

# HIGHWAY WORK PROPOSAL

Wisconsin Department of Transportation  
 DT1502 01/2020 s.66.0901(7) Wis. Stats

Proposal Number: **012**

<u>COUNTY</u>	<u>STATE PROJECT</u>	<u>FEDERAL</u>	<u>PROJECT DESCRIPTION</u>	<u>HIGHWAY</u>
Southeast Region Wide	1000-77-22	N/A	Epoxy Pavement Marking, 2022; Locations On STN Per Annual Plan	VAR HWY

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: \$75,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: March 8, 2022 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code  <div style="text-align: center;"><b>SAMPLE NOT FOR BIDDING PURPOSES</b></div> This contract is exempt from federal oversight.
Contract Completion Time November 15, 2022	
Assigned Disadvantaged Business Enterprise Goal <b>0%</b>	

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

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

Subscribed and sworn to before me this date \_\_\_\_\_

\_\_\_\_\_  
 (Signature, Notary Public, State of Wisconsin)

\_\_\_\_\_  
 (Bidder Signature)

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

\_\_\_\_\_  
 (Print or Type Bidder Name)

\_\_\_\_\_  
 (Date Commission Expires)

\_\_\_\_\_  
 (Bidder Title)

Notary Seal

Type of Work: Epoxy Pavement Marking	For Department Use Only
Notice of Award Dated	Date Guaranty Returned

**PLEASE ATTACH  
PROPOSAL GUARANTY HERE**

**Effective with November 2007 Letting**

**PROPOSAL REQUIREMENTS AND CONDITIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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

## Effective with August 2015 Letting

### BID PREPARATION

#### Preparing the Proposal Schedule of Items

##### A General

- (1) Obtain bidding proposals as specified in section 102 of the standard specifications prior to 11:45 AM of the last business day preceding the letting. Submit bidding proposals using one of the following methods:
  1. Electronic bid on the internet.
  2. Electronic bid on a printout with accompanying diskette or CD ROM.
  3. Paper bid under a waiver of the electronic submittal requirements.

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

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

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

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

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

- (5) The department will address equipment and process failures, if the bidder can demonstrate that those failures were beyond their control.
- (6) Contractors are responsible for checking on the issuance of addenda and for obtaining the addenda. Notice of issuance of addenda is posted on the department's web site at:  
<https://wisconsindot.gov/Pages/doing-bus/contractors/hcci/bid-let.aspx>

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

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

##### B Submitting Electronic Bids

###### B.1 On the Internet

- (1) Do the following before submitting the bid:
  1. Have a properly executed annual bid bond on file with the department.

2. Have a digital ID on file with and enabled by Info Tech Inc. Using this digital ID will constitute the bidder's signature for proper execution of the bidding proposal.
- (2) In lieu of preparing, delivering, and submitting the proposal as specified in 102.6 and 102.9 of the standard specifications, submit the proposal on the internet as follows:
  1. Download the latest schedule of items reflecting all addenda from the Bid Express™ web site.
  2. Use Expedite™ software to enter a unit price for every item in the schedule of items.
  3. Submit the bid according to the requirements of Expedite™ software and the Bid Express™ web site. Do not submit a bid on a printout with accompanying diskette or CD ROM or a paper bid. If the bidder does submit a bid on a printout with accompanying diskette or a paper bid in addition to the internet submittal, the department will disregard the internet bid.
  4. Submit the bid before the hour and date the Notice to Contractors designates.
  5. Do not sign, notarize, and return the bidding proposal described in 102.2 of the standard specifications.
- (3) The department will not consider the bid accepted until the hour and date the Notice to Contractors designates.

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

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

**Bidder Name**

**BN00**

**Proposals: 1, 12, 14, & 22**

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

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

### **C Waiver of Electronic Submittal**

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

**PROPOSAL BID BOND**

DT1303 1/2006

Wisconsin Department of Transportation

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

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

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

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

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

**PRINCIPAL**

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

\_\_\_\_\_  
(Signature and Title)

\_\_\_\_\_  
(Company Name)

\_\_\_\_\_  
(Signature and Title)

\_\_\_\_\_  
(Company Name)

\_\_\_\_\_  
(Signature and Title)

\_\_\_\_\_  
(Company Name)

\_\_\_\_\_  
(Signature and Title)

\_\_\_\_\_  
(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

DT1305 8/2003

Wisconsin Department of Transportation

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

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

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

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

\_\_\_\_\_  
(Signature of Authorized Contractor Representative)

\_\_\_\_\_  
(Date)





**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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## STSP'S Revised July 8, 2021

### SPECIAL PROVISIONS

#### 1. General.

Perform the work under this construction contract for Project 1000-77-22, Epoxy Pavement Marking - 2022, Per STN Annual Plan, SE Various Highway, Region Wide, 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, 2022 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 (20210708)

#### 2. Scope of Work.

The work under this contract shall consist of epoxy pavement markings and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

Epoxy pavement marking of 61.240 miles is located on IH 41, IH43, IH 94, IH 894 and STH 190 and STH 241 in Milwaukee County; STH 190, USH 18 and IH 41 in Waukesha County; IH 43 in Ozaukee County; STH 145 and STH 60 in Washington County; and other various highways, freeways and local roadways throughout the SE Region's counties.

104-005 (20090901)

#### 3. Additional Work.

Additional work is anticipated as shown under the undistributed amount in various counties. However, in the event additional quantities are required at a specific location already in this contract; the price will be based on the unit price item bid. An undistributed amount is shown for this purpose.

#### 4. Prosecution and Progress.

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

Provide the start date to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Upon approval, the engineer will issue the notice to proceed within 10 calendar days before the approved start date.

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

It is anticipated that a "notice to proceed" letter will be sent out by April 15, 2022.

Prior to beginning of construction operations, submit in writing the proposed method of handling traffic to the engineer for approval.

All operations may be suspended by order of the engineer in the event that a hazardous situation should develop.

Do not, at any time, conduct construction operations in the median area and adjacent outside shoulder area, or ramp areas at the same time.

## **Interim Completion and Liquidated Damages – September 29, 2022:**

Complete construction operations on the following items by September 29, 2022.

- Items: 101 thru 105, 200 thru 205 and 300 thru 306 in miscellaneous quantities.

If the contractor fails to complete all work for items listed above, and as described in the miscellaneous quantities, by September 29, 2022, the department will access the contractor \$1,000 in interim liquidated damages for each calendar day that the work remains incomplete beyond 12:01 AM September 30, 2022. An entire calendar day will be charged for any period of time within a calendar day that the work remains incomplete beyond 12:01 AM.

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

## **5. Traffic.**

No equipment or vehicles will be permitted to directly cross the live traffic lanes of the freeway. All construction vehicles shall yield to all through traffic at all locations. Equip all contractors' vehicles or equipment operating in the live traffic lanes with a hazard identification beam. Activate the flashing yellow light when merging into or exiting a live traffic lane.

Do not park or store any equipment, vehicles or construction equipment within the clear zone of any roadway carrying freeway traffic during non-working hours except at locations and during periods of time approved by the engineer. At such locations, the materials and equipment involved shall not constitute a hazard to the traveling public.

The location of egress or ingress on all state trunk highways, interstate highways and US highways for construction vehicles to prosecute the work shall receive prior approval from the engineer.

Do not use flag persons to direct, control or stop freeway traffic.

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.

Keep all ramps on IH's and USH's open to one lane of traffic at all times or as approved by the engineer when painting in the area of the ramps.

Perform the work under this contract in a manner that will interfere as little as possible with the state highway and freeway mainline roadways and auxiliary lanes or shoulders thereof. Do not park or store vehicles, equipment, or materials on such roadways except when required at the time of performance of the work. Equipment may be stored within the right-of-way only at locations meeting the approval of the engineer.

During periods of no construction, keep the full width of all roadways and ramp pavements open to traffic.

Contractor shall schedule their work hours within the specified time frame, listed under the Allowable Closure segments shown below. The contractor will incur a Lane Rental Fee Assessment for each lane closure outside of the allowable lane closure times as stated in the Lane Rental Fee Assessment article.

### **Allowable Closures**

#### Washington County

Item #'s, 201 thru 205 and 101

Continued Single Lane Closure Allowed (State Trunk Highways)

- 11:00 PM Monday, Tuesday, Wednesday, Thursday – 5:00 AM the following day
- 11:00 PM Friday and Saturday – 6:00 AM the following day
- 11:00 PM – 6:00 AM, Saturday and Sunday
- 10:00 PM Sunday – 5:00 AM Monday



Milwaukee County

Item #'s 102 and 103

Continued Single Lane Closure Allowed (STH):

- 8:00 PM Monday, Tuesday, Wednesday, Thursday and Friday – 5:00 AM the following day
- 9:00 AM – 2:00 PM Monday, Tuesday, Wednesday, Thursday and Friday
- 7:00 PM Saturday – 7:00 AM the following day
- 5:00 PM Sunday – 5:00 AM Monday

Milwaukee County

Item #'s 300 Thru 303 and 306

Continued Single Lane Closure Allowed (IH and USH):

- 8:00 PM Monday, Tuesday, Wednesday, Thursday and Friday – 5:00 AM the following day
- 7:00 PM Saturday – 7:00 AM the following day
- 7:00 PM Sunday – 5:00 AM Monday

Waukesha County

Item #'s 104

Continued Single Lane Closure Allowed (STH):

- 8:00 PM Monday, Tuesday, Wednesday, Thursday and Friday – 5:00 AM the following day
- 9:00 AM – 2:00 PM Monday, Tuesday, Wednesday, Thursday and Friday
- 7:00 PM Saturday – 7:00 AM the following day
- 5:00 PM Sunday – 5:00 AM Monday

Waukesha County

Item #'s 305 and 105

Continued Single Lane Closure Allowed (IH and USH):

- 9:00 AM – 2:00 PM Monday, Tuesday, Wednesday, Thursday and Friday
- 7:00 PM Monday, Tuesday, Wednesday, Thursday – 5:00 AM the following day
- 7:00 PM Friday and Saturday – 7:00 AM the following day
- 7:00 PM Sunday – 5:00 AM Monday

Ozaukee County

Item #'s 304

Continued Single Lane Closure Allowed (IH and USH):

- 9:00 AM – 2:00 PM Monday, Tuesday, Wednesday, Thursday and Friday
- 7:00 PM Monday, Tuesday, Wednesday, Thursday – 5:00 AM the following day
- 7:00 PM Friday and Saturday – 7:00 AM the following day
- 7:00 PM Sunday – 5:00 AM Monday

## SE-Region Wide

Item #'s 400 through 437 at various locations throughout SE-region

Continued Single Lane Closure Allowed

- 7:00 PM Monday, Tuesday, Wednesday, Thursday and Friday. – 5:00 AM the following day.
- 9:00 AM – 3:00 PM Monday, Tuesday, Wednesday, Thursday and Friday
- 5:00 PM Saturday – 8:00 AM the following day
- 5:00 PM Sunday – 5:00 AM Monday

### **Advance Notification**

Provide the following minimum advance notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS). It is the contractor's responsibility to register on the LCS and provide all their daily operation entries for lane closures request; unless the engineer or field manager decides to do all entries for this project during the pre-con meeting.

Notify the engineer and Regional Work Zone Engineer at (262) 548-8728 if there are any changes in the schedule, early completions, or cancellations of scheduled work.

### **Wisconsin Lane Closure System Advance Notification**

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

**TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION**

<b>Closure type with height, weight, or width restrictions (available width, all lanes in one direction &lt; 16 feet)</b>	<b>MINIMUM NOTIFICATION</b>
Lane and shoulder closures	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 calendar days
<b>Closure type without height, weight, or width restrictions (available width, all lanes in one direction ≥ 16 feet)</b>	<b>MINIMUM NOTIFICATION</b>
Lane and shoulder closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

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

### **Closures**

All entrance and exit ramps shall be posted three business days in advance of their closure with dates and time of closure.

All freeway/expressway ramp closures shall have changeable message signs prior to the interchange indicating ramp closed, Hwy "XX" ahead.

There will be no ramps or main line closures (on the freeways listed below), two hours (before or after) sporting events: ramps or main line closures will also not be allowed (during) the time of the sporting events (Brewer games, Summer Fest and State Fair) activities.

For Brewer Stadium Activities: Freeways

- IH 94 (IH 794 to Waukesha County Line/124th St.)
- STH 175 (W National Ave/STH 59 to W State St.)

For Summer Fest Activities: Freeways

- IH 794 (Carferry Dr. to Marquette Interchange)
- IH 94 (W National Ave/STH 59 to Marquette Interchange)
- IH 43 (Marquette Interchange to North Avenue Interchange)

For State Fair Activities: Freeways:

- IH 94 (IH 794 to Waukesha County Line/124th St.)
- IH 894 (W Greenfield Ave to the Zoo Interchange)

No work shall be conducted on non-freeway routes (or local roads) within one mile radius of any events.

Implementing notification and coordination with other construction projects if within the construction work area (or 2 miles within project limits) shall be mandated.

Traffic control for lane closures shall conform to the detail plan sheets.

The contractor shall not work in an area where other contract work is in progress unless approved by the engineer.

All roads on which this project is located shall be kept open to through traffic at all times during construction operations throughout the length of this contract. All turning movements shall be maintained at all times.

Work done (on SE region's local highways and roadways) during daytime hours shall utilize typical work zone traffic control details shown. Contractor shall avoid closing lanes during peak periods. Peak periods are defined as 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM in Milwaukee County, and 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM in all other counties. Prior approval for such closures shall be obtained from the engineer and Regional Work Zone Engineer at (262) 548-8728.

## **6. Lane Rental Fee Assessment.**

### **A General**

The contract designates some lane closures to perform the work. The contractor will not incur a Lane Rental Fee Assessment for closing lanes during the allowable lane closure times. The contractor will incur a Lane Rental Fee Assessment for each lane closure outside of the allowable lane closure times. If a lane is obstructed at any time due to contractor operations, it is considered a closure. The purpose of lane rental is to enforce compliance of lane restrictions and discourage unnecessary closures.

The allowable lane closure times are shown in the Traffic article.

Submit the dates of the proposed lane, ramp, and roadway restrictions to the engineer as part of the progress schedule.

Coordinate lane, ramp, and roadway closures with any concurrent operations on adjacent roadways within 3 miles of the project. If other projects are in the vicinity of this project, coordinate lane closures to run concurrent with lane closures on adjacent projects when possible. When lane closures on adjacent projects extend into the limits of this project, Lane Rental Fee Assessments will only occur if the closure facilitates work under this contract.

### **B Lane Rental Fee Assessment**

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

#### Milwaukee County

Freeway: \$8,000 per lane, per direction of travel, per hour broken into 15 minute increments

Non-Freeway: \$2,070 per lane, per direction of travel, per hour broken into 15 minute increments

## Other Counties

Freeway: \$4,000 per lane, per direction of travel, per hour broken into 15 minute increments

Non-Freeway: \$1,000 per lane, per direction of travel, per hour broken into 15 minute increments

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

The engineer, or designated representative, will be the sole authority in determining time period length for the Lane Rental Fee Assessment.

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

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

Lane Rental Fee Assessment will be in effect from the time of the Notice to Proceed until the department issues final acceptance. If interim completion time or contract time expires prior to the completion of specified work in the contract, additional liquidated damages will be assessed according to standard spec 108.11 or as specified within this contract.

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## **7. Holiday Work Restrictions.**

Do not perform work on, nor haul materials of any kind along or across any portion of the highway lanes 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, 2022 to 6:00 AM Tuesday, May 31, 2022 for Memorial Day;
- From noon, Friday, July 1, 2022 to 6:00 AM Tuesday, July 5, 2022 for Independence Day;
- From noon, Friday, Sept 2, 2022 to 6:00 AM Tuesday, Sept 6, 2022 for Labor Day.

## **8. Utilities.**

This contract does not come under the provisions of Administrative Rule TRANS 220. (050205)

The department has determined that the scope of work of this project will not impact, interfere or unduly conflict with existing utilities within the project limits.

There are no known utility facilities that would conflict with construction operations. Should a conflict arise, coordinate construction activities with a call to Diggers Hotline or a direct call to the utilities, which have facilities in the area as required per statutes.

## **9. Work by Others.**

Some maintenance, utility, or minor construction work may be underway on portions of highways on which replacement of pavement marking is indicated under this contract. When maintenance, utility, or minor construction is in progress or will be performed that affects the work under this contract, the engineer shall determine if the contractor shall defer installation to a later date, or eliminate the installation from this contract.

## 10. Traffic Control.

*Supplement the requirements of standard spec 643 as follows:*

All traffic control shall be per the applicable plan detail drawings, WisDOT Standard Detail Drawings and the MUTCD.

Install appropriate reflectorized advance warning signs of standard design, such as "ROAD WORK AHEAD", "SHOULDER WORK", or "PAINTING CREW AHEAD". Location, sign shape, message and color shall be according to the plan, Part VI of the Manual on Uniform Traffic Control Devices, and as indicated by the engineer in the field.

As designated by the engineer, mask out (lay completely flat on the ground) all traffic control signs when not in use.

In addition to delineators (cones), furnish a total of three warning vehicles; one vehicle being application and two vehicles being advance warning vehicles indicating to approaching traffic that work is in progress. These vehicles shall be trucks and shall be placed an appropriate distance in advance of the work site assuming the same relative position as the construction equipment.

Attached to the vehicle shall be a flashing arrow board, Type C, mounted high as practical, but at least 8 feet above the roadway measured to the bottom of the sign. Display below the arrow board a standard construction sign W20-4A (modified), "Painting Crew Ahead", size 48 inches x 48 inches. In case of an encroachment on the traffic lane, the sign shall be W20-5 (modified) "Lane Restriction Ahead" of similar dimensions and placement of the "Painting Crew Ahead" sign.

Equip the advance-warning vehicle with a tow or mobile attenuator.

All warning signs shall have fluorescent orange sheeting.

Use a minimum of 18-inch traffic cones of fluorescent orange color on USH's and STH's. Such cones shall have a weighted base designed and manufactured specifically for the cones furnished. Use 28-inch traffic cones at night and 28-inch traffic cones on freeways and expressways.

Place cones continuously (50 feet apart) on lane lines and edge lines as epoxy placement progresses. The upstream advanced warning vehicle shall retrieve cones as a moving operation only after final drying has occurred.

Place cones per the traffic control drawing shown in the plans for a one-lane closure.

When entrance ramp closures are expected to be more than five minutes, or at ramp locations where, in the judgment of the engineer, conditions require more extensive warning to approaching traffic, furnish and install standard design barricades or other approved channelization at appropriate intervals. Such delineation shall taper smoothly from the shoulder areas, or, if applicable, shall taper at a 70:1 ratio on the approach to the ramp closure. Provide signs of standard design, placement, and message indicating the ramp closure to indicate to oncoming traffic that the closure is in effect.

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

During the life of the contract, provide 24-hour a day availability of equipment and forces to promptly restore barricades, lights, or other traffic control devices that are damaged or disturbed. In no case shall any barricade, light or other traffic control device be out of service for more than 2 hours. The cost to maintain and restore the above items shall be incidental to the contract item of Traffic Control and no additional payment will be made therefore.

Install appropriate advance warning signs of standard design. Install the signs at locations indicated on the plan and at locations as directed by the engineer.

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

Place cones no further than 50 feet apart. The transition for traffic shall not taper at a rate less than 70 to 1. Place cones in the taper no further than 50 feet apart. Cones will not be required beyond the work area.

Avoid tracking of epoxy. Any tracking that occurs will be the liability of the contractor.

The cost of traffic control will be paid for under the bid item Traffic Control. Traffic, cones, signs, PCMS signs, barricades, flashing lights, and arrow boards (truck or trailer-mounted attenuator) will be incidental to the bid item Traffic Control and will not be paid separately.

Comply with Chapter 6 of the Manual on Uniform Traffic Control Devices, latest edition of the U.S. Department of Transportation, Federal Highway Administration.

## **11. Mobilization.**

*Supplement the requirements of standard spec 619 as follows:*

Mobilization includes all location noted in the miscellaneous quantity items:

- Items: 100 thru 105 in miscellaneous quantities.
- Items: 200 thru 205 in miscellaneous quantities.
- Items: 300 and 306 in miscellaneous quantities.
- Note 1: Items 400 – 437 are 38 locations located throughout the SE-region.

## **12. Field Office.**

There will be no Field Office due to the large area and multiple locations on this project.

## **13. Traffic Control, Item SPV.0060.01.**

*Supplement the requirements of standard spec 643 as follows:*

Traffic Control includes all locations noted in the miscellaneous quantity items:

- Items: 100 thru 105 in miscellaneous quantities.
- Items: 200 thru 205 in miscellaneous quantities.
- Items: 300 and 306 in miscellaneous quantities.
- Note 1: Items 400 – 437 are 38 locations located throughout the SE-region.

These are also included in mobilization.

The one each item is for the entire project items noted above.

The work under this item shall be according to the requirements of standard spec 643, and as shown on the plan, except as herein modified.

All traffic control shall be per the applicable plan detail drawings, WisDOT Standard Detail Drawings and the MUTCD.

### **A Materials**

The contractor shall install appropriate reflectorized advance warning signs of standard design, such as "ROAD WORK AHEAD", "SHOULDER WORK AHEAD", or "PAINTING CREW AHEAD". Location, sign shape, message and color shall be according to the plan, Part IV of the Manual on Uniform Traffic Control Devices and as indicated by the engineer in the field.

All traffic control signs as designated by the engineer shall be masked out (lay completely flat on the ground) when not in use.

If an advance-warning vehicle is used, attached to the vehicle shall be a flashing arrow board, Type C, mounted high as practical, but at least 8 feet above the roadway measured to the bottom of the sign for any longline work. Below the arrow board a standard construction sign W20-4A (modified), "PAINTING CREW AHEAD", size 48-inches x 48-inches, shall be displayed. In case of an encroachment on the traffic lane, the sign shall be W20-5 (modified) "LANE RESTRICTION AHEAD" of similar dimensions and placement of the "PAINTING CREW AHEAD" sign. Work Zone Traffic Control shown in the plans shall be followed.

## **B Signs**

All signs shall have fluorescent grade orange sheeting.

## **C Construction**

When entrance ramp closures are expected to require more than 5 minutes, or at ramp locations where, in the judgement of the engineer, conditions require more extensive warning to approaching traffic, the contractor shall furnish and install standard sign barricades or other approved channelization at appropriate intervals. Such delineation shall taper smoothly from the shoulder areas, or, if applicable, shall taper at a 70:1 ratio on the approach to the ramp closure. Signs of standard design, placement, and message indicating the ramp closure shall be provided to indicate to oncoming traffic that the closure is in effect.

The contractor shall not use flag persons to direct, control or stop freeway traffic including ramps.

The contractor shall have available at all times sufficient experienced personnel to promptly install, remove and reinstall the required traffic control devices and to route traffic in order to perform the operations.

The contractor shall provide for an adequate and safe traffic detour by furnishing and installing standard barricades and required signage. This detour shall be installed before the closure of any roundabout site or approach. All detours shall be considered part of the required traffic control, and therefore, incidental to the cost of the contract.

During the life of the contract, the contractor shall provide 24-hour a day availability of equipment and forces to promptly restore barricades, lights, or other traffic control devices that are damaged or disturbed. In no case shall any barricade, light or other traffic control device be out of service for more than two hours. The cost to maintain and restore the above items shall be incidental to the pavement marking contract items and no additional payment will be made therefore.

No equipment, vehicles or construction materials shall be parked or stored within 20 feet of the edge of the traffic lane of any roadway carrying freeway traffic during nonworking hours except at locations and periods of time approved by the engineer. At such locations, the material and equipment involved shall not constitute a hazard to the traveling public.

All construction vehicles shall yield to all through traffic at all locations. All contractor's vehicles or equipment operating in the live traffic lanes shall be equipped with a hazard identification beam (Flashing yellow signal light, 8-inch minimum diameter). The flashing yellow light shall be activated when merging into or exiting a live traffic lane. The flashing yellow beam shall only be operated when entering or exiting traffic lanes or when parked or operating on shoulders.

The contractor shall not disturb, remove or obliterate any traffic control signs, advisory signs, shoulder delineators or beam guard in place along the traveled roadways without approval of the engineer.

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

No operation shall proceed until all traffic control devices for such work are in the proper location.

The contractor shall be responsible to avoid tracking of epoxy. Any tracking that occurs will be the liability of the contractor.

For daytime work, channelizing devices such as 28-inch high cones on the freeway or 18-inch high cones on other highways may be used in lieu of drums.

The cost of traffic control will be paid for under the bid item Traffic Control. Traffic, cones, signs, PCMS signs, barricades, flashing lights, and arrow boards (truck or trailer-mounted attenuator) (if warranted) will be incidental to the bid item Traffic Control and will not be paid separately.

Detouring signing is also considered part of the traffic control item. Install required traffic control and route signs as shown on the plans prior to commencing repainting the Roundabouts. Remove barricades, barrels and detour signs when detour route is no longer needed.

Comply with Chapter 6 of the Manual on Uniform Traffic Control Devices, 2009 Edition of the U.S. Department of Transportation, Federal Highway Administration and SDD Moving Pavement Marking Operations - Multi-Lane Divided Roadway.

**Truck or trailer-mounted attenuator (TMA) (if warranted)**

Furnish and maintain a TMA conforming to NCHRP Report 350 test level 3 or to MASH crashworthiness criteria. Submit written certification from the manufacturer that the host vehicle/attenuator configuration provided conforms to crashworthiness criteria. Include the federal-aid reimbursement eligibility letter with that submittal.

Provide a host vehicle and mount the attenuator conforming to the attenuator manufacturer's specifications. Provide the engineer a copy of the manufacturer's specifications and installation instructions.

Coordinate with the engineer at least 72 hours before its intended use so the engineer can determine if the work operation requires TMA protection.

Position the attenuator at a manufacturer-recommended location in advance of a stationary work operation. Position and maintain the attenuator consistently at the manufacturer-recommended distance from a mobile work operation. Ensure that an operator stays with the host vehicle while protecting a mobile work operation.

**D Measurement**

The department will measure Traffic Control bid items by the each, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Traffic Control	EACH

Payment is full compensation for providing, constructing, assembling, painting, hauling, erecting, re-erecting, maintaining, restoring, and removing traffic signs, drums, barricades, and similar control devices, including arrow boards, unless provided otherwise; and for partially or fully covering or uncovering signs not paid separately under the Traffic Control Covering Signs bid items.

**14. Pavement Marking Epoxy Contrast 4-Inch, Item SPV.0090.01.**

**A Description**

These items describe furnishing and installing contrast epoxy pavement marking according to standard spec 646.

**B Materials**

Furnish epoxy pavement marking materials according to standard spec 646.

**C Construction**

Installation shall be according to standard spec 646. Apply the 1 ½ wide black epoxy with a 4-inch separation between the two black lines for the first pass, followed by a 4-inch wide white epoxy line second pass, for a total width of 7-inches.

**D Measurement**

The department will measure Pavement Marking Epoxy Contrast 4-Inch according to standard spec 646.4 for solid and intermittent lines. This item, measured by the linear foot of 7-inch wide line will be calculated by multiplying the specified length of the total width marking of the line placed by the contractor and accepted by the department.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.01	Pavement Marking Epoxy Contrast 4-Inch	LF

Payment is full compensation for cleaning and preparing the pavement surface; furnishing and installing the material; furnishing, placing, and removing temporary pavement marking, if necessary; for protecting until cured; and for replacing marking improperly constructed or failures during the proving period.



**15. Pavement Marking Epoxy Contrast 8-Inch, Item SPV.0090.02.**

**A Description**

These items describe furnishing and installing contrast epoxy pavement marking according to standard spec 646.

**B Materials**

Furnish epoxy pavement marking materials according to standard spec 646.

**C Construction**

Installation shall be according to standard spec 646. Contractor shall apply the 1 ½ wide black epoxy with an 8-inch separation between the two black lines for the first pass, followed by a 8-inch wide white epoxy line second pass, for a total width of 11-inches.

**D Measurement**

The department will measure Pavement Marking Epoxy Contrast 8-Inch according to standard spec 646.4 for solid and intermittent lines. This item, measured by the linear foot of 11-inch wide line, will be calculated by multiplying the specified length of the total width marking of the line placed by the contractor and accepted by the department.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.02	Pavement Marking Epoxy Contrast 8-Inch	LF

Payment is full compensation for cleaning and preparing the pavement surface; furnishing and installing the material; furnishing, placing, and removing temporary pavement marking, if necessary; for protecting until cured; and for replacing marking improperly constructed or failures during the proving period.

**16. Marking Removal Line Grooved Tape 8-Inch, Item SPV.0090.03.**

**A Description**

This special provision describes removing grooved tape 8-inch according to standard spec 646.3.1.4 and as herein provided.

**B Materials**

Provide necessary materials to remove the marking completely.

**C Construction**

Remove the markings completely.

**D Measurement**

The department will measure Marking Removal Line Grooved Tape 8-Inch by the linear foot, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.03	Marking Removal Line Grooved Tape 8-Inch	LF

Payment is full compensation for removing pavement marking.

**17. Marking Removal Line Thermoplastic 18-Inch, Item SPV.0090.04.**

**A Description**

This special provision describes removing thermoplastic 18-inch according to standard spec 646.3.1.4 and as herein provided.

**B Materials**

Provide necessary materials to remove the marking completely.

**C Construction**

Remove the markings completely.

**D Measurement**

The department will measure Marking Removal Line Thermoplastic 18-Inch Stop Bar by the linear foot, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.04	Marking Removal Line Thermoplastic 18-Inch Stop Bar	LF

Payment is full compensation for removing pavement marking.

**18. Marking Removal Line Contrast Tape 8-Inch, Item SPV.0090.05.**

**A Description**

This special provision describes removing grooved contrast tape 8-inch according to standard spec 646.3.1.4 and as herein provided.

**B Materials**

Provide necessary materials to remove the marking completely.

**C Construction**

Remove the markings completely.

**D Measurement**

The department will measure Marking Removal Line Contrast Tape 8-Inch by the linear foot, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.05	Marking Removal Line Contrast Tape 8-Inch	LF

Payment is full compensation for removing pavement marking and for furnishing all labor tools, equipment, and incidentals necessary to complete the contract work.

**19. Marking Removal Line Grooved Tape 4-Inch, Item SPV.0090.06.**

**A Description**

This special provision describes removing grooved tape 4-inch according to standard spec 646.3.1.4 and as herein provided.

**B Materials**

Provide necessary materials to remove the marking completely.

**C Construction**

Remove the markings completely.

**D Measurement**

The department will measure Marking Removal Line Grooved Tape 4-Inch by the linear foot, acceptably completed.

**E Payment**

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0090.06	Marking Removal Line Grooved Tape 4-Inch	LF

Payment is full compensation for removing pavement marking.

**ADDITIONAL SPECIAL PROVISION 4**

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

**Payment to First-Tier Subcontractors**

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

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

**Payment to Lower-Tier Subcontractors**

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

**Additional Special Provision 6****ASP 6 - Modifications to the standard specifications**

*Make the following revisions to the standard specifications:*

**415.3.16 Tolerance in Pavement Thickness**

*Replace the entire text with the following effective with the November 2021 letting:*

**415.3.16.1 General**

- (1) Construct the plan thickness or thicker. The department will accept pavement thickness based on the results of department-performed acceptance testing conforming to:

Magnetic Pulse Induction .....	CMM 870: ASTM E3209 WTM
Probing.....	CMM 870: WTP C-002
Preplacement Measurement .....	CMM 870: WTP C-003

**415.3.16.2 Pavement Units****415.3.16.2.1 Basic Units**

- (1) Basic unit is defined as a slip formed, single lane, with a minimum lane width of 10 feet, measured, from the pavement edge to the adjacent longitudinal joint; from one longitudinal joint to the next; or between pavement edges if there is no longitudinal joint.

**415.3.16.2.2 Special Units**

- (2) Establish special units for areas of fillets, intersections, gaps, gores, shoulders, ramps, pavement lanes less than 10 feet wide and other areas not included in basic units.

**415.3.16.3 Test Plate Locations**

- (1) Place department-furnished test plates. Within 5 business days after paving, enter the sequential number and associated position data into MRS available at:

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

- (2) Contractor will maintain plate location markings for 10 business days after paving.

**415.3.16.4 Acceptance Testing****415.3.16.4.1 Basic Units****415.3.16.4.1.2 Magnetic Pulse Induction**

- (1) The department will measure thickness within 10 business days of paving. Upon completion of the project thickness testing, the department will provide the test results to the contractor within 5 business days.
- (2) Department will establish a project reference plate at the start of each paving stage. Project reference plate will be measured before each day of testing. Department will notify the contractor of project reference plate locations before testing.
- (3) If the random plate test result falls within 80 to 50 percent pay range specified in 415.5.2, the department will measure the second plate in that unit. The department will notify the contractor immediately if the average of the 6 readings falls within the 80 to 50 percent pay range.
- (4) If an individual random plate test result is more than 1 inch thinner than contract plan thickness, the pavement is unacceptable. Department will determine limits of unacceptable pavement by performing the following:
- The engineer will test each consecutive plate stationed ahead and behind until the thickness test result is plan thickness or greater.
  - The engineer will direct the contractor to core the hardened concrete to determine the extent of the unacceptable area. In each direction, the contractor shall take cores at points approximately 20 feet from the furthest out of specification plate towards the plate that is plan thickness of greater. Once a core is within 80 to 100 percent pay range, the coring is complete and the limits of unacceptable pavement extend from the stationing between the core test results of 80 to 100 percent payment, inclusive of all unacceptable core and plate test results.
  - The contractor shall perform coring according to AASHTO T24. The department will evaluate the results according to AASHTO T148
  - The contractor shall fill core holes with concrete or mortar.

**415.3.16.4.2 Special Units****415.3.16.4.2.1 Magnetic Pulse Induction**

- (1) The department will measure thickness within 10 business days of paving. Upon completion of the project thickness testing, the department will provide the test results to the contractor within 5 business days.
- (2) Department will establish a project reference plate at the start of each paving stage. Project reference plate will be measured before each day of testing. Department will notify the contractor of project reference plate locations before testing.
- (3) If the random plate test result falls within 80 to 50 percent pay range specified in 415.5.2, the department will measure the second plate in that unit. The department will notify the contractor immediately if the average of the 6 readings falls within the 80 to 50 percent pay range.
- (4) If an individual random plate test result is more than 1 inch thinner than contract plan thickness, the department will measure the second plate in that unit. If both plates are required to be measured, then all six thickness measurements will be averaged for that unit. If the average of the six measurements is more than 1 inch thinner than contract plan thickness, the pavement is unacceptable.

**415.3.16.4.2.2 Probing**

- (1) The department will measure slip form special units during concrete placement. Upon completion of the project thickness testing, the department will provide the test results to the contractor within 5 business days.
- (2) Department will probe 2 random locations within the special unit. The average of the two readings will be the reported measurement for the special unit.

**415.3.16.4.2.3 Preplacement Measurement**

- (1) The department will measure non-slip form special units before concrete placement.
- (2) Thickness corrections will be made to a conforming thickness by reshaping the base aggregate before the pavement is placed.

**415.5.2 Adjusting Pay for Thickness**

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

- (1) The department will adjust pay for pavement thickness under the Nonconforming Thickness Concrete Pavement administrative item as follows:

FOR PAVEMENT THINNER THAN PLAN THICKNESS BY:	PERCENT OF THE CONTRACT UNIT PRICE
> 1/4 inch but <= 1/2 inch	80
> 1/2 inch but <= 3/4 inch	60
> 3/4 inch but <= 1 inch	50

- (2) When pavement of unacceptable final thickness is determined, as specified in 415.3.16.4, the department will direct the contractor to either:
  1. Remove and replace unacceptable concrete pavement to the nearest joint with new concrete pavement of conforming thickness. The department will pay once for the area at the full contract price.
  2. If the unacceptable pavement is less than 100 LF, the department may allow the concrete to remain in place without payment for the unacceptable area.

**460.2.6 Recovered Asphaltic Binders**

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

- (2) The contractor may replace virgin binder with recovered binder up to the maximum percentage allowed under 460.2.5 without further testing. When the design percent asphalt binder replaced exceeds the allowable limits in 460.2.5, the contractor must:
  - Document adjustments made to the mix design in the mix design submittal.
  - Submit test results that indicate the mixture's asphaltic binder meets or exceeds the upper and lower temperature grade requirements the bid item designates.
    - If only one recycled asphaltic material source is used, furnish one of the following:
      - Test results from extracted and recovered binder from the resultant mixture.
      - Blending charts that indicate the resultant mixture's high and low temperature PG as an interpolation of the percent binder replaced between the virgin binder's and the recycled asphaltic material source binder's high and low temperature PG.
    - If two or more recycled asphaltic material sources are used, furnish test results from extracted and

recovered binder from the resultant mixture.

**501.2.6 Water**

*Retitle with the following effective with the November 2021 letting:*

**501.2.6 Mixing Water**

**501.2.6.2 Requirements**

*Replace paragraph two with the following effective with the November 2021 letting:*

(2) Water from other sources must comply with the following:

Acidity, maximum of 0.1N NaOH to neutralize 200 mL of water; CMM 870: WTP C-001.....	2 mL
Alkalinity, maximum of 0.1N HCL to neutralize 200 mL of water; CMM 870: WTP C-001.....	15 mL
Maximum sulphate (SO <sub>4</sub> ); CMM 870: WTP C-001.....	0.05 percent
Maximum chloride; CMM 870: WTP C-001.....	0.10 percent
Maximum total solids; CMM 870: WTP C-001	
Organic.....	0.04 percent
Inorganic.....	0.15 percent

**501.3.2.4.2 Air Entrainment**

*Replace paragraph two with the following effective with the November 2021 letting:*

(2) Test fresh concrete air content according to AASHTO T152 or AASHTO TP118 at the contract-required frequency and as the engineer directs. Test concrete placed by pumping or belting at the point of discharge from the pump line or belt.

**501.3.7.1 Slump**

*Replace paragraph one with the following effective with the November 2021 letting:*

- (1) Use a 1-inch to 4-inch slump for concrete used in structures or placed in forms, except as follows:
- Do not exceed a slump of 2 inches for grade E concrete.
  - Increase slump as specified in 502.3.5.3 for concrete placed underwater.
  - If BTS approves a concrete mixture using a superplasticizer, the contractor may increase slump for that mixture to a maximum of 9 inches without exceeding the maximum mix water allowed for that grade.

**531.5 Payment**

*Replace paragraph two with the following effective with the November 2021 letting:*

(2) Payment for Concrete Masonry Ancillary Structures Type NS is full compensation for providing concrete for non-standard sign structure foundations; and for anchor rod assemblies. The department will pay separately for excavating and backfilling drilled shafts under the Drilling Shafts bid items.

*Replace paragraph five with the following effective with the November 2021 letting:*

(5) Payment for the Foundation bid items is full compensation for providing concrete foundations; for anchor rod assemblies; for reinforcing steel; and for embedded conduit and electrical components. The department will pay separately for excavating and backfilling drilled shafts under the Drilling Shafts bid items.

**642.2.2.1 General**

*Replace paragraph one with the following effective with the November 2021 letting:*

(1) Provide each field office with two rooms, separated by an interior door with a padlock. Ensure that each room has a separate exterior door and its own air conditioner. Locate the office where a quality internet connection can be achieved. Ensure quality cell phone reception is achievable inside the field office.

**701.3.1 General**

*Replace table 701-1 with the following effective with the November 2021 letting:*

**TABLE 701-1 TESTING AND CERTIFICATION STANDARDS**

TEST	TEST STANDARD	MINIMUM REQUIRED CERTIFICATION (any one of the certifications listed for each test)
Random Sampling	CMM 830.9.2	Transportation Materials Sampling Technician (TMS) TMS Assistant Certified Technician (ACT-TMS) Aggregate Technician I (AGGTEC-I) AGGTEC-I Assistant Certified Technician (ACT-AGG) PCC Technician I (PCCTEC-I) PCCTEC-I Assistant Certified Technician (ACT-PCC) Grading Technician I (GRADINGTEC-I) Grading Assistant Certified Technician (ACT-GRADING)
Sampling Aggregates	AASHTO T2 <sup>[1]</sup> <sup>[4]</sup>	TMS, ACT-TMS, AGGTEC-1, ACT-AGG
Percent passing the No. 200 sieve	AASHTO T11 <sup>[1]</sup>	AGGTEC-I, ACT-AGG
Fine & coarse aggregate gradation	AASHTO T27 <sup>[1]</sup>	
Aggregate moisture content	AASHTO T255 <sup>[1]</sup>	
Fractured faces	ASTM D5821 <sup>[1]</sup>	
Liquid limit	AASHTO T89	
Plasticity index	AASHTO T90 <sup>[3]</sup>	Aggregate Testing for Transportation Systems (ATTS) GRADINGTEC-I, or ACT-GRADING
Sampling freshly mixed concrete	AASHTO R60	PCCTEC-1 ACT-PCC
Air content of fresh concrete	AASHTO T152 <sup>[2]</sup> AASHTO TP118 <sup>[5]</sup>	
Air void system of fresh concrete	AASHTO TP118 <sup>[5]</sup>	
Concrete slump	AASHTO T119 <sup>[2]</sup>	
Concrete temperature	ASTM C1064	
Making and curing concrete specimens	AASHTO T23	
Moist curing for concrete specimens	AASHTO M201	
Concrete compressive strength	AASHTO T22	
Concrete flexural strength	AASHTO T97	
Concrete surface resistivity <sup>[2]</sup>	AASHTO T358	
Voids in aggregate	AASHTO T19	Concrete Strength Tester (CST) CST Assistant Certified Technician (ACT-CST)
Profiling	—	PCCTEC-II PROFILER

<sup>[1]</sup> As modified in CMM 860.

<sup>[2]</sup> As modified in CMM 870.

<sup>[3]</sup> A plasticity check, if required under individual QMP specifications, may be performed by an AGGTEC-I in addition to the certifications listed for liquid limit and plasticity index tests.

<sup>[4]</sup> Plant personnel may operate equipment to obtain samples under the direct observation of a TMS or higher.

<sup>[5]</sup> Consolidate by rodding.

## 710.2 Small Quantities

*Replace the entire text with the following effective with the November 2021 letting:*

- (1) The department defines small quantities as follows:
  - As specified in 715.1.1.2 for class I concrete.
  - Less than 50 cubic yards of class II ancillary concrete placed under a single bid item.
- (2) For contracts with only small quantities of material subject to testing, modify the requirements of 710 as follows:
  1. The contractor may submit an abbreviated quality control plan as allowed in 701.1.2.3.
  2. Provide one of the following for aggregate process control:
    - Documented previous testing dated within 120 calendar days. Provide gradation test results to the engineer before placing material.
    - Non-random start-up gradation testing.

## 710.4 Concrete Mixes

*Replace paragraph two with the following effective with the November 2021 letting:*

- (2) At least 7 business days before producing concrete, document that materials conform to 501 unless the engineer allows or individual QMP specifications provide otherwise. Include the following:



1. For mixes: quantities per cubic yard expressed as SSD weights and net water, water to cementitious material ratio, air content, and SAM number.
2. For cementitious materials and admixtures: type, brand, and source.
3. For aggregates: absorption, SSD bulk specific gravity, wear, soundness, freeze thaw test results if required, and air correction factor. Also include aggregate production records dated within 2 years if using those results in the design. Submit component aggregate gradations, aggregate proportions, and target combined blended aggregate gradations using the following:
  - DT2220 for combined aggregate gradations.
  - DT2221 for optimized aggregate gradations.
4. For optimized concrete mixtures:
  - Complete the worksheets within DT2221 according to the directions.
  - Ensure the optimized aggregate gradations and the optimized mix design conform to WisDOT specifications and pass the built-in tests within DT2221.
  - Verify slip-form mixture workability according to AASHTO TP137 and conformance to specifications through required trial batching.
  - Submit the completed DT2221 to the engineer electronically. Include the trial batch test results with the mix design submittal.

Replace paragraph four with the following effective with the November 2021 letting:

- (4) Prepare and submit modifications to a concrete mix to the engineer for approval 3 business days before using that modified mix. Modifications requiring the engineer's approval include changes in:
  1. Source of any material. For paving and barrier mixes, a source change for fly ash of the same class does not constitute a mix design change.
  2. Quantities of cementitious materials.
  3. Addition or deletion of admixtures. Minor admixture dosage adjustments required to maintain air content or slump do not require engineer review or approval.

### 710.5.5 Strength

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

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

### 710.5.6 Aggregate Testing

Retitle and replace the entire text with the following effective with the November 2021 letting:

#### 710.5.6 Aggregate Testing During Concrete Production

##### 710.5.6.1 General

- (1) The department will accept gradation based on the results of department-performed acceptance testing.
- (2) The department and contractor will obtain samples using the same method. When belt sampling, contractor personnel shall obtain samples for the department under the direct observation of the department personnel. Contractor will define sampling method in the QMP or abbreviated QMP.

##### 710.5.6.2 Contractor Control Charts

###### 710.5.6.2.1 General

- (1) Test aggregate gradations during concrete production except as allowed for small quantities under 710.2. Required contractor testing will be performed using non-random samples.
- (2) Sample aggregates from either the conveyor belt or from the working face of the stockpiles.
- (3) Sample aggregates within 2 business days before placement for each mix design. Include this gradation on the control charts.
- (4) Report gradation test results and provide control charts to the engineer within 1 business day of obtaining the sample. Submit results to the engineer and electronically into MRS as specified in 701.1.2.7.
- (5) Conduct aggregate testing at the minimum frequency shown based on the anticipated daily cumulative plant production for each mix design. The contractor's concrete production tests can be used for the same mix design on multiple contracts.

#### TABLE 710-1 CONTRACTOR GRADATION TESTING FREQUENCY - CLASS I

DAILY PLANT PRODUCTION RATE FOR WisDOT WORK	MINIMUM FREQUENCY
Gradation Report Before Placement	
1000 cubic yards or less	one test per day
more than 1000 cubic yards	two tests per day

**TABLE 710-2 CONTRACTOR GRADATION TESTING FREQUENCY - CLASS II**

MINIMUM FREQUENCY
Gradation Report Before Placement
One test per calendar week of production

**710.5.6.2.2 Optimized Aggregate Gradation Control Charts**

- (1) Determine the complete gradation using a washed analysis for both fine and coarse aggregates. Report results for the following:
  - 1 1/2", 1", 3/4", 1/2", 3/8", #4, #8, #16, #30, #50, #100, and #200 sieves.
  - Sum of volumetric percentages retained on No. 8, No. 16, and No. 30 sieves.
  - Sum of volumetric percentages retained on No. 30, No. 50, No. 100, and No. 200 sieves.
- (2) Calculate blended aggregate gradations using the mix design batch percentages for the component aggregates. Ensure the blended aggregate gradation conforms to the volumetric percent retained of the optimized aggregate gradation limits specified in table 501-4.
- (3) Throughout the contract, construct a 4-point running average of the volumetric percent retained for each sieve to determine if the blended aggregate gradation is within the tarantula curve limits specified in table 501-4.

**710.5.6.2.3 Combined Aggregate Gradation Control Charts**

- (1) Determine the complete gradation using a washed analysis for both fine and coarse aggregates. Report results for the 1 1/2", 1", 3/4", 1/2", 3/8", #4, #8, #16, #30, #50, #100, and #200 sieves.
- (2) Calculate blended aggregate gradations using the mix design batch percentages for the component aggregates. Ensure the blended aggregate gradation conforms to the percent passing by weight requirements of the combined aggregate gradation limits specified in table 501-4.
- (3) Throughout the contract, construct a 4-point running average of the percent passing by weight for each sieve to determine if the blended aggregate gradation is within the combined aggregate gradation limits specified in table 501-4.

**710.5.6.3 Department Acceptance Testing**

- (1) Department testing frequency is based on the quantity of each mix design placed under each individual WisDOT contract.
- (2) The department will split each sample, test for acceptance, and retain the remainder for a minimum of 10 calendar days.
- (3) The department will obtain the sample and deliver to regional testing lab in the same day. Department will report gradation test results to the contractor within 1 business day of being delivered to the lab. Department and contractor can agree to an alternative test result reporting timeframe; alternative timeframe is required to be documented in the QMP.
- (4) Additional samples may be taken at the engineer's discretion due to change in condition.

**TABLE 710-3 DEPARTMENT GRADATION TESTING FREQUENCY**

CONCRETE CLASSIFICATION	MINIMUM DEPARTMENT FREQUENCY
Class I: Pavement	1 test per placement day for first 5 days of placement. If all samples are passing, reduced frequency is applied.
	Reduced frequency: 1 test per calendar week of placement
Class I: Structures	1 test per 250 CY placed <ul style="list-style-type: none"> <li>- Minimum of 1 test per substructure</li> <li>- Minimum of 1 test per superstructure</li> </ul>

Class I: Cast-in-Place Barrier	1 test per 500 CY placed
Class II	No minimum testing

### 710.5.7 Corrective Action

*Replace the entire text with the following effective with the November 2021 letting:*

#### 710.5.7.1 Optimized Aggregate Gradations

- (1) If the contractor's 4-point running average or a department test result of the volumetric percent retained exceeds the tarantula curve limits by less than or equal to 1.0 percent on a single sieve size, do the following:
1. Notify the other party immediately.
  2. Perform corrective action documented in the QC plan or as the engineer approves.
  3. Document and provide corrective action results to the engineer as soon as they are available.
  4. Department will conduct two tests within the next business day after corrective action is complete.
  5. If blended aggregate gradations are within the tarantula curve limits by the second department test:
    - Continue with concrete production.
    - Contractor will include a break in the 4-point running average.
    - For Class I: Pavements, department will discontinue reduced frequency testing and will test at a frequency of 1 test per placement day. Once 5 consecutive samples are passing at the 1 test per placement day frequency, the reduced frequency testing will be reapplied.
  6. If blended aggregate gradations are not within the tarantula curve limits by the second department test:
    - Provide a new mix design with an increased cementitious content.
    - If the mix design already has a cementitious content of 565 or more pounds per cubic yard, provide a new mix design.
    - If the contract requires optimized aggregate gradations under 501.2.7.4.2.1(2), stop concrete production and submit a new mix design.
- (2) If the contractor's 4-point running average or a department test result of the volumetric percent retained exceeds the tarantula curve limits by more than 1.0 percent on one or more sieves, stop concrete production and submit a new mix design.
- (3) Department and contractor will sample and test aggregate of the new mix design at the frequency defined in 710.5.6.1.

#### 710.5.7.2 Combined Aggregate Gradations

- (1) If the contractor's 4-point running average or a department test result of the percent passing by weight exceeds the combined aggregate gradation limits by less than or equal to 1.0 percent on a single sieve size, do the following:
1. Notify the other party immediately.
  2. Perform corrective action documented in the QC plan or as the engineer approves.
  3. Document and provide corrective action results to the engineer as soon as they are available.
  4. Department will conduct two tests within the next business day after corrective action is complete.
  5. If blended aggregate gradations are within the combined aggregate gradation limits by the second department test:
    - Continue with concrete production.
    - Contractor will include a break in the 4-point running average.
    - For Class I: Pavements, department will discontinue reduced frequency testing and will test at a frequency of 1 test per placement day. Once 5 consecutive samples are passing at the 1 test per placement day frequency, the reduced frequency testing will be reapplied.
  6. If blended aggregate gradations are not within the combined aggregate gradation limits by the second department test, stop concrete production and submit a new mix design.
- (2) If the contractor's 4-point running average or a department test result of the percent passing by weight exceeds the combined aggregate gradation limits by more than 1.0 percent on one or more sieves, stop concrete production and submit a new mix design.
- (3) Department and contractor will sample and test aggregate of the new mix design at the frequency defined in 710.5.6.1.

**715.3.1.1 General**

Replace paragraphs three and four with the following effective with the November 2021 letting:

- (3) Cast a set of 3 additional 6"x12" cylinders and test the concrete surface resistivity according to AASHTO T358. Perform this testing at least once per lot if total contract quantities are greater than or equal to the following:

- 20,000 square yards for pavements.
- 5,000 linear feet for barriers.
- 500 cubic yards for structure concrete.

Submit the resistivity to the nearest tenth into MRS for information only. Resistivity testing is not required for the following:

- Lot with less than 3 sublots.
  - Concrete items classified as ancillary.
  - Concrete placed under the following bid items:
    - Concrete Pavement Approach Slab
    - Concrete Masonry Culverts
    - Concrete Masonry Retaining Walls
- (4) Test the air void system at least once per lot and enter the SAM number in MRS for information only. SAM testing is not required for the following:
- For lots with less than 3 sublots.
  - High early strength (HES) concrete.
  - Special high early strength (SHES) concrete.
  - Concrete placed under the following bid items:
    - Concrete Pavement Approach Slab
    - Concrete Masonry Culverts
    - Concrete Masonry Retaining Walls
    - Steel Grid Floor Concrete Filled
    - Crash Cushions Permanent
    - Crash Cushions Permanent Low Maintenance
    - Crash Cushions Temporary

**715.3.1.2.3 Lots by Cubic Yard**

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

- (1) Define standard lots and sublots conforming to the following:

**TABLE 715-1 CLASS I - LOT AND SUBLOT SIZES**

CONCRETE CLASSIFICATION	LOT SIZE	SUBLOT SIZE	NUMBER OF SUBLOTS PER LOT
Class I: Pavement	1250 cubic yards	250 cubic yards	5
Class I: Structures	250 cubic yards	50 cubic yards	5
Class I: Cast-in-Place Barrier	500 cubic yards	100 cubic yards	5

- (2) The contractor may include sublots less than or equal to 25 percent of the standard volume in the previous subplot. For partial sublots exceeding 25 percent of the standard volume, notify the engineer who will direct additional testing to represent that partial subplot.
- (3) An undersized lot is eligible for incentive payment under 715.5 if the lot has 3 or more sublots for that lot.

**715.3.2 Strength Evaluation**

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

**715.3.2.1 General**

- (1) The department will make pay adjustments for strength on a lot-by-lot basis using the compressive strength of contractor QC cylinders or the flexural strength of contractor QC beams.

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- (2) Randomly select 2 QC specimens to test at 28 days for percent within limits (PWL). Compare the strengths of the 2 randomly selected QC specimens and determine the 28-day subplot average strength as follows:
- If the lower strength divided by the higher strength is 0.9 or more, average the 2 QC specimens.
  - If the lower strength divided by the higher strength is less than 0.9, break one additional specimen and average the 2 higher strength specimens.

### **715.3.2.2 Removal and Replacement**

#### **715.3.2.2.1 Pavement**

- (1) If a subplot strength is less than 2500 psi in compressive strength or 500 psi in flexural strength, the department may direct the contractor to core that subplot to determine its structural adequacy and whether to direct removal.
- (2) If the engineer directs coring, obtain three cores from the subplot in question. Have an HTCP-certified PCC technician I perform or observe core sampling according to AASHTO T24.
- (3) Have an independent consultant test cores according to AASHTO T24.
- (4) The department will assess concrete for removal and replacement based on a subplot-by-subplot analysis of core strength. Perform coring and testing, fill core holes with an engineer-approved non-shrink grout or concrete, and provide traffic control during coring.
- (5) The subplot pavement is conforming if the compressive strengths of all cores from the subplot are 2500 psi or greater.
- (6) The subplot pavement is nonconforming if the compressive strengths of any core from the subplot is less than 2500 psi. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

#### **715.3.2.2.2 Structures and Cast-in-Place Barrier**

- (1) The department will evaluate the subplot for possible removal and replacement if the 28-day subplot average compressive strength is lower than  $f'c$  minus 500 psi. The value of  $f'c$  is the design stress the plans show. The department may assess further strength price reductions or require removal and replacement only after coring the subplot.
- (2) The engineer may initially evaluate the subplot strength using a non-destructive method. Based on the results of non-destructive testing, the department may accept the subplot at the previously determined pay for the lot, or direct the contractor to core the subplot.
- (3) If the engineer directs coring, obtain three cores from the subplot in question. Have an HTCP-certified PCC technician I perform or observe core sampling according to AASHTO T24. Determine core locations, subject to the engineer's approval, that do not interfere with structural steel.
- (4) Have an independent consultant test cores according to AASHTO T24.
- (5) The department will assess concrete for removal and replacement based on a subplot-by-subplot analysis of core strength. Perform coring and testing, fill core holes with an engineer-approved non-shrink grout or concrete, and provide traffic control during coring.
- (6) If the 3-core average is greater than or equal to 85 percent of  $f'c$ , and no individual core is less than 75 percent of  $f'c$ , the engineer will accept the subplot at the previously determined pay for the lot. If the 3-core average is less than 85 percent of  $f'c$ , or an individual core is less than 75 percent of  $f'c$ , the engineer may require the contractor to remove and replace the subplot. The department may direct removal and replacement or otherwise determine the final disposition of nonconforming material as specified in 106.5.

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### **715.3.3 Aggregate**

*Replace the entire text with the following effective with the November 2021 letting:*

#### **715.3.3.1 General**

- (1) Except as allowed for small quantities in 710.2, test aggregate conforming to 710.5.6.

#### **715.3.3.2 Structures**

- (1) In addition to the aggregate testing required under 710.5.6, determine the fine and coarse aggregate moisture content for each sample.
- (2) Calculate target batch weights for each mix when production of that mix begins. Whenever the moisture content of the fine or coarse aggregate changes by more than 0.5 percent, adjust the batch weights to maintain the design w/cm ratio.

**715.5 Payment**

*Replace the entire text with the following effective with the November 2021 letting:*

**715.5.1 General**

- (1) The department will pay incentive for compressive strength under the following bid items:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
715.0502	Incentive Strength Concrete Structures	DOL
715.0603	Incentive Strength Concrete Barrier	DOL
715.0715	Incentive Flexural Strength Concrete Pavement	DOL
715.0720	Incentive Compressive Strength Concrete Pavement	DOL

- (2) Incentive payment may be more or less than the amount the schedule of items shows.
- (3) The department will administer disincentives for strength under the Disincentive Strength Concrete Structures, Disincentive Strength Concrete Barrier, Disincentive Flexural Strength Concrete Pavement, and Disincentive Compressive Strength Concrete Pavement, administrative items.
- (4) The pay factor that is calculated from the equations in 715.5.2(2) and 715.5.3(2) will be applied to the unit costs listed below:
- Pavement: \$45 per SY.
  - Structure: \$635 per CY.
  - Cast-in-place barrier: \$75 per LF.
- (5) 28-day strength average for a lot is the average of the individual subplot strengths within the given lot.
- (6) The department will not pay a strength incentive for concrete that is nonconforming in another specified property, for ancillary concrete accepted based on tests of class I concrete, or for high early strength concrete unless placed in pavement gaps as allowed under 715.3.1.2.2.
- (7) Submit test results to the department electronically using MRS software. The department will validate contractor data before determining pay adjustments.
- (8) All coring and testing costs under 715.3.2.2 including filling core holes and providing traffic control during coring are incidental to the contract.

**715.5.2 Compressive Strength**

- (1) The department will measure PWL relative to strength lower specification limits as follows:
- Compressive strength of 3700 psi for pavements.
  - Compressive strength of 4000 psi for structures and cast-in-place barrier.

- (2) The department will adjust pay for each lot using equation "Comp2022" as follows:

Percent within Limits (PWL)	Pay Factor (%)
>= 90 to 100	$(1/5 \times \text{PWL}) + 82$
>= 85 to < 90	100
>= 50 to < 85	$(5/7 \times \text{PWL}) + (275/7)$
< 50	50 <sup>[1]</sup>

<sup>[1]</sup> Any material resulting in a lot PWL value less than 50 will be evaluated according to 715.3.2. In the event the material remains in place, it will be paid at 50 percent of the contract unit price of the concrete bid item.

- (3) The department will not pay incentive if the lot standard deviation is greater than the following:
- 400 psi for pavement.
  - 350 psi for structure and cast-in-place barrier
- (4) For lots with less than 3 sublots, there is no incentive but the department will reduce pay by 50 percent of the contract unit price for sublots with an average compressive strength below the following:
- 3700 psi for pavements.
  - 4000 psi for structures and cast-in-place barrier.

**715.5.3 Flexural Strength**

- (1) The department will measure PWL relative to strength lower specification limits as follows:
- Flexural strength of 650 psi for pavements.

- (2) The department will adjust pay for each lot using equation "Flex2022" as follows:

Percent within Limits (PWL)	Pay Factor (%)
>= 90 to 100	$(2/5 \times \text{PWL}) + 64$
>= 85 to < 90	100

>= 50 to < 85  
< 50

$(5/7 \times \text{PWL}) + (275/7)$   
 $50^{[1]}$

<sup>[1]</sup> Material resulting in a lot PWL value less than 50 will be evaluated according to 715.3.2. In the event the material remains in place, it will be paid at 50 percent of the contract unit price of the concrete bid item.

- (3) The department will not pay incentive if the lot standard deviation is greater than 60 psi.
  - (4) For lots with less than 3 sublots, there is no incentive but the department will reduce pay by 50 percent of the contract unit price for sublots with an average flexural strength below 650 psi.
-



## ERRATA

**460.2.2.3 Aggregate Gradation Master Range****Correct errata by adding US Standard equivalent sieve sizes.**

- (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	PERCENT PASSING DESIGNATED SIEVES							
	NOMINAL SIZE							
	No. 1 (37.5 mm) (1 1/2 inch)	No. 2 (25.0 mm) (1 inch)	No.3 (19.0 mm) (3/4 inch)	No. 4 (12.5 mm) (1/2 inch)	No. 5 (9.5 mm) (3/8 inch)	No. 6 (4.75 mm) (3/16 inch)	SMA No. 4 (12.5 mm) (1/2 inch)	SMA No. 5 (9.5 mm) (3/8 inch)
50.0-mm (2-inch)	100							
37.5-mm (1 1/2-inch)	90 - 100	100						
25.0-mm (1-inch)	90 max	90 - 100	100					
19.0-mm (3/4-inch)	—	90 max	90 - 100	100			100	
12.5-mm (1/2-inch)	—	—	90 max	90 - 100	100		90 - 97	100
9.5-mm (3/8-inch)	—	—	—	90 max	90 - 100	100	58 - 80	90 - 100
4.75-mm (No. 4)	—	—	—	—	90 max	90 - 100	25 - 35	35 - 45
2.36-mm (No. 8)	15 - 41	19 - 45	23 - 49	28 - 58	32 - 67	90 max	15 - 25	18 - 28
1.18-mm (No. 16)	—	—	—	—	—	30 - 55	—	—
0.60-mm (No. 30)	—	—	—	—	—	—	18 max	18 max
0.075-mm (No. 200)	0 - 6.0	1.0 - 7.0	2.0 - 8.0	2.0 - 10.0	2.0 - 10.0	6.0 - 13.0	8.0 - 11.0	8.0 - 12.0
% VMA	11.0 min	12.0 min	13.0 min	14.0 min <sup>[1]</sup>	15.0 min <sup>[2]</sup>	16.0 - 17.5	16.0 min	17.0 min

<sup>[1]</sup> 14.5 for LT and MT mixes.

<sup>[2]</sup> 15.5 for LT and MT mixes.

**715.5.1 General**Correct the bid item number for Incentive Compressive Strength Concrete Pavement.

- (1) The department will pay incentive for compressive strength under the following bid items:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
715.0502	Incentive Strength Concrete Structures	DOL
715.0603	Incentive Strength Concrete Barrier	DOL
715.0715	Incentive Flexural Strength Concrete Pavement	DOL
715.0720	Incentive Compressive Strength Concrete Pavement	DOL



**ADDITIONAL SPECIAL PROVISION 7**

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

NOTE: CRCS Prime Contractor payment is currently not automated and will need to be manually loaded into the Civil Rights Compliance System. Copies of prime contractor payments received (check or ACH) will have to be forwarded to [paul.ndon@dot.wi.gov](mailto:paul.ndon@dot.wi.gov) within 5 days of payment receipt to be logged manually.

\*\*\*Additionally, for information on Subcontractor Sublet assignments, Subcontractor Payments and Payment Tracking, please refer to the CRCS Payment and Sublets manual at:

<https://wisconsin.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payments-sublets-manual.pdf>

## **ADDITIONAL SPECIAL PROVISION 9**

### **Electronic Certified Payroll or Labor Data Submittal**

(1) Use the department's Civil Rights Compliance System (CRCS) to electronically submit certified payroll reports for contracts with federal funds and labor data for contracts with state funds only. Details are available online through the department's highway construction contractor information (HCCI) site on the Labor, Wages, and EEO Information page at:

<https://wisconsindot.gov/Pages/doing-bus/civil-rights/labornwage/default.aspx>

(2) Ensure that all tiers of subcontractors, including all trucking firms, either submit their weekly certified payroll reports (contracts with federal funds) or labor data (contracts with state funds only) electronically through CRCS. These payrolls or labor data are due within seven calendar days following the close of the payroll period. Every firm providing physical labor towards completing the project is a subcontractor under this special provision.

(3) Upon receipt of contract execution, promptly make all affected firms aware of the requirements under this special provision and arrange for them to receive CRCS training as they are about to begin their submittals. The department will provide training either in a classroom setting at one of our regional offices or by telephone. Contact Paul Ndon at (414) 438-4584 to schedule the training.

(4) The department will reject all paper submittals for information required under this special provision. All costs for conforming to this special provision are incidental to the contract.

(5) Firms wishing to export payroll/labor data from their computer system into CRCS should have their payroll coordinator contact Paul Ndon at [paul.ndon@dot.wi.gov](mailto:paul.ndon@dot.wi.gov). Not every contractor's payroll system is capable of producing export files. For details, see Section 4.8 CPR Auto Submit (Data Mapping) on pages 49-50; 66-71 of the CRCS Payroll Manual at:

<https://wisconsindot.gov/Documents/doing-bus/civil-rights/labornwage/crcs-payroll-manual.pdf>

## **Non-discrimination Provisions**

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

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

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

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

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

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

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

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

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

**Pertinent Non-Discrimination Authorities:**

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

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

**Effective November 2020 letting**

### **BUY AMERICA PROVISION**

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

<https://wisconsindot.gov/rdwy/cmm/cm-02-28.pdf>

Upon completion of the project certify to the engineer, in writing using department form DT4567, that all steel, iron, and coating processes for steel or iron incorporated into the contract work conform to these "Buy America" provisions. Attach a list of exemptions and their associated costs to the certification form. Department form DT4567 is available at:

<https://wisconsindot.gov/Documents/formdocs/dt4567.docx>



Proposal Schedule of Items

Proposal ID: 20220308012 Project(s): 1000-77-22

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0002	619.1000 Mobilization	1.000 EACH	_____.	_____.
0004	646.1020 Marking Line Epoxy 4-Inch	1,285,626.000 LF	_____.	_____.
0006	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	10.000 LF	_____.	_____.
0008	646.1545 Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	10.000 LF	_____.	_____.
0010	646.3020 Marking Line Epoxy 8-Inch	108,253.000 LF	_____.	_____.
0012	646.3040 Marking Line Grooved Wet Ref Epoxy 8-Inch	225.000 LF	_____.	_____.
0014	646.3545 Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	100.000 LF	_____.	_____.
0016	646.5020 Marking Arrow Epoxy	399.000 EACH	_____.	_____.
0018	646.5120 Marking Word Epoxy	250.000 EACH	_____.	_____.
0020	646.5220 Marking Symbol Epoxy	36.000 EACH	_____.	_____.
0022	646.5420 Marking Aerial Enforcement Bar Epoxy	160.000 EACH	_____.	_____.
0024	646.6120 Marking Stop Line Epoxy 18-Inch	7,788.000 LF	_____.	_____.
0026	646.6220 Marking Yield Line Epoxy 18-Inch	72.000 EACH	_____.	_____.
0028	646.6320 Marking Dotted Extension Epoxy 18-Inch	2,225.000 LF	_____.	_____.
0030	646.7120 Marking Diagonal Epoxy 12-Inch	20.000 LF	_____.	_____.
0032	646.7220 Marking Chevron Epoxy 24-Inch	230.000 LF	_____.	_____.



Proposal Schedule of Items

Proposal ID: 20220308012 Project(s): 1000-77-22

Federal ID(s): N/A

SECTION: 0001

Contract Items

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0034	646.7420 Marking Crosswalk Epoxy Transverse Line 6-Inch	12,774.000 LF	_____.	_____.
0036	646.7520 Marking Crosswalk Epoxy Block Style 24-Inch	5.000 LF	_____.	_____.
0038	646.8120 Marking Curb Epoxy	1.000 LF	_____.	_____.
0040	646.8220 Marking Island Nose Epoxy	1.000 EACH	_____.	_____.
0042	646.9000 Marking Removal Line 4-Inch	135.000 LF	_____.	_____.
0044	646.9100 Marking Removal Line 8-Inch	100.000 LF	_____.	_____.
0046	646.9200 Marking Removal Line Wide	100.000 LF	_____.	_____.
0048	646.9300 Marking Removal Special Marking	5.000 EACH	_____.	_____.
0050	SPV.0060 Special 01. Traffic Control	1.000 EACH	_____.	_____.
0052	SPV.0090 Special 01. Pavement Marking Epoxy Contrast 4-inch	10.000 LF	_____.	_____.
0054	SPV.0090 Special 02. Pavement Marking Epoxy Contrast 8-inch	10.000 LF	_____.	_____.
0056	SPV.0090 Special 03. Marking Removal Line Grooved Tape 8"	10.000 LF	_____.	_____.
0058	SPV.0090 Special 04. Marking Removal Line Thermoplastic 18"	10.000 LF	_____.	_____.
0060	SPV.0090 Special 05. Marking Removal Line Contrast Tape 8"	10.000 LF	_____.	_____.
0062	SPV.0090 Special 06. Marking Removal Line Grooved Tape 4"	10.000 LF	_____.	_____.





Proposal Schedule of Items

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Proposal ID: 20220308012 Project(s): 1000-77-22

Federal ID(s): N/A

Section: 0001

Total: \_\_\_\_\_.

Total Bid: \_\_\_\_\_.

**PLEASE ATTACH ADDENDA HERE**