HIGHWAY WORK PROPOSAL Proposal Number: 2 2

Wisconsin Department of Transportation
DT1502 10/2010 s.66.29(7) Wis. Stats.

COUNTY	STATE PROJECT ID	FEDERAL PROJECT ID	PROJECT DESCRIPTION	HIGHWAY
Marquette	1166-07-76	WISC 2015 579	Packwaukee - Coloma B-39-76, 10, 26, 27 28, 29	IH 39

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, $ 100,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Due Date: November 10, 2015 Time (Local Time): 9:00 AM	Firm Name, Address, City, State, Zip Code **SAMPLE** **NOT FOR BIDDING PURPOSES**
Contract Completion Time One Hundred and Forty-Five (145) Working Days	
Assigned Disadvantaged Business Enterprise Goal 3 %	This contract is exempt from federal oversight.

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

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

Subscribed and sworn to before me this date _____

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

Notary Seal

For Department Use Only

Type of Work Grading, base aggregate dense, HMA pavement, pavement markings, permanent signing, temporary structure, remove Structure B-39-9, Structure B-39-76, Structure B-39-10 (concrete overlay), Structure B-39-26 (polymer overlay, paint), Structure B-39-27 (polymer overlay), Structures B-39-28 & 29 (raise, paint).	
Notice of Award Dated	Date Guaranty Returned

PLEASE ATTACH
PROPOSAL GUARANTY HERE

Effective with November 2007 Letting

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective with August 2015 Letting

BID PREPARATION

Preparing the Proposal Schedule of Items

A General

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

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

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

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

The contractor is responsible for reviewing this web site for general notices as well as information regarding proposals in each letting. The department will also post special notices of all addenda to each proposal through this web site no later than 4:00 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://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

or by calling the department at (608) 266-1631. Addenda can ONLY be obtained from the departments web site listed above or by picking up the addenda at the Bureau of Highway Construction, Room 601, 4802 Sheboygan Avenue, Madison, WI, during regular business hours.

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

B Submitting Electronic Bids

B.1 On the Internet

(1) Do the following before submitting the bid:

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

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

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

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

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

(1) Download the latest schedule of items from the Wisconsin pages of the Bid Express™ web site reflecting the latest addenda posted on the department's web site at:

http://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx

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

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

Bidder

Name

BN00

Proposals: 1, 12, 14, & 22

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

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

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

1. The check code printed on the bottom of the printout of the Expedite™ generated schedule of items is not the same on each page.
2. The check code printed on the printout of the Expedite™ generated schedule of items is not the same as the check code for that proposal provided on the diskette or CD ROM.
3. The diskette or CD ROM is not submitted at the time and place the department designates.

C Waiver of Electronic Submittal

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

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

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

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

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

PROPOSAL BID BOND

Wisconsin Department of Transportation

DT1303 1/2006

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

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

(Signature of Attorney-in-Fact)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

Wisconsin Department of Transportation

DT1305 8/2003

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

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

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

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

(Signature of Authorized Contractor Representative) (Date)

March 2010

LIST OF SUBCONTRACTORS

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

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

Name of Subcontractor	Class of Work	Estimated Value

DECEMBER 2000

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

Instructions for Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Special Provisions

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1166-07-76, Packwaukee – Coloma, B-39-9, 10, 26, 27, 28, 29, located on IH 39 in Marquette 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, 2015 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 (20141107)

2. Scope of Work.

The work under this contract shall consist of pavement removals, temporary pavement, common excavation, base aggregate dense, HMA pavement, beam guard and terminals, temporary structure, remove Structure B-39-9, Structure B-39-76, structure rehabilitation B-39-10, B-39-26, B-39-27, B-39-28 and B-39-29, structure painting B-39-26, B-39-28, B-39-29, signing, pavement marking, ramp gates 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 2016-2017 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, and the timing restrictions listed in this article. Upon approval, the engineer will issue the notice to proceed within 10 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.

Definitions
A weekday is a calendar day from 6:00 AM Monday to 2:00 PM Friday.

A weekend day is a calendar day from 2:01 PM Friday to 5:59 AM Monday.

General
The schedule of operations as required under standard spec 108.9.2 shall provide for completion of all work under this contract in 2016, except for the removal of the temporary bypass and structure in the IH 39 median:

When, in the fall of 2016, after completion of:

- Structures B-39-76, 10, 26, 27, 28, 29 and all associated approach work;
- Crossroads Clinic Road;
- IH 39 southbound entrance and exit ramps;

and weather conditions or seasonal restrictions preclude the satisfactory performance of further work under this contract, the engineer will, in writing, suspend operations until the spring of 2017. Construction operations shall be resumed in the spring of 2017 within 10 days after the date on which a written order to do so has been issued by the engineer.

The temporary bypass and structure may be removed in 2016 provided that all landscaping, seeding and erosion control within the median is completed by October 1.

Lane restrictions and closures on IH 39 are required within the project. Complete operations that will reduce IH 39 traffic to one lane as follows:

- Single lane closures along IH 39 are allowed on weekdays from 6:00 AM Monday through 2:00 PM Friday.
- Weekend single lane closures will only be allowed on southbound IH 39 for the concrete overlay on B-39-10 over Fawn Court. Weekend single lane closures for work on B-39-10 are allowed prior to the Friday before Memorial Day or after Labor Day.

All lane closures shall be on the same side of roadway throughout the project limits. Alternating right side and left side lane closures is not allowed.

Shoulder closures on IH 39 are allowed on weekdays and weekends. There are no restrictions on the allowable hours for shoulder closures.

Full closures on STH 23/82 are only allowed on Monday, Tuesday, Wednesday, or Thursday nights, from 9:00 PM to 5:00 AM the following day. Do not fully close STH 23/82 on any day between 5:00 AM and 9:00 PM, or at any time from 5:00 AM any Friday through 9:00 PM the following Monday. Keep CTH M open at all times during any full closure of STH 23/82. Do not fully close STH 23/82 for any work operations except as necessary for the construction and removal of the temporary IH 39 southbound structure, or the demolition of existing Structure B-39-9 and construction of new Structure B-39-76 over STH 23/82. Do not close STH 23/82 more than a maximum of 20 total nights.

Construction Stages:
Unless the engineer has approved an alternate construction staging sequence, complete the contract as shown in the plans and as follows.

Install advance portable changeable message signs according to the traffic control details in the plans 7 calendar days prior to the expected start of work.

IH 39 Southbound and STH 23/82 Interchange (Bridge Replacement, IH 39 southbound Reconstruction, IH 39 Southbound Entrance and Exit Ramp Reconstruction)

Upon placing traffic on temporary roadway, monitor the condition of the pavement for a period of not less than 48 hours prior to beginning any work that may take place upon completion of the traffic switch and which would not permit traffic to be shifted back onto the existing roadway. Traffic switches to temporary widening will not be allowed to take place on Fridays, unless the contractor designates a representative to monitor the roadway over the weekend.

Maintain local traffic at all times on Crossroads Clinic Road. Provide flagging as necessary

Full closures of STH 23/82 are restricted according to the General subsection of Article 3, Prosecution and Progress.

If work for the temporary structure or the IH 39 southbound structure is completed over STH 23/82 when a full closure is not in-place, maintain adequate protection for people and property within the potential fall zone. Close the shoulder and/or lane on STH 23/82 under the work area. Protect debris from falling into live traffic. Sweep closed shoulders and/or lanes before opening to traffic.

Stages 4 and 5 construction within the IH 39 southbound and STH 23/82 Interchange work area may occur as separate stages or concurrently with Stages 1 through 3.

Stage 1 Construction:

- Construct temporary structure within the median.
- Construct temporary bypass for IH 39 southbound within the median (SBT Line).
- Construct temporary entrance and exit ramps for IH 39 southbound (CT and DT Lines).
- Construct approximately 1,900 feet of realigned Crossroads Clinic Road.

Stage 1 Traffic Control:

- IH 39 southbound inside shoulder will be closed.
- IH 39 southbound inside lane closures for material delivery, shoulder excavation, and tie-in of SBT line. No lane closures are allowed during weekends.
- STH 23/82 shoulders will be closed in both directions for temporary substructure construction.
- STH 23/82 will be closed in both directions for temporary superstructure construction above STH 23/82. The detour route, as shown in the plans, shall be marked during full closures of STH 23/82.

- Traffic using the IH 39 southbound entrance and exit ramps will use the existing ramps.
- The left shoulder will be closed on both the IH 39 southbound entrance and exit ramps.

Stage 2A Construction:

- Construct the realigned IH 39 southbound entrance and exit ramps.
- Remove portions of the existing IH 39 southbound entrance and exit ramps that are not used by the temporary ramps.

Stage 2A Traffic Control:

- IH 39 southbound traffic will be switched to the temporary structure and SBT Line.
- STH 23/82 shoulders will be closed in both directions at the entrance and exit ramps.
- Traffic using the IH 39 southbound entrance and exit ramps will use the temporary ramps.

Stage 2B Construction:

- Remove existing Structure B-39-9 carrying IH 39 southbound over STH 23/82.
- Construct new Structure B-39-76 carrying IH 39 southbound over STH 23/82.
- Reconstruct approximately 2,500 feet of IH 39 southbound.
- Remove the temporary entrance and exit ramps for IH 39 southbound.

Stage 2B Traffic Control:

- IH 39 southbound traffic will be switched to the temporary structure and SBT Line.
- STH 23/82 shoulders will be closed in both directions to protect temporary substructures and to accommodate B-39-9 substructure removal B-39-76 substructure construction.
- STH 23/82 will be closed in both directions for B-39-9 superstructure removal and B-39-76 superstructure construction above STH 23/82. The detour route, as shown in the plans, shall be marked during full closures of STH 23/82.
- Traffic using the IH 39 southbound entrance and exit ramps will use realigned, permanent IH 39 southbound entrance and exit ramps.

Stage 3 Construction:

- Remove temporary structure within the median.
- Remove temporary bypass for IH 39 southbound within the median (SBT Line).

Stage 3 Traffic Control:

- IH 39 southbound traffic will be switched onto the permanent lanes.
- IH 39 southbound inside shoulder will be closed.
- IH 39 southbound inside lane closures for temporary bypass removal operations. No lane closures are allowed during weekends.
- STH 23/82 shoulders will be closed in both directions for temporary substructure removal.

- STH 23/82 will be closed in both directions for temporary superstructure removal above STH 23/82. The detour route, as shown in the plans, shall be marked during full closures of STH 23/82.

Stage 4 Construction:
- Install beam guard along STH 23/82.

Stage 4 Traffic Control:
- STH 23/82 shoulders will be closed in both directions.
- STH 23/82 lane closures with flagging

Stage 5A Construction:
- Paint steel girders over STH 23/82 westbound on Structure B-39-26, carrying northbound IH 39 over STH 23/82.

Stage 5A Traffic Control:
- IH 39 northbound traffic will continue using the permanent lanes with no lane or shoulder closures permitted.
- STH 23/82 eastbound and westbound will both operate using a single lane of traffic on STH 23/82 westbound, controlled by temporary signals.

Stage 5B Construction:
- Paint steel girders over eastbound STH 23/82 on Structure B-39-26, carrying northbound IH 39 over STH 23/82.

Stage 5A Traffic Control:
- IH 39 northbound traffic will continue using the permanent lanes with no lane or shoulder closures permitted.
- STH 23/82 eastbound and westbound will both operate using a single lane of traffic on STH 23/82 eastbound, controlled by temporary signals.

IH 39 Southbound Bridge over Fawn Court (B-39-10 Bridge Rehabilitation)
Construct Bridge B-39-10 and the approach roadways prior to the Friday before Memorial Day or After Labor Day.

Maintain adequate protection for people and property within the potential fall zone. Close the shoulder and lane on Fawn Court under the work area. Protect debris from falling into live traffic. Sweep closed shoulders and/or lanes before opening to traffic.

Weekend single lane closures for work on B-39-10 are allowed prior to the Friday before Memorial Day or after Labor Day.

The schedule of operations, as required under standard spec 108.9.2, shall provide for removing asphalt surface milling and paving the lower layer of HMA prior to starting construction on the concrete bridge deck overlays at Structures B-39-10 (southbound

IH 39 over Fawn Court). HMA surface (upper layer) paving operations may overlap with the construction of the bridge deck overlay.

Do not allow live traffic to drive on milled surfaces.

Stage 1A Construction:

- Fill IH 39 southbound inside lane rumble strips in the vicinity of bridge B-39-10.
- Widen the IH 39 southbound inside shoulder in the vicinity of bridge B-39-10.

Stage 1A Traffic Control:

- IH 39 southbound inside lane and shoulder will be closed. IH 39 southbound will be reduced to one lane, utilizing the outside lane. No lane closures are allowed during weekends.

Stage 1B Construction:

- Fill IH 39 southbound outside lane rumble strips in the vicinity of bridge B-39-10.

Stage 1B Traffic Control:

- IH 39 southbound outside lane and shoulder will be closed. IH 39 southbound will be reduced to one lane, utilizing the inside lane. No lane closures are allowed during weekends.

Stage 2A Construction:

- Mill the outside lane of each bridge approach and pave the lower layer of HMA.
- Complete removal of existing concrete deck overlay and deck preparation along the IH 39 southbound outside lane and shoulder of bridge B-39-10. The removal of the existing concrete deck overlay and deck preparation will only occur on half of the bridge length at a time, which will correspond with the lane closure on Fawn Court below the repair work.
- Place concrete deck overlay on the outside lane of IH 39 southbound.
- Pave the upper layer of HMA on the outside lane of IH 39 southbound.

Stage 2A Traffic Control:

- IH 39 southbound outside lane and shoulder will be closed. IH 39 southbound will be reduced to one lane, utilizing the inside lane. Single lane closures on southbound IH 39 are allowed on weekends for work in this stage. The single lane weekend closures are restricted to the Friday before Memorial Day or after Labor Day.
- Fawn Court shall be reduced to a single lane of traffic under the bridge during the removal of existing concrete deck overlay and deck preparation. Fawn Court shall remain open to both directions of traffic through the use of flaggers. The single lane closures will only occur while the contractor is working. Fawn Court shall be restored to normal driving conditions and the full roadway opened up to traffic when removal of existing concrete deck overlay and deck preparation is not occurring.

Stage 2B Construction:

- Mill the inside lane of each bridge approach and pave the lower layer of HMA.
- Complete removal of existing concrete deck overlay and deck preparation along the IH 39 southbound inside lane and shoulder of bridge B-39-10. The removal of the existing concrete deck overlay and deck preparation will only occur on half of the bridge length at a time, which will correspond with the lane closure on Fawn Court below the repair work.
- Place concrete deck overlay on the inside lane of IH 39 southbound.
- Pave the upper layer of HMA on the inside lane of IH 39 southbound.

Stage 2B Traffic Control:

- IH 39 southbound inside lane and shoulder will be closed. IH 39 southbound will be reduced to one lane, utilizing the outside lane. Single lane closures on southbound IH 39 are allowed on weekends for work in this stage. The single lane weekend closures are restricted to the Friday before Memorial Day or after Labor Day.
- Fawn Court will be reduced to a single lane of traffic under the bridge during the removal of existing concrete deck overlay and deck preparation. Fawn Court shall remain open to both directions of traffic through the use of flaggers. The single lane closures shall only occur while the contractor is working. Fawn Court shall be restored to normal driving conditions and the full roadway opened up to traffic when removal of existing concrete deck overlay and deck preparation is not occurring.

Stage 3A Construction:

- Install IH 39 southbound inside lane rumble strips in the vicinity of bridge B-39-10.

Stage 3A Traffic Control:

- IH 39 southbound inside lane and shoulder will be closed. IH 39 southbound will be reduced to one lane, utilizing the outside lane. No lane closures are allowed during weekends.

Stage 3B Construction:

- Install IH 39 northbound outside lane rumble strips in the vicinity of bridge B-39-10.

Stage 3B Traffic Control:

- IH 39 southbound outside lane and shoulder will be closed. IH 39 southbound will be reduced to one lane, utilizing the inside lane. No lane closures are allowed during weekends.

IH 39 Northbound Bridges over STH 23/82 and Fawn Court (B-39-26 and B-39-27 Bridge Rehabilitations)

Stage 1A Construction:

- Fill IH 39 northbound inside lane rumble strips in the vicinity of bridges B-39-26 and B-39-27.
- Widen the IH 39 northbound inside shoulder in the vicinity of bridges B-39-26 and B-39-27.

Stage 1A Traffic Control:

- IH 39 northbound inside lane and shoulder will be closed. IH 39 northbound will be reduced to one lane, utilizing the outside lane. No lane closures are allowed during weekends.

Stage 1B Construction:

- Fill IH 39 northbound outside lane rumble strips in the vicinity of bridges B-39-26 and B-39-27.

Stage 1B Traffic Control:

- IH 39 northbound outside lane and shoulder will be closed. IH 39 northbound will be reduced to one lane, utilizing the inside lane. No lane closures are allowed during weekends.

Stage 2A Construction:

- Complete polymer overlay along the IH 39 northbound outside lane and shoulder of bridges B-39-26 and B-39-27.

Stage 2A Traffic Control:

- IH 39 northbound outside lane and shoulder will be closed. IH 39 northbound will be reduced to one lane, utilizing the inside lane. No lane closures are allowed during weekends.

Stage 2B Construction:

- Complete polymer overlay along the IH 39 northbound inside lane and shoulder of bridges B-39-26 and B-39-27.

Stage 2B Traffic Control:

- IH 39 northbound inside lane and shoulder will be closed. IH 39 northbound will be reduced to one lane, utilizing the outside lane. No lane closures are allowed during weekends.

Stage 3A Construction:

- Install IH 39 northbound inside lane rumble strips in the vicinity of bridges B-39-26 and B-39-27.

Stage 3A Traffic Control:

- IH 39 southbound inside lane and shoulder will be closed. IH 39 southbound will be reduced to one lane, utilizing the outside lane. No lane closures are allowed during weekends.

Stage 3B Construction:

- Install IH 39 northbound outside lane rumble strips in the vicinity of bridges B-39-26 and B-39-27.

Stage 3B Traffic Control:

- IH 39 southbound outside lane and shoulder will be closed. IH 39 southbound will be reduced to one lane, utilizing the inside lane. No lane closures are allowed during weekends.

Edgewood Court Bridge over IH 39 (B-39-29 Bridge Rehabilitation)

Do not close Edgewood Court at the same time as CTH M. Construct Bridge B-39-29 and the approach roadways in May and June, prior to constructing Bridge B-39-28.

Weekend single lane closures will not be allowed on IH 39 for the work associated with Bridge B-39-29 and Edgewood Court.

Stage 1 Construction:

- Fill IH 39 northbound and southbound inside lane rumble strips in the vicinity of bridge B-39-29.
- Widen the IH 39 northbound and southbound inside shoulders in the vicinity of bridge B-39-29.

Stage 1 Traffic Control:

- IH 39 northbound and southbound inside lanes and inside shoulders will be closed. IH 39 northbound and southbound will each be reduced to one lane, utilizing the outside lanes. No lane closures are allowed during weekends.
- Edgewood Court will remain open to traffic with no lane or shoulder closures permitted.

Stage 2 Construction:

- Raise Bridge B-39-29.

Stage 2 Traffic Control:

- IH 39 northbound and southbound inside shoulders and outside shoulders will be closed. Two lanes of traffic will remain open for both IH 39 northbound and southbound, using the permanent lanes.
- Edgewood Court will be closed. No detour will be provided during the closure.

Stage 3 Construction:

- Paint Bridge B-39-29 over the outside lanes and outside shoulders of IH 39 northbound and southbound.

- Reconstruct approaches to Bridge B-39-29.
- Fill IH 39 northbound and southbound outside lane rumble strips in the vicinity of bridge B-39-29.

Stage 3 Traffic Control:

- IH 39 northbound and southbound outside lanes and outside shoulders will be closed. IH 39 northbound and southbound will each be reduced to one lane, utilizing the inside lanes. No lane closures are allowed during weekends.
- Edgewood Court will be closed. No detour will be provided during the closure.

Stage 4 Construction:

- Paint Bridge B-39-29 over the inside lanes and inside shoulders of IH 39 northbound and southbound.
- Reconstruct approaches to Bridge B-39-29.
- Install IH 39 northbound and southbound inside lane rumble strips in the vicinity of bridge B-39-29.

Stage 4 Traffic Control:

- IH 39 northbound and southbound inside lanes and inside shoulders will be closed. IH 39 northbound and southbound will each be reduced to one lane, utilizing the outside lanes. No lane closures are allowed during weekends.
- Edgewood Court will be closed. No detour will be provided during the closure.

Stage 5 Construction:

- Install IH 39 northbound and southbound outside lane rumble strips in the vicinity of bridge B-39-29.

Stage 5 Traffic Control:

- IH 39 northbound and southbound outside lanes and outside shoulders will be closed. IH 39 northbound and southbound will each be reduced to one lane, utilizing the inside lanes. No lane closures are allowed during weekends.
- Edgewood Court will be open to traffic with no lane or shoulder closures permitted.

CTH M Bridge over IH 39 (B-39-28 Bridge Rehabilitation)

Do not close CTH M at the same time as Edgewood Court. Construct Bridge B-39-28 and the approach roadways in July and August, after constructing Bridge B-39-29.

Do not close CTH M during a full closure of STH 23/82.

Sign the alternate route, as detailed in the plans, while CTH M is closed.

Weekend single lane closures will not be allowed on IH 39 for the work associated with Bridge B-39-28 and CTH M.

Stage 1 Construction:

- Fill IH 39 northbound and southbound inside lane rumble strips in the vicinity of bridge B-39-28.
- Widen the IH 39 northbound and southbound inside shoulders in the vicinity of bridge B-39-28.

Stage 1 Traffic Control:

- IH 39 northbound and southbound inside lanes and inside shoulders will be closed. IH 39 northbound and southbound will each be reduced to one lane, utilizing the outside lanes. No lane closures are allowed during weekends.
- CTH M will remain open to traffic with no lane or shoulder closures permitted.

Stage 2 Construction:

- Raise Bridge B-39-28.

Stage 2 Traffic Control:

- IH 39 northbound and southbound inside shoulders and outside shoulders will be closed. Two lanes of traffic will remain open for both IH 39 northbound and southbound, using the permanent lanes.
- CTH M will be closed. No detour will be provided during the closure.

Stage 3 Construction:

- Paint Bridge B-39-28 over the outside lanes and outside shoulders of IH 39 northbound and southbound.
- Reconstruct approaches to Bridge B-39-28.
- Fill IH 39 northbound and southbound outside lane rumble strips in the vicinity of bridge B-39-28.

Stage 3 Traffic Control:

- IH 39 northbound and southbound outside lanes and outside shoulders will be closed. IH 39 northbound and southbound will each be reduced to one lane, utilizing the inside lanes. No lane closures are allowed during weekends.
- CTH M will be closed. No detour will be provided during the closure.

Stage 4 Construction:

- Paint Bridge B-39-28 over the inside lanes and inside shoulders of IH 39 northbound and southbound.
- Reconstruct approaches to Bridge B-39-28.
- Install IH 39 northbound and southbound inside lane rumble strips in the vicinity of bridge B-39-28.

Stage 4 Traffic Control:

- IH 39 northbound and southbound inside lanes and inside shoulders will be closed. IH 39 northbound and southbound will each be reduced to one lane, utilizing the outside lanes. No lane closures are allowed during weekends.
- CTH M will be closed. No detour will be provided during the closure.

Stage 5 Construction:

- Install IH 39 northbound and southbound outside lane rumble strips in the vicinity of bridge B-39-28.

Stage 5 Traffic Control:

- IH 39 northbound and southbound outside lanes and outside shoulders will be closed. IH 39 northbound and southbound will each be reduced to one lane, utilizing the inside lanes. No lane closures are allowed during weekends.
- CTH M will be open to traffic with no lane or shoulder closures permitted.

4. Traffic.

General

Maintain traffic with a minimum of 12-foot travel lanes at all times on IH 39, IH 39 southbound entrance and exit ramps, and STH 23/82 for the work under Project 1166-07-76 unless otherwise noted within this article.

Conduct operations in a manner that will cause the least interference to traffic, commercial access, agricultural access, and residential access adjacent to and within the construction area. This includes the following restrictions:

- No vehicle or piece of equipment will be permitted to enter a live traffic roadway against the direction of normal traffic flow, even if the roadway has been declared part of a haul road.

- All construction vehicles and equipment entering or leaving live traffic lanes will yield to through traffic. Unsafe actions will result in an individual's removal from the project unless approved to resume project activities by the engineer.

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

- Access live traffic lanes only at the ends of the work zone (see plan details). Do not cut in between traffic control devices to enter IH 39 traffic lanes. Temporary access points within the temporary concrete barrier may be allowed if the engineer approves the location, configuration, and traffic control devices as proposed by the contractor.

- Construction equipment and empty or loaded trucks will not be allowed to cross IH 39 traffic.

- Construction vehicles shall use interchange ramps to access IH 39.

- Provide a minimum 6-foot shoulder along vertical cut areas adjacent to lanes carrying IH 39 traffic unless concrete barrier or beam guard is in place. Provide a minimum 4:1 in slope from the shoulder hinge point in unless concrete barrier or beam guard is in place. Provide a minimum shy distance of 2 feet from live traffic lanes to beam guard or concrete barrier.

- Do not park or store equipment, vehicles or construction materials within 30 feet of the edge of the traffic lanes carrying IH 39 traffic during non-working hours unless properly protected as described in the standard specifications and as supplemented herein.

- Do not park or store equipment, vehicles or construction materials within 20 feet of the edge of the traffic lanes carrying STH 23/82, local road or ramp traffic during non-working hours unless properly protected as described in the standard specifications and as supplemented herein.

- Equip all construction vehicles and equipment entering or leaving the live traffic lanes with a hazard identification beam (flashing amber signal). Activate the beam when merging into or exiting a live traffic lane.

- Notify the Wisconsin State Patrol and Marquette County Sheriff's Department a minimum of two weeks prior to any full roadway closures, and lane closures on IH 39.

- Do not use maintenance crossovers to make U-turns.

- Mobilizations required to begin a new stage or to facilitate the contractor’s work schedule shall be incidental to the traffic control bid items and other contract bid items.

- The single lane remaining open to traffic during lane closures on IH 39 and STH 23/82 shall have a minimum clear width of 16 feet (including shoulders) from face to face of temporary barrier, beam guard, and/or traffic drums.

Use drums, barricades, cones, flaggers or temporary fencing, in addition to the traffic control shown in the plans, to delineate and or protect the public from temporary hazards in the work zone. Protect hazards such as; exposed excavations, drop offs, construction equipment and operations and any other hazardous condition that is caused by the construction activity. All costs for the use of such devices are incidental to the operation that creates the hazard.

Speed and Traffic Control along STH 23/82
When traffic along STH 23/82 is restricted to one lane or when construction operations require the placement of traffic control devices within 6 feet of an open lane, reduce the enforceable posted speed from 55 mph to 45 mph (white signs). Begin the speed reduction a minimum of 1,000 feet and maximum of 2,000 feet upstream of the ramp terminal intersections in each direction, and end the speed reduction immediately downstream of the work zone.

When traffic along STH 23/82 is on both open lanes, maintain the original posted speed of 55 mph.

Speed and Traffic Control along IH 39
When traffic along IH 39 is restricted to one lane or when construction operations require the placement of traffic control devices within 6 feet of an open lane, reduce the enforceable posted speed from 65 mph to 55 mph (white signs). Begin the speed reduction a minimum of 1,000 feet and maximum of 2,000 feet upstream of the work zone, and end the speed reduction immediately downstream of the work zone. If there are multiple isolated locations having traffic control devices within 6 feet of an open lane, maintain the 55 mph speed reduction between the isolated locations.

When traffic along IH 39 is on both open lanes, maintain the original posted speed of 65 mph.

Vehicle Access at Interchange Ramps
If at any time access at ramps should be restricted beyond what is shown in the plans due to construction operations, notify the engineer at least three business days prior to the work beginning. Complete the work in a reasonable time and manner.

Advance Notification and Coordination
Designate a local individual responsible for traffic control, all emergency traffic and emergency traffic control repair. Provide the name and phone number of this individual to the engineer, State Patrol, Marquette County sheriff, local police and fire departments.

5. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying IH 39 or STH 23/82 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday periods:

- From noon Friday, May 27, 2016 to noon Tuesday, May 31, 2016 for Memorial Day;
- From noon Friday, July 1, 2016 to noon Tuesday, July 5, 2016 for Independence Day;

- From noon Friday, September 2, 2016 to noon Tuesday, September 6, 2016 for Labor Day;
- From 10:00 AM Friday, November 18, 2016 to 7:00 PM Monday, November 28, 2016 for Thanksgiving.
- From noon Friday, May 26, 2017 to noon Tuesday, May 30, 2017 for Memorial Day;

107-005 (20050502)

6. Utilities.

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

Adams-Columbia Electric Cooperative (electric) has underground electric along the north side of STH 23/82, along the west side of Crossroads Clinic Road, and along the north side of Fawn Court. Adams-Columbia Electric Cooperative will relocate its existing underground electric along the existing Crossroads Clinic Road. The new route will follow the new western right of way of Crossroads Clinic Road between Station 627C+00 and 643C+55. The 7200 volt single phase line will parallel the new right of way and be placed within three feet of the right of way line. Clearing and grubbing along this route will need to be completed prior to their relocations. Provide Adams-Columbia Electric Cooperative 15 working days notice that the new right of way will be cleared and ready for electric relocations. Relocation work is estimated to take five working days.

Marquette Adams Telephone Coop, Inc. (communications) has underground fiber optic lines along the north and south sides of STH 23/82 and along the west side of Crossroads Clinic Road. Marquette Adams Telephone Coop, Inc. will remove one hand hole at Station 633C+40 RT and bury the fiber loop. They will also move the pedestal and hand hole at Station 640C+55 LT to the west approximately 50 feet. Clearing and grubbing along this route will need to be completed prior to their relocations. Provide Marquette Adams Telephone Coop, Inc. 15 working days notice that the new right of way will be cleared and ready for utility relocations. Relocation work is estimated to take two working days.

Frontier Communications of WI LLC (communications) has underground telephone cable along the north side of Fawn Court. No conflicts are anticipated.

Pioneer Power and Light Company (electric) has underground electric along the north side of Edgewood Court between Station 91J+75 and 105J+65 and along the south side of Edgewood Court between Station 105J+65 and 108J+75 with a crossing at Station 105J+65. No conflicts are anticipated.

We Energies (gas) has gas facilities in conflict located along the west side of Crossroads Clinic road from approximately Station 632C+00 to 642C+00. Another gas line crosses southbound IH-39 at Station 661SB+50 and also under the southbound IH-39 exit ramp at Station 661RDR+25. These gas facilities will be relocated along the new Crossroads Clinic road from Station 630C+75 to 642C+00 LT approximately 6' inside new right-of-way.

Clearing and grubbing will need to take place along the new Crossroads Clinic Road right-of-way before We Energies can relocate the gas line to this location. Contact Ryan Mientke of We Energies at (715) 421-9293 immediately upon completion of clearing. We Energies will begin gas relocation along Crossroads Clinic Road within three weeks of notice.

The line beneath IH-39 will be relocated to tie into the new gas line along Crossroads Clinic road at approximately Station 630C+75 LT in new right-of-way and continue to the east right-of-way of IH-39.

Relocation work is estimated to take 30 working days. Much of this work will not interfere with road construction as it is outside the slope intercepts along the new Crossroads Clinic Road or is boring under I-39. Coordinate with We Energies for potential conflicts with all work including these specific locations: gas valve at approximately 661RDR+10, culvert extensions under SB IH-39 exit ramp, and roadway construction of Crossroads Clinic Road.

The 1 ¼" steel gas main from approximately Station 661RDR+25 to 661RDR+75 will be abandoned. Contact We Energies at (800) 261-5325 before removing any gas facilities to verify that they have been abandoned and carry no natural gas.

Wisconsin DOT RWIS Program (communications) has a weather tower located southeast of the northbound IH-39 overpass over STH 23/82. Two sensors are located in the approach, and one sensor is located in the right lane of the northbound bridge deck (B-39-26). The engineer will coordinate with the WisDOT RWIS Program Manager 30 days prior to the project start and after bridge work is completed in this area. The sensor in the bridge deck will be replaced after the polymer overlay is completed.

ATC Management, Inc. (electric) has overhead transmission lines (69 kV) crossing the project at Station 641C+10. A pole is at Station 641C+10 RT, 670SB+00 LT where the overhead lines turn north along Crossroads Clinic Road and outside the project limits. The pole will remain in place. ATC will install temporary guy wires 13-16 feet away from the existing pole prior to fill being placed in the area. After the fill is complete, ATC will then remove the temporary guy wires and install permanent guy wires and anchors on the new slope 35-45 feet from the existing pole.

Contact Jim Jacobi of ATC at (608) 877-3555 four weeks prior to grading the area of the guying of structure 115569 at Station 670SB+00 LT to install temporary guying. Notify

ATC again immediately upon completion of the topsoil in this area to place permanent guying.

- Maintain a safe working clearance to the 69,000 volt transmission line at all times based on the latest OSHA clearances.
- Exercise caution when working and driving near ATC transmission line structures to avoid damage. If any damage occurs during construction to ATC facilities, please report the incident immediately to Doug Vosberg at (608) 877-7650.
- Unobstructed ATC access to the transmission lines and structures must be maintained at all times.
- Do not stockpile or stage equipment and/or materials under or near the ATC transmission lines and structures.
- Do not excavate more than 1 foot within 20 feet of the face of any ATC structure.
- ATC does not allow grade changes of more than one foot within the easement unless review of specific plans proves that the changes will not impact ATC's line clearances or access. If the planned grades are altered by more than 12 inches (especially near guy wires), new plans must be submitted clearly showing all grade changes before approval can be granted.
- Transmission line structures may have multiple ground rods. These ground rods can be located a significant distance from the structure. All ground rods are connected to the structure via a ground wire and can be buried to a depth of 18 inches or greater. If the ground rods are disturbed through construction activities, the location must be noted and promptly reported to Jim Jacobi at (608) 877-3555. The cost for all repairs to ground wire and rods is the responsibility of the contractor.

7. Property Marks – Protecting and Restoring.

Replace standard spec107.11.3 (1) with the following:

Protect and carefully preserve all known property and survey marks, land monuments, and right-of-way monuments and marker posts. Notify the engineer of the nature and location of these monuments and markers. Do not disturb or destroy monuments or markers until the engineer has arranged for their referencing or perpetuation.

Reset or replace, to the required standard, any property and survey marks, land monuments, and right-of-way monuments and marker posts that fall outside the construction limits that are shifted, lost or damaged by the contractor during construction operations, as determined by the engineer. If the contractor fails to restore the disturbed monuments or markers within a reasonable time, the department may, upon 48 hours written notice, restore the disturbed monuments or markers. The department will deduct restoration costs from payments due the contractor under the contract.
(NCR 107.09-05312011)

8. Erosion Control.

Add the following to standard spec 107.20:

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

Replace topsoil on disturbed areas, including spot locations such as cross drains, driveways, guardrail and terminals, and intersections, immediately after grading is completed within those areas. Complete finishing operations, which includes seed, fertilizer, mulch and any other permanent erosion control measures required, within seven (7) calendar days after the placement of topsoil.
(NCR 107.03-10152014)

9. Environmental Protection, Invasive Species Control.

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under NR 40, Wis. Administrative Code. The following website provides further information and lists those species classified as Restricted or Prohibited under NR 40:

http://dnr.wi.gov/topic/Invasives/classification.html

10. Crash Cushions Temporary.

Delete standard spec 614.3.4(1) and replace with the following:

Provide and maintain construction zone crash cushions, at the locations the plans show. Conform to the contract design criteria and to manufacturer's specifications. Certify that the installation was done accordingly to manufacturer's recommendations. Ensure that the upstream ends of crash cushions have reflective sheeting applied before opening to public traffic. Replace parts of crash cushions damaged during construction within 4 hours upon notification of the damage.

11. Public Convenience and Safety.

Replace standard spec 107.8 (4) with the following:

Notify the following organizations and departments at least twp business days before road closures, lane closures or detours are put into effect:

Marquette County Sheriff's Department
Wisconsin State Patrol
Marquette County Highway Department
Marquette County EMS
Oxford Fire Department

Montello Fire Department
Westfield Fire Department
Town of Oxford
Town of Packwaukee
Town of Westfield
Town of Harris
Village of Oxford
Village of Westfield
Westfield School District
Oxford Post Office
Westfield Post Office

The Marquette County Sheriff's Department 911 dispatches all area police, fire and ambulance services, and will relay any notification given by the contractor.
(NCR 107.05-10152014)

12. Public Convenience and Safety - Lane Closure Notification.

Add the following to standard spec 107.8:

At least 14 days prior to the preconstruction meeting submit to the engineer for approval a schedule of closures necessary for completion of the contract. Identify general information including the construction activity requiring a closure, location of closure, type of closure, duration of closure, and times of closure.

All closures must be according to the contract unless approved by the engineer. Submit any changes to the traffic control plan or other traffic related requirements of the contract to the engineer for approval at a minimum of 14 calendar days prior to the closure.

Review the closure schedule with the engineer at the preconstruction meeting. Within five days after the meeting, the engineer will accept the contractor's initial schedule or request additional information. Provide additional information requested by the engineer within five days after the request. Provide the engineer with an updated closure schedule whenever changes are necessary.

Provide the engineer a detailed closure schedule weekly, by noon on Wednesday, that covers planned closures for the following two weeks. Include detailed information on the construction activity, location, type, duration, and time of closures. Verify with the engineer that the closure is approved in the Wisconsin Lane Closure System prior to implementing the closure. Immediately notify the engineer if there are any changes in the schedule, early completions, or cancellations of scheduled work.

Provide the minimum advance notification to the engineer for the following closures:

Shoulder closures	3 business days
Ramp closures	3 business days
Lane closures	3 business days
Local street closings	7 calendar days

System ramp closures	14 calendar days
Full freeway closures	14 calendar days
Construction stage changes	14 calendar days
Detours	14 calendar days

Non-compliance with the above requirements may result in non-approval of a closure.

No time extensions as described in standard spec 108.10 will be granted for non-approval of a closure. The department will not assume damages accrued due to non-approval of a closure, including but not limited to mobilization costs, traffic control costs, and other damages for delays to the contract.
(NCR 107.12-10152014)

13. Coordination with Local Governments.

Contact the Marquette County Highway Commissioner at (608) 297-3068 to coordinate moving local signs at CTH M and Edgewood Court. Provide a minimum of 10 business days advance notification.

Contact the Town of Oxford Chairman at (608) 586-5534 to coordinate moving local signs at the STH 23/82 interchange. Provide a minimum of 10 business days advance notification.

14. Coordination with Businesses.

Provide the engineer a minimum of seven calendar days advance notification for closures or detours on CTH M or STH 23/82. The engineer will notify Brakebush Brothers, Inc., N4993 6th Drive, Westfield, WI 53964 a minimum of three business days before road closures or detours are put into effect on CTH M and STH 23/82.

15. Information to Bidders - US Army Corps of Engineers Section 404 Permit.

The department has obtained a US Army Corps of Engineers Section 404 Permit. Comply with the requirements of the permit in addition to requirements of the special provisions. A copy of the permit is available from the region office by contacting Dan Holloway at (715) 421-7305. Methods of operations, including preparatory work, staging, site clean-up or storing materials, causing impacts to other wetlands or waters are not permitted.

If the contractor chooses a method of construction that is not covered by the department's 404 Permit, obtain the proper additional permits required from the US Army Corps of Engineers. It is the contractor's responsibility to determine if additional permits are required. Obtain the additional permits prior to beginning construction operations requiring the permits. No time extensions as discussed in standard spec 108.10 will be granted for the time required to apply for and obtain the additional permits. The contractor must be aware that the US Army Corps of Engineers may not grant the additional permits.
(NCR 107.07-10152014)

16. Clearing.

Add the following to standard spec 201.3:

Clear all trees prior to April 1. This is to prevent the roosting of the Northern Long Eared Bat and to prevent the spread of oak wilt. All cut stumps and any damage to remaining oak trees must be treated with wound paint from July 15 to October 1. Extra precautions during removal shall be taken to avoid harming remaining oaks.

17. Notice to Contractor, Asbestos Containing Materials on Structure.

John Roelke, License Number AII-119523, inspected Structure B-39-10 for asbestos on August 22, 2012. Regulated Asbestos Containing Material (RACM) was found on this structure in the following locations and quantities: the gaskets located where the tubular raling attaches to the concrete parapet on B-39-10. It is estimated that 14 square feet of non-friable ACM material (3% Chrysotile) is present in the gaskets under the guardrail attachment.

A copy of the inspection report is available from: Dan Holloway at (715) 421-7305. Locations of asbestos containing material are noted on the plan set. Do not disturb any asbestos containing material. Should asbestos containing material be disturbed, stop work immediately, notify the engineer, and the engineer will notify the department's Bureau of Technical Services at (608) 266-1476 for an emergency response in accordance to standard spec 107.24. Keep material wet until it is abated.
107-120 (20120615)

18. Notice to Contractor, Verification of Asbestos Inspection, No Asbestos Found.

John Roelke, License Number AII-119523, inspected Structures B-39-26, B-39-27, B-39-28 and B-39-29 for asbestos on August 22, 2012. No regulated Asbestos Containing Material (RACM) was found on these structures. A copy of the inspection report is available from: Dan Holloway at (715) 421-7305.
107-127 (20120615)

19. Abatement of Asbestos Containing Material Structure B-39-9, Item 203.0210.S.01.

A Description
This special provision describes abating asbestos containing material on structures in accordance to the plans, the pertinent provisions of the standard specifications, and as hereinafter provided.

B (Vacant)

C Construction

John Roelke, License Number AII-119523, inspected Structure B-39-9 for asbestos on August 22, 2012 Regulated Asbestos Containing Material (RACM) was found on this structure in the following locations and quantities: the gaskets located where the tubular railing attaches to the concrete parapet on B-39-9. It is estimated that 14 square feet of non-friable ACM material (3% Chrysotile) is present in the gaskets under the tubular railing attachment.

The RACM on this structure must be abated by a licensed abatement contractor. A copy of the inspection report is available from Dan Holloway at (715) 421-7305. According to NR447 and DHS159 , ensure that DNR or DHS receives a completed Notification of Demolition and/or Renovation (DNR Form 4500-113 (R 4/11), or subsequent revision) via U.S. mail, hand-delivery, or using the online notification system at least 10 working days prior to beginning any construction or demolition. Pay all associated fees. Provide a copy of the completed 4500-113 form and the abatement report to Dan Holloway at (715) 421-7305 and DOT BTS-ESS attn: Hazardous Materials Specialist PO Box 7965, Madison, WI. 53707-7965. In addition, comply with all local or municipal asbestos requirements.

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

- Site Name: Structure B-39-9, IH 39 Southbound over STH 23Westbound/STH 82 Eastbound
- Site Address: 3.3 M S JCT CTH M
- Ownership Information: WisDOT North Central Region, 1681 Second AvenueSouth, Wisconsin Rapids, WI 54495
- Contact: Dan Holloway
- Phone: (715) 421-7305
- Age: 49 years. This structure was constructed in 1966.
- Area: 5621 SF of deck

Insert the following paragraph in Section 6.g.:

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

D Measurement

The department will measure Abatement of Asbestos Containing Material (Structure), completed in accordance to the contract and accepted, as a single complete unit of work.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
203.0210.S.01	Abatement of Asbestos Containing Material Structure B-39-9	LS

Payment is full compensation for submitting necessary forms; removing all asbestos; properly disposing of all waste materials; and for furnishing all labor, tools, equipment, and incidentals necessary to complete the contract work.

203-005 (20120615)

20. 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 sublot 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)

21. 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 sublot 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:

	Fixed Interval	Continuous (Localized Roughness)
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] The department will not assess a ride disincentive for HMA pavement placed in cold weather because of a department-caused delay as specified in 450.5(4) of the contract additional special provisions (ASP 6).

[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.

22. QMP HMA Pavement Nuclear Density.

A Description

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

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

(2) Provide and maintain a quality control program defined as all activities and documentation of the following:
1. Selection of test sites.
2. Testing.
3. Necessary adjustments in the process.
4. Process control inspection.

(3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes required procedures. Obtain the CMM from the department's web site at:
http://roadwaystandards.dot.wi.gov/standards/cmm/index.htm

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

B Materials

B.1 Personnel

(1) Perform HMA pavement density (QC, QV) testing using a HTCP certified nuclear technician I, or a nuclear assistant certified technician (ACT-NUC) working under a certified technician.

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

B.2 Testing

(1) Conform to ASTM D2950 and CMM 8.15 for density testing and gauge monitoring methods. Perform nuclear gauge measurements using gamma radiation in the backscatter position. Perform each test for 4 minutes of nuclear gauge count time.

B.3 Equipment

B.3.1 General

(1) Furnish nuclear gauges from the department's approved product list at http://www.dot.wisconsin.gov/business/engrserv/approvedprod.htm.

(2) Have the gauge calibrated by the manufacturer or an approved calibration service within 12 months of its use on the project. Retain a copy of the manufacturer's calibration certificate with the gauge.

(3) Prior to each construction season, and following any calibration of the gauge, the contractor must perform calibration verification for each gauge using the reference blocks located in the department's central office materials laboratory. To obtain

information or schedule a time to perform calibration verification, contact the department's Radiation Safety Officer at:

Materials Management Section
3502 Kinsman Blvd.
Madison, Wisconsin 53704
Telephone: (608) 243-5998

B.3.2 Correlation of Nuclear Gauges

B.3.2.1 Correlation of QC and QV Nuclear Gauges

(1) Select a representative section of the compacted pavement prior to or on the first day of paving for the correlation process. The section does not have to be the same mix design.

(2) Correlate the 2 or more gauges used for density measurement (QC, QV). The QC and QV gauge operators will perform the correlation on 5 test sites jointly located. Record each density measurement of each test site for the QC, QV and back up gauges.

(3) Calculate the average of the difference in density of the 5 test sites between the QC and QV gauges. Locate an additional 5 test sites if the average difference exceeds 1.0 lb/ft^3. Measure and record the density on the 5 additional test sites for each gauge.

(4) Calculate the average of the difference in density of the 10 test sites between the QC and QV gauges. Replace one or both gauges if the average difference of the 10 tests exceeds 1.0 lb/ft^3 and repeat correlation process from B.3.2.1 (2).

(5) Furnish one of the QC gauges passing the allowable correlation tolerances to perform density testing on the project.

B.3.2.2 Correlation Monitoring

(1) After performing the gauge correlation specified in B.3.2.1, establish a project reference site approved by the department. Clearly mark a flat surface of concrete or asphalt or other material that will not be disturbed during the duration of the project. Perform correlation monitoring of the QC, QV, and all back-up gauges at the project reference site.

(2) Conduct an initial 10 density tests with each gauge on the project reference site and calculate the average value for each gauge to establish the gauge's reference value. Use the gauge's reference value as a control to monitor the calibration of the gauge for the duration of the project.

(3) Check each gauge on the project reference site a minimum of one test per day if paving on the project. Calculate the difference between the gauge's daily test result and its reference value. Investigate if a daily test result is not within 1.5 lb/ft^3 of its reference value. Conduct 5 additional tests at the reference site once the cause of deviation is corrected. Calculate and record the average of the 5 additional tests. Remove the gauge

from the project if the 5-test average is not within 1.5 lb/ft^3 of its reference value established in B.3.2.2(2).

(4) Maintain the reference site test data for each gauge at an agreed location.

B.4 Quality Control Testing and Documentation

B.4.1 Lot and Sublot Requirements

B.4.1.1 Mainline Traffic Lanes, Shoulders, and Appurtenances

(1) A lot consists of the tonnage placed each day for each layer and target density specified in standard spec 460.3.3.1. A lot may include partial sublots.

(2) Divide the roadway into sublots. A sublot is 1500 lane feet for each layer and target density.

(3) A sublot may include HMA placed on more than one day of paving. Test sublots at the pre-determined random locations regardless of when the HMA is placed. No additional testing is required for partial sublots at the beginning or end of a day's paving.

(4) If a resulting partial quantity at the end of the project is less than 750 lane feet, include that partial quantity with the last full sublot of the lane. If a resulting partial quantity at the end of the project is 750 lane feet or more, create a separate sublot for that partial quantity.

(5) Randomly select test locations for each sublot as specified in CMM 8.15 prior to paving and provide a copy to the engineer. Locate and mark QC density test sites when performing the tests. Perform density tests prior to opening the roadway to traffic.

(6) Use Table 1 to determine the number of tests required at each station, depending on the width of the lane being tested. When more than one test is required at a station, offset the tests 10 feet longitudinally from one another to form a diagonal testing row across the lane.

Lane Width	No. of Tests	Transverse Location
5 ft or less	1	Random
Greater than 5 ft to 9 ft	2	Random within 2 equal widths
Greater than 9 ft	3	Random within 3 equal widths

Table 1

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

(1) A lot represents a combination of the total daily tonnage for each layer and target density.

(2) Each side road, crossover, turn lane, ramp, and roundabout must contain at least one sublot for each layer.

(3) If a side road, crossover, turn lane, or ramp is 1500 feet or longer, determine sublots and random test locations as specified in B.4.1.1.

(4) If a side road, crossover, turn lane, or ramp is less than 1500 feet long, determine sublots using a maximum of 750 tons per sublot and perform the number of random tests as specified in Table 2.

Side Roads, Turn Lanes, Crossovers, Ramps, Roundabouts: Sublot/Layer tonnage	Minimum Number of Tests Required
25 to 100 tons	1
101 to 250 tons	3
251 to 500 tons	5
501 to 750 tons	7

Table 2

B.4.2 Pavement Density Determination

B.4.2.1 Mainline Traffic Lanes and Appurtenances

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

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

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

B.4.2.2 Mainline Shoulders

B.4.2.2.1 Width Greater Than 5 Feet

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

B.4.2.2.2 Width of 5 Feet or Less

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

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

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

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

B.4.2.4 Documentation

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

B.4.3 Corrective Action

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

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

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

(4) Retesting and acceptance of replaced pavement will be according to standard spec 105.3.

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

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

B.5 Department Testing

B.5.1 Verification Testing

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

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

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

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

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

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

B.5.2 Independent Assurance Testing

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

B.6 Dispute Resolution

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

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

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

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

B.7 Acceptance

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

C (Vacant)

D (Vacant)

E Payment

E.1 QMP Testing

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

E.2 Disincentive for HMA Pavement Density

(1) The department will administer density disincentives according to standard spec 460.5.2.2.

E.3 Incentive for HMA Pavement Density

(1) Delete standard spec 460.5.2.3.

(2) If the lot density is greater than the minimum specified in standard spec table 460-3 and all individual air voids test results for that mixture are within +1.0 percent or -0.5 percent of the design target in standard spec table 460-2, the department will adjust pay for that lot as follows:

Percent Lot Density Above Minimum	Pay Adjustment Per Ton
From -0.4 to 1.0 inclusive	$0
From 1.1 to 1.8 inclusive	$0.40
More than 1.8	$0.80

(3) The department will adjust pay under the Incentive Density HMA Pavement bid item. Adjustment under this item is not limited, either up or down, to the bid amount shown on the schedule of items.

(4) If a traffic lane meets the requirements for disincentive, the department will not pay incentive on the integrally paved shoulder.

(5) Submit density results to the department electronically using the MRS software. The department will validate all contractor data before determining pay adjustments.

460-020 (20100709)

23. Reheating HMA Pavement Longitudinal Joints, Item 460.4110.S.

A Description

This special provision describes reheating the abutting edge of the previously compacted layer in the adjacent lane while paving mainline asphalt pavements.

B (Vacant)

C Construction

C.1 Equipment

Provide a self-contained heating unit that heats by convection only. Do not use forced air to enhance the flame. Provide a fireproof barrier between the flame and the heater's fuel

source. The heater must produce a uniform distribution of heat within the heat box. Provide automatic controls to regulate the heater output and shutoff the heater when the paver stops or the heater control system loses power.

Mount the heater on the paver inside the paver's automatic leveling device.

C.2 Reheating Joints
Evenly reheat at least an 8 inch (200 mm) wide strip of the previously compacted layer in the adjacent lane as follows:

- Reheat the joint to within 60 degrees F (15 degrees C) of the mix temperature at the paver auger. Measure joint temperature immediately behind the heater.

The engineer may allow the required joint reheat temperatures to be cooler than specified to adjust for weather, wind, and other field conditions. Coordinate the heater output and paver speed to achieve the required joint reheat temperature without visible smoke emission.

D Measurement
The department will measure Reheating HMA Pavement Longitudinal Joints by the linear foot acceptably completed as measured along each joint for each layer of asphalt placed.

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

ITEM NUMBER	DESCRIPTION	UNIT
460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF

Payment is full compensation for furnishing all the work required under this bid item.
460-015 (20140630)

24. Asphaltic Surface.

Replace standard spec 465.2 (1) with the following:

Under the Asphaltic Surface bid item submit a mix design. Furnish asphaltic mixture meeting the requirements specified for HMA Pavement Type E-10 under standard spec 460.2; except the engineer will not require the contractor to conform to the quality management program specified under standard spec 460.2.8.
(NCR 465.02-10152014)

25. Expansion Device, B-39-28; B-39-29.

A Description
This special provision describes furnishing and installing an expansion device in accordance to standard spec 502, as shown on the plans, and as hereinafter provided.

B Materials

The minimum thickness of the polychloroprene strip seal shall be ¼-inch for non-reinforced elastomeric glands and 1/8-inch for reinforced glands. Furnish the strip seal gland in lengths suitable for a continuous one-piece installation at each individual expansion joint location. Provide preformed polychloroprene strip seals that conform to the requirements ASTM D3542, and have the following physical properties:

Property Requirements	Value	Test Method
Tensile Strength, min.	2000 psi	ASTM D412
Elongation @ Break, min	250%	ASTM D412
Hardness, Type A, Durometer	60 ± 5 pts.	ASTM D2240
Compression Set, 70 hours @212˚F, max.	35%	D395 Method B Modified
Ozone Resistance, after 70 hrs. at 100˚F under 20% Strain with 100 pphm ozone	No Cracks	ASTM D1149 Method A
Mass Change in Oil 3 after 70 hr. 212˚F Mass Change, max.	45%	ASTM D471

Install the elastomeric strip seal gland with tools recommended by the manufacturer, and with a lubricant adhesive conforming to the requirements of ASTM D4070.

The manufacturer and model number shall be one of the following approved strip seal expansion device products:

	Model Number Strip Seal Gland Size*		
Manufacturer	**4-Inch**	**5-Inch**	**6-Inch**
D.S. Brown	SSA2-A2R-400	SSA2-A2R-XTRA	SSA2-A2R-XTRA
R.J. Watson	RJA-RJ400	RJA-RJ500	RJA-RJ600
Watson Bowman Acme	A-SE400	A-SE500	A-SE800
Commercial Fabricators	A-AS400	-----	-----

*Expansion device strip seal gland size requirement of 4”, 5”, and 6” shall be as shown on the plans.

Furnish manufacturer’s certification for production of polychloroprene represented showing test results for the cured material supplied, and certifying that it meets all specified requirements.

The steel extrusion or retainer shall conform to ASTM designation A 709 grade 36 steel. After fabrication, steel shall be galvanized conforming to the requirements ASTM A123.

Manufacturer’s certifications for adhesive and steel shall attest that the materials meet the specification requirements.
502-020 (20110615)

26. Pigmented Protective Surface Treatment, Item 502.3210.S.

A Description

This special provision describes providing a pigmented cure and seal compound to the inside and top faces of concrete parapets.

B Materials

Furnish a gray Cure and Seal Compound for Non-Trafficked Surfaces on Structural Masonry selected from the department's approved products list unless the contract specifies a different color.

C Construction

Apply pigmented cure and seal compound to the inside and top faces of concrete parapets after the required surface finish has been applied per standard spec 502.3.7. Apply before opening to traffic and before suspending work for the winter.

Ensure that the concrete is clean and dry, and that application equipment is clean and functioning properly. Air blast immediately before applying the pigmented cure and seal compound to remove all dust or loose particles. Follow the manufacturer's recommended coverage rate. If application at that rate in a single coat causes running, use two lighter coats allowed to dry between coats.

D Measurement

The department will measure Pigmented Protective Surface Treatment by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
502.3210.S	Pigmented Protective Surface Treatment	SY

Payment is full compensation for providing the compound; including surface preparation and cleaning.

502-050 (20141107)

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

A Description

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

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

B Materials

B.1 General

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

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

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

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

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

B.2 Fabrication

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

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

B.3 Control of Material

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

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

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

1. Verify that sampling and testing procedures and test results conform to ASTM A955, ASTM A276 table 1, and these contract requirements.
2. Include a chemical analysis with the UNS designation, heat lot identification, and the source of the metal.

3. Include tensile strength, yield strength, and elongation tests results conforming to ASTM A955 for each size furnished.
4. Certify that the bars have been pickled to a bright or uniform light finish.

C Construction

C.1 General

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

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

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

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

C.2 Splices

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

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

D Measurement

The department will measure Bar Steel Reinforcement HS Stainless Structures by the pound acceptably completed, computed from the nominal weights of corresponding sizes for carbon steel deformed bars in AASHTO M31 regardless of stainless steel alloy

provided. The department will not measure extra material used if the contractor alters the reinforcement layout as allowed under C.2, extra material for splices or couplers the plans do not show, or the weight of devices used to support or fasten the steel in position.

The department will measure the Bar Couplers Stainless bid items as each individual coupler, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB

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

Payment for the Bar Couplers Stainless bid items is full compensation for providing couplers; including bar steel that is part of the coupler and not detailed in the plan; for threading reinforcing bars; for installing and coating the splice; and for supplying and testing 3 couplers.
505-005 (20141107)

28. Removing Bearings, B-39-28, Item 506.7050.S.01; B-39-29, Item 506.7050.S.02.

A Description
This special provision describes raising the girders and removing the existing bearings, as shown on the plans and as hereinafter provided.

B (Vacant)

C Construction
Raise the structure's girders and remove the existing bearings as shown in the plans

Obtain prior approval from the engineer for the method of jacking the girders and of supporting them as required.

D Measurement
The department will measure Removing Bearings (Structure) by the unit for each bearing removed.

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

ITEM NUMBER	DESCRIPTION	UNIT
506.7050.S.01	Removing Bearings, B-39-28	Each
506.7050.S.02	Removing Bearings, B-39-29	Each

Payment is full compensation for raising the bridge girders; and for removing the old bearings.

Cost of furnishing and installing the bearings will be paid for under separate bid items.
506-035 (20130615)

29. Bridge, Jacking, B-39-28, Item 506.7060.S.01; B-39-29, Item 506.7060.S.02.

A Description
This special provision describes raising the bridge, supporting it while the substructure units are being raised, and lowering the bridge back on bearings or bearing pads in accordance to the standard specifications and as hereinafter provided.

B (Vacant)

C Construction
Support jacks on or adjacent to existing substructure units. Use a sufficient number of jacks so that the entire bridge is raised simultaneously. Use approximately the same rate of jacking at each substructure unit.

Submit to the engineer for approval plans showing the method of raising the bridge. Show type of jacks, size of jacks, shoring or falsework, and sequence of work in the plan.

D Measurement
The department will measure Bridge Jacking, (Structure), as a single complete unit of work consisting of raising one bridge.

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

ITEM NUMBER	DESCRIPTION	UNIT
506.7060.S.01	Bridge, Jacking, B-39-28	LS
506.7060.S.02	Bridge, Jacking, B-39-29	LS

Payment is full compensation for furnishing all equipment and shoring; raising the bridge; and lowering the bridge onto the bearings.
506-040 (20030820)

30. Removing Concrete Masonry Deck Overlay B-39-10, Item 509.9005.S.01.

A Description

Remove the concrete masonry deck overlay by milling the entire bridge deck, according to standard spec 204, the plans, and as hereinafter provided.

B (Vacant)

C Construction

C.1 Milling

Use a self-propelled milling machine that is specially designed and constructed for milling bridge decks. It shall mill without tearing or gouging the concrete masonry underlying the deck overlay. The machine shall consist of a cutting drum with carbide or diamond tip teeth. Space the teeth on the drum to mill a surface finish that is acceptable to the engineer.

Shroud the machine to prevent discharge of any loosened material into adjacent work areas or live traffic lanes. Equip the machine with electronic devices that provide accurate depth, grade and slope control, and an acceptable dust control system.

Perform milling in a manner that precludes damage to the bridge floor and results in a uniform textured finish that:

- Is free of sharp protrusions;
- Has uniform transverse grooves that measure up to ¼-inch vertically and transversely; and
- If applicable, is acceptable to the manufacturer of the sheet waterproof membrane.

Windrowing and storing of the removed milled concrete masonry on the bridge is only permitted in connection with the continuous removal and pick-up operation. During nonworking hours, clear the bridge of all materials and equipment.

C.2 Cleaning

Blast-clean the entire surface of the deck, the vertical faces of curbs, sidewalks and parapets to the depth of the adjoining concrete overlay. Blast-clean all exposed existing reinforcing steel.

Clean the surface on which the new concrete will be placed to remove all loose particles and dust by either brooming and water pressure using a high-pressure nozzle, or by water and air pressure. Use water for cleaning that conforms to specifications for water under standard spec 501.2.4.

The removed concrete masonry shall become the property of the contractor; properly dispose of it according to standard spec 204.

D Measurement

The department will measure Removing Concrete Masonry Deck Overlay (Structure) in area by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.9005.S.01	Removing Concrete Masonry Deck Overlay B-39-10	SY

Payment is full compensation for removing the concrete masonry; cleaning the concrete surfaces; and for properly disposing of all materials.

509-005 (20100709)

31. Polymer Overlay, Item 509.5100.S.

A Description

This special provision describes furnishing and applying two layers of a two-component polymer overlay system to the bridge decks shown on the plans. The minimum total thickness of the overlay system shall be ¼".

B Materials

B.1 General

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

B.2 Polymer Resin

The polymer resin base and hardener shall be composed of two-component, 100% solids, 100% reactive, thermosetting compound with the following properties:

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

[A] Uncured, mixed polymer binder

[B] Cured, mixed polymer binder

B.3 Aggregates

Furnish natural or synthetic aggregates that have a proven record of performance in applications of this type. Furnish aggregates that are non-polishing, clean, free of surface

moisture, fractured or angular in shape; free from silt, clay, asphalt, or other organic materials; and meet the following properties and gradation requirements:

Aggregate Properties:

Property	Requirement	Test Method
Moisture Content*	½ of the measured aggregate absorption, %	ASTM C566
Hardness	≥6.5	Mohs Scale
Fractured Faces	100% with at least 1 fractured face and 80% with at least 2 fractured faces of material retained on No.16	ASTM 5821
Absorption	≤1%	ASTM C128

* Sampled and tested at the time of placement.

Gradation:

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

B.4 Required Properties of Overlay System

The required properties of the overlay system are listed in the table below:

Property	Requirement [A]	Test Method
Minimum Compressive Strength at 8 Hrs. (psi)	1,000 psi @ 8 hrs 5,000 psi @ 24 hrs	ASTM C 579 Method B, Modified [B]
Thermal Compatibility	No Delaminations	ASTM C 884
Minimum Pull-off Strength	250 psi @ 24 hrs	ACI 503R, Appendix A

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

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

B.5 Approval of Bridge Deck Polymer Overlay System

A minimum of 20 working days prior to application, submit product data sheets and specifications from the manufacturer, and a certified test report to the engineer for approval. The engineer may request samples of the polymer and/or aggregate, prior to application, for the purpose of acceptance testing by the department.

For materials not pre-qualified, in addition to the above submittals, submit product history/reference projects and a certified test report from an independent testing laboratory showing compliance with the requirements of the specification.

The product history/reference projects consist of a minimum of 5 bridge/roadway locations where the proposed overlay system has been applied in Wisconsin or in locations with a similar climate - include contact names for the facility owner, current phone number or e-mail address, and a brief description of the project.

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

C Construction

C.1 General

Conduct a pre-installation conference with the manufacturer's representative prior to construction to establish procedures for maintaining optimum working conditions and coordination of work. Furnish the engineer a copy of the recommended procedures and apply the overlay system according to the manufacturer's instructions. The manufacturer's representative familiar with the overlay system installation procedures shall be present at all times during surface preparation and overlay placement to provide quality assurance that the work is being performed properly.

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

C.2 Deck Preparation

C.2.1. Deck Repair

Remove all asphaltic patches and unsound or disintegrated areas of the concrete decks as the plans show, or as the engineer directs. Work performed to repair the concrete deck will be paid for under other items. Ensure that products used for deck patching are compatible with the polymer overlay system.

NOTE: Some polymer systems require concrete patch material to be in place a minimum of 28-days before overlaying - contact polymer manufacturer before completing deck patching/repair.

C.2.2 Surface Preparation

Determine an acceptable shotblasting machine operation (size of shot, flow of shot, forward speed, and/or number of passes) that provides a surface a profile meeting CSP 5 according to the International Concrete Repair Institute Technical Guideline No. 03732. If the engineer requires additional verification of the surface preparation, test the tensile bond strength according to ACI 503R, Appendix A of the ACI *Manual of Concrete Practice*. The surface preparation will be considered acceptable if the tensile bond strength is greater than or equal to 250 psi or the failure area at a depth of ¼ inches or more is greater than

50% of the test area. Continue adjustment of the shotblasting machine and necessary testing until the surface is acceptable to the engineer or a passing test result is obtained.

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

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

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

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

Create a transitional area approaching transverse expansion joints and ends of the deck using the shotblasting machine or other approved method. Remove 5/16" to 3/8" of concrete adjacent to the joint or end of deck and taper a distance of 3 feet.

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

C.3 Application of the Overlay

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

- Ambient air temperature is below 50^{o}F;
- Deck temperature is below 50^{o}F;
- Moisture content in the deck exceeds 4.5% when measured by an electronic moisture meter or shows visible moisture after 2 hours when measured according to ASTM D4263;
- Rain is forecasted during the minimum curing periods listed under C.5;
- Materials component temperatures below 50^{o}F or above 99^{o}F;
- Concrete age is less than 28 days unless approved by the engineer.
- The deck temperature exceeds 100^{o}F.
- If the gel time is 10 minutes or less at the predicted high air temperature for the day.

After the deck has been shotblasted or during the overlay curing period, only necessary surface preparation and overlay application equipment will be allowed on the deck. Begin overlay placement as soon as possible after surface preparation operations.

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

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

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

Prior to opening to traffic, clean expansion joints and joint seals of all debris and polymer. If required by the engineer, a minimum of 3 days following opening to traffic, remove loosened aggregates from the deck, expansion joints, and approach pavement.

C.4 Application Rates

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

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

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

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

C.5 Minimum Curing Periods
As a minimum, cure the coating as follows:

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

C.6 Repair of Polymer Overlay
Repair all areas of unbonded, uncured, or damaged polymer overlay for no additional compensation. Submit repair procedures from the manufacturer to the engineer for approval. Absent a manufacturer's repair procedures and with the approval of the engineer, complete repairs according to the following: Saw cut the limits of the area to the top of the concrete; remove the overlay by scarifying, grinding, or other approved methods; shot blast or sand blast and air blast the concrete prior to placement of polymer overlay; and place the polymer overlay according to section C.3.

D Measurement
The department will measure Polymer Overlay in area by the square yard, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
509.5100.S	Polymer Overlay	SY

Payment is full compensation for preparing the surface; for tensile bond testing; for providing the overlay; for cleanup; and for sweeping/vacuuming and disposing of excess materials. Concrete Deck Repair will be paid for separately.
509-030 (20130615)

32. Cleaning Parapets, Item 509.9050.S.

A Description
Clean the inside faces and top surface of the concrete parapet according to the plans, as directed by the engineer, and as hereinafter provided.

B (Vacant)

C Construction
C.1 Blast Cleaning Operation
Blast clean the inside face and top surface of the concrete parapet according to SSPC SP-13 and ASTM D4259 for an abrasive blast cleaning to a surface roughness and finish as directed by the engineer. Before abrasive blast cleaning operations are to begin for the

entire bridge parapet, prepare a representative trial area on the parapet concrete surface, and have the method of blast cleaning approved by the engineer.

C.2 Water Cleaning Operation

After abrasive blast cleaning operations are completed, clean the prepared parapet surface with water according to ASTM D4258. Remove with this water cleaning all dust and loose material from the parapet inside face and top that is to be coated with protective surface treatment. Provide an adequate drying time of the parapet inside the face and top surface of at least 24 hours before coating with the surface treatment. Remove all loose concrete, dirt, dust, or blast material that remains on the bridge deck, as directed by the engineer.

D Measurement

The department will measure Cleaning Parapets in length by the linear foot of parapet, acceptably cleaned.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
509.9050.S	Cleaning Parapets	LF

Payment is full compensation for abrasive blast cleaning; for water cleaning; and for furnishing all additional clean up of the concrete surface and surrounding bridge deck area.
509-050 (20100709)

33. Structure Repainting General.

A General

A.1 Inspection

On all structures in this contract, notify the engineer of any missing or broken bolts or nuts, any missing or broken rivets, or of any cracks or flaws in the steel members while cleaning or painting.

A.2 Date Painted

At the completion of all painting work, stencil in black paint or contrasting color paint the date of painting the bridge. The numbers shall be three inches (75 mm) in height and shall show the month and year in which the painting was completed: e.g., 11-95 (November 1995). On each bridge painted, stencil the date at two locations. On truss bridges, stencil the date on the cover plates of end posts near and above the top of the railings at the oncoming traffic end. On steel girder bridges, stencil the date on the **inside** of the outside stringers at the abutments. The date on grade separation bridges shall be readable when going under the structure or at some equally visible surface near the ends of the bridge, as designated by the engineer.

A.3 Graffiti Removal
Remove any graffiti on concrete abutments, piers, pier caps, parapet railings, slope paving or any other location at the direction of the engineer. Use a brush sandblast to remove graffiti.

The above work will not be measured and paid for separately, but will be considered incidental to other items in the contract.

B (Vacant)

C Construction
C.1 Repainting Methods
Do not perform blasting, cleaning and painting on days of high winds. Prevailing winds in excess of 15 mph (25 km/hr) shall be considered high winds.

Place the final field coat of paint on the exterior of the exterior beams as a continuous painting operation. Stop at splices, vertical stiffeners or other appropriate locations so that lap marks are not evident or noticeable.

Completely clean and remove spent abrasive and other waste materials resulting from the contractor's operation from bridge deck surfaces, gutter lines, drains, curbs, bridge seats, pier caps, slope paving, roadway below, and all structural members and assemblies.

C.2 Inspection
Supplement standard spec 105.9 as follows:

Furnish, erect and move scaffolding and other appropriate equipment to permit the inspector the opportunity to closely observe all affected surfaces. The scaffolding, with appropriate safety devices, shall meet the approval of the engineer.
517-005 (20140630)

34. Structure Overcoating Cleaning and Priming B-39-26, Item 517.3000.S.01.

A Description
This special provision describes cleaning and painting with two or three coats of paint the metal surfaces as hereinafter provided.

A.1 Areas to be Cleaned and Painted
Structure B-39-26
1. Two Coat Area: 10,000 SF with SP 1 cleaning.
2. Three Coat Area:
   0 SF with SP 2 cleaning.
   750 SF with SP 3 cleaning.
   750 SF with SP 11 cleaning.
   1,500 SF total three-coat area.

B (Vacant)

C Construction

C.1 Surface Preparation

Prior to overcoating or power tool cleaning, solvent clean all surfaces to be coated in accordance to SSPC-SP1.

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

A SSPC-SP 11 power Tool Cleaning according to Steel Structures Painting Council Specification 11 will be required on all metal surfaces to be painted with a three-coat system designated for SP 11 cleaning. Prime the same day, or re-clean before application, all metal surfaces receiving a No. 11 cleaning.

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

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

C.2 Painting

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

C.3 Coating Application

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

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

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

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

D Measurement
The department will measure Structure Overcoating Cleaning and Priming (Structure), completed according to the contract and accepted, as a single complete unit of work.

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

ITEM NUMBER	DESCRIPTION	UNIT
517.3000.S	Structure Overcoating Cleaning and Priming B-39-26	LS

Payment is full compensation for preparing and cleaning the designated surfaces; and for furnishing and applying the paint.
517-036 (20080501)

35. Containment and Collection of Waste Materials B-39-26, Item 517.4000.S.01.

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

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

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

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

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

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

D Measurement
The department will measure Containment and Collection of Waste Materials (Structure), completed in accordance to the contract and accepted, as a single complete unit of work for each structure designated in the contract.

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

ITEM NUMBER	DESCRIPTION	UNIT
517.4000.S.01	Containment and Collection of Waste Materials B-39-26	LS

Payment is full compensation for designing, erecting, operating, maintaining and disassembling the containment devices; collecting, labeling and storing spent materials in appropriate containers.
517-037 (20080902)

36. Structure Repainting Recycled Abrasive B-39-28, Item 517.1800.S.01; B-39-29, Item 517.1800.S.02.

A Description
This special provision describes surface preparation and painting of the metal surfaces in accordance to the manufacturer's recommendations and as hereinafter provided.

A.1 Areas to be Cleaned and Painted
All structural metal surfaces of:

1. Structure B-39-28: 14,000SF.
2. Structure B-39-29: 13,000 SF.

Areas are approximate and given for informational purposes only.

B Materials
B.1 Coating System
Furnish a complete coating system from the department's approved list for "Structure Repainting Recycle Abrasive Structure". The color for the finish coating material shall match the color number shown on the plans according to Federal Standard Number 595B, as printed in 1989. Supply the engineer with the product data sheets for approval before any coating is applied. The product data sheets shall indicate the mixing and thinning directions, the recommended spray nozzles and pressures, and the minimum drying time between coats.

The color of the primer must be such that a definite contrast between it and the color of the blasted steel is readily apparent. There shall be a color contrast between all subsequent coats for the paint system selected. Submit color samples of the primer and all coats to the engineer for approval prior to any application of paint.

C Construction

C.1 Surface Preparation

Prior to blast cleaning, solvent clean all surfaces to be coated in accordance to SSPC-SP1.

All metal surfaces must be blast cleaned according to SSPC-SP10 and verified prior to painting.

Upon completion of surface preparation, test representative surfaces, which were previously rusted (i.e. pitted steel) for the presence of residual chloride. Perform Surface Contamination Tests (SCAT) according to the manufacturer's recommendations. The test kits shall be the CHLOR*TEST for chloride, or engineer approved equal, and the tests shall be witnessed by the engineer. If chlorides are detected at levels greater than 7ug/cm^2, continue to clean the affected areas until results are below the specified limit. Submit anticipated testing frequencies and chloride remediation methods to the engineer for review and approval.

Apply the prime coat the same day that the metal surfaces receive the No. 10 blast or re-blast before application. Cleaned surfaces shall be of the specified condition immediately prior to paint application. If rust bloom occurs prior to applying the primer, stop the painting operation in the area of the rust bloom and re-blast and clean the area to SSPC SP-10 prior to applying the primer.

The steel grit and any associated equipment brought to the site and used for blast cleaning shall be clean. Remove immediately dirty grit or equipment brought to the site at no expense to the department. Furnish an abrasive that has a gradation such that it will produce a uniform surface profile between 1 to 3 mils on the steel surface, as measured with extra profile course Testex Replica Tape.

The abrasive blasting and recovery system shall be a completely integrated self-contained system for abrasive blasting and recovery. It shall be an open blast and recovery system that will allow no emissions from the recovery operation. The recovery equipment shall be such that the amount of contaminants in the clean recycled steel grit shall be less than 1 percent by weight as per SSPC AB-2.

Remove by grinding all fins, tears, slivers, and burred or sharp edges that are present on any steel member, or that appear during the blasting operation, and re-blast the area to give a 1 to 3 mils surface profile.

Remove all spent material and paint residue from steel surfaces with a good commercial grade vacuum cleaner equipped with a brush-type cleaning tool, and test cleanliness according to ASTM D4285. The airline used for surface preparation shall have an in-line water trap and the air shall be free of oil and water as it leaves the airline.

Take care to protect freshly coated surfaces from subsequent blast cleaning operations. Thoroughly wire brush damaged primed surfaces with a non-rusting tool, or if visible rust

occurs, re-blast to a near white condition. Clean and re-prime the brushed or blast cleaned surfaces according to this specification.

C.2 Coating Application

Apply paint in accordance to the manufacturer's recommendations in a neat workmanlike manner. Paint application shall normally be by airless spray or inaccessible areas by brush, roller or other methods approved by the engineer.

The engineer may allow the use of conventional spray equipment after satisfactory demonstration by the contractor of the proper application technique and handling of that equipment.

Mix the paint or coatings in accordance to the manufacturer's directions to a smooth lump-free consistency. Keep paint thoroughly mixed during the painting application.

After the inspector approves the entire cleaned surface to be coated, apply a prime coat uniformly to the entire surface. Either before or after applying the prime coat, brush or spray a stripe coat of primer on all plate edges, bolt heads, nuts, and washers. Apply succeeding coats as the product data sheet shows.

Remove all dry spray by vacuuming, wiping, or sanding if necessary.

If the application of the coating at the required thickness in one coat produces runs, bubbles, or sags; apply a "mist-coating" in multiple passes of the spray gun; separate the passes by several minutes. Where excessive coating thickness produces "mud-cracking", remove such coating back to soundly bonded coating and re-coat the area to the required thickness.

The resultant paint film shall be smooth and uniform, without skips or areas of excessive paint according to SSPC PA1.

The coating is supplied for normal use without thinning. If in cool weather it is necessary to thin the coating for proper application, thin in accordance to the manufacturer's recommendations.

During surface preparation and coating application the ambient and steel temperature shall be between 39 degrees F and 100 degrees F. The steel temperature shall be at least 5 degrees F above the dew point temperature. (This requires the steel to be dry and free of any condensation or ice regardless of the actual temperature of the steel.) The relative humidity shall not exceed 85%. The manufacturer's ambient condition requirements must be followed if they are more stringent.

Paint thickness shall be within the requirements for a three coat paint system listed in the department's approved list for Structure Repainting Recycle Abrasive Structure and the paint system being used.

Time to recoat shall be according to the manufacturer's recommendations.

The dry film thickness will be determined by use of a magnetic film thickness gage. The gage shall be calibrated for dry film thickness measurement in accordance to SSPC-PA 2. Dry film thickness in each area measured will be based on an average of three gage readings, after calibration of the gage to account for surface profile of the bare steel as a result of surface preparation.

D Measurement
The department will measure Structure Repainting Recycled Abrasive (Structure) as a single complete lump sum unit of work, completed in accordance to the contract and accepted.

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

ITEM NUMBER	DESCRIPTION	UNIT
517.1800.S.01	Structure Repainting Recycled Abrasive B-39-28	LS
517.1800.S.02	Structure Repainting Recycled Abrasive B-39-29	LS

Payment is full compensation for preparing and cleaning the designated surfaces; furnishing and applying the paint; and for providing the listed equipment.
517-050 (20140630)

37. Labeling and Disposal of Waste Material.

The EPA ID number for Structure B-39-28 is WIR000153221.
The EPA ID number for Structure B-39-29 is WIR000153213.

Presently, the state has an exclusive mandatory use contract with a private waste management contractor to transport and dispose of hazardous waste.

The state's waste management contractor shall furnish and deliver appropriate hazardous waste containers and site-specific labels to each bridge site. The provided containers shall be placed at pre-selected drop-off and pick-up points at each bridge site, and these locations shall be determined at the preconstruction conference. The custody of the containers and labels shall be the responsibility of the painting contractor while they are at the job site.

Report all reportable spills and discharges in accordance to the contingency plan.

Labels are site-specific. Check the labels to ensure that the project ID, structure number, and EPA ID match the structure generating the waste. Apply a label to each drum when it is opened for the first time. Fill in the date on the label the first day material is accumulated in the drum. The following page is an example of a properly filled-in label.

During paint removal operations, continuously monitor and notify the project inspector of the status of waste generation and quantity stored so that timely disposal can be arranged.
517-055 (20100709)

38. Portable Decontamination Facility, Item 517.6001.S.

A Description

This special provision describes furnishing and maintaining weekly, or more often if needed, a single unit portable decontamination facility as hereinafter provided.

B Materials

Supply and operate all equipment according to OSHA.

Supply adequate heating equipment with the necessary fuel to maintain a minimum temperature of 68^{o} F in the facility.

The portable decontamination facility shall consist of a separate "Dirty Room", "Shower Room", and "Clean Room". The facility shall be constructed so as to permit use by either sex. The facility shall have adequate ventilation.

The "Dirty Room" shall have appropriately marked containers for disposable garments, clothing that requires laundering, worker shoes, and any other related equipment. Each container shall be lined with poly bags for transporting clothing or for disposal. Benches shall be provided for personnel.

The "Shower Room" shall include self-contained individual showering stalls that are stable and well secured to the facility. Provide showers with a continuous supply of portable hot and cold water. The wastewater must be retained for filtration, treatment, and/or for proper disposal.

The "Clean Room" shall be equipped with secure storage facilities for street clothes and separate storage facilities for protective clothing. The lockers shall be sized to store clothing, valuable and other personal belongings for each worker. Benches shall be provided for personnel.

Supply a separate hand wash facility, either attached to the decontamination facility or outside the containment.

C Construction

Properly contain, store, and dispose of the wastewater.

D Measurement

The department will measure Portable Decontamination Facility by each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
517.6001.S	Portable Decontamination Facility	Each

Payment is full compensation for furnishing and maintaining a portable decontamination facility.

517-060 (20140630)

39. Negative Pressure Containment and Collection of Waste Materials, B-39-28, Item 517.4500.S.01; B-39-29, Item 517.4500.S.02.

A Description

This special provision describes providing a dust collector to maintain a negative air pressure in the enclosure; furnishing and erecting enclosures as required to contain, collect and store waste material resulting from the preparation of steel surfaces for painting, and repainting, including collection of such waste material, and the labeling and storage of waste material in approved hazardous waste containers, all as hereinafter provided.

B (Vacant)

C Construction

Erect an enclosure to completely enclose (surround) the blasting operations. The ground, slope paving, or roadway cannot be used as the bottom of the enclosure unless covered by approved containment materials. So that there are no visible emissions to the air or ground or water, design, erect, operate, maintain and disassemble the enclosures in such a manner to effectively contain and collect dust and waste materials resulting from surface preparation and paint over spray. Suspend all enclosures over water from the structure or as approved by the engineer.

Construct the enclosure of flexible materials such as tarpaulins or of rigid materials such as plywood, or of a combination of flexible and rigid materials and meet SSPC Guide 6 requirements with Level 1 emissions. Systems manufactured and provided by Eagle Industries, Detroit Tarps, or equal, are preferred. The tarpaulins shall be a non-permeable material, either as part of the tarp system or have a separate non-permeable lining. Maintain all materials free of tears, cuts or holes. The vertical sides of the enclosure shall extend from the bottom of the deck down to the level of the covered work platform or covered barge where used for structures over water, and shall be fastened securely to those levels to prevent the wind from lifting them. Bulkheads are required between beams to enclose the blasting area as approved by the engineer. Where bulkheads are required, construct them of plywood and properly seal them. To prevent spent materials and paint over spray from escaping the enclosed area, overlap and fasten together all seams. Place groundcovers under all equipment prior to operations or as approved by the engineer.

To allow proper cleaning, inspection of structures or equipment, and painting, provide safe adequate artificial lighting in areas where natural light is inadequate.

Provide a dust collector so that there are no visible emissions outside of the enclosure and so that a negative air pressure inside the enclosure is maintained. The dust collector shall be sized to maintain the minimum air flow based on the cross-sectional area of the enclosure.

A combination of positive air input and negative air pressure may be needed to maintain the minimum airflow within the enclosure.

Filter all air exhausted from the enclosure to create a negative pressure within the enclosure so as to remove all hazardous and other particulate matter.

After all debris has been removed and all painting has been approved in the containment area is complete, remove containment according to SSPC Guide 6.

As a safety factor for structures over water, provide for scum control. Provide a plan for corrective measures to mitigate scum forming and list the procedures, labor and equipment needed to assure compliance. Effectively contain the scum that forms on the water and does not sink in place from moving upstream or downstream by the use of floating boom devices.

If in the use of floating boom devices the scum tends to collect at the devices, contain, collect, store the scum, and do not allow it to travel upstream or downstream beyond the devices. Remove the scum at least once a day or more often if needed.

Collect and store at the bridge site for disposal all waste material or scum collected by this operation, or any that may have fallen onto the ground tarps. Collect and store all waste material and scum at the end of each workday or more often if needed. Storage shall be in provided hazardous waste containers. Label each container as it is filled, using the labels provided by the Hazardous Waste Disposal contractor. Check the label and ensure that the project ID, bridge number and EPA ID match the structure. Fill in the generation date when the first material is placed in the container. Secure all containers at the end of each workday. Keep the containers covered at all times except to add or remove waste material. Store the containers in an accessible and secured area, not located in a storm water runoff course, flood plain, or exposed to standing water.

In a separate operation, recover the recyclable abrasive for future application, and collect the paint and/or corrosion particles for disposal.

D Measurement

The department will measure Negative Pressure Containment and Collection of Waste Materials (Structure) as a single complete lump sum unit of work for each structure designated in the contract, completed according to the contract and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
517.4500.S.01	Negative Pressure Containment and Collection of Waste Materials B-39-28	LS
517.4500.S.02	Negative Pressure Containment and Collection of Waste Materials B-39-29	LS

Payment is full compensation for designing, erecting, operating, maintaining, and disassembling the containment devices; providing negative pressure exhaust ventilation; collecting, labeling, and for storing spent materials in provided hazardous waste containers.
517-065 (20140630)

40. Temporary Structure Station 651+60.

Perform this work in accordance to standard spec 526, as shown on the plans, and as hereinafter provided.

The structure shall have a minimum roadway width of 30-feet as measured between the faces of the wheel guards and at right angles to the centerline.
526-010 (20030820)

Delete standard spec 526.3.2(2). The temporary structure is not over a waterway.

Provide a bridge type structure for IH 39 traffic over STH 23/82. The structure shall be constructed between existing Structures B-39-9 and B-39-26, and shall provide a minimum vertical clearance of 16'-5" for STH 23/82 traffic.

Maintain the existing culvert pipes on the south side of STH 23/82. One culvert runs parallel to STH 23/82 and extends from Station 269'S'+00 to Station 272'S'+00. A second culvert runs parallel to IH 39 and outfalls into the culvert running parallel to STH 23/82.

All layout and staking required for the construction of the temporary structure is to be incidental and included under the Temporary Structure bid item.

41. Reseal Crushed Aggregate Slope Paving, Item 604.9015.S.

A Description

Seal the existing crushed aggregate slope paving in accordance to standard spec 604, as directed by the engineer, and as hereinafter provided.

B Materials

Furnish materials conforming to standard spec 604.2.

C Construction
Clean all debris from the surface of the slope paving before applying asphalt. Apply sufficient asphalt so that it penetrates to seal the top two inches of aggregate; where existing asphalt is closer to the surface of the aggregate, apply less asphalt.

D Measurement
The department will measure Reseal Crushed Aggregate Slope Paving in area by the square yard of slope paving, acceptably resealed.

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

ITEM NUMBER	DESCRIPTION	UNIT
604.9015.S	Reseal Crushed Aggregate Slope Paving	SY

Payment is full compensation for cleaning the surface; furnishing and applying the asphalt.
604-015 (20100709)

42. Cover Plates Temporary, Item 611.8120.S.

A Description
This special provision describes furnishing, installing and removing a steel plate to cover and support asphaltic pavement and traffic loading at manholes, inlets and similar structures during milling and paving operations.

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

C (Vacant)

D Measurement
The department will measure Cover Plates Temporary, acceptably completed in place, as units.

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

ITEM NUMBER	DESCRIPTION	UNIT
611.8120.S	Cover Plates Temporary	Each

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

The steel plates shall become the property of the contractor when no longer needed in the contract work.
611-006 (20030820)

43. Inlets.

Construct permanent inlets according to standard spec 611 except as hereinafter modified:

Construct permanent inlets using only precast or cast in place concrete masonry options. The brick masonry or concrete brick or block masonry options shall not be used.
(NCR 611.01-01182012)

44. Removing Signs Type II.

Add the following to standard spec 638.3.4 (2):

Return aluminum Type II signs to either one of the department's North Central Region Office Sign Shops located at 2841 Industrial Street, Wisconsin Rapids or 501 North Hanson Lake Road, Rhinelander. Contact the Signing Lead Worker at (715) 421-8006.
(NCR 638.01-10152014)

45. Blue Specific Service Signs.

Supplement standard spec 638.3.4 with the following:

Do not remove or move blue specific service signs or their associated posts. Specific service signs are signs with logos that identify commercial entities providing gas, food, lodging, camping, or attractions. A separate contractor, Interstate Logos - Wisconsin, is responsible for these signs. Contact Interstate Logos - Wisconsin at (844) 496-9163 a minimum of 14 calendar days in advance to coordinate removing, moving, or re-installation of these signs.

The contractor is responsible for damage done to these signs due to contractor operations.
638-010 (20140630)

46. Field Facilities.

Add the following to standard spec 642.2.1(3):

Provide a water cooler to dispense the bottled drinking water.

Add the following to standard spec 642.3:

Set up the field office within seven days after notice from the engineer.

Provide a parking area large enough to park a minimum of six cars directly adjacent to the field office. The parking area and approach to the field office shall be well drained and consist of a crushed base aggregate or an existing paved surface and shall be ready for use within seven days after the field office is set up.
(NCR 642.02-10152014)

47. Traffic Control.

Add the following to standard spec 643.3.1:

Lighting devices shall be covered or rendered inoperative when not in use.

Provide the engineer, County Sheriff's Department, and the State Patrol District Headquarters responsible for that county the current telephone number(s) the contractor or their representative can be contacted at all times in the event a safety hazard develops. Repair, replace or restore the damaged or disturbed traffic control devices within two hours from the time notified or made aware of the damaged or disturbed traffic control devices.

Utilize two-way radios, and/or additional flag persons, within lane closure areas and at public road intersections, in order to positively direct, control, and safeguard traffic through the work zone.

All contractor vehicles or equipment operating within the project limits shall be equipped with and have flashing yellow lights operating.

A third flag person is required at all moving construction operations involving milling, paving, and shouldering. The third flag person is required to be located at the area of the moving operation to safely guide traffic around the equipment and personnel working at the moving operation.

Promptly replace all state owned signs that are removed by the contractor due to interference with construction operations. At no time may stop signs be removed or moved without flag persons present.
(NCR 643.01-10152014)

48. Nighttime Work Lighting-Stationary.

A Description
Provide portable lighting as necessary to complete nighttime work. Nighttime operations consist of work specifically scheduled to occur after sunset and before sunrise.

B (Vacant)

C Construction
C.1 General
This provision shall apply when providing, maintaining, moving, and removing portable light towers and equipment-mounted lighting fixtures for nighttime stationary work operations, for the duration of nighttime work on the contract.

At least 14 days prior to the nighttime work, furnish a lighting plan to the engineer for review and acceptance. Address the following in the plan:

1. Layout, including location of portable lighting – lateral placement, height, and spacing. Clearly show on the layout the location of all lights necessary for every aspect of work to be done at night.

2. Specifications, brochures, and technical data of all lighting equipment to be used.

3. The details on how the luminaires will be attached.

4. Electrical power source information.

5. Details on the louvers, shields, or methods to be employed to reduce glare.

6. Lighting calculations. Provide illumination with average to minimum uniformity ratio of 5:1 or less throughout the work area.

7. Detail information on any other auxiliary equipment.

C.2 Portable Lighting

Provide portable lighting that is sturdy and free standing and does not require any guy wires, braces, or any other attachments. Furnish portable lighting capable of being moved as necessary to keep up with the construction project. Position the portable lighting and trailers to minimize the risk of being impacted by traffic on the roadway or by construction traffic or equipment. Provide lightning protection for the portable lighting. Portable lighting shall withstand up to 60 mph wind velocity.

If portable generators are used as a power source, furnish adequate power to operate all required lighting equipment without any interruption during the nighttime work. Provide wiring that is weatherproof and installed according to local, state, federal (NECA and OSHA) requirements. Equip all power sources with a ground-fault circuit interrupter to prevent electrical shock.

C.3 Light Level and Uniformity

Position (spacing and mounting height) the luminaires to provide illumination with an average to minimum uniformity ratio of 5:1 or less throughout the work area.

Illuminate the area as necessary to incorporate construction vehicles, equipment, and personnel activities.

C.4 Glare Control

Design, install, and operate all lighting supplied under these specifications to minimize or avoid glare that interferes with all traffic on the roadway or that causes annoyance or discomfort for properties adjoining the roadway. Locate, aim, and adjust the luminaires to provide the adequate level of illumination and the specified uniformity in the work area without the creation of objectionable glare.

Provide louvers, shields, or visors, as needed, to reduce any objectionable levels of glare. As a minimum, ensure the following requirements are met to avoid objectionable glare on the roadways open to traffic in either direction or for adjoining properties:

1. Aim tower-mounted luminaires, either parallel or perpendicular to the roadway, so as to minimize light aimed toward approaching traffic.

2. Aim all luminaires such that the center of beam axis is no greater than 60 degrees above vertical (straight down).

If lighting does not meet above-mentioned criteria, adjust the lighting within 24 hours.

C.5 Continuous Operation
Provide and have available sufficient fuel, spare lamps, generators, and qualified personnel to ensure that the lights will operate continuously during nighttime operation. In the event of any failure of the lighting system, discontinue the operation until the adequate level of illumination is restored. Move and remove lighting as necessary.

D (Vacant)

E Payment
Costs for furnishing a lighting plan, and for providing, maintaining, moving, and removing portable lighting, tower mounted lighting, and equipment-mounted lighting required under this special provision are incidental to the contract.
643-010 (20100709)

49. Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch, Item 646.0841.S.

A Description
This special provision describes furnishing, grooving and installing preformed wet reflective pavement marking contrast tape for grooved applications as shown on the plans, according to standard spec 646, and as hereinafter provided.

B Materials
Furnish wet reflective pavement marking contrast tape and adhesive material, per manufacturer's recommendation if required, from the department's approved products list.

Furnish a copy of the manufacturer's recommendations to the engineer before preparing the pavement marking grooves.

C Construction
C.1 General
For quality assurance, provide the engineer and the region's Marking Section evidence of manufacturer training in the proper placement and installation of pavement marking contrast tape.

Plane the grooved lines according to details in the plan and per manufacturer's recommendations. Use grooving equipment with a free-floating, independent cutting head. Plane a minimum number of passes to create a grooved surface per manufacturer's recommendations.

C.2 Groove Depth

Cut the groove to a depth of 120 mils ± 10 mils from the pavement surface or, if tined, from the high point of the tined surface. To measure the depth, the contractor may use a depth plate placed in the groove and a straightedge placed across the plate and groove, or the contractor may use a straightedge placed perpendicular to the groove. The department may periodically check groove depths.

C.3 Groove Width – Longitudinal Markings

Cut the groove one-inch wider than the width of the tape.

C.4 Groove Position

Position the groove edge according to plan details. Groove a minimum of 4 inches, but not greater than, 12 inches from both ends of the tape segment. Achieve straight alignment with the grooving equipment.

C.5 Groove Cleaning

C.5.1 Concrete

Cooling the cutting head with water may be necessary for some applications and equipment. If cooling water is necessary, flush the groove immediately with high-pressure water after cutting to remove any build-up of cement dust and water slurry. If this is not done, the slurry may harden in the groove.

If water is used in the grooving process, allow the groove to dry a minimum of 24 hours after groove cleaning, and prior to pavement marking application. The groove surface shall be clean and dry before applying the adhesive, and the pavement marking tape. Use a high-pressure air blower with at least 185 ft3/min air flow and 120 psi air pressure to clean the groove; use of the air blower does not decrease the amount of time required for the groove to dry.

C.5.2 New Asphalt

Groove pavement five or more days after paving.

Use a high-pressure air blower with at least 185 ft3/min air flow and 90 psi air pressure to clean the groove.

C.5.3 Existing Asphalt

Check for structural integrity in supporting grooving operations. If the structural integrity of the asphalt pavement is inadequate to support grooving operations, immediately notify the engineer.

Use a high-pressure air blower with at least 185 ft3/min air flow and 90 psi air pressure to clean the groove.

C.6 Tape Application
Apply the tape when both the air and surface temperature are 40 degrees F and rising.

Apply tape in the groove with additional surface preparation adhesive.
The surface preparation adhesive must be set (feels tacky but is no longer in liquid form) and have a matte finish rather than a glossy wet appearance. Refer to the manufacturer's instructions for determining when the surface preparation adhesive is set.

Tamp the wet reflective pavement marking tape with a tamper cart roller, with a minimum of a 200-lb load, cut to fit the groove. Tamp a minimum of three complete cycles (6 passes) with grooved modified tamper roller cart.

D Measurement
The department will measure Pavement Marking Grooved Wet Reflective Contrast Tape (Width) for grooved applications in length by the linear foot of tape placed according to the contract and accepted.

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

ITEM NUMBER	DESCRIPTION	UNIT
646.0841.S	Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch	LF

Payment is full compensation for cleaning and preparing the pavement surface; furnishing and installing the material; and for removing temporary pavement marking, if necessary. (NCR 646.02-08302012)

50. Pavement Marking Grooved Wet Reflective Tape 4-Inch, Item 646.0881.S; 8-Inch, Item 646.0883.S.

A Description
This special provision describes furnishing, grooving and installing preformed wet reflective pavement marking tape for grooved applications as shown on the plans, according to standard spec 646, and as hereinafter provided.

B Materials
Furnish grooved wet reflective pavement marking tape and adhesive material per manufacturer's recommendations, if required, from the department's approved products list.

Furnish a copy of the manufacturer's recommendations to the engineer before preparing the pavement marking grooves.

C Construction

C.1 General

For quality assurance, provide the engineer and the region's Marking Section evidence of manufacturer training in the proper placement and installation of pavement marking tape.

Plane the grooved lines according to details in the plan and per manufacturer's recommendations. Use grooving equipment with a free-floating, independent cutting head. Plane a minimum number of passes to create a grooved surface per manufacturer's recommendations.

C.2 Groove Depth

Cut the groove to a depth of 120 mils ± 10 mils from the pavement surface or, if tined, from the high point of the tined surface. To measure the depth, the contractor may use a depth plate placed in the groove and a straightedge placed across the plate and groove, or the contractor may use a straightedge placed perpendicular to the groove. The department may periodically check groove depths.

C.3 Groove Width – Longitudinal Markings

Cut the groove one-inch wider than the width of the tape.

C.4 Groove Position

Position the groove edge according to plan details. Groove a minimum of 4 inches, but not greater than, 12 inches from both ends of the tape segment. Achieve straight alignment with the grooving equipment.

C.5 Groove Cleaning

C.5.1 Concrete

Cooling the cutting head with water may be necessary for some applications and equipment. If cooling water is necessary, flush the groove immediately with high-pressure water after cutting to remove any build-up of cement dust and water slurry. If this is not done, the slurry may harden in the groove.

If water is used in the grooving process, allow the groove to dry a minimum of 24 hours after groove cleaning, and prior to pavement marking application. The groove surface shall be clean and dry before applying the adhesive, and pavement marking tape. Use a high-pressure air blower with at least 185 ft^3/min air flow and 120 psi air pressure to clean the groove; use of the air blower does not decrease the amount of time required for the groove to dry.

C.5.2 New Asphalt

Groove pavement five or more days after paving.

Use a high-pressure air blower with at least 185 ft^3/min air flow and 120 psi air pressure to clean the groove.

C.5.3 Existing Asphalt

Check for structural integrity in supporting grooving operations. If the structural integrity of the asphalt pavement is inadequate to support grooving operations, immediately notify the engineer.

Use a high-pressure air blower with at least 185 ft^3/min air flow and 120 psi air pressure to clean the groove.

C.6 Tape Application

Apply the wet reflective pavement marking tape when both the air and surface temperature are 40 degrees F and rising.

Apply tape in the groove with additional surface preparation adhesive.

The surface preparation adhesive must be set (feels tacky but is no longer in liquid form) and have a matte finish rather than a glossy wet appearance. Refer to the manufacturer's instructions for determining when the surface preparation adhesive is set.

Tamp the wet reflective the pavement marking tape with a tamper cart roller, with a minimum of a 200-lb load, cut to fit the groove. Tamp a minimum of three complete cycles (6 passes) with grooved modified tamper roller cart.

D Measurement

The department will measure Pavement Marking Grooved Wet Reflective Tape (Width) for grooved applications in length by the linear foot of tape placed according to the contract and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
646.0881.S	Pavement Marking Grooved Wet Reflective Tape 4-Inch	LF
646.0883.S	Pavement Marking Grooved Wet Reflective Tape 8-Inch	LF

Payment is full compensation for cleaning and preparing the pavement surface; furnishing and installing the material; and for removing temporary pavement marking, if necessary. (NCR 646.02-01182012)

51. Portable Changeable Message Sign (PCMS) Cellular Communications, SPV.0045.01.

A Description

This special provision describes cellular communications requirements for use with PCMS. Cellular communication allows the department to control PCMS during incidents or other emergencies through Trans Suite software. The department will notify contractor of message changes.

B Materials
Provide a cellular modem and antenna that enables the department to communicate and control PCMS conforming to standard spec 643.2.7.

B.1 Cellular Modem and Antenna
Furnish an EV-DO Cellular modem registered to a 3G Cellular carrier. The cellular modem must include 1 or more external antennas, 1 or more 10/100 Ethernet ports, and 1 or more db9 Serial RS-232 interfaces. The device must be able to handle -30° C to +75° C and powered by a 12VDC power supply. The cellular modem must have a built-in secure router with NAT, port forwarding and IP pass-through capabilities.

Provide management IP and passwords for the cellular modem to the department.

Access includes IP address, serial port setting, and password(s). Antenna cable shall be continuous without splices. Mount the antenna at the highest practical location on the PCMS.

C Construction
Conform to standard spec 643.3.7. Install cellular modem in a lockable, weatherproof compartment in the PCMS trailer.

A minimum of 14 days prior to deployment, demonstrate to the department that the cellular modem is capable of communications with Trans Suite software.

If remote communications are interrupted or temporarily unavailable, contractor will be notified by the department to change the message.

D Measurement
The department will measure Portable Changeable Message Sign (PCMS) Cellular Communications by the day, acceptably completed, measured as the number of calendar days each cellular modem for PCMS is available for exclusive use under the contract. The department will deduct one day for each calendar day the sign communications are required but out of service for more than 2 hours.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0045.01	Portable Changeable Message Sign (PCMS) Cellular Communications	DAY

Payment is full compensation for providing, operating and maintaining a cellular modem and antenna, and for making message changes if cellular communications are interrupted or temporarily unavailable.

52. Salvaged Pedestal Base, Item SPV.0060.01.

A Description

This special provision describes removing the existing pedestal base and either installing a new pedestal base or reinstalling the existing pedestal base.

B Materials

Pedestal base as defined by the pertinent requirements of standard spec 657.2.2.5. The existing items may be reused if salvageable. Any existing materials that are not in usable condition shall be replaced with new materials.

C Construction

Remove the pedestal base from the locations the contract designates. Take care to minimize damage to reusable materials. Install pedestal base according to the pertinent requirements of standard spec 657.3.5.

D Measurement

The department will measure Salvaged Pedestal Base by each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Salvaged Pedestal Base	Each

Payment is full compensation for removing the existing pedestal base; for providing the new or salvaged pedestal base including grounding lugs and related mounting hardware; for leveling shims; and for corrosion prevention.

53. Salvaged Transformer Base, Item SPV.0060.02.

A Description

This special provision describes removing the existing transformer base and either installing a new transformer base or reinstalling the existing transformer base.

B Materials

Transformer base as defined by the pertinent requirements of standard spec 657.2.2.5. The existing items may be reused if salvageable. Any existing materials that are not in usable condition shall be replaced with new materials.

C Construction

Remove the transformer base from the locations the contract designates. Take care to minimize damage to reusable materials. Install transformer base according to the pertinent requirements of standard spec 657.3.5.

D Measurement
The department will measure Salvaged Transformer Base by each individual unit, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.02	Salvaged Transformer Base	Each

Payment is full compensation for removing the existing transformer base; for providing the new or salvaged transformer base including grounding lugs and related mounting hardware; for leveling shims; and for corrosion prevention.

54. Salvaged Traffic Signal Standards Aluminum 15-FT, Item SPV.0060.03.

A Description
This special provision describes removing the existing traffic signal standards and either installing new traffic signal standards or reinstalling the existing traffic signal standards.

B Materials
Traffic signal standards as defined by the pertinent requirements of standard spec 657.2.2.4. The existing items may be reused if salvageable. Any existing materials that are not in usable condition shall be replaced with new materials.

C Construction
Remove the traffic signal standards from the locations the contract designates. Take care to minimize damage to reusable materials. Install traffic signal standards according to the pertinent requirements of standard spec 657.3.4.

D Measurement
The department will measure Salvaged Traffic Signal Standards Aluminum 15-FT by each individual unit, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.03	Salvaged Traffic Signal Standards Aluminum 15-FT	Each

Payment is full compensation for removing the Traffic Signal Standards Aluminum and for installing the new or salvaged Traffic Signal Standards Aluminum.

55. Salvaged Ramp Closure Gates Solar 24-FT, Item SPV.0060.04.

A Description

This special provision describes removing and installing solar-powered freeway on-ramp closure gates on type 5 steel luminaire poles.

B Materials

B.1 General

The components listed are existing and shall be salvaged.

B.2 Components

Type 5 steel poles designed to carry twin 15-foot luminaire arms and conforming to standard spec 657 and with dimensions for acceptable installation of the ramp gate hardware as shown on the detail. Ensure a contiguous pole by eliminating the hand hole near base of pole, thus allowing uninhibited mounting of the gate pivot assembly.

Galvanized steel nuts and bolts conforming to ASTM A307 except where designated as high strength (HS), conform to ASTM A325. For the ramp closure gate locking mechanism, furnish a handle nut to fit on a 3/4-inch bolt.

Grade A36 steel for the gate supports, gate pivot assembly, and associated hardware galvanized after fabrication by either a mechanical or hot-dip process. Grind welded connections, rough edges, and burrs smooth before galvanizing to ensure a finished appearance. Ensure that the galvanized coating conforms to ASTM A 153.

Aluminum/fiberglass gate arms of the nominal length the bid item indicates and conforming to plan dimensions. Cover gate arms on two sides with alternating red and white shop-applied type H reflective from the department's approved products list. Also provide a shear pin base that is the manufacturer’s “permanent pivot” style. Obtain components from:

B&B Roadway
15191 Hwy 243
Russellville, AL 35654
Tel: (888) 560-2060

Gate arm: model MU605

Worm gear winch with a single line vertical lift capacity of 2000 lbs. Ensure that the winch has hardened steel gears, a handgrip, permanently lubricated bearings, a reinforced arc-welded reel assembly, and mounting plate. Ensure that the winch can be mounted to the winch mount plate shown on the construction details and the handgrip can be operated without conflict with the pole or ramp gate assembly. A 2-inch outdoor rated, rot resistant polyester strap for the connection between the worm gear winch and the gate arm pivot assembly.

Solar power system and batteries conforming to the following:

1. Cabinet
   The cabinet shall be manufactured of 0.125-inch sheet aluminum. Nominal cabinet dimensions shall be 26.25 inches high by 15.5 inches wide by 14.75 inches deep. The cabinet shall be a two-compartment type; the bottom compartment shall have a neoprene gasket seal so as to prevent battery gases from seeping into the top compartment. The cabinet shall have wire screened insect proof louvers on each side of both compartments for ventilation. The louvers shall be designed to not allow any rain to enter the cabinet. On the bottom of the cabinet there shall be two screened insect proof drain holes.

   The door shall be a single unit with a continuous piano hinge riveted to the door and the cabinet. The door shall incorporate a neoprene gasket which, when closed, forms a snug weather tight seal. The door lock shall be a standard police lock reinforced with a steel plat which is keyed the same as the standard traffic control cabinets.

   Each cabinet shall be equipped with the necessary rigid back wall for mounting to a traffic signal standard. The cabinet shall have a 1-inch diameter cable entry hole at each mounting location on the back.

2. Control Panel
   The control panel containing the electronics shall be mounted in the top compartment of the cabinet using bolts with wing nuts. The solar panel and battery shall be connected directly to the solar charge controller terminals. All modular components shall be easily removed for replacement or maintenance.

   The solar panels, load, and battery shall be fused.

   Cabinet shall have a 10 position terminal block for the 12 VDC power distribution. Furnish power wire terminal strips 10 position feed-through terminal blocks UL recognized for No. 22 AWG wire through No. 16 AWG wire and UL rated for 15 amps. The terminals shall be tin-plated brass with brass clips and clamps.

3. Solar Charge Controller
   The solar charge controller shall control battery charging through pulse width, modulated, temperature compensating, constant charging algorithm. The solar charge controller shall have both a low voltage disconnect (LVD) of 11.4 VDC and a high voltage disconnect (HVD) of 15.5 VDC. A liquid crystal display (LCD) of battery voltage, solar array current, and load current shall be available with the solar charge controller. In addition, colored LEDs shall display battery state. A green LED shall indicate full charge, amber LED shall indicate half charge, and a flashing red LED shall indicate low charge. A solid glowing red LED shall indicate the load has been disconnected. A separate green LED shall indicate the battery is being charged.

The solar charge controller shall have a load disconnect pushbutton. When the load is disconnected the button shall glow red.

The solar charge controller shall be capable of operating in a temperature range of 40° C and +85° degrees C.

Wire terminations to the solar charge controller shall be accomplished using Euro style terminations.

4. Solar Panel
   The solar panel shall be a 50-watt high efficiency, single crystal silicon solar cells that are laminated to glass with layers of ethylene vinyl acetate (EVA). The panel shall be self-cleaning, impact resistant, highly transmissive, tempered glass superstate. The panel module frame shall be made of extruded, polymer coated aluminum alloy or similar approved construction. The panel module junction box shall be a UV resistant, weatherproof wire termination system that handles #14 AWG to #8 AWG wiring. The minimum wattage for the system shall be determined by the supplier, with design calculations submitted with the bid.

5. Solar Panel Mount
   The solar panel mounting system shall consist entirely of non-corrosive materials, including aluminum brackets and zinc-plated hardware. The solar panel shall be mounted at angle of 60 degrees from horizontal, shall mount to a pole with a nominal diameter of 4-inches, and shall be designed for minimum of 30 pound per square foot.

6. Battery
   The battery shall be a 99-amp-hour type 31 AGM maintenance-free, deep cycle, 12 volt DC battery. It shall contain valve regulation with a self-discharge rate of 1% per month or less (at 20° C). The battery shall utilize T881 terminals. The positive terminal shall be covered with a rubber boot to protect the battery from accidental shorting. Place dielectric grease on battery terminals.

Gate flasher assemblies conforming to the following:

1. A 2-conductor battery connector, rated 12 volts at 5 amps minimum.

2. A 2-amp weather resistant in-line fuse and fuse holder.

3. Wiring harness made from 6-conductor 14 AWG stranded insulated control cable.

4. A 12 V flasher controller, capable of providing LED flashers with 5% to 100% duty cycle at a one-second pulse repetition rate.

5. A 4-conductor male/female electrical connector pair, 10 amp capacity for each connection, weather resistant, and mounted to allow rapid gate arm replacement.

6. A 5-amp mercury switch with less than 3 ohms "on" resistance and a 20 to 30 degree activation angle. Mount the switch on the gate arm to activate the flashers when the gate arm is lowered more than 45 degrees from vertical.

7. Red LED flashers meeting the requirements of the MUTCD and/or AREMA standards for hue and brightness.

Power consumption	0.45 amp @ 10.5 V
Life expectancy	100,000 hrs
Directionality	0-degree cone orthogonal to face of flasher
Compliance temperature	-40° C to +70° C

Electrical wires with jackets conforming to the following color scheme throughout the ramp closure gate system:

- From Solar Panel to Controller Cabinet
  - Positive = Blue
  - Negative = White
- From Controller Cabinet to Gate Arm Flashers
  - Common = White
  - Flasher Circuit #1 = Red
  - Flasher Circuit #2 = Blue

Weatherproof hardened steel padlock with a minimum 2 1/4-inch shackle height and user programmable 4-digit combination.

C Construction

Under the Salvaged Ramp Closure Gates bid items, install ramp closure gate at the locations the plans show. Apply marine grade anti seize compound to all bolt threads and to the interface between the aluminum base and steel pole. The engineer may direct adjustment of the gate arm assembly to ensure the correct vertical and angular orientation of the completed closure gate.

Install the solar power system and battery as the plans show. The engineer may direct adjustment of the solar power unit to ensure the correct orientation to the sun.

Connect the battery to the wiring harness through the female side of a 2-terminal polarized electrical connector. Connect male side of this connector to the flasher controller and the female side of a weatherproof polarized 4-conductor electrical connector.

Attach the male side of the 4 conductor electrical connector, mercury switch, wiring harness, and the three LED flasher units to the portion of the flasher assembly mounted on the breakaway portion of the gate arm. Adjust mercury switch so that as the gate arm is lowered to a maximum of 45 degrees from the vertical, the gate flasher assembly is

energized, and the LEDs begin to flash. Ensure that when the gate arm is raised to a minimum of 15 degrees from vertical, the mercury switches the gate flasher assembly off.

Install structure identification plaques in the location the plan details show.

D Measurement
The department will measure Salvaged Ramp Closure Gates Solar (Length) by each individual unit, acceptably completed.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.04	Salvaged Ramp Closure Gates Solar 24-FT	Each

Payment for the Salvaged Ramp Closure Gates Solar bid items is full compensation for removing and installing ramp closure gates including support poles; for gate arm assemblies including guides, collars, and gate arms;for cabinets, wiring, and power converters; for structure identification plaques; for gate flashers; and for padlock.

56. Inlets 2x2-FT Temporary, Item SPV.0060.005.

A Description
This special provision describes constructing inlets made of concrete, brick masonry, or concrete block or block masonry, with necessary reinforcement, including required excavating and backfilling. Also included are the inlet covers and the removal of items when they are no longer needed to collect runoff.

B Materials
Furnish materials according to the pertinent requirements of standard spec 611.2.

Inlet covers shall be Type B.

C Construction
Construct inlets and install inlet covers according to the pertinent requirements of standard spec 611.3.

Remove inlets and covers when they are no longer needed to collect runoff. The contractor owns all materials remaining after removal and is responsible for their disposal off the right-of-way.

D Measurement
The department will measure Inlets 2x2-FT Temporary by each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.05	Inlets 2x2-FT Temporary	Each

Payment for the Inlets Temporary bid items is full compensation for providing all materials, including all masonry, conduit and sewer connections, fittings, and covers; for furnishing all excavating, backfilling, disposing of surplus material, cleaning out, removing inlets, and restoring the work site.

57. Manholes 4-FT Diameter Temporary, Item SPV.0060.06.

A Description

This special provision describes constructing manholes made of concrete, brick masonry, or concrete block or block masonry, with necessary reinforcement, including required excavating and backfilling. Also included is the removal of items when they are no longer needed to collect runoff.

B Materials

Furnish materials according to the pertinent requirements of standard spec 611.2.

C Construction

Construct manholes according to the pertinent requirements of standard spec 611.3.

Remove manholes when they are no longer needed to collect runoff. The contractor owns all materials remaining after removal and is responsible for their disposal off the right-of-way.

D Measurement

The department will measure Manholes 4-FT Diameter Temporary by each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.06	Manholes 4-FT Diameter Temporary	Each

Payment for the Manholes 4-FT Diameter Temporary bid items is full compensation for providing all materials, including all masonry, conduit and sewer connections, fittings; for furnishing all excavating, backfilling, disposing of surplus material, cleaning out, removing manholes, and restoring the work site; except that the department will pay for covers, including frames, grates and lids separately.

58. Removing Sign and Foundation, Item SPV.0060.07.

A Description

This special provision describes removing existing business signs and associated concrete foundation bases in accordance to the pertinent provisions of standard spec 204 and as hereinafter provided.

Coordinate with Oxford Travel Plaza and disconnect power to the sign and remove electrical appurtenances. Remove signs, lights and all other items above existing ground elevation. Salvage signs, lights, steel pylon support, nuts and bolts and store within the project limits for up to 30 calendar days, for disposal by the department or others.

Remove all foundation materials below existing ground to an elevation of five feet below proposed surface elevation, or as specified by the engineer. Dispose of all removed foundation material at an offsite location. This may include, but is not limited to piling, concrete foundation, conduit, wiring, and fasteners.

B (Vacant)

C Construction

Carefully remove signs and sign foundations. Avoid damaging salvaged materials and any utilities during construction operations. Do not use equipment or devices that might damage facilities. Complete all necessary operations to remove the sign foundation. Place salvaged materials in neat piles outside the construction limits but within right-of-way at locations approved by the engineer. Backfill all trenches, holes, and pits with suitable fill material conforming to section 208 of the standard specifications. Top soil, seed and fertilize the disturbed area when sign and foundation removal are complete.

D Measurement

The department will measure Removing Sign and Foundation by each individual unit, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.07	Removing Sign and Foundation	Each

Payment is full compensation for breaking down and removing the sign and foundation as outlined in this specification; for contacting the Oxford Travel Plaza; for disconnecting power; for all excavating; for placing and compacting backfill material; for all required salvaging; for disposing of all materials not required for salvaging that were encountered during removing sign foundation; for repairing all damaged salvaged materials or utilities; and for topsoil, seed, and fertilizer.

59. Fill Existing Rumble Strips, Item SPV.0090.01.

A Description
Fill the existing rumble strips prior to shifting traffic and resurfacing. The intent is to fill the rumble strip indentations so that traffic can safely navigate through the work zone. Perform this work according to the plan details and as hereinafter provided.

B Materials
Furnish asphaltic mixture with 9.5 mm nominal aggregate size meeting the requirements specified for type E-0.3 or greater under standard spec 460.2; except the engineer will not require the contractor to conform to the quality management program specified under standard spec 460.2.8

C Construction
Clean, fill, and compact the rumble strip indentations using methods that will provide a sound smooth surface which will handle traffic and not leave a detrimental residue on the surface.

D Measurement
The department will measure Fill Existing Rumble Strips by the linear foot, acceptably completed, measured as the length along the side of the traveled way, from the center of the first rumble strip groove filled in a segment to the center of the last rumble strip groove filled in that segment.

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.01	Fill Existing Rumble Strips	LF

Payment is full compensation for providing the asphaltic mixture, including asphaltic material; for preparing, placing, and compacting.
(NCR 465.03-10152014)

60. Water for Seeded Areas, Item SPV.0120.01.

A Description
This special provision describes furnishing, hauling and applying water to seeded areas as directed by the engineer, and as hereinafter provided.

B Materials
Furnish water that is in accordance to the pertinent requirements of standard spec 624.

Use clean water, free of impurities or substances that might injure the seed.

C Construction
Water the seeded area according to standard spec 624 except as hereinafter provided.

If rainfall is not sufficient, keep all seeded areas thoroughly moist by watering or sprinkling to maintain a moist soil condition for the first 30 days after seeding. Apply water in a manner to preclude washing or erosion. Do not leave topsoil un-watered for more than 3 days during this 30-day period unless the engineer determines that it is excessively wet and does not require watering. The equivalent of one inch of rainfall per week shall be considered the minimum.

D Measurement

The department will measure Water for Seeded Areas by volume in thousand gallon units (MGAL), acceptably completed. The department will determine volume by engineer-approved meters or from tanks of known capacity.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0120.01	Water for Seeded Areas	MGAL

Payment is full compensation for furnishing, hauling, and applying the water.
(NCR 630.04-10152014)

ADDITIONAL SPECIAL PROVISION 1 (ASP 1)
FOR TRANSPORTATION ALLIANCE FOR NEW SOLUTIONS (TrANS)
PROGRAM EMPLOYMENT PLACEMENTS AND APPRENTICESHIPS

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Section 5204(e) – Surface Transportation Workforce Development Training and Education, provides for 100 percent Federal funding if the core program funds are used for training, education, or workforce development purposes, including "pipeline" activities. The core programs includes: Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Highway Bridge Program (HBP), Interstate Maintenance (IM), National Highway System (NHS), and Surface Transportation Program (STP). These workforce development activities cover surface transportation workers, including OJT/SS programs for women and minorities as authorized in 23 U.S.C. §140(b).

TrANS is an employment program originally established in 1995 in Southeastern Wisconsin. Currently TrANS has expanded to include TrANS program locations to serve contractors in Southeast (Milwaukee and surrounding counties), Southcentral (Dane County and surrounding counties including Rock County), and most Northeastern Wisconsin counties from locations in Keshena, Rhinelander and surrounding far Northern areas. TrANS attempts to meet contractor's needs in other geographic locations as possible. It is an industry driven plan of services to address the outreach, preparation, placement and retention of women, minorities and non-minorities as laborers and apprentices in the highway skilled trades. These candidate preparation and contractor coordination services are provided by community based organizations. For a list of the TrANS Coordinators contact the Disadvantaged Business Enterprise Office at (414) 438-4583 in Milwaukee or (608) 266-6961 in Madison. These services are provided to you at no cost.

I. BASIC CONCEPTS

Training reimbursements to employing contractors for new placements, rehires or promotions to apprentice of TrANS Program graduates will be made as follows:

1) **On-the-Job Training, Item ASP.1T0G, ASP 1 Graduate.** At the rate of $5.00 per hour on federal aid projects when TrANS graduates are initially hired, or seasonally rehired, as unskilled laborers or the equivalent.

   Eligibility and Duration: To the employing contractor, for up to 2000 hours from the point of initial hire as a TrANS program placement.

   Contract Goal: To maintain the intent of the Equal Employment Opportunity program, it is a goal that __8__ *(number)* TrANS Graduate(s) be utilized on this contract.

2) **On-the-Job Training, Item ASP.1T0A, ASP 1 Apprentice.** At the rate of $5.00 per hour on federal aid projects at the point when an employee who came out of the TrANS Program is subsequently entered into an apprenticeship contract in an underutilized skilled trade (this will include the Skilled Laborer Apprenticeship when that standard is implemented).

Eligibility and Duration: To the employing contractor, for the length of time the TrANS graduate is in apprentice status.

Contract Goal: To maintain the intent of the Equal Employment Opportunity program, it is a goal that __4__ *(number)* TrANS Apprentice(s) be utilized on this contract.

3) The maximum duration of reimbursement is two years as a TrANS graduate plus time in apprentice status.

4) If a TrANS program is not available in the contractor's area and another training program is utilized, payment of On-the-Job Training hours may be approved by the Wisconsin Department of Transportation (WisDOT) if the training program meets the established acceptance criteria. Only On-the-Job Training Hours accumulated after WisDOT approval will be reimbursed as specified under Items ASP.1T0G and ASP.1T0A. For more information, contact the Disadvantaged Business Enterprise Office at the phone numbers listed above.

5) WisDOT reserves the right to deny payments under items ASP.1T0G and ASP.1T0A if the contractor either fails to provide training or there is evidence of a lack of good faith in meeting the requirements of this training special provision.

I. RATIONALE AND SPECIAL NOTE

The $5.00 per hour now being paid for TrANS placements is intended to cover the duration of two years to allow for reaching entry-level laborer status. An additional incentive, the $5.00 rate, would promote movement into the underutilized skilled trades' apprenticeships and applies until the individual completes their apprenticeship. These incentives benefit TrANS candidates by giving them a better opportunity to enter a skilled trade; benefits contractors who will be assisted in meeting their EEO profiles and goals; and benefits the public who will see the program reinforce larger public-private employment reform in Wisconsin. The pool of TrANS graduates was created for the purpose of addressing underutilization in the skilled trades, an objective that is further reinforced by a parallel retention pilot program, known as the Companywide Reporting. *Whether or not reimbursement is involved, the WisDOT reassures contractors who are in the Companywide Program that TrANS placements still contribute toward fulfilling the new hire goal of 50% women and minorities.* Based on data administered by United States Department of Labor (US DOL), the highway skilled trades remain underutilized for women statewide (less than 6.9%); and for minorities in all counties (% varies by county).

NOTE: *Unless using other advancement strategies, contractors are encouraged to use some or all of this monetary incentive to offset the cut in hourly wages an individual may incur when entering an apprenticeship if the full general laborer hourly rate has been previously paid. No special accounting measures are required.*

II. IMPLEMENTATION

The implementation of ASP 1 is intended to cover only the amount of time it takes for underutilization to be resolved across the trades. This will be measured annually at the county and/or state levels using data administered by WisDWD in relation to goals set by the USDOL-

OFCCP. With appropriate state and federal approvals, we may also do some measurement at the company level.

It is the contractor's responsibility to note on their Certified Payrolls if their employee is a TrANS graduate or a TrANS apprentice. The District EEO Coordinators utilize the information on the Certified Payrolls to track the hours accumulated by TrANS Graduates and TrANS apprentices on WisDOT contracts. Payment under this ASP 1 is made based on the hours recorded off of the Certified Payrolls. Tracking may eventually include improved linkages with the WisDWD apprentice database, information from company and committee level sources.

TrANS is nondiscriminatory by regulation, and is a tool for optional use by contractors to address the underutilization of women and minorities as laborers and apprentices in our industry's skilled trades.

IV. *TRANS TRAINING*

As part of the contractor's equal employment opportunity affirmative action program, training shall be provided to employees enrolled in apprenticeship and on-the-job training programs as follows:

The contractor shall provide on-the-job training aimed at developing full journey workers in the type of trade or job classifications involved. In the event the contractor subcontracts a portion of the contract work, the contractor shall determine how many, if any, of the trainees are to be trained by the subcontractor provided, however, that the contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The contractor shall also insure that this training special provision is made applicable to such subcontract.

Training and upgrading of minorities and women toward journey workers status is a primary objective of this training special provision. Accordingly, the contractor shall make every effort to enroll minority trainees and women (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority trainees and women trainees); to the extent such persons are available within a reasonable area of recruitment. The contractor will be given an opportunity and will be responsible for demonstrating the steps that they have taken in pursuance thereof, prior to determination as to whether the contractor is in compliance with this training special provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee in any classification in which they have successfully completed a training course leading to journey workers status or in which they have been employed as a journey worker. The contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used, the contractor's records should document the findings in each case.

V. APPRENTICESHIP TRAINING

The Federal Highway Administration's (FHWA) policy is to require full use of all available training and skill improvement opportunities to assure increased participation of minority groups, disadvantaged persons and women in all phases of the highway construction industry. The FHWA On-the-Job Training (OJT) Program requires the State transportation agencies (STAs) to establish apprenticeships and training programs targeted to move women, minorities, and disadvantaged individuals into journey-level positions to ensure that a competent workforce is available to meet highway construction hiring needs, and to address the historical under-representation of members of these groups in highway construction skilled crafts.

The OJT Supportive Services (OJT/SS) Program was established in Title 23 Code of Federal Regulations (CFR), Part 230) to supplement the OJT program and support STA training programs by providing services to highway construction contractors and assistance to highway construction apprentices and trainees. The primary objectives of OJT/SS are:

(1) To increase the overall effectiveness of the State highway agencies' approved training programs.
(2) To seek other ways to increase the training opportunities for women, minorities, and disadvantaged individuals.

The STAs are responsible for establishing procedures, subject to the availability of Surface Transportation and Bridge Funds under 23 U.S.C. §140(b*)* (Nondiscrimination), for the provision of supportive services with respect to training programs approved under 23 CFR, Part 230(a*)* (Equal Employment Opportunity on Federal and Federal-aid Construction Contracts – including Supportive Services).

The contractor and subcontractor shall maintain records to demonstrate compliance with these apprenticeship requirements. Reasonable exemptions and modifications to and from any or all of these requirements will be determined by the Wisconsin Department of Transportation-Civil Rights Office. A request for an exemption or modification, with justification, shall be made in writing, addressed to WisDOT Civil Rights Office, 4802 Sheboygan Avenue, P.O. Box 7965, Rm. 451, Madison, WI 53707.

ADDITIONAL SPECIAL PROVISION 3
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

1. Description

General

a. The disadvantaged business enterprise (DBE) requirements of 49 CFR Part 26 apply to this contract. The department's DBE goal is shown on the cover of the bidding proposal. The contractor can meet the specified contract DBE goal by procuring services or materials from a DBE or by subcontracting work to a DBE. The department calculates the DBE participation as the dollar value of DBE participation included in the bid expressed as a percentage of the total contract bid amount.

b. Under the contract, the contractor agrees to provide the assistance to participating DBE's in the following areas:

   i. Produce accurate and complete quotes.
   ii. Understand highway plans applicable to their work.
   iii. Understand specifications and contract requirements applicable to their work.
   iv. Understand contracting reporting requirements.

c. The department encourages the contractor to assist and develop DBE firms to become fully knowledgeable contractors to successfully perform on its contracts.

d. For information on the disadvantaged business program, visit the department's Civil Rights and Compliance Section website at:

   http://wisconsindot.gov/Pages/doing-bus/civil-rights/dbe/default.aspx

2. Definitions

a. Interpret these terms, used throughout this additional special provision, as follows:

   i. **Bid Percentage:** The DBE percentage indicated in the bidding proposal at the time of bid.
   ii. **DBE:** A disadvantaged business enterprise (DBE) certified as a DBE by the department and included on the department's list of certified DBE's who are determined to be ready, willing and able.
   iii. **DBE goal:** The amount of DBE participation expected in the contract as shown on the cover of the Highway Work Proposal.
   iv. **Discretionary Goal:** A contractor assigned DBE goal, typically abbreviated as “Disc” on the cover of the Highway Work Proposal, which is enforced as committed.
   v. **Manufacturer:** A firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract.
   vi. **Supplier:** A firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment required under the contract are bought, kept in stock, and regularly sold or leased to the public.
   vii. **Voluntary Achievement:** The amount of DBE participation achieved and reported in the contract in excess of the assigned goal.

3. DBE Percentage Required at Bid Submission

Indicate the bid percentage (i.e. 0% through 100%) of DBE participation on the completed bidding proposal, including projects with discretionary goals. For electronic submittals, show the percentage in the miscellaneous data folder, Item 3, DBE Percent. For paper submittals, show the percentage on the sheet included after the schedule of items. By submission of the bid, the bidder contractually

commits to DBE participation at or above the bid percentage, or certifies that they have utilized comprehensive good faith efforts to solicit and utilize DBE firms to meet the DBE participation requirements of this contract proposal, and that the bid percentage is reflective of these good faith efforts. If the bidder does not indicate the bid percentage of DBE participation on the completed bidding proposal, the department will consider the bid irregular and may reject the bid.

4. Department's DBE Evaluation Process

a. Documentation Submittal

Within 10 business days after the notification of contract award, the contractor is to identify, by name, the DBE firms whose utilization is intended to satisfy this provision, the items of work of the DBE subcontract or supply agreement and the dollar value of those items of work by completing the Commitment to Subcontract to DBE Form [DT1506] and all necessary attachment A forms, as well as, Good Faith Waiver Form [DT1202] and supporting documentation as necessary. If the contractor fails to furnish the required forms within the specified time, the department may cancel the award. Delay in fulfilling this requirement is not a cause for extension of the contract time and shall not be used as a tool to delay execution.

i. Bidder Meets DBE Goal

If the bidder indicates that the contract DBE goal is met, after award and before execution, the department will evaluate the Commitment to Subcontract to DBE Form DT1506 and attachment A(s) to verify the actual DBE percentage achieved. If the DBE commitment is verified, the contract is eligible for execution with respect to the DBE commitment.

ii. Bidder Does Not Meet DBE Goal

(1) If the bidder indicates a bid percentage on the Commitment to Subcontract to DBE Form [DT1506] that does not meet the contract DBE goal, the bidder must submit a Good Faith Waiver Form [DT1202] and supporting documentation. After award and before execution, the department will evaluate the bidder's DBE commitment and consider the bidder's good faith waiver request.

(2) The department will review the bidder's good faith waiver request and notify the bidder of one of the following:

a. If the department grants a good faith waiver, the bid is eligible for contract execution with respect to DBE commitment.

b. If the department rejects the good faith waiver request, the department may declare the bid ineligible for execution. The department will provide a written explanation of why the good faith waiver request was rejected. The bidder may appeal the department's rejection as allowed under 7 a. & b.

5. Department's Criteria for Good Faith Effort

The Code of Federal Regulations {CFR}, 49 CFR Part 26-Appendix A, is the guiding regulation concerning good faith efforts. However, the federal regulations do not define “good faith” but states that bidder must actively and aggressively attempt to meet the goal. The federal regulations are general and do not include every factor or effort that can be considered. As a result, each state must establish its own processes and consider the factors established in its own process when making a determination of good faith.

a. The department will only grant a good faith waiver if the bidder has made the effort, given the relevant circumstances under the contract that a bidder actively and aggressively seeking to meet the goal would make. The department will evaluate the bidder's good faith effort to determine whether a good faith waiver will be granted. The bidder must demonstrate, on the DT1202 that they

have aggressively solicited DBE participation in an attempt to meet the contract DBE goal and attaining the stated DBE goal is not feasible.

b. The department, in conjunction with industry stakeholders, has developed the following guidance for contractor good faith effort. The guidance and the attached appendices provide a framework for the actions required by all parties in the processing and evaluation of bidder's total efforts to achieve the project specific DBE goal prior to the bid letting date.

c. Prime Contractors should:

i. Document all efforts and decisions made toward achieving the DBE goal on the contract. The bidder should use the Civil Rights & Compliance System [CRCS] and related WisDOT-approved DBE outreach tools, including the Bid Express Small Business Network, to foster DBE participation on all applicable contracts.

ii. Request quotes by identifying potential items to subcontract and solicit. Prime contractors are strongly encouraged to include in their initial contacts a single page including a detailed list of items for which they are accepting quotes, by project, within a letting. *See attached sample entitled "Sample Contractor Solicitation Letter" in Appendix A*. Prime contractors should also indicate a willingness to accept quotes in areas they are planning to perform themselves, ***as required by federal rules***. In some cases, it might be appropriate to use DBE's to do work in a prime contractor's area of specialization.

(1) Solicit quotes through all reasonable and available means from certified DBE firms who match 'possible items to subcontract' and send copies to DBESS office, highlighting areas in which you are seeking quotes. Email is acceptable.

(2) SBN is the preferred outreach tool. https://www.bidx.com/wi/main Other acceptable means include postal mail, email, fax, phone call.

a. Primes must ask DBE firms for a response in their solicitations. See *Sample Contractors Solicitation Letter* in Appendix. This letter can be included as an attachment to the SBN sub-quote request.

b. Solicit quotes at least 10 calendar days prior to the letting date {ideally two Fridays before the letting} to allow DBE firms sufficient time to respond. Prime contractors should contact DBE firms early, asking them if they need help in putting together a quote, or helping to arrange for equipment needs, or solve other problems.

(3) Second solicitation should take place within 5 days

a. An email solicitation is highly recommended for this second solicitation

(4) Upon request, provide interested DBE firms with adequate information about plans, specifications and the requirements of the contract by letter, information session, email, phone call and/or referral.

(5) When potential exists, advise interested DBE firms on how to obtain bonding, line of credit or insurance as may be requested.

(6) Document DBE firm's interest in quoting by taking appropriate steps to follow up initial solicitation with:

a. Email to all prospective DBE firms in relevant work areas
b. Phone call log to DBE firms who express interest via written response or call.
c. Fax/letter confirmation
d. Copy of the DBE quotes
e. Signed copy of Bid Express SBN Record of Subcontractor Outreach Effort.

d. Evaluate DBE quotes as documentation is critical if the prime does not utilize the DBE firm's quote for any reason.

   i. Evaluate DBE firm's capability to perform 'possible items to subcontract' using legitimate reasons, including but not limited to, ***a discussion with the DBE firm*** regarding its capabilities prior to the bid letting. If lack of capacity is your reason for not utilizing the DBE quote, you are required to contact the DBE directly regarding their ability to perform the work indicated in the UCP directory as their work area [NAICS code]; only the work area and/or NAICS code listed in the UCP directory will be counted for DBE credit. Documentation of the conversation is required.

   ii. In striving to meet a DBE conscious contract goal, prime contractors are expected to use DBE quotes that are responsive and reasonable. This includes DBE quotes that are not the low quote.

   iii. **Special Circumstance:** Evaluation of DBE quotes with tied bid items. "Tied quotes are the condition in which a subcontractor submits quotes including multiple areas of expertise across multiple work areas noting that the items and price are tied. Typically this type of quoting represents a cost saving to the prime but is not clearly stated as a discount; tied quotes are usually presented as 'all or none' quote to the prime." When non-DBE subcontractors submit tied bid items in their quotes to the prime, the DBE firms' quote may seem not competitive. In such a case, the following steps are taken in comparing the relevant quotes. These are qualitative examples.

      (1) Compare bid items common to both quotes, noting the reasonableness in the price comparison.

      (2) Review quotes from other firms for the bid items not quoted by the DBE firm to see if combining both can provide the same competitive advantage that the tied bid items offered.

e. After notification of contract award, submit **'Commitment to Subcontract'** form within the time period specified in the contract.

   i. Provide the following information along with department form DT1202:

      (1) The names, addresses, e-mail addresses, telephone numbers of DBE's contacted. The dates of both initial and follow-up contact. A printed copy of SBN solicitation is acceptable.

      (2) A description of information provided to the DBE's regarding the plans, specifications, and estimated quantities for portions of the work to be performed by that DBE.

      (3) Photocopies or electronic copies of all written solicitations to DBE's.

      (4) Documentation of each quote received from a DBE and, if rejected, the reason for that rejection.

      (5) Bidder attendance at any pre-solicitation or pre-bid meetings the department held to inform DBE's of participation opportunities available on the project.

f. The department's DBE Support Services Office is available by phone, email or in writing to request assistance in meeting the DBE goal:

DBE Support Services Office
6150 Fond du Lac Ave.
Milwaukee, WI 53218
Phone: 414-438-4583 / 608-266-6961
Fax: 414-438-5392
E-mail: DOTDBESupportServices@dot.wi.gov

6. Bidder's Appeal Process

a. A bidder can appeal the department's decision to deny the bidder's good faith waiver request. The bidder must provide written documentation refuting the specific reasons for rejection as stated in the department's rejection notice. The bidder may meet in person with the department if so requested. Failure to appeal within 7 calendar days after receiving the department's written notice of rejection of a good faith waiver request under constitutes a forfeiture of the bidder's right of appeal. If the bidder does not appeal, the department may declare the bid ineligible for execution.

b. The department will appoint a representative, who did not participate in the original determination, to assess the bidder's appeal. The department will issue a written decision within 7 calendar days after the bidder presents all written and oral testimony. In that written decision, the department will explain the basis for finding that the bidder did or did not meet the contract DBE goal or make an adequate good faith effort to meet the contract DBE goal. The department's decision is final. If the department finds that the bidder did not meet the contract DBE goal or did not make adequate efforts to meet the DBE goal, the department may declare the bid ineligible for execution.

7. Department's Criteria for DBE Participation

Department's DBE List

a. The department maintains a DBE list on the department's website

http://wisconsindot.gov/Documents/doing-bus/civil-rights/dbe/ucp-directory.xlsx

b. The DBE office is also available to assist at 414-438-4583 or 608-266-6961.

8. Counting DBE Participation

Assessing DBE Work

a. The department will only count the DBE usage towards the contract DBE goal if the DBE firm is certified as a DBE by one of the unified certification program agencies. If a firm becomes DBE certified before entering into a subcontract, the department may consider that DBE usage towards the contract goal. The department only counts the value of the work a DBE actually performs towards the DBE goal. The department assesses the DBE work as follows:

b. The department counts work performed by the DBE's own resources. The department includes the cost of materials and supplies the DBE obtains for the work. The department also includes the cost of equipment the DBE leases for the work. The department will not include the cost of materials, supplies, or equipment the DBE purchases or leases from the prime contractor or its affiliate, except the department will count non-project specific leases the DBE has in place before the work is advertised.

c. The department counts fees and commissions the DBE charges for providing a bona fide professional, technical, consultant, or managerial services. The department also counts fees and commissions the DBE charges for providing bonds or insurance. The department will only count costs the engineer deems reasonable based on experience or prevailing market rates.

d. If a DBE subcontracts work, the department counts the value of the subcontracted work only if the DBE's subcontractor is also a DBE.

e. The contractor shall maintain records and may be required to furnish periodic reports documenting its performance under this item.

f. It is the prime contractor's responsibility to determine the DBE's ability to perform the work with the use of the UCP directory.

9. Commercially Useful Function

a. The department counts expenditures of a DBE toward the DBE goal only if the DBE is performing a commercially useful function on that contract.
b. A DBE is performing a commercially useful function if the following conditions are met:
c. For contract work, the DBE is responsible for executing a distinct portion of the contract work and it is carrying out its responsibilities by actually performing, managing, and supervising that work.
d. For materials and supplies, the DBE is responsible for negotiating price, determining quality and quantity, ordering, and paying for those materials and supplies.

10. Trucking

All bidders are expected to adhere to the department's current trucking policy posted on the HCCI website

http://wisconsindot.gov/Documents/doing-bus/civil-rights/dbe/trucking-utilization-policy.pdf

11. Manufacturers and Suppliers

The department counts material and supplies a DBE provides under the contract. The department will give full credit toward the DBE goal if the DBE is a manufacturer of those materials or supplies. The department will give 60 percent credit toward the DBE goal if the DBE is merely a supplier of those materials or supplies. It is the bidder's responsibility to find out if the DBE is considered a supplier or a manufacturer before listing them on Commitment to Subcontract to DBE form DT1506.

12. DBE Prime

If the prime contractor is a DBE, the department will only count the work the contractor performs with its own forces, the work DBE subcontractors perform, and the work DBE suppliers or manufacturers perform.

13. Joint Venture

If a DBE performs as a participant in a joint venture, the department will only count that portion of the total dollar value of the contract equal to that portion of the work that the DBE performs with its own forces.

14. Mentor Protégé

a. If a DBE performs as a participant in a mentor protégé agreement, the department will credit the portion of the work performed by the DBE protégé firm
b. On every other project that the mentor protégé team identifies itself on.
c. For no more than one half of the total contracted DBE goal on any WisDOT project.

15. DBE Replacement

In the event a Prime Contractor needs to replace a DBE firm originally listed on the approved DBE Commitment Form DT1506, the Prime Contractor must comply with the department's DBE Replacement Policy located on the DBE page on the following web site:

http://wisconsindot.gov/Documents/doing-bus/civil-rights/dbe/policy-statement.pdf

16. Changes to the approved DBE Commitment Form DT1506

If there are any changes to the approved Commitment to Subcontract to DBE Form DT1506, the prime contractor must submit a revised DBE Commitment Form DT1506 and relevant attachment A(s) to the DBE Programs Office within 5 business days.

17. Contract Modifications

When additional opportunity is available by contract modifications, the Prime Contractor shall utilize DBE Subcontractors that were committed to equal work items, in the original contract.

18. Payment

Costs for conforming to this Additional Special Provision (ASP) and any associated DBE requirements are incidental to the contract.

APPENDIX A
Sample Contractor Solicitation Letter Page 1
This sample is provided as a guide not a requirement

GFW SAMPLE MEMORANDUM

TO: DBE FIRMS

FROM: POTENTIAL PRIME CONTRACTOR OR MAJOR SUBCONTRACTOR

SUBJECT: **REQUEST FOR DBE QUOTES**

LET DATE & TIME

DATE: MONTH DAY YEAR

CC: DBE OFFICE ENGINEER

Our company is considering bidding on the projects indicated on the next page, as a prime and/or a subcontractor for the Wisconsin Department of Transportation Month- date -year Letting. Page 2 lists the projects and work items that we may subcontract for this letting. We are interested in obtaining subcontractor quotes for these projects and work categories. Also note that we are willing to accept quotes in areas we may be planning to perform ourselves as required by federal rules.

Please review page 2, respond whether you plan to quote, highlight the projects and work items you are interested in performing and return it via fax or email within 3 days. Plans, specifications and addenda are available through WisDOT at the DBE Support Services office or at the Highway Construction Contract Information (HCCI) site at http://roadwaystandards.dot.wi.gov/hcci/

Your quote should include all of the costs required to complete the items you propose to perform including labor, equipment, material, and related bonding or insurance. The quote should note items that you are DBE certified to perform, tied items, and any special terms. Page 2, with the indicated projects and items you plan to quote, should be used as a cover sheet for your quote.

Please make every effort to have your quotes into our office by time deadline the prior to the letting date. ***Make sure the correct letting date, project ID and proposal number, unit price and extension are included in your quote.*** We prefer quotes be sent via SBN but prime's alternative's are acceptable. Our office hours are include hours and days. Please call our office as soon as possible prior to the letting if you need information/clarification to prepare your quote at contact number.

If you wish to discuss or evaluate your quote in more detail, contact us after the contract is awarded. Status of the contract can be checked at WisDOT's HCCI site at http://roadwaystandards.dot.wi.gov/hcci/

All questions should be directed to:

Project Manager, John Doe,
Phone: (000) 123-4567
Email: Joe@joetheplumber.com
Fax: (000) 123- 4657

Sample Contractor Solicitation Letter Page 2

This sample is provided as a guide not a requirement

REQUEST FOR QUOTATION

Prime's Name: _____

Letting Date: _____

Project ID: _____

Please check all that apply

- ☐ Yes, we will be quoting on the projects and items listed below
- ☐ No, we are not interested in quoting on the letting or its items referenced below
- ☐ Please take our name off your monthly DBE contact list
- ☐ We have questions about quoting this letting. Please have some one contact me at this number

Prime Contractor 's Contact Person		DBE Contractor Contact Person	
Phone:		Phone	
Fax:		Fax	
Email:		Email	

Please circle the jobs and items you will be quoting below

Proposal No.	1	2	3	4	5	6	7
County							

WORK DESCRIPTION:

Clear and Grub	X		X	X		X	X
Dump Truck Hauling	X		X	X		X	X
Curb & Gutter/Sidewalk, Etc.	X		X	X		X	X
Erosion Control Items	X		X	X		X	X
Signs and Posts/Markers	X		X	X		X	X
Traffic Control		X	X	X		X	X
Electrical Work/Traffic Signals		X	X	X		X	
Pavement Marking		X	X	X	X	X	X
Sawing Pavement		X	X	X	X	X	X
QMP, Base	X	X		X	X	X	X
Pipe Underdrain	X			X			
Beam Guard				X	X	X	X
Concrete Staining							X
Trees/Shrubs	X						X

Again please make every effort to have your quotes into our office by time deadline prior to the letting date.

We prefer quotes be sent via SBN but prime's preferred alternative's are acceptable.

If there are further questions please direct them to the prime contractor's contact person at phone number.

APPENDIX B
BEST PRACTICES FOR PRIME CONTRACTOR & DBE SUBCONTRACTOR GOOD FAITH EFFORT

This list is not a set of requirements; it is a list of potential strategies

Primes

- Prime contractor open houses inviting DBE firms to see the bid "war room" or providing technical assistance
- Participate in speed networking and mosaic exercises as arranged by DBE office
- Host information sessions not directly associated with a bid letting;
- Participate in a formal mentor protégé or joint venture with a DBE firm
- Participate in WisDOT advisory committees i.e. TRANSAC, or Mega Project committee meetings
- Facilitate a small group DBE 'training session' Clarifying how your firm prepares for bid letting, evaluates subcontractors, preferred qualifications and communication methods
- Encourage subcontractors to solicit and highlight DBE participation in their quotes to you
- Quality of communication, not quantity creates the best results. Contractors should do as thorough a job as possible in communicating with DBE firms before the bid and provide any assistance requested to assure best possible bid.

DBE

- DBE firms should contact primes as soon as possible with questions regarding their quotes or bid; seven days prior is optimal.
- Continually check for contract addendums on the HCCI website through the Thursday prior to letting to stay abreast of changes.
- Review the status of contracts on the HCCI website reviewing the 'apparent low bidder' list, and bid tabs at a minimum.
- Prepare a portfolio or list of related projects and prime and supplier references; be sure to note transportation-related projects of similar size and scope, firm expertise and staffing.
- Participate in DBE office assessment programs
- Participate on advisory and mega-project committees
- Sign up to receive the DBE Contracting Update
- Consider membership in relevant industry or contractor organizations
- Active participation is a must. Quote as many projects as you can reasonably work on; quoting the primes and bidding as a prime with the department are the only ways to get work.

APPENDIX C
Types of Efforts considered in determining GFE
This list represents concepts being assessed; analysis requires additional steps

1. Whether the contractor attended any pre-solicitation or pre-bid meetings that were scheduled by WisDOT to inform DBEs of contracting and subcontracting opportunities;
2. Whether the contractor provided written notice to a reasonable number of specific DBEs that their interest in the contract was being solicited, in sufficient time to allow the DBEs to participate effectively;
3. Whether the contractor followed up initial solicitations of interest by contacting DBEs to determine if the DBEs were interested; returned the phone calls of interested DBE firms.
4. Whether the contractor selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the DBE goal;
5. Whether the contractor provided interested DBEs with adequate information about the plans, specifications and requirements of the contract;
6. Whether the contractor negotiated in good faith with interested DBEs, not rejected DBEs as unqualified without sound reasons based on a thorough investigation of their capabilities;
7. Whether the contractor made efforts to assist interested DBEs in being more competitive.
8. Whether the contractor effectively used the services of available minority community organizations: minority contractors groups, local, state, and Federal minority business assistance offices, and other organizations that provide assistance to small businesses and DBE firms.
9. Whether Prime used CRCS to identify DBE who specialize in relevant work areas.
10. Whether the contractor used available resources including contacting the DBE office, using WisDOT's website
11. Whether the contractor returned calls of firms expressing interest in a timely manner.

APPENDIX D
Good Faith Effort Evaluation Guidance
Excerpt from Appendix A of 49 CFR Part 26

APPENDIX A TO PART 26 -- GUIDANCE CONCERNING GOOD FAITH EFFORTS

I. When, as a recipient, you establish a contract goal on a DOT assisted contract, a bidder must, in order to be responsible and/or responsive, make good faith efforts to meet the goal. The bidder can meet this requirement in either of two ways. First, the bidder can meet the goal, documenting commitments for participation by DBE firms sufficient for this purpose. Second, even if it doesn't meet the goal, the bidder can document adequate good faith efforts. This means that the bidder must show that it took all necessary and reasonable steps to achieve a DBE goal or other requirement of this part which, by their scope, intensity, and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not fully successful.

II. In any situation in which you have established a contract goal, part 26 requires you to use the good faith efforts mechanism of this part. As a recipient, it is up to you to make a fair and reasonable judgment whether a bidder that did not meet the goal made adequate good faith efforts. It is important for you to consider the quality, quantity, and intensity of the different kinds of efforts that the bidder has made. The efforts employed by the bidder should be those that one could reasonably expect a bidder to take if the bidder were actively and aggressively trying to obtain DBE participation sufficient to meet the DBE contract goal. Mere pro forma efforts are not good faith efforts to meet the DBE contract requirements. We emphasize, however, that your determination concerning the sufficiency of the firm's good faith efforts is a judgment call: meeting quantitative formulas is not required.

III. The Department also strongly cautions you against requiring that a bidder meet a contract goal (i.e., obtain a specified amount of DBE participation) in order to be awarded a contract, even though the bidder makes an adequate good faith efforts showing. This rule specifically prohibits you from ignoring bona fide good faith efforts.

IV. The following is a list of types of actions which you should consider as part of the bidder's good faith efforts to obtain DBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

A. Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBEs who have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBEs to respond to the solicitation. The bidder must determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

B. Selecting portions of the work to be performed by DBEs in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces.

C. Providing interested DBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.

D. (1) Negotiating in good faith with interested DBEs. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBEs to perform the work.

(2) A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

E. Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non solicitation of bids in the contractor's efforts to meet the project goal.

F. Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or contractor.

G. Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

H. Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBEs.

V. In determining whether a bidder has made good faith efforts, you may take into account the performance of other bidders in meeting the contract. For example, when the apparent successful bidder fails to meet the contract goal, but others meet it, you may reasonably raise the question of whether, with additional reasonable efforts, the apparent successful bidder could have met the goal. If the apparent successful bidder fails to meet the goal, but meets or exceeds the average DBE participation obtained by other bidders, you may view this, in conjunction with other factors, as evidence of the apparent successful bidder having made good faith efforts.

Appendix E
Small Business Network [SBN] Overview

The Small Business Network is a part of the Bid Express® service that was created to ensure that prime bidders have a centralized online location to find subs - including small and disadvantaged business enterprises (DBEs). It is available for prime bidders to use as part of their Basic Service subscription. Within the Small Business Network, **Prime Contractors** can:

1. Easily select proposals, work types and items:
    a. After adding applicable work types, select items that you wish to quote. Enter the sub-quote quantities and add comments, if desired. Adding or removing items and work types can be done quickly. If needed, you can save the sub-quote for completion at a later time.
2. Create sub-quotes for the subcontracting community:
    a. Create sub-quotes with ease using the intuitive sub-quote creator. In seven short steps, you can rapidly create a custom sub-quote directed to all subcontractors that bid on the applicable work types. Steps include: provide contact information and sub-quote expiration date, select letting and proposal, add work types and items, specify terms and conditions, upload attachments, and select vendors.
    b. Create a sub-quote to send to subcontractors or suppliers that lists the items in a proposal that you want quoted
    c. Create an unlimited number of sub-quotes for items you want quoted, and optionally mark them as a DBE-preferred request
    d. Add attachments to sub-quotes
3. View sub-quote requests & responses:
    a. After logging into the Bid Express service, you can quickly review all of your sub-quote requests and all unsolicited sub-quote requests from subcontractors. To simplify the Small Business Network home screen, sub-quote requests can be hidden with one click if they are not applicable.
    b. View or receive unsolicited sub-quotes that subcontractors have posted, complete with terms, conditions and pricing
4. View Record of Subcontractor Outreach Effort:
    a. For each sub-quote produced, a *Record of Subcontractor Outreach Effort* is generated that shows the response statistics for a particular sub-quote. If accepted by the letting agency, this report may serve as proof of a "Good Faith" effort in reaching out to the DBE community.
    b. Easily locate pre-qualified and certified small and disadvantaged businesses
    c. Advertise to small and disadvantaged businesses more efficiently and cost effectively
    d. Document your interactions with subs/DBEs by producing an Outreach Report (may be accepted as proof of DBE outreach at the discretion of each agency)

The Small Business Network is a part of the Bid Express® service that was created to ensure that small businesses have a centralized area to access information about upcoming projects. It can help small businesses learn more about opportunities, compete more effectively, network with other contractors and subcontractors, and win more jobs.

1. View and reply to sub-quote requests from primes:
    a. After logging into the Bid Express service, you can quickly review all incoming sub-quote requests and all unsolicited sub-quotes created by your company. Receive notifications by selected work type. To simplify on the Small Business Network home screen, sub-quote requests can be filtered by work types relevant to your interests, or hidden with one click if they are not applicable.
2. Select items when responding to sub-quote requests from primes:
    a. You have the freedom to choose and price any number of items when responding to a sub-quote request. Quantities can be modified, and per-item comments are also available.
    b. View requests for sub-quotes for work that primes have posted for projects they are bidding, add your pricing, terms, and conditions, and submit completed sub-quotes to the requesting primes
    c. Add attachments to a sub-quote
3. Create and send unsolicited sub-quotes to specific contractors:
    a. Create unsolicited sub-quotes with ease using the intuitive sub-quote creator. In eight short steps, you can rapidly create a custom sub-quote directed at any number of specific vendors of your choosing. Steps include: provide contact information and sub-quote expiration date, select letting and proposal, add work types and items, specify terms and conditions, upload attachments, and select vendors.
4. Easily select and price items for unsolicited sub-quotes:
    a. After adding applicable work types, select items that you wish to quote. The extended price calculates automatically, cutting out costly calculation errors. Comments can be provided on an per-item basis as well.
    b. Create an unsolicited sub-quote that lists the items from a proposal that you want to quote, include pricing, terms and conditions, and send it to selected prime/plan holder
    c. Add attachments to a sub-quote
    d. Add unsolicited work items to sub-quotes that you are responding to
5. Easy Access to Valuable Information
    a. Receive a confirmation that your sub-quote was opened by a prime
    b. View Bid Tab Analysis data from past bids, including the high, average and low prices of items.
    c. View important notices and publications from DOT targeted to small and disadvantaged businesses
6. Accessing Small Business Network for WisDOT contracting opportunities
    a. If you are a contractor not yet subscribing to the Bid Express service, go to **www.bidx.com** and select "Order Bid Express." The Small Business Network is a part of the Bid Express Basic Service.
    b. DBE firms can request a Bid Express Small Business Network Account at no cost by calling 414-438-4588

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 PROVISIONS 5

Fuel Cost Adjustment

A Description

Fuel Cost Adjustments will be applied to partial and final payments for work items categorized in Section B as a payment to the contractor or a credit to the department. ASP-5 shall not apply to any force account work.

B Categories of Work Items

The following items and Fuel Usage Factors shall be used to determine Fuel Cost Adjustments:

(1) Earthwork.		Unit	Gal. Fuel Per Unit
205.0100	Excavation Common	CY	0.23
205.0200	Excavation Rock	CY	0.39
205.0400	Excavation Marsh	CY	0.29
208.0100	Borrow	CY	0.23
208.1100	Select Borrow	CY	0.23
209.0100	Backfill Granular	CY	0.23
350.0102	Subbase	CY	0.28
350.0104	Subbase	Ton	0.14
350.0115	Subbase 6-Inch	SY	0.05
350.0120	Subbase 7-Inch	SY	0.05
350.0125	Subbase 8-Inch	SY	0.06
350.0130	Subbase 9-Inch	SY	0.07
350.0135	Subbase 10-Inch	SY	0.08
350.0140	Subbase 11-Inch	SY	0.09
350.0145	Subbase 12-Inch	SY	0.09

C Fuel Index

A Current Fuel Index (CFI) in dollars per gallon will be established by the Department of Transportation for each month. The CFI will be the price of No. 2 fuel oil, as reported in U.S. Oil Week, using the first issue dated that month. The CFI will be the average of prices quoted for Green Bay, Madison, Milwaukee and Minneapolis.

The base Fuel Index (BFI) for this contract is $1.90 per gallon.

D Computing the Fuel Cost Adjustment

The engineer will compute the ratio CFI/BFI each month. If the ratio falls between 0.85 and 1.15, inclusive, no fuel adjustment will be made for that month. If the ratio is less than 0.85 a credit to the department will be computed. If the ratio is greater than 1.15 additional payment to the contractor will be computed. Credit or additional payment will be computed as follows:

(1) The engineer will estimate the quantity of work done in that month under each of the contract items categorized in Section B.

(2) The engineer will compute the gallons of fuel used in that month for each of the contract items categorized in Section B by applying the unit fuel usage factors shown in Section B.

(3) The engineer will summarize the total gallons (Q) of fuel used in that month for the items categorized in Section B.

(4) The engineer will determine the Fuel Cost Adjustment credit or payment from the following formula:

$$FA = \left(\frac{CFI}{BFI} - 1 \right) x\ Q\ x\ BFI$$

(plus is payment to contractor; minus is credit to the department)

Where	FA	=	Fuel Cost Adjustment (plus or minus)
	CFI	=	Current Fuel Index
	BFI	=	Base Fuel Index
	Q	=	Monthly total gallons of fuel

E Payment

A Fuel Cost Adjustment credit to the department will be deducted as a dollar amount each month from any sums due to the contractor. A Fuel Cost Adjustment payment to the contractor will be made as a dollar amount each month.

Upon completion of the work under the contract, any difference between the estimated quantities and the final quantities will be determined. An average CFI, calculated by averaging the CFI for all months that fuel cost adjustment was applied, will be applied to the quantity differences. The average CFI shall be applied in accordance with the procedure set forth in Section D.

ADDITIONAL SPECIAL PROVISION 6

ASP 6 - Modifications to the standard specifications

Make the following revisions to the standard specifications:

450.3.2.1 General

Replace the entire text with the following effective with the January 2015 letting:

(1) Do not place asphaltic mixture when the air temperature approximately 3 feet above grade, in shade, and away from artificial heat sources is less than 36 F for upper layers or 32 F for lower layers unless the engineer allows in writing. The contractor should place HMA pavement for projects on or north of STH 29 between May 1 and October 15 inclusive and for projects south of STH 29 between April 15 and November 1 inclusive. Notify the engineer at least one business day before paving.

(2) Unless the contract specifies otherwise, conform to the following:

- Keep the road open to all traffic during construction.
- Prepare the existing foundation for treatment as specified in 211.
- Incorporate loose roadbed aggregate as a part of preparing the foundation, in shoulder construction, or dispose of as the engineer approves.

(3) Place asphaltic mixture only on a prepared, firm, and compacted base, foundation layer, or existing pavement substantially surface-dry and free of loose and foreign material. Do not place over frozen subgrade or base, or where the roadbed is unstable.

450.5 Payment

Replace the entire text with the following effective with the May 2015 letting:

(1) All costs of furnishing, maintaining, and operating the truck scale or other weighing equipment and furnishing the weigh tickets are incidental to the contract.

(2) Nonconforming material allowed to remain in place is subject to price adjustment under 105.3.2.

(3) Full-depth sawing to remove integrally placed safety edge where not required is incidental to the contract.

(4) The contractor is responsible for the quality of HMA pavement placed in cold weather. If because of an excusable compensable delay under 108.10.3, the engineer directs the contractor to pave when the temperature is less than 36 F for the upper layer or less than 32 F for lower layers, the department:

- Will relieve the contractor of responsibility for damage and defects the engineer attributes to cold weather paving.
- Will not assess disincentives for density or ride.

455.3.2.1 General

Replace the paragraphs one and two with the following effective with the January 2015 letting:

(1) Apply tack coat only when the air temperature is 32 F or more unless the engineer approves otherwise in writing. Before applying tack coat ensure that the surface is dry and reasonably free of loose dirt, dust, or other foreign matter. Do not apply if weather or surface conditions are unfavorable or before impending rains.

(2) Use tack material of the type and grade the contract specifies. The contractor may, with the engineer's approval, dilute tack material as allowed under 455.2.4. Provide calculations using the asphalt content as-received from the supplier and subsequent contractor dilutions to show that as-placed material has 50 percent or more residual asphalt content. Apply at 0.050 to 0.070 gallons per square yard, after dilution, unless the contract designates otherwise. The engineer may adjust the application rate based on surface conditions. Limit application each day to the area the contractor expects to pave during that day.

460.2.2.3 Aggregate Gradation Master Range

Replace paragraph one with the following effective with the December 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-0.3 and E-3 mixes.

[2] 15.5 for E-0.3 and E-3 mixes.

460.3.4 Cold Weather Paving

Add a new subsection as follows effective with the May 2015 letting:

460.3.4 Cold Weather Paving

460.3.4.1 Cold Weather Paving Plan

(1) Submit a written cold weather paving plan to the engineer at the preconstruction meeting. In that plan outline material, operational, and equipment changes for paving when the air temperature approximately 3 feet above grade, in shade, and away from artificial heat sources is less than 40 F. Include the following:

- Use a department-accepted HMA mix design that incorporates a warm mix additive from the department's approved products list. Do not use a foaming process that introduces water into the mix.
- Use additional rollers.

(2) Engineer written acceptance is required for the cold weather paving plan. Engineer acceptance of the plan does not relieve the contractor of responsibility for pavement performance except as specified in 450.5(4).

460.3.4.2 Cold Weather Paving Operations

(1) Do not place asphaltic mixture when the air temperature approximately 3 feet above grade, in shade, and away from artificial heat sources is less than 40 F unless a valid engineer-accepted cold weather paving plan is in effect.

(2) If the national weather service forecast for the construction area predicts ambient air temperature less than 40 F at the projected time of paving within the next 24 hours, confirm or submit revisions to a previously engineer-accepted cold weather paving plan for engineer validation. Upon validation of the plan, the engineer will allow paving for the next day. Once in effect, pave conforming to the engineer-accepted cold weather paving plan for the balance of that work day or shift regardless of the temperature at the time of paving.

460.4 Measurement

Add paragraph two as follows effective with the January 2015 letting:

(2) The department will measure HMA Cold Weather Paving by the ton of HMA mixture for pavement placed conforming to an engineer-accepted cold weather paving plan.

460.5.1 General

Revise paragraph one as follows effective with the January 2015 letting:

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

ITEM NUMBER	DESCRIPTION	UNIT
460.1100	HMA Pavement Type E-0.3	TON
460.1101	HMA Pavement Type E-1	TON
460.1103	HMA Pavement Type E-3	TON
460.1110	HMA Pavement Type E-10	TON
460.1130	HMA Pavement Type E-30	TON
460.1132	HMA Pavement Type E-30X	TON
460.1700	HMA Pavement Type SMA	TON
460.2000	Incentive Density HMA Pavement	DOL
460.4000	HMA Cold Weather Paving	TON

460.5.2.2 Disincentive for HMA Pavement Density

Revise paragraph two as follows effective with the January 2015 letting:

(2) The department will not assess density disincentives for pavement placed in cold weather because of a department-caused delay as specified in 450.5(4).

460.5.2.4 Cold Weather Paving

Add a new subsection as follows effective with the May 2015 letting:

460.5.2.4 Cold Weather Paving

(1) Payment for HMA Cold Weather Paving is full compensation for additional materials and equipment specified for cold weather paving under 460.3.4 including costs for preparing, administering, and following the contractor's cold weather paving plan. The department will not pay for HMA Cold Weather Paving for HMA placed on days when the department is assessing liquidated damages.

(2) If HMA pavement is placed under 460.3.4 and the HMA Cold Weather Paving bid item is not in the contract, the department will pay for the additional costs specified in 460.5.2.4(1) as extra work. The department will pay separately for HMA pavement under the appropriate HMA Pavement bid items.

465.2 Materials

Replace paragraph two with the following effective with the December 2014 letting:

(2) Under the other 465 bid items, the contractor need not submit a mix design. Furnish aggregates mixed with a type AC asphaltic material, except under the Asphaltic Curb bid item furnish PG58-28 asphaltic material. Use coarse and fine mineral aggregates uniformly coated and mixed with the asphaltic material in an engineer-approved mixing plant. The contractor may include reclaimed asphaltic pavement materials in the mixture.

506.3.2 Shop Drawings

Replace the entire text with the following effective with the May 2015 letting:

(1) Ensure that shop drawings conform to the contract plans and provide additional details, dimensions, computations, and other information necessary for completely fabricating and erecting the work. Include project and structure numbers on each shop drawing sheet.

(2) Check shop drawings and submit electronically to the department for review before beginning fabrication. For primary fabrication items, also certify that shop drawings conform to quality control standards by submitting department form DT2333. Department review does not relieve the contractor from responsibility for errors or omissions on shop drawings.

(3) Shop drawings are part of the contract. The department must approve differences between shop drawings and contract plans. The contractor bears the costs of department-approved substitutions. Do not deviate from or revise drawings without notifying the department and resubmitting revised drawings.

(4) Ensure that the fabricator delivers 3 sets of shop drawings for railroad structures to the railroad company upon contract completion.

Bid Items Added

Add the following new bid item effective with the January 2015 letting:

ITEM NUMBER	DESCRIPTION	UNIT
460.4000	HMA Cold Weather Paving	TON

Errata

Make the following corrections to the standard specifications:

501.3.2.4.4 Water Reducer

Correct errata by deleting the reference to footnote 6 for grade D concrete.

(1) Add a water reducing admixture conforming to 501.2.3. Determine the specific type and rate of use based on the atmospheric conditions, the desired properties of the finished concrete and the manufacturer's recommended rate of use. The actual rate of use shall at least equal the manufacturer's recommended rate, and both the type and rate used require the engineer's approval before use.

506.5 Payment

Correct errata by changing the reference to 506.3.22.

(9) The department will limit costs for inspections conducted under 506.3.22 to $0.05 per pound of material and deduct costs in excess of that amount from payment due the contractor. The department will determine costs for in-house inspections based on hourly rates for department staff plus overhead and use invoiced costs for contracted-out inspections. The department will administer deductions for the contractor's share of the total inspection cost under the Excess Costs For Fabrication Shop Inspection administrative item.

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://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/default.aspx

(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://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payroll-manual.pdf

REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding $10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding $2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 “Contract provisions and related matters” with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH–1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g. , the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site at http://www.dol.gov/esa/whd/forms/wh347instr.htm or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH–347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of $100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contacting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term “perform work with its own organization” refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
(2) the prime contractor remains responsible for the quality of the work of the leased employees;
(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.
2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost $25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1**. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

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

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

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. “First Tier Covered Transactions” refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

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

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (https://www.epls.gov/), which is compiled by the General Services Administration.

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

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

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

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

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

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

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

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. **Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost $25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. “First Tier Covered Transactions” refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

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

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (https://www.epls.gov/), which is compiled by the General Services Administration.

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

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

SEPTEMBER 2002

NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246)

1. The Offeror's or Bidder's attention is called to the "Employment Practices" and "Equal Opportunity Clause" set forth in the Required Contract Provisions, FHWA 1273.

2. The goals and timetables for minority and female participation expressed in percentage terms for the contractor's aggregate work force in each trade, on all construction work in the covered area, are as follows:

Goals for Minority Participation for Each Trade:

County	%	County	%	County	%
Adams	1.7	Iowa	1.7	Polk	2.2
Ashland	1.2	Iron	1.2	Portage	0.6
Barron	0.6	Jackson	0.6	Price	0.6
Bayfield	1.2	Jefferson	7.0	Racine	8.4
Brown	1.3	Juneau	0.6	Richland	1.7
Buffalo	0.6	Kenosha	3.0	Rock	3.1
Burnett	2.2	Kewaunee	1.0	Rusk	0.6
Calumet	0.9	La Crosse	0.9	St. Croix	2.9
Chippewa	0.5	Lafayette	0.5	Sauk	1.7
Clark	0.6	Langlade	0.6	Sawyer	0.6
Columbia	1.7	Lincoln	0.6	Shawano	1.0
Crawford	0.5	Manitowoc	1.0	Sheboygan	7.0
Dane	2.2	Marathon	0.6	Taylor	0.6
Dodge	7.0	Marinette	1.0	Trempealeau	0.6
Door	1.0	Marquette	1.7	Vernon	0.6
Douglas	1.0	Menominee	1.0	Vilas	0.6
Dunn	0.6	Milwaukee	8.0	Walworth	7.0
Eau Claire	0.5	Monroe	0.6	Washburn	0.6
Florence	1.0	Oconto	1.0	Washington	8.0
Fond du Lac	1.0	Oneida	0.6	Waukesha	8.0
Forest	1.0	Outagamie	0.9	Waupaca	1.0
Grant	0.5	Ozaukee	8.0	Waushara	1.0
Green	1.7	Pepin	0.6	Winnebago	0.9
Green Lake	1.0	Pierce	2.2	Wood	0.6

Goals for female participation for each trade: 6.9%

These goals are applicable to all the contractor's construction work, (whether or not it is federal or federally assisted), performed in the covered area. If the contractor performs construction work in the geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The contractor's compliance with the Executive Order and the Regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from contractor to contractor or from project to project for the sole purpose of meeting the contractor's goals shall be a violation of the contract, the Executive Order and the Regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten (10) working days of award of any construction subcontract in excess of $10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

   As referred to in this section, the Director means:

   Director
   Office of Federal Contract Compliance Programs
   Ruess Federal Plaza
   310 W. Wisconsin Ave., Suite 1115
   Milwaukee, WI 53202

   The "Employer Identification Number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941.

4. As used in this notice, and in the contract resulting from solicitation, the "covered area" is the county(ies) in Wisconsin to which this proposal applies.

APRIL 2013

ADDITIONAL FEDERAL-AID PROVISIONS

NOTICE TO ALL BIDDERS

To report bid rigging activities call:

1-800-424-9071

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Time. Anyone with knowledge of possible bid rigging, bidding collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

Effective August 2015 letting

BUY AMERICA PROVISION

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

http://wisconsindot.gov/rdwy/cmm/cm-02-28.pdf

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://wisconsindot.gov/rdwy/worksheets/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

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 contacts.

While the wage rates shown are the minimum rates required by the contract to be paid during its life, this in 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
MARQUETTE 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, 2015

CLASSIFICATION: Contractors are required to call the Department of Workforce Development if there are any questions reqarding 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.

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	$	$	$
Bricklayer, Blocklayer or Stonemason	30.85	17.61	48.46
Carpenter	32.72	16.00	48.72
Future Increase(s): Add $1.42/hr on 6/1/2015; Add $1.42/hr on 6/1/2016. 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.			
Cement Finisher	35.18	16.78	51.96
Future Increase(s): 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	29.00	16.97	45.97
Future Increase(s): Add $.75/hr on 6/1/2015. 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	18.50	8.66	27.16
Ironworker	31.50	20.01	51.51
Line Constructor (Electrical)	39.50	16.07	55.57
Painter	26.65	13.10	39.75
Pavement Marking Operator	29.22	21.93	51.15
Piledriver	30.11	26.51	56.62
Future Increase(s): Add $1.50/hr on 6/1/2015; Add $1.60/hr on 6/1/2016. Premium Pay: Add $.65/hr for Piledriver Loftsman; Add $.75/hr for Sheet Piling Loftsman. 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.			
Roofer or Waterproofer	29.40	3.07	32.47

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	$	$	$
Teledata Technician or Installer	22.25	12.24	34.49
Tuckpointer, Caulker or Cleaner	23.60	7.10	30.70
Underwater Diver (Except on Great Lakes)	35.40	15.90	51.30
Heavy Equipment Operator - ELECTRICAL LINE CONSTRUCTION ONLY	35.55	15.57	51.12
Light Equipment Operator -ELECTRICAL LINE CONSTRUCTION ONLY	31.60	14.98	46.58
Heavy Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	27.65	13.44	41.09
Light Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	25.68	12.83	38.51
Groundman - ELECTRICAL LINE CONSTRUCTION ONLY	21.75	11.63	33.38
TRUCK DRIVERS			
Single Axle or Two Axle	25.18	18.31	43.49
Future Increase(s): Add $1.15/hr on 6/1/2015. 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.			
Three or More Axle	25.28	18.31	43.59
Future Increase(s): Add $1.15/hr on 6/1/2015. 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, Dumptor, Off Road Material Hauler	30.27	21.15	51.42
Future Increase(s): 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.			
Pavement Marking Vehicle	33.22	14.70	47.92
Shadow or Pilot Vehicle	24.37	17.77	42.14
Truck Mechanic	24.52	17.77	42.29
LABORERS			
General Laborer	30.13	15.14	45.27
Future Increase(s): Add $1.05/hr eff. 06/01/2015; Add $1.00/hr eff. 06/01/2016; Add $1.00/hr eff. 06/01/2017 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	24.13	14.11	38.24
Landscaper	30.13	15.14	45.27
Future Increase(s): Add $1.05/hr eff. 06/01/2015; Add $1.00/hr eff. 06/01/2016; Add $1.00/hr eff. 06/01/2017 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 $1.25/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			

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY $	HOURLY FRINGE BENEFITS $	TOTAL $
such time period).			
Flagperson or Traffic Control Person	26.76	15.14	41.90
Future Increase(s): Add $1.05/hr eff. 06/01/2015; Add $1.00/hr eff. 06/01/2016; Add $1.00/hr eff. 06/01/2017 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 $1.25/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)	18.33	13.65	31.98
Railroad Track Laborer	14.50	4.77	19.27
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).	37.72	21.15	58.87
Future Increase(s): 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.			
Backhoe (Track Type) Having a Mfgr.'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.	37.22	21.15	58.37
Future Increase(s): 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 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 Mfgr.'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	36.72	21.15	57.87

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	$	$	$
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 & A- Frames. Future Increase(s): 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 Sawer (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. Future Increase(s): 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.	36.46	21.15	57.61
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. Future Increase(s): 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.	36.17	21.15	57.32
Fiber Optic Cable Equipment.	28.89	17.95	46.84

SUPERSEDES DECISION WI20120010
U. S. DEPARTMENT OF LABOR
(DAVIS-BACON ACT, MINIMUM WAGE RATES)

STATE: Wisconsin
GENERAL DECISION NUMBER: WI150010
DATE: August 28, 2015
DESCRIPTION OF WORK: Highways and Airport Runway and Taxiway Construction

LABORERS CLASSIFICATION:	Basic Hourly Rates	Fringe Benefits
Group 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence and Bridge Builder; Landscaper, Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, Utility Man); Batch Truck Dumper; or Cement Handler; Bituminous Worker; (Dumper, Ironer, Smoother, Tamper); Concrete Handler	$30.67	15.55
Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

CLASSES OF LABORER AND MECHANICS	Basic Hourly Rates	Fringe Benefits
Bricklayer	26.78	12.75
Carpenter	30.48	15.80
Millwright	32.11	15.80
Piledriverman	30.98	15.80
Ironworker	32.85	21.84
Cement Mason/Concrete Finisher	32.65	17.44
Electrician		See Page 3
Line Construction		
Lineman	40.81	32% + 5.00
Heavy Equipment Operator	38.77	32% + 5.00
Equipment Operator	32.65	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	22.45	32% + 5.00
Painters	23.74	11.72
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015.

SUPERSEDES DECISION WI20120010
U. S. DEPARTMENT OF LABOR
(DAVIS-BACON ACT, MINIMUM WAGE RATES)

STATE: Wisconsin
GENERAL DECISION NUMBER: WI150010
DATE: August 28, 2015
DESCRIPTION OF WORK: Highways and Airport Runway and Taxiway Construction

POWER EQUIPMENT OPERATORS CLASSIFICATION:	Basic Hourly Rates	Fringe Benefits
Group 1: Cranes, tower cranes and derricks, with or without attachments, with a lifting capacity of over 100 tons or cranes, tower cranes and derricks with boom, leads and/or jib lengths measuring 176 feet or longer	$38.27	$21.55
Group 2: Cranes, tower cranes and derricks, with or without attachments, with a lifting capacity of 100 tons or less or cranes, tower cranes and derricks with boom, leads and/or jib lengths measuring 175 feet or less, and backhoes (excavators) having a manufacturer's rated capacity of 3 cu. yds. and over, caisson rigs, pile driver, dredge operator, dredge engineer.	$37.77	$21.55
Group 3: Mechanic or welder - heavy duty equipment, cranes with a lifting capacity of 25 tons or less, concrete breaker (manual or remote); vibrator/sonic concrete breaker; concrete laser screed; concrete slipform paver; concrete batch plant operator; concrete pavement spreader - heavy duty (rubber tired); concrete spreader and distributor, automatic subgrader (concrete); concrete grinder and planing machine; concrete slipform curb and gutter machine; slipform concrete placer; tube finisher; hydro blaster (10,000 psi and over); bridge paver; concrete conveyor system; concrete pump; stabilizing mixer (self propelled); shoulder widener; asphalt plant engineer; bituminous paver; bump cutter and grooving machine; milling machine; screed (bituminous paver); asphalt heater, planer and scarifier; backhoes (excavators) having a manufacturers rated capacity of under 3 cu. yds.; grader or motor patrol; tractor (scraper, dozer, pusher, loader); scraper - rubber tired (single or twin engine); endloader hydraulic backhoe (tractor-type); trenching machine; skid rigs; tractor, side boom (heavy); drilling or boring machine (mechanical heavy); roller (over 5 tons); percussion or rotary drilling machine; air track; blaster; loading machine (conveyor); tugger; boatmen; winches and A-frames; post driver; material hoist operator.	$37.27	$21.55
Group 4: Greaser, roller steel (5 tons or less); roller (pneumatic tired) - self-propelled; tractor (mounted or towed compactors and light equipment); shouldering machine; self-propelled chip spreader; concrete spreader; finishing machine; mechanical float; curing machine; power subgrader; joint saw (multiple blade) belting machine; burlap machine; texturing machine; tractor, endloader (rubber tired) - light; jeep digger; fork lift; mulcher; launch operator; fireman; environmental burner.	$37.01	$21.55
Group 5: Air compressor; power pack; vibratory hammer and extractor; heavy equipment, leadman; tank car heaters; stump chipper; curb machine operator; concrete pro-portioning plants generators; mudjack operator; rock breaker; crusher or screening plant; screed (milling machine); automatic belt conveyor and surge bin; pug mill operator; oiler; pump (over 3 inches); drilling machine helper.	$36.72	$21.55
Group 6: Off – road material hauler with or without ejector	$30.82	$21.55

Premium Pay:
EPA Level “A” protection - $3.00 per hour
EPA Level “B” protection - $2.00 per hour
EPA Level “C” protection - $1.00 per hours

SUPERSEDES DECISION WI20120010
U. S. DEPARTMENT OF LABOR
(DAVIS-BACON ACT, MINIMUM WAGE RATES)

STATE: Wisconsin
GENERAL DECISION NUMBER: WI150010
DATE: August 28, 2015
DESCRIPTION OF WORK: Highways and Airport Runway and Taxiway Construction

LABORERS CLASSIFICATION:	Rates	Benefits
Electricians		
Area 1	$29.60	26.5%+ 9.15
Area 2:		
Electricians	31.21	18.92
Area 3:		
Electrical contracts under $130,000	26.24	16.85
Electrical contracts over $130,000	29.41	16.97
Area 4:	29.84	29.50% + 9.37
Area 5	28.96	24.85% + 9.70
Area 6	35.25	19.30
Area 8		
Electricians	31.30	24.93% + 10.40
Area 9:		
Electricians	35.75	19.87
Area 10	29.64	20.54
Area 11	32.54	24.07
Area 12	32.87	19.23
Area 13	35.13	23.09
Teledata System Installer		
Area 14		
Installer/Technician	22.50	12.72
Sound & Communications		
Area 15		
Installer	16.47	14.84
Technician	26.00	17.70

Area 1 - CALUMET (except township of New Holstein), GREEN LAKE (N. part, including Townships of Berlin, St. Marie and Seneca), MARQUETTE (N. part, including Townships of Crystal Lake, Neshkoro, Newton & Springfield), OUTAGAMIE, WAUPACA, WAUSHARA and WINNEBAGO COUNTIES.

Area 2 - ASHLAND, BARRON, BAYFIELD, BUFFALO, BURNETT, CHIPPEWA, CLARK (except Mayville, Colby, Unity, Sherman, Fremont, Lynn and Sherwood), CRAWFORD, DUNN, EAU CLAIRE, GRANT, IRON, JACKSON, LA CROSSE, MONROE, PEPIN, PIERCE, POLK, PRICE, RICHLAND, RUSK, ST. CROIX, SAWYER, TAYLOR, TREMPEALEAU, VERNON and WASHBURN COUNTIES

Area 3 - FLORENCE (townships of Aurora, Commonwealth, Fern, Florence and Homestead), MARINETTE (Niagara township)

Area 4 - BROWN, DOOR, KEWAUNEE, MANITOWOC (except Schleswig), MARINETTE (Wausauke and area south thereof), OCONTO, MENOMINEE (East of a line 6 miles West of the West boundary of Oconto County), SHAWANO (except area North of Townships of Aniwa and Hutchins) COUNTIES.

Area 5 - ADAMS, CLARK (Colby, Freemont, Lynn, Mayville, Sherman, Sherwood, Unity), FOREST, JUNEAU, LANGLADE, LINCOLN, MARATHON, MARINETTE (Area North of the town of Wausaukee), MENOMINEE (Area West of a line 6 miles West of the West boundary of Oconto County), ONEIDA, PORTAGE, SHAWANO (Area North of the townships of Aniwa and Hutchins), VILAS AND WOOD COUNTIES

Area 6 - KENOSHA COUNTY

Area 8 - DODGE, (Emmet Township only), GREEN, JEFFERSON, LAFAYETTE, RACINE (Burlington township), ROCK and WALWORTH COUNTIES

Area 9 - COLUMBIA, DANE, DODGE, (area west of Hwy. 26, except Chester & Emmet Townships), GREEN LAKE (except townships of Berlin, Seneca and St. Marie), IOWA, MARQUETTE (except townships of Neshkoka, Crystal Lake, Newton and Springfield), and SAUK COUNTIES

Area 10 - CALUMET (Township of New Holstein), DODGE (East of Hwy. 26 including Chester Township), FOND DU LAC, MANITOWOC (Schleswig), and SHEBOYGAN COUNTIES

Area 11 - DOUGLAS COUNTY

Area 12 - RACINE (except Burlington township) COUNTY

Area 13 - MILWAUKEE, OZAUKEE, WASHINGTON and WAUKESHA COUNTIES

Area 14 - Statewide.

Area 15 - DODGE (East of Hwy 26 including Chester Twp, excluding Emmet Twp), FOND DU LAC (Except Waupun), MILWAUKEE, OZAUKEE, MANITOWOC (Schleswig), WASHINGTON, AND WAUKESHA COUNTIES.

FEBRUARY 1999

NOTICE TO BIDDERS
WAGE RATE DECISION

The wage rate decision of the Secretary of Labor which has been incorporated in these advertised specifications is incomplete in that the classifications may be omitted from the Secretary of Labor's decision.

Since the bidder is responsible, independently, for ascertaining area practice with respect to the necessity, or lack of necessity, for the use of these classifications in the prosecution of the work contemplated by this project, no inference may be drawn from the omision of these classifications concerning prevailing area practices relative to their use. Further, this omission will not, per se, be construed as establishing any governmental liability for increased labor cost if it is subsequently determined that such classifications are required.

There may be omissions and/or errors in the federal wage rates. The bidder is responsible for evaluating and determining the correct applicable rate. The higher of state or federal rate will apply.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
	SECTION 0001 Contract Items					
0010	201.0105 Clearing	48.000 STA		.		.
0020	201.0205 Grubbing	48.000 STA		.		.
0030	203.0100 Removing Small Pipe Culverts	10.000 EACH		.		.
0040	203.0200 Removing Old Structure (station) 01. 651+68.69	LUMP	LUMP			.
0050	203.0200 Removing Old Structure (station) 02. 100'H'+50.34	LUMP	LUMP			.
0060	203.0200 Removing Old Structure (station) 03. 100'J'+48.50	LUMP	LUMP			.
0070	203.0210.S Abatement of Asbestos Containing Material (structure) 01. B-39-9	LUMP	LUMP			.
0080	204.0115 Removing Asphaltic Surface Butt Joints	681.000 SY		.		.
0090	204.0130 Removing Curb	52.000 LF		.		.
0100	204.0150 Removing Curb & Gutter	251.000 LF		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0110	204.0165 Removing Guardrail	3,822.000 LF		.		.
0120	204.0170 Removing Fence	2,492.000 LF		.		.
0130	204.0180 Removing Delineators and Markers	50.000 EACH		.		.
0140	204.0185 Removing Masonry	2.800 CY		.		.
0150	204.0190 Removing Surface Drains	5.000 EACH		.		.
0160	204.0195 Removing Concrete Bases	3.000 EACH		.		.
0170	204.0220 Removing Inlets	5.000 EACH		.		.
0180	204.0245 Removing Storm Sewer (size) 01. 18-Inch	279.000 LF		.		.
0190	205.0100 Excavation Common	93,750.000 CY		.		.
0200	206.1000 Excavation for Structures Bridges (structure) 01. B-39-76	LUMP	LUMP			.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0210	206.1000 Excavation for Structures Bridges (structure) 02. B-39-28	LUMP	LUMP			.
0220	206.1000 Excavation for Structures Bridges (structure) 03. B-39-29	LUMP	LUMP			.
0230	208.0100 Borrow	155,300.000 CY		.		.
0240	210.0100 Backfill Structure	492.000 CY		.		.
0250	213.0100 Finishing Roadway (project) 01. 1166-07-76	1.000 EACH		.		.
0260	214.0100 Obliterating Old Road	15.400 STA		.		.
0270	305.0110 Base Aggregate Dense 3/4-Inch	4,900.000 TON		.		.
0280	305.0120 Base Aggregate Dense 1 1/4-Inch	44,680.000 TON		.		.
0290	305.0130 Base Aggregate Dense 3-Inch	20,600.000 TON		.		.
0300	311.0110 Breaker Run	200.000 TON		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0310	416.1010 Concrete Surface Drains	11.200 CY		.		.
0320	440.4410.S Incentive IRI Ride	1,900.000 DOL	1.00000		1900.00	
0330	455.0105 Asphaltic Material PG58-28	481.000 TON		.		.
0340	455.0120 Asphaltic Material PG64-28	110.000 TON		.		.
0350	455.0605 Tack Coat	2,328.000 GAL		.		.
0360	460.1101 HMA Pavement Type E-1	5,231.000 TON		.		.
0370	460.1110 HMA Pavement Type E-10	5,322.000 TON		.		.
0380	460.2000 Incentive Density HMA Pavement	6,700.000 DOL	1.00000		6700.00	
0390	460.4000 HMA Cold Weather Paving	782.000 TON		.		.
0400	460.4110.S Reheating HMA Pavement Longitudinal Joints	300.000 LF		.		.
0410	465.0120 Asphaltic Surface Driveways and Field Entrances	80.000 TON		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0420	465.0125 Asphaltic Surface Temporary	5,834.000 TON		.		.
0430	465.0305 Asphaltic Surface Safety Islands	30.000 TON		.		.
0440	465.0315 Asphaltic Flumes	79.000 SY		.		.
0450	465.0400 Asphaltic Shoulder Rumble Strips	19,613.000 LF		.		.
0460	502.0100 Concrete Masonry Bridges	778.000 CY		.		.
0470	502.3100 Expansion Device (structure) 01. B-39-28	LUMP	LUMP			.
0480	502.3100 Expansion Device (structure) 02. B-39-29	LUMP	LUMP			.
0490	502.3200 Protective Surface Treatment	1,455.000 SY		.		.
0500	502.3210.S Pigmented Protective Surface Treatment	873.000 SY		.		.
0510	502.5002 Masonry Anchors Type L No. 4 Bars	128.000 EACH		.		.
0520	502.5005 Masonry Anchors Type L No. 5 Bars	288.000 EACH		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0530	503.0137 Prestressed Girder Type I 36W-Inch	763.000 LF		.		.
0540	504.0900 Concrete Masonry Endwalls	2.800 CY		.		.
0550	505.0405 Bar Steel Reinforcement HS Bridges	10,160.000 LB		.		.
0560	505.0605 Bar Steel Reinforcement HS Coated Bridges	117,720.000 LB		.		.
0570	505.0800.S Bar Steel Reinforcement HS Stainless Structures	1,570.000 LB		.		.
0580	506.2605 Bearing Pads Elastomeric Non-Laminated	30.000 EACH		.		.
0590	506.4000 Steel Diaphragms (structure) 01. B-39-76	12.000 EACH		.		.
0600	506.5000 Bearing Assemblies Fixed (structure) 01. B-39-28	4.000 EACH		.		.
0610	506.5000 Bearing Assemblies Fixed (structure) 02. B-39-29	4.000 EACH		.		.
0620	506.6000 Bearing Assemblies Expansion (structure) 01. B-39-28	8.000 EACH		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0630	506.6000 Bearing Assemblies Expansion (structure) 02. B-39-29	8.000 EACH		.		.
0640	506.7050.S Removing Bearings (structure) 01. B-39-28	12.000 EACH		.		.
0650	506.7050.S Removing Bearings (structure) 02. B-39-29	12.000 EACH		.		.
0660	506.7060.S Bridge Jacking (structure) 01. B-39-28	LUMP	LUMP			.
0670	506.7060.S Bridge Jacking (structure) 02. B-39-29	LUMP	LUMP			.
0680	509.0301 Preparation Decks Type 1	84.000 SY		.		.
0690	509.0302 Preparation Decks Type 2	34.000 SY		.		.
0700	509.1000 Joint Repair	60.000 SY		.		.
0710	509.1200 Curb Repair	30.000 LF		.		.
0720	509.1500 Concrete Surface Repair	40.000 SF		.		.
0730	509.2000 Full-Depth Deck Repair	1.000 SY		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0740	509.2500 Concrete Masonry Overlay Decks	51.000 CY		.		.
0750	509.5100.S Polymer Overlay	1,086.000 SY		.		.
0760	509.9005.S Removing Concrete Masonry Deck Overlay (structure) 01. B-39-10	486.000 SY		.		.
0770	509.9050.S Cleaning Parapets	1,834.000 LF		.		.
0780	511.1200 Temporary Shoring (structure) 01. B-39-76	2,000.000 SF		.		.
0790	516.0500 Rubberized Membrane Waterproofing	66.000 SY		.		.
0800	517.1800.S Structure Repainting Recycled Abrasive (structure) 01. B-39-28	LUMP	LUMP			.
0810	517.1800.S Structure Repainting Recycled Abrasive (structure) 02. B-39-29	LUMP	LUMP			.
0820	517.3000.S Structure Overcoating Cleaning and Priming (structure) 01. B-39-26	LUMP	LUMP			.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0830	517.4000.S Containment and Collection of Waste Materials (structure) 01. B-39-26	LUMP	LUMP			.
0840	517.4500.S Negative Pressure Containment and Collection of Waste Materials (structure) 01. B-39-28	LUMP	LUMP			.
0850	517.4500.S Negative Pressure Containment and Collection of Waste Materials (structure) 02. B-39-29	LUMP	LUMP			.
0860	517.6001.S Portable Decontamination Facility	3.000 EACH		.		.
0870	520.0124 Culvert Pipe Class III 24-Inch	48.000 LF		.		.
0880	520.0130 Culvert Pipe Class III 30-Inch	180.000 LF		.		.
0890	520.1012 Apron Endwalls for Culvert Pipe 12-Inch	2.000 EACH		.		.
0900	520.1024 Apron Endwalls for Culvert Pipe 24-Inch	2.000 EACH		.		.
0910	520.1030 Apron Endwalls for Culvert Pipe 30-Inch	6.000 EACH		.		.
0920	520.4012 Culvert Pipe Temporary 12-Inch	1,054.000 LF		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0930	520.4030 Culvert Pipe Temporary 30-Inch	66.000 LF		.		.
0940	520.8000 Concrete Collars for Pipe	3.000 EACH		.		.
0950	521.1012 Apron Endwalls for Culvert Pipe Steel 12-Inch	5.000 EACH		.		.
0960	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch	72.000 LF		.		.
0970	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	686.000 LF		.		.
0980	522.1030 Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	2.000 EACH		.		.
0990	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	8.000 EACH		.		.
1000	526.0100 Temporary Structure (station) 01. 651+60	LUMP	LUMP			.
1010	550.2106 Piling CIP Concrete 10 3/4 X 0. 365-Inch	7,950.000 LF		.		.
1020	601.0415 Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	245.000 LF		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1030	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	303.000 LF		.		.
1040	603.8000 Concrete Barrier Temporary Precast Delivered	10,550.000 LF		.		.
1050	603.8125 Concrete Barrier Temporary Precast Installed	16,275.000 LF		.		.
1060	604.0600 Slope Paving Select Crushed Material	430.000 SY		.		.
1070	604.9015.S Reseal Crushed Aggregate Slope Paving	459.000 SY		.		.
1080	606.0200 Riprap Medium	192.000 CY		.		.
1090	611.0654 Inlet Covers Type V	5.000 EACH		.		.
1100	611.3220 Inlets 2x2-FT	5.000 EACH		.		.
1110	611.8120.S Cover Plates Temporary	1.000 EACH		.		.
1120	612.0212 Pipe Underdrain Unperforated 12-Inch	278.000 LF		.		.
1130	612.0406 Pipe Underdrain Wrapped 6-Inch	190.000 LF		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1140	614.0010 Barrier System Grading Shaping Finishing	2.000 EACH		.		.
1150	614.0115 Anchorages for Steel Plate Beam Guard Type 2	1.000 EACH		.		.
1160	614.0150 Anchor Assemblies for Steel Plate Beam Guard	12.000 EACH		.		.
1170	614.0905 Crash Cushions Temporary	25.000 EACH		.		.
1180	614.2300 MGS Guardrail 3	3,300.000 LF		.		.
1190	614.2330 MGS Guardrail 3 K	487.500 LF		.		.
1200	614.2500 MGS Thrie Beam Transition	394.000 LF		.		.
1210	614.2610 MGS Guardrail Terminal EAT	14.000 EACH		.		.
1220	616.0100 Fence Woven Wire (height) 01. 4-Ft	2,692.000 LF		.		.
1230	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1166-07-76	1.000 EACH		.		.
1240	619.1000 Mobilization	1.000 EACH		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1250	624.0100 Water	1,050.000 MGAL		.		.
1260	625.0100 Topsoil	151,800.000 SY		.		.
1270	627.0200 Mulching	159,968.000 SY		.		.
1280	628.1504 Silt Fence	11,500.000 LF		.		.
1290	628.1520 Silt Fence Maintenance	11,500.000 LF		.		.
1300	628.1905 Mobilizations Erosion Control	17.000 EACH		.		.
1310	628.1910 Mobilizations Emergency Erosion Control	8.000 EACH		.		.
1320	628.2002 Erosion Mat Class I Type A	40,400.000 SY		.		.
1330	628.7005 Inlet Protection Type A	8.000 EACH		.		.
1340	628.7010 Inlet Protection Type B	5.000 EACH		.		.
1350	628.7504 Temporary Ditch Checks	765.000 LF		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1360	628.7555 Culvert Pipe Checks	111.000 EACH		.		.
1370	628.7570 Rock Bags	135.000 EACH		.		.
1380	629.0210 Fertilizer Type B	120.000 CWT		.		.
1390	630.0130 Seeding Mixture No. 30	2,933.000 LB		.		.
1400	630.0200 Seeding Temporary	740.000 LB		.		.
1410	633.0100 Delineator Posts Steel	66.000 EACH		.		.
1420	633.0500 Delineator Reflectors	86.000 EACH		.		.
1430	633.5200 Markers Culvert End	11.000 EACH		.		.
1440	634.0612 Posts Wood 4x6-Inch X 12-FT	8.000 EACH		.		.
1450	634.0614 Posts Wood 4x6-Inch X 14-FT	15.000 EACH		.		.
1460	634.0616 Posts Wood 4x6-Inch X 16-FT	7.000 EACH		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS		UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1470	634.0618 Posts Wood 4x6-Inch X 18-FT	14.000	EACH		.		.
1480	634.0620 Posts Wood 4x6-Inch X 20-FT	4.000	EACH		.		.
1490	635.0200 Sign Supports Structural Steel HS	147.000	LB		.		.
1500	635.0300 Sign Supports Replacing Base Connection Bolts	8.000	EACH		.		.
1510	636.0100 Sign Supports Concrete Masonry	2.000	CY		.		.
1520	636.1000 Sign Supports Steel Reinforcement HS	98.000	LB		.		.
1530	637.2210 Signs Type II Reflective H	313.090	SF		.		.
1540	637.2215 Signs Type II Reflective H Folding	10.000	SF		.		.
1550	637.2230 Signs Type II Reflective F	75.500	SF		.		.
1560	638.2101 Moving Signs Type I	1.000	EACH		.		.
1570	638.2102 Moving Signs Type II	2.000	EACH		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1580	638.2602 Removing Signs Type II	49.000 EACH		.		.
1590	638.3000 Removing Small Sign Supports	48.000 EACH		.		.
1600	638.4100 Moving Structural Steel Sign Supports	2.000 EACH		.		.
1610	642.5201 Field Office Type C	1.000 EACH		.		.
1620	643.0100 Traffic Control (project) 01. 1166-07-76	1.000 EACH		.		.
1630	643.0300 Traffic Control Drums	30,649.000 DAY		.		.
1640	643.0420 Traffic Control Barricades Type III	2,219.000 DAY		.		.
1650	643.0705 Traffic Control Warning Lights Type A	2,833.000 DAY		.		.
1660	643.0715 Traffic Control Warning Lights Type C	3,621.000 DAY		.		.
1670	643.0800 Traffic Control Arrow Boards	654.000 DAY		.		.
1680	643.0900 Traffic Control Signs	13,017.000 DAY		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1690	643.0920 Traffic Control Covering Signs Type II	184.000 EACH		.		.
1700	643.1050 Traffic Control Signs PCMS	240.000 DAY		.		.
1710	643.2000 Traffic Control Detour (project) 01. 1166-07-76	1.000 EACH		.		.
1720	643.3000 Traffic Control Detour Signs	752.000 DAY		.		.
1730	645.0120 Geotextile Fabric Type HR	636.000 SY		.		.
1740	646.0106 Pavement Marking Epoxy 4-Inch	31,104.000 LF		.		.
1750	646.0126 Pavement Marking Epoxy 8-Inch	181.000 LF		.		.
1760	646.0600 Removing Pavement Markings	1,263.000 LF		.		.
1770	646.0841.S Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch	88.000 LF		.		.
1780	646.0881.S Pavement Marking Grooved Wet Reflective Tape 4-Inch	794.000 LF		.		.

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CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1790	646.0883.S Pavement Marking Grooved Wet Reflective Tape 8-Inch	1,810.000 LF		.		.
1800	647.0186 Pavement Marking Arrows Epoxy Type 4	1.000 EACH		.		.
1810	647.0456 Pavement Marking Curb Epoxy	245.000 LF		.		.
1820	647.0566 Pavement Marking Stop Line Epoxy 18-Inch	64.000 LF		.		.
1830	647.0606 Pavement Marking Island Nose Epoxy	3.000 EACH		.		.
1840	649.0100 Temporary Pavement Marking 4-Inch	19,088.000 LF		.		.
1850	649.0400 Temporary Pavement Marking Removable Tape 4-Inch	153,079.000 LF		.		.
1860	649.0701 Temporary Pavement Marking 8-Inch	314.000 LF		.		.
1870	649.0801 Temporary Pavement Marking Removable Tape 8-Inch	1,452.000 LF		.		.
1880	649.1100 Temporary Pavement Marking Stop Line 18-Inch	72.000 LF		.		.

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CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1890	649.1400 Temporary Pavement Marking Stop Line Removable Tape 24-Inch	24.000 LF		.		.
1900	650.4000 Construction Staking Storm Sewer	23.000 EACH		.		.
1910	650.4500 Construction Staking Subgrade	21,884.000 LF		.		.
1920	650.5000 Construction Staking Base	21,884.000 LF		.		.
1930	650.5500 Construction Staking Curb Gutter and Curb & Gutter	548.000 LF		.		.
1940	650.6000 Construction Staking Pipe Culverts	13.000 EACH		.		.
1950	650.6500 Construction Staking Structure Layout (structure) 01. B-39-76	LUMP	LUMP			.
1960	650.9910 Construction Staking Supplemental Control (project) 01. 1166-07-76	LUMP	LUMP			.
1970	650.9920 Construction Staking Slope Stakes	21,884.000 LF		.		.
1980	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	154.000 LF		.		.

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CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1990	653.0135 Pull Boxes Steel 24x36-Inch	2.000 EACH		.		.
2000	654.0105 Concrete Bases Type 5	2.000 EACH		.		.
2010	654.0220 Concrete Control Cabinet Bases Type 10	1.000 EACH		.		.
2020	661.0100 Temporary Traffic Signals for Bridges (structure) 01. B-39-26	LUMP	LUMP			.
2030	690.0150 Sawing Asphalt	3,383.000 LF		.		.
2040	715.0502 Incentive Strength Concrete Structures	4,350.000 DOL	1.00000		4350.00	
2050	ASP.1T0A On-the-Job Training Apprentice at $5.00/HR	2,400.000 HRS	5.00000		12000.00	
2060	ASP.1T0G On-the-Job Training Graduate at $5.00/HR	2,760.000 HRS	5.00000		13800.00	
2070	SPV.0045 Special 01. Portable Changeable Message Sign (Pcms) Cellular Communications	240.000 DAY		.		.
2080	SPV.0060 Special 01. Salvaged Pedestal Base	1.000 EACH		.		.

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CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
2090	SPV.0060 Special 02. Salvaged Transformer Base	2.000 EACH		.		.
2100	SPV.0060 Special 03. Salvaged Traffic Signal Standards Aluminum 15-Ft	1.000 EACH		.		.
2110	SPV.0060 Special 04. Salvaged Ramp Closure Gates Solar 24-Ft	2.000 EACH		.		.
2120	SPV.0060 Special 05. Inlets 2x2-Ft Temporary	8.000 EACH		.		.
2130	SPV.0060 Special 06. Manholes 4-Ft Diameter Temporary	1.000 EACH		.		.
2140	SPV.0060 Special 07. Removing Sign and Foundation	1.000 EACH		.		.
2150	SPV.0090 Special 01. Fill Existing Rumble Strips	15,001.000 LF		.		.
2160	SPV.0120 Special 01. Water for Seeded Areas	2,711.000 MGAL		.		.
	SECTION 0001 TOTAL					.
	TOTAL BID					.

PLEASE ATTACH SCHEDULE OF ITEMS HERE

Wisconsin Department of Transportation

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

October 19, 2015

NOTICE TO ALL CONTRACTORS:

Federal Wage Rate Addendum #01

Letting of November 10, 2015

Attached are copies of the revised U.S. Department of Labor Wage Rates that are effective for many proposals in the November 10, 2015 letting. The first 15 pages of the attachment are the first page of the county highway wage sheets (Page 1 of 3) and correspond to the affected proposal's county. The last two pages of the attachment are pages 2 and 3 of the highway wage sheets, which are the same for all counties.

The following proposals and counties are affected in the November 10, 2015 letting:

03 Dodge	08 Dodge, Fond du Lac
09 Milwaukee	10 Milwaukee
12 Washington	15 Waukesha
16 Washington	17 Racine
19 Fond du Lac	21 Sheboygan
22 Marquette	26 Eau Claire
27 Washburn, Douglas	28 Trempealeau
29 Pepin	30 Eau Claire
32 Buffalo	35 Rusk

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

SUPERSEDES DECISION WI20120010
U. S. DEPARTMENT OF LABOR
(DAVIS-BACON ACT, MINIMUM WAGE RATES)

STATE: Wisconsin
GENERAL DECISION NUMBER: WI150010
DATE: October 9, 2015
DESCRIPTION OF WORK: Highways and Airport Runway and Taxiway Construction

LABORERS CLASSIFICATION:	Basic Hourly Rates	Fringe Benefits
Group 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence and Bridge Builder; Landscaper, Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, Utility Man); Batch Truck Dumper; or Cement Handler; Bituminous Worker; (Dumper, Ironer, Smoother, Tamper); Concrete Handler	$30.67	15.55
Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

CLASSES OF LABORER AND MECHANICS

Bricklayer	30.42	16.97
Carpenter	30.48	15.80
Millwright	32.11	15.80
Piledriverman	30.98	15.80
Ironworker	35.50	23.45
Cement Mason/Concrete Finisher	31.37	16.85
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Painters	22.03	12.45
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

SUPERSEDES DECISION WI20120010
U. S. DEPARTMENT OF LABOR
(DAVIS-BACON ACT, MINIMUM WAGE RATES)

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LABORERS CLASSIFICATION:	Basic Hourly Rates	Fringe Benefits
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Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

CLASSES OF LABORER AND MECHANICS

Bricklayer	28.67	12.55
Carpenter	30.48	15.80
Millwright	32.11	15.80
Piledriverman	30.98	15.80
Ironworker	32.85	21.84
Cement Mason/Concrete Finisher	32.65	17.44
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Millwrights (N. of I-94)	25.37	13.53
Painter, Brush	26.70	17.65
Painter, Spray, Structural Steel,Bridges	27.70	17.65
Well Drilling:		
Well Driller	16.52	3.70

	Basic Hourly Rates	Fringe Benefits
Truck Drivers:		
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

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(DAVIS-BACON ACT, MINIMUM WAGE RATES)

STATE: Wisconsin
GENERAL DECISION NUMBER: WI150010
DATE: October 9, 2015
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LABORERS CLASSIFICATION:	Basic Hourly Rates	Fringe Benefits
Group 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence and Bridge Builder; Landscaper, Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, Utility Man); Batch Truck Dumper; or Cement Handler; Bituminous Worker; (Dumper, Ironer, Smoother, Tamper); Concrete Handler	$30.67	15.55
Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

CLASSES OF LABORER AND MECHANICS

Bricklayer	35.94	17.05
Carpenter	31.07	15.80
Piledriverman (Western 1/3)	22.26	9.00
Ironworker	31.04	23.45
Cement Mason/Concrete Finisher	32.78	16.80
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Painter, Brush, Roller:		
New	28.81	15.27
Repaint	27.31	15.27
Painter, Spray, Sandblast, Steel:		
New	29.41	15.27
Repaint	27.91	15.27
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

SUPERSEDES DECISION WI20120010
U. S. DEPARTMENT OF LABOR
(DAVIS-BACON ACT, MINIMUM WAGE RATES)

STATE: Wisconsin
GENERAL DECISION NUMBER: WI150010
DATE: October 9, 2015
DESCRIPTION OF WORK: Highways and Airport Runway and Taxiway Construction

LABORERS CLASSIFICATION:	Basic Hourly Rates	Fringe Benefits
Group 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence and Bridge Builder; Landscaper, Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, Utility Man); Batch Truck Dumper; or Cement Handler; Bituminous Worker; (Dumper, Ironer, Smoother, Tamper); Concrete Handler	$30.67	15.55
Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

CLASSES OF LABORER AND MECHANICS

Bricklayer	30.42	16.97
Carpenter	30.48	15.80
Millwright	32.11	15.80
Piledriverman	30.98	15.80
Ironworker	35.50	23.45
Cement Mason/Concrete Finisher	31.37	16.85
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Painters	24.11	12.15
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

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Group 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence and Bridge Builder; Landscaper, Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, Utility Man); Batch Truck Dumper; or Cement Handler; Bituminous Worker; (Dumper, Ironer, Smoother, Tamper); Concrete Handler	$30.67	15.55
Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

CLASSES OF LABORER AND MECHANICS

Bricklayer	30.77	16.62
Carpenter	30.48	15.80
Millwright	32.11	15.80
Piledriverman	30.98	15.80
Ironworker	29.27	23.96
Cement Mason/Concrete Finisher	32.65	17.44
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Painters	23.74	11.72
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

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LABORERS CLASSIFICATION:	Basic Hourly Rates	Fringe Benefits
Group 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence and Bridge Builder; Landscaper, Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, Utility Man); Batch Truck Dumper; or Cement Handler; Bituminous Worker; (Dumper, Ironer, Smoother, Tamper); Concrete Handler	$30.67	15.55
Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

CLASSES OF LABORER AND MECHANICS

Bricklayer	26.78	12.75
Carpenter	30.48	15.80
Millwright	32.11	15.80
Piledriverman	30.98	15.80
Ironworker	32.85	21.84
Cement Mason/Concrete Finisher	32.65	17.44
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Painters	23.74	11.72
Well Drilling:		
Well Driller	16.52	3.70

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

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DATE: October 9, 2015
DESCRIPTION OF WORK: Highways and Airport Runway and Taxiway Construction

LABORERS CLASSIFICATION:	Basic Hourly Rates	Fringe Benefits
Group 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence and Bridge Builder; Landscaper, Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, Utility Man); Batch Truck Dumper; or Cement Handler; Bituminous Worker; (Dumper, Ironer, Smoother, Tamper); Concrete Handler	$27.51	19.35
Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer	27.66	19.35
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	27.86	19.35
Group 4: Line and Grade Specialist	28.01	19.35
Group 5: Blaster and Powderman	28.16	19.35
Group 6: Flagperson traffic control person	24.00	19.35

CLASSES OF LABORER AND MECHANICS

Bricklayer	35.37	18.47
Carpenter	30.52	14.41
Piledriverman	27.25	19.46
Ironworker	32.36	24.07
Cement Mason/Concrete Finisher	30.69	17.53
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Millwrights	26.32	13.98
Painter, Brush	29.52	20.04
Painter, Spray and Sandblaster	30.27	20.04
Painter, Bridge	29.87	20.04
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

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Group 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence and Bridge Builder; Landscaper, Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, Utility Man); Batch Truck Dumper; or Cement Handler; Bituminous Worker; (Dumper, Ironer, Smoother, Tamper); Concrete Handler	$30.67	15.55
Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

CLASSES OF LABORER AND MECHANICS

Bricklayer	30.42	16.97
Carpenter	30.48	15.80
Millwright	32.11	15.80
Piledriverman	30.98	15.80
Ironworker	35.50	23.45
Cement Mason/Concrete Finisher	31.37	16.85
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Painters	24.11	12.15
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

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Group 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence and Bridge Builder; Landscaper, Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, Utility Man); Batch Truck Dumper; or Cement Handler; Bituminous Worker; (Dumper, Ironer, Smoother, Tamper); Concrete Handler	$26.57	19.35
Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer	26.72	19.35
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	26.92	19.35
Group 4: Line and Grade Specialist	26.89	19.35
Group 5: Blaster and Powderman	27.22	19.35
Group 6: Flagman; traffic control person	23.71	19.35

CLASSES OF LABORER AND MECHANICS

Bricklayer	35.10	18.58
Piledriverman	24.47	19.46
Carpenter	30.52	14.41
Ironworker	32.36	24.07
Cement Mason/Concrete Finisher	28.50	19.72
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Millwrights (E. of Hwy 75)	25.17	13.78
Millwrights (W. of Hwy 75)	25.32	13.78
Painter, Brush , Roller	31.84	18.60
Painter, Spray and Sandblaster	32.84	18.60
Painter, Steel	17.70	4.80
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

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Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

CLASSES OF LABORER AND MECHANICS

Bricklayer	30.42	16.97
Carpenter	30.48	15.80
Millwright	32.11	15.80
Piledriverman	30.98	15.80
Ironworker	35.50	23.45
Cement Mason/Concrete Finisher	32.65	17.44
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Painters	24.11	12.15
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

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Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

CLASSES OF LABORER AND MECHANICS

Bricklayer	30.77	16.62
Carpenter	30.48	15.80
Millwright	32.11	15.80
Piledriverman	30.98	15.80
Ironworker	29.27	23.96
Cement Mason/Concrete Finisher	32.65	17.44
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Painters	23.74	11.72
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

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Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

CLASSES OF LABORER AND MECHANICS

Bricklayer	35.94	17.05
Carpenter	30.48	15.80
Millwright	32.11	15.80
Piledriverman	30.98	15.80
Ironworker	35.50	23.45
Cement Mason/Concrete Finisher	31.37	16.85
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Painters	22.03	12.45
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

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Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	30.77	15.55
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	30.82	15.55
Group 4: Line and Grade Specialist	31.02	15.55
Group 5: Blaster and Powderman	30.87	15.55
Group 6: Flagperson; Traffic Control	27.30	15.55

CLASSES OF LABORER AND MECHANICS

Bricklayer	30.42	16.97
Carpenter	30.48	15.80
Millwright	32.11	15.80
Piledriverman	30.98	15.80
Ironworker	31.04	23.45
Cement Mason/Concrete Finisher	32.78	16.80
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Painters	24.11	12.15
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

SUPERSEDES DECISION WI20120010
U. S. DEPARTMENT OF LABOR
(DAVIS-BACON ACT, MINIMUM WAGE RATES)

STATE: Wisconsin
GENERAL DECISION NUMBER: WI150010
DATE: October 9, 2015
DESCRIPTION OF WORK: Highways and Airport Runway and Taxiway Construction

LABORERS CLASSIFICATION:	Basic Hourly Rates	Fringe Benefits
Group 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence and Bridge Builder; Landscaper, Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, Utility Man); Batch Truck Dumper; or Cement Handler; Bituminous Worker; (Dumper, Ironer, Smoother, Tamper); Concrete Handler	$26.76	19.35
Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);	26.86	19.35
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	26.91	19.35
Group 4: Line and Grade Specialist	27.11	19.35
Group 5: Blaster and Powderman	26.96	19.35
Group 6: Flagperson and Traffic Control Person	23.85	19.35

CLASSES OF LABORER AND MECHANICS

Bricklayer	35.37	18.47
Carpenter	30.52	14.41
Piledriverman	27.25	19.46
Ironworker	32.36	24.07
Cement Mason/Concrete Finisher	30.69	17.53
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Millwrights	26.32	13.98
Painter, Brush	29.52	20.04
Painter, Spray and Sandblaster	30.27	20.04
Painter, Bridge	29.87	20.04
Well Drilling:		
Well Driller	16.52	3.70

	Basic Hourly Rates	Fringe Benefits
Truck Drivers:		
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

SUPERSEDES DECISION WI20120010
U. S. DEPARTMENT OF LABOR
(DAVIS-BACON ACT, MINIMUM WAGE RATES)

STATE: Wisconsin
GENERAL DECISION NUMBER: WI150010
DATE: October 9, 2015
DESCRIPTION OF WORK: Highways and Airport Runway and Taxiway Construction

LABORERS CLASSIFICATION:	Basic Hourly Rates	Fringe Benefits
Group 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence and Bridge Builder; Landscaper, Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, Utility Man); Batch Truck Dumper; or Cement Handler; Bituminous Worker; (Dumper, Ironer, Smoother, Tamper); Concrete Handler	$27.51	19.35
Group 2: Air Tool Operator; Joint Sawer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer	27.66	19.35
Group 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off man	27.86	19.35
Group 4: Line and Grade Specialist	28.01	19.35
Group 5: Blaster and Powderman	28.16	19.35
Group 6: Flagperson traffic control person	24.00	19.35

CLASSES OF LABORER AND MECHANICS

Bricklayer	35.37	18.47
Carpenter	30.52	14.41
Piledriverman	27.25	19.46
Ironworker	32.36	24.07
Cement Mason/Concrete Finisher	30.69	17.53
Electrician		See Page 3
Line Construction		
Lineman	42.14	32% + 5.00
Heavy Equipment Operator	40.03	32% + 5.00
Equipment Operator	33.71	32% + 5.00
Heavy Groundman Driver	26.78	14.11
Light Groundman Driver	24.86	13.45
Groundsman	23.18	32% + 5.00
Millwrights	26.32	13.98
Painter, Brush	29.52	20.04
Painter, Spray and Sandblaster	30.27	20.04
Painter, Bridge	29.87	20.04
Well Drilling:		
Well Driller	16.52	3.70

Truck Drivers:	Basic Hourly Rates	Fringe Benefits
1 & 2 Axles	25.18	18.31
Three or More Axles; Euclids, Dumptor & Articulated, Truck Mechanic	25.38	18.31

Notes: Welders receive rate prescribed for craft performing operation to which welding is incidental. Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5(a)(1)(ii)). Includes Modification #0 dated January 2, 2015; Modification #1 dated January 16, 2015; Modification #2 dated March 20, 2015; Modification #3 dated April 10, 2015; Modification #4 dated May 22, 2015; Modification #5 dated June 12, 2015;Modification #6 dated June 26, 2015; Modification #7 dated July 31, 2015; Modification #8 dated August 7, 2015; Modification #9 dated August 28, 2015; Modification #10 dated October 9, 2015.

STATE: Wisconsin
GENERAL DECISION NUMBER: WI150010
DESCRIPTION OF WORK: Highways and Airport Runway and Taxiway Construction

DATE: October 9, 2015

POWER EQUIPMENT OPERATORS CLASSIFICATION:	Basic Hourly Rates	Fringe Benefits
Group 1: Cranes, tower cranes and derricks, with or without attachments, with a lifting capacity of over 100 tons or cranes, tower cranes and derricks with boom, leads and/or jib lengths measuring 176 feet or longer	$38.27	$21.55
Group 2: Cranes, tower cranes and derricks, with or without attachments, with a lifting capacity of 100 tons or less or cranes, tower cranes and derricks with boom, leads and/or jib lengths measuring 175 feet or less, and backhoes (excavators) having a manufacturer's rated capacity of 3 cu. yds. and over, caisson rigs, pile driver, dredge operator, dredge engineer.	$37.77	$21.55
Group 3: Mechanic or welder - heavy duty equipment, cranes with a lifting capacity of 25 tons or less, concrete breaker (manual or remote); vibrator/sonic concrete breaker; concrete laser screed; concrete slipform paver; concrete batch plant operator; concrete pavement spreader - heavy duty (rubber tired); concrete spreader and distributor, automatic subgrader (concrete); concrete grinder and planing machine; concrete slipform curb and gutter machine; slipform concrete placer; tube finisher; hydro blaster (10,000 psi and over); bridge paver; concrete conveyor system; concrete pump; stabilizing mixer (self propelled); shoulder widener; asphalt plant engineer; bituminous paver; bump cutter and grooving machine; milling machine; screed (bituminous paver); asphalt heater, planer and scarifier; backhoes (excavators) having a manufacturers rated capacity of under 3 cu. yds.; grader or motor patrol; tractor (scraper, dozer, pusher, loader); scraper - rubber tired (single or twin engine); endloader hydraulic backhoe (tractor-type); trenching machine; skid rigs; tractor, side boom (heavy); drilling or boring machine (mechanical heavy); roller (over 5 tons); percussion or rotary drilling machine; air track; blaster; loading machine (conveyor); tugger; boatmen; winches and A-frames; post driver; material hoist operator.	$37.27	$21.55
Group 4: Greaser, roller steel (5 tons or less); roller (pneumatic tired) - self-propelled; tractor (mounted or towed compactors and light equipment); shouldering machine; self-propelled chip spreader; concrete spreader; finishing machine; mechanical float; curing machine; power subgrader; joint saw (multiple blade) belting machine; burlap machine; texturing machine; tractor, endloader (rubber tired) - light; jeep digger; fork lift; mulcher; launch operator; fireman; environmental burner.	$37.01	$21.55
Group 5: Air compressor; power pack; vibratory hammer and extractor; heavy equipment, leadman; tank car heaters; stump chipper; curb machine operator; concrete pro-portioning plants generators; mudjack operator; rock breaker; crusher or screening plant; screed (milling machine); automatic belt conveyor and surge bin; pug mill operator; oiler; pump (over 3 inches); drilling machine helper.	$36.72	$21.55
Group 6: Off – road material hauler with or without ejector	$30.82	$21.55

Premium Pay:
EPA Level “A” protection - $3.00 per hour
EPA Level “B” protection - $2.00 per hour
EPA Level “C” protection - $1.00 per hours

SUPERSEDES DECISION WI20120010
U. S. DEPARTMENT OF LABOR
(DAVIS-BACON ACT, MINIMUM WAGE RATES)

STATE: Wisconsin
GENERAL DECISION NUMBER: WI150010
DATE: October 9, 2015
DESCRIPTION OF WORK: Highways and Airport Runway and Taxiway Construction

LABORERS CLASSIFICATION:	Rates	Benefits
Electricians		
Area 1	$29.60	26.5%+ 9.15
Area 2:		
Electricians	31.21	18.92
Area 3:		
Electrical contracts under $130,000	26.24	16.85
Electrical contracts over $130,000	29.41	16.97
Area 4:	29.84	29.50% + 9.37
Area 5	28.96	24.85% + 9.70
Area 6	35.25	19.30
Area 8		
Electricians	31.30	24.93% + 10.40
Area 9:		
Electricians	35.75	19.87
Area 10	29.64	20.54
Area 11	32.54	24.07
Area 12	32.87	19.23
Area 13	35.13	23.09
Teledata System Installer		
Area 14		
Installer/Technician	22.50	12.72
Sound & Communications		
Area 15		
Installer	16.47	14.84
Technician	26.00	17.70

Area 1 - CALUMET (except township of New Holstein), GREEN LAKE (N. part, including Townships of Berlin, St. Marie and Seneca), MARQUETTE (N. part, including Townships of Crystal Lake, Neshkoro, Newton & Springfield), OUTAGAMIE, WAUPACA, WAUSHARA and WINNEBAGO COUNTIES.

Area 2 - ASHLAND, BARRON, BAYFIELD, BUFFALO, BURNETT, CHIPPEWA, CLARK (except Mayville, Colby, Unity, Sherman, Fremont, Lynn and Sherwood), CRAWFORD, DUNN, EAU CLAIRE, GRANT, IRON, JACKSON, LA CROSSE, MONROE, PEPIN, PIERCE, POLK, PRICE, RICHLAND, RUSK, ST. CROIX, SAWYER, TAYLOR, TREMPEALEAU, VERNON and WASHBURN COUNTIES

Area 3 - FLORENCE (townships of Aurora, Commonwealth, Fern, Florence and Homestead), MARINETTE (Niagara township)

Area 4 - BROWN, DOOR, KEWAUNEE, MANITOWOC (except Schleswig), MARINETTE (Wausauke and area south thereof), OCONTO, MENOMINEE (East of a line 6 miles West of the West boundary of Oconto County), SHAWANO (except area North of Townships of Aniwa and Hutchins) COUNTIES.

Area 5 - ADAMS, CLARK (Colby, Freemont, Lynn, Mayville, Sherman, Sherwood, Unity), FOREST, JUNEAU, LANGLADE, LINCOLN, MARATHON, MARINETTE (Area North of the town of Wausaukee), MENOMINEE (Area West of a line 6 miles West of the West boundary of Oconto County), ONEIDA, PORTAGE, SHAWANO (Area North of the townships of Aniwa and Hutchins), VILAS AND WOOD COUNTIES

Area 6 - KENOSHA COUNTY

Area 8 - DODGE, (Emmet Township only), GREEN, JEFFERSON, LAFAYETTE, RACINE (Burlington township), ROCK and WALWORTH COUNTIES

Area 9 - COLUMBIA, DANE, DODGE, (area west of Hwy. 26, except Chester & Emmet Townships), GREEN LAKE (except townships of Berlin, Seneca and St. Marie), IOWA, MARQUETTE (except townships of Neshkoka, Crystal Lake, Newton and Springfield), and SAUK COUNTIES

Area 10 - CALUMET (Township of New Holstein), DODGE (East of Hwy. 26 including Chester Township), FOND DU LAC, MANITOWOC (Schleswig), and SHEBOYGAN COUNTIES

Area 11 - DOUGLAS COUNTY

Area 12 - RACINE (except Burlington township) COUNTY

Area 13 - MILWAUKEE, OZAUKEE, WASHINGTON and WAUKESHA COUNTIES

Area 14 - Statewide.

Area 15 - DODGE (East of Hwy 26 including Chester Twp, excluding Emmet Twp), FOND DU LAC (Except Waupun), MILWAUKEE, OZAUKEE, MANITOWOC (Schleswig), WASHINGTON, AND WAUKESHA COUNTIES.

Wisconsin Department of Transportation

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

November 5, 2015

NOTICE TO ALL CONTRACTORS:

Proposal #22: 1166-07-76, WISC 2015 579
Packwaukee - Coloma
B-39-76, 10, 26, 27, 28, 29
IH 39
Marquette County

Letting of November 10, 2015

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

Schedule of Items

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
201.0105	Clearing	STA	48	5	53
201.0205	Grubbing	STA	48	5	53
205.0100	Excavation Common	CY	93,750	30,700	124,450
208.0100	Borrow	CY	155,300	-30,700	124,600
214.0100	Obliterating Old Road	STA	15.4	-9.4	6.0
625.0100	Topsoil	SY	151,800	16,600	168,400
627.0200	Mulching	SY	159,968	1,332	161,300
628.2002	Erosion Mat Class I Type A	SY	40,400	13,800	54,200
629.0210	Fertilizer Type B	CWT	120	10	130
630.0130	Seeding Mixture No. 30	LB	2,933	197	3,130
649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	153,079	-19,698	133,881
650.9920	Construction Staking Slope Stakes	LF	21,884	600	22,484
SPV.0120.01	Water for Seeded Areas	MGAL	2,711	149	2,860

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Old Quantity	Revised Quantity	Proposal Total
649.0600	Temporary Pavement Marking Removable Tape 6-Inch	LF	0	19,199	19,199

Plan Sheets

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
21	Erosion Control (revised slope intercepts and added erosion mat for modified C ramp grading and existing D ramp removal)
130	Alignment Diagram (added existing D ramp alignment data)
218	Miscellaneous Quantities (revised Clearing and Grubbing quantities based on modified C ramp grading)
219	Miscellaneous Quantities (revised Excavation Common and Borrow quantities based on modified C ramp grading and existing D ramp removal)
220	Miscellaneous Quantities (revised Obliterating Old Road quantity based on existing D ramp removal)
227	Miscellaneous Quantities (revised Erosion Mat Class I Type A quantity based on modified C ramp grading and existing D ramp removal)
228	Miscellaneous Quantities (revised Topsoil, Mulching, Fertilizer Type B, Seeding Mixture No. 30, and Water for Seeded Areas quantities based on modified C ramp grading and existing D ramp removal)
234	Miscellaneous Quantities (deleted 4-Inch Wide Black Removable Tape and added 6-Inch Wide Black Removable Tape)
235	Miscellaneous Quantities (deleted 4-Inch Wide Black Removable Tape and added 6-Inch Wide Black Removable Tape)
236	Miscellaneous Quantities (revised Construction Staking Slope Stakes quantity for existing D ramp removal)
243	Plan & Profile (revised slope intercepts for the existing D ramp removal)
244	Plan & Profile (revised slope intercepts and clearing and grubbing limits for the modified C ramp grading)
245	Plan & Profile (revised slope intercepts and clearing and grubbing limits for the modified C ramp grading)
246	Plan & Profile (revised slope intercepts and deleted obliterating old road for existing D ramp removal)
357	Earthwork Data Sheet (added earthwork table for the removal of the existing D ramp)
360	Earthwork Data Sheet (revised earthwork table for the C ramp based on revised grading)
368	Cross Sections (revised IH 39 Southbound cross sections to show revised grading due to existing D ramp removal)
369	Cross Sections (revised IH 39 Southbound cross sections to show revised grading due to existing D ramp removal)
370	Cross Sections (revised IH 39 Southbound cross sections to show revised grading due to existing D ramp removal)
371	Cross Sections (revised IH 39 Southbound cross sections to show revised grading due to existing D ramp removal)
375	Cross Sections (revised grading along west side of C ramp to generate more fill material on-site)
376	Cross Sections (revised grading along west side of C ramp to generate more fill material on-site)
377	Cross Sections (revised grading along west side of C ramp to generate more fill material on-site)
378	Cross Sections (revised grading along west side of C ramp to generate more fill material on-site)
379	Cross Sections (revised grading along west side of C ramp to generate more fill material on-site)
380	Cross Sections (revised grading along west side of C ramp to generate more fill material on-site)

381	Cross Sections (revised grading along west side of C ramp to generate more fill material on-site)
382	Cross Sections (revised grading along west side of C ramp to generate more fill material on-site)

Added Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
462A	Cross sections (added sheet to define modified grading to remove existing D ramp)
462B	Cross sections (added sheet to define modified grading to remove existing D ramp)
462C	Cross sections (added sheet to define modified grading to remove existing D ramp)
462D	Cross sections (added sheet to define modified grading to remove existing D ramp)
462E	Cross sections (added sheet to define modified grading to remove existing D ramp)
462F	Cross sections (added sheet to define modified grading to remove existing D ramp)

Other

All Temporary Pavement Marking Removable Tape 4-Inch (Black) associated with the plan sheets shall be deleted and replaced with Temporary Pavement Marking Removable Tape 6-Inch (Black). Temporary Pavement Marking Removable Tape 6-Inch (Black) shall be paid for under item 649.0600

Schedule of Items
Attached, dated November 5, 2015, are the revised Schedule of Items Pages 1, 2, 3, 13, 14, 18, 19, and 21.

Plan Sheets
The following 8½ x 11-inch sheets are attached and made part of the plans for this proposal:
Revised: 21, 130, 218 – 220, 227, 228, 234 – 236, 243 – 246, 357, 360, 368 – 371, and 375 – 382.
Added: 462A – 462F.

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

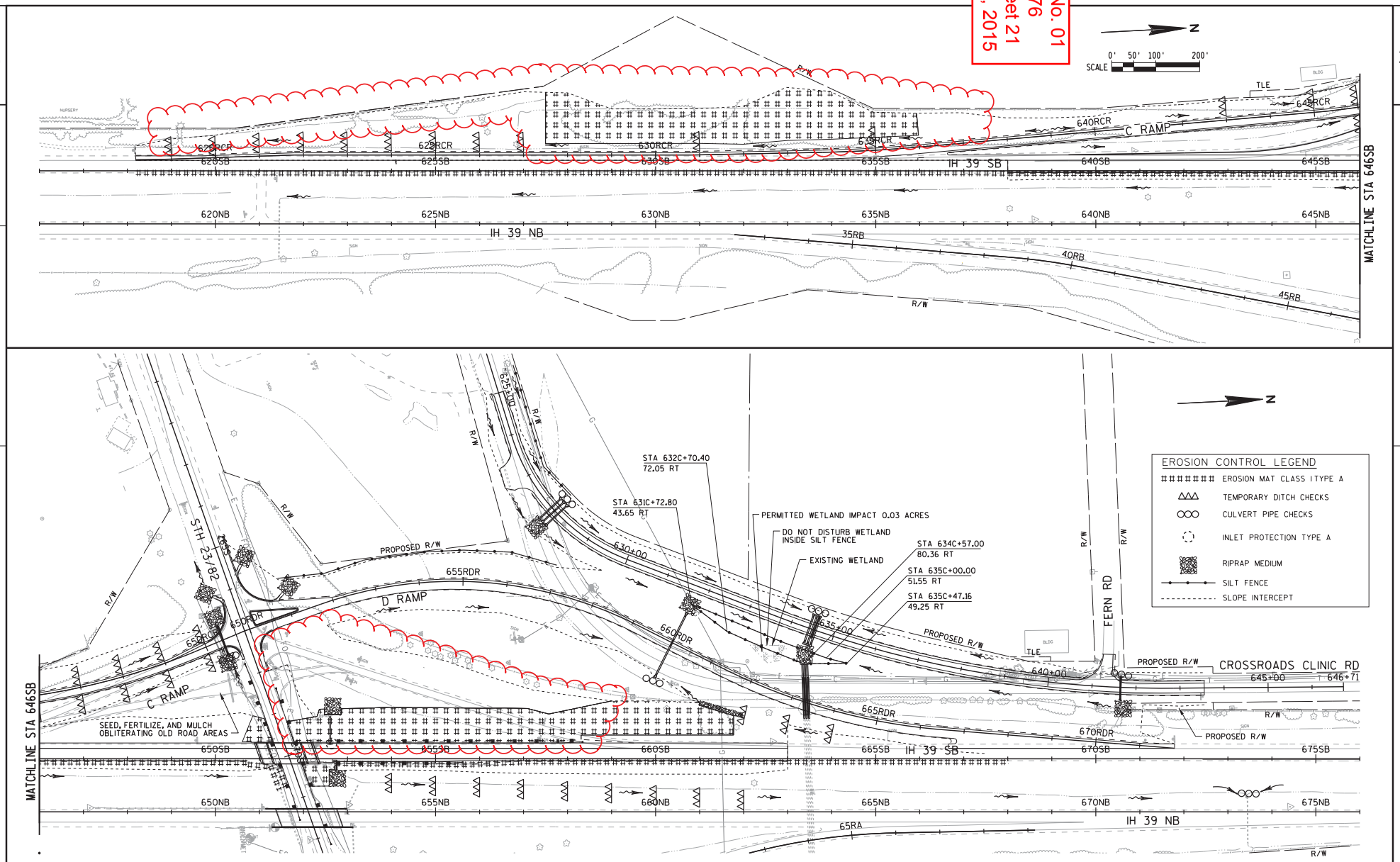
Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

END OF ADDENDUM

Addendum No. 01
ID 1166-07-76
Revised Sheet 21
November 5, 2015



PROJECT NUMBER: 1166-07-76	HWY: IH 39	COUNTY: MARQUETTE	EROSION CONTROL - STH 23/82 INTERCHANGE	SHEET 21	E

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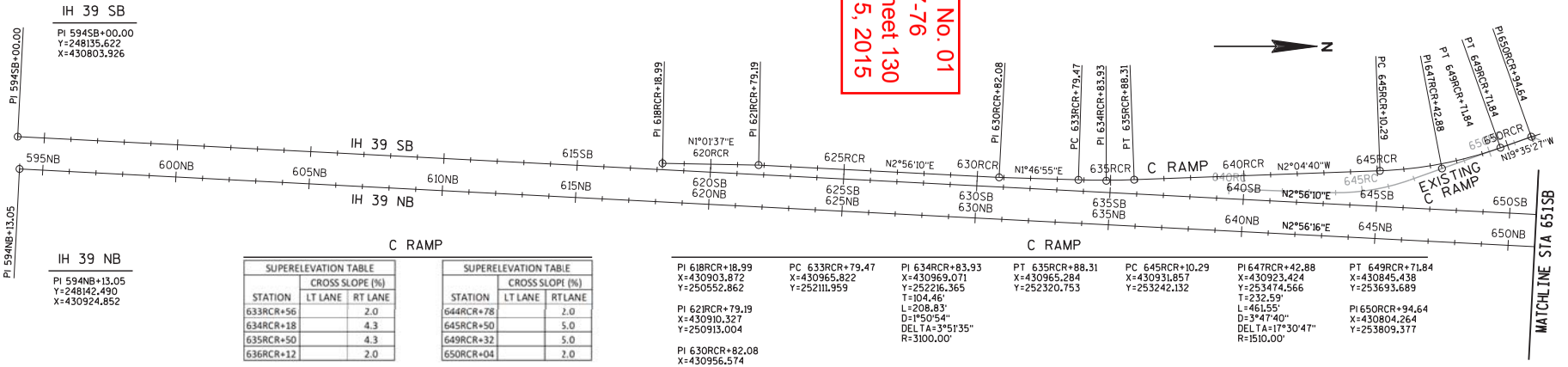
Addendum No. 01
ID 1166-07-76
Revised Sheet 130
November 5, 2015



C RAMP

SUPERELEVATION TABLE		
	CROSS SLOPE (%)	
STATION	LT LANE	RT LANE
633RCR+56		2.0
634RCR+18		4.3
635RCR+50		4.3
636RCR+12		2.0

SUPERELEVATION TABLE		
	CROSS SLOPE (%)	
STATION	LT LANE	RT LANE
644RCR+78		2.0
645RCR+50		5.0
649RCR+32		5.0
650RCR+04		2.0

C RAMP

PI 618RCR+18.99
X=430903.872
Y=250552.862

PI 621RCR+79.19
X=430910.327
Y=250913.004

PI 630RCR+82.08
X=430956.574
Y=251814.710

PC 633RCR+79.47
X=430965.822
Y=252111.959

PI 634RCR+83.93
X=430969.071
Y=252216.365
T=104.46'
L=208.83'
D=1°50'54"
DELTA=3°51'35"
R=3100.00'

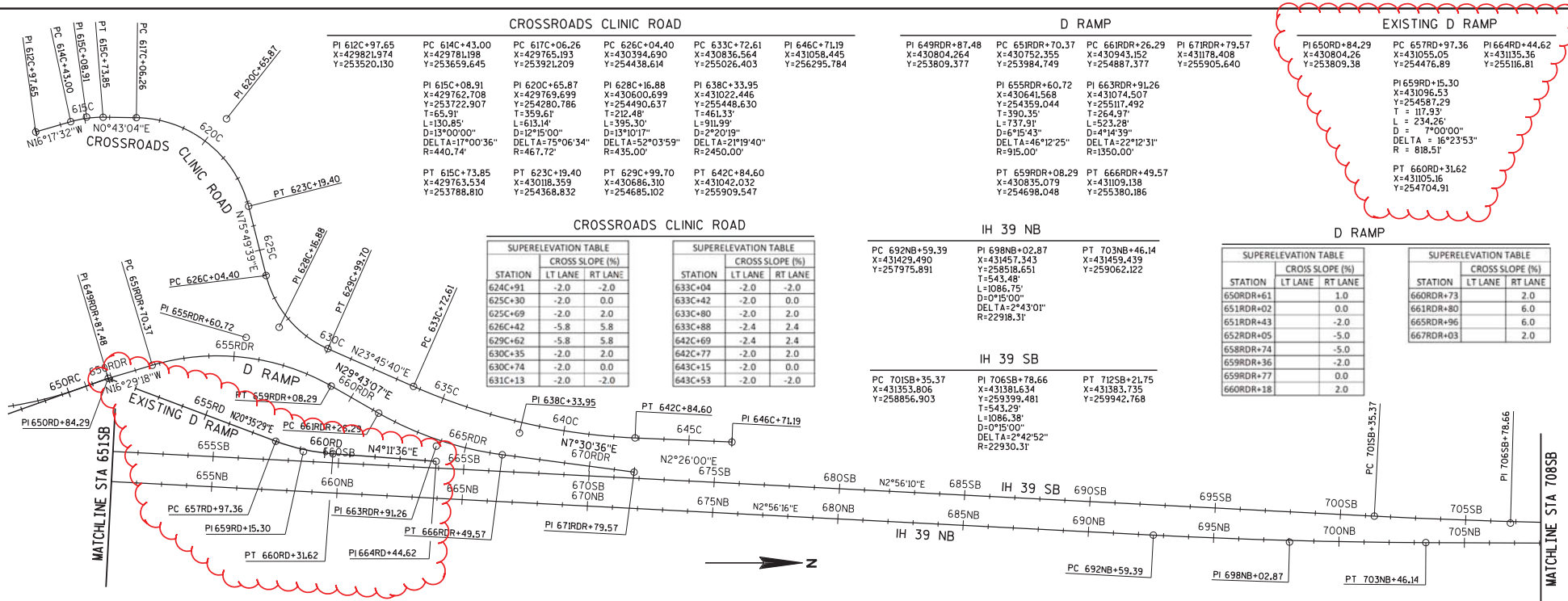
PT 635RCR+88.31
X=430965.284
Y=252320.753

PC 645RCR+10.29
X=430931.857
Y=253242.132

PI 647RCR+42.88
X=430923.424
Y=253474.566
T=232.59'
L=461.55'
D=3°47'40"
DELTA=17°30'47"
R=1510.00'

PT 649RCR+71.84
X=430845.438
Y=253693.689

PI 650RCR+94.64
X=430804.264
Y=253809.377



CROSSROADS CLINIC ROAD

PI 612C+97.65	PC 614C+43.00	PI 615C+08.91	PT 615C+73.85	PC 617C+06.26
X=429821.974	X=429781.198	X=429762.708	X=429763.534	X=429765.193
Y=253520.130	Y=253659.645	Y=253722.907	Y=253788.810	Y=253921.209
		T=65.91'		
		L=130.85'		
		D=13°00'00"		
		DELTA=17°00'36"		
		R=440.74'		

PI 620C+65.87	PC 626C+04.40	PI 628C+16.88	PT 629C+99.70	PC 633C+72.61	PI 638C+33.95	PT 642C+84.60	PI 646C+71.19
X=429769.699	X=430394.690	X=430600.699	X=430686.310	X=430836.564	X=431022.446	X=431042.032	X=431058.445
Y=254280.786	Y=254438.614	Y=254490.637	Y=254685.102	Y=255026.403	Y=255448.630	Y=255909.547	Y=256295.784
T=359.61'		T=212.48'			T=461.33'		
L=613.14'		L=395.30'			L=911.99'		
D=12°15'00"		D=13°10'17"			D=2°20'19"		
DELTA=75°06'34"		DELTA=52°03'59"			DELTA=21°19'40"		
R=467.72'		R=435.00'			R=2450.00'		
PT 623C+19.40							
X=430118.359							
Y=254368.832							

D RAMP

PI 649RDR+87.48	PC 651RDR+70.37	PI 655RDR+60.72	PT 659RDR+08.29	PC 661RDR+26.29	PI 663RDR+91.26	PT 666RDR+49.57	PI 671RDR+79.57
X=430804.264	X=430752.355	X=430641.568	X=430835.079	X=430943.152	X=431074.507	X=431109.138	X=431178.408
Y=253809.377	Y=253984.749	Y=254359.044	Y=254698.048	Y=254887.377	Y=255117.492	Y=255380.186	Y=255905.640
		T=390.35'			T=264.97'		
		L=737.91'			L=523.28'		
		D=6°15'43"			D=4°14'39"		
		DELTA=46°12'25"			DELTA=22°12'31"		
		R=915.00'			R=1350.00'		

EXISTING D RAMP

PI 650RD+84.29	PC 657RD+97.36	PI 664RD+44.62
X=430804.26	X=431055.05	X=431135.36
Y=253809.38	Y=254476.89	Y=255116.81
	PI 659RD+15.30	
	X=431096.53	
	Y=254587.29	
	T = 117.93'	
	L = 234.26'	
	D = 7°00'00"	
	DELTA = 16°23'53"	
	R = 818.51'	
	PT 660RD+31.62	
	X=431105.16	
	Y=254704.91	

CROSSROADS CLINIC ROAD

SUPERELEVATION TABLE		
	CROSS SLOPE (%)	
STATION	LT LANE	RT LANE
624C+91	-2.0	-2.0
625C+30	-2.0	0.0
625C+69	-2.0	2.0
626C+42	-5.8	5.8
629C+62	-5.8	5.8
630C+35	-2.0	2.0
630C+74	-2.0	0.0
631C+13	-2.0	-2.0

SUPERELEVATION TABLE		
	CROSS SLOPE (%)	
STATION	LT LANE	RT LANE
633C+04	-2.0	-2.0
633C+42	-2.0	0.0
633C+80	-2.0	2.0
633C+88	-2.4	2.4
642C+69	-2.4	2.4
642C+77	-2.0	2.0
643C+15	-2.0	0.0
643C+53	-2.0	-2.0

IH 39 NB

PC 692NB+59.39
X=431429.490
Y=257975.891

PI 698NB+02.87
X=431457.343
Y=258518.651
T=543.48'
L=1086.75'
D=0°15'00"
DELTA=2°43'01"
R=22918.31'

PT 703NB+46.14
X=431459.439
Y=259062.122

IH 39 SB

PC 701SB+35.37
X=431353.806
Y=258856.903

PI 706SB+78.66
X=431381.634
Y=259399.481
T=543.29'
L=1086.38'
D=0°15'00"
DELTA=2°42'52"
R=22930.31'

PT 712SB+21.75
X=431383.735
Y=259942.768

D RAMP

SUPERELEVATION TABLE		
	CROSS SLOPE (%)	
STATION	LT LANE	RT LANE
650RDR+61		1.0
651RDR+02		0.0
651RDR+43		-2.0
652RDR+05		-5.0
658RDR+74		-5.0
659RDR+36		-2.0
659RDR+77		0.0
660RDR+18		2.0

SUPERELEVATION TABLE		
	CROSS SLOPE (%)	
STATION	LT LANE	RT LANE
660RDR+73		2.0
661RDR+80		6.0
665RDR+96		6.0
667RDR+03		2.0

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WISDOT/CADDS SHEET 42

CLEARING AND GRUBBING

STATION	-	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
618'RCR'+00	-	649'RCR'+00	LT	31	31
653'RDR'+00	-	653'RDR'+00	RT & LT	3	3
657'RDR'+00		658'RDR'+00	RT & LT	1	1
660'RDR'+00	-	666'RDR'+00	RT & LT	6	6
632'C'+00	-	643'C'+00	RT & LT	11	11
97'J'+00	-	98'J'+00	RT & LT	1	1
			TOTALS	53	53

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	203.0100 EACH	DESCRIPTION
650'RCR'+41	CL	1	30" CMP
653'RDR'+67	RT	1	30" RCP
656'RDR'+70	RT	1	12" RCP
663'RDR'+22	LT	3	36" RCP
627'C'+88	RT	3	30"x42" CMP
641'C'+65	CL	1	24" RCP
	TOTAL	10	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	-	STATION	LOCATION	204.0115 SY
745'SB'+32	-	746'SB'+07	RT & LT	330
747'SB'+09	-	747'SB'+84	RT & LT	351
			TOTAL	681

REMOVING CURB & GUTTER

STATION	-	STATION	LOCATION	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF
266'S'+40	-	266'S'+96	RT	---	89
267'S'+23	-	267'S'+42	RT	---	42
266'S'+72	-	267'S'+41	LT	---	79
267'S'+36	-	267'S'+53	LT	52	---
267'S'+72	-	267'S'+84	LT	---	41
			TOTAL	52	251

REMOVING GUARDRAIL

STATION	-	STATION	LOCATION	204.0165 LF
252'SB'+28	-	257'SB'+10	LT	483
252'SB'+43	-	656'SB'+37	RT	394
268'S'+74	-	270'S'+66	RT	192
269'S'+27	-	271'S'+18	LT	191
94'H'+56	-	99'H'+13	RT	458
94'H'+57	-	99'H'+13	LT	457
101'H'+88	-	103'H'+47	RT	159
101'H'+88	-	104'H'+41	LT	255
95'J'+66	-	99'J'+15	RT	360
95'J'+66	-	99'J'+16	LT	361
101'J'+82	-	104'J'+38	RT	256
101'J'+82	-	104'J'+38	LT	256
			TOTAL	3,822

REMOVING FENCE

STATION	-	STATION	LOCATION	204.0170 LF
640'RCR'+07	-	646'RCR'+06	LT	610
653'RDR'+18	-	668'RDR'+83	RT	1,515
98'H'+93	-	99'H'+18	79' RT TO 20' RT	65
98'H'+93	-	99'H'+18	88' LT TO 19' LT	73
101'H'+82	-	101'H'+84	68' RT TO 19' RT	50
101'H'+82	-	101'H'+82	19' LT TO 72' LT	54
101'J'+78	-	101'J'+81	15' RT TO 84' RT	70
101'J'+77	-	101'J'+83	15' LT TO 70' LT	55
			TOTAL	2,492

REMOVING DELINEATORS

STATION	-	STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH	REMARKS
618'SB'+50		630'SB'+50	LT	3	IH 39 SB (400' SPACING)
645'SB'+00		657'SB'+00	LT	7	IH 39 SB BETWEEN EXISTING RAMPS (200' SPACING)
665'SB'+70		671'SB'+79	LT	2	IH 39 SB (400' SPACING)
630'RCR'+50		649'RCR'+70	LT	22	EXISTING RAMP C
651'RDR'+55		665'RDR'+13	LT	16	EXISTING RAMP D
			TOTALS	50	

REMOVING SURFACE DRAINS

STATION	LOCATION	204.0190 EACH
652'SB'+56	RT	1
101'H'+93	RT	1
101'H'+93	LT	1
101'J'+88	RT	1
101'J'+88	LT	1
	TOTAL	5

REMOVING CONCRETE BASES

STATION	LOCATION	204.0195 EACH
650'RCR'+29	23.5' LT	1
650'RCR'+35	27.3' RT	1
650'RCR'+39	24.7' LT	1
	TOTAL	3

REMOVING INLETS

STATION	LOCATION	204.0220 EACH
652'SB'+56	LT	1
101'H'+93	RT	1
101'H'+93	LT	1
101'J'+88	RT	1
101'J'+88	LT	1
	TOTAL	5

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EARTHWORK

STATION - STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2)	AVAILABLE MATERIAL (3)	UNEXPANDED FILL	EXPANDED FILL (4) FACTOR 1.25	MASS ORDINATE +/- (5)	WASTE	208.0100 BORROW
638'SB'+00 - 663'SB'+00	IH 39 SB	2,250	2,250	21,050	26,350	-24,100	0	24,100
103'SBT'+56 - 173'SBT'+00	MEDIAN BYPASS	1,250	1,250	52,800	66,000	-64,750	0	64,750
91'H'+55 - 106'H'+50	CTH M	1,200	1,200	2,900	3,650	-2,450	0	2,450
91'J'+75 - 108'J'+75	EDGEWOOD CT	950	950	1,250	1,600	-650	0	650
624'C'+50 - 643'C'+65	CROSSROADS CLINIC RD	4,750	4,750	4,800	5,950	-1,000	0	1,000
618'RCR'+19 - 650'RCR'+00	RAMP C	51,650	51,650	950	1,200	50,450	50,450	0
642'RDR'+98 - 674'RDR'+80	RAMP D	850	850	84,100	105,150	-104,300	0	104,300
645'CT'+18 - 651'C'+51	TEMP. RAMP C	3,450	3,450	300	400	3,050	3,050	0
652'DT'+19 - 653'D'+30	TEMP. RAMP D	150	150	200	250	-100	0	100
652'RD'+00-658'RD'+00	EX. RAMP D REMOVAL	19,250	19,250	0	0	19,250	19,250	0
SubTotal		85,750	85,750	168,150	210,350	-124,600	72,750	197,350
	SUBTOTAL EXC COMMON	85,750					SUBTOTAL BORROW	124,600
625'SB'+00 - 649'SB'+00	IH 39 SB STAGE 3	19,600	19,600	50	100	19,500	19,500	0
653'SB'+00 - 676'SB'+00	IH 39 SB STAGE 3	19,100	19,100	50	100	19,000	19,000	0
SubTotal		38,700	38,700	100	200	38,500	38,500	0
	SUBTOTAL EXC COMMON	38,700					SUBTOTAL BORROW	0
	TOTAL EXC COMMON	124,450					TOTAL BORROW	124,600

1) Excavation Common isthe sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) Available Material = Cut - Salvaged/Unusuable Pavement Material
4) Expanded Fill. Factor = 1.25: Expanded Fill = (Unexpanded Fill) * Fill Factor
5) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

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REMOVING STORM SEWER

STATION	SIZE	LOCATION	204.0245.01 LF
652'SB'+56	18"	LT	63
101'H'+93	18"	RT	51
101'H'+93	18"	LT	52
101'J'+88	18"	RT	59
101'J'+88	18"	LT	54
		TOTAL	279

OBLITERATING OLD ROAD

STATION	-	STATION	LOCATION	214.0100 OBLITERATING OLD ROAD STA
646'CT'+60	-	651'CT'+60	STAGE 3, TEMP RAMP C	5.0
628'C'+12	-	628'C'+89	CROSSROADS CLINIC RD	1.0
			TOTALS	6.0

BASE AGGREGATE DENSE 3-INCH

STATION	-	STATION	LOCATION	305.0130 TONS
638'SB'+00	-	645'SB'+00	STAGE 2B, IH 39 SB	2,990
645'SB'+00	-	650'SB'+71	STAGE 2A,IH 39 SB	2,433
652'SB'+66	-	658'SB'+00	STAGE 2A, IH 39 SB	2,281
658'SB'+00	-	663'SB'+00	STAGE 2B, IH 39 SB	2,135
618'RCR'+19	-	633'RCR'+56	RAMP C	1,907
633'RCR'+56	-	636'RCR'+12	RAMP C	503
636'RCR'+12	-	644'RCR'+78	RAMP C	1,434
644'RCR'+78	-	650'RCR'+04	RAMP C	1,060
650'RCR'+04	-	650'RDR'+71	RAMP C	183
649'RDR'+99	-	650'RDR'+61	RAMP D	498
650'RDR'+61	-	660'RDR'+18	RAMP D	1,929
660'RDR'+18	-	660'RDR'+73	RAMP D	104
660'RDR'+73	-	667'RDR'+03	RAMP D	1,297
667'RDR'+03	-	671'RDR'+80	RAMP D	779
UNDISTRIBUTED				1,061
			TOTAL	20,600

BASE AGGREGATE

STATION	-	STATION	LOCATION	305.0110 3/4-INCH TONS	305.0120 1 1/4-INCH TONS
103'SBT'+56	-	129'SBT'+00	TEMPORARY MEDIAN BYPASS LT	81	1,357
129'SBT'+00	-	143'SBT'+87	TEMPORARY MEDIAN BYPASS LT	25	3,516
145'SBT'+24	-	156'SBT'+00	TEMPORARY MEDIAN BYPASS LT	18	2,544
156'SBT'+00	-	173'SBT'+09	TEMPORARY MEDIAN BYPASS LT	101	1,558
103'SBT'+56	-	143'SBT'+87	TEMPORARY MEDIAN BYPASS RT	477	5,977
145'SBT'+24	-	146'SBT'+00	TEMPORARY MEDIAN BYPASS RT	9	119
146'SBT'+00	-	164'SBT'+00	TEMPORARY MEDIAN BYPASS RT	31	4,256
164'SBT'+00	-	173'SBT'+09	TEMPORARY MEDIAN BYPASS RT	108	46
645'CT'+18	-	651'CT'+51	TEMP RAMP C	99	1,258
652'DT'+18	-	653'DT'+60	TEMP RAMP D	33	452
638'SB'+00	-	645'SB'+00	STAGE 2B, IH 39 SB	349	1,397
645'SB'+00	-	650'SB'+71	STAGE 2A,IH 39 SB	285	1,139
652'SB'+66	-	658'SB'+00	STAGE 2A, IH 39 SB	266	1,065
658'SB'+00	-	663'SB'+00	STAGE 2B, IH 39 SB	249	998
618'RCR'+19	-	633'RCR'+56	RAMP C	364	1,282
633'RCR'+56	-	636'RCR'+12	RAMP C	78	359
636'RCR'+12	-	644'RCR'+78	RAMP C	311	1,194
644'RCR'+78	-	650'RCR'+04	RAMP C	239	734
650'RCR'+04	-	650'RCR'+71	RAMP C	7	135
649'RDR'+99	-	650'RDR'+61	RAMP D	11	318
650'RDR'+61	-	660'RDR'+18	RAMP D	432	1,335
660'RDR'+18	-	660'RDR'+73	RAMP D	22	69
660'RDR'+73	-	667'RDR'+03	RAMP D	283	900
667'RDR'+03	-	671'RDR'+80	RAMP D	113	539
625'C'+00	-	631'C'+13	CROSSROADS CLINIC ROAD	51	1,203
631'C'+13	-	633'C'+04	CROSSROADS CLINIC ROAD	15	1,206
633'C'+04	-	643'C'+53	CROSSROADS CLINIC ROAD	62	2,197
643'C'+53	-	643'C'+55	CROSSROADS CLINIC ROAD	0	13
92'H'+72	-	99'H'+25	CTH M	112	1,800
101'H'+76	-	105'H'+50	CTH M, LT	49	537
101'H'+76	-	104'H'+31	CTH M, RT	35	374
105'H'+50	-	106'H'+50	CTH M, LT	26	162
104'H'+31	-	106'H'+50	CTH M, RT	36	325
91'J'+75	-	94'J'+74	EDGEWOOD CT	90	599
94'J'+74	-	97'J'+77	EDGEWOOD CT	45	600
97'J'+77	-	98'J'+65	EDGEWOOD CT	11	160
98'J'+65	-	99'J'+26	EDGEWOOD CT	8	105
101'J'+72	-	102'J'+33	EDGEWOOD CT	8	104
102'J'+33	-	103'J'+20	EDGEWOOD CT	11	158
103'J'+20	-	104'J'+48	EDGEWOOD CT	27	271
104'J'+48	-	108'J'+75	EDGEWOOD CT	122	851
UNDISTRIBUTED			UNDISTRIBUTED	201	1,188
			TOTALS	4,900	44,400

BREAKER RUN

STATION	-	STATION	311.0110 TONS
UNDISTRIBUTED			200
		TOTAL	200

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EROSION MAT

STATION	-	STATION	LOCATION	628.2002 CLASS I, TYPE A SY
123'SBT'+00		144'SBT'+36	'SBT' RT	1,602
129'SBT'+00		144'SBT'+12	'SBT' LT	3,674
144'SBT'+75		156'SBT'+00	'SBT' LT	1,218
144'SBT'+95		165'SBT'+00	'SBT' RT	3,761
618'SB'+19		650'SB'+74	'SB'RT	1,169
650'SB'+72		652'SB'+67	SB'RT AND LT	1,350
652'SB'+67		661'SB'+89	'SB' RT	1,925
652'SB'+36		661'SB'+77	'SB' LT	7,565
627'RCR'+50		636'RCR'+00	'RCR' RT	8,900
645'CT'+60		651'CT'+09	CT' RT	360
647'CT'+65		650'CT'+85	CT' LT	213
93'H'+50		99'H'+25	H' RT	2,006
95'H'+00		99'H'+25	H' LT	2,559
101'H'+77		105'H'+50	'H' LT	1,484
101'H'+77		103'H'+83	'H' RT	794
95'J'+50		98'J'+50	'J' RT	903
96'J'+00		99'J'+14	'J' LT	996
101'J'+77		105'J'+88	'J' LT	940
101'J'+77		106'J'+00	'J' RT	1,544
DITCH CHECKS				278
UNDISTRIBUTED				10,862
			TOTAL	54,200

INLET PROTECTION

STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH
123'SBT'+00	19.8' LT	1	---
125'SBT'+00	25.0' LT	1	---
143'SBT'+50	23.9' RT	1	---
143'SBT'+50	39.5' LT	1	---
156'SBT'+00	24.6' LT	1	---
158'SBT'+00	25.0' LT	1	---
160'SBT'+00	24.8' LT	1	---
162'SBT'+00	22.2' LT	1	---
652'SB'+60	34.6' LT	---	1
101'H'+99	15.7' LT	---	1
101'H'+99	15.7' RT	---	1
101'J'+93	11.7' LT	---	1
101'J'+93	11.7' RT	---	1
	TOTALS	8	5

TEMPORARY DITCH CHECKS

STATION	-	STATION	OFFSET	628.7504 TEMPORARY DITCH CHECKS LF
123'SBT'+00	-	128'SBT'+00	RT	72
148'SBT'+00	-	155'SBT'+00	RT	96
150'SBT'+00			LT	12
160'SBT'+00			RT	12
654'NB'+00	-	662'NB'+00	LT	108
619'RCR'+00	-	627'RCR'+00	LT	108
631'RCR'+00			LT	12
635'RCR'+00			LT	12
643'RCR'+00			LT	12
645'RCR'+00	-	650'RCR'+00	LT	72
646'RCR'+00	-	650'RCR'+00	RT	60
662'RDR'+00	-	664'RDR'+00	RT	36
UNDISTRIBUTED				153
			TOTAL	765

CULVERT PIPE CHECKS

STATION	OFFSET	628.7555 EACH
651'CT'+00	RT	6
166'SBT'+10	RT	6
650'RCR'+40	RT	6
660'RDR'+00	LT	9
663'RDR'+02	LT	27
628'C'+00	LT	18
634'C'+50	LT	27
641'C'+65	LT	6
108'J'+37	LT	6
	TOTAL	111

ROCK BAGS

STATION	OFFSET	628.7570 EACH
104'H'+97	RT	18
105'H'+56	LT	18
97'J'+00	RT	18
98'J'+01	LT	18
102'J'+88	RT	18
102'J'+99	LT	18
UNDISTRIBUTED		27
	TOTAL	135

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LANDSCAPING

STATION	-	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	SPV.0120.01 WATER FOR SEEDED AREAS MGAL	REMARKS
103'SBT'+56	-	113'SBT'+60	SB TEMPORARY RT	1,272	1,916	1.2	---	52	32	STH 23/82 INTERCHANGE STAGE I
113'SBT'+82	-	143'SBT'+80	SB TEMPORARY RT	1,603	3,514	2.2	---	95	59	STH 23/82 INTERCHANGE STAGE I
122'SBT'+18	-	143'SBT'+80	SB TEMPORARY LT	3,502	875	2.8	---	121	75	STH 23/82 INTERCHANGE STAGE I
145'SBT'+11	-	164'SBT'+50	SB TEMPORARY LT	845	669	1.1	---	49	31	STH 23/82 INTERCHANGE STAGE I
145'SBT'+31	-	173'SBT'+09	SB TEMPORARY RT	4,617	2,269	3.7	---	161	100	STH 23/82 INTERCHANGE STAGE I
645'CT'+17	-	651'CT'+57	RAMP C TEMP RT	143	2,914	1.8	---	79	49	STH 23/82 INTERCHANGE STAGE I
647'CT'+15	-	651'CT'+39	RAMP C TEMP LT	596	834	0.5	---	23	14	STH 23/82 INTERCHANGE STAGE I
647'CT'+50	-	651'CT'+51	TEMPORARY RAMP C REMOVAL	2,799	2,799	1.8	50	---	47	STH 23/82 INTERCHANGE STAGE 2B
652'DT'+19	-	653'DT'+45	RAMP D TEMP LT	133	176	0.1	---	5	3	STH 23/82 INTERCHANGE STAGE I
652'DT'+32	-	654'DT'+45	RAMP D TEMP RT	269	345	0.2	---	9	6	STH 23/82 INTERCHANGE STAGE I
652'DT'+10	-	652'DT'+60	TEMPORARY RAMP D REMOVAL	1,112	1,112	0.7	20	---	19	STH 23/82 INTERCHANGE STAGE 2B
651'RD'+50	-	658'RD'+60	EXISTING RAMP D REMOVAL	7,963	7,963	5.0	143	---	134	STH 23/82 INTERCHANGE STAGE 2B
625'SB'+00	-	676'SB'+00	IH 39 MEDIAN TEMP ROAD REMOVAL	34,000	34,000	21.4	612	---	572	STH 23/82 INTERCHANGE STAGE3
638'SB'+00	-	645'SB'+00	IH 39 RT	20	1,038	0.7	19	---	17	STH 23/82 INTERCHANGE STAGE 2B
638'SB'+00	-	645'SB'+00	IH 39 LT	817	1,661	1.0	30	---	28	STH 23/82 INTERCHANGE STAGE 2B
645'SB'+00	-	650'SB'+73	IH 39 RT	269	1,098	0.7	20	---	18	STH 23/82 INTERCHANGE STAGE 2B
645'SB'+00	-	650'SB'+59	IH 39 LT	2,924	3,691	2.3	66	---	62	STH 23/82 INTERCHANGE STAGE 2B
652'SB'+08	-	658'SB'+00	IH 39 RT	576	1,384	0.9	24	---	23	STH 23/82 INTERCHANGE STAGE 2B
652'SB'+53	-	658'SB'+00	IH 39 LT	4,603	---	2.9	83	---	77	STH 23/82 INTERCHANGE STAGE 2B
658'SB'+00	-	663'SB'+00	IH 39 RT	420	1,248	1.0	28	---	26	STH 23/82 INTERCHANGE STAGE 2B
658'SB'+00	-	663'SB'+80	IH 39 LT	3,632	1,660	2.7	78	---	73	STH 23/82 INTERCHANGE STAGE 2B
618'RCR'+19	-	650'RCR'+72	RAMP C LT	20,143	15,121	12.7	363	---	339	STH 23/82 INTERCHANGE STAGE 2A
636'RCR'+32	-	650'RCR'+05	RAMP C RT	2,833	4,124	2.6	74	---	69	STH 23/82 INTERCHANGE STAGE 2A
650'RDR'+15	-	671'RDR'+80	RAMP D LT	13,930	16,953	10.7	305	---	285	STH 23/82 INTERCHANGE STAGE 2A
650'RDR'+10	-	666'RDR'+72	RAMP D RT	6,720	8,050	5.1	145	---	135	STH 23/82 INTERCHANGE STAGE 2A
625'C'+00	-	643'C'+55	CROSSROADS CLINIC RD RT	6,164	7,086	4.5	128	---	119	STH 23/82 INTERCHANGE STAGE I
625'C'+00	-	641'C'+00	CROSSROADS CLINIC RD LT	3,426	4,202	2.6	76	---	71	STH 23/82 INTERCHANGE STAGE I
641'C'+50	-	643'C'+55	CROSSROADS CLINIC RD LT	288	386	0.2	7	---	6	STH 23/82 INTERCHANGE STAGE I
92'H'+72	-	99'H'+25	CTH M RT	1,887	67	1.3	37	---	34	
92'H'+72	-	99'H'+25	CTH M LT	248	78	1.7	47	---	44	
101'H'+77	-	106'H'+50	CTH M RT	980	492	0.8	23	---	22	
101'H'+77	-	106'H'+50	CTH M LT	1,378	87	1.0	28	---	26	
91'J'+75	-	99'J'+26	EDGEWOOD CT RT	789	216	0.7	20	---	19	
91'J'+75	-	99'J'+26	EDGEWOOD CT LT	906	190	0.7	21	---	20	
101'J'+72	-	108'J'+75	EDGEWOOD CT RT	1,423	170	1.1	31	---	29	
101'J'+72	-	108'J'+75	EDGEWOOD CT LT	1,042	265	0.8	24	---	22	
UNDISTRIBUTED				33,724	32,254	28	628	146	152	
			TOTALS	168,400	161,300	130	3,130	740	2,860	

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TEMPORARY PAVEMENT MARKING

AREA	STAGE	STA.	-	STA.	TEMPORARY PAVEMENT MARKING 649.0100 4-INCH DASHED WHITE 12.5' LINE, 37.5' SKIP WHITE LF	649.0100 4-INCH DASHED WHITE 12.5' LINE, 37.5' SKIP WHITE LF	649.0100 4-INCH YELLOW LF	649.0701 8-INCH WHITE LF	649.1100 STOP LINE 18-INCH WHITE LF	REMOVABLE TAPE 649.0400 4-INCH WHITE WHITE LF	649.0400 4-INCH WHITE 12.5' LINE, 37.5' SKIP LF	649.0400 4-INCH WHITE YELLOW LF	649.0600 * 6-INCH BLACK LF	649.0801 8-INCH WHITE LF	649.1400 24-INCH STOP LINE WHITE LF
I39 SB AT FAWN	STAGE 1A	741SB+05	-	777SB+30	---	---	---	---	---	---	---	3,849	225	---	---
	STAGE 1B	741SB+05	-	777SB+30	---	---	---	---	---	3,624	---	---	---	---	---
	STAGE 2A	741SB+82	-	766SB+50	---	---	---	---	---	2,294	---	1,863	1,823	---	---
	STAGE 2B	741SB+82	-	766SB+50	---	---	---	---	---	1,861	---	2,294	1,836	---	---
	STAGE 3A	741SB+05	-	777SB+30	---	---	---	---	---	3,624	---	---	---	---	---
	STAGE 3B	741SB+05	-	777SB+30	---	---	---	---	---	---	---	3,624	---	---	---
				AREA SUBTOTALS	0	0	0	0	0	11,403	0	11,630	3,884	0	0
						0		**0**	**0**		**23,033**		**3,884**	**0**	**0**
I39 NB (STH23/82 & FAWN CT)	STAGE 1A	617NB+58	-	627NB+18	---	---	---	---	---	---	---	---	238	---	---
		617NB+58		657NB+00	---	---	---	---	---	---	---	3,941	---	---	---
		647NB+50	-	655NB+90	---	---	---	---	---	---	---	---	840	---	---
		740NB+00	-	752NB+15	---	---	---	---	---	---	---	1,172	866	---	---
	STAGE 1B	617NB+58	-	620NB+58	---	---	---	---	---	---	---	---	75	---	---
		617NB+58	-	629NB+65	---	---	---	---	---	1,210	---	---	---	---	---
		627NB+68	-	631NB+00	---	---	---	---	---		---	---	88	---	---
		632NB+20	-	657NB+00	---	---	---	---	---	2,171	---	---	---	731	---
		668NB+60	-	674NB+25	---	---	---	---	---	451	---	108	88	201	---
		740NB+00	-	752NB+15	---	---	---	---	---	1,172	---	---	966	---	---
	STAGE 2A	647NB+50	-	656NB+89	---	---	---	---	---	939	---	939	---	---	---
		741NB+50	-	751NB+15	---	---	---	---	---	817	---	966	---	---	---
	STAGE 2B	617NB+58	-	656NB+89	---	---	---	---	---	939	---	3,931	---	---	---
		741NB+50	-	751NB+15	---	---	---	---	---	966	---	818	---	---	---
	STAGE 3A	617NB+58	-	657NB+00	---	---	---	---	---	---	---	3,941	---	---	---
		740NB+50	-	752NB+15	---	---	---	---	---	---	---	1,172	---	---	---
	STAGE 3B	617NB+58	-	657NB+00	---	---	---	---	---	---	---	3,941	---	---	---
		740NB+50	-	752NB+15	---	---	---	---	---	---	---	1,172	---	---	---
				AREA SUBTOTALS	0	0	0	0	0	8,665	0	22,101	3,160	932	0
						0		**0**	**0**		**30,766**		**3,160**	**932**	**0**
I39 AT CTH M	STAGE 1	849NB+15	-	855NB+75	---	---	---	---	---	---	---	---	163	---	---
		849NB+15	-	875NB+50	---	---	---	---	---	---	---	2,636	---	---	---
		862SB+70	-	889SB+05	---	---	---	---	---	2,635	---	---	---	---	---
		882SB+45	-	889SB+05	---	---	---	---	---	---	---	---	163	---	---
	STAGE 3	847NB+15	-	875NB+15	---	---	---	---	---	2,800	---	---	---	---	---
		847NB+15	-	855NB+95	---	---	---	---	---	---	---	---	225	---	---
		863NB+95	-	874NB+15	---	---	---	---	---	---	---	1,020	1,020	---	---
		862SB+75	-	890SB+90	---	---	---	---	---	2,800	---	---	---	---	---
		863SB+90	-	874SB+10	---	---	---	---	---	---	---	1,020	---	---	---
		863SB+90	-	874SB+20	---	---	---	---	---	---	---	---	1,030	---	---
		882SB+10	-	890SB+90	---	---	---	---	---	---	---	---	225	---	---
	STAGE 4	847NB+15	-	875NB+15	---	---	---	---	---	---	---	2,801	---	---	---
		863NB+95	-	874NB+15	---	---	---	---	---	1,020	---	---	1,020	---	---
		862SB+75	-	890SB+90	---	---	---	---	---	---	---	2,801	---	---	---
		863SB+90	-	874SB+10	---	---	---	---	---	1,020	---	---	---	---	---
		863SB+90	-	874SB+20	---	---	---	---	---	---	---	---	1,030	---	---
	STAGE 5	849NB+35	-	875NB+15	---	---	---	---	---	2,581	---	---	---	---	---
		862SB+90	-	888SB+70	---	---	---	---	---	2,581	---	---	---	---	---
				AREA SUBTOTALS	0	0	0	0	0	15,437	0	10,278	4,875	0	0
						0		**0**	**0**		**25,715**		**4,875**	**0**	**0**

* All Temporary Pavement Marking Removable Tape 4-Inch (Black) associated with the plan sheets shall be deleted and replaced with Temporary Pavement Marking Removable Tape 6-Inch (Black). Temporary Pavement Marking Removable Tape 6-Inch (Black) shall be paid for under item 649.0600.

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TEMPORARY PAVEMENT MARKING (CONT.)

			TEMPORARY PAVEMENT MARKING					REMOVABLE TAPE					
			649.0100	649.0100	649.0701	649.1100	649.0400			649.0600 *	649.0801	649.1400
			4-INCH	4-INCH	8-INCH	STOP LINE	4-INCH			6-INCH	8-INCH	24-INCH
			DASHED WHITE			18-INCH	WHITE					STOP LINE
			WHITE	12.5' LINE, 37.5' SKIP	YELLOW	WHITE	WHITE	WHITE	12.5' LINE, 37.5' SKIP	YELLOW	BLACK	WHITE	WHITE
			LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
I39 AT EDGEWOOD CT	STAGE 1	928NB+45 - 935NB+05	---	---	---	---	---	---	---	---	163	---	---
		928NB+45 - 954NB+65	---	---	---	---	---	---	---	2,622	---	---	---
		942SB+00 - 968SB+19	---	---	---	---	---	---	---	2,622	---	---	---
		961SB+59 - 968SB+19	---	---	---	---	---	---	---	---	163	---	---
	STAGE 3	926NB+35 - 935NB+15	---	---	---	---	---	---	---	---	225	---	---
		926NB+35 - 954NB+45	---	---	---	---	---	2,811	---	---	---	---	---
		943NB+15 - 953NB+45	---	---	---	---	---	---	---	1,030	1,030	---	---
		942SB+10 - 970SB+20	---	---	---	---	---	2,810	---	---	---	---	---
		943SB+10 - 953SB+40	---	---	---	---	---	---	---	1,030	1,030	---	---
		961SB+40 - 970SB+20	---	---	---	---	---	---	---	---	225	---	---
	STAGE 4	926NB+35 - 954NB+45	---	---	---	---	---	---	---	2,811	---	---	---
		943NB+15 - 953NB+45	---	---	---	---	---	1,031	---	---	1,030	---	---
		942SB+10 - 970SB+20	---	---	---	---	---	---	---	2,811	---	---	---
		943SB+10 - 953SB+40	---	---	---	---	---	1,030	---	---	1,030	---	---
	STAGE 5	929NB+55 - 954NB+45	---	---	---	---	---	2,591	---	---	---	---	---
		942SB+10 - 968SB+00	---	---	---	---	---	2,590	---	---	---	---	---
		AREA SUBTOTALS	0	0	0	0	0	12,863	0	12,926	4,895	0	0
				0		0	0		25,789		4,895	0	0
STH 23/82 INTERCHANGE	STAGE 1	609SB+10 - 638SB+00	---	---	---	---	---	---	---	3,063	---	---	---
		638SB+00 - 663SB+00	---	---	2,500	---	---	---	---		---	---	---
		663SB+00 - 697SB+38	---	---	---	---	---	---	---	3,290	---	---	---
		688SB+58 - 697SB+38	---	---	---	---	---	---	---		225	---	---
	STAGE 2A	611SB+00 - 618SB+00	---	---	---	---	---	1,422	---	711	175	---	---
		618SB+00 - 625SB+00	---	---	---	---	---	857	138	700	---	---	---
		625SB+00 - 638SB+00	---	---	---	---	---	2,195	---	---	---	110	---
		659SB+90 - 680SB+38	---	---	---	---	---	3,149	---	---	475	206	---
		675SB+00 - 680SB+38	---	---	---	---	---	538	---	---	---	---	---
		677SB+00 - 680SB+38	---	---	---	---	---	---	---	338	---	---	---
		BYPASS	6,583	650	6,615	314	---	---	---	---	---	---	---
		SB ON RAMP	1,692	---	719	---	---	---	---	---	---	---	---
		SB OFF RAMP	170	---	159	---	72	---	---	---	---	---	---
	STAGE 2B	C RAMP	---	---	---	---	---	1,376	---	---	---	---	---
		D RAMP	---	---	---	---	---	415	---	109	---	204	---
	STAGE 3	610SB+89 - 697SB+38	---	---	---	---	---	---	---	8,750	---	---	---
	STAGE 5A	268S+88 - 270S+28	---	---	---	---	---	---	---	---	280	---	12
		269S+85 - 272S+65	---	---	---	---	---	287	---	---	---	---	
		272S+23 - 273S+63	---	---	---	---	---		---	---	280	---	
		268S+88 - 273S+63	---	---	---	---	---	476	---	---	475	---	12
	STAGE 5B	268S+88 - 273S+63	---	---	---	---	---	476	---	---	475	---	---
		269S+85 - 272S+65	---	---	---	---	---	288	---	---	---	---	---
		AREA SUBTOTALS	8,445	650	9,993	314	72	11,479	138	16,961	2,385	520	24
				19,088		314	72		28,578		2,385	520	24
		TOTALS		19,088		314	72		133,881		19,199	1,452	24

* All Temporary Pavement Marking Removable Tape 4-Inch (Black) associated with the plan sheets shall be deleted and replaced with Temporary Pavement Marking Removable Tape 6-Inch (Black). Temporary Pavement Marking Removable Tape 6-Inch (Black) shall be paid for under item 649.0600.

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CONSTRUCTION STAKING

STA.	-	STA.	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERT EACH	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
103'SBT'+56	-	143'SBT'+87	6	4,031	4,031	---	---	1	4,031	
145'SBT'+23	-	173'SBT'+09	5	2,786	2,786	---	---	---	2,786	
645'CT'+18	-	651'CT'+51	---	634	634	---	1	---	634	
652'DT'+18	-	653'DT'+60	---	142	142	---	---	---	142	
638'SB'+00	-	645'SB'+00	---	700	700	---	---	---	700	
645'SB'+00	-	650'SB'+71	---	571	571	---	---	---	571	
652'SB'+66	-	658'SB'+00	4	534	534	---	---	---	534	
658'SB'+00	-	663'SB'+00	---	500	500	---	---	---	500	
618'RCR'+19	-	650'RCR'+80	---	3,261	3,261	142	1	---	3,261	
650'RDR'+00	-	671'RDR'+80	---	2,180	2,180	406	4	---	2,180	
650'RCR'+69	-	671'RDR'+80	---	2,111	2,111	---	---	---	2,111	
652'RD'+00	-	658'RD'+00	---	---	---	---	---	---	600	
629'C'+00	-	643'C'+55	---	1,855	1,855	---	7	---	1,855	
92'H'+72	-	99'H'+25	---	653	653	---	---	---	653	
101'H'+77	-	106'H'+50	4	473	473	---	---	---	473	
91'J'+75	-	99'J'+26	---	751	751	---	---	---	751	
101'J'+72	-	108'J'+75	4	703	703	---	---	---	703	
		TOTALS	23	21,884	21,884	548	13	1	22,484	

RAMP GATE

STA.	OFFSET	-	STA.	OFFSET	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-IN LF	653.0135 PULL BOXES STEEL 24x36-INCH EACH	654.0105 CONCRETE BASES TYPE 5 EACH	654.0220 CONCRETE CONTROL CABINET BASES TYPE 10 EACH	SPV.0060.01 SALVAGED PEDESTAL BASE EACH	SPV.0060.02 SALVAGED TRANSFORMER BASE EACH	SPV.0060.03 SALVAGED TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	SPV.0060.04 SALVAGED RAMP CLOSURE GATES SOLAR 24-FT EACH
650'RCR'+07	25.5' LT				---	---	---	1	1	---	1	---
650'RCR'+10	24.0' LT		650'RCR'+14	25.3' LT	24	---	---	---	---	---	---	---
650'RCR'+14	25.3' LT		650'RCR'+18	23.7' LT	16	---	---	---	---	---	---	---
650'RCR'+14	25.3' LT		650'RCR'+18	29.3' RT	114	---	---	---	---	---	---	---
650'RCR'+14	25.3' LT				---	1	---	---	---	---	---	---
650'RCR'+14	29.7' RT				---	1	---	---	---	---	---	---
650'RCR'+18	23.7' LT				---	---	1	---	---	1	---	1
650'RCR'+18	29.3' RT				---	---	1	---	---	1	---	1
			TOTALS		154	2	2	1	1	2	1	2

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Addendum No. 01
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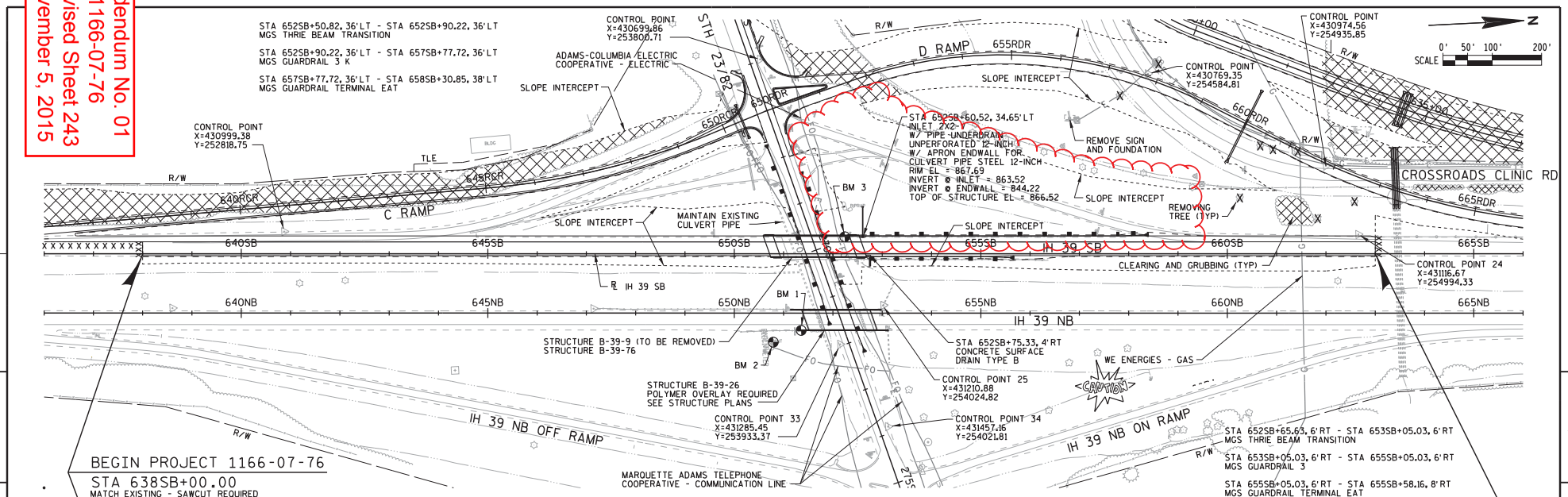
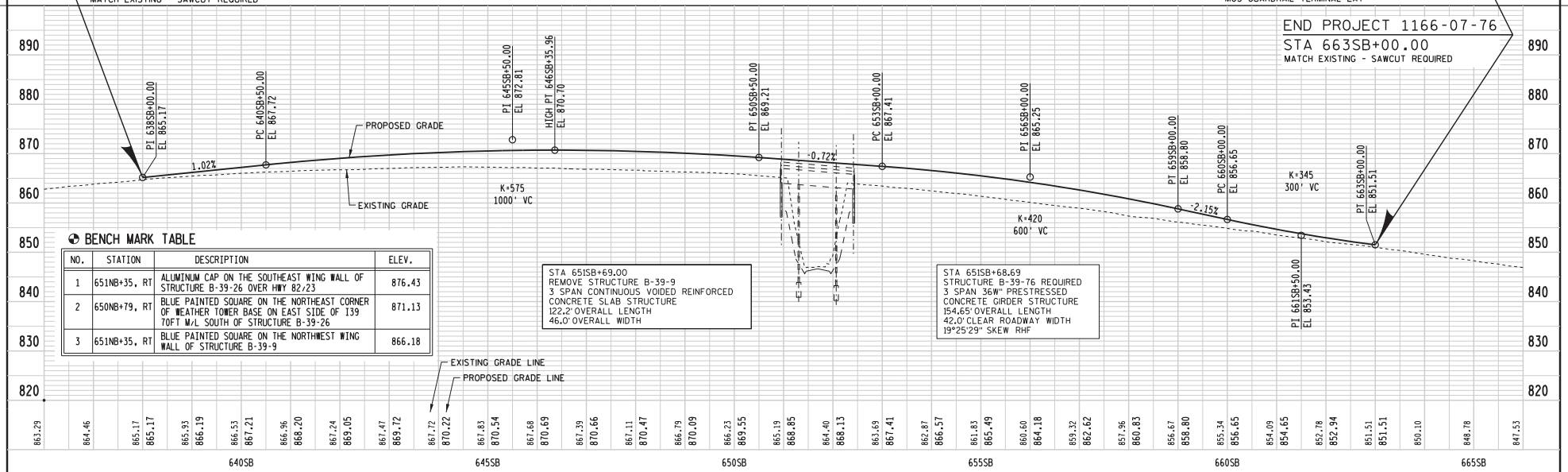
November 5, 2015



BEGIN PROJECT 1166-07-76
STA 638SB+00.00
MATCH EXISTING - SAWCUT REQUIRED

END PROJECT 1166-07-76
STA 663SB+00.00
MATCH EXISTING - SAWCUT REQUIRED



BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
1	651NB+35, RT	ALUMINUM CAP ON THE SOUTHEAST WING WALL OF STRUCTURE B-39-26 OVER HWY 82/23	876.43
2	650NB+79, RT	BLUE PAINTED SQUARE ON THE NORTHEAST CORNER OF WEATHER TOWER BASE ON EAST SIDE OF I39 70FT W/L SOUTH OF STRUCTURE B-39-26	871.13
3	651NB+35, RT	BLUE PAINTED SQUARE ON THE NORTHWEST WING WALL OF STRUCTURE B-39-9	866.18

STA 651SB+69.00
REMOVE STRUCTURE B-39-9
3 SPAN CONTINUOUS VOIDED REINFORCED CONCRETE SLAB STRUCTURE
122.2' OVERALL LENGTH
46.0' OVERALL WIDTH

STA 651SB+68.69
STRUCTURE B-39-76 REQUIRED
3 SPAN 36W" PRESTRESSED CONCRETE GIRDER STRUCTURE
154.65' OVERALL LENGTH
42.0' CLEAR ROADWAY WIDTH
19°25'29" SKEW RHF

PROJECT NUMBER: 1166-07-76	HWY: IH 39	COUNTY: MARQUETTE	PLAN & PROFILE - IH 39 SOUTHBOUND	SHEET 243	E

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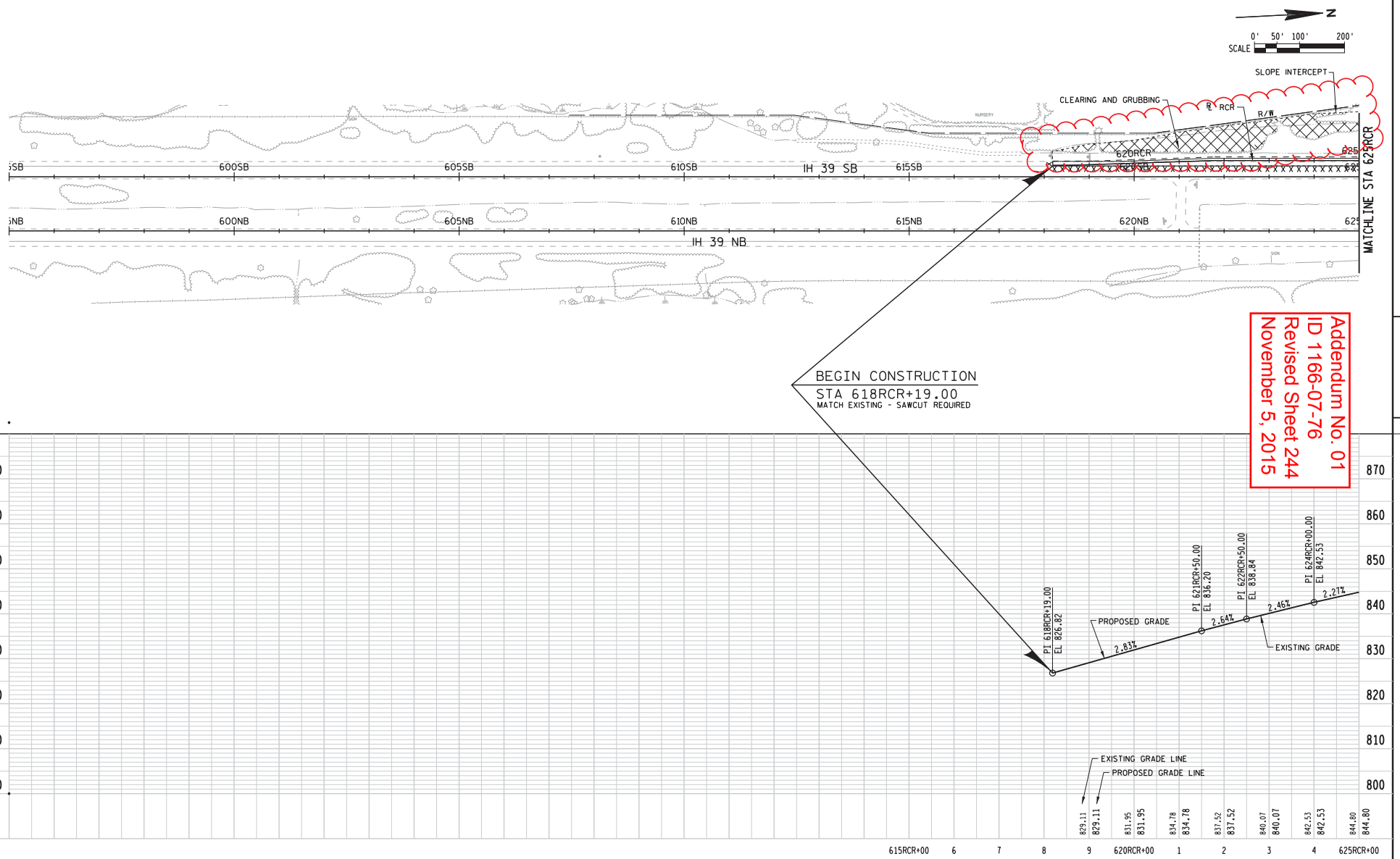

PROJECT NUMBER: 1166-07-76	HWY: IH 39	COUNTY: MARQUETTE	PLAN & PROFILE - C RAMP	SHEET 244	E

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WISDOT/CADDS SHEET 40

Addendum No. 01
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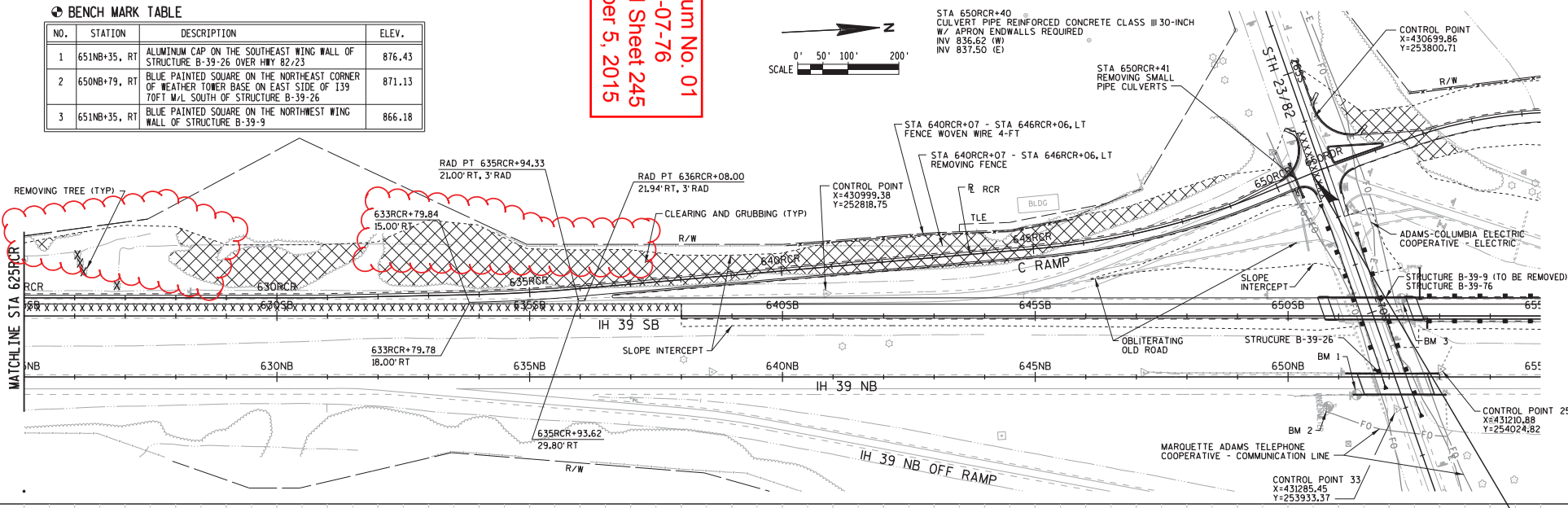
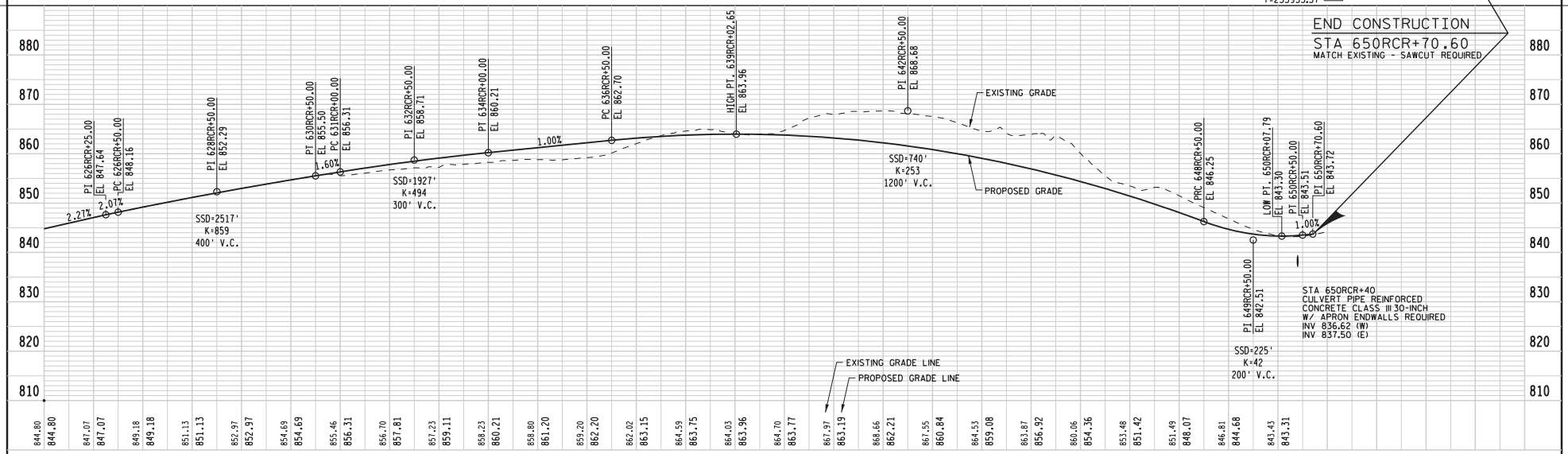
Revised Sheet 245
November 5, 2015

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
1	651NB+35, RT	ALUMINUM CAP ON THE SOUTHEAST WING WALL OF STRUCTURE B-39-26 OVER HWY 82/23	876.43
2	650NB+79, RT	BLUE PAINTED SQUARE ON THE NORTHEAST CORNER OF WEATHER TOWER BASE ON EAST SIDE OF I39 70FT W/L SOUTH OF STRUCTURE B-39-26	871.13
3	651NB+35, RT	BLUE PAINTED SQUARE ON THE NORTHWEST WING WALL OF STRUCTURE B-39-9	866.18





PROJECT NUMBER: 1166-07-76	HWY: IH 39	COUNTY: MARQUETTE	PLAN & PROFILE - C RAMP	SHEET 245	E

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BATCH PRINT SHEET 3 OF 13
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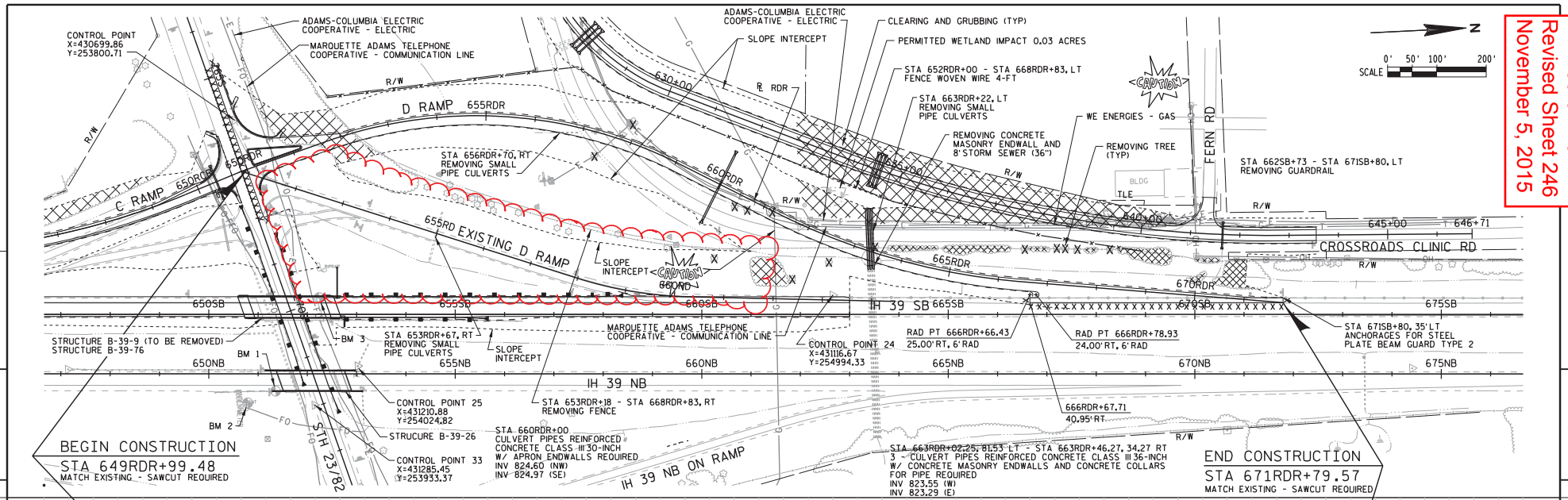
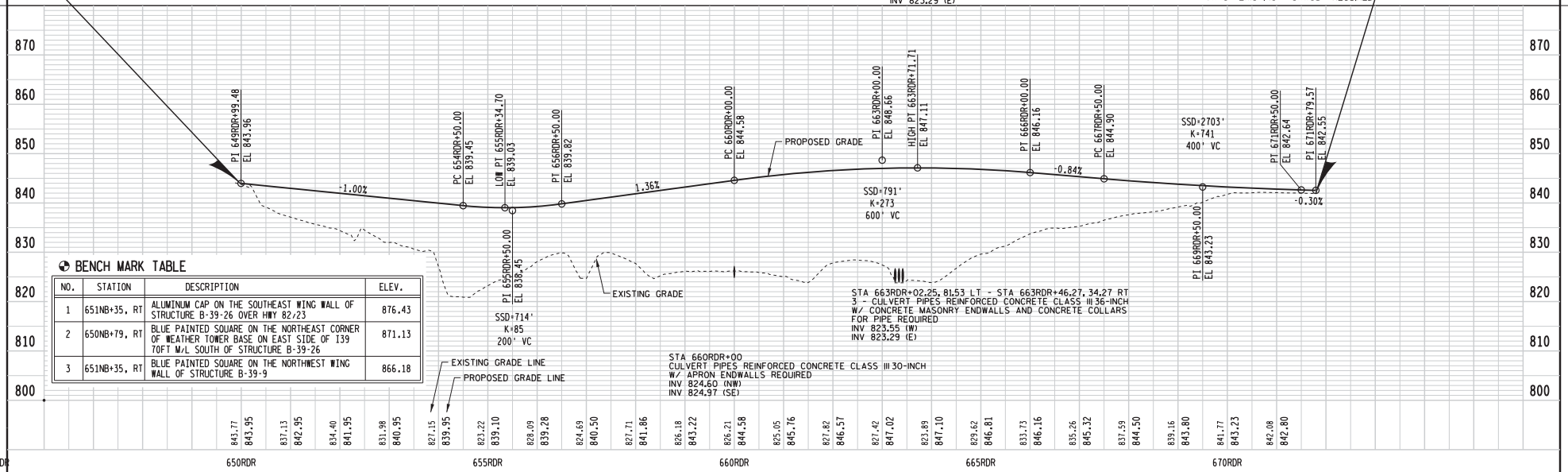
PLOT DATE: 10/30/2015
PLOT TIME: 3:03:02 PM
PLOT SCALE: 1:200
WISDOT/CADDS SHEET 40

Addendum No. 01
ID 1166-07-76
Revised Sheet 246
November 5, 2015





BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
1	651NB+35, RT	ALUMINUM CAP ON THE SOUTHEAST WING WALL OF STRUCTURE B-39-26 OVER HWY 82/23	876.43
2	650NB+79, RT	BLUE PAINTED SQUARE ON THE NORTHEAST CORNER OF WEATHER TOWER BASE ON EAST SIDE OF I39 70FT W/L SOUTH OF STRUCTURE B-39-26	871.13
3	651NB+35, RT	BLUE PAINTED SQUARE ON THE NORTHWEST WING WALL OF STRUCTURE B-39-9	866.18

PROJECT NUMBER: 1166-07-76	HWY: IH 39	COUNTY: MARQUETTE	PLAN & PROFILE - D RAMP	SHEET 246	E

FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Sheets\050104_pp.dgn
BATCH PRINT SHEET 4 OF 13
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PLOT DATE: 10/30/2015
PLOT TIME: 3:03:05 PM
PLOT SCALE: 1:200
WISDOT/CADDS SHEET 40

IH 39 SOUTHBOUND

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
638'SB'+00	63800		117.94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
639'SB'+00	63900	100	111.14	0	0	0	0	0	424	0	0	0	0	0	424	0	0	0	0	0	0	424
640'SB'+00	64000	100	82	0	0.09	0	0	0	358	0	0	0	0	0	782	0	0	0	0	0	0	782
641'SB'+00	64100	100	45.22	0	3.25	0	0	0	236	0	6	0	0	0	1017	8	0	0	0	0	0	1010
642'SB'+00	64200	100	5.66	0	12.62	0	0	0	94	0	29	0	0	0	1112	45	0	0	0	0	0	1067
643'SB'+00	64300	100	0	0	37.48	0	0	0	10	0	93	0	0	0	1122	161	0	0	0	0	0	962
644'SB'+00	64400	100	0	0	60.78	0	0	0	0	0	182	0	0	0	1122	388	0	0	0	0	0	734
645'SB'+00	64500	100	0	0	102.8	0	0	0	0	0	303	0	0	0	1122	767	0	0	0	0	0	355
646'SB'+00	64600	100	0	0	179.9	0	0	0	0	0	523	0	0	0	1122	1421	0	0	0	0	0	-299
647'SB'+00	64700	100	0	0	269.7	0	0	0	0	0	832	0	0	0	1122	2462	0	0	0	0	0	-1340
648'SB'+00	64800	100	0	0	329	0	0	0	0	0	1109	0	0	0	1122	3848	0	0	0	0	0	-2725
649'SB'+00	64900	100	0	0	309.5	0	0	0	0	0	1182	0	0	0	1122	5326	0	0	0	0	0	-4203
650'SB'+00	65000	100	0	0	417.2	0	0	0	0	0	1346	0	0	0	1122	7008	0	0	0	0	0	-5886
650'SB'+58.50	65058.5	59	0	0	842.8	0	0	0	0	0	1365	0	0	0	1122	8714	0	0	0	0	0	-7592
652'SB'+66	65266	208	0	0	341.3	0	0	0	0	0	4550	0	0	0	1122	14401	0	0	0	0	0	-13279
653'SB'+00	65300	34	5.99	0	345.2	0	0	0	4	0	432	0	0	0	1126	14942	0	0	0	0	0	-13816
654'SB'+00	65400	100	14.13	0	371.9	0	0	0	37	0	1328	0	0	0	1163	16601	0	0	0	0	0	-15438
655'SB'+00	65500	100	0	0	375.2	0	0	0	26	0	1383	0	0	0	1189	18331	0	0	0	0	0	-17141
656'SB'+00	65600	100	0	0	287.2	0	0	0	0	0	1227	0	0	0	1189	19864	0	0	0	0	0	-18675
657'SB'+00	65700	100	0	0	160.9	0	0	0	0	0	830	0	0	0	1189	20901	0	0	0	0	0	-19712
658'SB'+00	65800	100	0	0	144.7	0	0	0	0	0	566	0	0	0	1189	21609	0	0	0	0	0	-20419
659'SB'+00	65900	100	0	0	263.9	0	0	0	0	0	757	0	0	0	1189	22554	0	0	0	0	0	-21365
660'SB'+00	66000	100	34.6	0	245.3	0	0	0	64	0	943	0	0	0	1253	23733	0	0	0	0	0	-22480
661'SB'+00	66100	100	80.27	0	246.9	0	0	0	213	0	911	0	0	0	1466	24873	0	0	0	0	0	-23406
662'SB'+00	66200	100	104.21	0	146.3	0	0	0	342	0	728	0	0	0	1808	25783	0	0	0	0	0	-23975
663'SB'+00	66300	100	114.14	0	70.39	0	0	0	404	0	401	0	0	0	2212	26284	0	0	0	0	0	-24072
Sta. 638SB+00 - Sta 663SB+00 Sub-Totals									2,250	0	21,050	0	0	0								

Addendum No. 01
ID 1166-07-76
Revised Sheet 357
November 5, 2015

EXISTING D RAMP REMOVAL

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
652'RD'+00	65200		363.47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
652'RD'+50	65250	50	320.14	0	0	0	0	0	1096	0	0	0	0	0	1096	0	0	0	0	0	0	1096
653'RD'+00	65300	50	737.2	0	0	0	0	0	1442	0	0	0	0	0	2538	0	0	0	0	0	0	2538
653'RD'+50	65350	50	761.23	0	0	0	0	0	1387	0	0	0	0	0	3925	0	0	0	0	0	0	3925
654'RD'+00	65400	50	762.99	0	0	0	0	0	1411	0	0	0	0	0	5337	0	0	0	0	0	0	5337
654'RD'+50	65450	50	914.4	0	0	0	0	0	1553	0	0	0	0	0	6890	0	0	0	0	0	0	6890
655'RD'+00	65500	50	998.56	0	0	0	0	0	1771	0	0	0	0	0	8661	0	0	0	0	0	0	8661
655'RD'+50	65550	50	1115.2	0	0	0	0	0	1957	0	0	0	0	0	10618	0	0	0	0	0	0	10618
656'RD'+00	65600	50	1129.6	0	0	0	0	0	2079	0	0	0	0	0	12697	0	0	0	0	0	0	12697
656'RD'+50	65650	50	1088.2	0	0	0	0	0	2054	0	0	0	0	0	14750	0	0	0	0	0	0	14750
657'RD'+00	65700	50	1019.1	0	0	0	0	0	1951	0	0	0	0	0	16701	0	0	0	0	0	0	16701
657'RD'+50	65750	50	826.56	0	0	0	0	0	1709	0	0	0	0	0	18410	0	0	0	0	0	0	18410
658'RD'+00	65800	50	57.83	0	0	0	0	0	819	0	0	0	0	0	19229	0	0	0	0	0	0	19229
Sta. 652'RD'+00 - Sta 658'RD'+00 Sub-Totals									19,250	0	0	0	0	0								

9

9

PROJECT NUMBER: 1166-07-76	HWY: IH 39	COUNTY: MARQUETTE	EARTHWORK - IH 39 SOUTHBOUND AND EXISTING D RAMP REMOVAL	SHEET 357	E

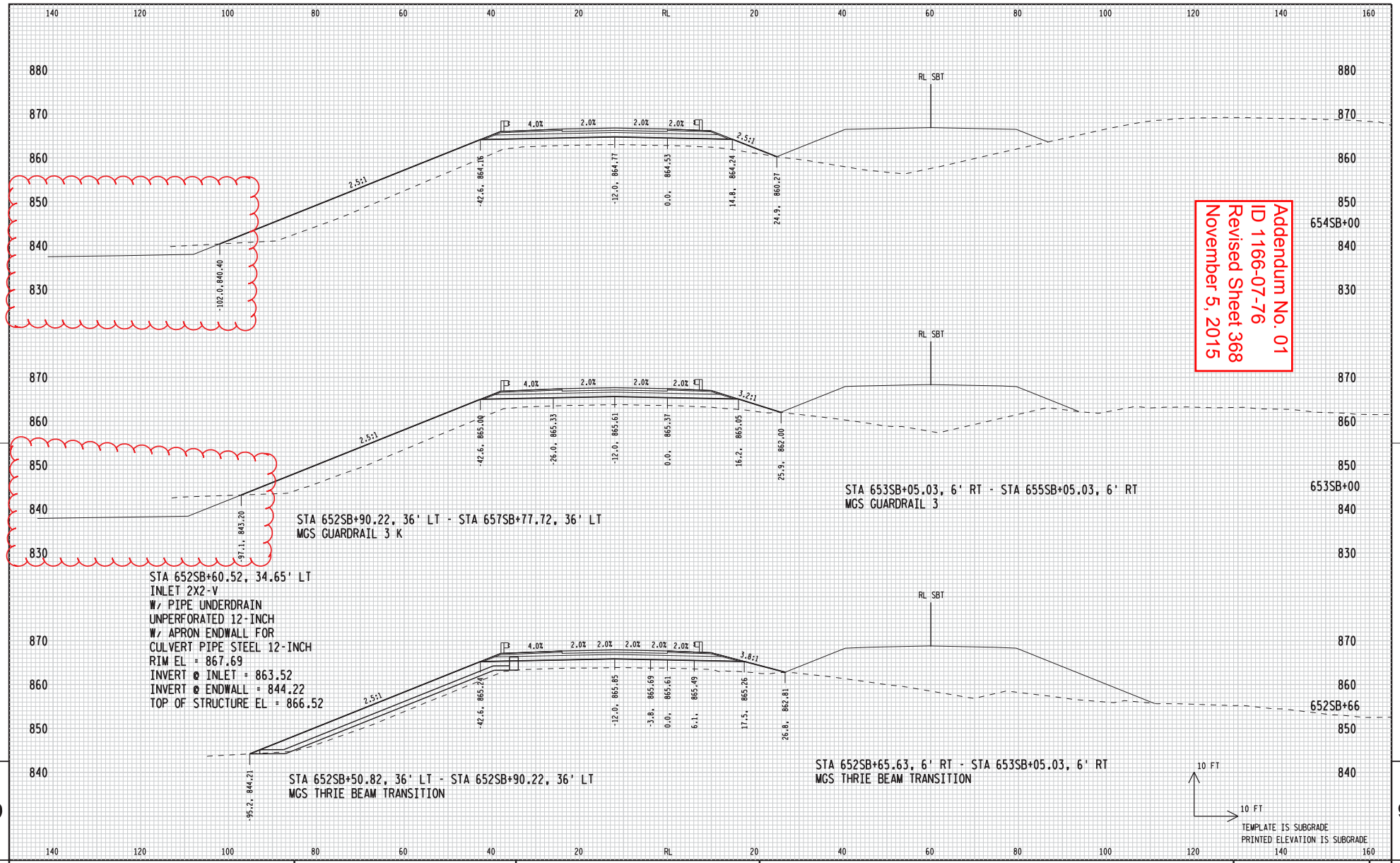
CROSSROADS CLINIC ROAD

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
625'C'+00	62500		45.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
626'C'+00	62600	100	33.28	0	18.24	0	0	0	146	0	34	0	0	0	146	42	0	0	0	0	0	104
627'C'+00	62700	100	11.58	0	30.71	0	0	0	83	0	91	0	0	0	229	156	0	0	0	0	0	73
628'C'+00	62800	100	52.88	0	145.5	0	0	0	490	0	326	0	0	0	719	563	0	0	0	0	0	155
629'C'+00	62900	100	54.26	0	109.2	0	0	0	569	0	472	0	0	0	1287	1153	0	0	0	0	0	135
630'C'+00	63000	100	36.54	0	119.6	0	0	0	168	0	424	0	0	0	1456	1682	0	0	0	0	0	-227
631'C'+00	63100	100	44.72	0	90.39	0	0	0	150	0	389	0	0	0	1606	2168	0	0	0	0	0	-562
632'C'+00	63200	100	69.41	0	62.69	0	0	0	211	0	283	0	0	0	1817	2523	0	0	0	0	0	-705
633'C'+00	63300	100	23.79	0	127.3	0	0	0	173	0	352	0	0	0	1990	2963	0	0	0	0	0	-973
634'C'+00	63400	100	23.83	0	183.7	0	0	0	88	0	576	0	0	0	2078	3683	0	0	0	0	0	-1604
635'C'+00	63500	100	77.28	0	114.1	0	0	0	187	0	551	0	0	0	2265	4372	0	0	0	0	0	-2106
636'C'+00	63600	100	67.42	0	75.94	0	0	0	268	0	352	0	0	0	2533	4812	0	0	0	0	0	-2278
637'C'+00	63700	100	72.2	0	81.09	0	0	0	259	0	291	0	0	0	2792	5175	0	0	0	0	0	-2383
638'C'+00	63800	100	95.18	0	53.33	0	0	0	310	0	249	0	0	0	3102	5486	0	0	0	0	0	-2384
639'C'+00	63900	100	86.1	0	15.61	0	0	0	336	0	128	0	0	0	3438	5646	0	0	0	0	0	-2208
640'C'+00	64000	100	61.77	0	6.39	0	0	0	274	0	41	0	0	0	3711	5697	0	0	0	0	0	-1985
641'C'+00	64100	100	62.59	0	0.08	0	0	0	230	0	12	0	0	0	3942	5712	0	0	0	0	0	-1770
642'C'+00	64200	100	62.8	0	2.49	0	0	0	232	0	5	0	0	0	4174	5718	0	0	0	0	0	-1544
643'C'+00	64300	100	53.48	0	2.69	0	0	0	215	0	10	0	0	0	4389	5730	0	0	0	0	0	-1340
643'C'+55	64355	155	58.59	0	0.05	0	0	0	322	0	8	0	0	0	4711	5740	0	0	0	0	0	-1029
					Sta. 624C+50 - Sta 643C+55 Sub-Totals				4,750	0	4,600	0	0	0								

C RAMP

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
618'RCR'+19	61818.99		21.97	0	10.39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
619'RCR'+00	61900	81	36.54	0	9.08	0	0	0	88	0	29	0	0	0	88	37	0	0	0	0	0	51
620'RCR'+00	62000	100	48.43	0	8.79	0	0	0	157	0	33	0	0	0	245	78	0	0	0	0	0	167
621'RCR'+00	62100	100	84.97	0	11.28	0	0	0	247	0	37	0	0	0	492	124	0	0	0	0	0	368
622'RCR'+00	62200	100	117.67	0	16.6	0	0	0	375	0	52	0	0	0	867	189	0	0	0	0	0	679
623'RCR'+00	62300	100	166.04	0	21.22	0	0	0	525	0	70	0	0	0	1393	275	0	0	0	0	0	1116
624'RCR'+00	62400	100	296.32	0	16.25	0	0	0	856	0	69	0	0	0	2249	363	0	0	0	0	0	1886
625'RCR'+00	62500	100	436.6	0	12.69	0	0	0	1357	0	54	0	0	0	3606	430	0	0	0	0	0	3176
626'RCR'+00	62600	100	682.66	0	9.08	0	0	0	2073	0	40	0	0	0	5679	481	0	0	0	0	0	5198
627'RCR'+00	62700	100	910.53	0	11.02	0	0	0	2950	0	37	0	0	0	8629	527	0	0	0	0	0	8102
628'RCR'+00	62800	100	667.46	0	17.02	0	0	0	2922	0	52	0	0	0	11552	592	0	0	0	0	0	10960
629'RCR'+00	62900	100	388.43	0	13.93	0	0	0	1955	0	57	0	0	0	13507	664	0	0	0	0	0	12843
630'RCR'+00	63000	100	391.21	0	16.21	0	0	0	1444	0	56	0	0	0	14951	733	0	0	0	0	0	14217
631'RCR'+00	63100	100	438.58	0	13.8	0	0	0	1537	0	56	0	0	0	16487	803	0	0	0	0	0	15684
632'RCR'+00	63200	100	539.18	0	11.79	0	0	0	1811	0	47	0	0	0	18298	862	0	0	0	0	0	17436
633'RCR'+00	63300	100	1058	0	6.02	0	0	0	2958	0	33	0	0	0	21256	903	0	0	0	0	0	20352
634'RCR'+00	63400	100	1128.8	0	6.62	0	0	0	4050	0	23	0	0	0	25305	933	0	0	0	0	0	24373
635'RCR'+00	63500	100	532.44	0	6.57	0	0	0	3076	0	24	0	0	0	28382	963	0	0	0	0	0	27419
636'RCR'+00	63600	100	509.74	0	7.08	0	0	0	1930	0	25	0	0	0	30312	995	0	0	0	0	0	29317
637'RCR'+00	63700	100	479.14	0	7.15	0	0	0	1831	0	26	0	0	0	32143	1028	0	0	0	0	0	31115
638'RCR'+00	63800	100	221.71	0	8.48	0	0	0	1298	0	29	0	0	0	33441	1064	0	0	0	0	0	32377
639'RCR'+00	63900	100	109.44	0	7.15	0	0	0	613	0	29	0	0	0	34054	1100	0	0	0	0	0	32954
640'RCR'+00	64000	100	121.95	0	1.26	0	0	0	429	0	16	0	0	0	34482	1119	0	0	0	0	0	33363
641'RCR'+00	64100	100	375.59	0	0	0	0	0	921	0	2	0	0	0	35404	1122	0	0	0	0	0	34281
642'RCR'+00	64200	100	482.86	0	0	0	0	0	1590	0	0	0	0	0	36994	1122	0	0	0	0	0	35871
643'RCR'+00	64300	100	553.61	0	0	0	0	0	1919	0	0	0	0	0	38913	1122	0	0	0	0	0	37791
644'RCR'+00	64400	100	498.91	0	0	0	0	0	1949	0	0	0	0	0	40862	1122	0	0	0	0	0	39740
645'RCR'+00	64500	100	586.87	0	0	0	0	0	2011	0	0	0	0	0	42873	1122	0	0	0	0	0	41750
646'RCR'+00	64600	100	673.49	0	0	0	0	0	2334	0	0	0	0	0	45207	1122	0	0	0	0	0	44084
647'RCR'+00	64700	100	593.34	0	0	0	0	0	2346	0	0	0	0	0	47553	1122	0	0	0	0	0	46430
648'RCR'+00	64800	100	495.3	0	0	0	0	0	2016	0	0	0	0	0	49569	1122	0	0	0	0	0	48446
649'RCR'+00	64900	100	279.63	0	0	0	0	0	1435	0	0	0	0	0	51004	1122	0	0	0	0	0	49881
650'RCR'+00	65000	100	67.67	0	11.6	0	0	0	643	0	21	0	0	0	51647	1149	0	0	0	0	0	50498
					Sta. 618'RCR'+19 to 650'RCR'+00 Sub-Totals				51,650	0	950	0	0	0								

Addendum No. 01
ID 1166-07-76
Revised Sheet 360
November 5, 2015



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STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: IH 39 SOUTHBOUND	SHEET 368	E

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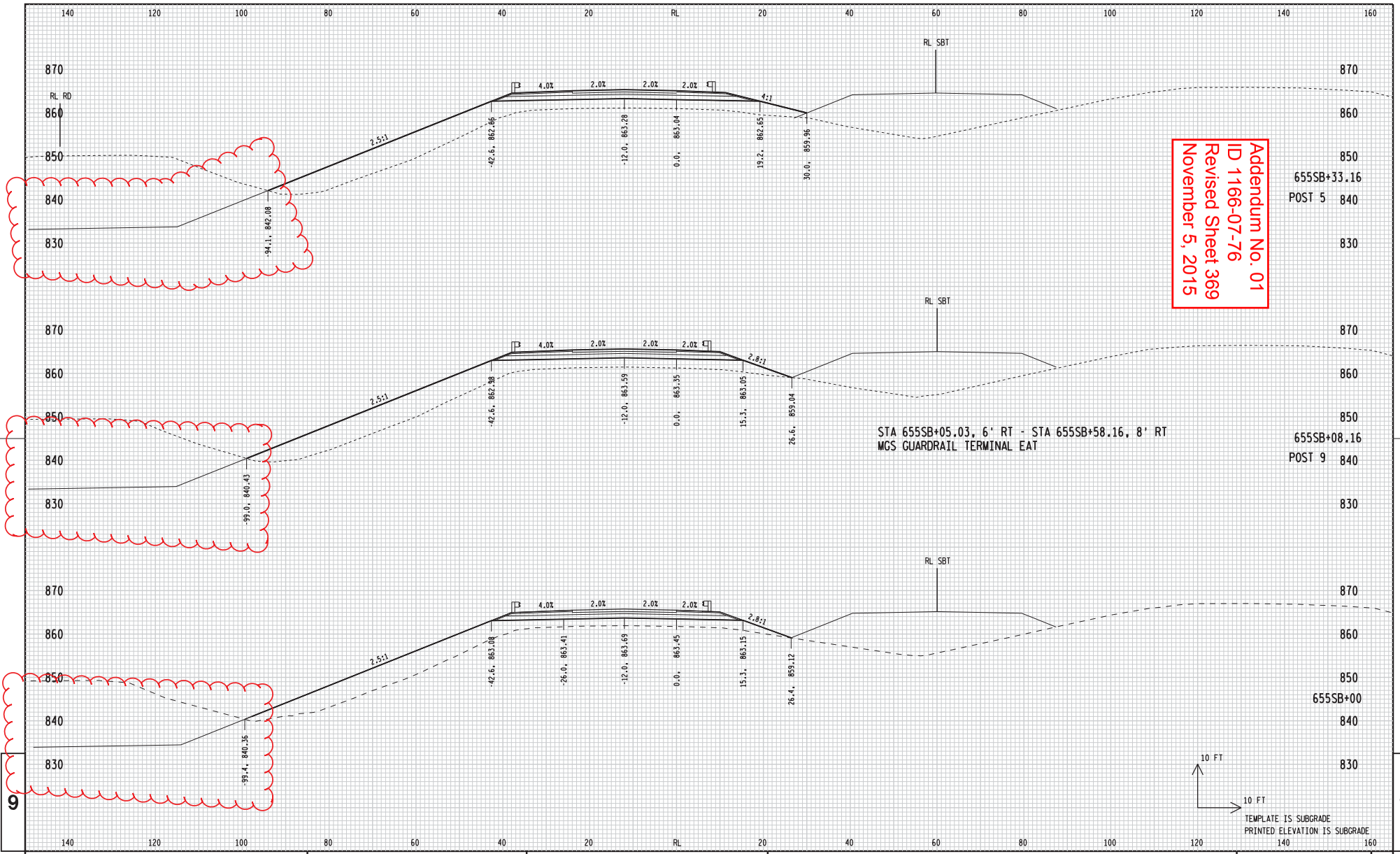
PLOT TIME: 3:39:19 PM
PLOT SCALE: 1:20
WISDOT/CADDS SHEET 21A



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STATE PROJECT NUMBER: 1166-07-76	HWY: IH 39	COUNTY: MARQUETTE	CROSS SECTIONS: IH 39 SOUTHBOUND	SHEET 369	E

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BATCH PRINT SHEET 7 OF 12

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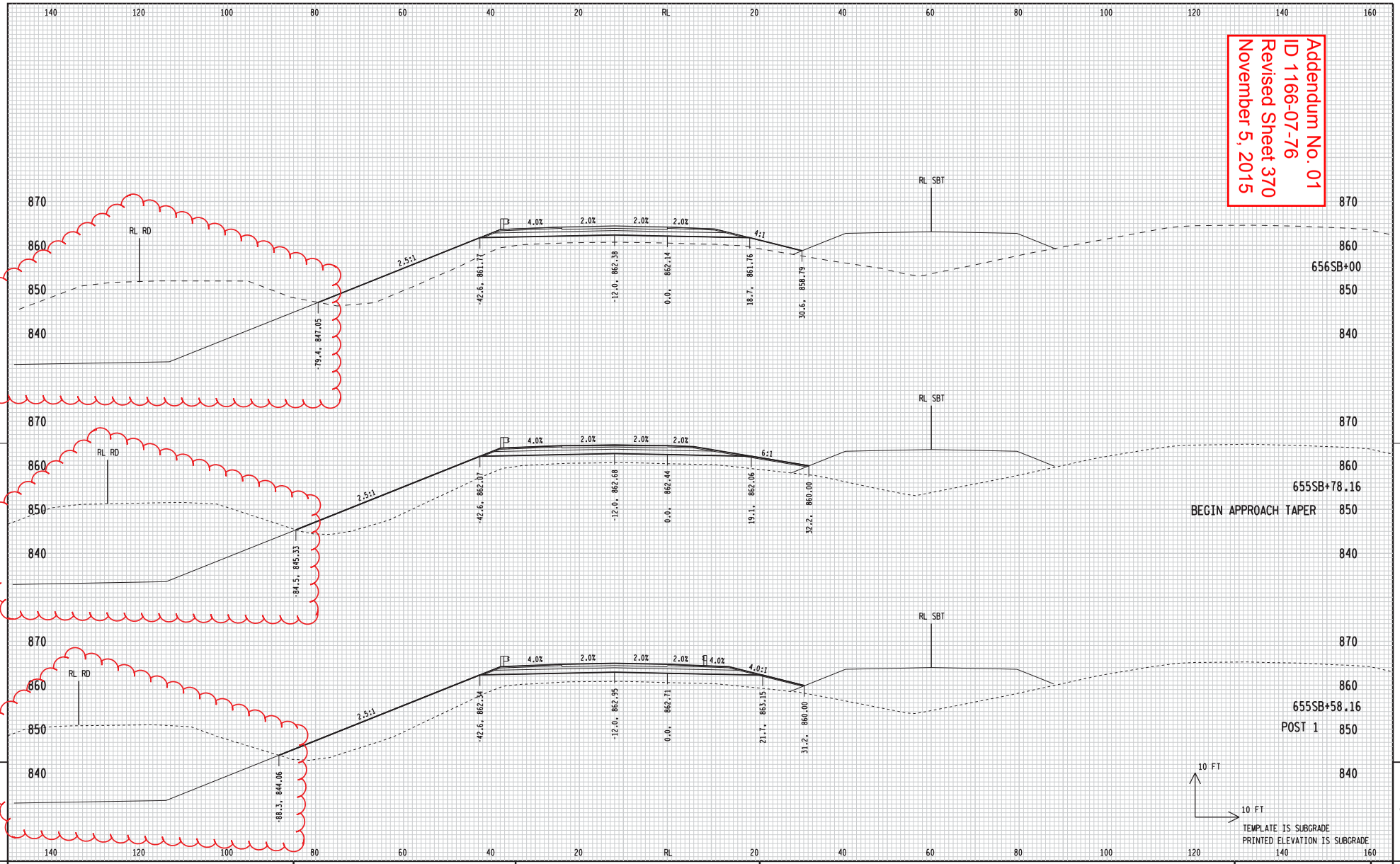
PLOT DATE: 10/28/2015
PLOT TIME: 3:39:19 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A

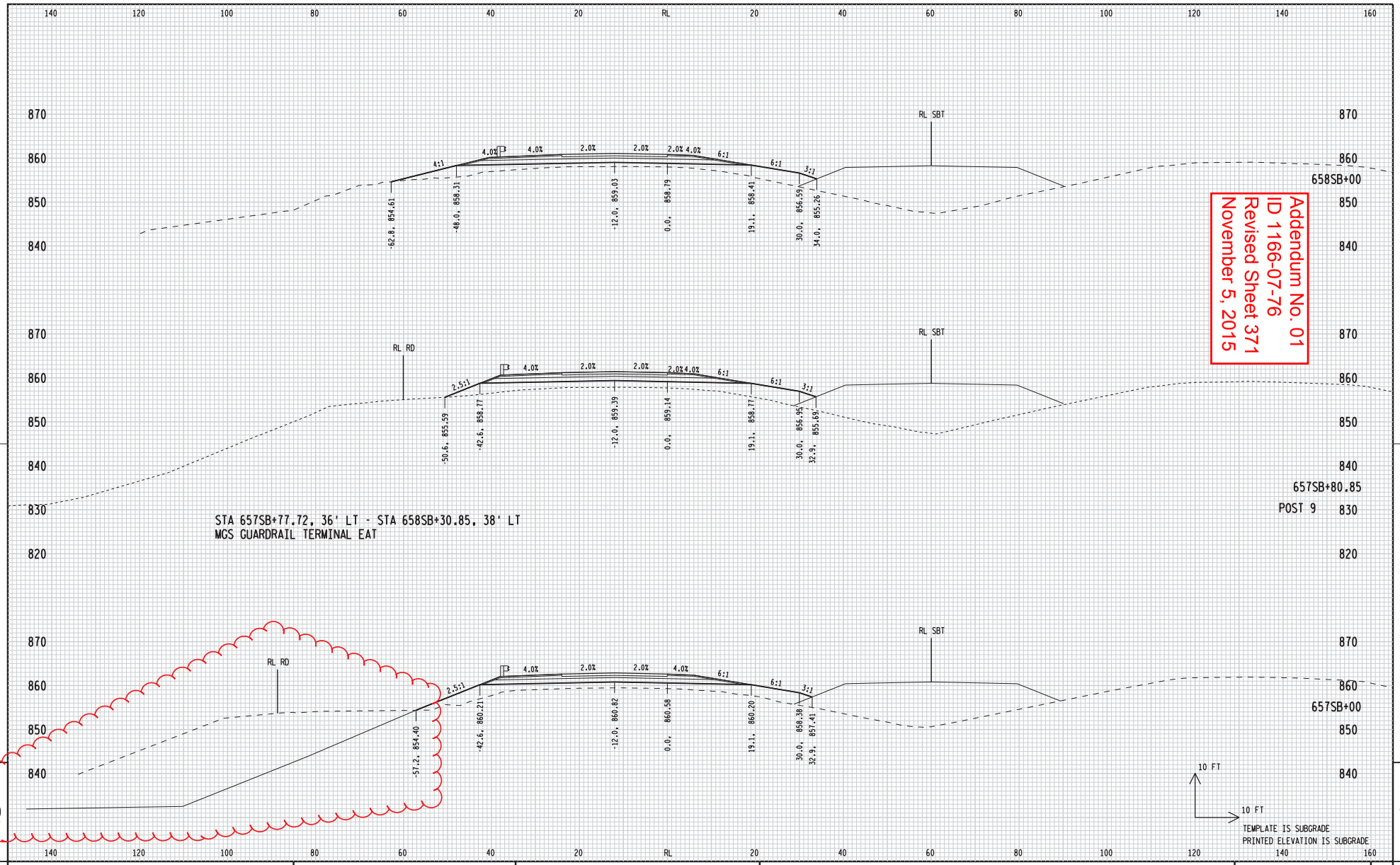
Addendum No. 01
ID 1166-07-76
Revised Sheet 370
November 5, 2015



9 9

STATE PROJECT NUMBER:1166-07-76	HWY: IH 39	COUNTY: MARQUETTE	CROSS SECTIONS: IH 39 SOUTHBOUND	SHEET 370	E

FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs_8-39-09_Cross Sections.dgn
BATCH PRINT SHEET 8 OF 12
PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\pltcfg\ET_PDF_11 x 17.plt
PEN TABLE: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\MS_Printing\Pen_Tables\ET_WisDOT.tbl
PLOT DATE: 10/28/2015
PLOT TIME: 3:39:19 PM
PLOT SCALE: 1:20
WISDOT/CADDS SHEET 2IA



STATE PROJECT NUMBER:1166-07-76	HWY: IH 39	COUNTY: MARQUETTE	CROSS SECTIONS: IH 39 SOUTHBOUND	SHEET 371	E

FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs_B-39-09_Cross Sections.dgn
BATCH PRINT SHEET 9 OF 12
PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
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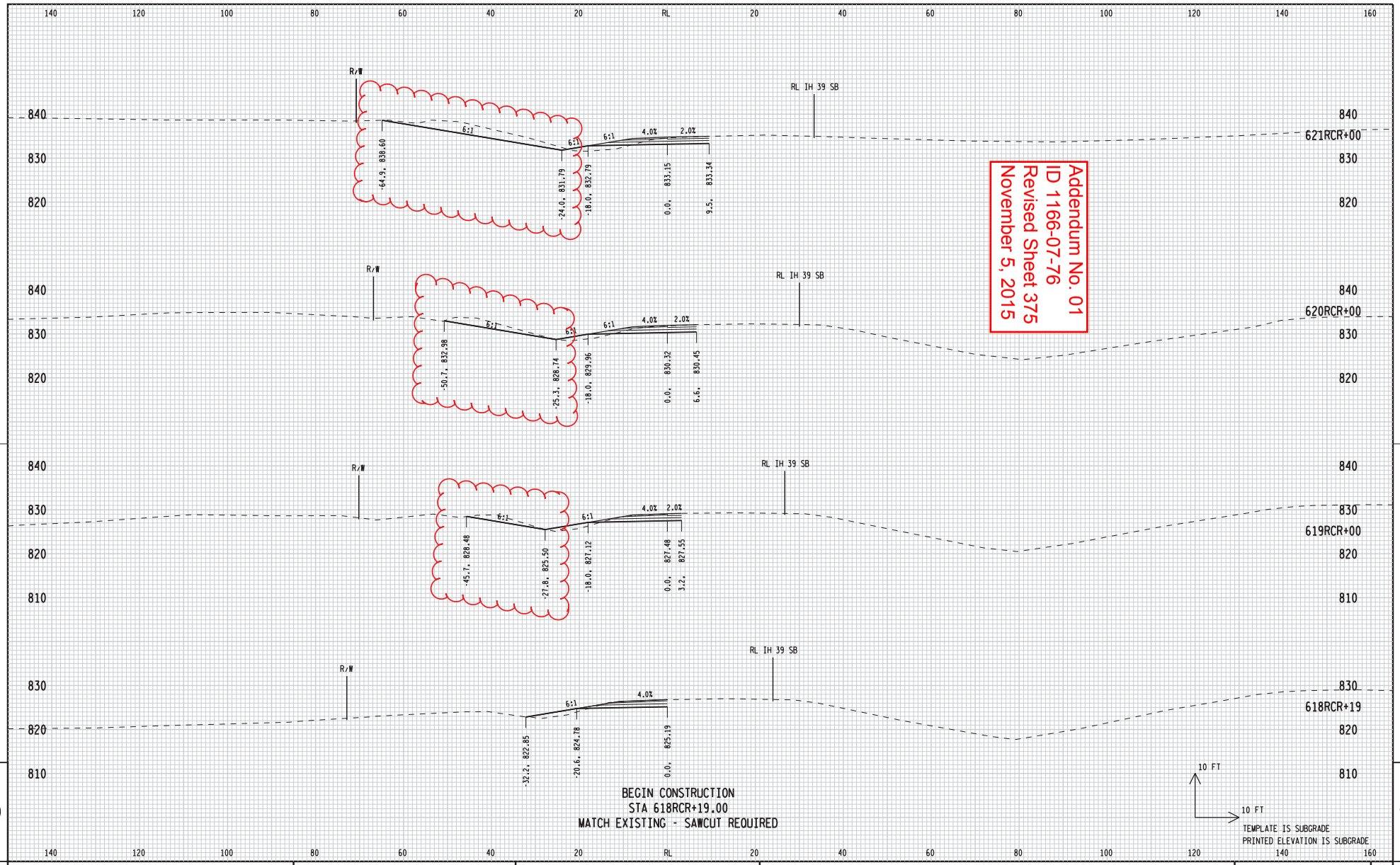
PLOT TIME: 3:39:20 PM
PLOT SCALE: 1:20
WISDOT/CADDS SHEET 2IA



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9

STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: C RAMP	SHEET 375	E

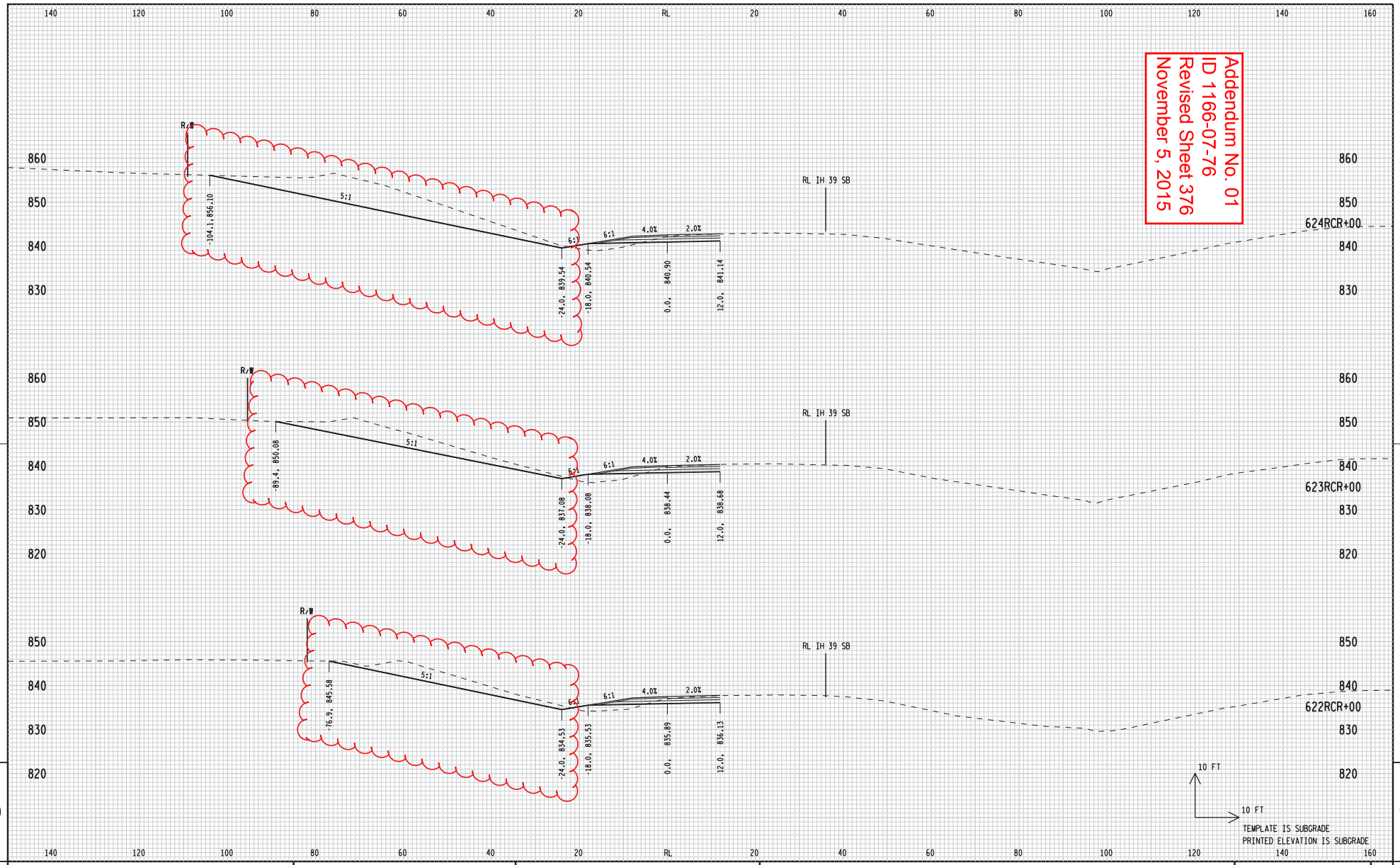
FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs_C_Ramp.dgn
BATCH PRINT SHEET 1 OF 12

PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
PEN TABLE: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\MS_Printing\Pen_Tables\ET_WisDOT.tbl

PLOT DATE: 10/30/2015
PLOT TIME: 1:55:14 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A



STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: C RAMP	SHEET 376	E

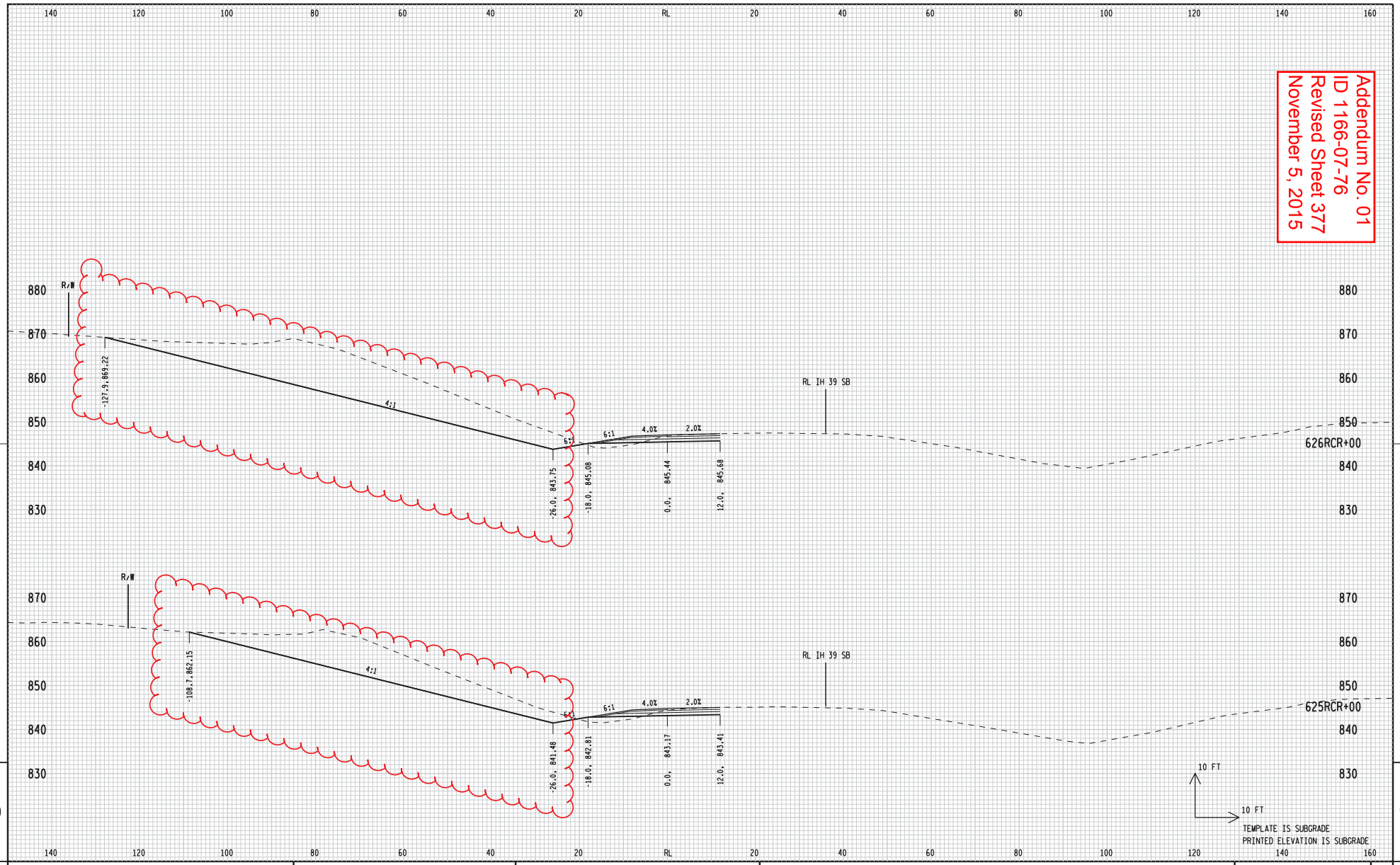
FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs_C_Ramp.dgn
BATCH PRINT SHEET 2 OF 12

PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
PEN TABLE: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\MS_Printing\Pen_Tables\ET_WisDOT.tbl

PLOT DATE: 10/30/2015
PLOT TIME: 1:55:14 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A



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STATE PROJECT NUMBER: 1166-07-76	HWY: IH 39	COUNTY: MARQUETTE	CROSS SECTIONS: C RAMP	SHEET 377	E

FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs_C_Ramp.dgn
BATCH PRINT SHEET 3 OF 12

PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
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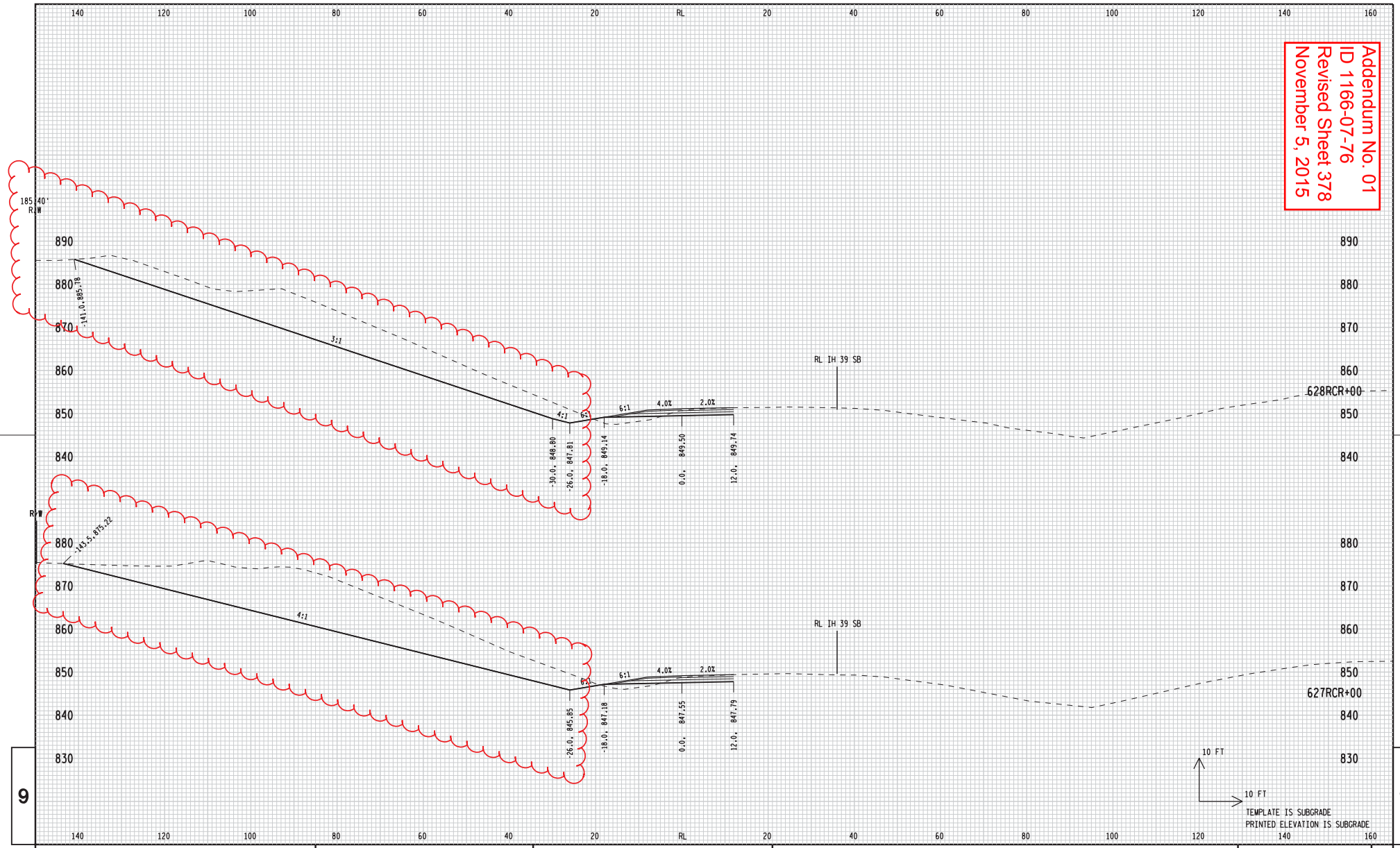
PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A



STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: C RAMP	SHEET 378	E

FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs_C_Ramp.dgn
BATCH PRINT SHEET 4 OF 12

PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
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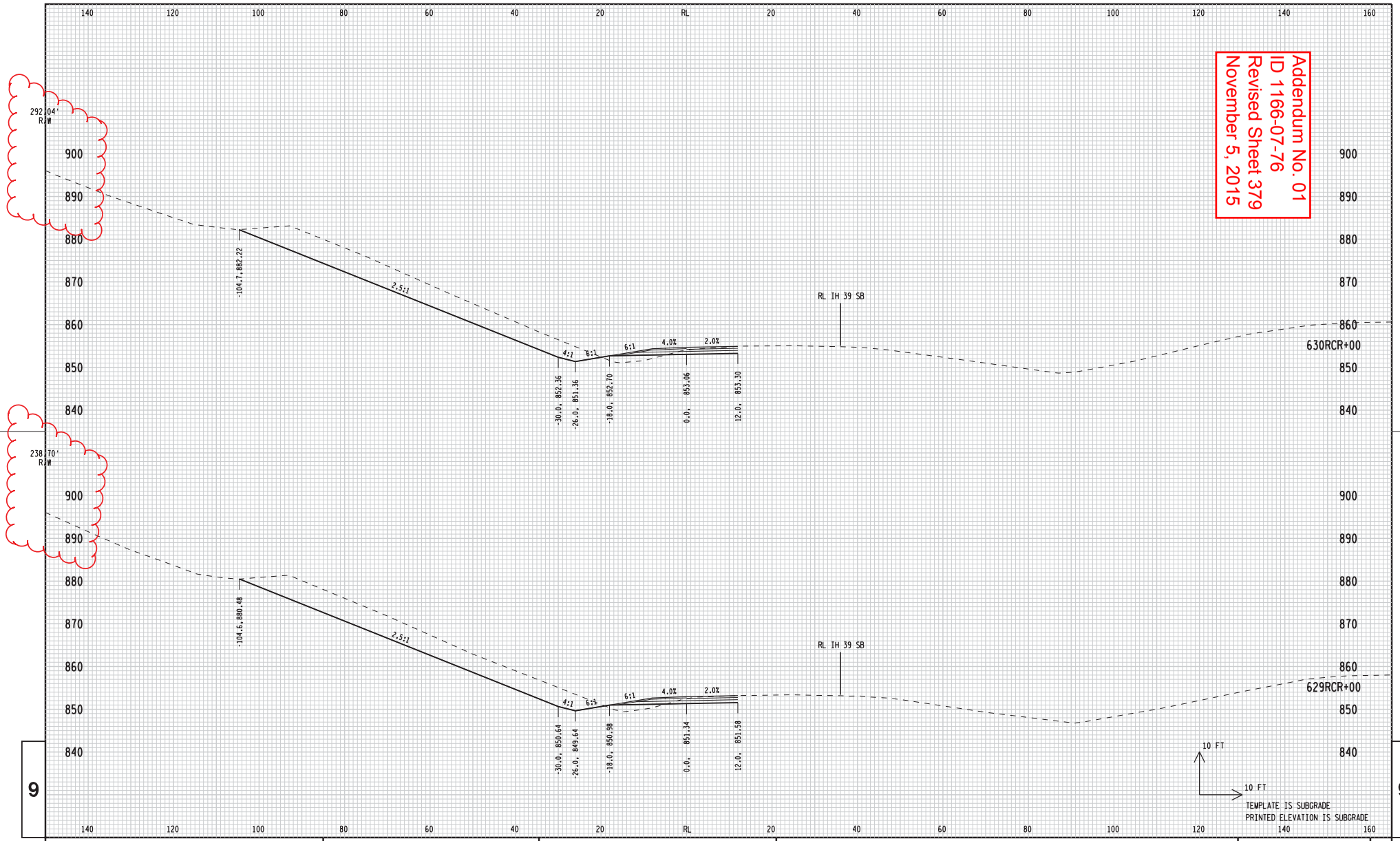
PLOT TIME: 1:55:15 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A



STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: C RAMP	SHEET 379	E

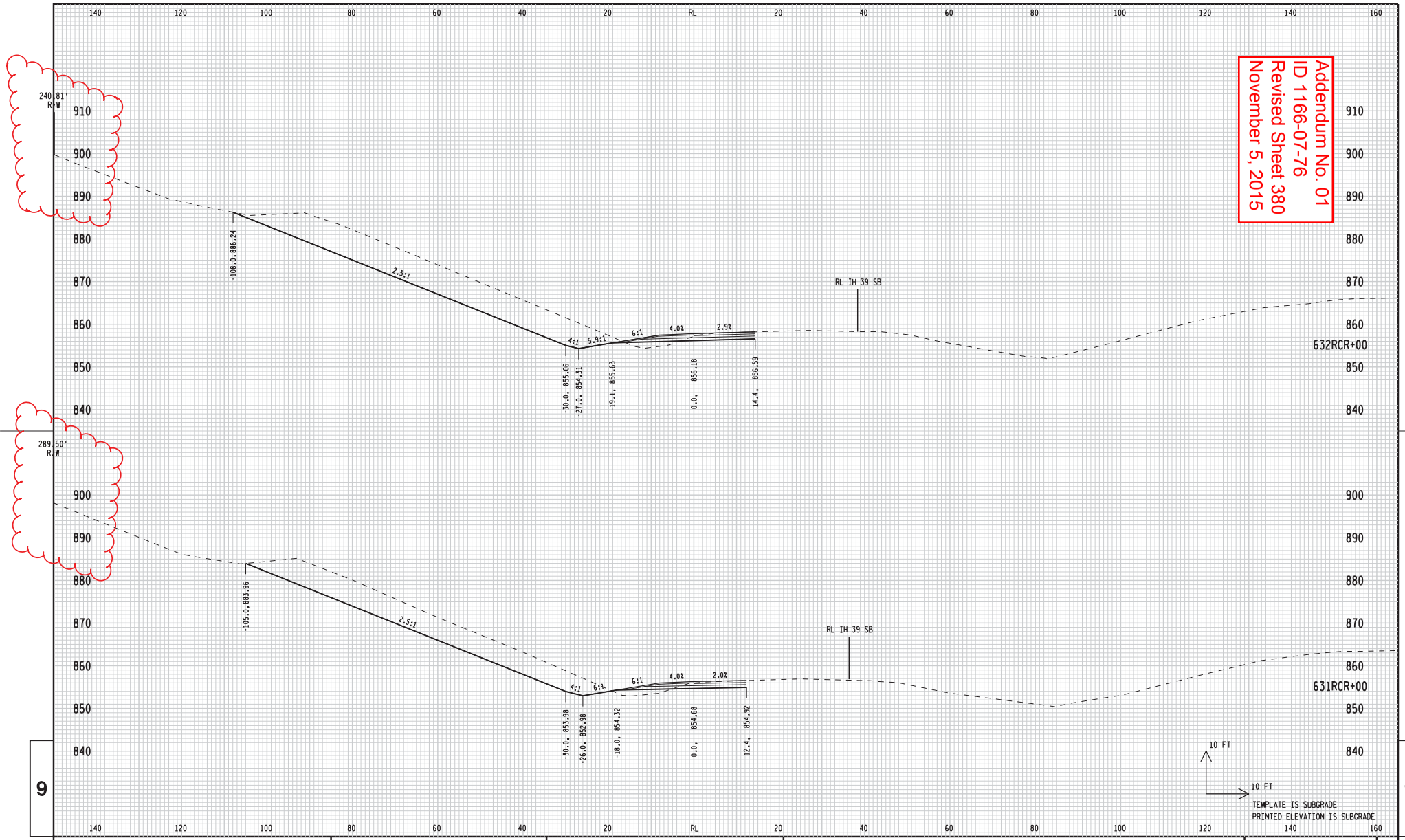
FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs_C_Ramp.dgn
BATCH PRINT SHEET 5 OF 12

PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
PEN TABLE: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\MS_Printing\Pen_Tables\ET_WisDOT.tbl

PLOT DATE: 10/30/2015
PLOT TIME: 1:55:15 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A



STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: C RAMP	SHEET 380	E

FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs_C_Ramp.dgn
BATCH PRINT SHEET 6 OF 12

PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
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PLOT DATE: 10/30/2015
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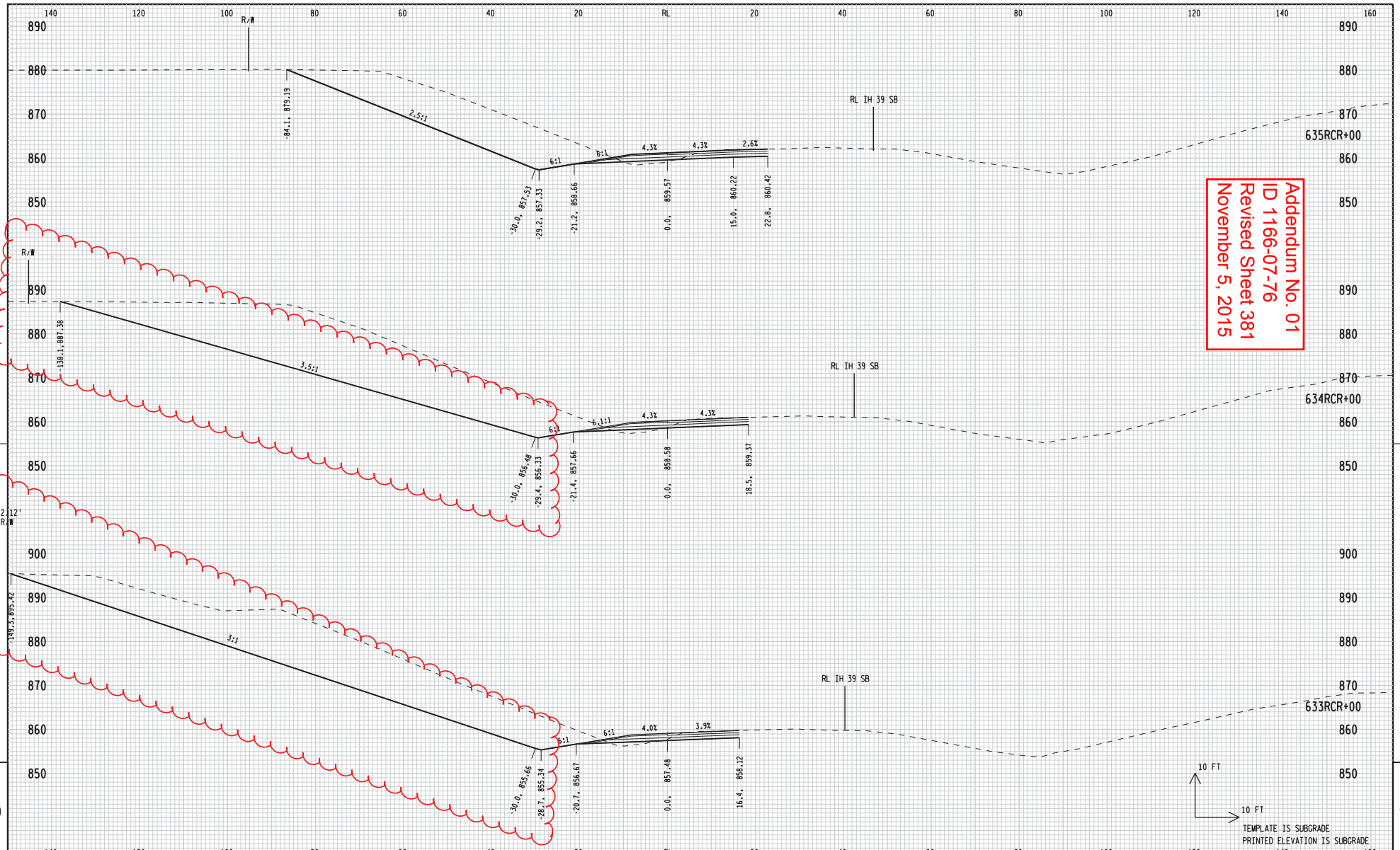
PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A



STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: C RAMP	SHEET 381	E

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BATCH PRINT SHEET 7 OF 12
PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
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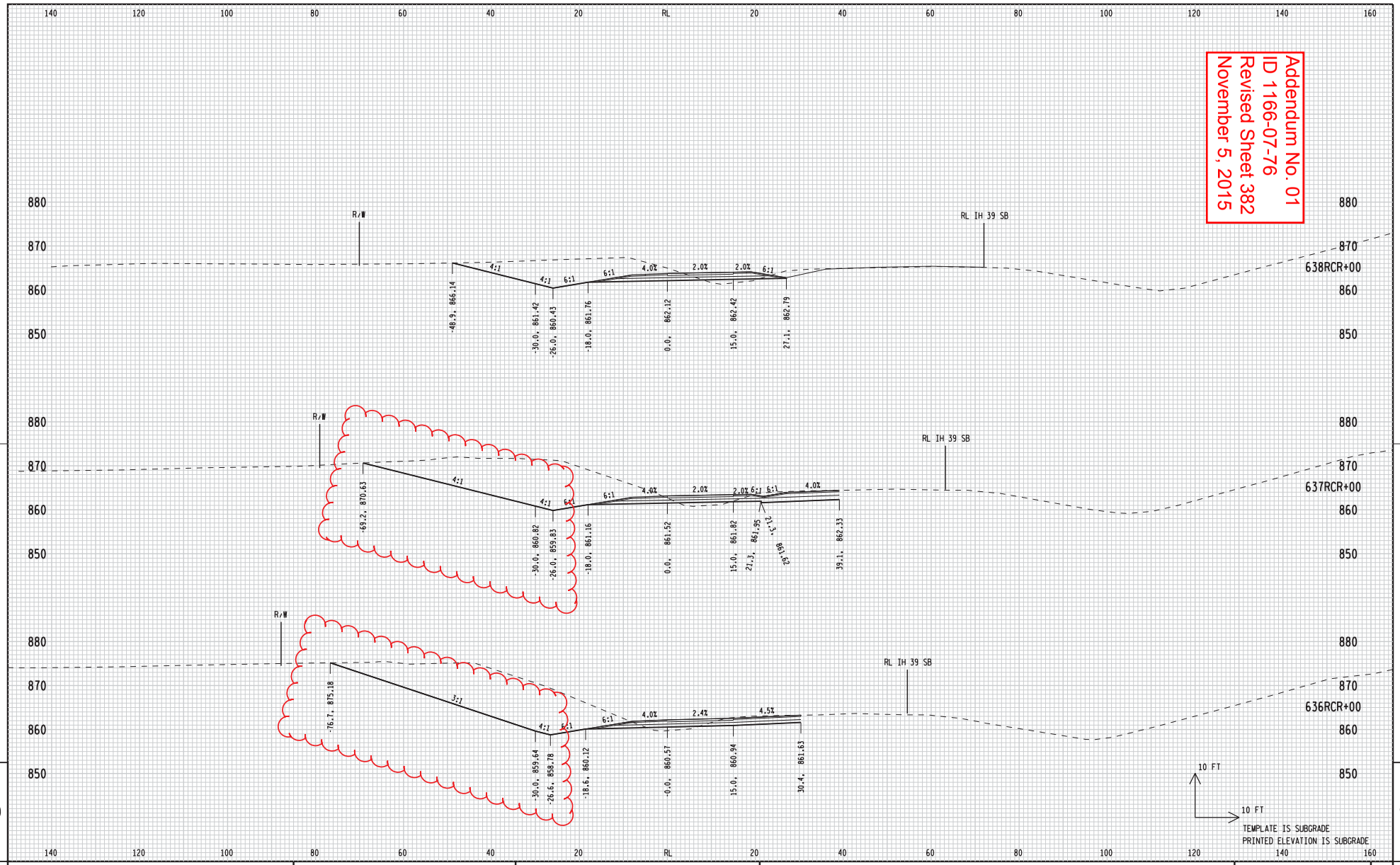
PLOT DATE: 10/30/2015
PLOT TIME: 1:55:16 PM
PLOT SCALE: 1:20
WISDOT/CADDS SHEET 21A



STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: C RAMP	SHEET 382	E

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BATCH PRINT SHEET 8 OF 12

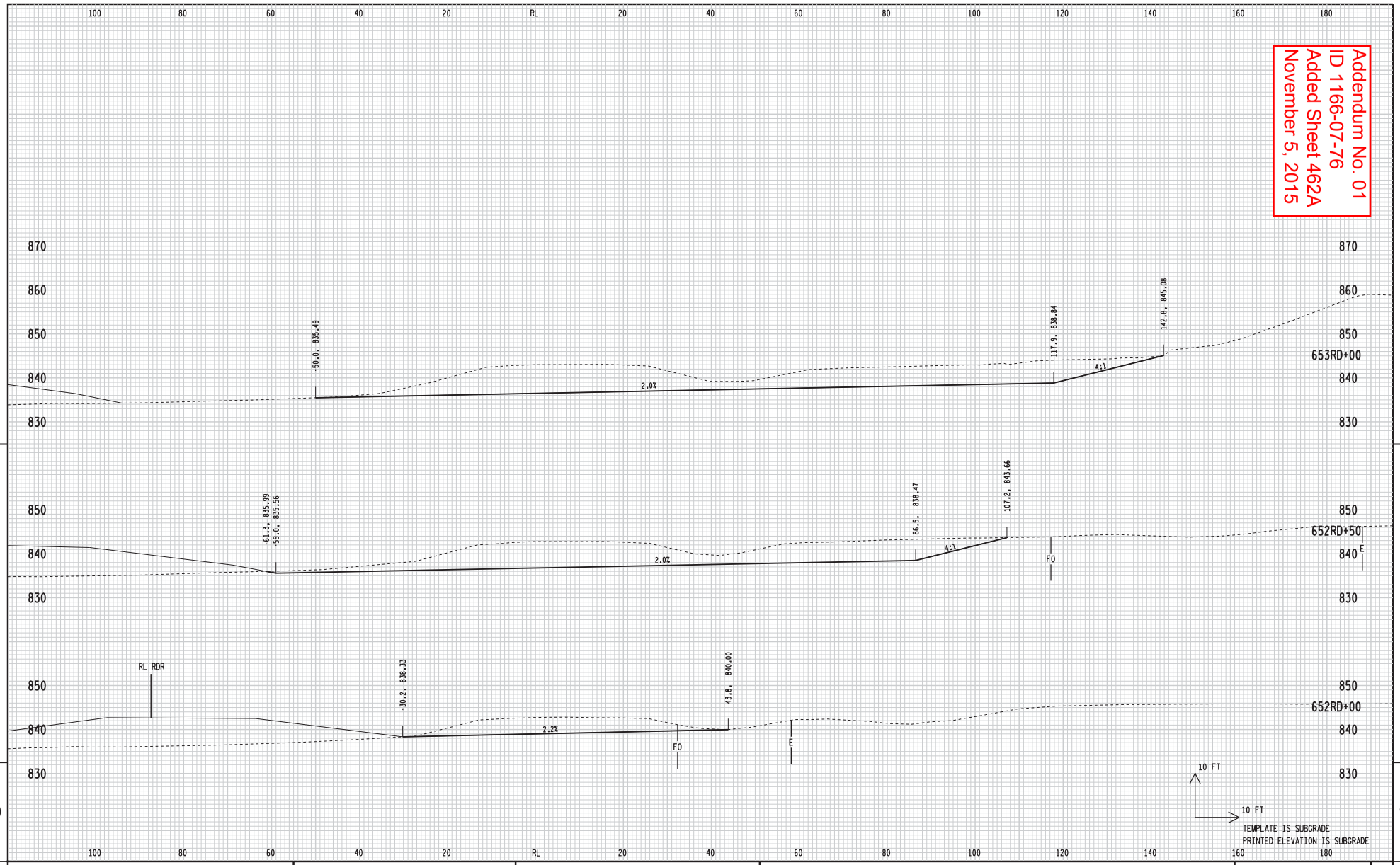
PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
PEN TABLE: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\MS_Printing\Pen_Tables\ET_WisDOT.tbl

PLOT DATE: 10/30/2015
PLOT TIME: 1:55:16 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A

Addendum No. 01
ID 1166-07-76
Added Sheet 462A
November 5, 2015



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STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: EXISTING D RAMP	SHEET 462A	E

FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs.existdramp.dgn
BATCH PRINT SHEET 1 OF 6

PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF.11 x 17.plt
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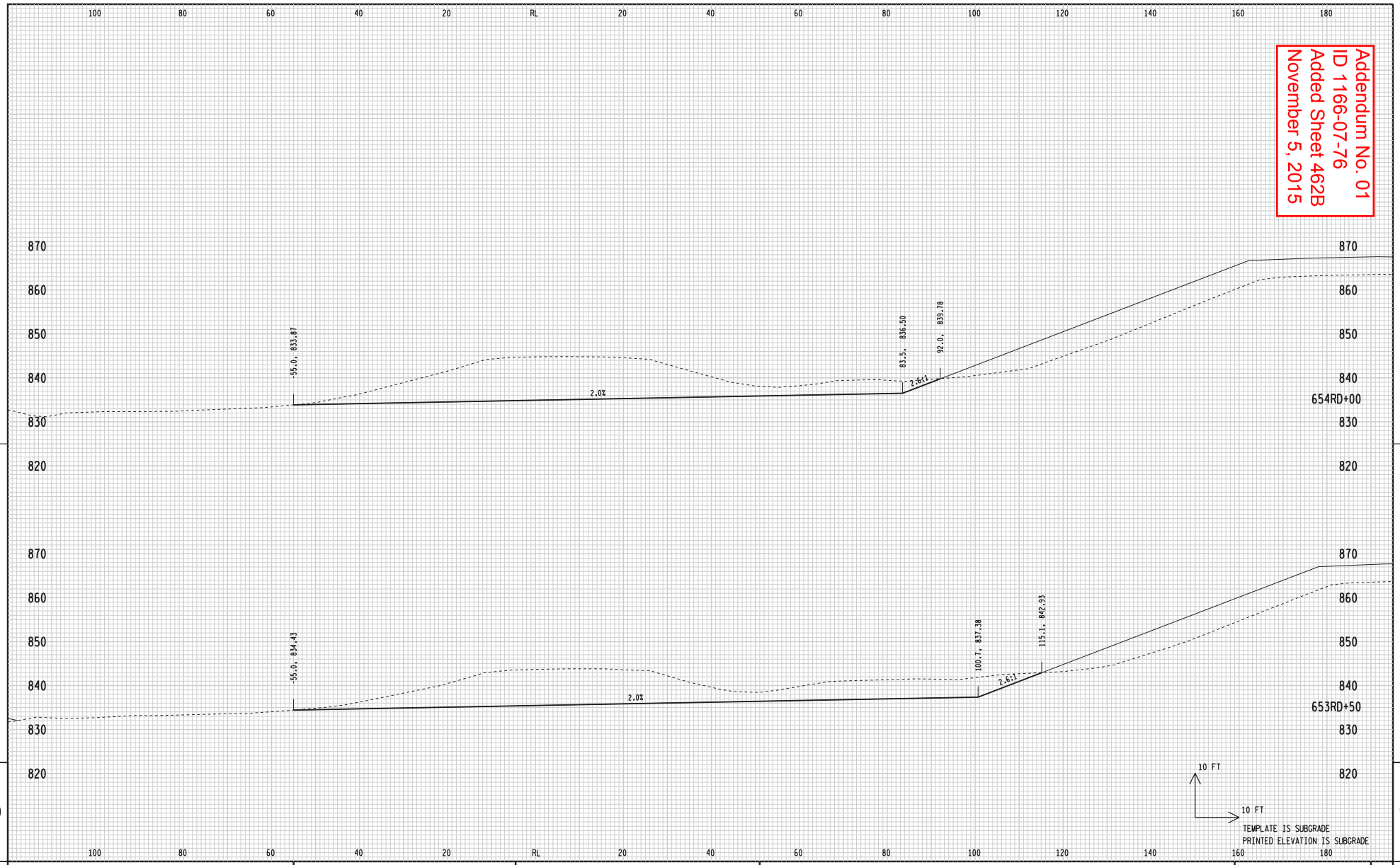
PLOT DATE: 10/30/2015
PLOT TIME: 2:58:26 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A



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STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: EXISTING D RAMP	SHEET 462B	E

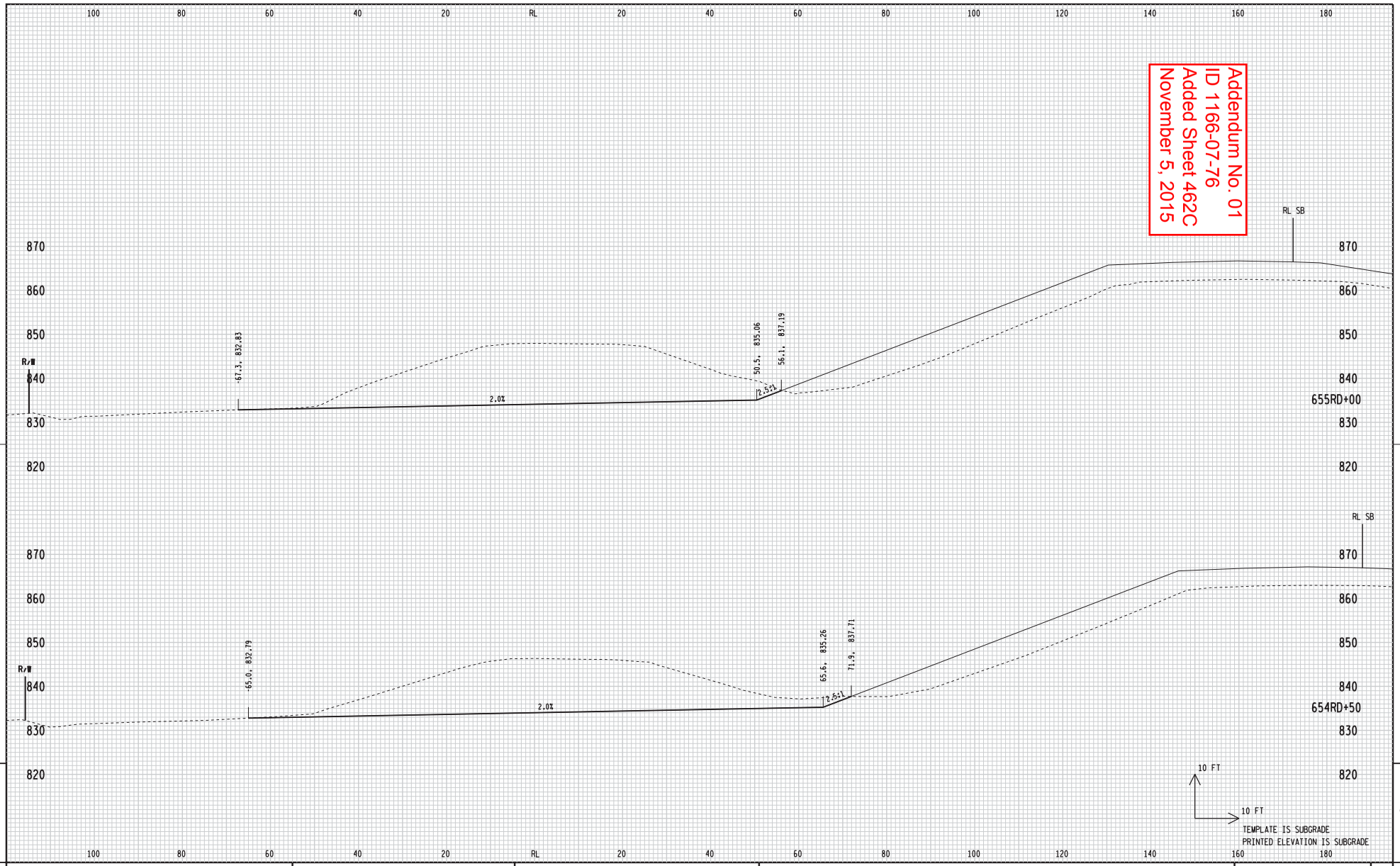
FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs.existdramp.dgn
BATCH PRINT SHEET 2 OF 6

PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
PEN TABLE: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\MS_Printing\Pen_Tables\ET_WisDOT.tbl

PLOT DATE: 10/30/2015
PLOT TIME: 2:58:27 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A



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9

STATE PROJECT NUMBER: 1166-07-76	HWY: IH 39	COUNTY: MARQUETTE	CROSS SECTIONS: EXISTING D RAMP	SHEET 462C	E

FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs_existdramp.dgn
BATCH PRINT SHEET 3 OF 6

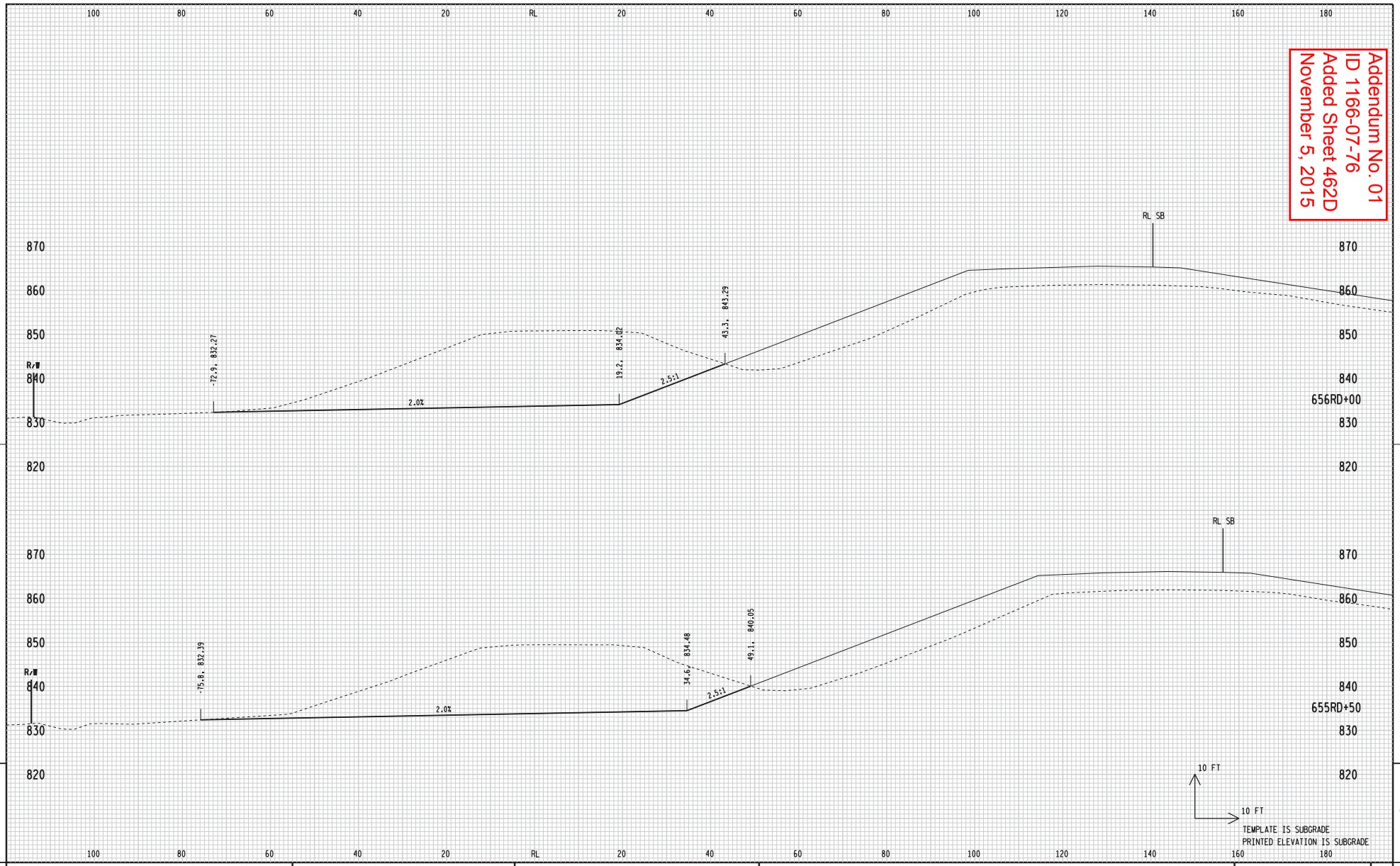
PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
PEN TABLE: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\MS_Printing\Pen_Tables\ET_WisDOT.tbl

PLOT DATE: 10/30/2015
PLOT TIME: 2:58:27 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A

Addendum No. 01
ID 1166-07-76
Added Sheet 462D
November 5, 2015



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STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: EXISTING D RAMP	SHEET 462D	E

FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs.existdramp.dgn
BATCH PRINT SHEET 4 OF 6

PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
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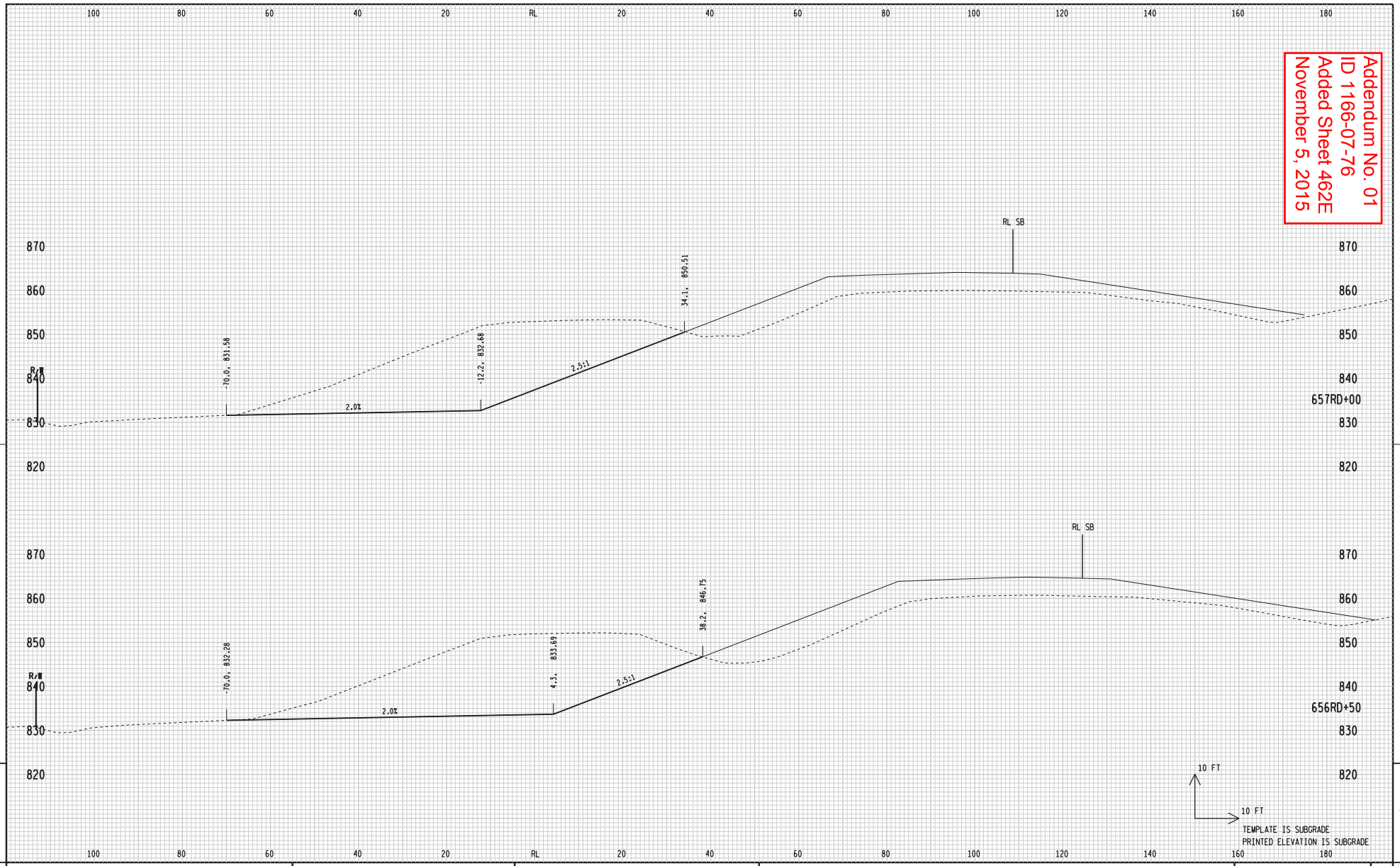
PLOT DATE: 10/30/2015
PLOT TIME: 2:58:27 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A

Addendum No. 01
ID 1166-07-76
Added Sheet 462E
November 5, 2015



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STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: EXISTING D RAMP	SHEET 462E	E

FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs.existdramp.dgn
BATCH PRINT SHEET 5 OF 6

PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
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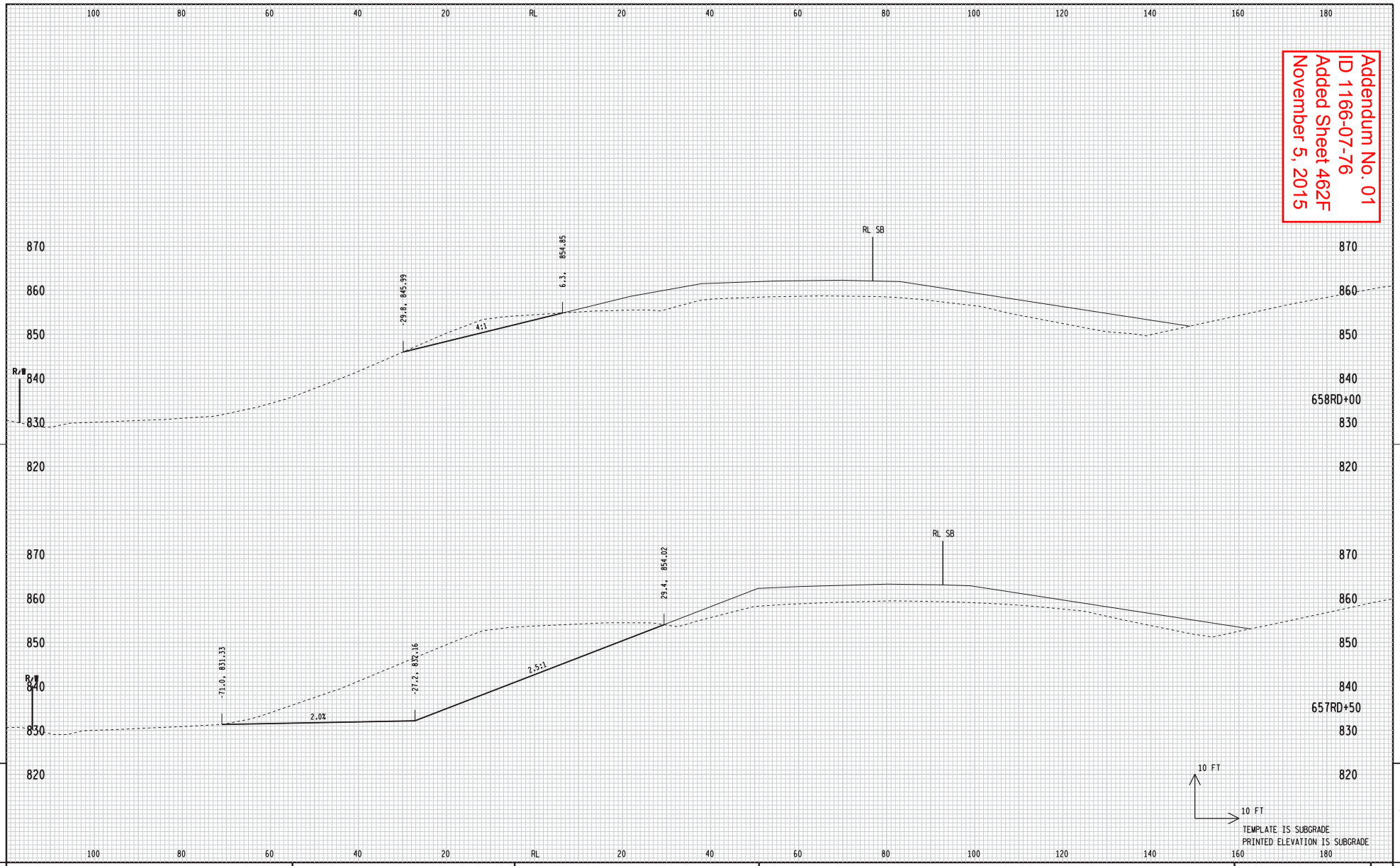
PLOT DATE: 10/30/2015
PLOT TIME: 2:58:28 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A

Addendum No. 01
ID 1166-07-76
Added Sheet 462F
November 5, 2015



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STATE PROJECT NUMBER:1166-07-76	HWY:IH 39	COUNTY:MARQUETTE	CROSS SECTIONS: EXISTING D RAMP	SHEET 462F	E

FILE NAME: L:\Work\Projects\60240622\000.CAD\001.Drawings\Design\xs.existdramp.dgn
BATCH PRINT SHEET 6 OF 6

PRINTER DRIVER: C:\ProgramData\Bentley\MicroStation V8i (SELECTseries1)\WorkSpace\system\plotcfg\ET_PDF_11 x 17.plt
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PLOT DATE: 10/30/2015
PLOT TIME: 2:58:28 PM

PLOT SCALE: 1:20

WISDOT/CADDS SHEET 21A

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
	SECTION 0001 Contract Items					
0010	201.0105 Clearing	53.000 STA		.		.
0020	201.0205 Grubbing	53.000 STA		.		.
0030	203.0100 Removing Small Pipe Culverts	10.000 EACH		.		.
0040	203.0200 Removing Old Structure (station) 01. 651+68.69	LUMP	LUMP			.
0050	203.0200 Removing Old Structure (station) 02. 100'H'+50.34	LUMP	LUMP			.
0060	203.0200 Removing Old Structure (station) 03. 100'J'+48.50	LUMP	LUMP			.
0070	203.0210.S Abatement of Asbestos Containing Material (structure) 01. B-39-9	LUMP	LUMP			.
0080	204.0115 Removing Asphaltic Surface Butt Joints	681.000 SY		.		.
0090	204.0130 Removing Curb	52.000 LF		.		.
0100	204.0150 Removing Curb & Gutter	251.000 LF		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0110	204.0165 Removing Guardrail	3,822.000 LF		.		.
0120	204.0170 Removing Fence	2,492.000 LF		.		.
0130	204.0180 Removing Delineators and Markers	50.000 EACH		.		.
0140	204.0185 Removing Masonry	2.800 CY		.		.
0150	204.0190 Removing Surface Drains	5.000 EACH		.		.
0160	204.0195 Removing Concrete Bases	3.000 EACH		.		.
0170	204.0220 Removing Inlets	5.000 EACH		.		.
0180	204.0245 Removing Storm Sewer (size) 01. 18-Inch	279.000 LF		.		.
0190	205.0100 Excavation Common	124,450.000 CY		.		.
0200	206.1000 Excavation for Structures Bridges (structure) 01. B-39-76	LUMP	LUMP			.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0210	206.1000 Excavation for Structures Bridges (structure) 02. B-39-28	LUMP	LUMP			.
0220	206.1000 Excavation for Structures Bridges (structure) 03. B-39-29	LUMP	LUMP			.
0230	208.0100 Borrow	124,600.000 CY		.		.
0240	210.0100 Backfill Structure	492.000 CY		.		.
0250	213.0100 Finishing Roadway (project) 01. 1166-07-76	1.000 EACH		.		.
0260	214.0100 Obliterating Old Road	6.000 STA		.		.
0270	305.0110 Base Aggregate Dense 3/4-Inch	4,900.000 TON		.		.
0280	305.0120 Base Aggregate Dense 1 1/4-Inch	44,680.000 TON		.		.
0290	305.0130 Base Aggregate Dense 3-Inch	20,600.000 TON		.		.
0300	311.0110 Breaker Run	200.000 TON		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1250	624.0100 Water	1,050.000 MGAL		.		.
1260	625.0100 Topsoil	168,400.000 SY		.		.
1270	627.0200 Mulching	161,300.000 SY		.		.
1280	628.1504 Silt Fence	11,500.000 LF		.		.
1290	628.1520 Silt Fence Maintenance	11,500.000 LF		.		.
1300	628.1905 Mobilizations Erosion Control	17.000 EACH		.		.
1310	628.1910 Mobilizations Emergency Erosion Control	8.000 EACH		.		.
1320	628.2002 Erosion Mat Class I Type A	54,200.000 SY		.		.
1330	628.7005 Inlet Protection Type A	8.000 EACH		.		.
1340	628.7010 Inlet Protection Type B	5.000 EACH		.		.
1350	628.7504 Temporary Ditch Checks	765.000 LF		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1360	628.7555 Culvert Pipe Checks	111.000 EACH		.		.
1370	628.7570 Rock Bags	135.000 EACH		.		.
1380	629.0210 Fertilizer Type B	130.000 CWT		.		.
1390	630.0130 Seeding Mixture No. 30	3,130.000 LB		.		.
1400	630.0200 Seeding Temporary	740.000 LB		.		.
1410	633.0100 Delineator Posts Steel	66.000 EACH		.		.
1420	633.0500 Delineator Reflectors	86.000 EACH		.		.
1430	633.5200 Markers Culvert End	11.000 EACH		.		.
1440	634.0612 Posts Wood 4x6-Inch X 12-FT	8.000 EACH		.		.
1450	634.0614 Posts Wood 4x6-Inch X 14-FT	15.000 EACH		.		.
1460	634.0616 Posts Wood 4x6-Inch X 16-FT	7.000 EACH		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1790	646.0883.S Pavement Marking Grooved Wet Reflective Tape 8-Inch	1,810.000 LF		.		.
1800	647.0186 Pavement Marking Arrows Epoxy Type 4	1.000 EACH		.		.
1810	647.0456 Pavement Marking Curb Epoxy	245.000 LF		.		.
1820	647.0566 Pavement Marking Stop Line Epoxy 18-Inch	64.000 LF		.		.
1830	647.0606 Pavement Marking Island Nose Epoxy	3.000 EACH		.		.
1840	649.0100 Temporary Pavement Marking 4-Inch	19,088.000 LF		.		.
1850	649.0400 Temporary Pavement Marking Removable Tape 4-Inch	133,881.000 LF		.		.
1860	649.0701 Temporary Pavement Marking 8-Inch	314.000 LF		.		.
1870	649.0801 Temporary Pavement Marking Removable Tape 8-Inch	1,452.000 LF		.		.
1880	649.1100 Temporary Pavement Marking Stop Line 18-Inch	72.000 LF		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1890	649.1400 Temporary Pavement Marking Stop Line Removable Tape 24-Inch	24.000 LF		.		.
1900	650.4000 Construction Staking Storm Sewer	23.000 EACH		.		.
1910	650.4500 Construction Staking Subgrade	21,884.000 LF		.		.
1920	650.5000 Construction Staking Base	21,884.000 LF		.		.
1930	650.5500 Construction Staking Curb Gutter and Curb & Gutter	548.000 LF		.		.
1940	650.6000 Construction Staking Pipe Culverts	13.000 EACH		.		.
1950	650.6500 Construction Staking Structure Layout (structure) 01. B-39-76	LUMP	LUMP			.
1960	650.9910 Construction Staking Supplemental Control (project) 01. 1166-07-76	LUMP	LUMP			.
1970	650.9920 Construction Staking Slope Stakes	22,484.000 LF		.		.
1980	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch	154.000 LF		.		.

CONTRACT: 20151110022 PROJECT(S): 1166-07-76 FEDERAL ID(S): WISC 2015579

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
2090	SPV.0060 Special 02. Salvaged Transformer Base	2.000 EACH		.		.
2100	SPV.0060 Special 03. Salvaged Traffic Signal Standards Aluminum 15-Ft	1.000 EACH		.		.
2110	SPV.0060 Special 04. Salvaged Ramp Closure Gates Solar 24-Ft	2.000 EACH		.		.
2120	SPV.0060 Special 05. Inlets 2x2-Ft Temporary	8.000 EACH		.		.
2130	SPV.0060 Special 06. Manholes 4-Ft Diameter Temporary	1.000 EACH		.		.
2140	SPV.0060 Special 07. Removing Sign and Foundation	1.000 EACH		.		.
2150	SPV.0090 Special 01. Fill Existing Rumble Strips	15,001.000 LF		.		.
2160	SPV.0120 Special 01. Water for Seeded Areas	2,860.000 MGAL		.		.
2170	649.0600 Temporary Pavement Marking Removable Tape 6-Inch	19,199.000 LF		.		.
	SECTION 0001 TOTAL					.
	TOTAL BID					.