HIGHWAY WORK PROPOSAL

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

Proposal Number: 035

COUNTY	STATE PROJECT	FEDERAL	PROJECT DESCRIPTION	HIGHWAY
Price	1580-30-70	N/A	Prentice - Bradley; Lustila Road To Cth Yy	USH 008
Lincoln	1580-30-71	N/A	Prentice - Bradley; Cth Yy To Tracy Road	USH 008
Oneida Lincoln	1580-30-72	N/A	Prentice - Bradley; Tracy Road To North Mccord Road	USH 008

ADDENDUM REQUIRED

ATTACHED AT BACK

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

Proposal Guaranty Required: $100,000.00 Payable to: Wisconsin Department of Transportation	Attach Proposal Guaranty on back of this PAGE.
Bid Submittal Date: February 14, 2023 Time (Local Time): 11:00 am	Firm Name, Address, City, State, Zip Code **SAMPLE** **NOT FOR BIDDING PURPOSES**
Contract Completion Time November 04, 2023	
Assigned Disadvantaged Business Enterprise Goal 0%	This contract is exempt from federal oversight.

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

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

Subscribed and sworn to before me this date _____

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

(Bidder Signature)

(Print or Type Bidder Name)

(Bidder Title)

For Department Use Only

Type of Work:
Grading, Base, Milling, Cold In Place Recycling, Base Patching, Culvert Pipe, Curb and Gutter, Box Culvert Repair, Guardrail, Signs, Pavement Markings, Temporary Traffic Signals.

Notice of Award Dated	Date Guaranty Returned

PLEASE ATTACH
PROPOSAL GUARANTY HERE

PROPOSAL REQUIREMENTS AND CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

BID PREPARATION

Preparing the Proposal Schedule of Items

A. General

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

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

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

(3) The department will provide bidding information through the department's web site at:

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

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

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

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

(5) The department will address equipment and process failures, if the bidder can demonstrate that those failures were beyond their control.

(6) Contractors are responsible for checking on the issuance of addenda and for obtaining the addenda. Notice of issuance of addenda is posted on the department's web site at:

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

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

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

B. Submitting Electronic Bids

B.1 On the Internet

(1) Do the following before submitting the bid:

4. Have a properly executed annual bid bond on file with the department.
5. 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.

B Waiver of Electronic Submittal

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

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

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

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

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

PROPOSAL BID BOND

Wisconsin Department of Transportation

DT1303 1/2006

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

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

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

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

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

PRINCIPAL

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

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

(Company Name)

(Signature and Title)

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

(Signature of Attorney-in-Fact)

NOTARY FOR PRINCIPAL

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

NOTARY FOR SURETY

(Date)

State of Wisconsin)
) ss.
_____ County)

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

(Signature, Notary Public, State of Wisconsin)

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

(Date Commission Expires)

Notary Seal

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

CERTIFICATE OF ANNUAL BID BOND

Wisconsin Department of Transportation

DT1305 8/2003

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

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

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

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

(Signature of Authorized Contractor Representative) (Date)

Effective with March 2010 Letting

LIST OF SUBCONTRACTORS

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

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

Name of Subcontractor	Class of Work	Estimated Value

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

Instructions for Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Special Provisions

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1580-30-70, Prentice – Bradley, Lustila Road to CTH YY, USH 8, Price County; Project 1580-30-71, Prentice – Bradley, CTH YY to Tracy Road, USH 8, Lincoln County; and Project 1580-30-72, Prentice – Bradley, Tracy Road to North McCord Road, USH 8, Oneida County, Wisconsin as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 2023 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 (20220628)

2. Scope of Work.

The work under this contract shall consist of grading, borrow, HMA Pavement PWL, CIR asphalt base layer, base aggregate dense, culvert pipes, structure work, guard rail and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

Begin work within 10 calendar days after the engineer issues a written notice to do so.

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

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

General

Do not allow a milled surface open to through traffic to remain in place longer than 96 hours or during periods included in the holidays and special events restrictions unless adverse weather prevents placement of the asphalt layer.

Provide an even cross-sectional profile of each lane prior to reopening to traffic. Uneven lanes are not allowed except within a flagging operation.

During culvert replacements, place gravel at the same level of the surface layer if left overnight to prevent dips in the travel surface. Pave by the end of the work week.

After base patching concrete SHES is constructed, match left and right lane work limits daily to eliminate centerline vertical drop-offs.

Construct CIR Asphalt Base layer after culvert pipes are replaced.

Install replacement guardrail within 10 calendar days of removal of existing guardrail. Use drums to delineate the edge of roadway while the guardrail remains uninstalled.

Cease or alter work operations if traffic delays become longer than 15 minutes. The engineer may suspend work operations according to standard spec 108.5 (Limiting Operations) until contractor complies with 15-minute delay period. Continuation of operations will be considered Unauthorized Work per standard spec 105.3.2.3 and the department will not allow additional compensation or additional time due to such suspension of operations.

Project 1580-30-70

Install culvert pipes at Station 368+26 (P66) Station 503+39 (P71) with the following stages.

Stage 1: As necessary, remove and re-install existing guardrail on south side of USH 8. Saw asphalt surface and concrete base full width. Remove pavement for temporary water diversion. Install temporary water diversion on south side of highway. Construct asphaltic surface temporary shoulders on north side.

Stage 2: As necessary, remove and re-install existing guardrail on north side of USH 8. Remove pavement for temporary water diversion and replace with 6-inches of Base Aggregate Dense 1¼-Inch (incidental to water diversion) and asphaltic surface temporary. Install temporary water diversion on north side of highway.

Stage 3: Remove south guardrail. Begin temporary water diversion. Construct lane shift on south side.

Stage 4: Remove existing guardrail and culvert pipe. Install new culvert pipe, Base Aggregate Dense (BAD) 1¼-Inch pipe trench, base patching concrete SHES and asphaltic surface.

Stage 5: Install new culvert pipe. Remove water diversion on north and south side. Reestablish flow into new pipe. Place BAD 1¼-Inch pipe trench, concrete base patching SHES and asphaltic surface. Restore lane shift for stage 6.

Stage 6: Remove water diversion. Remove asphaltic surface shoulders and restore BAD shoulders. Place BAD 1¼-inch pipe trench, base patching concrete SHES and asphaltic surface.

Stage 7: Remove lane shift. Saw asphaltic surface at shoulder widening. Remove asphaltic shoulder. Restore BAD shoulders and earth slopes.

Complete topsoil placement and finishing operations, which includes seed, fertilizer, erosion mat, and any other permanent erosion control measures required, within 30 calendar days from the start of stage 1 for each culvert pipe.

Fish Spawning

There shall be no instream disturbance at P66 at Station 368+26, C-50-928 at Station 390+02, P71 at Station 503+39, P72 at Station 511+38, B-50-42 at 603+55, B-50-37 at Station 626+72, B-35-87 at Station 636+72 and C-35-149 at Station 690+45 as a result of construction activity under or for this contract, from March 1 to June 15 both dates inclusive, in order to avoid adverse impacts upon the spawning of trout species.

There shall be no instream disturbance of Brant Creek at Station 843+50 as a result of construction activity under or for this contract, from September 15 to May 15 both dates inclusive, in order to avoid adverse impacts upon the spawning of trout species.

There shall be no instream disturbance of P13 at Hauser Creek at Station 863+25, C-35-1959 at Rennhak Creek at Station 912+67, and three Unnamed Tributaries of Little Somo River C-35-1961 at Station 950+57, C-35-1962 at Station 956+04 and C-35-1963 at Station 973+37 as a result of construction activity under or for this contract, from March 1 to June 15 both dates inclusive, in order to avoid adverse impacts upon the spawning of trout species.

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

Northern Long-eared Bat *(Myotis septentrionalis)*

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

Ensure all operators, employees, and subcontractors working in areas of known or presumed bat habitat are aware of environmental commitments and avoidance and minimization measures (AMMs) to protect both bats and their habitat.

Direct temporary lighting, if used, away from wooded areas during the bat active season April 1 to October 31, both dates inclusive.

The department has contracted with others to cut all required trees for this project prior to construction. Remove any downed trees and grub the stumps and any remaining vegetation within the identified grubbing limits.

If additional trees with a 3-inch or greater diameter at breast height (dbh) need to be removed, no tree clearing shall occur without prior approval from the engineer, following coordination with the WisDOT REC. Additional tree removal beyond the area originally specified will require consultation with the United States Fish and Wildlife Service (USFWS) and may require a bat presence/absence or visual emergence survey. Notify the engineer if additional clearing cannot be avoided to begin coordination with the WisDOT REC. The WisDOT REC will initiate consultation with the USFWS and determine if a survey is necessary.

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

4. Traffic.

USH 8 traffic may be reduced to a single lane during daylight hours using flagging operations when construction operations prohibit more than a single lane. Single lane traffic shall be separated a minimum of 2 miles or at intervals and lengths as permitted by the engineer. Provide at least one 13-foot travel lane when utilizing flag persons and two travel lanes at other times.

Maintain local access on USH 8 with the following exceptions: Knox Road, CTH D North and CTH D South, CTH YY, Ruth Road, Willow Road and East End Road may be closed during work operations at these locations. Do not close CTH D and CTH YY at the same time. Notify town and county officials five working days before closures.

Keep private entrances and field entrances accessible unless approval is given by the engineer and written permission is obtained from the property owner two (2) business days in advance of closing the access.

Traffic Staging

Shoulders may be closed. Perform miscellaneous structure work under flagging as required.

Keep USH 8 open to two-way traffic during construction operations at all time with the following exceptions:

Project 1580-30-70

Pipe size 48” and smaller diameter: Install culvert pipes at Station 313+40 (P63), Station 423+96 (P68), Station 476+51 (P70), Station 511+38 (P72) and Station 550+85 (P73) half a pipe at a time using lane shifts and flagging. Traffic may be reduced to one lane during daylight hours.

Pipe size greater than 48” diameter: Install culvert pipes at Station 368+26 (P66) Station 503+39 (P71) half a pipe at a time using lane shifts and temporary traffic signals.

- Stage 1, 2: Conduct work under flagging operations.
- Stage 3: Route traffic on the north side of the road using temporary signals.
- Stage 4: Route traffic on the south side of the road using temporary signals and temporary barrier.
- Stage 5: Route traffic on the north side of the road using temporary signals and temporary barrier.
- Stage 6: Route traffic on the south side of the road using temporary signals. Use temporary barrier if the work will take longer than 72 hours.
- Stage 7: Route traffic on the north side of the road using temporary signals.

Miscellaneous structure repairs: After guardrail is removed, maintain a continuous work effort and traffic control devices to minimize exposure to hazardous slopes.

Project 1580-30-71

Install USH 8 culvert pipes half a pipe at a time using lane shifts and flagging. Traffic may be reduced to one lane during daylight hours.

Project 1580-30-72

Miscellaneous structure extensions and grading work may be conducted under flagging or shoulder closures.

After guardrail is removed, maintain a continuous work effort and traffic control devices to minimize exposure to hazardous slopes.

Wisconsin Lane Closure System Advance Notification

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

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

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

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

5. Holiday and Special Event Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying USH 8 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday and special event periods:

- From noon Friday, May 26, 2023 to 6:00 AM Tuesday, May 30, 2023 for Memorial Day;
- From noon Friday, June 30, 2023 to 6:00 AM Wednesday, July 5, 2023 for Independence Day;
- From noon Friday, September 1, 2023 to 6:00 AM Tuesday, September 5, 2023 for Labor Day;
- From noon Thursday, September 14, 2023 to 6:00 AM Monday, September 18, 2023 for Fall Ride

stp-107-005 (20210113)

6. Utilities.

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

stp-107-065 (20080501)

Some of the utility work described below is dependent on prior work being performed by the contractor at a specific site. In such situations, provide the engineer and the affected utility a good faith notice of when the utility is to start work at the site. Provide this notice 14 to 16 calendar days in advance of when the prior work will be completed, and the site will be available to the utility owner. Follow-up with a confirmation notice to the engineer and the utility owner not less than three working days before the site will be ready for the utility owner to begin its work.

Project 1580-30-70

Brightspeed (Communication): Station 368+00 RT - Buried fiber optics cable is located on the south side of USH 8. The cable depth is greater than 10 feet. No conflicts are anticipated.

Station 390+00 – 931+00 - Buried fiber optics cable is on the south side of USH 8. Minimum cable depth is 6 feet at Station 390+00. Cable depth is deeper going east and is 9 feet deep at Station 391+00. No conflicts are anticipated.

Xcel Energy (Electrical): Overhead electrical power lines are located on north side of USH 8. No conflicts are anticipated.

Project 1580-30-71

Brightspeed (Communication) has buried telephone and fiber optics cables throughout the project. Cable relocation will occur in fall 2022. Estimated work time is 60 working days.

Work prior to construction will occur at:

Station 652+00 – 654+00 RT - Buried fiber optics cable is located on the south side of USH 8. Pedestals will be installed at 652+00 and 654+00, at 50’ RT. Fiber optics cable will be cut and directional bored between the new pedestals at a minimum depth of 6 feet.

Station 688+00 – 691+00 RT - Buried fiber optics cable is located on the south side of USH 8. Pedestals will be installed at 688+31 at approximately 90’ RT inside the W Circle right-of-way and at 693+50 49’ RT. Fiber optics cable will be cut and directional bored between the new pedestals.

Copper wire will be laid from pedestals at Station 687+60 RT to 693+50 RT. The cable will be bored between pedestals to place the cable deep enough to avoid conflicts.

Station 719+50 LT - The existing fiber optics cables on the north side of USH 8 at Tripoli Drive is below the side road culvert pipe. Minimum cable depth is 1 foot below culvert. No conflicts are anticipated.

Station 754+50 – 759+50 LT – Buried fiber optics is on the north side of USH 8. Pedestals will be installed at Stations 754+50 and 759+50, at 50’ LT. Fiber optics cable will be cut and directional bored between the new pedestals at a minimum depth of 5 feet.

Station 758+75 35’ RT – Pedestal will be relocated prior to construction. The pedestal will be placed at Station 758+50 at a minimum offset distance of 50’ RT. A second pedestal will be placed at Station 219+52 at a minimum offset of 40’ LT from Fire Barn centerline. The second pedestal will be moved as far as possible to the south or west to minimize impacts to the work area. Exact pedestal locations will be based upon length of available existing cable. Contractor may need to work around the pedestal as it will be near the slope intercepts.

Ruth Road - Station 210+00 – 211+00 LT – There are two buried 50-pair copper cables. The east cable at 26’ LT will be relocated to the west cable at 46’ LT. The east cable will be discontinued.

Work during construction will occur at:

Station 219+52 40’ LT Fire Barn Rd – The utility will adjust the new pedestal elevation after the slope is constructed. Pedestal adjustment will require 30 working days for scheduling and completing the work.

Frontier Communications of WI (Communication):

Frontier Communications has buried facilities from Station 820+00 at CTH T to beyond the end of the project at Station 841+00 on the south side of USH 8. No conflicts are anticipated.

Xcel Energy (Electrical):

Xcel Energy has overhead facilities throughout the project.

Station 638+52 38' RT – Contractor will need to work around pole and anchors. No conflicts are anticipated.

Project 1580-30-72

Frontier Communications of WI (Communication) has buried telephone and fiber optics cables near all the work areas. The cables will be relocated in spring 2022. Estimated work time is three weeks. Existing cables will be discontinued in place.

Work prior to construction will occur at:

- East End Road Station 20+00 – 21+00. Relocate 48 FOC and 25-24 Ca to Station 847+20.
- Meyer Road – Station 899+00 – 900+00. Relocate 48 FOC at Station 899+33 to 900+00. The two 50-22 cables near the pipe extension on the SW quadrant will not be moved. Use caution when working in this area.
- Station 910+50 – 915+00 43' RT – Relocate 48 FOC tapering to 70' RT from Station 912+00 – 913+20.
- Station 945+00 – 953+00 42' RT – Relocate 48 FOC tapering to 60' RT from Station 950+00 to 951+00.
- Honey Road – 962+50 – 965+50, 40' RT – Relocate 48 FOC tapering to 73' RT from 963+20 to 964+45.
- Station 963+40 FOC running North-South will be relocated 20' west.

Work during construction will occur at:

- Station 943+00 to 945+00, 45' RT – Frontier will expose the 48 FOC and protect it with flanged split steel. The work will require one working day to complete.

Wisconsin Public Service Corporation (Electricity) has overhead facilities on the north side of USH 8 throughout the project. No conflicts are anticipated.

7. Other Contracts.

Clearing and Grubbing – Trees will be felled by others prior to construction. Contractor is responsible for all other work associated with the items of Clearing and Grubbing.

Project 1580-30-71

Station 759+32 40' RT **–** Pole with streetlight at Fire Barn Road was removed in December 2022.

Work will be occurring concurrently on the following project:

1580-30-75, US 8, Prentice – Bradley, Little Somo River Bridge B-35-157, Oneida County. The bridge is west of North McCord Road, within the limits of Project 1580-30-72, Tracy Road to North McCord Road.

Bridge work includes grading, base, milling, concrete pavement, bridge replacement, guardrail, pavement markings, temporary traffic signals and temporary road. The project completion date is scheduled for August 25, 2023.

Coordinate with bridge project manager for advanced warning traffic control signing. Contact project manager Stacy Hagenbucher at phone (715) 365-5770 or E-mail: Stacy.Hagenbucher@dot.wi.gov.

8. Railroad Insurance and Coordination - Fox Valley and Lake Superior Rail System, LLC.

A Description

Comply with standard spec 107.17 for all work affecting Fox Valley and Lake Superior Rail System, LLC property and any existing tracks.

A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3. Insurance is filed in the name of Fox Valley and Lake Superior Rail System.

Notify evidence of the required coverage, and duration to Justin Mahr, Senior Manger Real Estate - Contracts; 315 W. 3rd Street, Pittsburg, KS 66762; Telephone (402) 651-8238; E-mail: justin.mahr@watco.com

Also send a copy to the following: Anna Davey, NW and NC Region Railroad Coordinator; 1701 N 4th Street, Superior, WI 54880; Telephone (715) 392-7960; E-mail: anna.davey@dot.wi.gov.

Include the following information on the insurance document:

- Project ID: 1580-30-71
- Project Location: Prentice, WI
- Route Name: Tripoli Drive, Lincoln/Oneida County
- Crossing ID: 691376A
- Railroad Subdivision: Bradley Sub
- Railroad Milepost: 184.85
- Work Performed on or within 50’ of RR right-of-way: Removal of culvert, obliterate roadway, slope work

A.2 Train Operation

Approximately two through freight trains operate daily at up to 35 mph. There are no switching movements at this location.

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

Construction Contact

Roger Schaalma, Divisional Engineer, Fox Valley and Lake Superior Rail System, LLC.; 1890 East Johnson Street, Madison, WI 53704; Telephone (608) 620-2044; E-mail rschaalma@watco.com for consultation on railroad requirements during construction.

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

Flagging Contact

Rick Grant; Roadmaster; (608) 400-6556; rgrant@watco.com. Reference the Crossing ID, Wisconsin Milepost and Subdivision found in A.1.

Cable Locate Contact

In addition to contacting Diggers Hotline, contact the Construction Contact above at least five working days before the locate is needed. Reference the Crossing ID, Wisconsin Milepost and Subdivision found in A.1.

Fox Valley and Lake Superior Rail System, LLC will only locate railroad owned facilities located in the railroad right-of-way. The railroad does not locate any other utilities.

A.4 Work by Railroad

The railroad will perform the work described in this section, except for work described in other special provisions, and will be accomplished without cost to the contractor. Remove railroad crossing surface at Tripoli Drive.

A.5 Temporary Grade Crossing

If a temporary grade crossing is desired, submit a written request to the railroad representative named in A.3 at least 40 days prior to the time needed. Approval is subject to the discretion of the railroad. The department has made no arrangements for a temporary grade crossing.

A.6 Rail Security Awareness and Contractor Orientation

(deleted)

A.7 Contractor Right of Entry

The contractor will be required to obtain a Right of Entry from Fox Valley and Lake Superior Rail System LLC prior to working on railroad right-of-way. Contact Madeline Holliman, Real Estate Property Manager, Watco; (660) 973-7245; madeline.holliman@watco.com at least 45 days prior to start of work. The department will reimburse the contractor, via administrative item for the Right of Entry fees, but will not reimburse any Expedite fees.

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

The department has obtained a U.S. Army Corps of Engineers Section 404 permit. Comply with the requirements of the permit in addition to requirements of the special provisions. A copy of the permit is available from the regional office by contacting Nick Vos at (715) 365-5782.

stp-107-054 (20210708)

10. Information to Bidders, WPDES General Construction Storm Water Discharge Permit.

The department has obtained coverage through the Wisconsin Department of Natural Resources to discharge storm water associated with land disturbing construction activities of this contract under the Wisconsin Pollutant Discharge Elimination System General Construction Storm Water Discharge Permit (WPDES Permit No. WI-S066796-1). A certificate of permit coverage is available from the regional office by contacting Nick Vos at (715) 365-5782. Post the permit in a conspicuous place at the construction site.

Permit numbers are:

- Project 1580-30-70: SW-TR-NO-2022-51-X07-28T20-38-34
- Project 1580-30-71: SW-TR-NO-2022-35-X07-28T20-22-36
- Project 1580-30-72: SW-TR-NO-2021-35-X11-02T15-39-35

stp-107-056 (20180628)

11. Environmental Protection, Aquatic Exotic Species Control.

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

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

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

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

Use the following inspection and removal procedures:

1. Before leaving the contaminated site, wash machinery and ensure that the machinery is free of all soil and other substances that could possibly contain exotic invasive species;
2. Drain all water from boats, trailers, bilges, live wells, coolers, bait buckets, engine compartments, and any other area where water may be trapped;

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

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

stp-107-055 (20130615)

12. Environmental Protection - Dewatering.

Add the following to standard spec 107.18:

If dewatering is required, treat the water to remove suspended sediments by filtration, settlement or other appropriate best management practice prior to discharge. Submit the proposed means and methods of dewatering for each required location for approval as part of the Erosion Control Implementation Plan (ECIP). Include details of how the intake will be managed to not cause an increase in the background level turbidity prior to treatment and any additional measures necessary to prevent sediments from reaching the project limits or wetlands and waterways.

Guidance on Dewatering can be found on the Wisconsin Department of Natural Resources website located in the Storm Water Construction Technical Standards, Dewatering Code #1061. This document can be found at the WisDNR website:

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

Work includes furnishing all materials, excavation, maintenance, cleaning, disposal of surplus material and removal of the dewatering system and is incidental to contract work.

ncr-107-025 (20160401)

13. Erosion Control.

Add the following to standard spec 107.20:

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

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

ncr-107-050 (20141015)

14. Erosion Control Structures.

Within three calendar days after completing the excavation for a substructure unit, place riprap or other permanent erosion control items required by the contract or deemed necessary by the engineer around the unit at a minimum to a height equivalent to the calculated water elevation resulting from a storm that occurs on the average of once every two years (Q2) as shown on the plan, or as the engineer directs.

In the event that construction activity does not disturb the existing ground below the Q2 elevation, the above timing requirements for permanent erosion control shall be waived.

stp-107-070 (20191121)

15. Notice to Contractor – Contamination Beyond Construction Limits.

The department completed testing for soil and ground water contamination for locations within this project where excavation is required. Testing indicated that petroleum-contaminated soil is present at the following sites:

1. USH 8 right-of-way next to W1505 USH 8 (Former Brantwood Corner Store): Station 450+30 to Station 450+60, petroleum contaminated groundwater at an approximate depth of 9 feet below existing grade from centerline to approximately 50 feet RT of centerline.
2. USH 8 right-of-way next to W11205 US Highway 8 (Vehicle Repair Garage): Station 752+20 to Station 752 +60, from approximately 20 feet RT of centerline to the USH 8 right-of-way limit RT of centerline.
3. USH 8 right-of-way next to W11205 US Highway 8 (Vehicle Repair Garage): Station 752+20 to Station 752 +60, from approximately 20 feet RT of centerline to the USH 8 right-of-way limit RT of centerline.
4. BP Gas Station at W11069 USH 8: Station 770+20 to Station 771+75, petroleum contaminated soil and groundwater beginning approximately 80 feet RT of centerline and beyond.

The contaminated soils at the above sites are expected to be beyond the excavation limits necessary to complete the work under this project. Control construction operations at these locations to ensure that they do not extend beyond the excavation limits indicated in the plans. If contaminated soils are encountered at these sites or elsewhere on the project during excavation, terminate excavation in the area and notify the engineer.

The Hazardous Materials Report is available by contacting: Greer Lundquist, Wisconsin Department of Transportation, 510 N. Hanson Lake Rd, Rhinelander, WI 54501, Telephone: (715) 365-5758, Email: greer.lundquist@dot.wi.gov.

stp-107-100 (20050901)

16. Archaeological Sites.

Project 1580-3070

State Graded School Historic site is located approximately 447+40 – 450+35 LT within the limits shown on the plans.

Notify the Bureau of Technical Services – Environmental Process and Document Section (BTS-EPDS) at (608) 266-0099 at least two weeks before commencement of any ground disturbing activities beyond the existing right-of-way limits. BTS-EPDS will determine if a qualified archaeologist will need to be on site during construction of this area.

Do not use the site for borrow or waste disposal. Do not use the site area not currently capped by asphalt/concrete for the staging of personnel, equipment and/or supplies.

Project 1580-30-71

Somo Cemetery site is located on Tripoli Drive, west of Johnson Road within the limits shown on the plans.

Notify the Bureau of Technical Services – Environmental Process and Document Section (BTS-EPDS) at (608) 266-0099 at least two weeks before commencement of any ground disturbing activities. BTS-EPDS will determine if a qualified archaeologist will need to be on site during construction of this area.

Do not use the site for borrow or waste disposal. Do not use the site or Tripoli Drive, abutting the cemetery, for the staging of personnel, equipment and/or supplies.

Project 1580-30-72

Tomahawk CCC Camp site is located approximately 990+00 – 1005+00 LT within the limits shown on the plans.

Notify the Bureau of Technical Services – Environmental Process and Document Section (BTS-EPDS) at (608) 266-0099 at least two weeks before commencement of any ground disturbing activities beyond the existing slope intercept. BTS-EPDS will determine if a qualified archaeologist will need to be on site during construction of this area.

Do not use the site for borrow or waste disposal. Do not use the site area not currently capped by asphalt/concrete for the staging of personnel, equipment and/or supplies.

stp-107-220 (20180628)

17. Public Convenience and Safety.

Replace standard spec 107.8 (4) with the following:

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

Lincoln County Sheriff's Department

Wisconsin State Patrol

Lincoln County Highway Department

Town of Somo

Town of Little Rice

Prentice School District

Tomahawk School District

Tripoli Post Office

The Lincoln County Sheriff's Department 911 dispatches all area police, fire and ambulance services, and will relay any notification given by the contractor.

ncr-107-005 (20200729)

18. Temporary Lane Shift During Culvert Work, Item 208.1500.S.

A Description

This special provision describes the construction of a temporary lane shift to maintain traffic with a one-lane roadway around culvert work.

B (Vacant)

C Construction

Excavate marsh material, place fill and base aggregate dense as needed to maintain traffic through the lane shift.

Furnish materials and construct conforming to the following standard specs:

Common excavation, marsh excavation, material removal, and disposal 205

Borrow.....208

Base Aggregate Dense.....305

Do pertinent construction staking according to standard spec 650 for the temporary lane shift.

Construct to appropriate widths and material thicknesses. Remove materials once the lane shift is no longer needed to maintain traffic.

D Measurement

The department will measure Temporary Lane Shift During Culvert Work as a single unit for each temporary roadway, 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
208.1500.S	Temporary Lane Shift During Culvert Work	EACH

Payment is full compensation for excavation and backfilling of marsh, placing, removing and disposal of fill, including any base aggregate dense used for the driving surface, and associated construction staking.

The department will pay separately for traffic control and erosion control items.

stp-208-010 (20210708)

19. Prepare Foundation for CIR Base Layer 1580-30-70, Item 211.0700.S.01; Prepare Foundation for CIR Base Layer 1580-30-71, Item 211.0700.S.02; Prepare Foundation for CIR Base Layer 1580-30-70, Item 211.0700.S.03.

A Description

This special provision describes the preparation of foundation for work required prior to Cold-In-Place Recycling (CIR) according to standard spec 211 and as hereinafter provided.

B (Vacant)

C Construction

After any contract required surface milling, and immediately prior to commencing CIR operations, remove from the roadway, and up to one inch below the milled surface, any vegetation, standing water, loose crack filler, and any other deleterious materials.

D Measurement

The department will measure Prepare Foundation for CIR Base Layer (Project) as each individual project, 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
211.0700.S.01	Prepare Foundation for CIR Base Layer 1580-30-70	EACH
211.0700.S.02	Prepare Foundation for CIR Base Layer 1580-30-71	EACH
211.0700.S.03	Prepare Foundation for CIR Base Layer 1580-30-72	EACH

Replace standard spec 211.5.1 (4) with the following:

(4) Payment is full compensation for brooming and crack fill removal.

The department will pay separately for the following work associated with yielding areas under this item under the following contract items:

- Base Repair for CIR Layer.

stp-211-020 (20191121)

20. Base Repair for CIR Layer, Item 211.0800.S.

A Description

This special provision describes base repair for Cold In-Place Recycling (CIR) layer in accordance with standard spec 211, and as hereinafter provided.

B (Vacant)

C Construction

After any contract required surface mill, the engineer and contractor shall visually inspect the milled surface for yielding areas.

Yielding areas will then be repaired prior to the CIR process. The identified yielding areas will be excavated to a maximum of 2 feet, repaired with base course, and a minimum of 5 inches of milled and re-laid pavement material or asphaltic surface in the upper layer,

Add the following to standard spec 211.3.5:

Prior to and during the placement of the CIR layer the contractor shall also be responsible for the work covered under this item.

Perform work under this bid item in accordance with standard spec 205.

Remove soft and/or yielding areas of base to a maximum depth of 2-feet. All areas will be documented, and information will be provided to the project engineer. If areas are found after paving operation begin, the project engineer will be notified of locations. Excavated area will be filled and compacted with material that meets the material requirements of standard spec 305 and Base Aggregate Dense 1 ¼-inch, or standard spec 330 and Mill and Relay, or standard spec 465 and Asphaltic Surface.

Do not exceed plan quantity without written approval from the engineer.

D Measurement

The department will measure Base Repair for CIR Layer by the cubic yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
211.0800.S	Base Repair for CIR Layer	CY

Payment is full compensation for removing and excavating areas of base to a maximum of 2 feet; required saw cuts; providing, placing, and compacting dense graded base course; milling and relaying pavement; asphaltic surfacing; and traffic control.

stp-211-030 (20200629)

21. Cold In-Place Recycling (CIR) Asphalt Base Layer, Item 327.1000.S; Asphalt Stabilizing Agent, Item 455.0770.S.

A Description

(1) This work consists of the milling, crushing, and screening (as necessary) of the existing hot mix asphalt (HMA) pavement to the width and depth specified on the plans. The processed material shall be blended with foamed asphalt stabilizing agent, water, and other additives as necessary, and required by the mix design, for placement and compaction of this mixture according to the plans and specifications.

B Materials

B.1 Reclaimed Asphalt Pavement (RAP) Material

(1) The RAP material shall be milled from the existing roadway and processed in place.

(2) The RAP shall be free of contamination including a base material, aggregate shoulder material, concrete, silt, clay, or other deleterious materials unless specified in the plan.

(3) Rubberized crack filler, pavement markers, loop wires, fabric, or other materials shall be removed as observed from the roadway during the recycling process. Any residual materials shall be appropriately sized and homogenously blended with the RAP. No rubberized crack filler or fabric piece may have a dimension exceeding a length of 4 inches.

(4) The milled and processed material shall conform to the following gradation:

Sieve Size	Percent Passing
2”	100
1 ½”	98 to 100
1”	95 to 100

B.2 Stabilizing Agent

(1) The asphalt stabilizing agent used for Cold In-Place Recycling (CIR) Asphalt Base Layer shall be foamed asphalt.

B.2.1 Foamed Asphalt

(1) Foamed asphalt shall be produced with a performance graded asphalt binder; without polymer modification; according to standard spec 455.

(2) Asphalt binder performance grade for foamed asphalt shall be PG 46-34 or PG 52-34. Ensure that the material is furnished by a supplier from the Combined State Binder Group Certified Supplier List.

(3) Asphalt binder shall be sufficiently heated to meet the mix design expansion and half-life criteria; not to exceed 375° F.

(4) Asphalt binder shall produce asphalt foam with a minimum expansion ratio of 8, and a half-life of no less than 6 seconds.

B.2.2 Water

(1) Water may be added to the RAP at the milling head and/or in a mixing chamber.

(2) Water added to the RAP, used for foaming asphalt, shall be free of sediment and deleterious materials.

B.3 Mixture Design

(1) The contractor shall be responsible for obtaining milled samples and/or cores for the project mix design.

(2) Core samples shall be obtained at a minimum frequency of 0.5 lane-mile. Cores shall be obtained from the area to be recycled including the shoulder. Samples obtained by coring should be enough to develop the mix design.

(3) Samples for mix design obtained by milling shall be taken from at least 3 different locations directly from the area to be recycled.

(4) All samples shall represent the entire depth of the layer to be recycled.

(5) Develop and submit a material sampling plan for review and approval a minimum of 5 business days prior to obtaining milled and/or cored samples.

(6) Material sampling prior to receipt of the engineer’s notice to proceed shall require submittal and approval of an Application/Permit to Work on Highway Right-of-Way (DT1812).

(7) During material sampling operations, contractor insurance shall be as specified in standard spec 107, traffic control requirements shall be as specified in standard spec 107 and 643, and in the contract special provisions.

(8) Develop and submit a mix design with the optimal asphalt content 10 business days prior to the start of the CIR operation. This will be developed according to AASHTO MP 38-18 and PP 94-18; and additionally, will conform to the requirements listed in B.3.1. Submit mix design using WisDOT’s provided CIR mix design template to the engineer and department’s Bureau of Technical Services, Materials Management Section, Pavement Unit: DOTDLDTSDBTSPavementUnit@dot.wi.gov

Table B.3.1 – Minimum Mix Design Requirements

Properties	Test Method	Specification	Criteria
RAP	Gradation of RAP (Sieve Analysis of Aggregates)	AASHTO MP 38-18 and PP 94-18	Fine or Medium Gradation per AASHTO PP 38-18 (Table 1)
	RAP Coating Test	AASHTO T 59	Minimum Good
Foaming	Foamed Asphalt Expansion Ratio	AASHTO MP 38-18 and PP 94-18	Minimum 8.0 Times
	Foamed Asphalt Half-life		Minimum 6.0 Seconds
Mixture Volumetrics	Bulk Specific Gravity of Compacted Samples		Report Only; Ndes=30
	Maximum Theoretical Specific Gravity		Report Only
	% Air Voids in Compacted Dense and Open Bituminous Paving Mixtures		Report Only
	Tensile Strength (Resistance of Compacted Mixture to Moisture) Dry, psi Ratio (TSR)		Minimum 45 Minimum 0.60*

*0.70 for mix designs requiring the addition of cement.

(9) The mix design shall be used for informational purposes.

(10) The mix design report shall contain the following minimum information:

1. Gradation of RAP.
2. Density, maximum specific gravity, air void content, indirect dry tensile strength, indirect wet (conditioned) tensile strength, and tensile strength ratio at each recycling agent content iteration (minimum of 4; inclusive of recommended moisture and stabilizing contents) and at the recommended moisture and stabilizing agent contents.
3. Recommended water content from the moisture density curve as a percentage of dry RAP.
4. Optimum stabilizing agent content as a percentage of dry RAP.
5. PG grading of asphalt binder for foamed asphalt, supplier name and location, and certified test report.
6. The optimal foaming characteristics of the asphalt stabilizing agent during the mix design process shall be determined at a minimum of using three different percentages of foamed asphalt content, three different temperatures, and water content.
7. RAP coating test results.
8. Any additives that may be used.

B.4 Quality Management Program

B.4.1 Quality Control Plan

(1) Submit a comprehensive written quality control plan, including random numbers, to the engineer no later than 10 business days before beginning CIR activities. Construct the project as the plan provides.

(2) Do not change the quality control plan without the engineer's review and acceptance. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post it in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:

1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
3. A list of suppliers for all stabilizing agents.
4. A list of source locations for all water.
5. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
6. Location of the QC laboratory, retained sample storage, and other documentation.
7. A summary of locations or quantities, selected randomly using ASTM Method D3665, to be tested under this provision.

B.4.2 Pre-CIR Construction Meeting

A minimum of five business days prior to the start of CIR construction, hold a pre-CIR construction meeting at a mutually agreed upon time and location. Attendance at the pre-CIR construction meeting is mandatory for the engineer, quality control manager, project inspection and testing staff, all appropriate contractor personnel involved in the sampling, testing, and quality control including subcontractors, and the engineer or designated representatives.

B.4.3 Personnel

(1) Provide HTCP Nuclear Density Technician I or ACT certified technician for the performance of field density and field moisture content testing.

(2) Provide HTCP Aggregate Technician I or ACT certified technician for material sampling and sieve analysis.

(3) A Transportation Materials Sampling (TMS) certified technician is allowed for materials sampling.

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

B.4.4 Equipment

(1) Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and applicable AASHTO and/or ASTM specifications and maintain a calibration record at the laboratory.

(2) Furnish nuclear gauges from the department's approved product list at:

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

(3) Ensure that the nuclear gauge manufacturer or an approved calibration service calibrates the gauge the same calendar year it is used on the project. Retain a copy of the calibration certificate with the gauge.

(4) Conform to AASHTO T310 and CMM 8.15 for density testing and gauge monitoring methods.

B.4.5 Quality Control (QC) Testing

(1) Roadway production lots will be defined as 4000 lane feet. Each roadway production lot will consist of two 2000 lane feet sublots. The contractor will notify the department before sampling.

(2) Gradation samples shall be taken at a random location at a minimum frequency of one per lot of production. Gradation samples shall be taken as representative of the full recycled depth. Samples may be obtained prior to or after the addition of stabilizing agent depending on the type of CIR equipment used in the project. For each sample report the gradation of the material, as determined according to AASHTO T27, for the Number 4 (4.75mm) sieve and larger.

(3) Conduct and report density testing at a minimum frequency of three individual random tests per sublot.

(4) Conduct and report mill depth checks at a random location at a minimum frequency of once per sublot.

(5) Measure and report stabilizing agent foaming properties (i.e., half-life and expansion ratio) of each new tanker load from the equipment's test nozzle or recycling unit. If the foaming properties do not meet the requirement as specified in B.2.1, take the necessary corrective action by adjusting the temperature of the stabilizing agent and/or foaming water content.

(6) Report stabilizing agent temperature at a minimum of one per each new tanker load.

(7) Report stabilizing agent foamed asphalt expansion ratio and half-life at random locations at a minimum frequency of once per sublot.

(8) Perform startup QC testing (milling depth, stabilizing agent, foaming properties, and stabilizing agent application rate) within the first 500 feet at the beginning of each day of production.

(9) Conduct and report daily moisture content of the finished CIR layer representing each day's placement. Moisture content shall be based on the average of three random tests, from each day's placement. The moisture content shall be determined from a sample retrieved over the full depth of the CIR layer by weighting and drying to a constant weight using an oven at 230°±9°F. Engineer-directed tests are an addition to the above three tests representing the day's placement.

(10) Once the section achieves 2.5% or less in moisture, the section is considered cured and additional moisture tests are not required unless directed by the engineer.

(11) The contractor shall provide a Daily Inspection Report within 48 hours to the engineer summarizing the following:

- daily beginning and ending stations,
- applicable mix design,
- stabilizing agent temperature,
- stabilizing agent foaming properties,
- sublot tests (mill depth check, density test, and gradation) locations and values,
- lot roadway sample locations, and
- moisture.

Any adjustments to the application rate of the stabilizing agent, compaction or foaming water shall be reported as stated in section C.1. Test results (except gradation and moisture) shall be provided to the engineer by the end of the business day.

B.4.6 Department Testing

B.4.6.1 General

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

B.4.6.2 Quality Verification (QV) Testing

(1) The department will have a technician, or ACT working under a technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in B.4.3 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling.

(2) The department will conduct random QV tests at the minimum frequency of 10% of the required QC tests. The department will observe the contractor's QC stabilizing agent foaming property test.

(3) The department's mill depth check, roadway gradation sample, and density test sites, will be at locations independent of the contractor's QC work, collecting one sample at each QV location. The department will split each QV gradation sample, test half for QV, and retain the remaining half for 7 calendar days.

(4) The department will verify the contractor's moisture content values by testing a moisture content split sample at a frequency of at least one per day.

(5) The department will conduct QV tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.

(6) The department will assess QV results by comparing them to the appropriate specification limits. If QV test results conform to this special provision, the department will take no further action. If QV test results are nonconforming, a re-evaluation of the entire process must be completed before production can resume.

B.4.6.3 Independent Assurance (IA)

(1) Independence assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing, including personnel qualifications, procedures, and equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:

1. Split sample testing.
2. Proficiency sample testing.
3. Witnessing sampling and testing.
4. Test equipment calibration checks.
5. Requesting that testing personnel perform additional sampling and testing.

(2) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in B.4.6.4.

B.4.6.4 Dispute Resolution

(1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor shall review the data, examine data reduction and analysis methods, evaluate sampling and testing methods/procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.

(2) Production test results, and results from other process control testing, may be considered when resolving a dispute.

(3) If project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product or work, the department will use third-party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third-party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third-party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

C Construction

C.1 General

(1) Unless the contract provides otherwise, keep the road open to traffic during construction.

(2) Perform CIR operations; only between the dates of May 15 and September 15; when the air temperature approximately 3 feet above grade, in the shade, and away from artificial heat sources is above 50°F and when the nighttime ambient air temperature is above 35°F the night prior and the following night, unless approved otherwise by the engineer.

(3) Do not perform CIR operations during inclement weather such as rain or fog; that will not allow proper mixing, placing, and/or compacting of the mixture.

(4) CIR operations and recycled pavement base layer curing shall be completed to allow adequate time for placement of surfacing according to calendar requirements of standard spec 450.3.2.1.

(5) The asphalt binder stabilizing agent application rate will be 2.00 percent with a field adjustment tolerance of +/- 0.30 percent. Any changes within the +/- 0.30 percent tolerance from the 2.00 percent application rate will need to be documented with date, time, pavement temperature, location, reason, and new values and communicated to the engineer at the time the change occurs.

(6) The metered water added at the mill used for cooling and compaction shall be 2.00 percent. Any changes within the +/- 0.30 percent tolerance from the 2.00 percent application rate will need to be documented with date, time, pavement temperature, location, reason, and new values and communicated to the engineer at the time the change occurs.

(7) If the stabilizing agent or water application rate from the mix design referenced in section B.3 is not within the range of 1.70 to 2.30 percent, at the department's direction, 500 feet test sections will be required as a comparison. The contractor's liability for the department's directed test sections will be waived. The department's Bureau of Technical Services Pavement Unit will be consulted on these test sections. No test section will be considered below 1.50 percent asphalt binder stabilizing agent.

C.2 Equipment

(1) Equipment used for CIR shall be subject to approval by the engineer.

(2) Tankers supplying hot stabilizing agent components shall be equipped to constantly monitor temperature within the tank.

C.2.1 Milling Machine

(1) The primary milling machines; not inclusive of pre-mill/wedge-cut milling units; shall be capable of milling the existing pavement at a minimum width of not less than 12.5 feet and to the depth shown on the plans, specified in the contract or directed by the engineer. A smaller milling machine may be used to mill paved shoulders and miscellaneous areas to increase the recycle width.

(2) The milling machines shall be equipped with automatic depth control, shall maintain constant cutting depth and width, uniform grade, and uniform slope.

(3) For processes not incorporating additional screening, sizing, or crushing; the milling machine shall be capable of producing RAP sized as specified in B.1.

(4) Use of a heating device to soften the pavement is not permitted.

C.2.2 Screening, Crushing, and Sizing Equipment

(1) Processes requiring additional screening, sizing, or crushing, shall include a unit with a closed-circuit system capable of continuously returning oversized material to the crusher until all milled material entering the screening, crushing, or sizing equipment meets the gradation requirements of section B.1.

C.2.3 Mixing Unit

(1) Processed RAP shall be mixed with the stabilizing agent and water in a mixing unit; defined as the milling machine cutter housing, a separate mixing chamber, or a pugmill.

(2) The asphalt stabilizing agent shall be applied; using a computer-controlled additive system; uniformly at the predetermined application rate. The metering of the stabilizing agent must be monitored through a calibrated pump providing a continuous readout of quantities.

(3) The additive system shall contain separate pumping systems for adding stabilizing agent and water. Each system shall have an inspection or test nozzle for stabilizing agent and/or water sampling.

(4) The system shall be capable of producing a uniformly mixed homogeneous recycled pavement base layer mixture.

C.2.4 Paving Equipment

(1) The placement and shaping of the recycled pavement base layer mixture shall be completed using a self-propelled paver or screed integral to the recycling equipment meeting the requirements of standard spec 450.3.1.4; revised to exclude the requirement of an activated screed or strike-off assembly.

(2) The screed shall not be heated.

(3) If utilizing a self-propelled paver, the material shall be transferred directly into the paver hopper from the recycling equipment or with a pick-up device. When a pick-up device is used, the entire windrow shall be removed from the milled surface and transferred to the paver hopper.

C.2.5 Compaction Equipment

(1) Compaction equipment shall be self-propelled and meet the requirements of standard spec 450.3.1.5.

(2) The number, weight, and types of rollers shall be used as necessary to achieve the specified compaction. At a minimum, the following rollers shall be used:

1. At least one self-propelled double drum vibratory steel roller with a minimum weight of not less than 10 tons.
2. At least one self–propelled pneumatic-tired roller with a minimum weight of not less than 22 tons.

C.3 Constructing CIR

C.3.1 Preparation

(1) After any contract required surface milling, and immediately prior to commencing CIR operations, remove from the roadway, and up to 1 inch below the milled surface, any vegetation, standing water, loose crack filler, and any other deleterious materials.

(2) Inspect the pavement surface, after any contract required surface milling, for areas of yielding subgrade. Yielding areas will be repaired prior to CIR operations.

(3) Blade the existing base aggregate roadway shoulders away from the asphaltic surface edge to minimize contamination of the CIR base layer.

C.3.2 Processing and Placement of CIR Material

(1) Mill the existing pavement to the required depth and width indicated on the plans.

(2) Further process the milled RAP material as necessary by crushing, screening, and/or sizing to the gradation requirements of B.1.

(3) Blend the RAP material with the mix design specified proportions of stabilizing agent and water; produce a uniform and homogeneous recycled mixture.

(4) Spread the recycled mixture to the grade, elevations, and slopes specified on the plans; avoiding tearing or scarring of the recycled pavement base layer surface.

(5) Ensure proper material transfer, handling, and spreading to prevent material segregation. If segregation does occur behind the paver, the contractor shall take immediate steps to correct the problem. Corrective action may include adjusting the forward speed of the paving operation and adjusting the flow of material to paver. The contractor shall make adjustments until a satisfactory end-product has been obtained, as determined by the engineer.

(6) Longitudinal joints between successive CIR operations shall be overlapped a minimum of 3 inches. Consideration should be given to the amount of stabilizing agent used in the overlapping pass. Adjust the width of the stabilizing agent application so that the overlapped CIR mixtures maintains the target stabilizing agent content. Transverse joints between successive CIR operations during the same day of placement shall be overlapped a minimum of 2 feet. The beginning of each day's recycling operation shall overlap the end of the preceding recycling operation a minimum of 50 feet unless otherwise directed by the engineer.

C.4 Compaction

C.4.1 Control Strip Construction

(1) On the first day of production, construct a control strip to identify the target wet density for the CIR layer using a nuclear moisture-density gauge in backscatter measurement. Nuclear gauge test duration in backscatter measurement shall be for a total of one-minute test per location in the direction of paving. The control strip construction and density testing will occur under the direct observation and/or assistance of the department QV personnel.

(2) After the construction of the control strip, the CIR process shall be permitted to continue until the project's first asphalt binder tanker truck is empty. Any further CIR process shall be halted till the completion of the test rolling.

(3) Unless the engineer approves otherwise, construct control strips to a minimum dimension of 500 feet long and one full lane width. Begin the control strip at a location of at least 200 feet beyond the start of the project.

(4) Completed control strips may remain in-place to be incorporated into the final roadway cross-section.

(5) Construct additional control strips, at a minimum, when:

1. The CIR layer thickness changes in excess of 2.0 inches.
2. The percent of target wet density is less than 96% or exceeds 105.0%; and is outside the range of the 10 random measurements defining the control strip; on two consecutive sublots.
3. If there is a significant change in mix proportions, weather conditions, compaction equipment, or other controlling factors, the engineer may require the construction of new control strips to check target density.

(6) Construct control strips using equipment and methods representative of the operations to be used for constructing the CIR layer.

(7) After compacting the control strip with a minimum of three roller passes, mark and take three wet density measurements using a nuclear moisture-density gauge in backscatter mode at one random station. One density measurement representing the inside 1/3, one density measurement representing the middle 1/3, and one density measurement representing the outside 1/3 transversely across the traveled lane, a minimum of 1 ½ feet from the center of the probe to the unrestricted edge of the CIR layer. Subsequent density measurements will be taken at the same three locations.

(8) After each subsequent pass of compaction equipment over the entirety of the control strip, take wet density measurements at the three marked locations. Continue compacting and testing until the increase in density measurements of individual locations is less than 2.0 lb/ft3, or the density measurements begin to decrease.

(9) Upon completion of control strip compaction, take 10 randomly located wet density measurements within the limits of the control strip, a minimum of 1 ½ feet from the center of the probe to the unrestricted edge of the CIR layer. The final measurements recorded at the three locations under article paragraph (6) of this section may be included as 3 of the 10 measurements. Average the 10 measurements to obtain the control strip target density.

C.4.2 Compaction Requirements

(1) Compact the CIR layer to a required density of 96% of the target density. Density acceptance shall be based on the average sublot measurements results.

C.5 Surface Requirements

(1) Prior to placement of the surface treatment, the engineer and contractor shall visually inspect the CIR layer for distresses including, but not limited to raveled areas, rutted areas, and areas of excess or deficient stabilizing agent, or deficient surface tolerance areas.

(2) Test the recycled pavement base layer surface at regular intervals, and engineer selected locations, using a 10-foot straightedge or other engineer-specified devices.

(3) The engineer may direct the repair of surface deviations greater than ½ inch between two surface contact points. High points shall be corrected by rerolling, trimming, milling, or grinding. Depressions may be corrected by having a tack coat applied and be filled with HMA immediately prior to placement of the surface treatment.

(4) Raveled areas, rutted areas, and areas of excess or deficient stabilizing agent shall be re-processed or repaired. Reprocessing shall consist of milling, blending of additional stabilizing agent, placement with a paver, and compaction with determined rolling patterns as determined by the control strip.

C.6 Maintaining the Work

(1) After compaction is complete, the contractor will determine when the CIR is stable to open to traffic.

(2) After opening to traffic, and prior to placement of the upper layer, the surface of the recycled base shall be maintained in a condition suitable for the safe movement of traffic.

(3) The recycled base and shoulders shall be protected and maintained from standing water, deleterious substances, and/or other damage.

(4) Any damage to the recycled base, excluding department-directed test sections, shall be repaired by the contractor prior to placement of the upper layer at no additional cost to the department.

C.7 Curing and Surfacing

C.7.1 Curing

(1) Application of a surface treatment or leveling/lower layer of HMA will not be allowed until the moisture content of the CIR layer reduces to 2.50 percent or less.

(2) If the moisture content of the CIR layer does not reduce to 2.50 percent; the surface treatment may be applied after the change in moisture content is less than 0.30 percentage points for three consecutive calendar days

(3) The moisture content shall be determined from a sample retrieved over the full depth of the CIR layer by weighting and drying to a constant weight using an oven at 230°±9°F. Moisture content testing by nuclear density shall only be used for informational purposes and not for acceptance. The department will obtain a sample(s) to verify the contractor's final moisture content values.

C.7.2 Tack Coat

(1) The surface shall be prepared, and tack coat applied meeting the requirements of standard spec 455.3.2.

(2) Tack coat application rate shall be 0.05 to 0.07 gal/SY. The engineer may adjust the tack coat application rate based on surface conditions.

(3) Use only emulsified asphalt material as tack coat specified in standard spec 455.2.5. Paving grade asphaltic tack coat shall not be used.

C.7.3 Surfacing

(1) Surfacing materials, equipment, and construction methods shall be according to the applicable sections of the standard specs or contract special provisions.

(2) Paving of final surfacing (for single layer) or leveling/lower layer of HMA on the cured CIR sections shall not be conducted until the moisture content in the CIR layer reduces to 2.50% or less.

(3) The final surfacing (for single layer) or leveling/lower layer shall be placed on the CIR layer within 10 calendar days once a section of the CIR layer is considered cured per section B.4.5.

(4) After any rain event, the excess moisture in the CIR layer shall be allowed to dry before paving the final surfacing (for single layer) or leveling/lower HMA layer. After a measurable rain event and prior to paving or resuming paving the CIR layer with final surfacing (for single layer) or leveling/lower layer of HMA, the contractor shall dig a hole full depth of the CIR at a location directed and observed by the engineer. The contractor shall record depth of standing water after 5 minutes. A plan to deal with standing water/potential bleeding shall be submitted by the contractor to the engineer prior to paving. The department can request a split-sample moisture at any time as specified in section B.4.5.

(5) The contractor is responsible for the prevention of water bleeding through the final surfacing (for single layer) or leveling/lower layer. Water bleeding through the final surfacing (for single layer) or leveling/lower layer is considered nonconforming work and will be handled according to standard spec 105.3.2.

D Measurement

(1) The department will measure Cold In-Place Recycling (CIR) Asphalt Base Layer by the square yard, acceptably completed.

(2) The department will measure the Asphalt Stabilizing Agent incorporated into the work by the ton; as metered through a calibrated pump, or through delivered ticket quantity.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
327.1000.S	Cold In-Place Recycling (CIR) Asphalt Base Layer	SY
455.0770.S	Asphalt Stabilizing Agent	TON

(2) Payment is full compensation for measured quantities as specified above; all material including mixing and milling water; equipment necessary for milling and sizing, mixing, paving, compacting the completed CIR; incidentals necessary to the conduct mix design; including sampling and traffic control; mill the existing pavement for recycling, size the milled RAP, inject and mix the RAP with the stabilizing agent, place or pave, compact, and maintain the completed CIR.

(3) The department will pay separately for the repair of yielding areas under the bid item Base Repair for CIR Layer.

(4) The department will pay separately for removing or blading away of the adjacent shoulder material under the bid item Shaping Shoulders.

(5) The department will pay separately for preparation under the bid item Prepare Foundation for CIR Base Layer.

(6) The department will pay separately for surfacing treatments, including tack coat, under the appropriate bid items.

stp-327-010 (20220628)

22. Asphaltic Surface.

Replace standard spec 465.2 (1) with the following:

Under the Asphaltic Surface bid item submit a mix design. Furnish asphaltic mixture meeting the requirements specified for HMA Pavement Type HMA MT under standard spec 460.2; except the engineer will not require the contractor to conform to the quality management program specified under standard spec 460.2.8. Use tack coat as required under standard spec 450.3.2.7.

ncr-465-005 (20220530)

23. HMA Percent Within Limits (PWL) Test Strip Volumetrics, Item 460.0105.S; HMA Percent Within Limits (PWL) Test Strip Density Item 460.0110.S.

A Description

This special provision describes the Hot Mix Asphalt (HMA) density and volumetric testing tolerances required for an HMA test strip. An HMA test strip is required for contracts constructed under HMA Percent Within Limits (PWL) QMP. A density test strip is required for each pavement layer placed over a specific, uniform underlying material, unless specified otherwise in the plans. Each contract is restricted to a single mix design per mix type per layer (e.g., upper layer and lower layer may have different mix type specified or may have the same mix type with different mix designs). Each mix design requires a separate test strip. Density and volumetrics testing will be conducted on the same test strip whenever possible.

Perform work according to standard spec 460 and as follows.

B Materials

Use materials conforming to HMA Pavement Percent Within Limits (PWL) QMP special provision.

C Construction

C.1 Test Strip

Submit the test strip start time and date to the department in writing at least 5 calendar days in advance of construction of the test strip. If the contractor fails to begin paving within 2 hours of the submitted start time, the test strip is delayed, and the department will assess the contractor $2,000 for each instance according to Section E of this document. Alterations to the start time and date must be submitted to the department in writing a minimum of 24 hours prior to the start time. The contractor will not be liable for changes in start time related to adverse weather days as defined by standard spec 101.3 or equipment breakdown verified by the department.

On the first day of production for a test strip, produce approximately 750 tons of HMA. (Note: adjust tonnage to accommodate natural break points in the project.) Locate test strips in a section of the roadway to allow a representative rolling pattern (i.e., not a ramp or shoulder, etc.).

C.1.1 Sampling and Testing Intervals

C.1.1.1 Volumetrics

Laboratory testing will be conducted from a split sample yielding three components, with portions designated for QC (quality control), QV (quality verification), and retained.

During production for the test strip, obtain sufficient HMA mixture for three-part split samples from trucks prior to departure from the plant. Collect three split samples during the production of test strip material. Perform sampling from the truck box and three-part splitting of HMA according to CMM 836. These three samples will be randomly selected by the engineer from each *third* of the test strip tonnage (T), excluding the first 50 tons:

Sample Number	Production Interval (tons)
1	50 to 1/3 T
2	1/3 T to 2/3 T
3	2/3 T to T

C.1.1.2 Density

Required field tests include contractor QC and department QV nuclear density gauge tests and pavement coring at ten individual locations (five in each half of the test strip length) according to Appendix A: *Test Methods and Sampling for HMA PWL QMP Projects*. Both QV and QC teams shall have two nuclear density gauges present for correlation at the time the test strip is constructed. QC and QV teams may wish to scan with additional gauges at the locations detailed in Appendix A, as only gauges used during the test strip correlation phase will be allowed.

C.1.2 Field Tests

C.1.2.1 Density

For contracts that include STSP 460-020 QMP Density in addition to PWL, a gauge comparison according to CMM 815.7 shall be completed prior to the day of test strip construction. Daily standardization of gauges on reference blocks and a project reference site shall be performed according to CMM 815.8. A standard count shall be performed for each gauge on the material placed for the test strip, prior to any additional data collection. Nuclear gauge readings and pavement cores shall be used to determine nuclear gauge correlation according to Appendix A. The two to three readings for the five locations across the mat for each of two zones shall be provided to the engineer. The engineer will analyze the readings of each gauge relative to the densities of the cores taken at each location. The engineer will determine the average difference between the nuclear gauge density readings and the measured core densities to be used as a constant offset value. This offset will be used to adjust raw density readings of the specific gauge and shall appear on the density data sheet along with gauge and project identification. An offset is specific to the mix and layer; therefore, a separate value shall be determined for each layer of each mix placed over a differing underlying material for the contract. This constitutes correlation of that individual gauge for the given layer. Two gauges per team are not required to be onsite daily after completion of the test strip. Any data collected without a correlated gauge will not be accepted.

The contractor is responsible for coring the pavement from the footprint of the density tests and filling core holes according to Appendix A. Coring and filling of pavement core holes must be approved by the engineer. The QV team is responsible for the labeling and safe transport of the cores from the field to the QC laboratory. Testing of cores shall be conducted by the contractor and witnessed by department personnel. The contractor is responsible for drying the cores following testing. The department will take possession of cores following laboratory testing and will be responsible for any verification testing at the discretion of the engineer.

The target maximum density to be used in determining core density is the average of the three volumetric/mix Gmm values from the test strip multiplied by 62.24 lb/ft^3. In the event mix and density portions of the test strip procedure are separated, or if an additional density test strip is required, the mix portion must be conducted prior to density determination. The target maximum density to determine core densities shall then be the Gmm four-test running average (or three-test average from a PWL volumetric-only test strip) from the end of the previous day's production multiplied by 62.24 lb/ft^3. If no PWL production QV volumetric test is to be taken in a density-only test strip, a non-random QV test will be taken according to 460.2.8.3.1.4 as modified in HMA Pavement Percent Within Limits (PWL) QMP and if non-conforming to C.2.1 herein, follow corrective action outlined in 460.2.8.2.1.7(4) as modified in HMA Pavement Percent Within Limits (PWL) QMP.

Exclusions such as shoulders and appurtenances shall be tested and reported according to CMM 815. However, all acceptance testing of shoulders and appurtenances will be conducted by the department, and average lot (daily) densities must conform to standard spec Table 460-3. No density incentive or

disincentive will be applied to shoulders or appurtenances. However, unacceptable shoulder material will be handled according to standard spec 460.3.3.1 and CMM 815.11.

C.1.3 Laboratory Tests

C.1.3.1 Volumetrics

Obtain random samples according to C.1.1.1 and Appendix A. Perform tests the same day as taking the sample.

Theoretical maximum specific gravities of each mixture sample will be obtained. Bulk specific gravities of both gyratory compacted samples and field cores shall be determined. The bulk specific gravity values determined from field cores shall be used to calculate a correction factor (i.e., offset) for each QC and QV nuclear density gauge. The correction factor will be used throughout the remainder of the layer.

C.2 Acceptance

C.2.1 Volumetrics

Produce mix conforming to the following limits based on individual QC and QV test results (tolerances based on most recent JMF):

ITEM	ACCEPTANCE LIMITS
Percent passing given sieve:	
37.5-mm	+/- 8.0
25.0-mm	+/- 8.0
19.0-mm	+/- 7.5
12.5-mm	+/- 7.5
9.5-mm	+/- 7.5
2.36-mm	+/- 7.0
75-µm	+/- 3.0
Asphaltic content in percent[1]	- 0.5
Air Voids	-1.5 & +2.0
VMA in percent[2]	- 1.0
Maximum specific gravity	+/- 0.024

[1] Asphalt content more than -0.5% below the JMF will be referee tested by the department's AASHTO accredited laboratory and HTCP certified personnel using automated extraction.

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

QV samples will be tested for Gmm, Gmb, and AC. Air voids and VMA will then be calculated using these test results.

Calculation of air voids shall use either the QC, QV, or retained split sample test results, as identified by conducting the paired t-test with the WisDOT PWL Test Strip Spreadsheet.

If QC and QV test results do not correlate as determined by the split sample comparison, the retained split sample will be tested by the department's AASHTO accredited laboratory and HTCP certified personnel as a referee test. Additional investigation shall be conducted to identify the source of the difference between QC and QV data. Referee data will be used to determine material conformance and pay.

C.2.2 Density

Compact all layers of test strip HMA mixture according to Table 460-3.

Nuclear density gauges are acceptable for use on the project only if correlation is completed for that gauge during the time of the test strip and the department issues documentation of acceptance stating the correlation offset value specific to the gauge and mix design. The offset is not to be entered into any nuclear density gauge as it will be applied by the department-furnished Field Density Worksheet.

C.2.3 Test Strip Approval and Material Conformance

All applicable laboratory and field testing associated with a test strip shall be completed prior to any additional mainline placement of the mix. All test reports shall be submitted to the department upon completion and approved before paving resumes. The department will notify the contractor within 24 hours from start of test strip regarding approval to proceed with paving unless an alternate time frame is agreed upon in writing with the department. The 24-hour approval time includes only working days as defined in standard spec 101.3.

The department will evaluate material conformance and make pay adjustments based on the PWL value of air voids and density for the test strip. The QC core densities and QC and QV mix results will be used to determine the PWL values as calculated according to Appendix A.

The PWL values for air voids and density shall be calculated after determining core densities. An approved test strip is defined as the individual PWL values for air voids and density both being equal to or greater than 75, mixture volumetric properties conforming to the limits specified in C.2.1, and an acceptable gauge-to-core correlation. Further clarification on PWL test strip approval and appropriate post-test strip actions are shown in the following table:

PWL TEST STRIP APPROVAL AND MATERIAL CONFORMANCE CRITERIA

PWL VALUE FOR AIR VOIDS AND DENSITY	TEST STRIP APPROVAL	MATERIAL CONFORMANCE	POST-TEST STRIP ACTION
Both PWL $\geq$ 75	Approved[1]	Material paid for according to Section E	Proceed with Production
50 $\leq$ Either PWL < 75	Not Approved	Material paid for according to Section E	Consult BTS to determine need for additional test strip
Either PWL < 50	Not Approved	Unacceptable material removed and replaced or paid for at 50% of the contract unit price according to Section E	Construct additional Volumetrics or Density test strip as necessary

[1] In addition to these PWL criteria, mixture volumetric properties must conform to the limits specified in C.2.1, split sample comparison must have a passing result and an acceptable gauge-to-core correlation must be completed.

A maximum of two test strips will be allowed to remain in place per pavement layer per contract. If material is removed, a new test strip shall replace the previous one at no additional cost to the department. If the contractor changes the mix design for a given mix type during a contract, no additional compensation will be paid by the department for the required additional test strip and the department will assess the contractor $2,000 for the additional test strip according to Section E of this special provision. For simultaneously conducted density and volumetric test strip components, the following must be achieved:

i. Passing/Resolution of Split Sample Comparison
ii. Volumetrics/mix PWL value $\geq$ 75
iii. Density PWL value $\geq$ 75
iv. Acceptable correlation

If not conducted simultaneously, the mix portion of a test strip must accomplish (i) and (ii), while density must accomplish (iii) and (iv). If any applicable criteria are not achieved for a given test strip, the engineer, with authorization from the department's Bureau of Technical Services, will direct an additional test strip (or alternate plan approved by the department) be conducted to prove the criteria can be met prior to additional paving of that mix. For a density-only test strip, determination of mix conformance will be according to main production, i.e., HMA Pavement Percent Within Limits (PWL) QMP special provision.

D Measurement

The department will measure HMA Percent Within Limits (PWL) Test Strip as each unit of work, acceptably completed as passing the required air void, VMA, asphalt content, gradation, and density correlation for a Test Strip. Material quantities shall be determined according to standard spec 450.4 and detailed here within.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH
460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH

These items are intended to compensate the contractor for the construction of the test strip for contracts paved under the HMA Pavement Percent Within Limits QMP article.

Payment for HMA Percent Within Limits (PWL) Test Strip Volumetrics is full compensation for volumetric sampling, splitting, and testing, and for the proper labeling, handling, and retention of the split samples.

Payment for HMA Percent Within Limits (PWL) Test Strip Density is full compensation for collecting and measuring of pavement cores, acceptably filling core holes, providing of nuclear gauges and operator(s), and all other work associated with completion of a core-to-gauge correlation, as directed by the engineer.

Acceptable HMA mixture placed on the project as part of a volumetric or density test strip will be compensated by the appropriate HMA Pavement bid item with any applicable pay adjustments. If a test strip is delayed as defined in C.1 of this document, the department will assess the contractor $2,000 for each instance, under the HMA Delayed Test Strip administrative item. If an additional test strip is required because the initial test strip is not approved by the department or the mix design is changed by the contractor, the department will assess the contractor $2,000 for each additional test strip (i.e. $2,000 for each individual volumetrics or density test strip) under the HMA Additional Test Strip administrative item.

Pay adjustment will be calculated using 65 dollars per ton of HMA pavement. The department will pay for measured quantities of mix based on $65/ton multiplied by the following pay adjustment:

PAY ADJUSTMENT FOR HMA PAVEMENT AIR VOIDS & DENSITY

PERCENT WITHIN LIMITS (PWL)	*PAYMENT FACTOR, PF (percent of $65/ton)*
≥ 90 to 100	PF = ((PWL – 90) * 0.4) + 100
≥ 50 to < 90	(PWL * 0.5) + 55
<50	50%[1]

where, PF is calculated per air voids and density, denoted $PF_{air\ voids}$ & $PF_{density}$

[1] Material resulting in PWL value less than 50 shall be removed and replaced, unless the engineer allows for such material to remain in place. In the event the material remains in place, it will be paid at 50% of the contract unit price of HMA pavement.

For air voids, PWL values will be calculated using lower and upper specification limits of 2.0 and 4.3 percent, respectively. Lower specification limits for density will be according to Table 460-3. Pay adjustment will be determined for an acceptably completed test strip and will be computed as shown in the following equation:

$$\text{Pay Adjustment} = (PF-100)/100 \times (WP) \times (\text{tonnage}) \times (\$65/\text{ton})^*$$

*Note: If Pay Factor <50, the contract unit price will be used in lieu of $65/ton

The following weighted percentage (WP) values will be used for the corresponding parameter:

Parameter	WP
Air Voids	0.5
Density	0.5

Individual Pay Factors for each air voids ($PF_{air\ voids}$) and density ($PF_{density}$) will be determined. $PF_{air\ voids}$ will be multiplied by the total tonnage produced (i.e., from truck tickets), and $PF_{density}$ will be multiplied by the calculated tonnage used to pave the mainline only (i.e., traffic lane excluding shoulder) as determined according to Appendix A.

The department will pay incentive for air voids under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
460.2005	Incentive Density PWL HMA Pavement	DOL
460.2010	Incentive Air Voids HMA Pavement	DOL

The department will administer disincentives under the Disincentive Density HMA Pavement and the Disincentive Air Voids HMA Pavement administrative items.

stp-460-040 (20220107)

24. Appendix A.

Test Methods & Sampling for HMA PWL QMP Projects

The following procedures are included with the HMA Pavement Percent Within Limits (PWL) Quality Management Program (QMP) special provision:

- WisDOT Procedure for Nuclear Gauge/Core Correlation – Test Strip
- WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production
- Sampling for WisDOT HMA PWL QMP
- Calculation of PWL Mainline Tonnage Example

WisDOT Procedure for Nuclear Gauge/Core Correlation – Test Strip

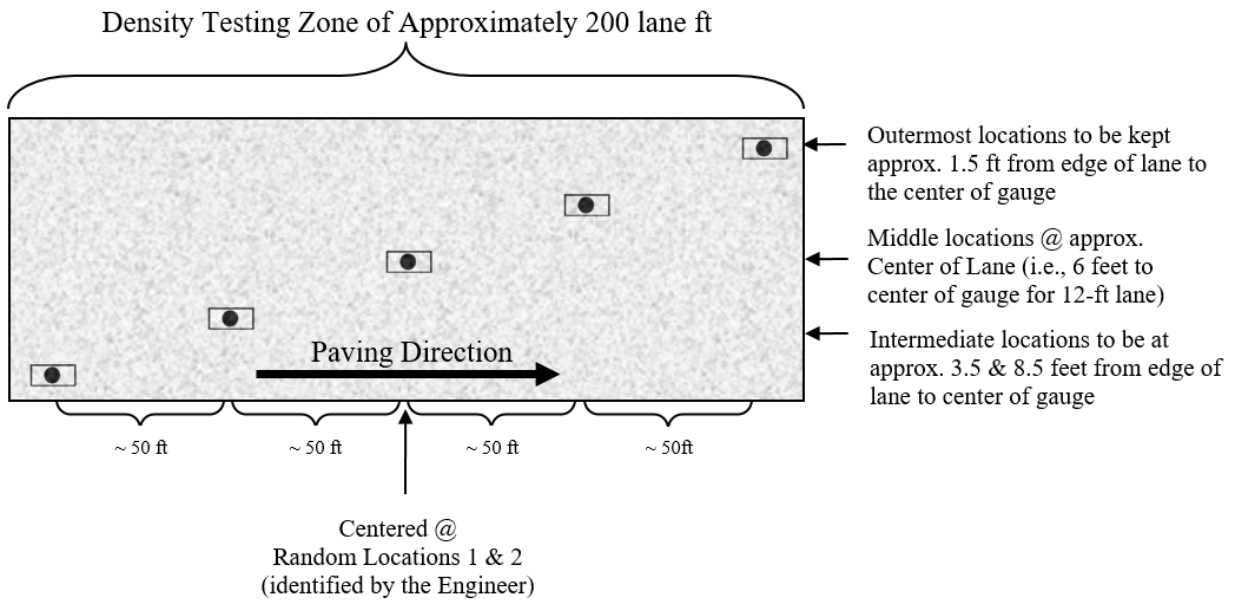


Figure 1: Nuclear/Core Correlation Location Layout

The engineer will identify two zones in which gauge/core correlation is to be performed. These two zones will be randomly selected within each *half* of the test strip length. (Note: Density zones shall not overlap and must have a minimum of 100 feet between the two zones; therefore, random numbers may be shifted (evenly) in order to meet these criteria.) Each zone shall consist of five locations across the mat as identified in Figure 1. The following shall be determined at each of the five locations within both zones:

- two one-minute nuclear density gauge readings for QC team*
- two one-minute nuclear density gauge readings for QV team*
- pavement core sample

*If the two readings exceed 1.0 pcf of one another, a third reading is conducted in the same orientation as the first reading. In this event, all three readings are averaged, the individual test reading of the three which falls farthest from the average value is discarded, and the average of the remaining two values is used to represent the location for the gauge.

The zones are supposed to be undisclosed to the contractor/roller operators. The engineer will not lay out density/core test sites until rolling is completed and the cold/finish roller is beyond the entirety of the zone. Sites are staggered across the 12-foot travel lane, and do not include shoulders. The outermost locations should be 1.5-feet from the center of the gauge to the edge of lane. [NOTE: This staggered layout is only applicable to the test strip. All mainline density locations after test strip should have a longitudinal- as well as transverse-random number to determine location as detailed in the *WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production* section of this document.]

Individual locations are represented by the  symbol as seen in Figure 1 above. The symbol is two-part, comprised of the nuclear test locations and the location for coring the pavement, as distinguished here:

The nuclear site is the same for QC and QV readings for the test strip, i.e., the QC and QV teams are to take nuclear density gauge readings in the same footprint. Each of the QC and QV teams are to take a minimum of two one-minute readings per nuclear site, with the gauge rotated 180 degrees between readings, as seen here:

(a) (b)

Figure 2: Nuclear gauge orientation for (a) 1st one-minute reading and (b) 2nd one-minute reading

Photos should be taken of each of the 10 core/gauge locations of the test strip. This should include gauge readings (pcf) and a labelled core within the gauge footprint. If a third reading is needed, all three readings should be recorded and documented. Only raw readings in pcf should be written on the pavement during the test strip, with a corresponding gauge ID/SN (generalized as QC-1 through QV-2 in the following Figure) in the following format:

Figure 3: Layout of raw gauge readings as recorded on pavement

Each core will then be taken from the center of the gauge footprint and will be used to correlate each gauge with laboratory-measured bulk specific gravities of the pavement cores. One core in good condition must be obtained from each of the 10 locations. If a core is damaged at the time of extracting from the pavement, a replacement core should be taken immediately adjacent to the damaged core, i.e., from the same footprint. If a core is damaged during transport, it should be recorded as damaged and excluded from the correlation. Coring after traffic is on the pavement should be avoided. The contractor is

responsible for coring of the pavement. Coring and filling of core holes must be approved by the engineer. The QV team is responsible for the labeling and safe transport of the cores from the field to the QC laboratory. Core density testing will be conducted by the contractor and witnessed by department personnel. The contractor is responsible for drying the cores following testing. The department will take possession of cores following initial testing and is responsible for any verification testing.

Each core 100 or 150 mm (4 or 6 inches) in diameter will be taken at locations as identified in Figure 1. Each random core will be full thickness of the layer being placed. The contractor is responsible for thoroughly drying cores obtained from the mat according to AASHTO R79 as modified by CMM 836.6.10 prior to using specimens for in-place density determination according to AASHTO T 166 as modified by CMM 836.6.5.

Cores must be taken before the pavement is open to traffic. Cores are cut under department/project staff observation. Relabel each core immediately after extruding or ensure that labels applied to pavement prior to cutting remain legible. The layer interface should also be marked immediately following extrusion. Cores should be cut at this interface, using a wet saw, to allow for density measurement of only the most recently placed layer. Cores should be protected from excessive temperatures such as direct sunlight. Also, there should be department custody (both in transport and storage) for the cores until they are tested, whether that be immediately after the test strip or subsequent day if agreed upon between department and contractor. Use of concrete cylinder molds works well to transport cores. Cores should be placed upside down (flat surface to bottom of cylinder mold) in the molds, one core per mold, cylinder molds stored upright, and ideally transported in a cooler. Avoid any stacking of pavement cores.

Fill all core holes with non-shrink rapid-hardening grout, mortar, or concrete, or with HMA. When using grout, mortar, or concrete, remove all water from the core holes prior to filling. Mix the mortar or concrete in a separate container prior to placement in the hole. If HMA is used, fill all core holes with hot-mix matching the same day's production mix type at same day compaction temperature +/- 20 F. The core holes shall be dry and coated with tack before filling, filled with a top layer no thicker than 2.25 inches, lower layers not to exceed 4 inches, and compacted with a Marshall hammer or similar tamping device using approximately 50 blows per layer. The finished surface shall be flush with the pavement surface. Any deviation in the surface of the filled core holes greater than 1/4 inch at the time of final inspection will require removal of the fill material to the depth of the layer thickness and replacement.

WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production

For nuclear density testing of the pavement beyond the test strip, QC tests will be completed at three locations per sublot, with a sublot defined as 1500 lane feet. The three locations will represent the outside, middle, and inside of the paving lane (i.e., the lane width will be divided into thirds as shown by the dashed longitudinal lines in Figure 3 and random numbers will be used to identify the specific transverse location within each third according to CMM 815). Longitudinal locations within each sublot shall be determined with 3 independent random numbers. The PWL Density measurements do not include the shoulder and other appurtenances. Such areas are tested by the department and are not eligible for density incentive or disincentive. Each location will be measured with two one-minute gauge readings oriented 180 degrees from one another, in the same footprint as detailed in Figure 2 above. Each location requires a minimum of two readings per gauge. The density gauge orientation for the first test will be with the source rod towards the direction of paving. QV nuclear testing will consist of one randomly selected location per sublot. The QV is also comprised of two one-minute readings oriented 180 degrees from one another. For both QC and QV test locations, if the two readings exceed 1.0 pcf of one another, a third reading is conducted in the same orientation as the first reading. In this event, all three readings are averaged, the individual test reading of the three which falls farthest from the average value is discarded, and the average of the remaining two values is used to represent the location for the gauge. The sublot density testing layout is depicted in Figure 4, with QC test locations shown as solid lines and QV as dashed.

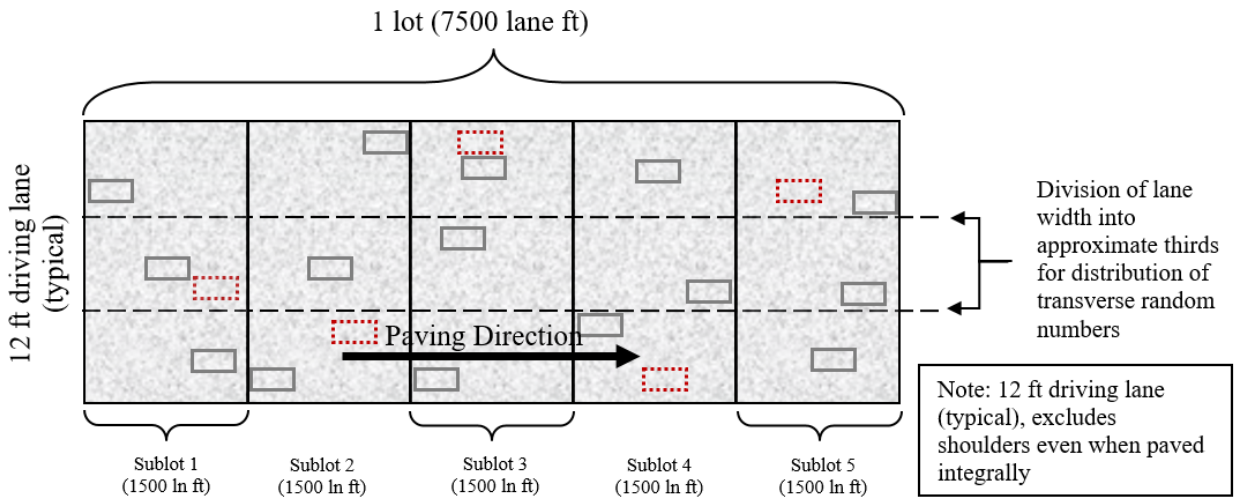


Figure 4: Locations of main lane HMA density testing (QC=solid lines, QV=dashed)

Raw nuclear density data must be shared by both parties at the end of each shift. Paving may be delayed if the raw data is not shared in a timely manner. QC and QV nuclear density gauge readings will be statistically analyzed according to Section 460.3.3.3 of the HMA PWL QMP SPV. (Note: For density data, if F- and t-tests compare, QC data will be used for the subsequent calculations of PWL value and pay determination. However, if an F- or t-test does not compare, the QV data will be used in subsequent calculations.)

Investigative cores will be allowed on the approaching side of traffic outside of the footprint locations. Results must be shared with the department.

The QV density technician is expected to be onsite within 1 hour of the start of paving operations and should remain on-site until all paving is completed. Perform footprint testing as soon as both the QC and QV nuclear density technician are onsite and a minimum of once per day to ensure the gauges are not drifting apart during a project. Footprint testing compares the density readings of two gauges at the same testing location and can be done at any randomly selected location on the project. Both teams are encouraged to conduct footprint testing as often as they feel necessary. Footprint testing does not need to be performed at the same time. At project start-up, the QV should footprint the first 10 QC locations. Individual density tests less than 0.5% above the lower limit should be communicated to the other party and be footprint tested. Each gauge conducts 2 to 3 1-minute tests according to CMM 815 and the final results from each gauge are compared for the location. If the difference between the QC and QV gauges exceeds 1.0 pcf (0.7 percent) for an average of 10 locations, investigate the cause, check gauge moisture and density standards and perform additional footprint testing. If the cause of the difference between gauge readings cannot be identified, the regional HMA Coordinator will consult the RSO, the regional PWL representative and the BTS HMA unit to determine necessary actions. If it is agreed that there is a gauge comparison issue, perform one of the following 2 options:

New Gauge Combination

- All 4 gauges used on the test strip must footprint 10 locations on the pavement. Pavement placed on a previous day may be used.
- The results of the footprint testing will be analyzed to see if a better combination of acceptable gauges is available.
- If a better combination is found, those gauges should be used moving forward.
- If a better combination cannot be found, a new gauge correlation must be performed (see below).

Re-correlation of Gauges

- Follow all test strip procedures regarding correlating gauges except the following:
    - The 10 locations can be QC or QV random locations.
    - The locations used may have been paved on a previous day.
- Retesting with gauges must be done immediately prior to coring.
- New gauge offsets will be used for that day's paving and subsequent paving days. New gauge offsets will not be used to recalculate density results from prior days.

Density Dispute Resolution Procedure

Density results may be disputed by the contractor on a lot by lot basis if one of the following criteria is met:

- The lot average for either QC or QV is below the lower specification limit.
- The lot average for QC is different from the lot average for QV by more than 0.5%.

In lieu of using density gauges for acceptance of the lot, the lot will be cored in the QV locations. The results of the cores from the entire lot will be entered in the spreadsheet and used for payment. If the pay factor increases, the contractor will only receive the additional difference in payment for the disputed lot. If the pay factor does not increase, the department will assess the contractor $2,000 for the costs of additional testing.

Notify the engineer in writing before dispute resolution coring. Immediately prior to coring, QC and QV will test the locations with nuclear density gauges.

Under the direct observation of the engineer, cut 100 or 150 mm (4 or 6 inch) diameter cores. Cores will be cut by the next day after completion of the lot, except if the next day is not a working day, then they shall be cut within 48 hours of placement. Prepare cores and determine density according to AASHTO T166 as modified in CMM 836.6.5. Dry cores after testing. Fill core holes according to Appendix A and obtain engineer approval before opening to traffic. The department will maintain custody of cores throughout the entire sampling and testing process. The department will label cores, transport cores to testing facilities, witness testing, store dried cores, and provide subsequent verification testing. If a core is damaged at the time of coring, immediately take a replacement core 1 foot ahead of the existing testing location in the direction of traffic at the same offset as the damaged core. If a core is damaged during transport, record it as damaged and notify the engineer immediately.

Sampling for WisDOT HMA PWL QMP Production

Sampling of HMA mix for QC, QV and Retained samples shall conform to CMM 836 except as modified here.

Delete CMM 836.4 Sampling Hot Mix Asphalt and replace with the following to update sublot tonnages:

Sampling Hot Mix Asphalt

At the beginning of the contract, the contractor determines the anticipated tonnage to be produced. The frequency of sampling is 1 per 750 tons (sublot) for QC and Retained Samples and 1 per 3750 tons (lot or 5 sublots) for QV as defined by the HMA PWL QMP SPV. A test sample is obtained randomly from each sublot. Each random sample shall be collected at the plant according to CMM 836.4.1 and 836.4.2. The contractor must submit the random numbers for all mix sampling to the department before production begins.

Example 1

Expected production for a contract is 12,400 tons. The number of required samples is determined based on this expected production (per HMA PWL QMP SPV) and is determined by the random sample calculation.

Sample 1 – from 50 to 750 tons
Sample 2 – from 751 to 1500 tons
Sample 3 – from 1501 to 2250 tons
Sample 4 – from 2251 to 3000 tons
Sample X – .....
Sample 16 – from 11,251 to 12,000 tons
Sample 17 – from 12,001 to 12,400 tons

The approximate location of each sample within the prescribed sublots is determined by selecting random numbers using ASTM Method D-3665 or by using a calculator or computerized spreadsheet that has a random number generator. The random numbers selected are used in determining when a sample is to be taken and will be multiplied by the sublot tonnage. This number will then be added to the final tonnage of the previous sublot to yield the approximate cumulative tonnage of when each sample is to be taken.

To allow for plant start-up variability, the procedure calls for the first random sample to be taken at 50 tons or greater per production day (not intended to be taken in the first two truckloads). Random samples calculated for 0-50 ton should be taken in the next truck (51-75 ton).

This procedure is to be used for any number of samples per contract.

If the production is less than the final randomly generated sample tonnage, then the random sample is to be collected from the remaining portion of that sublot of production. If the randomly generated sample is calculated to be within the first 0-50 tons of the subsequent day of production, it should be taken in the next truck. Add a random sample for any fraction of 750 tons at the end of the contract. Lot size will consist of 3750 tons with sublots of 750 tons. Partial lots with less than three sublot tests will be included into the previous lot, by the engineer.

It is intended that the plant operator not be advised ahead of time when samples are to be taken.

If belt samples are used during troubleshooting, the blended aggregate will be obtained when the mixture production tonnage reaches approximately the sample tonnage. For plants with storage silos, this could be up to 60 minutes in advance of the mixture sample that's taken when the required tonnage is shipped from the plant.

QC, QV, and retained samples shall be collected for all test strip and production mixture testing using a three-part splitting procedure according to CMM 836.5.2.

Calculation of PWL Mainline Tonnage Example

A mill and overlay project in being constructed with a 12-foot travel lane and an integrally paved 3-foot shoulder. The layer thickness is 2 inches for the full width of paving. Calculate the tonnage in each sublot eligible for density incentive or disincentive.

Solution:

$$\frac{1500\ ft\ \times\ 12\ ft}{9\ sf/sy}\ \times\ \frac{2\ in\ \times 112\ lb/sy/in}{2000\ lb/ton}\ = 224\ tons$$

25. HMA Pavement Longitudinal Joint Density.

A Description

This special provision incorporates longitudinal joint density requirements into the contract and describes the data collection, acceptance, and procedure used for determination of pay adjustments for HMA pavement longitudinal joint density. Pay adjustments will be made on a linear foot basis, as applicable per pavement layer and paving lane. Applicable longitudinal joints are defined as those between any two or more traffic lanes including full-width passing lanes, turn lanes, or auxiliary lanes more than 1,500 lane feet, and those lanes must also include the 460.2005 Incentive Density PWL HMA Pavement bid item. This excludes any joint with one side defined as a shoulder and ramp lanes of any length. If echelon paving is required in the contract, the longitudinal joint density specification shall not apply for those joints. Longitudinal joints placed during a test strip will be tested for information only to help ensure the roller pattern will provide adequate longitudinal joint density during production. Longitudinal joint density test results collected during a test strip are not eligible for pay adjustment.

Pay is determined according to standard spec 460, HMA Pavement Percent Within Limits QMP special provisions, and as modified within.

B Materials

Compact all applicable HMA longitudinal joints to the appropriate density based on the layer, confinement, and mixture type shown in Table B-1.

TABLE B-1 MINIMUM REQUIRED LONGITUDINAL JOINT DENSITY

Layer	Percent of Target Maximum Density			
	Unconfined		Confined	
	LT and MT	HT	LT and MT	HT
Lower (on crushed/recycled base)	88	89	89.5	90.5
Lower (on Concrete/HMA)	90	90	91.5	91.5
Upper	90	90	91.5	91.5

C Construction

Add the following to standard spec 460.3.3.2:

(5) Establish companion density locations at each applicable joint. Each companion location shares longitudinal stationing with a QC or QV density location within each sublot and is located transversely with the center of the gauge 6-inches from the final joint edge of the paving area. Sublot and lot numbering remains the same as mainline densities, however, in addition to conventional naming, joint identification must clearly indicate “M” for inside/median side of lane or “O” for outside shoulder side of lane, as well as “U” for an unconfined joint or “C” for a confined joint (e.g., XXXXX-MC or XXXXX-OU).

(6) Each joint will be measured, reported, and accepted under methods, testing times, and procedures consistent with the program employed for mainline density, i.e., PWL.

(7) For single nuclear density test results greater than 3.0% below specified minimums per Table B-1 herein, perform the following:

a) Testing at 50-foot increments both ahead and behind the unacceptable site

b) Continued 50-foot incremental testing until test values indicate higher than or equal to -3.0 percent from target joint density.

c) Materials within the incremental testing indicating lower than -3.0 percent from target joint density are defined as unacceptable and will be handled with remedial action as defined in the payment section of this document.

d) The remaining sublot average (exclusive of unacceptable material) will be determined by the first forward and backward 50-foot incremental tests that reach the criteria of higher than or equal to -3.0 percent from target joint density.

Note: If the 50-foot testing extends into a previously accepted sublot, remedial action is required up to and inclusive of such material; however, the results of remedial action must not be used to recalculate the previously accepted sublot density. When this occurs, the lane feet of any unacceptable material will be deducted from the sublot in which it is located, and the previously accepted sublot density will be used to calculate pay for the remainder of the sublot.

(8) Joint density measurements will be kept separate from all other density measurements and entered as an individual data set into Atwood Systems.

(9) Placement and removal of excess material outside of the final joint edge, to increase joint density at the longitudinal joint nuclear testing location, will be done at the contractor's discretion and cost. This excess material and related labor will be considered waste and will not be paid for by the department. Joints with excess material placed outside of the final joint edge to increase joint density or where a notched wedge is used will be considered unconfined joints.

(10) When not required by the contract, echelon paving may be performed at the contractor's discretion to increase longitudinal joint density and still remain eligible to earn incentive. The additional costs incurred related to echelon paving will not be paid for by the department. If lanes are paved in echelon, the contractor may choose to use a longitudinal vertical joint or notched wedge longitudinal joint as described in SDD 13c19. Lanes paved in echelon shall be considered confined on both sides of the joint regardless of the selected joint design. The joint between echelon paved lanes shall be placed at the centerline or along lane lines.

(11) When performing inlay paving below the elevation of the adjacent lane, the longitudinal joint along the adjacent lane to be paved shall be considered unconfined. Inlay paving operations will limit payment for additional material to 2 inches wider than the final paving lane width at the centerline.

D Measurement

(1) The department will measure each side of applicable longitudinal joints, as defined in Section A of this special provision, by the linear foot of pavement acceptably placed. Measurement will be conducted independently for the inside or median side and for the outside or shoulder side of paving lanes with two applicable longitudinal joints. Each paving layer will be measured independently at the time the mat is placed.

E Payment

Add the following as standard spec 460.5.2.4 Pay Adjustment for HMA Pavement Longitudinal Joint Density:

(1) The department will administer longitudinal joint density adjustments under the Incentive Density HMA Pavement Longitudinal Joints and Disincentive Density HMA Pavement Longitudinal Joints items. The department will adjust pay based on density relative to the specified targets in Section B of this special provision, and linear foot of the HMA Pavement bid item for that sublot as follows:

PAY ADJUSTMENT FOR HMA PAVEMENT LONGITUDINAL JOINT DENSITY

PERCENT SUBLOT DENSITY ABOVE/BELOW SPECIFIED MINIMUM	PAY ADJUSTMENT PER LINEAR FOOT
Equal to or greater than +1.0 confined, +2.0 unconfined	$0.40
From 0.0 to +0.9 confined, 0.0 to +1.9 unconfined	$0
From -0.1 to -1.0	$(0.20)
From -1.1 to -2.0	$(0.40)
From -2.1 to -3.0	$(0.80)
More than -3.0	*REMEDIAL ACTION* [1]

[1] Remedial action must be approved by the engineer and agreed upon at the time of the pre-pave meeting and may include partial sublots as determined and defined in 460.3.3.2(7) of this document. If unacceptable material is removed and replaced per guidance by the engineer, the removal and replacement will be for the full lane width of the side of which the joint was constructed with unacceptable material.

(2) The department will not assess joint density disincentives for pavement placed in cold weather because of a department-caused delay as specified in standard spec 450.5.2(3).

(3) The department will not pay incentive on the longitudinal joint density if the traffic lane is in disincentive A disincentive may be applied for each mainline lane and all joint densities if both qualify for a pay reduction.

The department will pay incentive for longitudinal joint density under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL

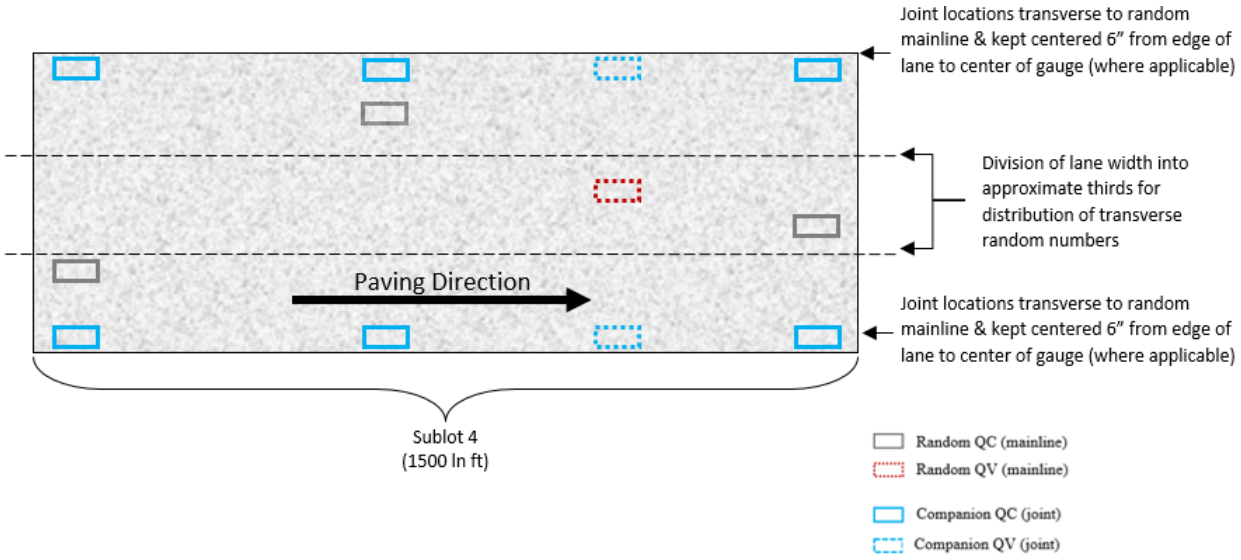
The department will administer disincentives under the Disincentive Density HMA Pavement Longitudinal Joints administrative item.

Appendix

WisDOT Longitudinal Joint – Nuclear Gauge Density Layout

Each QC and QV density location must have a companion density location at any applicable joint. This companion location must share longitudinal stationing with each QC or QV density location and be located transversely with the center of the gauge 6-inches from the edge of the paving area.

For HMA Pavement Percent Within Limits QMP projects, this appears as follows:



Further Explanation of *PAY ADJUSTMENT FOR HMA PAVEMENT LONGITUDINAL JOINT DENSITY* Table

	Confined				
	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	Pay Adjust
Mainline Target (SS 460-3)	91.0	92.0	93.0	93.0	-
Confined Target (mainline - 1.5)	89.5	90.5	91.5	91.5	-
Equal to or greater than +1.0	≥ 90.5	≥ 91.5	≥ 92.5	≥ 92.5	$0.40
From 0.0 to +0.9	90.4 - 89.5	91.4 - 90.5	92.4 - 91.5	92.4 - 91.5	$0
From -0.1 to -1.0	89.4 - 88.5	90.4 - 89.5	91.4 - 90.5	91.4 - 90.5	($0.20)
From -1.1 to -2.0	88.4 - 87.5	89.4 - 88.5	90.4 - 89.5	90.4 - 89.5	($0.40)
From -2.1 to -3.0	87.4 - 86.5	88.4 - 87.5	89.4 - 88.5	89.4 - 88.5	($0.80)
More than -3.0	< 86.5	< 87.5	< 88.5	< 88.5	REMEDIAL ACTION

Unconfined

	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	Pay Adjust
Mainline Target (SS 460-3)	91.0	92.0	93.0	93.0	-
Unconfined Target (Mainline -3.0)	88.0	89.0	90.0	90.0	-
Equal to or greater than +2.0	≥ 90.0	≥ 91.0	≥ 92.0	≥ 92.0	$0.40
From 0.0 to +1.9	89.9 - 88.0	90.9 - 89.0	91.9 - 90.0	91.9 - 90.0	$0
From -0.1 to -1.0	87.9 - 87.0	88.9 - 88.0	89.9 - 89.0	89.9 - 89.0	($0.20)
From -1.1 to -2.0	86.9 - 86.0	87.9 - 87.0	88.9 - 88.0	88.9 - 88.0	($0.40)
From -2.1 to -3.0	85.9 - 85.0	86.9 - 86.0	87.9 - 87.0	87.9 - 87.0	($0.80)
More than -3.0	< 85.0	< 86.0	< 87.0	< 87.0	REMEDIAL ACTION

stp-460-075 (20210113)

26. Pipe Culverts

Replace standard spec 520.3.3(5) with the following:

Provide joint ties at all joints of circular or horizontal elliptical concrete culvert pipes including endwalls.

ncr-520-005 (20180319)

27. Semi-Rigid Barrier Systems and End Treatments.

Deliver salvaged materials to the Lincoln County shop at 574 Southgate Drive in Tomahawk, Wisconsin. Coordinate with the Lincoln County highway commissioner, John Hanz at (715) 539-2500, five days prior to delivery of the materials.

Replace standard spec 614.3.9 (1) with the following:

Salvaged guardrail and end treatments will include posts.

Dismantle and remove the rail, posts and blocks, guardrail end treatment, or other component the salvaged bid item indicates from the locations the contract designates. Minimize damage to reusable materials. Do not cut material that would be otherwise reusable. Replace contractor-damaged materials that are to remain in place. Remove and dispose of unwanted or damaged materials. Restore the site.

Replace standard spec 614.5 (12) with the following:

Payment for the salvaged bid items is full compensation for dismantling and stockpiling reusable rail, posts and blocks, end treatments, or system elements; for replacing contractor-damaged material remaining in place; for removing unwanted or damaged materials; for restoring the site; and delivering salvaged materials to the Lincoln County shop.

28. Fence Safety, Item 616.0700.S.

A Description

This special provision describes providing plastic fence at locations the plans show.

B Materials

Furnish notched conventional metal "T" or "U" shaped fence posts.

Furnish fence fabric meeting the following requirements.

Color:	International orange (UV stabilized)
Roll Height:	4 feet
Mesh Opening:	1 inch min to 3 inch max
Resin/Construction:	High density polyethylene mesh
Tensile Yield:	Avg. 2000 lb per 4 ft. width (ASTM D638)
Ultimate Tensile Strength:	Avg. 3000 lb per 4 ft. width (ASTM D638)
Elongation at Break (%):	Greater than 100% (ASTM D638)
Chemical Resistance:	Inert to most chemicals and acids

C Construction

Drive posts into the ground 12 to 18 inches. Space posts at 7 feet.

Use a minimum of three wire ties to secure the fence at each post. Weave tension wire through the top row of strands to provide a top stringer that prevents sagging.

Overlap two rolls at a post and secure with wire ties.

D Measurement

The department will measure Fence Safety by the linear foot along the base of the fence, center-to-center of posts, 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
616.0700.S	Fence Safety	LF

Payment is full compensation for furnishing and installing fence and posts; maintaining the fence and posts in satisfactory condition; and for removing and disposing of fence and posts at project completion.

stp-616-030 (20160607)

29. Field Office.

Add the following to standard spec 642.3:

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

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

ncr-642-005

30. Traffic Control.

Add the following to standard spec 643.3.1:

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

Provide the engineer and law enforcement (police, sheriff and State Patrol) the current telephone number(s) that the contractor, or their representative, can be contacted at, at all times, in the event a safety hazard develops. Repair, replace, or restore the damaged or disturbed traffic control devices within two hours from the time notified or made aware of the damaged or disturbed traffic control devices.

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

Add the following to standard spec 104.6.1.2.2:

Provide a dedicated person or alternate method to guide traffic travelling alongside or near moving operations such as milling, paving, and shouldering.

ncr-643-005 (20190703)

31. Locating No-Passing Zones, Item 648.0100.

For this project, the spotting sight distance in areas with a 55 mph posted speed limit is 0.26 miles (1373 feet).

stp-648-005 (20060512)

32. Fertilizer for Lawn Type Turf, Item SPV.0030.01.

A Description

This special provision describes furnishing and incorporating fertilizing material in the soil on areas of seeding or sod.

B Materials

Use fertilizers that are standard, commercial, packaged, or bulk products, in granular or liquid form conforming to Wisconsin Statutes and the Wisconsin Administrative Code Chapter ATCP 40. Ensure that each container of packaged fertilizer is plainly marked with the analysis of the contents showing minimum percentages of total nitrogen, available phosphoric acid, and soluble potash. If furnishing the fertilizer in bulk, include an invoice with each shipment indicating the minimum percentages of total nitrogen, available phosphoric acid, and soluble potash in the contents.

The total of nitrogen, phosphoric acid, and potash shall equal at least 41 percent. At least 80% of the nitrogen shall be water insoluble.

If using fertilizer with a nitrogen, phosphoric acid, and potash total greater than 41 percent, maintain a ratio of 4-1-2 (N-P-K) and apply at a rate that provides the equivalent amount of nitrogen, phosphoric acid, and potash that is provided by a fertilizer with a 41 percent total.

Provide a slow release type fertilizer with a 14-week residual effect after activation into the soil conforming to the following minimum requirements:

Nitrogen,..... not less than 22%
Phosphoric Acid,..... not less than 5%
Potash,.....not less than 10%

C Construction

Uniformly apply the fertilizer to the seeding areas and incorporate it into the soil by light discing or harrowing. If applying granular fertilizer, ensure it is well pulverized and free from lumps.

If incorporating fertilizer into topsoiled areas, apply it just before, and in conjunction with, final discing or harrowing, or if hand manipulating the topsoil, apply it just before final raking and leveling.

If fertilizing areas to receive sod, spread the fertilizer at the rate specified below uniformly over the soil before placing sod, and then work the fertilizer into the soil while preparing the earth bed as specified in standard spec 631.3.1.

Apply fertilizer containing 41 percent total of nitrogen, phosphoric acid, and potash at 7 pounds per 1000 square feet of area, unless the contract specifies otherwise. For Fertilizer for Lawn Type Turf that contains a different percentage of components, determine the application rate by multiplying the specified rate by a dimensionless factor determined as follows:

Conversion Factor = 41 / New Percentage of Components

D Measurement

The department will measure Fertilizer for Lawn Type Turf by the hundred pounds (CWT), acceptably completed, and it will be measured based on an application rate of 7 pounds per 1000 square feet. The department will not measure fertilizer used for the bid items under standard spec 632. The measured quantity equals the number of hundred-weight (CWT) of material determined by multiplying the actual number of CWT. of material incorporated by the ratio of the actual percentage of fertilizer components used to 41 percent for Fertilizer for Lawn Type Turf.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0030.001	Fertilizer for Lawn Type Turf	CWT

Payment is full compensation for providing, hauling, placing, and incorporating the fertilizer into the soil.

ncr-629-005 (20141015)

33. Temporary Water Diversion Sta 368+26 72-Inch Pipe, Item SPV.0060.01; Temporary Water Diversion Sta 503+39 60-Inch Pipe, Item SPV.0060.02; Temporary Water Diversion Sta 604+50 B-50-42, Item SPV.0060.03; Temporary Water Diversion Sta 626+62 B-50-37, Item SPV.0060.04; Temporary Water Diversion C-35-1959, Item SPV.0060.05; Temporary Water Diversion C-35-1961, Item SPV.0060.06; Temporary Water Diversion C-35-1962, Item SPV.0060.07.

A Description

This special provision describes diverting and maintaining stream flow during culvert pipe installation, culvert extensions and/or repairs according to pertinent sections of the standard specifications.

B Materials

The methods must be able to handle the Q2 stream discharge. The culvert Q2 flows are:

- 39 CFS for 50008003522 (P66 72-inch)
- 41 CFS for 50008003527 (P71 60-inch)
- 21 CFS for C-35-1959 (Station 912+67 5x5 box culvert)
- 17 CFS for C-35-1961 (Station 950+57 6x4 box culvert)
- 18 CFS for C-35-1962 (Station 956+04 6x4 box culvert)

The methods must be able to divert water into one cell while working in the other cell:

- B-50-42 (Station 604+50 10x8 2-cell box culvert)
- B-50-37 (Station 625+62 10x8 2-cell box culvert)

C Construction

Divert the stream flow prior to removal of the existing culvert pipe or aprons.

If a temporary channel is needed for culvert construction, the channel should be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert must be capable of carrying all stream flows during the construction period and must maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

All diversion methods and alterations will be detailed in the Erosion Control Implementation Plan for approval by WisDOT and WDNR prior to construction.

After the stream restoration, remove and dispose of any materials used for water diversion. Backfill diversion channels or pump basins with material suitable for roadbed construction.

D Measurement

The department will measure Temporary Water Diversion completed according to the contract and accepted, as a single complete unit of work.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.01	Temporary Water Diversion Sta 368+26 72-Inch Pipe	EACH
SPV.0060.02	Temporary Water Diversion Sta 503+39 60-Inch Pipe	EACH
SPV.0060.03	Temporary Water Diversion Sta 604+50 B-50-42	EACH
SPV.0060.04	Temporary Water Diversion Sta 626+62 B-50-37	EACH
SPV.0060.05	Temporary Water Diversion C-35-1959	EACH
SPV.0060.06	Temporary Water Diversion C-35-1961	EACH
SPV.0060.07	Temporary Water Diversion C-35-1962	EACH

Payment is full compensation for providing, installing, maintaining, monitoring and removal of temporary diversion equipment; providing, installing, and removing any form of temporary pads or landing required to support temporary water diversion equipment.

34. Reestablish Section Corner Monuments, Item SPV.0060.08.

A Description

This special provision describes reestablishing section corner monuments.

B Materials

Provide one of the following survey monuments for each location: A Berntsen Steel Nail Marker, for placement in asphalt pavement; a Berntsen BP1 Brass Marker with anchoring plug for placement in concrete pavement; or a Berntsen Aluminum Break-Off Monument for placement in locations outside the pavement area.

C Construction

C.1 General

All survey work required to reestablish the survey monument from the reference monuments shall be performed by, or under the direction of, a professional land surveyor. Provide an updated county specified tie sheet(s) to the county surveyor and the engineer. Provide county coordinates for all ties and monuments shown on the tie sheet(s). Obtain an example of the specified tie sheet(s) from the corresponding county surveyor.

C.2 Berntsen Steel Nail Marker

Locate the exact position for the monument on the asphalt pavement. Drive the Berntsen Steel Nail Marker into the pavement until the top of the Steel Nail Marker is countersunk below the surrounding finished asphalt pavement as shown on the plan details.

C.3 Berntsen BP1 Brass Marker

Drill a hole in the finished concrete pavement using a Berntsen Survey Marker Countersink Drill Bit, Item # BPMDRL. Insert the ribbed plastic expansion plug into the drilled hole. Tap the brass marker stem into the expansion plug until the top of the brass marker is countersunk below the surrounding finished concrete pavement as shown on the plan details.

C.4 Berntsen Aluminum Break-off Monument

Install according to the pertinent provisions of standard spec 621.3 for Non-Driven Aluminum Monuments and the plan details.

D Measurement

The department will measure Reestablish Section Corner Monuments by each individual section corner monument, 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.0060.08	Reestablish Section Corner Monuments	EACH

Payment is full compensation for providing survey monuments; all excavation, backfilling, and drilling necessary to place section corner monuments; furnishing a professional land surveyor and all survey work; and preparing and delivering tie sheets.

ncr-621-010 (20150430)

35. Temporary Vehicle Detection Sta 368+26, Item SPV.0060.09.

A Description

This special provision describes furnishing, installing, and maintaining vehicle detection systems at the temporary signalized intersection, in conjunction with temporary traffic signals. This work also includes maintaining existing detectors and using newly constructed detectors in conjunction with the temporary traffic signals.

B Materials

With prior approval of the engineer and department, select the vehicle detection technology best suited for the site conditions and the anticipated construction work zones and activities. The engineer reserves the right to request a demonstration of any or all temporary vehicle detection technologies prior to approval. Vehicle detection technologies considered shall include, but are not limited to, temporary inductive loops, microwave detection, or video detection. Damage to new pavement for temporary detection loops will not be allowed.

The temporary vehicle detection system shall be considered part of the temporary traffic signals and is subject to the same maintenance and repair requirements as described in the Temporary Traffic Signal for Intersections (Location) bid item.

Provide all necessary equipment for the approved method of temporary vehicle detection.

C Construction

Make all connections necessary to use existing loop detectors when required.

Make all temporary connections necessary to use newly constructed loop detectors when required. Do not use new signal conduit when using newly constructed loop detectors.

Use temporary vehicle detection in place of any existing loop detectors or newly constructed loop detectors that are inoperable or if desired.

D Measurement

The department will measure Temporary Vehicle Detection Sta 368+26, as a single complete unit of work per intersection, complete in place and accepted.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.09	Temporary Vehicle Detection, Sta 369+26	EACH

Payment is full compensation for demonstrating and selecting the vehicle detector technology; furnishing and installing the equipment including all required materials and supplies; cleaning up and properly disposing of waste; and using existing or newly constructed loop detectors.

ncr-661-005 (20160511)

36. Base Aggregate Dense 1 1/4-Inch Pipe Trench, Items SPV.0060.10.

A Description

This special provision describes constructing a dense-graded base at locations shown in the plans.

B Materials

Conform to standard spec 305, Dense-Graded Base.

C Construction

Construct conforming to standard spec 305, Dense-Graded Base.

D Measurement

The department will measure the Base Aggregate Dense 1 ¼-Inch Pipe Trench bid item as a single unit for each location, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.10	Base Aggregate Dense 1 ¼ Inch-Pipe Trench	EACH

Payment is full compensation for preparing the foundation; and for placing, shaping, compacting, and maintaining the base.

37. Embedded Galvanic Anodes, Item SPV.0060.11.

A Description

This special provision describes furnishing and installing embedded galvanic anodes in concrete.

B Materials

Furnish pre-manufactured galvanic anodes designed for cathodic protection when embedded in concrete and tied to steel reinforcing. The core of the anode shall consist of a minimum of 1.3 ounces of electrolytic zinc in compliance with ASTM B418 Type II, cast around a pair of steel tie wires and encased in a cementitious shell with a minimum pH of 14. The anodes shall have one side that is less than 1-1/2 inches in height.

Submit the product information to the engineer for approval. Supply a certification of compliance to the engineer a minimum of two weeks before starting work. Deliver, store, and handle all materials according to the manufacturer's instructions.

C Construction

C.1 Concrete Repair

Repair the concrete and prepare the exposed reinforcing steel conforming to standard spec 509.

C.2 Galvanic Anode Installation

C.2.1 Install embedded galvanic anodes conforming to the manufacturer's recommendations.

C.2.2 Attach galvanic anodes to existing reinforcement along the perimeter of the repair at spacing as specified on the plans. Space anodes no further than 24 inches apart.

C.2.3 Provide 3/4-inch clearance between anodes and substrate.

C.2.4 Secure the galvanic anodes as close as possible to the patch edge using the anode tie wires. Tighten the tie wires to allow no free movement.

If the anode is to be tied onto a single bar, or if less than 1-1/2 inch of concrete cover is expected, place anode beneath the uncoated bar and secure to reinforcing steel.

If 1-1/2 inch concrete cover will exist over the anode, the anode may be placed at the intersection between two bars and secured to each bar.

C.3 Electrical Continuity

Confirm electrical connection between anode tie wire and uncoated reinforcing steel with a multi-meter. The maximum DC resistance shall be 1 Ohm. Confirm electrical continuity of the exposed uncoated reinforcing steel within the repair area. Steel reinforcement shall be considered continuous when the DC resistance is 1 Ohm or less. If necessary, establish the electrical continuity with uncoated steel tie wire.

C.4 Inspection

Obtain engineer's verification of proper installation of the galvanic anodes prior to placement of the concrete.

D Measurement

The department will measure Embedded Galvanic Anodes as each individual anode, acceptably installed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.11	Embedded Galvanic Anodes	EACH

Payment is full compensation for properly installing anodes.

38. Strapping B-50-37 and Strapping C-35-1963, Items SPV.0060.12 and SPV.0060.13.

A Description

This special provision describes securing a wing wall to a culvert or abutment body with a structural channel.

B Materials

Use galvanized structural channel conforming to the size and material shown on the plans and conforming to standard specifications 506.

C Construction

Attach the structural channel with the number, size and spacing of anchors as shown on the plans.

D Measurement

The department will measure Strapping B-50-37 and Strapping C-35-1963, as each wing for repair work, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0060.12	Strapping B-50-37	EACH
SPV.0060.13	Strapping C-35-1963	EACH

Payment is full compensation for furnishing and installing the channel.

39. Prepare Topsoil for Lawn Type Turf SPV.0180.01.

A Description

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

B (Vacant)

C Construction

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

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

Remove rocks, twigs, clods, and other foreign material that will not break down, and dress the entire surface to present a uniform appearance.

Shape the topsoil so that the horizontal or sloped surface between any two points 10 feet apart does not vary by more than 1 inch. Roll with a turf type roller to a uniform minimum compacted depth of 6 inches.

Shape and compact the topsoil adjacent to pavements, sidewalks, and curbs to 1 inch below the top of the abutting surface. Before seeding, correct locations that vary by more than ¼-inch.

D Measurement

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

E Payment

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

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

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

ncr-625-005 (20150430)

40. Protective Thermoplastic Coating at Snowmobile Trail Crossings, Item SPV.0180.02.

A Description

This special provision describes furnishing and placing a three layer system of thermoplastic protective surface for HMA and concrete pavements at snowmobile crossings.

B Materials

Furnish the thermoplastic material listed below

Product Trade Name: Cleanosol E4190-35

Supplier: PK Contracting

Telephone: (231) 839-4430

A minimum of 10 working days prior to applying the thermoplastic coating, submit certification to the engineer verifying the product trade name and supplier. The supplier shall provide technical literature to the contractor with advice on storing, mixing, and applying, clean up, and disposing of excess materials.

C Construction

Delineate the area to be coated using a string line across the full pavement width. Sweep the surface of the area to be coated to be free of all dust, dirt, and debris. The surface shall be completely dry. Place the thermoplastic coating in three layers, with the first and third layers placed perpendicular to highway traffic and the second layer placed longitudinally with highway traffic.

The handling and placement of the thermoplastic material shall follow the manufacturer's recommendations.

D Measurement

The department will measure Protective Thermoplastic Coating at Snowmobile Trail Crossings in area by the square yard, acceptably completed.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.02	Protective Thermoplastic Coating at Snowmobile Trail Crossing	SY

Payment is full compensation for furnishing and hauling all materials, including thermoplastic material, silica sand; preparing the surface; mixing and applying the thermoplastic material; and removing and disposing of all excess materials.

ncr-600-005 (20150430)

41. Asphaltic Slope Stabilization SPV.0180.03.

A Description

This special provision describes placing asphalt on the slopes for stabilization.

B Materials

Conform to standard spec 465, Asphaltic Surface.

C Construction

Construct conforming to standard spec 465.3.1, Asphaltic Surface.

D Measurement

The department will measure Asphaltic Slope Stabilization, acceptably completed in area by the square yard.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0180.03	Asphaltic Slope Stabilization	SY

Payment is full compensation for preparing the foundation, for providing the asphaltic mixture, including asphaltic material and reclaimed asphaltic pavement materials; and for compacting the mixture.

ncr-625-005 (20150430)

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.

Acceptance and Final Payment

Within 30 calendar days of receiving the semi-final estimate from the department, submit written certification that subcontractors at all tiers are paid in full for acceptably completed work.

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

Make the following revisions to the standard specifications:

416.2.4 Concrete Pavement Repair and Replacement

Replace the entire text with the following effective with the November 2022 letting:

(1) Except as specified in 416.3.6 for inlaid rumble strips, use grade C concrete as specified in 501.

(2) The engineer will allow the contractor to open to construction and public traffic when the concrete reaches 2000 psi.

416.2.5 Special High Early Strength Concrete Pavement Repair and Replacement

416.2.5.1 Composition and Proportioning of Concrete

Replace paragraph one with the following effective with the November 2022 letting:

(1) For the concrete mixture, use a minimum of 846 pounds of cementitious material per cubic yard of concrete. The engineer will allow the contractor to open to construction and public traffic when the concrete reaches 2000 psi. The contractor may add one or a combination of admixtures to the ingredients or to the mixture in order to obtain the required minimum strength and required air content. Do not retemper the concrete mixture.

455.2.4.3 Emulsified Asphalts

Replace paragraph one with the following effective with the November 2022 letting:

(1) Furnish material conforming, before dilution, to the following:

Anionic emulsified asphalts[1] ..... AASHTO M140
Cationic emulsified asphalts[1] ..... AASHTO M208
Polymer-modified cationic emulsified asphalts ..... AASHTO M316

[1] Non-tracking emulsified asphalts shall conform to TABLE 455-1 for the type and grade specified.

TABLE 455-1 Requirements for Non-Tracking Emulsified Asphalt

PRODUCT	ANTT	CNTT
Saybolt Viscosity at 77°F (25°C), (AASHTO T 59), SFS	15-100	15-100
Paddle Viscosity at 77°F (25°C), (AASHTO T 382), cPs[1]	30-200	30-200
Storage Stability Test, 24 hr, (AASHTO T 59), %	1 max	1 max
Residue by Distillation, 500 ± 10 °F (260 ± 5 °C), or Residue by Evaporation, 325 ± 5 °F (163 ± 3 °C), (AASHTO T 59), %	50 min	50 min
Sieve Test, No. 20 (850 µm), (AASHTO T 59), %	0.3	0.3
Penetration at 77°F (25°C), 100 g, 5 sec, (AASHTO T 49), dmm	10-40	10-40
Ash Content, (AASHTO T 111), %	1 max	1 max
Solubility in Trichlorethylene Test, (AASHTO T 44)[2]	97.5% min	97.5% min

[1] Paddle Viscosity (AASHTO T 382) may be run in lieu of Saybolt Viscosity (AASHTO T 59).

[2] The solubility in Trichlorethylene test (AASHTO T 44) may be run in lieu of Ash Content (AASHTO T 111).

455.2.5 Tack Coat

Replace paragraph one with the following effective with the November 2022 letting:

(1) Under the Tack Coat bid item, furnish type SS-1h, CSS-1h, QS-1h, CQS-1h, ANTT, CNTT, or modified emulsified asphalt with an “h” suffix, unless the contract specifies otherwise.

710.5.7 Corrective Action

710.5.7.1 Optimized Aggregate Gradations

Replace paragraph one with the following effective with the November 2022 letting:

(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, notify the other party immediately and do one of the following:

- Perform corrective action documented in the QC plan or as the engineer approves. Continue with the following:
  1. Document and provide corrective action results to the engineer as soon as they are available.
  2. Department will conduct two tests within the next business day after corrective action is complete.

     If blended aggregate gradations are within the tarantula curve limits by the second department test:
     - Continue with concrete production.
     - Include a break in the 4-point running average.
     - For Class I Pavements: The 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.
  - If blended aggregate gradations are not within the tarantula curve limits by the second department test and the contract requires an optimized aggregate gradation mix under 501.2.7.4.2.1(2), stop concrete production and submit a new optimized aggregate gradation mix design.
  - If blended aggregate gradations are not within the tarantula curve limits by the second department test and the contract does not require an optimized aggregate gradation mix under 501.2.7.4.2.1(2), stop concrete production and submit either a new optimized aggregate gradation mix design or a combined aggregate gradation mix design.
- Submit a new optimized aggregate gradation mix design and perform the following:
  1. Restart control charts for the new mix design.
  2. Amend contractor Quality Control Plan

715.5 Payment

Replace the entire text with the following effective with the November 2022 letting:

715.5.1 General

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

ITEM NUMBER	DESCRIPTION	UNIT
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 department will adjust pay for each lot using PWL of the 28-day sublot average strengths for that lot. The department will measure PWL relative to strength lower specification limits as follows:

- Compressive strength of 3700 psi for pavements.
- Flexural strength of 650 psi for pavements.
- Compressive strength of 4000 psi for structures and barrier.

(5) 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.

(6) Submit test results to the department electronically using MRS software. The department will verify contractor data before determining pay adjustments.

(7) 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 Pavements

715.5.2.1 Compressive

(1) The department will adjust pay for each lot using equation "QMP 3.01" as follows:

Percent within Limits (PWL)	Pay Adjustment (dollars per square yard)
>= 95 to 100	(0.1 x PWL) – 9.5
>= 85 to < 95	0
>= 30 to < 85	(1.5/55 x PWL) – 127.5/55
< 30	-1.50

(2) The department will not pay incentive if the lot standard deviation is greater than 400 psi compressive.

(3) For lots with a full battery of QC tests at less than 4 locations, there is no incentive, but the department will assess a disincentive based on the individual sublot average strengths. The department will reduce pay for sublots with an average strength below 3700 psi compressive by $1.50 per square yard.

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

715.5.2.2 Flexural

(1) The department will adjust pay for each lot using equation "QMP 6.02" as follows:

Percent within Limits (PWL)	Pay Adjustment (dollars per square yard)
>= 95 to 100	(0.2 x PWL) – 19
>= 85 to < 95	0
>= 50 to < 85	(2.0/35 x PWL) – 170/35
< 50	-2.00

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

(3) For lots with a full battery of QC tests at less than 4 locations, there is no incentive, but the department will assess a disincentive based on the individual sublot average strengths. The department will reduce pay for sublots with an average strength below 650 psi flexural by $2.00 per square yard.

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

715.5.3 Structures and Cast-in-Place Barrier

(1) The department will adjust pay for each lot using equation "QMP 2.01" as follows:

Percent within Limits (PWL)	Pay Adjustment (dollars per square yard)
>= 99 to 100	10
>= 90 to < 99	0
>= 50 to < 90	(7/8 x PWL) – 78.75
< 50	-35

(2) The department will not pay incentive if the lot standard deviation is greater than 350 psi.

(3) For lots with less than 4 sublots, there is no incentive, but the department will assess a disincentive based on the individual sublot average strengths. The department will reduce pay for sublots with an average strength below 4000 psi by $35 per cubic yard.

ADDITIONAL SPECIAL PROVISION 7

A. Reporting 1st Tier and DBE Payments During Construction

1. Comply with reporting requirements specified in the department's Civil Rights Compliance, Contractor's User Manual, Sublets and Payments.
2. Report payments to all DBE firms within 10 calendar days of receipt of a progress payment by the department or a contractor for work performed, materials furnished, or materials stockpiled by a DBE firm. Report the payment as specified in A(1) for all work satisfactorily performed and for all materials furnished or stockpiled.
3. Report payments to all first tier subcontractor relationships within 10 calendar days of receipt of a progress payment by the department for work performed. Report the payment as specified in A(1) for all work satisfactorily performed.
4. All tiers shall report payments as necessary to comply with the DBE payment requirement as specified in A(2).
5. DBE firms must enter all payments to DBE and non-DBE firms regardless of tier.
6. 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).
7. All agreements made by a contractor shall include the provisions in A(1), (2), (3), (4), (5), and (6), and shall be binding on all first tier subcontractor relationships, all contractors and subcontractors utilizing DBE firms on the project, and all payments from DBE firms.

B. Costs for conforming to this special provision are incidental to the contract.

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

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

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

ADDITIONAL SPECIAL PROVISION 9

Electronic Certified Payroll or Labor Data Submittal

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

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

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

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

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

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

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

NON-DISCRIMINATION PROVISIONS

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

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

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

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

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

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

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

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

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

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

BUY AMERICA PROVISION

Buy America (as documented in M-22-11 from the Office of Management and Budget: https://www.whitehouse.gov/wp-content/uploads/2022/04/M-22-11.pdf) shall be domestic products and permanently incorporated in this project as classified in the following three categories, and as noted in the Construction and Materials Manual (CMM):

1. Iron and Steel

   All iron and steel manufacturing and coating processes (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 the iron and steel manufacturing and coating processes Buy America 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.

2. Manufactured Product

   All manufactured products (as defined in CMM 228.5) are covered under a previous waiver from 1983, and are currently exempt from Buy America.

3. Construction Material

   All construction materials (as defined in OMB M-22-11 and as referenced in CMM 228.5) must comply with Buy America. No exemptions (0.0%) are allowed.

The contractor shall take actions and provide documentation conforming to CMM 228.5 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 iron and steel, manufactured products, and construction materials conform to this Buy America provision.

Form DT4567 is available at: https://wisconsindot.gov/Documents/formdocs/dt4567.docx

Attach a list of iron or steel exemptions and their associated costs to the certification form.

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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	201.0105 Clearing	26.000 STA	_____._____	_____._____
0004	201.0205 Grubbing	28.000 STA	_____._____	_____._____
0006	203.0100 Removing Small Pipe Culverts	27.000 EACH	_____._____	_____._____
0008	203.0220 Removing Structure (structure) 01. C-50-9701 STA 368+26	1.000 EACH	_____._____	_____._____
0010	203.0220 Removing Structure (structure) 02. 60-Inch Pipe STA 503+39	1.000 EACH	_____._____	_____._____
0012	203.0220 Removing Structure (structure) 03. B-50-42	1.000 EACH	_____._____	_____._____
0014	203.0220 Removing Structure (structure) 04. C-50-928	1.000 EACH	_____._____	_____._____
0016	203.0220 Removing Structure (structure) 05. C-35-1959	1.000 EACH	_____._____	_____._____
0018	203.0220 Removing Structure (structure) 06. C-35-1961	1.000 EACH	_____._____	_____._____
0020	203.0220 Removing Structure (structure) 07. C-35-1960	1.000 EACH	_____._____	_____._____
0022	204.0100 Removing Concrete Pavement	529.000 SY	_____._____	_____._____
0024	204.0110 Removing Asphaltic Surface	6,160.000 SY	_____._____	_____._____
0026	204.0115 Removing Asphaltic Surface Butt Joints	1,100.000 SY	_____._____	_____._____
0028	204.0120 Removing Asphaltic Surface Milling	16,610.000 SY	_____._____	_____._____
0030	204.0150 Removing Curb & Gutter	2,185.000 LF	_____._____	_____._____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0032	204.0165 Removing Guardrail	400.000 LF	_____.____	_____.____
0034	204.0180 Removing Delineators and Markers	16.000 EACH	_____.____	_____.____
0036	205.0100 Excavation Common	9,607.000 CY	_____.____	_____.____
0038	205.0400 Excavation Marsh	5,253.000 CY	_____.____	_____.____
0040	206.1001 Excavation for Structures Bridges (structure) 01. C-35-1959	1.000 EACH	_____.____	_____.____
0042	206.1001 Excavation for Structures Bridges (structure) 02. C-35-1960	1.000 EACH	_____.____	_____.____
0044	206.1001 Excavation for Structures Bridges (structure) 03. C-35-1961	1.000 EACH	_____.____	_____.____
0046	208.0100 Borrow	9,588.000 CY	_____.____	_____.____
0048	208.1500.S Temporary Lane Shift During Culvert Work	13.000 EACH	_____.____	_____.____
0050	210.2500 Backfill Structure Type B	359.000 TON	_____.____	_____.____
0052	211.0101 Prepare Foundation for Asphaltic Paving (project) 01. 1580-30-70	1.000 EACH	_____.____	_____.____
0054	211.0101 Prepare Foundation for Asphaltic Paving (project) 02. 1580-30-71	1.000 EACH	_____.____	_____.____
0056	211.0101 Prepare Foundation for Asphaltic Paving (project) 03. 1580-30-72	1.000 EACH	_____.____	_____.____
0058	211.0400 Prepare Foundation for Asphaltic Shoulders	2.000 STA	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0060	211.0700.S Prepare Foundation for CIR Base Layer (project) 01. 1580-30-70	1.000 EACH	_____.____	_____.____
0062	211.0700.S Prepare Foundation for CIR Base Layer (project) 02. 1580-30-71	1.000 EACH	_____.____	_____.____
0064	211.0700.S Prepare Foundation for CIR Base Layer (project) 03. 1580-30-72	1.000 EACH	_____.____	_____.____
0066	211.0800.S Base Repair for CIR Layer	990.000 CY	_____.____	_____.____
0068	213.0100 Finishing Roadway (project) 01. 1580-30-70	1.000 EACH	_____.____	_____.____
0070	213.0100 Finishing Roadway (project) 02. 1580-30-71	1.000 EACH	_____.____	_____.____
0072	213.0100 Finishing Roadway (project) 03. 1580-30-72	1.000 EACH	_____.____	_____.____
0074	214.0100 Obliterating Old Road	1.000 STA	_____.____	_____.____
0076	305.0110 Base Aggregate Dense 3/4-Inch	11,700.000 TON	_____.____	_____.____
0078	305.0120 Base Aggregate Dense 1 1/4-Inch	15,900.000 TON	_____.____	_____.____
0080	305.0500 Shaping Shoulders	1,668.000 STA	_____.____	_____.____
0082	311.0115 Breaker Run	50.000 CY	_____.____	_____.____
0084	327.1000.S CIR Asphaltic Base Layer	227,600.000 SY	_____.____	_____.____
0086	390.0403 Base Patching Concrete Shes	504.000 SY	_____.____	_____.____
0088	416.0610 Drilled Tie Bars	70.000 EACH	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0090	416.0620 Drilled Dowel Bars	790.000 EACH	_____.____	_____.____
0092	450.4000 HMA Cold Weather Paving	15,200.000 TON	_____.____	_____.____
0094	455.0605 Tack Coat	9,245.000 GAL	_____.____	_____.____
0096	455.0770.S Asphalt Stabilizing Agent	1,230.000 TON	_____.____	_____.____
0098	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	1.000 EACH	_____.____	_____.____
0100	460.0110.S HMA Percent Within Limits (PWL) Test Strip Density	2.000 EACH	_____.____	_____.____
0102	460.2005 Incentive Density PWL HMA Pavement	15,970.000 DOL	1.00000	15,970.00
0104	460.2007 Incentive Density HMA Pavement Longitudinal Joints	35,380.000 DOL	1.00000	35,380.00
0106	460.2010 Incentive Air Voids HMA Pavement	19,380.000 DOL	1.00000	19,380.00
0108	460.6244 HMA Pavement 4 MT 58-34 S	30,250.000 TON	_____.____	_____.____
0110	465.0105 Asphaltic Surface	205.000 TON	_____.____	_____.____
0112	465.0120 Asphaltic Surface Driveways and Field Entrances	32.000 TON	_____.____	_____.____
0114	465.0125 Asphaltic Surface Temporary	240.000 TON	_____.____	_____.____
0116	465.0315 Asphaltic Flumes	400.000 SY	_____.____	_____.____
0118	465.0475 Asphalt Centerline Rumble Strips 2-Lane Rural	58,820.000 LF	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0120	502.4204 Adhesive Anchors No. 4 Bar	27.000 EACH	_____.____	_____.____
0122	502.4205 Adhesive Anchors No. 5 Bar	84.000 EACH	_____.____	_____.____
0124	504.0100 Concrete Masonry Culverts	63.000 CY	_____.____	_____.____
0126	505.0400 Bar Steel Reinforcement HS Structures	4,940.000 LB	_____.____	_____.____
0128	505.0600 Bar Steel Reinforcement HS Coated Structures	1,800.000 LB	_____.____	_____.____
0130	509.1500 Concrete Surface Repair	133.000 SF	_____.____	_____.____
0132	516.0500 Rubberized Membrane Waterproofing	39.000 SY	_____.____	_____.____
0134	520.8000 Concrete Collars for Pipe	2.000 EACH	_____.____	_____.____
0136	521.1018 Apron Endwalls for Culvert Pipe Steel 18-Inch	4.000 EACH	_____.____	_____.____
0138	521.1024 Apron Endwalls for Culvert Pipe Steel 24-Inch	4.000 EACH	_____.____	_____.____
0140	521.1030 Apron Endwalls for Culvert Pipe Steel 30-Inch	4.000 EACH	_____.____	_____.____
0142	521.1228 Apron Endwalls for Pipe Arch Steel 28x20-Inch	4.000 EACH	_____.____	_____.____
0144	521.1505 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 4 to 1	3.000 EACH	_____.____	_____.____
0146	521.1506 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 30-Inch 4 to 1	6.000 EACH	_____.____	_____.____
0148	521.3118 Culvert Pipe Corrugated Steel 18-Inch	26.000 LF	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0150	521.3124 Culvert Pipe Corrugated Steel 24-Inch	156.000 LF	_____.____	_____.____
0152	521.3130 Culvert Pipe Corrugated Steel 30-Inch	128.000 LF	_____.____	_____.____
0154	521.3728 Pipe Arch Corrugated Steel 28x20-Inch	124.000 LF	_____.____	_____.____
0156	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	260.000 LF	_____.____	_____.____
0158	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	128.000 LF	_____.____	_____.____
0160	522.0172 Culvert Pipe Reinforced Concrete Class III 72-Inch	84.000 LF	_____.____	_____.____
0162	522.0436 Culvert Pipe Reinforced Concrete Class IV 36-Inch	56.000 LF	_____.____	_____.____
0164	522.0448 Culvert Pipe Reinforced Concrete Class IV 48-Inch	66.000 LF	_____.____	_____.____
0166	522.0460 Culvert Pipe Reinforced Concrete Class IV 60-Inch	80.000 LF	_____.____	_____.____
0168	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	11.000 EACH	_____.____	_____.____
0170	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	6.000 EACH	_____.____	_____.____
0172	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	2.000 EACH	_____.____	_____.____
0174	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	2.000 EACH	_____.____	_____.____
0176	522.1072 Apron Endwalls for Culvert Pipe Reinforced Concrete 72-Inch	2.000 EACH	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0178	522.2419 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	208.000 LF	_____.____	_____.____
0180	522.2429 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	160.000 LF	_____.____	_____.____
0182	522.2434 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	64.000 LF	_____.____	_____.____
0184	522.2619 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	6.000 EACH	_____.____	_____.____
0186	522.2629 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	6.000 EACH	_____.____	_____.____
0188	522.2634 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	2.000 EACH	_____.____	_____.____
0190	530.0118 Culvert Pipe Corrugated Polyethylene 18-Inch	10.000 LF	_____.____	_____.____
0192	530.0130 Culvert Pipe Corrugated Polyethylene 30-Inch	93.000 LF	_____.____	_____.____
0194	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	2,270.000 LF	_____.____	_____.____
0196	603.8000 Concrete Barrier Temporary Precast Delivered	400.000 LF	_____.____	_____.____
0198	603.8125 Concrete Barrier Temporary Precast Installed	625.000 LF	_____.____	_____.____
0200	603.8500 Anchoring Concrete Barrier Temporary Precast	425.000 LF	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0202	606.0100 Riprap Light	27.000 CY	_____.____	_____.____
0204	606.0200 Riprap Medium	123.000 CY	_____.____	_____.____
0206	606.0300 Riprap Heavy	56.000 CY	_____.____	_____.____
0208	614.0115 Anchorages for Steel Plate Beam Guard Type 2	2.000 EACH	_____.____	_____.____
0210	614.0305 Steel Plate Beam Guard Class A	88.000 LF	_____.____	_____.____
0212	614.0370 Steel Plate Beam Guard Energy Absorbing Terminal	4.000 EACH	_____.____	_____.____
0214	614.0397 Guardrail Mow Strip Emulsified Asphalt	56.000 SY	_____.____	_____.____
0216	614.0400 Adjusting Steel Plate Beam Guard	202.000 LF	_____.____	_____.____
0218	614.0905 Crash Cushions Temporary	10.000 EACH	_____.____	_____.____
0220	614.0920 Salvaged Rail	3,120.000 LF	_____.____	_____.____
0222	614.0925 Salvaged Guardrail End Treatments	32.000 EACH	_____.____	_____.____
0224	614.2300 MGS Guardrail 3	1,356.500 LF	_____.____	_____.____
0226	614.2330 MGS Guardrail 3 K	150.000 LF	_____.____	_____.____
0228	614.2340 MGS Guardrail 3 L	437.500 LF	_____.____	_____.____
0230	614.2610 MGS Guardrail Terminal EAT	20.000 EACH	_____.____	_____.____
0232	616.0700.S Fence Safety	100.000 LF	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0234	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1580-30-70	1.000 EACH	_____.____	_____.____
0236	618.0100 Maintenance And Repair of Haul Roads (project) 02. 1580-30-71	1.000 EACH	_____.____	_____.____
0238	618.0100 Maintenance And Repair of Haul Roads (project) 03. 1580-30-72	1.000 EACH	_____.____	_____.____
0240	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0242	624.0100 Water	1,200.000 MGAL	_____.____	_____.____
0244	625.0100 Topsoil	49,100.000 SY	_____.____	_____.____
0246	628.1104 Erosion Bales	100.000 EACH	_____.____	_____.____
0248	628.1504 Silt Fence	17,170.000 LF	_____.____	_____.____
0250	628.1520 Silt Fence Maintenance	17,170.000 LF	_____.____	_____.____
0252	628.1905 Mobilizations Erosion Control	33.000 EACH	_____.____	_____.____
0254	628.1910 Mobilizations Emergency Erosion Control	11.000 EACH	_____.____	_____.____
0256	628.2004 Erosion Mat Class I Type B	24,510.000 SY	_____.____	_____.____
0258	628.2008 Erosion Mat Urban Class I Type B	25,850.000 SY	_____.____	_____.____
0260	628.7504 Temporary Ditch Checks	360.000 LF	_____.____	_____.____
0262	628.7555 Culvert Pipe Checks	155.000 EACH	_____.____	_____.____
0264	628.7570 Rock Bags	705.000 EACH	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0266	629.0210 Fertilizer Type B	75.000 CWT	_____.____	_____.____
0268	630.0110 Seeding Mixture No. 10	675.000 LB	_____.____	_____.____
0270	630.0120 Seeding Mixture No. 20	1,700.000 LB	_____.____	_____.____
0272	630.0140 Seeding Mixture No. 40	100.000 LB	_____.____	_____.____
0274	630.0500 Seed Water	1,125.000 MGAL	_____.____	_____.____
0276	633.5200 Markers Culvert End	50.000 EACH	_____.____	_____.____
0278	634.0612 Posts Wood 4x6-Inch X 12-FT	4.000 EACH	_____.____	_____.____
0280	634.0616 Posts Wood 4x6-Inch X 16-FT	11.000 EACH	_____.____	_____.____
0282	637.2210 Signs Type II Reflective H	15.000 SF	_____.____	_____.____
0284	637.2220 Signs Type II Reflective SH	24.000 SF	_____.____	_____.____
0286	638.2102 Moving Signs Type II	50.000 EACH	_____.____	_____.____
0288	638.2602 Removing Signs Type II	4.000 EACH	_____.____	_____.____
0290	638.3000 Removing Small Sign Supports	4.000 EACH	_____.____	_____.____
0292	642.5201 Field Office Type C	1.000 EACH	_____.____	_____.____
0294	643.0300 Traffic Control Drums	5,565.000 DAY	_____.____	_____.____
0296	643.0420 Traffic Control Barricades Type III	250.000 DAY	_____.____	_____.____
0298	643.0705 Traffic Control Warning Lights Type A	370.000 DAY	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0300	643.0715 Traffic Control Warning Lights Type C	970.000 DAY	_____.____	_____.____
0302	643.0900 Traffic Control Signs	11,910.000 DAY	_____.____	_____.____
0304	643.0920 Traffic Control Covering Signs Type II	2.000 EACH	_____.____	_____.____
0306	643.3105 Temporary Marking Line Paint 4-Inch	49,020.000 LF	_____.____	_____.____
0308	643.3120 Temporary Marking Line Epoxy 4-Inch	70,150.000 LF	_____.____	_____.____
0310	643.3850 Temporary Marking Stop Line Removable Tape 18-Inch	72.000 LF	_____.____	_____.____
0312	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0314	645.0105 Geotextile Type C	148.000 SY	_____.____	_____.____
0316	645.0120 Geotextile Type HR	395.000 SY	_____.____	_____.____
0318	645.0130 Geotextile Type R	155.000 SY	_____.____	_____.____
0320	646.1020 Marking Line Epoxy 4-Inch	79,750.000 LF	_____.____	_____.____
0322	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	126,650.000 LF	_____.____	_____.____
0324	646.6464 Cold Weather Marking Epoxy 4-Inch	179,450.000 LF	_____.____	_____.____
0326	646.9000 Marking Removal Line 4-Inch	2,650.000 LF	_____.____	_____.____
0328	648.0100 Locating No-Passing Zones	13.430 MI	_____.____	_____.____
0330	650.4500 Construction Staking Subgrade	10,545.000 LF	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0332	650.5000 Construction Staking Base	10,545.000 LF	_____.____	_____.____
0334	650.5500 Construction Staking Curb Gutter and Curb & Gutter	2,035.000 LF	_____.____	_____.____
0336	650.6000 Construction Staking Pipe Culverts	21.000 EACH	_____.____	_____.____
0338	650.6501 Construction Staking Structure Layout (structure) 02. C-35-1959	1.000 EACH	_____.____	_____.____
0340	650.6501 Construction Staking Structure Layout (structure) 03. C-35-1960	1.000 EACH	_____.____	_____.____
0342	650.6501 Construction Staking Structure Layout (structure) 04. C-35-1961	1.000 EACH	_____.____	_____.____
0344	650.8000 Construction Staking Resurfacing Reference	61,075.000 LF	_____.____	_____.____
0346	650.9911 Construction Staking Supplemental Control (project) 01. 1580-30-70	1.000 EACH	_____.____	_____.____
0348	650.9911 Construction Staking Supplemental Control (project) 02. 1580-30-71	1.000 EACH	_____.____	_____.____
0350	650.9911 Construction Staking Supplemental Control (project) 03. 1580-30-72	1.000 EACH	_____.____	_____.____
0352	650.9920 Construction Staking Slope Stakes	10,545.000 LF	_____.____	_____.____
0354	661.0101 Temporary Traffic Signals for Bridges (structure) 01. C-50-9701 STA 368+26	1.000 EACH	_____.____	_____.____
0356	661.0101 Temporary Traffic Signals for Bridges (structure) 02. 60-Inch Pipe STA 503+36	1.000 EACH	_____.____	_____.____
0358	690.0150 Sawing Asphalt	3,980.000 LF	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0360	690.0250 Sawing Concrete	880.000 LF	_____._____	_____._____
0362	715.0502 Incentive Strength Concrete Structures	3,000.000 DOL	1.00000	3,000.00
0364	740.0440 Incentive IRI Ride	53,790.000 DOL	1.00000	53,790.00
0366	SPV.0030 Special 01. Fertilizer for Lawn Type Turf	3.000 CWT	_____._____	_____._____
0368	SPV.0060 Special 01. Temporary Water Diversion Sta 368+26 72-Inch Pipe	1.000 EACH	_____._____	_____._____
0370	SPV.0060 Special 02. Temporary Water Diversion Sta 503+39 60-Inch Pipe	1.000 EACH	_____._____	_____._____
0372	SPV.0060 Special 03. Temporary Water Diversion Sta 603+55 B-50-42	1.000 EACH	_____._____	_____._____
0374	SPV.0060 Special 04. Temporary Water Diversion Sta 625+62 B-50-37	1.000 EACH	_____._____	_____._____
0376	SPV.0060 Special 05. Temporary Water Diversion C-35-1959	1.000 EACH	_____._____	_____._____
0378	SPV.0060 Special 06. Temporary Water Diversion C-35-1961	1.000 EACH	_____._____	_____._____
0380	SPV.0060 Special 07. Temporary Water Diversion C-35-1962	1.000 EACH	_____._____	_____._____
0382	SPV.0060 Special 08. Reestablish Section Corner Monuments	17.000 EACH	_____._____	_____._____
0384	SPV.0060 Special 09. Temporary Vehicle Detection Sta 368+26	1.000 EACH	_____._____	_____._____
0386	SPV.0060 Special 10. Base Aggregate Dense 1 1/4-Inch Pipe Trench	14.000 EACH	_____._____	_____._____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0388	SPV.0060 Special 11. Embedded Galvanic Anodes	7.000 EACH	_____.____	_____.____
0390	SPV.0060 Special 12. Strapping B-50-37	3.000 EACH	_____.____	_____.____
0392	SPV.0060 Special 13. Strapping C-35-1963	2.000 EACH	_____.____	_____.____
0394	SPV.0180 Special 01. Prepare Topsoil for Lawn Type Turf	3,400.000 SY	_____.____	_____.____
0396	SPV.0180 Special 02. Protective Thermoplastic Coating at Snowmobile Trail Crossing	67.000 SY	_____.____	_____.____
0398	SPV.0180 Special 03. Asphaltic Slope Stabilization	140.000 SY	_____.____	_____.____
	Section: 0001		Total:	_____.____

Total Bid: _____.____

PLEASE ATTACH ADDENDA HERE

Wisconsin Department of Transportation

Division of Transportation Systems Development
Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

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

January 30, 2023

NOTICE TO ALL CONTRACTORS:

Proposal #35:

1580-30-70
Prentice – Bradley
Lustilla Road to CTH YY
USH 8
Price County

1580-30-71
Prentice – Bradley
CTH YY to Tracy Road
USH 8
Lincoln County

1580-30-72
Prentice – Bradley
Tracy Road to North McCord Road
USH 8
Oneida County

Letting of February 14, 2023

This is Addendum No. 01, which provides for the following:

Plan Sheets:

Revised Plan Sheets	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
119	Added notes to the SDD

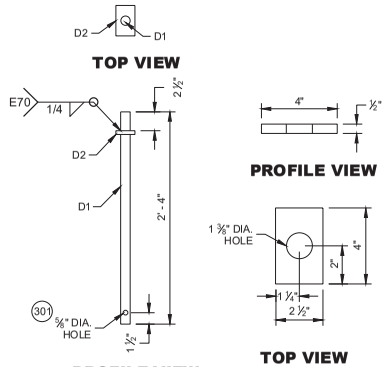
The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.

Sincerely,

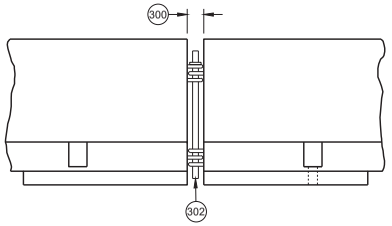
Mike Coleman

Proposal Development Specialist
Proposal Management Section

END OF ADDENDUM



CONNECTOR PIN ASSEMBLY



CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

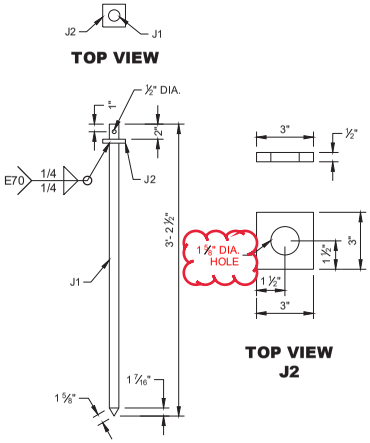
304 CONCRETE DECK.

305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

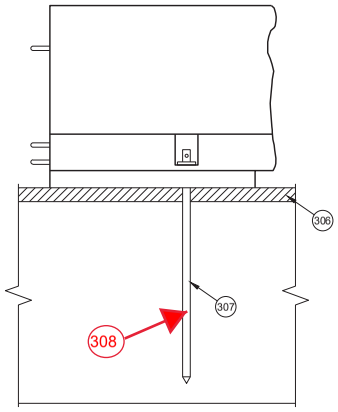
306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY

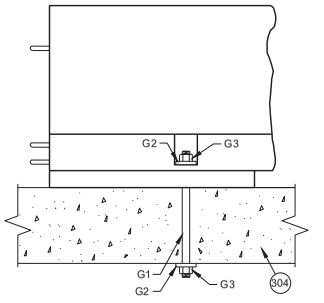
308 IF DRILLING A PILOT HOLE, THE MAX DIA. OF THE PILOT HOLE IS 3/4"



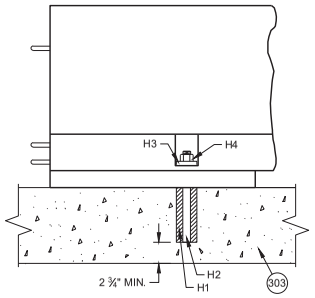
ASPHALT ANCHOR PIN ASSEMBLY



ASPHALT ANCHOR INSTALLATION



THROUGH BOLT ANCHOR INSTALLATION (305)



ADHESIVE ANCHOR INSTALLATION (305)

Addendum No. 01
ID 1580-30-70
Revised Sheet 119
January 30, 2023

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07 - 16c

Wisconsin Department of Transportation

Division of Transportation Systems Development
Bureau of Project Development
4822 Madison Yards Way, 4th Floor South
Madison, WI 53705

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

February 7, 2023

NOTICE TO ALL CONTRACTORS:

Proposal #35:

1580-30-70
Prentice – Bradley
Lustilla Road to CTH YY
USH 8
Price County

1580-30-71
Prentice – Bradley
CTH YY to Tracy Road
USH 8
Lincoln County

1580-30-72
Prentice – Bradley
Tracy Road to North McCord Road
USH 8
Oneida County

Letting of February 14, 2023

This is Addendum No. 02 which provides for the following:

Special Provisions:

Revised Special Provisions	
Article No.	Description
4	Traffic – Added Temporary Traffic Signals and Concrete Barrier Temporary Precast for work at structures C-35-1959, C-35-1960 and C-35-1964.
21	Cold In-Place Recycling (CIR) Asphalt Base Layer, Item 327.1000.S; Asphalt Stabilizing Agent, Item 455.0770.S – Revised language for C.7.3 Surfacing.

Schedule of Items:

Revised Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Proposal Quantity Change (-)	Proposal Total After Addendum
204.0120	Removing Asphaltic Surface Milling	SY	16,610	8,330	24,940
327.1000.S	CIR Asphaltic Base Layer	SY	227,600	-8,600	219,000
455.0605	Tack Coat	TON	9,245	280	9,525
455.0770.S	Asphaltic Stabilizing Agent	TON	1,230	-485	745

460.6244	HMA Pavement 4 MT 58-34 S	TON	30,250	940	31,190
603.8000	Concrete Barrier Temporary Precast Delivered	LF	400	200	600
603.8125	Concrete Barrier Temporary Precast Installed	LF	625	400	1,025
603.8500	Anchoring Concrete Barrier Temporary Precast	LF	425	200	625
643.0300	Traffic Control Drums	DAY	5,565	850	6,415
643.0420	Traffic Control Barricades Type III	DAY	250	75	325
643.0715	Traffic Control Warning Lights Type C	DAY	970	600	1,570
643.0900	Traffic Control Signs	DAY	11,910	900	12,810
643.3850	Temporary Marking Stop Line Removeable Tape 18-Inch	LF	72	60	132
646.9000	Marking Line Removal 4-Inch	LF	2,650	600	3,250
650.4500	Construction Staking Subgrade	LF	10,545	1,210	11,755
650.5000	Construction Staking Base	LF	10,545	1,210	11,755
650.9920	Construction Staking Slope Stakes	LF	10,545	1,210	11,755
690.0150	Sawing Asphalt	LF	3,980	1,070	5,063

Added Bid Item Quantities					
Bid Item	Item Description	Unit	Proposal Total Prior to Addendum	Quantity Added	Proposal Total After Addendum
643.3150	Temporary Marking Line Removeable Tape 4-Inch	LF	0	7,410	7,410
661.0101	Temporary Traffic Signals for Bridges (structure) 03. C-35-1959	EACH	0	1	1
661.0101	Temporary Traffic Signals for Bridges (structure) 04. C-35-1961	EACH	0	1	1

Plan Sheets:

Revised Plan Sheets – ID 1580-30-70	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
8, 9	Typical Sections – Revised CIR depth to 3-inches.
71, 72, 77	Miscellaneous Quantities related to CIR, HMA and construction staking items.

Revised Plan Sheets – ID 1580-30-71	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
5, 6	Project 1580-30-71 Typical Sections – Revised CIR depth to 3-inches.
291	Project 1580-30-71 Miscellaneous Quantities related to Asphalt Stabilizing Agent.

Revised Plan Sheets – ID 1580-30-72	
Plan Sheet	Plan Sheet Title (brief description of changes to sheet)
5	Project 1580-30-72 Typical Sections – Revised CIR depth to 3-inches.
34	Project 1580-30-72 Miscellaneous Quantities related to Asphalt Stabilizing Agent.
36	Project 1580-30-72 Miscellaneous Quantities related to Traffic Control items, pavement marking, temporary traffic signals and sawing asphalt.

Added Plan Sheets – ID 1580-30-72	
Plan Sheet	Plan Sheet Title (brief description of why sheet was added)
8A	Typical Sections for test sections with waterproof membrane. Required more typical sections to cover work operations dealing with waterproof membrane.
30A	Traffic Control – Timing Chart for Temporary Traffic Signals and list of SDD to use.
42A,B	Traffic Control – Added details for C-35-1960.

Deleted Plan Sheets – ID 1580-30-70	
Plan Sheet	Plan Sheet Title (brief description of why sheet was deleted)
7	Typical Section – Duplicate section from sheet 6.

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

Sincerely,

Mike Coleman

Proposal Development Specialist
Proposal Management Section

ADDENDUM NO. 02

1580-30-70/-71/-72

February 7, 2023

Special Provisions

4. Traffic

Replace entire section titled Project 1580-30-72 *with the following:*

Project 1580-30-72

Miscellaneous structure extensions and grading work may be conducted under flagging or shoulder closures.

Use temporary traffic signals for work at C-35-1959 and C-35-1961. Use concrete barrier temporary precast for work at C-35-1960.

After guardrail is removed, maintain a continuous work effort and traffic control devices to minimize exposure to hazardous slopes.

21. Cold In-Place Recycling (CIR) Asphalt Base Layer, Item 327.1000.S Asphalt Stabilizing Agent, Item 455.0770.S

Replace entire section titled **C.7.3 Surfacing** *with the following:*

B.1.1 Surfacing

(1) Surfacing materials, equipment, and construction methods shall be in accordance with the applicable sections of the standard specs or contract special provisions.

(2) Paving of final surfacing (for single layer) or leveling/lower layer of HMA on the cured CIR sections shall not be conducted until the moisture content in the CIR layer reduces to 2.50% or less.

(3) The final surfacing (for single layer) or leveling/lower layer shall be placed on the CIR layer within 10 calendar days once a section of the CIR layer is considered cured per section B.4.5.

(4) After any rain event, the excess moisture in the CIR layer shall be allowed to dry before paving the final surfacing (for single layer) or leveling/lower HMA layer. The contractor and the engineer should inspect the CIR layer to determine suitability for surfacing.

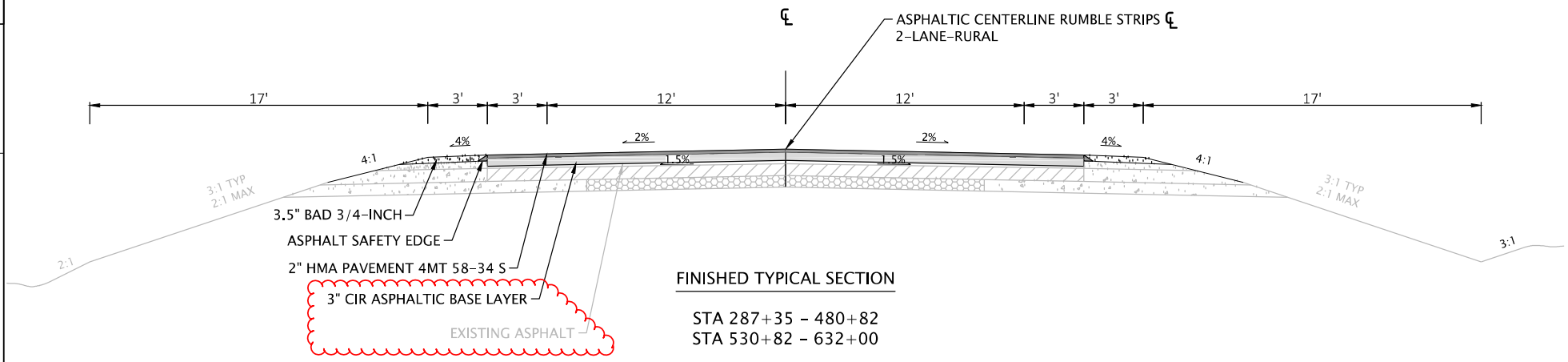
Schedule of Items
Attached, dated February 7, 2023, are the revised Schedule of Items Pages 1 – 14.

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

Revised:
Project 1580-30-70 8,9,71,72, 77
Project 1580-30-71 5,6,291
Project 1580-30-72 5,34,36

Added:
Project 1580-30-70 8A
Project 1580-30-72 30A, 30B, 30C

END OF ADDENDUM



FINISHED TYPICAL SECTION

STA 287+35 - 480+82
STA 530+82 - 632+00

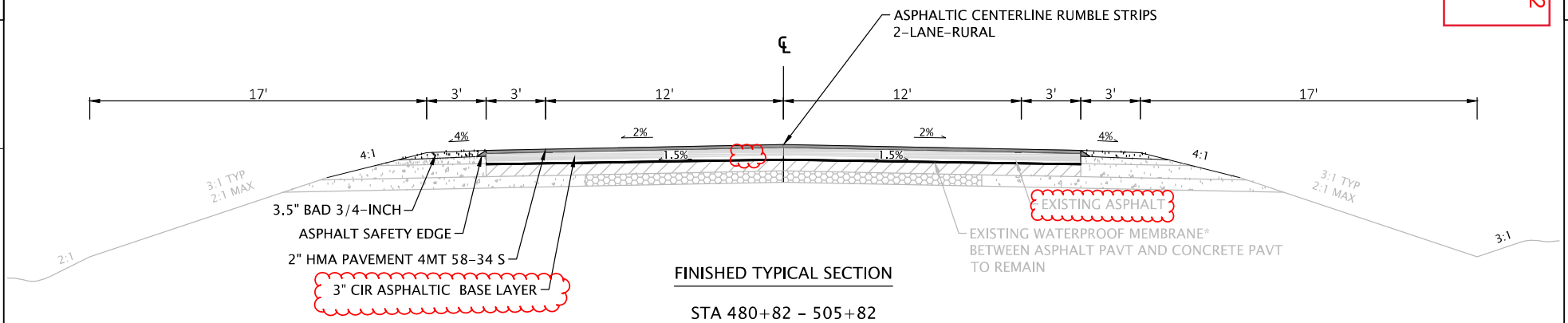
Addendum No. 02
ID 1580-30-70
Revised Sheet 8
February 7, 2023

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN: TYPICAL SECTIONS	SHEET 8	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\020300_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

Addendum No. 02
ID 1580-30-70
Added Sheet 8A
February 7, 2023

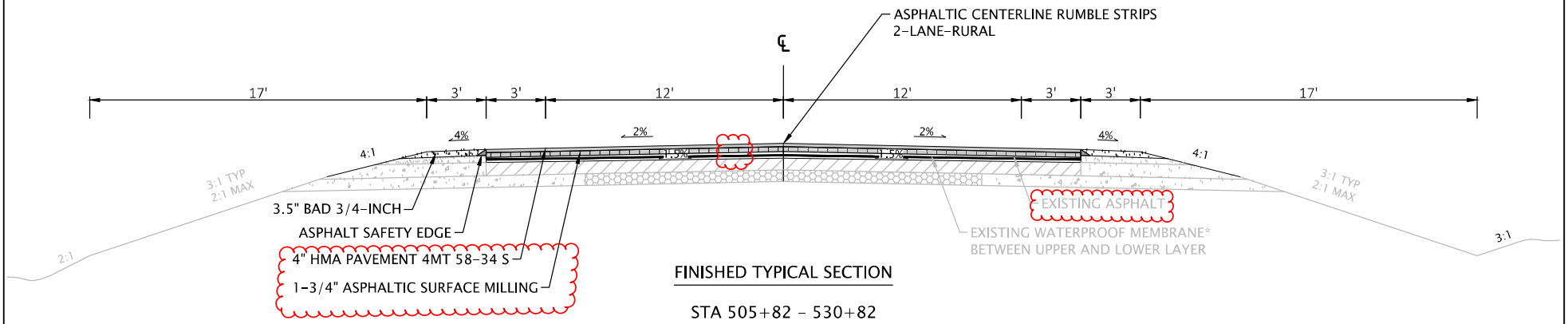
2



FINISHED TYPICAL SECTION

STA 480+82 - 505+82

*WATERPROOF MEMBRANE CONSISTS OF A NON-WOVEN POLYPROPYLENE FABRIC PLACED OVER AN ASPHALTIC TACK COAT

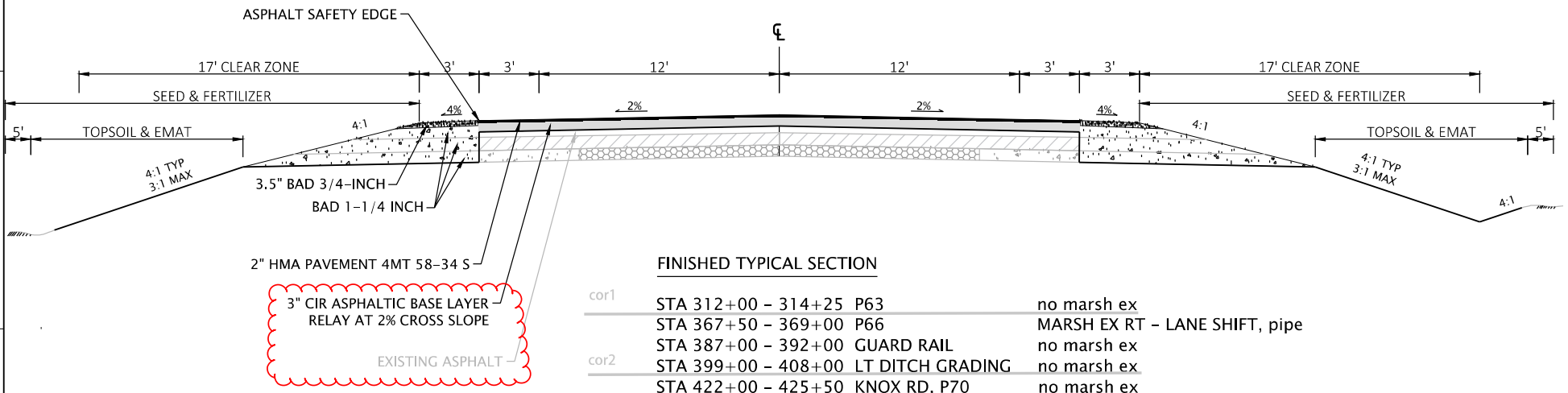


FINISHED TYPICAL SECTION

STA 505+82 - 530+82

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN: TYPICAL SECTIONS	SHEET 8A	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\020300_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION

cor1	STA 312+00 - 314+25 P63	no marsh ex
	STA 367+50 - 369+00 P66	MARSH EX RT - LANE SHIFT, pipe
	STA 387+00 - 392+00 GUARD RAIL	no marsh ex
cor2	STA 399+00 - 408+00 LT DITCH GRADING	no marsh ex
	STA 422+00 - 425+50 KNOX RD, P70	no marsh ex
	STA 449+00 - 453+75 CTH D/ STADIUM RD	no marsh ex
	STA 502+85 - 504+00 P71	MARSH EX 502-504 RT
cor3	STA 509+00 - 512+00 P72	MARSH EX 511-513 RT
	STA 550+00 - 552+00 P73	MARSH EX 550-551 RT
	STA 555+00 - 555+75 RT LITTLE CREEK RD	no marsh ex
cor4	STA 583+00 - 584+20 LT RIVER RD	no marsh ex
cor4B	STA 600+80 - 607+00 GUARD RAIL B-50-42	MARSH EX 601-602 RT
cor5	STA 623+50 - 629+50 GUARD RAIL B-50-37	no marsh ex

Addendum No. 02
ID 1580-30-70
Revised Sheet 9
February 7, 2023

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	TYPICAL SECTIONS	SHEET 9	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\020300-TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

CLEARING AND GRUBBING

LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	COMMENT
423+00 - 424+00 P68	1	1	LT - PIPE AT KNOX RD
451+00 - 453+00 LT	0	2	LT DITCH CTH D NORTH
476+00 - 477+00	1	1	LT P70
583+00 - 584+00 LT River NE	1	1	LT P70
601+00 - 602+00 RT	1	1	RT GUARD RAIL
606+00 - 607+00 RT	1	1	RT GUARD RAIL
622+00 - 629+00 LT&RT	3	3	LT& RT GUARD RAIL
TOTAL	8	10	

REMOVING SMALL PIPE CULVERTS

LOCATION	TYPE	DIAMETER	LENGTH	203.0100 EACH
313+40 P63	CPRC	24	96	1
370+04 RT PE	CPCM	24	28	1
423+96 P68	CPRC	24	76	1
476+51 P70	CPRC	48	70	1
511+38 P72	CPRC	48	64	1
550+85 P73	CPRC	36	59	1
80+33 CTH D NORTH	CPPE	24	108	1
451+56 LT CE	CPCM	30	28	1
452+60 LT PE	CPCM	30	28	1
529+62 LT E BRANCH	CMCP	24	60	1
604+50 LT	CPCM	24	28	1
628+75 LT PE	CPCM	24	28	1
TOTAL				11

REMOVING STRUCTURE

LOCATION	TYPE	DIAMETER	LENGTH	203.0220 EACH
C-50-9701 STA 368+26 P66	CPRC	72	66	1
——— STA 503+39 P71	CPRC	60	58	1

REMOVING CONCRETE PAVEMENT

LOCATION	204.0100 SY	LENGTH
313+40 RT P63 24"	27	8
368+26 RT P66 72"	66	20
476+51 RT P70 48"	30	9
503+40 RT P71 60"	67	20
511+38 RT P72 48"	37	11
550+85 RT P73 36"	33	10
WATER DIVERSION P66	20	6
WATER DIVERSION P71	20	6
WATER DIVERSION P73	20	6
TOTAL	300	

REMOVING ASPHALTIC SURFACE

LOCATION		204.0110 SY
KNOX	INTERSECTION	302
CTH D NORTH	INTERSECTION	326
STADIUM	INTERSECTION	400
CTH D SOUTH	INTERSECTION	471
E BRANCH	INTERSECTION	276
RIVER N	INTERSECTION	455
LUSTILA	SE	14
VENISON	NW, NE	48
PIKES PEAK	SW, SE	47
HILLCREST	NW	14
HARMONY	SW, SE	55
HANNULA	NW, NE	53
OLD 8	NW, NE	33
LITTLE CREEK	SW, SE	51
RIVER	SE, SW	40
OLD 8	NW, NE	24
625+06 - 625+94 LT	BEAM GUARD	60
625+18 - 626+20 RT	BEAM GUARD	70
603+38 - 603+87 LT	BEAM GUARD	33
603+38 - 603+87 RT	BEAM GUARD	33
UNDISTRIBUTED		195
TOTAL		3,000

REMOVING ASPHALTIC SURFACE BUTT JOINTS

LOCATION	DIMENSIONS FT	204.0115 SY
286+35 - 287+35	60x30	200
UNDISTRIBUTED		50
TOTAL		250

REMOVING ASPHALTIC SURFACE MILLING

LOCATION	204.0120 SY
505+82 - 530+82	8,335
LUSTILA	262
VENISON	289
PIKES PEAK	295
HILLCREST	362
HARMONY	315
HANNULA	295
OLD 8	199
LITTLE CREEK	284
RIVER - S	287
OLD 8	211
UNDISTRIBUTED	195
TOTAL	11,330

REMOVING CURB & GUTTER

LOCATION	204.0150 LF
KNOX	159
STADIUM/CTH D NORTH	309
CTH D SOUTH	164
E BRANCH	149
RIVER NORTH	154
TOTAL	935

TEMPORARY LANE SHIFT DURING CULVERT WORK

LOCATION	LANE SHIFT 208.1500.S EACH
313+40 RT P63 24"	1
368+26 RT P66 72"	1
423+96 RT P68 24"	1
476+51 RT P70 48"	1
503+40 RT P71 60"	1
511+38 RT P72 48"	1
550+85 RT P73 36"	1
TOTAL	7

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

PREPARE FOUNDATION FOR ASPHALTIC PAVING

LOCATION	211.0101 EACH
PROJECT 1580-30-70	1
505+82 - 530+82	–
LUSTILA	–
VENSION	–
PIKES PEAK	–
HILLCREST	–
HARMONY	–
HANNULA	–
W KNOX	–
CTH D/STADIUM	–
STADIUM	–
CTH D S	–
E RANCH	–
LITTLE CREEK	–
OLD 8	–
RIVER	–
OLD 8	–
TOTAL	1

PREPARE FOUNDATION FOR CIR BASE LAYER
BASE REPAIR FOR CIR LAYER

LOCATION	211.0700.S PREP FOUND EACH	211.0800.S BASE REPAIR CY
287+75 - 632+00	1	
UNDISTRIBUTED		330

OBLITERATING OLD ROAD

LOCATION	214.0100 STA
190+67 - 191+12	1

BASE AGGREGATE DENSE 3/4-INCH
BASE AGGREGATE DENSE 1 1/4-INCH

LOCATION		305.0110 BAD 3/4" TON	305.0120 BAD 1 1/4" TON
287+35 - 632+00		3,200	–
SIDEROAD RADII	REMOVING ASPH SURF	750	–
SIDEROADS (10)	MILLING	500	950
SIDEROADS (6)	GRADE CHANGE	–	875
E BRANCH	RECONSTRUCT	–	265
SHOULDER/SLOPE WIDENING	PIPES, GUARD RAIL	–	3,400
423+96 P68	PIPE - RUBBULIZE	100	475
PE'S & CE'S (53)		530	400
UNDISTRIBUTED		220	235
TOTAL		5,300	6,600

SHAPING SHOULDERS

LOCATION	305.0500 STA
287+35 - 632+00 LT& RT	674

Addendum No. 02
ID 1580-30-70
Revised Sheet 71
February 7, 2023

BASE PATCHING CONCRETE SHES
DRILLED TIE BARS
DRILLED DOWEL BARS
APHALTIC SURFACE

LOCATION		390.0403 SHES SY	416.0610 TIE BARS EACH	416.0620 DOWEL BARS EACH	465.0105 ASPH SURF TON
313+40	P63	27	3	56	8
368+26	C-50-9701/P66	57	6	56	16
P66	TEMP WATER DIVERSION	13	2	56	6
423+96	P68 USE BAD	0	0	0	28
476+51	P70	33	4	56	10
503+40	P71	67	8	56	19
P71	TEMP WATER DIVERSION	14	2	56	6
511+38	P72	33	4	56	10
550+86	P73	33	4	56	10
UNDISTRIBUTED		0	7	2	12
TOTAL		277	40	450	125

ASPHALTIC FLUMES

LOCATION	465.0315 SY
KNOX	20
STADIUM/CTH D North	40
CTH D South	30
E BRANCH	20
RIVER	30
UNDISTRIBUTED	20
TOTAL	160

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

ASPAHLTIC CENTER LINE RUMBLE STRIP 2-LANE RURAL

LOCATION	465.0475 LF
293+50 - 632+00	29,420

Addendum No. 02
ID 1580-30-70
Revised Sheet 72
February 7, 2023

CIR ASPHALTIC BASE LAYER
ASPHALT STABILIZING AGENT

LOCATION	327.1000.S CIR BASE SY	455.0770.S AGENT TON
287+75 - 632+00	107,400	365

HMA COLD WEATHER PAVING
TACK COAT
HMA PAVEMENT 4 MT 58-34 S

LOCATION	450.4000 COLD WEATHER TON	455.0605 TACK COAT GAL	460.6244 HMA 4 MT 58-34 S TON
287+35 - 632+00	-	4,180	14,240
SIDEROADS (11)	-	170	1,300
UNDISTRIBUTED	7,000	-	-
TOTAL	7,000	4,350	15,540

ASPHALTIC SURFACE TEMPORARY

LOCATION	465.0125 TON
344+50 - 371+00 RT P66 STAGE1 SHOULDERS	50
499+75 - 506+50 RT P71 STAGE1 SHOULDERS	50
RT P66 STAGE3 LANE SHIFT	65
RT P71 STAGE3 LANE SHIFT	75
WATER DIVERSION TRENCH P66	5
WATER DIVERSON TRENCH P71	5
TOTAL	240

PWL MIXTURE USE TABLE - ACCEPTANCE CRITERIA

LOCATION	STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS INCHES	QUALITY MANAGEMENT PROGRAMS TO BE USED FOR: MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	287+35 - 505+82 530+82 - 632+00	UPPER LAYER	CIR	4 MT 58-28 S	9,550	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVMENT 460.2005
12 FOOT DRIVING LANE - MILLING SECTION	505+82 - 530+82	UPPER LAYER	HMA	4 MT 58-28 S	750	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVMENT 460.2005
12 FOOT DRIVING LANE - MILLING SECTION	505+82 - 530+82	LOWER LAYER	MILLED SURFACE	4 MT 58-28 S	750	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVMENT 460.2005
3 FOOT SHOULDER	287+35 - 505+82 530+82 - 632+00	UPPER LAYER	CIR	4 MT 58-28 S	2,810	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
3 FOOT SHOULDER MILLING SECTION	505+82 - 530+82	UPPER LAYER	HMA	4 MT 58-28 S	190	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
3 FOOT SHOULDER MILLING SECTION	505+82 - 530+82	LOWER LAYER	MILLED SURFACE	4 MT 58-28 S	190	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS* (6)	287+35 - 632+00	LOWER LAYER	BAD	4 MT 58-28 S	300	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS (10)	287+35 - 632+00	LOWER LAYER	MILLED SURFACE	4 MT 58-28 S	350	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS	287+35 - 632+00	UPPER LAYER	HMA	4 MT 58-28 S	650	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE

*BAD SURFACE: W KNOX, CTH D/STADIUM, CTH D SOUTH, E BRANCH, RIVER N
**MILLED SURFACE: LUSTILA, VENSION, PIKES PEAK, HILLCREST, HARMONY, HANNULA, OLD 8 LITTLE CREEK, RIVER S, OLD 8

CONSTRUCTION STAKING

LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5550 CURB & GUTTER LF	650.6000 PIPE CULVERTS EACH	650.8000 RESURFACING REFERENCE LF	650.9920 SLOPE STAKES LF
632+00 - 841+00			930		29,355	
312+00 - 314+25	225	225				225
367+50 - 369+00	150	150				150
387+00 - 392+00	500	500				500
399+00 - 408+00	900	900				900
422+00 - 425+50	350	350				350
449+00 - 453+75	475	475				475
502+85 - 504+00	115	115				115
509+00 - 512+00	300	300				300
550+00 - 552+73	275	275				275
600+80 - 607+00	620	620				620
623+50 - 629+50	600	600				600
SIDE ROADS						
W KNOX	100	100				100
CTH D NORTH	200	200				200
STADIUM	0	0				0
CTH D SOUTH	120	120				120
E BRANCH	80	80				80
RIVER N	100	100				100
313+40 P63				1		
368+26 P66				1		
424+00 P68				1		
474+00 P70				1		
503+39 P71				1		
511+38 P72				1		
550+86 P73				1		
80+35 CTH D N				1		
100+50 E BRANCH	—	—	—	1	—	—
TOTAL	5,110	5,110	930	9	29,355	5,110

TEMPORARY TRAFFIC SIGNALS FOR BRIDGES
TEMPORARY VEHICLE DETECTION

LOCATION	661.0101.01 SIGNALS EACH	661.0101.02 SIGNALS EACH	SPV.0060.09 DETECTION EACH
C-50-9701 368+26 72" CP	1		1
C-50-0928 503+39 60" CP		1	

REESTABLISH SECTION CORNER MONUMENTS

LOCATION		DESCRIPTION	SPV.0060.08 EACH
291+50	2.6' LT	SECTION CORNER - LUSTILA	1
345+30	16' LT	SECTION CORNER - HILLCREST	1
371+63	5' LT	SECTION CORNER - HARMONY	1
450+67	8' LT	SECTION CORNER - CTH D NORTH	1
477+03	12' RT	SECTION CORNER - CTH D SOUTH	1
503+35	0' RT	SECTION CORNER - P71	1
529+64	5.7' LT	SECTION CORNER - E BRANCH	1
TOTAL			7

SAWING CONCRETE

LOCATION	690.0250 LF
CULV PIPES - BASE PATCHING	
313+40 P63	60
368+26 P66	60
WATER DIVERSION P66	60
476+51 P70	60
503+40 P71	60
WATER DIVERSION P71	60
511+38 P72	60
550+85 P73	60
TOTAL	480

FERTILIZER FOR LAWN TYPE TURF
PREPARE TOPSOIL FOR LAWN TYPE TURF

LOCATION	SPV.0030.01 FERTILIZER CWT	SPV.0180.01 TOPSOIL SY
PROJECT	2	
387+47 - 391+70 RT C-50-928		175
449+00 - 454+00 LT, RT CTH D NORTH		1,150
'528+50 - 529+50 LT		175
UNDISTRIBUTED	—	500
TOTAL	2	2,000

Addendum No. 02
ID 1580-30-70
Revised Sheet 77
February 7, 2023

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

SAWING ASPHALT

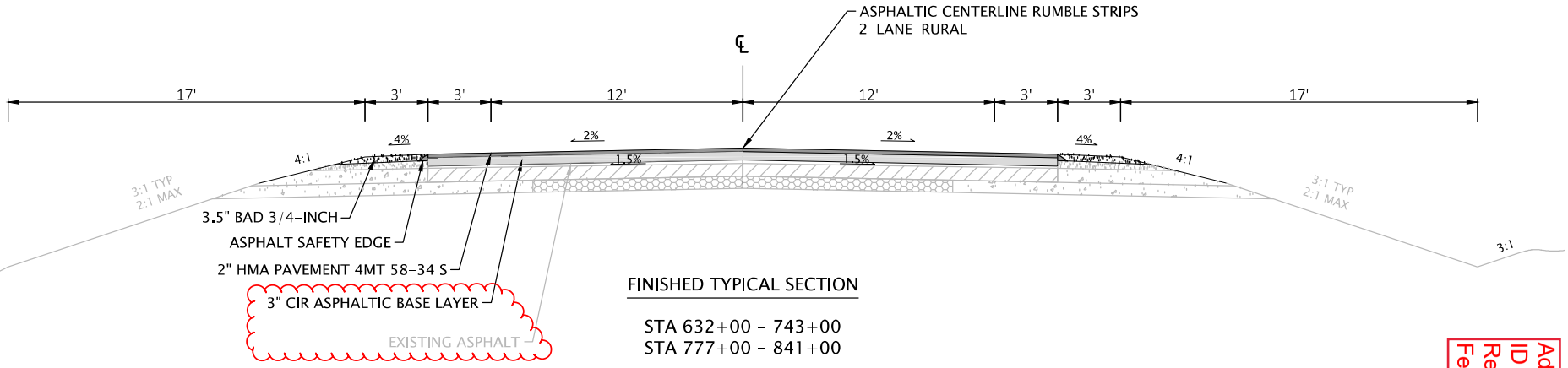
LOCATION		690.0150 LF	INTERSECTION QUADRANT NW	NE	SW	SE
491+50 LUSTILA	SE	125				125
317+00 VENISON	NW, NE	287	120	167		
317+00 PIKES PEAK	SW, SE	287			161	126
345+00 HILLCREST	NW	127	127			
368+26 HARMONY	SW, SE	289			162	127
398+00 HANNULA	NW, NE	290	135	155		
423+45 P68		30				
424+42 P68		30				
424+36 KNOX	69+00	24				
450+67 CTH D NORTH	81+00	28				
477+00 CTH D SOUTH	88+80	24				
556+00 OLD 8	NW, NE	212	116	96		
556+00 LITTLE CREEK	SW, SE	300			169	131
538+00 RIVER	SE, SW	265			143	122
609+00 OLD 8	NW, NE	197	102	95		
UNDISTRIBUTED		185				
TOTAL		2,700				

TEMPORARY WATER DIVERSION

LOCATION			EACH	SPV #
368+26	P66	72" CP	1	SPV.0060.01
503+39	P71	60" CP	1	SPV.0060.02
603+55	B-50-42	2-10x8 Box Culv	1	SPV.0060.03
625+62	B-50-37	2-10x8 Box Culv	1	SPV.0060.04

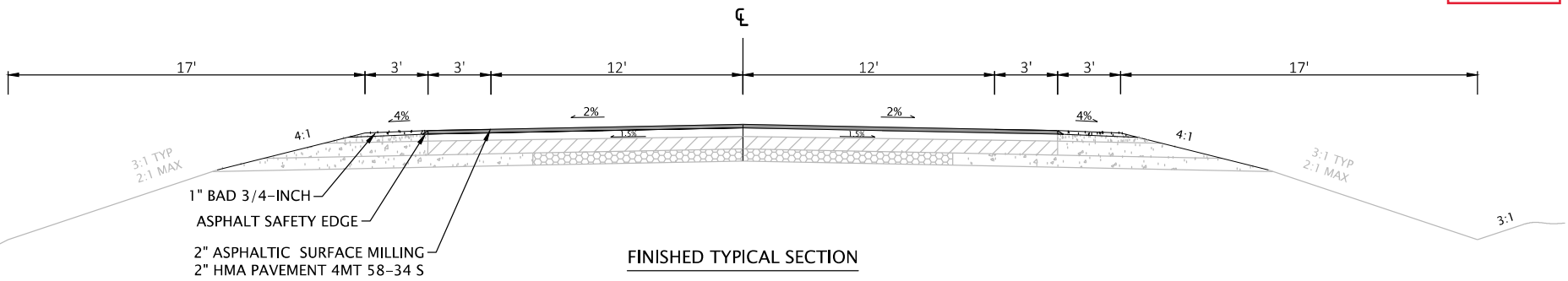
BASE AGGREGATE DENSE 1 1/4-INCH PIPE TRENCH

LOCATION		SPV.0060.10 EACH	INFORMATION ONLY BAD TONS	TRENCH WIDTH FT
ML PIPES				
313+40	P63	1	12	8
368+26	C-50-9701/P66	1	25	17
368+26	TEMP WATER DIVERSION	1	4	6
476+51	P70	1	13	10
503+40	P71	1	30	20
503+30	TEMP WATER DIVERSION	1	7	6
511+38	P72	1	16	10
550+86	P73	1	14	10
TOTAL		8	120	



FINISHED TYPICAL SECTION

STA 632+00 - 743+00
STA 777+00 - 841+00



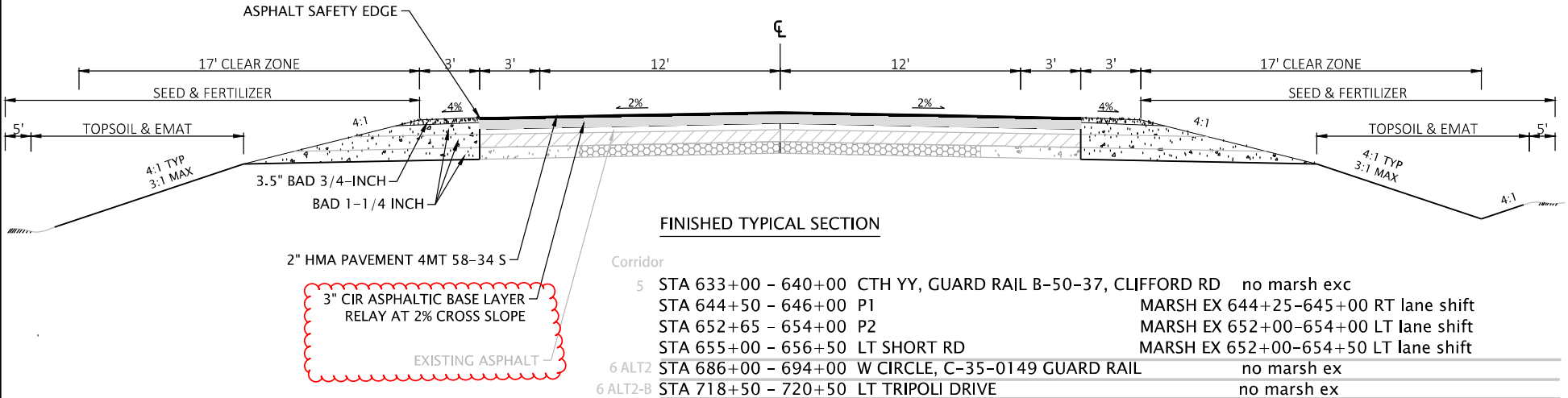
FINISHED TYPICAL SECTION

STA 743+00 - 777+00

Addendum No. 02
ID 1580-30-71
Revised Sheet 5
February 7, 2023

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN: TYPICAL SECTIONS	SHEET 5	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\020300_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION

	Corridor		
	5	STA 633+00 - 640+00 CTH YY, GUARD RAIL B-50-37, CLIFFORD RD	no marsh exc
		STA 644+50 - 646+00 P1	MARSH EX 644+25-645+00 RT lane shift
		STA 652+65 - 654+00 P2	MARSH EX 652+00-654+00 LT lane shift
		STA 655+00 - 656+50 LT SHORT RD	MARSH EX 652+00-654+50 LT lane shift
	6 ALT2	STA 686+00 - 694+00 W CIRCLE, C-35-0149 GUARD RAIL	no marsh ex
	6 ALT2-B	STA 718+50 - 720+50 LT TRIPOLI DRIVE	no marsh ex
		STA 747+60 - 750+00 LT RUTH RD	no marsh ex
	7 ALT1	STA 755+00 - 760+75 P6, P7 FIRE BARN RD	MARSH EX 755+00 - 758+18 LT lane shift
		STA 779+50 - 780+50 LT WILLOW RD	MARSH EX NW QUAD
		STA 782+00 - 783+00 P8	MARSH EX 782 -783 LT & RT, pipe, lane shift
		STA 808+00 - 809+50 P10	MARSH EX 808+50 - 810+00 LT lane shift
	7 ALT1-B	STA 818+50 - 822+00 RT CTH T	no marsh exc

Addendum No. 02
ID 1580-30-71
Revised Sheet 6
February 7, 2023

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\020300-TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

3

BASE PATCHING CONCRETE SHES
DRILLED DOWEL BARS
APHALTIC SURFACE

LOCATION	PIPE #	390.0403 SHES SY	416.0610 TIE BARS EACH	416.0620 DOWEL BARS EACH	465.0105 ASPH SURF TON
645+31	P1	40	4	56	12
653+20	P2	33	4	56	10
755+44	P6	47	5	56	14
757+66	P7	47	5	56	14
782+49	P8	33	4	56	11
809+00	P10	27	3	56	9
UNDISTRIBUTED		0	5	4	10
TOTAL		227	30	340	80

ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES

LOCATION	465.0120 TONS
733+16 RT SCHOOL	5
736+85 RT SCHOOL	5
UNDISTRIBUTED	10
TOTAL	20

ASPHALTIC FLUMES

LOCATION	465.0315 SY
CTH YY	20
CLILFFORD	20
RUTH	20
DEPOT	20
WILLOW	20
CTH T	20
UNDISTRIBUTED	20
TOTAL	140

3

HMA COLD WEATHER PAVING
TACK COAT
HMA PAVEMENT 4 MT 58-34 S

LOCATION	450.4000 COLD WEATHER TON	455.0605 TACK COAT GAL	460.6244 HMA 4 MT 58-34 S TON
632+00 - 841+00	--	2,200	8,200
SIDEROADS (12)	--	200	1,000
UNDISTRIBUTED	5,000	--	--
TOTAL	5,000	2,400	9,200

ASPAHLTIC CENTER LINE RUMBEL STRIP 2-LANE RURAL

LOCATION	CENTERLINE 465.0475 LF
632+00 - 841+00	14,500

Addendum No. 02
ID 1580-30-71
Revised Sheet 291
February 7, 2023

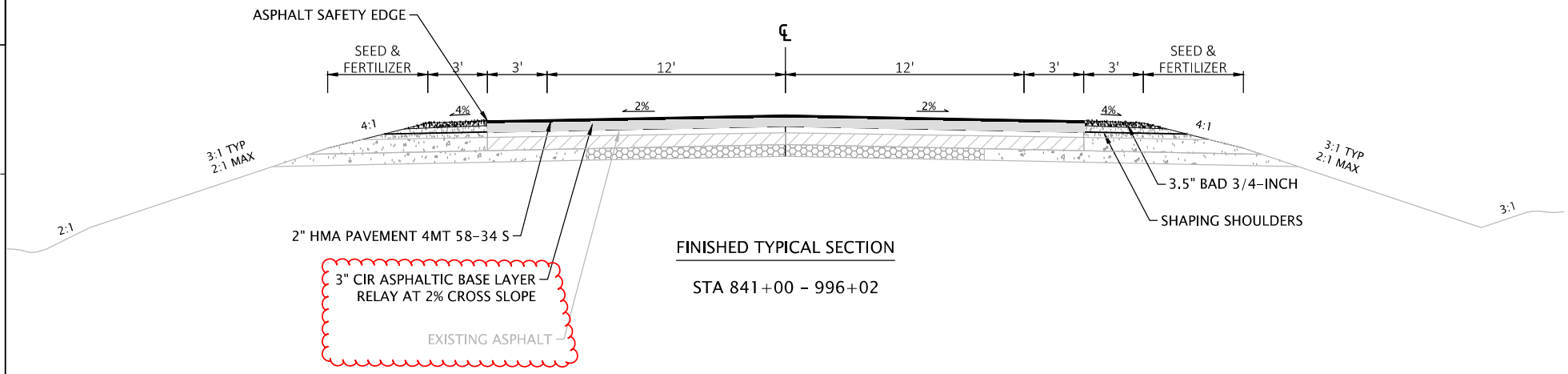
CIR ASPHALTIC BASE LAYER
ASPHALT STABILIZING AGENT

LOCATION	327.1000.S CIR BASE SY	455.0770.S AGENT TON
632+00 - 743+00	38,200	130
777+00 - 841+00	21,500	75
TOTAL	59,700	205

PWL MIXTURE USE TABLE - ACCEPTANCE CRITERIA

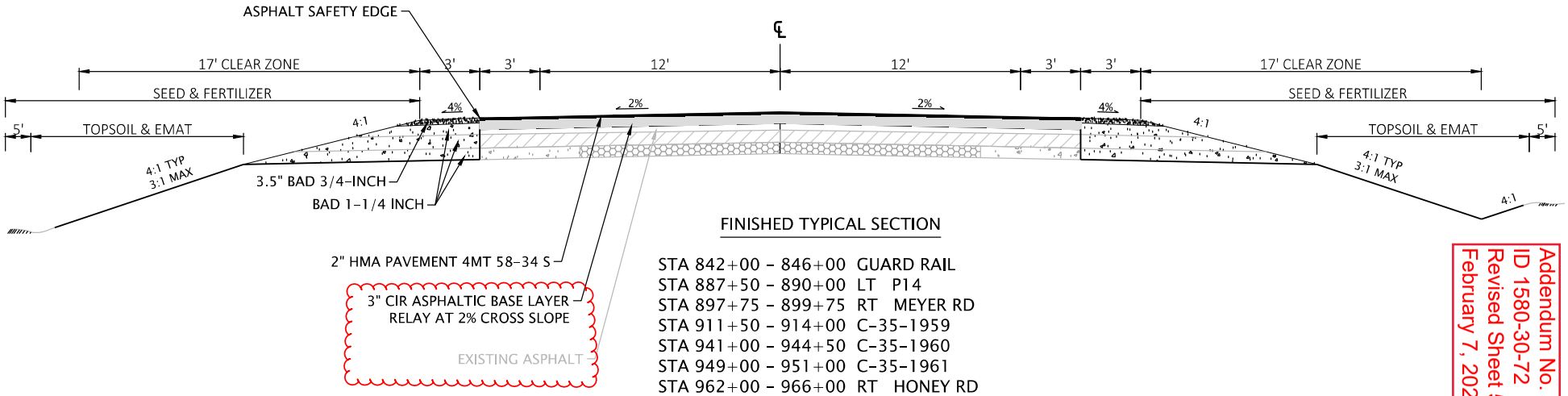
LOCATION	STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS INCHES	QUALITY MANAGEMENT PROGRAMS TO BE USED FOR: MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	632+00 - 743+00, 777+00 - 841+00	UPPER LAYER	CIR	4 MT 58-28 S	5,275	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVMENT 460.2005
12 FOOT DRIVING LANE	743+00 - 777+00	UPPER LAYER	MILLED	4 MT 58-28 S	1,015	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVMENT 460.2005
3 FOOT SHOULDER	632+00 - 743+00, 777+00 - 841+00	UPPER LAYER	CIR	4 MT 58-28 S	1,655	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
3 FOOT SHOULDER	743+00 - 777+00	UPPER LAYER	MILLED	4 MT 58-28 S	255	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS (8)*	632+00 - 841+00	LOWER LAYER	BAD	4 MT 58-28 S	340	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS (4) Townline, W Circle, Martin, E Circle, Garvin	632+00 - 841+00	LOWER LAYER	MILLED	4 MT 58-28 S	160	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS (12)	632+00 - 841+00	UPPER LAYER	HMA	4 MT 58-28 S	500	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE

* CTH YY, Clifford, Short, Ruth, Fire Barn, Depot, Willow, CTH T



FINISHED TYPICAL SECTION

STA 841+00 - 996+02



FINISHED TYPICAL SECTION

STA 842+00 - 846+00 GUARD RAIL
STA 887+50 - 890+00 LT P14
STA 897+75 - 899+75 RT MEYER RD
STA 911+50 - 914+00 C-35-1959
STA 941+00 - 944+50 C-35-1960
STA 949+00 - 951+00 C-35-1961
STA 962+00 - 966+00 RT HONEY RD

Addendum No. 02
ID 1580-30-72
Revised Sheet 5
February 7, 2023

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\020300-TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

STA 912+67 1-26-23 cla
C-35-1959 5x5 RCBC

STOP BARS AT STA 910+50, 915+00

TEMPORARY SIGNAL TIMING C-35-1959

Stop Bar Spacing	450	ft
Construction Year (2023) AADT	2400	vpd
mph posted speed limit	55	mph

6:00am to 8:00pm

	GREEN	YELLOW	RED		
EB (s)	15	5	18		
WB (s)	15	5	18		
Total (s)	**30**	**10**	**36**	**=**	**76 s**

8:00pm to 6:00am

	GREEN	YELLOW	RED		
EB (s)	12	5	18		
WB (s)	12	5	18		
Total (s)	**24**	**10**	**36**	**=**	**70 s**

NOTES

SEE SDD "TRAFFIC CONTROL, ONE LAND ROAD WITH TEMPORARY SIGNALS"
FOR SIGNS, SIGNALS, DRUMS AND SPACING REQUIREMENTS

STA 943+81
C-35-1960 3x2 RCBC

Addendum No. 02
ID 1580-30-72
Added Sheet 30A
February 7, 2023

NOTES

SEE SDD "CONCRETE BARRIER TEMPORARY PRECAST, 12-6" "
SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

STA 950+57 1-26-23 cla
C-35-1961 6x4 RCBC

STOP BARS AT STA 948+25, 952+75

TEMPORARY SIGNAL TIMING C-35-1961

Stop Bar Spacing	450	ft
Construction Year (2023) AADT	2400	vpd
mph posted speed limit	55	mph

6:00am to 8:00pm

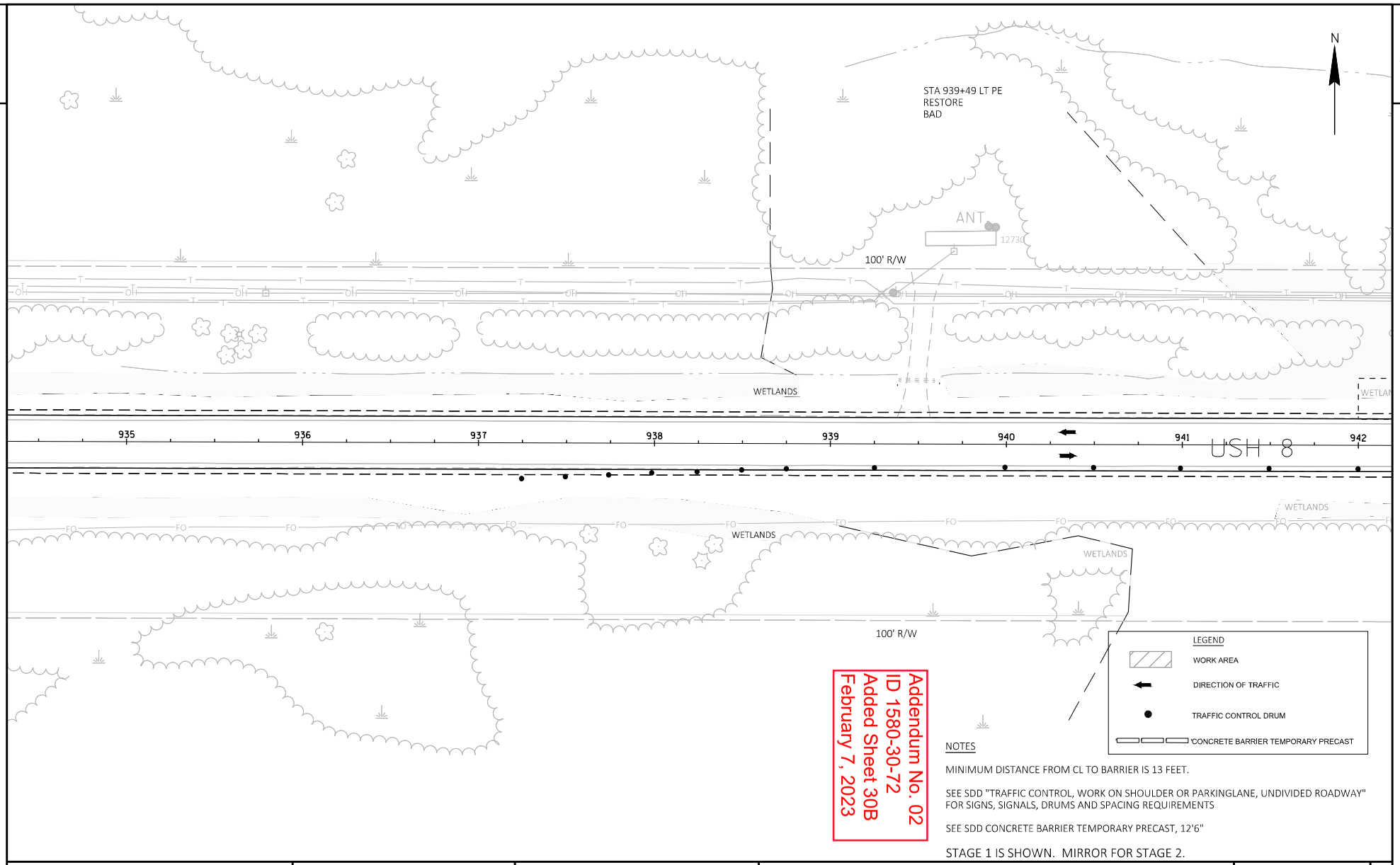
	G	Y	R		
EB (s)	15	5	18		
WB (s)	15	5	18		
Total (s)	30	10	36	=	76 s

8:00pm to 6:00am

	G	Y	R		
EB (s)	12	5	18		
WB (s)	12	5	18		
Total (s)	24	10	36	=	70 s

NOTES

SEE SDD "TRAFFIC CONTROL, ONE LAND ROAD WITH TEMPORARY SIGNALS"
FOR SIGNS, SIGNALS, DRUMS AND SPACING REQUIREMENTS



Addendum No. 02
ID 1580-30-72
Added Sheet 30B
February 7, 2023

NOTES

MINIMUM DISTANCE FROM CL TO BARRIER IS 13 FEET.

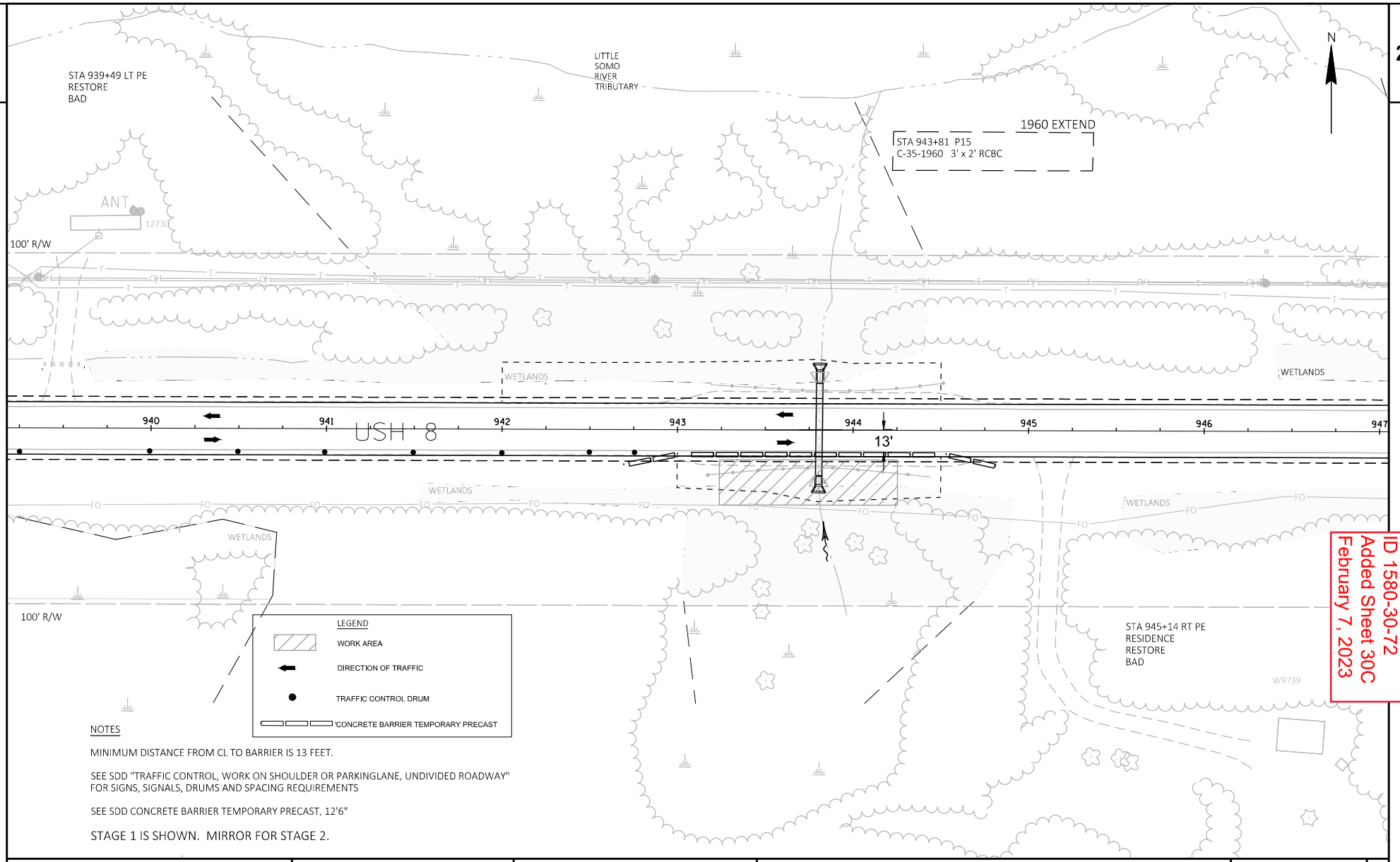
SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKINGLANE, UNDIVIDED ROADWAY" FOR SIGNS, SIGNALS, DRUMS AND SPACING REQUIREMENTS

SEE SDD CONCRETE BARRIER TEMPORARY PRECAST, 12'6"

STAGE 1 IS SHOWN. MIRROR FOR STAGE 2.

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL C-35-1960	SHEET 30B	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\024201-TC.DWG
LAYOUT NAME - 024205-tc 935-942
PLOT DATE : 1/31/2023 11:14 AM
PLOT BY : HETH, BARBARA L
PLOT NAME :
PLOT SCALE : 1 IN:50 FT



NOTES

MINIMUM DISTANCE FROM CL TO BARRIER IS 13 FEET.

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKINGLANE, UNDIVIDED ROADWAY" FOR SIGNS, SIGNALS, DRUMS AND SPACING REQUIREMENTS

SEE SDD CONCRETE BARRIER TEMPORARY PRECAST, 12'6"

STAGE 1 IS SHOWN. MIRROR FOR STAGE 2.

Addendum No. 02
ID 1580-30-72
Added Sheet 30C
February 7, 2023

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL C-35-1960	SHEET 30C	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\024201-TC.DWG
LAYOUT NAME - 024205-tc
PLOT DATE : 1/31/2023 10:46 AM
PLOT BY : HETH, BARBARA L
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

3

CLEARING AND GRUBBING

LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
857+00 - 858+00 LT	1	1
911+00 - 914+00	3	3
949+00 - 952+00	3	3
TOTAL	7	7

REMOVING SMALL PIPE CULVERTS

LOCATION	203.0100 EACH	TYPE	DIAMETER	LENGTH
845+08 LT PE	1	CPCM	24	30
888+82 LT APRON ENDWALL	1	CPCM	24	6
20+35 EAST END	1	CPCM	30	66
39+65 HONEY	1	CPCM	24	74
TOTAL	4			

REMOVING ASPHALTIC SURFACE

LOCATION	204.0110 SY
861+91 LT PE	30
TRACY	320
EAST END	0
MEYER	410
HONEY	0
TOTAL	760

REMOVING ASPHALTIC SURFACE BUTT JOINTS

LOCATION		204.0115 SY	SIZE SF
995+42 - 996+02	END PROJECT	200	60x30

REMOVING ASPHALTIC SURFACE MILLING

LOCATION	204.0120 SY
8+70 - 9+81 TRACY	325
29+20 - 29+85 MEYER	285
TOTAL	610

REMOVING GUARDRAIL
REMOVING DELINEATORS AND MARKERS
SAVLAGED RAIL
SAVLAGED GUARDRAIL END TREATMENTS

LOCATION		REMOVING GUARDRAIL 204.0165 LF	REMOVING MARKERS 204.0180 EACH	SALVAGED RAIL 614.0920 LF	SALVAGED END TREATMENTS 614.0925 EACH	POST** EACH
843+37 - 844+98 LT	B-35-0150	50	2	129	2	29
843+37 - 845+41 RT	BRANT CREEK	50	2	156	2	33
912+00 - 913+18 LT	C-35-1959	50	2	80	0	17
911+95 - 913+30 RT		50	2	96	0	19
943+19 - 944+52 LT	C-35-1960	50	2	94	0	19
943+16 - 944+44 RT		50	2	89	0	19
949+89 - 951+27 LT	C-35-1961	50	2	98	0	19
949+87 - 951+24 RT		50	2	98	0	19
TOTAL		400	16	840	4	174

PREPARE FOUNDATION FOR ASPHALTIC PAVING

LOCATION	211.0101 EACH
PROJECT SIDE ROADS	
EAST END	1
MEYER	1
HONEY	1
TOTAL	3

PREPARE FOUNDATION FOR CIR BASE LAYER
BASE REPAIR FOR CIR LAYER

LOCATION	211.0700.S PREP FOUNDATON EACH	211.0800.S BASE REPAIR CY
841+00 - 962+02	1	
UNDISTRIBUTED		330

BASE AGGREGATE DENSE 3/4-INCH
BASE AGGREGATE DENSE 1 1/4-INCH

LOCATION	305.0110 BASE 3/4" TON	305.0120 BASE 1 1/4" TON
841+00 - 996+02	1,500	3,000
SIDEROADS (4)	150	500
PE (23)	250	0
TOTAL	1,900	3,500

REMOVING CURB & GUTTER

LOCATION	204.0150 LF
HONEY RD SW	93
HONEY RD SE	82
TOTAL	175

SHAPING SHOULDERS

LOCATION	305.0500 STA
841+00 - 996+02 LT& RT	592

COLD-IN-PLACE RECYCLING (CIR) ASPHALT BASE LAYER
ASPHALT STABILIZING AGENT

LOCATION	327.1000.S CIR SY	455.0770.S AGENT TON
841+00 - 996+02	51,900	175

HMA COLD WEATHER PAVING
TACK COAT
HMA PAVEMENT 4 MT 58-34 S

LOCATION	450.4000 COLD WEATHER TON	455.0605 TACK COAT GAL	460.6244 HMA MT 58-34 S TON
841+00 - 996+02	–	2,575	5,750
SIDEROADS (4)	–	200	700
UNDISTRIBUTED	3200	–	–
TOTAL	3,200	2,775	6,450

ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES

LOCATION	465.0120 TONS
860+91 LT	6
UNDISTRIBUTED	6
TOTAL	12

ASPHALTIC FLUMES

LOCATION	465.0315 SY
HONEY (3)	60
UNDISTRIBUTED	40
TOTAL	100

ASPHALTIC CL RUMBLE STRIPS 2-LANE RURAL

LOCATION	465.0475 CENTERLINE LF
841+00 - 996+02	14,900

Addendum No. 02
ID 1580-30-72
Revised Sheet 34
February 7, 2023

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	MISCELLANEOUS QUANTITIES	SHEET: 34	E

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

3

CONRETE BARRIER TEMPORARY PRCAST DELIVERED, INSTALLED ANCHORING CONCRETE BARRIER TEMPORARY PRECAST

LOCATION		603.8000 DELIVERED LF	603.8125 INSTALLED LF	603.8500 ANCHORED LF
942+75 - 944+75	C-35-1960 RT	200	200	100
942+75 - 944+75	C-35-1960 LT	0	200	100
TOTAL		200	400	200

ROCK BAGS

LOCATION*	628.7570 EACH
843+33 LT BRANT CRK	15
844+62 LT BRANT CRK	15
845+85 RT BRANT CRK	15
965+95 RT	15
UNDISTRIBUTED	90
TOTAL	150

*SILT FENCE RELEIF

POSTS WOOD 4X6-Inch x 16-FT

LOCATION	634.0616 POSTS EACH
UNDISTRIBUTED	2

CONSTRUCTION STAKING

LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB & GUTTER LF	650.6000 PIPE CULVERTS EACH	650.8000 RESURFACING REFERENCE LF	650.9920 SLOPE STAKES LF
PROJECT					13,260	
841+00 - 996+02	300	300				300
842+00 - 846+00	250	250				250
887+50 - 890+00 LT	200	200				200
911+50 - 914+00	250	250				250
941+50 - 944+50	300	300				300
949+00 - 951+50	250	250				250
962+00 - 966+00 RT	400	400	175			400
8+50 - 10+00 TRACY	150	150				150
28+76 - 30+33 EAST END	155	155		1		155
35+00 - 36+00 MEYER	100	100				100
40+00 - 410+10 HONEY	110	110	0	1	0	110
TOTALS	2,465	2,465	175	2	13,260	2,465

MOVING SIGNS TYPE II

LOCATION	638.2102 EACH	LOCATION/DIRECTION LT	RT	SIGN MESSAGE
TRACY RD	1		N	STOP
EAST END	1	S		STOP
843+37	1	E		NO PASSING
844+65	1	W		<= EAST END ROAD
844+85	1		W	NO PASSING
MEYER	1		N	STOP
HONEY	1		N	STOP
TOTAL	7			

LOCATING NO PASSING ZONES

LOCATION	648.0100 MI
841+00 - 996+02	2.94

TEMPORARY MARKING LINE REMOVAL TAPE

LOCATION	643.3150 WHITE 4-INCH LF	643.3150 YELLOW 4-INCH LF	643.3850 STOP LINE 18-INCH LF
910+50 RT C-35-1959			15
915+00 LT C-35-1959			15
948+25 RT C-35-1961			15
952+75 LT C-35-1961			15
903+50 - 910+50 CL		1,400	
910+50 - 915+00 RT, CL	453		
910+50 - 915+00 LT, CL	452		
915+00 - 922+00 CL		1,400	
941+25 - 948+25 CL		1,400	
948+25 - 952+75 RT, CL	453		
948+25 - 952+75 LT, CL	452		
952+75 - 959+75 CL		1,400	
subtotal	1,810	5,600	–
TOTAL	7,410		60

SAWING ASPHALT

LOCATION	690.0150 LF	COMMENTS
860+91 LT PE	13	
TRACY RD RT	30	GUARDRAIL RADIUS
HONEY RD	24	
911+72 - 913+50 C-35-1959	363	15' LT, RT
942+89 - 944+75 C-35-1960	370	15' LT, RT
949+75 - 951+50 C-35-1961	350	15' LT, RT
TOTAL	1,150	

TRAFFIC CONTROL

LOCATION	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0705 LIGHTS TYPE A DAY	643.0715 LIGHTS TYPE C DAY	643.0900 SIGNS DAY
841+00 - 996+02	140				2,270
EAST END - 5 DAYS ROAD CLOSED		25	30	0	
C-35-1959	340	30		280	400
C-35-1960	420	0		0	30
C-35-1961	340	30		280	400
UNDISTRIBUTED	110	15	0	40	100
TOTALS	1,350	100	30	600	3,200

CONSTRUCTION STAKING STRUCTURE LAYOUT

LOCATION		650.6501.02 EACH	650.6501.03 EACH	650.6501.04 EACH	COMMENTS
C-35-1959	912+75	1			EXTENSIONS
C-35-1960	943+81		1		EXTENSIONS
C-35-1961	950+56			1	EXTENSIONS

MARKING LINE REMOVAL

LOCATION	646.9000 4-INCH LF	COMMENTS
910+50 - 915+00 CL C-35-1959	113	SKIPS
948+25 - 952+75 CL C-35-1961	487	SOLID, SKIPS
TOTAL	600	

TEMPORARY WATER DIVERSION

LOCATION	SPV.0060.05 EACH	SPV.0060.06 EACH	SPV.0060.07 EACH
912+75 C-35-1959	1		
950+56 C-35-1961		1	
956+04 C-35-1962			1

MARKING LINE

LOCATION	* 646.1020 EPOXY 4-INCH YELLOW CL LF	*** 646.1040 GROOVED WET REF EPOXY 4-INCH WHITE EDGE LF	*** 646.6464 LD WEATHER EPOXY 4-INCH CL LF	** 643.3105 TEMPORARY PAINT 4-INCH YELLOW CL LF	*** 643.3120 TEMPORARY EPOXY 4-INCH YELLOW CL LF
841+00 - 996+02					
YELLOW CL	9,400		9,400	9,400	9,400
WHITE EDGELINE	—	30,600	30,600	—	—
TOTAL	9,400	30,600	40,000	9,400	9,400

*USE AFTER RUMBLE STRIPS INSTALLED
** USE ON CIR LAYER
***USE ON ASPHALT LAYER

TEMPORARY TRAFFIC SIGNALS FOR BRIDGES*

LOCATION	661.0101.01 EACH	661.0101.02 EACH
912+67 C-35-1959	1	
950+57 C-35-1961		1

*USE TRAILER MOUNTED TEMPORARY SIGNALS

REESTABLISH SECTION CORNER MONUMENTS

LOCATION		DESCRIPTION	POINT #	SPV.0060.08 EACH
846+52	2' LT	SECTION CORNER - EAST END RD INTERS	5000	1
872+79	6' LT	SECTION CORNER	5001	1
899+07	9.5' LT	SECTION CORNER - MEYER RD INTERS	5002	1
925+41	0' RT	SECTION CORNER	5003	1
951+75	1.8' RT	SECTION CORNER	5004	1
977+25	0.7' RT	SECTION CORNER	BURIED	1
TOTAL				6

Addendum No. 02
ID 1580-30-72
Revised Sheet 36
February 7, 2023

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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	201.0105 Clearing	26.000 STA	_____.____	_____.____
0004	201.0205 Grubbing	28.000 STA	_____.____	_____.____
0006	203.0100 Removing Small Pipe Culverts	27.000 EACH	_____.____	_____.____
0008	203.0220 Removing Structure (structure) 01. C-50-9701 STA 368+26	1.000 EACH	_____.____	_____.____
0010	203.0220 Removing Structure (structure) 02. 60-Inch Pipe STA 503+39	1.000 EACH	_____.____	_____.____
0012	203.0220 Removing Structure (structure) 03. B-50-42	1.000 EACH	_____.____	_____.____
0014	203.0220 Removing Structure (structure) 04. C-50-928	1.000 EACH	_____.____	_____.____
0016	203.0220 Removing Structure (structure) 05. C-35-1959	1.000 EACH	_____.____	_____.____
0018	203.0220 Removing Structure (structure) 06. C-35-1961	1.000 EACH	_____.____	_____.____
0020	203.0220 Removing Structure (structure) 07. C-35-1960	1.000 EACH	_____.____	_____.____
0022	204.0100 Removing Concrete Pavement	529.000 SY	_____.____	_____.____
0024	204.0110 Removing Asphaltic Surface	6,160.000 SY	_____.____	_____.____
0026	204.0115 Removing Asphaltic Surface Butt Joints	1,100.000 SY	_____.____	_____.____
0028	204.0120 Removing Asphaltic Surface Milling	24,940.000 SY	_____.____	_____.____
0030	204.0150 Removing Curb & Gutter	2,185.000 LF	_____.____	_____.____

Proposal ID: 20230214035 Project(s): 1580-30-70, 1580-30-71, 1580-30-72

Federal ID(s): N/A, N/A, 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
0032	204.0165 Removing Guardrail	400.000 LF	_____.____	_____.____
0034	204.0180 Removing Delineators and Markers	16.000 EACH	_____.____	_____.____
0036	205.0100 Excavation Common	9,607.000 CY	_____.____	_____.____
0038	205.0400 Excavation Marsh	5,253.000 CY	_____.____	_____.____
0040	206.1001 Excavation for Structures Bridges (structure) 01. C-35-1959	1.000 EACH	_____.____	_____.____
0042	206.1001 Excavation for Structures Bridges (structure) 02. C-35-1960	1.000 EACH	_____.____	_____.____
0044	206.1001 Excavation for Structures Bridges (structure) 03. C-35-1961	1.000 EACH	_____.____	_____.____
0046	208.0100 Borrow	9,588.000 CY	_____.____	_____.____
0048	208.1500.S Temporary Lane Shift During Culvert Work	13.000 EACH	_____.____	_____.____
0050	210.2500 Backfill Structure Type B	359.000 TON	_____.____	_____.____
0052	211.0101 Prepare Foundation for Asphaltic Paving (project) 01. 1580-30-70	1.000 EACH	_____.____	_____.____
0054	211.0101 Prepare Foundation for Asphaltic Paving (project) 02. 1580-30-71	1.000 EACH	_____.____	_____.____
0056	211.0101 Prepare Foundation for Asphaltic Paving (project) 03. 1580-30-72	1.000 EACH	_____.____	_____.____
0058	211.0400 Prepare Foundation for Asphaltic Shoulders	2.000 STA	_____.____	_____.____

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Federal ID(s): N/A, N/A, 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
0060	211.0700.S Prepare Foundation for CIR Base Layer (project) 01. 1580-30-70	1.000 EACH	_____.____	_____.____
0062	211.0700.S Prepare Foundation for CIR Base Layer (project) 02. 1580-30-71	1.000 EACH	_____.____	_____.____
0064	211.0700.S Prepare Foundation for CIR Base Layer (project) 03. 1580-30-72	1.000 EACH	_____.____	_____.____
0066	211.0800.S Base Repair for CIR Layer	990.000 CY	_____.____	_____.____
0068	213.0100 Finishing Roadway (project) 01. 1580-30-70	1.000 EACH	_____.____	_____.____
0070	213.0100 Finishing Roadway (project) 02. 1580-30-71	1.000 EACH	_____.____	_____.____
0072	213.0100 Finishing Roadway (project) 03. 1580-30-72	1.000 EACH	_____.____	_____.____
0074	214.0100 Obliterating Old Road	1.000 STA	_____.____	_____.____
0076	305.0110 Base Aggregate Dense 3/4-Inch	11,700.000 TON	_____.____	_____.____
0078	305.0120 Base Aggregate Dense 1 1/4-Inch	15,900.000 TON	_____.____	_____.____
0080	305.0500 Shaping Shoulders	1,668.000 STA	_____.____	_____.____
0082	311.0115 Breaker Run	50.000 CY	_____.____	_____.____
0084	327.1000.S CIR Asphaltic Base Layer	219,000.000 SY	_____.____	_____.____
0086	390.0403 Base Patching Concrete Shes	504.000 SY	_____.____	_____.____
0088	416.0610 Drilled Tie Bars	70.000 EACH	_____.____	_____.____

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Federal ID(s): N/A, N/A, 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
0090	416.0620 Drilled Dowel Bars	790.000 EACH	_____.____	_____.____
0092	450.4000 HMA Cold Weather Paving	15,200.000 TON	_____.____	_____.____
0094	455.0605 Tack Coat	9,525.000 GAL	_____.____	_____.____
0096	455.0770.S Asphalt Stabilizing Agent	745.000 TON	_____.____	_____.____
0098	460.0105.S HMA Percent Within Limits (PWL) Test Strip Volumetrics	1.000 EACH	_____.____	_____.____
0100	460.0110.S HMA Percent Within Limits (PWL) Test Strip Density	2.000 EACH	_____.____	_____.____
0102	460.2005 Incentive Density PWL HMA Pavement	16,570.000 DOL	1.00000	16,570.00
0104	460.2007 Incentive Density HMA Pavement Longitudinal Joints	35,380.000 DOL	1.00000	35,380.00
0106	460.2010 Incentive Air Voids HMA Pavement	19,980.000 DOL	1.00000	19,980.00
0108	460.6244 HMA Pavement 4 MT 58-34 S	31,190.000 TON	_____.____	_____.____
0110	465.0105 Asphaltic Surface	205.000 TON	_____.____	_____.____
0112	465.0120 Asphaltic Surface Driveways and Field Entrances	32.000 TON	_____.____	_____.____
0114	465.0125 Asphaltic Surface Temporary	240.000 TON	_____.____	_____.____
0116	465.0315 Asphaltic Flumes	400.000 SY	_____.____	_____.____
0118	465.0475 Asphalt Centerline Rumble Strips 2-Lane Rural	58,820.000 LF	_____.____	_____.____

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Federal ID(s): N/A, N/A, N/A

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0120	502.4204 Adhesive Anchors No. 4 Bar	27.000 EACH	_____.____	_____.____
0122	502.4205 Adhesive Anchors No. 5 Bar	84.000 EACH	_____.____	_____.____
0124	504.0100 Concrete Masonry Culverts	63.000 CY	_____.____	_____.____
0126	505.0400 Bar Steel Reinforcement HS Structures	4,940.000 LB	_____.____	_____.____
0128	505.0600 Bar Steel Reinforcement HS Coated Structures	1,800.000 LB	_____.____	_____.____
0130	509.1500 Concrete Surface Repair	133.000 SF	_____.____	_____.____
0132	516.0500 Rubberized Membrane Waterproofing	39.000 SY	_____.____	_____.____
0134	520.8000 Concrete Collars for Pipe	2.000 EACH	_____.____	_____.____
0136	521.1018 Apron Endwalls for Culvert Pipe Steel 18-Inch	4.000 EACH	_____.____	_____.____
0138	521.1024 Apron Endwalls for Culvert Pipe Steel 24-Inch	4.000 EACH	_____.____	_____.____
0140	521.1030 Apron Endwalls for Culvert Pipe Steel 30-Inch	4.000 EACH	_____.____	_____.____
0142	521.1228 Apron Endwalls for Pipe Arch Steel 28x20-Inch	4.000 EACH	_____.____	_____.____
0144	521.1505 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 4 to 1	3.000 EACH	_____.____	_____.____
0146	521.1506 Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 30-Inch 4 to 1	6.000 EACH	_____.____	_____.____
0148	521.3118 Culvert Pipe Corrugated Steel 18-Inch	26.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0150	521.3124 Culvert Pipe Corrugated Steel 24-Inch	156.000 LF	_____.____	_____.____
0152	521.3130 Culvert Pipe Corrugated Steel 30-Inch	128.000 LF	_____.____	_____.____
0154	521.3728 Pipe Arch Corrugated Steel 28x20-Inch	124.000 LF	_____.____	_____.____
0156	522.0124 Culvert Pipe Reinforced Concrete Class III 24-Inch	260.000 LF	_____.____	_____.____
0158	522.0136 Culvert Pipe Reinforced Concrete Class III 36-Inch	128.000 LF	_____.____	_____.____
0160	522.0172 Culvert Pipe Reinforced Concrete Class III 72-Inch	84.000 LF	_____.____	_____.____
0162	522.0436 Culvert Pipe Reinforced Concrete Class IV 36-Inch	56.000 LF	_____.____	_____.____
0164	522.0448 Culvert Pipe Reinforced Concrete Class IV 48-Inch	66.000 LF	_____.____	_____.____
0166	522.0460 Culvert Pipe Reinforced Concrete Class IV 60-Inch	80.000 LF	_____.____	_____.____
0168	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	11.000 EACH	_____.____	_____.____
0170	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	6.000 EACH	_____.____	_____.____
0172	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	2.000 EACH	_____.____	_____.____
0174	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	2.000 EACH	_____.____	_____.____
0176	522.1072 Apron Endwalls for Culvert Pipe Reinforced Concrete 72-Inch	2.000 EACH	_____.____	_____.____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0178	522.2419 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	208.000 LF	_____.____	_____.____
0180	522.2429 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	160.000 LF	_____.____	_____.____
0182	522.2434 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	64.000 LF	_____.____	_____.____
0184	522.2619 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	6.000 EACH	_____.____	_____.____
0186	522.2629 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	6.000 EACH	_____.____	_____.____
0188	522.2634 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	2.000 EACH	_____.____	_____.____
0190	530.0118 Culvert Pipe Corrugated Polyethylene 18-Inch	10.000 LF	_____.____	_____.____
0192	530.0130 Culvert Pipe Corrugated Polyethylene 30-Inch	93.000 LF	_____.____	_____.____
0194	601.0557 Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	2,270.000 LF	_____.____	_____.____
0196	603.8000 Concrete Barrier Temporary Precast Delivered	600.000 LF	_____.____	_____.____
0198	603.8125 Concrete Barrier Temporary Precast Installed	1,025.000 LF	_____.____	_____.____
0200	603.8500 Anchoring Concrete Barrier Temporary Precast	625.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0202	606.0100 Riprap Light	27.000 CY	_____.____	_____.____
0204	606.0200 Riprap Medium	123.000 CY	_____.____	_____.____
0206	606.0300 Riprap Heavy	56.000 CY	_____.____	_____.____
0208	614.0115 Anchorages for Steel Plate Beam Guard Type 2	2.000 EACH	_____.____	_____.____
0210	614.0305 Steel Plate Beam Guard Class A	88.000 LF	_____.____	_____.____
0212	614.0370 Steel Plate Beam Guard Energy Absorbing Terminal	4.000 EACH	_____.____	_____.____
0214	614.0397 Guardrail Mow Strip Emulsified Asphalt	56.000 SY	_____.____	_____.____
0216	614.0400 Adjusting Steel Plate Beam Guard	202.000 LF	_____.____	_____.____
0218	614.0905 Crash Cushions Temporary	10.000 EACH	_____.____	_____.____
0220	614.0920 Salvaged Rail	3,120.000 LF	_____.____	_____.____
0222	614.0925 Salvaged Guardrail End Treatments	32.000 EACH	_____.____	_____.____
0224	614.2300 MGS Guardrail 3	1,356.500 LF	_____.____	_____.____
0226	614.2330 MGS Guardrail 3 K	150.000 LF	_____.____	_____.____
0228	614.2340 MGS Guardrail 3 L	437.500 LF	_____.____	_____.____
0230	614.2610 MGS Guardrail Terminal EAT	20.000 EACH	_____.____	_____.____
0232	616.0700.S Fence Safety	100.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0234	618.0100 Maintenance And Repair of Haul Roads (project) 01. 1580-30-70	1.000 EACH	_____.____	_____.____
0236	618.0100 Maintenance And Repair of Haul Roads (project) 02. 1580-30-71	1.000 EACH	_____.____	_____.____
0238	618.0100 Maintenance And Repair of Haul Roads (project) 03. 1580-30-72	1.000 EACH	_____.____	_____.____
0240	619.1000 Mobilization	1.000 EACH	_____.____	_____.____
0242	624.0100 Water	1,200.000 MGAL	_____.____	_____.____
0244	625.0100 Topsoil	49,100.000 SY	_____.____	_____.____
0246	628.1104 Erosion Bales	100.000 EACH	_____.____	_____.____
0248	628.1504 Silt Fence	17,170.000 LF	_____.____	_____.____
0250	628.1520 Silt Fence Maintenance	17,170.000 LF	_____.____	_____.____
0252	628.1905 Mobilizations Erosion Control	33.000 EACH	_____.____	_____.____
0254	628.1910 Mobilizations Emergency Erosion Control	11.000 EACH	_____.____	_____.____
0256	628.2004 Erosion Mat Class I Type B	24,510.000 SY	_____.____	_____.____
0258	628.2008 Erosion Mat Urban Class I Type B	25,850.000 SY	_____.____	_____.____
0260	628.7504 Temporary Ditch Checks	360.000 LF	_____.____	_____.____
0262	628.7555 Culvert Pipe Checks	155.000 EACH	_____.____	_____.____
0264	628.7570 Rock Bags	705.000 EACH	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0266	629.0210 Fertilizer Type B	75.000 CWT	_____.____	_____.____
0268	630.0110 Seeding Mixture No. 10	675.000 LB	_____.____	_____.____
0270	630.0120 Seeding Mixture No. 20	1,700.000 LB	_____.____	_____.____
0272	630.0140 Seeding Mixture No. 40	100.000 LB	_____.____	_____.____
0274	630.0500 Seed Water	1,125.000 MGAL	_____.____	_____.____
0276	633.5200 Markers Culvert End	50.000 EACH	_____.____	_____.____
0278	634.0612 Posts Wood 4x6-Inch X 12-FT	4.000 EACH	_____.____	_____.____
0280	634.0616 Posts Wood 4x6-Inch X 16-FT	11.000 EACH	_____.____	_____.____
0282	637.2210 Signs Type II Reflective H	15.000 SF	_____.____	_____.____
0284	637.2220 Signs Type II Reflective SH	24.000 SF	_____.____	_____.____
0286	638.2102 Moving Signs Type II	50.000 EACH	_____.____	_____.____
0288	638.2602 Removing Signs Type II	4.000 EACH	_____.____	_____.____
0290	638.3000 Removing Small Sign Supports	4.000 EACH	_____.____	_____.____
0292	642.5201 Field Office Type C	1.000 EACH	_____.____	_____.____
0294	643.0300 Traffic Control Drums	6,415.000 DAY	_____.____	_____.____
0296	643.0420 Traffic Control Barricades Type III	325.000 DAY	_____.____	_____.____
0298	643.0705 Traffic Control Warning Lights Type A	370.000 DAY	_____.____	_____.____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0300	643.0715 Traffic Control Warning Lights Type C	1,570.000 DAY	_____.____	_____.____
0302	643.0900 Traffic Control Signs	12,810.000 DAY	_____.____	_____.____
0304	643.0920 Traffic Control Covering Signs Type II	2.000 EACH	_____.____	_____.____
0306	643.3105 Temporary Marking Line Paint 4-Inch	49,020.000 LF	_____.____	_____.____
0308	643.3120 Temporary Marking Line Epoxy 4-Inch	70,150.000 LF	_____.____	_____.____
0310	643.3850 Temporary Marking Stop Line Removable Tape 18-Inch	132.000 LF	_____.____	_____.____
0312	643.5000 Traffic Control	1.000 EACH	_____.____	_____.____
0314	645.0105 Geotextile Type C	148.000 SY	_____.____	_____.____
0316	645.0120 Geotextile Type HR	395.000 SY	_____.____	_____.____
0318	645.0130 Geotextile Type R	155.000 SY	_____.____	_____.____
0320	646.1020 Marking Line Epoxy 4-Inch	79,750.000 LF	_____.____	_____.____
0322	646.1040 Marking Line Grooved Wet Ref Epoxy 4-Inch	126,650.000 LF	_____.____	_____.____
0324	646.6464 Cold Weather Marking Epoxy 4-Inch	179,450.000 LF	_____.____	_____.____
0326	646.9000 Marking Removal Line 4-Inch	3,250.000 LF	_____.____	_____.____
0328	648.0100 Locating No-Passing Zones	13.430 MI	_____.____	_____.____
0330	650.4500 Construction Staking Subgrade	11,755.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0332	650.5000 Construction Staking Base	11,755.000 LF	_____.____	_____.____
0334	650.5500 Construction Staking Curb Gutter and Curb & Gutter	2,035.000 LF	_____.____	_____.____
0336	650.6000 Construction Staking Pipe Culverts	21.000 EACH	_____.____	_____.____
0338	650.6501 Construction Staking Structure Layout (structure) 02. C-35-1959	1.000 EACH	_____.____	_____.____
0340	650.6501 Construction Staking Structure Layout (structure) 03. C-35-1960	1.000 EACH	_____.____	_____.____
0342	650.6501 Construction Staking Structure Layout (structure) 04. C-35-1961	1.000 EACH	_____.____	_____.____
0344	650.8000 Construction Staking Resurfacing Reference	61,075.000 LF	_____.____	_____.____
0346	650.9911 Construction Staking Supplemental Control (project) 01. 1580-30-70	1.000 EACH	_____.____	_____.____
0348	650.9911 Construction Staking Supplemental Control (project) 02. 1580-30-71	1.000 EACH	_____.____	_____.____
0350	650.9911 Construction Staking Supplemental Control (project) 03. 1580-30-72	1.000 EACH	_____.____	_____.____
0352	650.9920 Construction Staking Slope Stakes	11,755.000 LF	_____.____	_____.____
0354	661.0101 Temporary Traffic Signals for Bridges (structure) 01. C-50-9701 STA 368+26	1.000 EACH	_____.____	_____.____
0356	661.0101 Temporary Traffic Signals for Bridges (structure) 02. 60-Inch Pipe STA 503+36	1.000 EACH	_____.____	_____.____
0358	690.0150 Sawing Asphalt	5,050.000 LF	_____.____	_____.____

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Alt Set ID: Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0360	690.0250 Sawing Concrete	880.000 LF	_____._____	_____._____
0362	715.0502 Incentive Strength Concrete Structures	3,000.000 DOL	1.00000	3,000.00
0364	740.0440 Incentive IRI Ride	53,790.000 DOL	1.00000	53,790.00
0366	SPV.0030 Special 01. Fertilizer for Lawn Type Turf	3.000 CWT	_____._____	_____._____
0368	SPV.0060 Special 01. Temporary Water Diversion Sta 368+26 72-Inch Pipe	1.000 EACH	_____._____	_____._____
0370	SPV.0060 Special 02. Temporary Water Diversion Sta 503+39 60-Inch Pipe	1.000 EACH	_____._____	_____._____
0372	SPV.0060 Special 03. Temporary Water Diversion Sta 603+55 B-50-42	1.000 EACH	_____._____	_____._____
0374	SPV.0060 Special 04. Temporary Water Diversion Sta 625+62 B-50-37	1.000 EACH	_____._____	_____._____
0376	SPV.0060 Special 05. Temporary Water Diversion C-35-1959	1.000 EACH	_____._____	_____._____
0378	SPV.0060 Special 06. Temporary Water Diversion C-35-1961	1.000 EACH	_____._____	_____._____
0380	SPV.0060 Special 07. Temporary Water Diversion C-35-1962	1.000 EACH	_____._____	_____._____
0382	SPV.0060 Special 08. Reestablish Section Corner Monuments	17.000 EACH	_____._____	_____._____
0384	SPV.0060 Special 09. Temporary Vehicle Detection Sta 368+26	1.000 EACH	_____._____	_____._____
0386	SPV.0060 Special 10. Base Aggregate Dense 1 1/4-Inch Pipe Trench	14.000 EACH	_____._____	_____._____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price	Bid Amount
0388	SPV.0060 Special 11. Embedded Galvanic Anodes	7.000 EACH	_____.____	_____.____
0390	SPV.0060 Special 12. Strapping B-50-37	3.000 EACH	_____.____	_____.____
0392	SPV.0060 Special 13. Strapping C-35-1963	2.000 EACH	_____.____	_____.____
0394	SPV.0180 Special 01. Prepare Topsoil for Lawn Type Turf	3,400.000 SY	_____.____	_____.____
0396	SPV.0180 Special 02. Protective Thermoplastic Coating at Snowmobile Trail Crossing	67.000 SY	_____.____	_____.____
0398	SPV.0180 Special 03. Asphaltic Slope Stabilization	140.000 SY	_____.____	_____.____
0400	643.3150 Temporary Marking Line Removable Tape 4-Inch	7,410.000 LF	_____.____	_____.____
0402	661.0101 Temporary Traffic Signals for Bridges (structure) 03. C-35-1959	1.000 EACH	_____.____	_____.____
0404	661.0101 Temporary Traffic Signals for Bridges (structure) 04. C-35-1961	1.000 EACH	_____.____	_____.____

Section: 0001 Total: _____.____

Total Bid: _____.____