing. Prior to sampling, the manufacturer's representative shall identify materials by lot. Five blocks per lot shall be randomly selected for testing. Solid blocks used as a finishing or top course shall not be selected. The selected blocks shall remain under the control of the person who conducted the sampling until shipped or delivered to the testing laboratory. All pallets of blocks within a lot shall be strapped or wrapped to secure the contents and tagged or marked for identification. The engineer will reject any pallet of blocks delivered to the project without intact security measures. At no expense to the department, the contractor shall remove all rejected blocks from the project. If a random sample of five blocks of any lot tested by the department fails to meet any of the above testing requirements, the entire lot will be considered non-conforming.

The contractor and fabricator shall coordinate with the independent testing agency to ensure that strength and air content samples can be taken appropriately during manufacturing. At the time of delivery of materials, furnish the engineer a certified report of test from an AASHTO-registered or ASTM-accredited independent testing laboratory for each lot.

The certified test report shall include the following:

- Project ID
- Production process used (dry-cast or wet-cast)
- Name and location of testing facility
- Name of sampling technician
- Lot number and lot size

Testing of project materials shall be completed not more than 18 months prior to delivery. Independent testing frequency shall not exceed 5000 blocks for dry-cast blocks and the lesser of 150 CY or one day's production for wet-cast blocks. The certified test results will represent all blocks within the lot. Each pallet of blocks delivered shall bear lot identification information. Block lots that do not meet the requirements of this specification or blocks without supporting certified test reports will be rejected and shall be removed from the project at no expense to the department.

Nonconforming materials will be subject to evaluation according to standard spec 106.5.

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 concrete leveling pad shall be as wide as the proposed blocks plus 6-inches, with 6-inches of the leveling pad extending beyond the front face of the blocks. 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.

Wall Backfill, Type A, shall comply with the requirements for Coarse Aggregate No. 1 as given in standard spec 501.2.5.4.4. All backfill placed within a zone from the top of the leveling pad to the top of the final layer of wall facing units and within 1 foot behind the back face of the wall shall be Wall Backfill, Type A. This includes all material used to fill openings in the wall facing units.

Wall Backfill, Type B, shall be placed in a zone extending horizontally from 1 foot behind the back face of the wall to 1 foot 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 Type A and Type B shall meet the following requirements.

Test	Method	Value
pH	AASHTO T-289	4.5-9.0
Sulfate content [1]	AASHTO T-290	200 ppm max.
Chloride content [1]	AASHTO T-291	100 ppm max.
Electrical Resistivity [1]	AASHTO T-288	3000 ohm-cm min.
Organic Content [1]	AASHTO T-267	1.0% max.
Angle of Internal Friction	AASHTO T-236[2]	30 degrees min. (At 95.0% of maximum density and optimum moisture, per AASHTO T99, or as modified by C.2)

[1] Requirement does not apply to walls with non-metallic reinforcement and non-metallic connectors.

[2] 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

B.3.4.1 Geogrids

Geogrid supplied as reinforcing members shall be manufactured from long chain polymers limited to polypropylene, high-density polyethylene, polyaramid, and polyester. Geogrids shall form a uniform rectangular grid of bonded, formed, or fused polymer tensile strands crossing with a nominal right angle orientation. The minimum grid aperture shall be 0.5 inch. The geogrid shall maintain dimension stability during handling, placing, and installation. The geogrid shall be insect, rodent, mildew, and rot resistant. The geogrid shall be furnished in a protective wrapping that shall prevent exposure to ultraviolet radiation and damage from shipping or handling. The geogrid shall be kept dry until installed. Each roll shall be clearly marked to identify the material contained.

The wall supplier shall provide the nominal long-term design strength (T_{al}) and nominal long-term connection strength, Talc as discussed below.

Nominal Long-Term Design Strength (T_{al})

The wall supplier shall supply the nominal long-term design strength (T_{al}) used in the design for each reinforcement layer and shall be determined by dividing the Ultimate Tensile Strength (T_{ult}) by the factors RF_{ID}, RF_{CR}, RF_D.

Hence,

$$T_{al} = \frac{T_{ult}}{RF_{ID} x RF_{CR} x RF_D}$$

where:

T_{ult}	=	Ultimate tensile strength of the reinforcement determined from wide width tensile tests (ASTM D6637) for geogrids based on the minimum average roll value (MARV) for the product.
RF_{ID}	=	Strength reduction factor to account for installation damage to the reinforcement. In no case shall RF_{ID} be less than 1.1.
RF_{CR}	=	Strength reduction factor to prevent long-term creep rupture of the reinforcement. In no case shall RF_{CR} be less than 1.2.
RF_D	=	Strength reduction factor to prevent rupture of the reinforcement due to chemical and biological degradation. In no case shall RF_D be less than 1.1.

Values for RF_{ID}, RF_{CR}, and RF_D shall be determined from product specific test results. Guidelines for determining RF_{ID}, RF_{CR}, and RF_D from product specific data are provided in FHWA Publication No. FHWA-NHI-10-024 and FHWA–NHI-10-025 “Design and Construction of Mechanically Stabilized Earth Walls and Reinforced Soil Slopes”.

Nominal Long-term Connection Strength T_{ac}

The nominal long term connection strength, T_{ac}, shall be based on laboratory geogrid connection tests between wall facing and geogrids. T_{ac} shall be as given below:

$$T_{ac} = \frac{T_{ult} * CR_{cr}}{RF_D}$$

where:

T_{ac}	=	Nominal long-term reinforcement facing connection strength per unit reinforcement width at a specified confining pressure.
T_{ult}	=	Ultimate tensile strength of the reinforcement for geogrids defined as the minimum average roll value (MARV) for the product.
CR_{cr}	=	Long term connection strength reduction factor to account for reduced ultimate strength resulting from connection.
RF_D	=	Strength reduction factor to prevent rupture of the reinforcement due to chemical and biological degradation.

T_{ac} shall be developed from the tests conducted by an independent laboratory on the same facing blocks and geogrids as proposed for the wall and shall cover a range of overburden pressures comparable to those anticipated in the proposed wall. The connection strength reduction factor CR_{cr} shall be determined according to long-term connection test as described in Appendix B of FHWA Publication No. FHWA-NHI 10-025 “Design and Construction of Mechanically Stabilized Earth Walls and Reinforced Soil Slopes”. CR_{cr} may also be obtained from the short term connection test meeting the requirements of NCMA test method SRWU-1 in Simac et al 1993 or ASTM D4884.

The contractor shall provide a manufacturer’s certificate that the Tult (MARV) of the supplied geogrid has been determined according to ASTM D4595 or ASTM D6637 as appropriate. Contractor shall also provide block to block and block to reinforcement connection test reports prepared and certified by an independent laboratory. Also provide calculations according to AASHTO LRFD, and using the results of laboratory tests, that the block-geogrid connections shall be capable of resisting 100% of the maximum tension load in the soil reinforcements at any level within the wall, for the design life of the wall system.

B.3.4.2 Galvanized Metal Reinforcement

In lieu of polymeric geogrid earth reinforcement, galvanized metal reinforcement may be used. Design and materials shall be according to AASHTO LRFD 11.10.6.4.2. The design life of steel soil reinforcements shall also comply with AASHTO LRFD. Steel soil reinforcement shall be prefabricated into single or multiple elements before galvanizing.

TABLE 1

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN4
CELL	CELL	CELL	CELL
CELL	CELL	CELL	CELL

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. Backfilling shall closely follow erection of each course of wall facing units.

Conduct backfilling operations in such a manner as to prevent damage or misalignment of the wall facing units, 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 face of modular blocks. The engineer may order the removal of any large or heavy equipment that may cause damage or misalignment of the wall facing units.

C.2 Compaction

Compact wall backfill Type A with at least three passes of lightweight manually operated compaction equipment acceptable to the engineer.

Compact all backfill Type B as specified in standard spec 207.3.6. Compact the backfill Type B 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 modular blocks. Do not use sheepsfoot or padfoot rollers within the reinforced soil zone.

A minimum of 6 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 wall facing units and other associated elements according to the wall manufacturer’s construction guide and to the lines, elevations, batter, and tolerances as shown on the plans. Center the initial layer of facing units on the leveling pad; then level them and properly align them. Fill formed voids or openings in the facing units with wall backfill, Type A. Remove all debris on the top of each layer of facing units, before placing the next layer of facing units.

Install all pins, rods, clips, or other devices used to develop mechanical interlock between facing unit layers according to the manufacturer’s directions.

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 the 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.

C.3.3 Soil Reinforcement

C.3.3.1 Geogrid Layers

Place soil reinforcement at the positions and to the lengths as indicated on the accepted shop drawings. Take care that backfill placement over the positioned soil reinforcement elements does not cause damage or misalignment of these elements. Correct any such damage or misalignment as directed by the engineer.

Do not operate wheeled or tracked equipment directly on the soil reinforcement. A minimum cover of 6 inches is required before such operation is allowed.

Place and anchor geogrid material between wall unit layers in the same manner as used to determine the Geogrid Block-to-Connection Strength. Place the grid material so that the machine direction of the grid is perpendicular to the wall face. Each grid layer shall be continuous throughout the lengths indicated on the plans. Join grid strips with straps, rings, hooks or other mechanical devices to prevent movement during backfilling operations. Prior to placing backfill on the grid, pull the grid taunt and hold in position with pins, stakes or other methods approved by the engineer.

C.3.3.2 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.

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:

http://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 E178 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 Modular Block 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 measured quantities at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0165.02	Wall Modular Block Mechanically Stabilized Earth, R-20-42	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 pad, and leveling pad steps; 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.

62. Soil Nail Retaining Wall R-20-0047, Item SPV.0165.03.

A Description

This special provision describes designing and constructing a permanent soil nail retaining wall consisting of soil nails spaced at a regular pattern and connected to a cast-in-place reinforced concrete facing. Use shotcrete for temporary support of excavations during construction. Design and construct soil nail retaining walls based on actual elevations and wall dimensions according to the contract and accepted submittals.

B Materials

Refer to the standard specifications.

Item	Standard Spec
Curing Agents	501
Geocomposites	645
Concrete Masonry Retaining Walls	501
Reinforcing Steel	505
Base Aggregate Open Graded	310
Wall Drain Materials	612
Welded Stud Shear Connectors	506

Provide Base Aggregate Open Graded for leveling pads.

Provide soil nails consisting of grouted steel bars and nail head assemblies. Use epoxy coated or encapsulated deformed steel bars that meet AASHTO M 275 or M 31, Grade 60 or 75.

Nail Grout consisting of neat cement or sand/cement mixture with a minimum 3-day compressive strength of 1,500psi and a minimum 28-day compressive strength of 3,000psi per AASHTO T106.

All shotcrete mixes shall be designed by a PCC Tech II in the State of Wisconsin. Shotcrete shall be applied by a nozzelman certified as an ACI Shotcrete Nozzelman according to ACI Certification Publication CP-60. Nozzlemen shall be certified in either dry-mix or wet-mix shotcrete based on the process to be used for the work. Provide shotcrete with a 3-day compressive strength of 2,000psi and a 28-day strength of 4,000psi.

For encapsulated bars, use nonperforated corrugated HDPE sheaths at least 0.04" thick that meet AASHTO M 252. Provide at least 0.4" of grout cover between bars and sheathing and at least 0.8" of grout cover between sheathing and drill hole walls.

Fabricate centralizers from schedule 40 PVC plastic pipe or tube, steel or other material not detrimental to steel bars (no wood). Size centralizers to position bars within 1" of drill hole centers and allow tremies to be inserted to ends of holes. Use centralizers that do not interfere with grout placement or flow around bars. Centralizers are required both inside and outside sheaths for encapsulated nails.

Provide galvanized nail head assemblies consisting of nuts, washers and bearing plates with welded stud shear connectors. Use steel bearing plates that meet ASTM A36 and steel washers and hex nuts recommended by the Soil Nail Manufacturer.

Provide material certifications for soil nail materials according to standard spec 506. Store steel materials on blocking at least 12" above the ground and protect it at all times from damage; and when placing in the work make sure it is free from dirt, dust, loose mill scale, loose rust, paint, oil or other foreign materials. Load, transport, unload and store soil nail wall materials so materials are kept clean and free of damage. Do not crack, fracture or otherwise damage grout inside sheaths of encapsulated nails. Damaged or deformed materials will be rejected.

B.1 Contractor Qualifications.

The soil nailing contractor shall meet the following experience requirements:

1. Use a qualified soil nail wall contractor, who has completed at least 3 permanent soil nail walls in the past 3 years totaling at least 10,000 square feet of face area and 500 permanent soil nails, to construct soil nail retaining walls.
2. Provide a design by a registered professional engineer with experience in the design of permanent soil nail walls for at least 3 completed projects over the past 3 years.

3. Provide on-site supervisors and drill operators with experience installing permanent soil nail walls on at least 3 projects over the past 3 years.

C. Construction

C.1 Preconstruction Requirements

C.1.1 Soil Nail Wall Surveys

The Retaining Wall Plans show a plan view, typical sections, details, notes and an elevation or profile view (wall envelope) for each soil nail wall. Before beginning soil nail wall design, survey existing ground elevations shown in the plans and other elevations in the vicinity of soil nail wall locations as needed. Based on these elevations, finished grades and actual soil nail wall dimensions and details, submit revised wall envelopes for acceptance. Use accepted wall envelopes for design.

C.1.2 Geotechnical

A geotechnical report has been completed for this project and is available from the department. The contractor, at their own expense, may perform additional subsurface investigation to aid in their design.

C.1.3 Soil Nail Wall Designs

Submit complete design calculations and wall design drawings to the engineer at least 30 days before the starting construction of the soil nail wall. Do not begin soil nail wall construction until a design submittal has been accepted.

Design soil nail walls according to the plans and the following standards:

1. FHWA Geotechnical Engineering Circular No. 7 “Soil Nail Walls” (Publication No. FHWA-IF-03-017).
2. Standard Specifications for the Construction of Roads and Bridges on Federal Highway Projects.

Design soil nails that meet the following unless otherwise approved:

1. Horizontal and vertical spacing of at least 3 feet.
2. Inclination of at least 12° below horizontal.
3. Clearance between ends of bars and drill holes of at least 6".
4. Diameter of 6" to 10".

Maintain a clearance of at least 6" between existing bridge piling and nails. Design soil nail walls for a live load surcharge of 100 lb/sf.

Provide wall drainage systems consisting of geocomposite drain strips, drains and outlet components. Place drain strips with a horizontal spacing of no more than 5 feet and center strips between adjacent nails. Attach drain strips to excavation faces and connect strips to leveling pads. Locate a continuous aggregate shoulder drain along the base of concrete facing.

Use shotcrete at least 4" thick and reinforce shotcrete with #4 waler bars around nail heads. Two waler bars (one on each side of nail head) in the horizontal and vertical directions are required for a total of 4 bars per nail.

Use Base Aggregate Open Graded for aggregate leveling pads as indicated on plans.

Attach concrete facing to nail heads with welded stud shear connectors. Use concrete facing at least 8" thick and extend facing at least 6" above where the grade intersects back of concrete facing unless required otherwise in the plans.

Submit working drawings and design calculations including unit grout/ground bond strengths for acceptance. Submit working drawings showing plan views, wall profiles with nail locations including known test nail locations, typical sections and details of nails, drainage, shotcrete, leveling pads and concrete facing. Submit design calculations for each wall section with different loads, geometry or material parameters. At least one analysis is required for each wall section with different nail lengths. When designing soil nail walls with computer software, a hand calculation is required for the wall section with the longest nails.

C1.4 Soil Nail Wall Construction Plan

Submit a PDF copy of a soil nail wall construction plan and details with the wall design calculations at least 30 days before the preconstruction meeting. Do not begin soil nail wall construction until the construction plan submittal is accepted. Provide detailed project specific information in the soil nail wall construction plan that includes the following:

1. Overall description and sequence of soil nail wall construction.
2. List and sizes of excavation equipment, drill rigs and tools, tremies and grouting equipment.
3. Procedures for excavations, drilling and grouting, soil nail and wall drainage system installation and facing construction.
4. Details of shotcrete equipment and application including mix process, test panels, thickness gauges and shooting methods.
5. Shotcrete nozzleman with ACI nozzleman certification.
6. Plan and methods for nail testing with calibration certificates dated within 90 days of submittal date.
7. Examples of construction and test nail records to be used.
8. Nail grout mix design, including compressive strength test results (per AASHTO T106/ASTM C109) supplied by a qualified independent testing lab verifying the specified minimum 3-day and 28-day grout compressive strengths. For neat cement grout include specific gravity test results of the fresh grout used for compressive testing.
9. Nail grout placement procedures and equipment.
10. Shotcrete mix design and compressive strengths (3-day and 28-day).
11. Other information shown in the plans or requested by the engineer.

If alternate construction procedures are proposed or necessary, a revised soil nail wall construction plan submittal may be required. If the work deviates from the accepted submittal without prior approval, the engineer may suspend soil nail wall construction until a revised plan is accepted.

C1.5 Preconstruction Meeting

Before starting soil nail wall construction, hold a preconstruction meeting to discuss the construction, inspection and testing of the soil nail walls. Schedule this meeting after all soil nail wall submittals have been accepted. The engineer, geotechnical engineer, contractor and soil nail wall contractor superintendent will attend this preconstruction meeting.

Construction Methods

Control drainage during construction in the vicinity of soil nail walls. Direct run off away from soil nail walls and areas above and behind walls.

Notify the engineer before blasting in the vicinity of soil nail walls. Perform blasting according to the contract. Unless required otherwise in the plans, install foundations located behind soil nail walls before beginning wall construction. Install soil nail walls according to the accepted submittals and as directed. Do not excavate behind soil nail walls. If over-excavation occurs, repair walls with an approved method and a revised soil nail wall design or construction plan may be required.

Excavation

Excavate for soil nail walls from the top down according to the accepted submittals. Excavate in staged horizontal lifts with no negative batter (excavation face leaning forward). Excavate lifts according to the following:

1. Heights not to exceed vertical nail spacing.
2. Bottom of lifts no more than 3 feet below nail locations for current lift.
3. Horizontal and vertical alignment within 2" of location shown in the accepted submittals.

Remove any cobbles, boulders, rubble or debris that will protrude more than 2" into the required shotcrete thickness. Rocky ground such as colluvium, boulder fills, and weathered rock may be difficult to excavate without leaving voids.

Apply shotcrete to excavation faces within 24 hours of excavating each lift unless otherwise approved. Shotcreting may be delayed if it can be demonstrated that delays will not adversely affect excavation stability. If excavation faces will be exposed for more than 24 hours, use polyethylene sheets anchored at top and bottom of lifts to protect excavation faces from changes in moisture content.

If an excavation becomes unstable at any time, suspend soil nail wall construction and temporarily stabilize the excavation by immediately placing an earth berm up against the unstable excavation face. When this occurs, repair walls with an approved method and a revised soil nail wall design or construction plan may be required.

Do not excavate the next lift until nail installations and testing and shotcrete application for the current lift are accepted and grout and shotcrete for the current lift have cured at least 3 days and 1 day, respectively.

Soil Nails

Install soil nails in the same way as acceptable test nails. Drill and grout nails the same day and do not leave drill holes open overnight.

Control drilling and grouting to prevent excessive ground movements, damaging structures and pavements or fracturing rock and soil formations. If ground heave or subsidence occurs, suspend soil nail wall construction and take corrective action to minimize movement. If property damage occurs, make repairs with an approved method and a revised soil nail wall design or construction plan may be required.

Drilling

Use drill rigs of the sizes necessary to install soil nails and with sufficient capacity to drill through whatever materials are encountered. Drill straight and clean holes with the dimensions and inclination shown in the accepted submittals. Drill holes within 6" of locations and 2° of inclination shown in the accepted submittals unless otherwise approved.

Stabilize drill holes with temporary casings if unstable, caving or sloughing material is anticipated or encountered. Do not use drilling fluids to stabilize drill holes or remove cuttings.

Steel Bars

Center steel bars in drill holes with centralizers. Securely attach centralizers along bars at no more than 8 feet centers. Attach uppermost and lowermost centralizers 18" from excavation faces and ends of holes.

Do not insert steel bars into drill holes until hole locations, dimensions, inclination and cleanliness are approved. Do not vibrate, drive or otherwise force bars into holes. If a steel bar cannot be completely and easily inserted into a drill hole, remove the bar and clean or re-drill the hole.

Grouting

Remove oil, rust inhibitors, residual drilling fluids and similar foreign materials from holding tanks/hoppers, stirring devices, pumps, lines, tremie pipes and any other equipment in contact with grout before use.

Inject grout at the lowest point of drill holes through tremies, e.g., grout tubes, casings, hollow-stem augers or drill rods, in one continuous operation. Fill drill holes progressively from ends of holes to excavation faces and withdraw tremies at a slow even rate as holes are filled to prevent voids in grout. Extend tremies into grout at least 5 feet at all times except when grout is initially placed in holes.

Provide grout free of segregation, intrusions, contamination, structural damage or inadequate consolidation (honeycombing). Cold joints in grout are not allowed except for test nails. Remove any temporary casings as grout is placed and record grout volume for each drill hole.

Nail Heads

Weld stud shear connectors to bearing plates of nails according to standard spec 506. Install nail head assemblies after shotcreting. Before shotcrete reaches initial set, seat bearing plates and tighten nuts, so plates contact shotcrete uniformly. If uniform contact is not possible, install nail head assemblies on mortar pads so nail heads are evenly loaded.

Wall Drainage Systems

Install wall drainage systems as shown in the accepted submittals as detailed in the plans. Before shotcreting, place geocomposite drain strips with the geotextile side against excavation faces. For highly irregular faces and at the discretion of the engineer, drain strips may be placed after shotcreting over weep holes through the shotcrete. Hold drain strips in place with anchor pins, so strips are in continuous contact

with surfaces to which they are attached and allow for full flow the entire height of soil nail walls. Discontinuous drain strips are not allowed. If splices are needed, overlap drain strips at least 12" so flow is not impeded. Connect drain strips to leveling pads by embedding strip ends at least 4" into Base Aggregate Open Graded.

Shotcrete

Clean ungrouted zones of drill holes and excavation faces of loose materials, mud, rebound and other foreign material. Moisten surfaces to receive shotcrete. Secure reinforcing steel so shooting does not displace or vibrate reinforcement. Install approved thickness gauges on 5 feet centers in the horizontal and vertical directions to measure shotcrete thickness.

Apply shotcrete according to the contract and accepted submittals. Use approved shotcrete nozzlemen who made satisfactory preconstruction test panels to apply shotcrete. Direct shotcrete at right angles to excavation faces except when shooting around reinforcing steel.

Make shotcrete surfaces uniform and free of sloughing or sagging. Completely fill ungrouted zones of drill holes and any other voids with shotcrete. Taper construction joints to a thin edge over a horizontal distance of at least the shotcrete thickness. Wet joint surfaces before shooting adjacent sections.

Repair surface defects as soon as possible after shooting. Remove any shotcrete which lacks uniformity, exhibits segregation, honeycombing or lamination or contains any voids or sand pockets and replace with fresh shotcrete to the satisfaction of the engineer. Protect shotcrete from freezing and rain until shotcrete reaches initial set.

Leveling Pads and Concrete Facing

Construct aggregate leveling pads at elevations and with dimensions shown in the plans.

Construct concrete facing according to the accepted submittals and standard spec 501. Do not remove forms until concrete attains a compressive strength of at least 2,400 psi. Construct concrete facing joints at a maximum spacing of 30 feet unless required otherwise in the plans. Provide expansion joints in conformance to the plan details. Stop reinforcing steel for concrete facing 2 inches clear from either side of expansion joints.

Construct rustications according to plan details.

Seal joints above and behind soil nail walls between concrete facing and ditches or concrete slope paving with non-staining non-bituminous joint sealer.

Construction Records

Provide two copies of soil nail wall construction records within 24 hours of completing each lift. Include the following in construction records:

1. Names of soil nail wall contractor, superintendent, nozzleman, drill rig operator, project manager and design engineer.
2. Wall description, county, department’s contract, TIP and WBS element number.
3. Wall station and number and lift location, dimensions, elevations and description.
4. Nail locations, dimensions and inclinations, bar types, sizes and grades, corrosion protection and temporary casing information.
5. Date and time drilling begins and ends, steel bars are inserted into drill holes, grout and shotcrete are mixed and arrives on-site and grout placement and shotcrete application begins and ends.
6. Grout volume, temperature, flow and density records.
7. Ground surface water conditions and elevations if applicable.
8. Weather conditions including air temperature at time of grout placement and shotcrete application.
9. All other pertinent details related to soil nail wall construction.

After completing each soil nail wall or stage of a wall, provide a PDF copy of all corresponding construction records.

D Measurement

The department will measure Soil Nail Retaining Wall R-20-0047 in square feet of wall face, acceptably completed. Soil nail walls will be measured as the square feet of concrete wall facing area with the height equal to the difference between top and bottom of wall facing elevations. Define “top of wall” as top of concrete facing. Define “bottom of wall” as shown in the plans. No measurement will be made for portions of soil nail walls embedded below bottom of wall elevations.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0165.03	Soil Nail Retaining Wall R-05-0047	SF

Payment is full compensation for providing designs, submittals, labor, tools, equipment and soil nail wall materials, excavating, hauling and removing excavated materials, installing soil nails, grouting, shotcreting and supplying wall drainage systems and any incidentals necessary to construct soil nail walls.

63. Cold Patch, Item SPV.0195.01.

A Description

This special provision describes furnishing, stockpiling, placing, and maintaining cold patch material. The cold patch material shall be used for short term maintenance purposes to fill potholes/voids in the existing pavement surface that the engineer deems necessary.

B Materials

Conform to the following gradation requirements:

SIEVE SIZE	PERCENT PASSING (by weight)
3/8 Inch (9.5 mm)	96 - 100
No. 4 (4.75 mm)	76 - 82
No. 8 (2.38 mm)	50 - 60
No. 50 (0.297 mm)	15 - 20
No. 200 (0.074 mm)	2 - 5
Bitumen	4.8 - 5.2.

C Construction

C.1 General

Choose a smooth, firm, and well-drained area for an on-site stockpile that is cleared of vegetation and foreign material that may contaminate the cold patch. The stockpile shall be easily accessible and able to be maintained and replenished at any time during the duration of the project.

Application of the cold patch must be able to be accomplished by hand labor. Prior to filling any potholes/voids all ponded water and loose debris shall be removed. Place material into the pothole/void and compact flush with a tamper, roller, or vehicle tire. Traffic must be able to travel over the patch immediately after installation.

D Measurement

The department will measure Cold Patch by the ton, stockpiled on site and 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.0195.01	Cold Patch	TON

Payment for cold patch is full compensation for the patch; furnishing and providing a stockpile of material; preparing the pothole/void for material placement, stockpiling, placing, compacting, and maintaining, and all incidentals necessary to complete the contract work.

The contractor shall be compensated for any unused stockpile quantities remaining on site at the completion of the project, thus the stockpile is not to exceed 10 tons on site at any given time unless approved by the engineer.

Any unused portions of the stockpile shall be removed and disposed of at the completion of the project unless otherwise directed by the engineer. This work shall be completed at no additional expense to the department.

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 12 *(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 __7____ *(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.

II. 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.*

III. 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 must submit Form DT1506 (Commitment to Subcontract to DBE), and quotes from all DBEs included on the Commitment. Signed Attachments A from DBEs included on the Commitment must be submitted to the DBE Alert email box within 24-hours of the bid closing. 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 must 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 will 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 the Department'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 will not be separated.

2. WisDOT DBE Program Compliance

a. Documentation Submittal

The Commitment to Subcontract to DBE (Form DT1506) and quotes from all DBEs included on the Commitment will 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 and signed Attachments A from DBEs included on Form DT1506 are due within 24-hours of bid closing, submitted to the DBE Alert email box.

Naming conventions: When emailing files, use the following language to identify your submission- “Project #, Proposal #, Let date, Business Name, GFE” and “Project #, Proposal #, Let date, Business Name, Attachment A” 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. 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, 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 will 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 will 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 will 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 414-438-458

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 if any bid submitted met the DBE goal
- Review average of other bidders DBE goal achievement
- Team review of combined efforts documented in Phase 1 and 2 by apparent low bidder

Excerpt from Appendix A to 49 CFR Part 26:

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.

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.

COMMITMENT TO SUBCONTRACT TO DBE
ATTACHMENT A

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 $1.60 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.

102.7.3 Department Will Reject

Replace paragraph one with the following effective with the January 2021 letting:

(1) Proposals are irregular and the department will reject and will not post them if the bidder:

1. Does not furnish the required proposal guaranty in the proper form and amount as specified in 102.8.
2. Does not submit a unit price for each bid item listed, except for lump sum bid items where the bidder may show the price in the bid amount column for that bid item.
3. Includes conditions or qualifications not provided for in the department-supplied bidding proposal.
4. Submits a bid on a bidding proposal issued to a different bidder without obtaining departmental authorization to do so.
5. Submits a bid that contains unauthorized revisions in the name of the party to whom the bidding proposal was issued.
6. Submits a schedule of items with illegibly printed bid item numbers, descriptions, or unit prices.
7. Submits a schedule of items for the wrong contract.
8. Submits a bidder-generated schedule of items with an incorrect bid item number and incorrect description for a single bid item.
9. Omits a bid item or bid items on a bidder-generated schedule of items.
10. Submits a materially unbalanced bid.
11. Does not sign the proposal.
12. 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.

522.2 Materials

Replace paragraph three with the following effective with the January 2021 letting:

(3) Manufacture precast reinforced concrete pipe, cattle pass, and apron endwalls in a plant listed under precast concrete fabricators on the APL. Conform to the specified AASHTO standard materials requirements except as follows:

- The contractor may use cement conforming to 501.2.1 or may substitute for portland cement at the time of batching conforming to 501.2.6 for fly ash, 501.2.7 for slag, or 501.2.8 for other pozzolans. In either case the maximum total supplementary cementitious content is limited to 30 percent of the total cementitious content by weight.

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.

608.2.1 Pipe

Replace paragraph three with the following effective with the January 2021 letting:

(3) Manufacture precast reinforced concrete pipe for storm sewer in a plant listed under precast concrete fabricators on the APL. Conform to the specified AASHTO materials requirements for the class of precast concrete pipe specified except as follows:

- The contractor may use cement conforming to 501.2.1 or may substitute for portland cement at the time of batching conforming to 501.2.6 for fly ash, 501.2.7 for slag, or 501.2.8 for other pozzolans. In either case the maximum total supplementary cementitious content is limited to 30 percent of the total cementitious content by weight.

611.2 Materials

Replace paragraph three with the following effective with the January 2021 letting:

(3) For precast structures conform to AASHTO M199 for circular structures and ASTM C913 for square and rectangular structures. Manufacture in a plant listed under precast concrete fabricators on the APL. Conform to the specified AASHTO materials requirements for the structure specified except as follows:

- Use concrete with 470 pounds or more cementitious material per cubic yard.
- The contractor may use cement conforming to 501.2.1 or may substitute for portland cement at the time of batching conforming to 501.2.6 for fly ash, 501.2.7 for slag, or 501.2.8 for other pozzolans. In either case the maximum total supplementary cementitious content is limited to 30 percent of the total cementitious content by weight.
- For wet cast use air-entrained concrete with 7.0 percent +/- 1.5 percent air content.

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.

650.3.7 Structure Layout Staking

Replace the entire text with the following effective with the January 2021 letting:

(1) Set construction stakes or marks on a line offset from the structure centerline or on a reference line, whichever is appropriate, for both roadway and substructure units. Establish the plan horizontal and vertical positions to the required accuracy. Also, set and maintain stakes and marks as necessary to support the method of operations. Locate stakes and marks to within 0.02 feet of the true horizontal position, and establish the grade elevation to within 0.01 feet of true vertical position.

(2) For girder bridges, the department will compute deck grades with contractor-supplied girder elevation data.

(3) For slab span bridges, the department will compute slab grades using contractor-supplied falsework settlement and deflection data at tenth points along slab edges, the crown, and reference line locations. Before releasing falsework, survey top-of-slab elevations at the centerline of the abutments and at the 5/10th point along slab edges, the crown, and reference line locations to verify the camber.

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.

710.4 Concrete Mixes

Replace paragraph two with the following effective with the January 2021 letting:

(2) At least 3 business days before producing concrete, document that materials conform to 501 unless the engineer allows or individual QMP specifications provide otherwise. Include the following:

1. For mixes: quantities per cubic yard expressed as SSD weights and net water, water to cementitious material ratio, and air content.
2. For cementitious materials and admixtures: type, brand, and source.
3. For aggregates: absorption, SSD bulk specific gravity, wear, soundness, freeze thaw test results if required, and air correction factor. Also include proposed combined gradation limits and target individual gradations, including P200 limits..

710.5.6 Aggregate Testing

Replace the entire text with the following effective with the January 2021 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 either calculated using department form WS3012 or custom limits approved as a part of the contractor's quality control plan. For class II concrete, also conform to the additional combined gradation requirements specified for class I concrete in 715.2.2.

(3) 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.

(4) 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

(5) 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

715.2.2 Combined Aggregate Gradation

Replace the entire text with the following effective with the January 2021 letting:

(1) Ensure that the combined aggregate gradation conforms to the following, expressed as weight percentages of the total aggregate:

1. One hundred percent passes the 2-inch sieve.
2. For mixes containing size No. 2 stone, the percent passing the 1-inch sieve is less than or equal to 89. The engineer may waive this requirement if the clear spacing between reinforcing bars is less than 2 inches.
3. The percent passing the No. 4 sieve is less than or equal to 42, except if the coarse aggregate is completely composed of crushed stone, up to 47 percent may pass the No. 4 sieve. For pavement, coarse aggregate may be completely composed of crushed concrete, in which case up to 47 percent may pass the No. 4 sieve.
4. The percent passing the No. 200 sieve is less than or equal to 2.3 percent.

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

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: WI20210010 01/01/2021

Superseded General Decision Number: WI20200010

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 $10.95 for calendar year 2021 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 $10.95 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 2021. 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	01/01/2021

BRWI0001-002 06/03/2019

CRAWFORD, JACKSON, JUNEAU, LA CROSSE, MONROE, TREMPEALEAU, AND VERNON COUNTIES

	Rates	Fringes
BRICKLAYER	$ 33.80	24.28

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* BRWI0002-002 06/01/2020

ASHLAND, BAYFIELD, DOUGLAS, AND IRON COUNTIES

	Rates	Fringes
BRICKLAYER	$ 42.77	23.47

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

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* BRWI0003-002 06/01/2020

BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, AND OCONTO COUNTIES

	Rates	Fringes
BRICKLAYER	$ 35.68	24.40

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 06/01/2020

CALUMET, FOND DU LAC, MANITOWOC, AND SHEBOYGAN COUNTIES

	Rates	Fringes
BRICKLAYER	$ 35.68	24.40

* BRWI0019-002 06/01/2020

BARRON, BUFFALO, BURNETT, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK, ST. CROIX, SAWYER AND WASHBURN COUNTIES

	Rates	Fringes
BRICKLAYER	$ 34.86	25.22

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

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

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 06/01/2020

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:.....	$ 34.23	29.50%+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.

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
"

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: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	108.4400 CPM Progress Schedule	1.000 EACH	_____.____	_____.____
0004	201.0105 Clearing	225.000 STA	_____.____	_____.____
0006	201.0205 Grubbing	225.000 STA	_____.____	_____.____
0008	203.0100 Removing Small Pipe Culverts	101.000 EACH	_____.____	_____.____
0010	203.0200 Removing Old Structure (station) 01. 169+42 WB	LS	LUMP SUM	_____.____
0012	204.0100 Removing Concrete Pavement	59,328.000 SY	_____.____	_____.____
0014	204.0110 Removing Asphaltic Surface	7,209.000 SY	_____.____	_____.____
0016	204.0115 Removing Asphaltic Surface Butt Joints	167.000 SY	_____.____	_____.____
0018	204.0120 Removing Asphaltic Surface Milling	45,322.000 SY	_____.____	_____.____
0020	204.0150 Removing Curb & Gutter	8,314.000 LF	_____.____	_____.____
0022	204.0165 Removing Guardrail	904.000 LF	_____.____	_____.____
0024	204.0170 Removing Fence	2,255.000 LF	_____.____	_____.____
0026	204.0175 Removing Concrete Slope Paving	140.000 SY	_____.____	_____.____
0028	204.0180 Removing Delineators and Markers	140.000 EACH	_____.____	_____.____
0030	204.0185 Removing Masonry	6.000 CY	_____.____	_____.____
0032	204.0190 Removing Surface Drains	3.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	204.0195 Removing Concrete Bases	34.000 EACH	_____.____	_____.____
0036	204.0210 Removing Manholes	6.000 EACH	_____.____	_____.____
0038	204.0220 Removing Inlets	69.000 EACH	_____.____	_____.____
0040	204.0225 Removing Septic Tanks	9.000 EACH	_____.____	_____.____
0042	204.0235 Removing Buildings (parcel) 01. Parcel 74	LS	LUMP SUM	_____.____
0044	204.0235 Removing Buildings (parcel) 02. Parcel 107	LS	LUMP SUM	_____.____
0046	204.0235 Removing Buildings (parcel) 03. Parcel 202	LS	LUMP SUM	_____.____
0048	204.0235 Removing Buildings (parcel) 04. Parcel 191	LS	LUMP SUM	_____.____
0050	204.0235 Removing Buildings (parcel) 05. Parcel 227	LS	LUMP SUM	_____.____
0052	204.0235 Removing Buildings (parcel) 06. Parcel 229	LS	LUMP SUM	_____.____
0054	204.0235 Removing Buildings (parcel) 07. Parcel 241	LS	LUMP SUM	_____.____
0056	204.0235 Removing Buildings (parcel) 08. Parcel 242	LS	LUMP SUM	_____.____
0058	204.0235 Removing Buildings (parcel) 09. Parcel 40	LS	LUMP SUM	_____.____
0060	204.0245 Removing Storm Sewer (size) 01. 12-Inch	2,473.000 LF	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0062	204.0245 Removing Storm Sewer (size) 02. 15-Inch	150.000 LF	_____.____	_____.____
0064	204.0245 Removing Storm Sewer (size) 03. 18-Inch	553.000 LF	_____.____	_____.____
0066	204.0265 Abandoning Wells	6.000 EACH	_____.____	_____.____
0068	204.0270 Abandoning Culvert Pipes	2.000 EACH	_____.____	_____.____
0070	205.0100 Excavation Common	521,361.000 CY	_____.____	_____.____
0072	205.0400 Excavation Marsh	46,378.000 CY	_____.____	_____.____
0074	206.1000 Excavation for Structures Bridges (structure) 01. B-20-202	LS	LUMP SUM	_____.____
0076	206.1000 Excavation for Structures Bridges (structure) 02. B-20-203	LS	LUMP SUM	_____.____
0078	206.1000 Excavation for Structures Bridges (structure) 03. B-20-0204	LS	LUMP SUM	_____.____
0080	206.2000 Excavation for Structures Culverts (structure) 01. C-20-0061	LS	LUMP SUM	_____.____
0082	208.1100 Select Borrow	114,088.000 CY	_____.____	_____.____
0084	209.1500 Backfill Granular Grade 1	102.000 TON	_____.____	_____.____
0086	209.2500 Backfill Granular Grade 2	356.000 TON	_____.____	_____.____
0088	210.1500 Backfill Structure Type A	1,777.000 TON	_____.____	_____.____
0090	210.2500 Backfill Structure Type B	836.000 TON	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0092	213.0100 Finishing Roadway (project) 01. 1440-15-71	1.000 EACH	_____.____	_____.____
0094	214.0100 Obliterating Old Road	14.000 STA	_____.____	_____.____
0096	305.0110 Base Aggregate Dense 3/4-Inch	22,701.000 TON	_____.____	_____.____
0098	305.0120 Base Aggregate Dense 1 1/4-Inch	223,916.000 TON	_____.____	_____.____
0100	310.0110 Base Aggregate Open-Graded	158.000 TON	_____.____	_____.____
0102	310.0115 Base Aggregate Open-Graded	12.000 CY	_____.____	_____.____
0104	311.0110 Breaker Run	4,357.000 TON	_____.____	_____.____
0106	311.0115 Breaker Run	62.000 CY	_____.____	_____.____
0108	312.0110 Select Crushed Material	72,947.200 TON	_____.____	_____.____
0110	415.0080 Concrete Pavement 8-Inch	1,221.000 SY	_____.____	_____.____
0112	415.0090 Concrete Pavement 9-Inch	38,590.000 SY	_____.____	_____.____
0114	415.0100 Concrete Pavement 10-Inch	115,966.000 SY	_____.____	_____.____
0116	415.0210 Concrete Pavement Gaps	18.000 EACH	_____.____	_____.____
0118	415.0410 Concrete Pavement Approach Slab	433.000 SY	_____.____	_____.____
0120	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____.____	_____.____
0122	416.0160 Concrete Driveway 6-Inch	148.000 SY	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0124	416.0512 Concrete Truck Apron 12-Inch	2,880.000 SY	_____.____	_____.____
0126	416.0610 Drilled Tie Bars	413.000 EACH	_____.____	_____.____
0128	416.0620 Drilled Dowel Bars	102.000 EACH	_____.____	_____.____
0130	416.1010 Concrete Surface Drains	5.000 CY	_____.____	_____.____
0132	416.1110 Concrete Shoulder Rumble Strips	32,143.000 LF	_____.____	_____.____
0134	455.0605 Tack Coat	11,440.000 GAL	_____.____	_____.____
0136	460.2000 Incentive Density HMA Pavement	28,750.000 DOL	1.00000	28,750.00
0138	460.5223 HMA Pavement 3 LT 58-28 S	11,670.000 TON	_____.____	_____.____
0140	460.5224 HMA Pavement 4 LT 58-28 S	14,968.000 TON	_____.____	_____.____
0142	460.5424 HMA Pavement 4 LT 58-28 H	512.000 TON	_____.____	_____.____
0144	460.6223 HMA Pavement 3 MT 58-28 S	12,152.000 TON	_____.____	_____.____
0146	460.6224 HMA Pavement 4 MT 58-28 S	5,627.000 TON	_____.____	_____.____
0148	465.0105 Asphaltic Surface	6,591.000 TON	_____.____	_____.____
0150	465.0120 Asphaltic Surface Driveways and Field Entrances	684.000 TON	_____.____	_____.____
0152	465.0125 Asphaltic Surface Temporary	8,867.000 TON	_____.____	_____.____
0154	465.0305 Asphaltic Surface Safety Islands	30.000 TON	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0156	465.0310 Asphaltic Curb	271.000 LF	_____.____	_____.____
0158	465.0315 Asphaltic Flumes	381.000 SY	_____.____	_____.____
0160	465.0400 Asphaltic Shoulder Rumble Strips	50,435.000 LF	_____.____	_____.____
0162	502.0100 Concrete Masonry Bridges	2,292.000 CY	_____.____	_____.____
0164	502.3200 Protective Surface Treatment	3,939.000 SY	_____.____	_____.____
0166	502.3210 Pigmented Surface Sealer	1,187.000 SY	_____.____	_____.____
0168	502.4205 Adhesive Anchors No. 5 Bar	60.000 EACH	_____.____	_____.____
0170	503.0137 Prestressed Girder Type I 36W-Inch	3,734.000 LF	_____.____	_____.____
0172	504.0100 Concrete Masonry Culverts	100.000 CY	_____.____	_____.____
0174	504.0500 Concrete Masonry Retaining Walls	310.000 CY	_____.____	_____.____
0176	505.0400 Bar Steel Reinforcement HS Structures	44,155.000 LB	_____.____	_____.____
0178	505.0600 Bar Steel Reinforcement HS Coated Structures	429,195.000 LB	_____.____	_____.____
0180	505.0800.S Bar Steel Reinforcement HS Stainless Structures	4,015.000 LB	_____.____	_____.____
0182	506.2605 Bearing Pads Elastomeric Non-Laminated	88.000 EACH	_____.____	_____.____
0184	506.4000 Steel Diaphragms (structure) 01. B-20-202	18.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0186	506.4000 Steel Diaphragms (structure) 02. B-20-203	15.000 EACH	_____.____	_____.____
0188	506.4000 Steel Diaphragms (structure) 03. B-20-204	32.000 EACH	_____.____	_____.____
0190	511.1100 Temporary Shoring	1,600.000 SF	_____.____	_____.____
0192	511.1200 Temporary Shoring (structure) 01. R-20-0042	11,820.000 SF	_____.____	_____.____
0194	516.0500 Rubberized Membrane Waterproofing	150.000 SY	_____.____	_____.____
0196	520.1012 Apron Endwalls for Culvert Pipe 12-Inch	41.000 EACH	_____.____	_____.____
0198	520.1015 Apron Endwalls for Culvert Pipe 15-Inch	4.000 EACH	_____.____	_____.____
0200	520.1018 Apron Endwalls for Culvert Pipe 18-Inch	29.000 EACH	_____.____	_____.____
0202	520.1024 Apron Endwalls for Culvert Pipe 24-Inch	43.000 EACH	_____.____	_____.____
0204	520.1030 Apron Endwalls for Culvert Pipe 30-Inch	8.000 EACH	_____.____	_____.____
0206	520.1036 Apron Endwalls for Culvert Pipe 36-Inch	12.000 EACH	_____.____	_____.____
0208	520.2012 Culvert Pipe Temporary 12-Inch	197.600 LF	_____.____	_____.____
0210	520.2018 Culvert Pipe Temporary 18-Inch	99.200 LF	_____.____	_____.____
0212	520.2024 Culvert Pipe Temporary 24-Inch	205.300 LF	_____.____	_____.____
0214	520.2030 Culvert Pipe Temporary 30-Inch	73.600 LF	_____.____	_____.____
0216	520.3312 Culvert Pipe Class III-A 12-Inch	594.000 LF	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0218	520.3315 Culvert Pipe Class III-A 15-Inch	80.000 LF	_____.____	_____.____
0220	520.3318 Culvert Pipe Class III-A 18-Inch	763.000 LF	_____.____	_____.____
0222	520.3324 Culvert Pipe Class III-A 24-Inch	2,275.000 LF	_____.____	_____.____
0224	520.3330 Culvert Pipe Class III-A 30-Inch	636.000 LF	_____.____	_____.____
0226	520.3336 Culvert Pipe Class III-A 36-Inch	561.000 LF	_____.____	_____.____
0228	520.3512 Culvert Pipe Class III-B 12-Inch	384.000 LF	_____.____	_____.____
0230	520.3524 Culvert Pipe Class III-B 24-Inch	148.000 LF	_____.____	_____.____
0232	520.8000 Concrete Collars for Pipe	29.000 EACH	_____.____	_____.____
0234	521.1042 Apron Endwalls for Culvert Pipe Steel 42-Inch	2.000 EACH	_____.____	_____.____
0236	521.1060 Apron Endwalls for Culvert Pipe Steel 60-Inch	6.000 EACH	_____.____	_____.____
0238	521.3142 Culvert Pipe Corrugated Steel 42-Inch	24.000 LF	_____.____	_____.____
0240	521.3160 Culvert Pipe Corrugated Steel 60-Inch	125.000 LF	_____.____	_____.____
0242	522.0142 Culvert Pipe Reinforced Concrete Class III 42-Inch	256.000 LF	_____.____	_____.____
0244	522.0148 Culvert Pipe Reinforced Concrete Class III 48-Inch	103.000 LF	_____.____	_____.____
0246	522.0160 Culvert Pipe Reinforced Concrete Class III 60-Inch	222.000 LF	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0248	522.0412 Culvert Pipe Reinforced Concrete Class IV 12-Inch	97.000 LF	_____.____	_____.____
0250	522.0415 Culvert Pipe Reinforced Concrete Class IV 15-Inch	60.000 LF	_____.____	_____.____
0252	522.0418 Culvert Pipe Reinforced Concrete Class IV 18-Inch	157.000 LF	_____.____	_____.____
0254	522.0424 Culvert Pipe Reinforced Concrete Class IV 24-Inch	607.000 LF	_____.____	_____.____
0256	522.0430 Culvert Pipe Reinforced Concrete Class IV 30-Inch	450.000 LF	_____.____	_____.____
0258	522.1012 Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	16.000 EACH	_____.____	_____.____
0260	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	1.000 EACH	_____.____	_____.____
0262	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	13.000 EACH	_____.____	_____.____
0264	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	24.000 EACH	_____.____	_____.____
0266	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	6.000 EACH	_____.____	_____.____
0268	522.1042 Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	4.000 EACH	_____.____	_____.____
0270	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	1.000 EACH	_____.____	_____.____
0272	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	2.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0274	522.2319 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	144.000 LF	_____.____	_____.____
0276	522.2338 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 38x60-Inch	816.000 LF	_____.____	_____.____
0278	522.2619 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	3.000 EACH	_____.____	_____.____
0280	522.2638 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 38x60-Inch	2.000 EACH	_____.____	_____.____
0282	531.1100 Concrete Masonry Ancillary Structures Type NS	8.000 CY	_____.____	_____.____
0284	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	880.000 LB	_____.____	_____.____
0286	531.2042 Drilling Shaft 42-Inch	36.000 LF	_____.____	_____.____
0288	531.5130 Foundation Single-Shaft Type MC-III (structure) 01. S-20-69	1.000 EACH	_____.____	_____.____
0290	531.5130 Foundation Single-Shaft Type MC-III (structure) 02. S-20-70	1.000 EACH	_____.____	_____.____
0292	532.5130 Monotube Cantilever Type III (structure) 01. S-20-69	1.000 EACH	_____.____	_____.____
0294	532.5130 Monotube Cantilever Type III (structure) 02. S-20-70	1.000 EACH	_____.____	_____.____
0296	550.0500 Pile Points	162.000 EACH	_____.____	_____.____
0298	550.1100 Piling Steel HP 10-Inch X 42 Lb	6,450.000 LF	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0300	601.0405 Concrete Curb & Gutter 18-Inch Type A	1,124.000 LF	_____.____	_____.____
0302	601.0409 Concrete Curb & Gutter 30-Inch Type A	4,714.000 LF	_____.____	_____.____
0304	601.0411 Concrete Curb & Gutter 30-Inch Type D	17,609.000 LF	_____.____	_____.____
0306	601.0413 Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type G	133.000 LF	_____.____	_____.____
0308	601.0415 Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	100.000 LF	_____.____	_____.____
0310	601.0551 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	20,278.000 LF	_____.____	_____.____
0312	601.0553 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	8,264.000 LF	_____.____	_____.____
0314	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	6,969.000 LF	_____.____	_____.____
0316	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	6,118.000 LF	_____.____	_____.____
0318	601.0580 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	427.000 LF	_____.____	_____.____
0320	601.0582 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type T	1,678.000 LF	_____.____	_____.____
0322	601.0588 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	100.000 LF	_____.____	_____.____
0324	601.0590 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	91.000 LF	_____.____	_____.____
0326	601.0600 Concrete Curb Pedestrian	598.000 LF	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0328	602.0405 Concrete Sidewalk 4-Inch	91,621.000 SF	_____.____	_____.____
0330	602.0505 Curb Ramp Detectable Warning Field Yellow	1,608.000 SF	_____.____	_____.____
0332	602.0605 Curb Ramp Detectable Warning Field Radial Yellow	181.000 SF	_____.____	_____.____
0334	603.1142 Concrete Barrier Type S42	6,365.000 LF	_____.____	_____.____
0336	603.8000 Concrete Barrier Temporary Precast Delivered	10,421.000 LF	_____.____	_____.____
0338	603.8125 Concrete Barrier Temporary Precast Installed	10,421.000 LF	_____.____	_____.____
0340	603.8500 Anchoring Concrete Barrier Temporary Precast	8,514.000 LF	_____.____	_____.____
0342	604.0400 Slope Paving Concrete	1,086.000 SY	_____.____	_____.____
0344	604.0500 Slope Paving Crushed Aggregate	21.000 SY	_____.____	_____.____
0346	604.0600 Slope Paving Select Crushed Material	700.000 SY	_____.____	_____.____
0348	606.0100 Riprap Light	1,099.000 CY	_____.____	_____.____
0350	606.0200 Riprap Medium	588.000 CY	_____.____	_____.____
0352	606.0300 Riprap Heavy	35.000 CY	_____.____	_____.____
0354	608.0342 Storm Sewer Pipe Reinforced Concrete Class III 42-Inch	98.000 LF	_____.____	_____.____
0356	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	969.000 LF	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0358	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	133.000 LF	_____.____	_____.____
0360	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	368.000 LF	_____.____	_____.____
0362	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	823.000 LF	_____.____	_____.____
0364	608.3012 Storm Sewer Pipe Class III-A 12-Inch	4,098.000 LF	_____.____	_____.____
0366	608.3018 Storm Sewer Pipe Class III-A 18-Inch	1,640.000 LF	_____.____	_____.____
0368	608.3024 Storm Sewer Pipe Class III-A 24-Inch	3,725.000 LF	_____.____	_____.____
0370	608.3030 Storm Sewer Pipe Class III-A 30-Inch	724.000 LF	_____.____	_____.____
0372	608.3036 Storm Sewer Pipe Class III-A 36-Inch	701.000 LF	_____.____	_____.____
0374	608.3630 Storm Sewer Pipe Class III-B 30-Inch	285.000 LF	_____.____	_____.____
0376	611.0420 Reconstructing Manholes	2.000 EACH	_____.____	_____.____
0378	611.0530 Manhole Covers Type J	18.000 EACH	_____.____	_____.____
0380	611.0535 Manhole Covers Type J-Special	2.000 EACH	_____.____	_____.____
0382	611.0609 Inlet Covers Type B-A	9.000 EACH	_____.____	_____.____
0384	611.0610 Inlet Covers Type BW	24.000 EACH	_____.____	_____.____
0386	611.0612 Inlet Covers Type C	1.000 EACH	_____.____	_____.____
0388	611.0615 Inlet Covers Type F	2.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0390	611.0627 Inlet Covers Type HM	110.000 EACH	_____.____	_____.____
0392	611.0636 Inlet Covers Type HM-S	29.000 EACH	_____.____	_____.____
0394	611.0642 Inlet Covers Type MS	50.000 EACH	_____.____	_____.____
0396	611.0652 Inlet Covers Type T	6.000 EACH	_____.____	_____.____
0398	611.0654 Inlet Covers Type V	1.000 EACH	_____.____	_____.____
0400	611.0660 Inlet Covers Type WM	63.000 EACH	_____.____	_____.____
0402	611.2003 Manholes 3-FT Diameter	1.000 EACH	_____.____	_____.____
0404	611.2004 Manholes 4-FT Diameter	8.000 EACH	_____.____	_____.____
0406	611.2005 Manholes 5-FT Diameter	14.000 EACH	_____.____	_____.____
0408	611.2006 Manholes 6-FT Diameter	3.000 EACH	_____.____	_____.____
0410	611.2008 Manholes 8-FT Diameter	1.000 EACH	_____.____	_____.____
0412	611.2044 Manholes 4x4-FT	2.000 EACH	_____.____	_____.____
0414	611.2066 Manholes 6x6-FT	1.000 EACH	_____.____	_____.____
0416	611.3004 Inlets 4-FT Diameter	40.000 EACH	_____.____	_____.____
0418	611.3220 Inlets 2x2-FT	9.000 EACH	_____.____	_____.____
0420	611.3225 Inlets 2x2.5-FT	74.000 EACH	_____.____	_____.____
0422	611.3230 Inlets 2x3-FT	112.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0424	611.3901 Inlets Median 1 Grate	4.000 EACH	_____.____	_____.____
0426	611.3902 Inlets Median 2 Grate	24.000 EACH	_____.____	_____.____
0428	611.8120.S Cover Plates Temporary	20.000 EACH	_____.____	_____.____
0430	611.9800.S Pipe Grates	20.000 EACH	_____.____	_____.____
0432	611.9900.S Drain Slotted Vane	3.000 EACH	_____.____	_____.____
0434	612.0204 Pipe Underdrain Unperforated 4-Inch	480.000 LF	_____.____	_____.____
0436	612.0406 Pipe Underdrain Wrapped 6-Inch	3,207.000 LF	_____.____	_____.____
0438	612.0700 Drain Tile Exploration	500.000 LF	_____.____	_____.____
0440	612.0804 Apron Endwalls for Underdrain Reinforced Concrete 4-Inch	12.000 EACH	_____.____	_____.____
0442	614.0150 Anchor Assemblies for Steel Plate Beam Guard	5.000 EACH	_____.____	_____.____
0444	614.0905 Crash Cushions Temporary	8.000 EACH	_____.____	_____.____
0446	614.1000 MGS Guardrail Temporary	138.000 LF	_____.____	_____.____
0448	614.1200 MGS Guardrail Temporary Terminal EAT	1.000 EACH	_____.____	_____.____
0450	614.2300 MGS Guardrail 3	889.000 LF	_____.____	_____.____
0452	614.2500 MGS Thrie Beam Transition	195.000 LF	_____.____	_____.____
0454	614.2610 MGS Guardrail Terminal EAT	7.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0456	614.2620 MGS Guardrail Terminal Type 2	2.000 EACH	_____.____	_____.____
0458	616.0100 Fence Woven Wire (height) 01. 4-Feet	35,343.000 LF	_____.____	_____.____
0460	616.0206 Fence Chain Link 6-FT	18,169.000 LF	_____.____	_____.____
0462	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1440-15-71	1.000 EACH	_____.____	_____.____
0464	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0466	620.0300 Concrete Median Sloped Nose	1,728.000 SF	_____.____	_____.____
0468	624.0100 Water	5,301.000 MGAL	_____.____	_____.____
0470	625.0500 Salvaged Topsoil	1,004,465.000 SY	_____.____	_____.____
0472	627.0200 Mulching	785,318.000 SY	_____.____	_____.____
0474	628.1504 Silt Fence	43,255.000 LF	_____.____	_____.____
0476	628.1520 Silt Fence Maintenance	96,341.000 LF	_____.____	_____.____
0478	628.1905 Mobilizations Erosion Control	58.000 EACH	_____.____	_____.____
0480	628.1910 Mobilizations Emergency Erosion Control	36.000 EACH	_____.____	_____.____
0482	628.2004 Erosion Mat Class I Type B	172,891.000 SY	_____.____	_____.____
0484	628.2008 Erosion Mat Urban Class I Type B	63,798.000 SY	_____.____	_____.____
0486	628.2031 Erosion Mat Class III Type A	601.000 SY	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0488	628.6510 Soil Stabilizer Type B	4.000 ACRE	_____.____	_____.____
0490	628.7005 Inlet Protection Type A	28.000 EACH	_____.____	_____.____
0492	628.7010 Inlet Protection Type B	4.000 EACH	_____.____	_____.____
0494	628.7015 Inlet Protection Type C	335.000 EACH	_____.____	_____.____
0496	628.7020 Inlet Protection Type D	3.000 EACH	_____.____	_____.____
0498	628.7504 Temporary Ditch Checks	5,319.000 LF	_____.____	_____.____
0500	628.7555 Culvert Pipe Checks	280.000 EACH	_____.____	_____.____
0502	628.7570 Rock Bags	595.000 EACH	_____.____	_____.____
0504	629.0210 Fertilizer Type B	637.800 CWT	_____.____	_____.____
0506	630.0120 Seeding Mixture No. 20	15,110.000 LB	_____.____	_____.____
0508	630.0130 Seeding Mixture No. 30	14,112.000 LB	_____.____	_____.____
0510	630.0140 Seeding Mixture No. 40	4,593.000 LB	_____.____	_____.____
0512	630.0200 Seeding Temporary	1,751.000 LB	_____.____	_____.____
0514	630.0300 Seeding Borrow Pit	175.000 LB	_____.____	_____.____
0516	630.0500 Seed Water	22,559.000 MGAL	_____.____	_____.____
0518	632.0101 Trees (species) (size) (root) 01. (Red Maple)(#25)(CG)	125.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0520	632.0101 Trees (species) (size) (root) 02. (Silver Maple)(#25)(CG)	125.000 EACH	_____.____	_____.____
0522	632.0101 Trees (species) (size) (root) 03. (Quaking Aspen)(#25)(CG)	125.000 EACH	_____.____	_____.____
0524	632.0101 Trees (species) (size) (root) 04. (River Birch)(#20)(CG)	125.000 EACH	_____.____	_____.____
0526	632.0101 Trees (species) (size) (root) 05. (Yellow Birch)(#15)(CG)	125.000 EACH	_____.____	_____.____
0528	632.0101 Trees (species) (size) (root) 06. (American Elm)(#25)(CG)	125.000 EACH	_____.____	_____.____
0530	632.0101 Trees (species) (size) (root) 07. (Swamp White Oak)(#25)(CG)	125.000 EACH	_____.____	_____.____
0532	632.0101 Trees (species) (size) (root) 08. (Black Willow)(#15)(CG)	125.000 EACH	_____.____	_____.____
0534	632.0101 Trees (species) (size) (root) 09. (Speckled Adler)(#2)(CG)	125.000 EACH	_____.____	_____.____
0536	632.0101 Trees (species) (size) (root) 10. (Tamarack)(#15)(CG)	125.000 EACH	_____.____	_____.____
0538	632.9101 Landscape Planting Surveillance and Care Cycles	24.000 EACH	_____.____	_____.____
0540	633.0100 Delineator Posts Steel	83.000 EACH	_____.____	_____.____
0542	633.0500 Delineator Reflectors	83.000 EACH	_____.____	_____.____
0544	633.1000 Delineators Barrier Wall	83.000 EACH	_____.____	_____.____
0546	633.1100 Delineators Temporary	35.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0548	633.5200 Markers Culvert End	250.000 EACH	_____.____	_____.____
0550	634.0614 Posts Wood 4x6-Inch X 14-FT	36.000 EACH	_____.____	_____.____
0552	634.0616 Posts Wood 4x6-Inch X 16-FT	88.000 EACH	_____.____	_____.____
0554	634.0618 Posts Wood 4x6-Inch X 18-FT	59.000 EACH	_____.____	_____.____
0556	635.0200 Sign Supports Structural Steel HS	3,885.000 LB	_____.____	_____.____
0558	637.1220 Signs Type I Reflective SH	272.000 SF	_____.____	_____.____
0560	637.2210 Signs Type II Reflective H	2,786.220 SF	_____.____	_____.____
0562	637.2215 Signs Type II Reflective H Folding	42.420 SF	_____.____	_____.____
0564	637.2230 Signs Type II Reflective F	186.250 SF	_____.____	_____.____
0566	638.2602 Removing Signs Type II	137.000 EACH	_____.____	_____.____
0568	638.3000 Removing Small Sign Supports	141.000 EACH	_____.____	_____.____
0570	642.5401 Field Office Type D	1.000 EACH	_____.____	_____.____
0572	643.0300 Traffic Control Drums	265,931.000 DAY	_____.____	_____.____
0574	643.0420 Traffic Control Barricades Type III	49,124.000 DAY	_____.____	_____.____
0576	643.0500 Traffic Control Flexible Tubular Marker Posts	506.000 EACH	_____.____	_____.____
0578	643.0600 Traffic Control Flexible Tubular Marker Bases	506.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0580	643.0705 Traffic Control Warning Lights Type A	68,539.000 DAY	_____.____	_____.____
0582	643.0715 Traffic Control Warning Lights Type C	21,033.000 DAY	_____.____	_____.____
0584	643.0800 Traffic Control Arrow Boards	540.000 DAY	_____.____	_____.____
0586	643.0900 Traffic Control Signs	81,149.000 DAY	_____.____	_____.____
0588	643.0920 Traffic Control Covering Signs Type II	1,093.000 EACH	_____.____	_____.____
0590	643.1050 Traffic Control Signs PCMS	217.000 DAY	_____.____	_____.____
0592	643.1070 Traffic Control Cones 42-Inch	1,430.000 DAY	_____.____	_____.____
0594	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0596	645.0105 Geotextile Type C	186.000 SY	_____.____	_____.____
0598	645.0111 Geotextile Type DF Schedule A	380.000 SY	_____.____	_____.____
0600	645.0112 Geotextile Type DF Schedule B	92.000 SY	_____.____	_____.____
0602	645.0120 Geotextile Type HR	1,222.000 SY	_____.____	_____.____
0604	645.0130 Geotextile Type R	3,348.000 SY	_____.____	_____.____
0606	646.1020 Marking Line Epoxy 4-Inch	44,263.000 LF	_____.____	_____.____
0608	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	134,257.000 LF	_____.____	_____.____
0610	646.3020 Marking Line Epoxy 8-Inch	200.000 LF	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0612	646.3040 Marking Line Grooved Wet Ref Epoxy 8-Inch	591.000 LF	_____.____	_____.____
0614	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	12,748.000 LF	_____.____	_____.____
0616	646.5020 Marking Arrow Epoxy	26.000 EACH	_____.____	_____.____
0618	646.5120 Marking Word Epoxy	27.000 EACH	_____.____	_____.____
0620	646.5220 Marking Symbol Epoxy	4.000 EACH	_____.____	_____.____
0622	646.6120 Marking Stop Line Epoxy 18-Inch	312.000 LF	_____.____	_____.____
0624	646.6220 Marking Yield Line Epoxy 18-Inch	18.000 EACH	_____.____	_____.____
0626	646.6320 Marking Dotted Extension Epoxy 18-Inch	335.000 LF	_____.____	_____.____
0628	646.7120 Marking Diagonal Epoxy 12-Inch	1,083.000 LF	_____.____	_____.____
0630	646.7220 Marking Chevron Epoxy 24-Inch	282.000 LF	_____.____	_____.____
0632	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	1,746.000 LF	_____.____	_____.____
0634	646.8120 Marking Curb Epoxy	3,806.000 LF	_____.____	_____.____
0636	646.8220 Marking Island Nose Epoxy	10.000 EACH	_____.____	_____.____
0638	646.8320 Marking Parking Stall Epoxy	1,690.000 LF	_____.____	_____.____
0640	646.9000 Marking Removal Line 4-Inch	5,045.000 LF	_____.____	_____.____
0642	646.9100 Marking Removal Line 8-Inch	534.000 LF	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0644	649.0105 Temporary Marking Line Paint 4-Inch	125,862.000 LF	_____.____	_____.____
0646	649.0120 Temporary Marking Line Epoxy 4-Inch	65,335.000 LF	_____.____	_____.____
0648	649.0150 Temporary Marking Line Removable Tape 4-Inch	1,243.000 LF	_____.____	_____.____
0650	649.0205 Temporary Marking Line Paint 8-Inch	200.000 LF	_____.____	_____.____
0652	649.0220 Temporary Marking Line Epoxy 8-Inch	560.000 LF	_____.____	_____.____
0654	649.0760 Temporary Marking Raised Pavement Marker Type I	32.000 EACH	_____.____	_____.____
0656	649.0905 Temporary Marking Diagonal Paint 12-Inch	170.000 LF	_____.____	_____.____
0658	650.4000 Construction Staking Storm Sewer	283.000 EACH	_____.____	_____.____
0660	650.4500 Construction Staking Subgrade	107,001.000 LF	_____.____	_____.____
0662	650.5000 Construction Staking Base	76,100.000 LF	_____.____	_____.____
0664	650.5500 Construction Staking Curb Gutter and Curb & Gutter	28,715.000 LF	_____.____	_____.____
0666	650.6000 Construction Staking Pipe Culverts	54.000 EACH	_____.____	_____.____
0668	650.6500 Construction Staking Structure Layout (structure) 01. B-20-0202	LS	LUMP SUM	_____.____
0670	650.6500 Construction Staking Structure Layout (structure) 02. B-20-0203	LS	LUMP SUM	_____.____
0672	650.6500 Construction Staking Structure Layout (structure) 03. B-20-0204	LS	LUMP SUM	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0674	650.6500 Construction Staking Structure Layout (structure) 04. C-20-0061	LS	LUMP SUM	_____._____
0676	650.6500 Construction Staking Structure Layout (structure) 05. R-20-0041	LS	LUMP SUM	_____._____
0678	650.6500 Construction Staking Structure Layout (structure) 06. R-20-0042	LS	LUMP SUM	_____._____
0680	650.6500 Construction Staking Structure Layout (structure) 07. R-20-0047	LS	LUMP SUM	_____._____
0682	650.6500 Construction Staking Structure Layout (structure) 08. S-20-0069	LS	LUMP SUM	_____._____
0684	650.6500 Construction Staking Structure Layout (structure) 09. S-20-0070	LS	LUMP SUM	_____._____
0686	650.7000 Construction Staking Concrete Pavement	44,300.000 LF	_____._____	_____._____
0688	650.8000 Construction Staking Resurfacing Reference	1,800.000 LF	_____._____	_____._____
0690	650.8500 Construction Staking Electrical Installations (project) 01. 1440-15-71	LS	LUMP SUM	_____._____
0692	650.9000 Construction Staking Curb Ramps	98.000 EACH	_____._____	_____._____
0694	650.9910 Construction Staking Supplemental Control (project) 01. 1440-15-71	LS	LUMP SUM	_____._____
0696	650.9920 Construction Staking Slope Stakes	108,801.000 LF	_____._____	_____._____
0698	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	10,055.000 LF	_____._____	_____._____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0700	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	290.000 LF	_____.____	_____.____
0702	652.0615 Conduit Special 3-Inch	420.000 LF	_____.____	_____.____
0704	652.0800 Conduit Loop Detector	620.000 LF	_____.____	_____.____
0706	653.0164 Pull Boxes Non-Conductive 24x42-Inch	52.000 EACH	_____.____	_____.____
0708	654.0101 Concrete Bases Type 1	5.000 EACH	_____.____	_____.____
0710	654.0102 Concrete Bases Type 2	1.000 EACH	_____.____	_____.____
0712	654.0105 Concrete Bases Type 5	70.000 EACH	_____.____	_____.____
0714	654.0113 Concrete Bases Type 13	1.000 EACH	_____.____	_____.____
0716	654.0120 Concrete Bases Type 10-Special	1.000 EACH	_____.____	_____.____
0718	654.0220 Concrete Control Cabinet Bases Type 10	7.000 EACH	_____.____	_____.____
0720	655.0230 Cable Traffic Signal 5-14 AWG	3,910.000 LF	_____.____	_____.____
0722	655.0240 Cable Traffic Signal 7-14 AWG	485.000 LF	_____.____	_____.____
0724	655.0260 Cable Traffic Signal 12-14 AWG	780.000 LF	_____.____	_____.____
0726	655.0305 Cable Type UF 2-12 AWG Grounded	470.000 LF	_____.____	_____.____
0728	655.0515 Electrical Wire Traffic Signals 10 AWG	2,110.000 LF	_____.____	_____.____
0730	655.0610 Electrical Wire Lighting 12 AWG	13,990.000 LF	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0732	655.0615 Electrical Wire Lighting 10 AWG	27,570.000 LF	_____.____	_____.____
0734	655.0625 Electrical Wire Lighting 6 AWG	8,493.000 LF	_____.____	_____.____
0736	655.0700 Loop Detector Lead In Cable	4,235.000 LF	_____.____	_____.____
0738	655.0800 Loop Detector Wire	2,440.000 LF	_____.____	_____.____
0740	656.0200 Electrical Service Meter Breaker Pedestal (location) 01. STH 23 & Wisconsin American Roundabout	LS	LUMP SUM	_____.____
0742	656.0200 Electrical Service Meter Breaker Pedestal (location) 02. South Jughandle	LS	LUMP SUM	_____.____
0744	656.0200 Electrical Service Meter Breaker Pedestal (location) 03. North Jughandle	LS	LUMP SUM	_____.____
0746	656.0200 Electrical Service Meter Breaker Pedestal (location) 04. CTH UU South Roundabout	LS	LUMP SUM	_____.____
0748	656.0200 Electrical Service Meter Breaker Pedestal (location) 05. CTH UU North Roundabout	LS	LUMP SUM	_____.____
0750	656.0200 Electrical Service Meter Breaker Pedestal (location) 06. Park and Ride	LS	LUMP SUM	_____.____
0752	656.0200 Electrical Service Meter Breaker Pedestal (location) 07. 151 SB & 23	LS	LUMP SUM	_____.____
0754	656.0200 Electrical Service Meter Breaker Pedestal (location) 08. CTH K	LS	LUMP SUM	_____.____
0756	657.0100 Pedestal Bases	5.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0758	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	66.000 EACH	_____.____	_____.____
0760	657.0315 Poles Type 4	1.000 EACH	_____.____	_____.____
0762	657.0322 Poles Type 5-Aluminum	65.000 EACH	_____.____	_____.____
0764	657.0352 Poles Type 10-Special	1.000 EACH	_____.____	_____.____
0766	657.0360 Poles Type 13	1.000 EACH	_____.____	_____.____
0768	657.0420 Traffic Signal Standards Aluminum 13-FT	2.000 EACH	_____.____	_____.____
0770	657.0425 Traffic Signal Standards Aluminum 15-FT	1.000 EACH	_____.____	_____.____
0772	657.0430 Traffic Signal Standards Aluminum 10-FT	1.000 EACH	_____.____	_____.____
0774	657.0546 Monotube Arms 45-FT-Special	1.000 EACH	_____.____	_____.____
0776	657.0550 Monotube Arms 50-FT	1.000 EACH	_____.____	_____.____
0778	657.0710 Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	66.000 EACH	_____.____	_____.____
0780	658.0173 Traffic Signal Face 3S 12-Inch	8.000 EACH	_____.____	_____.____
0782	658.0174 Traffic Signal Face 4S 12-Inch	3.000 EACH	_____.____	_____.____
0784	658.0412 Pedestrian Signal Face 12-Inch	6.000 EACH	_____.____	_____.____
0786	658.0500 Pedestrian Push Buttons	6.000 EACH	_____.____	_____.____
0788	658.5069 Signal Mounting Hardware (location) 01. USH 151 SB Ramp & STH 23	LS	LUMP SUM	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0790	658.5069 Signal Mounting Hardware (location) 02. USH 151 NB Ramp & STH 23	LS	LUMP SUM	_____._____
0792	659.1115 Luminaires Utility LED A	3.000 EACH	_____._____	_____._____
0794	659.1120 Luminaires Utility LED B	52.000 EACH	_____._____	_____._____
0796	659.1125 Luminaires Utility LED C	11.000 EACH	_____._____	_____._____
0798	659.2130 Lighting Control Cabinets 120/240 30-Inch	1.000 EACH	_____._____	_____._____
0800	661.0200 Temporary Traffic Signals for Intersections (location) 01. STH 23 & USH 151 NB Ramp	LS	LUMP SUM	_____._____
0802	661.0200 Temporary Traffic Signals for Intersections (location) 02. USH 151 & CTH K	LS	LUMP SUM	_____._____
0804	690.0150 Sawing Asphalt	6,992.000 LF	_____._____	_____._____
0806	690.0250 Sawing Concrete	13,160.000 LF	_____._____	_____._____
0808	715.0415 Incentive Strength Concrete Pavement	46,737.600 DOL	1.00000	46,737.60
0810	715.0502 Incentive Strength Concrete Structures	16,346.000 DOL	1.00000	16,346.00
0812	715.0603 Incentive Strength Concrete Barrier	7,116.000 DOL	1.00000	7,116.00
0814	715.0710 Optimized Aggregate Gradation Incentive	118,647.000 DOL	1.00000	118,647.00
0816	740.0440 Incentive IRI Ride	40,746.000 DOL	1.00000	40,746.00
0818	ASP.1T0A On-the-Job Training Apprentice at $5.00/HR	2,100.000 HRS	5.00000	10,500.00

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0820	ASP.1T0G On-the-Job Training Graduate at $5.00/HR	5,760.000 HRS	5.00000	28,800.00
0822	SPV.0035 Special 01. Roadway Embankment	913,772.000 CY	_____.____	_____.____
0824	SPV.0035 Special 02. Foundation Backfill	1,740.000 CY	_____.____	_____.____
0826	SPV.0060 Special 01. Vertical Impact Recovery Panel	29.000 EACH	_____.____	_____.____
0828	SPV.0060 Special 02. Vertical Impact Recovery Panel Base	29.000 EACH	_____.____	_____.____
0830	SPV.0060 Special 03. Temporary Inlet Cover	2.000 EACH	_____.____	_____.____
0832	SPV.0060 Special 04. Storm Sewer Plug	27.000 EACH	_____.____	_____.____
0834	SPV.0060 Special 05. Temporary Slope Drain	3.000 EACH	_____.____	_____.____
0836	SPV.0060 Special 06. Soil Nail Verification Tests R-20-47	3.000 EACH	_____.____	_____.____
0838	SPV.0060 Special 07. Soil Nail Proof Tests R-20-47	5.000 EACH	_____.____	_____.____
0840	SPV.0060 Special 08. Installing City of Fond du Lac Luminaire Poles and Arms	4.000 EACH	_____.____	_____.____
0842	SPV.0085 Special 01. Seeding Wet Meadow Mix	4.000 LB	_____.____	_____.____
0844	SPV.0090 Special 01. Temporary Barrier Wall Fabric	1,084.000 LF	_____.____	_____.____
0846	SPV.0090 Special 02. Relapping Guardrail	341.000 LF	_____.____	_____.____
0848	SPV.0090 Special 03. Fence Chain Link Polymer-Coated 5-FT	627.000 LF	_____.____	_____.____

Proposal ID: 20210309011 **Project(s):** 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

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

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0850	SPV.0090 Special 04. Fence Chain Link Polymer-Coated 6-FT	664.000 LF	_____._____	_____._____
0852	SPV.0090 Special 05. Fence Chain Link Polymer-Coated 4-FT	184.000 LF	_____._____	_____._____
0854	SPV.0105 Special 01. Temporary Vehicle Detection System, STH 23 & USH 151 NB Ramp	LS	LUMP SUM	_____._____
0856	SPV.0105 Special 02. Temporary Vehicle Detection System, USH 151 & CTH K	LS	LUMP SUM	_____._____
0858	SPV.0105 Special 03. Removing City of Fond du Lac Lighting System	LS	LUMP SUM	_____._____
0860	SPV.0165 Special 01. Wall Concrete Panel Mechanically Stabilized Earth R-20-41	7,462.000 SF	_____._____	_____._____
0862	SPV.0165 Special 02. Wall Modular Block Mechanically Stabilized Earth R-20-42	6,230.000 SF	_____._____	_____._____
0864	SPV.0165 Special 03. Soil Nail Retaining Walls R-20-47	1,620.000 SF	_____._____	_____._____
0866	SPV.0195 Special 01. Cold Patch	10.000 TON	_____._____	_____._____
	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

February 26, 2021

NOTICE TO ALL CONTRACTORS:

Proposal #11: 1440-15-71, WISC 2021 227
Fond du Lac - Plymouth
USH 151 – Seven Hills Road
STH 23
Fond du Lac County

Letting of March 9, 2021

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
14	Notice to Contractor – Parcel Number 242

Added Special Provisions	
Article No.	Description
64	Notice to Contractor – Parcel Number 238
65	Segregation and Disposal of Demolition Debris, Item SPV.0195.02

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0110	Removing Asphaltic Surface	SY	7,209	14,837	22,046
416.0160	Concrete Driveway 6-Inch	SY	148	490	638
642.5401	Field Office Type D	Each	1	1	2
658.0500	Pedestrian Push Buttons	Each	6	1	7

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
531.2024	Drilling Shaft 24-Inch	LF	0	64	64
658.0416	Pedestrian Signal Face 16-Inch	Each	0	6	6
SPV.0195.02	Segregation and Disposal of Demolition Debris	Ton	0	75	75

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
658.0412	Pedestrian Signal Face 12-Inch	Each	6	-6	0
204.0235.08	Removing Buildings (Parcel 242)	LS	1	-1	0

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
2	General Notes – Utility Contacts Changed
54	Construction Detail: Station 245+11 WB Entrance – Portion of driveway changed to concrete from gravel.
56-66	Removal Plan – Various Changes Due to contractor questions and Real Estate coordination
75-85	Removal Plan – Various Changes Due to contractor questions and Real Estate coordination
146	Plan Details: STH 23 – Driveway from sheet 54 is shown and the driveway type indicator changed.
147	Plan Details: STH 23 – Driveway from sheet 54 is shown and the driveway type indicator changed.
870	Miscellaneous Quantities – Removing Asphaltic Surface Increased for areas of Fill
874	Miscellaneous Quantities – Property Removals revised to eliminate one building and a line that had no quantity on it
882	Miscellaneous Quantities – Concrete Driveway Quantity Table Updated
992	Miscellaneous Quantities – Drilled Shafts added to Type 1 Signs Table
1000-1003	Miscellaneous Quantities – Corrected Typo of one of the item names
1014	Miscellaneous Quantities – Traffic Signals table updated to change item to 16-Inch pedestrian signal face from 12-Inch
1018	Miscellaneous Quantities – Traffic Signals table updated to change item to 16-Inch pedestrian signal face from 12-Inch

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. 1

1440-15-71

February 26, 2021

Special Provisions

14. Notice to Contractor – Parcel Number 242

Replace entire article language with the following:

The Dennis Theil property, parcel number 242 as shown in the plat, is not expected to be vacated until October 1, 2021. Do not perform work on this property nor remove its driveway access until the property has been vacated and approval is received from the engineer.

64. Notice to Contractor – Parcel Number 238

Parcel number 238, as shown in the plat, is not expected to be vacated until June 1, 2020. Do not perform work on this property nor remove its driveway access until the property has been vacated and approval is received from the engineer.

65. Segregation and Disposal of Demolition Debris, Item SPV.0195.02

A Description

A.1 General.

This special provision describes the segregation and disposal at a WDNR-licensed landfill facility of demolition debris and other wastes generated at the site referred as Parcel 229 and located at W4085 STH 23 in the Town of Empire, Fond du Lac County, WI. The closest WDNR-licensed facilities are:

Waste Management Valley Trail RDF
N9101 Willard Road
Berlin, WI 54923
(866) 909-4458

Veolia ES Hickory Meadow Landfill
W3105 Schneider Road
Hilbert, Wisconsin 54129
(920) 853-8553

Perform this work in accordance to section 204 of the standard specifications and with pertinent parts of 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 demolition debris for offsite disposal.

A.2 Notice to the Contractor – Demolition Debris for Segregation

The department and others assessed the interior of buildings for hazardous materials and completed testing of materials on interior and exterior surfaces of buildings where building demolition is required for the project. Known friable asbestos containing materials (ACM) identified during the evaluation and testing have been abated by a licensed asbestos abatement contractor. Other materials inside the building and on interior and exterior surfaces of the building that remain at the site will require segregation for offsite recycling or disposal as a solid waste during demolition. The materials include:

1. Item 1 – Category I Nonfriable ACM: gray roofing membrane below the exterior metal roof and 10 square feet of black tar flashing on the roof vent and roof repair areas contain asbestos.

2. Item 2 – Category II Nonfriable ACM: gray repair caulk on the chimney vent and roof exterior contain

asbestos.

3. Item 3 – Assumed Category II Nonfriable ACM: two fire doors on exterior walls are assumed to contain asbestos.

4. Item 4 – Oil-stained and Painted Concrete Floors: concrete floor with oil staining and/or gray paint/coating inside the building contain polychlorinated biphenyls (PCBs) at concentrations below 50 milligrams per kilogram (mg/kg).

5. Item 5 – Universal/Other Wastes: thermostats, thermometers, electrical switches, fluorescent lights, fluorescent light ballasts, fire extinguishers, electrical boxes, circuit boards, fire extinguishers, and a flow meter that may contain mercury, PCBs, metals, halon, and other hazardous chemicals, elements, and gases.

For further information regarding previous activities conducted by the department at this location, contact:

Contact: Ms. Kathie VanPrice, WisDOT Northeast Region
Address: 944 Vanderperren Way, Green Bay, WI 54304
Phone: (920) 492-7175
Fax: (920)-492-0144
Email: kathie.vanprice@dot.wi.gov

A.3 Coordination

Coordinate work under this contract with the environmental consultant:

Name: GEI Consultants, Inc., Mr. Roger Miller or Mr. Michael DeBraske
Address: 3159 Voyager Drive, Green Bay, WI 54311
Phone: (920) 455-8657 / (920) 455-8655
Fax: (920) 455-8225
E-mail: rmiller@geiconsultants.com, mdebraske@geiconsultants.com

The role of the environmental consultant will be limited to:

1. Determining materials to be segregated from other demolition debris to the extent practicable based on previous assessment and testing and visual observations of material that is generated.

2. Sampling additional suspect asbestos-containing materials (ACM) if encountered during the demolition, because the suspect ACM was previously hidden from view.

3. Documenting that activities associated with management of segregated materials are in conformance with state regulations.

4. Obtaining the necessary approvals for disposal of segregated materials.

5. Providing information on the asbestos inspector and the completed asbestos inspection for the Contractor to use to prepare WDNR Form 4500-113 (Notification for Demolition and/or Renovation and Application for Permit Exemption).

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 demolition activities to the environmental consultant. Also notify the environmental consultant at least three calendar days prior to commencement of demolition activities that may result in the generation of debris requiring segregation as part of this special provision.

Coordinate with the environmental consultant to ensure that the environmental consultant is present during demolition activities. Perform demolition activities on a continuous basis until work is completed.

Do not transport demolition debris offsite without prior approval from the environmental consultant.

A.4 Health and Safety Requirements

Supplement subsection 107.1 of the standard specifications with the following:

During demolition activities, expect to encounter materials on the interior of the building and on interior and exterior surfaces of the building that contain asbestos, PCBs, mercury, metals, and halon gas. These materials shall be directly handled by qualified personnel only.

B. (Vacant)

C. Construction

Supplement subsection 204.3 of the standard specification with the following:

Control activities to minimize the quantity of materials requiring offsite disposal as a solid waste.

Non-friable ACM shall be removed and handled in a way that prevents it from becoming friable and releasing asbestos fibers, which precludes the use of methods that shatter, crumble, pulverize, or reduce the material to dust. Sanding, sawing, grinding, and chipping of the material is not allowed.

The environmental consultant will periodically evaluate demolition debris generated. The environmental consultant will evaluate debris based on visual observations and information from previous assessment and testing.

On the basis of the results of such evaluation, the debris will be designated as follows:

- Excavation Common consisting of clean construction and demolition debris (such as concrete, reinforced concrete, bituminous pavement, bricks, and unpainted wood), which under Wisconsin Administrative Code, Chapter NR 500.08 are exempt materials, or
- Demolition debris associated with Items 1, 2, 3 or 4 requiring segregation and offsite disposal as a solid waste by contractor, or
- Demolition debris associated with Item 5 requiring segregation and either offsite re-use or recycling by contractor, or offsite disposal as a universal waste by Veolia North America (Veolia).

If demolition debris associated with Item 5 is designated for offsite disposal, it may require temporary storage on the site until it can be characterized and disposed by Veolia. Provide for temporary onsite storage of up to 2 cubic yards of waste requiring offsite disposal by Veolia. Provide a covered storage container or construct a temporary storage area on an impervious base, such as concrete or synthetic rubber sheeting, and cover the storage area with impervious material to prevent contact with and infiltration of precipitation

D Measurement

The Department will measure Segregation and Disposal of Demolition Debris in tons of debris accepted by the landfill facility as documented by weight tickets generated by the landfill facility.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0195.02	Segregation and Disposal of Demolition Debris	Ton

Payment is full compensation for excavating, segregating, loading, hauling, and direct landfilling of debris; obtaining solid waste collection and transportation service operating licenses; and for furnishing all labor, tools, equipment, and incidentals necessary to complete the work.

Schedule of Items
Attached, dated February 26, 2021, are the revised Schedule of Items Pages 1 – 29.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 2, 54, 56-66, 77-85, 146, 147, 870, 882, 992, 1014 and 1018.

END OF ADDENDUM

GENERAL NOTES

PIPE ELEVATIONS, LENGTHS, AND LOCATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL RADIUS DIMENSIONS FOR CURB & GUTTER ARE GIVEN TO THE FLANGE. ALL ELEVATIONS ALONG CURB & GUTTER ARE GIVEN TO THE FLANGE. OFFSETS NOTED ARE TO THE FLANGE OR EDGE OF LANE IF NO CURB, UNLESS OTHERWISE NOTED.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

CONCRETE JOINTS SHALL MATCH ABUTTING PAVEMENT AND CURB AND GUTTER JOINTS UNLESS OTHERWISE DESIGNATED BY THE ENGINEER.

EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER REQUIRED.

STANDARD ABBREVIATIONS

A/C	AIR CONDITIONING
AE	APRON END WALL
AGG	AGGREGATE
ANT	ANTENA
BAD	BASE AGGREGATE DENSE
BLDG	BUILDING
BOC	BACK OF CURB
BM	BENCH MARK
BP	BEGIN PROJECT
CE	COMMERCIAL ENTRANCE
C&G	CURB AND GUTTER
CL	CLASS
C/L	CENTER OR CONSTRUCTION LINE
CONC	CONCRETE
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CULV	CULVERT
CY	CUBIC-YARD
D	DEGREE OF CURVE
	DELTA
DI	DIAMETER
EA	EACH
EB	EASTBOUND
EL	ELEVATION
ELEV	ELEVATION
EP	END PROJECT
EX	EXISTING
FE	FIELD ENTRANCE
FT	FOOT
GV	GAS VALVE
HMA	HOT MIX ASPHALT
HP	HIGH POINT
IN	INCH
INL	INLET
INV	INVERT
L	LENGTH OF CURVE
LF	LINEAR FEET
LHF	LEFT HAND FORWARD
LP	LOW POINT
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
MISC	MISCELLANEOUS
MH	MANHOLE
MP	MARKER POST
NB	NORTHBOUND
NC	NORMAL CROWN
NO	NUMBER
NOR	NORMAL
NTS	NOT TO SCALE
OC	ON CENTER
PAVT	PAVEMENT
PB	PULL BOX
PC	POINT-OF-CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PROP	PROPOSED
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS OF CURVE
RBT	ROUNDABOUT
RCP	REINFORCED CONCRETE PIPE
REQ'D	REQUIRED
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCCP	REINFORCED CONCRETE CULVERT PIPE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RT	RIGHT
SALV	SALVAGED
SEPC	SEPTIC
SB	SIGNAL BASE
	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
SGN	SIGN
SI	SLOPE INTERCEPT
SSP	STORM SEWER PIPE
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
VAR	VARIES
WB	WESTBOUND
WIS	WISCONSIN
WV	WATER VALVE

UTILITIES

AT&T WISCONSIN - COMMUNICATION LINE
ATTN: CHARLES BARTELT
70 E DIVISION ST
FOND DU LAC, WI 54935
PHONE: (920) 929-1013
MOBILE PHONE: (920) 410-5104
EMAIL: CD1957@att.com

ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
ATTN: BOB WEISHEIM
801 O'KEEFE RD
P.O. BOX 6113
DE PERE, WI 54115-6113
MOBILE PHONE: (262) 722-0289
EMAIL: rweisheim@atclic.com

ALLIANT ENERGY - GAS
ATTN: BILL BASTIAN
883 W SCOTT ST
FOND DU LAC, WI 54935
PHONE: (920) 322-6716
EMAIL: williambastian@aliantenergy.com

ALLIANT ENERGY - ELECTRICITY
ATTN: BILL BASTIAN
883 W SCOTT ST
FOND DU LAC, WI 54935
PHONE: (920) 322-6716
EMAIL: williambastian@aliantenergy.com

CITY OF FOND DU LAC DEPARTMENT OF PUBLIC WORKS - WATER
ATTN: TRAVIS KLOETZKE
109 NORTH MACY ST
FOND DU LAC, WI 54936
PHONE: (920) 322-3283
MOBILE PHONE: (920) 539-5743
EMAIL: tkloetzke@fdl.wi.gov

CITY OF FOND DU LAC DEPARTMENT OF PUBLIC WORKS - COMMUNICATION LINE
ATTN: PAUL DE VRIES
160 S MACY ST
FOND DU LAC, WI 54936
PHONE: (920) 322-3473
MOBILE PHONE: (920) 517-7890
EMAIL: pdevries@fdl.wi.gov

CITY OF FOND DU LAC DEPARTMENT OF PUBLIC WORKS - SEWER
ATTN: PAUL DE VRIES
160 S MACY ST
FOND DU LAC, WI 54936
PHONE: (920) 322-3473
MOBILE PHONE: (920) 517-7890
EMAIL: pdevries@fdl.wi.gov

CHARTER COMMUNICATIONS - COMMUNICATION LINE
ATTN: TODD HILDEBRANDT
165 KNIGHTS WAY
FOND DU LAC, WI 54935
PHONE: (920) 907-7724
MOBILE PHONE: (920) 794-4946
EMAIL: todd.hildebrandt@charter.com

TAYCHEEDAH SANITARY DISTRICT #1 - SEWER
ATTN: ERIC OTTE
548 PRAIRIE ROAD
FOND DU LAC, WI 54935
MOBILE PHONE: (920) 980-0367
EMAIL: ericotte@jeaaa.com

EMPIRE SANITARY DISTRICT #2 - SEWER
ATTN: ERIC OTTE
548 PRAIRIE ROAD
FOND DU LAC, WI 54935
MOBILE PHONE: (920) 980-0367
EMAIL: ericotte@jeaaa.com

EMPIRE SANITARY DISTRICT #2 - WATER
ATTN: ERIC OTTE
548 PRAIRIE ROAD
FOND DU LAC, WI 54935
MOBILE PHONE: (920) 980-0367
EMAIL: ericotte@jeaaa.com

GUARDIAN PIPELINE - GAS/PETROLEUM
ATTN: ADAM THEIS
128 MB LANE
CHILTON, WI 53014
MOBILE PHONE: (262) 374-2756
EMAIL: Adam.Theis@oneok.com

LOCAL CONTACTS

THOMAS JANKE, HIGHWAY COMMISSIONER
FOND DU LAC COUNTY HIGHWAY DEPARTMENT
1820 S. HICKORY STREET
FOND DU LAC, WI 54937-8554
PHONE:(920) 929-3488
EMAIL: tom.janke@fdlco.wi.gov

JAMES PIERQUET, CHAIRMAN
TOWN OF EMPIRE
W3675 FOURTH ST. RD.
FOND DU LAC, WI 54937
PHONE: (920) 922-7814
EMAIL: pierquet@att.net

PETER A. KUEN, PLS
FOND DU LAC SURVEY DEPARTMENT
1820 S. HICKORY STREET
FOND DU LAC, WI 54937-8554
PHONE (920) 929-3492

PAUL DEVRIES, P.E.; CITY ENGINEER
CITY OF FOND DU LAC
160 SOUTH MACY STREET
FOND DU LAC, WI 54935
PHONE (920)-322-3473
EMAIL: pdevries@fdl.wi.gov

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

WISCONSIN DEPARTMENT OF TRANSPORTATION - SURVEY

CORMAC A. MCINNIS, PLS
944 VANDERPERREN WAY,
GREEN BAY, WI. 54301
PHONE:(920) 492-5638
EMAIL: cormac.mcinnis@dot.wi.gov

DEPT. OF NATURAL RESOURCES

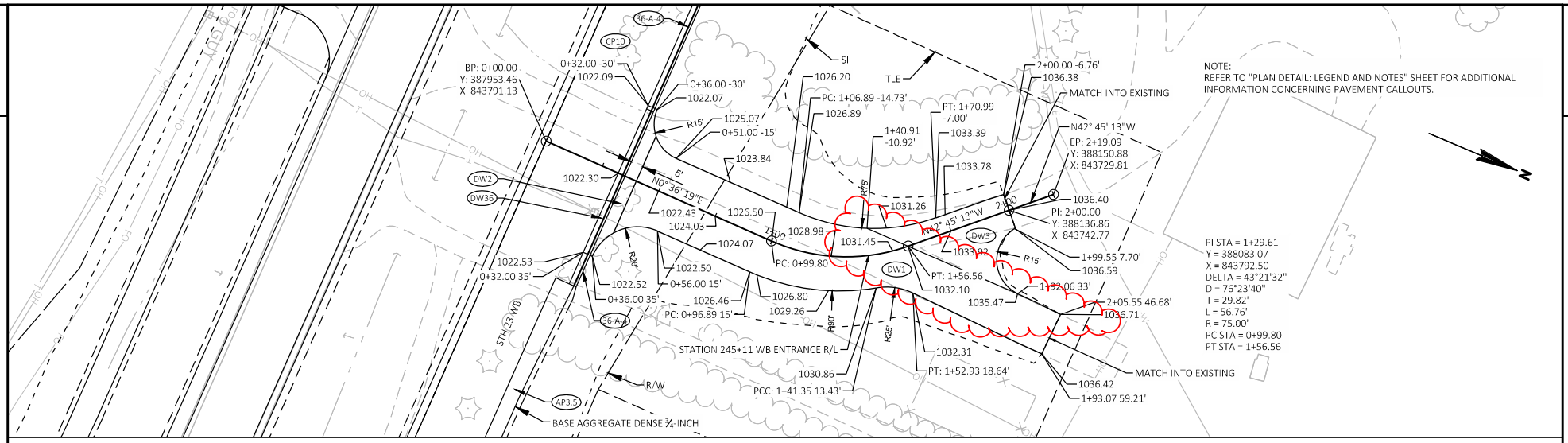
WISCONSIN DEPT. OF NATURAL RESOURCES
JIM DOPERALSKI
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
PHONE: (920) 662-5119
EMAIL: james.doperalski@wisconsin.gov

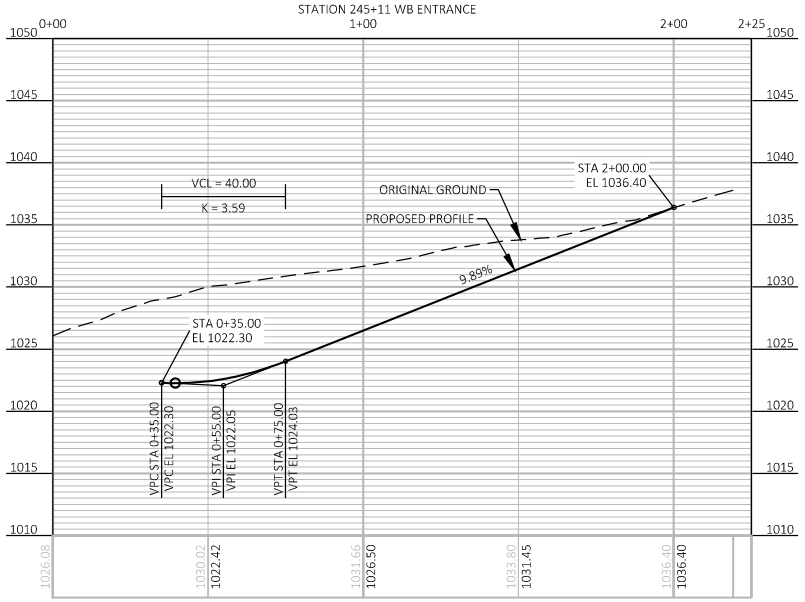
DESIGN CONTACT

GRAEF
DAN HERZBERG
1150 SPRINGHURST DRIVE, SUITE 201
GREEN BAY, WI 54304
PHONE: (920) 405-3825
EMAIL: Dan.Herzberg@GRAEF-usa.com

Addendum No. 01
ID 1440-15-71
Revised Sheet 2
February 26, 2021

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	GENERAL NOTES	SHEET 2	E

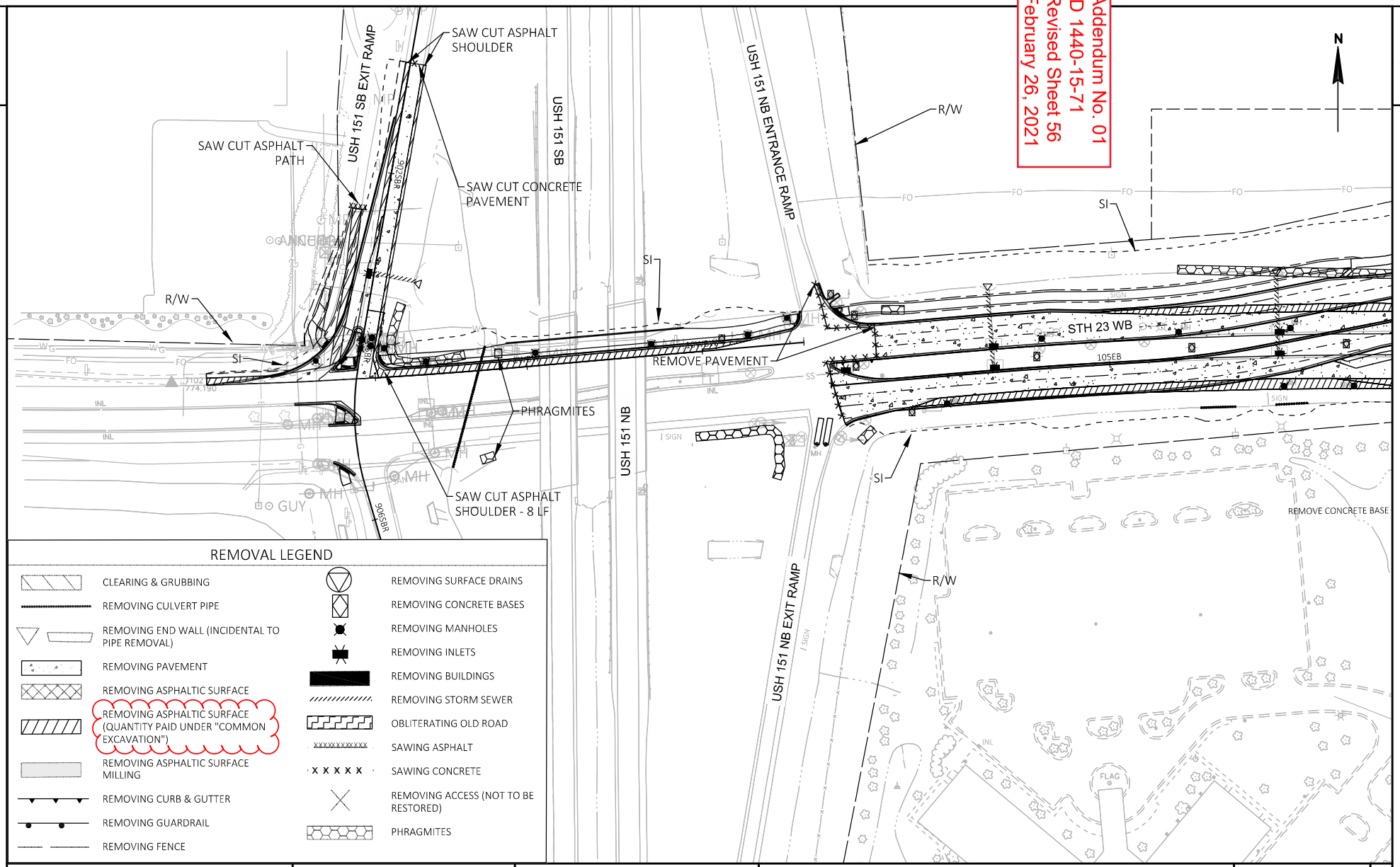




Addendum No. 01
ID 1440-15-71
Revised Sheet 54
February 26, 2021

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	CONSTRUCTION DETAIL: STATION 245+11 WB ENTRANCE	SHEET 54	E

Addendum No. 01
ID 1440-15-71
Revised Sheet 56
February 26, 2021



REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CULVERT PIPE
- REMOVING END WALL (INCIDENTAL TO PIPE REMOVAL)
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE (QUANTITY PAID UNDER "COMMON EXCAVATION")
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING SURFACE DRAINS
- REMOVING CONCRETE BASES
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING BUILDINGS
- REMOVING STORM SEWER
- OBLITERATING OLD ROAD
- SAWING ASPHALT
- SAWING CONCRETE
- REMOVING ACCESS (NOT TO BE RESTORED)
- PHRAGMITES

PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 56 E

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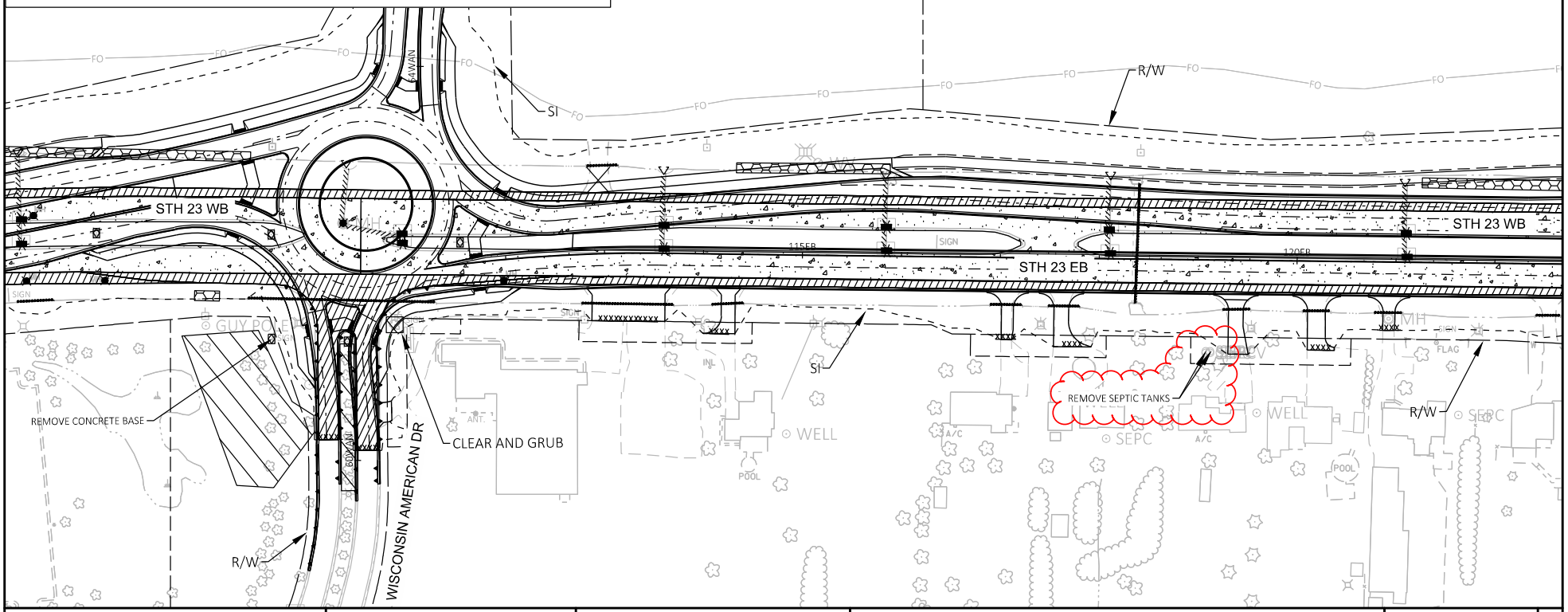
LAYOUT NAME - 00
PLOT DATE : 2/25/2021 12:43 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

Addendum No. 01
ID 1440-15-71
Revised Sheet 57
February 26, 2021

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CULVERT PIPE
- REMOVING END WALL (INCIDENTAL TO PIPE REMOVAL)
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE (QUANTITY PAID UNDER "COMMON EXCAVATION")
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING SURFACE DRAINS
- REMOVING CONCRETE BASES
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING BUILDINGS
- REMOVING STORM SEWER
- OBLITERATING OLD ROAD
- SAWING ASPHALT
- SAWING CONCRETE
- REMOVING ACCESS (NOT TO BE RESTORED)
- PHRAGMITES



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 57 E

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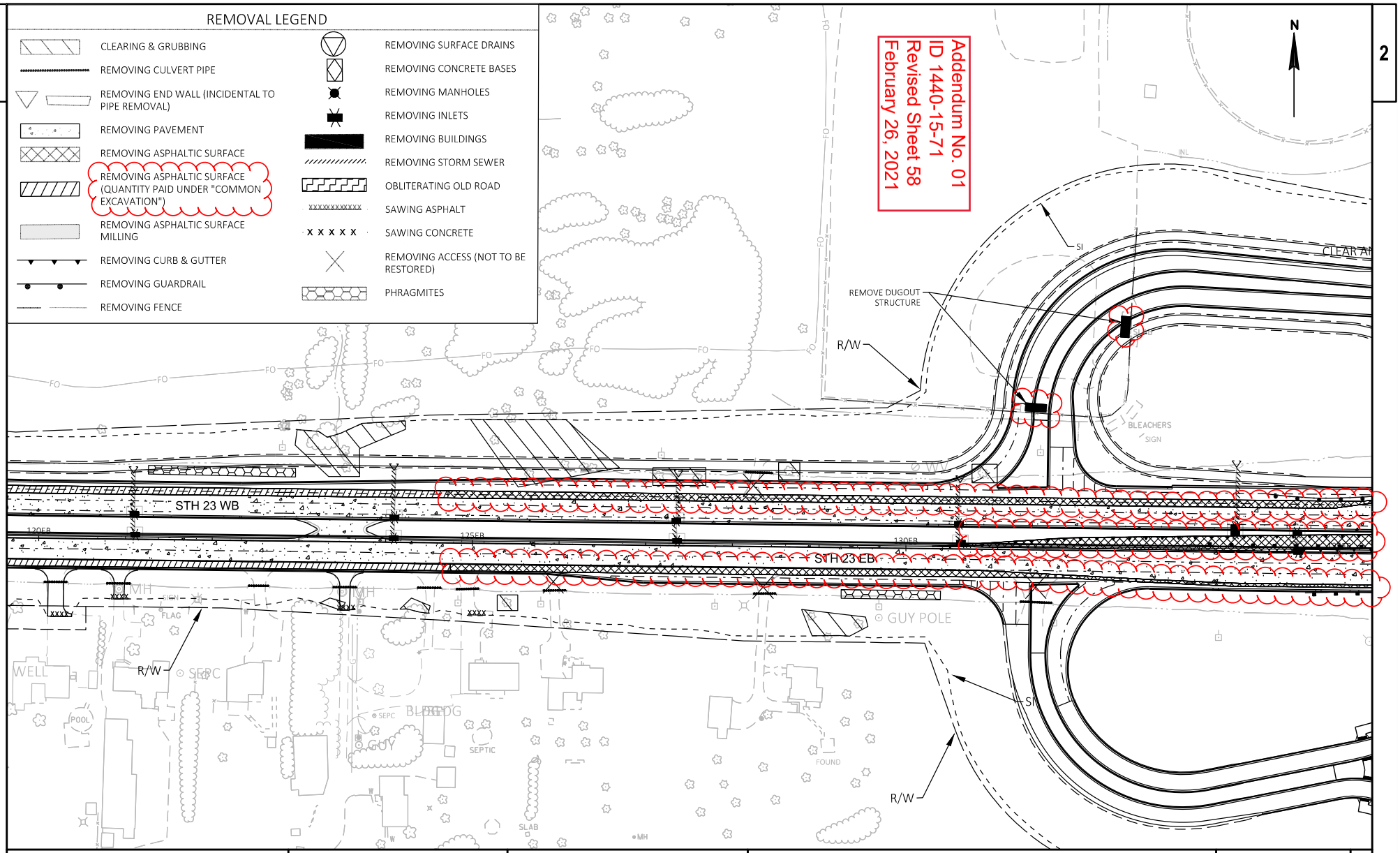
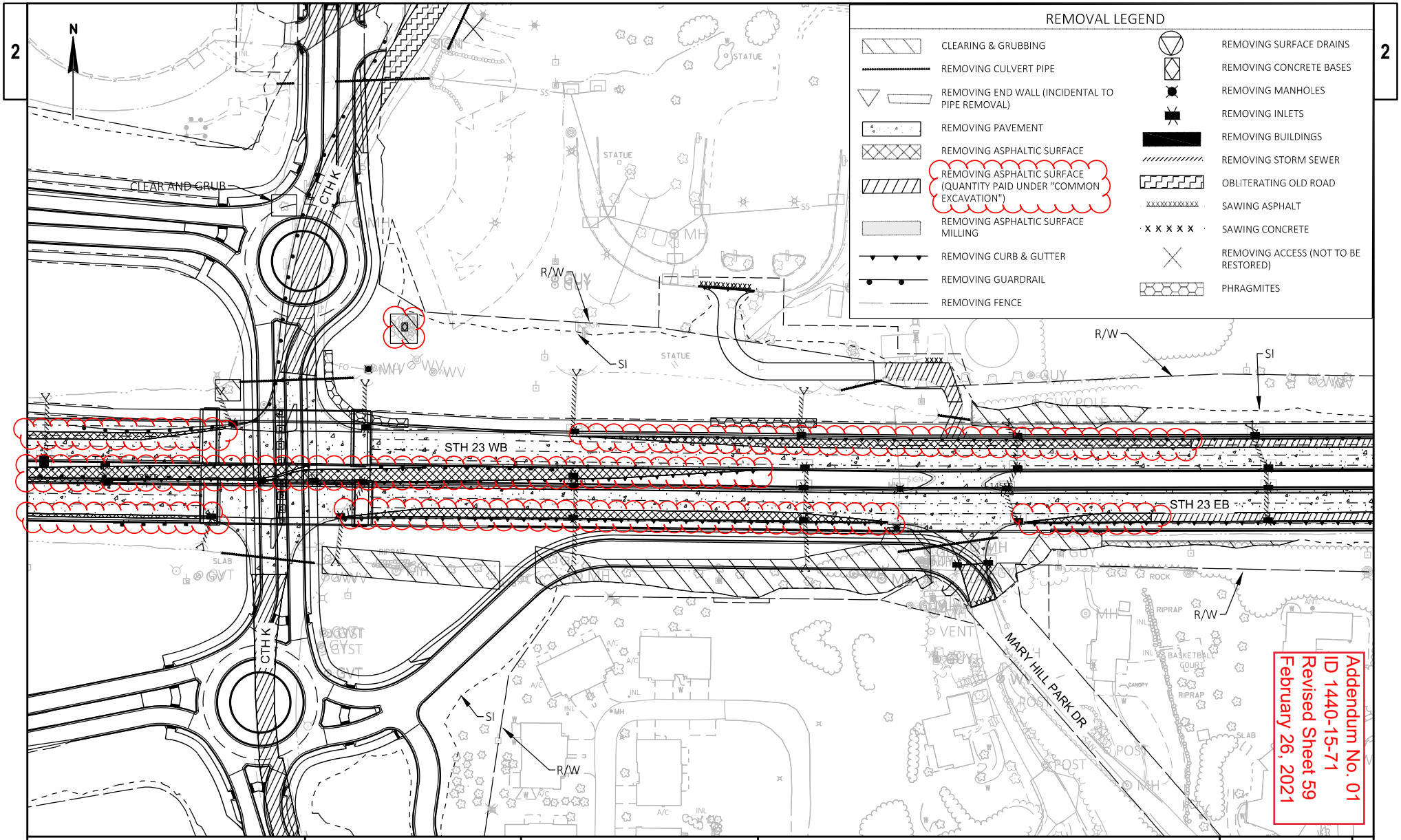
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 58 E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 02
PLOT DATE : 2/25/2021 12:47 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 59	E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 03
PLOT DATE : 2/25/2021 12:48 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CULVERT PIPE
- REMOVING END WALL (INCIDENTAL TO PIPE REMOVAL)
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE (QUANTITY PAID UNDER "COMMON EXCAVATION")
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING SURFACE DRAINS
- REMOVING CONCRETE BASES
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING BUILDINGS
- REMOVING STORM SEWER
- OBLITERATING OLD ROAD
- SAWING ASPHALT
- SAWING CONCRETE
- REMOVING ACCESS (NOT TO BE RESTORED)
- PHRAGMITES

Addendum No. 01
ID 1440-15-71
Revised Sheet 60
February 26, 2021

N

SI

R/W

STH 23 WB

STH 23 EB

SI

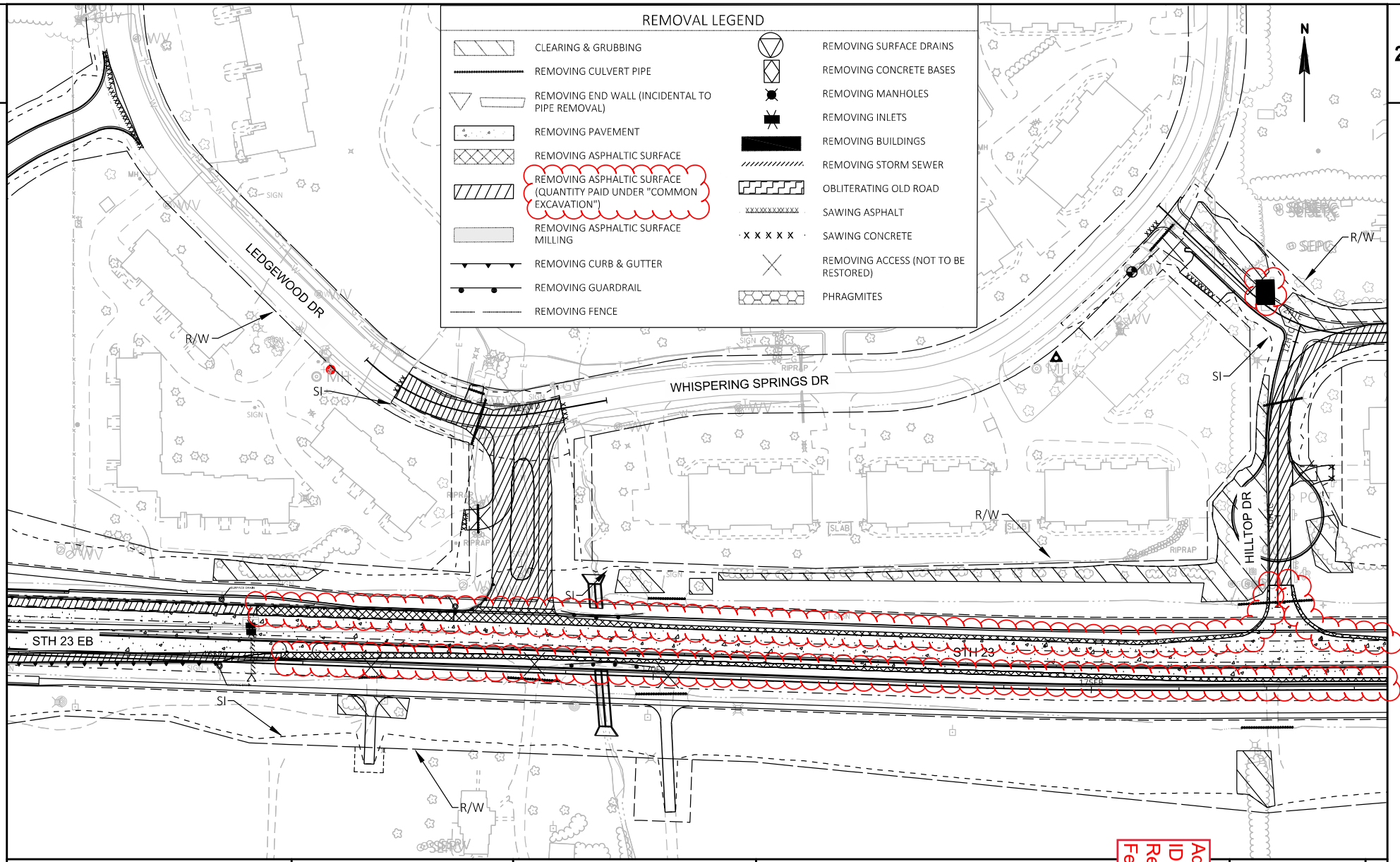
R/W

PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 60	E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 04

PLOT DATE : 2/25/2021 12:50 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

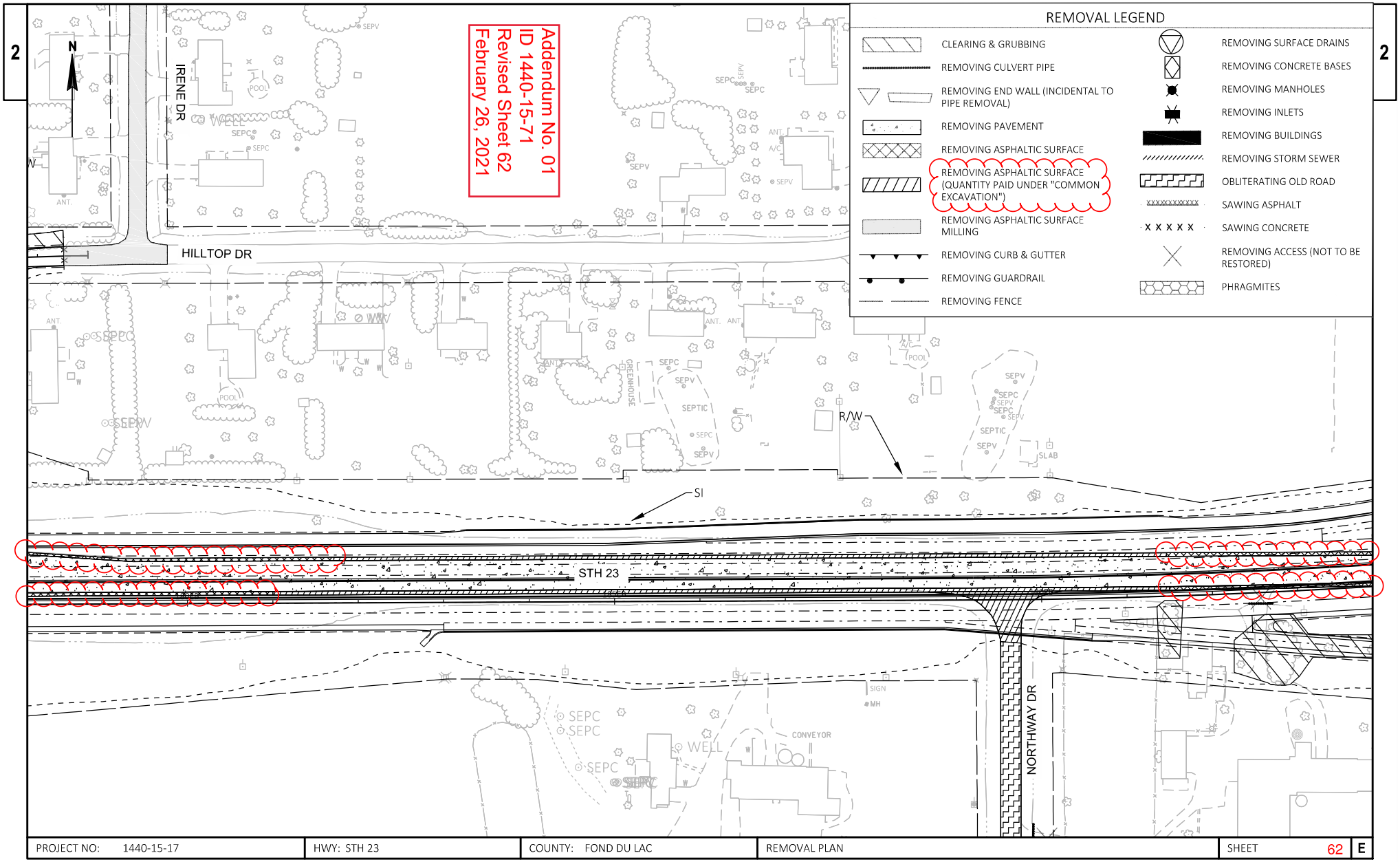


PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 61 E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 05
PLOT DATE : 2/25/2021 1:52 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :

WISDOT/CADDS SHEET 42

Addendum No. 01
ID 1440-15-71
Revised Sheet 61
February 26, 2021

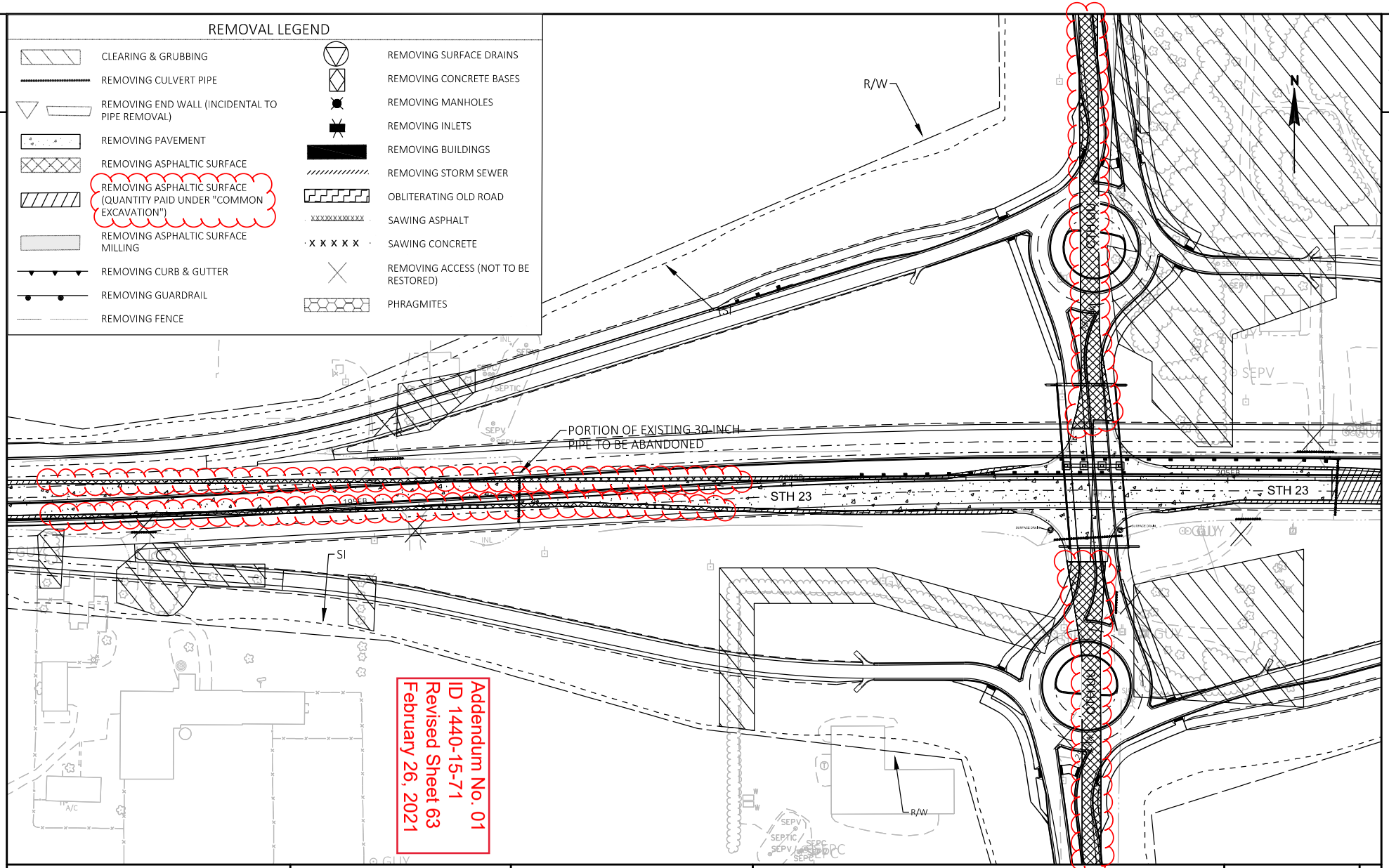


PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 62 E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 06

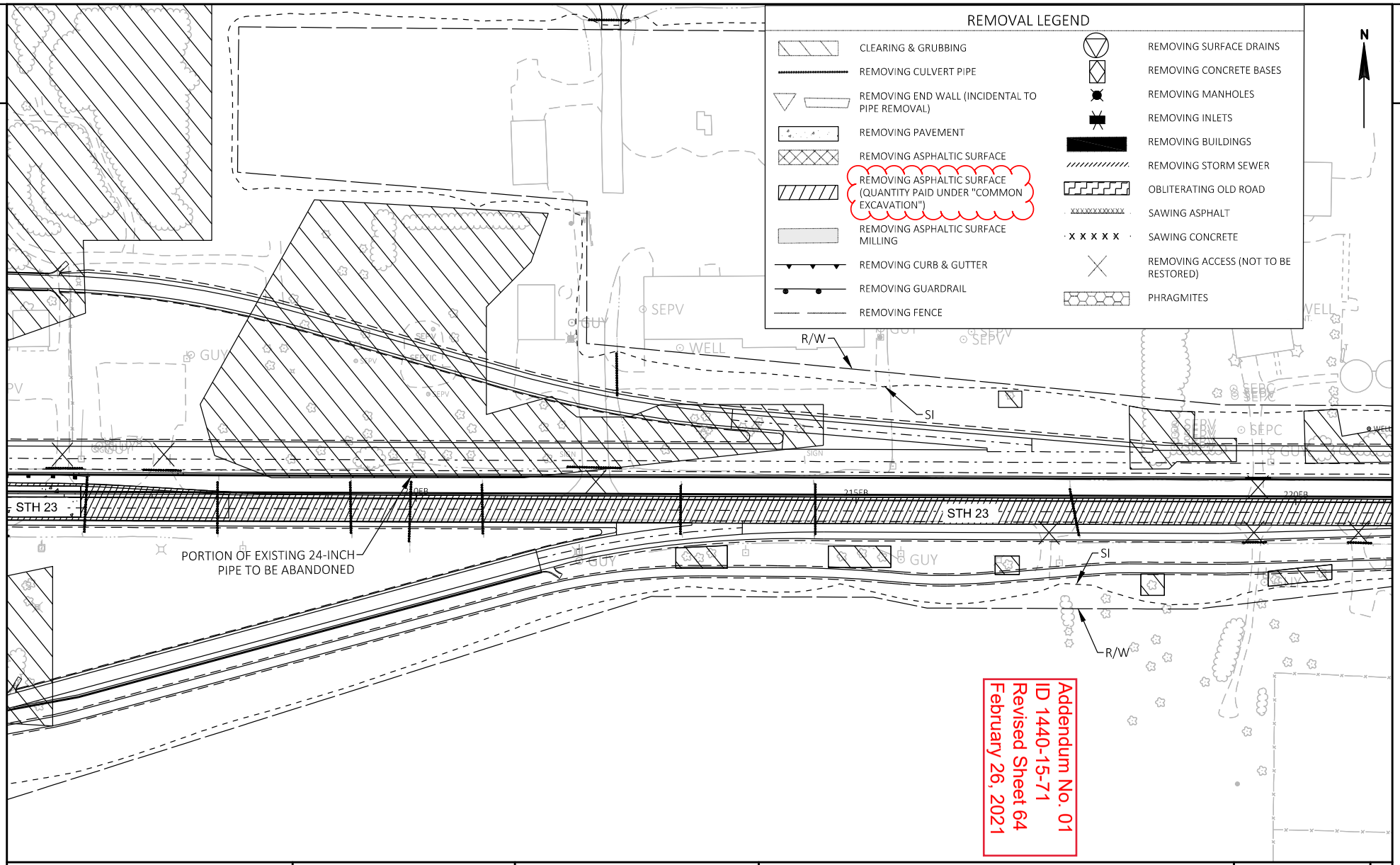
PLOT DATE : 2/25/2021 12:53 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 63 E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 07
PLOT DATE : 2/25/2021 12:54 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



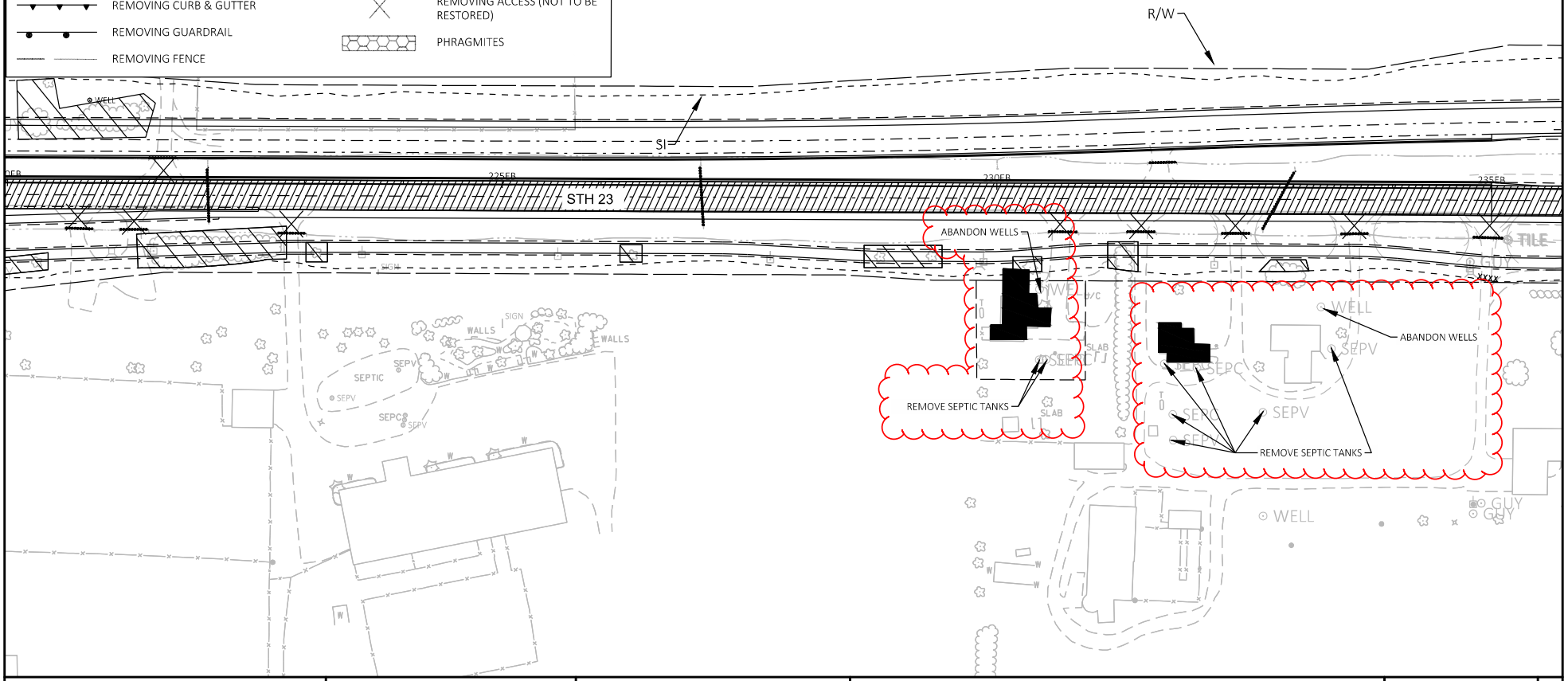
PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 64 E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 08
PLOT DATE : 2/25/2021 12:55 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

Addendum No. 01
ID 1440-15-71
Revised Sheet 65
February 26, 2021

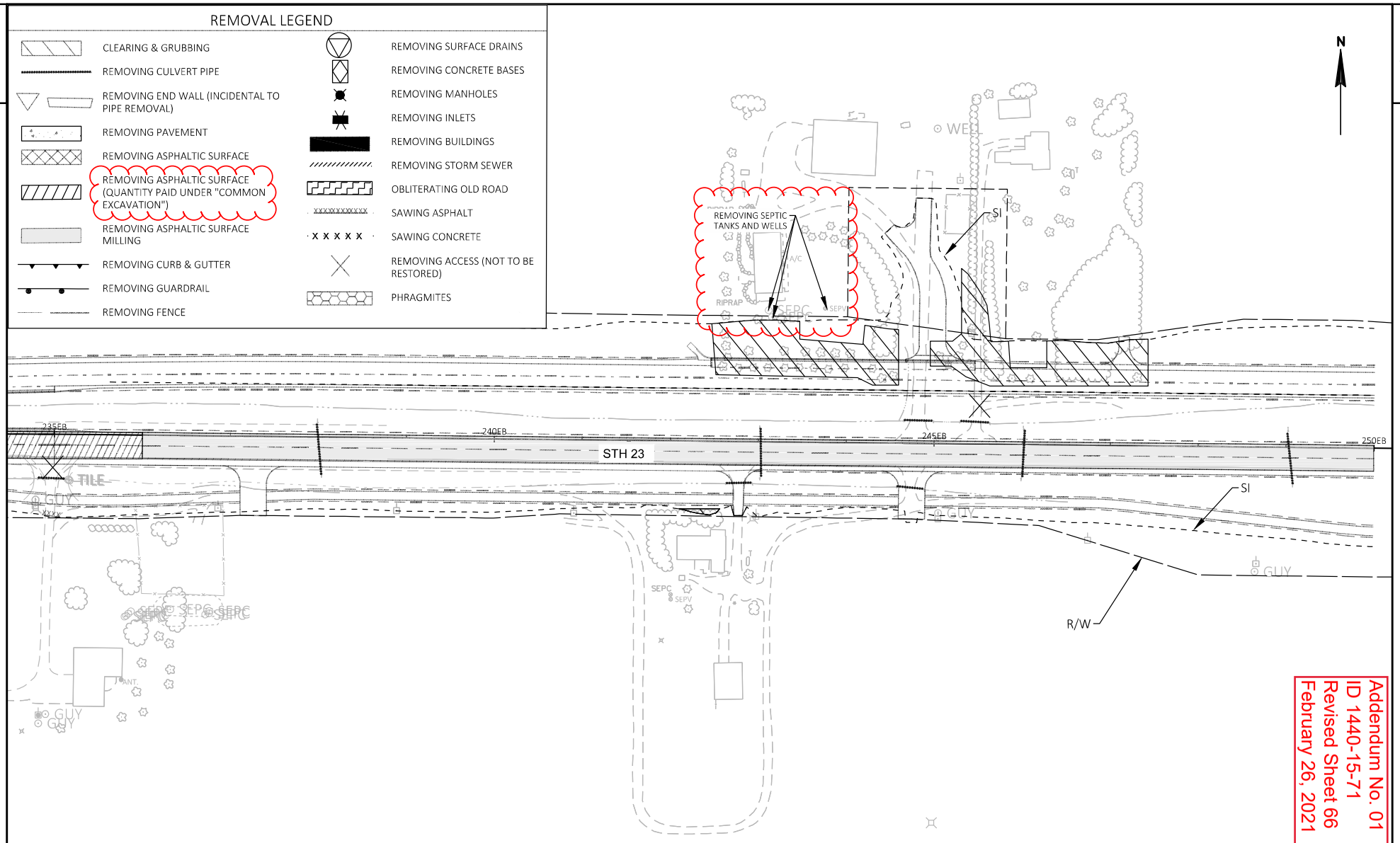
REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CULVERT PIPE
- REMOVING END WALL (INCIDENTAL TO PIPE REMOVAL)
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE (QUANTITY PAID UNDER "COMMON EXCAVATION")
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING SURFACE DRAINS
- REMOVING CONCRETE BASES
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING BUILDINGS
- REMOVING STORM SEWER
- OBLITERATING OLD ROAD
- SAWING ASPHALT
- SAWING CONCRETE
- REMOVING ACCESS (NOT TO BE RESTORED)
- PHRAGMITES



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 65 E

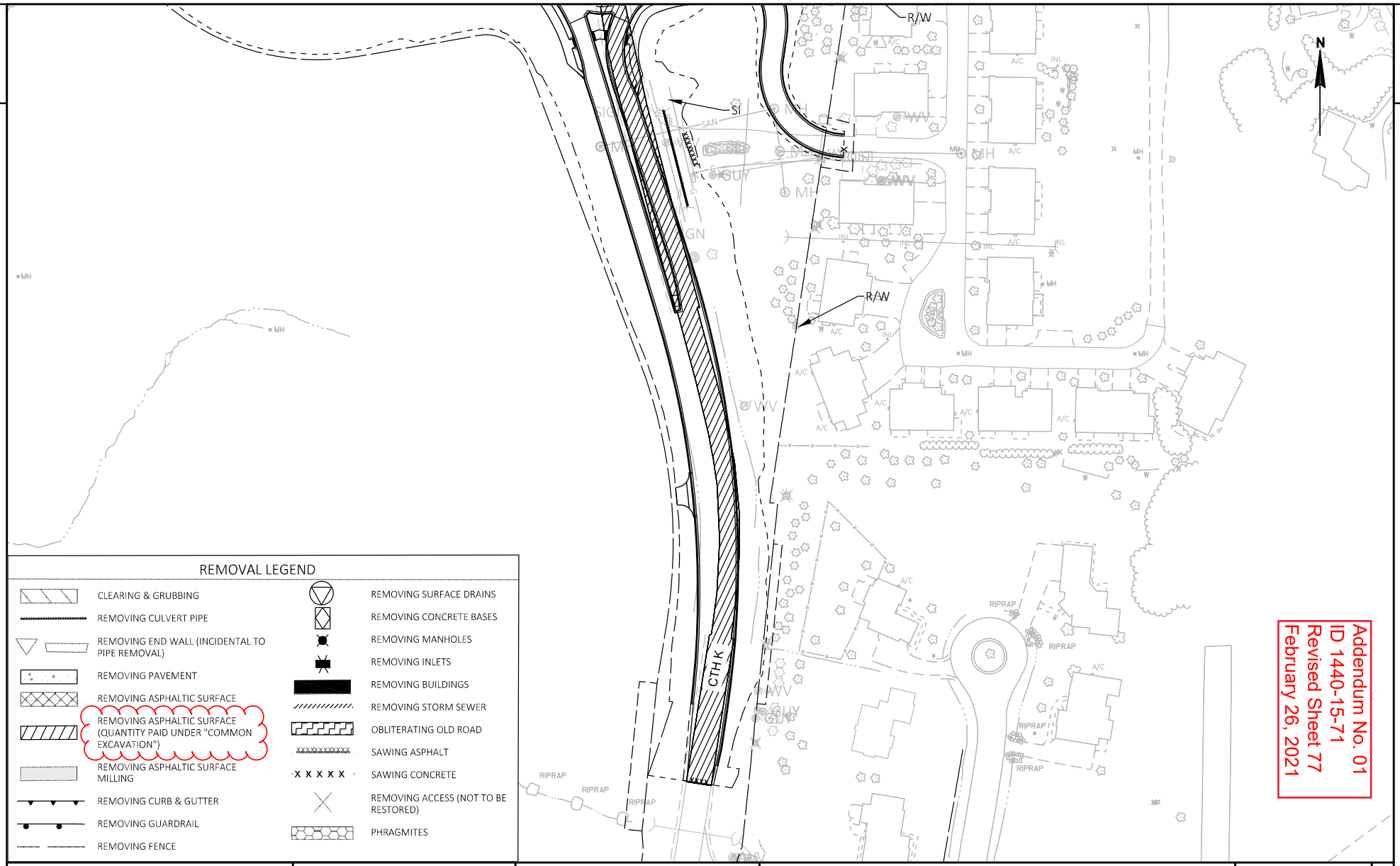
FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 09
PLOT DATE : 2/25/2021 12:56 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



Addendum No. 01
ID 1440-15-71
Revised Sheet 66
February 26, 2021

PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 66	E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 10
PLOT DATE : 2/25/2021 12:57 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 77	E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 11

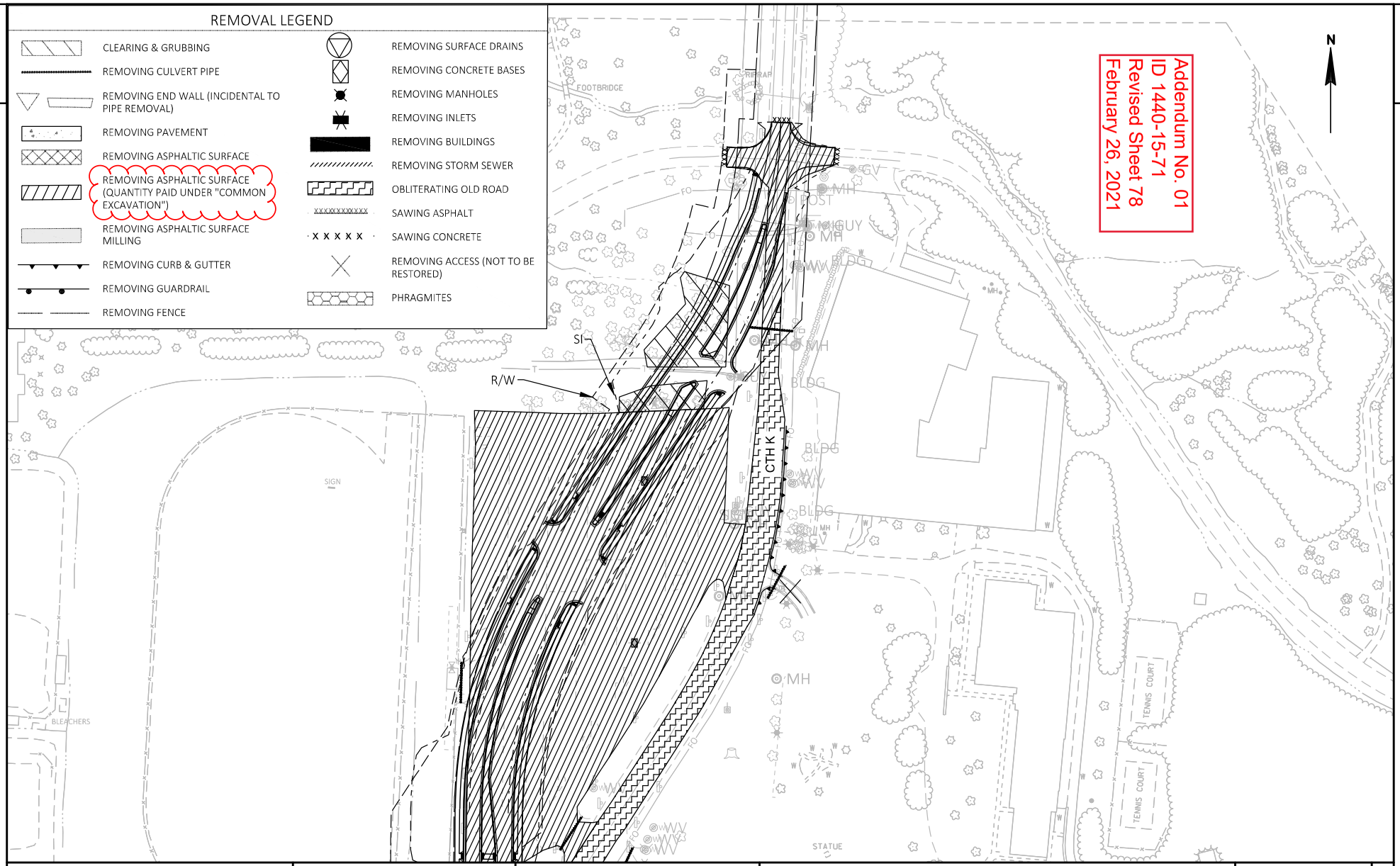
PLOT DATE : 2/25/2021 12:58 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CULVERT PIPE
- REMOVING END WALL (INCIDENTAL TO PIPE REMOVAL)
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE (QUANTITY PAID UNDER "COMMON EXCAVATION")
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING SURFACE DRAINS
- REMOVING CONCRETE BASES
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING BUILDINGS
- REMOVING STORM SEWER
- OBLITERATING OLD ROAD
- SAWING ASPHALT
- SAWING CONCRETE
- REMOVING ACCESS (NOT TO BE RESTORED)
- PHRAGMITES

Addendum No. 01
ID 1440-15-71
Revised Sheet 78
February 26, 2021

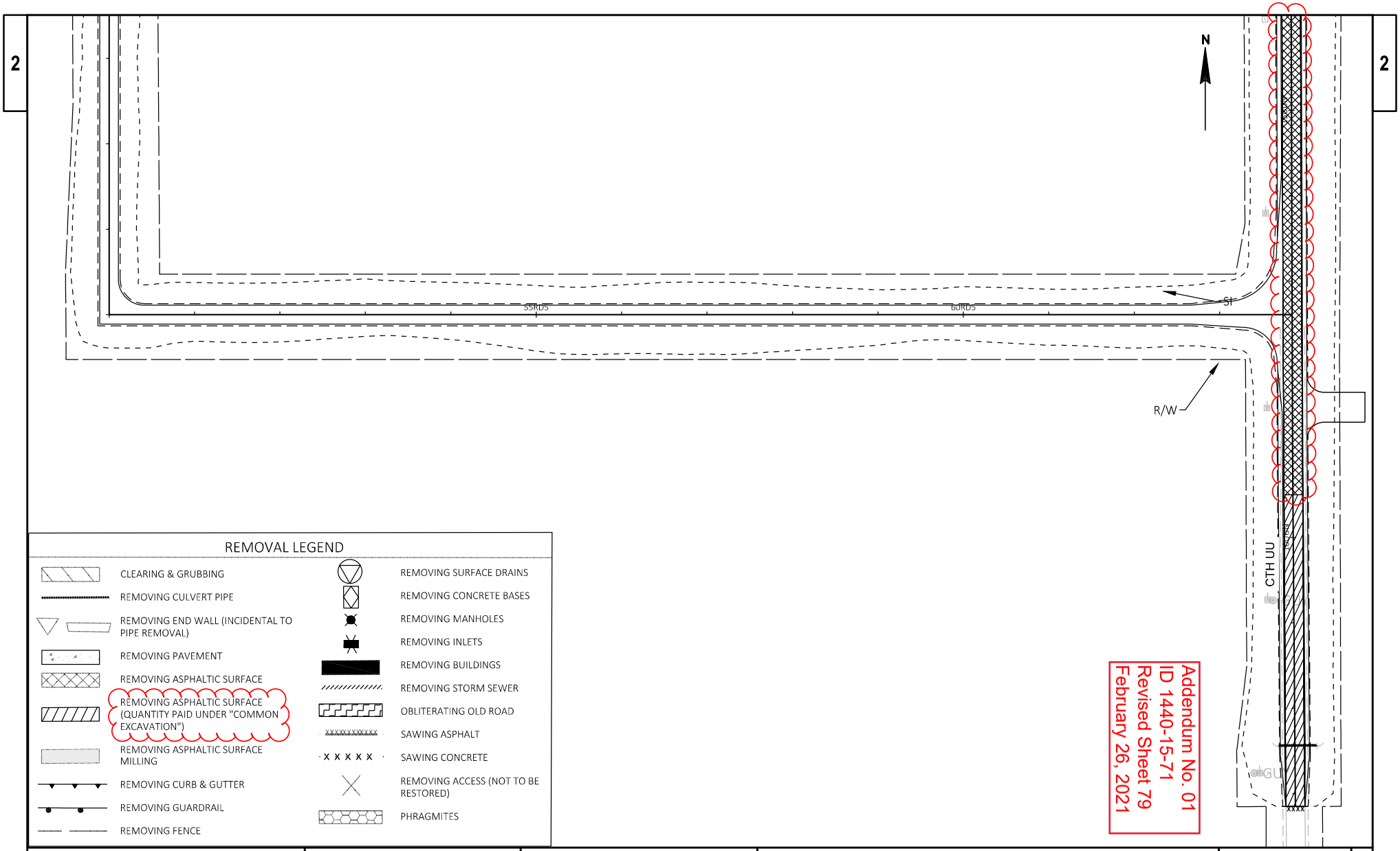


PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 78 E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 12

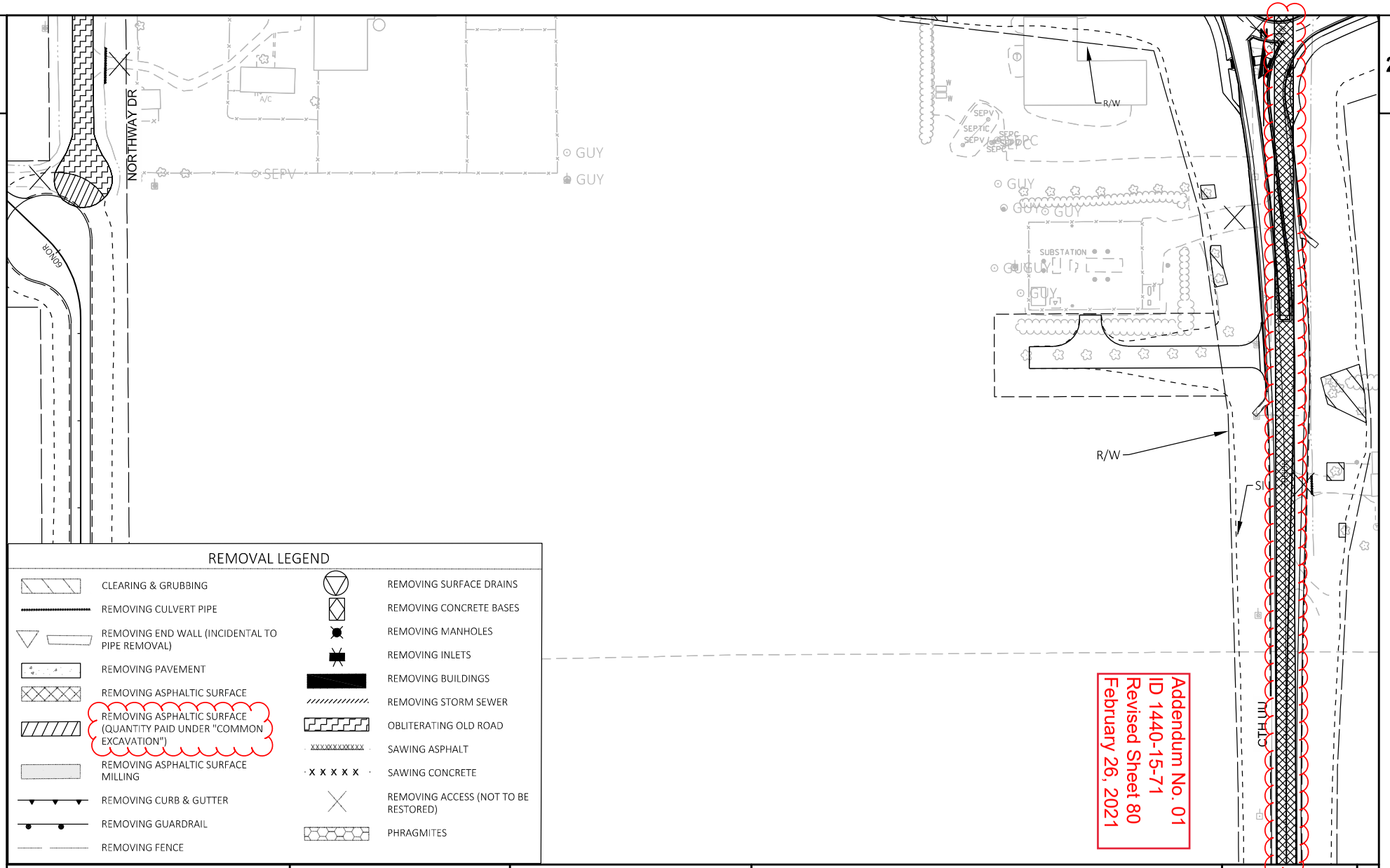
PLOT DATE : 2/25/2021 12:59 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



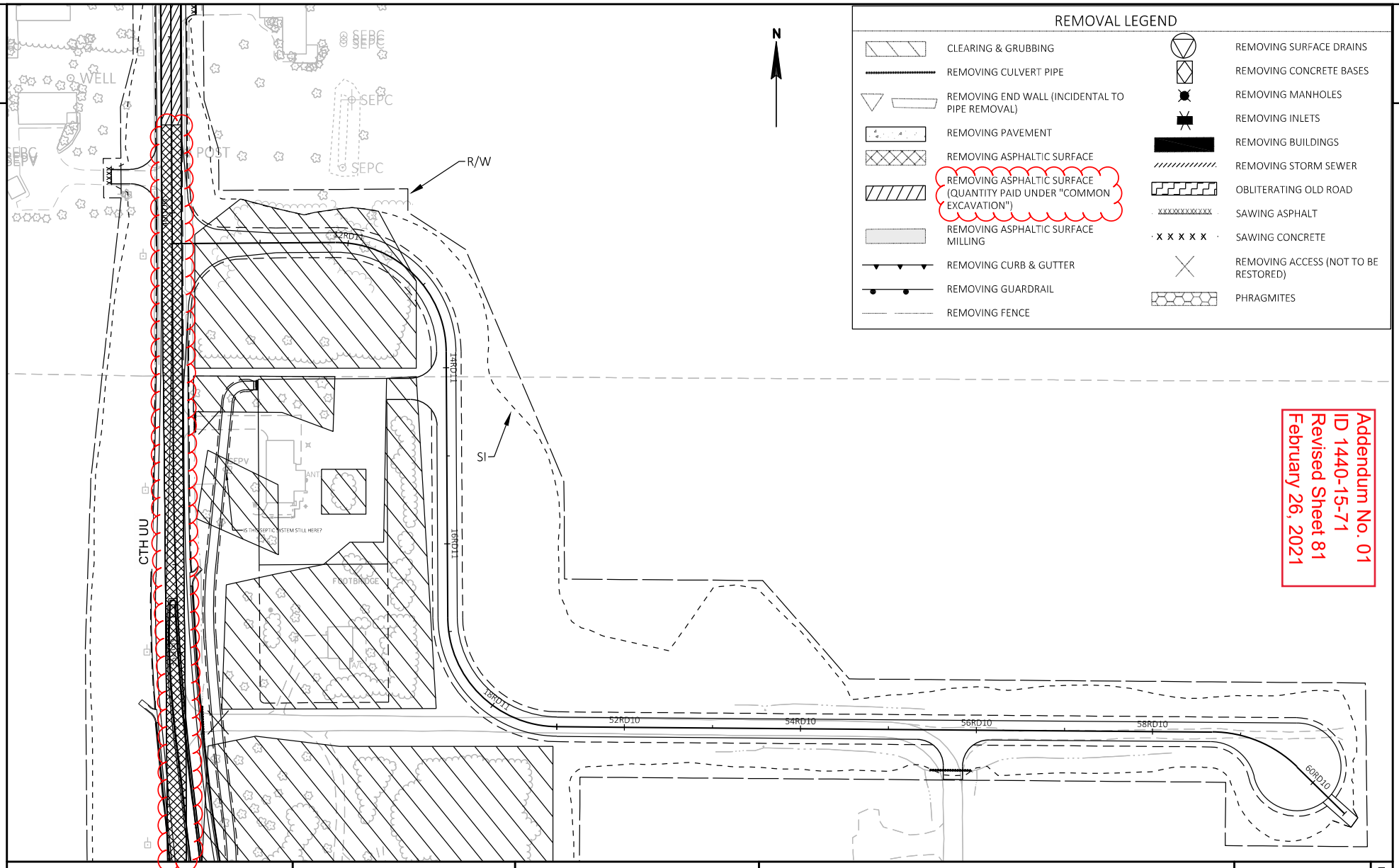
PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 79	E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 13
PLOT DATE : 2/25/2021 1:00 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 80 E

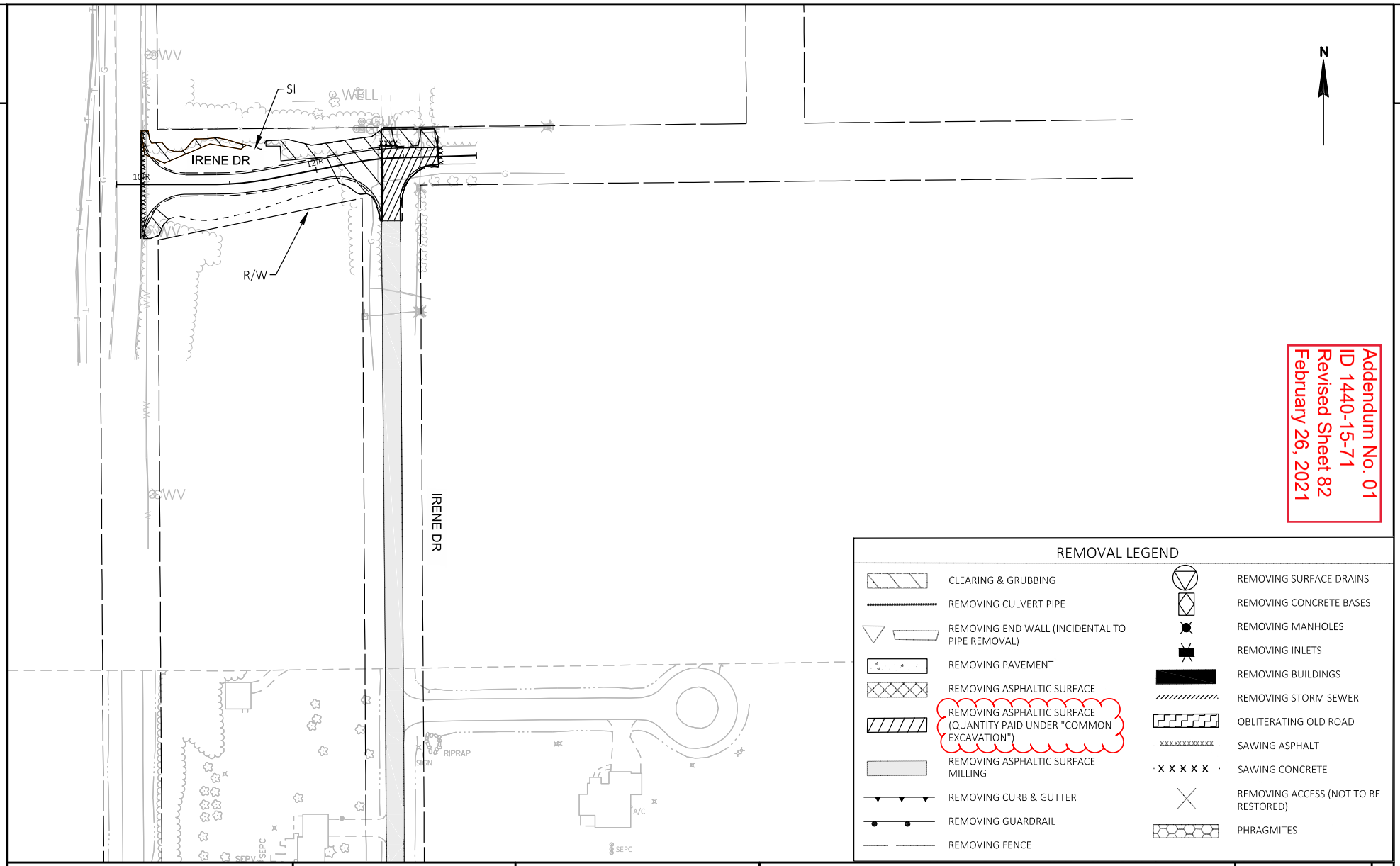
FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 14
PLOT DATE : 2/25/2021 1:01 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



Addendum No. 01
ID 1440-15-71
Revised Sheet 81
February 26, 2021

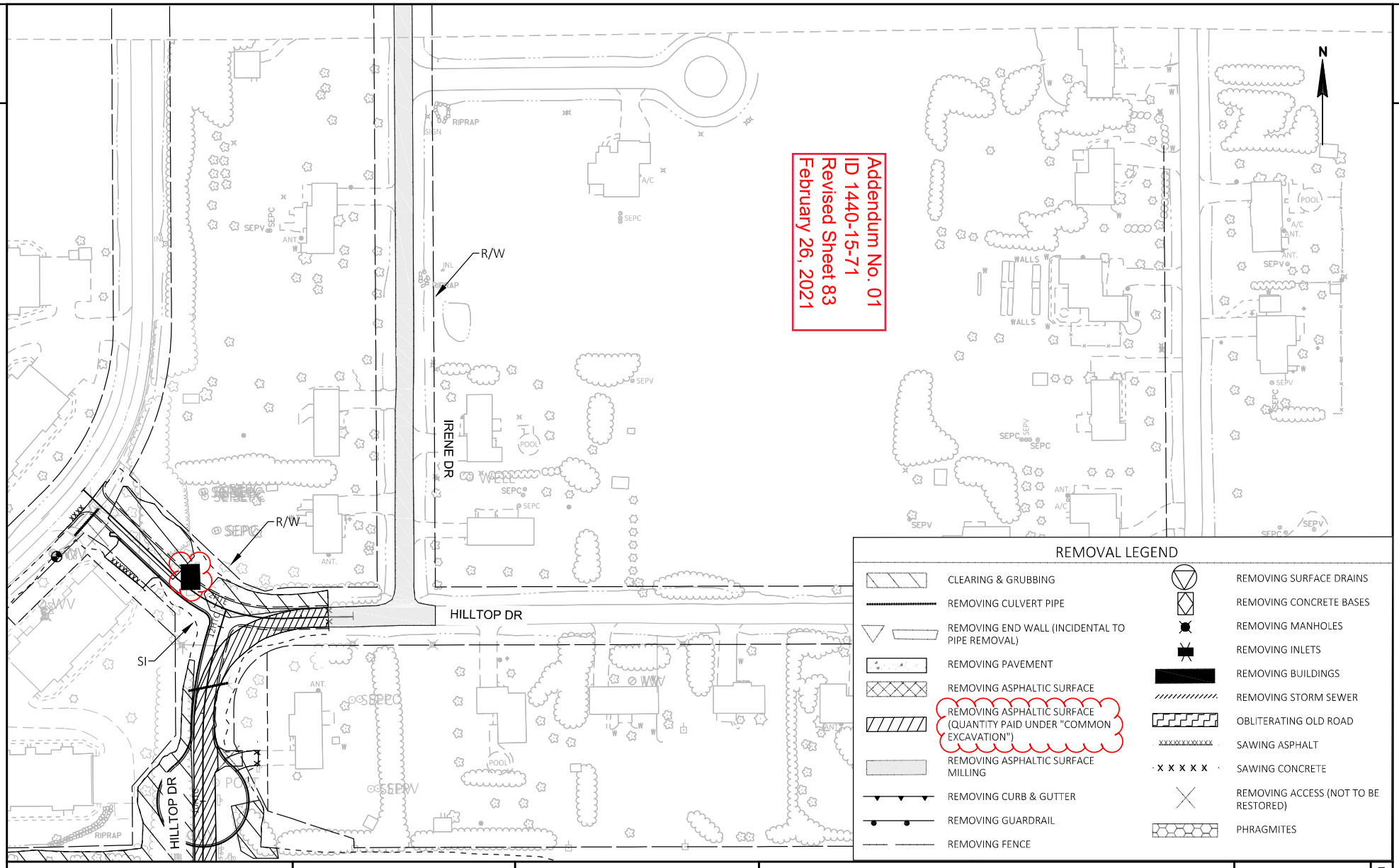
PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 81 E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 15
PLOT DATE : 2/25/2021 1:03 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 82 E

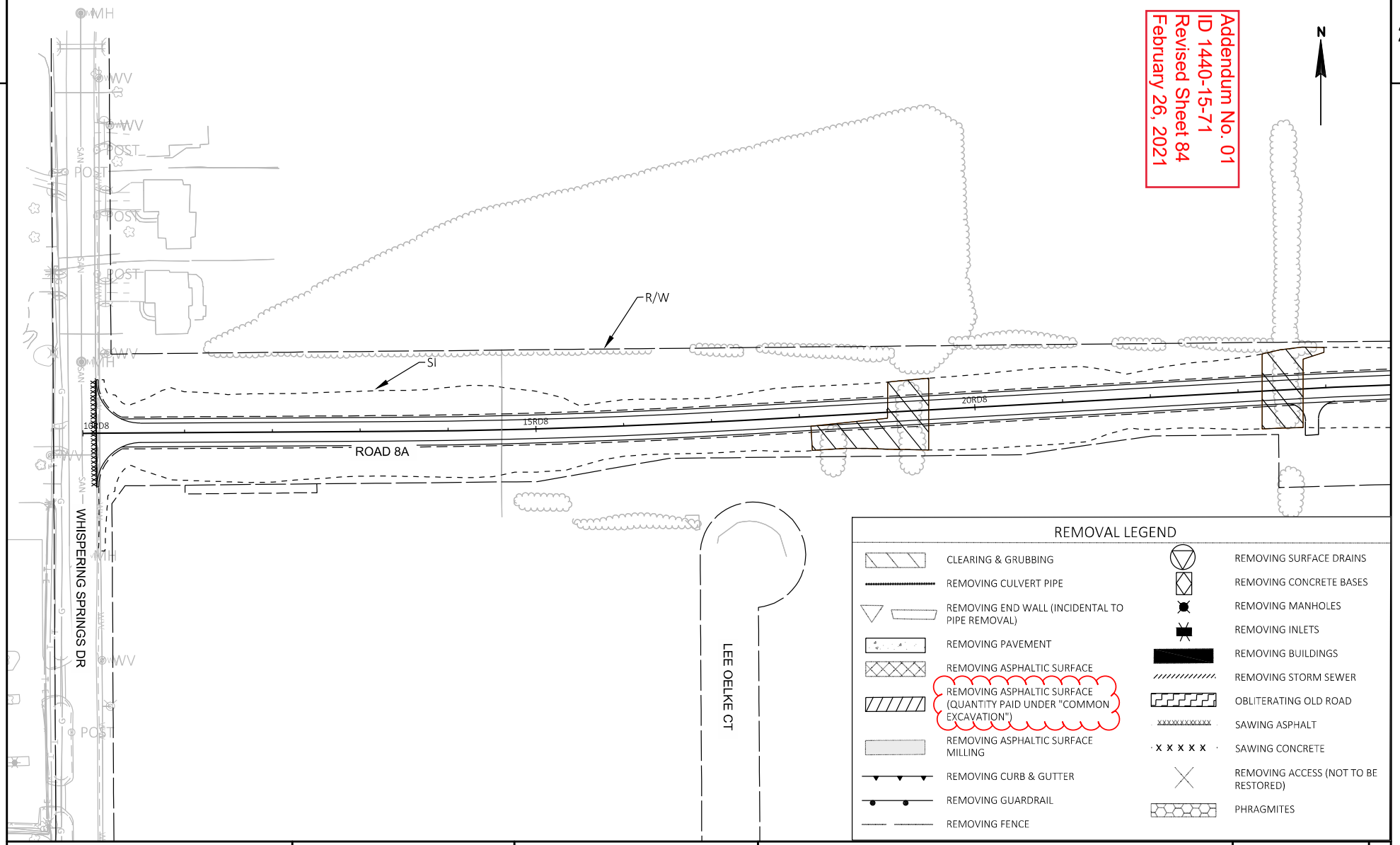
FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 16
PLOT DATE : 2/25/2021 1:04 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 83 E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 17
PLOT DATE : 2/25/2021 2:06 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

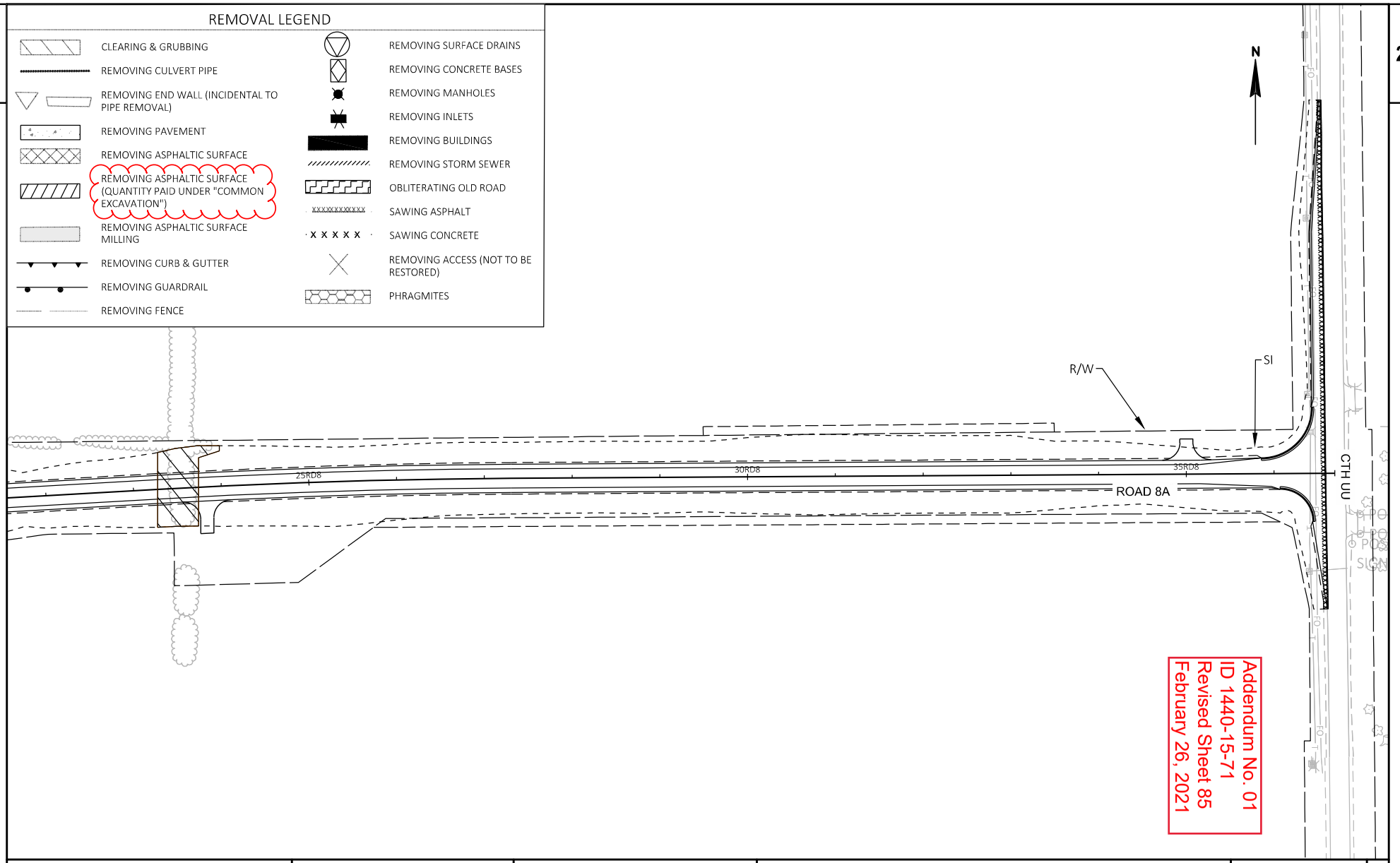
Addendum No. 01
ID 1440-15-71
Revised Sheet 84
February 26, 2021



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 84 E

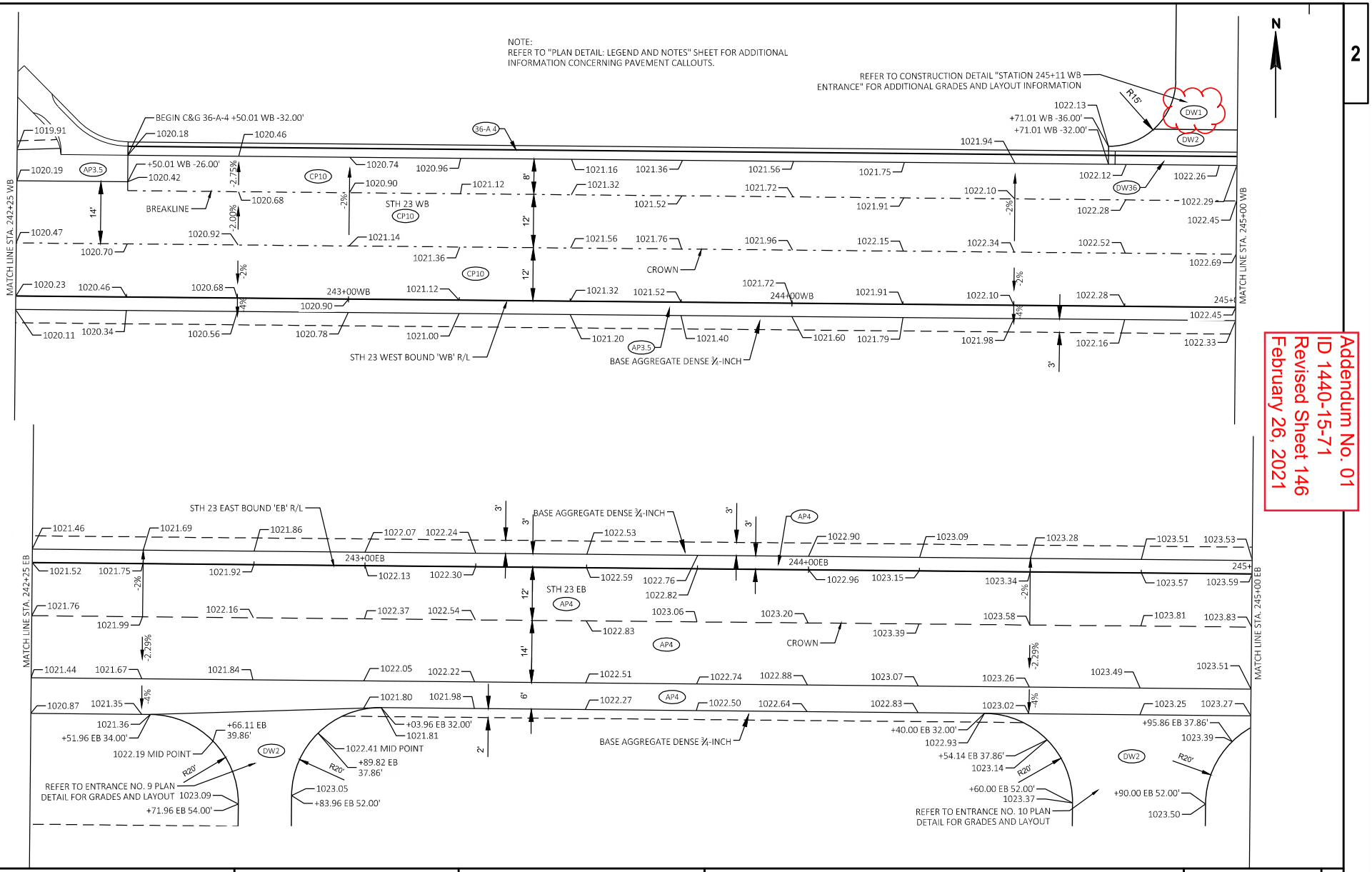
FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 18
PLOT DATE : 2/25/2021 1:06 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 85	E

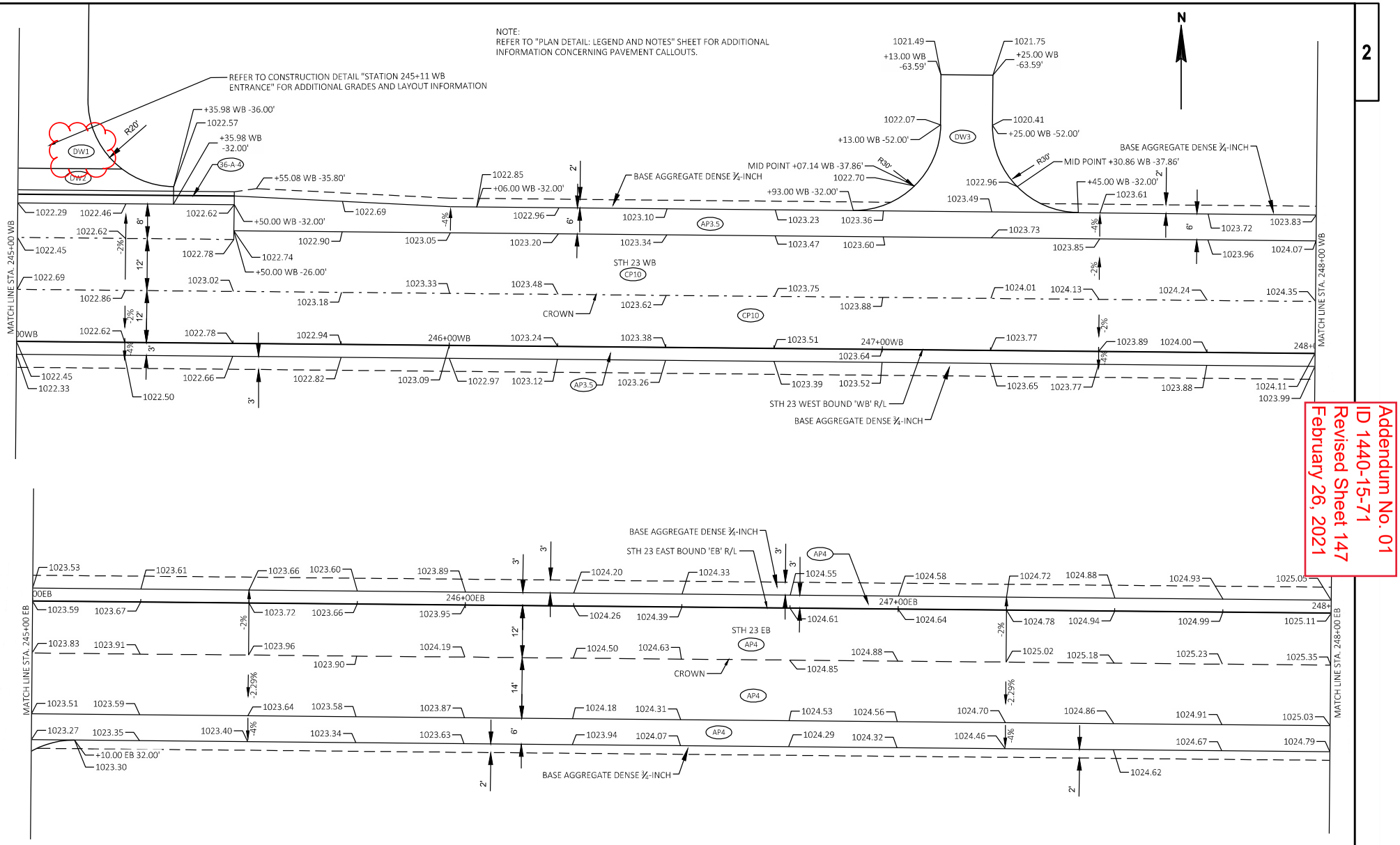
FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 19
PLOT DATE : 2/25/2021 1:08 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



Addendum No. 01
ID 1440-15-71
Revised Sheet 146
February 26, 2021

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	PLAN DETAILS: STH 23	SHEET 146	E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021221_PD.DWG
LAYOUT NAME - 49
PLOT DATE : 2/23/2021 2:43 PM
PLOT BY : WORECK, CHRIS
PLOT NAME :
PLOT SCALE : 1 IN:20 FT_1
WISDOT/CADDS SHEET 42



Addendum No. 01
ID 1440-15-71
Revised Sheet 147
February 26, 2021

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	PLAN DETAILS: STH 23	SHEET 147	E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021221_PD.DWG
LAYOUT NAME - 50
PLOT DATE : 2/23/2021 2:48 PM
PLOT BY : WORECK, CHRIS
PLOT NAME :
PLOT SCALE : 1 IN:20 FT_1
WISDOT/CADDS SHEET 42

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

REMOVING PAVEMENT

STAGE	STATION	TO	STATION	LOCATION	204.0100 (SY)	NOTES
STAGE 1B						
	STH WB OUTSIDE EDGE - OEWB					
	68+02	-	69+33	RT	76	STH 23 CORRUGATED MED
STAGE 1 TOTAL					76	
STAGE 2A						
	STH EB - EB					
	101+87	-	115+50	LT/RT	4,130	-
	STH WB - WB					
	105+65	-	114+53	LT/RT	2,882	-
	CTH UU - UUN					
	27+22	-	27+90	LT/RT	482	-
	28+24	-	28+86	LT/RT	440	-
STAGE 2B						
	STH EB - EB					
	115+50	-	130+38	LT/RT	4,607	-
	130+38	-	137+44	LT/RT	3,131	-
	137+44	-	166+00	LT/RT	9,144	-
	172+00	-	192+03	LT	2,825	-
	STH WB - WB					
	101+71	-	105+65	LT/RT	1,319	-
	127+42	-	142+10	LT/RT	2,248	-
STAGE 2 TOTAL					31,208	
STAGE 3A						
	STH WB - WB					
	185+91	-	198+50	LT/RT	3,082	STH 23 EB & WB
STAGE 3B						
	STH WB - WB					
	114+53	-	127+42	LT/RT	3,822	-
	127+42	-	142+10	LT/RT	3,218	-
	142+10	-	166+85	LT/RT	6,445	-
	166+85	-	172+05	LT/RT	2,078	STH 23 EB & WB
	172+05	-	185+91	LT/RT	4,057	STH 23 EB & WB
	194+72	-	206+23	RT	3,924	STH 23 EB & WB
	STH EB - EB					
	164+03	-	166+80	LT	478	-
STAGE 3 TOTAL					27,105	
STAGE 4						
	USH 151 SB EXIT RAMP - SBR					
	900+75	-	904+90	LT/RT	940	-
STAGE 4 TOTAL					940	
PROJECT TOTAL					59,328	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STAGE	STATION	TO	STATION	LOCATION	204.0115 (SY)	NOTES
STAGE 3						
	STH EB - EB					
	396+50	-	397+00	LT/RT	167	PROJECT LIMITS
STAGE 3 TOTAL					167	
PROJECT TOTAL					167	

REMOVING ASPHALTIC SURFACE

STAGE	STATION	TO	STATION	LOCATION	204.0110 (SY)	NOTES
STAGE 1						
	STH WB OUTSIDE EDGE - OEWB					
	70+23	-	71+44	LT	215	STH 23 WB SHLDR WIDENING
	CTH UU					
	10+50 UUN	-	13+36 UUN		700	
STAGE 1 TOTAL					915	
STAGE 2						
	STH EB					
	124+75 EB	-	135+71 EB	RT	720	
	130+30 EB	-	142+21 EB	LT	1,748	LEFT-TURN LANES
	137+21 EB	-	143+67 EB	RT	605	
	145+28 EB	-	146+75 EB	RT	114	
	165+75 EB	-	181+00 EB	RT	790	
	191+50 EB	-	195+75 EB	RT/LT	197	
	252+71 EB	-	259+41 EB	LT	435	
STAGE 2 TOTAL					4,609	
STAGE 3						
	STH EB					
	192+03 EB	-	202+57 EB	RT	2,974	TEMPORARY CONNECTION
	STH WB					
	124+75 WB	-	136+37 WB	LT	2,429	
	137+19 WB	-	147+25 WB	LT	1,154	
	165+50 WB	-	177+07 WB	LT	1,334	
	177+32 WB	-	181+75 WB	LT	609	
	191+50 WB	-	195+50 WB	LT	1,589	
	CTH UU					
	13+36 UUN	-	27+22 UUN		3,417	
	28+76 UUN	-	41+00 UUN		3,017	
STAGE 3 TOTAL					16,522	
PROJECT TOTAL					22,046	

REMOVING ASPHALTIC SURFACE MILLING

STAGE	STATION	TO	STATION	204.0120 (SY)
STAGE 1				
	IRENE DRIVE			
				2,935
STAGE 1 TOTAL				2,935
STAGE 3				
	STH EB - EB			
	236+00	-	250+00	4,592
	250+00	-	278+78	9,594
	311+90	-	358+78	15,627
	358+78	-	366+36	2,527
	366+36	-	396+50	10,047
STAGE 3 TOTAL				42,387
PROJECT TOTAL				45,322

Addendum No. 01
ID 1440-15-71
Revised Sheet 870
February 26, 2021

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	MISCELLANEOUS QUANTITIES	SHEET 870 E

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

STORM SEWER REMOVALS (CONTINUED)

STAGE	STATION	TO	STATION	LOCATION	204.0210 REMOVING MANHOLES (EA)	204.0220 REMOVING INLETS (EA)	REMOVING STORM SEWER 204.0245 12-INCH (LF)	204.0245 15-INCH (LF)	204.0245 18-INCH (LF)	SPV.0060.04 STORM SEWER PLUG (EA)
STAGE 3 (CONTINUED)										
	161+05	-	161+05	LT	-	1	-	-	34	-
	161+05	-	158+55	LT	-	1	-	-	250	-
	165+44			LT	1	-	-	-	-	-
	194+70			LT	-	1	-	-	-	-
	196+44			RT	-	1	-	-	-	-
STAGE 3 TOTALS					1	28	1,112	95	402	0
STAGE 4										
	USH 151 SB EXIT RAMP - SBR									
	903+17			RT	-	1	-	-	-	-
STAGE 4 TOTALS					0	1	0	0	0	0
PROJECT TOTALS					6	69	2,473	150	553	10

3

PROPERTY REMOVALS

PARCEL	204.0225 REMOVING SEPTIC TANKS (EA)	204.0235 REMOVING BUILDINGS (LS)	204.0265 ABANDONING WELLS (EA)	NOTES
74	1	1	---	HOUSE AND SEPTIC
107	---	1	---	BARN AND SILO
202	---	1	---	GARAGE
191	---	1	---	DUGOUTS AT BALL FIELD
219	1	---	1	
183	2	---	---	TWO SEPTICS ON PROPERTY
227	1	1	1	GARAGE, WELL AND SEPTIC
229	1	1	1	METALL BUILDING, WELL AND SEPTIC
241	1	1	1	HOUSE, WELL AND SEPTIC
242	1	---	1	WELL AND SEPTIC
40	1	1	1	BUILDING, WELL, SEPTIC
PROJECT TOTALS	9	8	6	

Addendum No. 01
ID 1440-15-71
Revised Sheet 874
February 26, 2021

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

CONCRETE PAVEMENT (CONTINUED)

STAGE	STATION	TO	STATION	415.0080 CONCRETE PAVEMENT 8-INCH (SY)	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.0100 CONCRETE PAVEMENT 10-INCH (SY)	415.0210 CONCRETE PAVEMENT GAPS (EACH)	416.0512 CONCRETE TRUCK APRON 12-INCH (SY)
STAGE 3 (CONTINUED)								
	CTH UU							
	CTH UU SOUTH ROUNDABOUT			---	---	---	---	572
	CTH UU NORTH ROUNDABOUT			---	---	---	---	509
	CTH UU RAMP A							
	201+93 RPA	-	202+79 RPA	---	---	---	---	67
	CTH UU RAMP B							
	202+99 RPB	-	203+64 RPB	---	---	---	---	32
	CTH UU RAMP C							
	202+41 RPC	-	202+50 RPC	---	---	---	---	2
	CTH UU RAMP D							
	203+94 RPD	-	204+94 RPD	---	---	---	---	79
STAGE 3 TOTALS				0	0	56,872	0	1,681
STAGE 4								
	USH 151 SB OFF RAMP							
	900+72 SBR	-	904+38 SBR	---	---	726	---	---
STAGE 4 TOTALS				0	0	726	0	0
PROJECT TOTALS				1,221	38,590	115,966	18	2,880

CONCRETE PAVEMENT APPROACH SLAB

415.0410

STATION	TO	STATION	(SY)
135+63 EB	-	135+83 EB	111
137+43 EB	-	137+63 EB	111
135+65 WB	-	135+85 WB	106
137+45 WB	-	137+65 WB	105
PROJECT TOTALS			433

Addendum No. 01
ID 1440-15-71
Revised Sheet 882
February 26, 2021

CONCRETE DRIVEWAY

416.0160

ROAD	STATION	LOCATION	6-INCH (SY)
STH 23			
	119+39 EB	RT	20
	245+00 WB	LT	490
HILLTOP CUL-DU-SAC			
	10+40 HTC	RT	62
HILLTOP CONNECTOR			
	1+00 HTE	RT	36
CTH UU			
	21+26 UUS	LT	30
PROJECT TOTAL			638

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2215 SIGNS TYPE II REF. TYPE H FOLDING S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
550	"	R1-1	36" X 36"	7.07	---	---	---	---	1	
551	"	R6-1R	36" X 12"	3.00	---	---	---	---	---	MOUNT ABOVE SIGN 552
552	"	R1-1	36" X 36"	7.07	---	---	---	---	1	
553	"	R5-1	36" X 36"	9.00	---	---	1	---	---	
554	"	R5-1A	42" X 30"	8.75	---	---	---	1	---	
555	"	D1-1	96" X 21"	14.00	---	---	2	---	---	SEE SIGN DETAILS
556	"	R5-1A	42" X 30"	8.75	---	---	---	1	---	
557	"	R5-1	36" X 36"	9.00	---	---	1	---	---	
558	"	R5-1	36" X 36"	9.00	---	---	1	---	---	
559	"	R5-1A	42" X 30"	8.75	---	---	---	1	---	
	PAGE SUBTOTALS			84.39	0.00	0.00	5	3	2	
	PROJECT TOTALS			**2786.22**	**42.42**	**186.25**	**36**	**88**	**59**	

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE I

SIGN NO.	LOCATION	SIGN CODE	W X H	637.1220 SIGNS TYPE I REFLECTIVE TYPE SH S.F.	TYPE/SIZE OF STEEL AND BASES	531.1100 CONCRETE MASONRY ANC. STR TYPE NS CY*	531.1140 STEEL REINF. HS ANC. STRUCTURES TYPE NS LB*	531.2024 DRILLING SHAFT 24-INCH LF*	635.0200 SIGN SUPPORTS STRUCT. STEEL HIGH-STRENGTH LB*	INFO ONLY - POST LENGTH TO BE VERIFIED BY CONTRACTOR POST NO. 1 LENGTH (ROAD SIDE) FT	POST NO. 2 LENGTH (DITCH) FT	DISTANCE BETWEEN POSTS (S) FT
1007	STH 23, W. OF CTH UU	E1-1A	168" X 84"	98.0	W8X21	2.0	220	16	1,037	18.0	19.5	6.0
1008	"	E4-1A	120" X 54"	45.0	W8X21	2.0	220	16	911	15.0	16.5	6.0
1009	STH 23, E. OF CTH UU	E4-1A	120" X 54"	45.0	W8X21	2.0	220	16	911	15.0	16.5	6.0
1010		E1-1A	144" X 84"	84.0	W8X21	2.0	220	16	1,026	17.8	19.3	6.0
	PROJECT TOTALS			**272.0**		**8.0**	**880**	**64**	**3885**			

*THESE QUANTITIES ARE ESTIMATES.
ACTUAL SIZE/NUMBER/LENGTH/WEIGHT OF STEEL SUPPORTS/REINFORCEMENT/CONCRETE BASES
ARE TO BE DETERMINED BY CONTRACTOR, BASED ON SURVEY OF FIELD CONDITIONS, FINAL GRADE AND SIGN LOCATION.
SURVEY REQUIRED FOR DETERMINATION IS THE RESPONSIBILITY OF THE CONTRACTOR, INCIDENTAL TO THE CONTRACT.
FOLLOW SIGN DETAIL A-PLATES - A3-1, A3-2, A3-3, A4-1

Addendum No. 01
ID 1440-15-71
Revised Sheet 892
February 26, 2021

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

CONSTRUCTION STAKING SUMMARY*

STAGE	STATION	TO	STATION	650.4000 STORM SEWER (EACH)	650.4500 ~~SUBRADE~~ SUBGRADE (LF)	650.5000 BASE (LF)	650.5500 CURB AND GUTTER (LF)	650.6000 PIPE CULVERT (EACH)	650.7000 CONCRETE PAVEMENT (LF)	650.8000 RESURFACE REFERENCE (LF)	650.9000 CURB RAMP (EACH)	650.9920 SLOPE STAKE (LF)
STAGE 1												
	USH 151 AND CTH K TEMPORARY WIDENING											
	601+22	-	618+50	---	1,728	1,728	---	---	---	---	---	1,728
	STH 23 TEMPORARY BYPASS											
	9+12	-	22+75	---	1,363	1,363	---	---	---	---	---	1,363
	WISCONSIN AMERICAN DR TEMP CONNECTION											
	14+96	-	19+00	---	404	404	---	---	---	---	---	404
	MARY HILL PARK TEMP CONNECTION											
	24+70	-	26+77	---	207	207	---	---	---	---	---	207
	STH 23 WB OUTSIDE EDGE											
	4+45	-	6+95	---	250	250	---	---	---	---	---	250
	17+00	-	104+30	3	8730	8730	---	---	---	---	---	8730
	106+98	-	110+38	---	340	340	---	---	---	---	---	340
	CTH UU											
	6+85 UUN	-	13+36 UUN	---	651	651	---	1	---	---	---	651
	ROAD 5											
	50+00 RD5	-	63+84 RD5	---	1384	1384	---	2	---	---	---	1384
	NORTHWAY DRIVE											
	50+00 NOR	-	61+18 NOR	---	1118	1118	---	1	---	---	---	1118
	IRENE DR											
	10+00 IR	-	13+82 IR	---	382	382	---	1	---	---	---	382
	ROAD 8A											
	10+00 RD8	-	36+58 RD8	---	2658	2658	151	2	---	---	---	2658
	CTH UU AND ROAD 8A INTERSECTION											
	20+50 UU8	-	26+30 UU8	---	580	580	---	---	---	---	---	580
STAGE 1 TOTALS				3	19,795	19,795	151	7	0	0	0	19,795
STAGE 2												
	STH 23 EB											
	101+83 EB	-	109+62 EB	4	779	---	---	---	779	---	3	779
	111+20 EB	-	135+69 EB	20	2,449	---	---	---	2,449	---	---	2,449
	137+56 EB	-	192+03 EB	50	5,447	---	---	---	5,447	---	---	5,447
	STH 23 WB											
	102+29 WB	-	109+74 WB	8	745	---	---	---	745	---	4	745
	111+42 WB	-	113+70 WB	2	228	---	---	---	228	---	2	228
	204+28 WB	-	254+04 WB	21	4,976	---	---	---	4,976	---	---	4,976
	254+04 WB	-	384+00 WB	---	13,400	13,400	2,447	23	13,400	---	---	13,400

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

Addendum No. 01
ID 1440-15-71
Revised Sheet 1000
February 26, 2021

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

CONSTRUCTION STAKING SUMMARY* (CONTINUED)

STAGE	STATION	TO	STATION	650.4000 STORM SEWER (EACH)	650.4500 ~~SUBRADE~~ SUBGRADE (LF)	650.5000 BASE (LF)	650.5500 CURB AND GUTTER (LF)	650.6000 PIPE CULVERT (EACH)	650.7000 CONCRETE PAVEMENT (LF)	650.8000 RESURFACE REFERENCE (LF)	650.9000 CURB RAMP (EACH)	650.9920 SLOPE STAKE (LF)
STAGE 2 (CONTINUED)												
	WISCONSIN AMERICAN DRIVE											
	60+00 WAN	-	61+40 WAN	---	140	---	---	---	140	---	3	140
	63+60 WAN	-	65+25 WAN	---	165	---	---	---	165	---	3	165
	60+10 WAS	-	61+42 WAS	---	132	---	---	---	132	---	3	132
	63+69 WAS	-	65+30 WAS	---	161	---	---	---	161	---	3	161
	0+00 WAR	-	4+39 WAR	2	439	---	292	---	439	---	---	439
	CTH K SB RAMPS											
	10+32 JHA	-	16+43 JHA	2	611	557	692	1	54	---	2	611
	10+64 JHB	-	16+60 JHB	6	596	428	829	---	167	---	2	596
	CTH K											
	37+69 KNB	-	46+66 KNB	2	897	897	1,209	---	---	---	3	897
	48+02 KNB	-	49+07 KNB	---	105	105	191	1	---	---	2	105
	54+23 KNB	-	65+38 KNB	9	1,115	1,115	1,809	---	---	---	10	1,115
	38+22 KSB	-	46+69 KSB	6	847	847	1,139	---	---	---	3	847
	48+13 KSB	-	49+13 KSB	---	100	100	176	---	---	---	2	100
	54+27 KSB	-	65+48 KSB	10	1,121	1,121	1,879	---	---	---	10	1,121
	30+00 KSR	-	33+33 KSR	2	333	333	914	---	---	---	---	333
	MARY HILL PARK DRIVE											
	20+00 MHP	-	28+60 MHP	9	860	860	1,818	---	---	---	5	860
	HILLSIDE CIRCLE											
	0+00 HSC	-	2+79 HSC	---	279	279	541	---	---	---	---	279
	HILLTOP CONNECTOR											
	0+15 THE	-	3+30 THE	---	315	315	196	---	---	---	---	315
	HILLTOP CUL-DU-SAC											
	9+50 HTC	-	12+20 HTC	2	270	270	481	---	---	---	---	270
	CTH UU											
	38+28 UUN	-	42+65 UUN	---	437	437	---	---	---	---	---	437
	ROAD 10											
	51+23 RD10	-	60+50 RD10	---	927	927	---	---	---	---	---	927
	ROAD 11											
	10+00 RD11	-	18+78 RD11	---	878	878	---	2	---	---	---	878
	STH 23 WB UNDER USH 151											
	6+32 WBW	-	11+14 WBW	---	482	482	507	---	---	---	2	482
	STH 23 MEDIAN WIDENING											
	103+23	-	106+82	---	359	359	---	---	---	---	---	359

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

Addendum No. 01
ID 1440-15-71
Revised Sheet 1001
February 26, 2021

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

CONSTRUCTION STAKING SUMMARY* (CONTINUED)

STAGE	STATION	TO	STATION	650.4000 STORM SEWER (EACH)	650.4500 ~~SUBRADE~~ SUBGRADE (LF)	650.5000 BASE (LF)	650.5500 CURB AND GUTTER (LF)	650.6000 PIPE CULVERT (EACH)	650.7000 CONCRETE PAVEMENT (LF)	650.8000 RESURFACE REFERENCE (LF)	650.9000 CURB RAMP (EACH)	650.9920 SLOPE STAKE (LF)
STAGE 2 (CONTINUED)												
	STH 23 WB TEMPORARY CONNECTION											
	113+70	-	114+54	---	84	84	---	---	---	---	---	84
	STH 23 EB MEDIAN CROSSOVER											
	112+75	-	116+93	---	418	418	---	---	---	---	---	418
	STH 23 WB MEDIAN CROSSOVER											
	112+54	-	115+08	---	254	254	---	---	---	---	---	254
	STH 23 TEMPORARY CONNECTION											
	5+00	-	15+53	---	1,053	1,053	---	---	---	---	---	1,053
STAGE 2 TOTALS				155	41,402	25,519	15,120	27	29,282	0	62	41,402

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONSTRUCTION STAKING SUMMARY* (CONTINUED)

STAGE	STATION	TO	STATION	650.4000 STORM SEWER (EACH)	650.4500 ~~SUBRADE~~ SUBGRADE (LF)	650.5000 BASE (LF)	650.5500 CURB AND GUTTER (LF)	650.6000 PIPE CULVERT (EACH)	650.7000 CONCRETE PAVEMENT (LF)	650.8000 RESURFACE REFERENCE (LF)	650.9000 CURB RAMP (EACH)	650.9920 SLOPE STAKE (LF)
STAGE 3												
	STH 23 EB											
	101+83 EB	-	102+52 EB	---	69	---	---	---	69	---	---	69
	192+03 EB	-	236+00 EB	12	4,397	---	---	---	4,397	---	---	4,397
	236+00 EB	-	254+00 EB	---	---	---	---	---	---	1,800	---	1,800
	STH 23 WB											
	102+29 WB	-	105+65 WB	---	336	---	---	---	336	---	---	336
	113+70 WB	-	135+71 WB	16	2,201	---	---	---	2,201	---	1	2,201
	137+58 WB	-	204+28 WB	54	6,670	---	---	2	6,670	---	---	6,670
	CTH K NB RAMPS											
	21+88 JHC	-	27+37 JHC	---	549	549	1,120	1	---	---	2	549
	21+19 JHD	-	26+78 JHD	---	559	559	1,078	---	---	---	2	559
	CTH K											
	49+07 KNB	-	54+23 KNB	2	516	516	707	1	---	---	3	516
	49+13 KSB	-	54+27 KSB	4	514	514	702	---	---	---	3	514
	40+00 KRN	-	43+33 KRN	3	333	333	949	---	---	---	---	333
	WHISPERING SPRINGS ACCESS RD											
	31+10 WSA	-	37+14 WSA	8	604	604	1,246	---	---	---	2	604
	LEDGEWOOD DRIVE											
	10+50 LWD	-	12+40 LWD	---	190	190	---	2	---	---	1	190

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

Addendum No. 01
ID 1440-15-71
Revised Sheet 1002
February 26, 2021

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

CONSTRUCTION STAKING SUMMARY*

STAGE	STATION	TO	STATION	650.4000 STORM SEWER (EACH)	650.4500 ~~SUBGRADE~~ SUBGRADE (LF)	650.5000 BASE (LF)	650.5500 CURB AND GUTTER (LF)	650.6000 PIPE CULVERT (EACH)	650.7000 CONCRETE PAVEMENT (LF)	650.8000 RESURFACE REFERENCE (LF)	650.9000 CURB RAMP (EACH)	650.9920 SLOPE STAKE (LF)
STAGE 3 (CONTINUED)												
	CTH UU											
	13+36 UUN	-	25+00 UUN	5	1,164	1,164	---	---	---	---	3	1,164
	26+50 UUN	-	30+12 UUN	3	362	362	---	---	---	---	---	362
	31+52 UUN	-	38+28 UUN	4	676	676	---	---	---	---	4	676
	13+36 UUS	-	25+00 UUS	4	1,164	1,164	---	---	---	---	3	1,164
	26+50 UUS	-	30+18 UUS	2	368	368	---	---	---	---	---	368
	31+58 UUS	-	38+28 UUS	2	670	670	---	---	---	---	3	670
	10+00 URS	-	13+33 URS	2	333	333	2,987	---	---	---	---	333
	20+00 URN	-	23+33 URN	2	333	333	3,007	---	---	---	---	333
	CTH UU RAMP A											
	190+38 RPA	-	202+79 RPA	---	1,241	1,008	---	1	233	---	2	1,241
	CTH UU RAMP B											
	202+99 RPB	-	213+35 RPB	---	1,036	827	877	1	209	---	2	1,036
	CTH UU RAMP C											
	192+16 RPC	-	202+50 RPC	---	1,034	818	489	---	216	---	2	1,034
	CTH UU RAMP D											
	203+94 RPD	-	216+99 RPD	---	1,305	984	---	1	321	---	2	1,305
	OLD PLANK TRAIL											
	93+28 OPT	-	143+70 OPT	---	5,042	5,042	---	3	---	---	---	5,042
	289+71 OPT	-	423+75 OPT	---	13,404	13,404	---	8	---	---	---	13,404
	PARK AND RIDE											
	0+00 PNR	-	3+68 PNR	---	368	368	282	---	---	---	---	368
STAGE 3 TOTAL				123	45,438	30,786	13,444	20	14,652	1,800	35	47,238
STAGE 4												
	USH 151 SB OFF RAMP											
	900+72 SBR	-	904+38 SBR	2	366	---	---	---	366	---	1	366
STAGE 4 TOTAL				2	366	0	0	0	366	0	1	366
PROJECT TOTALS				283	107,001	76,100	28,715	54	44,300	1,800	98	108,801

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONSTRUCTION STAKING*

LOCATION	650.8500 ELECTRICAL INSTALLATIONS (LS)	650.9910 SUPPLEMENTAL CONTROL (LS)
ID 1440-15-71	1	1
PROJECT TOTAL	1	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

Addendum No. 01
ID 1440-15-71
Revised Sheet 1003
February 26, 2021

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

3

TRAFFIC SIGNALS

	656.0200		657.0255	657.0315	657.0420
	Electric Service Meter Breaker Pedestal S20-1257 (151 SB & 23)	657.0100 Pedestal Bases	Transformer Bases Breakaway 11 1/2 Bolt Circle	Poles Type 4	Traffic Signal Standard Aluminum 13-FT
LOCATION		EACH	EACH	EACH	EACH
S20-1257 (151 SB & 23)	1	3	1	1	1
TOTALS	1	3	1	1	1

TRAFFIC SIGNALS

	657.0430	658.0173	658.0174	658.0416 ~~658.0412~~ Pedestrian Signal Face ~~12-Inch~~ 16-Inch	658.0500 Pedestrian Push Buttons
	Traffic Signal Standard Aluminum 10-FT	Traffic Signal Face 3S 12-Inch	Traffic Signal Face 4S 12-Inch		
LOCATION	EACH	EACH	EACH	EACH	EACH
S20-1257 (151 SB & 23)	1	2	1	~~4~~ 5	~~4~~ 5
TOTALS	1	2	1	~~4~~ 5	~~4~~ 5

TRAFFIC SIGNALS

	658.5069
	Signal Mounting Hardware S20-1257 (151 SB & 23)
LOCATION	LS
S20-1257 (151 SB & 23)	1
TOTALS	1

Addendum No. 01
ID 1440-15-71
Revised Sheet 1014
February 26, 2021

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

3

TRAFFIC SIGNALS

				657.0420	657.0425	657.0546	657.0550
		657.0360	657.0352				
	657.0100	Poles	Poles	Traffic	Traffic	Monotube	Monotube
		Type 13	Type 10	Signal	Signal	Arms	Arms
	Pedestal		Special	Standard	Standard	45-FT	50-FT
	Bases			Aluminum	Aluminum	Special	
				13-FT	15-FT		
LOCATION	EACH	Each	EACH	EACH	EACH		
S20-2010 (151 NB & 23)	2	1	1	1	1	1	1
TOTALS	2	1	1	1	1	1	1

TRAFFIC SIGNALS

			658.0416		
	658.0173	658.0174			
			~~658.0412~~	658.0500	658.5069
	Traffic	Traffic	Pedestrian	Pedestrian	Signal
	Signal	Signal	Signal Face	Push Buttons	Mounting
	Face	Face	~~12-Inch~~		Hardware
	3S 12-Inch	4S 12-Inch	16-Inch		S20-2010 (151 NB & 23)
LOCATION	EACH	EACH	EACH	EACH	LS
S20-2010 (151 NB & 23)	6	2	2	2	1
TOTALS	6	2	2	2	1

Addendum No. 01
ID 1440-15-71
Revised Sheet 1018
February 26, 2021

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	108.4400 CPM Progress Schedule	1.000 EACH	_____.____	_____.____
0004	201.0105 Clearing	225.000 STA	_____.____	_____.____
0006	201.0205 Grubbing	225.000 STA	_____.____	_____.____
0008	203.0100 Removing Small Pipe Culverts	101.000 EACH	_____.____	_____.____
0010	203.0200 Removing Old Structure (station) 01. 169+42 WB	LS	LUMP SUM	_____.____
0012	204.0100 Removing Concrete Pavement	59,328.000 SY	_____.____	_____.____
0014	204.0110 Removing Asphaltic Surface	22,046.000 SY	_____.____	_____.____
0016	204.0115 Removing Asphaltic Surface Butt Joints	167.000 SY	_____.____	_____.____
0018	204.0120 Removing Asphaltic Surface Milling	45,322.000 SY	_____.____	_____.____
0020	204.0150 Removing Curb & Gutter	8,314.000 LF	_____.____	_____.____
0022	204.0165 Removing Guardrail	904.000 LF	_____.____	_____.____
0024	204.0170 Removing Fence	2,255.000 LF	_____.____	_____.____
0026	204.0175 Removing Concrete Slope Paving	140.000 SY	_____.____	_____.____
0028	204.0180 Removing Delineators and Markers	140.000 EACH	_____.____	_____.____
0030	204.0185 Removing Masonry	6.000 CY	_____.____	_____.____
0032	204.0190 Removing Surface Drains	3.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	204.0195 Removing Concrete Bases	34.000 EACH	_____._____	_____._____
0036	204.0210 Removing Manholes	6.000 EACH	_____._____	_____._____
0038	204.0220 Removing Inlets	69.000 EACH	_____._____	_____._____
0040	204.0225 Removing Septic Tanks	9.000 EACH	_____._____	_____._____
0042	204.0235 Removing Buildings (parcel) 01. Parcel 74	LS	LUMP SUM	_____._____
0044	204.0235 Removing Buildings (parcel) 02. Parcel 107	LS	LUMP SUM	_____._____
0046	204.0235 Removing Buildings (parcel) 03. Parcel 202	LS	LUMP SUM	_____._____
0048	204.0235 Removing Buildings (parcel) 04. Parcel 191	LS	LUMP SUM	_____._____
0050	204.0235 Removing Buildings (parcel) 05. Parcel 227	LS	LUMP SUM	_____._____
0052	204.0235 Removing Buildings (parcel) 06. Parcel 229	LS	LUMP SUM	_____._____
0054	204.0235 Removing Buildings (parcel) 07. Parcel 241	LS	LUMP SUM	_____._____
0058	204.0235 Removing Buildings (parcel) 09. Parcel 40	LS	LUMP SUM	_____._____
0060	204.0245 Removing Storm Sewer (size) 01. 12-Inch	2,473.000 LF	_____._____	_____._____
0062	204.0245 Removing Storm Sewer (size) 02. 15-Inch	150.000 LF	_____._____	_____._____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0064	204.0245 Removing Storm Sewer (size) 03. 18-Inch	553.000 LF	_____.____	_____.____
0066	204.0265 Abandoning Wells	6.000 EACH	_____.____	_____.____
0068	204.0270 Abandoning Culvert Pipes	2.000 EACH	_____.____	_____.____
0070	205.0100 Excavation Common	521,361.000 CY	_____.____	_____.____
0072	205.0400 Excavation Marsh	46,378.000 CY	_____.____	_____.____
0074	206.1000 Excavation for Structures Bridges (structure) 01. B-20-202	LS	LUMP SUM	_____.____
0076	206.1000 Excavation for Structures Bridges (structure) 02. B-20-203	LS	LUMP SUM	_____.____
0078	206.1000 Excavation for Structures Bridges (structure) 03. B-20-0204	LS	LUMP SUM	_____.____
0080	206.2000 Excavation for Structures Culverts (structure) 01. C-20-0061	LS	LUMP SUM	_____.____
0082	208.1100 Select Borrow	114,088.000 CY	_____.____	_____.____
0084	209.1500 Backfill Granular Grade 1	102.000 TON	_____.____	_____.____
0086	209.2500 Backfill Granular Grade 2	356.000 TON	_____.____	_____.____
0088	210.1500 Backfill Structure Type A	1,777.000 TON	_____.____	_____.____
0090	210.2500 Backfill Structure Type B	836.000 TON	_____.____	_____.____
0092	213.0100 Finishing Roadway (project) 01. 1440-15-71	1.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0094	214.0100 Obliterating Old Road	14.000 STA	_____.____	_____.____
0096	305.0110 Base Aggregate Dense 3/4-Inch	22,701.000 TON	_____.____	_____.____
0098	305.0120 Base Aggregate Dense 1 1/4-Inch	223,916.000 TON	_____.____	_____.____
0100	310.0110 Base Aggregate Open-Graded	158.000 TON	_____.____	_____.____
0102	310.0115 Base Aggregate Open-Graded	12.000 CY	_____.____	_____.____
0104	311.0110 Breaker Run	4,357.000 TON	_____.____	_____.____
0106	311.0115 Breaker Run	62.000 CY	_____.____	_____.____
0108	312.0110 Select Crushed Material	72,947.200 TON	_____.____	_____.____
0110	415.0080 Concrete Pavement 8-Inch	1,221.000 SY	_____.____	_____.____
0112	415.0090 Concrete Pavement 9-Inch	38,590.000 SY	_____.____	_____.____
0114	415.0100 Concrete Pavement 10-Inch	115,966.000 SY	_____.____	_____.____
0116	415.0210 Concrete Pavement Gaps	18.000 EACH	_____.____	_____.____
0118	415.0410 Concrete Pavement Approach Slab	433.000 SY	_____.____	_____.____
0120	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____.____	_____.____
0122	416.0160 Concrete Driveway 6-Inch	638.000 SY	_____.____	_____.____
0124	416.0512 Concrete Truck Apron 12-Inch	2,880.000 SY	_____.____	_____.____
0126	416.0610 Drilled Tie Bars	413.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0128	416.0620 Drilled Dowel Bars	102.000 EACH	_____.____	_____.____
0130	416.1010 Concrete Surface Drains	5.000 CY	_____.____	_____.____
0132	416.1110 Concrete Shoulder Rumble Strips	32,143.000 LF	_____.____	_____.____
0134	455.0605 Tack Coat	11,440.000 GAL	_____.____	_____.____
0136	460.2000 Incentive Density HMA Pavement	28,750.000 DOL	1.00000	28,750.00
0138	460.5223 HMA Pavement 3 LT 58-28 S	11,670.000 TON	_____.____	_____.____
0140	460.5224 HMA Pavement 4 LT 58-28 S	14,968.000 TON	_____.____	_____.____
0142	460.5424 HMA Pavement 4 LT 58-28 H	512.000 TON	_____.____	_____.____
0144	460.6223 HMA Pavement 3 MT 58-28 S	12,152.000 TON	_____.____	_____.____
0146	460.6224 HMA Pavement 4 MT 58-28 S	5,627.000 TON	_____.____	_____.____
0148	465.0105 Asphaltic Surface	6,591.000 TON	_____.____	_____.____
0150	465.0120 Asphaltic Surface Driveways and Field Entrances	684.000 TON	_____.____	_____.____
0152	465.0125 Asphaltic Surface Temporary	8,867.000 TON	_____.____	_____.____
0154	465.0305 Asphaltic Surface Safety Islands	30.000 TON	_____.____	_____.____
0156	465.0310 Asphaltic Curb	271.000 LF	_____.____	_____.____
0158	465.0315 Asphaltic Flumes	381.000 SY	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0160	465.0400 Asphaltic Shoulder Rumble Strips	50,435.000 LF	_____.____	_____.____
0162	502.0100 Concrete Masonry Bridges	2,292.000 CY	_____.____	_____.____
0164	502.3200 Protective Surface Treatment	3,939.000 SY	_____.____	_____.____
0166	502.3210 Pigmented Surface Sealer	1,187.000 SY	_____.____	_____.____
0168	502.4205 Adhesive Anchors No. 5 Bar	60.000 EACH	_____.____	_____.____
0170	503.0137 Prestressed Girder Type I 36W-Inch	3,734.000 LF	_____.____	_____.____
0172	504.0100 Concrete Masonry Culverts	100.000 CY	_____.____	_____.____
0174	504.0500 Concrete Masonry Retaining Walls	310.000 CY	_____.____	_____.____
0176	505.0400 Bar Steel Reinforcement HS Structures	44,155.000 LB	_____.____	_____.____
0178	505.0600 Bar Steel Reinforcement HS Coated Structures	429,195.000 LB	_____.____	_____.____
0180	505.0800.S Bar Steel Reinforcement HS Stainless Structures	4,015.000 LB	_____.____	_____.____
0182	506.2605 Bearing Pads Elastomeric Non-Laminated	88.000 EACH	_____.____	_____.____
0184	506.4000 Steel Diaphragms (structure) 01. B-20-202	18.000 EACH	_____.____	_____.____
0186	506.4000 Steel Diaphragms (structure) 02. B-20-203	15.000 EACH	_____.____	_____.____
0188	506.4000 Steel Diaphragms (structure) 03. B-20-204	32.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0190	511.1100 Temporary Shoring	1,600.000 SF	_____.____	_____.____
0192	511.1200 Temporary Shoring (structure) 01. R-20-0042	11,820.000 SF	_____.____	_____.____
0194	516.0500 Rubberized Membrane Waterproofing	150.000 SY	_____.____	_____.____
0196	520.1012 Apron Endwalls for Culvert Pipe 12-Inch	41.000 EACH	_____.____	_____.____
0198	520.1015 Apron Endwalls for Culvert Pipe 15-Inch	4.000 EACH	_____.____	_____.____
0200	520.1018 Apron Endwalls for Culvert Pipe 18-Inch	29.000 EACH	_____.____	_____.____
0202	520.1024 Apron Endwalls for Culvert Pipe 24-Inch	43.000 EACH	_____.____	_____.____
0204	520.1030 Apron Endwalls for Culvert Pipe 30-Inch	8.000 EACH	_____.____	_____.____
0206	520.1036 Apron Endwalls for Culvert Pipe 36-Inch	12.000 EACH	_____.____	_____.____
0208	520.2012 Culvert Pipe Temporary 12-Inch	197.600 LF	_____.____	_____.____
0210	520.2018 Culvert Pipe Temporary 18-Inch	99.200 LF	_____.____	_____.____
0212	520.2024 Culvert Pipe Temporary 24-Inch	205.300 LF	_____.____	_____.____
0214	520.2030 Culvert Pipe Temporary 30-Inch	73.600 LF	_____.____	_____.____
0216	520.3312 Culvert Pipe Class III-A 12-Inch	594.000 LF	_____.____	_____.____
0218	520.3315 Culvert Pipe Class III-A 15-Inch	80.000 LF	_____.____	_____.____
0220	520.3318 Culvert Pipe Class III-A 18-Inch	763.000 LF	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0222	520.3324 Culvert Pipe Class III-A 24-Inch	2,275.000 LF	_____.____	_____.____
0224	520.3330 Culvert Pipe Class III-A 30-Inch	636.000 LF	_____.____	_____.____
0226	520.3336 Culvert Pipe Class III-A 36-Inch	561.000 LF	_____.____	_____.____
0228	520.3512 Culvert Pipe Class III-B 12-Inch	384.000 LF	_____.____	_____.____
0230	520.3524 Culvert Pipe Class III-B 24-Inch	148.000 LF	_____.____	_____.____
0232	520.8000 Concrete Collars for Pipe	29.000 EACH	_____.____	_____.____
0234	521.1042 Apron Endwalls for Culvert Pipe Steel 42-Inch	2.000 EACH	_____.____	_____.____
0236	521.1060 Apron Endwalls for Culvert Pipe Steel 60-Inch	6.000 EACH	_____.____	_____.____
0238	521.3142 Culvert Pipe Corrugated Steel 42-Inch	24.000 LF	_____.____	_____.____
0240	521.3160 Culvert Pipe Corrugated Steel 60-Inch	125.000 LF	_____.____	_____.____
0242	522.0142 Culvert Pipe Reinforced Concrete Class III 42-Inch	256.000 LF	_____.____	_____.____
0244	522.0148 Culvert Pipe Reinforced Concrete Class III 48-Inch	103.000 LF	_____.____	_____.____
0246	522.0160 Culvert Pipe Reinforced Concrete Class III 60-Inch	222.000 LF	_____.____	_____.____
0248	522.0412 Culvert Pipe Reinforced Concrete Class IV 12-Inch	97.000 LF	_____.____	_____.____
0250	522.0415 Culvert Pipe Reinforced Concrete Class IV 15-Inch	60.000 LF	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0252	522.0418 Culvert Pipe Reinforced Concrete Class IV 18-Inch	157.000 LF	_____.____	_____.____
0254	522.0424 Culvert Pipe Reinforced Concrete Class IV 24-Inch	607.000 LF	_____.____	_____.____
0256	522.0430 Culvert Pipe Reinforced Concrete Class IV 30-Inch	450.000 LF	_____.____	_____.____
0258	522.1012 Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	16.000 EACH	_____.____	_____.____
0260	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	1.000 EACH	_____.____	_____.____
0262	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	13.000 EACH	_____.____	_____.____
0264	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	24.000 EACH	_____.____	_____.____
0266	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	6.000 EACH	_____.____	_____.____
0268	522.1042 Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	4.000 EACH	_____.____	_____.____
0270	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	1.000 EACH	_____.____	_____.____
0272	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	2.000 EACH	_____.____	_____.____
0274	522.2319 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	144.000 LF	_____.____	_____.____
0276	522.2338 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 38x60-Inch	816.000 LF	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0278	522.2619 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	3.000 EACH	_____.____	_____.____
0280	522.2638 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 38x60-Inch	2.000 EACH	_____.____	_____.____
0282	531.1100 Concrete Masonry Ancillary Structures Type NS	8.000 CY	_____.____	_____.____
0284	531.1140 Steel Reinforcement HS Ancillary Structures Type NS	880.000 LB	_____.____	_____.____
0286	531.2042 Drilling Shaft 42-Inch	36.000 LF	_____.____	_____.____
0288	531.5130 Foundation Single-Shaft Type MC-III (structure) 01. S-20-69	1.000 EACH	_____.____	_____.____
0290	531.5130 Foundation Single-Shaft Type MC-III (structure) 02. S-20-70	1.000 EACH	_____.____	_____.____
0292	532.5130 Monotube Cantilever Type III (structure) 01. S-20-69	1.000 EACH	_____.____	_____.____
0294	532.5130 Monotube Cantilever Type III (structure) 02. S-20-70	1.000 EACH	_____.____	_____.____
0296	550.0500 Pile Points	162.000 EACH	_____.____	_____.____
0298	550.1100 Piling Steel HP 10-Inch X 42 Lb	6,450.000 LF	_____.____	_____.____
0300	601.0405 Concrete Curb & Gutter 18-Inch Type A	1,124.000 LF	_____.____	_____.____
0302	601.0409 Concrete Curb & Gutter 30-Inch Type A	4,714.000 LF	_____.____	_____.____
0304	601.0411 Concrete Curb & Gutter 30-Inch Type D	17,609.000 LF	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0306	601.0413 Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type G	133.000 LF	_____.____	_____.____
0308	601.0415 Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	100.000 LF	_____.____	_____.____
0310	601.0551 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	20,278.000 LF	_____.____	_____.____
0312	601.0553 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	8,264.000 LF	_____.____	_____.____
0314	601.0555 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	6,969.000 LF	_____.____	_____.____
0316	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	6,118.000 LF	_____.____	_____.____
0318	601.0580 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	427.000 LF	_____.____	_____.____
0320	601.0582 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type T	1,678.000 LF	_____.____	_____.____
0322	601.0588 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	100.000 LF	_____.____	_____.____
0324	601.0590 Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	91.000 LF	_____.____	_____.____
0326	601.0600 Concrete Curb Pedestrian	598.000 LF	_____.____	_____.____
0328	602.0405 Concrete Sidewalk 4-Inch	91,621.000 SF	_____.____	_____.____
0330	602.0505 Curb Ramp Detectable Warning Field Yellow	1,608.000 SF	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0332	602.0605 Curb Ramp Detectable Warning Field Radial Yellow	181.000 SF	_____.____	_____.____
0334	603.1142 Concrete Barrier Type S42	6,365.000 LF	_____.____	_____.____
0336	603.8000 Concrete Barrier Temporary Precast Delivered	10,421.000 LF	_____.____	_____.____
0338	603.8125 Concrete Barrier Temporary Precast Installed	10,421.000 LF	_____.____	_____.____
0340	603.8500 Anchoring Concrete Barrier Temporary Precast	8,514.000 LF	_____.____	_____.____
0342	604.0400 Slope Paving Concrete	1,086.000 SY	_____.____	_____.____
0344	604.0500 Slope Paving Crushed Aggregate	21.000 SY	_____.____	_____.____
0346	604.0600 Slope Paving Select Crushed Material	700.000 SY	_____.____	_____.____
0348	606.0100 Riprap Light	1,099.000 CY	_____.____	_____.____
0350	606.0200 Riprap Medium	588.000 CY	_____.____	_____.____
0352	606.0300 Riprap Heavy	35.000 CY	_____.____	_____.____
0354	608.0342 Storm Sewer Pipe Reinforced Concrete Class III 42-Inch	98.000 LF	_____.____	_____.____
0356	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	969.000 LF	_____.____	_____.____
0358	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	133.000 LF	_____.____	_____.____
0360	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	368.000 LF	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0362	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	823.000 LF	_____.____	_____.____
0364	608.3012 Storm Sewer Pipe Class III-A 12-Inch	4,098.000 LF	_____.____	_____.____
0366	608.3018 Storm Sewer Pipe Class III-A 18-Inch	1,640.000 LF	_____.____	_____.____
0368	608.3024 Storm Sewer Pipe Class III-A 24-Inch	3,725.000 LF	_____.____	_____.____
0370	608.3030 Storm Sewer Pipe Class III-A 30-Inch	724.000 LF	_____.____	_____.____
0372	608.3036 Storm Sewer Pipe Class III-A 36-Inch	701.000 LF	_____.____	_____.____
0374	608.3630 Storm Sewer Pipe Class III-B 30-Inch	285.000 LF	_____.____	_____.____
0376	611.0420 Reconstructing Manholes	2.000 EACH	_____.____	_____.____
0378	611.0530 Manhole Covers Type J	18.000 EACH	_____.____	_____.____
0380	611.0535 Manhole Covers Type J-Special	2.000 EACH	_____.____	_____.____
0382	611.0609 Inlet Covers Type B-A	9.000 EACH	_____.____	_____.____
0384	611.0610 Inlet Covers Type BW	24.000 EACH	_____.____	_____.____
0386	611.0612 Inlet Covers Type C	1.000 EACH	_____.____	_____.____
0388	611.0615 Inlet Covers Type F	2.000 EACH	_____.____	_____.____
0390	611.0627 Inlet Covers Type HM	110.000 EACH	_____.____	_____.____
0392	611.0636 Inlet Covers Type HM-S	29.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0394	611.0642 Inlet Covers Type MS	50.000 EACH	_____.____	_____.____
0396	611.0652 Inlet Covers Type T	6.000 EACH	_____.____	_____.____
0398	611.0654 Inlet Covers Type V	1.000 EACH	_____.____	_____.____
0400	611.0660 Inlet Covers Type WM	63.000 EACH	_____.____	_____.____
0402	611.2003 Manholes 3-FT Diameter	1.000 EACH	_____.____	_____.____
0404	611.2004 Manholes 4-FT Diameter	8.000 EACH	_____.____	_____.____
0406	611.2005 Manholes 5-FT Diameter	14.000 EACH	_____.____	_____.____
0408	611.2006 Manholes 6-FT Diameter	3.000 EACH	_____.____	_____.____
0410	611.2008 Manholes 8-FT Diameter	1.000 EACH	_____.____	_____.____
0412	611.2044 Manholes 4x4-FT	2.000 EACH	_____.____	_____.____
0414	611.2066 Manholes 6x6-FT	1.000 EACH	_____.____	_____.____
0416	611.3004 Inlets 4-FT Diameter	40.000 EACH	_____.____	_____.____
0418	611.3220 Inlets 2x2-FT	9.000 EACH	_____.____	_____.____
0420	611.3225 Inlets 2x2.5-FT	74.000 EACH	_____.____	_____.____
0422	611.3230 Inlets 2x3-FT	112.000 EACH	_____.____	_____.____
0424	611.3901 Inlets Median 1 Grate	4.000 EACH	_____.____	_____.____
0426	611.3902 Inlets Median 2 Grate	24.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0428	611.8120.S Cover Plates Temporary	20.000 EACH	_____.____	_____.____
0430	611.9800.S Pipe Grates	20.000 EACH	_____.____	_____.____
0432	611.9900.S Drain Slotted Vane	3.000 EACH	_____.____	_____.____
0434	612.0204 Pipe Underdrain Unperforated 4-Inch	480.000 LF	_____.____	_____.____
0436	612.0406 Pipe Underdrain Wrapped 6-Inch	3,207.000 LF	_____.____	_____.____
0438	612.0700 Drain Tile Exploration	500.000 LF	_____.____	_____.____
0440	612.0804 Apron Endwalls for Underdrain Reinforced Concrete 4-Inch	12.000 EACH	_____.____	_____.____
0442	614.0150 Anchor Assemblies for Steel Plate Beam Guard	5.000 EACH	_____.____	_____.____
0444	614.0905 Crash Cushions Temporary	8.000 EACH	_____.____	_____.____
0446	614.1000 MGS Guardrail Temporary	138.000 LF	_____.____	_____.____
0448	614.1200 MGS Guardrail Temporary Terminal EAT	1.000 EACH	_____.____	_____.____
0450	614.2300 MGS Guardrail 3	889.000 LF	_____.____	_____.____
0452	614.2500 MGS Thrie Beam Transition	195.000 LF	_____.____	_____.____
0454	614.2610 MGS Guardrail Terminal EAT	7.000 EACH	_____.____	_____.____
0456	614.2620 MGS Guardrail Terminal Type 2	2.000 EACH	_____.____	_____.____
0458	616.0100 Fence Woven Wire (height) 01. 4-Feet	35,343.000 LF	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0460	616.0206 Fence Chain Link 6-FT	18,169.000 LF	_____.____	_____.____
0462	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1440-15-71	1.000 EACH	_____.____	_____.____
0464	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0466	620.0300 Concrete Median Sloped Nose	1,728.000 SF	_____.____	_____.____
0468	624.0100 Water	5,301.000 MGAL	_____.____	_____.____
0470	625.0500 Salvaged Topsoil	1,004,465.000 SY	_____.____	_____.____
0472	627.0200 Mulching	785,318.000 SY	_____.____	_____.____
0474	628.1504 Silt Fence	43,255.000 LF	_____.____	_____.____
0476	628.1520 Silt Fence Maintenance	96,341.000 LF	_____.____	_____.____
0478	628.1905 Mobilizations Erosion Control	58.000 EACH	_____.____	_____.____
0480	628.1910 Mobilizations Emergency Erosion Control	36.000 EACH	_____.____	_____.____
0482	628.2004 Erosion Mat Class I Type B	172,891.000 SY	_____.____	_____.____
0484	628.2008 Erosion Mat Urban Class I Type B	63,798.000 SY	_____.____	_____.____
0486	628.2031 Erosion Mat Class III Type A	601.000 SY	_____.____	_____.____
0488	628.6510 Soil Stabilizer Type B	4.000 ACRE	_____.____	_____.____
0490	628.7005 Inlet Protection Type A	28.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0492	628.7010 Inlet Protection Type B	4.000 EACH	_____.____	_____.____
0494	628.7015 Inlet Protection Type C	335.000 EACH	_____.____	_____.____
0496	628.7020 Inlet Protection Type D	3.000 EACH	_____.____	_____.____
0498	628.7504 Temporary Ditch Checks	5,319.000 LF	_____.____	_____.____
0500	628.7555 Culvert Pipe Checks	280.000 EACH	_____.____	_____.____
0502	628.7570 Rock Bags	595.000 EACH	_____.____	_____.____
0504	629.0210 Fertilizer Type B	637.800 CWT	_____.____	_____.____
0506	630.0120 Seeding Mixture No. 20	15,110.000 LB	_____.____	_____.____
0508	630.0130 Seeding Mixture No. 30	14,112.000 LB	_____.____	_____.____
0510	630.0140 Seeding Mixture No. 40	4,593.000 LB	_____.____	_____.____
0512	630.0200 Seeding Temporary	1,751.000 LB	_____.____	_____.____
0514	630.0300 Seeding Borrow Pit	175.000 LB	_____.____	_____.____
0516	630.0500 Seed Water	22,559.000 MGAL	_____.____	_____.____
0518	632.0101 Trees (species) (size) (root) 01. (Red Maple)(#25)(CG)	125.000 EACH	_____.____	_____.____
0520	632.0101 Trees (species) (size) (root) 02. (Silver Maple)(#25)(CG)	125.000 EACH	_____.____	_____.____
0522	632.0101 Trees (species) (size) (root) 03. (Quaking Aspen)(#25)(CG)	125.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0524	632.0101 Trees (species) (size) (root) 04. (River Birch)(#20)(CG)	125.000 EACH	_____.____	_____.____
0526	632.0101 Trees (species) (size) (root) 05. (Yellow Birch)(#15)(CG)	125.000 EACH	_____.____	_____.____
0528	632.0101 Trees (species) (size) (root) 06. (American Elm)(#25)(CG)	125.000 EACH	_____.____	_____.____
0530	632.0101 Trees (species) (size) (root) 07. (Swamp White Oak)(#25)(CG)	125.000 EACH	_____.____	_____.____
0532	632.0101 Trees (species) (size) (root) 08. (Black Willow)(#15)(CG)	125.000 EACH	_____.____	_____.____
0534	632.0101 Trees (species) (size) (root) 09. (Speckled Adler)(#2)(CG)	125.000 EACH	_____.____	_____.____
0536	632.0101 Trees (species) (size) (root) 10. (Tamarack)(#15)(CG)	125.000 EACH	_____.____	_____.____
0538	632.9101 Landscape Planting Surveillance and Care Cycles	24.000 EACH	_____.____	_____.____
0540	633.0100 Delineator Posts Steel	83.000 EACH	_____.____	_____.____
0542	633.0500 Delineator Reflectors	83.000 EACH	_____.____	_____.____
0544	633.1000 Delineators Barrier Wall	83.000 EACH	_____.____	_____.____
0546	633.1100 Delineators Temporary	35.000 EACH	_____.____	_____.____
0548	633.5200 Markers Culvert End	250.000 EACH	_____.____	_____.____
0550	634.0614 Posts Wood 4x6-Inch X 14-FT	36.000 EACH	_____.____	_____.____
0552	634.0616 Posts Wood 4x6-Inch X 16-FT	88.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0554	634.0618 Posts Wood 4x6-Inch X 18-FT	59.000 EACH	_____.____	_____.____
0556	635.0200 Sign Supports Structural Steel HS	3,885.000 LB	_____.____	_____.____
0558	637.1220 Signs Type I Reflective SH	272.000 SF	_____.____	_____.____
0560	637.2210 Signs Type II Reflective H	2,786.220 SF	_____.____	_____.____
0562	637.2215 Signs Type II Reflective H Folding	42.420 SF	_____.____	_____.____
0564	637.2230 Signs Type II Reflective F	186.250 SF	_____.____	_____.____
0566	638.2602 Removing Signs Type II	137.000 EACH	_____.____	_____.____
0568	638.3000 Removing Small Sign Supports	141.000 EACH	_____.____	_____.____
0570	642.5401 Field Office Type D	2.000 EACH	_____.____	_____.____
0572	643.0300 Traffic Control Drums	265,931.000 DAY	_____.____	_____.____
0574	643.0420 Traffic Control Barricades Type III	49,124.000 DAY	_____.____	_____.____
0576	643.0500 Traffic Control Flexible Tubular Marker Posts	506.000 EACH	_____.____	_____.____
0578	643.0600 Traffic Control Flexible Tubular Marker Bases	506.000 EACH	_____.____	_____.____
0580	643.0705 Traffic Control Warning Lights Type A	68,539.000 DAY	_____.____	_____.____
0582	643.0715 Traffic Control Warning Lights Type C	21,033.000 DAY	_____.____	_____.____
0584	643.0800 Traffic Control Arrow Boards	540.000 DAY	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0586	643.0900 Traffic Control Signs	81,149.000 DAY	_____.____	_____.____
0588	643.0920 Traffic Control Covering Signs Type II	1,093.000 EACH	_____.____	_____.____
0590	643.1050 Traffic Control Signs PCMS	217.000 DAY	_____.____	_____.____
0592	643.1070 Traffic Control Cones 42-Inch	1,430.000 DAY	_____.____	_____.____
0594	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0596	645.0105 Geotextile Type C	186.000 SY	_____.____	_____.____
0598	645.0111 Geotextile Type DF Schedule A	380.000 SY	_____.____	_____.____
0600	645.0112 Geotextile Type DF Schedule B	92.000 SY	_____.____	_____.____
0602	645.0120 Geotextile Type HR	1,222.000 SY	_____.____	_____.____
0604	645.0130 Geotextile Type R	3,348.000 SY	_____.____	_____.____
0606	646.1020 Marking Line Epoxy 4-Inch	44,263.000 LF	_____.____	_____.____
0608	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	134,257.000 LF	_____.____	_____.____
0610	646.3020 Marking Line Epoxy 8-Inch	200.000 LF	_____.____	_____.____
0612	646.3040 Marking Line Grooved Wet Ref Epoxy 8-Inch	591.000 LF	_____.____	_____.____
0614	646.3555 Marking Line Grooved Contrast Permanent Tape 8-Inch	12,748.000 LF	_____.____	_____.____
0616	646.5020 Marking Arrow Epoxy	26.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0618	646.5120 Marking Word Epoxy	27.000 EACH	_____.____	_____.____
0620	646.5220 Marking Symbol Epoxy	4.000 EACH	_____.____	_____.____
0622	646.6120 Marking Stop Line Epoxy 18-Inch	312.000 LF	_____.____	_____.____
0624	646.6220 Marking Yield Line Epoxy 18-Inch	18.000 EACH	_____.____	_____.____
0626	646.6320 Marking Dotted Extension Epoxy 18-Inch	335.000 LF	_____.____	_____.____
0628	646.7120 Marking Diagonal Epoxy 12-Inch	1,083.000 LF	_____.____	_____.____
0630	646.7220 Marking Chevron Epoxy 24-Inch	282.000 LF	_____.____	_____.____
0632	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	1,746.000 LF	_____.____	_____.____
0634	646.8120 Marking Curb Epoxy	3,806.000 LF	_____.____	_____.____
0636	646.8220 Marking Island Nose Epoxy	10.000 EACH	_____.____	_____.____
0638	646.8320 Marking Parking Stall Epoxy	1,690.000 LF	_____.____	_____.____
0640	646.9000 Marking Removal Line 4-Inch	5,045.000 LF	_____.____	_____.____
0642	646.9100 Marking Removal Line 8-Inch	534.000 LF	_____.____	_____.____
0644	649.0105 Temporary Marking Line Paint 4-Inch	125,862.000 LF	_____.____	_____.____
0646	649.0120 Temporary Marking Line Epoxy 4-Inch	65,335.000 LF	_____.____	_____.____
0648	649.0150 Temporary Marking Line Removable Tape 4-Inch	1,243.000 LF	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0650	649.0205 Temporary Marking Line Paint 8-Inch	200.000 LF	_____.____	_____.____
0652	649.0220 Temporary Marking Line Epoxy 8-Inch	560.000 LF	_____.____	_____.____
0654	649.0760 Temporary Marking Raised Pavement Marker Type I	32.000 EACH	_____.____	_____.____
0656	649.0905 Temporary Marking Diagonal Paint 12-Inch	170.000 LF	_____.____	_____.____
0658	650.4000 Construction Staking Storm Sewer	283.000 EACH	_____.____	_____.____
0660	650.4500 Construction Staking Subgrade	107,001.000 LF	_____.____	_____.____
0662	650.5000 Construction Staking Base	76,100.000 LF	_____.____	_____.____
0664	650.5500 Construction Staking Curb Gutter and Curb & Gutter	28,715.000 LF	_____.____	_____.____
0666	650.6000 Construction Staking Pipe Culverts	54.000 EACH	_____.____	_____.____
0668	650.6500 Construction Staking Structure Layout (structure) 01. B-20-0202	LS	LUMP SUM	_____.____
0670	650.6500 Construction Staking Structure Layout (structure) 02. B-20-0203	LS	LUMP SUM	_____.____
0672	650.6500 Construction Staking Structure Layout (structure) 03. B-20-0204	LS	LUMP SUM	_____.____
0674	650.6500 Construction Staking Structure Layout (structure) 04. C-20-0061	LS	LUMP SUM	_____.____
0676	650.6500 Construction Staking Structure Layout (structure) 05. R-20-0041	LS	LUMP SUM	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0678	650.6500 Construction Staking Structure Layout (structure) 06. R-20-0042	LS	LUMP SUM	_____.____
0680	650.6500 Construction Staking Structure Layout (structure) 07. R-20-0047	LS	LUMP SUM	_____.____
0682	650.6500 Construction Staking Structure Layout (structure) 08. S-20-0069	LS	LUMP SUM	_____.____
0684	650.6500 Construction Staking Structure Layout (structure) 09. S-20-0070	LS	LUMP SUM	_____.____
0686	650.7000 Construction Staking Concrete Pavement	44,300.000 LF	_____.____	_____.____
0688	650.8000 Construction Staking Resurfacing Reference	1,800.000 LF	_____.____	_____.____
0690	650.8500 Construction Staking Electrical Installations (project) 01. 1440-15-71	LS	LUMP SUM	_____.____
0692	650.9000 Construction Staking Curb Ramps	98.000 EACH	_____.____	_____.____
0694	650.9910 Construction Staking Supplemental Control (project) 01. 1440-15-71	LS	LUMP SUM	_____.____
0696	650.9920 Construction Staking Slope Stakes	108,801.000 LF	_____.____	_____.____
0698	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	10,055.000 LF	_____.____	_____.____
0700	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch	290.000 LF	_____.____	_____.____
0702	652.0615 Conduit Special 3-Inch	420.000 LF	_____.____	_____.____
0704	652.0800 Conduit Loop Detector	620.000 LF	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0706	653.0164 Pull Boxes Non-Conductive 24x42-Inch	52.000 EACH	_____.____	_____.____
0708	654.0101 Concrete Bases Type 1	5.000 EACH	_____.____	_____.____
0710	654.0102 Concrete Bases Type 2	1.000 EACH	_____.____	_____.____
0712	654.0105 Concrete Bases Type 5	70.000 EACH	_____.____	_____.____
0714	654.0113 Concrete Bases Type 13	1.000 EACH	_____.____	_____.____
0716	654.0120 Concrete Bases Type 10-Special	1.000 EACH	_____.____	_____.____
0718	654.0220 Concrete Control Cabinet Bases Type 10	7.000 EACH	_____.____	_____.____
0720	655.0230 Cable Traffic Signal 5-14 AWG	3,910.000 LF	_____.____	_____.____
0722	655.0240 Cable Traffic Signal 7-14 AWG	485.000 LF	_____.____	_____.____
0724	655.0260 Cable Traffic Signal 12-14 AWG	780.000 LF	_____.____	_____.____
0726	655.0305 Cable Type UF 2-12 AWG Grounded	470.000 LF	_____.____	_____.____
0728	655.0515 Electrical Wire Traffic Signals 10 AWG	2,110.000 LF	_____.____	_____.____
0730	655.0610 Electrical Wire Lighting 12 AWG	13,990.000 LF	_____.____	_____.____
0732	655.0615 Electrical Wire Lighting 10 AWG	27,570.000 LF	_____.____	_____.____
0734	655.0625 Electrical Wire Lighting 6 AWG	8,493.000 LF	_____.____	_____.____
0736	655.0700 Loop Detector Lead In Cable	4,235.000 LF	_____.____	_____.____
0738	655.0800 Loop Detector Wire	2,440.000 LF	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0740	656.0200 Electrical Service Meter Breaker Pedestal (location) 01. STH 23 & Wisconsin American Roundabout	LS	LUMP SUM	_____.____
0742	656.0200 Electrical Service Meter Breaker Pedestal (location) 02. South Jughandle	LS	LUMP SUM	_____.____
0744	656.0200 Electrical Service Meter Breaker Pedestal (location) 03. North Jughandle	LS	LUMP SUM	_____.____
0746	656.0200 Electrical Service Meter Breaker Pedestal (location) 04. CTH UU South Roundabout	LS	LUMP SUM	_____.____
0748	656.0200 Electrical Service Meter Breaker Pedestal (location) 05. CTH UU North Roundabout	LS	LUMP SUM	_____.____
0750	656.0200 Electrical Service Meter Breaker Pedestal (location) 06. Park and Ride	LS	LUMP SUM	_____.____
0752	656.0200 Electrical Service Meter Breaker Pedestal (location) 07. 151 SB & 23	LS	LUMP SUM	_____.____
0754	656.0200 Electrical Service Meter Breaker Pedestal (location) 08. CTH K	LS	LUMP SUM	_____.____
0756	657.0100 Pedestal Bases	5.000 EACH	_____.____	_____.____
0758	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	66.000 EACH	_____.____	_____.____
0760	657.0315 Poles Type 4	1.000 EACH	_____.____	_____.____
0762	657.0322 Poles Type 5-Aluminum	65.000 EACH	_____.____	_____.____
0764	657.0352 Poles Type 10-Special	1.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0766	657.0360 Poles Type 13	1.000 EACH	_____.____	_____.____
0768	657.0420 Traffic Signal Standards Aluminum 13-FT	2.000 EACH	_____.____	_____.____
0770	657.0425 Traffic Signal Standards Aluminum 15-FT	1.000 EACH	_____.____	_____.____
0772	657.0430 Traffic Signal Standards Aluminum 10-FT	1.000 EACH	_____.____	_____.____
0774	657.0546 Monotube Arms 45-FT-Special	1.000 EACH	_____.____	_____.____
0776	657.0550 Monotube Arms 50-FT	1.000 EACH	_____.____	_____.____
0778	657.0710 Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	66.000 EACH	_____.____	_____.____
0780	658.0173 Traffic Signal Face 3S 12-Inch	8.000 EACH	_____.____	_____.____
0782	658.0174 Traffic Signal Face 4S 12-Inch	3.000 EACH	_____.____	_____.____
0786	658.0500 Pedestrian Push Buttons	7.000 EACH	_____.____	_____.____
0788	658.5069 Signal Mounting Hardware (location) 01. USH 151 SB Ramp & STH 23	LS	LUMP SUM	_____.____
0790	658.5069 Signal Mounting Hardware (location) 02. USH 151 NB Ramp & STH 23	LS	LUMP SUM	_____.____
0792	659.1115 Luminaires Utility LED A	3.000 EACH	_____.____	_____.____
0794	659.1120 Luminaires Utility LED B	52.000 EACH	_____.____	_____.____
0796	659.1125 Luminaires Utility LED C	11.000 EACH	_____.____	_____.____
0798	659.2130 Lighting Control Cabinets 120/240 30-Inch	1.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0800	661.0200 Temporary Traffic Signals for Intersections (location) 01. STH 23 & USH 151 NB Ramp	LS	LUMP SUM	_____.____
0802	661.0200 Temporary Traffic Signals for Intersections (location) 02. USH 151 & CTH K	LS	LUMP SUM	_____.____
0804	690.0150 Sawing Asphalt	6,992.000 LF	_____.____	_____.____
0806	690.0250 Sawing Concrete	13,160.000 LF	_____.____	_____.____
0808	715.0415 Incentive Strength Concrete Pavement	46,737.600 DOL	1.00000	46,737.60
0810	715.0502 Incentive Strength Concrete Structures	16,346.000 DOL	1.00000	16,346.00
0812	715.0603 Incentive Strength Concrete Barrier	7,116.000 DOL	1.00000	7,116.00
0814	715.0710 Optimized Aggregate Gradation Incentive	118,647.000 DOL	1.00000	118,647.00
0816	740.0440 Incentive IRI Ride	40,746.000 DOL	1.00000	40,746.00
0818	ASP.1T0A On-the-Job Training Apprentice at $5.00/HR	2,100.000 HRS	5.00000	10,500.00
0820	ASP.1T0G On-the-Job Training Graduate at $5.00/HR	5,760.000 HRS	5.00000	28,800.00
0822	SPV.0035 Special 01. Roadway Embankment	913,772.000 CY	_____.____	_____.____
0824	SPV.0035 Special 02. Foundation Backfill	1,740.000 CY	_____.____	_____.____
0826	SPV.0060 Special 01. Vertical Impact Recovery Panel	29.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0828	SPV.0060 Special 02. Vertical Impact Recovery Panel Base	29.000 EACH	_____.____	_____.____
0830	SPV.0060 Special 03. Temporary Inlet Cover	2.000 EACH	_____.____	_____.____
0832	SPV.0060 Special 04. Storm Sewer Plug	27.000 EACH	_____.____	_____.____
0834	SPV.0060 Special 05. Temporary Slope Drain	3.000 EACH	_____.____	_____.____
0836	SPV.0060 Special 06. Soil Nail Verification Tests R-20-47	3.000 EACH	_____.____	_____.____
0838	SPV.0060 Special 07. Soil Nail Proof Tests R-20-47	5.000 EACH	_____.____	_____.____
0840	SPV.0060 Special 08. Installing City of Fond du Lac Luminaire Poles and Arms	4.000 EACH	_____.____	_____.____
0842	SPV.0085 Special 01. Seeding Wet Meadow Mix	4.000 LB	_____.____	_____.____
0844	SPV.0090 Special 01. Temporary Barrier Wall Fabric	1,084.000 LF	_____.____	_____.____
0846	SPV.0090 Special 02. Relapping Guardrail	341.000 LF	_____.____	_____.____
0848	SPV.0090 Special 03. Fence Chain Link Polymer-Coated 5-FT	627.000 LF	_____.____	_____.____
0850	SPV.0090 Special 04. Fence Chain Link Polymer-Coated 6-FT	664.000 LF	_____.____	_____.____
0852	SPV.0090 Special 05. Fence Chain Link Polymer-Coated 4-FT	184.000 LF	_____.____	_____.____
0854	SPV.0105 Special 01. Temporary Vehicle Detection System, STH 23 & USH 151 NB Ramp	 LS	LUMP SUM	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0856	SPV.0105 Special 02. Temporary Vehicle Detection System, USH 151 & CTH K	LS	LUMP SUM	_____.____
0858	SPV.0105 Special 03. Removing City of Fond du Lac Lighting System	LS	LUMP SUM	_____.____
0860	SPV.0165 Special 01. Wall Concrete Panel Mechanically Stabilized Earth R-20-41	7,462.000 SF	_____.____	_____.____
0862	SPV.0165 Special 02. Wall Modular Block Mechanically Stabilized Earth R-20-42	6,230.000 SF	_____.____	_____.____
0864	SPV.0165 Special 03. Soil Nail Retaining Walls R-20-47	1,620.000 SF	_____.____	_____.____
0866	SPV.0195 Special 01. Cold Patch	10.000 TON	_____.____	_____.____
0868	531.2024 Drilling Shaft 24-Inch	64.000 LF	_____.____	_____.____
0870	658.0416 Pedestrian Signal Face 16-Inch	7.000 EACH	_____.____	_____.____
0872	SPV.0195 Special 02. Segregation and Disposal of Demolition Debris	75.000 TON	_____.____	_____.____
	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

March 4, 2021

NOTICE TO ALL CONTRACTORS:

Proposal #11: 1440-15-71, WISC 2021 227
Fond du Lac - Plymouth
USH 151 – Seven Hills Road
STH 23
Fond du Lac County

Letting of March 9, 2021

This is Addendum No. 02, which provides for the following:

Special Provisions:

Revised Special Provisions	
Article No.	Description
3	Prosecution and Progress
6	Utilities

Added Special Provisions	
Article No.	Description
66	Removing Concrete Bases (STA 161'EB'+25), Item 204.9060.S.01

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
205.0100	Common Excavation	CY	521,361	422	521,783
205.0500	Marsh Excavation	CY	46,378	-20,208	26,170
208.1100	Select Borrow	CY	114,088	-48,398	65,690
415.0410	Concrete Pavement Approach Slab	SY	433	-193	240
SPV.0035.01	Roadway Embankment	CY	913,772	-508	913,264

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.9060.S.01	Removing Concrete Bases (STA 161'EB'+25)	Each	0	1	1

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
10	Finished Typical Sections STH 23 – Added label calling out concrete pavement beneath concrete barrier.
11	Finished Typical Sections STH 23 – Added label calling out concrete pavement beneath concrete barrier.
22	Finished Typical Sections CTH UU Ramp C – Added label calling out concrete pad beneath concrete barrier.
60	Removal Plan – Added removal of ATC-owned concrete base.
63	Removal Plan – Added shading to Parcel 40 building removal and labels for septic tank removal and well abandonment.
97	Plan Details: Legend and Notes – Added Concrete Pavement 9-Inch item to legend.
109	Plan Details: STH 23 – Added Concrete Pavement Approach Slab limits and associated labels.
110	Plan Details: STH 23 – Added Concrete Pavement Approach Slab limits and associated labels.
299	Plan Details: North East CTH UU Infields – Revised sheet title to Plan Details: CTH UU Pond.
872	Miscellaneous Quantities – Revised Removing Concrete Bases miscellaneous quantities table.
875-877	Miscellaneous Quantities – Revised Earthwork table to eliminate expansion factor for Marsh Backfill
882	Miscellaneous Quantities – Revised Concrete Pavement Approach Slab miscellaneous quantities table.
1644-1650	Earthwork Comp: Earthwork Table – STH 23 Westbound – Changed Expanded Back fill expansion factor from 1.5 to 1.0. Also Stations 337+00 – 354+00 Changed to due to over estimation of Marsh Excavation and Backfill.
1951-1958	Cross Sections: STH 23 Westbound – Stations 337+00 – 354+00 Changed to due to over estimation of select borrow required.

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
47A	Construction Details: Parcel 40 Location – Plat sheet showing the location of Parcel 40, which requires removals.
1335A	SDD 13B02-09b Structural Approach Slab and Concrete Pavement Approach Slab – Standard Detail Drawing required.
1366A	SDD 14B33-02g Concrete Barrier Single Slope 42” Thrie Beam Anchor – Barrier Layout – Standard Detail Drawing required.
1366B	SDD 14B33-02h Concrete Barrier Single Slope 42” Thrie Beam Anchor – Steel Layout – Standard Detail Drawing required.

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

1440-15-71

March 4, 2021

Special Provisions

3. Prosecution and Progress.

Replace entire section titled **Interim Liquidated Damages – USH 151 Southbound off ramp at STH 23 and Prairie Trail** *with the following:*

Interim Liquidated Damages – USH 151 Southbound off ramp at STH 23

If the contractor fails to complete concrete and asphaltic pavement, curb and gutter, shoulders, permanent signing, permanent pavement marking, and restoration work to open USH 151 SB off ramp within 14 calendar days once construction starts on USH 151 Southbound off ramp at STH 23 and Prairie Trail, the department will assess the contractor $4,800 in interim liquidated damages for each calendar day contract work remains incomplete beyond 14 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

Interim Liquidated Damages – Prairie Trail at USH 151 off ramp and STH 23

If the contractor fails to open the Prairie Trail within 10 calendar days once construction starts on USH 151 Southbound off ramp at STH 23 and Prairie Trail, the department will assess the contractor $4,800 in interim liquidated damages for each calendar day contract work remains incomplete beyond 10 calendar days. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:01 AM.

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

6. Utilities.

Replace entire article language with the following:

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

stp-107-065 (20080501)

Discontinued facilities exist within the project limits and utility owner will discontinue some additional facilities in place after relocating facilities to avoid conflicts with the proposed work. Removal by the contractor of any discontinued facilities necessary to complete the proposed work, including plugging remaining ends of the facility, is considered incidental to the contract, unless specified otherwise as a separate bid item. Contact each utility company individually to verify if any discontinued facilities can be expected.

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.

Contact each utility company listed in the plans, prior to preparing bids, to obtain current information on the status of existing and any new utility relocation work.

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

Alliant Energy (electric) maintains overhead and underground facilities along the entire length of the project. Utility conflicts will be relocated prior to and during construction.

Alliant Energy plans to remove the existing overhead facilities on the south side of STH 23 from Station 103+00 to the east project limits. Alliant Energy plans to remove the existing overhead facilities on the north side of STH 23 from Station 176+92 WB to Station 179+92 WB.

Alliant Energy plans to remove the existing overhead facilities crossing STH 23 at Station 136+60 EB, at Station 139+50 EB, at Station 145+55 EB, at Station 163+40 EB, at Station 176+88 EB, at Station 195+15 EB, at Station 205+55 EB, at Station 211+85 EB, at Station 215+45 EB, at Station 219+70 EB, at Station 221+40 EB, at Station 245+10 EB, at Station 256+78 EB, at Station 288+23 EB, at Station 290+47 EB, at Station 309+21 EB, at Station 364+40 EB, and at Station 383+00 EB.

Alliant Energy plans to remove the existing overhead facilities on the west side of CTH UU from Station 20+50 UU to Station 27+00 UU. Alliant Energy plans to remove the existing overhead facilities on the west side of CTH UU from Station 6+85 UUN to Station 44+00 UUN.

Alliant Energy plans to remove the existing overhead facilities on the east side of CTH K from Station 48+00 to Station 63+75 KNB.

Alliant Energy plans to discontinue underground electric on the north side of STH 23 from Station 163+45 WB to Station 167+80 WB, crossing on Hilltop Connection at Station 0+85 HTE, crossing on Ledgewood Drive at Station 11+15 LWD, crossing on CTH K at Station 61+80 KNB, and crossing on USH 151 SB exit ramp at Station 902+70 SBR.

Alliant Energy plans to install facilities as follows:

- New overhead facilities along the south right-of-way from Station 103+00 EB to Station 129+80 EB, from Station 138+70 EB to Station 159+75 EB, and from Station 188+25 EB to Station 198+00 EB.
- New overhead facilities jointly with ATC from Station 159+75 EB to Station 188+25 EB.
- New overhead facilities along the north right-of-way from Station 217+30 WB to Station 383+75 WB.
- New underground facilities along the south right-of-way from Station 129+80 EB to Station 138+70 EB.
- New underground facilities along the north right-of-way from Station 128+15 WB to Station 135+75 WB.
- New underground crossings of STH 23 at Station 128+10 EB, at Station 176+40 EB, at Station 190+10 EB, at Station 198+40 EB, at Station 215+65 EB, at Station 222+50 EB, at Station 232+25 EB, at Station 244+02 EB, at Station 319+85 EB, and at Station 309+15 EB.
- New overhead crossings of STH 23 at Station 145+50 EB, at Station 163+40 EB, at Station 255+00 EB, at Station 288+90 EB, at Station 334+00 EB, and at Station 365+20 EB.
- New underground crossing of CTH K at Station 46+35 KNB.
- New underground facilities along the west side of CTH K from Station 53+90 KNB to Station 55+00 KNB and then crossing CTH K at Station 55+35 KNB and then continuing along the east side of CTH K to Station 63+50 KNB.
- New underground facilities along the west side of CTH K from Station 61+50 KNB to Station 64+75 KNB and then crossing CTH K at Station 64+75 KNB.

- New overhead facilities along the west right-of-way of CTH UU from Station 6+90 UUN to Station 21+75 UUN and from Station 32+50 KNB to Station 44+00 KNB.
- New underground crossing of CTH UU at Station 22+60 KNB.
- New underground crossing of USH 151 SB exit ramp at Station 902+70 SBR.

Alliant Energy plans to begin this work in March 2021 and completed in approximately 135 working days. Alliant Energy plans to install new and remove existing electric facilities from east project limits to CTH UU prior to May 2021. Alliant Energy plans to install new and remove existing electric facilities from CTH UU to USH 151 beginning in March 2021.

Alliant Energy will complete removal of the existing poles, from Station 157+00 EB to the east project limits; and complete removal of the existing poles, from west project limits to Station 157+00 EB.

The field contact for this project is: Bill Bastian, 883 W Scott St, Fond du Lac, WI 54935, Telephone: (920) 322-6716. Email: williambastian@alliantenergy.com.

Alliant Energy (gas) maintains underground facilities along STH 23 from the west project limits to the end of service area at Station 223+00; along the east side of Wisconsin American Drive; along the east side of CTH K south of STH 23 then crossing under CTH K to the west side and continuing north of STH 23; along the north side of Ledgewood Drive and Whispering Springs Drive; along the east and south sides of Hilltop Drive; along the east side of CTH UU north of STH 23. Utility conflicts will be relocated prior to and during construction.

Alliant Energy plans to discontinue existing underground facilities along the south right-of-way of STH 23 from Station 107+60 EB to Station 145+00 EB and along the north right-of-way of STH 23 from Station 158+30 WB to Station 177+50 WB, from Station 190+60 WB to Station 223+15 WB.

Alliant Energy plans to discontinue existing underground facilities crossing STH 23 at Station 135+70 EB, at Station 191+75 EB, at Station 219+00 EB, at Station 220+18 EB, at Station 221+80 EB, and at Station 223+10 EB.

Alliant Energy plans to discontinue existing underground facilities along CTH K from Station 37+50 KNB to Station 64+90 KNB and from Station 29+15 UUN to Station 42+10 UUN.
Alliant Energy plans to install facilities as follows:

- New underground facilities outside the south right-of-way of STH 23 from Station 107+60 EB to Station 116+40 EB.
- New underground facilities inside the south right-of-way of STH 23 from Station 116+40 EB to Station 169+00 EB.
- New underground facilities along the north right-of-way of STH 23 from Station 190+60 WB to Station 223+80 WB.
- New underground facilities crossing STH 23 at Station 139+50 EB, at Station 169+00 EB, and at Station 222+75 EB.
- New underground facilities along the west side of CTH K from Station 61+50 KNB to Station 64+90 KNB.
- New underground facilities along the east side of CTH K from Station 52+00 KNB to Station 62+27 KNB and then crosses CTH K to the west side.
- New underground facilities crossing CTH K at Station 38+00 KNB, at Station 42+00 KNB, and at Station 62+27 KNB.
- New underground facilities crossing CTH UU at Station 40+15 UUN, and at Station 42+10 UUN.

Alliant Energy plans to begin this work in March 2021 and completed in approximately 140 working days. Alliant Energy plans to start installation of new gas facilities at the west end of the project to

accommodate staged construction for the Wisconsin American Drive roundabout and at CTH UU to accommodate grading for the interchange.

The field contact for this project is: Bill Bastian, 883 W Scott St, Fond du Lac, WI 54935, Telephone: (920) 322-6716. Email: williambastian@alliantenergy.com.

AT&T Wisconsin (communication) maintains overhead and underground facilities from the west project limits to Station 365+00; along the west and east sides of Wisconsin American Drive; along the west side of CTH K south of STH 23; along the east side of CTH K north of STH 23; along the west side of Whispering Springs Boulevard; along Ledgewood Drive and Whispering Springs Drive; along Hilltop Drive; along Irene Drive; along the west and east side of CTH UU south of STH 23; and along the west side of CTH UU north of STH 23. Utility conflicts will be relocated prior to construction and during construction.

AT&T Wisconsin plans to discontinue existing underground facilities from Station 103+70 EB to Station 363+00 EB.

AT&T Wisconsin plans to remove existing pedestals from Station 105+00 EB to Station 363+00 EB.

AT&T Wisconsin plans to install new facilities as follows:

- New underground facilities along the south right-of-way from Station 103+70 EB to Station 107+50 EB RT, from Station 145+50 EB to Station 155+60 EB, from Station 169+00 EB to Station 198+50 EB, from Station 215+75 EB to Station 362+50 EB.
- New underground facilities, jointly with Alliant Energy, along the south right-of-way from Station 107+50 EB to Station 145+50 EB, from Station 155+60 EB to Station 169+00 EB, from Station 198+50 EB to Station 199+27 EB and then continuing south outside the project limits, crossing CTH UU at Station 21+65 UUS continuing north to STH 23 south right-of-way and then continuing east to Station 215+75 EB.
- New underground facilities crossing STH 23, jointly with Alliant Energy, at Station 139+70 EB.
- New underground facilities crossing STH 23 at Station 167+95 EB, at Station 201+95 EB, at Station 246+20 EB, at Station 256+40 EB, at Station 310+65 EB.
- New underground facilities, jointly with Alliant Energy, along the west right-of-way of CTH K from Station 37+10 KNB to Station 47+00 KNB.
- New underground facilities, jointly with Alliant Energy, along the east right-of-way of CTH K from Station 51+80 KNB to Station 63+50 KNB.
- New underground facilities, jointly with Alliant Energy, along the west right-of-way of CTH UU from Station 32+25 UUN to Station 41+90 UUN.

AT&T Wisconsin plans to begin this work in March 2021 and completed in approximately 150 working days. AT&T Wisconsin plans to start relocations from their east service limits, at Poplar Road, working west to the west project limits.

AT&T Wisconsin will complete the work starting at their east service limits, at Poplar Road, to Station 215+75 EB; and complete the work from Station 215+75 EB to the west project limits.

The field contact for this project is: Chuck Bartelt, 70 E Division St, Fond du Lac, WI 54935, Telephone: (920) 929-1013 and (920) 410-5104 (mobile), Email: cb1461@att.com

ATC Management, Inc. (electric) maintains a 138 kV overhead transmission facility along the north side of STH 23 from the west project limits to Station 158+75 and then crosses to the South side of STH 23 at Station 161+25 and then continues east to Station 189+25 and then continues southeast outside the project limits to the electric substation on the west side of CTH UU. Utility conflicts will be relocated prior to and during construction.

ATC Management, Inc. will remove the existing poles along the north side of STH 23 from Station 105+00 WB to Station 158+85 WB and the existing poles along the south side of STH 23 from Station 161+25 EB to Station 188+20 EB.

ATC Management, Inc. plans to install new overhead transmission facilities as follows:

- Temporary pole configurations along the north side of STH 23 from Station 105+00 WB to Station 119+25 WB and remove existing poles that conflict with the construction of the temporary bypass for stage 1A.
- Along the north side of STH 23, outside right-of-way, from Station 105+00 WB to Station 159+75 WB. Temporary poles from Station 105+00 WB to Station 119+25 WB will be removed after construction of the new poles and construction of the Wisconsin American Drive roundabout are completed.
- Crossing STH 23 at Station 159+75 WB.
- Along the south side of STH 23, outside right-of-way, from Station 159+75 EB to Station 189+50 EB.

ATC Management, Inc. plans to start this work on March 8, 2021 and complete in approximately 90 working days.

ATC Management, Inc. will remove all existing poles along the south side of STH 23 from Station 161+25 EB to Station 189+50 EB. All existing poles will remain in place until after all new overhead transmission facilities are energized.

ATC Management, Inc. will remove existing wood poles to a minimum depth of two feet below the existing ground surface.

ATC Management, Inc. will remove existing concrete pole foundations to a minimum depth of two feet below the existing ground surface. The approximate dimensions of the existing concrete foundation are 6 feet in diameter and 24 feet deep. The remaining portion of the existing concrete foundation located at Station 161+25 EB RT will be removed as part of the contract. Perform this work in accordance with the requirements of **Item 204.9060.S.01 Removing Concrete Bases (STA 161'EB'+25).**

Contact ATC Management, Inc. in advance of:

- Any grade change (cut or fill) within 1 foot of any ATC facility.
- Excavations up to 3 feet deep within 10 feet of any ATC facility.
- Excavations greater than 3 feet deep within 20 feet of any ATC facility.
- Directional bore or plowing work within 10 feet of any ATC facility.

The field contact for this project is: Bob Weisheim, W234 N2000 Ridgeview Parkway Ct., Waukesha, WI 53188-1022, Telephone: (262) 722-0289, Email: rweisheim@atcllc.com

Charter Communications (communication) maintains underground and overhead facilities from the west project limits to Station 178+90. Utility conflicts to be relocated prior to construction and during construction.

Charter Communications will remove existing overhead facilities from Station 104+44 EB RT to Station 176+90 EB RT, overhead facilities crossing STH 23 at Station 176+90 EB, and overhead facilities from Station 176+80 WB LT to Station 178+88 WB LT.

Charter Communications will discontinue existing underground facilities from Station 61+33 WAS LT to Station 61+33 WAS LT and crossing STH 23 at Station 163+28 EB.

Charter Communications will remove existing pedestal at Station 61+33 WAS LT.

Charter Communications plans to install facilities as follows:

- New overhead facilities jointly on Alliant Energy poles from Station 104+44 EB RT to Station 109+48 EB RT, from Station 111+46 EB RT to Station 129+89 EB RT, and from Station 138+38 EB RT to Station 157+41 EB RT.
- New underground facilities from Station 109+48 EB RT to an existing pedestal at Station 60+67 WAS LT, from Station 61+00 WAN RT to Station 111+46 EB RT, from Station 129+89 EB RT to Station 138+38 EB RT, from Station 157+41 EB RT to Station 176+40 EB RT, from Station 176+40 WB LT to Station 178+90 WB LT.
- New underground crossings of STH 23 jointly with Alliant Energy at Station 128+10 EB and at Station 176+40 EB.
- New underground crossing of STH 23 at Station 163+50 EB.
- New pedestals at Station 60+67 WAS LT, at Station 163+50 EB RT, at Station 168+18 EB RT, at Station 169+94 EB RT, Station 176+34 EB RT, at Station 176+38 WB LT, at Station 20+85 JHC LT, at Station 14+71 JHA RT, at Station 54+00 KSB LT, at Station 36+87 WSA RT.

Charter Communication plans to start this work in March 2021 and completed in approximately 135 working days. Charter Communication will complete the work starting at their east service limits at Station 178+87 EB working west to Station 157+41 EB; and complete the work from Station 157+00 EB to the west project limits.

Charter Communications will complete this work, jointly with installation of the underground and overhead facilities by Alliant Energy.

The field contact for this project is: Todd Hildebrandt, 165 Knights Way, Fond du Lac, WI 54935, Telephone: (920) 907-7724 and (920) 794-4946 (mobile), Email: todd.hildebrandt@charter.com

City of Fond du Lac, Department of Public Works (communication) maintains an underground fiber optic facility along the north side of STH 23 from the west project limits to Station 129+00 WB and then continues north outside the project limits. Utility conflicts will be relocated prior to construction.
City of Fond du Lac plans to discontinue existing facilities and install new fiber optic facility from Station 109+37 WB LT to Station 113+95 WB LT.

City of Fond du Lac plans to start this work on January 2021 and completed in approximately 10 working days.

The field contact for this project is: Paul De Vries, 160 South Macy Street, Fond du Lac, WI 54936, Telephone: (920) 322-3473 and (920) 517-7890 (mobile), Email: pdevries@fdl.wi.gov

City of Fond du Lac, Department of Public Works (sewer) maintains an underground facility that enters the project limits on the north side of STH 23 at Station 109+95 WB LT and then continues east to Station 114+34 WB LT and then crosses STH 23 to the south side where it continues east to Station 126+91 EB RT and then continues south outside the project limits; crossing CTH K at Station 45+12 continuing east to Station 1+90 on Hillside Circle and then continues south along the east side of CTH K outside the project limits. Utility conflicts will be relocated prior to and during construction.

City of Fond du Lac will discontinue existing sanitary manholes at Station 109+95 WB LT and Station 110+57 WB LT and existing sewer facilities from Station 109+95 WB LT to Station 111+13 WB LT.

City of Fond du Lac will install new sewer from a new sanitary manhole at Station 63+72 WAS LT to a new sanitary manhole at Station 63+79 WAS RT.

City of Fond du Lac plans to start this work on February 2021 and completed in approximately 60 working days.

City of Fond du Lac will adjust eleven manhole covers to finished grade during construction. It is anticipated that adjustment of all manhole covers will require one (1) working way to complete. Contact City of Fond du Lac prior to when this work will need to be completed.

The field contact for this project is: Paul De Vries, 160 South Macy Street, Fond du Lac, WI 54936, Telephone: (920) 322-3473 and (920) 517-7890 (mobile), Email: pdevries@fdl.wi.gov

City of Fond du Lac, Department of Public Works (water) maintains an underground facility along the north side of STH 23 from the west project limits to a booster pump station located outside the grading limits at Station 143+80; along the north side of STH 23 from a booster pump station located outside the grading limits at Station 143+80 to Station 169+25; a water reservoir located outside the grading limits at Station 144+92 LT; a crossing of STH 23 at Station 109+88 and continuing south along the west side of Wisconsin American Drive; a crossing of STH 23 at Station 138+18 and then heads west and crosses CTH K at Station 48+94 to a hydrant at Station 48+99, 119 feet LT; along the east side of CTH K north of STH 23. Utility conflicts will be relocated prior to and during construction.

City of Fond du Lac will discontinue existing water facilities from Station 106+50 WB LT to Station 111+73 WB LT, from Station 126+00 WB LT to Station 143+70 WB LT, from Station 137+74 WB LT to Station 143+54 WB LT, from Station 158+24 WB LT to Station 165+08 WB LT, from Station 44+99 KNB RT to Station 48+77 KNB RT, from Station 158+24 WB LT to Station 165+38 WB LT.

City of Fond du Lac will remove existing hydrants at Station 60+68 WAS LT, at Station 163+25 WB LT, and at Station 49+00 KSB LT.

City of Fond du Lac plans to install new facilities as follows:

- 16-inch water main from Station 106+50 WB LT to Station 111+73 WB, install new 12-inch water main from Station 109+77 WB and tie into existing 12-inch water main at Station 109+89 WB LT.
- 16-inch water main from Station 126+00 WB LT to Station 130+08 WB LT and then continue northeast and then east along the north CTH K jug-handle and then crossing CTH K at Station 53+50 KNS and then continuing southeast to Station 138+15 WB LT and then continuing east to Station 143+86 WB LT.
- 12-inch water main from Station 53+34 KNB RT continuing south to Station 138+15 WB and then continuing east to Station 143+47 WB LT.
- 10-inch water main from Station 158+24 WB LT to Station 165+38 WB LT.
- Install new 12-inch water main crossing STH 23 from Station 144+95 WB LT to Station 144+92 EB RT.
- 16-inch water main from Station 44+99 KNB RT to Station 48+79 KNB RT.
- Hydrants at Station 60+58 WAS LT, at Station 138+96 WB LT, at Station 144+92 EB RT, and at Station 162+25 WB LT.
- 8-inch and 10-inch water main from Station 141+51 WB LT to Station 143+71 WB LT.
- Water main overflow outfall at Station 141+50 WB LT.

City of Fond du Lac plans to start this work in February 2021 and completed in approximately 60 working days.

City of Fond du Lac will adjust water valves to finished grade during construction. It is anticipated that adjustment of all water valves will require one (1) working day to complete. Contact City of Fond du Lac prior to when this work will need to be completed.

The field contact for this project is: Travis Kloetzke, 109 North Macy Street, Fond du Lac, WI 54936, Telephone: (920) 322-3283 and (920) 539-5743 (mobile), Email: tkloetzke@fdl.wi.gov

Empire Sanitary District #2 (sewer) maintains an underground **sanitary sewer** facility that begins on the east side of CTH K north of STH 23 at Station 62+36 KNB and continues south along CTH K and then crosses STH 23 at Station 137+80 and then continues east along the south side of Mary Hill Park Drive and then continues southeast on Mary Hill Park Drive outside of the project limits. Utility conflicts will be relocated prior to and during construction.

Empire Sanitary District #2 plans to discontinue existing underground sanitary sewer facilities from Station 62+36 KNB RT to Station 53+18 KNB RT to Station 48+92 KNB RT and from Station 48+92 KNB RT to Station 23+57 MHP RT.

Empire Sanitary District plans to install new underground sanitary sewer facilities from Station 23+57 MHP RT to Station 21+15 MHP RT to Station 1+89 HSC LT.

Empire Sanitary District #2 plans to start this work March 2021 and completed in approximately 10 working days.

Empire Sanitary District #2 will adjust sanitary manholes to finished grade during construction. It is anticipated that adjustment of all sanitary manholes will require one (1) working day to complete. Contact Empire Sanitary District #2 prior to when this work will need to be completed.

The field contact for this project is: Eric Otte, 548 Prairie Road, Fond du Lac, WI 54935, Telephone: (920) 980-0367. Email: ericotte@jeaaa.com.

Empire Sanitary District #2 (water) maintains an underground **water** facility that crosses Mary Hill Park Drive at Station 28+55 MHP and then continues southeast on Mary Hill Park Drive outside of the project limits. No conflicts are anticipated.

The field contact for this project is: Eric Otte, 548 Prairie Road, Fond du Lac, WI 54935, Telephone: (920) 980-0367. Email: ericotte@jeaaa.com.

Guardian Pipeline (gas) maintains an underground 30-inch high pressure natural **gas pipeline** that crosses STH 23 near Station 265+75. No conflicts are anticipated.

The field contact for this project is: Adam Theis, 128 MB Lane, Chilton, WI 53014, Telephone: (262) 374-2756. Email: Adam.Theis@oneok.com.

Taycheedah Sanitary District #1 (sewer) maintains underground facility that crosses USH 151 near Station 608+75. No conflicts are anticipated.

The field contact for this project is: Eric Otte, 548 Prairie Road, Fond du Lac, WI 54935, Telephone: (920) 980-0367. Email: ericotte@jeaaa.com.

66. Removing Concrete Bases (STA 161'EB'+25), Item 204.9060.S.01.

A Description

This special provision describes removing a concrete base owned by ATC conforming to standard spec 204.

B (Vacant)

C Construction

Remove the concrete base to an elevation not less than 2 feet below the finished slope grade.

D Measurement

The department will measure Removing Concrete Bases (STA 161'EB'+25) 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 Concrete Bases (STA 161'EB'+25)	EACH

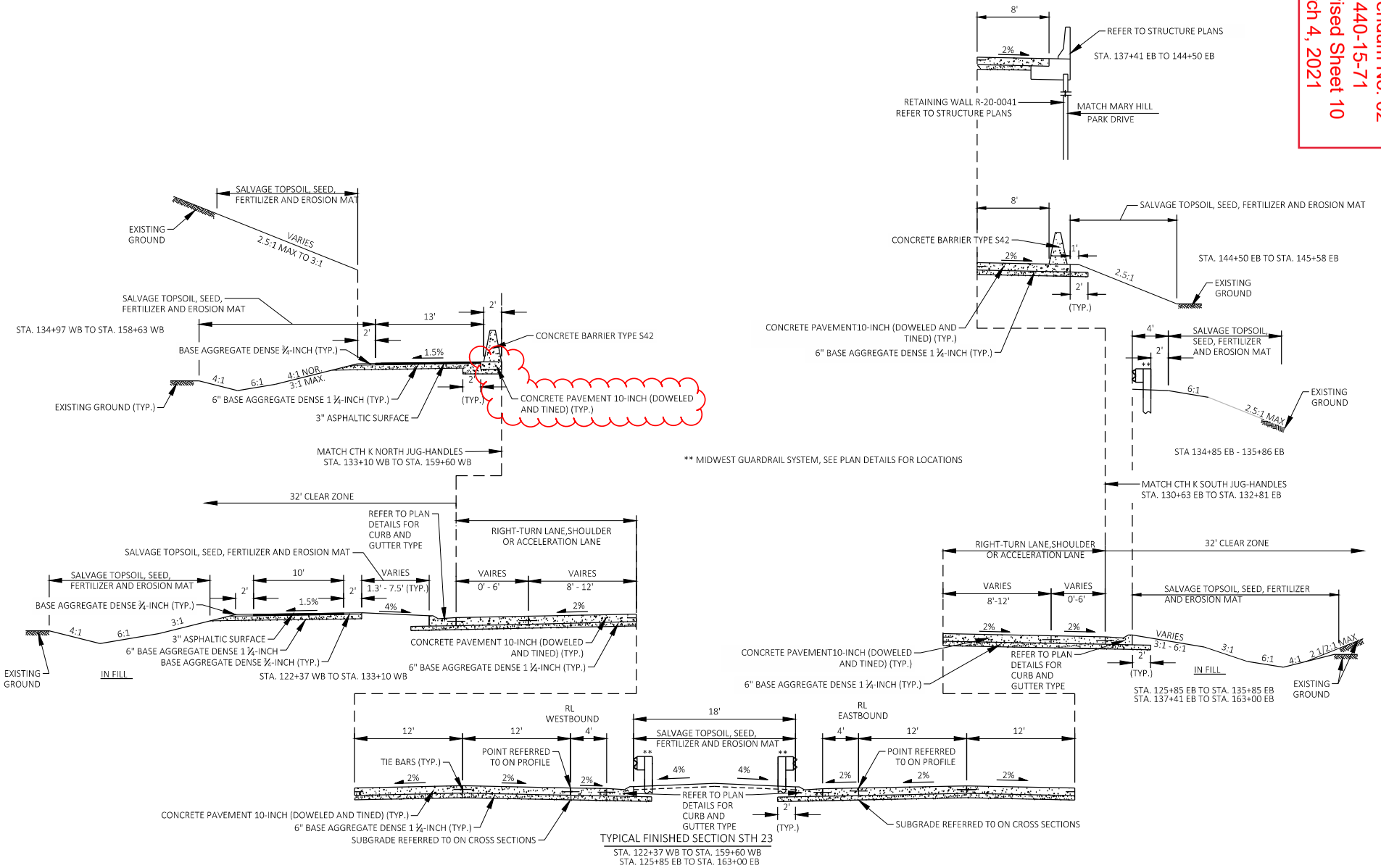
stp-204-025 (20150630)

Schedule of Items
Attached, dated March 4, 2021, are the revised Schedule of Items Pages 3, 4, 27, and 29

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 10, 11, 22, 60, 63, 97, 109, 110, 299, 872, and 882.
Added: 47A, 1335A, 1366A, and 1366B.

END OF ADDENDUM

Addendum No. 02
ID 1440-15-71
Revised Sheet 10
March 4, 2021



PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	FINISHED TYPICAL SECTIONS STH 23	SHEET 10	E

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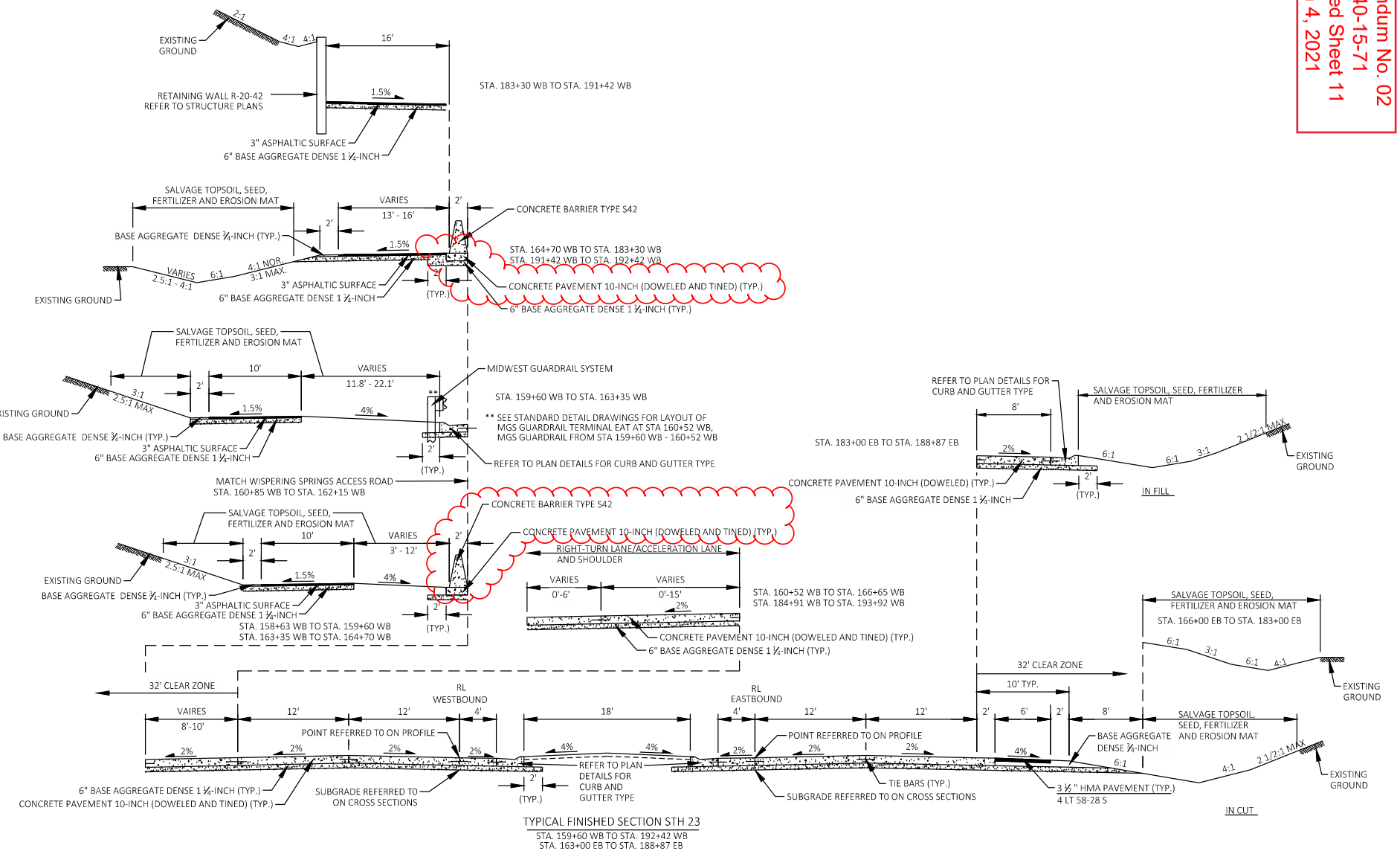
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

Addendum No. 02
ID 1440-15-71
Revised Sheet 11
March 4, 2021



TYPICAL FINISHED SECTION STH 23

STA. 159+60 WB TO STA. 192+42 WB
STA. 163+00 EB TO STA. 188+87 EB

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	FINISHED TYPICAL SECTIONS STH 23	SHEET 11	E

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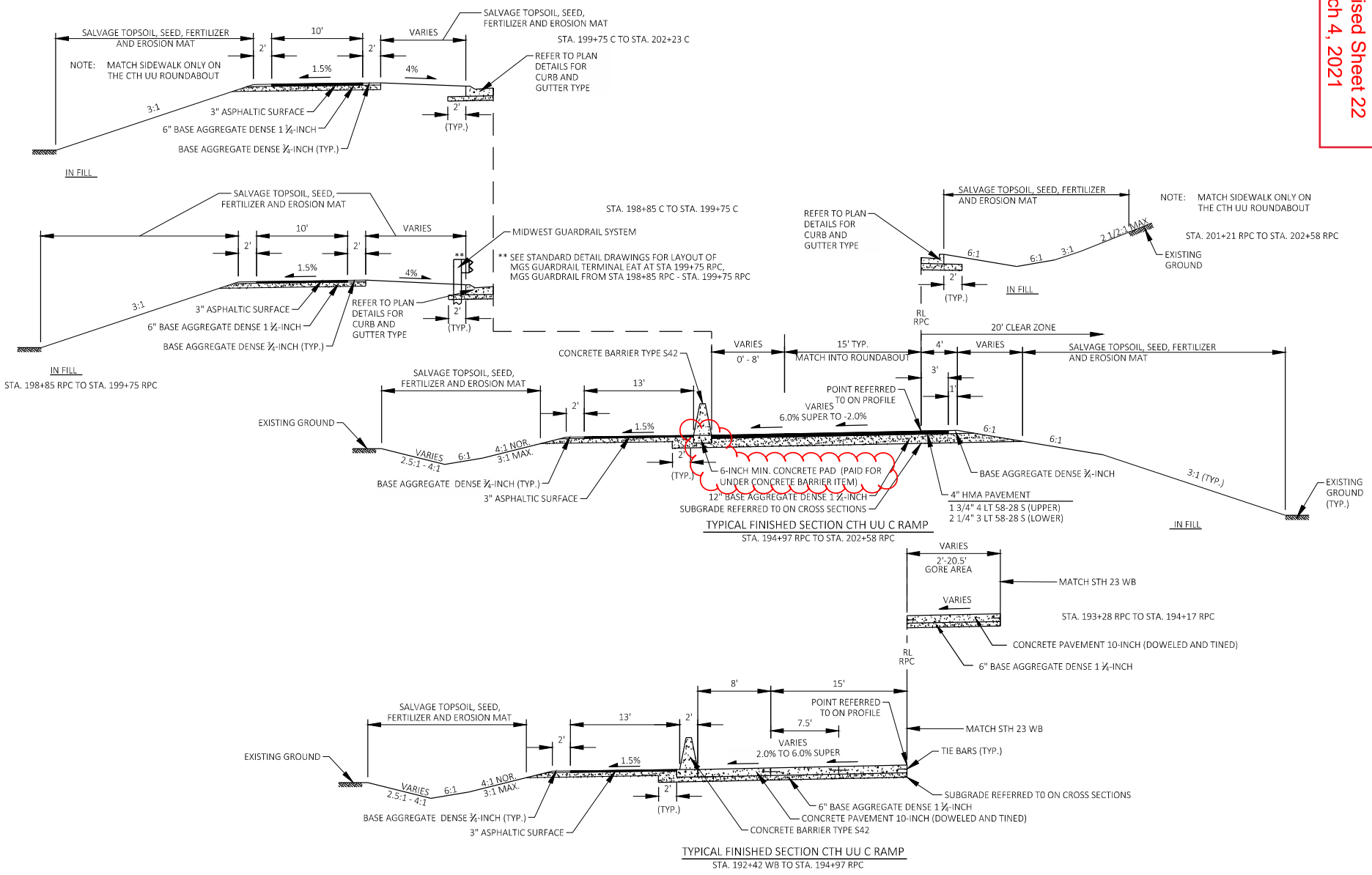
WISDOT/CADDS SHEET 42

Addendum No. 02
ID 1440-15-71
Revised Sheet 22
March 4, 2021



PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	FINISHED TYPICAL SECTIONS CTH UU RAMP C	SHEET 22	E

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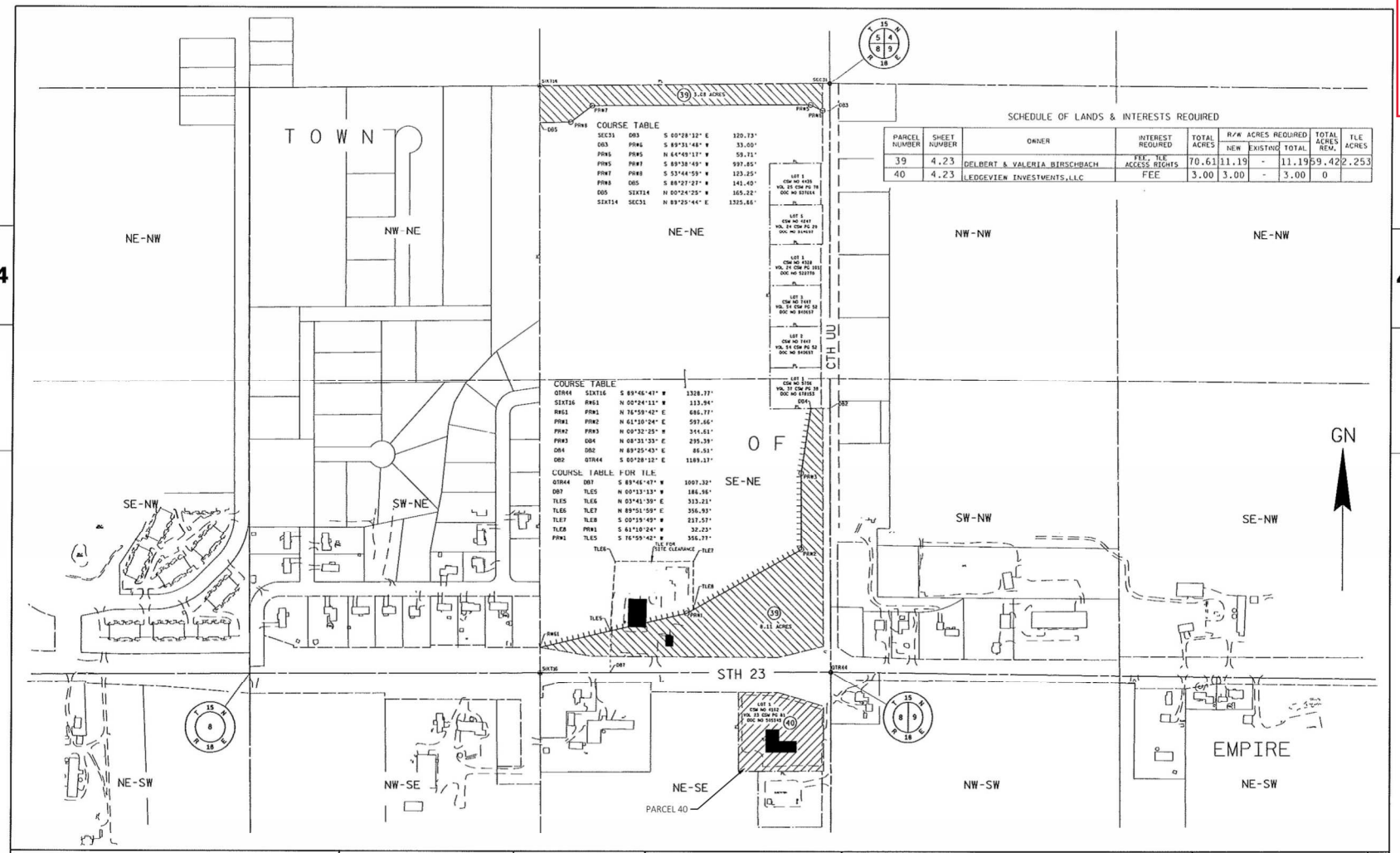
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

Addendum No. 02
ID 1440-15-71
Added Sheet 47A
March 4, 2021



PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REM.	TLE ACRES
					NEW	EXISTING	TOTAL		
39	4.23	DELBERT & VALERIA BIRSCHBACH	FEE, TLE ACCESS RIGHTS	70.61	11.19	-	11.19	59.42	2.253
40	4.23	LEDGEVIEW INVESTMENTS,LLC	FEE	3.00	3.00	-	3.00	0	

REVISION DATE 07-02-12 09-27-12	DATE 8-31-06	SCALE, FEET 0 200 400	HWY: STH 23	STATE R/W PROJECT NUMBER 1440-15-21	PLAT SHEET NO: 4.23
	GRID FACTOR		COUNTY: FOND DU LAC	CONSTRUCTION PROJECT NUMBER 1440-15-	PS&E SHEET NO: E

FILE NAME : F:\d3_14401521\Jeff\d3_040123_rw.dgn PLOT DATE : 27-SEP-2012 09:56 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist3 PLOT SCALE : 400.000000:1.000000 WISDOT/CADDS SHEET 75D

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	CONSTRUCTION DETAILS: PARCEL 40 LOCATION	SHEET 47A E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021001_CD.DWG LAYOUT NAME - 16 PLOT DATE : 3/3/2021 2:21 PM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : ###

WISDOT/CADDS SHEET 42

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CULVERT PIPE
- REMOVING END WALL (INCIDENTAL TO PIPE REMOVAL)
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE (QUANTITY PAID UNDER "COMMON EXCAVATION")
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING SURFACE DRAINS
- REMOVING CONCRETE BASES
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING BUILDINGS
- REMOVING STORM SEWER
- OBLITERATING OLD ROAD
- SAWING ASPHALT
- SAWING CONCRETE
- REMOVING ACCESS (NOT TO BE RESTORED)
- PHRAGMITES

Addendum No. 02
ID 1440-15-71
Revised Sheet 60
March 4, 2021

N

SI

R/W

STH 23 WB

STH 23 EB

SI

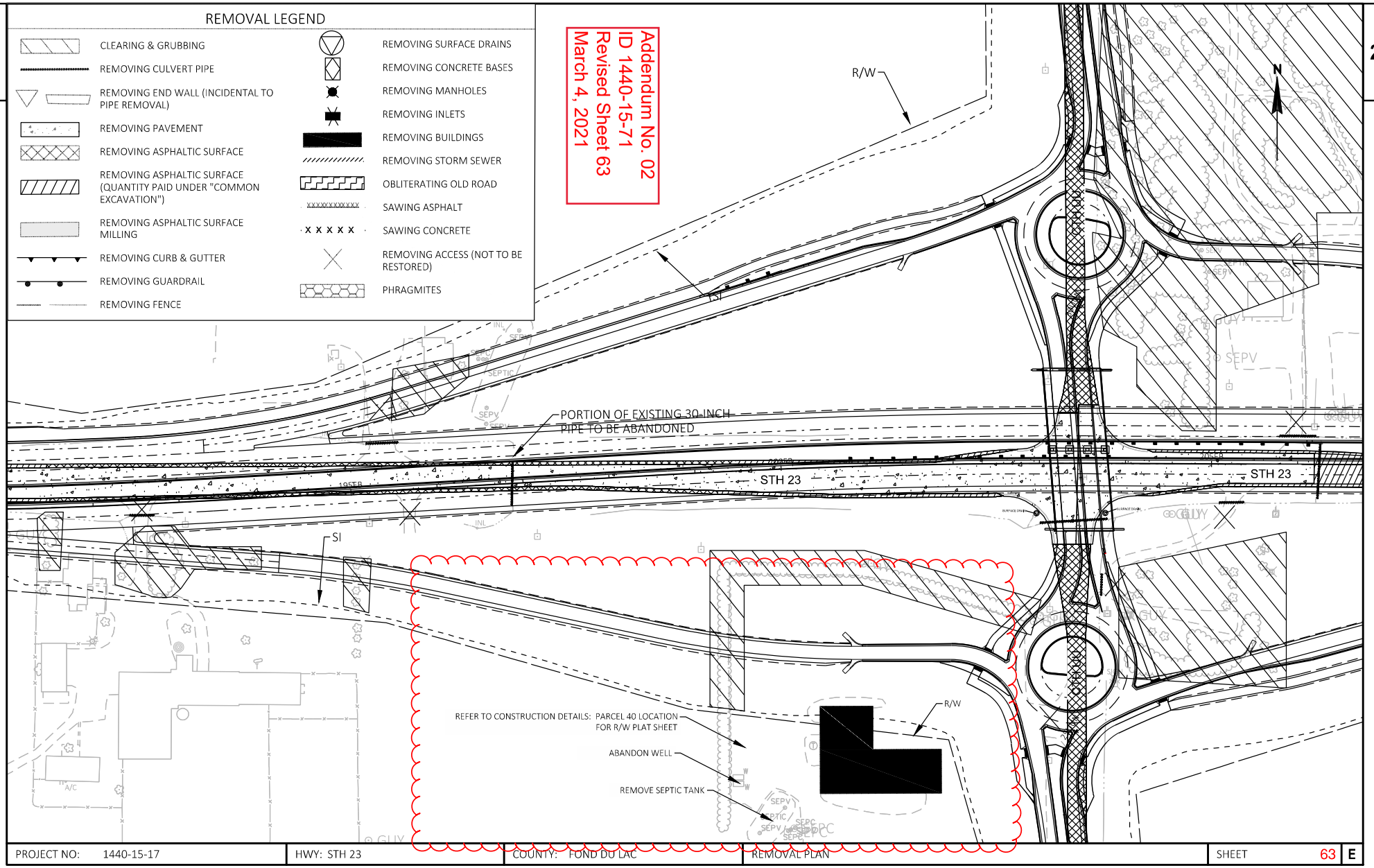
REMOVE CONCRETE BASE (STA 161'EB'+25)

R/W

PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 60	E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 04
PLOT DATE : 3/3/2021 10:51 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 1440-15-17	HWY: STH 23	COUNTY: FOND DU LAC	REMOVAL PLAN	SHEET 63 E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021100_RM.DWG
LAYOUT NAME - 07
PLOT DATE : 3/3/2021 2:59 PM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

Addendum No. 02
ID 1440-15-71
Revised Sheet 97
March 4, 2021

2

2

LEGEND

PROPOSED CONCRETE PAVEMENT

- CP8 — CONCRETE PAVEMENT 8-INCH (DOWELED)
- PAVE4 — CONCRETE PAVEMENT 9-INCH (DOWELED)
- CP10 — CONCRETE PAVEMENT 10-INCH (DOWELED)
- CP12 — TRUCK APRON COLORED CONCRETE 12-INCH

PROPOSED CONCRETE SIDEWALK

- SW4 — CONCRETE SIDEWALK 4-INCH

PROPOSED DRIVEWAY/ENTRANCE TYPES

- DW1 — CONCRETE DRIVEWAY/ENTRANCE 6-INCH OVER 6" BASE AGGREGATE DENSE 1 ¼ -INCH
- DW2 — ASPHALTIC SURFACE DRIVEWAY/ENTRANCE 3-INCH OVER 6" BASE AGGREGATE DENSE 1 ¼ -INCH
- DW3 — GRAVEL DRIVEWAY/ENTRANCE 6" BASE AGGREGATE DENSE 1 ¼ -INCH

PROPOSED HMA PAVEMENT

- AP3.5 — 3 ½ " HMA PAVEMENT
- AP4 — 4" HMA PAVEMENT
- AP5 — 5" HMA PAVEMENT
- AP7.5 — 7 ½ " HMA PAVEMENT

PROPOSED ASPHALT SURFACE

- AS — 3" ASPHALT SURFACE

PROPOSED CONCRETE SLOPE NOSES

- S1 — CONCRETE SLOPE NOSE TYPE 1
- S2 — CONCRETE SLOPE NOSE TYPE 2

PROPOSED UTILITIES

- PROPOSED INLET
- PROPOSED MANHOLE

PROPOSED CONCRETE CURB AND GUTTER

- 36-A 6 — CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- 36-D 6 — CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- 36-A 6R — CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A REVERSE SLOPE
- 36-D 6R — CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D REVERSE SLOPE
- 36-A 4 — CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- 36-D 4 — CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- 36-A 4R — CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A REVERSE SLOPE
- 36-D 4R — CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D REVERSE SLOPE
- 36-R 4 — CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
- 36-T 4 — CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE T
- 36-TBTT — CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- 30-A — CONCRETE CURB AND GUTTER 30-INCH TYPE A
- 30-D — CONCRETE CURB AND GUTTER 30-INCH TYPE D
- 30-AR — CONCRETE CURB AND GUTTER 30-INCH TYPE A REVERSE SLOPE
- 30-DR — CONCRETE CURB AND GUTTER 30-INCH TYPE D REVERSE SLOPE
- 18-D — CONCRETE CURB AND GUTTER 18-INCH TYPE D
- 18-AR — CONCRETE CURB AND GUTTER 18-INCH TYPE A REVERSE SLOPE
- DW18 — CONCRETE CURB AND GUTTER DRIVEWAY ENTRANCE CURB 18-INCH
- DW30 — CONCRETE CURB AND GUTTER DRIVEWAY ENTRANCE CURB 30-INCH
- DW36 — CONCRETE CURB AND GUTTER DRIVEWAY ENTRANCE CURB 36-INCH

PROPOSED CONCRETE BARRIER

- S42 — CONCRETE BARRIER TYPE S42

X X X X X X X = SAW CUT

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	PLAN DETAILS: LEGEND AND NOTES	SHEET 97	E

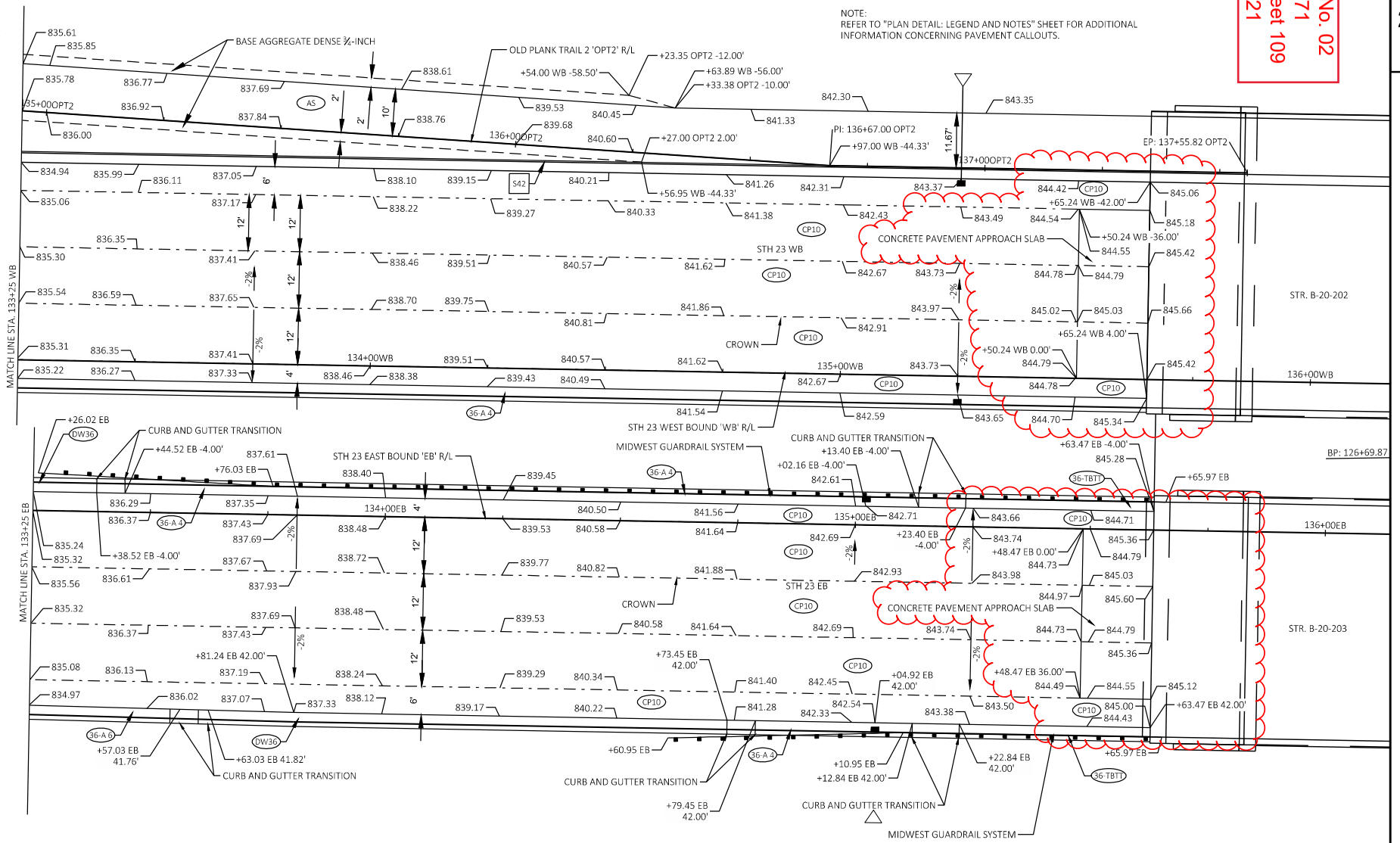
FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021200_PD.DWG
LAYOUT NAME - 021200
PLOT DATE : 3/2/2021 11:25 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

Addendum No. 02
ID 1440-15-71
Revised Sheet 109
March 4, 2021

2

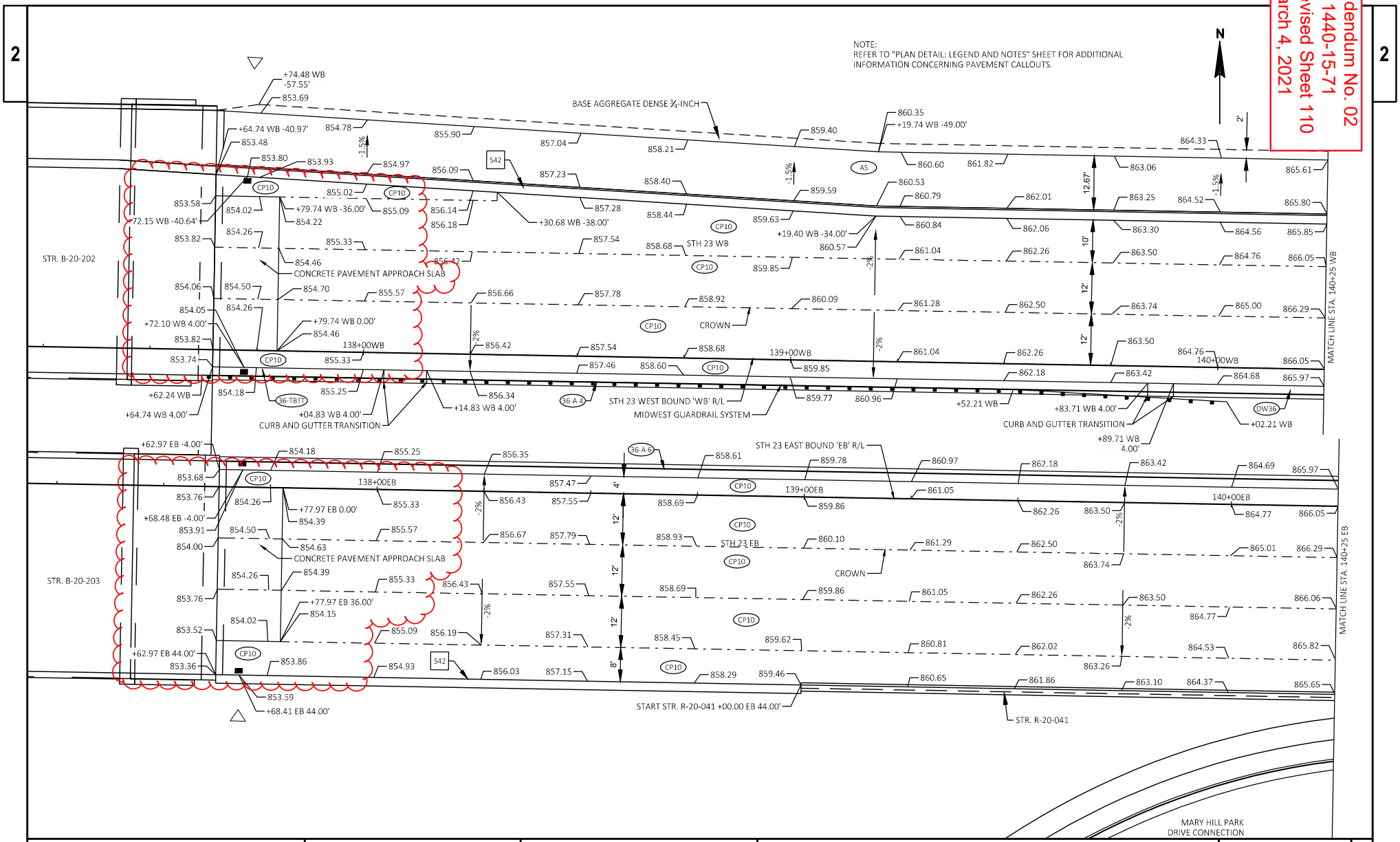
NOTE:
REFER TO "PLAN DETAIL: LEGEND AND NOTES" SHEET FOR ADDITIONAL INFORMATION CONCERNING PAVEMENT CALLOUTS.



PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	PLAN DETAILS: STH 23	SHEET 109 E

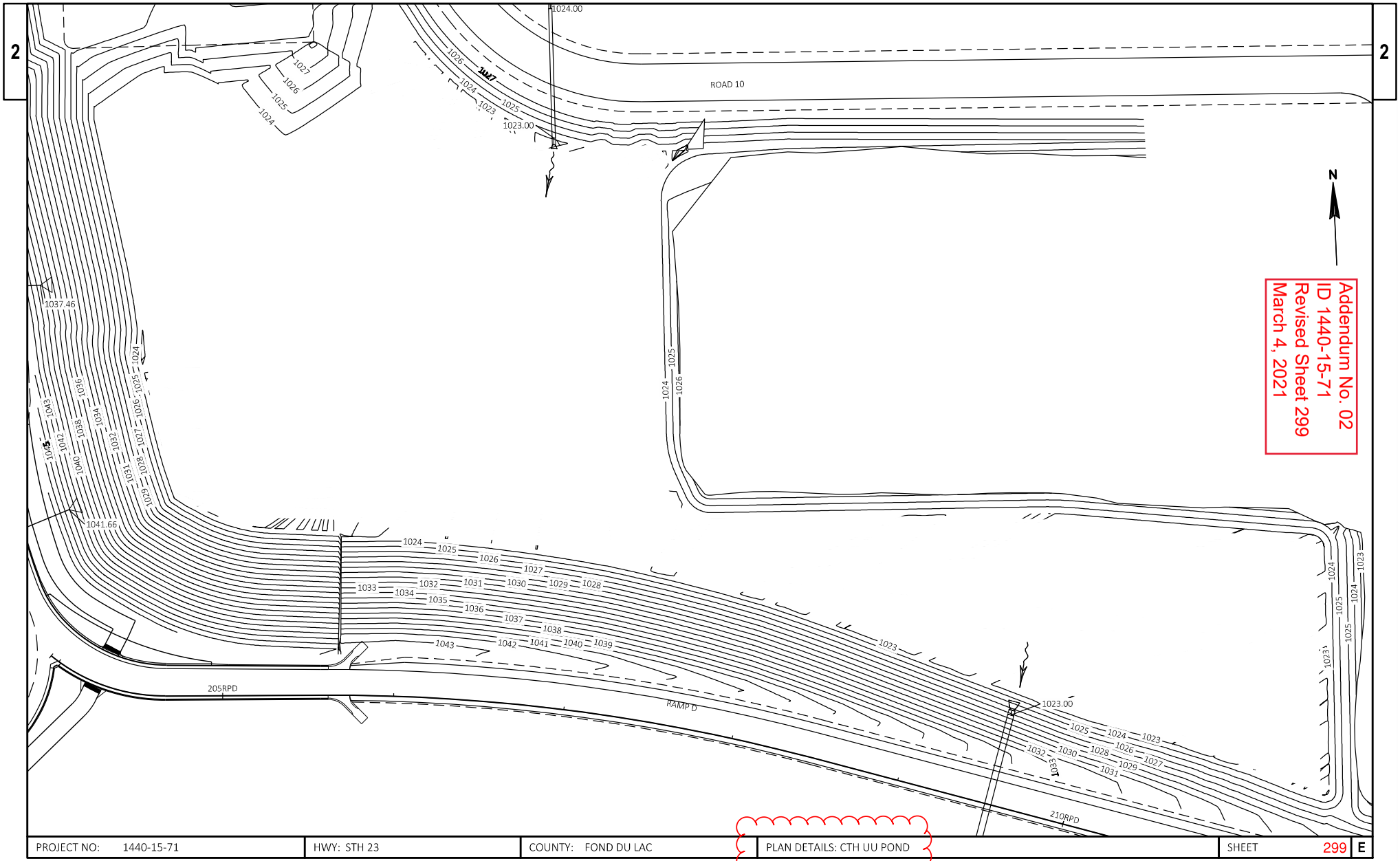
FILE NAME : J:\JOBS2014\20142023\CAD\TRAN\SPORTATION\DWG\SHEETSPLAN\021211_PD.DWG
LAYOUT NAME - 12
PLOT DATE : 2/26/2021 7:42 PM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT_1
WISDOT/CADDS SHEET 42

Addendum No. 02
ID 1440-15-71
Revised Sheet 110
March 4, 2021



PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	PLAN DETAILS: STH 23	SHEET 110 E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021211_PD.DWG
LAYOUT NAME - 13
PLOT DATE : 2/26/2021 8:03 PM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT_1



PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	PLAN DETAILS: CTH UU POND	SHEET 299 E

FILE NAME : J:\JOBS2014\20142023\CAD\TRANSPORTATION\DWG\SHEETSPLAN\021239_PD CTH UU NE POND DETAIL.DWG
LAYOUT NAME - 01

PLOT DATE : 3/2/2021 9:46 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

Addendum No. 02
ID 1440-15-71
Revised Sheet 872
March 4, 2021

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

REMOVING DELINEATORS AND MARKERS

STATION	TO	STATION	LOCATION	204.0180 (EA)
STH 23 WB - WB			LT	50
STH 23 EB - EB			RT	50
CTH K - KNB			LT/RT	10
CTH UU - UUN			LT/RT	10
UNDISTRIBUTED				20
PROJECT TOTAL				140

REMOVING SURFACE DRAINS

STAGE	STATION	TO	STATION	LOCATION	204.0190 (EA)
STAGE 2B					
	STH EB - EB				
	165+01	-	165+07	RT	1
	STH WB - WB				
	101+83	-	101+92	LT	1
STAGE 2 TOTAL					2
STAGE 3B					
	STH WB - WB				
	165+05	-	165+11	LT	1
STAGE 3 TOTAL					1
PROJECT TOTAL					3

REMOVING CONCRETE BASES

LOCATION		204.0195* (EACH)	(STA 161'EB'+25) 204.9060.S.01 (EACH)	NOTES
USH 151 SB EXIT RAMP	RT	1	---	-
STH 23 WB TRAIL	LT	4	---	UNDER USH 151
STH 23	LT/RT	9	---	-
161+25 EB	RT	---	1	-
WISC AMERICAN DR	LT/RT	3	---	-
UNDISTRIBUTED		3	---	-
TOTAL		20	1	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STORM SEWER REMOVALS

STAGE	STATION	TO	STATION	LOCATION	204.0210 REMOVING MANHOLES (EA)	204.0220 REMOVING INLETS (EA)	REMOVING STORM SEWER 204.0245 12-INCH (LF)	204.0245 15-INCH (LF)	204.0245 18-INCH (LF)	SPV.0060.04 STORM SEWER PLUG (EA)
STAGE 2										
	STH 23 EB - EB									
	103+69			LT	-	1	-	-	-	-
	106+92	-	106+95	LT/RT	-	1	15	-	-	-
	113+60	-	113+60	LT	-	1	25	-	-	-
	115+84			LT	-	1	-	-	-	-
	118+11	-	118+10	LT	-	1	24	-	-	-
	121+11			LT	-	1	-	-	-	-
	124+09			LT	-	1	-	-	-	-
	127+36			LT	-	1	-	-	-	-
	130+63	-	130+61	LT	-	1	22	-	-	-
	130+61	-	130+61	LT	-	1	13	-	-	1
	133+80	-	133+80	LT	-	1	23	-	-	-
	133+80	-	133+80	LT	-	1	7	-	-	1
	134+51	-	133+80	LT	-	1	72	-	-	-
	134+52	-	134+51	LT	1	-	19	-	-	-
	136+34	-	134+52	LT	-	1	181	-	-	-
	136+95	-	136+34	LT	1	-	62	-	-	-
	137+52	-	136+95	LT	-	1	57	-	-	-
	135+76	-	135+66	RT	-	1	30	-	-	-
	137+27	-	137+21	RT	-	1	47	-	-	-
	139+99	-	140+00	LT	-	1	11	-	-	-
	140+00	-	140+00	LT/RT	-	1	38	-	-	-
	140+00	-	139+98	RT	-	1	53	-	-	-
	142+70	-	142+69	LT	-	1	24	-	-	-
	142+69	-	142+69	LT/RT	-	1	-	-	38	-
	142+69	-	142+72	RT	-	1	-	-	49	-
	143+86	-	143+78	RT	-	-	32	-	-	1
	143+78	-	143+81	LT/RT	1	-	46	-	-	-
	143+81	-	143+79	LT	1	-	27	-	-	-
	145+20	-	145+06	LT/RT	-	1	41	-	-	-
	145+06	-	145+19	LT	-	1	-	-	27	1
	148+11	-	148+12	LT/RT	-	1	38	-	-	-
	148+12	-	148+12	LT	-	1	-	-	24	1
	151+00	-	150+99	LT/RT	-	1	38	-	-	-
	150+99	-	150+99	LT	-	1	24	-	-	1
	153+50	-	153+50	LT/RT	-	1	38	-	-	-
	153+50	-	153+50	LT	-	1	24	-	-	1
	155+99	-	156+00	LT/RT	-	1	38	-	-	-
	156+00	-	156+00	LT	-	1	24	-	-	1
	158+50	-	158+50	LT/RT	-	1	38	-	-	-
	158+50	-	158+50	LT	-	1	-	17	-	1
	161+00	-	161+01	LT/RT	-	1	-	38	-	1
	161+01	-	161+01	LT	-	1	-	-	13	-
	165+39	-	165+42	LT/RT	-	-	51	-	-	-

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	205.0500 MARSH EXCAVATION (6)	EXPANDED MARSH BACKFILL (10)	EXPANDED EBS BACKFILL (11)	UNEXPANDED FILL	SPV.0035.01 ROADWAY EMBANKMENT (13)	MASS ORDINATE +/- (14)	COMMENT:
			CUT (2)	EBS EXCAVATION (3)				FACTOR 1.00	FACTOR		FACTOR 1.00		
DIVISION 1													
STAGE 1A													
Temporary Widening	601+22 - 616+69	USH 151 at CTH K	815	0	0	815	0	0	0	525	525	290	Surface Calc
Temporary Median Widening	4+45 OEWB - 7+07 OEWB	STH 23 WB RT	310	0	0	310	0	0	0	0	0	310	Surface Calc
Temporary Bypass	9+12 TB - 22+91 TB	North of Wisconsin American Dr RBT	505	0	0	505	0	0	0	5,745	5,745	-5,240	Surface Calc
Temporary Connection	14+96 WAC - 18+13 WAC	West of Wisconsin American Dr	445	0	0	445	0	0	0	185	185	260	Surface Calc
	18+49 WAC - 20+00 WAC		80	0	0	80	0	0	0	1,505	1,505	-1,425	Surface Calc
Temporary Widening	18+28 OEWB - 39+26 OEWB	STH 23 WB LT	2,480	0	0	2,480	0	0	0	1,235	1,235	1,245	Surface Calc
	39+66 OEWB - 79+30 OEWB		5,990	0	0	5,990	0	0	0	65	65	5,925	Surface Calc
	80+15 OEWB - 104+30 OEWB		2,830	0	0	2,830	0	0	0	90	90	2,740	Surface Calc
	106+95 OEWB - 110+40 OEWB		330	0	0	330	0	0	0	5	5	325	Surface Calc
Temporary Connection	24+59 MHC - 26+77 MHC	East of Mary Hill Park Dr	180	0	0	180	0	0	0	120	120	60	Surface Calc
Median Removals	36+38 OEWB - 42+50 OEWB	CTH K Intersection	655	0	0	655	0	0	0	0	0	655	Surface Calc
Road 8A	10+00.00 RD8 - 36+58.11 RD8		8,521	0	0	8,521	0	0	0	10,705	10,705	-2,184	
Irene Dr			1,702	0	0	1,702	0	0	0	8	8	1,694	
Northway Dr			850	0	0	850	0	0	0	2,887	2,887	-2,037	
Road 5			3,405	0	0	3,405	0	0	0	4,196	4,196	-791	
CTH UU	6+85 UUN - 13+36 UUN		731	0	0	731	0	0	0	2,692	2,692	-1,961	
STAGE 1A SUBTOTAL			29,829	0	0	29,829	0	0	0	29,963	29,963	-134	
STAGE 1B													
Temporary Median Widening	61+08 OEWB - 69+33 OEWB	STH 23 WB RT	365	0	0	365	0	0	0	0	0	365	Surface Calc
STAGE 1B SUBTOTAL			365	0	0	365	0	0	0	0	0	365	
DIVISION 1 SUBTOTAL			30,194	0	0	30,194	0	0	0	29,963	29,963	231	

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(6) MARSH EXCAVATION - TO BE BACKFILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND. ITEM NUMBER 205.0500
(10) EXPANDED MARSH BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND.. ITEM NUMBER 208.1100
(11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND. ITEM NUMBER 208.1100
(13) ROADWAY EMBANKMENT = UNEXPANDED FILL
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
MASS ORDINATE = AVAILABLE MATERIAL - UNEXPANDED FILL

Addendum No. 02
ID 1440-15-71
Revised Sheet 875
March 4, 2021

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	205.0500 MARSH EXCAVATION (6)	EXPANDED MARSH BACKFILL (10)	EXPANDED EBS BACKFILL (11)	UNEXPANDED FILL	SPV.0035.01 ROADWAY EMBANKMENT (13)	MASS ORDINATE +/- (14)	COMMENT:
			CUT (2)	EBS EXCAVATION (3)				FACTOR 1.00	FACTOR		FACTOR 1.00		
DIVISION 2													
STAGE 2A													
Temporary Median Widening	4+79 WM - 8+37 WM	STH 23 WB RT	290	0	0	290	0	0	0	0	0	290	Surface Calc
Temporary Crossover	0+00 EM - 4+19 EM	East of Wisconsin American Dr	345	0	0	345	0	0	0	0	0	345	Surface Calc
Temporary Connection	5+00 WBT - 5+84 WBT	East of Wisconsin American Dr	105	0	35	70	0	0	0	0	0	70	Surface Calc
Roundabout and Approaches		STH 23	1,305	0	580	725	0	0	0	810	810	-85	Surface Calc
			1,875	0	775	1,100	0	0	0	2,665	2,665	-1,565	Surface Calc
Wisconsin American Dr			190	0	0	190	0	0	0	205	205	-15	Surface Calc
STAGE 2A SUBTOTAL			4,110	0	1,390	2,720	0	0	0	3,680	3,680	-960	
STAGE 2B													
Wisconsin American Dr			340	0	0	340	0	0	0	1,105	1,105	-765	Surface Calc
Temporary Bypass Restoration	10+54 TB - 15+18 TB	North of Wisconsin American Dr RBT	1,150	0	0	1,150	0	0	0	95	95	1,055	Surface Calc
	16+34 TB - 22+91 TB		575	0	0	575	0	0	0	285	285	290	Surface Calc
Temporary Connection Restoration	15+32 WAC - 17+98 WAC	West of Wisconsin American Dr	160	0	0	160	0	0	0	425	425	-265	Surface Calc
Temporary Crossover	10+00 CE - 12+75 CE	East of Wisconsin American Dr	200	0	0	200	0	0	0	10	10	190	Surface Calc
STH 23 EB	101+85 EB - 192+00 EB		43,255	5,140	1,960	41,295	0	0	0	98,282	98,282	-56,987	
Temporary Connection	5+00 TCW - 15+46 TCW	West of CTH UU	285	0	0	285	0	0	0	3,765	3,765	-3,480	Surface Calc
STH 23 WB	106+82 WB - 109+00 WB		165	0	175	-10	0	0	0	2,477	2,477	-2,487	
	204+50 WB - 250+00 WB		27,601	1,120	0	27,601	0	0	0	21,774	21,774	5,827	
	250+00+06.92/384+00		245,904	5,408	0	245,904	25,100	31,346	31,050	235,518	235,518	10,386	
CTH K Interchange		South Jughandle	299	0	0	299	0	0	0	34,695	34,695	-34,396	
CTH K		South of STH 23	4,152	0	0	4,152	0	0	0	2,324	2,324	1,828	
		North of STH 23	2,329	0	0	2,329	0	0	0	5,199	5,199	-2,870	
Mary Hill Park Dr			7,085	0	0	7,085	0	0	0	4,164	4,164	2,921	
Hillside Circle			684	0	0	684	0	0	0	6	6	678	
CTH UU Interchange		D Ramp	625	0	0	625	0	0	0	24,430	24,430	-23,805	
CTH UU	13+50 UUN - 24+00 UUN		330	0	0	330	0	0	0	24,714	24,714	-24,384	
	33+00 UUN - 42+65 UUN		561	0	0	561	0	0	0	38,172	38,172	-37,611	
Road 11			1,561	0	0	1,561	0	0	0	7,728	7,728	-6,167	
Road 10			1,305	0	0	1,305	0	0	0	4,178	4,178	-2,873	
Park and Ride			25	0	0	25	0	0	0	16,405	16,405	-16,380	Surface Calc
CTH UU Pond			7,270	0	0	7,270	0	0	0	1,490	1,490	5,780	Surface Calc
Poplar North	405+12.75/52+58.94		873	0	0	873	0	0	0	16	16	857	
Taft	50+60/52+85.58		1,399	0	0	1,399	0	0	0	0	0	1,399	
Tower North	23+71/26+00		2,079	0	0	2,079	0	0	0	9	9	2,070	
STAGE 2B SUBTOTAL			350,212	11,668	2,135	348,077	25,100	31,346	31,050	527,266	527,266	-179,189	
DIVISION 2 SUBTOTAL			354,322	11,668	3,525	350,797	25,100	31,346	31,050	530,946	530,946	-180,149	

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(6) MARSH EXCAVATION - TO BE BACKFILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND. ITEM NUMBER 205.0500

(10) EXPANDED MARSH BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND.. ITEM NUMBER 208.1100

(11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND. ITEM NUMBER 208.1100

(13) ROADWAY EMBANKMENT = UNEXPANDED FILL

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
MASS ORDINATE = AVAILABLE MATERIAL - UNEXPANDED FILL

Addendum No. 02
ID 1440-15-71
Revised Sheet 876
March 4, 2021

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	205.0500 MARSH EXCAVATION (6)	EXPANDED MARSH BACKFILL (10)	EXPANDED EBS BACKFILL (11)	UNEXPANDED FILL	SPV.0035.01 ROADWAY EMBANKMENT (13)	MASS ORDINATE +/- (14)	COMMENT:
			CUT (2)	EBS EXCAVATION (3)				FACTOR 1.00	FACTOR		FACTOR 1.00		
DIVISION 3													
STAGE 3A													
STH 23 WB			2,495	0	0	2,495	0	0	0	9,845	9,845	-7,350	Surface Calc
Temporary Crossover	41+21 CW - 58+51 CW	West of CTH UU	1,015	0	0	1,015	0	0	0	30	30	985	Surface Calc
STAGE 3A SUBTOTAL			3,510	0	0	3,510	0	0	0	9,875	9,875	-6,365	
STAGE 3B													
STH 23 WB	101+85 WB - 204+00 WB		29,639	0	2,175	27,464	0	0	0	118,056	118,056	-90,592	
STH 23 EB	192+00 EB - 250+00EB		13,493	0	410	13,083	0	0	0	18,629	18,629	-5,546	
	250+00.01/397+00.00		13,402	0	0	13,402	0	0	0	18,635	18,635	-5,233	
STH 23 WB		Within USH 151 Interchange	555	0	0	555	0	0	0	545	545	10	Surface Calc
USH 151 SB Exit Ramp		USH 151 at STH 23	1,205	0	0	1,205	0	0	0	230	230	975	Surface Calc
CTH K Interchange		North Jughandle	703	0	0	703	0	0	0	46,980	46,980	-46,277	
CTH K		North Roundabout	8,270	0	0	8,270	0	0	0	5,040	5,040	3,230	Surface Calc
CTH UU Interchange		A Ramp	152	0	0	152	0	0	0	33,773	33,773	-33,621	
		B Ramp	767	0	0	767	0	0	0	30,637	30,637	-29,870	
		C Ramp	0	0	0	0	0	0	0	39,052	39,052	-39,052	
Whispering Springs Access Rd			11,386	0	0	11,386	0	0	0	101	101	11,285	
Ledgewood Dr			617	0	0	617	0	0	0	9	9	608	
Hilltop Extension			1,418	0	0	1,418	0	0	0	15	15	1,403	
Hilltop Cul-de-sac			1,078	0	0	1,078	0	0	0	321	321	757	
Mueller Draintile Excavation-EB	300'EB'+50		546	0	0	546	0	0	0	0	0	546	
Trail 1	249+95.41/326+02.93		4,197	0	0	4,197	1,070	1,471	0	4,297	4,297	-100	
Trail 2	327+33.47/347+33.54		201	0	0	201	0	0	0	4,305	4,305	-4,104	
Trail 3	327+33.47/403+77.47		26,675	720	0	0	0	0	1,822	16,932	16,932	-16,932	
Trail 4	348+96.01/423+78.9		440	0	0	440	0	0	0	2,508	2,508	-2,068	
Poplar South	50+10/55+00		555	0	0	555	0	0	0	129	129	426	
Richard	53+18.94/52+04.74		581	0	0	581	0	0	0	29	29	551	
Tower South	21+06.92/23+11.68		943	0	0	943	0	0	0	123	123	821	
STAGE 3B SUBTOTAL			116,822	720	2,585	87,562	1,070	1,471	1,822	340,345	340,345	-252,783	
DIVISION 3 SUBTOTAL			120,332	720	2,585	91,072	1,070	1,471	1,822	350,220	350,220	-259,148	
DIVISION 4													
Temporary Widening Removal	601+22 - 616+69	USH 151 at CTH K	1,225	0	0	1,225	0	0	0	450	450	775	Surface Calc
Temporary Widening Removal	102+28 WB - 106+82 WB		5	0	0	5	0	0	0	570	570	-565	Surface Calc
Crossover Removal	10+00 CE - 12+75 CE	East of Wisconsin American Dr	10	0	0	10	0	0	0	190	190	-180	Surface Calc
Crossover Removal	41+21 CW - 58+51 CW	West of CTH UU	0	0	0	0	0	0	0	925	925	-925	Surface Calc
Crossover Removal	378+25.00/396+00.00		3,307	0	0	3,307	0	0	0	0	0	3,307	
DIVISION 4 SUBTOTAL			4,547	0	0	4,547	0	0	0	2,135	2,135	2,412	
GRAND TOTAL			509,395	12,388	6,110	476,610	**26,170**	32,817	32,872	913,264	**913,264**	-436,654	
TOTAL COMMON EXC			**521,783**					**65,690**					

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(6) MARSH EXCAVATION - TO BE BACKFILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND. ITEM NUMBER 205.0500
(10) EXPANDED MARSH BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND.. ITEM NUMBER 208.1100
(11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL TO ONE(1) FOOT ABOVE NATURAL GROUND. ITEM NUMBER 208.1100
(13) ROADWAY EMBANKMENT = UNEXPANDED FILL
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
MASS ORDINATE = AVAILABLE MATERIAL - UNEXPANDED FILL

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

Addendum No. 02
ID 1440-15-71
Revised Sheet 877
March 4, 2021

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	MISCELLANEOUS QUANTITIES	SHEET 877	E

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

CONCRETE PAVEMENT (CONTINUED)

STAGE	STATION	TO	STATION	415.0080 CONCRETE PAVEMENT 8-INCH (SY)	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.0100 CONCRETE PAVEMENT 10-INCH (SY)	415.0210 CONCRETE PAVEMENT GAPS (EACH)	416.0512 CONCRETE TRUCK APRON 12-INCH (SY)
STAGE 3 (CONTINUED)								
	CTH UU							
	CTH UU SOUTH ROUNDABOUT			---	---	---	---	572
	CTH UU NORTH ROUNDABOUT			---	---	---	---	509
	CTH UU RAMP A							
	201+93 RPA	-	202+79 RPA	---	---	---	---	67
	CTH UU RAMP B							
	202+99 RPB	-	203+64 RPB	---	---	---	---	32
	CTH UU RAMP C							
	202+41 RPC	-	202+50 RPC	---	---	---	---	2
	CTH UU RAMP D							
	203+94 RPD	-	204+94 RPD	---	---	---	---	79
STAGE 3 TOTALS				0	0	56,872	0	1,681
STAGE 4								
	USH 151 SB OFF RAMP							
	900+72 SBR	-	904+38 SBR	---	---	726	---	---
STAGE 4 TOTALS				0	0	726	0	0
PROJECT TOTALS				1,221	38,590	115,966	18	2,880

CONCRETE PAVEMENT APPROACH SLAB

STATION	TO	STATION	415.0410 (SY)
135+48 EB	-	135+63 EB	60
137+63 EB	-	137+78 EB	60
135+50 WB	-	135+65 WB	60
137+65 WB	-	137+80 WB	60
PROJECT TOTAL			240

3

Addendum No. 02
ID 1440-15-71
Revised Sheet 882
March 4, 2021

CONCRETE DRIVEWAY

ROAD	STATION	LOCATION	416.0160 6-INCH (SY)
STH 23			
	119+39 EB	RT	20
	245+00 WB	LT	490
HILLTOP CUL-DU-SAC			
	10+40 HTC	RT	62
HILLTOP CONNECTOR			
	1+00 HTE	RT	36
CTH UU			
	21+26 UUS	LT	30
PROJECT TOTAL			638

Division 2 - Align - STH 23 - WB

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	AREA (SF) MARSH EXC	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) MARSH EXC	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.00	CUMULATIVE VOL (CY) EXPANDED MARSH BACKFILL 1.00 NOTE 4	CUMULATIVE VOL (CY) EXPANDED EBS/BACKFILL 1.00 NOTE 5	MASS ORDINATE NOTE 8
250+00.01	25000.01	0.00	0.47	549.40	0.00	0.00	0	0	0	0	0	0	0	0	0
251+00	25100.00	99.99	1.25	645.13	0.00	0.00	3	2,212	0	0	3	2,212	0	0	-2,209
252+00	25200.00	100.00	2.05	585.72	0.00	0.00	6	2,279	0	0	9	4,491	0	0	-4,482
253+00	25300.00	100.00	0.91	543.41	0.00	0.00	5	2,091	0	0	15	6,582	0	0	-6,567
254+00	25400.00	100.00	0.59	202.47	0.00	0.00	3	1,381	0	0	18	7,964	0	0	-7,946
255+00	25500.00	100.00	156.00	26.46	0.00	0.00	290	424	0	0	308	8,387	0	0	-8,080
255+50.74	25550.74	50.74	169.35	0.35	0.00	0.00	306	25	0	0	613	8,413	0	0	-7,799
255+55	25555.00	4.26	173.61	0.08	0.00	0.00	27	0	0	0	640	8,413	0	0	-7,772
255+60	25560.00	5.00	190.72	0.00	0.00	0.00	34	0	0	0	674	8,413	0	0	-7,739
255+65	25565.00	5.00	199.70	1.32	0.00	0.00	36	0	0	0	710	8,413	0	0	-7,703
255+70	25570.00	5.00	194.20	1.94	0.00	0.00	36	0	0	0	747	8,413	0	0	-7,666
255+75	25575.00	5.00	192.56	2.18	0.00	0.00	36	0	0	0	782	8,413	0	0	-7,631
255+80	25580.00	5.00	171.98	2.36	0.00	0.00	34	0	0	0	816	8,414	0	0	-7,598
255+85	25585.00	5.00	124.66	0.00	0.00	0.00	27	0	0	0	844	8,414	0	0	-7,570
255+90	25590.00	5.00	113.24	0.00	0.00	0.00	22	0	0	0	866	8,414	0	0	-7,548
255+95	25595.00	5.00	138.26	0.00	0.00	0.00	23	0	0	0	889	8,414	0	0	-7,525
256+00	25600.00	5.00	135.28	0.00	0.00	0.00	25	0	0	0	914	8,414	0	0	-7,500
256+05	25605.00	5.00	125.26	0.00	0.00	0.00	24	0	0	0	938	8,414	0	0	-7,476
256+10	25610.00	5.00	111.30	0.00	0.00	0.00	22	0	0	0	960	8,414	0	0	-7,454
256+15	25615.00	5.00	115.16	0.00	0.00	0.00	21	0	0	0	981	8,414	0	0	-7,433
256+20	25620.00	5.00	132.98	0.00	0.00	0.00	23	0	0	0	1,004	8,414	0	0	-7,410
256+25	25625.00	5.00	147.88	0.00	0.00	0.00	26	0	0	0	1,030	8,414	0	0	-7,384
256+30	25630.00	5.00	155.29	0.00	0.00	0.00	28	0	0	0	1,058	8,414	0	0	-7,356
256+35	25635.00	5.00	152.60	0.00	0.00	0.00	29	0	0	0	1,087	8,414	0	0	-7,327
256+40	25640.00	5.00	148.11	0.00	0.00	0.00	28	0	0	0	1,115	8,414	0	0	-7,299
256+45	25645.00	5.00	171.09	0.06	0.00	0.00	30	0	0	0	1,144	8,414	0	0	-7,270
256+50	25650.00	5.00	206.23	0.03	0.00	0.00	35	0	0	0	1,179	8,414	0	0	-7,235
256+55	25655.00	5.00	224.47	0.00	0.00	0.00	40	0	0	0	1,219	8,414	0	0	-7,195
256+60	25660.00	5.00	243.19	0.00	0.00	0.00	43	0	0	0	1,262	8,414	0	0	-7,152
256+65	25665.00	5.00	286.44	0.00	0.00	0.00	49	0	0	0	1,311	8,414	0	0	-7,103
256+70	25670.00	5.00	341.69	0.00	0.00	0.00	58	0	0	0	1,370	8,414	0	0	-7,045
256+75	25675.00	5.00	357.53	0.00	0.00	0.00	65	0	0	0	1,434	8,414	0	0	-6,980
256+80	25680.00	5.00	337.80	0.00	0.00	0.00	64	0	0	0	1,499	8,414	0	0	-6,915
256+85	25685.00	5.00	317.54	0.00	0.00	0.00	61	0	0	0	1,559	8,414	0	0	-6,855
256+85.51	25685.51	0.51	321.78	0.00	0.00	0.00	6	0	0	0	1,565	8,414	0	0	-6,849
257+00	25700.00	14.49	331.74	0.00	0.00	0.00	175	0	0	0	1,741	8,414	0	0	-6,673

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL AND EXCAVATION REQUIRED FOR SUBGRADE IMPROVEMENT
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	ACCOUNTS FOR SUBGRADE IMPROVEMENT AND EBS/MARSH AREAS BEING BACKFILLED WITH SELECT CRUSH MATERIAL AND SELECT BORROW, RESPECTI
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH SELECT BORROW TO ONE(1) FOOT ABOVE NATURAL GROUND
5 - EXPANDED EBS BACKFILL	WILL BE BACKFILLED WITH SELECT BORROW TO DEPTH INDICATED IN PLAN AND PROFILE SHEETS
8 - MASS ORDINATE	[CUT] - FILL

Addendum No. 02
ID 1440-15-71
Revised Sheet 1644
March 4, 2021

9

9

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	EARTHWORK COMP: EARTHWORK TABLE – STH 23 WESTBOUND ('WB')	SHEET 1644	E

Division 2 - Align - STH 23 - WB

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	AREA (SF) MARSH EXC	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) MARSH EXC	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.00	CUMULATIVE VOL (CY) EXPANDED MARSH BACKFILL 1.00 NOTE 4	CUMULATIVE VOL (CY) EXPANDED EBS/BACKFILL 1.00 NOTE 5	MASS ORDINATE NOTE 8
258+00	25800.00	100.00	673.67	1.08	0.00	0.00	1,862	2	0	0	3,603	8,416	0	0	-4,813
259+00	25900.00	100.00	1312.93	3.35	0.00	0.00	3,679	8	0	0	7,282	8,424	0	0	-1,143
260+00	26000.00	100.00	2222.21	2.55	0.00	0.00	6,547	11	0	0	13,828	8,435	0	0	5,393
261+00	26100.00	100.00	2966.19	5.34	0.00	0.00	9,608	15	0	0	23,436	8,450	0	0	14,986
262+00	26200.00	100.00	3096.07	2.47	0.00	0.00	11,226	14	0	0	34,663	8,464	0	0	26,198
263+00	26300.00	100.00	2284.60	3.00	0.00	0.00	9,964	10	0	0	44,627	8,474	0	0	36,152
264+00	26400.00	100.00	1201.44	0.27	0.00	0.00	6,456	6	0	0	51,082	8,481	0	0	42,602
265+00	26500.00	100.00	735.73	1.75	0.00	0.00	3,587	4	0	0	54,670	8,484	0	0	46,186
266+00	26600.00	100.00	395.91	1.69	0.00	0.00	2,096	6	0	0	56,765	8,491	0	0	48,275
267+00	26700.00	100.00	85.78	36.15	0.00	0.00	892	70	0	0	57,658	8,561	0	0	49,097
268+00	26800.00	100.00	11.43	160.94	0.00	0.00	180	365	0	0	57,838	8,926	0	0	48,912
269+00	26900.00	100.00	18.69	191.16	0.00	0.00	56	652	0	0	57,893	9,578	0	0	48,316
270+00	27000.00	100.00	1.02	398.00	0.00	37.50	37	1,091	0	69	57,930	10,669	0	417	47,261
271+00	27100.00	100.00	1.55	465.69	0.00	37.50	5	1,599	0	139	57,935	12,268	0	1,250	45,666
272+00	27200.00	100.00	1.95	493.85	0.00	37.50	6	1,777	0	139	57,941	14,045	0	2,083	43,896
273+00	27300.00	100.00	1.52	440.16	0.00	37.50	6	1,730	0	139	57,947	15,775	0	2,917	42,173
274+00	27400.00	100.00	1.19	379.73	0.00	37.50	5	1,518	0	139	57,952	17,293	0	3,750	40,659
275+00	27500.00	100.00	0.02	272.43	0.00	0.00	2	1,208	0	69	57,955	18,501	0	4,167	39,454
276+00	27600.00	100.00	79.49	43.03	0.00	0.00	147	584	0	0	58,102	19,085	0	4,167	39,017
277+00	27700.00	100.00	563.50	4.31	0.00	0.00	1,191	88	0	0	59,293	19,173	0	4,167	40,120
278+00	27800.00	100.00	46.30	78.83	0.00	0.00	1,129	154	0	0	60,422	19,327	0	4,167	41,095
278+82.57	27882.57	82.57	11.60	386.69	0.00	0.00	89	712	0	0	60,511	20,038	0	4,167	40,472
279+00	27900.00	17.43	30.83	423.89	0.00	0.00	14	262	0	0	60,524	20,300	0	4,167	40,224
280+00	28000.00	100.00	25.95	422.69	0.00	0.00	105	1,568	0	0	60,629	21,868	0	4,550	38,762
281+00	28100.00	100.00	27.24	630.52	0.00	0.00	99	1,950	0	0	60,728	23,818	0	5,334	36,910
282+00	28200.00	100.00	34.86	828.95	0.00	221.79	115	2,703	0	411	60,843	26,521	0	6,144	34,322
283+00	28300.00	100.00	37.83	514.69	0.00	0.00	135	2,488	0	411	60,977	29,009	0	6,944	31,968
284+00	28400.00	100.00	43.48	153.69	0.00	0.00	151	1,238	0	0	61,128	30,247	0	7,582	30,881
285+00	28500.00	100.00	855.64	29.78	0.00	0.00	1,665	340	0	0	62,793	30,587	0	7,830	32,206
286+00	28600.00	100.00	1949.84	13.76	0.00	0.00	5,195	81	0	0	67,988	30,667	0	7,830	37,321
287+00	28700.00	100.00	2270.25	0.00	0.00	0.00	7,815	25	0	0	75,803	30,693	0	7,830	45,111
288+00	28800.00	100.00	699.03	0.00	0.00	0.00	5,499	0	0	0	81,302	30,693	0	7,830	50,609
289+00	28900.00	100.00	990.48	0.00	0.00	0.00	3,129	0	0	0	84,431	30,693	0	7,830	53,738
290+00	29000.00	100.00	365.01	0.76	0.00	0.00	2,510	1	0	0	86,941	30,694	0	7,830	56,247
290+50	29050.00	50.00	356.22	18.06	0.00	0.00	668	17	0	0	87,609	30,712	0	7,830	56,897

Addendum No. 02
ID 1440-15-71
Revised Sheet 1645
March 4, 2021

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL AND EXCAVATION REQUIRED FOR SUBGRADE IMPROVEMENT
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	ACCOUNTS FOR SUBGRADE IMPROVEMENT AND EBS/MARSH AREAS BEING BACKFILLED WITH SELECT CRUSH MATERIAL AND SELECT BORROW, RESPECTI
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8 - MASS ORDINATE	[CUT] - FILL

Division 2 - Align - STH 23 - WB

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	AREA (SF) MARSH EXC	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) MARSH EXC	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.00	CUMULATIVE VOL (CY) EXPANDED MARSH BACKFILL 1.00 NOTE 4	CUMULATIVE VOL (CY) EXPANDED EBS/BACKFILL 1.00 NOTE 5	MASS ORDINATE NOTE 8
291+00	29100.00	50.00	284.07	34.83	0.00	0.00	593	49	0	0	88,202	30,761	0	7,830	57,441
292+00	29200.00	100.00	106.37	0.00	0.00	40.87	723	64	0	76	88,925	30,825	0	8,284	58,100
293+00	29300.00	100.00	50.26	138.66	0.00	38.70	290	257	0	147	89,215	31,082	0	9,168	58,133
294+00	29400.00	100.00	36.61	223.40	0.00	37.88	161	670	0	142	89,376	31,752	0	10,019	57,623
295+00	29500.00	100.00	116.95	118.57	0.00	0.00	284	633	0	70	89,660	32,386	0	10,440	57,274
296+00	29600.00	100.00	18.84	431.57	0.00	33.34	251	1,019	0	62	89,911	33,404	0	10,810	56,507
297+00	29700.00	100.00	23.12	364.56	0.00	33.34	78	1,474	0	123	89,989	34,879	0	11,551	55,110
298+00	29800.00	100.00	30.03	330.70	0.00	26.92	98	1,288	0	112	90,087	36,166	0	12,220	53,921
299+00	29900.00	100.00	25.07	339.51	0.00	26.99	102	1,241	0	100	90,189	37,407	0	12,819	52,782
300+00	30000.00	100.00	31.85	415.18	0.00	27.11	105	1,398	0	100	90,295	38,805	0	13,420	51,490
300+05.6	30005.60	5.60	39.79	422.19	0.00	27.12	7	87	0	6	90,302	38,892	0	13,454	51,411
301+00	30100.00	94.40	38.72	575.50	0.00	27.24	137	1,744	0	95	90,440	40,636	0	14,024	49,804
302+00	30200.00	100.00	32.08	711.41	0.00	27.37	131	2,383	0	101	90,571	43,019	0	14,631	47,552
303+00	30300.00	100.00	30.47	884.34	0.00	27.49	116	2,955	0	102	90,687	45,974	0	15,241	44,712
304+00	30400.00	100.00	49.21	796.21	0.00	27.62	148	3,112	0	102	90,834	49,086	0	15,853	41,748
305+00	30500.00	100.00	36.23	726.60	0.00	30.77	158	2,820	0	108	90,992	51,906	0	16,502	39,086
306+00	30600.00	100.00	50.00	439.69	0.00	33.92	160	2,160	0	120	91,152	54,066	0	17,221	37,086
307+00	30700.00	100.00	211.36	42.38	0.00	0.00	484	893	0	63	91,636	54,959	0	17,598	36,677
307+55.04	30755.04	55.04	474.82	21.96	0.00	0.00	699	66	0	0	92,335	55,024	0	17,598	37,311
307+60	30760.00	4.96	441.35	31.16	0.00	0.00	84	5	0	0	92,420	55,029	0	17,598	37,390
307+65	30765.00	5.00	400.50	38.45	0.00	0.00	78	6	0	0	92,498	55,036	0	17,598	37,462
307+70	30770.00	5.00	346.19	35.95	0.00	0.00	69	7	0	0	92,567	55,043	0	17,598	37,524
307+75	30775.00	5.00	286.53	32.76	0.00	0.00	59	6	0	0	92,625	55,049	0	17,598	37,576
307+80	30780.00	5.00	248.56	30.72	0.00	0.00	50	6	0	0	92,675	55,055	0	17,598	37,620
307+85	30785.00	5.00	217.04	29.30	0.00	0.00	43	6	0	0	92,718	55,060	0	17,598	37,658
307+90	30790.00	5.00	201.13	26.68	0.00	0.00	39	5	0	0	92,757	55,066	0	17,598	37,691
307+95	30795.00	5.00	199.61	22.50	0.00	0.00	37	5	0	0	92,794	55,070	0	17,598	37,724
308+00	30800.00	5.00	174.62	17.56	0.00	0.00	35	4	0	0	92,828	55,074	0	17,598	37,755
308+05	30805.00	5.00	149.66	13.09	0.00	0.00	30	3	0	0	92,858	55,077	0	17,598	37,782
308+10	30810.00	5.00	152.39	4.78	0.00	0.00	28	2	0	0	92,886	55,078	0	17,598	37,808
308+15	30815.00	5.00	169.98	7.31	0.00	0.00	30	1	0	0	92,916	55,079	0	17,598	37,837
308+20	30820.00	5.00	163.59	10.20	0.00	0.00	31	2	0	0	92,947	55,081	0	17,598	37,866
308+25	30825.00	5.00	148.88	12.88	0.00	0.00	29	2	0	0	92,976	55,083	0	17,598	37,893
308+30	30830.00	5.00	127.83	15.51	0.00	0.00	26	3	0	0	93,002	55,086	0	17,598	37,916
308+35	30835.00	5.00	105.13	17.89	0.00	0.00	22	3	0	0	93,023	55,089	0	17,598	37,934

NOTES:	
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8 - MASS ORDINATE	[CUT] - FILL

Addendum No. 02
ID 1440-15-71
Revised Sheet 1646
March 4, 2021

9

Division 2 - Align - STH 23 - WB

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	AREA (SF) MARSH EXC	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) MARSH EXC	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.00	CUMULATIVE VOL (CY) EXPANDED MARSH BACKFILL 1.00 NOTE 4	CUMULATIVE VOL (CY) EXPANDED EBS/BACKFILL 1.00 NOTE 5	MASS ORDINATE NOTE 8
308+40	30840.00	5.00	96.09	20.59	0.00	0.00	19	4	0	0	93,042	55,092	0	17,598	37,949
308+45	30845.00	5.00	97.85	26.49	0.00	0.00	18	4	0	0	93,060	55,097	0	17,598	37,963
308+50	30850.00	5.00	98.18	35.03	0.00	0.00	18	6	0	0	93,078	55,103	0	17,598	37,975
308+55	30855.00	5.00	96.46	44.88	0.00	0.00	18	7	0	0	93,096	55,110	0	17,598	37,986
308+60	30860.00	5.00	94.39	52.65	0.00	0.00	18	9	0	0	93,114	55,119	0	17,598	37,995
308+65	30865.00	5.00	87.65	52.88	0.00	0.00	17	10	0	0	93,131	55,129	0	17,598	38,002
308+70	30870.00	5.00	80.87	47.44	0.00	0.00	16	9	0	0	93,146	55,138	0	17,598	38,008
308+75	30875.00	5.00	101.13	37.01	0.00	0.00	17	8	0	0	93,163	55,146	0	17,598	38,017
308+80	30880.00	5.00	131.47	32.77	0.00	0.00	22	6	0	0	93,185	55,152	0	17,598	38,032
308+85	30885.00	5.00	158.82	39.04	0.00	0.00	27	7	0	0	93,211	55,159	0	17,598	38,052
308+90	30890.00	5.00	194.06	41.18	0.00	0.00	33	7	0	0	93,244	55,166	0	17,598	38,078
308+95	30895.00	5.00	206.13	43.37	0.00	0.00	37	8	0	0	93,281	55,174	0	17,598	38,107
309+00	30900.00	5.00	234.74	39.07	0.00	0.00	41	8	0	0	93,322	55,182	0	17,598	38,140
309+05	30905.00	5.00	294.82	41.93	0.00	0.00	49	8	0	0	93,371	55,189	0	17,598	38,182
309+10	30910.00	5.00	357.88	43.39	0.00	0.00	60	8	0	0	93,431	55,197	0	17,598	38,234
309+15	30915.00	5.00	402.65	40.11	0.00	0.00	70	8	0	0	93,502	55,205	0	17,598	38,297
309+20	30920.00	5.00	439.02	42.34	0.00	0.00	78	8	0	0	93,580	55,213	0	17,598	38,367
309+25	30925.00	5.00	485.84	41.64	0.00	0.00	86	8	0	0	93,665	55,220	0	17,598	38,445
309+28.07	30928.07	3.07	557.62	41.26	0.00	0.00	59	5	0	0	93,725	55,225	0	17,598	38,500
310+00	31000.00	71.93	1375.73	35.33	0.00	0.00	2,575	102	0	0	96,300	55,327	0	17,598	40,973
311+00	31100.00	100.00	1207.25	39.62	0.00	0.00	4,783	139	0	0	101,083	55,466	0	17,598	45,617
311+94.6	31194.60	94.60	872.87	6.60	0.00	0.00	3,644	81	0	0	104,727	55,547	0	17,598	49,181
312+00	31200.00	5.40	841.52	1.46	0.00	0.00	171	1	0	0	104,899	55,548	0	17,598	49,351
313+00	31300.00	100.00	251.44	68.47	0.00	0.00	2,024	130	0	0	106,923	55,677	0	17,598	51,246
314+00	31400.00	100.00	9.58	514.51	0.00	76.99	483	1,080	0	143	107,406	56,757	0	18,025	50,649
315+00	31500.00	100.00	1.31	811.59	0.00	56.78	20	2,456	0	248	107,426	59,213	0	18,768	48,214
316+00	31600.00	100.00	2.21	932.11	0.00	56.84	7	3,229	0	210	107,433	62,442	0	19,400	44,991
316+50.01	31650.01	50.01	2.68	959.80	0.00	56.91	5	1,752	0	105	107,437	64,194	0	19,716	43,244
317+00	31700.00	49.99	2.98	994.44	0.00	56.98	5	1,809	0	105	107,443	66,003	0	20,032	41,440
318+00	31800.00	100.00	7.96	895.75	0.00	57.11	20	3,500	0	211	107,463	69,503	0	20,666	37,960
319+00	31900.00	100.00	10.86	782.02	0.00	57.24	35	3,107	0	212	107,498	72,610	0	21,301	34,888
320+00	32000.00	100.00	0.16	933.50	0.00	57.37	20	3,177	0	212	107,518	75,787	0	21,938	31,731
321+00	32100.00	100.00	0.15	958.56	0.00	63.91	1	3,504	0	225	107,519	79,291	0	22,612	28,228
322+00	32200.00	100.00	0.33	729.62	0.00	70.46	1	3,126	0	249	107,520	82,417	0	23,358	25,102
323+00	32300.00	100.00	6.19	413.39	0.00	77.00	12	2,117	0	273	107,532	84,534	0	24,177	22,998

Addendum No. 02
ID 1440-15-71
Revised Sheet 1647
March 4, 2021

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8 - MASS ORDINATE	[CUT] - FILL

Division 2 - Align - STH 23 - WB

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	AREA (SF) MARSH EXC	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) MARSH EXC	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT NOTE 1	EXPANDED FILL 1.00	EXPANDED MARSH BACKFILL 1.00 NOTE 4	EXPANDED EBS/BACKFILL 1.00 NOTE 5	MASS ORDINATE NOTE 8
323+50	32350.00	50.00	48.59	155.04	0.00	0.00	51	526	0	71	107,582	85,060	0	24,391	22,522
324+00	32400.00	50.00	376.29	61.34	0.00	0.00	393	200	0	0	107,976	85,261	0	24,391	22,715
325+00	32500.00	100.00	1291.95	42.87	0.00	0.00	3,089	193	0	0	111,065	85,453	0	24,391	25,612
326+00	32600.00	100.00	2313.64	23.86	0.00	0.00	6,677	124	0	0	117,742	85,577	0	24,391	32,165
327+00	32700.00	100.00	3062.41	28.70	0.00	0.00	9,956	97	0	0	127,698	85,674	0	24,391	42,023
328+00	32800.00	100.00	3410.87	12.28	0.00	0.00	11,988	76	0	0	139,685	85,750	0	24,391	53,935
329+00	32900.00	100.00	3431.30	18.12	0.00	0.00	12,671	56	0	0	152,356	85,807	0	24,391	66,549
329+57.52	32957.52	57.52	3350.95	17.21	0.00	0.00	7,225	38	0	0	159,581	85,844	0	24,391	73,737
330+00	33000.00	42.48	3145.46	17.14	0.00	0.00	5,110	27	0	0	164,691	85,871	0	24,391	78,820
331+00	33100.00	100.00	2546.06	22.71	0.00	0.00	10,540	74	0	0	175,231	85,945	0	24,391	89,286
332+00	33200.00	100.00	1925.06	25.92	0.00	0.00	8,280	90	0	0	183,511	86,035	0	24,391	97,476
333+00	33300.00	100.00	1330.73	36.23	0.00	0.00	6,029	115	0	0	189,540	86,150	0	24,391	103,390
334+00	33400.00	100.00	711.80	69.22	0.00	0.00	3,782	195	0	0	193,322	86,345	0	24,391	106,977
335+00	33500.00	100.00	46.00	319.56	0.00	0.00	1,403	720	0	0	194,726	87,065	0	24,391	107,660
336+00	33600.00	100.00	21.89	1610.60	0.00	0.00	126	3,574	0	0	194,851	90,640	0	24,391	104,212
336+54.29	33654.29	54.29	17.08	1930.97	0.00	0.00	39	3,561	0	0	194,891	94,201	0	24,391	100,690
337+00	33700.00	45.71	0.14	2005.19	407.57	0.00	15	3,332	345	0	194,905	97,532	425	24,391	97,373
338+00	33800.00	100.00	0.16	2012.11	350.99	0.00	1	7,439	1,405	0	194,906	104,972	2,177	24,391	89,934
339+00	33900.00	100.00	0.16	1981.73	330.56	0.00	1	7,396	1,262	0	194,906	112,368	3,788	24,391	82,539
340+00	34000.00	100.00	1.15	1948.27	356.86	0.00	2	7,278	1,273	0	194,909	119,645	5,409	24,391	75,263
341+00	34100.00	100.00	0.85	1919.94	331.09	0.00	4	7,163	1,274	0	194,912	126,809	7,031	24,391	68,104
342+00	34200.00	100.00	1.45	1887.19	307.11	0.00	4	7,050	1,182	0	194,917	133,859	8,561	24,391	61,058
343+00	34300.00	100.00	0.43	1835.69	369.05	0.00	3	6,894	1,252	0	194,920	140,753	10,165	24,391	54,167
344+00	34400.00	100.00	7.02	1805.07	384.78	0.00	14	6,742	1,396	0	194,934	147,495	11,917	24,391	47,439
345+00	34500.00	100.00	48.07	1650.34	403.92	0.00	102	6,399	1,461	0	195,036	153,894	13,733	24,391	41,142
346+00	34600.00	100.00	30.31	1797.84	361.29	0.00	145	6,386	1,417	0	195,181	160,280	15,505	24,391	34,901
347+00	34700.00	100.00	17.52	1814.02	387.40	0.00	89	6,689	1,386	0	195,270	166,968	17,247	24,391	28,301
348+00	34800.00	100.00	5.92	1728.61	402.68	0.00	43	6,560	1,463	0	195,313	173,529	19,066	24,391	21,784
349+00	34900.00	100.00	2.56	1736.26	393.51	0.00	16	6,416	1,474	0	195,329	179,945	20,896	24,391	15,384
350+00	35000.00	100.00	1.39	1761.20	393.99	0.00	7	6,477	1,458	0	195,336	186,422	22,710	24,391	8,914
351+00	35100.00	100.00	0.94	1787.65	385.86	0.00	4	6,572	1,444	0	195,340	192,994	24,506	24,391	2,346
352+00	35200.00	100.00	0.23	1836.29	399.62	0.00	2	6,711	1,455	0	195,343	199,705	26,309	24,391	-4,362
353+00	35300.00	100.00	12.88	1664.20	425.37	0.00	24	6,482	1,528	0	195,367	206,187	28,188	24,391	-10,820
353+50	35350.00	50.00	27.88	1500.56	481.83	0.00	38	2,930	840	0	195,405	209,118	29,206	24,391	-13,713
354+00	35400.00	50.00	34.64	1331.29	481.83	0.00	58	2,622	892	0	195,463	211,740	30,276	24,391	-16,277

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL AND EXCAVATION REQUIRED FOR SUBGRADE IMPROVEMENT
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	ACCOUNTS FOR SUBGRADE IMPROVEMENT AND EBS/MARSH AREAS BEING BACKFILLED WITH SELECT CRUSH MATERIAL AND SELECT BORROW, RESPECTI
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH SELECT BORROW TO ONE(1) FOOT ABOVE NATURAL GROUND
5 - EXPANDED EBS BACKFILL	WILL BE BACKFILLED WITH SELECT BORROW TO DEPTH INDICATED IN PLAN AND PROFILE SHEETS
8 - MASS ORDINATE	[CUT] - FILL

Addendum No. 02
ID 1440-15-71
Revised Sheet 1648
March 4, 2021

Division 2 - Align - STH 23 - WB

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	AREA (SF) MARSH EXC	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) MARSH EXC	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.00	CUMULATIVE VOL (CY) EXPANDED MARSH BACKFILL 1.00 NOTE 4	CUMULATIVE VOL (CY) EXPANDED EBS/BACKFILL 1.00 NOTE 5	MASS ORDINATE NOTE 8
355+00	35500.00	100.00	8.11	1116.91	0.00	0.00	79	4,534	892	0	195,542	216,274	31,346	24,391	-20,732
356+00	35600.00	100.00	23.26	452.30	0.00	0.00	58	2,906	0	0	195,600	219,179	31,346	24,391	-23,580
357+00	35700.00	100.00	848.70	8.93	0.00	0.00	1,615	854	0	0	197,215	220,034	31,346	24,391	-22,819
358+00	35800.00	100.00	1364.19	2.45	0.00	0.00	4,098	21	0	0	201,312	220,055	31,346	24,391	-18,742
359+00	35900.00	100.00	1598.41	1.33	0.00	0.00	5,486	7	0	0	206,799	220,062	31,346	24,391	-13,263
360+00	36000.00	100.00	2093.92	1.15	0.00	0.00	6,838	5	0	0	213,636	220,066	31,346	24,391	-6,430
361+00	36100.00	100.00	2196.44	1.47	0.00	0.00	7,945	5	0	0	221,582	220,071	31,346	24,391	1,510
362+00	36200.00	100.00	1960.59	2.07	0.00	0.00	7,698	7	0	0	229,280	220,078	31,346	24,391	9,202
363+00	36300.00	100.00	1671.00	1.86	0.00	0.00	6,725	7	0	0	236,005	220,085	31,346	24,391	15,920
364+00	36400.00	100.00	477.10	3.73	0.00	0.00	3,978	10	0	0	239,983	220,095	31,346	24,391	19,888
364+02.77	36402.77	2.77	450.72	4.23	0.00	0.00	48	0	0	0	240,030	220,096	31,346	24,391	19,935
364+05	36405.00	2.23	391.05	4.48	0.00	0.00	35	0	0	0	240,065	220,096	31,346	24,391	19,969
364+10	36410.00	5.00	317.08	5.02	0.00	0.00	66	1	0	0	240,131	220,097	31,346	24,391	20,034
364+15	36415.00	5.00	233.96	7.96	0.00	0.00	51	1	0	0	240,182	220,098	31,346	24,391	20,084
364+20	36420.00	5.00	178.38	10.50	0.00	0.00	38	2	0	0	240,220	220,100	31,346	24,391	20,120
364+25	36425.00	5.00	134.70	7.02	0.00	0.00	29	2	0	0	240,249	220,101	31,346	24,391	20,147
364+30	36430.00	5.00	127.29	1.68	0.00	0.00	24	1	0	0	240,273	220,102	31,346	24,391	20,171
364+35	36435.00	5.00	154.37	0.00	0.00	0.00	26	0	0	0	240,299	220,102	31,346	24,391	20,197
364+40	36440.00	5.00	155.43	0.00	0.00	0.00	29	0	0	0	240,328	220,102	31,346	24,391	20,226
364+45	36445.00	5.00	142.98	0.00	0.00	0.00	28	0	0	0	240,356	220,102	31,346	24,391	20,253
364+50	36450.00	5.00	120.07	0.00	0.00	0.00	24	0	0	0	240,380	220,102	31,346	24,391	20,278
364+55	36455.00	5.00	96.30	0.00	0.00	0.00	20	0	0	0	240,400	220,102	31,346	24,391	20,298
364+60	36460.00	5.00	95.78	0.00	0.00	0.00	18	0	0	0	240,418	220,102	31,346	24,391	20,315
364+65	36465.00	5.00	116.70	0.00	0.00	0.00	20	0	0	0	240,437	220,102	31,346	24,391	20,335
364+70	36470.00	5.00	136.22	0.00	0.00	0.00	23	0	0	0	240,461	220,102	31,346	24,391	20,358
364+75	36475.00	5.00	147.26	0.00	0.00	0.00	26	0	0	0	240,487	220,102	31,346	24,391	20,385
364+80	36480.00	5.00	131.94	0.40	0.00	0.00	26	0	0	0	240,513	220,102	31,346	24,391	20,410
364+85	36485.00	5.00	146.96	4.20	0.00	0.00	26	0	0	0	240,539	220,103	31,346	24,391	20,436
364+90	36490.00	5.00	169.04	9.08	0.00	0.00	29	1	0	0	240,568	220,104	31,346	24,391	20,464
364+95	36495.00	5.00	177.70	15.18	0.00	0.00	32	2	0	0	240,600	220,106	31,346	24,391	20,494
365+00	36500.00	5.00	181.96	18.78	0.00	0.00	33	3	0	0	240,633	220,110	31,346	24,391	20,524
365+05	36505.00	5.00	165.78	22.01	0.00	0.00	32	4	0	0	240,666	220,113	31,346	24,391	20,552
365+10	36510.00	5.00	162.04	24.96	0.00	0.00	30	4	0	0	240,696	220,118	31,346	24,391	20,578
365+15	36515.00	5.00	166.43	31.46	0.00	0.00	30	5	0	0	240,726	220,123	31,346	24,391	20,604
365+20	36520.00	5.00	150.43	36.41	0.00	0.00	29	6	0	0	240,756	220,129	31,346	24,391	20,627

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL AND EXCAVATION REQUIRED FOR SUBGRADE IMPROVEMENT
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	ACCOUNTS FOR SUBGRADE IMPROVEMENT AND EBS/MARSH AREAS BEING BACKFILLED WITH SELECT CRUSH MATERIAL AND SELECT BORROW, RESPECTI
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH SELECT BORROW TO ONE(1) FOOT ABOVE NATURAL GROUND
5 - EXPANDED EBS BACKFILL	WILL BE BACKFILLED WITH SELECT BORROW TO DEPTH INDICATED IN PLAN AND PROFILE SHEETS
8 - MASS ORDINATE	[CUT] - FILL

Addendum No. 02
ID 1440-15-71
Revised Sheet 1649
March 4, 2021

9

9

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	EARTHWORK COMP: EARTHWORK TABLE – STH 23 WESTBOUND ('WB')	SHEET 1649	E

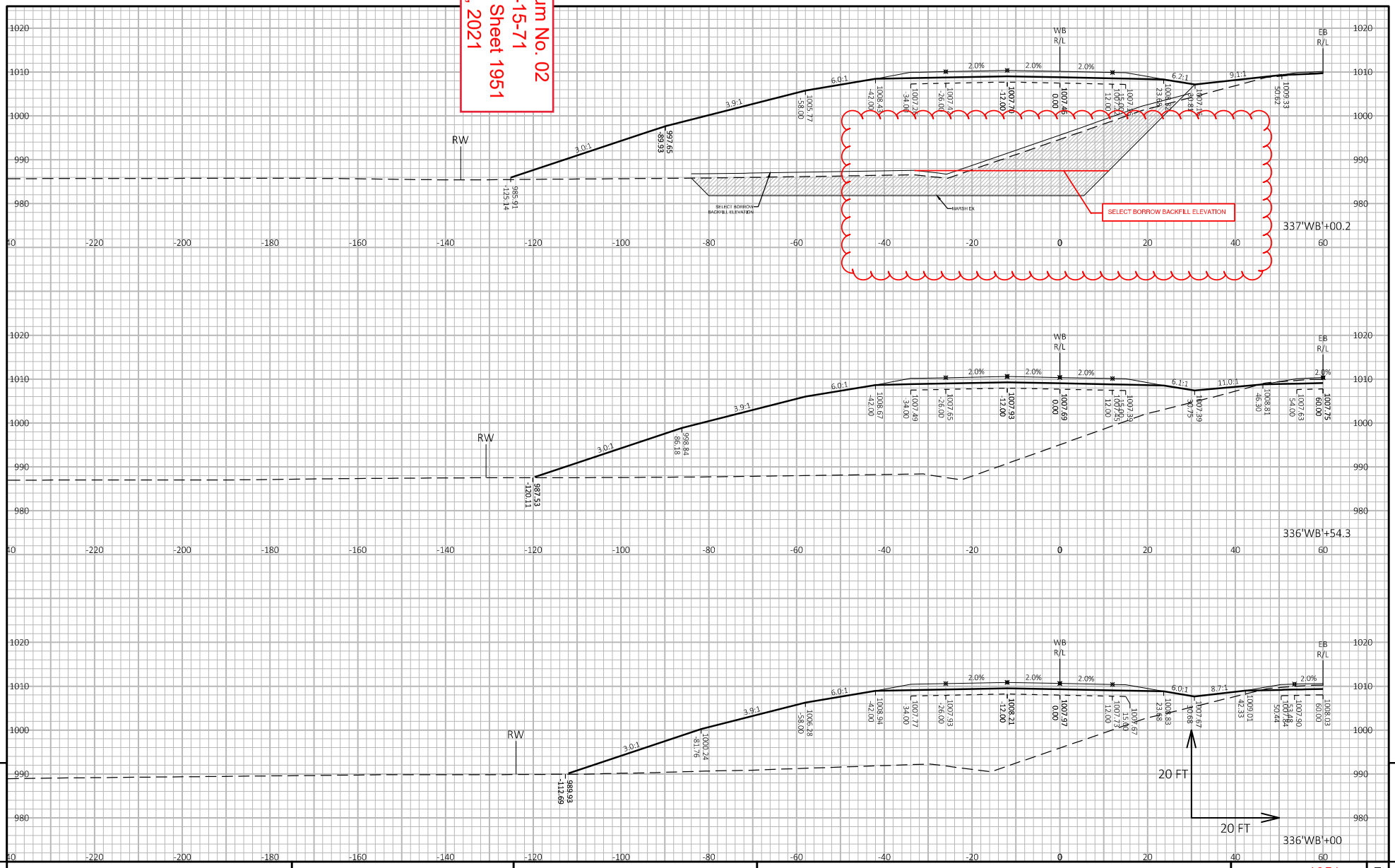
Division 2 - Align - STH 23 - WB

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	AREA (SF) MARSH EXC	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) MARSH EXC	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT NOTE 1	EXPANDED FILL 1.00	EXPANDED MARSH BACKFILL 1.00 NOTE 4	EXPANDED EBS/BACKFILL 1.00 NOTE 5	MASS ORDINATE NOTE 8
365+25	36525.00	5.00	123.86	40.48	0.00	0.00	25	7	0	0	240,781	220,136	31,346	24,391	20,645
365+30	36530.00	5.00	101.03	44.52	0.00	0.00	21	8	0	0	240,802	220,144	31,346	24,391	20,658
365+32.93	36532.93	2.93	93.25	45.95	0.00	0.00	11	5	0	0	240,813	220,149	31,346	24,391	20,663
365+50	36550.00	17.07	48.72	68.01	0.00	0.00	45	36	0	0	240,857	220,185	31,346	24,391	20,672
366+00	36600.00	50.00	1.38	298.21	0.00	0.00	46	339	0	0	240,904	220,524	31,346	24,391	20,380
367+00	36700.00	100.00	1.25	582.06	0.00	0.00	5	1,630	0	0	240,909	222,154	31,346	24,391	18,754
368+00	36800.00	100.00	6.51	716.65	0.00	0.00	14	2,405	0	0	240,923	224,559	31,346	24,391	16,364
369+00	36900.00	100.00	2.81	706.49	0.00	0.00	17	2,635	0	0	240,940	227,195	31,346	24,752	13,746
369+39	36939.00	39.00	4.29	683.14	0.00	0.00	5	1,004	0	0	240,945	228,198	31,346	25,034	12,747
370+00	37000.00	61.00	28.16	657.99	0.00	0.00	37	1,515	0	0	240,982	229,713	31,346	25,475	11,269
371+00	37100.00	100.00	64.20	496.30	0.00	0.00	171	2,138	0	0	241,153	231,851	31,346	25,836	9,302
371+75	37175.00	75.00	122.67	125.81	0.00	0.00	260	864	0	0	241,413	232,715	31,346	25,836	8,698
372+00	37200.00	25.00	191.79	70.60	0.00	0.00	146	91	0	0	241,558	232,806	31,346	25,836	8,752
373+00	37300.00	100.00	541.56	9.49	0.00	0.00	1,358	148	0	0	242,916	232,954	31,346	25,836	9,962
374+00	37400.00	100.00	388.14	5.36	0.00	0.00	1,722	28	0	0	244,638	232,982	31,346	25,836	11,656
374+75	37475.00	75.00	143.79	45.43	0.00	0.00	739	71	0	0	245,377	233,052	31,346	25,836	12,324
375+00	37500.00	25.00	67.76	74.25	0.00	0.00	98	55	0	0	245,475	233,108	31,346	25,836	12,367
376+00	37600.00	100.00	35.23	118.57	0.00	0.00	191	357	0	0	245,665	233,465	31,346	25,836	12,201
376+35.78	37635.78	35.78	31.01	102.03	0.00	0.00	44	146	0	0	245,709	233,611	31,346	25,836	12,098
377+00	37700.00	64.22	14.72	0.00	0.00	0.00	54	121	0	0	245,764	233,732	31,346	25,995	12,031
378+00	37800.00	100.00	11.26	0.00	0.00	0.00	48	0	0	0	245,812	233,732	31,346	26,636	12,079
379+00	37900.00	100.00	6.48	0.00	0.00	0.00	33	0	0	0	245,845	233,732	31,346	27,419	12,112
380+00	38000.00	100.00	3.09	0.00	0.00	0.00	18	0	0	0	245,862	233,732	31,346	28,157	12,130
381+00	38100.00	100.00	0.85	44.42	0.00	0.00	7	82	0	0	245,870	233,815	31,346	28,862	12,055
382+00	38200.00	100.00	1.35	117.59	0.00	0.00	4	300	0	0	245,874	234,115	31,346	29,581	11,759
383+00	38300.00	100.00	2.43	204.63	0.00	0.00	7	597	0	0	245,881	234,711	31,346	30,321	11,169
384+00	38400.00	100.00	10.14	231.13	0.00	0.00	23	807	0	0	245,904	235,518	31,346	31,050	10,386
						SUBTOTAL	245,904	235,518	25,100	5,408					

Addendum No. 02
ID 1440-15-71
Revised Sheet 1650
March 4, 2021

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL AND EXCAVATION REQUIRED FOR SUBGRADE IMPROVEMENT
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	ACCOUNTS FOR SUBGRADE IMPROVEMENT AND EBS/MARSH AREAS BEING BACKFILLED WITH SELECT CRUSH MATERIAL AND SELECT BORROW, RESPECTI
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH SELECT BORROW TO ONE(1) FOOT ABOVE NATURAL GROUND
5 - EXPANDED EBS BACKFILL	WILL BE BACKFILLED WITH SELECT BORROW TO DEPTH INDICATED IN PLAN AND PROFILE SHEETS
8 - MASS ORDINATE	[CUT] - FILL

Addendum No. 02
ID 1440-15-71
Revised Sheet 1951
March 4, 2021



PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	CROSS SECTIONS: STH 23 WESTBOUND ('WB')	SHEET 1951	E

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PLOT NAME :
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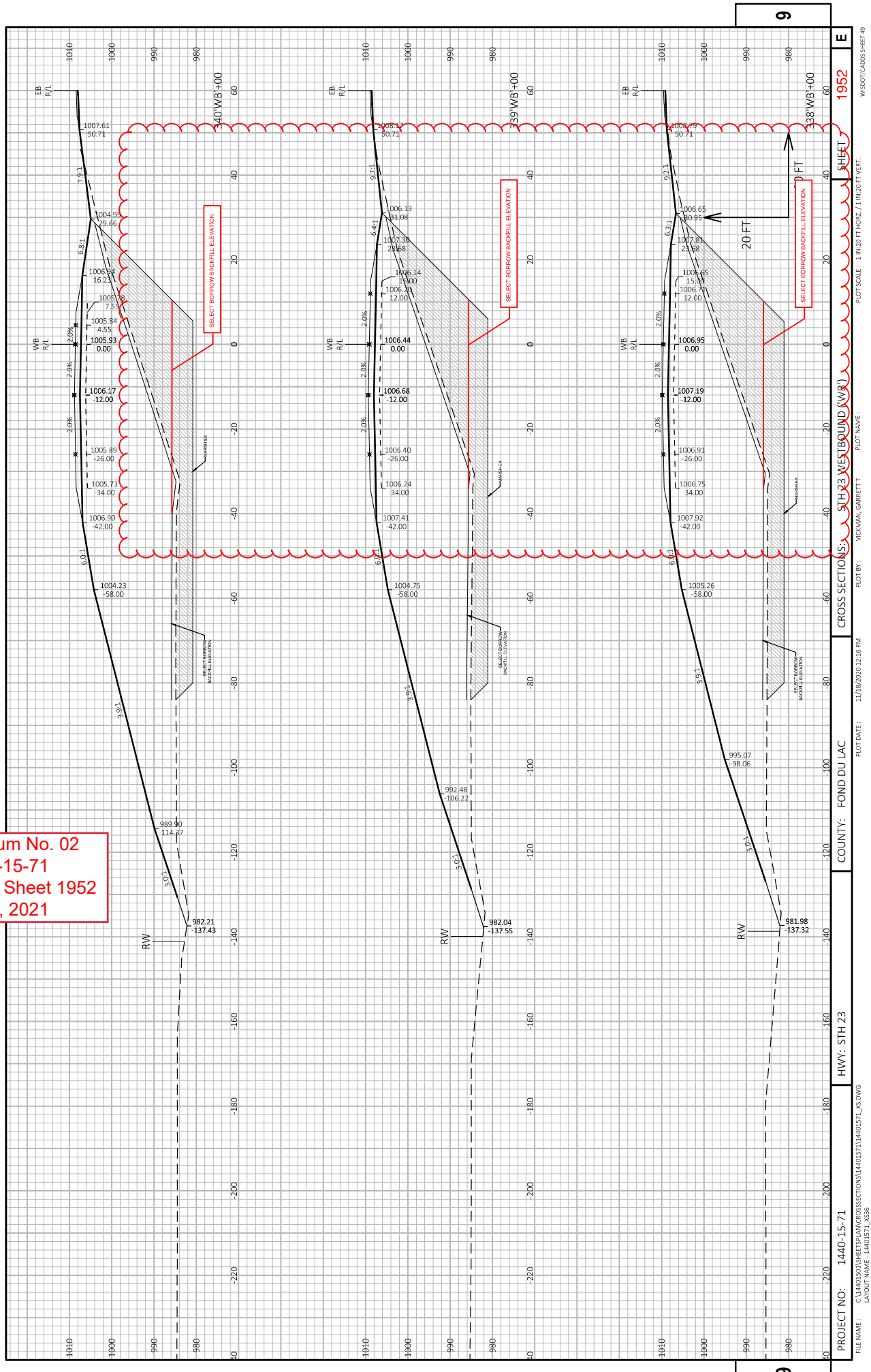

Addendum No. 02
ID 1440-15-71
Revised Sheet 1952
March 4, 2021

PROJECT NO: 1440-15-71 | HWY: STH 23 | COUNTY: FOND DU LAC | CROSS SECTIONS: STH 23 WESTBOUND (WB) | SHEET 1952 E

PLOT SCALE : 1 IN 20 FT HORZ. / 1 IN 20 FT VERT
PLOT NAME : W:\SD07\CADDS SHEET 49
PLOT BY : VICKMAN, GARRETT T
PLOT DATE : 11/18/2020 12:16 PM
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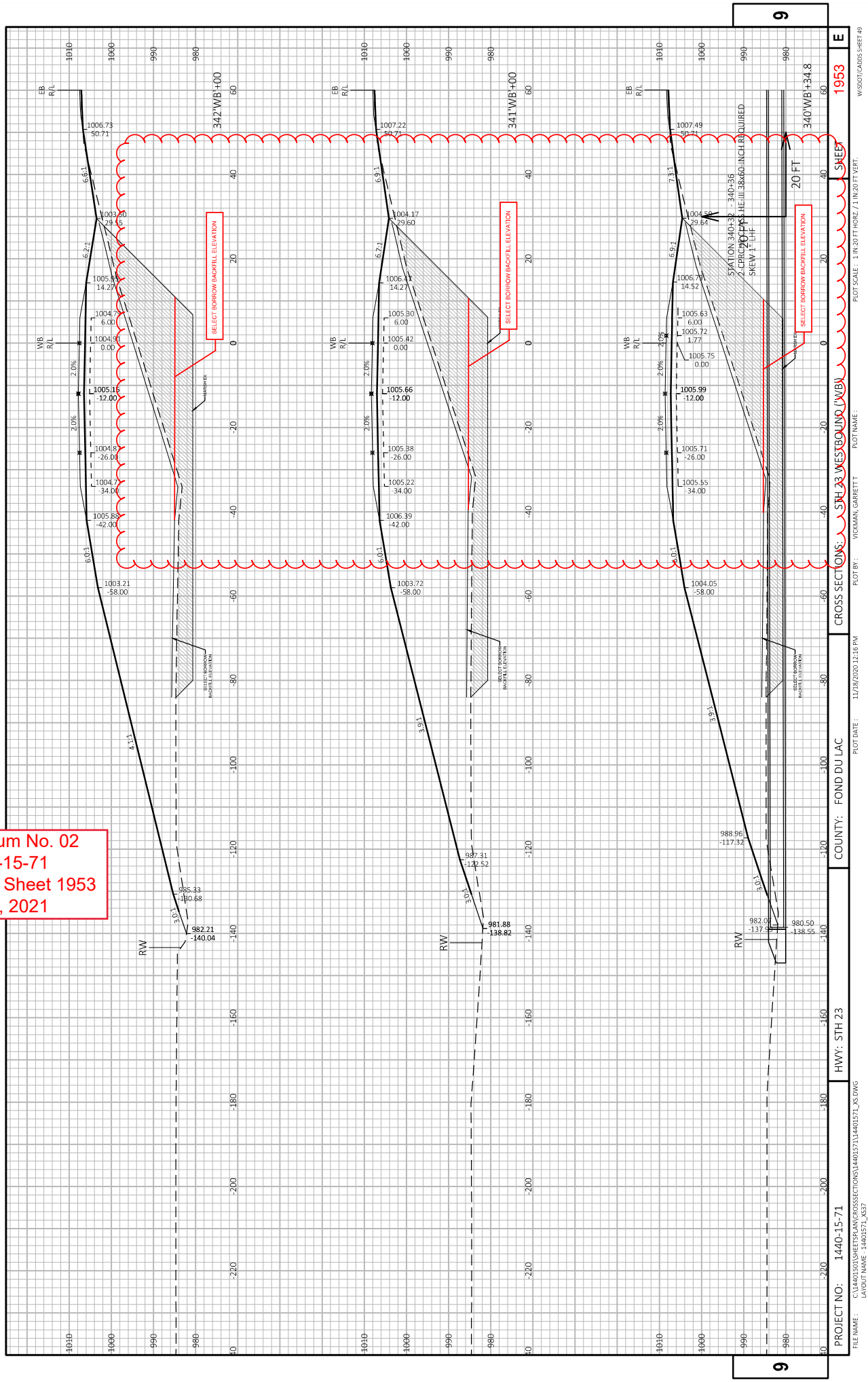

Addendum No. 02
ID 1440-15-71
Revised Sheet 1953
March 4, 2021

PROJECT NO: 1440-15-71 | HWY: STH 23 | COUNTY: FOND DU LAC | CROSS SECTIONS: STH 23 WESTBOUND (WB) | SHEET 1953 E

FILE NAME : C:\1440150\1SHEETSPLAN\CROSSSECTIONS\1440157\1\1440157\1_XS.DWG
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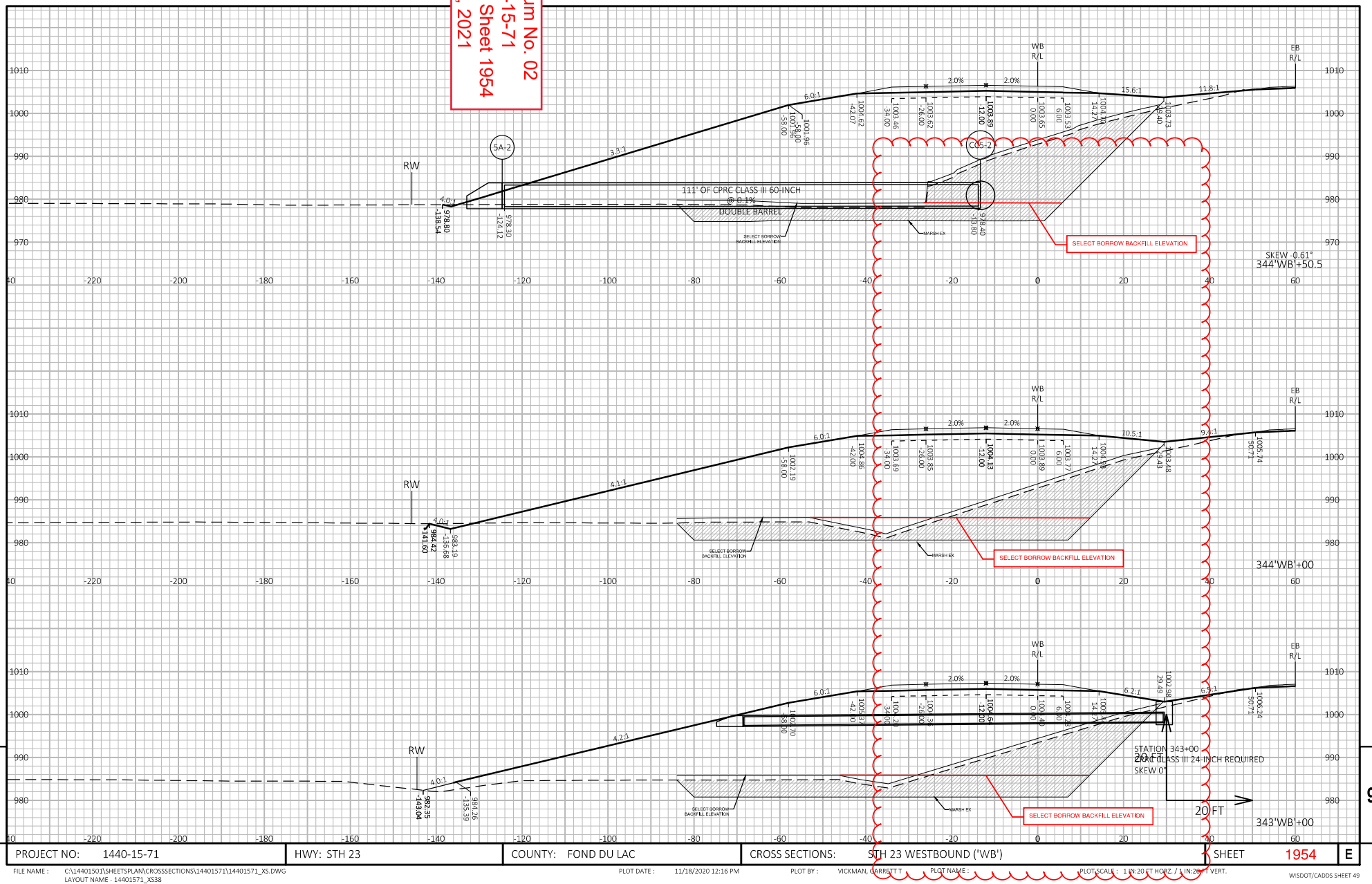
W:\SDOT\CADDS SHEET 49

Addendum No. 02
ID 1440-15-71
Revised Sheet 1954
March 4, 2021



PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	CROSS SECTIONS: STH 23 WESTBOUND ('WB')	SHEET 1954	E

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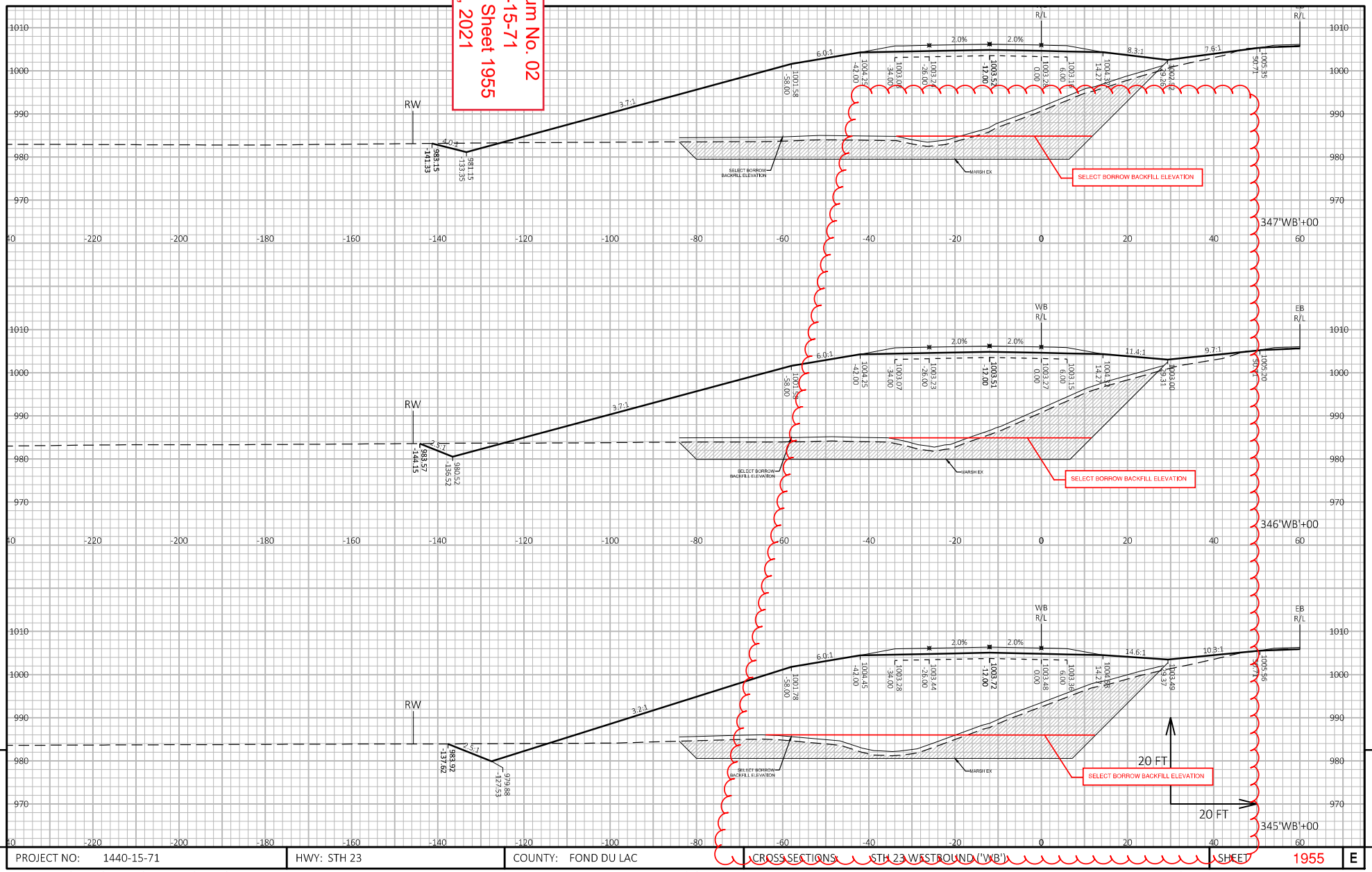
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

Addendum No. 02
ID 1440-15-71
Revised Sheet 1955
March 4, 2021



PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	CROSS SECTIONS: STH 23 WESTBOUND ('WB')	SHEET 1955	E

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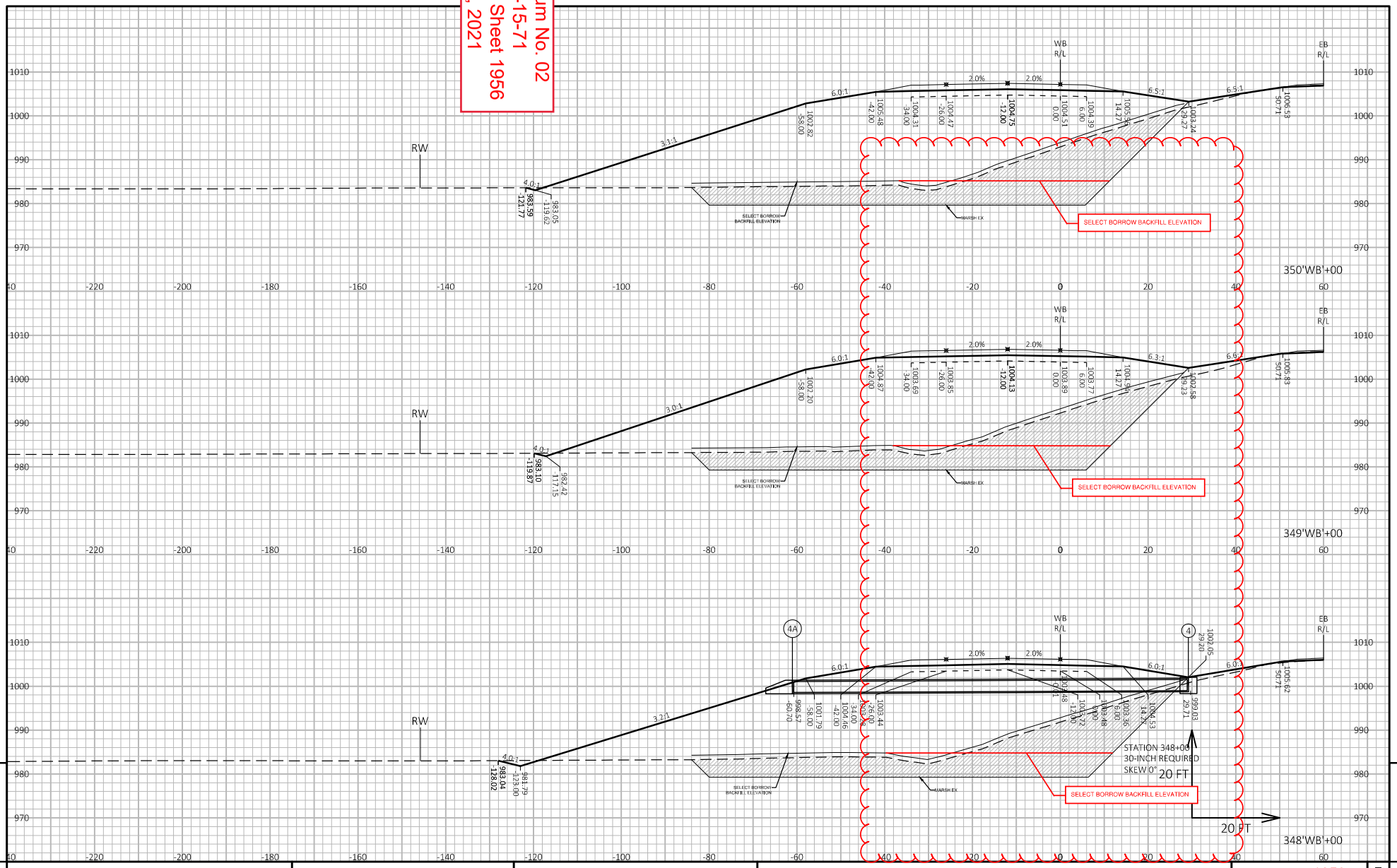
Addendum No. 02
ID 1440-15-71
Revised Sheet 1956
March 4, 2021



PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	CROSS SECTIONS: STH 23 WESTBOUND ('WB')	SHEET 1956	E

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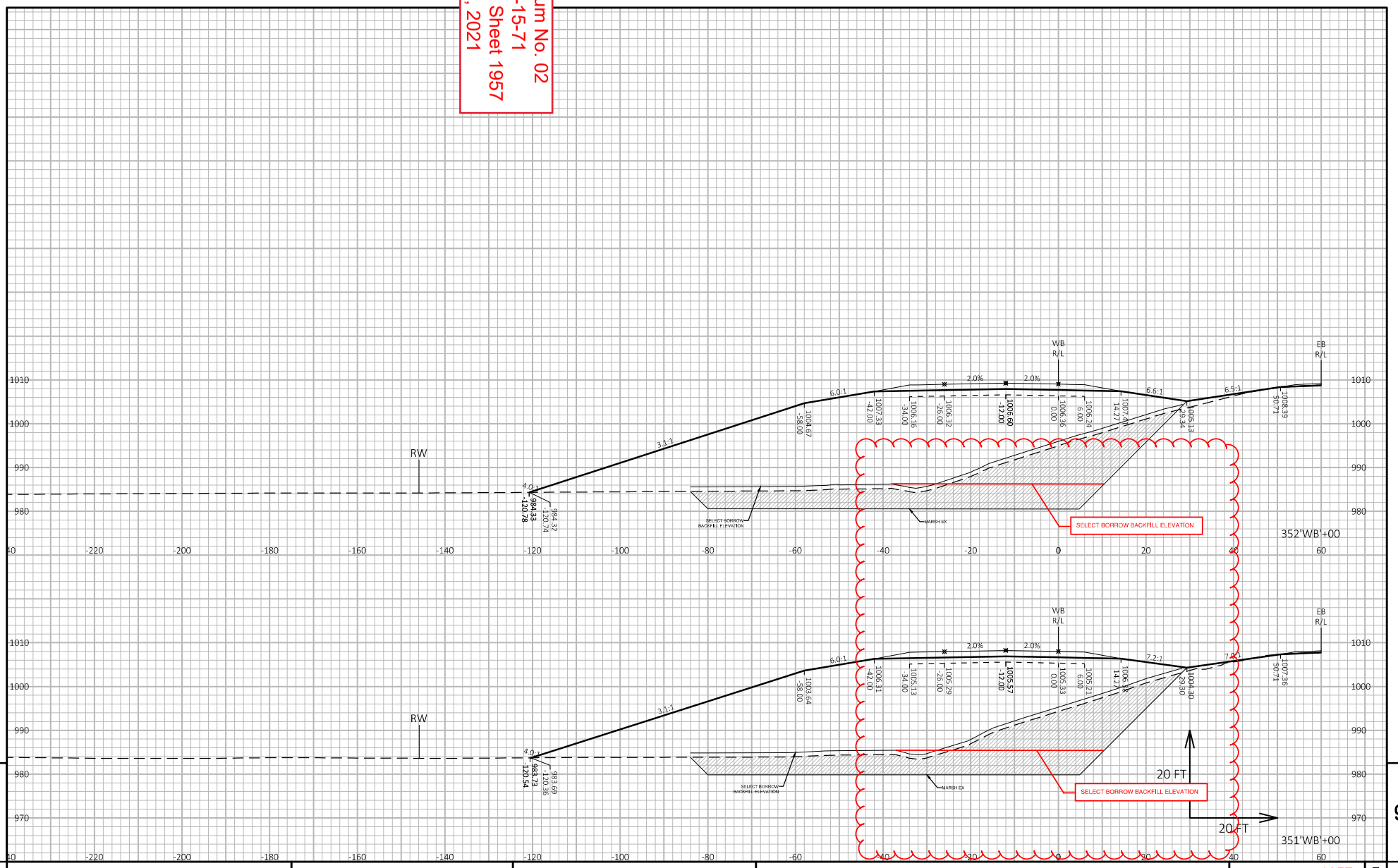
Addendum No. 02
ID 1440-15-71
Revised Sheet 1957
March 4, 2021



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PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	CROSS SECTIONS: STH 23 WESTBOUND ('WB')	SHEET 1957	E

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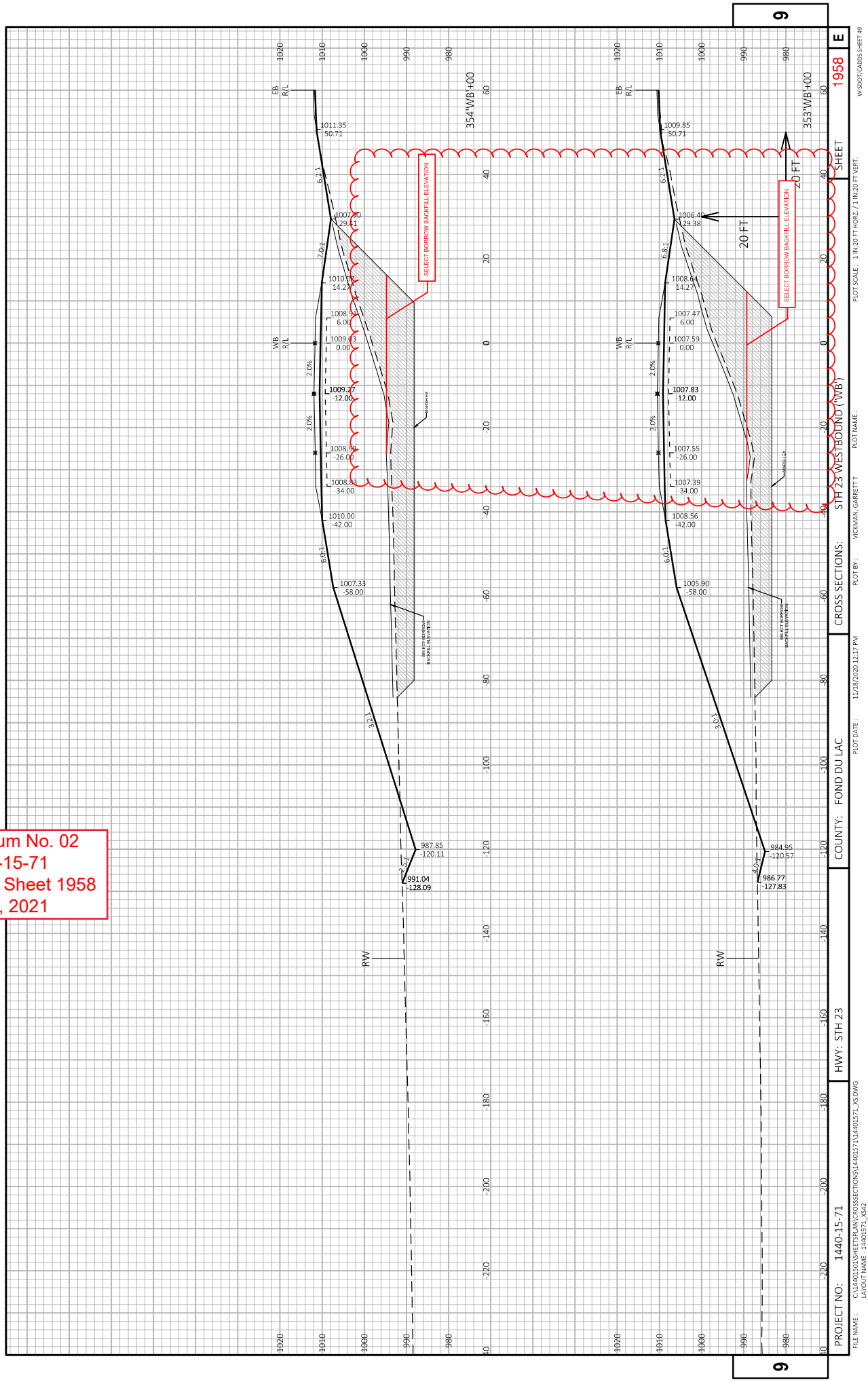
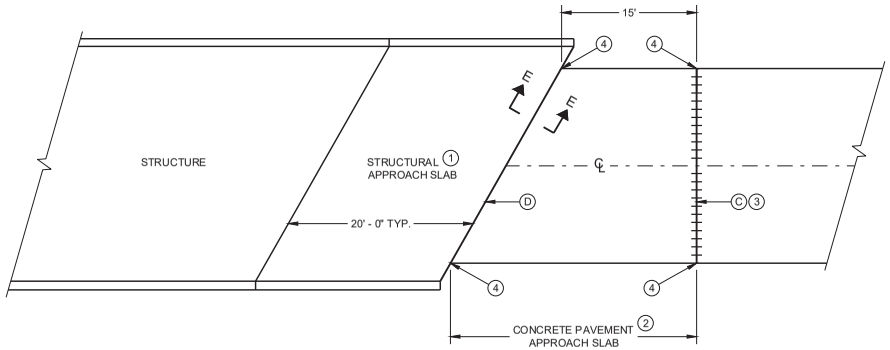


Addendum No. 02
ID 1440-15-71
Revised Sheet 1958
March 4, 2021



BRIDGE APPROACHES

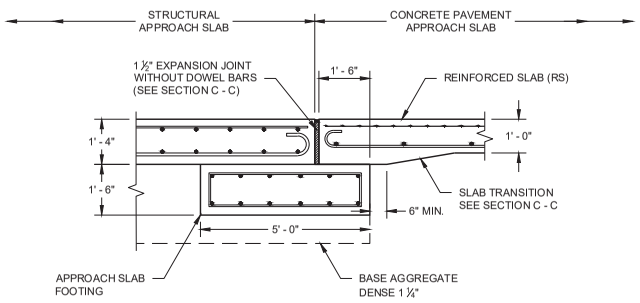
GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

1. SEE BRIDGE PLAN.
2. CONFORM TO SDD 13B02 SHEET A FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS
3. DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.
4. EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

C 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℝ.

D 1½" EXPANSION JOINT (NO DOWELS)



SECTION E - E
FOOTING DETAIL
STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

Addendum No. 02
ID 1440-15-71
Added Sheet 1335A
March 4, 2021

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

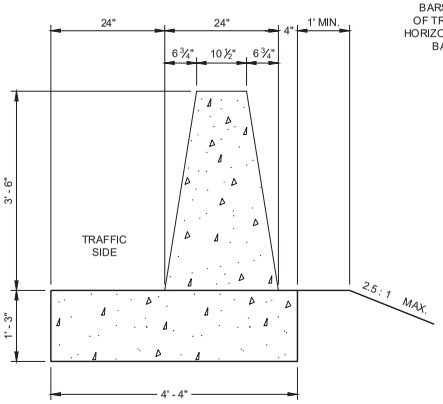
APPROVED
November 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISOR
FHWA

SDD 13B02 - 09b

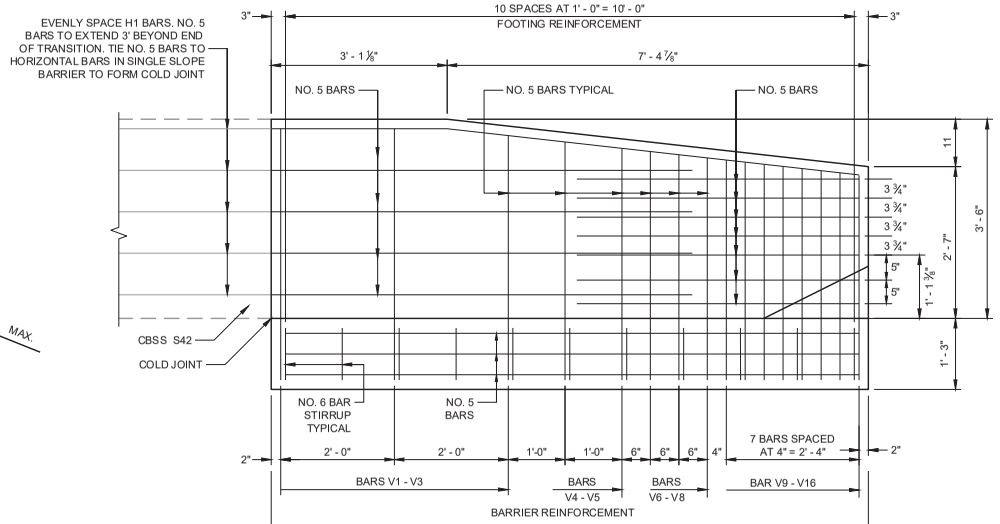
6

SDD 13B02 - 09b

6

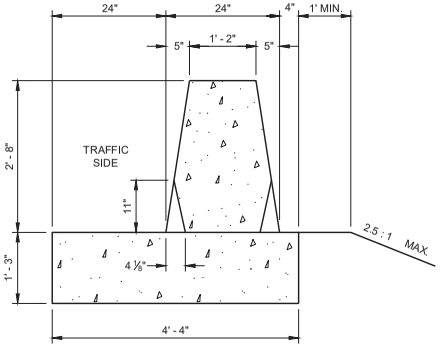


SECTION A - A

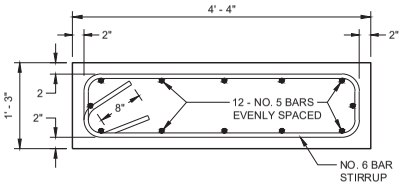


SEE SECTIONS ① THRU ⑯

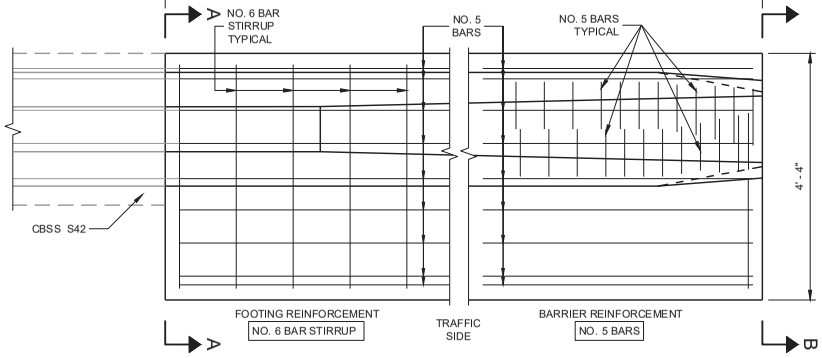
ELEVATION VIEW



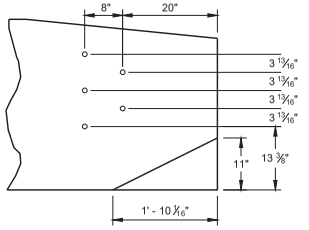
SECTION B - B



TYPICAL FOOTING



PLAN VIEW



PVC PIPE LOCATIONS

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE OF BARRIER.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

Addendum No. 02
ID 1440-15-71
Added Sheet 1366A
March 4, 2021

CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

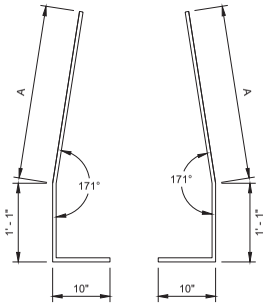
SDD 14B33 - 02g

1366A

SDD 14B33 - 02g

BAR CHART
BAR POSITIONS
1 - 11

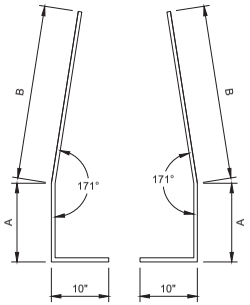
BAR	A
V1	3' - 4 ½"
V2	3' - 4 ½"
V3	3' - 2 ½"
V4	3' - 1"
V5	2' - 11 ½"
V6	2' - 11"
V7	2' - 10 ½"
V8	2' - 9 ½"
V9	2' - 9"
V10	2' - 8 ½"
V11	2' - 8"



BAR BENDING DETAIL
SECTIONS V1 - V4

BAR CHART
BAR POSITIONS
12 - 13

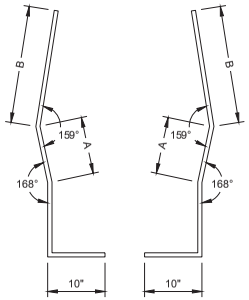
BAR	A	B
V12	1' - 3"	2' - 6"
V13	1' - 8"	2' - 1 ½"



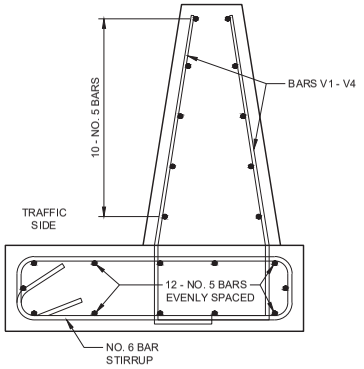
BAR BENDING DETAIL
SECTIONS V12 - V13

BAR CHART
BAR POSITIONS
14 - 16

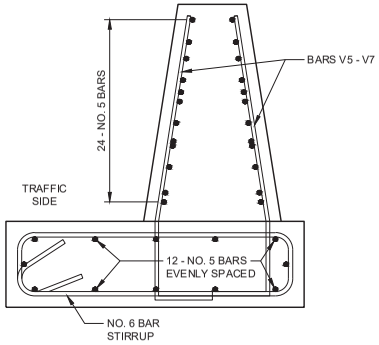
BAR	A	B
V14	6"	2' - 1"
V15	8"	1' - 11"
V16	10"	1' - 8 ½"



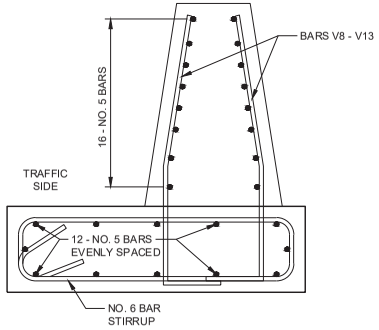
BAR BENDING DETAIL
SECTIONS V14 - V16



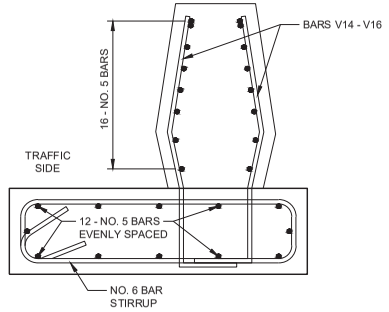
BAR DETAIL
SECTIONS 1 - 4



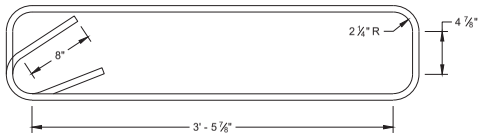
BAR DETAIL
SECTIONS 5 - 7



BAR DETAIL
SECTIONS 8 - 13



BAR DETAIL
SECTIONS 14 - 16



STIRRUP BAR
BENDING DETAIL

Addendum No. 02
ID 1440-15-71
Added Sheet 1366B
March 4, 2021

CONCRETE BARRIER
SINGLE SLOPE 42"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

1366B

6

6

SDD 14B33 - 02h

SDD 14B33 - 02h

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0064	204.0245 Removing Storm Sewer (size) 03. 18-Inch	553.000 LF	_____.____	_____.____
0066	204.0265 Abandoning Wells	6.000 EACH	_____.____	_____.____
0068	204.0270 Abandoning Culvert Pipes	2.000 EACH	_____.____	_____.____
0070	205.0100 Excavation Common	521,783.000 CY	_____.____	_____.____
0072	205.0400 Excavation Marsh	26,170.000 CY	_____.____	_____.____
0074	206.1000 Excavation for Structures Bridges (structure) 01. B-20-202	LS	LUMP SUM	_____.____
0076	206.1000 Excavation for Structures Bridges (structure) 02. B-20-203	LS	LUMP SUM	_____.____
0078	206.1000 Excavation for Structures Bridges (structure) 03. B-20-0204	LS	LUMP SUM	_____.____
0080	206.2000 Excavation for Structures Culverts (structure) 01. C-20-0061	LS	LUMP SUM	_____.____
0082	208.1100 Select Borrow	65,690.000 CY	_____.____	_____.____
0084	209.1500 Backfill Granular Grade 1	102.000 TON	_____.____	_____.____
0086	209.2500 Backfill Granular Grade 2	356.000 TON	_____.____	_____.____
0088	210.1500 Backfill Structure Type A	1,777.000 TON	_____.____	_____.____
0090	210.2500 Backfill Structure Type B	836.000 TON	_____.____	_____.____
0092	213.0100 Finishing Roadway (project) 01. 1440-15-71	1.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0094	214.0100 Obliterating Old Road	14.000 STA	_____.____	_____.____
0096	305.0110 Base Aggregate Dense 3/4-Inch	22,701.000 TON	_____.____	_____.____
0098	305.0120 Base Aggregate Dense 1 1/4-Inch	223,916.000 TON	_____.____	_____.____
0100	310.0110 Base Aggregate Open-Graded	158.000 TON	_____.____	_____.____
0102	310.0115 Base Aggregate Open-Graded	12.000 CY	_____.____	_____.____
0104	311.0110 Breaker Run	4,357.000 TON	_____.____	_____.____
0106	311.0115 Breaker Run	62.000 CY	_____.____	_____.____
0108	312.0110 Select Crushed Material	72,947.200 TON	_____.____	_____.____
0110	415.0080 Concrete Pavement 8-Inch	1,221.000 SY	_____.____	_____.____
0112	415.0090 Concrete Pavement 9-Inch	38,590.000 SY	_____.____	_____.____
0114	415.0100 Concrete Pavement 10-Inch	115,966.000 SY	_____.____	_____.____
0116	415.0210 Concrete Pavement Gaps	18.000 EACH	_____.____	_____.____
0118	415.0410 Concrete Pavement Approach Slab	240.000 SY	_____.____	_____.____
0120	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____.____	_____.____
0122	416.0160 Concrete Driveway 6-Inch	638.000 SY	_____.____	_____.____
0124	416.0512 Concrete Truck Apron 12-Inch	2,880.000 SY	_____.____	_____.____
0126	416.0610 Drilled Tie Bars	413.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0800	661.0200 Temporary Traffic Signals for Intersections (location) 01. STH 23 & USH 151 NB Ramp	LS	LUMP SUM	_____.____
0802	661.0200 Temporary Traffic Signals for Intersections (location) 02. USH 151 & CTH K	LS	LUMP SUM	_____.____
0804	690.0150 Sawing Asphalt	6,992.000 LF	_____.____	_____.____
0806	690.0250 Sawing Concrete	13,160.000 LF	_____.____	_____.____
0808	715.0415 Incentive Strength Concrete Pavement	46,737.600 DOL	1.00000	46,737.60
0810	715.0502 Incentive Strength Concrete Structures	16,346.000 DOL	1.00000	16,346.00
0812	715.0603 Incentive Strength Concrete Barrier	7,116.000 DOL	1.00000	7,116.00
0814	715.0710 Optimized Aggregate Gradation Incentive	118,647.000 DOL	1.00000	118,647.00
0816	740.0440 Incentive IRI Ride	40,746.000 DOL	1.00000	40,746.00
0818	ASP.1T0A On-the-Job Training Apprentice at $5.00/HR	2,100.000 HRS	5.00000	10,500.00
0820	ASP.1T0G On-the-Job Training Graduate at $5.00/HR	5,760.000 HRS	5.00000	28,800.00
0822	SPV.0035 Special 01. Roadway Embankment	913,264.000 CY	_____.____	_____.____
0824	SPV.0035 Special 02. Foundation Backfill	1,740.000 CY	_____.____	_____.____
0826	SPV.0060 Special 01. Vertical Impact Recovery Panel	29.000 EACH	_____.____	_____.____

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0856	SPV.0105 Special 02. Temporary Vehicle Detection System, USH 151 & CTH K	LS	LUMP SUM	_____._____
0858	SPV.0105 Special 03. Removing City of Fond du Lac Lighting System	LS	LUMP SUM	_____._____
0860	SPV.0165 Special 01. Wall Concrete Panel Mechanically Stabilized Earth R-20-41	7,462.000 SF	_____._____	_____._____
0862	SPV.0165 Special 02. Wall Modular Block Mechanically Stabilized Earth R-20-42	6,230.000 SF	_____._____	_____._____
0864	SPV.0165 Special 03. Soil Nail Retaining Walls R-20-47	1,620.000 SF	_____._____	_____._____
0866	SPV.0195 Special 01. Cold Patch	10.000 TON	_____._____	_____._____
0868	531.2024 Drilling Shaft 24-Inch	64.000 LF	_____._____	_____._____
0870	658.0416 Pedestrian Signal Face 16-Inch	7.000 EACH	_____._____	_____._____
0872	SPV.0195 Special 02. Segregation and Disposal of Demolition Debris	75.000 TON	_____._____	_____._____
0874	204.9060.S Removing (item description) 01. Concrete Bases (STA 161'EB'+25)	1.000 EACH	_____._____	_____._____
	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

March 8, 2021

NOTICE TO ALL CONTRACTORS:

Proposal #11: 1440-15-71, WISC 2021 227
Fond du Lac - Plymouth
USH 151 – Seven Hills Road
STH 23
Fond du Lac County

Letting of March 9, 2021

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

Special Provisions:

Revised Special Provisions	
Article No.	Description
4	Traffic

Added Special Provisions	
Article No.	Description
67	Notice to Contractor – Parcel Number 202

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
415.0090	Concrete Pavement 9-Inch	SY	38,590	4,332	42,912

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
881-882	Miscellaneous Quantities – Concrete Pavement Quantity Table Updated

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 03

1440-15-71

March 8, 2021

Special Provisions

4. Traffic

Add the following paragraph

Hilltop Drive shall remain open until Irene Drive has been constructed and open to traffic.

67. Notice to Contractor – Parcel Number 202

The Chad M. & Emily R Zimmerman property, parcel number 202 as shown in the plat, is not expected to be vacated until January 1, 2021. Do not perform work on this property nor remove its driveway access until the property has been vacated and approval is received from the engineer.

Schedule of Items
Attached, dated March 8, are the revised Schedule of Items Page 4.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 881 and 882

END OF ADDENDUM

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

CONCRETE SUMMARY

STAGE	STATION	TO	STATION	415.0080 CONCRETE PAVEMENT 8-INCH (SY)	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.0100 CONCRETE PAVEMENT 10-INCH (SY)	415.0210 CONCRETE PAVEMENT GAPS (EACH)	416.0512 CONCRETE TRUCK APRON 12-INCH (SY)
STAGE 2								
	STH 23 EB							
	101+83 EB	-	109+62 EB	---	---	2,575	---	---
	WISCONSIN AMERICAN ROUNDABOUT			---	---	1,913	---	779
	111+20 EB	-	135+63 EB	---	---	11,171	6	---
	137+63 EB	-	161+35 EB	---	---	11,366	---	---
	161+35 EB	-	192+03 EB	---	---	11,337	1	---
	STH 23 WB							
	102+29 WB	-	109+74 WB	---	---	2,158	---	---
	111+42 WB	-	113+70 WB	---	---	610	---	---
	204+28 WB	-	254+04 WB	---	---	17,238	2	---
	254+04 WB	-	287+67 WB	---	11,649	---	3	---
	287+67 WB	-	309+28 WB	---	~~3,193~~ 7515	---	2	---
	309+28 WB	-	365+33 WB	---	17,763	---	3	---
	365+33 WB	-	384+00 WB	---	6,585	---	1	---
	WISCONSIN AMERICAN DRIVE							
	60+00 WAN	-	61+40 WAN	279	---	---	---	---
	63+60 WAN	-	65+25 WAN	335	---	---	---	---
	60+10 WAS	-	61+42 WAS	265	---	---	---	---
	63+69 WAS	-	65+30 WAS	342	---	---	---	---
	CTH K							
	CTH K SOUTH ROUNDABOUT			---	---	---	---	420
STAGE 2 TOTALS				1,221	38,590	58,368	18	1,199
STAGE 3								
	STH 23 EB							
	101+83 EB	-	102+52 EB	---	---	91	---	---
	192+03 EB	-	203+00 EB	---	---	3,655	---	---
	203+00 EB	-	236+00 EB	---	---	12,058	---	---
	STH 23 WB							
	102+29 WB	-	105+65 WB	---	---	448	---	---
	113+70 WB	-	135+65 WB	---	---	10,130	---	---
	137+65 WB	-	160+00 WB	---	---	10,022	---	---
	160+00 WB	-	204+28 WB	---	---	20,468	---	---
	CTH K							
	CTH K NORTH ROUNDABOUT			---	---	---	---	420

Addendum No. 03
ID 1440-15-71
Revised Sheet 881
March 8, 2021

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

CONCRETE PAVEMENT (CONTINUED)

STAGE	STATION	TO	STATION	415.0080 CONCRETE PAVEMENT 8-INCH (SY)	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.0100 CONCRETE PAVEMENT 10-INCH (SY)	415.0210 CONCRETE PAVEMENT GAPS (EACH)	416.0512 CONCRETE TRUCK APRON 12-INCH (SY)
STAGE 3 (CONTINUED)								
	CTH UU							
	CTH UU SOUTH ROUNDABOUT			---	---	---	---	572
	CTH UU NORTH ROUNDABOUT			---	---	---	---	509
	CTH UU RAMP A							
	201+93 RPA	-	202+79 RPA	---	---	---	---	67
	CTH UU RAMP B							
	202+99 RPB	-	203+64 RPB	---	---	---	---	32
	CTH UU RAMP C							
	202+41 RPC	-	202+50 RPC	---	---	---	---	2
	CTH UU RAMP D							
	203+94 RPD	-	204+94 RPD	---	---	---	---	79
STAGE 3 TOTALS				0	0	56,872	0	1,681
STAGE 4								
	USH 151 SB OFF RAMP							
	900+72 SBR	-	904+38 SBR	---	---	726	---	---
STAGE 4 TOTALS				0	0	726	0	0
PROJECT TOTALS				1,221	~~38,590~~ 42,912	115,966	18	2,880

CONCRETE PAVEMENT APPROACH SLAB

STATION	TO	STATION	415.0410 (SY)
135+63 EB	-	135+83 EB	111
137+43 EB	-	137+63 EB	111
135+65 WB	-	135+85 WB	106
137+45 WB	-	137+65 WB	105
PROJECT TOTALS			433

CONCRETE DRIVEWAY

ROAD	STATION	LOCATION	416.0160 6-INCH (SY)
STH 23			
	~~119+39 EB~~	~~RT~~	~~20~~
	245+00 WB	LT	490
	~~HILLTOP CUL-DE-SAC~~		
	10+40 HTC	RT	62
HILLTOP CONNECTOR			
	1+00 HTE	RT	36
CTH UU			
	21+26 UUS	LT	~~30~~
PROJECT TOTAL			638

Addendum No. 03
ID 1440-15-71
Revised Sheet 882
March 8, 2021

PROJECT NO: 1440-15-71	HWY: STH 23	COUNTY: FOND DU LAC	MISCELLANEOUS QUANTITIES	SHEET 882	E

Proposal ID: 20210309011 Project(s): 1440-15-71

Federal ID(s): WISC 2021227

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0094	214.0100 Obliterating Old Road	14.000 STA	_____.____	_____.____
0096	305.0110 Base Aggregate Dense 3/4-Inch	22,701.000 TON	_____.____	_____.____
0098	305.0120 Base Aggregate Dense 1 1/4-Inch	223,916.000 TON	_____.____	_____.____
0100	310.0110 Base Aggregate Open-Graded	158.000 TON	_____.____	_____.____
0102	310.0115 Base Aggregate Open-Graded	12.000 CY	_____.____	_____.____
0104	311.0110 Breaker Run	4,357.000 TON	_____.____	_____.____
0106	311.0115 Breaker Run	62.000 CY	_____.____	_____.____
0108	312.0110 Select Crushed Material	72,947.200 TON	_____.____	_____.____
0110	415.0080 Concrete Pavement 8-Inch	1,221.000 SY	_____.____	_____.____
0112	415.0090 Concrete Pavement 9-Inch	42,912.000 SY	_____.____	_____.____
0114	415.0100 Concrete Pavement 10-Inch	115,966.000 SY	_____.____	_____.____
0116	415.0210 Concrete Pavement Gaps	18.000 EACH	_____.____	_____.____
0118	415.0410 Concrete Pavement Approach Slab	240.000 SY	_____.____	_____.____
0120	415.5110.S Concrete Pavement Joint Layout	1.000 LS	_____.____	_____.____
0122	416.0160 Concrete Driveway 6-Inch	638.000 SY	_____.____	_____.____
0124	416.0512 Concrete Truck Apron 12-Inch	2,880.000 SY	_____.____	_____.____
0126	416.0610 Drilled Tie Bars	413.000 EACH	_____.____	_____.____