

HIGHWAY WORK PROPOSALWisconsin Department of Transportation
DT1502 10/2010 s.66.29(7) Wis. Stats.

Proposal Number:

11

COUNTY	STATE PROJECT ID	FEDERAL PROJECT ID	PROJECT DESCRIPTION	HIGHWAY
Iowa	5939-00-61		Cobb - Avoca CTH P to STH 133	STH 80

ADDENDUM REQUIRED

ATTACHED AT BACK

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

Proposal Guaranty Required, \$ 40,000.00 Payable to: Wisconsin Department of Transportation Bid Submittal Due Date: June 10, 2014 Time (Local Time): 9:00 AM Contract Completion Time Twenty Five (25) Working Days Assigned Disadvantaged Business Enterprise Goal <div style="text-align: right;">0 %</div>	Attach Proposal Guaranty on back of this PAGE. Firm Name, Address, City, State, Zip Code <div style="text-align: center; font-size: 2em; font-weight: bold;">SAMPLE</div> <div style="text-align: center; font-weight: bold;">NOT FOR BIDDING PURPOSES</div> This contract is exempt from federal oversight.
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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)

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

(Date Commission Expires)

Notary Seal

(Bidder Signature)

(Print or Type Bidder Name)

(Bidder Title)

For Department Use Only

Type of Work HMA pavement, salvaged asphaltic pavement milling, base aggregate dense, signing, pavement marking, guardrail.	
Notice of Award Dated	Date Guaranty Returned

**PLEASE ATTACH
PROPOSAL GUARANTY HERE**

Effective with November 2007 Letting

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

BID PREPARATION

Preparing the Proposal Schedule of Items

A General

- (1) Obtain bidding proposals as specified in **section 102** of the standard specifications prior to 11:45 AM of the last business day preceding the letting. Submit bidding proposals using one of the following methods:
 1. Electronic bid on the internet.
 2. Electronic bid on a printout with accompanying diskette or CD ROM.
 3. Paper bid under a waiver of the electronic submittal requirements.
- (2) Bids submitted on a printout with accompanying diskette or CD ROM or paper bids submitted under a waiver of the electronic submittal requirements govern over bids submitted on the internet.
- (3) The department will provide bidding information through the department's web site at <http://www.dot.wisconsin.gov/business/engrserv/bid-letting-information.htm>. The contractor is responsible for reviewing this web site for general notices as well as information regarding proposals in each letting. The department will also post special notices of all addenda to each proposal through this web site no later than 4:00 P.M. local time on the Thursday before the letting. Check the department's web site after 5:00 P.M. local time on the Thursday before the letting to ensure all addenda have been accounted for before preparing the bid. When bidding using methods 1 and 2 above, check the Bid Express™ on-line bidding exchange at <http://www.bidx.com/> after 5:00 P.M. local time on the Thursday before the letting to ensure that the latest schedule of items Expedite file (*.ebs or *.00x) is used to submit the final bid.
- (4) Interested parties can subscribe to the Bid Express™ on-line bidding exchange by following the instructions provided at the www.bidx.com web site or by contacting:

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

- (5) The department will address equipment and process failures, if the bidder can demonstrate that those failures were beyond their control.
- (6) Contractors are responsible for checking on the issuance of addenda and for obtaining the addenda. Notice of issuance of addenda is posted on the department's web site at <http://www.dot.wisconsin.gov/business/engrserv/bid-letting-information.htm> or by calling the department at (608) 266-1631. Addenda can ONLY be obtained from the departments web site listed above or by picking up the addenda at the Bureau of Highway Construction, Room 601, 4802 Sheboygan Avenue, Madison, WI, during regular business hours.

B Submitting Electronic Bids

B.1 On the Internet

- (1) Do the following before submitting the bid:
 1. Have a properly executed annual bid bond on file with the department.
 2. Have a digital ID on file with and enabled by Info Tech Inc. Using this digital ID will constitute the bidder's signature for proper execution of the bidding proposal.
- (2) In lieu of preparing, delivering, and submitting the proposal as specified in **102.6** and **102.9** of the standard specifications, submit the proposal on the internet as follows:

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

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

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

Bidder Name

BN00

Proposals: 1, 12, 14, & 22

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

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

C Waiver of Electronic Submittal

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

PROPOSAL BID BOND

DT1303 1/2006

Wisconsin Department of Transportation

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

(Signature of Attorney-in-Fact)

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

DT1305 8/2003

Wisconsin Department of Transportation

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

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

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

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

(Signature of Authorized Contractor Representative)

(Date)

March 2010

LIST OF SUBCONTRACTORS

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

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

[illegible]

DECEMBER 2000

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

Instructions for Certification

1. By signing and submitting this proposal, the prospective contractor is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective contractor shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective contractor to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department determined to enter into this transaction. If it is later determined that the contractor knowingly rendered an erroneous certification in addition to other remedies available to the Federal Government the department may terminate this transaction for cause or default.
4. The prospective contractor shall provide immediate written notice to the department to whom this proposal is submitted if at any time the prospective contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective contractor agrees by submitting this proposal that, should this contract be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department entering into this transaction.
7. The prospective contractor further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," which is included as an addendum to PR-1273 - "Required Contract Provisions Federal Aid Construction Contracts," without

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

8. The contractor may rely upon a certification of a prospective subcontractor/materials supplier that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A contractor may decide the method and frequency by which it determines the eligibility of its principals. Each contractor may, but is not required to, check the Disapproval List (telephone # 608/266/1631).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a contractor in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department may terminate this transaction for cause or default.

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

- (1) The prospective contractor certifies to the best of its knowledge and belief, that it and its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offense enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the prospective contractor is unable to certify to any of the statements in this certification, such prospective contractor shall attach an explanation to this proposal.

Special Provisions

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 5939-00-61, Cobb – Avoca, CTH P to STH 133, STH 80, Iowa 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, 2014 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 (20130615)

2. Scope of Work.

The work under this contract shall consist of HMA pavement, milling asphalt pavement, Midwest Guardrail System installation, signing, pavement marking, and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

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

Provide the time frame for construction of the project within the 2014 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

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

Do not construct a notched wedge longitudinal joint. Place pavement such that each day's pavement in both lanes ends at the same station. Pave within 48 hours of milling asphalt pavement operations.

4. Traffic.

Provide notice of the start of construction with fixed message signs as shown on the plans, and notify Wisconsin Lane Closure System (LCS) of construction activities 14 days prior to start of construction.

Keep STH 80 open to two-way through traffic throughout the project length. During daylight hours, one lane may be closed to traffic during construction operations. Lane closures will require flagging in a moving operation as specified per the Standard Detail Drawing "Traffic Control for Lane Closure (Suitable for Moving Operations)". Continue until all work is completed within the limits of construction, including the pavement marking.

Keep flagging operations limited to a 2-mile segment or as directed by the engineer. Use additional flaggers to maintain safe traffic movements when construction operations are located near intersections. Conduct operations in a manner that will cause the least interference to traffic movements and access to adjacent properties, and within the construction areas.

Maintain access to driveways and side roads at all times.

Clear both driving lanes and shoulders of STH 80 entirely of equipment, barricades, signs, lights, or any other construction materials that might impede traffic at the end of each work day.

Do not park vehicles not engaged in construction operations, or authorized by the engineer, within the right-of-way.

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 80 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 Thursday, July 3, 2014, to 6:00 AM Monday, July 7, 2014 for Independence Day;
- From noon Friday, August 29, 2014 to 6:00 AM Tuesday, September 2, 2014 for Labor Day.

107-005 (20050502)

6. Utilities.

This contract comes under the provision of Administrative Rule Trans 220.
107-065 (20080501)

The following utility companies have facilities within the project area; however, no adjustments are anticipated.

Alliant Energy – Electric

Field contact is Jason Heming, (608) 295-9730, jasonheming@alliantenergy.com.

CenturyLink - Communications

Field Contact is Steve Bishop, (608) 963-8594, steven.bishop@centurylink.com.

7. Erosion Control.

Supplement standard spec 107.20 as follows:

Provide the Erosion Control Implementation Plan (ECIP) 14 days prior to the pre-construction conference. Prepare and submit an ECIP for the project, including borrow sites and material disposal sites, in accordance to Wis. Adm. Code Chapter TRANS 401 requirements. Supplement the information shown on the plans, do not reproduce it. Identify how the project's erosion control plan will be implemented.

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

Re-topsoil graded areas, as designated by the engineer, immediately after grading is completed within those areas. Landscape all topsoiled areas as the plan shows or as directed by the engineer within five calendar days after placement of topsoil.

Do not wash out equipment in drainage ways or direct conduits to waters of the state. Keep slurry out of inlets and drainage ways. Remove all temporary erosion control measures after disturbed areas are stabilized or at the direction of the engineer.

8. Archaeological Site Protection, 5939-00-61.

Four archaeologically significant sites, 47IA284 (Homestead Campsite), 47IA286 (Hog Springs Campsite), 47IA305 (Roadside Campsite) and 47IA310 (Ramsden Campsite), exist in the project area from Station 259+60 to Station 261+30, Station 275+70 to Station 277+50, Station 287+50 to Station 295+20, and Station 238+50 to Station 242+70 respectfully (Township 8N, Range 21E, Section 14 and 23).

Do not use these sites for borrow, waste disposal, or for the staging of personnel, equipment and/or supplies. If ground disturbance beyond the existing base of ditch becomes necessary, provide two week notice to the Bureau of Technical Services, Environmental Services Section (ESS) before doing any work in the areas of these sites. ESS will provide a qualified archaeologist to be on site at all times when work occurs near these areas. The contact at ESS is Jim Becker, (608) 261-0137 or Lynn Cloud, (608) 266-0099.

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

9. Removing Asphaltic Surface Butt Joints, Item 204.0115.

Remove asphaltic surface butt joints in accordance to the pertinent requirements of standard spec 204 and as hereinafter provided.

Salvage material and stockpile salvaged material at an existing quarry located on the east side of STH 80, just north of CTH P.

Salvaged material will remain the property of the department.

10. Base Aggregate Dense $\frac{3}{4}$ -Inch, Item 305.0110.

Revise standard spec 301.2.4.3 as follows:

Furnish aggregate classified as crushed stone for $\frac{3}{4}$ -Inch base when used in the top 3 inches of the unpaved portion of the shoulder or for unpaved driveways and field entrances.

11. QMP Base Aggregate.

A Description

A.1 General

- (1) This special provision describes contractor quality control (QC) sampling and testing for base aggregates, documenting those test results, and documenting related production and placement process changes. This special provision also describes department quality verification (QV), independent assurance (IA), and dispute resolution.
- (2) Conform to standard spec 301, standard spec 305, and standard spec 310 as modified here in this special provision. Apply this special provision to material placed under all of the Base Aggregate Dense and Base Aggregate Open Graded bid items, except do not apply this special provision to material classified as reclaimed asphaltic pavement placed under the Base Aggregate Dense bid items.
- (3) Do not apply this special provision to material placed under the Aggregate Detours, Salvaged Asphaltic Pavement Base, Breaker Run, Select Crushed, Pit Run, Subbase, or Riprap bid items.
- (4) Provide and maintain a quality control program, defined as all activities related to and documentation of the following:
 1. Production and placement control and inspection.
 2. Material sampling and testing.

- (5) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes required sampling and testing procedures. The contractor may obtain the CMM from the department's web site at:

<http://roadwaystandards.dot.wi.gov/standards/cmm/index.htm>

A.2 contractor Testing for Small Quantities

- (1) The department defines a small quantity, for each individual Base Aggregate bid item, as a plan quantity of 9000 tons or less of material as shown in the schedule of items under that bid item.
- (2) The requirements under this special provision apply equally to a small quantity for an individual bid item except as follows:

1. The contractor need not submit a full quality control plan but shall provide an organizational chart to the engineer including names, telephone numbers, and current certifications of all persons involved in the quality control program for material under affected bid items.
2. Divide the aggregate into uniformly sized sublots for testing as follows:

Plan Quantity	Minimum Required Testing
≤ 1500 tons	One test from production, load-out, or placement at the contractor's option ^[1]
> 1500 tons and ≤ 6000 tons	Two tests of the same type, either from production, load-out, or placement at the contractor's option ^[1]
> 6000 tons and ≤ 9000 tons	Three placement tests ^{[2][3]}

^[1] If using production tests for acceptance, submit test results to the engineer for review prior to incorporating the material into the work. Production test results are valid for a period of 3 years.

^[2] For 3-inch material, obtain samples at load-out.

^[3] If the actual quantity overruns 9000 tons, create overrun sublots to test at a rate of one additional placement test for each 3000 tons, or fraction of 3000 tons, of overrun.

3. No control charts are required. Submit aggregate load-out and placement test results to the engineer within one business day of obtaining the sample. Assure that all properties are within the limits specified for each test.
 4. Department verification testing is optional for quantities of 6000 tons or less.
- (3) Material represented by a subplot with any property outside the specification limits is nonconforming. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

B Materials

B.1 Quality Control Plan

- (1) Submit a comprehensive written quality control plan to the engineer at or before the pre-construction meeting. Do not place base before the engineer reviews and comments on the plan. Construct the project as that plan provides.
- (2) Do not change the quality control plan without the engineer's review. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in each of the contractor's laboratories as changes are adopted. Ensure that the plan provides the following elements:
 1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
 2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication means that will be used, and action time frames.
 3. A list of source and processing locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
 4. Test results for wear, sodium sulfate soundness, freeze/thaw soundness, and plasticity index of all aggregates requiring QC testing. Obtain this information from the region materials unit or from the engineer.
 5. Descriptions of stockpiling and hauling methods.
 6. Locations of the QC laboratory, retained sample storage, and where control charts and other documentation is posted.
 7. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.

B.2 Personnel

- (1) Have personnel certified under the department's highway technician certification program (HTCP) perform sampling, testing, and documentation as follows:

Required Certification Level:	Sampling or Testing Roles:
Aggregate Technician IPP Aggregate Sampling Technician Aggregate Assistant Certified Technician (ACT-AGG)	Aggregate Sampling ^[1]
Aggregate Technician IPP Aggregate Assistant Certified Technician (ACT-AGG)	Aggregate Gradation Testing, Aggregate Fractured Particle Testing, Aggregate Liquid Limit and Plasticity Index Testing

^[1] Plant personnel under the direct observation of an aggregate technician certified at level one or higher may operate equipment to obtain samples.

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

B.3 Laboratory

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

Materials Management Section

3502 Kinsman Blvd.

Madison, WI 53704

Telephone: (608) 246-5388

<http://www.dot.state.wi.us/business/engrserv/lab-qualification.htm>

B.4 Quality Control Documentation

B.4.1 General

- (1) Submit base aggregate placement documentation to the engineer within 10 business days after completing base placement. Ensure that the submittal is complete, neatly organized, and includes applicable project records and control charts.

B.4.2 Records

- (1) Document all placement observations, inspection records, and control adjustments daily in a permanent field record. Also include all test results in the project records. Provide test results to the engineer within 6 hours after obtaining a sample. For 3-inch base, extend this 6-hour limit to 24 hours. Post or distribute tabulated results using a method mutually agreeable to the engineer and contractor.

B.4.3 Control Charts

- (1) Plot gradation and fracture on the appropriate control chart as soon as test results are available. Format control charts according to CMM 8.30. Include the project number on base placement control charts. Maintain separate control charts for each base aggregate size, source or classification, and type.
- (2) Provide control charts to the engineer within 6 hours after obtaining a sample. For 3-inch base, extend this 6-hour limit to 24 hours. Post or distribute charts using a method mutually agreeable to the engineer and contractor. Update control charts daily to include the following:
 1. Contractor individual QC tests.
 2. Department QV tests.
 3. Department IA tests.
 4. Four-point running average of the QC tests.
- (3) Except as specified under B.8.2.1 for nonconforming QV tests, include only QC tests in the running average. The contractor may plot process control or informational tests on control charts, but do not include these tests, conforming QV tests, or IA tests in the running average.

B.5 Contractor Testing

- (1) Test gradation, fracture, liquid limit and plasticity index during placement for each base aggregate size, source or classification, and type.

- (2) Test gradation once per 3000 tons of material placed. Determine random sample locations and provide those sample locations to the engineer. Obtain samples after the material has been bladed, mixed, and shaped but before compacting; except collect 3-inch samples from the stockpile at load-out. Do not sample from material used to maintain local traffic or from areas of temporary base that will not have an overlying pavement. On days when placing only material used to maintain local traffic or only temporary base that will not have an overlying pavement, no placement testing is required.
- (3) Split each contractor QC sample and identify it according to CMM 8.30. Retain the split for 7 calendar days in a dry, protected location. If requested for department comparison testing, deliver the split to the engineer within one business day.
- (4) The engineer may require additional sampling and testing to evaluate suspect material or the technician's sampling and testing procedures.
- (5) Test fracture for each gradation test until the fracture running average is above the lower warning limit. Subsequently, the contractor may reduce the frequency to one test per 10 gradation tests if the fracture running average remains above the warning limit.
- (6) Test the liquid limit and plasticity index for the first gradation test. Subsequently, test the liquid limit and plasticity index a minimum of once per 10 gradation tests.

B.6 Test Methods

B.6.1 Gradation

- (1) Test gradation using a washed analysis conforming to the following as modified in CMM 8.60:
 Gradation..... AASHTO T 27
 Material finer than the No. 200 sieve..... AASHTO T 11
- (2) For 3-inch base, if 3 consecutive running average points for the percent passing the No. 200 sieve are 8.5 percent or less, the contractor may use an unwashed analysis. Wash at least one sample out of 10. If a single running average for the percent passing the No. 200 sieve exceeds 8.5 percent, resume washed analyses until 3 consecutive running average points are again 8.5 percent passing or less.
- (3) Maintain a separate control chart for each sieve size specified in standard spec 305 or standard spec 310 for each base aggregate size, source or classification, and type. Set control and warning limits based on the standard specification gradation limits as follows:
 1. Control limits are at the upper and lower specification limits.
 2. There are no upper warning limits for sieves allowing 100 percent passing and no lower control limits for sieves allowing 0 percent passing.

3. Dense graded warning limits, except for the No. 200 sieve, are 2 percent within the upper and lower control limits. Warning limits for the No. 200 sieve are set 0.5 percent within the upper and lower control limits.
4. Open graded warning limits for the 1-inch, 3/8-inch, and No. 4 sieves are 2 percent within the upper and lower control limits. Upper warning limits for the No. 10, No. 40, and No. 200 sieves are 1 percent inside the upper control limit.

B.6.2 Fracture

- (1) Test fracture conforming to CMM 8.60. The engineer will waive fractured particle testing on quarried stone.
- (2) Maintain a separate fracture control chart for each base aggregate size, source or classification, and type. Set the lower control limit at the contract specification limit, either specified in another special provision or in table 301-2 of standard spec 301.2.4.5. Set the lower warning limit 2 percent above the lower control limit. There are no upper limits.

B.6.3 Liquid Limit and Plasticity

- (1) Test the liquid limit and plasticity according to AASHTO T 89 and T 90.
- (2) Ensure the material conforms to the limits specified in standard spec table 301-2.

B.7 Corrective Action

B.7.1 General

- (1) Consider corrective action when the running average trends toward a warning limit. Take corrective action if an individual test exceeds the contract specification limit. Document all corrective actions both in the project records and on the appropriate control chart.

B.7.2 Placement Corrective Action

- (1) Do not blend additional material on the roadbed to correct gradation problems.
- (2) Notify the engineer whenever the running average exceeds a warning limit. When 2 consecutive running averages exceed a warning limit, the engineer and contractor will discuss appropriate corrective action. Perform the engineer's recommended corrective action and increase the testing frequency as follows:
 1. For gradation, increase the QC testing frequency to at least one randomly sampled test per 1000 tons placed.
 2. For fracture, increase the QC testing frequency to at least one test per gradation test.
- (3) If corrective action improves the property in question such that the running average after 4 additional tests is within the warning limits, the contractor may return to the testing frequency specified in B.5.3. If corrective action does not improve the property in question such that the running average after 4 additional individual tests is still in the warning band, repeat the steps outlined above starting with engineer notification.

- (4) If the running average exceeds a control limit, material starting from the first running average exceeding the control limit and ending at the first subsequent running average inside the control limit is nonconforming and subject to pay reduction.
- (5) For individual test results significantly outside the control limits, notify the engineer, stop placing base, and suspend other activities that may affect the area in question. The engineer and contractor will jointly review data, data reduction, and data analysis; evaluate sampling and testing procedures; and perform additional testing as required to determine the extent of potentially unacceptable material. The engineer may direct the contractor to remove and replace that material. Individual test results are significantly outside the control limits if meeting one or more of the following criteria:
 1. A gradation control limit for the No. 200 sieve is exceeded by more than 3.0 percent.
 2. A gradation control limit for any sieve, except the No. 200, is exceeded by more than 5.0 percent.
 3. The fracture control limit is exceeded by more than 10.0 percent.

B.8 Department Testing

B.8.1 General

- (1) The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project, and provide test results to the contractor within 2 business days after the department obtains the sample.

B.8.2 Verification Testing

B.8.2.1 General

- (1) The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in B.2 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.
- (2) The department will conduct QV tests of each base aggregate size, source or classification, and type during placement conforming to the following:
 1. One non-random test on the first day of placement.
 2. At least one random test per 30,000 tons, or fraction of 30,000 tons, placed.
- (3) The department will sample randomly, at locations independent of the contractor's QC work, collecting one sample at each QV location. The department will collect QV samples after the material has been bladed, mixed, and shaped but before compacting; except, for 3-inch aggregates, the department will collect samples from the stockpile at load-out. The department will split each sample, test half for QV, and retain half.

- (4) The department will conduct QV tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.
- (5) The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to the specification, the department will take no further action. If QV test results are nonconforming, add the QV to the QC test results as if it were an additional QC test.

B.8.3 Independent Assurance

- (1) Independence assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:
 1. Split sample testing.
 2. Proficiency sample testing.
 3. Witnessing sampling and testing.
 4. Test equipment calibration checks.
 5. Reviewing required worksheets and control charts.
 6. Requesting that testing personnel perform additional sampling and testing.
- (2) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in B.9.

B.9 Dispute Resolution

- (1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor may review the data, examine data reduction and analysis methods, evaluate sampling and testing procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.
- (2) Production test results, and results from other process control testing, may be considered when resolving a dispute.
- (3) If the project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material

or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

C (Vacant)

D (Vacant)

E Payment

- (1) Costs for all sampling, testing, and documentation required under this special provision are incidental to this 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.
- (2) For material represented by a running average exceeding a control limit, the department will reduce pay by 10 percent of the contract price for the affected Base Aggregate bid items listed in subsection A. The department will administer pay reduction under the Nonconforming QMP Base Aggregate Gradation or Nonconforming QMP Base Aggregate Fracture Administrative items. The department will determine the quantity of nonconforming material as specified in B.7.2.

301-010 (20100709)

12. QMP Ride; Incentive IRI Ride, Item 440.4410.S.

A Description

- (1) This special provision describes profiling pavements with a non-contact profiler, locating areas of localized roughness, and determining the International Roughness Index (IRI) for each wheel path segment.
- (2) Profile the final riding surface of all mainline pavements. Include auxiliary lanes in Category I and II segments; crossroads with county, state or U.S. highway designations greater than 1500 feet in continuous length; bridges, bridge approaches; and railroad crossings. Exclude roundabouts and pavements within 150 feet of the points of curvature of roundabout intersections.
- (3) The engineer may direct straightedging under standard spec 415.3.10 for pavement excluded from localized roughness under C.5.2 (1); for bridges; and for roundabouts and pavements within 150 feet of the points of curvature of roundabout intersections. Other surfaces being tested under this provision are exempt from straightedging requirements.

B (Vacant)

C Construction

C.1 Quality Control Plan

- (1) Submit a written quality control plan to the engineer at or before the pre-pave meeting. Ensure that the plan provides the following elements:

1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of all quality control personnel.
2. The process by which quality control information and corrective action efforts will be disseminated to the appropriate persons. Include a list of recipients, the communication means that will be used, and action time frames.
3. The methods and timing used for monitoring and/or testing ride quality throughout the paving process. Also indicate the approximate timing of acceptance testing in relation to the paving operations.
4. The segment locations of each profile run used for acceptance testing.
5. Traffic Control Plan

C.2 Personnel

- (1) Have a profiler operator, certified under the department's highway technician certification program (HTCP), operate the equipment, collect the required data, and analyze the results using the methods taught in the HTCP profiling course. Ensure that an HTCP-certified profiler operator supervises data entry into the material records system (MRS).

C.3 Equipment

- (1) Furnish a profile-measuring device capable of measuring IRI from the list of department-approved devices published on the department's web site:
<http://roadwaystandards.dot.wi.gov/standards/qmp/index.htm>
- (2) Unless the engineer and contractor mutually agree otherwise, arrange to have a calibrated profiler available when paving the final riding surface.
- (3) Perform daily calibration verification of the profiler using test methods according to the manufacturer's recommendations. Notify the engineer before performing the calibration verification. If the engineer requests, arrange to have the engineer observe the calibration verification and operation. Maintain records of the calibration verification activities, and provide the records to the engineer upon request.

C.4 Testing

C.4.1 Run and Reduction Parameters

- (1) Enter the equipment-specific department-approved filter settings and parameters given in the approved profilers list on the department's QMP ride web site.
<http://roadwaystandards.dot.wi.gov/standards/qmp/profilers.pdf>

C.4.2 Contractor Testing

- (1) Operate profilers within the manufacturer's recommended speed tolerances. Perform all profile runs in the direction of travel. Measure the longitudinal profile of each wheel track of each lane. The wheel tracks are 6.0 feet apart and centered in the traveled way of the lane.

- (2) Coordinate with the engineer to schedule profile runs for acceptance. The department may require testing to accommodate staged construction or if corrective action may be required.
- (3) Measure the profiles of each standard or partial segment. Define primary segments starting at a project terminus and running contiguously along the mainline to the other project terminus. Field-locate the beginning and ending points for each profile run. When applicable, align segment limits with the subplot limits used for testing under the QMP Concrete Pavement specification. Define segments one wheel path wide and distinguished by length as follows:
 1. Standard segments are 500 feet long.
 2. Partial segments are less than 500 feet long.
- (4) Treat partial segments as independent segments.

The department will categorize each standard or partial segment as follows:

Segments with a Posted Speed Limit of 55 MPH or Greater	
Category	Description
HMA I	Asphalt pavement with multiple opportunities to achieve a smooth ride. The following operations performed under this contract are considered as opportunities: a layer of HMA, a leveling or wedging layer of HMA, and diamond grinding or partial depth milling of the underlying pavement surface.
HMA II	Asphalt pavement with a single opportunity to achieve a smooth ride.
HMA III	Asphalt pavement segments containing any portion of a bridge, bridge approach, railroad crossing, or intersection. An intersection is defined as the area within the points of curvature of the intersection radii.
PCC II	Concrete pavement.
PCC III	Concrete pavement segments containing any portion of a bridge, bridge approach, railroad crossing, intersection or gap. An intersection is defined as the area within the points of curvature of the intersection radii.

Segments with Any Portion Having a Posted Speed Limit Less Than 55 MPH	
Category	Description
HMA IV	Asphalt pavement including intersections, bridges, approaches, and railroad crossings.
PCC IV	Concrete pavement including gaps, intersections, bridges, approaches, and railroad crossings.

C.4.3 Verification Testing

- (1) The department may conduct verification testing (QV) to validate the quality of the product. A HTCP certified profiler operator will perform the QV testing. The department will provide the contractor with a listing of the names and telephone numbers of all verification personnel for the project.

- (2) The department will notify the contractor before testing so the contractor can observe the QV testing. Verification testing will be performed independent of the contractor's QC work using separate equipment from the contractor's QC tests. The department will provide test results to the contractor within 1 business day after the department completes the testing.
- (3) The engineer and contractor will jointly investigate any testing discrepancies. The investigation may include additional testing as well as review and observation of both the department's and contractor's testing procedures and equipment. Both parties will document all investigative work.
- (4) If the contractor does not respond to an engineer request to resolve a testing discrepancy, the engineer may suspend production until action is taken. Resolve disputes as specified in C.6.

C.4.4 Documenting Profile Runs

- (1) Compute the IRI for each segment and analyze areas of localized roughness using the ProVAL software. Also, the contractor shall prepare the ProVAL Ride Quality Module Reports, showing the IRI for each segment and the areas of localized roughness exceeding an IRI of 200 in/mile. Use ride quality module report as follows:

	<u>Fixed Interval</u>	<u>Continuous (Localized Roughness)</u>
Base-length	500'	25'
Threshold	140"/Mile	200"/Mile

The ProVAL software is available for download at:

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

- (2) As part of the profiler software outputs and ProVAL reports, document the areas of localized roughness. Field-locate the areas of localized roughness prior to the engineer's assessment for corrective actions. Document the reasons for areas excluded and submit to the engineer.
- (3) Within 5 business days after completing profiling of the pavement covered under this special provision, unless the engineer and contractor mutually agree to a different timeline, submit the electronic ProVAL project file containing the .ppf files for each profiler acceptance run data and Ride Quality Module Reports, in .pdf format using the department's Materials Reporting System (MRS) software available on the department's web site:

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

Notify the engineer when the Profiler Acceptance Run data and the Ride Quality Report have been submitted to the MRS system.

C.5 Corrective Actions

C.5.1 General

- (1) Analyze the data from the PROVAL reports and make corrective action recommendations to the department. The department will independently assess whether a repair will help or hurt the long-term pavement performance before deciding on corrective action. Correct the ride as the engineer directs in writing.

C.5.2 Corrective Actions for Localized Roughness

- (1) Apply localized roughness requirements to all pavements, including HMA III, PCC III, HMA IV, and PCC IV; except localized roughness requirements will not be applied to pavements within 25 feet of the following surfaces if they are not constructed under this contract: bridges, bridge approaches, or railroad crossings. The department may direct the contractor to make corrections to the pavement within the 25-foot exclusionary zones.
- (2) The engineer will review each individual wheel track for areas of localized roughness. The engineer will assess areas of localized roughness within 5 business days of receiving notification that the reports were uploaded. The engineer will analyze the report documenting areas that exceed an IRI of 200 in/mile and do one of the following for each location:
 1. Direct the contractor to correct the area to minimize the effect on the ride.
 2. Leave the area of localized roughness in place with no pay reduction.
 3. Except for HMA IV and PCC IV segments, assess a pay reduction as follows for each location in each wheel path:

Localized Roughness IRI (in/mile)	Pay Reduction^[1] (dollars)
> 200	(Length in Feet) x (IRI –200)

^[1] A maximum \$250 pay reduction may be assessed for locations of localized roughness that are less than or equal to 25 feet long. Locations longer than 25 feet may be assessed a maximum pay reduction of \$10 per foot.

- (3) The engineer will not direct corrective action or assess a pay reduction for an area of localized roughness without independent identification of that area as determined by physically riding the pavement. For corrections, use only techniques the engineer approves.
- (4) Re-profile corrected areas to verify that the IRI is less than 140 in/mile after correction. Submit a revised ProVAL ride quality module report to the reference documents section of the MRS for the corrected areas to validate the results.

C.5.3 Corrective Actions for Excessive IRI

- (1) If an individual segment IRI exceeds 140 in/mile for HMA I, HMA II, and PCC II pavements after correction for localized roughness, the engineer may require the contractor to correct that segment. Correct the segment final surface as follows:

HMA I: Correct to an IRI of 60 in/mile using whichever of the following methods as approved by the engineer:
Mill and replace the full lane width of the riding surface excluding the paved shoulder.
Continuous diamond grinding or fine-tooth milling the full lane width, if required, of the riding surface including adjustment of the paved shoulders.

HMA II: Correct to an IRI of 85 in/mile using whichever of the following methods as approved by the engineer:
Mill and replace the full lane width of the riding surface excluding the paved shoulder.
Continuous diamond grinding or fine-tooth milling of the full lane width, if required, of the riding surface including adjustment of the paved shoulders

PCC II: Correct to an IRI of 85 in/mile using whichever of the following methods as approved by the engineer:
Continuous diamond grinding of the full lane width, if required, of the riding surface including adjustment of the paved shoulders. Conform to sections C.1 through C.4 of Concrete Pavement Continuous Diamond Grinding Special provision contained elsewhere in the contract.
Remove and replace the full lane width of the riding surface.

- (2) Re-profile corrected segments to verify that the final IRI meets the above correction limits and there are no areas of localized roughness. Enter a revised ProVAL ride quality module report for the corrected areas to the reference documents section of the MRS. Segments failing these criteria after correction are subject to the engineer's right to adjust pay for non-conforming work under standard spec 105.3.

C.6 Dispute Resolution

- (1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor may review the data, examine data reduction and analysis methods, evaluate testing procedures, and perform additional testing.

- (2) If the project personnel cannot resolve a dispute and the dispute affects payment or could result in incorporating nonconforming pavement, the department will use third party testing to resolve the dispute. The department's Quality Assurance Unit, or a mutually agreed on independent testing company, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent tester. The department may use third party tests to evaluate the quality of questionable pavement and determine the appropriate payment.

D Measurement

- (1) The department will measure Incentive IRI Ride by the dollar, adjusted as specified in E.2.

E Payment

E.1 Payment for Profiling

- (1) Costs for furnishing and operating the profiler, documenting profile results, and correcting the final pavement surface are incidental to the contract. The department will pay separately for engineer-directed corrective action performed within the 25-foot exclusionary zones under C.5.2 as extra work.

E.2 Pay Adjustment

- (1) The department will pay incentive for ride under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
440.4410.S	Incentive IRI Ride	DOL

- (2) Incentive payment is not limited, either up or down, to the amount the schedule of items shows.
- (3) The department will administer disincentives for ride under the Disincentive IRI Ride administrative item.
- (4) The department will not assess disincentive on HMA III or PCC III segments. Incentive pay for HMA III and PCC III segments will be according to the requirements for the category of the adjoining segments.
- (5) The department will adjust pay for each segment based on the initial IRI for that segment. If corrective action is required, the department will base disincentives on the IRI after correction for pavement meeting the following conditions:

All Pavement:	The corrective work is performed in a contiguous, full lane width section 500 feet long, or a length as agreed with the engineer.
HMA Pavements:	The corrective work is a mill and inlay or full depth replacement and the inlay or replacement layer thickness conforms to standard spec 460.3.2.
Concrete Pavements:	The corrective work is a full depth replacement and conforms to standard spec 415.

- (6) The department will adjust pay for 500-foot long standard segments nominally one wheel path wide using equation “QMP 1.04” as follows:

HMA I	
Initial IRI (inches/mile)	Pay Adjustment^[1] (dollars per standard segment)
< 30	250
≥ 30 to <35	1750 – (50 x IRI)
≥ 35 to < 60	0
≥ 60 to < 75	1000 – (50/3 x IRI)
≥ 75	-250

HMA II and PCC II	
Initial IRI (inches/mile)	Pay Adjustment^{[1][2]} (dollars per standard segment)
< 50	250
≥ 50 to < 55	2750 – (50 x IRI)
≥ 55 to < 85	0
≥ 85 to < 100	(4250/3) – (50/3 x IRI)
≥ 100	-250

HMA IV and PCC IV	
Initial IRI (inches/mile)	Pay Adjustment^{[1][2]} (dollars per standard segment)
< 35	250
≥ 35 to < 45	1125-(25xIRI)
≥ 45	0

^[1] If the engineer directs placing upper layer asphaltic mixtures between October 15 and May 1 for department convenience as specified in standard spec 450.3.2.1(5), the department will not adjust pay for ride on pavement the department orders the contractor to place when the temperature, as defined in standard spec 450.3.2.1(2), is less than 36 F.

^[2] If the engineer directs placing concrete pavement for department convenience, the department will not adjust pay for ride on pavement the department orders the contractor to place when the air temperature falls below 35 F.

- (7) The department will prorate the pay adjustment for partial segments based on their length.
440-010 (20130615)

13. HMA Pavement Type E-0.3, Item 460.1100.

Revise standard spec 460.2.5.2 as follows:

Conform to the following:

MAXIMUM ALLOWABLE PERCENT BINDER REPLACEMENT

RECYCLED ASPHALTIC MATERIAL	LOWER LAYERS	UPPER LAYER
RAS if used alone	25	10
RAP and FRAP in any combination	40	10
RAS, RAP and FRAP in combination [1]	35	10

[1] When used in combination the RAS component cannot exceed 5 percent of the total weight of the aggregate blend.

14. Salvaged Asphaltic Pavement Milling, Item 490.0205.

Revise standard spec 490.3.1(1) as follows:

Stockpile salvaged material at an existing quarry located on the east side of STH 80, just north of CTH P.

Revise standard spec 490.3.1 (2) as follows:

Salvaged material will remain the property of the department.

15. Salvaged Guardrail End Treatments, Item 614.0925.

Remove guardrail in accordance to the pertinent requirements of standard spec 204 and standard spec 614 and as hereinafter provided.

Carefully remove, disassemble all joints, and deliver salvaged guardrail end treatments to the Iowa County Highway Department Highland Shop, located at 836 Main Street, Highland, Wisconsin. Contact Randy Sudemeier, State Patrol Superintendent at (608) 574-2936 at least two working days prior starting the beam guard removal work to coordinate delivery.

16. Locating No-Passing Zones, Item 648.0100.

For this project, the spotting sight distance in areas with a 55 mph posted speed limit is 0.21 miles (1108 feet).
648-005 (20060512)

17. Cover Plates Left In Place, Item SPV.0060.01.

A Description

Furnish and install a steel plate to cover and support asphaltic material and traffic loading at inlets as shown on the plans, in accordance to the pertinent provisions of standard spec 611, and as hereinafter provided.

Cover plates left in place become the property of the department after final acceptance by the engineer.

B Materials

Provide a 3/8-inch minimum thickness galvanized steel plate that extends to the outside edge of the existing inlet.

C Construction

Clean out all soil, debris, and other accumulated matter, and materials deposited or lodged due to the contractor's operations from the structure prior to placing the cover plate left in place on the structure.

Place cover plates as shown on the plans.

D Measurement

The department will measure Cover Plates Left In Place as each individual cover plate left in place, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Cover Plates Left In Place	Each

Payment is full compensation for furnishing and installing the cover plate.

18. Landmark Reference Monuments Special, Item SPV.0060.02.

A Description

This special provision describes preserving the location and constructing new reference monuments for existing Public Land Survey System (PLSS) section corner monuments within the proposed construction limits.

B Materials

The department can furnish aluminum monument caps if necessary. Otherwise, all materials for the monumentation and witness ties will be the responsibility of the contractor to provide. Any monuments that satisfy Wisconsin Administrative Code Chapter AE-7 will be acceptable.

C Construction

Complete the work in accordance to the pertinent requirements of standard spec 621.3 and as follows:

Obtain existing tie sheets from the Iowa County Surveyor. Locate and verify existing PLSS monuments and ties. Furnish, and install if necessary, temporary and/or permanent ties. Provide a temporary tie sheet to the department and the Iowa County Surveyor, for use by the public during the construction phase of the project and before the final monumentation is complete.

Perpetuate and/or reset all PLSS monuments and witnesses under the direction of a State of Wisconsin Licensed Professional Land Surveyor. Prepare the temporary and final PLSS monument records in accordance to the Wisconsin Administrative Code Chapter AE-7. Prepare and File new monument records with the Iowa County Surveyor in accordance to AE-7 and provide a copy of the same to the WisDOT SW Region-Madison Survey Coordinator. This work shall be overseen and completed by a State of Wisconsin Licensed Professional Land Surveyor.

The approximate location of the section corners that will likely be disturbed due to the proposed construction:

Landmark Reference Monument				
Station	Offset	Township	Range	Section Corner
335+00	0'	T8N	R1E	10/11/14/15

Notify the Iowa County Surveyor and WisDOT/SW Region-Madison Survey Coordinator five working days prior to construction operations that may disturb existing monuments, with pertinent questions or for department provided monument caps.

D Measurement

The department will measure Landmark Reference Monuments Special by each unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.02	Landmark Reference Monuments Special	Each

Payment is full compensation for furnishing a Professional Land Surveyor; obtaining existing PLSS monument record tie sheet(s); preparing, providing and filing temporary/final PLSS monument record tie sheet(s) from a Professional Land Surveyor; all survey work related to the perpetuation process; the furnishing and placing of all PLSS survey monuments; the furnishing and placement of any necessary witness ties; the removal of the existing monument(s) if necessary; and for excavating for the placement of the new monument(s) if necessary.

ADDITIONAL SPECIAL PROVISION 4

Payment to First-Tier Subcontractors

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

The prime contractor may also withhold routine retainage from payments due subcontractors.

Payment to Lower-Tier Subcontractors

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

Release of Routine Retainage

After granting substantial completion the department may reduce the routine retainage withheld from the prime contractor to 75 percent of the original total amount retained.

When the Department sends the semi-final estimate the department may reduce the routine retainage withheld from the prime contractor to 10 percent of the original total amount retained.

Within 30 calendar days of receiving the semi-final estimate from the department, submit written certification that subcontractors at all tiers are paid in full for acceptably completed work and that no routine retainage is being withheld. The department will pay the prime contractor in full and reduce the routine retainage withheld from the prime contractor to zero when the department approves the final estimate.

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

ADDITIONAL SPECIAL PROVISION 6**ASP 6 - Modifications to the standard specifications**

Make the following revisions to the 2014 edition of the standard specifications:

101.3 Definitions

Replace the definition of semi-final estimate with the following effective with the December 2013 letting:

Semi-final estimate An estimate indicating the engineer has measured and reported all contract quantities and materials requirements.

105.11.1 Partial Acceptance

Replace paragraph two with the following effective with the December 2013 letting:

- (2) Partial acceptance will relieve the contractor of maintenance responsibility for the designated portion of the work. By relieving the contractor of maintenance, the department does not relieve the contractor of responsibility for defective work or damages caused by the contractor's operations. Do not construe partial acceptance to be conditional final acceptance or final acceptance of any part of the project, or a waiver of any legal rights specified under 107.16.
-

105.11.2 Final Acceptance

Retitle and replace the entire text with the following effective with the December 2013 letting:

105.11.2 Project Acceptance**105.11.2.1 Inspection****105.11.2.1.1 General**

- (1) Notify the engineer when the project is substantially complete as defined in 105.11.2.1.3. As soon as it is practical, the engineer will inspect the work and categorize it as one of the following:
 1. Unacceptable or not complete.
 2. Substantially complete.
 3. Complete.

105.11.2.1.2 Unacceptable or Not Complete

- (1) The engineer will identify, in writing, work that is unacceptable or not complete. Immediately correct or complete that work. The engineer will assess contract time until the work is corrected or completed.
- (2) Proceed as specified in 105.11.2.1.1 until the engineer determines that the work is complete.

105.11.2.1.3 Substantially Complete

- (1) The project is substantially complete and the engineer will no longer assess contract time if the contractor has completed all contract bid items and change order work, except for the punch-list. As applicable, the following must have occurred:
 1. All lanes of traffic are open on a finished surface.
 2. All signage and traffic control devices are in place and operating.
 3. All drainage, erosion control, excavation, and embankments are completed.
 4. All safety appurtenances are completed.
- (2) The engineer will provide a written punch-list enumerating work the contractor must perform and documents the contractor must submit before the the engineer will categorize the work as complete.
 1. Punch-list work includes uncompleted cleanup work required under 104.9 and minor corrective work. Immediately correct or complete the punch-list work. The engineer may restart contract time if the contractor does not complete the punch-list work within 5 business days after receiving the written punch-list. The engineer and contractor may mutually agree to extend this 5-day requirement.
 2. Punch-list documents include whatever contract required documentation is missing. The engineer may restart contract time if the contractor does not submit the punch-list documents within 15 business days after receiving the written punch-list. The engineer and contractor may mutually agree to extend this 15-day requirement.
- (3) Proceed as specified in 105.11.2.1.1 until the work is complete.

105.11.2.1.4 Complete

- (1) The project is complete when the contractor has completed all contract bid items, change order work, and punch-list work including the submission of all missing documentation.

105.11.2.2 Conditional Final Acceptance

- (1) When the engineer determines that the project is complete, the engineer will give the contractor written notice of conditional final acceptance relieving the contractor of maintenance responsibility for the completed work.

105.11.2.3 Final Acceptance

- (1) The engineer will grant final acceptance of the project after determining that all contract is work complete; all contract, materials, and payroll records are reviewed and approved; and the semi-final estimate quantities are final under 109.7.
- (2) Failure to discover defective work or materials before final acceptance does not prevent the department from rejecting that work or those materials later. The department may revoke final acceptance if the department discovers defective work or materials after it has accepted the work.

105.13.3 Submission of Claim

Replace paragraph one with the following effective with the December 2013 letting:

- (1) Submit the claim to the project engineer as promptly as possible following the submission of the Notice of Claim, but not later than final acceptance of the project as specified in 105.11.2.3. If the contractor does not submit the claim before final acceptance of the project, the department will deny the claim.

107.17.3 Railroad Insurance Requirements

Replace paragraph one with the following effective with the December 2013 letting:

- (1) If required by the special provisions, provide or arrange for a subcontractor to provide railroad protective liability insurance in addition to the types and limits of insurance required in 107.26. Keep railroad protective liability insurance coverage in force until completing all work, under or incidental to the contract, on the railroad right of way or premises of the railroad and until the engineer determines that the work is complete as specified in 105.11.2.1.4.

107.26 Standard Insurance Requirements

Replace paragraph one with the following effective with the December 2013 letting:

- (1) Maintain the following types and limits of commercial insurance in force until the engineer determines that the work is complete as specified in 105.11.2.1.4.

TABLE 107-1 REQUIRED INSURANCE AND MINIMUM COVERAGES

TYPE OF INSURANCE	MINIMUM LIMITS REQUIRED ^[1]
1. Commercial general liability insurance endorsed to include blanket contractual liability coverage. ^[2]	\$2 million combined single limits per occurrence with an annual aggregate limit of not less than \$4 million.
2. Workers' compensation.	Statutory limits
3. Employers' liability insurance.	Bodily injury by accident: \$100,000 each accident Bodily injury by disease: \$500,000 each accident \$100,000 each employee
4. Commercial automobile liability insurance covering all contractor-owned, non-owned, and hired vehicles used in carrying out the contract. ^[2]	\$1 million-combined single limits per occurrence.

^[1] The contractor may satisfy these requirements with primary insurance coverage or with excess/umbrella policies.

^[2] The Wisconsin Department of Transportation, its officers, agents, and employees shall be named as an additional insured under the general liability and automobile liability insurance.

108.14 Terminating the Contractor's Responsibility

Replace paragraph one with the following effective with the December 2013 letting:

- (1) The contractor's responsibilities are terminated, except as set forth in the contract bond and specified in 107.16, when the department grants final acceptance as specified in 105.11.2.3.

109.2 Scope of Payment

Replace paragraph two with the following effective with the December 2013 letting:

- (2) The department will pay for the quantity of work acceptably completed and measured for payment as the measurement subsection for each bid item specifies. Within the contract provide means to furnish and install the work complete and in-place. Payment is full compensation for everything required to perform the work under the applicable bid items including, but not limited to, the work elements listed in the payment subsection. Payment also includes all of the following not specifically excluded in that payment subsection:
 1. Furnishing and installing all materials as well as furnishing the labor, tools, supplies, equipment, and incidentals necessary to perform the work.
 2. All losses or damages, except as specified in 107.14, arising from one or more of the following:
 - The nature of the work.
 - The action of the elements.
 - Unforeseen difficulties encountered during prosecution of the work.
 3. All insurance costs, expenses, and risks connected with the prosecution of the work.
 4. All expenses incurred because of an engineer-ordered suspension, except as specified in 104.2.2.3.
 5. All infringements of patents, trademarks, or copyrights.
 6. All other expenses incurred to complete and protect the work under the contract.

109.6.1 General

Replace paragraphs three and four with the following effective with the December 2013 letting:

- (3) The department's payment of an estimate before conditional final acceptance of the work does not constitute the department's acceptance of the work, and does not relieve the contractor of responsibility for:
 1. Protecting, repairing, correcting, or renewing the work.
 2. Replacing all defects in the construction or in the materials used in the construction of the work under the contract, or responsibility for damage attributable to these defects.
- (4) The contractor is responsible for all defects or damage that the engineer may discover on or before the engineer's conditional final acceptance of the work. The engineer is the sole judge of these defects or damage, and the contractor is liable to the department for not correcting all defects or damage.

109.7 Acceptance and Final Payment

Replace paragraphs one and two with the following effective with the December 2013 letting:

- (1) After the engineer grants conditional final acceptance of the work as specified in 105.11.2.2 and reviews required document submittals and materials test reports, the engineer will issue the semi-final estimate.
- (2) Within 30 calendar days after receiving the semi-final estimate, submit to the engineer a written statement of agreement or disagreement with the semi-final estimate. For an acceptable statement of disagreement, submit an item-by-item list with reasons for each disagreement. If the contractor does not submit this written statement within those 30 days, the engineer will process the final estimate for payment. The engineer and the contractor can mutually agree to extend this 30-day submission requirement.

450.3.3 Maintaining the Work

Replace paragraph one with the following effective with the December 2013 letting:

- (1) Protect and repair the prepared foundation, tack coat, base, paved traffic lanes, shoulders, and seal coat. Correct all rich or bleeding areas, breaks, raveled spots, or other nonconforming areas in the paved surface.

455.3.2.5 Maintaining Tack Coat

Replace paragraph one with the following effective with the December 2013 letting:

- (1) Protect and repair the existing surface and the tack coat. Correct areas with excess or deficient tack material and any breaks, raveled spots, or other areas where bond might be affected.

460.2.2.3 Aggregate Gradation Master Range

Replace paragraph one with the following effective with the January 2014 letting:

- (1) Ensure that the aggregate blend, including recycled material and mineral filler, conforms to the gradation requirements in table 460-1. The values listed are design limits; production values may exceed those limits.

TABLE 460-1 AGGREGATE GRADATION MASTER RANGE AND VMA REQUIREMENTS

SIEVE	PERCENTS PASSING DESIGNATED SIEVES						
	NOMINAL SIZE						
	37.5 mm	25.0 mm	19.0 mm	12.5 mm	9.5 mm	SMA 12.5 mm	SMA 9.5 mm
50.0-mm	100						
37.5-mm	90 – 100	100					
25.0-mm	90 max	90 - 100	100				
19.0-mm	—	90 max	90 - 100	100		100	
12.5-mm	—	—	90 max	90 - 100	100	90 - 97	100
9.5-mm	—	—	—	90 max	90 - 100	58 - 72	90 - 100
4.75-mm	—	—	—	—	90 max	25 - 35	35 - 45
2.36-mm	15 – 41	19 - 45	23 - 49	28 - 58	20 - 65	15 - 25	18 - 28
75-µm	0 – 6.0	1.0 - 7.0	2.0 - 8.0	2.0 - 10.0	2.0 - 10.0	8.0 - 12.0	10.0 - 14.0
% MINIMUM VMA	11.0	12.0	13.0	14.0 ^[1]	15.0 ^[2]	16.0	17.0

^[1] 14.5 for E-3 mixes.

^[2] 15.5 for E-3 mixes.

460.2.7 HMA Mixture Design

Replace paragraph one with the following effective with the January 2014 letting:

- (1) For each HMA mixture type used under the contract, develop and submit an asphaltic mixture design according to the department's test method number 1559 as described in CMM 8-66 and conforming to the requirements of table 460-1 and table 460-2. The values listed are design limits; production values may exceed those limits. The department will review mixture designs and report the results of that review to the designer according to the department's test method number 1559.

TABLE 460-2 MIXTURE REQUIREMENTS

Mixture type	E - 0.3	E - 1	E - 3	E - 10	E - 30	E - 30x	SMA
ESALs x 10 ⁶ (20 yr design life)	< 0.3	0.3 - < 1	1 - < 3	3 - < 10	10 - < 30	>= 30	—
LA Wear (AASHTO T96)							
100 revolutions(max % loss)	13	13	13	13	13	13	13
500 revolutions(max % loss)	50	50	45	45	45	45	40
Soundness (AASHTO T104) (sodium sulfate, max % loss)	12	12	12	12	12	12	12
Freeze/Thaw (AASHTO T103) (specified counties, max % loss)	18	18	18	18	18	18	18
Fractured Faces (ASTM 5821) (one face/2 face, % by count)	60 / —	65 / —	75 / 60	85 / 80	98 / 90	100/100	100/90
Flat & Elongated (ASTM D4791) (max %, by weight)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	5 (5:1 ratio)	20 (3:1ratio)
Fine Aggregate Angularity (AASHTO T304, method A, min)	40	40	43	45	45	45	45
Sand Equivalency (AASHTO T176, min)	40	40	40	45	45	50	50
Gyratory Compaction							
Gyrations for N _{ini}	6	7	7	8	8	9	8
Gyrations for N _{des}	40	60	75	100	100	125	65
Gyrations for N _{max}	60	75	115	160	160	205	160
Air Voids, %V _a (%G _{mm} N _{des})	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)	4.0 (96.0)
% G _{mm} N _{ini}	<= 91.5 ^[1]	<= 90.5 ^[1]	<= 89.0 ^[1]	<= 89.0	<= 89.0	<= 89.0	—
% G _{mm} N _{max}	<= 98.0	<= 98.0	<= 98.0	<= 98.0	<= 98.0	<= 98.0	—
Dust to Binder Ratio ^[2] (% passing 0.075/P _{be})	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	1.2 - 2.0
Voids filled with Binder (VFB or VFA, %)	68 - 80 ^{[4] [5]}	65 - 78 ^[4]	65 - 75 ^{[3] [4]}	65 - 75 ^{[3] [4]}	65 - 75 ^{[3] [4]}	65 - 75 ^{[3] [4]}	70 - 80
Tensile Strength Ratio (TSR) (ASTM 4867)							
no antistripping additive	0.70	0.70	0.70	0.70	0.70	0.70	0.70
with antistripping additive	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Draindown at Production Temperature (%)	—	—	—	—	—	—	0.30

^[1] The percent maximum density at initial compaction is only a guideline.

^[2] For a gradation that passes below the boundaries of the caution zone(ref. AASHTO MP3), the dust to binder ratio limits are 0.6 - 1.6.

^[3] For 9.5mm and 12.5 mm nominal maximum size mixtures, the specified VFB range is 70 - 76%.

^[4] For 37.5mm nominal maximum size mixes, the specified VFB lower limit is 67%.

^[5] For 25.0mm nominal maximum size mixes, the specified VFB lower limit is 67%.

460.2.8.2.1.5 Control Limits

Replace paragraph one with the following effective with the January 2014 letting:

- (1) Conform to the following control limits for the JMF and warning limits based on a running average of the last 4 data points:

ITEM	JMF LIMITS	WARNING LIMITS
Percent passing given sieve:		
37.5-mm	+/- 6.0	+/- 4.5
25.0-mm	+/- 6.0	+/- 4.5
19.0-mm	+/- 5.5	+/- 4.0
12.5-mm	+/- 5.5	+/- 4.0
9.5-mm	+/- 5.5	+/- 4.0
2.36-mm	+/- 5.0	+/- 4.0
75-µm	+/- 2.0	+/- 1.5
Asphaltic content in percent	- 0.3	- 0.2
Air voids in percent	+/- 1.3	+/- 1.0
VMA in percent ^[1]	- 0.5	- 0.2

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

- (2) Warning bands are defined as the area between the JMF limits and the warning limits.

460.2.8.2.1.6 Job Mix Formula Adjustment

Replace the entire text with the following effective with the January 2014 letting:

- (1) The contractor may request adjustment of the JMF according to the department's test method number 1559. Have an HTCP HMA technician certified at a level appropriate for process control and troubleshooting or mix design submit a written JMF adjustment request. Ensure that the resulting JMF is within specified master gradation bands. The department will have an HMA technician certified at level III review the proposed adjustment and, if acceptable, issue a revised JMF.
- (2) The department will not allow adjustments that do the following:
- Exceed specified JMF tolerance limits.
 - Reduce the JMF asphalt content unless the production VMA running average meets or exceeds the minimum VMA design requirement defined in table 460-1 for the mixture produced.
- (3) Have an HMA technician certified at level II make related process adjustments. If mixture redesign is necessary, submit a new JMF, subject to the same specification requirements as the original JMF.

520.3.8 Protection After Laying

Delete the entire subsection.

614.2.1 General

Replace paragraphs five and six with the following effective with the December 2013 letting:

- (5) Furnish zinc coated wire rope and fitting conforming to the plans and galvanized according to ASTM A741.
- (6) Before installation store galvanized components above ground level and away from surface run off. The department may reject material if the zinc coating is physically damaged or oxidized.
- (7) Provide manufacturer's drawings, and installation and maintenance instructions when providing proprietary systems.

614.2.3 Steel Rail and Fittings

Replace paragraph one with the following effective with the December 2013 letting:

- (1) Furnish galvanized steel rail conforming to AASHTO M180 class A, type II beam using the single-spot test coating requirements. Furnish plates, anchor plates, post mounting brackets, and other structural steel components conforming to 506.2.2.1 and hot-dip galvanized according to ASTM A123.
-

614.2.7 Crash Cushions

Replace paragraph one with the following effective with the December 2013 letting:

- (1) Furnish permanent and temporary crash cushions from the department's approved products list. Use cushions as wide or wider than the plan back-width. Furnish transitions conforming to the crash cushion manufacturer's design and specifications. Submit manufacturer crash cushion and transition design details to engineer before installing.
-

616.3.1 General

Replace paragraph six with the following effective with the December 2013 letting:

- (6) Remove and dispose of all excess excavation and surplus materials from the fence site.
-

618.3.3 Restoration

Replace paragraph one with the following effective with the December 2013 letting:

- (1) Upon termination of hauling operations and before conditional final acceptance, restore all haul roads, including drainage facilities and other components, to the equivalent of pre-hauling conditions.
-

627.3.1 General

Replace paragraph four with the following effective with the December 2013 letting:

- (4) Maintain the mulched areas and repair all areas damaged by wind, erosion, traffic, fire or other causes.
-

637.3.2.1 General

Delete paragraph three effective with the December 2013 letting.

670.3.4.2 Post-Construction Work

Replace paragraph one with the following effective with the December 2013 letting:

- (1) Submit 5 copies of ITS documentation including but not limited to the following:
 - Operator's manual: for contractor furnished equipment, submit a manual containing detailed operating instructions for each different type or model of equipment and or operation performed.
 - Maintenance procedures manuals: for contractor furnished equipment, submit a manual containing detailed preventive and corrective maintenance procedures for each type or model of equipment furnished.
 - Cabinet fiber optic wiring diagram: submit a cabinet wiring diagram, identified by location for each cabinet. Include both electrical wiring and fiber optic conductor and cable connections. Place one copy of the fiber optic wiring diagram in a weatherproof holder in the cabinet. Deliver the other copies to the engineer.
 - As-built drawings: submit final as-built drawings that detail the final placement of all conduit, cabling, equipment, and geometric modifications within the contract. Provide all documentation in an electronic format adhering to the region's ITS computer aided drafting standards and according to the department's as-built requirements. The department will review the as-built drawings for content and electronic format. Modify both the content and format of as-built drawings until meeting all requirements.
 - Equipment inventory list: submit an inventory list including serial number, make, model, date installed, and location installed of all equipment installed under the contract.

Errata

Make the following corrections to the 2014 edition of the standard specifications:

415.3.14 Protecting Concrete

Correct errata by referencing the opening to service specification.

- (1) Erect and maintain suitable barricades and, if necessary, provide personnel to keep traffic off the newly constructed pavement until it is opened for service as specified in 415.3.15. Conform to 104.6 for methods of handling and facilitating traffic.
-

501.2.9 Concrete Curing Materials

Correct errata by changing AASHTO M171 to ASTM C171.

- (2) Furnish sheeting conforming to ASTM C171 for white opaque polyethylene film, except that the contractor may use clear or black polyethylene for cold weather protection.
-

607.2 Materials

Correct errata by changing AASHTO M198 to ASTM C990.

- (1) Use materials conforming to the requirements for the class of material named and specified below.
- | | |
|--|------------|
| Composite pipe, couplings, fittings and joint materials | ASTM D2680 |
| Annular rubber and plastic gaskets for flexible, watertight joints | ASTM C990 |
| External rubber gaskets, mastic, and protective film..... | ASTM C877 |
| Mortar | 519.2.3 |
-

637.2.1.3 Sheet Aluminum

Correct errata by changing ASTM B449 to B921 and eliminating the specification for coating thickness.

- (4) Degrease, etch, and coat the sign blank on both sides with a chromate treatment conforming to ASTM B921, class 2.
-

637.3.3.4 Performance

Correct errata to reference to 105.11.2.3 as revised to implement changes to the finals process.

- (1) Under 105.11.2.3 the department may revoke acceptance and direct the contractor to repair or replace previously accepted sign installations if the department subsequently discovers evidence of defective materials or improper installation. Deficiencies that warrant department action include but are not limited to the following:
- Sign posts more than five degrees out of plumb.
 - Signs twisted by more than 5 degrees from plan orientation.
 - Signs with delaminated or warped plywood.
 - Signs with bubbling, fading, delaminating, or buckling sheeting.
-

646.3.3.4 Proving Period

Correct errata to reference to 105.11.2.3 as revised to implement changes to the finals process.

- (4) Replace all marking within sections with a percent failing more than 10% and repair or replace all markings that, in the engineer's assessment, show evidence of improper construction. If post-acceptance inspections uncover evidence of defective materials or improper construction, the department may revoke acceptance under 105.11.2.3.

ADDITIONAL SPECIAL PROVISION 7

- A. Reporting 1st Tier and DBE Payments During Construction
1. Comply with reporting requirements specified in the department's Civil Rights Compliance, Contractor's User Manual, Sublets and Payments.
 2. Report payments to all DBE firms within 10 calendar days of receipt of a progress payment by the department or a contractor for work performed, materials furnished, or materials stockpiled by a DBE firm. Report the payment as specified in A(1) for all work satisfactorily performed and for all materials furnished or stockpiled.
 3. Report payments to all first tier subcontractor relationships within 10 calendar days of receipt of a progress payment by the department for work performed. Report the payment as specified in A(1) for all work satisfactorily performed.
 4. All tiers shall report payments as necessary to comply with the DBE payment requirement as specified in A(2).
 5. Require all first tier relationships, DBE firms and all other tier relationships necessary to comply with the DBE payment requirement in receipt of a progress payment by contractor to acknowledge receipt of payment as specified in A(1), (2), (3) and (4).
 6. All agreements made by a contractor shall include the provisions in A(1), (2), (3), (4) and (5), and shall be binding on all first tier subcontractor relationships and all contractors and subcontractors utilizing DBE firms on the project.
- B. Costs for conforming to this special provision are incidental to the contract.

ADDITIONAL SPECIAL PROVISION 9
Electronic Certified Payroll Submittal

(1) Use the department's Civil Rights Compliance System (CRCS) to submit certified payrolls electronically. Details are available online through the department's highway construction contractor information (HCCI) site on the Labor, Wages, and EEO Information page at:

<http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/index.shtm>

(2) Ensure that all tiers of subcontractors, as well as all trucking firms, submit their weekly certified payrolls electronically through CRCS. These payrolls are due within seven calendar days following the close of the payroll period. Every firm providing physical labor towards completing the project is a subcontractor under this special provision.

(3) Upon receipt of contract execution, promptly make all affected firms aware of the requirements under this special provision and arrange for them to receive CRCS training as they are about to begin payrolls. The department will provide training either in a classroom setting at one of our regional offices or by telephone. Contact Tess Mulrooney at 608-267-4489 to schedule the training.

(4) The department will reject all paper submittals of forms DT-1816 and DT-1929 for information required under this special provision. All costs for conforming to this special provision are incidental to the contract.

(5) Firms wishing to export payroll data from their computer system into CRCS should have their payroll coordinator send several sample electronic files to Tess two months before a payroll needs to be submitted. Not every contractor's payroll system is capable of producing export files. For details, see pages 17-22 of the CRCS System Background Information manual available online on the Labor, Wages, and EEO Information page at:

<http://roadwaystandards.dot.wi.gov/hcci/labor-wages-eeo/crc-basic-info.pdf>

DECEMBER 2013

BUY AMERICA PROVISION

All steel and iron materials permanently incorporated in this project shall be domestic products and all manufacturing and coating processes for these materials from smelting forward in the manufacturing process must have occurred within the United States. Coating includes epoxy coating, galvanizing, painting and any other coating that protects or enhances the value of a material subject to the requirements of Buy America. The exemption of this requirement is the minimal use of foreign materials if the total cost of such material permanently incorporated in the product does not exceed one-tenth of one percent (1/10 of 1%) of the total contract cost or \$2,500.00, whichever is greater. For purposes of this paragraph, the cost is that shown to be the value of the subject products as they are delivered to the project. The contractor shall take actions and provide documentation conforming to CMM 2-28.5 to ensure compliance with this "Buy America" provision.

<http://roadwaystandards.dot.wi.gov/standards/cmm/cm-02-28.pdf#cm2-28.5>

Upon completion of the project certify to the engineer, in writing using department form WS4567, that all steel, iron, and coating processes for steel or iron incorporated into the contract work conform to these "Buy America" provisions. Attach a list of exemptions and their associated costs to the certification form. Department form WS4567 is available at:

<http://roadwaystandards.dot.wi.gov/standards/forms/ws4567.doc>

Effective with September 2004 Letting

**WISCONSIN DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS AND TRANSPORTATION FACILITIES**

SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS

- I. Wage Rates, Hours of labor and payment of Wages
- II. Payroll Requirements
- III. Postings at the Site of the Work
- IV. Affidavits
- V. Wage Rate Redistribution
- VI. Additional Classifications

I. WAGE RATES, HOURS OF LABOR AND PAYMENT OF WAGES

The schedule of "Minimum Wage Rates" attached hereto and made a part hereof furnishes the prevailing wage rates that have been determined pursuant to Section 103.50 of the Wisconsin Statutes. These wage rates are the minimum required to be paid to the various laborers, workers, mechanics and truck drivers employed by contractors and subcontractors on the construction work embraced by the contract and subject to prevailing hours and wages under Section 103.50, Stats. If necessary to employ laborers, workers, mechanics or truck drivers whose classification is not listed on the schedule, they shall be paid at rates conformable to those listed for similar classifications. Apprentices shall be paid at rates not less than those prescribed in their state indenture contracts.

While the wage rates shown are the minimum rates required by the contract to be paid during its life, this is not a representation that labor can be obtained at these rates. It is the responsibility of bidders to inform themselves as to the local labor conditions and prospective changes or adjustments of wage rates. No increase in the contract price shall be allowed or authorized on account of the payment of wage rates in excess of those listed herein.

Pursuant to Section 103.50 of the Wisconsin Statutes, the prevailing hours of labor have been determined to be up to 10 hours per day and 40 hours per calendar week Monday through Friday. If any laborer, worker, mechanic or truck driver is permitted or required to work more than the prevailing number of hours per day or per calendar week on this contract, they shall be paid for all hours in excess of the prevailing hours at a rate of at least one and one-half (1 1/2) times their hourly rate of pay. All work on Saturday, Sunday and the following holidays is to be paid at time and a half: (1) January 1, (2) the last Monday in May, (3) July 4, (4) the first Monday in September, (5) the fourth Thursday in November, (6) December 25, (7) the day before if January 1, July 4 or December 25 falls on a Saturday and (8) the day following if January 1, July 4 or December 25 falls on a Sunday.

All laborers, workers, mechanics and truck drivers shall be paid unconditionally not less often than once a week. Persons who own and operate their own trucks must receive the prevailing truck driver rate for the applicable type of truck (i.e. 2 axle, 3 or more axle, articulated, eculid or dumptor) he or she operates, plus an agreed upon amount for the use of his or her truck. Every owner-operator MUST be paid separately for their driving and for the use of their truck.

For those projects subject to the requirements of the Davis-Bacon Act, the Secretary of Labor will also have determined "Minimum Wage Rates" for work to be performed under the contract. These rates are, for all or most of the labor, worker, mechanic or truck driver classifications, identical to those established under Section 103.50 of the Wisconsin Statutes. In the event the rates are not identical, the higher of the two rates will govern.

II. PAYROLL REQUIREMENTS

All contractors and subcontractors must submit weekly Certified Payrolls and Compliance Statement verifying that all laborers, workers, mechanics and truck drivers working on the project have been paid the prevailing wage rates for all work performed under the contract required by Section 103.50 of the Wisconsin Statutes.

III. POSTINGS AT THE SITE OF THE WORK

In addition to the required postings furnished by the Department, the contractor shall post the following in at least one conspicuous place at the site of work:

- a. "NOTICE TO EMPLOYEES," which provides information required to be posted by the provisions of Section 103.50 of the Wisconsin Statutes.
- b. A copy of the State of Wisconsin Minimum Wages Rates. (Four pages.)
- c. A copy of the contractor's Equal Employment Opportunity Policy.
- d. On any project involving federal aid, in addition to the furnished postings, the contractor shall post a copy of the "Davis-Bacon Act, Minimum Wage Rates". (Three pages.)

IV. WAGE RATE REDISTRIBUTION

The amount specified as the hourly basic rate of pay and the amount(s) specified as the fringe benefit contribution(s), for all classes of laborers, workers, mechanics or truck drivers may be redistributed, when necessary, to conform to those specified in any applicable collective bargaining agreement, provided that both parties to such agreement

request and receive the approval for any such redistribution from both the Department of Transportation and the Department of Workforce Development prior to the implementation of such redistribution.

V. ADDITIONAL CLASSIFICATIONS

Any unlisted laborer or mechanic classification that is needed to perform work on this project, and is not included within the scope of any of the classifications listed in the application prevailing wage rate determination, may be added after award only if all of the following criteria have been met:

1. The affected employer(s) must make a written request to WisDOT Central Office to utilize the unlisted classification on this project.
2. The request must indicate the scope of the work to be performed by the unlisted classification and must indicate the proposed wage/fringe benefit package that the unlisted classification is to receive.
3. The work to be performed by the unlisted classification must not be performed by a classification that is included in the applicable prevailing wage rate determination.
4. The unlisted classification must be commonly employed in the area where the project is located.
5. The proposed wage/fringe benefit package must bear a reasonable relationship to those set forth in the applicable prevailing wage rate determination.
6. The request should be made prior to the actual performance of the work by the unlisted classification.
7. DWD must approve the use of the unlisted classification and the proposed wage/fringe benefit package. USDOL also must approve the use of the unlisted classification and the proposed wage/fringe benefit package on federal aid projects.
8. WisDOT and DWD may amend the proposed wage/fringe benefit package, as deemed necessary, and may set forth specific employment ratios and scope of work requirements in the approval document.

The approved wage/fringe benefit package shall be paid to all laborers, workers, mechanics or truck drivers performing work within the scope of that performed by the unlisted classification, from the first day on which such work is performed. In the event that work is performed by the unlisted classification prior to approval, the wage/fringe benefit package to be paid for such work must be in conformance with the wage/fringe

benefit package approved for such work. Under this arrangement a retroactive adjustment in wages and/or fringe benefits may be required to be made to the affected laborers, workers, mechanics or truck drivers by the affected employer(s).

**ANNUAL PREVAILING WAGE RATE DETERMINATION
FOR ALL STATE HIGHWAY PROJECTS
IOWA COUNTY**

Compiled by the State of Wisconsin - Department of Workforce Development
for the Department of Transportation
Pursuant to s. 103.50, Stats.
Issued on May 1, 2014

CLASSIFICATION: Contractors are required to call the Department of Workforce Development if there are any questions regarding the proper trade or classification to be used for any worker on a public works project.

OVERTIME: Time and one-half must be paid for all hours worked over 10 hours per day and 40 hours per calendar week and for all hours worked on Saturday, Sunday and the following six (6) holidays: January 1; the last Monday in May; July 4; the 1st Monday in September; the 4th Thursday in November; December 25; the day before if January 1, July 4 or December 25 falls on a Saturday; the day following if January 1, July 4 or December 25 falls on a Sunday.

FUTURE INCREASE: If indicated for a specific trade or occupation, the full amount of such increase MUST be added to the "TOTAL" indicated for such trade or occupation on the date(s) such increase(s) becomes effective.

PREMIUM PAY: If indicated for a specific trade or occupation, the full amount of such pay MUST be added to the "HOURLY BASIC RATE OF PAY" indicated for such trade or occupation, whenever such pay is applicable.

SUBJOURNEY: Wage rates may be available for some of the classifications indicated below. Any employer that desires to use any subjourney classification on a project MUST request the applicable wage rate from the Department of Workforce Development PRIOR to the date such classification is used on such project. Form ERD-10880 is available for this purpose and can be obtained by writing to the Department of Workforce Development, Equal Rights Division, P.O. Box 8928, Madison, WI 53708.

<u>TRADE OR OCCUPATION</u>	<u>HOURLY BASIC RATE OF PAY</u>	<u>HOURLY FRINGE BENEFITS</u>	<u>TOTAL</u>
	\$	\$	\$
Bricklayer, Blocklayer or Stonemason	32.01	17.35	49.36
Carpenter	30.48	15.90	46.38
Cement Finisher	33.51	16.13	49.64
Future Increase(s): Add \$1.87 on 6/1/14; Add \$1.87 on 6/1/15; Add \$1.75 on 6/1/16.			
Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add \$1.40/hr when the Wisconsin Department of Transportation or responsible governing agency requires that work be performed at night under artificial illumination with traffic control and the work is completed after sunset and before sunrise.			
Electrician	34.07	19.25	53.32
Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day.			
Fence Erector	24.33	0.00	24.33
Ironworker	31.25	19.46	50.71
Line Constructor (Electrical)	38.25	17.31	55.56
Painter	21.87	11.37	33.24
Pavement Marking Operator	30.00	0.00	30.00
Piledriver	30.98	15.90	46.88
Roofer or Waterproofing	29.40	0.42	29.82
Teledata Technician or Installer	21.89	11.61	33.50
Tuckpointer, Caulker or Cleaner	35.25	13.15	48.40
Underwater Diver (Except on Great Lakes)	34.48	15.90	50.38
Heavy Equipment Operator - ELECTRICAL LINE CONSTRUCTION ONLY	34.43	15.24	49.67
Light Equipment Operator -ELECTRICAL LINE CONSTRUCTION ONLY	35.50	15.89	51.39
Heavy Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	26.78	13.58	40.36
Light Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	24.86	12.97	37.83

<u>TRADE OR OCCUPATION</u>	<u>HOURLY BASIC RATE OF PAY</u>	<u>HOURLY FRINGE BENEFITS</u>	<u>TOTAL</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>
Groundman - ELECTRICAL LINE CONSTRUCTION ONLY	21.75	12.70	34.45

TRUCK DRIVERS

Single Axle or Two Axle	34.22	19.90	54.12
Three or More Axle	24.52	17.77	42.29
Future Increase(s): Add \$1.30/hr on 6/1/2014. Premium Pay: DOT PREMIUM: Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day.			
Articulated, Euclid, Dumptror, Off Road Material Hauler	29.27	20.40	49.67
Future Increase(s): Add \$1.75/hr on 6/1/14; Add \$1.25/hr on 6/1/15; Add \$1.30/hr on 6/1/16; Add \$1.25/hr on 6/1/17. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add \$1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http://www.dot.wi.gov/business/civilrights/laborwages/pwc.htm .			
Pavement Marking Vehicle	23.31	17.13	40.44
Shadow or Pilot Vehicle	34.22	19.90	54.12
Truck Mechanic	23.31	17.13	40.44

LABORERS

General Laborer	29.04	14.63	43.67
Future Increase(s): Add \$1.60/hr on 6/1/2014. Premium Pay: Add \$.10/hr for topman, air tool operator, vibrator or tamper operator (mechanical hand operated), chain saw operator and demolition burning torch laborer; Add \$.15/hr for bituminous worker (raker and luteman), formsetter (curb, sidewalk and pavement) and strike off man; Add \$.20/hr for blaster and powderman; Add \$.25/hr for bottomman; Add \$.35/hr for line and grade specialist; Add \$.45/hr for pipelayer. DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add \$1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			
Asbestos Abatement Worker	24.36	14.53	38.89
Landscaper	29.32	14.63	43.95
Future Increase(s): Add \$1.60/hr on 6/1/14. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add \$1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			
Flagperson or Traffic Control Person	25.67	14.63	40.30
Future Increase(s): Add \$1.60/hr on 6/1/2014. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add \$1.25/hr when the Wisconsin Department of Transportation or responsible governing agency requires that work be performed at night under artificial illumination with traffic control and the work is completed after sunset and before sunrise.			
Fiber Optic Laborer (Outside, Other Than Concrete Encased)	18.31	12.67	30.98
Railroad Track Laborer	23.46	2.79	26.25

<u>TRADE OR OCCUPATION</u>	<u>HOURLY BASIC RATE OF PAY</u>	<u>HOURLY FRINGE BENEFITS</u>	<u>TOTAL</u>
	\$	\$	\$
HEAVY EQUIPMENT OPERATORS			
Crane, Tower Crane, Pedestal Tower or Derrick, With Boom, Leads &/or Jib Lengths Measuring 176 Ft or Over; Crane, Tower Crane, Pedestal Tower or Derrick, With or Without Attachments, With a Lifting Capacity of Over 100 Tons, Self-Erecting Tower Crane With a Lifting Capacity Of Over 4,000 Lbs., Crane With Boom Dollies; Traveling Crane (Bridge Type). Future Increase(s): Add \$1.75/hr on 6/1/2014); Add \$1.25/hr on 6/1/2015); Add \$1.30/hr on 6/1/2016); Add \$1.25/hr on 6/ 1/ 2017. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add \$1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:// www.dot.wi.gov/business/civilrights/laborwages/pwc.htm .	36.72	20.40	57.12
Backhoe (Track Type) Having a Mfrg.'s Rated Capacity of 130,000 Lbs. or Over; Caisson Rig; Crane, Tower Crane, Portable Tower, Pedestal Tower or Derrick, With Boom, Leads &/or Jib Lengths Measuring 175 Ft or Under; Crane, Tower Crane, Portable Tower, Pedestal Tower or Derrick, With or Without Attachments, With a Lifting Capacity of 100 Tons or Under, Self-Erecting Tower Crane With A Lifting Capacity Of 4,000 Lbs., & Under; Dredge (NOT Performing Work on the Great Lakes); Licensed Boat Pilot (NOT Performing Work on the Great Lakes); Pile Driver. Future Increase(s): Add \$1.75/hr on 6/1/2014); Add \$1.25/hr on 6/1/2015); Add \$1.30/hr on 6/1/2016); Add \$1.25/hr on 6/ 1/ 2017. Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add \$1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:// www.dot.wi.gov/business/civilrights/laborwages/pwc.htm .	36.22	20.40	56.62
Air Track, Rotary or Percussion Drilling Machine &/or Hammers, Blaster; Asphalt Heater, Planer & Scarifier; Asphalt Milling Machine; Asphalt Screed; Automatic Subgrader (Concrete); Backhoe (Track Type) Having a Mfrg.'s Rated Capacity of Under 130,000 Lbs., Backhoe (Mini, 15,000 Lbs. & Under); Bituminous (Asphalt) Plant & Paver, Screed; Boatmen (NOT Performing Work on the Great Lakes); Boring Machine (Directional, Horizontal or Vertical); Bridge (Bidwell) Paver; Bulldozer or Endloader; Concrete Batch Plant, Batch Hopper; Concrete Breaker (Large, Auto, Vibratory/Sonic, Manual or Remote); Concrete Bump Cutter, Grinder, Planing or Grooving Machine; Concrete Conveyor System; Concrete Laser/Screed; Concrete Paver (Slipform); Concrete Pump, Concrete Conveyor (Rotec or Bidwell Type); Concrete Slipform Placer Curb & Gutter Machine; Concrete Spreader & Distributor; Crane (Carry Deck, Mini) or Truck Mounted Hydraulic Crane (10 Tons or Under); Crane With a Lifting Capacity of 25 Tons or Under; Forestry Equipment, Timbco, Tree Shear, Tub Grinder, Processor; Gradall (Cruz-Aire Type); Grader or Motor Patrol; Grout Pump; Hydro-Blaster (10,000 PSI or Over); Loading Machine (Conveyor); Material or Stack Hoist; Mechanic or Welder; Milling Machine; Post Hole Digger or Driver; Roller (Over 5 Ton); Scraper (Self Propelled or Tractor Drawn) 5 cu yds or More Capacity; Shoulder Widener; Sideboom; Skid Rig; Stabilizing or Concrete Mixer (Self-Propelled or 14S or Over); Straddle Carrier or Travel Lift; Tractor (Scraper, Dozer, Pusher, Loader); Tractor or Truck Mounted Hydraulic Backhoe; Trencher (Wheel Type or Chain Type); Tube Finisher; Tugger (NOT Performing Work on the Great Lakes); Winches	35.72	20.40	56.12

<u>TRADE OR OCCUPATION</u>	<u>HOURLY BASIC RATE OF PAY</u>	<u>HOURLY FRINGE BENEFITS</u>	<u>TOTAL</u>
	\$	\$	\$

& A- Frames.			
Future Increase(s): Add \$1.75/hr on 6/1/2014); Add \$1.25/hr on 6/1/2015); Add \$1.30/hr on 6/1/2016); Add \$1.25/hr on 6/ 1/ 2017.			
Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add \$1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:// www.dot.wi.gov/business/civilrights/laborwages/pwc.htm .			

Belting, Burlap, Texturing Machine; Broom or Sweeper; Compactor (Self-Propelled or Tractor Mounted, Towed & Light Equipment); Concrete Finishing Machine (Road Type); Environmental Burner; Farm or Industrial Type Tractor; Fireman (Asphalt Plant, Pile Driver & Derrick NOT Performing Work on the Great Lakes); Forklift; Greaser; Hoist (Tugger, Automatic); Jeep Digger; Joint Sawyer (Multiple Blade); Launch (NOT Performing Work on the Great Lakes); Lift Slab Machine; Mechanical Float; Mulcher; Power Subgrader; Robotic Tool Carrier (With or Without Attachments); Roller (Rubber Tire, 5 Ton or Under); Self Propelled Chip Spreader; Shouldering Machine; Skid Steer Loader (With or Without Attachments); Telehandler; Tining or Curing Machine.	35.46	20.40	55.86
Future Increase(s): Add \$1.75/hr on 6/1/2014); Add \$1.25/hr on 6/1/2015); Add \$1.30/hr on 6/1/2016); Add \$1.25/hr on 6/ 1/ 2017.			
Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add \$1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:// www.dot.wi.gov/business/civilrights/laborwages/pwc.htm .			

Air Compressor (&/or 400 CFM or Over); Air, Electric or Hydraulic Jacking System; Augers (Vertical & Horizontal); Automatic Belt Conveyor & Surge Bin; Boiler (Temporary Heat); Concrete Proportioning Plant; Crusher, Screening or Wash Plant; Generator (&/or 150 KW or Over); Heaters (Mechanical); High Pressure Utility Locating Machine (Daylighting Machine); Mudjack; Oiler; Prestress Machine; Pug Mill; Pump (3 Inch or Over) or Well Points; Rock, Stone Breaker; Screed (Milling Machine); Stump Chipper; Tank Car Heaters; Vibratory Hammer or Extractor, Power Pack.	35.17	20.40	55.57
Future Increase(s): Add \$1.75/hr on 6/1/2014); Add \$1.25/hr on 6/1/2015); Add \$1.30/hr on 6/1/2016); Add \$1.25/hr on 6/ 1/ 2017.			
Premium Pay: DOT PREMIUMS: 1) Pay two times the hourly basic rate on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day & Christmas Day. 2) Add \$1.50/hr night work premium. See DOT'S website for details about the applicability of this night work premium at: http:// www.dot.wi.gov/business/civilrights/laborwages/pwc.htm .			

Fiber Optic Cable Equipment.	26.69	16.65	43.34

Wisconsin Department of Transportation

PAGE: 1

DATE: 04/04/14

REVISED:

SCHEDULE OF ITEMS

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS

SECTION 0001 CONTRACT ITEMS

0010	201.0105 CLEARING	37.000 STA	.		.	
0020	201.0205 GRUBBING	37.000 STA	.		.	
0030	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS	1,735.000 SY	.		.	
0040	204.0165 REMOVING GUARDRAIL	100.000 LF	.		.	
0050	211.0100 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) 01. 5939-00-61	LUMP	LUMP		.	
0060	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS	60.000 STA	.		.	
0070	213.0100 FINISHING ROADWAY (PROJECT) 01. 5939-00-61	1.000 EACH	.		.	
0080	305.0110 BASE AGGREGATE DENSE 3/4-INCH	1,275.000 TON	.		.	
0090	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	200.000 TON	.		.	
0100	305.0500 SHAPING SHOULDERS	516.000 STA	.		.	

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0110	440.4410.S INCENTIVE IRI RIDE	19,500.000 DOL	1.00000		19500.00	
0120	455.0105 ASPHALTIC MATERIAL PG58-28	465.000 TON	.		.	
0130	455.0605 TACK COAT	1,830.000 GAL	.		.	
0140	460.1100 HMA PAVEMENT TYPE E-0.3	8,340.000 TON	.		.	
0150	460.2000 INCENTIVE DENSITY HMA PAVEMENT	5,340.000 DOL	1.00000		5340.00	
0160	490.0205 SALVAGED ASPHALTIC PAVEMENT MILLING	3,118.000 TON	.		.	
0170	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING	8.000 EACH	.		.	
0180	614.0925 SALVAGED GUARDRAIL END TREATMENTS	4.000 EACH	.		.	
0190	614.2300 MGS GUARDRAIL 3	2,837.500 LF	.		.	
0200	614.2500 MGS THRIE BEAM TRANSITION	158.000 LF	.		.	
0210	614.2610 MGS GUARDRAIL TERMINAL EAT	8.000 EACH	.		.	

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0220	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 5939-00-61	1.000 EACH	.		.	
0230	619.1000 MOBILIZATION	1.000 EACH	.		.	
0240	625.0100 TOPSOIL	4,140.000 SY	.		.	
0250	627.0200 MULCHING	4,140.000 SY	.		.	
0260	628.1504 SILT FENCE	750.000 LF	.		.	
0270	628.1520 SILT FENCE MAINTENANCE	1,500.000 LF	.		.	
0280	628.1905 MOBILIZATIONS EROSION CONTROL	2.000 EACH	.		.	
0290	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL	2.000 EACH	.		.	
0300	628.2023 EROSION MAT CLASS II TYPE B	40.000 SY	.		.	
0310	628.7504 TEMPORARY DITCH CHECKS	100.000 LF	.		.	
0320	629.0210 FERTILIZER TYPE B	2.590 CWT	.		.	

SCHEDULE OF ITEMS

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0330	630.0120 SEEDING MIXTURE NO. 20	11.100 LB	.		.	
0340	634.0614 POSTS WOOD 4X6-INCH X 14-FT	33.000 EACH	.		.	
0350	634.0616 POSTS WOOD 4X6-INCH X 16-FT	26.000 EACH	.		.	
0360	634.0618 POSTS WOOD 4X6-INCH X 18-FT	6.000 EACH	.		.	
0370	637.2210 SIGNS TYPE II REFLECTIVE H	229.680 SF	.		.	
0380	637.2230 SIGNS TYPE II REFLECTIVE F	242.250 SF	.		.	
0390	638.2602 REMOVING SIGNS TYPE II	69.000 EACH	.		.	
0400	638.3000 REMOVING SMALL SIGN SUPPORTS	64.000 EACH	.		.	
0410	642.5001 FIELD OFFICE TYPE B	1.000 EACH	.		.	
0420	643.0100 TRAFFIC CONTROL (PROJECT) 01. 5939-00-61	1.000 EACH	.		.	
0430	643.0300 TRAFFIC CONTROL DRUMS	800.000 DAY	.		.	

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0440	643.0420 TRAFFIC CONTROL BARRICADES TYPE III	160.000 DAY	.		.	
0450	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C	320.000 DAY	.		.	
0460	643.0900 TRAFFIC CONTROL SIGNS	670.000 DAY	.		.	
0470	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE	96.000 SF	.		.	
0480	646.0106 PAVEMENT MARKING EPOXY 4-INCH	51,540.000 LF	.		.	
0490	646.0406 PAVEMENT MARKING SAME DAY EPOXY 4-INCH	42,180.000 LF	.		.	
0500	647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH	22.000 LF	.		.	
0510	648.0100 LOCATING NO-PASSING ZONES	4.879 MI	.		.	
0520	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH	2,110.000 LF	.		.	
0530	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE	25,762.000 LF	.		.	

SCHEDULE OF ITEMS

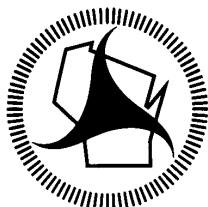
REVISED:

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0540	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 5939-00-61	LUMP	LUMP		.	
0550	690.0150 SAWING ASPHALT	260.000 LF	.		.	
0560	SPV.0060 SPECIAL 01. COVER PLATES LEFT IN PLACE	2.000 EACH	.		.	
0570	SPV.0060 SPECIAL 02. LANDMARK REFERENCE MONUMENTS SPECIAL	3.000 EACH	.		.	
	SECTION 0001 TOTAL				.	
	TOTAL BID				.	

PLEASE ATTACH SCHEDULE OF ITEMS HERE



Wisconsin Department of Transportation

May 29, 2014

Division of Transportation Systems Development

Bureau of Project Development
4802 Sheboygan Avenue, Rm 601
P O Box 7916
Madison, WI 53707-7916

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

NOTICE TO ALL CONTRACTORS:

Proposal #11: 5939-00-61
Cobb - Avoca
CTH P to STH 133
STH 80
Iowa County

Letting of June 10, 2014

This is Addendum No. 1, which provides for the following:

Special Provisions

Added Special Provisions	
Article No.	Description
19	HMA, Thin Layer Overlay, E-0.3, Item SPV.0195.01

Schedule of Items

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
455.0105	Asphaltic Material PG 58-28	Ton	465	60	60
455.0605	Tack Coat	GAL	1830	160	160
460.1100	HMA Pavement Type E-0.3	Ton	8340	1060	1060
490.0205	Salvaged Asphaltic Pavement Milling	Ton	3118	3040	3040

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
SPV.0195.01	HMA, Thin Layer Overlay, E-0.3	Ton	0	5615	5615

Deleted Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
204.0115	Removing Asphaltic Surface Butt Joints	SY	1735	0	0
211.0100	Prepare Foundation for Asphaltic Paving (5939-00-61)	LS	1	0	0
460.2000	Incentive Density HMA Pavement	DOL	5340	0	0

Plan Sheets

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
2	Removed Asphalt Pavement Chart; revised note 10 in general notes to utilize HMA, Thin Layer Overlay, E-0.3 for driveways; added note 17 to the general notes to indicate where to utilize HMA Pavement Type E-0.3; added note 17 to general notes to include a maximum wedging thickness for HMA Pavement Type E-0.3 of 2 inches.
4	<p>Upper Left Typical: Revised match above existing profile note to reflect 1 ½"; Revised base aggregate dense ¾-inch (typ) note to reflect 1 ½"; Revised HMA pavement note to reflect 1 ½" and HMA, Thin Layer Overlay, E-0.3.</p> <p>Upper Right Typical: Revised match above existing profile note to reflect 1 ½"; Revised base aggregate dense ¾-inch (typ) note to reflect 1 ½"; Revised HMA pavement note to reflect 1 ½" and HMA, Thin Layer Overlay, E-0.3, Changed note to reflect the use of HMA Pavement Type E-0.3 for wedging purposes and maximum lift depth of pavement.</p> <p>Bottom Left Typical: Revised match below existing profile note to reflect 1 ½"; Revised base aggregate dense ¾-inch (typ) note to reflect 1 ½"; Revised mill and HMA pavement note to reflect 1 ½" and HMA, Thin Layer Overlay, E-0.3.</p> <p>Bottom Right Typical: Revised match below existing profile note to reflect 1 ½"; Revised base aggregate dense ¾-inch (typ) note to reflect 1 ½"; Revised mill and HMA pavement note to reflect 1 ½" and HMA, Thin Layer Overlay, E-0.3.</p>
5	<p>Top Typical: Revised match below existing profile note to reflect 1 ½"; Revised mill and HMA pavement note to reflect 1 ½" and HMA, Thin Layer Overlay, E-0.3.</p> <p>Bottom Left Typical: Revised match below existing profile note to reflect 1 ½"; Revised base aggregate dense ¾-inch (typ) note to reflect 1 ½"; Revised mill and HMA pavement note to reflect 1 ½" and HMA, Thin Layer Overlay, E-0.3.</p> <p>Bottom Right Typical: Revised base aggregate dense ¾-inch (typ) note to reflect 1 ½"; Revised mill and HMA pavement note to reflect 1 ½" and HMA, Thin Layer Overlay, E-0.3.</p>
6	<p>Upper Left Typical: Revised match above existing profile note to reflect 1 ½"; Revised HMA pavement note to reflect 1 ½" and HMA, Thin Layer Overlay, E-0.3.</p> <p>Upper Right Typical: Revised match above existing profile note to reflect 1 ½"; Revised base aggregate dense ¾-inch (typ) note to reflect 1 ½"; Revised HMA pavement note to reflect 1 ½" and HMA, Thin Layer Overlay, E-0.3.</p> <p>Bottom Typical: Revised match above existing profile note to reflect 1 ½"; Revised HMA pavement note to reflect 1 ½" and HMA, Thin Layer Overlay, E-0.3. Changed note to reflect the use of HMA Pavement Type E-0.3 for wedging purposes and maximum lift depth of pavement.</p>
7	<p>Side Road Butt Joint Detail at Match Point Construction Detail: Changed dimensions to reflect 1 ½" HMA, Thin Layer Overlay, E-0.3 pavement; Revised notes to reflect 1 ½" match point and milling to be paid as "Salvaged Asphaltic Pavement Milling".</p> <p>Typical Driveway Profile Detail for Rural Private Driveway and Field Entrance Construction Detail: Revised note to show new HMA, Thin Layer Overlay, E-0.3 pavement.</p> <p>Driveway Intersection Detail Construction Detail: Revised note to show new HMA, Thin Layer Overlay, E-0.3 pavement.</p> <p>Butt Joint Detail (Mainline) Construction Detail: Revised dimensions to reflect 1 ½" HMA, Thin</p>

	Layer Overlay, E-0.3; Revised legend to reflect 1 ½" HMA, Thin Layer Overlay, E-0.3 and milling to be paid as "Salvaged Asphaltic Pavement Milling".
8	Spot Repairs of Distressed Pavement Construction Detail: Changed leaders to reflect 1 ½" HMA, Thin Layer Overlay, E-0.3 proposed pavement; Changed leader for proposed base aggregate dense ¾-inch to 1 ½" Cover Plate Left In Place Construction Detail: Changed dimension to 1 ½", revised leader to Proposed HMA, Thin Layer Overlay, E-0.3; Revised legend to reflect 1 ½" HMA, Thin Layer Overlay, E-0.3; Revised note 5 to include maximum layer thickness of pavement not to exceed 2-inch lifts.
31	Revised Miscellaneous Quantities Item 490.0205 Salvaged Asphaltic Pavement Milling for all sections of roadway listed; Removed Item 204.0115 Removing Asphaltic Surface Butt Joints
33	Revised Miscellaneous Quantities Asphalt Items Table; Removed Item 211.0100 Prepare Foundation for Asphaltic Paving (5939-00-61); Revised Item 455.0105 Asphaltic Material PG58-28 to a total quantity of 60 Tons; Revised Item 455.0605 Tack Coat to a total quantity of 160 Gal; Revised Item 460.1100 HMA Pavement Type E-0.3 to a total quantity of 1,060 Tons; Added Item SPV.0195.01 HMA, Thin Layer Overlay, E-0.3 with a total quantity of 6,510 Tons.
53	Revised note to reflect 1 ½" HMA, Thin Layer Overlay, E-0.3
54	Revised note to reflect 1 ½" HMA, Thin Layer Overlay, E-0.3

Other

HMA, Thin Layer Overlay, E-0.3, SPV.0195.01 will be used in place of HMA Pavement Type E-0.3, Item 460.1100 for the finished surface lift. HMA Pavement Type E-0.3 will still be utilized for crown corrections, super elevation corrects, and spot repairs.

The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 1

5939-00-61

May 29, 2014

Special Provisions

19. HMA, Thin Layer Overlay, E-0.3, Item SPV 0195.01

A. Description.

This special provision describes materials requirements, production sampling and testing processes, and acceptance parameters for use of HMA Thin Layer Overlay mixtures.

Applications for this special provision are E-0.3, E-1, E-3, and E-10 mixture types. E-0.3 will be used for this project.

B. Materials.

B1. General

Provide the HMA and associated construction materials in conformance with the applicable provisions of standard specs 450, 455.2.5, and 460, and as modified within this special provision.

B2. Tack Coat.

Furnish emulsified asphalt conforming to the requirements of either undiluted Type SS1h or undiluted CSS1h.

B3. Asphaltic Materials

Furnish PG asphalt binders in compliance with standard spec 455.2.4.1.

Furnish a **PG 58-34** for E-0.3, E-1, E-3 mix type applications.

Furnish a **PG 64-34** for E-10 mix type applications.

B4. Aggregate Gradation and Physical Property Requirements.

Ensure aggregates being provided for HMA Thin Layer Overlay are on the list of department-approved sources for coarse aggregates. For fine aggregate sources not currently listed, submit samples in compliance with the requirements of standard spec 106.3.4.

Additionally note, the sum of deleterious materials (i.e. clay, loam, shale, organic matter, etc) and particles which are structurally weak or are found to be non-durable in service are not to exceed 1.0 percent, by weight.

Replace Table 460-1 Aggregate Gradation Master Range and VMA Requirements of the standard specifications with the following:

Table 1 - HMA Thin Overlay Aggregate Gradation

Sieve Size	Total %Passing by Wt 9.5mm
12.5.mm (½")	100

9.5mm (3/8")	90-100
4.75mm (No. 4)	0-90
2.36mm (No. 8)	20-65
1.18mm (No. 16)	30-60
600mm (No. 30)	20-45
75um (No. 200)	3 - 10

B5. HMA Thin Layer Overlay Mixture.

Furnish a mixture composed of aggregate, asphalt binder, and if necessary, mineral filler.

Replace the associated areas of Table 460-2 Mixture Requirements of the standard specifications with the following:

Table 2 - HMA Thin Layer Overlay Aggregate Physical Requirements and Mixture Requirements

	E-0.3	E-1	E-3	E-10
Percent Crush (min.) 2F	65%	70%	75%	98%
Fine aggregate angularity (AASHTO 304), Method A	40	43	45	45
L.A abrasion loss (max/500r) (For 9.5mm)	50	45	42	40
Gyratory Compaction				
Gyrations for Nini	6	6	6	7
Gyrations for Ndes	40	40	40	75
Gyrations for Nmax	60	60	60	115
Dust/Pbe Ratio	0.6 - 1.4	0.6 - 1.4	0.6 - 1.4	0.8 - 1.6

B5. Recycled Asphaltic Materials

When incorporating recycled materials into the HMA mixture design, adjust the Maximum Allowable Percent Binder Replacement limit for Upper Layers to **10** for all combinations. Footnote 1 of standard spec 460.2.5 (2) still applies.

C. Construction.

C1. Tack Coat Application.

Apply the tack coat to completely cover the prepared surface, and all vertical surfaces of the existing bituminous mats, curbing, gutter, manholes and other structures. Apply at a rate of 0.05-0.08 gallons per square yard.

C2. Mixture Application Thickness

Provide the following plan thickness for the applicable NMAS:

- 9.5mm = >1.00"-1.50"

C3. Mixture Design

Develop a mix design in compliance with 460.2.7 and submit a completed mix design report to the engineer for review 2 business days prior to the start of production.

C4. Contractor Production Quality Control

Perform Quality Control (QC) testing in compliance with the requirements of standard spec 460.2.8, and control to the following limits.

Table 4 - Control Limits (based from JMF Targets)

PARAMETER	JMF limits	Warning limits
Air Voids	± 1.0	± 0.8
Binder Content	± 0.30	± 0.20
VMA	- 0.8	- 0.5
% Passing 2.36mm (# 8) and Larger Sieves	± 5.0	± 4.0
% Passing 1.18mm (#16) Sieve	± 4.0	± 3.0
% Passing 75um (# 200) Sieve	± 2.0	± 1.5

Additional sampling and testing may be requested in order to collect additional information for future specification improvements. This additional testing is not to impact current payment factors.

C5. Department Verification Sampling and Testing

Sample and provide test results in compliance with standard specification 460.2.8.3.1 requirements and meeting the following product quality parameters:

- Air Voids: ± 1.3% of the JMF target
- VMA: - 1.0% of the JMF target

Replace standard spec 460.2.8.3.1.6 (2) with: If department verification limits are exceeded, notify the contractor of non-compliant material and stop production. Approval of the engineer is required to continue production with that mix design. Additional testing may be required as part of the approval or troubleshooting process.

C6. Pavement Density

Compact to the requirements of standard specification 450.3.2.6.2 Ordinary Compaction.

D. Measurement and Payment.

The completed work as measured will be paid for at the contract unit price, subject to any adjustments in C4 or C5, for the following contract item:

Contract Item (Pay Item)	Pay Unit
HMA, Thin Layer Overlay, E-0.3,	Ton
HMA, Thin Layer Overlay, E-1,	Ton
HMA, Thin Layer Overlay, E-3	Ton
HMA, Thin Layer Overlay, E-10	Ton

Payment for HMA Thin Layer Overlay Type E-0.3, E-1, E-3, E-10 is full compensation for providing HMA Thin Layer mixture designs; for preparing foundation; for furnishing, preparing, hauling, mixing, placing, and compacting the mixture; for Quality Control sampling and testing and aggregate source testing; and for all materials including tack coat, asphaltic materials and warm mix asphalt additives and processes, hydrated lime, and liquid anti-stripping agent if required.

Schedule of Items

Attached, dated May 29, 2014, are the revised Schedule of Items Pages 1 - 6.

Plan Sheets

The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:

Revised: 2, 4, 5, 6, 7, 8, 31, 33, 53, 54

END OF ADDENDUM

UTILITY CONTACTS

ALLIANT ENERGY
(ELECTRIC)

490 SHAKERAG ST
WREGLON, WI 53565
MICHAELSON, JENNIFER
(608) 458-4242

CENTURYLINK
(COMMUNICATIONS LINE)

130 4TH STREET
BARABOL, WI 53593
MICHAELSON, JENNIFER
(608) 355-7501

OTHER CONTACTS

DNR

DNR SOUTH CENTRAL REGION
3501 FISH HATCHERY ROAD
MILWAUKEE, WI 53204
MS. CATHY BLESSER
(608) 275-3308

DESIGN

ALFRED BENESCH & COMPANY
1300 W. CANAL ST., SUITE 150
MILWAUKEE, WI 53204
MS. AMANDA ZACHARAS
(414) 308-1320

DOT

WISCONSIN DOT, SOUTHWEST REGION
2001 WRIGHT ST.
MILWAUKEE, WI 53204
MS. SUZAN NAST
(608) 242-8051



Dial 811 or (800)242-8511
www.DiggersHotline.com

GENERAL NOTES

- DO NOT REMOVE TREES OR SHRUBS WITHOUT THE APPROVAL OF THE ENGINEER.
- FERTILIZE, SEED, AND MULCH DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS.
- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE; THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 12 LB/SY/IN.
- PAVE HMA PAVEMENT CONSISTENT TO THE PLAN TYPICAL SECTIONS AND CONSTRUCT TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR PARKING LANE.
- EXISTING SUPER ELEVATION VALUES SHOWN IN THE PLAN ARE APPROXIMATE. VERIFY EXISTING NORMAL CROWN AND SUPERELEVATIONS IN THE FIELD.
- PLACE EDGE LINE PAVEMENT MARKING AT 10 FEET FROM CENTERLINE.
- DO NOT STAGE PERSONNEL, EQUIPMENT, AND/OR SUPPLIES IN ENVIRONMENTALLY SENSITIVE AREAS SHOWN ON THE PLANS, WETLANDS, OR WATERWAYS.
- DO NOT USE ENVIRONMENTALLY SENSITIVE AREAS SHOWN ON THE PLANS, WETLANDS, OR WATERWAYS FOR BORROW OR WASTE DISPOSAL.
- REPLACE DRIVEWAYS IN KIND EITHER HMA, THIN LAYER OVERLAY, E-0.3 OR BASE AGGREGATE DENSE 3/4-INCH-ENGINEER IN THE FIELD WILL DETERMINE THE EXACT LOCATION AND WIDTH OF ALL DRIVEWAY ENTRANCES.
- ALL EXISTING UTILITIES SHALL BE PROTECTED BY THE ENGINEER-PLACED SILENT FENCE PRIOR TO CONSTRUCTION.
- PLACE EROSION MAT & TEMPORARY DITCH CHECKS AS DIRECTED BY THE ENGINEER IN THE FIELD.
- UTILIZE S.D.O. TRAFFIC CONTROL ADVANCED WARNING SIGNS 45 MPH OR GREATER TWO-WAY ADVISORY ROAD OPEN TO TRAFFIC FOR ADVANCED TRAFFIC CONTROL AT THE BEGINNING OF THE PROJECT.
- THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA, NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
- CONFIRM THE LOCATIONS OF EROSION CONTROL DEVICES WITH THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL THE ENGINEER DETERMINES THEY ARE NO LONGER NECESSARY. REMOVE THE TEMPORARY EROSION CONTROL MEASURES WHEN THEY ARE NO LONGER NEEDED, PAYMENT INCIDENTAL TO THE COST OF THE RESPECTIVE BID ITEM.
- GROSS SECTIONS SHOW REQUIRED SLOPES AND ANTICIPATED GRADING AT GUARD RAIL LOCATIONS AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- USE HMA PAVEMENT TYPE E-0.3, PG58-28 ASPHALTIC MATERIAL AND 12.5 MM NOMINAL MAXIMUM SIZE AGGREGATE FOR ALL PAVEMENT CONSTRUCTION CORRECTIONS, CROWN CORRECTIONS AND LOCATIONS OF SCATCH COAT PAVEMENT.
- MAXIMUM LIFT THICKNESS FOR HMA PAVEMENT TYPE E-0.3 WEDGING IS 2 INCHES.

Addendum No. 1
ID 5939-00-61
Revised Sheet 2
May 29, 2014

Deleted Asphalt Pavement Chart

ORDER OF SECTION 2 SHEETS

GENERAL NOTES

TYPICAL SECTIONS

CONSTRUCTION DETAILS

PERMANENT SIGNING

PROJECT NO: 5939-00-61

HWY: STH 80

COUNTY: IOWA

GENERAL NOTES

SHEET 2

E

FILE NAME : Y:\NLI\wa\ee\201005\20174_01\Eng_Docs\Sheets\Addendum #1_Sheets\020101.qrn.dgn

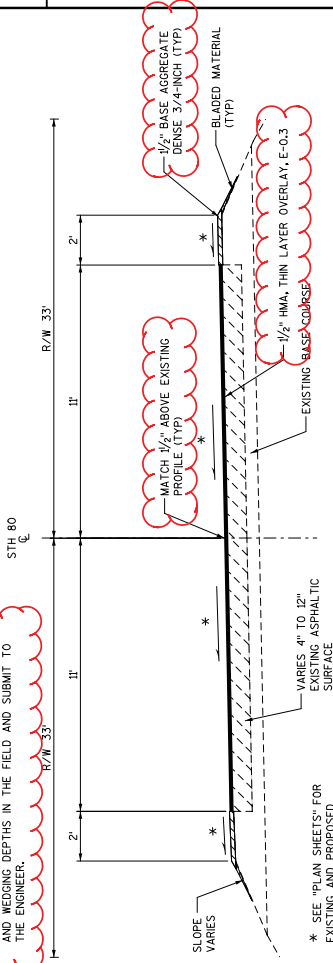
PLOT DATE : 5/27/2014

PLOT BY : twgott

PLOT SCALE : 1:1

WISDOT/CADD SHEET 42

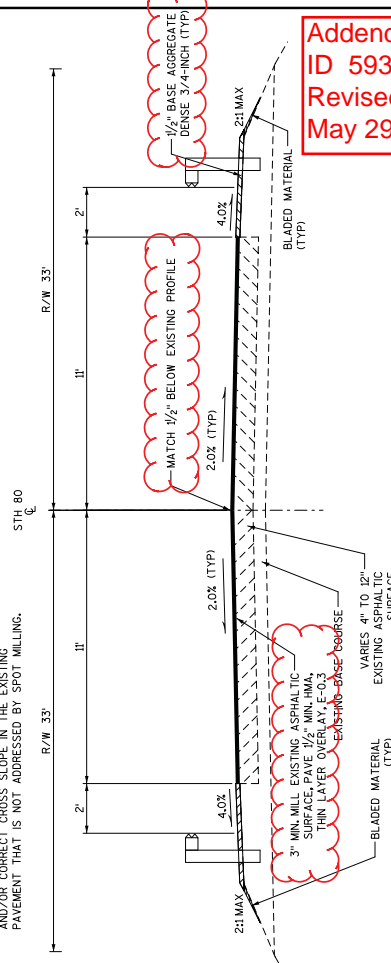
NOTES:
ACHIEVE SUPERELEVATION CORRECTION WITH
A COMBINATION OF MILLING AND HMA PAVEMENT
TYPE E-0.3 WEDGING, MILL A MAXIMUM OF 4 INCHES
AND PAVE A MAXIMUM OF 2 INCH LIFTS FOR WEDGING.
(MILLING MAY VARY ACROSS LANES) DETERMINE MILLING
AND WEDGING DEPTHS IN THE FIELD AND SUBMIT TO
THE ENGINEER.



PROPOSED SUPERELEVATION TYPICAL SECTION MAINLINE

STA 101+38.1 TO STA 109+00.0	STA 220+00.0 TO STA 226+50.0
STA 161+50.0 TO STA 170+00.0	STA 233+00.0 TO STA 245+00.0
STA 178+50.0 TO STA 189+00.0	STA 263+00.0 TO STA 271+00.0
STA 190+50.0 TO STA 195+50.0	STA 293+00.0 TO STA 298+50.0
STA 199+75.0 TO STA 212+00.0	STA 325+00.0 TO STA 334+00.0

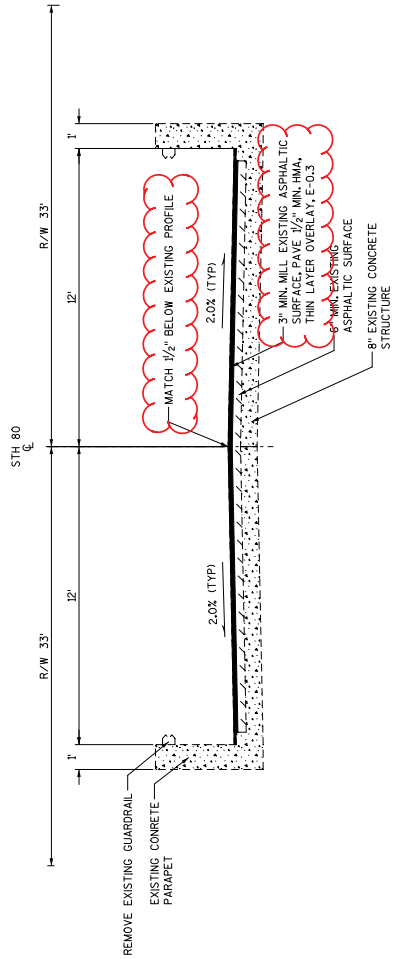
NOTE: PLACE A SCRATCH COAT OF HMA PAVEMENT TYPE E-0.3, IN LOCATIONS DETERMINED BY THE ENGINEER, TO FILL IN EXCESSIVE RUTS, IRREGULARITIES AND/OR CORRECT CROSS SLOPE IN THE EXISTING PAVEMENT THAT IS NOT ADDRESSED BY SPOT MILLING.



PROPOSED TYPICAL WITH MGS GUARDRAIL

STA 272+85.0	T0	STA 274+00.0
STA 274+25.0	T0	STA 275+26.0

Addendum No. 1
ID 5939-00-61
Revised Sheet 4
May 29, 2014

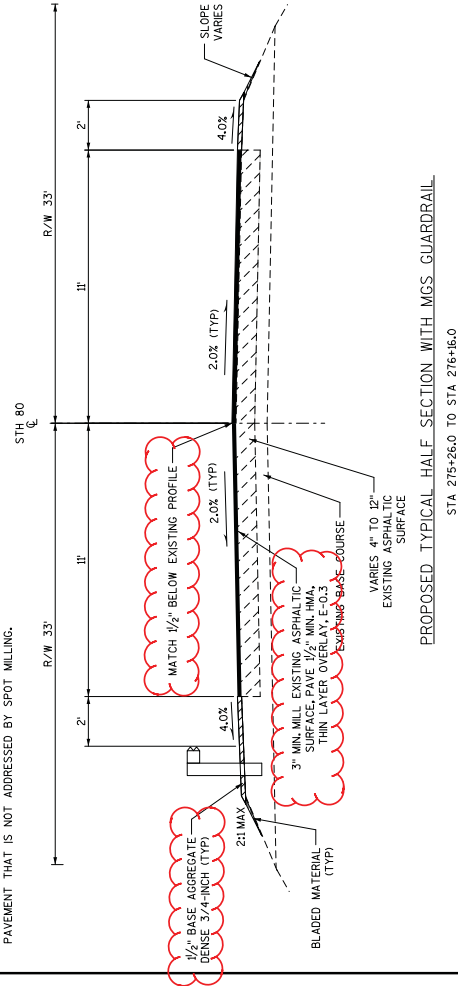


PROPOSED TYPICAL STRUCTURE B-25-176

STA 274+00.0 TO STA 274+25.0

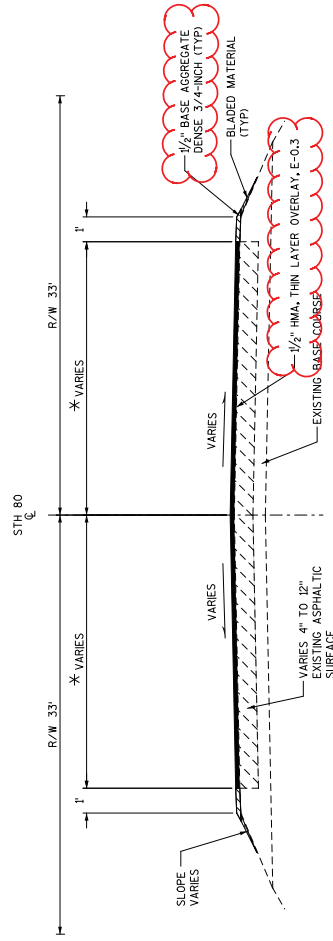
Addendum No. 1
ID 5939-00-61
Revised Sheet 5
May 29, 2014

NOTE: PLACE A SCRATCH COAT OF HMA PAVEMENT TYPE E-0.3 IN LOCATIONS DETERMINED BY THE ENGINEER TO FILL IN EXCESSIVE RUTS, IRREGULARITIES AND/OR CORRECT CROSS SLOPE IN THE EXISTING PAVEMENT THAT IS NOT ADDRESSED BY SPOT MILLING.



PROPOSED TYPICAL HALF SECTION WITH MGS GUARDRAIL

STA 275+26.0 TO STA 276+46.0



PROPOSED TYPICAL SECTION SIDEWALKS

* DRIVING LANE WIDTHS AT MATCH PT.

SIDE RD. (100')
HICKORY GROVE RD. (100')
PROVIDENCE RD. (100')
OLD HWY 80 (WEST) (100')

NOTE: PLACE A SCRATCH COAT OF HMA PAVEMENT TYPE E-0.3 IN LOCATIONS DETERMINED BY THE ENGINEER TO FILL IN EXCESSIVE RUTS, IRREGULARITIES AND/OR CORRECT CROSS SLOPE IN THE EXISTING PAVEMENT THAT IS NOT ADDRESSED BY SPOT MILLING.

PROJECT NO: 5939-00-61

HWY: STA 80

COUNTY: IOWA

PROPOSED TYPICAL SECTION

SHEET 5

E

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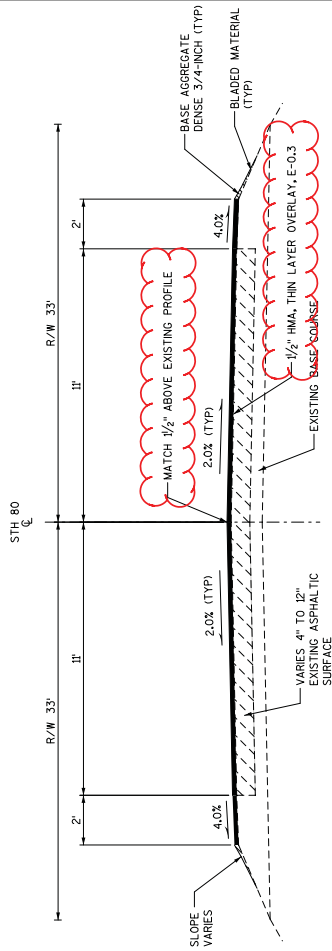
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PLOT BY : twg

PLOT NAME :

PLOT SCALE : 1:5

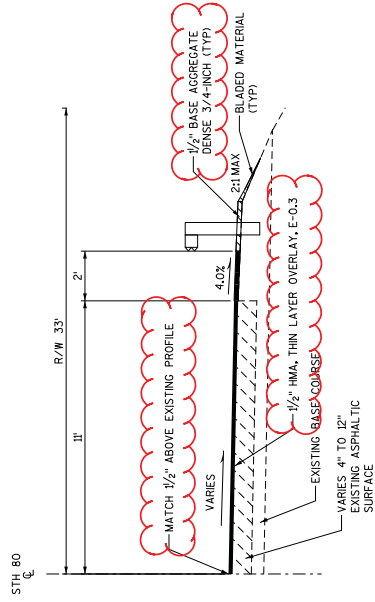
WISDOT/CADD SHEET 42



PROPOSED TYPICAL SECTION SHOULDER WIDENING MAINLINE

STA 113+00.0 TO STA 115+00.0
STA 122+00.0 TO STA 123+00.0 RT
STA 126+50.0 TO STA 127+00.0 RT
STA 138+50.0 TO STA 139+50.0
STA 144+75.00 TO STA 153+00.0
STA 158+50.0 TO STA 160+00.0

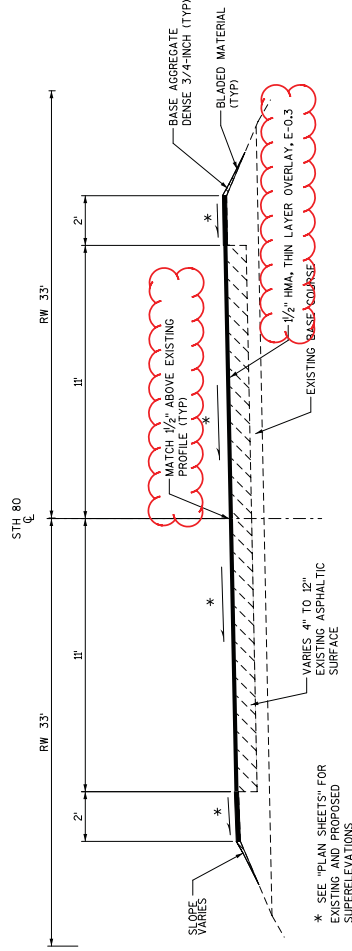
NOTE: PLACE A SCRATCH COAT OF HMA PAVEMENT TYPE E-0.3, IN LOCATIONS DETERMINED BY THE ENGINEER, TO FILL IN EXCESSIVE RUTS, IRREGULARITIES AND/OR CORRECT CROSS SLOPE IN THE EXISTING PAVEMENT THAT IS NOT ADDRESSED BY SPOT MILLING.



PROPOSED TYPICAL HALF SECTION SHOULDER WIDENING WITH MCS GUARDRAIL

STA 118+10.0 TO STA 137+90.0 LT
STA 128+10.0 TO STA 136+39.0 RT

NOTE: PLACE A SCRATCH COAT OF HMA PAVEMENT TYPE E-0.3, IN LOCATIONS DETERMINED BY THE ENGINEER, TO FILL IN EXCESSIVE RUTS, IRREGULARITIES AND/OR CORRECT CROSS SLOPE IN THE EXISTING PAVEMENT THAT IS NOT ADDRESSED BY SPOT MILLING.

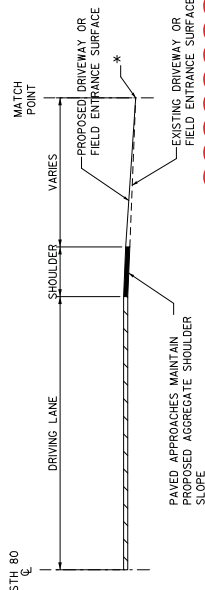


PROPOSED SUPERELEVATION TYPICAL SECTION
SHOULDER WIDENING MAINLINE

STA 115+00.0 TO STA 118+10.0
STA 118+10.0 TO STA 122+00.0 RT
STA 122+00.0 TO STA 126.50.0 RT
STA 126.50.0 TO STA 128+10.0 RT
STA 128+10.0 TO STA 132+00.0 RT
STA 132+00.0 TO STA 137+90.0 RT
STA 137+90.0 TO STA 139+50.0
STA 139+50.0 TO STA 144+75.0
STA 144+75.0 TO STA 158+50.0

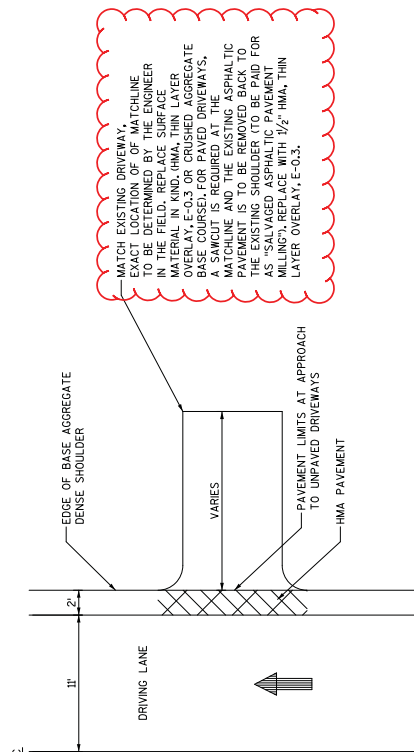
NOTES:
ACHIEVE SUPERELEVATION CORRECTION WITH
A COMBINATION OF MILLING AND HMA PAVEMENT
TYPE E-0.3 WEDGING; MILL A MAXIMUM OF 4 INCHES
AND PAVE A MAXIMUM OF 2 INCH LIFTS FOR WEDGING.
(MILLING MAY VARY ACROSS LANES) DETERMINE MILLING
AND WEDGING DEPTHS IN THE FIELD AND SUBMIT TO
THE ENGINEER.

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ID 5939-00-61
Revised Sheet 6
May 29, 2014

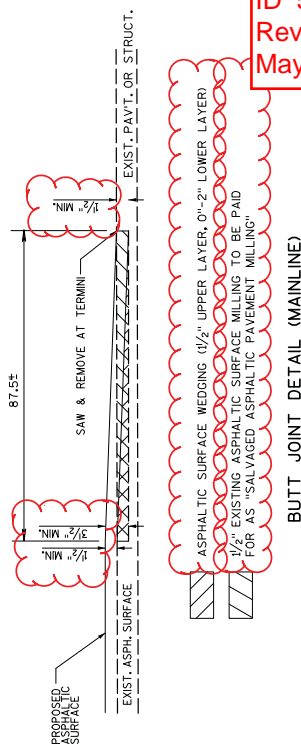


* MATCH EXISTING DRIVEWAY OR FIELD ENTRANCE, EXACT LOCATION OF MATCHLINE TO BE DETERMINED BY THE ENGINEER IN THE FIELD. REPLACE SURFACE MATERIAL IN KIND, HMA, THIN LAYER OVERLAY, E-0.3 OR SUPERPAVE TYPE III AGGREGATE DENSE 3/4-INCH, FOR PAVED DRIVEWAYS, A SAWCUT IS REQUIRED AT THE MATCHLINE AND THE EXISTING ASPHALTIC PAVEMENT IS TO BE REMOVED BACK TO THE ROADWAY PAVEMENT EDGE (THIS TO BE PAID FOR AS "SALVAGED ASPHALTIC PAVEMENT MILLING"), REPLACE WITH 1/2" HMA, THIN LAYER OVERLAY, E-0.3.

TYPICAL DRIVEWAY PROFILE DETAIL
FOR RURAL PRIVATE DRIVEWAY AND FIELD ENTRANCE

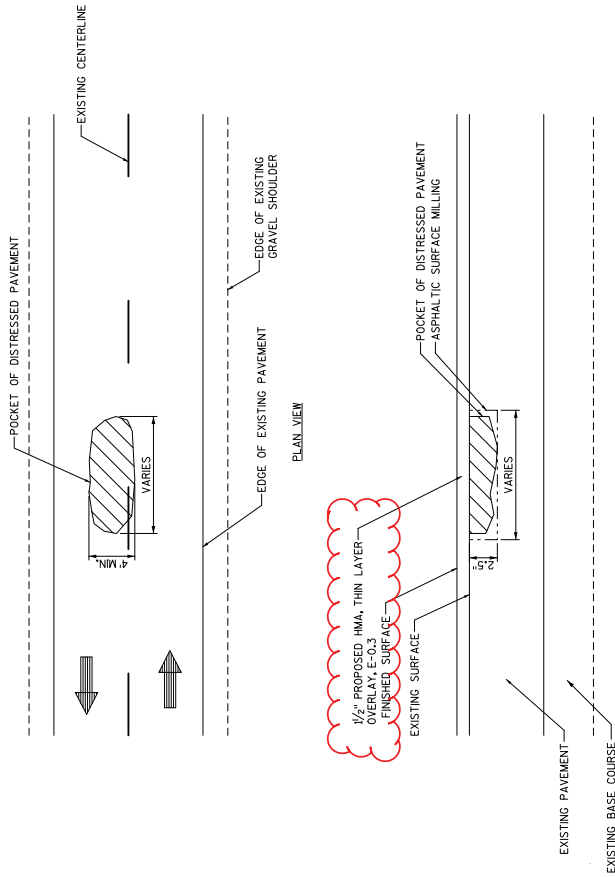


DRIVEWAY INTERSECTION DETAIL

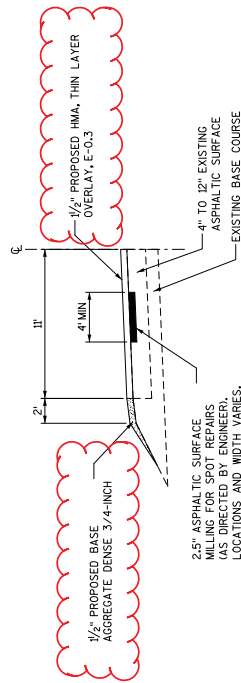


Addendum No. 1
ID 5939-00-61
Revised Sheet 7
May 29, 2014

BUTT JOINT DETAIL (MAINLINE)



PROFILE VIEW



TYPICAL SECTION VIEW

SPOT REPAIRS OF DISTRESSED PAVEMENT

NOTES:

COMPLETE SPOT REPAIRS OF DISTRESSED PAVEMENT AREAS BY MILLING 2.5\"/>

PROJECT NO: 5939-00-61

HWY: STH 80

COUNTY: IOWA

CONSTRUCTION DETAIL

SHEET 8

E

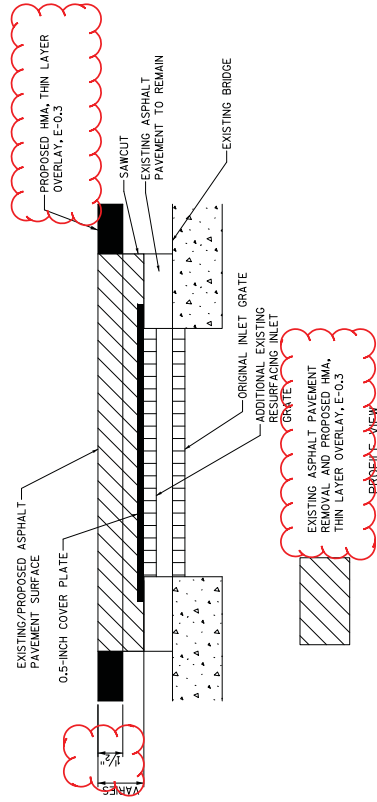
FILE NAME : Y:\NLI\wa\ee\201005\20174_01\Eng_Docs\Sheets\Addendum #1_Sheets\021002.cd.dgn

PLOT DATE : 5/27/2014

PLOT BY : twott

PLOT SCALE : 1:5

WISDOT/CADDs SHEET 42



NOTES:

1. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT OR MILL EXISTING ASPHALT PAVEMENT TO PLACE COVER PLATE OVER EXISTING RESURFACING INLET GRATE. DO NOT SAW THE BRIDGE DECK.
2. INSTALL COVER PLATE TO REST FLAT UPON THE EXISTING RESURFACING INLET GRATE. COVER PLATE SHOULD BE 1/2\"/>

COVER PLATE LEFT IN PLACE

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ID 5939-00-61
Revised Sheet 8
May 29, 2014

CLEARING AND GRUBBING

ROADWAY	STATION	TO	STATION	201.0105 CLEARING	201.0205 GRUBBING
CATEGORY 0010	STA		STA		
STH 80 NB	123+00		127+00	4	4
STH 80 NB	133+00		138+00	5	5
STH 80 NB	153+00		159+00	6	6
STH 80 SB	160+00		170+00	10	10
STH 80 SB	233+00		245+00	12	12
TOTAL				37	37

REMOVING GUARDRAIL 204.0165

614.0925
SALVAGED
GUARDRAIL
END TREATMENTS
EACH

ROADWAY	STATION	TO	STATION	204.0165 REMOVING GUARDRAIL	614.0925 SALVAGED GUARDRAIL END TREATMENTS EACH
CATEGORY 0010				LF	
STH 80 NB	273+35		274+90	50	2
STH 80 SB	273+35		274+90	50	2
TOTAL				100	4

REMOVING PAVEMENT ITEMS

ROADWAY	STATION	TO	STATION	490.0205 SALVAGED ASPHALTIC PAVEMENT MILLING	TON	COMMENTS
CATEGORY 0010						
STH 80 BEGIN PROJCT	101+38		102+26	19		BUTT JOINT
STH 80 END PROJCT	358+13		359+00	19		BUTT JOINT AT STH 133
STH 80 END RESURFACING	358+13		359+00	19		BUTT JOINT AT STH 133 ON CURVE
SOUTH OF STRUCTURE B-25-176	271+63		272+50	19		BUTT JOINT
STH 80 OVER STRUCTURE B-25-176	272+50		275+73	71		STRUCTURE MILLING
NORTH OF STRUCTURE B-25-176	275+73		276+61	19		BUTT JOINT
AIDE ROAD	-		-	9		SIDE ROAD BUTT JOINT
BOOTH HOLLOW ROAD	-		-	22		SIDE ROAD BUTT JOINT
DRY DOG ROAD	-		-	7		SIDE ROAD BUTT JOINT
OLD WISCONSIN 80	-		-	11		SIDE ROAD BUTT JOINT
D STREET	-		-	11		SIDE ROAD BUTT JOINT
UNDISTRIBUTED	-		-	2814		SPOT REPAIR & CROWN CORRECTION
TOTAL				3040		

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ID 5939-00-61
Revised Sheet 31
May 29, 2014

PROJECT NO: 5939-00-61

HWY: STH 80

COUNTY: IOWA

MISCELLANEOUS QUANTITIES

SHEET 31

E

FILE NAME :

PLOT DATE :

PLOT BY :

ORG DATE :

ORIGINATOR - DIST

PLOT SCALE : 1:1

ASPHALT ITEMS

ROADWAY	STATION	TO	STATION	STA	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS	455.0105 ASPHALTIC MATERIAL PG58-28	455.0605 TACK COAT	460.1100 HMA PAVEMENT TYPE E-0.3	SPV.0195.01 HMA, THIN LAYER OVERLAY E-0.3	COMMENTS
CATEGORY 0010						TON	GAL	TON	TON	
STH 80	101+38		359+00	-	-	-	-	-	5300	NORTHBOUND & SOUTHBOUND
STH 80 SHOULDERS	113+00		160+00	47	-	-	-	-	180	ADDITIONAL SHOULDER WIDENING
STH 80 SHOULDERS	233+00		245+00	12	-	-	-	-	45	ADDITIONAL SHOULDER WIDENING
AIDE ROAD				-	-	-	-	-	11	
BOOTH HOLLOW ROAD				-	-	-	-	-	28	
DRY DOG ROAD				-	-	-	-	-	9	
OLD WISCONSIN 80				-	-	-	-	-	14	
D STREET				-	-	-	-	-	13	
DRIVEWAY	102+00	LT		-	-	-	-	-	5	
DRIVEWAY	173+10	LT		-	-	-	-	-	5	
DRIVEWAY	271+10	LT		-	-	-	-	-	5	
UNDISTRIBUTED				1	60	60	160	1060	-	SPOT REPAIR, CROWN CORRECTIONS, & SCRATCH COAT
TOTAL				60	60	60	160	1060	5615	

Addendum No. 1
ID 5939-00-61
Revised Sheet 33
May 29, 2014

PROJECT NO: 5939-00-61

HWY: STH 80

COUNTY: IOWA

MISCELLANEOUS QUANTITIES

SHEET 33

E

FILE NAME :

PLOT DATE :

PLOT BY :

PLOT NAME :

ORG DATE :

ORIGINATOR - DIST :

PLOT SCALE : 1:1



Addendum No. 1
ID 5939-00-61
Revised Sheet 54
May 29, 2014

PROJECT NO: 5939-00-61	HWY: STH 80	COUNTY: IOWA	PLAN SHEETS	SHEET 54	E
FILE NAME : Y:\NLI\wa\ee\201005\20174_01\Eng_Docs\Sheets\Addendum #1_Sheets\050213.pn.dgn					WISDOT/CADD SHEET 42
PLOT DATE : 5/23/2014			PLOT BY : twg	PLOT SCALE : 1:100	

SCHEDULE OF ITEMS

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
SECTION 0001 CONTRACT ITEMS						
0010	201.0105 CLEARING	37.000 STA				
0020	201.0205 GRUBBING	37.000 STA				
0040	204.0165 REMOVING GUARDRAIL	100.000 LF				
0060	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS	60.000 STA				
0070	213.0100 FINISHING ROADWAY (PROJECT) 01. 5939-00-61	1.000 EACH				
0080	305.0110 BASE AGGREGATE DENSE 3/4-INCH	1,275.000 TON				
0090	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	200.000 TON				
0100	305.0500 SHAPING SHOULDERS	516.000 STA				
0110	440.4410.S INCENTIVE IRI RIDE	19,500.000 DOL	1.00000		19500.00	
0120	455.0105 ASPHALTIC MATERIAL PG58-28	60.000 TON				

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0130	455.0605 TACK COAT	160.000 GAL	.		.	
0140	460.1100 HMA PAVEMENT TYPE E-0.3	1,060.000 TON	.		.	
0160	490.0205 SALVAGED ASPHALTIC PAVEMENT MILLING	3,040.000 TON	.		.	
0170	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING	8.000 EACH	.		.	
0180	614.0925 SALVAGED GUARDRAIL END TREATMENTS	4.000 EACH	.		.	
0190	614.2300 MGS GUARDRAIL 3	2,837.500 LF	.		.	
0200	614.2500 MGS THRIE BEAM TRANSITION	158.000 LF	.		.	
0210	614.2610 MGS GUARDRAIL TERMINAL EAT	8.000 EACH	.		.	
0220	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 5939-00-61	1.000 EACH	.		.	
0230	619.1000 MOBILIZATION	1.000 EACH	.		.	
0240	625.0100 TOPSOIL	4,140.000 SY	.		.	

SCHEDULE OF ITEMS

REVISED:

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0250	627.0200 MULCHING	4,140.000 SY	.		.	
0260	628.1504 SILT FENCE	750.000 LF	.		.	
0270	628.1520 SILT FENCE MAINTENANCE	1,500.000 LF	.		.	
0280	628.1905 MOBILIZATIONS EROSION CONTROL	2.000 EACH	.		.	
0290	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL	2.000 EACH	.		.	
0300	628.2023 EROSION MAT CLASS II TYPE B	40.000 SY	.		.	
0310	628.7504 TEMPORARY DITCH CHECKS	100.000 LF	.		.	
0320	629.0210 FERTILIZER TYPE B	2.590 CWT	.		.	
0330	630.0120 SEEDING MIXTURE NO. 20	11.100 LB	.		.	
0340	634.0614 POSTS WOOD 4X6-INCH X 14-FT	33.000 EACH	.		.	
0350	634.0616 POSTS WOOD 4X6-INCH X 16-FT	26.000 EACH	.		.	

SCHEDULE OF ITEMS

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0360	634.0618 POSTS WOOD 4X6-INCH X 18-FT	6.000 EACH	.		.	
0370	637.2210 SIGNS TYPE II REFLECTIVE H	229.680 SF	.		.	
0380	637.2230 SIGNS TYPE II REFLECTIVE F	242.250 SF	.		.	
0390	638.2602 REMOVING SIGNS TYPE II	69.000 EACH	.		.	
0400	638.3000 REMOVING SMALL SIGN SUPPORTS	64.000 EACH	.		.	
0410	642.5001 FIELD OFFICE TYPE B	1.000 EACH	.		.	
0420	643.0100 TRAFFIC CONTROL (PROJECT) 01. 5939-00-61	1.000 EACH	.		.	
0430	643.0300 TRAFFIC CONTROL DRUMS	800.000 DAY	.		.	
0440	643.0420 TRAFFIC CONTROL BARRICADES TYPE III	160.000 DAY	.		.	
0450	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C	320.000 DAY	.		.	
0460	643.0900 TRAFFIC CONTROL SIGNS	670.000 DAY	.		.	

SCHEDULE OF ITEMS

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0470	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE	96.000 SF	.		.	
0480	646.0106 PAVEMENT MARKING EPOXY 4-INCH	51,540.000 LF	.		.	
0490	646.0406 PAVEMENT MARKING SAME DAY EPOXY 4-INCH	42,180.000 LF	.		.	
0500	647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH	22.000 LF	.		.	
0510	648.0100 LOCATING NO-PASSING ZONES	4.879 MI	.		.	
0520	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH	2,110.000 LF	.		.	
0530	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE	25,762.000 LF	.		.	
0540	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 5939-00-61	LUMP	LUMP		.	
0550	690.0150 SAWING ASPHALT	260.000 LF	.		.	
0560	SPV.0060 SPECIAL 01. COVER PLATES LEFT IN PLACE	2.000 EACH	.		.	

SCHEDULE OF ITEMS

CONTRACT:
20140610011PROJECT(S):
5939-00-61FEDERAL ID(S):
N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0570	SPV.0060 SPECIAL 02. LANDMARK REFERENCE MONUMENTS SPECIAL	3.000 EACH	.		.	
0580	SPV.0195 SPECIAL 01. HMA, THIN LAYER OVERLAY, E-0.3	5,615.000 TON	.		.	
	SECTION 0001 TOTAL				.	
	TOTAL BID				.	