HIGHWAY WORK PROPOSAL

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

Proposal Number: 006

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
Jackson	1023-00-83	N/A	Black River Falls - Tomah; Castle Mound Road Bridge B-27-0053	IH 094

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: $40,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: July 13, 2021 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code **SAMPLE** **NOT FOR BIDDING PURPOSES**
Contract Completion Time 39 Working Days	
Assigned Disadvantaged Business Enterprise Goal 0%	This contract is exempt from federal oversight.

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

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

Subscribed and sworn to before me this date _____

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

Notary Seal

Type of Work:
Structure Repair, Maintenance, and Painting

For Department Use Only

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

Article	Description	Page #
1.	General	2
2.	Scope of Work.	2
3.	Prosecution and Progress.	2
4.	Lane Rental Fee Assessment.	3
5.	Traffic.	4
6.	Holiday Work Restrictions	7
7.	Utilities	7
8.	Hauling Restrictions	8
9.	Abatement of Asbestos Containing Material B-27-53, Item 203.0215.S.01.	8
10.	Removing and Resetting Tubular Railing B-27-53, Item 513.9005.S.01.	9
11.	Structure Overcoating Cleaning and Priming B-27-53, Item 517.3000.S.01.	10
12.	Containment and Collection of Waste Materials B-27-53, Item 517.4000.S.01.	11
13.	Digital Speed Limit Sign Assembly.	11
14.	Field Office.	12
15.	Nighttime Work Lighting-Stationary.	13
16.	Basic Traffic Queue Warning System, Item 643.1205.S.	14
17.	Traffic Control Interim Lane Closure, Item 643.4100.S.	17
18.	Welded Stud Shear Connectors 3/4 x 3 Inch, Item SPV.0060.01.	17
19.	Heat Straightening of Damaged Girders, Item SPV.0105.01.	17
20.	Counterweight Structure, Item SPV.0105.02.	20

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1023-00-83, Black River Falls – Tomah, Castle Mound Road Bridge B-27-0053, IH 94, Jackson County, Wisconsin, 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 (20210113)

2. Scope of Work.

The work under this contract shall consist of bridge repair, traffic control and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

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

Provide the time frame for construction of the project within the 2021 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

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

The Notice to Proceed will be issued such that work shall start no later than September 7, 2021, unless otherwise approved by the engineer.

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

Temporary Single-Lane Closures

Project staging requires roadside work zone, construction vehicle and/or traffic control device encroachments within 6-foot horizontal and/or vertical, from the edge of the shoulder side of a lane. These encroachments require a temporary single-lane closure of the IH 94 lane closest to construction.

The temporary single-lane closures shall be limited to the non-peak travel periods, as defined in the Lane Rental Fee Assessment Article. No IH 94 lane closures are allowed until after Labor Day. During peak travel periods and applicable Holiday Work Restrictions, the IH 94 traveled way and shoulders shall be entirely clear of equipment, barricades, signs, lights, or any other materials that may impede the free flow of two-lanes of IH 94 through traffic in each direction. Single-lane closures shall be limited to areas of actual construction operations. Minimize the actual time that lane closures are used. The contractor shall be allowed a maximum of 10 changes to the traffic control configuration switching between stages or substages requiring the moving of traffic barrier. Exceeding this limit shall be approved by the department in writing a minimum of 7 calendar days prior to reaching the maximum.

Shoulder Closures

The contractor will be allowed to perform work on items that are located beyond 6-foot horizontal and/or vertical, from the edge of an open lane of traffic, utilizing a shoulder closure with the approval of the engineer. Construction vehicles and equipment shall be located outside of the 6 foot encroachment area. Shoulder closures shall only occur on one shoulder at a time. The existing roadway shall be open to two lanes of traffic in each direction. The lane closure restrictions outlined in this article will not apply to work that can be completed with an approved shoulder closure.

Girder Placement and Removal

The contractor will be allowed to close two lanes in a single direction for a maximum of three separate nights to facilitate bridge girder removal and placement for Structure B-27-53. The closures must take place during off-peak hours as defined within the Lane Rental Fee Assessment article.

Law enforcement shall be used to direct traffic using the alternate route as shown in the plans. Penalties for not opening IH 94 on time in the closure direction shall be levied at the rates prescribed in section A.1 of the Lane Rental Fee Assessment. Contact the Wisconsin State Patrol, phone (715) 236-2242, a minimum of two weeks prior to each full closure to coordinate staffing and implementation of the detour route. Cost for Wisconsin State Patrol services associated with the IH 94 roadway closures will be the responsibility of the department. Cost for any additional Wisconsin State Patrol services that are requested by the contractor will be the contractor's responsibility.

WisDOT Utilities

Wisconsin Department of Transportation has underground utility lines in the NW and SE quadrants of B-27-53. No conflicts are anticipated with the proposed work for this project.

4. Lane Rental Fee Assessment.

A General

The contract designates some lane closures to perform the work. No Lane Rental Fee Assessments will be charged for closing lanes during the off-peak hours as shown in the contract. If a lane is closed during peak hours, the contractor will be subject to Lane Rental Fee Assessments. If a lane is obstructed at any time due to contractor operations, it is considered a closure. The purpose of lane rental is to enforce compliance of lane restrictions and discourage unnecessary closures.

The contractor will incur a Lane Rental Fee Assessment for each lane during peak freeway hours. The contractor will not incur a Lane Rental Fee Assessment for closure of lanes during non-peak hours. The peak hours when lane closures are not allowed are shown in the table below.

Freeway Peak Hours		
Pre-Memorial Day & Post Labor Day		
	Eastbound	**Westbound**
Sunday	11am to 5pm	12pm to 5pm*
Monday	-	-
Tuesday	-	-
Wednesday	-	-
Thursday	-*	-
Friday	12pm to 6pm*	1pm to 5pm
Saturday	-	-

Freeway Peak Hours For Full Freeway Closure		
Pre-Memorial Day & Post Labor Day		
	Eastbound	**Westbound**
Sunday	12am to 11:59pm	12am to 11:59pm
Monday	12am to 11pm	12am to 11pm
Tuesday	5am to 11pm	5am to 11pm
Wednesday	5am to 11pm	5am to 11pm
Thursday	5am to 11pm	5am to 11pm
Friday	5am to 11:59pm	5am to 11:59pm
Saturday	12am to 11:59pm	12am to 11:59pm

*Temporary single lane closures will not be permitted during the Minnesota Educator's Academy (MEA) Annual Conference the third weekend in October eastbound from 11:00 AM to 4:00 PM Thursday, eastbound 11:00 AM to 6:00 PM Friday, and westbound 10:00 AM to 6:00 PM Sunday.

The contractor shall submit the dates of the proposed lane and roadway restrictions to the engineer as part of the progress schedule. The contractor will coordinate ramp and roadway closures with any concurrent operations on roadway projects within 3 miles of Castle Mound Road Bridge B-27-53.

If other projects are in the vicinity of this project, the contractor shall coordinate lane closures to run concurrent with lane closures on adjacent projects when possible. When lane closures on adjacent projects extend into the limits of this project, Lane Rental Fee Assessments will only occur if the closure facilitates work under this contract.

A.1 Lane Rental Fee Assessment

The Lane Rental Fee Assessment incurred for each lane closure and each full closure of a roadway, per direction of travel, is as follows:

$1,000 per lane per 15 minutes

The Lane Rental Fee Assessment represents the average cost of the interference and inconvenience to the road users for each closure. The Lane Rental Fee Assessment will be measured in 15-minute increments. All lane, roadway, or ramp closure event increments less than 15 minutes will be assessed as a 15-minute increment.

Lane Rental Fee Assessments will be made based on the applicable rate for any and all closures whether work is being performed or not. The engineer, or designated representative, will be the sole authority in determining time period length for the Lane Rental Fee Assessment.

Lane Rental Fee Assessments will not be assessed for closures due to crashes, accidents or emergencies not initiated by the contractor.

B (Vacant)

C (Vacant)

D Measurement

The department will assess Lane Rental Fee Assessment by the dollar under the administrative item Failing to Open Road to Traffic. The total dollar amount of Lane Rental Fee Assessment will be computed by multiplying the Lane Rental Assessment Rate by the number of 15-minute increments of each lane closure event as described above.

Lane Rental Fee Assessment will be in effect from the time of the Notice to Proceed until the department issues final acceptance.

5. Traffic.

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

Unless detailed in the plans, do not begin or continue any work that closes traffic lanes outside the allowed time periods specified in the ‘Lane Rental’ article.

Submit all traffic control change requests to the engineer at least 7 working days prior to an actual traffic control change. A request does not constitute approval.

Utilize signs, barricades, and drums as necessary to safeguard and direct traffic at all locations where construction operations may interfere with or restrict the smooth flow of traffic.

Project will utilize advanced messaging in the form of PCMS signs ahead of work beginning. Provide these message boards at the approaches to the work zone along Castle Mound Road and IH 94. Coordinate the message with the engineer prior to placement and utilize 7 calendar days in advance of work beginning.

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

No IH 94 lane closures will be permitted during events listed under article Holiday Work Restrictions.

Traffic Operations

Coordinate the schedule of operations for the construction staging as shown in the plans and as noted in these special provisions. Do not begin operations for the next construction stage until the work for the current stage is completed. Do not move operations ahead within the proposed construction staging unless modifications to the staging and schedule are approved by the engineer.

Keep IH 94 open to through traffic at all times throughout the project. Maintain all existing 12-foot-wide lanes of traffic in each direction at all times, except for allowable closures as described herein.

Maintain at least 2-feet of shy distance between the edge of travel lane and the face of temporary concrete barrier except for Stage 2C which is allowed for a maximum of four consecutive non-peak travel days.

Maintain a minimum of 16-feet clear width on IH 94 WB and EB for oversize / overweight (OSOW) vehicles when work restricts through traffic to single lane operations unless alternate OSOW accommodations are approved by the engineer.

During working hours, limit construction vehicles within the work zone to those vehicles necessary to complete the work.

Conduct work operations in a manner that causes the least disruption to traffic movements on IH 94 and interchange ramps. Do not directly cross, unload materials from, stop in or otherwise interfere with traffic in any lane or ramp that is open to traffic with construction equipment or vehicles. All access to IH 94 by construction equipment will be at existing interchange locations.

Provide the engineer with a hauling plan prior to the preconstruction conference. Include the proposed locations of points of entry and traffic control to be used. Obtain approval from the engineer for all arrangements for handling traffic during construction operations.

Flagging operations will not be permitted on Interstate 94.

Do not use maintenance crossings connecting eastbound and westbound roadways of IH 94 during construction operations unless the median lanes are closed to traffic. The contractor is responsible for maintaining and restoring all maintenance crossings to their original condition upon completion of this contract.

Construction traffic cannot travel counter-directional adjacent to IH 94 through traffic except for removal of traffic control devices for lane opening operations.

Equip all construction vehicles and equipment entering or leaving live traffic lanes with a hazard identification beam (flashing yellow signal). The beam shall be activated when merging into or exiting a live traffic lane.

Have available at all times experienced personnel to promptly install, remove, and reinstall the required traffic control devices to route traffic in order to perform the necessary construction operations.

Do not park or store any equipment, vehicles, or construction materials within 30 feet of the edge of traffic lane carrying IH 94 traffic or within the median during non-working hours. In the event of an emergency, protect any equipment, vehicles, or construction materials which remain within 30 feet of the edge of a traffic lane during non-working hours with temporary roadside barrier according to the standard specifications and meeting the requirements of the AASHTO Roadside Design Guide.

Schedule of Operations

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

Stage 1A

To be utilized during weekday (off-peak) traffic conditions.

- Castle Mound Road Bridge – Closed
- IH 94 EB – Maintain 2 lanes of traffic, no traffic control devices.
- IH 94 WB – Close outside lane and maintaining existing inside lane and inside shoulder.

Stage 1B

To be utilized during weekend (peak) traffic conditions.

- Castle Mound Road Bridge – Closed
- IH 94 EB – Maintain 2 lanes of traffic, no traffic control devices.
- IH 94 WB – Maintain 2 lanes of traffic, outside shoulder closed.

Stage 2A

To be utilized during weekday (off-peak) traffic conditions.

- Castle Mound Road Bridge – Closed
- IH 94 EB – Maintain 2 lanes of traffic, inside shoulder closed.
- IH 94 WB – Close inside lane and maintaining outside lane and shoulder.

Stage 2B

To be utilized during weekend (peak) traffic conditions.

- Castle Mound Road Bridge – Closed
- IH 94 EB – Maintain 2 lanes of traffic, inside shoulder closed.
- IH 94 WB – Maintain 2 lanes of traffic, inside shoulder closed.

Stage 2C

To be utilized during weekday (off-peak) traffic conditions.

- Castle Mound Road Bridge – Closed
- IH 94 EB – Maintain 2 lanes of traffic, inside shoulder closed.
- IH 94 WB – Close inside lane and shifting the outside lane of traffic toward the shoulder.

Stage 3

To be utilized during weekday (off-peak) traffic conditions.

- Castle Mound Road Bridge – Closed
- IH 94 EB – Maintain 2 lanes of traffic, no traffic control devices.
- IH 94 WB – Close outside lane and maintaining existing inside lane and inside shoulder.

Bridge Closure

Castle Mound Road Bridge is to remain closed for the duration of the project. No signed detour will be provided. Advanced signing will be used to properly warn traffic of the bridge closure to allow for drivers to adjust their routes around the work zone.

Advance Notifications

Notify the Jackson County EMS; Police and Fire for the City of Black River Falls; City of Black River Falls Public Works; Jackson County Sheriff's Department; and Jackson County Highway Commissioner 7 days in advance of work beginning on the project and 3 working days prior to the switch between stages. Provide 7 calendar days of advanced warning and follow-up with additional correspondence one calendar day prior to the full closure of the interstate.

Temporary Regulatory Speed Limit Reduction

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

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

While setting up or maneuvering temporary traffic barrier the speed limit along IH 94 shall be reduced from 70 mph to 55 mph. While the single lane closure is in use during non-peak travel periods the speed limit along IH 94 shall be reduced from 70 mph to 60 mph. Refer to plans for the placement locations and the signs required.

Stage 2C Restrictions

The contractor may utilize the Stage 2C traffic configuration which shifts westbound IH 94 traffic onto the outside shoulder for a maximum of 4 consecutive non-peak days to complete heat straightening and painting over the centerline between lanes one and two.

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.

All lane and shoulder closures and duration are subject to the approval of the engineer based on operational needs and safety. Notify the engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work.

6. Holiday Work Restrictions

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying IH 94 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, September 3, 2021 to 6:00 AM Tuesday, September 7, 2021 for Labor Day.

7. Utilities

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

stp-107-065 (20080501)

Underground and overhead utility facilities are located within the project limits. Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities that have facilities in the area as required per state statute. Use caution to ensure the integrity of underground facilities and maintain code clearances from overhead facilities at all times.

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

There may be discontinued utility facilities within the project limits. If a conflict with a discontinued utility facility is encountered, contact the appropriate utility owner/representative to coordinate construction activities and proper removal and disposal of said facility as necessary.

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.

Known utilities in the project area are as follows:

AT&T Legacy has an underground communications line buried approximately 30-feet offset from the WB IH 94 edge of pavement and maintains a parallel path with IH 94. No conflicts anticipated.

ATC Management has an overhead electric transmission line which parallels WB IH 94 to the north and east. No adjustments are anticipated. The 345 kV overhead transmission line will remain in place and energized during construction. Maintain a safe working clearance to the 138 kV conductors at all times based on the latest OSHA requirements. No conflicts anticipated

CenturyLink has a buried communications line under Castle Mound Road west of IH 94 which crosses IH 94 via overhead lines north and west of B-27-53. The overhead line will remain in place during construction; maintain a safe working clearance at all times. No conflicts anticipated

Jackson Electric Cooperative has overhead electric transmission lines along the north side of Castle Mound Road crossing IH 94 north and west of Structure B-27-53. These overhead electric transmission lines will be left in place; however, due to the close proximity of construction equipment, Jackson Electric Cooperative will shut off these lines during construction as a precaution. Contact Jackson Electric Cooperative prior to bringing crane equipment to the construction site. Contact Jackson Electric Cooperative again after all crane equipment has been removed from the construction site. It is anticipated to take Jackson Electric Cooperative one working day to shut off their overhead electric transmission lines and another working day to turn these lines back on. No other conflicts anticipated.

Xcel Energy has an underground 345 kV electric transmission line crossing Castle Mound Road east of IH 94. No conflicts anticipated

8. Hauling Restrictions

At all times, conduct operations in a manner that will cause minimal inconvenience to the free flow of traffic on IH 94 traffic. Limit or minimize the amount of hauling on non-state highways or non-designated trucks routes to avoid damaging local or town roads

9. Abatement of Asbestos Containing Material B-27-53, Item 203.0215.S.01.

A Description

This special provision describes abating asbestos containing material in buildings or utility conduit.

B (Vacant)

C Construction

John Roelke, License Number: All-119523, inspected Structure: B-27-53 for asbestos on December 14, 2020. Regulated Asbestos Containing Material (RACM) was found on this structure in the following locations and quantities: The gaskets located where the guardrail attaches to the concrete parapet tested positive for non-friable asbestos greater than 1% and is therefore regulated ACM. A total of 28.5 square feet of ACM gasket material was identified, of which approximately 5 square feet is within the work zone. A copy of the inspection report is available from Jesse Larsen, (715) 491-1470.

The RACM must be abated by a licensed abatement contractor. According to NR447 and DHS159, ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 8/11), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days before beginning any demolition or relocation. Pay all associated fees. Provide a copy of the completed 4500-113 form and the abatement report to Jesse Larsen, (715) 491-1470) and DOT BTS-ESS attn: Hazardous Materials Specialist, PO Box 7965, 5 South S513.12, Madison, WI 53707-7965; or via email to DOTHAZMATUNIT@dot.wi.gov In addition, comply with all local or municipal asbestos requirements.

D Measurement

The department will measure Abatement of Asbestos Containing Material, as a single complete lump sum unit of work, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
203.0215.S.01	Abatement of Asbestos Containing Material B-27-53	LS

Payment is full compensation for submitting necessary forms; removing all asbestos within the work zone; and for properly disposing of all waste materials.

stp-203-006 (20191121)

10. Removing and Resetting Tubular Railing B-27-53, Item 513.9005.S.01.

A Description

This special provision describes removing tubular railing and posts from existing bridge parapets, storing them, and then resetting them when the new parapet is complete.

B (Vacant)

C Construction

Remove the tubular railing and posts, taking care not to damage them. Store the tubular railing and posts in an area away from construction activities to preclude damage to them.

In the event that damage does occur to any item that is designated for re-use in the new work, repair or replace the damaged item at no expense to the department.

D Measurement

The department will measure Removing and Resetting Tubular Railing B-27-53 as a single complete 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
513.9005.S.01	Removing and Resetting Tubular Railing B-27-53	LS

Payment is full compensation for removing the tubular railing and posts; properly storing the tubular railing and posts; and for resetting the tubular railing and posts.

stp-513-090 (20100709)

11. Structure Overcoating Cleaning and Priming B-27-53, Item 517.3000.S.01.

A Description

This special provision describes cleaning and painting with two or three coats of paint the metal surfaces.

A.1 Areas to be Cleaned and Painted

Structure B-27-53

1. Two Coat Area: 0 SF with SP 1 cleaning.
2. Three Coat Area:

   0 SF with SP 2 cleaning.

   200 SF with SP 3 cleaning.

   0 SF with SP 11 cleaning.

   0 SF with SP 15 cleaning.

   200 SF total three-coat area.

B Materials

Furnish an epoxy coating system from the department's APL for Paint- structure maintenance.

C Construction

C.1 Surface Preparation

Before overcoating or power tool cleaning, solvent clean all surfaces to be coated according to SSPC-SP1. A SSPC-SP 3 power Tool Cleaning according to Steel Structures Painting Council Specification 3 will be required on all metal surfaces to be painted with a three-coat system. Prime the same day, or re-clean before application, all metal surfaces receiving a No. 3 cleaning.

Remove all abrasive or paint residue from steel surfaces with a High Efficiency Particulate Abatement (HEPA-VAC) vacuum cleaner equipped with a brush-type cleaning tool, or by double blowing. If the double blowing method is used, vacuum the exposed top surfaces of all structural steel, including flanges, longitudinal stiffeners, splices, plates, and hangers, after the double blowing operations are completed. The air line used for blowing the steel clean shall have an inline water trap and the air shall be free of oil and water as it leaves the air line.

Take care to protect freshly coated surfaces from subsequent cleaning operations. Thoroughly wire brush damaged primed surfaces with a non-rusting tool. Clean and re-prime the brushed surfaces within the time recommended by the manufacturer.

C.2 Painting

Paint by applying two or three coats of an approved coating system as specified herein to the surfaces as described in A.1 from the department's approved products list.

C.3 Coating Application

Apply paint in a neat, workmanlike manner. The resultant paint film shall be smooth and uniform without skips or areas of excessive paint. Apply coating according to the manufacturer's recommendations.

Before applying the prime coat, coat with primer all edges, rivet and bolt heads, nuts and washers by using either a brush, roller, or spray application.

Dry Film Thickness per coat shall be a minimum of 3-mil. The dry film thickness shall be determined by use of a magnetic film thickness gage. The gage shall be calibrated for dry film thickness measurement according to SSPC-PA 2.

During surface preparation and coating application, the ambient and steel temperature shall be between 39 and 100 degrees F. The steel temperature shall be at least 5 degrees F above the dew point temperature, and the relative humidity shall not exceed 85%.

D Measurement

The department will measure Structure Overcoating Cleaning and Priming B-27-53, completed according to the contract and accepted, as a single complete unit of work.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
517.3000.S.01	Structure Overcoating Cleaning and Priming B-27-53	LS

Payment is full compensation for preparing and cleaning the designated surfaces; and for furnishing and applying the paint.

stp-517-036 (20181119)

12. Containment and Collection of Waste Materials B-27-53, Item 517.4000.S.01.

A Description

This special provision describes furnishing and erecting tarpaulins to contain, collect and store the spent material from surface preparation of steel surfaces, collecting such spent material, and labeling and storing the spent material in waste containers.

B Materials

Provide 5-gallon lidded plastic containers for containing the spent material.

C Construction

Erect tarpaulins or other materials to collect all of the spent material from power tool cleaning. Consider and treat all spent material as hazardous waste because it contains lead.

Collect and store all waste material collected by this operation at the bridge site for disposal. Collect and store all waste materials at the end of each workday or more often if needed. Store materials in 5-gallon lidded plastic containers.

Label each container with the date the first waste was placed in the container and the words "Hazardous Waste – EPA Waste Code D008." Lock and secure all containers at the end of each workday. Keep the containers covered at all times except to add or remove waste material. Store the containers in an accessible and secured area, not located in a storm water runoff course, flood plain or exposed to standing water.

Collect the spent debris by vacuuming, shoveling, sweeping, or by channeling it directly to disposal containers. The enclosure shall be thoroughly cleaned at the end of each workday.

D Measurement

The department will measure Containment and Collection of Waste Materials B-27-53, completed according to the contract and accepted, as a single complete unit of work for each structure designated in the contract.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
517.4000.S.01	Containment and Collection of Waste Materials B-27-53	LS

Payment is full compensation for designing, erecting, operating, maintaining and disassembling the containment devices; collecting, labeling and storing spent materials in appropriate containers.

stp-517-037 (20080902)

13. Digital Speed Limit Sign Assembly.

A Description

This special provision describes providing, relocating, operating, maintaining, monitoring, and removing a digital speed limit (DSL) sign assembly at engineer-allowed locations, in place of covering/uncovering speed limit signs, at the contractor’s option.

B Materials

Lay out signs according to the plans.

Use materials and methods specified in standard spec 637 to manufacture the sign.

Provide a digital speed display legend with a minimum of 18-inch-tall numbers.

Use posts from the FHWA list of accepted breakaway sign supports.

Provide a control unit that can be accessed remotely.

Provide a battery power supply with a solar powered charging system and a backup power source.

C Construction

C.1 General

Provide, install, maintain, operate and remove DSL sign assemblies and related signage.

Mount the sign so that the bottom is a minimum 7 feet above the roadway.

Install and operate DSL sign assembly 7 days in advance of the start of temporary speed declaration start date. Perform a successful field test for each sign.

Provide in-person training to the department on the use and operation of the field hardware and the website for the DSL sign assembly.

Ensure the system operates continuously when deployed on the project.

Provide a local specialist, to respond to emergency situations within 2 hours of being notified and who is equipped with sufficient resources to correct deficiencies in the system.

C.2 Programming

Program the DSL sign assembly to ensure the following operations are performed:

- The digital display portion automatically adjusts the brightness under varying light conditions to maintain legibility.
- Speed limit values shown on the digital display legend continuously displays without animation. Brief blanking may be experienced, up to 10 seconds, only during digital display legend user input utilizing the hard-wired hand control.
- The digital display changes between the original posted speed limit and the approved temporary speed limit when directed by the engineer.
- The system autonomously restarts in case of power failure in any part of the system.

D Measurement

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

E Payment

The department will not pay directly for providing the digital speed limit assembly. Providing digital speed limit assembly shall be incidental to the Traffic Control Signs bid item.

stp-643-035 (20180628)

14. 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.

stp-642-010 (20210113)

15. 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)

16. Basic Traffic Queue Warning System, Item 643.1205.S.

A Description

This special provision describes providing, repositioning, operating, maintaining, monitoring, calibrating, testing and removing a basic traffic queue warning system (QWS) capable of measuring vehicular speeds at downstream sections of a roadway, and activating the system.

B Materials

Provide Basic Traffic QWS components and software that is National Transportation Communications for ITS Protocol (NCTIP) compliant.

B.1 Portable Traffic Sensors (PTS)

Provide PTS that are nonintrusive and capable of capturing vehicle speed in mph. Integrate each sensor with a modem to communicate with the automated system manager.

B.2 Static Traffic Control Signs with Temporary Flashing Beacon Signs (FBS)

Provide static traffic control signs with temporary flashing beacon signs conforming to standard spec 658.2(2) for Traffic Signal Faces. Ensure each FBS is integrated with a modem, and other equipment (e.g., automated system manager) mounted on it, and acts as a single device for communicating with similarly integrated devices and displaying real-time traffic conditions.

B.3 Automated System Manager (ASM)

Provide an ASM that assesses current traffic data captured by the PTS and activates/deactivates the FBS based on predetermined speed thresholds.

B.4 System Communications

Ensure Basic Traffic QWS communications meet the following requirements:

1. Perform required configuration of the Basic Traffic QWS's communication system automatically during system initialization.
2. Communication between the server and any individual FBS or PTS are independent through the full range of deployed locations, and do not rely upon communications with any other FBS or PTS.
3. Incorporate an error detection/correction mechanism into the Basic Traffic QWS communication system to ensure the integrity of all traffic condition data.

B.5 System Acceptance

Submit vendor verification to the engineer and Bureau of Traffic Operations (DOTBTOworkzone@dot.wi.gov) 14 calendar days before the pre-construction meeting that the system will adequately perform the functions specified in this special provision. Adequate verification includes past successful performance of the system, literature and references from successful use of the system by other agencies, and/or demonstration of the system.

Provide contact information for a designated representative responsible for monitoring the performance of the system and for making modifications to the operational settings as the engineer directs. Provide all testing and calibration equipment.

C Construction

C.1 General

Install and reposition Basic Traffic Queue Warning System per plan or as the engineer directs. Provide plan to the engineer and Bureau of Traffic Operations (DOTBTOworkzone@dot.wi.gov) 14 calendar days before the pre-construction meeting.

PTS may be mounted on FBS, arrow board or other trailer devices.

Install PTS at the following locations:

1. Place first PTS within the lane closure taper.
2. Place second PTS 5,700 feet upstream of the lane closure taper or on FBS #3.
3. Place third PTS 2 miles upstream of the lane closure taper or on FBS #2.

Install FBS at the following locations, delineated by 5 drums:

1. Place first FBS (FBS #3) 5,700 feet upstream of the lane closure taper.
2. Place second FBS (FBS #2) 2 miles upstream of the lane closure taper.
3. Place third FBS (FBS #1) 3 miles upstream of the lane closure taper.

If there are more than 2 lanes or specified in the plans, place FBS on both sides of the roadway.

Number the devices in chronological order so they are visible from the shoulder with 6-inch white high reflective sheeting.

Provide technical personnel for all system calibration, operation, maintenance, and timely on-call support services.

Promptly correct the system within 24 hours of becoming aware of a deficiency in the operation or individual part of the system. A minimum of 3 days before deployment, place the Basic Traffic QWS and demonstrate to the department that the Basic Traffic QWS is operational.

Maintain the Basic Traffic QWS for the duration of the project. Ensure the system operates continuously (24 hours, 7 days a week) in the automated mode throughout the duration of the project.

Remove the system upon completion.

C.2 Reports

Provide an electronic copy of a weekly summary report of all data via email to the engineer. Ensure the report includes, at a minimum, the average speed per sensor, time in congestive state per sensor and number of triggers per day.

C.3 Meetings

Attend mandatory in-person pre-construction meetings with the department. Attend additional meetings as deemed necessary by the department. These meetings may be held in person or via teleconference, as scheduled by the department.

C.4 Programming

C.4.1 General

Program the Basic Traffic QWS to ensure that the following general operations are performed:

1. Provide a password protected login to the ASM, website and all other databases.
2. Automatic setting of the FBS to reflect current traffic flow status updated every 60 seconds for congestion. Ensure to remove a congestion message when 180 seconds of average traffic speeds above the current level are observed, or utilize a customized frequency as determined by the engineer.
3. The FBS activate based on pre-determined speed thresholds from the next downstream sensor.
    - FBS #3 shall activate based on traffic speeds at the PTS located within the lane closure taper.
    - FBS #2 shall activate based on traffic speeds at the PTS located approximately 1 mile upstream of lane closure taper, or at FBS #3.
    - FBS #1 shall activate based on traffic speeds at the PTS located 2 miles upstream of lane closure taper, or at FBS #2.

4. Provide real-time data from the ASM to a website with a full color mapping feature and refresh every 60 seconds. Make data on website available to the department staff at all times for the duration of the work zone activity. Ensure website includes:
    - Vehicle speeds
    - FBS triggers
    - Device locations
5. Archive all traffic data in a Microsoft Excel format with date and time stamps.
6. Configure the website to quantify system failures which includes communication disruption between any devices in the system configuration, FBS malfunctioning, PTS malfunction, loss of power, low battery, etc.
7. Automatically generate and send an email alert any time a user specified queue is detected by the system.
8. Ensure the system autonomously restarts in case of any power failure.

C.4.2 System Operation Strategy

Arrange for the vendor/manufacturer to coordinate system operation, detection, and trends/thresholds with the engineer.

The sequences below are a minimum requirement, but can be adjusted at the discretion of the engineer, are as follows:

Free Flow:

If the current PTS speed on a downstream section is at or above 40 mph, the next upstream FBS will not flash.

Slow or Stopped Traffic:

If the current PTS speed on a downstream section of the roadway is between the 39 mph and 0 mph (for example, 35 mph), the next upstream FBS shall flash.

C.5 Calibration and Testing

At the beginning of the project perform a successful field test and calibration at the Basic Traffic QWS location to verify the system is detecting accurate vehicle speeds, and accurately relaying the information to the ASM and the FBS.

Send email of successful calibration and testing to the engineer.

D Measurement

The department will measure Basic Traffic Queue Warning System by the day, acceptably completed, measured as each complete system per roadway.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.1205.S	Basic Traffic Queue Warning System	DAY

Payment is full compensation for providing, repositioning, operating, maintaining, monitoring, calibrating, testing, and removing the complete system consisting of FBS, PTS, ASM, and system communications.

Failure to correct a deficiency to the FBS, PTS, or ASM within 24 hours after notification from the engineer or the department will result in a one-day deduction of the measured quantity for each day in which the deficiency is not corrected.

Failure to correct the website within 24 hours after notification from the engineer will result in a 10% reduction of the day quantity for each day the website is down.

The engineer will have sole discretion to assess the deductions for an improperly working Basic Traffic QWS.

stp-643-046 (20210113)

17. Traffic Control Interim Lane Closure, Item 643.4100.S.

A Description

This special provision describes closing a freeway/expressway traffic lane.

B (Vacant)

C Construction

Install and reposition traffic control devices as required to close a traffic lane. Remove and return the devices to their previous configuration when the closure is no longer required.

D Measurement

The department will measure Traffic Control Interim Lane Closure as each individual reposition/return cycle, acceptably completed. The department will not measure additional moves or configuration changes as might be required solely to accommodate the contractor's operations.

The department will measure the closures by traffic lane and roadway. The department will not measure multiple closures in the same traffic lane on a project.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
643.4100.S	Traffic Control Interim Lane Closure	EACH

Payment is full compensation for closing and re-opening the affected traffic lane.

stp-643-030 (20170615)

18. Welded Stud Shear Connectors 3/4 x 3 Inch, Item SPV.0060.01.

A Description

This special provision describes fabricating or supplying and installing welded stud shear connectors.

B Materials

Provide materials that adhere to standard spec 506.2.7.

C Construction

Construction shall follow guidance as described within standard spec 506.3.20.

D Measurement

The department will measure Welded Stud Shear Connectors 3/4 x 3 Inch as each individual stud, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Welded Stud Shear Connectors 3/4 x 3 Inch	EACH

Payment is full compensation for providing and installing the stud shear connectors.

19. Heat Straightening of Damaged Girders, Item SPV.0105.01.

A Description

This special provision describes heat straightening portions of bent or damaged girders which are left in place, back to their original shape and inspecting all suspected areas of cracking by visual and non-destructive testing (NDT). Straighten the girders back into their original position and shape within the tolerances listed below or as necessary to mate the existing and new work.

B (Vacant)

C Construction

C.1 Contractor Qualifications

The contractor's personnel performing the heat straightening shall have at least 5 years of experience in conducting heat-straightening repairs to primary structural members of in-service damaged steel structures. During the immediately preceding 3-year period, the personnel shall have conducted at least three successful heat-straightening projects. The contractor's personnel performing NDT shall have at least 5 years of experience in inspection and repairs of structural steel.

A minimum of 15 working days prior to the pre-construction meeting, submit to the engineer for approval a report documenting the experience of the personnel and the projects worked on including the date, location, bridge owner, number and type of members straightened, and duration of each project, along with contact names, current phone numbers an e-mail addresses. Include relevant information, experience and qualifications of the firm completing NDT testing for acceptance by the department.

C.2 Existing Paint Removal

Remove existing paint according to SSPC-SP15 Commercial Grade Power Tool Cleaning or equal. Remove all existing paint, mill scale, and rust within the heat affected zone except that up to 33% staining from rust and mill scale is permitted to remain. Remove paint as necessary to perform inspections and straightening work and to the engineer's satisfaction. Feather the edges of remaining old paint so that the repainted surface has a reasonably smooth appearance.

C.3 Grinding Flange Edges

Round all damaged/impacted exposed corners of main members as necessary to achieve a 1/16-inch radius or equivalent flat surface at a 45 degree angle. Grind edges at all locations of planned work to prevent edge cracking during the straightening work and to the engineer's satisfaction

C.4 Damage Inspection

Visually inspect all areas of damage, suspected damage, yield lines and zones of plastic bending. Also inspect all secondary members and connections between main and secondary members that potentially distributed forces causing damage. Perform this work with inspected surfaces being within approximately 24 inches from the inspector. Use access equipment, illumination, and nondestructive testing as necessary to identify, measure and document the location and details of: buckling; crimps; misalignment; twists; tears; burrs; damaged edges; punched holes; pull out of secondary members; cracks or other physical distress. Remove existing paint and test using magnetic particle testing all areas of detected and suspected hairline cracking according to the procedures and techniques for dry powder magnetic particle examination using the yoke method, ASTM E709, Practices for Magnetic Particle Examination.

C.5 Straightening Work Plan

Use field data from the damage inspection to develop a straightening work plan. The work plan should include documentation of the contractor's means and methods including jacking or bracing plans; surface preparation methods; calculation and control of allowable jacking and pulling forces; heating methods and shapes; heating equipment; and temperature indicating devices. Submit the work plan to the engineer a minimum of 5 days prior to beginning heat straightening.

C.6 Straightening Damaged Members

Perform straightening using methods which will not permanently damage the metal's material properties. Heat members using controlled jacking, pulling or restraining forces; specified heating patterns; and controlled temperatures that result in controlled shrinkage to straighten the member. Do not heat members then use large jacks or pullers which mechanically hot work the material. Mechanical hot working permanently damages the metal's material properties. Prior to straightening a damaged compression member, install adequate bracing to support loads and prevent buckling.

C.7 Restraints or Preloads

Apply jacking, pulling or restraining forces to the damaged member in the direction that tends to straighten the member. Position jacks, pullers, or restraining forces such that heat straightening shrinkage will relieve the force during the cooling cycle. Do not allow jacks, pullers or restraining forces to subject any part of the structure to unit stresses that exceed 50 percent of the material's nominal yield (Fy) at ambient temperature. Provide pressure gages or load cells to control jacks, pullers or restraining forces. Secure jacks, pullers or retraining forces so they do not dislodge during cooling. Apply jacks,

pullers or restraining forces prior to heating. Do not apply additional jacking, pulling or restraining forces after beginning the application of heat. Do not apply the next cycle of jacking, pulling or restraining forces until the steel has cooled below 250 ºF.

C.8 Application of Heat

Heat opposite faces of a plate or rolled shape concurrently when the material thickness equals or exceeds 1-1/4 inch. When heating thick plates, it may be necessary to interrupt heating for periods of less than one minute to allow the heat to soak into the flange and avoid surface over-heating. Perform heating using single and multi-orifice (rosebud) heating torches sized according to the following table. Manipulate the torches to avoid overheating. Heat using propane, natural gas, or acetylene unless other methods are accepted by the engineer.

Limits on Torch Tip Size		
Steel Thickness	**Orifice type**	**Orifice Size**
less than 1/4inch (6mm)	Single	3
3/8 inches (9.5mm)	Single	4
1/2 inch (13mm)	Single	5
5/8 inch (16mm)	Single	7
3/4 inch(19mm)	Single	8
1 inch (25mm)	Single or Rosebud	8 single, 3 rosebud
1 1/4 inch (32mm)	Single or Rosebud: on both sides*	8 single, 3 rosebud
2 inch (51mm)	Single or Rosebud: on both sides*	8 single, 4 rosebud
3 inch (76mm) or greater	Rosebud: on both* sides	5

* - Heat applied concurrently to both sides

C.9 Shape of Heating Patterns

Perform heating using four basic heating patterns: Strip, Line, Spot or “V”.

C.10 Temperature Control

Control heat so the internal temperature of the steel does not exceed 1200 ºF. The internal temperature of the steel is the surface temperature approximately five seconds after passage of the torch. Control the application of heating so it is confined inside the limits of the four basic heating patterns. Bring the steel within the pattern to the desired temperature as rapidly as possible without overheating.

Control the application of heat by checking the internal temperature of the steel by frequent use of appropriate temperature range indicating crayons or an infrared, non-contact thermometer. The department will require investigative testing for damage to the metal’s material properties for any procedure which causes the internal temperature of the steel to exceed the specified maximum heating temperature. Provide the inspector with access to infrared thermometers or heat-indicating crayons as necessary to document and verify compliance with the temperature restrictions as stated in these specifications.

Do not accelerate cooling with water, water mist or other cooling accelerants. After the steel surface temperature is less than 600 ºF (315 ºC) cooling may be accelerated with dry compressed air. After completing a planned set of heat patterns along the member, do not apply additional heat until the entire member has cooled below 250 ºF and the straightening movement has been verified.

C.11 Tolerances

Do not measure dimensional tolerances for final acceptance until all heating and welding operations are completed and the member has cooled to 160 ºF or less.

Girder straightness: The difference between the original as-built position and the final repair position when measured from a string line stretched along the member shall conform to the minimum tolerances as stated in the table below:

Tolerances for Heat Straightening Repair

Member Type	Minimum Tolerance[1,2]	
	English (in)	SI (mm)
Beams, Truss members, or Columns		
overall	1/2-in over 20 ft	13 mm over 6 meters
at impact point	3/4-in over 20 ft	19 mm over 6 meters
Local Web Deviations	d/100 but not less than 1/4-in	d/100 but not less than 6 mm
Local Flange Deviations	b/100 but not less than 1/4-in	b/100 but not less than 6 mm

[1]Units of member depth, d, and flange width, b, are inches and millimeters, respectively, for English and SI units

[2]Tolerances for curved or cambered members should account for the original shape of the member.

C.12 Final Inspection

Perform a final arms-length inspection of all surfaces that were repaired or heated. Perform the inspection after the work is complete and cooled to 160 ºF or less. Perform non- destructive testing at locations of detected or suspected hairline cracking as part of this inspection. Test these areas using magnetic particle testing. Immediately notify the engineer of any cracking found.

D Measurement

The department will measure Heat Straightening of Damaged Girders as a single lump sum unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.01	Heat Straightening of Damaged Girders	LS

Payment is full compensation for heat straightening portions of bent or damaged girders and diaphragm members to the original tolerances as specified; inspecting all suspected areas of cracking by visual and non-destructive testing (NDT); and providing temperature-indicating devices to the inspector

20. Counterweight Structure, Item SPV.0105.02.

A Description

This special provision describes furnishing, placing and removing counterweights on the bridge structure in order to replace damaged sections of the structure according to the pertinent plan details, as directed by the engineer, and as hereinafter provided. The counterweights are required to prevent high stresses from accumulating in the field splice plates when a large portion of dead weight is removed from the structure and also to limit permanent redistribution of dead loads to other portions of the structure when a portion of the continuous-span steel superstructure is removed and replaced.

B Materials

Furnish stationary weights composed of steel plates or crane weights, concrete blocks, or other materials approved by the engineer. Provide elastomeric-rubber or tempered-hardboard-wood bearing pads or strips to level counterweights and provide a uniform contact stress on the existing concrete bridge surfaces. If required, provide a steel base/distribution plate between counterweights and pads of sufficient area, thickness, and strength to limit the contact stress on the existing concrete surfaces to 500 pounds per square inch (PSI) maximum.

C Construction

Placement

Locate individual counterweights at the locations shown in the plans. Weights may be placed by crane from below/off the existing bridge structure or trucked onto the structure and craned from it, provided all truck loads and cranes remain on the northern half of the structure north of girder line 3. If the existing structure is used to deliver/place counterweights, contractor shall independently verify the structure can safely support all loads and is not overstressed/damaged during placement given their specific placement procedures and equipment. Place counterweights, and portions thereof, according to the sequence specified in the plans.

Size and Weight

Each individual contour weight shall be contained within the maximum footprint indicated on the plans. Each counterweight shall be within (+/-) 500 pounds (LBS) of the design values indicated on the plans.

General

Secure the counterweights to existing structure as required to safely stabilize their load and prevent their accidental displacement. Provide any necessary bracing, support framing, or scaffolding required to locate the counterweights at the locations shown in the plans. Utilize bearing pads and base/distribution plates as required to limit the contact stress on the existing concrete surfaces to 500 pounds per square inch and account for any surface irregularities in the existing concrete surfaces.

Removal

Remove the counterweights at the point in the work sequence specified in the plan. Weights may be removed via a crane located off the structure or loaded and trucked via the existing structure, provided all truck loads and cranes remain on the northern half of the structure, north of girder line 3. If the existing structure is used to remove counterweights, the contractor shall independently verify the structure can safely support all loads and is not overstressed /damaged during their removal given their specific removal procedures and equipment.

D Measurement

The department will measure Counterweight Structure 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.0105.02	Counterweight Structure	LS

Payment is full compensation for providing, placing, and removing all counterweights; and for transporting to and from the jobsite.

ADDITIONAL SPECIAL PROVISION 4

This special provision does not limit the right of the department, prime contractor, or subcontractors at any tier to withhold payment for work not acceptably completed or work subject to an unresolved contract dispute.

Payment to First-Tier Subcontractors

Within 10 calendar days of receiving a progress payment for work completed by a subcontractor, pay the subcontractor for that work. The prime contractor may withhold payment to a subcontractor if, within 10 calendar days of receipt of that progress payment, the prime contractor provides written notification to the subcontractor and the department documenting "just cause" for withholding payment.

The prime contractor is not allowed to withhold retainage from payments due subcontractors.

Payment to Lower-Tier Subcontractors

Ensure that subcontracting agreements at all tiers provide prompt payment rights to lower-tier subcontractors that parallel those granted first-tier subcontractors in this provision.

Additional Special Provision 6

ASP 6 - Modifications to the standard specifications

Make the following revisions to the standard specifications:

102.1 Prequalifying Bidders

Replace paragraph two with the following effective with the October 2020 letting:

(2) Furnish a dated prequalification statement on the department's form at least 10 business days before the time set for the letting to close.

102.6 Preparing the Proposal

Replace the entire text with the following effective with the October 2020 letting:

102.6.1 General

(1) Submit completed proposals on the department's bidding proposal described in 102.2. Submit legible information only. Write everything in ink, by typewriter, or by computer-controlled printer. Provide all dollar amounts in dollars and cents, in numerals. Attach all addenda to the submitted proposal.

(2) Properly execute the proposal. Place the required signatures, in ink, in the space provided on the bidding proposal as indicated below:

ENTITY SUBMITTING 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

Non-discrimination Provisions

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

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

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

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

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

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

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

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

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

Pertinent Non-Discrimination Authorities:

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

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

Effective 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

Proposal ID: 20210713006 Project(s): 1023-00-83

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	203.0200 Removing Old Structure (station) 04. 126+63	LS	LUMP SUM	_____.____
0004	203.0210.S Abatement of Asbestos Containing Material (structure) 04. B-27-53	LS	LUMP SUM	_____.____
0006	213.0100 Finishing Roadway (project) 01. 1023-00-83	1.000 EACH	_____.____	_____.____
0008	502.0100 Concrete Masonry Bridges	19.000 CY	_____.____	_____.____
0010	502.3200 Protective Surface Treatment	66.000 SY	_____.____	_____.____
0012	502.3210 Pigmented Surface Sealer	22.000 SY	_____.____	_____.____
0014	502.4106 Adhesive Anchors 3/4-inch	1.000 EACH	_____.____	_____.____
0016	505.0600 Bar Steel Reinforcement HS Coated Structures	5,710.000 LB	_____.____	_____.____
0018	506.0105 Structural Steel Carbon	4,400.000 LB	_____.____	_____.____
0020	506.0605 Structural Steel HS	12,640.000 LB	_____.____	_____.____
0022	513.9005.S Removing and Resetting Tubular Railing (structure) 01. B-27-53	LS	LUMP SUM	_____.____
0024	517.0600 Painting Epoxy System (structure) 01. B-27-53	LS	LUMP SUM	_____.____
0026	517.3000.S Structure Overcoating Cleaning and Priming (structure) 01. B-27-53	LS	LUMP SUM	_____.____
0028	517.4000.S Containment and Collection of Waste Materials (structure) 01. B-27-53	LS	LUMP SUM	_____.____

Proposal ID: 20210713006 Project(s): 1023-00-83

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0030	603.8000 Concrete Barrier Temporary Precast Delivered	810.000 LF	_____.____	_____.____
0032	603.8125 Concrete Barrier Temporary Precast Installed	3,040.000 LF	_____.____	_____.____
0034	614.0905 Crash Cushions Temporary	3.000 EACH	_____.____	_____.____
0036	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1023-00-83	1.000 EACH	_____.____	_____.____
0038	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0040	627.0200 Mulching	890.000 SY	_____.____	_____.____
0042	628.1910 Mobilizations Emergency Erosion Control	1.000 EACH	_____.____	_____.____
0044	629.0210 Fertilizer Type B	0.600 CWT	_____.____	_____.____
0046	630.0120 Seeding Mixture No. 20	24.000 LB	_____.____	_____.____
0048	630.0200 Seeding Temporary	24.000 LB	_____.____	_____.____
0050	642.5001 Field Office Type B	1.000 EACH	_____.____	_____.____
0052	643.0300 Traffic Control Drums	5,220.000 DAY	_____.____	_____.____
0054	643.0420 Traffic Control Barricades Type III	847.000 DAY	_____.____	_____.____
0056	643.0705 Traffic Control Warning Lights Type A	2,665.000 DAY	_____.____	_____.____
0058	643.0715 Traffic Control Warning Lights Type C	1,694.000 DAY	_____.____	_____.____
0060	643.0800 Traffic Control Arrow Boards	112.000 DAY	_____.____	_____.____

Proposal ID: 20210713006 Project(s): 1023-00-83

Federal ID(s): N/A

SECTION: 0001 Contract Items

Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0062	643.0900 Traffic Control Signs	2,009.000 DAY	_____._____	_____._____
0064	643.0920 Traffic Control Covering Signs Type II	10.000 EACH	_____._____	_____._____
0066	643.1051 Traffic Control Signs PCMS with Cellular Communications	34.000 DAY	_____._____	_____._____
0068	643.1205.S Basic Traffic Queue Warning System	70.000 DAY	_____._____	_____._____
0070	643.4100.S Traffic Control Interim Lane Closure	10.000 EACH	_____._____	_____._____
0072	643.5000 Traffic Control	1.000 EACH	_____._____	_____._____
0074	649.0150 Temporary Marking Line Removable Tape 4-Inch	3,300.000 LF	_____._____	_____._____
0076	650.9910 Construction Staking Supplemental Control (project) 01. 1023-00-83	 LS	LUMP SUM	_____._____
0078	715.0502 Incentive Strength Concrete Structures	190.000 DOL	1.00000	190.00
0080	SPV.0060 Special 01. Welded Stud Shear Connectors 3/4x3-INCH	342.000 EACH	_____._____	_____._____
0082	SPV.0105 Special 01. Heat Straightening Of Damaged Girders	 LS	LUMP SUM	_____._____
0084	SPV.0105 Special 02. Counterweight Structure	 LS	LUMP SUM	_____._____

Section: 0001 Total: _____._____

Total Bid: _____._____

PLEASE ATTACH ADDENDA HERE