HIGHWAY WORK PROPOSAL

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

Proposal Number:

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
Outagamie	1146-75-72	C.O. Enter Federal Project ID	STH 76 - New London CTH JJ - Lily of the Valley Dr	STH 15

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: $ 100,000 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: May 11, 2021 Time (Local Time): 9:00 am	Firm Name, Address, City, State, Zip Code SAMPLE NOT FOR BIDDING PURPOSES
Contract Completion Time October 20, 2023	This contract is C.O. Enter "exempt from" or "subject to" from federal oversight.
Assigned Disadvantaged Business Enterprise Goal %	

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

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

Subscribed and sworn to before me this date _____

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

Notary Seal

Type of Work: For Department Use Only

Grading, base coures, concrete pavement, HMA pavement, culvert pipe, storm sewer, concrete curb and gutter, permanent signing, pavement marking, traffic signals, structures C-44-125/128, S-44-115/116.

Notice of Award Dated	Date Guaranty Returned

Special Provisions

Table of Contents

STSP'S Revised June 29, 2020

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1146-75-72, STH 76 – New London, CTH JJ – Lily of the Valley Drive, Outagamie County Wisconsin as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 2021 Edition, as published by the department, and these special provisions.

If all or a portion of the plans and special provisions are developed in the SI metric system and the schedule of prices is developed in the US standard measure system, the department will pay for the work as bid in the US standard system.

100-005 (20200629)

2. Scope of Work.

The work under this contract shall consist of grading, base course, concrete pavement, HMA pavement, culvert pipe, storm sewer, concrete curb and gutter, permanent signing, pavement marking, traffic signals, structures C-44-125, C-44-128, S-44-115, S-44-116, finishing 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.

Do not begin work before April 1, 2022.

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

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

Be advised that there may be multiple mobilizations and/or remobilizations to complete construction operations, for example such items as: grading, concrete pavement repair/replacement, asphalt paving, traffic control, signing, temporary and permanent pavement marking, finishing items and other incidental items. No additional payment will be made, by the department, for additional mobilizations.

Coordinate and schedule all traffic signal installation activities with the respective designee as specified in the plans and these special provisions.

Traffic shifts shown in any given stage may occur at different times during that stage depending on the controlling elements for a given traffic movement. Do not move to the next stage until all work in the current stage is completed or as approved by the engineer.

WisDOT will not own the Christus Church parcels until April 1, 2022. The contractor can't work on or access this parcel until April 1, 2022.

Work to be Completed By Stage:

Stage 1A

- Construction Activities:
    - Temporary Widening on STH 15 westbound from Julius Drive to Hyacinth Lane.
    - Temporary crossover in the median east of Lily of the Valley Drive.
    - Temporary path connection and crossing at Lily of the Valley Drive.
    - Grading outside of existing STH 15.

Stage 1B

- Construction Activities:
    - Construct portion of old STH 15 east from Sta 269'MNE'+00 to Sta 298'MNE'+00.
    - Construct STH 15 westbound from Sta 492'WB'+00 to Sta 514'WB'+00 and from Sta 516'WB'+00to Sta 522'WB'+00 with gap at railroad.
    - Construct STH 15 eastbound from Sta 525'EB'+00 to Sta 653'EB'+00
    - Construct North Road south of STH 15.
    - Construct Julius Drive south of STH 15.
    - Construct Hillview Road cul-de-sac
    - Construct temporary connection of Manley Road (north) to STH 15 EB lanes.
    - Construct temporary widening along Old STH 15 East from Greendale Road to Local Road ('TA').
    - Construct temporary roundabout bypasses ('TA' and 'TB').
    - Construct south portion of C-44-0125 and C-44-0128.
    - Construct cross culverts.

Stage 1C

- Construction Activities:
    - Construct STH 15 approaches at railroad crossing.
    - Construct STH 15 crossover (‘XO’).
    - Construct temporary roundabout bypass connection (‘TA’, ‘TB’, & ‘TC’) to STH 15.

Stage 2A

- Construction Activities:
    - During construction shutdown for the winter of 2021-2022 construction activities may continue on items of work away from travel lanes that are not prohibited by winter weather and do not in any way hamper the free flow of traffic.
    - Construct STH 15 eastbound from Sta 465'EB'+00 to Sta 486'EB'+00 and Sta 490'EB'+00 to Sta 522'EB'+00.
    - Construct STH 15 westbound from Sta 465'WB'+00 to Sta 488'WB'+00.
    - Construct STH 15 westbound from Sta 526'WB'+00 to Sta 653'WB'+00.
    - Construct Manley Road south of STH 15.
    - Construct Local Road.
    - Construct STH 15/CTH JJ roundabout.
    - Construct CTH JJ.
    - Construct North Road north of STH 15.
    - Construct Bennett Circle.
    - Construct Julius Drive north of STH 15.
    - Construct Old STH 15 east from Sta 258'MNE'+60 to Sta 268'MNE'+00.

Stage 2B

- Construction Activities:
    - Construct STH 15 eastbound from STA 487'EB'+00 to STA 489'EB'+00.
    - Construct STH 15 westbound from STA 489'WB'+00 to 491'WB'+00.
    - Construct median from STA 519'EB'+00 to STA 527'EB'+00.
    - Construct STH 15 westbound from STA 522'WB'+00 to STA 529'WB'+25.
    - Remove temporary crossover and temporary roundabout bypass 'TA'.
    - Remove temporary widening at 'TA'.

Stage 2C

- Construction Activities:
    - Construct overlay on CTH JJ.
    - Construct cul-de-sac on Manley Road (north).
    - Construct Multi-Use Path from Greendale Road to Manley Road.
    - Reconstruct Median Island east of Lily of the Valley drive.

Traffic control switches should be completed during the following times (off peak times):

- Monday-Thursday 7pm-6am
- Friday 7pm-Saturday 9am
- Saturday 5pm-Sunday 10am
- Sunday 4pm-Monday 6am

Coordination to open the roadway to traffic will be required with the Bypass project, located to the west, (Project ID 1146-75-76/77) in late 2023.

Winter Maintenance

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

The contractor is responsible for plowing any areas which may need to be cleared of snow or ice to accommodate changes in traffic control and to facilitate construction staging during winter months. Outagamie County or the local maintaining authority will not provide snow plowing operations in areas outside of the active traveled lanes.

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

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

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

Interim and Final Completion of Work

Stage 1B – Lily of The Valley Drive

Supplement standard spec 108.11 as follows:

If the contractor fails to complete the work necessary to reopen Lily of the Valley Drive to traffic by 6:01 AM after 14 consecutive calendar days of closure, the department will assess the contractor $2070 per calendar day in damages for each calendar day that the roadway remains closed after 6:01 AM. An entire calendar day will be charged for any period within a calendar day that the road remains closed beyond 6:01 AM for a road closure. Damages for these closures will be assessed under the administrative item Failing to Open Road to Traffic.

Stage 1B – North Road and Julius Drive

Supplement standard spec 108.11 as follows:

If the contractor fails to complete the work necessary to reopen North Road or Julius Drive to traffic by 6:01 AM after 21 consecutive calendar days of closure of the respective roadway, the department will assess the contractor $2070 per calendar day in damages for each calendar day that the roadway remains closed after 6:01 AM. An entire calendar day will be charged for any period within a calendar

day that the road remains closed beyond 6:01 AM for road closure. Damages for these closures will be assessed under the administrative item Failing to Open Road to Traffic.

Stage 1A – Culvert Crossings

Supplement standard spec 108.11 as follows:

If the contractor fails to complete the work necessary to reopen STH 15 to traffic by 6:01 AM following the approved nighttime closures for culvert installation, the department will assess the contractor $1000 per hour in damages for each hour that the roadway remains closed after 6:01 AM. Damages for these closures will be assessed under the administrative item Failing to Open Road to Traffic.

Stage 1C – CTH JJ to North Road

Supplement standard spec 108.11 as follows:

If the contractor fails to complete the work necessary to reopen STH 15 to traffic by 6:01 AM after 30 consecutive calendar days of closure, the department will assess the contractor $4000 per calendar day in damages for each calendar day that the roadway remains closed after 6:01 AM. An entire calendar day will be charged for any period within a calendar day that the road remains closed beyond 6:01 AM for road closure. Damages for these closures will be assessed under the administrative item Failing to Open Road to Traffic.

Stage 2A – Winter Shutdown

Supplement standard spec 108.11 as follows:

If the contractor fails to complete the work necessary to shift traffic for winter shutdown prior to 12:01 AM November 18, 2022, the department will assess the contractor $2,070 in interim liquidated damages for each calendar day that the roadway remains closed after 12:01 AM, November 18, 2022. An entire calendar day will be charged for any period within a calendar day that the road remains closed beyond 12:01 AM. All work except permanent pavement marking and landscaping required to be completed prior to shifting traffic.

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

4. Traffic.

Detour of STH 15 (STH 76 – CTH JJ), as shown in the plans, can be in place for 30 calendar days to complete work in and around Wisconsin Central Limited Railroad. Detour will also be allowed to be in place for single night time closures (up to four closures) to complete installations of proposed culverts. Detour will not be allowed to be in place over the weekend of the Greenville Catfish Event, which is typically held in mid July. (exact dates to be added if available at PS&E)

During Stage 1 single night closures with detour, as previously described, will be allowed for culvert installation at the following locations:

- Station 555+00
- Station 568+00
- Station 581+00 & Station 588+00 (one closure for both locations)
- Station 626+00

Night time closures will be from 9:00 PM to 5:00 AM.

Single lane (one direction) closures of STH 15 using flaggers will be allowed during all stages during daytime working hours. Flagging operations will be considered incidental to the contract.

North Road and Julius Drive may each be closed to traffic for up to 21 consecutive calendar days once during Stage 1B (south of STH 15) and once during Stage 2A (north of STH 15) for reconstruction, providing one of the intersections remains open to traffic while the other intersection is closed. Concurrent closures of adjacent intersections will not be allowed. All work must be completed during the allowable 21 consecutive calendar days per stage.

Lily of the Valley Drive may be closed to traffic for up to 14 consecutive calendar days once during Stage 1B (south of STH 15) and once during Stage 2A (north of STH 15) for storm sewer placement and paving. These closures will not be allowed while Julius Drive is closed. The 14 consecutive calendar day closure will begin at 6:00 AM on the first day of the closure.

Maintain access at all times to abutting property owners and businesses located along the project. Maintaining access includes maintaining drainage within the areas of all temporary driveways. Maintaining drainage in and around temporary driveways will be considered incidental to the contract. Do not close or remove from service any residential or commercial driveway prior to constructing temporary access for that driveway. A single point of access to properties south of STH 15 between Sta 625'EB'+00 to 650'EB'+00 will be allowed during Stage 1B. Location of access point to be determined by engineer in the field.

Maintain emergency access to the project area at all times. Keep Outagmie County (names and telephone number to be included at PS&E) emergency officials informed of routes to provide emergency services.

Prior to the erection of traffic signal poles and trombone arms, the contractor shall arrange and conduct a meeting between the contractor, the department, and on site project leader to coordinate traffic control requirements and restrictions for the installation of poles and trombone arms over live traffic lanes. Installation of poles, trombone arms and traffic signal modifications shall occur only during off-peak periods, as described in the Progress and Prosecution article, unless otherwise approved by the engineer.

Schedule of Operations

Traffic shifts shown in a given stage may occur at different times during that stage depending on the controlling elements for a given traffic movement as approved by the engineer. The schedule of major traffic shifts and roadway openings and closing for each stage shall be as follows, unless otherwise approved by the engineer.

Stage 1A

Maintenance of Traffic

- Traffic remains on existing STH 15.

Stage 1B

Maintenance of Traffic

- Traffic remains on existing STH 15 and shifts to the temporary widening east of Julius Drive.
- Alternate closures (up to 21 consecutive calendar days) to North Road (south) and Julius Road (south).
- Hillview Road access to STH 15 permanently closed.
- Manley Road access to STH 15 closed to the north.
- Lily of the Valley (south of STH 15) allowed to be closed for 14 consecutive calendar days.
- Do not close consecutive side roads at the same time.

Stage 1C

Maintenance of Traffic

- STH 15 closed (30 calendar days) from CTH JJ to North Road. Detour (STH 76 – CTH JJ) will be in place. This closure will be coordinated with the Wi Central RR.
- Prior to winter shutdown, traffic will be shifted to newly constructed STH 15 lanes, 1 lane in each direction, and utilize the temporary connection ('XO') at Sta 525'EB'+00. In addition, an

interim temporary connection ('TC') can be utilized at Sta 485'EB'+00 to connect to existing STH 15.

.

Stage 2A (includes winter shutdown)

Maintenance of Traffic

- STH 15 traffic will remain in the winter shutdown configuration (traffic on previously constructed STH 15) except at the west end.
- Traffic will be shifted onto Old STH 15 east and to temporary roundabout bypass 'TA'.
- Manley Road access to STH 15 remains closed to the north and south. All other sideroads to remain open during winter shutdown.
- Lily of the Valley (north of STH 15) allowed to be closed for 14 consecutive calendar days.
- Consecutive side roads shall not be closed at the same time.

Stage 2B

Maintenance of Traffic

- STH 15 traffic will be 1 lane in each direction on new Old STH 15 east, the temporary roundabout bypass 'TB' and STH 15 eastbound completed lanes.
- Manley Road access to STH 15 remains closed to the north and south.

Stage 2C

Maintenance of Traffic

- STH 15 and local roads open to traffic.

Wisconsin Lane Closure System Advance Notification

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

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

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

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

Portable Changeable Message Signs – Message Prior Approval

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

Portable Changeable Message Signs – Construction Start

Post PCMS seven calendar days prior to the start of the construction, and any roadway closures to advise traffic about planned work.

Temporary Work Zone Clear Zone Working Restrictions

The temporary work zone clear zone for this project is shown on the plans.

Do not perform work in the median at any time unless protected by concrete barrier temporary precast in both directions except as allowed during lane closure periods.

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

Park equipment and store materials, including stockpiles, a minimum of 30-feet from the edge of the traveled way.

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

5. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 15, STH 76, and USH 45 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, 04/15/2022 to 6:00 AM Monday, 04/18/2022 for Easter;
- From noon Friday, 05/27/2022 to 6:00 AM Tuesday, 05/31/2022 for Memorial Day;
- From noon Friday, 07/01/2022 to 6:00 AM Tuesday, 07/05/2022 for Independence Day;
- From noon Friday, 09/02/2022 to 6:00 AM Tuesday, 09/06/2022 for Labor Day;
- From noon Friday, 11/18/2022 to 6:00 AM Monday, 11/27/2022 for Thanksgiving;
- From noon Friday, 12/23/2022 to 6:00 AM Monday, 01/02/2023 for Christmas;
- From noon Friday, 04/07/2023 to 6:00 AM Monday, 04/10/2023 for Easter;
- From noon Friday, 05/26/2023 to 6:00 AM Tuesday, 05/29/2023 for Memorial Day;
- From noon Friday, 06/30/2023 to 6:00 AM Wednesday, 07/05/2023 for Independence Day;
- From noon Friday, 09/01/2023 to 6:00 AM Tuesday, 09/05/2023 for Labor Day.
- Greenville Catfish Event to be added as dates are confirmed

Work may occur adjacent to active travel lanes that does not impact traffic during the dates and times shown above.

6. Utilities.

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

stp-107-065 (20080501)

There are utility facilities within the construction limits of this project. Coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities for the underground facilities in the area, as required per statutes. Take all required precautions when working within 18-inches of underground utilities. Use caution to maintain the integrity of underground utilities and maintain OSHA code clearances from overhead facilities at all times.

Additional detailed information regarding the location of vacated, relocated, and/or removed utility facilities is available in the work plan provided by each utility company or on the permits issued to them. View these documents at the region WisDOT office during normal working hours.

All station locations and offsets that are referenced are approximate locations. All depths listed are approximate depths.

AT&T Wisconsin has overhead communication facilities crossing STH 15 at 474'EB'+00 and a diagonal crossing of Manley Road and CTH JJ at 15'NMN'+50 and 309'JJE'+35.

AT&T Wisconsin has buried communication facilities within the project limits generally as follows:

Along the north side of existing STH 15 from 246'MNE'+00 to CTH JJ; from Manley Road to 614'WB'+00, and 616'WB'+00 to the end of the project; along the north side of CTH JJ; and along the west side of Manley Road.

Along the south side of existing STH 15 from 596'WB'+70 to 616'WB'+00, and 632'EB'+25 to 642'EB'+80.

Crossings at 251'MNE'+50, 255'MNE'+30, 306'JJE'+80, 492'EB'+00, 493'EB'+65, 11'NMN'+80, 502'EB'+90, 520'EB'+45, 520'EB'+45, 534'WB'+15, 545'WB'+60, 553'WB+60, 563'WB'+40, 570'WB'+75, 578'WB'+15, 592'WB'+35, 597'WB'+60, 616'WB'+90, 642'WB'+50, 649'WB'+15, North Road, Bennett Circle, Julius Drive, and Lily of the Valley Drive.

Along the east side of North Road (south), the west side of Bennett Circle, the east side of Julius Drive (south), and the east and west sides of Julius Drive (north).

AT&T will relocate/install buried facilities as follows:

Pending submittal of work plan

AT&T will complete their relocations prior to XXXXXX (pending submittal of their work plan).

AT&T field contact person is Joe Kassab, 920-202-4002, 920-202-4002 mobile, jk572k@att.com.

American Transmission Company (ATC) has 345 kV overhead transmission facilities crossing STH 15 at approximately 626'EB'+70, 38' RT. ATC pole number 184 (STA 626'EB'+70, 38' RT) is in conflict. ATC will remove and relocate this pole to approximately 626'EB'+70, 80' southwest of the existing location.

The ATC overhead transmission line is in proximity to the proposed work and will remain energized during construction. Maintain OSHA electrical approach distances from the 345kV line at all times. Liquids and solid materials (including soil) shall not be stored or stockpiled directly under the conductors. Material shall be stored to ensure a reasonable straight thirty-five (35) foot wide clear area from each transmission pole and along ATC right-of-way for conductor maintenance. Caution should be used while working around all transmission facilities to avoid damage. Notify ATC a minimum of 120 days in advance if operations cannot meet OSHA clearance guidelines.

ATC will complete their relocation prior to December 31, 2020.

ATC field contact person is Gregg Stoudt, (262) 364-9286, gstoudt@atcllc.com.

CenturyLink has buried communication facilities located along the west side of Manley Road from 30'MAN'+00 to 19'NMN'+50.

CenturyLink will relocate their buried facilities along Manley Road from 30'MAN'+00 to 19'NMN'+50, LT – 3' inside r/w, at a depth to avoid the proposed work.

CenturyLink will complete their relocations prior to December 31, 2020.

CenturyLink field contact person for this project is Matt Gunderson, 920-837-2344, 920-896-2867 mobile, matt.gunderson@centurylink.com.

Charter Communications (Legacy Charter) has overhead communication facilities on We Energies poles along the south side of existing STH 15 from 265'MNE'+00 to 28'LCL'+00.

Charter will relocate their overhead facilities onto the relocated We Energies poles.

Charter Communications will transfer their facilities after We Energies relocations are complete and We Energies has released the poles to Charter to begin the transfer process. Charter will not remove any discontinued poles until after all of Charter facilities have been transferred and activated. The transfer and pole removal work is estimated to be completed in 45 working days.

Charter Communications field contact person is Rudi Rudiger, 715-204-5339 mobile, rudi.rudiger@charter.com.

Charter Communications (formerly Time Warner Cable) has overhead communication facilities on We Energies poles within the project limits generally as follows:

Along the south side of STH 15 from 547'EB'+00 to 553'EB'+50, then crossing diagonally to the north side of STH 15 at 555'WB'+80, then along the north side of STH 15 from 555'WB'+80 to 592'WB'+40; and from 616'WB'+50 to 651'WB'+90.

Crossings of STH 15 at 547'EB'+00, 553'WB'+30, 554'EB'+75, and 616'WB'+80.

Along the east side of North Road and the east side of Julius Drive.

Charter has buried communication facilities along STH 15 from 592'WB'+40 to 597'WB'+40, 55'-70' LT; 619'WB'+95 to 621'WB'+00, 40'-110' LT; 622'WB'+95 to 623'WB'+15, 45'-110' LT; and from 651'WB'+80 to the east end of the project, 55'-70' LT.

Charter has buried communication facilities crossing STH 15 at 578'WB'+50, 629'WB'+45, 638'WB'+10, 642'WB'+55, and 653'EB'+23.

Charter has buried communication facilities crossing North Road at 8'NRT'+10, at Julius Road at 34'JUL'+50, and at Lily of the Valley Drive at 15'LOTV'+83.

Charter will transfer their aerial facilities onto We Energies poles, after We Energies relocations are complete and We Energies has released the poles to Charter to begin the transfer process. Charter will not remove any vacated poles until after all of Charter facilities have been transferred and activated.

Charter will relocate/install new buried communication facilities as follows:

Crossing STH 15 at 545'WB'+14, 554'WB'+00 (minimum depth of 7'), 579'WB'+70, 593'WB'+44, 620'WB'+50, 629'WB'+25, and 642'WB'+30.

Along North Road from 11'NRT'+25, 65' RT to 13'NRT'+99, 118' RT.

Crossing Julius Drive at 34'JUL'+25 and 37'JUL'+05, and along the east side of Julius Drive from 34'JUL'+25 RT to 34'JUL'+50 RT and from 37'JUL'+00 RT to 38'JUL'+95 RT, just inside the r/w line.

Crossing Clover Lane at 10'CLO'+64.

Charter Communications will transfer their facilities after We Energies relocations are complete and We Energies has released the poles to Charter to begin the transfer process. Charter will not remove any discontinued poles until after all of Charter facilities have been transferred and activated. The transfer and pole removal work is estimated to be completed in 164 working days.

Charter has an existing communication facility that runs along the west side of Lily of the Valley Drive. This facility is approximately 37" deep at the driveway approach at 16'LOV'+75 LT; 43" deep at the storm sewer crossing at 653'EB'+23; and 39" deep at the storm sewer crossing at 16'LOV'+12. Charter is requesting to be present at the time of work at these locations and will raise or lower their facility as needed during construction. Contact Charter a minimum of 2 working days prior to starting work in these areas. Allow 2 working days to complete the work at each location.

Charter Communications field contact person is Vince Albin, (920) 378-0444 or email vince.albin@charter.com.

Greenville Sanitary District No. 1 has mainline sanitary sewer facilities within the project limits generally as follows:

Along the south side of STH 15 from 612'WB'+55 to 647'WB'+50, with crossings of STH 15 at 616'WB'+25 and 634'WB'+70.

Along North Julius Drive from 616'EB'+70 to 46'JUL'+00.

Greenville Sanitary District No. 1 will abandon the sanitary sewer from 612'EB'+60 to 616'EB'+60 and will install a new 10" sanitary sewer from approx. 612'EB'+32, 112' LT, to approx. 612'EB'+60, 33' LT, to the existing sanitary manhole at 616'EB'+60, 10' LT. The manhole at 612'WB'+60, 30' LT will be abandoned in place.

Greenville Sanitary District No. 1 will also install new sanitary sewer from the existing MH at 632'EB'+71 to the north r/w.

The remainder of the sanitary sewer manhole castings along the project with be adjusted or reconstructed to proposed grade during construction as part of this contract.

Greenville Sanitary District No. 1 will complete their relocations prior to December 31, 2020.

Greenville Sanitary District No. 1 field contact person is Cody Simonis, (920) 750-8130 or email csimonis@townofgreenville.com.

Greenville Sanitary District No. 1 has water main facilities within the project limits generally as follows:

Along the south side of STH 15 from Julius Drive to the east project limits, with crossings of STH 15 at 621'WB'+20, crossings of Julius Drive at 41'JUL'+00 and , 41'JUL'+55, and crossing of Lily of the Valley Drive at 14'LOTV'+40.

Along the east side of Julius Drive, and along the east side of Lily of the Valley Drive.

Greenville Sanitary District No. 1 will install new water main at the following locations:

16" water main from approx. 614'EB'+90, 70'RT to approx. 617'EB'+20, 70' RT, then reducing down to a 10" water main from approx. 617'EB'+20, 70' RT to approx. 627'EB'+30, 70' RT, then tying back into the existing water main at approx. 627'EB'+95, 15' RT.

10" water main from approx. 43'JUL'+95, 25' LT to approx. 617'EB'+20, 29' LT, then tying back into the existing water main at approx. 39'JUL'+70, 30'RT.

10" water main from the existing water main at approx. 621'EB'+10 to the new water main at approx. 621'EB'+10, 70' RT.

8" water main from the existing main at approx. 632'EB"+15 to the north r/w, with a hydrant installed at the north end.

Greenville Sanitary District No. 1 will remove and replace all hydrants/hydrants leads to a location outside of the proposed work along the south side of the STH 15 main at approx. 615'EB'+10, 627'EB'+10, 628'EB'+00, 629'EB'+60, 630'EB'+40, 631'EB'+95, 632'EB'+43, 633'EB'+43, 635'EB'+10, 635'EB'+80, 637'EB'+50, 637'EB'+75, 638'EB'+60, 642'EB'+35, 643'EB'+15, 643'EB'+90, 646'EB'+65, and 651'EB'+55; and along Julius Drive at approx. 37'JUL'+65, LT, 45'JUL'+90, RT, and 46'JUL'+20, RT.

Final water valve box adjustments and hydrant extensions will be completed as part of this contract.

All existing water main that is being replaced by the new water main will be abandoned in place, with the exception of the area in the work area of the proposed culvert at approx. STA 626'EB'+00. This water main will be removed.

Greenville Sanitary District No. 1 will complete their relocations prior to December 31, 2020.

Greenville Sanitary District No. 1 field contact person is Cody Simonis, (920) 750-8130 or email csimonis@townofgreenville.com.

Hortonville Area School District (HASD) has buried communication facilities located within the r/w along the north side of existing STH 15 from Greendale Road to 466'EB'+40 then crosses to the south

side of existing STH 15 and continues until a diagonal crossing of STH 15 at 475'EB'+75, then east along the north side of existing CTH JJ to the end of the project.

HASD will relocate underground facilities as follows:

Lower duct in place from 23LCL+00 LT to 23LCL+50 LT to avoid being in conflict with proposed excavation.

Lower duct in place along Old STH 15 East- 261MNE+50 LT TO 263MNE+50 LT to avoid being in conflict with proposed excavation.

Lower duct in place along Old STH 15 East- 260MNE+00 LT to avoid being in conflict with proposed excavation.

Lower duct in place at Sta. 473EB+00 50'RT to avoid proposed storm sewer.

HASD will complete their relocations prior to December 31, 2020.

HASD field contact person is Ben Dumke, 920-779-7900 ext. 17132, bendumke@hasd.org.

We Energies – Electric has overhead electrical facilities within the project limits generally as follows:

Along the south side of existing STH 15 from Greendale Road to 472'EB'+00, crossing STH 15 diagonally to the north side of the road, then running along the north side of the road to 522'WB'+00, 555'WB'+70 to 600'WB'+00, and 616'WB'+00 to 651'WB'+80.

Along the south side of existing STH 15 from 534'WB'+00 to 553'WB'+70.

Crossings of STH 15 at 522'WB'+20, 534'WB'+10, 539'WB'+50, 547'WB'+10, 554'WB'+50, 563'WB'+00, 572'WB'+00, 576'WB'+60, 578'WB'+70, 592'WB'+50, 616'WB'+80, 629'WB'+50, 631'WB'+90, 638'WB'+20, 644'WB'+60, and 648'WB'+20.

We Energies has existing buried electrical facilities within the project limits generally as follows:

Along STH 15 from 652'WB'+80 to the end of the project, LT and 649'WB'+60 to 651'WB'+70, RT.

Crossings of STH 15 at 592'WB'+30, 597'WB'+20, 600'WB'+20, and 649'WB'+60.

Along the west side of Bennett Circle.

We Energies will relocate/install overhead facilities as follows:

249'MNE'+90 to 269'MNE'+63, with poles ranging between 80' and 116' RT.

254'MNE'+15 to 255'MNE'+25, with poles ranging from 49' to 53' LT.

Overhead crossings at 251'MNE'+31, 253'MNE'+81, and 269'MNE'+63.

21'LCL'+09 to 28'LCL'+90, with poles ranging between 43' and 58' RT.

28'LCL'+90, 60'RT to 469'EB'+48, 129' RT.

469'EB'+48 to 474'EB'+90, with poles ranging between 124' and 129' RT.

473'WB'+50 to 526'WB'+39, with poles ranging between 105' and 124' LT.

526'WB'+39 to 627'WB'+25, with poles ranging between 79' and 122' LT.

627'WB'+25 to 629'WB'+35, with poles ranging between 57' and 90' LT.

629'WB'+35 to 640'WB'+25, with poles ranging between 52' and 57' LT.

640'WB'+25 to 654'WB'+74, with poles ranging between 55' and 75' LT.

660'WB'+35 to the east end of the project, with poles approximately 53' LT.

Overhead crossings of STH 15 at 547+20, 553'WB'+90, 578'WB'+60, 616'WB'+80, and 637'WB'+90, and 642'WB'+30.

Along the east side of North Road and the east side of North Julius Drive.

We Energies will relocate/install new buried facilities as follows:

Crossing Old STH 15 East at 257'MNE'+60.

Crossings of STH 15 at 485"EB"+00, 474'WB'+93, 494'WB'+82, 504'WB'+40, 512'WB'+45, and 523'WB'+70.

Crossings of Manley Road at 36'MAN'90.

Buried crossings of STH 15 at 512"WB"+45, 523'WB'+70, 545'WB'+52, 556'WB'+02, 579'WB'+29, 593'WB'+65, 620'WB'+73, 629'WB'+35, and 642'WB'+60.

Along STH 15 from 629'EB'+30 to 638'EB'+15, 52' RT; 642'WB'+60, 65' RT to 649'EB'+80, 85' RT; and from 654'WB'+75 to 660'WB'+35, 5' outside of r/w.

Just inside the r/w at the northwest corner of STH 15/Bennett Circle, from 586'WB'+85, 80' LT to 32'BEN'+00, 40' LT.

Crossing Terrace Drive from 31'JUL'+40 to 32'JUL'+10, 70'LT.

1' inside the west Julius Drive r/w line from 32'JUL'+15 to 38'JUL'+00.

Crossing Julius Drive at 37'JUL'+05.

Along the east side of Julius Drive from 37'JUL'+05, 60' RT to 39'JUL'+00, 100' RT, with a crossing of Clover Lane at 10'CLO'+65.

We Energies started their relocations on September 21, 2020 and anticipates the relocations will be complete in 100 working days.

We Energies field contact person is Chris Schultz, 414-588-0455, chris.shcultz@we-energies.com.

We Energies – Gas has buried gas distribution facilities within the project limits generally as follows:

Along the south side of existing STH 15 from Greendale Road to Manley Road, with a crossing of Manley Road at 38'MAN'+00.

Along the east side of Manley Road from 30'MAN'+00 to 16'NMN'+00, with a crossing of STH 15 at 493'EB'+60.

Along the north side of STH 15 from 545'WB'+00 to 553'WB'+00 and from 597'WB'+50 to the end of the project.

Along the east side of North Avenue, Julius Drive, and Lily of the Valley Drive.

Crossings of STH 15 at 545'WB'+50, 553'WB'+50, 597'WB'+30, 616'WB'+80, 643'WB'+60, 649'WB'+70, and 654'WB'+40.

We Energies will relocate/install new gas mains as follows:

At approximate station 251MNE+35 to 272MNE+03 the proposed main is to be installed approximately 5' from the proposed south right of way approximately RT 115'.

At approximate station 272MNE+03 the proposed main is to cross under the proposed road from southwest to northeast then change direction to the southeast to follow the proposed right of way to approximate station 29LCL+90.

At approximate station 469EB+00 to 481EB+23 the proposed main is to be installed approximately 5' from the proposed south right of way approximately RT 125'.

The proposed main is to turn south to follow the proposed right of way from approximate station 298MNE+00 to 295MNE+44.

At approximate station 295MNE+44 the proposed main is to cross the proposed road from approximately LT 93' to RT 273'.

At approximate station 486EB+22 to 491EB+88 the proposed main is to be installed approximately 5' from the proposed south right of way approximately RT 313'.

The proposed main is to turn south to follow the proposed right of way from approximate station 37MAN+62 to 36MAN+70, at 9' east of west right of way

At approximate station 36MAN+70 the proposed main is to cross the proposed road from approximately LT 71' to RT 99'.

The proposed main is to turn south to follow the proposed right of way to approximate station 31MAN+49 and north to follow the existing east right of way of Manley Road from approximate station 37MAN+62 to 36MAN+70.

The proposed main is to turn northeast and cross STH 15 at approximate station 494EB+67 from RT 61' to LT 165'.

The proposed main is to turn northwest to follow the proposed north right of way of STH 15 from approximate station 493EB69 to 491EB+96.

The proposed main is to turn north to follow the existing east right of way of Manley Road from approximate station 10NMN+68 to 14NMN+65 RT 22'. The proposed main around Cul-du-sac is to be 11' west of east proposed right of way. Any facilities not identified as being relocated have been deemed to not be in conflict by We Energies, and will remain in place as is.

At approximate station 545EB+50 to 554EB+00 the proposed main is to be installed approximately 5' from the proposed south right of way approximately RT 143'.

At approximate station 595WB+00 to 615WB+50 the proposed main is to be installed approximately 5' from the proposed north right of way of STH 15 approximately LT 98'.

The proposed main is to cross Julius Drive at approximate station 43JUL+99 from LT 21 to RT 72'.

The proposed main is to turn north to follow the proposed right of way of Julius Drive from approximate station 43JUL+97 to 53JUL+38 installed approximately 5 from the east right of way. The proposed main will also turn south to follow the proposed right of way to approximate station 43JUL+68 installed approximately 5' form the proposed right of way.

At approximate station 43JUL+68 the proposed main will turn east to follow the proposed north right of way of STH 15 from approximate station 616WB+38 to 652WB+07.

The proposed main will turn north to follow the proposed right of way of STH 15 to approximate station 653WB+20 installed approximately 5' from the proposed right of way.

The proposed main will cross Lily of the Valley Drive at approximate station 16LOV+29 from LT 37' to RT 50'.

The proposed main is to turn north to follow the proposed right of way of Lily of the Valley Drive from approximate station 16LOV+29 to 16LOV+82 installed approximately 3' from from the right of way.

The proposed main will turn southeast to follow the existing north right of way of STH 15 from station 654WB+10 to 655WB+64 then turn east to approximate station 657WB+12.

The proposed main will cross STH 15 at approximate station 654WB+11 LT 96' to RT 119'

The proposed main will continue along the east right of way of Lily of the Valley to approximate station 13LOV+44 installed approximately 5' from the right of way.

The proposed main will cross Lily of the Valley at approximate station 13LOV+71 RT 29' to LT 35'.

The proposed main will follow the proposed south right of way of STH 15 from approximate station 653EB+30 to approximate station 627EB+29 installed approximately 5' from the right of way.

We Energies started their relocations on June 8, 2020 and anticipates the relocations will be complete in 70 working days.

We Energies field contact person is Cody Beckman, 920-380-3422, 920-428-1038 mobile, cody.beckman@we-energies.com.

7. Notice to Contractor – Design Surface Format in Contractor Packet

Current Department practice uses longitudinal break lines representing proposed roadway features to define design surfaces. The design surfaces provided in the contractor data packet were developed

with older design techniques and standards using transverse break lines representing roadway cross section patterns. Longitudinal break line data is not available in the contractor data packet. Additional effort may be required by the contractor when using surface data provided in the contractor data packet to create construction surface models for field use.

8. Other Contracts.

The following projects will be under construction concurrently with the work under this contract. Coordinate trucking, detours, work zone traffic control, roadway and lane closures, and other work items as required with other contracts.

Project I.D. – 1146-75-71 Bypass Section (WI Central RR – CTH JJ)

(Grading, Base and Structures)

PS&E – February 1, 2021

Letting – May 11, 2021

Approximate Duration – July 2021 – November 2022

Project I.D. – 1146-75-76 Bypass Section (CTH T – WI Central RR)

PS&E – August 1, 2022

Letting – November 8, 2022

Approximate Duration – April 2023 to October 2023

Project I.D. – 1146-75-77 Bypass Section (WI Central RR – CTH JJ) – Tied to 1146-75-76

(Paving)

PS&E – August 1, 2022

Letting – November 8, 2022

Approximate Duration – July 2023 to October 2023

Project I.D. – 1146-75-73 West Section (USH 45 – CTH T)

PS&E – August 1, 2023

Letting – November 14, 2023

Approximate Duration – March 2024 to November 2024

9. Work by Others.

On STH 15 at Lily of the Valley Drive, the Wisconsin Department of Transportation Northeast Region Electrical Unit will perform the following work:

- Provide and install the traffic signal cabinet
- Terminate all cables/wire in the traffic signal cabinet

WisDOT signal contact is Randy Asman, telephone number 920-360-3107, email randy.asman@dot.wi.gov.

At the roundabout of STH 15 & Old STH 15 East the Wisconsin Department of Transportation Northeast Region Electrical Unit will perform the following work:

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

WisDOT electrical contact is Matthew Talcott, telephone number 920-360-4749, email matthew.talcott@dot.wi.gov.

We Energies – Night Aura Group has existing overhead street lighting within the project limits from 644'WB'+20 to the end of the project, located within the curbed median, or on the outside edge of shoulder in areas where there is no existing curbed median.

We Energies will install new street lighting within the proposed median from Julius Drive to Lily of the Valley Drive.

We Energies will also remove and relocate any existing street light poles that are in conflict with the proposed staging east of Lily of the Valley Drive.

We Energies street light work will be installed concurrent with construction. Contact We Energies prior to beginning work to coordinate removal of the existing street light poles. Contact We Energies prior to beginning Stage 2 to coordinate installation of street light conduit, and prior to Stage 3 for placement of the street light poles. Allow XX working days to complete the conduit installation and XX working days to complete the pole installation.

We Energies field contact person is Raymond Jachimiec, (414) 221-4847 or email raymond.jachimiec@we-energies.com.

Within the project limits there are existing digital speed signs that will be removed by WisDOT in advance of the start of construction.

10. Hauling Restrictions.

If additional haul routes are needed that are not part of the state trunk highway system, present a proposed haul route plan detailing any additional haul routes five business days in advance of the proposed hauling to the department. Include the months, days of the week, time of day, number of trucks, types of trucks and maximum loads of trucks anticipated to accomplish the project work in the additional haul route submittal.

11. Railroad Insurance and Coordination - Wisconsin Central Ltd (CN).

This special provision to be completed as RR coordination is completed

A. Description

Comply with standard spec 107.17 for all work affecting Wisconsin Central Ltd (CN) property and any existing tracks.

A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3. Enter B1, B2 or B3 and press F3

A.2 Train Operation

Enter one of the following: F (Freight only), P (Passenger & Freight present) or M (for Multiple Crossings) then press F3

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

Enter one of the following: BNSF; DME; ELS; ETE; PGR; SSAM; SOO; TR; UP; WSOR; WCL; WGN then press F3

A.4 Work by Railroad

The railroad will perform the work described in this section, except for work described in other special provisions and will be accomplished without cost to the contractor. Enter a description of the work or write "None"

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

A.5 Temporary Grade Crossing

Enter C1 or C2 and press F3

A.6 Temporary Clearances During Construction

Enter TEMP if BNSF or UP and press F3 (otherwise delete A.6)

B Railroad Flagging

Arrange with the railroad for the flagging of trains and safety of railroad operations if clearances specified in subsection 107.17.1 are not maintained during construction operations.

The following conditions may also warrant flagging:

1. Cranes swinging (including length of boom/outriggers and /or appurtenances) or handling materials or equipment within 25 feet of the centerline of any track.
2. Construction operations that are in proximity of power lines or railroad signal and communication lines, underground cables, fuel oil facilities or pipe lines and which might result in fire or damage to such facilities, danger to railroad operations or danger to the public in the transaction of business on railroad premises.
3. Excavation, tunneling, blasting, pile driving, placing, or removing cofferdams or sheeting, or similar activities that might cause the railroad's tracks or buildings to be undermined, heaved out of normal level, shifted out of alignment, or otherwise impaired.
4. Bridge painting activities including rigging of falsework, scaffolding or similar activities over railroad tracks.
5. Deck removal activities over railroad tracks.
6. Pouring of bridge decks in spans over an operated track.
7. At any other time in railroad representative's judgment, the contractor's work or operations constitute an intrusion into the track zone and create an extraordinary hazard to railroad traffic, and at any other time when flagging protection is necessary for safety to comply with the operating rules of the railroad.

Projects with concurrent activity may require more than one flagger.

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

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

C Flagging by Railroad– Railroad Does Not Pay Flagging Costs

C.1 General

Replace paragraph (4) of standard spec 107.17.1 with the following:

Comply with the railroad's rules and regulations regarding operations on railroad right-of-way. If the railroad's chief engineering officer requires, arrange with the railroad to obtain the services of qualified railroad employees to protect railroad traffic through the work area. Bear the cost of these services and

make payment directly to the railroad. Notify the appropriate railroad representative as listed in section A.3 above, in writing, at least 40 business days before starting work near a track. Provide the specific time planned to start the operations.

Work that requires railroad flaggers to occupy the work zone for longer duration or longer than the normal work day will require 40 day written notice to the railroad.

Enter FBNSF; FDME; FPGR; FSOO; FSSAM; FUP; FWSOR; FWCL; FOTHER and press F3

C.3 Reimbursement Provisions

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

C.4 Excluded Conditions

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

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

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

C.5 Payment for Flagging

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

ITEM NUMBER	DESCRIPTION	UNIT
801.0117	Railroad Flagging Reimbursement	DOL

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

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

D Rail Security Awareness and Contractor Orientation

Enter SCN or ERAIL then press F3

stp-107-034 (20190717)

12. Electrical Service for WisDOT Traffic Signal at STH 15 & Lily of the Valley Drive.

Work shall be in accordance with Section 656 of the Standard Specifications with the following addition.

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

Contact We-Energies at (800) 714-7777 or email at contactwe@mail.we-energies.com to make application and request a time of use meter. The future monthly invoices can go to the following address:

Wisconsin Dept of Transportation

Expenditure Acct (S44-2005)

P.O. Box 7366

Madison, WI 53707-7366

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

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

The department has obtained a U.S. Army Corps of Engineers Section 404 permit. Comply with the requirements of the permit in addition to requirements of the special provisions. A copy of the permit is available from the regional office by contacting William Bertrand at (920)-360-3124.

stp-107-054 (20080901)

14. Erosion Control.

Add the following to standard spec 107.20:

Provide the ECIP 14 days prior to the pre-construction conference. Provide 1 copy of the ECIP to the department and 1 copy of the ECIP to the WDNR Liaison, Matt Schaeve, at Matthew.Schaeve@wisconsin.gov, 2984 Shawano Avenue, Green Bay, WI 54313, (920) 366-1544. Do not implement the ECIP until department approval and perform all work in accordance to the approved ECIP.

Install permanent erosion control as shown on the plans for Stage 1 by October 1, 2022.

When performing saw cutting operations, water slurry shall be squeegeed off to the shoulder or median to prevent vehicles from making the particles airborne.

Stockpile excess materials or spoils on upland areas away from wetlands, floodplains, and waterways. Immediately install perimeter silt fence protection around stockpiles. If stockpiled materials will be left for more than 14 days, install temporary seed and mulch or other temporary erosion control measures the engineer orders.

Re-apply topsoil on graded areas, as designated by the engineer, immediately after grading is completed within those areas. Seed, fertilize, and mulch/erosion mat top-soiled areas, as designated by the engineer, within 5 days after placement of topsoil.

Substructure work shall be isolated from the active stream flow. Use an isolation method that is appropriate (turbidity barrier, steel sheeting, water bladder, etc) for the existing streambed conditions and document how it will be implemented in the ECIP. Ensure that erosion control devices are employed to prevent any scouring.

No equipment may be operated on the bed of these waterways except for within the isolated work area.

Immediately remove all demolition material that inadvertently falls onto the bed and banks of these waterways, and associated wetlands. Disposal of waste or excess materials in floodplains, wetlands, or waterways is not permitted.

15. Environmental Protection.

Excavation

Excavation material and cleared and grubbed material should be stockpiled on upland areas an adequate distance away from wetlands, storm sewer inlets, floodplains, and the waterways as determined by engineer. Storing of equipment, materials, or stock piles are not allowed on shared use paths or sidewalks at any time without providing temporary pedestrian accommodations.

De-Watering

Add the following to standard spec 107.18:

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

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

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

ner-107-040 (20180212)

Non-Aquatic Invasive Species Plants

Phragmites, invasive plant species, are known to exist within the project limits and in areas of ground disturbance or excavation work as shown in the plans. All Topsoil that will be excavated or salvaged as part of the work within the contract shall be salvaged and used as topsoil within the project limits, placed in designated areas if shown in the plan, placed as fill per Section 205.3.12 of the Standard Specifications or deposited at an engineer approved waste site. All waste sites are subject to review and approval by the department and shall be suitable for the waste of material containing invasive species to control their spread in compliance with NR 40. Waste sites suitable for invasive species would be areas that would prevent or control the growth and spread of the plant by burying, mowing or other control practices. The contractor shall submit his method for managing topsoil on this project for approval as part of the Erosion Control Implementation Plan. Prior to moving equipment out of infested area clean soils, seeds, plant parts, or invertebrates from exterior surfaces. Use most effective method that is practical by the following methods: Brush, broom, or other hand tools; high pressure air; steam cleaning; or portable wash station that contains runoff from washing equipment. Do not clean equipment, vehicles or trailers in or near waterways as it may promote the spread of invasive species downstream.

(NER17-0806)

Aquatic Exotic Species Control

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

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

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

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

Use the following inspection and removal procedures:

1. Before leaving the contaminated site, wash machinery and ensure that the machinery is free of all soil and other substances that could possibly contain exotic invasive species;

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

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

stp-107-055 (20130615)

Northern Long-eared Bat *(Myotis septentrionalis)*

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

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

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

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

Fish Spawning

There shall be no instream disturbance of The Rat River (Sta. 529'EB'+74, 553'EB'+24 and 568'EB'+25) as a result of construction activity under or for this contract, from March 1st to June 15th both dates inclusive, in order to avoid adverse impacts upon the spawning of fish species.

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

Oak Wilt

To prevent the spread of oak wilt, no clearing, grubbing or cutting of oak trees and saplings is allowed between April 1 and September 30, both dates inclusive. The department has removed known locations of oak trees and saplings within the project area prior to the project. These restrictions apply to any oak tree or sapling in the project area.

Migratory Birds

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

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

0074 (20090901)

16. Coordination with Businesses and Residents.

The contractor shall arrange and conduct meetings between the contractor, the department, affected residents, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations. Meetings shall be held prior to the start of construction, prior to start of Stage 1C, and prior to start of 2023 construction. The contractor shall arrange for a suitable location for meetings that provides reasonable accommodation for public involvement. The department will prepare and coordinate publication of the meeting notices and mailings for meetings. The contractor shall schedule meetings with at least 2 weeks prior notice to the engineer to allow for these notifications.

17. Traffic Control

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

Submit to engineer for approval a detailed traffic control plan for any changes to the proposed traffic control detail as the plans show. Submit this plan ten (10) days before the preconstruction conference.

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

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

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

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

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

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

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

Provide the Wisconsin State Patrol, Outagamie County Highway Maintenance, the Outagamie Sheriff's Department, and the Town of Greenville Fire Department with a 24-hour emergency contact number for when traffic control maintenance is required.

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

18. Salvage Topsoil.

Replace subsection standard spec 625.3.2 (3) with the following:

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

19. Select Borrow.

Add the following to standard spec 208.2.1(2):

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

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

ner-208-010 (20190717)

20. QMP HMA Pavement Nuclear Density.

A Description

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

This special provision describes density testing of in-place HMA pavement with the use of nuclear density gauges. Conform to standard spec 460 except as modified in this special provision.

Provide and maintain a quality control program defined as all activities and documentation of the following:

1. Selection of test sites.
2. Testing.
3. Necessary adjustments in the process.
4. Process control inspection.

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

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

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

http://www.atwoodsystems.com/

B Materials

B.1 Personnel

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

B.2 Testing

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

B.3 Equipment

B.3.1 General

Furnish nuclear gauges according to CMM 8-15.2.

Furnish nuclear gauges from the department's approved product list at

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

B.3.2 Comparison of Nuclear Gauges

B.3.2.1 Comparison of QC and QV Nuclear Gauges

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

B.3.2.2 Comparison Monitoring

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

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

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

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

Determine random testing locations according to CMM 8-15.10.3.

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

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

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

Determine random testing locations according to CMM 8-15.10.3.

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

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

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

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

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

Determine the pavement density as specified in B.4.2.1.

B.4.2.2.2 Width of 5 Feet or Less

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

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

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

Determine the pavement density as specified in B.4.2.1.

B.4.2.4 Documentation

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

B.4.3 Corrective Action

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

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

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

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

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

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

B.5 Department Testing

B.5.1 Verification Testing

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

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

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

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

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

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

B.5.2 Independent Assurance Testing

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

B.6 Dispute Resolution

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

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

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

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

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

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

E.3 Incentive for HMA Pavement Density

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

stp-460-020 (20181119)

21. Base Aggregate Dense 1 ¼-Inch for Lower Base Layers.

Replace standard spec 305.2.2.1(2) with the following:

1. Use 1¼-inch base throughout the full base depth.
2. Use ¾-inch base in the top 3 inches of the unpaved portion of shoulders. Use ¾-inch base or 1¼-inch base elsewhere in shoulders.

stp-305-020 (20080902)

22. Manhole, Inlet, and Catch Basin Adjusting Rings

When using rubber adjustment rings:

Rubber grade rings shall be in a flat and/or tapered configuration of a size to closely match the inside and outside dimensions of circular or rectangular structures, installed individually or in combination not to exceed 3-inches in height. If more than 3-inches of adjustment is necessary, use one concrete ring 3-inches or more in height with rubber rings on top of the concrete ring. If multiple rubber adjustment rings are necessary, a maximum of two adjustment rings can be used. Rubber grade rings shall be tapered to match the cross slope and profile of the roadway.

ner-611-050 (20190722)

23. Removing Concrete Pavement, Item 204.0100; Removing Asphaltic Surface, Item 204.0110.

Replace standard spec 204.3.2.2.1(3) with the following:

(3) Under the Removing Asphaltic Surface bid item, remove all types of asphaltic pavement or surfacing not supported on rigid bases. Also, remove asphaltic overlays of existing concrete pavements, bases, or bridge decks designated to remain in place.

Replace standard spec 204.4(3) and 204.4(4) with the following:

(3) If removing curb, gutter, or curb & gutter is required in conjunction with removing concrete pavement, the department will measure removing these structures by the square yard acceptably completed, under the Removing Concrete Pavement bid item. If removing a rigid base with an asphaltic surface extending beyond the lateral limits of the rigid base, as in a widened pavement, the department will measure only the area occupied by the rigid base under the Removing Concrete Pavement bid item. The department will measure the portion of the asphaltic surfacing beyond the rigid base removed under the Removing Asphaltic Surface bid item or the Obliterating Old Road bid item. The department will make no deductions for any opening in the removed pavement having an area of 3 square yards or less.

(4) The department will deduct pavements and other surfaces removed under the Removing Concrete Pavement and Removing Asphaltic Surface bid items from the volume measured under the respective excavation bid items under standard spec 205.4.1.

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

A Description

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

B (Vacant)

C Construction

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

D Measurement

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

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT

415.5110.S	Concrete Pavement Joint Layout	LS

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

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

stp-415-020 (20170615)

25. Concrete Masonry Endwalls, Item 504.0900

Add the following to standard spec 504.3:

Concrete Masonry Endwalls shall be completed within 7 calendar days from the installation of each culvert pipe or box culvert location.

ner-504-005 (20180328)

26. Cover Plates Temporary, Item 611.8120.S.

A Description

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

B Materials

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

C (Vacant)

D Measurement

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

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
611.8120.S	Cover Plates Temporary	EACH

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

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

stp-611-006 (20151210)

27. Pipe Grates, Item 611.9800.S.

A Description

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

B Materials

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

Furnish pipe grates galvanized according to ASTM A123.

Furnish angles and brackets galvanized according to ASTM A123.

Furnish required hardware galvanized according to ASTM A153.

C Construction

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

D Measurement

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

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
611.9800.S	Pipe Grates	EACH

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

stp-611-010 (20030820)

28. Concrete Pavement Flexural Strength.

This special provision describes accepting concrete pavement based on flexural strength. Conform to standard spec part 7 as modified in this special provision.

Add the following to standard spec table 701-2:

TEST	TEST STANDARD
Flexural Strength of Concrete	AASHTO T97

Replace 710.5.5 with the following:

710.5.5 Strength

Cast all 6-inch by 12-inch cylinders or 6-inch x 6-inch x 21-inch beams in a set from the same sample. Do not cast more than one set of specimens from a single truckload of concrete. Mark each specimen to identify the lot and sublot or location on the project it represents.

Provide facilities for initial curing. For up to 48 hours after casting, maintain the temperature adjacent to the specimens in the range of 60 to 80 F and prevent moisture loss. Between 24 and 48 hours after casting, transport the specimens to a department-qualified laboratory for standard curing until testing at 28 days.

Determine the 28-day strength of each specimen in psi. Test each specimen to failure. Use a testing machine that automatically records the date, time, rate of loading, and maximum load of each specimen. Provide a printout of this information for each specimen tested.

Replace 715.2.1(2) with the following:

The contractor need not provide separate laboratory mix designs for high early strength concrete nor provide routine 28-day strength tests during placement for high early strength concrete.

Replace 715.2.3.1(1) with the following:

Use at least 5 pairs of beams to demonstrate the flexural strength of a mix design. Use either laboratory strength data for new mixes or field strength data for established mixes. Demonstrate that the 28-day flexural strength of the proposed mix will equal or exceed the 85 percent within limits criterion specified in 715.5.2.

Replace 715.3.1.1(1) with the following:

Provide slump, air content, concrete temperature, and strength test results as specified in 710.5. Provide a battery of QC tests, consisting of results for each specified property, using a single sample randomly located within each sublot. Cast 3 specimens for strength evaluation.

Replace 715.3.1.3(1) with the following:

The department will perform verification testing for air content, slump, temperature, and strength at a minimum of 1 verification test per lot.

Replace 715.3.2.1 with the following:

715.3.2.1 General

The department will make pay adjustments for strength on a lot-by-lot basis using the strength of contractor QC specimens. The department will use flexural strength for pavements and compressive strength for structures. The department will assess concrete for removal and replacement based on a sublot-by-sublot analysis of core strength. Perform coring and testing, fill core holes with an engineer approved non-shrink grout, and provide traffic control during coring.

Randomly select 2 QC strength specimens to test at 28 days for percent within limits (PWL). Compare the strengths of the 2 randomly selected QC specimens and determine the 28-day sublot average strength as follows:

- If the lower strength divided by the higher strength is 0.9 or more, average the 2 QC specimens.
- If the lower strength divided by the higher strength is less than 0.9, break one additional specimen and average the 2 higher strength specimens.

Replace 715.3.2.2.1 with the following:

715.3.2.2.1 Pavement

If a sublot strength is less than 500 psi, the department may direct the contractor to core that sublot to determine its structural adequacy and whether to direct removal. Cut and test cores according to AASHTO T24 as and where the engineer directs. Have an HTCP-certified PCC technician I perform or observe the coring.

The sublot pavement is conforming if the compressive strengths of all cores from the sublot are 2500 psi or greater or the engineer does not require coring.

The sublot pavement is nonconforming if the compressive strengths of any core from the sublot is less than 2500 psi. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

Replace 715.5.1 with the following:

715.5.1 General

The department will pay incentive for strength under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
715.0415	Incentive Strength Concrete Pavement	DOL
715.0502	Incentive Strength Concrete Structures	DOL

Incentive payment may be more or less than the amount the schedule of items shows.

The department will administer disincentives for strength under the Disincentive Strength Concrete Pavement and Disincentive Strength Concrete Structures administrative items.

The department will adjust pay for each lot using PWL of the 28-day sublot average strengths for that lot. The department will measure PWL relative to the lower specification limit of 650 psi for pavements and 4000 psi for structures. The department will not pay a strength incentive for concrete that is nonconforming in another specified property, for ancillary concrete accepted based on tests of class I concrete, or for high early strength concrete unless placed in pavement gaps as allowed under 715.3.1.2.1.

Submit strength results to the department electronically using the MRS software. The department will validate contractor data before determining pay adjustments.

All coring and testing costs under 715.3.2.2 including filling core holes and providing traffic control during coring are incidental to the contract.

Replace 715.5.2 with the following:

715.5.2 Pavements

The department will adjust pay for each lot using equation “QMP 6.01” as follows:

Percent Within Limits (PWL)	Pay adjustment (dollars per square yard)
≥ 95 to 100	(0.2 x PWL) - 19
≥ 85 to < 95	0
≥ 50 to <85	(2.0/35 x PWL) - 170/35
<50	-2

The department will not pay incentive if the lot standard deviation is greater than 60 psi.

For lots with a full battery of QC tests at less than 4 locations, there is no incentive but the department will assess a disincentive based on the individual sublot average strengths. The department will reduce pay for sublots with an average strength below 600 psi by $2 per square yard.

For integral shoulder pavement and pavement gaps accepted using tests from the adjacent travel lane, The department will adjust pay using strength results of the travel lane for integrally placed concrete shoulders and pavement gaps regardless of mix design and placement method, included in a lane-foot lot.

bts-715-015 (20180126)

29. Roadway Embankment, Item SPV.0035.01.

A Description

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

Material to construct embankments is incidental to this bid item, including Borrow.

B Materials

Furnish materials in accordance to standard spec 207.2.

If Borrow material is used conform to standard spec 208.2.

C Construction

Conform to standard spec 207.3.

If Borrow material is used conform to standard spec 208.3.

D Measurement

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

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.01	Roadway Embankment	CY

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

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

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

The department will not pay separately for Borrow, 208.0100; it is incidental to this SPV.

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

ner-207-015 (20190402)

30. Excavation Waste, Item SPV.0035.02.

A Description

This special provision describes disposing of excavation waste outside of the project right-of-way. Conform to standard spec 205 as modified in this special provision.

B (Vacant)

C Construction

Under the Excavation Waste bid item dispose of surplus excavation materials from the excavation items under standard spec 205 that cannot be disposed of within the project right-of-way.

D Measurement

The department will measure Excavation Waste by the cubic yard acceptably completed, computed using the method of average end areas in its original position, with no correction for curvature and no adjustment for expansion or shrinkage. Waste will be measured only for surplus excavation from excavation bid items under standard spec 205.4.1 that cannot be disposed of within the project right-of-way.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.02	Excavation Waste	CY

Payment for Excavation Waste is full compensation for all costs associated with locating disposal sites; for obtaining permits; and for hauling and disposing of waste excavation material at disposal sites outside of the project right-of-way.

Replace standard spec 205.5.2.3.1 with the following:

The department will only pay for engineer-approved EBS to correct problems beyond the contractor's control. EBS is eligible for payment under the Excavation Waste bid item if it cannot be disposed of within the project right-of-way. Subgrade correction work performed under standard spec 205.5.2.3.3 is not eligible for payment under the Excavation Waste bid item.

Delete standard spec 205.5.2.3.2.

31. Temporary Inlet Covers, Item SPV.0060.01.

A Description

Furnish, install, adjust and remove temporary inlet covers on existing or proposed storm sewer structures to maintain drainage and allow for the installation of temporary pavement around the inlet, according to the pertinent provisions of standard spec 611 and remove temporary inlet covers, as shown on the plans and as hereinafter provided. Removed temporary inlet covers become the property of the contractor.

B Materials

Furnish mortar, risers and inlet covers according to standard spec 611.2. Furnish flush inlet covers with a traversable grate suitable for vehicular traffic with a minimum grate size of 3.3 square feet.

C Construction

Install and adjust inlet covers according to standard spec 611.3.

D Measurement

The department will measure Temporary Inlet Covers as each individual unit; acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Temporary Inlet Covers	EACH

Payment is full compensation for providing temporary inlet cover including frames, grates, adjusting rings and all other required materials for installing and adjusting each cover; for removing temporary cover and adjusting rings; and for maintaining.

32. Street Sweeping, Item SPV.0075.01.

A Description

This special provision describes removing small dirt and dust particles from the roadway using a street sweeper periodically during the project as the engineer directs.

B (Vacant)

C Construction

Provide a self-contained mechanical or air conveyance street sweeper and dispose of the material collected.

D Measurement

The department will measure Street Sweeping by the hour that the street sweeper is on the project picking up and removing debris from the roadway.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0075.01	Street Sweeping	HRS

Payment will only be made for Street Sweeping hours pre-approved by the engineer.

33. Low Maintenance Seed Mix, Item SPV.0085.01.

A Description

This special provision describes furnishing and sowing low-maintenance seed at the locations the plans show. Conform to standard spec 630 and as follows.

B Materials

Furnish one of the following seed mixes: “No-Mow” seed mix as produced by Prairie Nursery, Westfield, Wisconsin; “Eco-Grass” as produced by Prairie Moon Nursery, Winona, MN; or an approved equal.

C Construction

Prepare the seed bed conforming to standard spec 630.3.2. Sow the seed mix conforming to standard spec 630.3.3. Sow seed at a rate that is conforming to the manufacturer’s recommendations.

D Measurement

The department will measure Low Maintenance Seed Mix by the pound in place.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0085.01	Low Maintenance Seed Mix	LB

Payment is full compensation for performing the work as described in 630.5 of the standard specification.

ner-630-005 (20190709)

34. Culvert Pipe PVC 12-Inch, Item SPV.0090.01.

A Description

Perform this work in accordance to the pertinent requirements of section 607 of the standard specifications and the details shown on the plans.

B Materials

Furnish the following pipe material: Polyvinyl chloride (PVC), ASTM Specification D-3034, SDR 35.

C (Vacant)

D Measurement

The department will measure Culvert Pipe PVC (Inch), in length by the linear foot in place, and the quantity measured for payment shall be the horizontal distance measured along the centerline of the pipe from the inlet to the upstream end.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.01	Culvert Pipe PVC 12-Inch	LF

Payment is full compensation for furnishing all material including elbows, connections and cleanouts; for laying pipe; for connecting to existing pipe or structure; for backfilling; and for furnishing backfill material.

35. Pipe Arch Corrugated Steel Aluminum Coated 87x63-Inch, Item SPV.0090.02.

A Description

This special provision describes providing and installing corrugated steel culvert pipe.

B Materials

Materials will conform to section 521 of the Standard Specifications, with the addition that the Pipe Arch Corrugated Steel shall be aluminized steel. Furnish pipe from a manufacturer on the department's approved list.

C Construction

Construction will conform to section 521 of the Standard Specifications

D Measurement

Measurement of Pipe Arch Corrugated Steel 87x63-Inch will conform to section 521 of the Standard Specifications.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.02	Pipe Arch Corrugated Steel 87x63-Inch	LF

Payment is full compensation for all items as stated in section 521 of the Standard Specifications.

36. Temporary Water Diversion - C-44-125, Item SPV.0105.01; Temporary Water Diversion - C-44-128, Item SPV.0105.02.

A Description

Provide for temporary water division during all stages of construction for box culvert construction according to standard spec 204, 205, 207, 208, 312, 520, 625, 628, 629, and 630. Outline the method of temporary bypass flow in the Erosion Control Implementation Plan.

B (Vacant)

C Construction General

Maintain channel flow at all times and minimize erosion into the existing stream using appropriate erosion control measures. A combination of by-pass pumping, temporary channel and temporary pipe culverts may need to be used to complete the staged construction of the box culvert. Inspect Temporary Water Diversion daily to ensure bypass is functioning adequately and not creating any erosion. The 2-year recurrence interval stream discharges are as follows:

C-44-125 - 50 cubic feet per second
C-44-128 - 30 cubic feet per second

Provide hydraulic calculations and temporary water diversion plan details at each required location. Include a summary of the temporary water diversion duration at each required location. All methods of diversion, calculations, and plans are subject to approval as part of the ECIP. The contractor is responsible for determining the pumping capacity at each location. Any cost or delays associated with water flowing through the work zone shall be the responsibility of the contractor.

By-Pass Pumping

For by-pass pumping that will extend beyond one working day, the ECIP shall also include how the work zone will be managed and protected should the pump fail; be shut down due to unacceptable water quality; or storm water flows exceed the pumping rate of equipment. After setup of the approved by-pass pumping operation, the contractor shall demonstrate that the means and methods will pump the water at an acceptable water quality prior to starting work that necessitates the by-pass pumping.

Temporary Channel or Pipe Culvert

If a temporary channel or pipe culvert is used for Temporary Water Diversion, submit the means and methods proposed for construction of temporary bypass channels and/or drainage pipes to be used during construction for approval as part of the ECIP. Properly size pipes and channels to maintain channel flow. At a minimum, line the channel with select crushed material or other means approved by the engineer to stabilize the excavated channel at each end of the temporary bypass structure. Isolate the new culvert work area from the temporary and existing channel to prevent the 2-year storm interval from back flowing in the work area.

Isolation

Isolate the new culvert work area to allow new culvert activities to be completed under dry conditions. Install impervious cofferdam barriers to isolate and disconnect any temporary and existing channels from the new culvert work area to prevent the 2-year storm interval from back flowing in the work area. Dewater the isolated work area as required for it to remain dry.

Restoration

Once water flow has been restored to the original location, restore all disturbed areas to their original existing contour. Remove all temporary water diversion structures, or abandon as specified

in standard spec 204. After completion of grading, place topsoil as specified in standard spec 625 in the disturbed areas. After completing the necessary top soiling, harrow, smooth, fertilize, and seed the entire disturbed area as specified for fertilizer and seeding in standard spec 629 and 630.

D Measurement

The department will measure Temporary Water Diversion (Structure) as a single lump sum unit of work, acceptably completed for each structure.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.01	Temporary Water Diversion C-44-125	LS
SPV.0105.02	Temporary Water Diversion C-44-128	LS

Payment for Temporary Water Diversion is full compensation for providing hydraulic calculations, plans, the installation, daily inspections, the removal or abandoning of all items for temporary water diversion, cofferdams, restoring the disturbed areas back to existing contour, grading and all other work required under this section except as follows:

1. The department will pay separately for topsoiling under the Topsoil or Salvaged Topsoil bid items as specified in standard spec 625.5
2. The department will pay separately for seeding under the Seeding bid items as specified in standard spec 630.5

37. Salvage and Reinstall Spillway Blocks, Item SPV.0105.03.

A Description

This special provision describes salvaging and reinstalling existing spillway blocks at approximate STA 636+75 in accordance with the plans and hereinafter provided.

B (Vacant)

C Construction

Carefully disassemble and temporarily stockpile existing spillway blocks. Dispose of any other existing spillway material. Reassemble spillway blocks in accordance with the plan details.

D Measurement

The department will measure Salvage and Reinstall Spillway Blocks as a single lump sum unit of work, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0105.03	Salvage and Reinstall Spillway Blocks	LS

Payment is full compensation for disassembling and temporarily stockpiling existing spillway blocks; for disposing of any other existing spillway material; for preparing and grading the spillway area; for reassembling spillway blocks; and for providing all labor, equipment, and materials to complete the work. Payment for geotextile fabric, base aggregate dense, topsoil, fertilizer, seed, and erosion mat will be paid for under separate bid items.

38. Preparing Topsoil for Lawn Type Turf, Item SPV.0180.01.

A Description

This special provision describes preparing the bed of topsoil, for seeding or placing sod.

B (Vacant)

C Construction

Prepare and finish the subgrade so that rocks, concrete debris, or wood larger than three inches in diameter are not present within 1 foot of the finished surface of the topsoil.

Remove or break down all clods and lumps in the topsoil by using harrows or discs, screening, or other appropriate methods to provide a uniformly textured soil, in which 100 percent of the topsoil passes a one-inch sieve and at least 90 percent passes a No. 10 sieve.

Remove rocks, twigs, clods, and other foreign material that will not break down, and dress the entire surface to present a uniform appearance. Shape the topsoil so that the horizontal or sloped surface between any two points ten feet apart does not vary by more than one inch. Roll with a turf type roller to a uniform minimum compacted depth of 6 inches.

D Measurement

The department will measure Preparing Topsoil for Lawn Type Turf acceptably completed in area by the square yard.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.01	Preparing Topsoil for Lawn Type Turf	SY

Payment is full compensation for preparing the subgrade and topsoil bed for sod or seed as described above.

39. Coarse Aggregate Size No. 1 for AOP Box Culvert, Item SPV.0195.01.

A Description

This special provision describes providing and placing Coarse Aggregate No. 1 to fill voids in riprap on culvert bottom, as shown in the plans and as hereinafter provided.

B Materials

Furnish Coarse Aggregate No. 1 according to the pertinent requirements of standard spec 501.2.5.4.5. Material shall be clean and substantially free from material passing the No. 8 (2.38mm) sieve.

C Construction

Place the material after the light riprap has been placed onto the culvert bottom. Place material such that voids in the finished surface are one inch or less in any dimension.

D Measurement

The department will measure Coarse Aggregate No. 1 for AOP Box Culvert by the ton, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0195.01	Coarse Aggregate Size No. 1 for AOP Box Culvert	TON

Payment is full compensation for providing, placing, and shaping the material.

40. Shot Rock, Item SPV.0195.02.

A Description

This special provision describes providing and installing shot rock as shown on the plans. Conform to requirements of section 208 of the standard special provisions and as hereinafter provided.

B Materials

Furnish and use material that consists of granular material meeting the following requirements.

Not more than 25 percent of the portion passing the No. 4 sieve shall pass the No. 200 sieve.

The material shall be substantially free of unconsolidated overburden materials, clay or silt soil, organic materials, and other deleterious materials. Any reinforcing steel must be removed. The nominal size of rock or salvaged concrete placed in the top 3 feet of the fill shall be no greater than 18 inches and lower than 3 feet no greater than 36 inches. The engineer may reject material produced from deteriorated concrete, or from non-durable rock such as, shale, slate, disintegrated granite, or heavily weathered rock of any type.

C (Vacant)

D Measurement

The department will measure Shot Rock by the Ton acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0195.02	Shot Rock	TON

Payment is full compensation for providing all shot rock material; for all clearing, grubbing, excavating, sloping, shaping, trimming, loading, hauling, placing; compacting; disposing of surplus and unsuitable material; and for salvaging, stockpiling, rehandling, and spreading of shot rock material.